# Heckington Fen Solar Park

ENO10123

## Outline Construction Environmental Management Plan

Applicant: Ecotricity (Heck Fen Solar) Limited

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# OUTLINE CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

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# Outline Construction Environmental Management Plan.

## Land At Six Hundred Farm, Six Hundred Drove, East Heckington, Sleaford, Lincolnshire.

On Behalf of Ecotricity (Heck Fen Solar) Limited.

Date: August 2023 | Pegasus Ref: P20-2370 TR02

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# 1. Introduction

1.1. This Outline Construction Environmental Management Plan (oCEMP) has been prepared by Pegasus Group on behalf of Ecotricity (Heck Fen Solar) Limited (the Applicant). It is provided as part of a Development Consent Order (DCO) application for ground mounted solar panels, energy storage facility, below ground grid connection to, and extension to Bicker Fen Substation and all associated infrastructure works. The proposed development comprises a number of parts, but can be summarised into three main sections:

1. the 'Energy Park' which includes the solar panels, energy storage and associated equipment on the main site listed below.

2. the Grid Connection, and

3. extension works at National Grid's Bicker Fen Substation.

1.2. This report identifies necessary mitigation measures to reduce or prevent potential effects upon the environment and nearby sensitive receptors during the construction phase of the development. It should be read in conjunction with the Outline Construction Traffic Management Plan (oCTMP) (document reference 7.10) submitted with the DCO. Both the oCEMP and the oCTMP will be further developed once the appointment of the Contractor(s) for the project has been confirmed and a detailed construction programme has been developed. The final CEMP will be in accordance with this outline plan but tailored to the relevant phase of works and will be submitted in accordance with the relevant triggers in Schedule 2 of the DCO (document reference 3.1). The number of phases will be determined by the undertaker prior to commencement of the DCO and notified to the relevant planning authority under Requirement 3 of Schedule 2 of the DCO (document reference 3.1); at this stage it is expected that the National Grid extension works (Work No. 6B and 6C) will be a standalone phase meaning that National Grid will submit the final control plans for their respective works.

1.3. The Proposed Development is located at land at Six Hundreds Farm, Six Hundreds Drove, East Heckington, Sleaford, Lincolnshire. The grid connection extends from Six Hundreds Farm to National Grid's Bicker Fen Substation 5.5km to the south (as the crow flies).

1.4. A Development Consent Order (document reference 3.1) has been prepared, alongside an Environmental Statement (document reference 6.1) for the submission to the Planning Inspectorate on behalf of the Secretary of State for the above Development. If approved the Development could start construction in 2025 and be operational in 2027. This Outline Construction Environmental Management Plan forms the starting point for the final CEMP which will provide a code of construction practice for the construction phase of the proposed development.

1.5. The Proposed Development will be set up and managed with consideration to the following principles: to be considerate of people and the environment; kept clean; be a good neighbour; be respectful, safe and responsible.

1.6. Contractors, delivery drivers and visitors will be advised of the measures set out within the final approved CEMP (and the final approved CTMP) prior to visiting the site.

1.7. It will be the appointed Contractor's responsibility to comply with all statutory regulations and guidelines, as appropriate in relation to the construction and movement activities for the scheme. The appointed Contractor(s) will also be responsible for ensuring the plan is adequately implemented.

**oCEMP Structure**

1.8. This oCEMP collates matters further to specialist input provided with various team members and includes:

a. Transport and Access – covered in **Sections 2 to 7**.

b. Landscape and Visual Amenity – covered in **Section 7** summarised from information provided by Pegasus Group.

c. Residential Amenity – covered in **Section 7** summarised from information provided by Pegasus Group.

d. Ecology and Ornithology – covered in **Section 7** summarised from information provided by Ecotricity.

e. Hydrology, Hydrogeology, Flood Risk and Drainage – covered in **Section 7** summarised from information provided by JBA Consulting.

f. Cultural Heritage – covered in **Section 7** summarised from information provided by Pegasus Group.

g. Socio-Economics – covered in **Section 7** summarised from information provided by Pegasus Group.

h. Noise and Vibration – covered in **Section 7** summarised from information provided by Hoare Lea and Ecotricity.

i. Lighting – covered in **Section 7** summarised from information provided by Ecotricity.

j. Waste Management – covered in **Section 7** summarised from information provided by Ecotricity.

k. Climate Change – covered in **Section 7** summarised from information provided by Land Use Consultants Limited.

l. Air Quality – covered in **Section 7** summarised from information provided by Hoare Lea.

m. Land Use and Agriculture – covered in **Section 7** summarised from information provided by Kernon Countryside Consultants.

n. Glint and Glare – covered in **Section 7** summarised from information provided by Wardell Armstrong.

o. Miscellaneous Issues – covered in **Section 7** summarised from information provided by Pegasus Group.

# 2. Site Characteristics

**Site Location and Description**

2.1. The Energy Park comprises fields to the north of the A17 within the vicinity of East Heckington. It is bound by undeveloped parcels of land and the Head Dike to the north, Sidebar Lane and undeveloped land to the west, the A17 to the south and Holland Dike to the east. The cable route comprises further agricultural fields and will require the crossing of infrastructure such as the A17, the railway, the South Forty Foot Drain, a gas pipeline and other roads and watercourses. The existing National Grid Bicker Fen Substation is located to the north-west of Bicker and is also bound by undeveloped fields and the Bicker Fen Wind Farm.

2.2. Planning permission for a wind farm at the site was previously granted consent and the highway authority offered no objection to those proposals. The form and location of the access arrangements agreed as part of the wind farm have been taken into consideration for the development of the Energy Park.

2.3. A site location plan is included at **Figure 2.1** and the proposed indicative site layout is included within the wider submission.

**Local Highway Network – Energy Park Access**

A17

2.4. The A17 is a single carriageway road which is routed between Newark-on-Trent to the north and Kings Lynn to the south. Locally, the A17 provides a connection between Sleaford and Boston and Spalding. It links with the A52 at a roundabout junction approximately seven kilometres south of the proposed Energy Park access and with the A15 at a roundabout junction approximately 15 kilometres north of the access. The road is subject to a 50mph speed limit within the vicinity of the Energy Park frontage.

2.5. The carriageway measures approximately eight metres wide at the Energy Park frontage. A footway measuring approximately two metres wide is located on the southern side of the carriageway between the Four Winds Service Station in the east to The Heathers House to the west.

2.6. The A17, A52, and A15 are all principal routes that are used by Heavy Goods Vehicles (HGVs) on a regular basis.

**Local Highway Network – Cable Route Access**

Triton Knoll Access Road

2.7. The Triton Knoll access road is located approximately 660 metres south of the lane leading to Royalty Farm, to the south of South Forty Foot Drain. It measures around 35 metres wide at the bellmouth and tapers to around seven metres wide within the site. There are no footways located along the access road.

Access Road North of South Forty Foot Drain

2.8. The access road to the north of the South Forty Foot Drain is located approximately 430 metres north of the junction between the A17 and the A1121. It measures around 24 metres wide at the bellmouth and varies in width within the site, although generally measures around 20 metres wide. There are no footways located along the access road.

Royalty Lane

2.9. The lane that runs to Royalty Farm from the A17 is a no through road located to the south of South Forty Foot Drain and is subject to the national speed limit (60mph). It measures around five metres wide for the first 200 metres before narrowing to around 2.5 metres wide. There are no footways located along the lane. It should be noted that the name of the lane is spelt a number of ways including Royalty Lane, Royality Lane, and Royalty Farm Lane.

**Local Highway Network –Substation Access**

A52

2.10. The A52 is a single carriageway road which is routed between Skegness in the northeast and Nottingham in the west. Locally, the A52 provides a connection to Bicker and the A17, via a roundabout junction around seven kilometres southeast of the proposed Energy Park access. The road is subject to the national (60mph) speed limit in the vicinity of Bicker village.

National Grid Access Road

2.11. The National Grid access road is served from the A52 Bicker Bar, approximately 600 metres south west of the junction with Drury Lane. It measures around 55 metres wide at the bellmouth and tapers to around eleven metres wide internally. There are no footways located along the access road. The access road forms a priority junction with Ing Drove to the north which becomes Cowbridge Road approximately 220 metres west of the junction.

Cowbridge Road

2.12. Cowbridge Road is a single carriageway road which is subject to the national speed limit (60mph). It measures around four metres wide and does not have any footways.

Bicker Drove

2.13. Cowbridge Road becomes Bicker Drove at its junction with Longhedge Drove. It is a single carriageway road which is also subject to the national speed limit (60mph). Bicker Drove varies in width but generally measures around three metres wide and does not have any footways.

Vicarage Drove

2.14. Bicker Drove becomes Vicarage Drove approximately 550 metres northwest of Longhedge Drove. It is a single carriageway road which is subject to the national speed limit (60mph) and currently serves the National Grid Bicker Fen Substation. Within the vicinity of the substation Vicarage Drove measures around three metres wide and does not have any footways.

**Recorded Traffic Speeds**

2.15. Automatic Traffic Count (ATC) surveys were carried out on the approaches to the proposed Energy Park access point on the A17 between 24th March to 31st March 2022 to ascertain existing vehicle speeds. The full survey dataset is included at **Appendix A**.

2.16. The average 85th percentile speeds calculated in accordance with the Design Manual for Roads and Bridges (DMRB) 'CA 185 Vehicle Speed Measurement' equate to:

- 51.10mph for eastbound traffic; and
- 53mph for westbound traffic.

2.17. These speeds equate to a Stopping Sight Distance (SSD) of 164.23 metres eastbound (looking right out of the access junction) and 154.48 metres westbound (looking left out of the access junction).

**Public Rights of Way**

2.18. Public Right of Way (PRoW) footpath Heck/15/1 is located along the northern boundary of the Energy Park site. The footpath follows field boundaries along the Head Dike from the B1395 Sidebar Lane in the west towards Maryland Bank in the east. Access onto the Head Dike raised bank is no longer possible with a bridge crossing the drainage ditch no longer in existence.

2.19. In the vicinity of the off-site cable route corridor, PRoW footpath Swhd/14/1 and Bridleway Swhd/13/1 follow the alignment of the South Forty Foot Drain. Footpath Swhd/14/1 borders the north of the South Forty Foot Drain for approximately two kilometres and Bridleway Swhd/13/1 borders the south east of South Forty Foot Drain for approximately four kilometres.

**Highway Safety**

2.20. Personal Injury Collision (PIC) data has been obtained from Lincolnshire Road Safety Partnership for the most recent five-year period between 31/03/2018 and 31/03/2022. The study area comprises approximately 4.5 kilometres along the A17 between the junction with the A1121 to the east and the layby serving Garwick café to the west.

2.21. Lincolnshire Road Safety Partnership has confirmed that there has been a total of 14 slight, three serious and one fatal incident within this five-year study period within the study area. A summary of these incidents along with the full PIC reports are included at **Appendix B.**

2.22. With respect to the fatal incident which occurred on 16/04/2020 at 10:00, it is understood that two vehicles were involved, including a car and a 7.5 tonne goods vehicle. The incident appears to have occurred when the car, which was travelling westbound along the A17, drove towards the nearside kerb and when correcting the direction of the vehicle, entered the opposing side of the carriageway into the path of the goods vehicle. Road conditions were dry, daylight was present, and the weather was fine without high winds.

2.23. Assessment of these incidents confirms that they are generally randomly located and that there are no obvious highway safety patterns or problems within the study area.

2.24. Additional Personal Injury Collision (PIC) data has been obtained from CrashMap.com for the most recent five-year period for an area surrounding the Triton Knoll access and National Grid Bicker Fen Substation access road junction, along Ing Drove, Cowbridge Road, Bicker Drove and Vicarage Drove. This confirms that there have been no recorded incidents within the most recent five-year period at the junctions and along the route to the substation from the access road junction.

2.25. There is forecast to be a relatively limited increase in daily trips associated with the Proposed Development and the movement of construction vehicles will be strictly managed through the construction phase, as detailed in **Section 5**. Therefore, it is expected that there will not be any material impact on the safety of the local highway network arising from the scheme.

# 3. Development Proposals and Construction Phasing

**Development Proposals**

Proposed Energy Park

3.1. The proposed development comprises the construction, operation (including maintenance) and decommissioning of ground mounted solar PV panel arrays, an energy storage facility and supporting infrastructure. The connecting cable route extends from the Energy Park to the connection point at the National Grid Bicker Fen Substation, around nine kilometres to the south of the approximate centre of the Energy Park. National Grid Bicker Fen Substation will be extended as part of the scheme to connect the electricity generated by the Proposed Development into the National Grid infrastructure system. Further details of the proposal and the technology used together with the proposed site layout are provided separately as part of the DCO application (for example, in ES Chapter 3 (document reference 6.1.3), ES Chapter 4 (document reference 6.1.4), and the Outline Design Principles (document reference 7.1).

3.2. Access to the site during the construction and operational phases is proposed from the A17 to the south of the site, approximately 900 metres northwest of the junction with Six Hundreds Drove. Whilst the proposed access is under construction, a temporary construction access will be provided via an existing junction with the A17, approximately 600 metres southeast of B1395 Sidebar Lane junction.

3.3. Access for the construction of the cable route is proposed in three locations. Access from the north of the South Forty Foot Drain is proposed via an existing junction with the A17 located approximately 430 metres north of the junction with the A1121; and access to the south of the drain is proposed via the Triton Knoll access with the A17. Localised access is also proposed via Royalty Lane and Timms Drove. However, the Triton Knoll access will predominantly form the southern access.

3.4. Access to the Bicker Fen Substation is currently achieved via Bicker village or via a haul road from the A52, further detailed below. This will not change as a result of the Proposed Development. Access for some construction vehicles associated with the extension to the Substation will continue to access via Bicker, in line with National Grid's existing arrangements. The majority of vehicles will use the National Grid access road to access Cowbridge Road, Bicker Drove and Vicarage Drove which ultimately provide access to the substation.

Proposed Cable Route

3.5. The cable route will follow a southernly trajectory between the site and the National Grid Bicker Substation over agricultural land.

3.6. The cable route will cross the A17 south of the Energy Park before crossing agricultural land south of the A17 before crossing the Skegness to Grantham railway line and the South Forty Foot Drain.

3.7. The traditional trench and duct method is anticipated primarily at this stage. However, the Horizontal Directional Drilling (HDD) method is likely to be used where there are identified constraints including the A17, railway line, and South Forty Foot Drain. HDD allows for the required ductworks to be conducted and executed without the need to open, empty and backfill the traditional trenches. Crossing of the Internal Drainage Board maintained watercourses, PRoW, and landowner maintained watercourses will also be required. Further details setting out the proposed methodology for construction/ operational traffic to cross a watercourse is set out in **Appendix I – Outline Watercourse Crossing Method Statement**.

3.8. The exact location of the cable route within the A17 highway will be identified by the contractor who will produce a cable route feasibility report prior to commencement. Appropriate street works notices will be secured and suitable traffic management and procedures will be implemented along the route to minimise disruption to background traffic on the local highway network.

3.9. It will also be necessary for the cable to cross minor roads between the A17 in the north and the Substation, including (but not limited to) Bicker Drove, North Drove and Timms Drove.

**Public Rights of Way**

Energy Park

3.10. PRoW HECK/15/1 is located along the northern boundary of the site. Given its location on the periphery of the Energy Park, it is not anticipated that the proposals will materially affect access to the footpath. However, should it be considered necessary by the highway authority appropriate signage and fencing could be erected.

Cable Route

3.11. There are two PRoWs along the cable route which follow the alignment of the South Forty Foot Drain. As such, they will be unaffected by the cable routing as HDD will take place with no impacts on the surfacing of the PRoW. Therefore, no PRoWs are required to be excavated or altered as a result of the cable run.

**Construction Compounds**

Energy Park

3.12. Due to the size of the Energy Park, there will be multiple construction compounds located within the site. The compounds will be of suitable size for an articulated vehicle to enter, turn and exit in a forward gear.

3.13. A temporary car parking area (including space for minibuses) will be provided on the site within the contractor's compounds, as shown on the layout plan included with the submission. Parking will therefore be contained within the site and no unnecessary parking will occur on the local highway network. The compounds will also include areas for the storage of plant and equipment. No parking by contractors, visitors or delivery vehicles will be permitted on the access track leading to the site compound during the construction phase. Visitors will be advised of the parking arrangements in advance of travelling to the site.

Cable Route

3.14. Two primary construction compounds have been assessed on the cable route, including one at Royalty Farm and one at Bicker Fen Substation. These will be used for primary storage of materials, such as cable drums and welfare facilities. It may be appropriate to store materials and machinery in situ overnight alongside the grid route.

3.15. All contractor vehicles will park within the site compound in a designated parking area, available for both visitors and site operatives. Signage will be erected advising / designating where parking is available.

3.16. Where possible, plant and materials will be delivered to the compound in suitable sized loads to ensure vehicles have sufficient turning areas within the confines of the site. A banksman will assist any delivery vehicles in turning / entering / exiting the site.

# 4. Construction Programme and Vehicle Movements

**Construction Phase**

Energy Park

4.1. The Applicant has confirmed that the Energy Park will take approximately 30 months to complete, split roughly into four or five construction areas across the site. The cable route and works at Bicker Fen will take place within the same timeframe. Energy storage will be delivered over a two year period.

4.2. The construction phase includes the preparation of the site, the temporary access roads, erection of security fencing, assembly and erection of the PV strings, installation of the inverters/transformers/energy storage units and grid connection.

4.3. If considered necessary by local highway officers, construction traffic and delivery vehicles will be limited to outside of the AM and PM peak hours.

Construction Workers

4.4. A maximum of up to 436 construction workers are forecast to be on site during peak times (assumed to be a six-month period) of construction, with an average of 150 workers during typical periods of construction. At peak times, it is anticipated that around 400 workers will be associated with the main solar farm construction and that around 36 will be associated with the National Grid substation works. As set out in **Section 3**, temporary construction compounds will be provided at the Energy Park and at the Bicker Fen Substation which will include car parking for contractors, ensuring that all parking associated with the construction is contained on site.

4.5. The location of where staff will travel from is unknown at this stage as it will depend on the appointed contractor. However, it is anticipated at this stage that any non-local workforce will stay at local accommodation and the vast majority of general operatives will be transported to the site by minibuses to minimise the impact on the local highway network. Assuming 14-seater minibuses are used, there could be around 29 crew minibuses during the peak time of construction (57 two-way trips) and around 11 crew minibuses per day (22 two-way trips) in non-peak times associated with the main solar farm construction and around three crew minibuses (six two-way trips) associated with the substation works. The number of car trips to the site will be minimised to those senior staff such as project managers and the Health and Safety Executive.

Energy Park Construction Deliveries

4.6. The construction period will include the use of HGVs to bring equipment onto the site and this will be strictly managed to ensure that vehicle movement is controlled and kept to a minimum. A small number of abnormal indivisible loads will be required to transfer heavier equipment such as transformers.

4.7. The route identified at **Section 5** for construction traffic means that large vehicles will only utilise A-roads for the whole construction route, with impacts on local residential areas minimised.

4.8. The Applicant has advised that following HGV movements could be associated with the construction period as set out in **Table 4.1**.

Table 4.1 Heavy Goods Vehicle Movements – Energy Park Construction Period

| Activity | Type of Vehicle | Total Number of Construction Vehicles |
|---|---|---|
| Solar Park Components - Modules[1] | 16.5 metre articulated | 1,500 |
| Solar Park Components - Frames | | 900 |
| Energy Storage Units[2] | | 300 |
| Energy Storage Supports[3] | | 200 |
| Substation Components[4] | | 80 |
| Cable | | 1,200 |
| Spares Containers[5] | | 20 |
| Compound Containers[6] | | 50 |
| Building Components[7] | | 250 |
| Materials[8] | | 4,195 |
| Solar Park Components – Central Inverters[9] | 12 metre rigid | 130 |
| Substation Transformers[10] | Abnormal Indivisible Load | 7 |
| Crane[11] | | 100 |
| Access Tracks[12] | 10 metre tipper trucks | 2,100 |
| General | 16 metre Low Loader | 50 |
| **Total** | | **11,082 (12,190 including 10% contingency)** |

[1] Assuming 930,000 modules delivered at 620 modules per container.

[2] Containers for energy storage, inverters, switchgear and transformers. Assuming 200 for each energy storage container and 100 for inverters and transformers.

[3] Steelwork for foundations for 400 containers.

[4] Components for 1 x 400kV substation including 4 high voltage substations.

[5] Assuming 1 HGV per container.

[6] Assuming 1 HGV per container.

[7] Blocks, tiles, doors, welfare etc for control rooms.

[8] Building materials for energy storage compound and substation including stone, reinforced concrete and fencing.

[9] Each inverter assumed to be transported individually.

[10] Assuming 3 x deliveries for main step-up and 4 x auxiliary deliveries.

[11] Assuming a crane will arrive at the site once a week for a period of 18 months.

[12] Assuming 19 kilometres of access track (comprising 10.3 kilometres new access track and 8.7 kilometres of existing).

4.9. Assuming a 30-month construction period (total) and a six day working week (720 days total) equates to around 17 HGV deliveries per day on average (or up to 34 two-way movements per day). This could be higher or lower at times depending on the stage of construction. A 10% contingency has been applied to account for the fact that in reality, some deliveries could be made using smaller vehicles which would subsequently increase the overall number.

4.10. In addition to the HGV movements identified in **Table 4.1**, there will also be a small number of construction movements associated with smaller vehicles such as the collection of skips for waste management, the transport of construction workers and sub-contractors.

4.11. The Energy Park will be associated with fewer large, abnormal loads than the consented wind farm at the site.

Cable Route Corridor

4.12. The Applicant has advised that the construction of the cable route will be associated with a number of vehicles and machinery including 21 tonne, 13 tonne and 8 tonne excavators, 9 tonne dumpers, tractors, self-propelled tracked drill rigs and a small number of 16.5 metre articulated vehicles.

4.13. Vehicles/machinery will generally be brought to the site at the start of the project and stored overnight within a temporary fenced area within the vicinity of where works are being carried out. Light plant, fuel and staff vehicles would return to the compound on a daily basis. As such, the Applicant has advised that there will typically only be around five vehicles moving between the main Energy Park site and the cable route corridor each day (around ten two-way movements). This could be higher or lower at times depending on the stage of construction.

4.14. In addition to the movements identified at **paragraph 4.13** there will also be a small number of construction movements associated with smaller vehicles such as the transport of construction workers and sub-contractors. This is assumed to be one minibus arriving and departing each day (noting that there is anticipated to be a maximum of ten staff working on the cable route).

4.15. The construction phase will be temporary and, alongside traffic management and mitigation measures set out below, the impact of the works on the local highway network are therefore not considered to be severe.

National Grid Bicker Fen Substation Extension

4.16. The proposals will require an extension to the existing substation at the National Grid Bicker Fen Substation. Detailed design for the extension is ongoing by National Grid with two design options, either Air Insulated Switchgear (AIS) or a Gas Insulated Switchgear (GIS) solution. Both design options will include a new Generation Bay, control room amid a section of perimeter access road. Within the new Generation Bay will be all of the electrical equipment required for connection to the Transmission system. The new equipment will look similar to the units of equipment already installed at the National Grid Bicker Fen Substation site. If a GIS option is pursued, infrastructure will be partly housed in a barn structure.

4.17. The estimated length of works is 60 weeks. National Grid has provided an estimate of the number of vehicles that could be associated with the Proposed Development. This equates to a total of 2,076 vehicles over the 60 week (360 days) period and an average of around six vehicles per day (12 two-way trips).

4.18. For the heavy and slow plant such as excavators, these would be brought to the site at the start of the project and stored overnight within the vicinity of where works are being carried out. Light plant, fuel and staff vehicles would return to the compound on a daily basis.

4.19. The construction phase will be temporary and, alongside traffic management and mitigation measures set out below, the impact of the works on the local highway network are therefore not considered to be severe.

**Operational Phase**

Energy Park

4.20. It is currently anticipated that once the site is operational, there will be approximately one to two visit(s) per day associated with a Shepherd (for sheep grazing on site) and for equipment maintenance. However, should replacement parts be required, or other significant maintenance require further staff onsite, there could be up to around 20 trips (40 two-way movements per day) for isolated periods of time.

4.21. The largest vehicles that are likely to be used during the operational phase is expected to be no larger than a 7.5t van or 4x4 vehicles. However, larger vehicles may be required to transport replacement parts, should it ultimately be necessary.

4.22. Whilst the contractor's compound will have been removed, space will remain within the site for such a vehicle to turn around to ensure that reversing will not occur onto the adjacent highway.

# 5. Construction Traffic Route and Access

**Energy Park Access Arrangements**

Temporary Construction Access

5.1. Whilst the proposed permanent construction and operational access is under construction, temporary construction access is proposed to be provided via an existing junction with the A17, approximately 600 metres southeast of B1395 Sidebar Lane junction.

5.2. The existing access, adjacent to Elm Grange, is shown at **Figure 5.1**. Visibility splays of 2.4 x 215 metres can be achieved in both directions to the nearside kerb, commensurate with speeds of 60mph (notwithstanding recorded speeds of less than this).

5.3. Access to a new school for children with Special Educational Needs and Disabilities (SEND) is provided in this location. Any vehicle movements associated with the construction of the Energy Park will be minimised and restricted to avoid the start and end of the school day (where it is understood that the majority of pupils arrive and depart by taxi). The Site Manager will liaise with the school on a regular basis to inform them of expected vehicle movements and to manage the arrival and departure of the largest vehicles.

5.4. The temporary construction access will only be in place until such a time that the permanent access is completed. This is estimated to be a period of around two months.

Main Construction and Operational Access

5.5. Vehicular access to the site during the construction and operational phases is proposed via a new priority junction with the A17 to the south of the site, approximately 900 metres northwest of the junction with Six Hundred Drove. The proposed junction arrangement is illustrated at **Figure 5.2**. This is in the approximate position agreed as part of the previous wind farm planning consent at the site.

5.6. Following pre-application discussions with highways officers, all construction traffic (including light and heavy vehicles) will be required to make a "left in – left out" manoeuvre at the site access. Drivers will be made aware of this upon arriving and departing the site and appropriate signage will be provided at the site access.

5.7. The junction will provide a seven metre wide access road, wide enough to accommodate two HGVs simultaneously. A wider bellmouth of up to approximately 43 metres is proposed to connect to the A17.

5.8. Junction radii of 12 metres on the north-western side and ten metres on the south-eastern side will be provided to accommodate the swept path of the largest vehicles associated with the proposed Energy Park.

5.9. All construction vehicles will enter and exit the Energy Park in forward gear. **Figure 5.2** demonstrates the Swept Path Analysis of a 16.5 metre articulated vehicle at the access. A 16.5m articulated HGV will access the site frequently during the construction phase. A low loader will be required to transport a small number of deliveries associated with energy storage units. These deliveries will be managed to ensure that the access road is clear at all times. **Figure 5.2** confirms that a low loader can manoeuvre appropriately at the site access.

5.10. Delivery vehicles seeking to access and egress the Site could be assisted by the use of banksmen, should it be considered necessary by local highway officers. However, **Figure 5.2** demonstrates that visibility splays of 215 metres can be provided to the nearside kerb in both directions. This is commensurate with vehicle speeds of 60mph and therefore in excess of the visibility splay requirements associated with the signed and recorded speeds in this location.

5.11. The extent of the access tracks within the site is shown on the site layout included as part of the wider submission.

Abnormal Indivisible Loads

5.12. A small number of abnormal indivisible load (AIL) will be required for the on-site step-up transformers which will be the largest vehicle accessing the site from the A17. The transformers measure around 300 tonnes which could require a 74-metre-long trailer (total AIL length approximately 79 metres).

5.13. A swept path assessment for the proposed site access has been undertaken to confirm the temporary works required at the access to accommodate the AILs. The vehicle will need to overrun the southern verge opposite the access and a scheme of temporary works, which has been included in the DCO (document reference 3.1), is proposed here to reinforce the grass verge to accommodate the AILs.

**Proposed Energy Park Access Mitigation**

5.14. The arrival and departure of HGVs at the site will be strictly managed by the Site Manager. Drivers will adhere to a delivery schedule and will be required to call ahead to ensure that any emerging HGVs can be held within the construction compound. No HGVs will be permitted to wait on the public highway.

5.15. As set out above, all vehicles will only be permitted to turn left in and left out of the site access junctions and banksmen can be located at the site access, if necessary, to assist the largest vehicles exiting the site.

5.16. Temporary signage will be erected in the vicinity of the Site during construction phase. Diagram 7301 'WORKS TRAFFIC ONLY' in the Traffic Signs Regulations and General Directions 2016 (TSRGD) will be used to indicate that heavy construction vehicles are turning. Signage will be white text and red background 1050 x 750mm mounted in 'A' frame, as illustrated at **Appendix C**.

5.17. Wheel washing may be required until the internal access tracks are completed. A drive through 'dry' wheel wash will be provided within the Site close to the A17 to ensure that vehicle's wheels are clear of mud and detritus before exiting on to the local highway network.

5.18. The contractor will dispose of any waste material arising from the works responsibly, ensuring compliance with all legislation including, but not limited to the Waste Duty of Care Code of Practice (2018). Any HGVs transporting materials off site will be covered to reduce the propensity of dust and dirt.

5.19. The contact details of the contractor and those of the highway department at Lincolnshire County Council will be exchanged before commencement of the works on site.

5.20. The contractor would be available to meet Lincolnshire County Council at regular intervals, as may be required, to ensure that the highway is reinstated according to standards. Inspections will take place during the works. The precise details will be confirmed in due course. However, this is expected to be six months following reinstatement, and within three months of the guarantee period (likely to be up to 3 years). The guarantee period defines the length of time that the Applicant/Contractor must return to bring the road surface back to normal if any defects occur.

**Proposed Access to Cable Route and Substation Extension**

5.21. Access for the construction of the cable route is proposed in three locations. Access from the north of the South Forty Foot Drain is proposed via an existing junction with the A17 located approximately 430 metres north of the junction with the A1121; and access to the south of the drain is proposed via the Triton Knoll access with the A17. Localised access is also proposed via Royalty Lane and Timms Drove. However, the Triton Knoll access will predominantly form the southern access.

Northern Cable Route Access

5.22. Access to the north of the drain is located approximately 430 metres northeast of the A17 junction with the A1121, as shown at **Figure 5.3**. The junction has been used previously for the construction of the Triton Knoll cable link and as such is considered suitable to accommodate the limited number of vehicles associated with the cable route construction.

5.23. All construction vehicles will enter and egress the site in a forward gear, as shown on **Figure 5.3** which shows a 16.5m HGV accessing and egressing the site from both directions. This is the largest vehicle that will need to access the site during the construction phase. **Figure 5.3** also shows that visibility splays of 2.4m x 160m to the nearside kerb in both directions can be achieved commensurate with DMRB requirements for the signed 50mph speed limit on the A17.

Southern (Triton Knoll) Access

5.24. South of the drain, access to the cable route will be taken via the existing Triton Knoll access road from the A17, around 800 metres southeast of the A17 junction with the A1121, as shown at **Figure 5.4**.

5.25. All construction vehicles will enter and egress the site in a forward gear, as shown on **Figure 5.4** and visibility splays of 2.4m x 160m can be achieved to the nearside kerb in both directions commensurate with DMRB requirements for the signed 50mph speed limit on the A17.

Royalty Lane Access

5.26. The Royalty Lane junction is located to the immediate south of the South Forty Foot Drain. All construction vehicles will enter and egress the site in a forward gear.

Access to Bicker Fen Substation

5.27. Access to the Bicker Fen Substation is currently achieved via Bicker village or via a haul road from the A52, further detailed below. This will not change as a result of the Proposed Development. Access for some construction vehicles associated with the extension to the Substation will continue to access via Bicker, in line with National Grid's existing arrangements. The majority of vehicles will use the National Grid haul road to access Ing Drove, Cowbridge Road, Bicker Drove and Vicarage Drove which ultimately provide access to the substation.

**Proposed Cable Route Access Mitigation**

Traffic Management

5.28. It is envisaged at this stage that the cable run will be constructed outside of the peak construction periods for the proposed Energy Park, minimising the potential for conflicts and impacts on the highway network.

5.29. Before construction commences a letter to the nearest properties would be issued and vehicles will be prohibited from using any private driveways to turn around.

5.30. Where required, suitable traffic management would be implemented to ensure safe operation and to reduce as far as reasonably practicable the impact of the cable route works on the local highway network. It may be necessary to implement some night-time closures of the A17, in order to install the cable across the carriageway.

5.31. There will be appropriate signing, lighting and guarding of the temporary works as per the Code of Practice "Safety at Street Works and Road Works" and Chapter 8 of the Traffic Signs Manual 1991, as required by Section 65 of the New Roads and Street Works Act, 1991.

5.32. Detailed traffic management layouts, site specific risk assessments and method statements would be produced and agreed with Lincolnshire County Council for all traffic management and highways related construction activities. The precise nature and locations of signage would be agreed with Lincolnshire County Council and will remain in place for the duration of the construction period.

5.33. The following traffic management measures could be implemented along the cable route, depending on the nature of the carriageway within which the works are taking place, and whether the cable will be laid within the carriageway or where the cable route crosses the highway:

*Give and Take:*

5.34. On roads along the route where the speed limit is 30mph or less, a give and take arrangement will be implemented whereby traffic gives way to oncoming vehicles past the works.

*Stop/Go boards:*

5.35. On roads along the route where the speed limit does not exceed 60mph (and where adequate visibility and lighting is available), stop/go boards shall be used to manage the flow of traffic past the cable works. Use of Stop/Go boards would be restricted to daylight hours.

5.36. Where manually rotated signs are in use and the operatives are not in direct line of sight, then two-way radio communication between operators must be used.

*Temporary traffic signals:*

5.37. Two way and / or multi-phase traffic signals will be considered where Stop/Go and Give and Take methods cannot be implemented.

*Road closure:*

5.38. Whilst this would be avoided, where possible, if it becomes necessary a Temporary Traffic Regulation Order (TTRO) could be applied for by the contractor to close a road or part of a road along the construction route.

5.39. If necessary, pedestrian access to properties within the affected road/s will be maintained at all times.

5.40. Appropriate traffic control signage will be agreed and provided as part of any of the above traffic management measures, in line with the Traffic Signs Regulations and General Directions (TSRGD) 2016 and Traffic Signs Manual Chapter 8.

**Construction Traffic Routing**

Energy Park Construction Traffic Routing

5.41. The Applicant has confirmed that the solar farm components could be imported to the UK via Immingham. It is therefore likely that construction traffic will arrive at the site from the west via the A17, as shown at **Figure 2.1**.

5.42. In order to prevent construction traffic crossing opposing traffic on the A17, any vehicles approaching from the east (right in movements) will be required to turn at the roundabout junction with the A15 and A17 at Sleaford to the west of the site.

5.43. Vehicles leaving the site will only be permitted to turn left out. Therefore, any vehicle wishing to continue its journey to the west will be required to turn at the roundabout between the A17 and A52 at Bicker to the east or continue on routes to the east of the site such as the A52 and A15.

National Grid Substation Construction Traffic Routing

5.44. Construction traffic accessing the substation will also follow the same construction route to the A52 and A17 roundabout where it will turn onto the A52 towards Bicker. It is anticipated that the majority of construction traffic will use the existing National Grid Bicker Fen Substation access road and access and egress the site via Ing Drove, Cowbridge Road, Bicker Drove and Vicarage Drove, as shown at **Figure 2.1**.

National Grid Construction Routing Principles

5.45. Construction vehicles will only access the site via the designated construction route identified in this draft oCEMP. This route will ensure, as far as practicable, that heavy construction vehicles associated with the site will not unnecessarily pass through small villages in the vicinity of the site.

5.46. All roads along the designated routes are already used by HGVs. The local highway network within the immediate vicinity of the site is generally comprised of distributor roads, is not subject to any weight or height restrictions and is suitable to accommodate all types of vehicles including maximum articulated delivery vehicles. The route is therefore considered suitable for use by the relatively low number of HGVs that will be associated with the limited temporary construction period, details of which are set out at **Section 4.**

5.47. Drivers will be informed of the route prior to arriving at and / or departing from the Site. Drivers will be advised not to use Sat-Navs to reach the Site.

**Abnormal Indivisible Loads**

5.48. An initial AIL assessment has been completed by Collett & Sons Ltd to consider the routing of a transformer in a Girder Bridge configuration from Immingham Port to the proposed site access location. This report confirms that in principle, there are no issues associated with AILs accessing the site. However, the routing of AILs will be subject to a detailed route assessment in due course.

5.49. All temporary works, such as removal of street furniture, will be subject to discussion with relevant authorities and form part of a delivery plan for each abnormal load. Each delivery will be planned in advance, escorted and managed such that any impacts are minimised. Such arrangements will be procured through standard processes with the relevant planning authority at the appropriate time.

# 6. Construction Principles, Site Rules and Communication with Third Parties

**Security & Segregation**

6.1. The Principal Contractor(s) will ensure their active works areas are fully enclosed with Heras fence (as a minimum) and controlled access gates, so the active work areas are completely autonomous from any surrounding areas, clearly defined and separated before any works commence on-site, to ensure they are fully secured from trespassers / members of the public / children. Any off-site work areas (such as highway works) will be secured with traffic barriers as a minimum.

6.2. Visitors will be directed (by signage at the entrance gate and by any personnel at the site gates) to the site office accessed via clearly defined pedestrian routes. Visitors will sign in and be inducted (as appropriate for the nature of their visit) by the Site Manager, prior to being permitted on-site.

**Deliveries**

6.3. Deliveries to site will be directed onto site by relevant signage. A banksman will be used if required, and drivers will be asked to report to the office during working hours.

6.4. All materials will be stored on site in areas designated – these areas will move as and when the route of build dictates. All plant delivered to site will be offloaded on site.

6.5. Delivery vehicles will not be permitted to wait, queue, or circulate on the public highway when the development site is not open for deliveries.

**Working Hours**

6.6. Core working hours are proposed to be 08:00 to 18:00, Monday to Friday and 08:00 to 13:00 on Saturdays unless in exceptional circumstances where the need arises, for example to ensure the continuous drilling of a HDD can be completed, as these cannot be stopped part way through. This may result in some night-time working. Some start up and closing down time may be required outside of these hours, for example between 07:00 - 08:00 and 18:00 - 19:00, which is likely to include teams arriving and leaving site. Equipment likely to cause a disturbance would not be used during these hours.

**6.7.** Until the new access from the A17 has been completed, the existing site entrance at Elm Grange will be used. Construction activities onto the Energy Park will be timed to avoid drop-off and pick-up of school students – e.g. between 09:00 – 09:30 and between 14:30 – 14:40. Further detail on transport timings is available in the outline Construction Traffic Management Plan.

**Mobile Plant Certification**

6.8. All plant will have the appropriate certification and checks with copies held on file on site.

6.9. Regular inspections of all plant will be carried out with copies held on file. All mobile plant will be stored within the site when not in use.

**Protection of the Public**

6.10. Construction risks to the public associated with this project will be covered as part of the Construction Phase Plan (CPP) developed for the project. The Principal Contractor(s) will be vigilant to the possibility of works areas being accessed by unauthorised persons and ensure that a high standard of housekeeping practices are implemented across the site to ensure they reduce the risk of potential injury to trespassers, if they manage to gain access to the site.

6.11. All materials, plant and tools will be fully secured/supervised when not in use and particularly at the end of the working day. Material storage/compound areas will also be fully secured inside the site.

**Liaison with Public**

6.12. A display board will be prominently displayed at the development site. All boards will detail the nature of the works being undertaken, a contact name, telephone number (including a telephone number to be used outside normal working hours), and a postal address where any enquiries can be sent.

6.13. The telephone number provided to local residents and businesses will be maintained at all times whilst the development works are taking place in order to respond to any enquiries and complaints.

6.14. Complaints resulting from the site should be addressed to the Site Manager.

6.15. Regular communication with neighbouring residents will be maintained throughout the duration of the works to provide updates on the scheduled works and any changes that may occur as a result of unforeseen circumstances.

6.16. A complaints register will be kept and will include complainant's details, date and time of the complaint, cause(s) of the complaint, action taken to resolve the complaint, date and time of action taken to resolve the complaint, and reasons for any unresolved complaints.

**Signage**

6.17. Appropriate Health and Safety Signage will be placed around the construction site guiding traffic and pedestrian routes, giving warnings of hazards and potential dangers (such as "Danger: Keep Out"; and public/pedestrian directional signage etc.) and instructing conduct within the site boundaries (such as "Do not remove security fencing" / "Appropriate PPE must be worn…" etc.).

**Inductions**

6.18. All operatives will be inducted prior to commencing work on this site and the relevant competencies checked, with copies held on site.

6.19. Site specific risk assessments and method statements will be produced for all activities, with copies held on site. All operatives will be briefed on their method statements prior to commencing work. Operatives and visitors will be asked to sign in and out every day.

**Carriageway Cleaning**

6.20. Pro-active measures will be undertaken to prevent spoil from vehicles leaving site during the works being deposited on the local highway network.

6.21. All construction vehicles gaining access and egress to the site will be via the construction access. There will be potential for delivery vehicles and other site traffic to carry mud and silt onto the public roads when exiting the site. This will be regularly monitored by site management team and if required wheel wash facilities will be located adjacent to the exit and will be used to wash down the wheels of vehicles prior to leaving the site to avoid the risk of mud/debris being deposited on the public highway. In addition to wheel wash facilities, the development will be able to call in a road sweeper to deal with any incidents involving mud being transferred onto the public highway.

6.22. If complaints arise or incidents of mud deposits occur, these will be investigated immediately, and appropriate action taken.

**Welfare Provision and Health & Safety**

6.23. The Principal Contractor(s) will provide full welfare facilities in accordance with Schedule 2 of the CDM Regulations 2015 – these facilities will be in place prior to construction works commencing on-site and this will be confirmed by the Principal Designer to the Client, following review of the Construction Phase Plan. Welfare facilities shall be placed in a convenient location on site and as a minimum these will comprise an office and canteen double, a toilet block and stores.

6.24. Comprehensive health and safety assessments are an essential part of the construction process and would be carried out prior to construction by the contractor in accordance with legislation. A Construction, Design and Management (CDM) co-ordinator will be appointed responsible for the provision of a pre-construction information pack, as required under the Construction (Design and Management) Regulations 2015. The appointed contractor will be required to provide a construction phase plan.

6.25. A weekly meeting is to be held between the Client, Project Co-ordinator and designers. The Health & Safety Advisors will regularly visit site to carry out the sit Health & Safety Plan. Regular visits to the site will be carried out by our nominated Health & Safety Advisor. From these visits monitoring reports will be generated.

6.26. Reportable accidents and dangerous occurrences will be reported in accordance with RIDDOR.

6.27. It is recommended that during any groundworks, appropriately licenced contractors should be appointed, PPE/RPE should be worn as necessary by groundworkers, and a safe system of work established prior to commencement.

6.28. A watching brief should be maintained for contamination throughout the duration of the proposed development. In the event that any unforeseen gross or widespread contamination is encountered on site (i.e., hydrocarbons, ash, asbestos etc). Grange GeoConsulting Limited (or another appropriately qualified contaminated land specialist) should be contacted immediately. A representative will be able to attend site, examine any potentially contaminated materials, take soil samples as required, and provide specialist advice. This would be recorded and communicated to the Local Planning Authority (LPA) and an appropriate course of action determined.

6.29. Specialist contractors should be employed as necessary to advise on the management of unexpected contamination.

**Emergency Contact Details**

6.30. A notice displaying emergency contact details will be displayed in a prominent location onsite – such as within the site office. External notices will be placed at prominent locations around the perimeter of the site, for example near Elm Grange and Bicker Fen and along Timms Drove and Sidebar Lane where the public right of way meets the site boundary.

6.31. Should a pollution incident occur, the relevant external organisations would be contacted. The details will be completed on the relevant notices, for example with a spill kit, or held by the Project Manager overseeing the work. This could include:

- Environment Agency.
- Police.
- Fire and Rescue Service.
- National Grid.
- Natural England; and
- The Local Planning Authorities of North Kesteven District Council; Boston Borough Council and Lincolnshire County Council.

6.32. All accidents, incidents and near misses (including spills, dust, noise pollution etc) will be reported to the Site Manager immediately. These will be recorded and investigated as appropriate. Details to be recorded will include: a description of the incident, potential contributory causes, adverse effects, measures implemented to mitigate adverse effects, and effectiveness of measures implemented to prevent incidents happening again.

**Fire Plan / Special Site Instructions**

6.33. All site personnel will be advised of escape routes and firefighting equipment at induction stage and copy of the fire plan will be kept in the site file. Hot works permits will be issued as required.

6.34. Site perimeter fencing must be complete and intact to ensure security of the site.

6.35. All site waste material to be put into skips. Site to be always kept clean of any debris. Materials to be stored neatly in the designated storage areas on site.

**Monitoring Arrangements**

6.36. The Site Manager will be responsible for the day-to-day management of the site and will ensure that all restrictions / provisions noted in this CEMP are undertaken.

# 7. Environmental Control Measures

**Landscape and Visual Amenity**

7.1. The existing structural vegetation shall be retained and protected during the construction phase by implementing exclusion zones and tree protective fencing and retained post construction.

7.2. The Root Protection Area (RPA) shall inform the extent of the tree protection zones to be applied during the construction phase. The tree survey shall be included within an Arboricultural Impact Assessment (AIA) and shall be accompanied by an Arboriculture Method Statement which will set out the mitigation and protection measures to be undertaken during the construction phase.

7.3. There is potential for loss of vegetation during the construction phase of the Proposed Development. To avoid and control the potential removal or damage to the existing and retained vegetation the proposed construction compounds and new access tracks have been designed at sufficient distance from these features to avoid encroachment into their RPA.

7.4. The access arrangement into the Energy Park has been carefully considered in order to utilise the existing tracks within the Energy Park, in the most efficient way, with the vehicular access formed along the least constrained section of the A17, characterised by lack of boundary vegetation and open field boundaries.

7.5. The existing vegetation shall be managed, in accordance with best practice, where practicable to ensure its continued presence and to aid the screening of low-level views into the Energy Park.

7.6. Construction compounds have been located away from large concentrations of sensitive visual receptors. As the construction work progresses, it may be possible to consider other locations within the Proposed Development, if they benefit from a stronger sense of enclosure and visual separation from the nearby roads, PRoWs, and residential receptors.

7.7. Construction works to be carried out in phases in order to reduce the geographical extent of the activities within the Energy Park and movement in the landscape.

7.8. Any artificial lighting to be set to the minimum acceptable standards in terms of lux level, current at the time. The location of the lighting columns to be considered in the context of the retained vegetation, potential effects upon the nocturnal species, and to provide maximum screening from the sensitive visual receptors.

7.9. Any artificial lighting is to be limited to the operational working hours only. Where security lighting is necessary this shall utilise passive infra-red (PIR) technology controlled and be triggered by movement only.

7.10. Lighting shall use directional fitting to reduce and minimise any potential light spill and glare. Lighting fittings shall be installed with light hoods/cowls to direct lighting below the horizontal plane. The height of the lighting units / columns to be as small as practical to reduce light spill and glare.

7.11. Lighting units to be directed towards the interior of the Energy Park and not outside of the boundaries of the Order Limits, see **Appendix H – Outline Artificial Light Emissions Plan** for further details on the management and control of artificial lighting at the Proposed Development.

7.12. It is envisaged that any construction works are unlikely to affect any of the perimeter vegetation present or abutting the boundaries of the Energy Park, taking into account the proposed offsets and tree/ hedgerow protection. Limited tree and hedgerow removal is expected to deliver the cable route corridor with woodland W7 at the Bicker Fen Substation partially removed to accommodate the Additional Works. In the unlikely event that the perimeter vegetation has to be removed / partially removed, replacement planting will be considered (as will be agreed within the Landscape Ecological Management Plan secured by Requirement 8 of the DCO (document reference 3.1)).

7.13. Where works in close proximity to retained trees cannot be practically avoided, these works shall be undertaken in accordance with the current best practice, defined in British Standard (BS) 5837: 2012 Trees in relation to design, demolition and construction – Recommendations and National Joint Utilities Group (NJUG) Guidelines for the Planning, Installation and Maintenance of Utility Apparatus in Proximity to Trees, or guidance applicable at the time.

7.14. All necessary protective fencing shall be installed prior to the commencement of any site construction works.

7.15. The area for the proposed Community Orchard is to be excluded from any construction works and storage to avoid compacting the soil and degrading its quality.

**Residential Amenity**

7.16. The existing structural vegetation shall be retained and protected during the construction phase by implementing exclusion zones and tree protective fencing, and retained post decommissioning.

7.17. The existing vegetation shall be managed, in accordance with best practice, where practicable to ensure its continued presence and to aid the screening of low-level views into the Energy Park.

7.18. Construction compounds have been located away from large concentrations of sensitive residential receptors. As the construction work progresses, other locations within the Proposed Development to be considered, if they benefit from a stronger sense of enclosure and visual separation from the nearby roads, PRoWs, and residential receptors.

7.19. Any artificial lighting to be set to the minimum acceptable standards in terms of lux level, current at the time. The location of the lighting columns to be considered in the context of the retained vegetation, potential effects upon the nocturnal species, and to provide maximum screening from the sensitive visual receptors.

7.20. Any artificial lighting to be limited to the construction working hours only. Where security lighting is necessary this shall utilise passive infra-red (PIR) technology controlled and be triggered by movement only.

7.21. Lighting shall use directional fitting to reduce and minimise any potential light spill and glare. Lighting fittings shall be installed with light hoods/cowls to direct lighting below the horizontal plane. The height of the lighting units / columns to be as small as practical to reduce light spill and glare.

7.22. Lighting units to be directed towards the interior of the Energy Park and not outside of the boundaries of the Order Limit, see **Appendix H – Outline Artificial Light Emissions Plan** for further details on the management and control of artificial lighting at the Proposed Development.

**Ecology and Ornithology**

7.23. A series of ecological surveys have been completed for the Proposed Development, including breeding bird surveys, bats, badger, aquatic plants and phase I habitat surveys.

7.24. The Energy Park and associated grid connection will be situated within an intensively farmed landscape of low nature conservation value. The substation extension is within the National Grid land boundary, alongside the existing Bicker Fen Substation.

7.25. The large fields associated with the remainder of the Proposed Development are divided by wet ditches and Internal Drainage Board managed water courses. There are no sites of international, national or local importance within or adjacent to the Energy Park Site. There is one Local Wildlife Site (The South Forty Foot Drain) along the route of the off-site grid connection. The Wash SPA/SAC is approximately 15km from the Proposed Development. It is hydrologically connected to the Proposed Development via the drainage network which all enter the South Forty Foot Drain before it discharges into the Wash SPA/SAC 16km downstream.

7.26. There are four blocks of native woodland within the energy park and a small number of gappy hedgerows.

7.27. A total of 68 species were recorded breeding during the breeding bird surveys of which 56 species bred. Three Schedule 1 / Annex I species was found breeding in the area during the surveys (one pair of marsh harrier, three pairs of barn owl and one pair of kingfisher) Twelve Birds of Conservation Concern (BOCC) Red List species (Stanbury et al 2021) were found breeding: grey partridge, lapwing, skylark, starling, mistle thrush, tree sparrow, house sparrow, yellow wagtail, greenfinch, linnet, corn bunting and yellowhammer).

7.28. There was a low-level foraging activity of up to twelve species of bat recorded on the Energy Park and one small bat roost within the derelict buildings in the centre of the Energy Park. There was no evidence of water vole within the Proposed Development. There was no evidence of otter within the energy park but evidence of use of the South Forty Foot Drain which crosses the Grid Connection Corridor. There is an active Badger population within and around the Energy Park but not along the Grid Connection Corridor. There is brown hare throughout the Proposed Development.

7.29. At the start of construction, a kick-off meeting will be held with the Site Manager, and a suitably qualified and experienced ecologist to discuss best practice and legal requirements for protected species, including badgers, bats, hares and nesting birds and ensuring existing habitats such as woodlands, hedgerows, grasslands and ditches are protected from direct damage.

7.30. A further survey will check the Proposed Development for signs of protected species before construction commences in that area, for example badgers so their setts can be avoided (a 30m exclusion zone for heavy machinery or vibration). Where works are required in the breeding bird season (1 March to 31 August) impacted hedgerows will be checked for presence of nesting, prior to works commencing. If breeding birds are found an exclusion zone will be enforced until the nest is vacated – the size of this zone will be determined by a qualified ornithologist.

7.31. A suitably experienced local ecologist will be appointed as the Ecological Clerk of Works (ECoW) to give tool box presentations to construction staff prior to construction in respect of the requirement to protect habitat and species during construction, conduct regular site visits during construction to check compliance with ecological mitigation, and to be on call through the construction period to advise and resolve any ecological risks to habitats or species.

**Measures to Protect Designated Sites During Construction**

7.32. Potential negative effects on the Wash SPA/SAC as a result of possible dust deposition or silt runoff into the drainage ditches within the Energy Park Site will be prevented by:

- Erection of fencing to establish stand off from all ditches 9m from Internal Drainage Board Managed ditches and 8m from all other ditches.
- Restrict working during periods of heavy rain; and
- if required, the installation of silt fencing.

7.33. Potential negative effects on the South Forty Foot Drain will be mitigated by directional drilling beneath the drain.

**Measures to Protect Habitats During Construction**

<u>Grasslands</u>

7.34. The areas of grassland adjacent to watercourses will be fenced off from construction activity 9m from Internal Drainage Board Managed ditches and 8m from all other ditches.

<u>Hedgerows</u>

7.35. In order to minimise and avoid damage to boundary habitat from dust deposition and run-off the following measures will be implemented:

- Dust-generating activities will be avoided and when not practical water bowsers will be used to dampen soils and prevent dust blow onto boundary habitat.
- Ensuring stockpiles of spoil and site materials will be stored away from field boundaries; and
- Restrictions on working during periods of heavy rain and the installation of silt fencing and/or temporary drainage channels if necessary.

7.36. In order to avoid the risk of accidental direct damage to boundary habitat during construction:

- Fencing will be installed as the first item in the construction programme, in order to demarcate the buffer between the boundary and construction area and boundary habitat; and
- Construction crew will be informed that no materials should be stored, or vehicles driven within this area via a toolbox talk delivered to all key construction staff at the commencement of construction.

7.37. If any short section of hedgerow is to be removed during the laying of the Off-Site Grid Connection an ecological assessment by suitably qualified ecologist will be carried out prior to removal works. This works will be completed outside the bird breeding season and the hedgerow will be replanted in the next planting season following construction with the same hedgerow species.

Wetlands

7.38. The pond in the centre of the site will be protected from construction operations and the potential risk of silt run-off from the adjacent construction compound by bunding to prevent any flow into the pond.

7.39. Potential negative effects as a result of possible dust deposition or silt runoff into the drainage ditches within the Energy Park Site measure to prevent this will be:

- Erection of fencing to establish stand off from the pond and all ditches 9m from Internal Drainage Board managed ditches and 8m from all other ditches;
- Restrict working during prolonged periods of heavy rain; and
- If required, the installation of silt fencing.

7.40. Where the Off-Site Grid Connection will cross smaller field ditches that could be excavated rather than directionally drilled, in-ditch dams will be installed to ensure no run-off of silt and if wet, and requires water to be pumped out to install the grid connection cable. An ecological survey will be carried prior to any works to ensure this method is only used where there is no risk to protected species within the ditch up-stream or downstream of the crossing.

Woodlands

7.41. The construction of the Proposed Development will not result in any loss of woodland or encroachment of woodlands, except at Bicker Fen Substation. However, there is potential for damage or compaction to tree roots when installing the fencing and array structures.

7.42. Root protection zones will be established in compliance with BS5837 (2012). Precautionary protection measures will be taken to fence all woodlands and individual trees to ensure no root damage and to avoid risk of accidental damage.

7.43. The fencing will be installed prior to construction commencing, in order to demarcate the root protection zone buffer between the woodland and construction area.

7.44. Construction crew will be informed that no materials should be stored, or vehicles driven within this area via a toolbox talk delivered to all key construction staff at the commencement of construction.

7.45. In order to minimise dust deposition and run-off which may affect the woodland habitat. The following measure will be implemented:

- Stockpiles of spoil and site materials will be stored away from woodlands field boundaries; and
- Restrictions on working close to woodlands during periods of heavy rain and the installation of silt fencing and/or temporary drainage channels if necessary.

**Measures to Protect Species During Construction**

Water Vole

7.46. Although not currently present in the proposed development, prior to any crossing of watercourses not via directional drilling, a water vole survey will be conducted in the appropriate season, in sufficient time, to ensure that if water vole recolonise the area appropriate mitigation measures can be implemented.

Badgers

7.47. Protection measures for badger setts during the installation of the Energy Park and associated infrastructure will include:

- Prior to each stage of construction, a badger survey will be conducted in sufficient time for appropriate mitigation measure be in place where there is a potential for disturbance;
- The creation of construction exclusion zones delineated by Heras fencing where appropriate to control direct impacts to setts;
- If necessary licenced temporary closure of a sett or licenced works within an agreed distance from the sett; and
- To prevent badgers and other mammals from becoming trapped the provision of ramps into any open excavations to allow any badger (or other mammals) that have fallen in to escape.

Bats

7.48. Whilst it is considered that there will be no significant effect of bats during construction, a precautionary approach will be taken including:

- Fencing to protect accidental access or accidental damage to identified roost site in the derelict farm building in the centre of the Energy Park;
- Fencing to any accidental damage to potential roost site trees and woodlands;
- No security lighting spill onto identified roost site or potential bats roost;

- Any lighting required during directional drilling operations is temporary and directed at the working areas to avoid light spill; and

- No security lighting spill onto identified important foraging areas in particular wet and water filled drainage ditches.

European Hare

7.49. Protection measures for European Hare during the construction of the Energy Park and associated infrastructure will include:

- Habitat manipulation to create suitable habitat for European Hare outside construction areas prior to commencement within each area of work;

- Habitat manipulation to minimise suitability for European Hare in construction area prior to each phase on construction;

- The provision of ramps into any open excavations to allow any European Hare (particularly leverets that have fallen in to escape);

- Contractor training and induction to ensure awareness and care during installation of solar arrays and associated infrastructure;

- Adopting a speed limit of 10mph across the site to reduce the possibility of incidental mortality; and

- Any leverts (young hares can run from birth) encountered during works should be allowed to move away of works.

Breeding Birds

7.50. Standard Good Practice to avoid impacts to nesting birds during works, including disturbance to Schedule 1 species nesting in building, will include:

- Appropriate timing of clearance works (i.e., outside of the breeding season between October and February inclusive) and pre-clearance nesting bird checks if required.

- Breeding bird surveys will be conducted prior to works during the bird breeding season.

- In the event that any active bird nest is discovered the ecological clerk of works will be contacted immediately and if consider it would be impacted by clearance/installation works, works will be deferred within a minimum radius of the nest until the nest is no longer active. The ecological clerk of works will determine the appropriate radius and period during which works will be deferred.

- Access to grass margins, ditches and woodland will be prevented by fencing to avoid accidental disturbance to nesting species.

- Access to buildings on site will be prevented by fencing to avoid accidental disturbance to nesting species.

- No development activities should be undertaken within 500m of any of the Schedule 1 / Annex I species' nest-sites during the breeding season (March-July); and

- All parts of the Proposed Development where any development work is planned to take place during March-July will be carefully surveyed for breeding Quail prior to any work commencing.

Wintering Birds

7.51. Construction works on Energy Site Park and Off-Site Grid Connection route could potentially cause temporary disturbance to pink-footed geese, wintering bird species contributing to the Wash Special Protection Area designation.

7.52. Once the timetable of the Off-site Grid route construction has been agreed and the timing of landowner access agreed it would also be possible to ensure there are alternative feeding areas for geese feeding the section of the grid connection route close to Swinehead.

**Hydrology, Hydrogeology, Flood Risk and Drainage**

7.53. Sediment and surface water run-off generated during the construction phase of the Proposed Development will be managed through good practice construction techniques. Major construction works such as large-scale earthworks, will be minimised during heavy precipitation events.

7.54. The design of the Energy Park has considered landowner managed, and Internal Drainage Board ditches, and included minimum buffer zone distances of 8m and 9m respectively. Crossings will utilise existing culverts, with the exception of a new one required at new site entrance of the A17, over a landowner managed ditch. Further details setting out the proposed methodology for construction/ operational traffic to cross a watercourse is set out in **Appendix I – Outline Watercourse Crossing Method Statement**.

7.55. Along the grid route the cable will pass, via horizontal directional drilling, under Internal Drainage Board ditches, as well as the South Forty Foot Drain. The impact on these features will not be significant.

7.56. Drainage on the Energy Park site will include elements of Sustainable Drainage Systems (SuDS) design, where appropriate. SuDS replicate natural drainage patterns and have a number of benefits – including, attenuating run-off, reducing peak flow and any flooding issues that might arise downstream (although none are predicted).

7.57. Prior to the Energy Park becoming operational, a flood incident preparedness, response and recovery plan will be prepared. The plan will identify operational 'trigger' levels and the roles and responsibilities of operational staff/managers.

**Cultural Heritage**

7.58. There could be potential truncation / loss, through plant movements, topsoil stripping or scraping, and groundworks for installation of arrays and cabling, provision of drainage, access, and landscaping, of buried archaeological remains of Roman ditches, pits, post-holes and evidence of salt-working within the Energy Park and Grid Connection.

7.59. This will be mitigated by completion of strip map sample excavations for, or diversion of discrete sections of the cable route around, selected areas of Roman archaeological interest as identified by previous survey works.

7.60. Further mitigation measures for some or all of those areas will be decided following completion of the strip map sample excavations but may include the following:

- Excluding development from, and securely fencing off, zones to ensure no plant access during the construction phase;
- Using above-ground technology i.e. ground mounted slabs and cable trays;
- Deploying lightweight plant and laying protective matting;
- Avoiding topsoil stripping/scraping and tilling – instead using hand-pushed seed spreader to establish new ground cover on bare earth; and
- Undertaking archaeological monitoring during any unavoidable groundworks e.g. HV cabling may have to be buried for H&S reasons.

7.61. Scope and methodology of strip map sample excavation to be formally agreed with the LPA Archaeological Advisors through submission of a detailed Written Scheme of Investigation in line with the Outline WSIs (document reference 7.13 and 7.14) submitted for the DCO.

7.62. Scope and methodology of further mitigation to be formally agreed with the LPA Archaeological Advisors through discussion and, as appropriate, submission of a revised development layout and/or landscape strategy, specifications and technical drawings of the chosen ground-mounted solution, and/or an Archaeological Mitigation or Management Plan and/or a detailed WSI for archaeological monitoring in line with the Outline WSI (document reference 7.14) submitted for the DCO.

7.63. There could also be truncation / loss, through plant movements, topsoil stripping or scraping, and groundworks for installation of arrays and cabling, provision of drainage, access, and landscaping, of buried archaeological remains of a post-medieval duck decoy.

7.64. This would be mitigated by avoiding topsoil stripping or levelling, deploying lightweight plant, and laying protective matting for plant movements for the installation of solar infrastructure here. There would also be Archaeological observation and recording during the excavation of cable trenches.

7.65. These impacts will be monitored by the submission to the LPA Archaeological Advisors of an Archaeological Mitigation and Management Plan and, if a need for archaeological observation and recording is confirmed, a detailed WSI for such works in line with the Outline WSI (document reference 7.14) submitted for the DCO.

7.66. There could be inadvertent damage, through plant movements and other operations, to the upstanding brick-built cottages and barn of Six Hundreds Farm, the boundary wall to the west of Elm Grange, and the drainage pump at Head Dike.

7.67. The extent of each protection zone is to be agreed with the LPA Archaeological Advisors and Conservation Officers and illustrated on plans forming part of the CEMP. Each protection zone is to be enclosed with Heras fencing prior to the commencement of enabling works. All contractors to be advised not to enter the zones during the construction phase.

7.68. This will be monitored by the inspection of fenced zones by LPA Archaeological Advisors and Conservation Officers once installed. Inspection of fenced zones to be included in the lead contractor's regular site checks. Any damage to fencing must be repaired as soon as possible. Any breaches of fencing resulting in damage to heritage assets should be reported to the LPA.

7.69. There could also be truncation / loss, through plant movements, topsoil stripping or scraping, and groundworks for installation of arrays and cabling, provision of drainage, access, and landscaping, of buried archaeological remains of former outfarms; and change to the setting of designated and non-designated heritage assets, through temporary increase in construction traffic and noise levels.

**Socio-Economic**

7.70. An Outline Supply, Employment and Skills Plan (OSESP) (Document 7.12) has been produced and submitted with this DCO application. The OSESP is applicable to the construction of the Energy Park and cable route; in summary, the OSESP measures relevant to the CEMP are in relation to:

- The intention to use local labour where commercially viable and available;
- Where practically feasible, available and cost competitive, procure goods and services, known as the supply chain, from local contractors, sub-contractors and suppliers to support local employment;
- Recruitment and training opportunities involved in the development (construction and operation); and
- Supporting the development of skills in the local area.

**Noise and Vibration**

<u>Construction Noise</u>

7.71. Noise and vibration are likely to be generated by construction activities potentially causing annoyance at noise sensitive receptors. Construction traffic, plant and machinery noise therefore could be heard at nearby noise-sensitive receptors.

7.72. Construction works likely to generate substantial levels of noise, aside from potential trenchless works and HGV deliveries shall be limited to daytime hours of 08:00 to 18:00 during Monday to Friday, and 08:00 to 13:00 on Saturdays, unless otherwise agreed with the local authorities. Other construction activities unlikely to generate high noise levels (e.g. site access and inductions, light vehicle movements etc.) may continue during other day-time periods.

7.73. If percussive piling is used for the support structures/foundations: when undertaken within 400 metres of residential properties, this should be further restricted to no more than two periods of four hours each with at least one hour of no piling between these four-hour periods and restricted to the hours of 08:00 to 18:00 Monday to Friday and 08:00 to 13:00 on Saturdays.

7.74. The Energy Park access road surface will be checked and maintained prior to use; the new main construction access route from the A17 will be constructed at an early stage of the project. Consideration will also be given to traffic routing, timing and access points to the Order limits, as construction working methods are developed. Contractors will issue a project route map and delivery schedule to control construction traffic. Management of HGVs within the Order limits and being let onto the highway network will be managed through the CTMP.

7.75. Best Practicable Means (BPM) will be applied, as far as reasonably practicable, during construction works to minimise noise and vibration at noise sensitive receptors, including neighbouring residential properties and other sensitive receptors arising from construction activities. These include, as appropriate:

- Reference to the guidance in BS 5228 which all contractors should be familiar with.
- Mobile plant and stationary plant items to be routed or located to maximise separation distance from noise-sensitive receptors (where possible), accounting for site-specific constraints;
- Select quieter plant units where possible;
- All plant when not in use is to be switched off and unnecessary revving of engines will be avoided;
- Operate only well-maintained construction plant selected for the specific activity; and
- Provide site specific induction inclusive of good neighbourly behaviour and follow the Considerate Construction Scheme requirements.

7.76. The detailed CEMP will set out a scheme for the provision of monthly reporting of information to local residents to advise of potential noisy works that are due to take place. This will include users of public rights of way which will be informed of periods of noisy works during the construction.

7.77. In addition, specific engagement with Build-A-Future East Heckington will be undertaken to inform them of anticipated works periods, in particular the upgrade and temporary use of the track west of Elm Grange and any piling works within 600 metres.

7.78. The CEMP will also set out a scheme for the monitoring of noise complaints and reporting to the Applicant for immediate investigation and action. This would include setting up and publicising a dedicated contact point which neighbouring residents can contact in the event of a complaint.

7.79. Further details of the management and control of construction noise is set out in **Appendix G- Outline Construction Noise Management Plan**.

Horizontal Directional Drilling Noise

7.80. Noise from HDD or similar trenchless activities could generate noise when continuing at night and creating disturbance at nearby noise-sensitive receptors. Locations where HDD will be undertaken would be identified by the contractor prior to commencement.

7.81. Where possible, HDD works within 500 metres of residential receptors will be restricted to daytime working hours on weekdays (i.e. 08:00 to 18:00, Monday to Friday or 08:00 to 13:00 on Saturdays) and interrupted at night.

7.82. HDD locations will be chosen to maximise the separation distance with noise-sensitive locations where possible. Drilling locations within the Energy Park Site (to cross underground utilities) shall not be closer than 300 metres from properties located along the A17 and at least 500 metres from other properties. No HDD will be carried out at locations along the off-site cable route within 100 metres of a residential property.

7.83. The duration of any trenchless works would be minimised within practical and safety constraints.

7.84. If HDD work is required to continue at night, it should be controlled if possible not to exceed a level of 50dB $L_{Aeq}$ at the closest neighbouring residential properties (or 55 dB $L_{Aeq}$ for properties located within 200 metres of the A17). If it is not possible to control HDD noise within these limits, the following measures will be investigated:

- Use of alternative techniques such as micro-bore/pipe jacking;
- Use of temporary noise barriers around trenchless compounds in order to provide screening for sources located at low heights (note however that it is likely to be impractical to provide noise barriers that are high enough to screen an entire HDD drilling rig, for example);
- Monitoring noise from the works and interrupting the noisiest drilling work at night; and
- Offering affected residents temporary re-housing for the duration of the trenchless works.

7.85. Local residents potentially affected will be kept informed of the likely period during which the work will take place, the times and durations of planned works and the measures that are being taken to avoid unnecessary noise. On completion of the trenchless works at a particular location, local residents will be informed that the works are complete and noise effects due to trenchless works will cease.

**7.86.** In consultation with the local authorities, noise monitoring may also be undertaken if required to control that noise from drilling at night-time periods (if relevant) does not exceed levels of 50 or 55dB $L_{Aeq}$ during particular drilling periods at night.

**Lighting**

7.87. Whilst a vast majority of construction activities can be undertaken during daylight hours, at certain times of the year some construction lighting may be required to enable work to continue. In these instances, temporary lighting will be deployed, however this will be avoided as far as practical.

7.88. All construction lighting will be deployed to reduce or remove impacts on human and ecological receptors:

- The use of lighting will be minimised to that required for safe site operations;
- Lighting will utilise directional fittings to minimise outward light spill and glare; E.g., via the use of light hoods/cowls which direct light below the horizontal plane (preferably at an angle greater than 20° from horizontal); and
- Lighting will be directed towards the middle of the site rather than towards the boundaries.

7.89. Further details of the management and control of artificial lighting are set out in **Appendix H- Outline Artificial Light Emissions Plan.**

**Waste Management**

7.90. Waste will be generated from a variety of sources during construction, including:

- Welfare facilities.
- Chemicals, fuels and oils.
- Packaging.
- Metals including breakages; and
- Water.

**7.91.** Management and control of site waste and materials is further set out in **Appendix G – Outline Site Waste and Materials Management Plan.**

Welfare Facilities

7.92. Temporary welfare facilities will be provided during the construction phase, with permanent welfare facilities provided in the control room (toilet and hand basin). The construction phase facilities will include toilets, washing and drinking water. that would be periodically emptied and taken off site by a licensed operator. All on site welfare facilities will be clearly signposted and maintained.

7.93. Welfare facilities would be containerised and move around the site utilising the construction compound areas.

7.94. Excess surface water would be collected and treated prior to discharge.

7.95. Other waste will be collected in marked facilities which allow segregation of waste, and protection from animals and weather. This will be collected by a licenced contractor at relevant intervals.

7.96. The control room will house permanent welfare facilities with waste water treated via a septic tank.

7.97. Where a septic tank is used, this will be emptied on a regular basis and taken away by a registered waste disposal contractor.

Chemicals, Fuels and Oils

7.98. All fuel and oil will be stored within a specified area of the construction compound. The storage will either be integrally bunded, or utilise an external bund. The bund will be impermeable to water and oil. Any contaminated run-off within the bund will be disposed of at an appropriate waste management facility. Similarly, any used (contaminated) spill kits, absorbent granules, sheets or fibres will be disposed of in accordance with the COSHH Regulations.

Packaging

7.99. Construction waste generated is expected to be restricted to general construction waste, such as off cuts of timber, wire, cleaning cloths, paper, etc. which will be sorted and either recycled or disposed of off-site to an appropriately licenced landfill by the contractors. This approach uses the waste hierarchy (reduce, reuse, recycle, recovery, landfill) by encouraging reuse and recycling of materials, such as plastic, wood and paper.

Metals including Breakages

7.100. Some metal wastage might be generated from excess steel from the solar PV mounting structures or cuttings from underground cabling. These materials would be recycled.

**Water**

7.101. At the end of its operational life, the decommissioning of the Energy Park is considered to have similar effects upon the water environment as those during the construction stage. The potential impacts at decommissioning stage are:

i. Potential adverse effects on drainage patterns, surface water flows and aquifer recharge;

ii. Potential pollution of watercourses and underlying aquifers resulting from spilled hydrocarbons/petrochemicals from plant and the mobilisation of silts and contaminants during earthworks operations;

iii. Potential adverse effects upon the Head Dike/Skerth Drain flood defences;

iv. Potential adverse effects upon flood storage and flood flows/flood routing processes as a result of works within the floodplain; and

v. Potential adverse effects resulting from compaction of the ground caused by plant and the temporary increase in the extent of impermeable surfaces associated with access roads and compound areas.

7.102. In order to mitigate the potential adverse effects a number of measures will be implemented throughout the construction phase, these are as follows;

i. Best practice working methods to prevent both water pollution and adverse impacts upon the surface water drainage regime;

ii. Precautions would be in place to prevent silt laden run-off, arisings or chemicals entering watercourses;

iii. Any surface water potentially contaminated by hydrocarbons would be passed through oil interceptors prior to discharge

iv. Appropriate storage of hydrocarbons and petrochemicals in accordance with Control of Substances Hazardous to Health (COSHH) Regulations 2002 and Control of Pollution (Oil Storage) (England) Regulations 2001;

v. A management system would be in place to adequately manage works within the floodplain and in the vicinity of flood defences;

vi. Where required, cables would be laid at a sufficient depth beneath watercourses/drains to avoid causing damage to the integrity of embankments during installation.

7.103. As well as this, should dewatering be required, for example where areas are excavated for foundations of the Energy Park Substation, or control room these would be pumped into settlement lagoons and discharged where appropriate on site, likely vegetated surfaces.

7.104. Wheel cleaning is proposed to be a dry clean, rather than a vehicle washing facility, however should this become a requirement, e.g. the ground becomes dry and dust is created, then the water will be pumped into a licenced carrier and disposed of off-site or discharged to vegetation if the quality meets Environment Agency requirements.

**Climate Change**

7.105. In order to mitigate the emission of greenhouse gases (GHGs), the following measures will be implemented:

- Designing, constructing and implementing the Proposed Development in such a way as to minimise the creation of waste and, where possible, maximise the use of alternative materials with lower embodied carbon, such as locally sourced products and materials with a higher recycled content where feasible.

- Reusing suitable infrastructure and resources already available within the site where possible to minimise the use of natural resources and unnecessary materials (e.g., reusing excavated soil for fill requirements).

- Increasing recyclability by segregating construction waste to be re-used and recycled where reasonably practicable.

- Adopting the Considerate Constructors Scheme (CCS) to assist in reducing pollution, including GHGs, from the Proposed Development by employing good industry practice measures.

- Implementing staff minibuses to transport construction personnel to site or using car sharing options where possible.

- Switching vehicles and plant off when not in use and ensuring construction vehicles conform to current UK emissions standards; and

- Conducting regular planned maintenance of the construction plant and machinery to optimise efficiency.

7.106. In order to mitigate the in-combination climate effects of flooding and drainage, the following measures will be implemented:

- Best practice construction methods to avoid water pollution/silt laden run-off and adverse effects on the surface water drainage regime; and

- The laying of cables at sufficient depth beneath watercourses/drains to avoid causing damage to the integrity of embankments.

7.107. In order to mitigate any colleague discomfort, the following measures will be implemented:

- During periods of extreme temperatures or increased precipitation, construction activities will be managed so that the hottest or wettest/coldest parts of the day are avoided to ensure worker safety, although it is noted that this may not always be possible during the construction phase; and

- The risk of overheating/hypothermia will be incorporated into the site risk assessment and the construction of the Proposed Development will comply with all relevant UK legislation related to the work environment including The Health and Safety at Work etc. Act 1974 and The Management of Health and Safety at Work Regulations 1999 (as amended). For example, this may include measures such as ensuring appropriate personal protective equipment (PPE) is worn for the site conditions and adequate water supplies are available to ensure staff stay hydrated during hotter weather.

**Transport and Access**

7.108. In order to reduce the impact of construction traffic, an outline Construction Traffic Management Plan (oCTMP) (document reference 7.10) has been prepared. The final versions of this document (one for the Energy Park and cable route and one for the Substation expecsion) will need to be approved prior to the commencement of the development, as secured by DCO requirement. The principal aims of the oCTMP are to ensure that the components of the Proposed Development are organised and delivered in a manner that avoids or reduces any impacts on local roads and the wider highway network, and safeguards highway safety and amenity to the area surrounding the site. The oCTMP provides details regarding site operations, operative staff and traffic generation, traffic management (HGV routing strategy), delivery of plant and materials and contractor staff parking.

**Air Quality**

7.109. In order to reduce the impact of dust emissions on sensitive receptors, mitigation measures as detailed in the Institute of Air Quality Management (IAQM) guidance[1] will be implemented. A Construction Dust Risk Assessment is included at **Appendix D**. Mitigation could include the following which will be managed by the Construction Contractor.

<u>Communications:</u>

- Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.

- Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environment manager/engineer or the site manager.

- Display the head or regional office contact information.

Site Management:

- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken.

- Make the complaints log available to the Local Authority when asked.

- Record any exceptional incidents that cause dust and/or air emissions, either on- or off- site, and the action taken to resolve the situation in the log book.

Monitoring:

- Undertake daily on-site and off-site inspection, where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the Local Authority when asked. This should include regular dust soiling check of surfaces such as street furniture, cars, window sills within 100m of the site boundary, with cleaning to be provided if necessary.

- Carry out regular site inspections to monitor dust emissions record inspection results, and make an inspection log available to the Local Authority when asked.

- Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.

Preparing and Maintaining the Site:

- Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible.

- Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site.

- Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period.

- Avoid site runoff of water or mud.

- Keep site fencing, barriers and scaffolding clean using wet methods.

- Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If they are being re-used cover as described below.

- Cover, seed or fence stockpiles to prevent wind whipping.

Operating Vehicles/Machinery and Sustainable Travel:

- Ensure all vehicles switch off engines when stationary – no idling vehicles.
- Avoid the use of diesel or petrol-powered generators and use mains electricity or battery powered equipment where practicable.
- Impose and signpost a maximum-speed-limit of 15 mph on surfaced and 10 mph on unsurfaced haul roads and work areas (if long haul routes are required these speeds may be increased with suitable additional control measures provided, subject to the approval of the nominated undertaker and with the agreement of the Local Authority, where applicable).
- Manage the sustainable delivery of goods and materials within the Construction Traffic Management Plan (CTMP).

Operations:

- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.
- Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate.
- Use enclosed chutes and conveyors and covered skips.
- Minimize drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.
- Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.

Waste Management:

- Avoid bonfires and burning of waste materials.

Earthworks:

- Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable.
- Use Hessian, mulches or trackifiers where it is not possible to re-vegetate or cover with topsoil, as soon as practicable.
- Only remove the cover in small areas during work and not all at once.

Construction:

- Avoid scrabbling (roughening of concrete surfaces) if possible.

- Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place.

- Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery.

- For smaller supplies of fine powder materials, ensure bags are sealed after use and stored appropriately to prevent dust.

Trackout:

- Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site. This may require the sweeper being in continuous use.

- Avoid dry sweeping of large areas.

- Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport.

- Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable.

- Record all inspections of haul routes and any subsequent action in a site log book.

- Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems, or mobile water bowsers and regularly cleaned.

- Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).

- Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits.

- Access gates to be located at least 10m from receptors where possible.

7.110. Construction traffic is expected to be below the Environmental Protection United Kingdom (EPUK)[2] and IAQM screening criteria for a detailed assessment. As such, it is effect to air quality is considered to be insignificant and will manage the impact of emissions associated with construction traffic on sensitive human receptors. The CTMP will manage construction traffic.

7.111. All Non-Road Mobile Machinery (NRMM) will adhere to European regulations (EU 2016/1628) demonstrating compliance with emission limits. In order to manage the impact on sensitive receptors. The implementation of measures should be managed by the Construction Contractor.

**Land Use and Agriculture**

7.112. The soils (topsoil and subsoil) will be protected during the construction phase, and any damage to soil structure will be rectified as part of the construction phase.

7.113. Temporary access areas and construction compounds will necessitate the removal of topsoil which will be stored in shallow bunds for restoration at the end of the construction process. So far as is practicable, the topsoil will be moved when it is not saturated, and will be restored in similarly-dry conditions. See the outline Soil Management Plan in **Appendix E**.

7.114. For the majority of the Energy Park site, where solar arrays will be installed, the potential for any significant damage to soils is limited, as the legs are simply rammed into the soil with no disturbance to soil profiles. The best practice for such works is set out in the outline Soil Management Plan for the Energy Park at **Appendix E**.

7.115. Areas for tracks and infrastructure will generally involve the need to remove topsoil and to add hardsurfacing, or concrete pads for the infrastructure. Topsoil will be stored carefully in managed bunds, so that it is available for reinstatement of these areas as part of the decommissioning phase. Further details are set out at **Appendix E**.

7.116. Trenching work is needed to install cables within the Energy Park. So far as practicable these works will be undertaken when the soils are dry, as this will minimise disturbance to the soil structure and will reduce the need for mechanical husbandry after backfilling.

7.117. The trenching need for the Cable Route will involve larger trenches than those within the Energy Park. The Cable Route will involve some deep excavations to pass under roads and the South Forty Foot Drain. Small fixed infrastructure will be required, which will be located at field edges so far as possible. The trenching works will, so far as practicable, follow the same principles with soils moved when not saturated, both for removal and reinstatement. This is set out in the outline Soil Management Plan for the Cable Route at **Appendix F**.

**Glint and Glare**

<u>Rail Receptors</u>

7.118. There is limited to no visibility from the railway tracks but in the unlikely event that offsite vegetation and buildings had been removed, there could be a potential safety issue from driver dazzle. The following mitigation/enhancement measures will be implemented to control this:

- Screening that is proposed surrounding the site will reduce visibility to reflective surfaces.
- Sections of the panels and legs to be added sequentially rather than all legs being deployed in advance of panels being mounted. This is to avoid having excessive amounts of exposed steel in situ that may cause reflections. That way the panels that have already been installed will help screen visibility to the sections of panels that are being installed.
- Panels and other infrastructure to be transported onsite only when ready to be deployed to avoid potential of having reflective surfaces visible in the environment for prolonged.

Road Receptors

7.119. Reflection from metal frames and construction equipment could create a potential safety issue from driver dazzle. The following mitigation/enhancement measures will be implemented to control this:

- Screening that is proposed surrounding the site will reduce visibility to reflective surfaces.
- Sections of the panels and legs to be added sequentially rather than all legs being deployed in advance of panels being mounted. This is to avoid having excessive amounts of exposed steel in situ that may cause reflections. That way the panels that have already been installed will help screen visibility to the sections of panels that are being installed.
- Panels and other infrastructure to be transported onsite only when ready to be deployed to avoid potential of having reflective surfaces visible in the environment for prolonged periods.

Aviation

7.120. Reflection from metal frames and construction equipment could create a potential safety issue from pilot dazzle or air traffic control tower dazzle. However, it should be noted that no aviation effects have been predicted to be present during construction or operation so no specific issues are expected. The following mitigation/enhancement measures will be implemented to control this:

- Sections of the panels and legs to be added sequentially rather than all legs being deployed in advance of panels being mounted. This is to avoid having excessive amounts of exposed steel in situ that may cause reflections. That way the panels that have already been installed will help screen visibility to the sections of panels that are being installed; and
- Panels and other infrastructure to be transported onsite only when ready to be deployed to avoid potential of having reflective surfaces visible in the environment for prolonged periods.

Dwellings

7.121. Reflection from metal frames and construction equipment could create nuisance caused by glint reflections visible from residential dwellings. The following mitigation/enhancement measures will be implemented to control this:

- Screening that is proposed surrounding the site will reduce visibility to reflective surfaces.
- Sections of the panels and legs to be added sequentially rather than all legs being deployed in advance of panels being mounted. This is to avoid having excessive amounts of exposed steel in situ that may cause reflections. That way the panels that have already been installed will help screen visibility to the sections of panels that are being installed.

- Panels and other infrastructure to be transported onsite only when ready to be deployed to avoid potential of having reflective surfaces visible in the environment for prolonged periods.

**Miscellaneous Issues**

Waste

7.122. There is a potential for risk to the health of sensitive receptors during the construction phase and associated waste generation, management of storage of waste and disposal of large volumes of waste. Sensitive receptors include humans, flora, fauna, and hydrological network.

7.123. The construction contractor will manage the construction phase and waste generation, and take into account the objectives of sustainable resource and waste management and seek to use material resources efficiently, reduce waste at source, reduce waste that requires final disposal to landfill and apply the principles of the Waste Hierarchy. This will include, where reasonably practical, working towards a cut and fill balance for excavations; segregation of materials onsite for appropriate re-use, recycling, and recovery, with landfill as a last resort. This will be achieved by a combination of the following measures:

- The construction contractor will prepare and implement a Construction Resource Management Plan (CRMP) as part of the CEMP(s) which will set out targets for fuel, waste, and energy consumption;
- All waste transported offsite will be delivered to the appropriately licensed receivers of such materials; and
- As part of the CRMP, the construction contractor will segregate construction waste to be re-used and recycled where reasonably practicable. All soil to be reused onsite or disposed of offsite will be appropriately characterised by the construction contractor.

7.124. To minimise impacts of waste on the surrounding environment, the following measures will be implemented:

- Off-site pre-fabrication, where reasonably practicable, including the use of pre-fabricated structural elements, cladding units, mechanical and electrical risers and packaged plant rooms. Pre-fabrication could be utilised for the office/warehouses and control rooms associated with the onsite substation;
- Burning of waste or unwanted materials will not be permitted onsite;
- All hazardous materials including chemicals, cleaning agents and solvent containing products to be properly sealed in sealed containers at the end of each day prior to storage in appropriately protected and bunded storage areas;
- Materials requiring removal from the Order limits will be transported using licensed carriers and records kept, detailing the types and quantities of waste moved and the destinations of this waste, in accordance with the relevant regulations. An audit and careful checks will be undertaken to ensure that all carriers and facilities will be licensed, and that the appropriate permits and transfer notes are in place prior to removal of waste. Further information on these will be included within the CRMP; and

- Prior to construction start, suitable recycling and landfill facilities with sufficient capacity to receive the quantities of construction waste expected will be identified.

**7.125.** Management and control of site waste and materials is further set out in **Appendix G – Outline Site Waste and Materials Management Plan.**

*Waste Hierarchy*

7.126. The Waste (England and Wales) Regulations 2011 place a duty on all persons who produce, keep or manage waste to apply the 'Waste Hierarchy' in order to minimise waste production at every stage of the development. The 'Waste Hierarchy' promotes selection of the Best Practicable Environmental Option (BPEO) and preferred option for management of waste.

7.127. The core waste management principles of prevention, reuse, recycle, recover and disposal as defined in the 'Waste Hierarchy' will be embedded within the CEMP(s), produced prior to construction.

7.128. The separation of waste will be carried out at the source in order to maximise opportunities for reuse and recycling. Segregation of waste will require training, monitoring and enforcement.

7.129. All areas used for temporary storage of waste within the Order limits will comply with Defra and the Environment Agency (EA) guidelines relevant at the point of construction and will be clearly signed.

7.130. Waste storage facilities will be provided at source using the best environmental options available. Any hazardous or special waste will be stored in separate, secure containers and clearly identified as such.

*Waste Disposal*

7.131. Disposal activities will also be carried out in accordance with the relevant Pollution Prevention Guidelines (or any relevant successive guidance in place) in order to ensure compliance with current waste legislation.

7.132. All waste transported offsite will be delivered to the appropriately licenced receivers of such materials. Waste transportation will take place at regular intervals to avoid the accrual of waste.

7.133. Only registered waste carriers will be authorised to transport waste and subject to legislation at the point of construction, a Waste Transfer Note (WTN) will be completed for each load of waste, which must contain a record of their waste carrier registration number. Copies of each WTN will be filed as an Appendix to the CEMP(s) and held for a minimum of two years. The appropriate European Waste Catalogue (EWC) code will be noted on the WTN, in addition to how it is contained. All sites receiving waste must have an appropriate permit, licence or registration exemption, the details of which should also be recorded.

*Hazardous Waste*

7.134. If required, the EA will be advised in advance of any hazardous waste movements and Waste Consignment Notes (WCNs) will be purchased in advance for this type of waste transportation. These consignment notes will be held for a minimum of three years. Burning of waste or unwanted materials will not be permitted onsite. All hazardous materials including chemicals, cleaning agents and solvent containing products to be properly sealed in sealed containers at the end of each day prior to storage in appropriately protected and bunded storage areas.

7.135. All fuel and oil will be stored within the Order limits and contained by a small bund constructed from material sourced onsite and lined with an impermeable membrane in order to prevent any contamination of the surrounding soils, vegetation and water table, in accordance with Defra and Environmental Agency Oil Storage Regulations for Businesses 2015 (as amended in 2020) (or latest guidance/legislation at the point of construction). Any contaminated runoff within the bund will be disposed of at an appropriate waste management facility.

7.136. Any used (contaminated) spill kits, absorbent granules, sheets or fibres must be disposed of in accordance with the COSHH Regulations (or latest guidance/legislation at the point of construction) and in accordance with the Emergency Spillage Action Plan.

*Waste from Welfare and Domestic Facilities*

7.137. Temporary welfare facilities will be provided during the construction phase. These facilities will include toilets, washing and drinking water. This will include a septic tank that will be periodically emptied and taken offsite by a licensed waste operator. All onsite welfare facilities will be clearly signposted and maintained.

7.138. Where excess surface water occurs from the area of the buildings, this will be collected and treated in a Sustainable Drainage System (SuDS), prior to discharge.

7.139. Effluent and waste from onsite construction personnel will be treated at a package sewage treatment plant or a septic tank.

7.140. Where a septic tank is used, this will be emptied on a regular basis and taken away by a registered waste disposal contractor.

7.141. Collection facilities for other domestic refuse will be provided to segregate waste. These facilities will be clearly marked, positioned in appropriate locations and protected from the weather and animals.

<u>Major Accidents and Disasters</u>

7.142. There is potential for Major Accidents and Disasters and the health and safety of workers during the construction phase. The outline Energy Storage Safety Management Plan (oESSMP) (document reference 7.11) has been submitted as part of the DCO application and sets out the measures proposed to mitigate and manage all foreseeable hazards associated with the Energy Storage Systems, within the relevant regulatory frameworks. An ESSMP will be prepared in accordance with the oESSMP prior to commencement of the ESS, as secured by DCO requirement (document reference 3.1).

7.143. An Emergency Response Plan will be provided as part of the ESSMP (as noted in the oESSMP), containing information on water supplies, drainage plans, hazards associated with lithium-ion batteries, isolation of electrical sources to enable fire-fighting activities, measures to extinguish or cool batteries involved in fire, management of toxic or flammable gases, minimisation of the environmental impact of an incident, containment of fire water run-off, handling and responsibility for disposal of damaged batteries and establishment of regular onsite training exercises. A copy of this information could be included in an Information Box available onsite.

7.144. To minimise risks to health and safety all works will be undertaken in accordance with relevant Health and Safety legislation and guidance.

7.145. Details of fire, police, emergency services and hospitals will be publicised and included in the induction.

7.146. During construction, all works will be subject to relevant risk assessments and will be required and produced by the contractor prior to construction minimising the risk of major accidents and disasters on site.

7.147. The overall responsibility will be with the construction contractor. Specific responsibilities and details will be confirmed in the CEMP(s).

Telecommunications, Television Reception and Utilities

7.148. There is a risk of utilities to be affected through damage caused as a result of excavation and engineering operations.

7.149. Precautionary measures have been included as part of the embedded mitigation for the Proposed Development. These include:

- Locating the Proposed Development outside of utilities' protected zones;
- The use of ground penetrating radar before excavation to identify any unknown utilities;
- Consultation and agreement of methods prior to works commencing. The protective provisions to the DCO make provision for consultation and/or agreement in relation to works with the potential to impact utilities prior to works commencing; and
- Infrastructure that crosses the Proposed Development has been mapped and avoided through the design.

7.150. The overall responsibility will be with the construction contractor. Specific responsibilities and details will be confirmed in the CEMP(s).

Electric, Magnetic and Electromagnetic Fields

7.151. There is a risk of microshocks and other indirect effects of public exposure to electric fields.

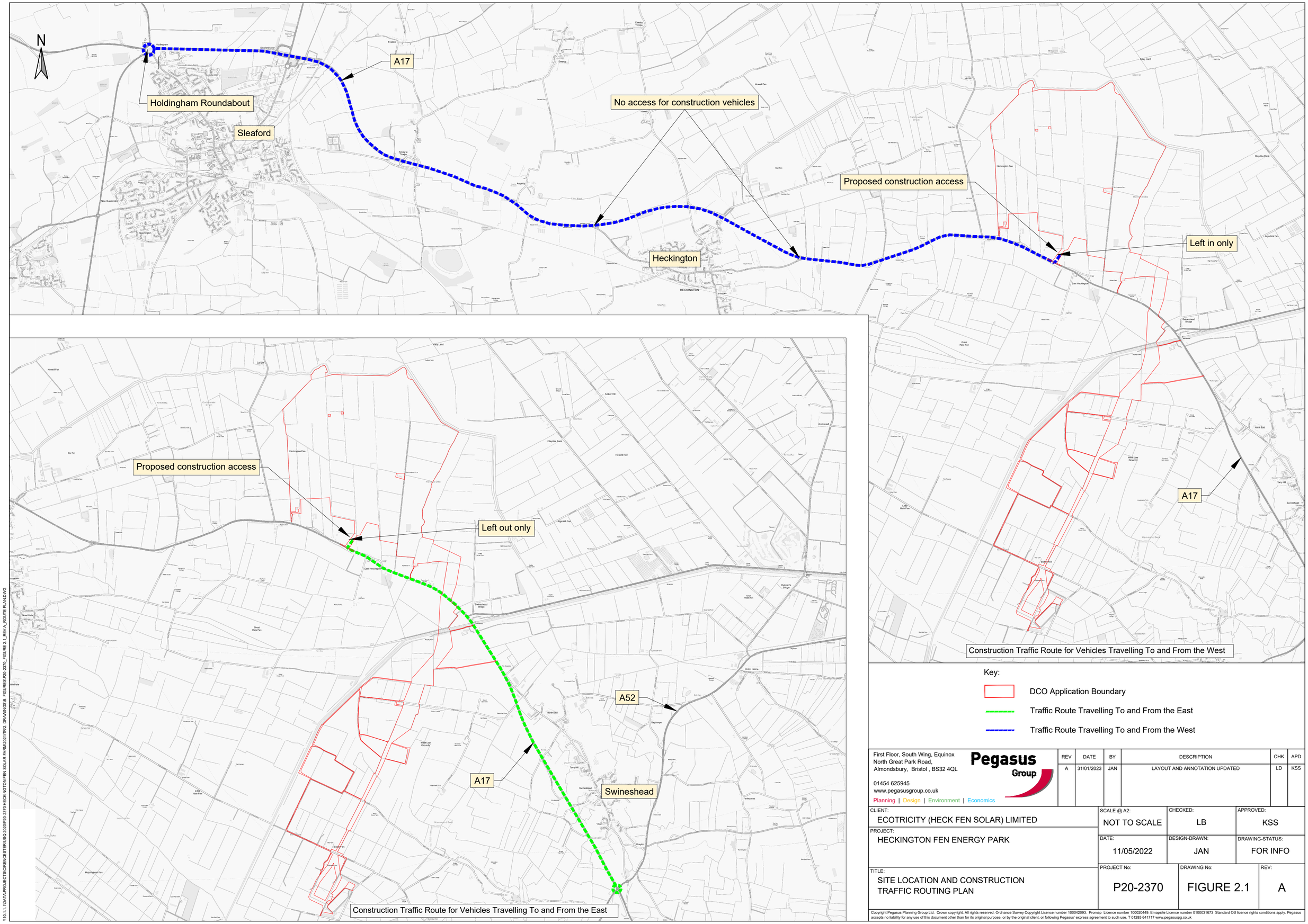
7.152. Cabling within the Order limits is proposed to be buried underground, thereby reducing Electromagnetic Fields (EMF) and the need for surface cable protection. Underground cables produce no external electrical field. Underground cables at voltages up to and including 132kv are not capable of exceeding International Commission on Non-Ionizing Radiation Protection (ICNIRP) exposure guidelines[13] for EMFs.

7.153. During the construction phase, the 400kV underground cable will not produce any significant EMFs until the Proposed Development is generating electricity when it is operational. The 400kV underground cable will be buried at a minimum depth of 1m and will not exceed (ICNIRP) exposure guidelines for EMFs.

7.154. The overall responsibility will be with the construction contractor. Specific responsibilities and details will be confirmed in the CEMP(s).

[13] ICNIRP (1998) ICNIRP Guidelines for Limiting Exposure to Time-Varying Electric, Magnetic and Electromagnetic Fields (up to 300 GHz).

# Figures




Key:

- DCO Application Boundary
- Traffic Route Travelling To and From the East
- Traffic Route Travelling To and From the West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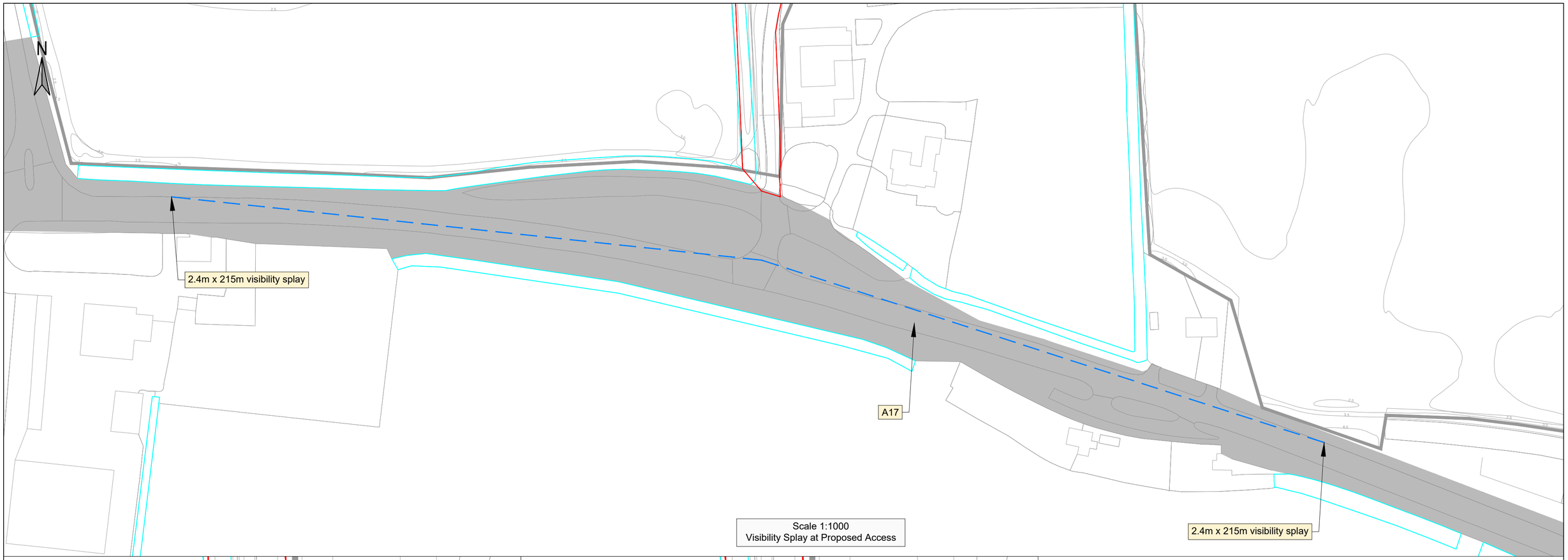
|---|---|---|---|---|---|
| A | 31/01/2023 | JAN | LAYOUT AND ANNOTATION UPDATED | LD | KSS |

CLIENT: ECOTRICITY (HECK FEN SOLAR) LIMITED

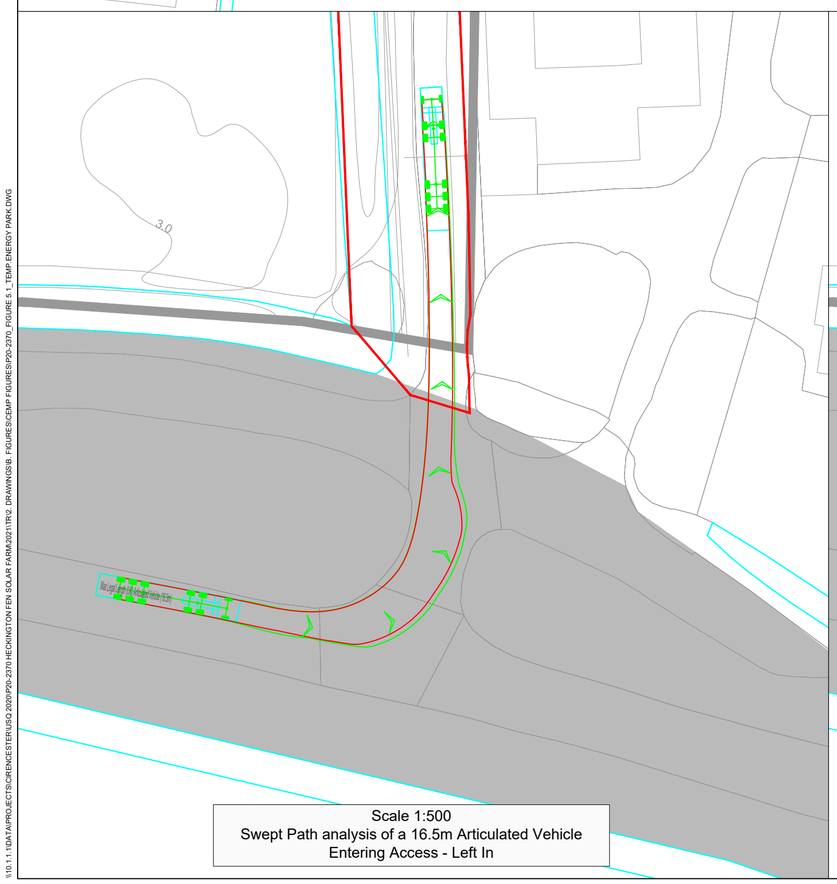
PROJECT: HECKINGTON FEN ENERGY PARK

TITLE: SITE LOCATION AND CONSTRUCTION TRAFFIC ROUTING PLAN

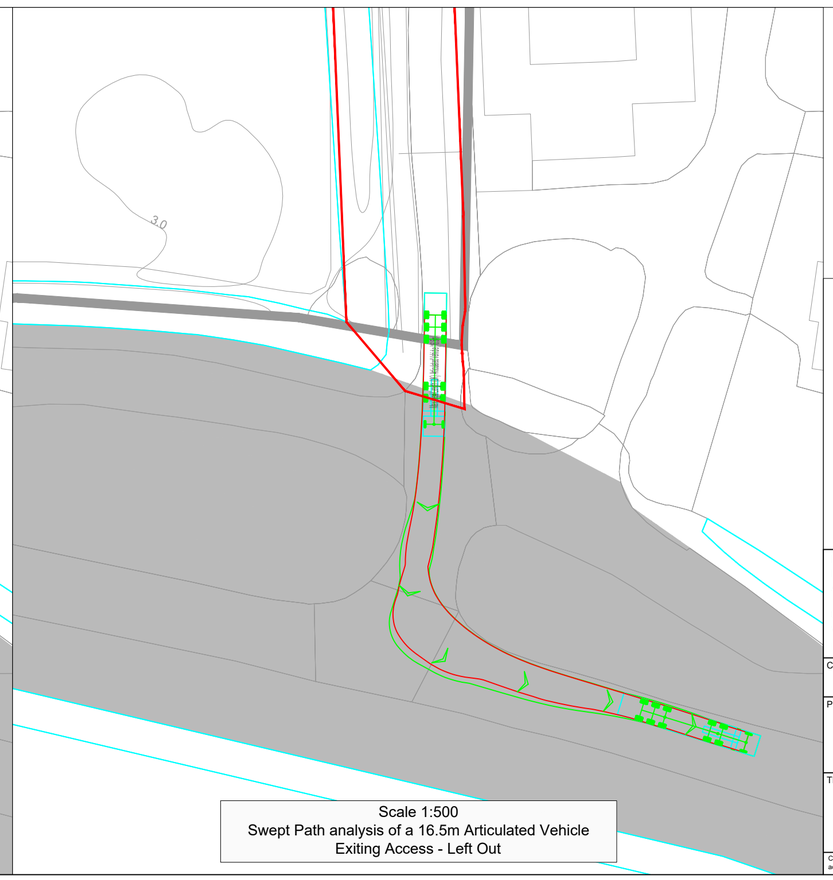
| SCALE @ A2: | CHECKED: | APPROVED: |
|---|---|---|
| NOT TO SCALE | LB | KSS |
| DATE: | DESIGN-DRAWN: | DRAWING-STATUS: |
| 11/05/2022 | JAN | FOR INFO |
| PROJECT No: | DRAWING No: | REV: |
| P20-2370 | FIGURE 2.1 | A |




Scale 1:1000
Visibility Splay at Proposed Access



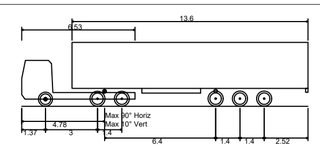
Scale 1:500
Swept Path analysis of a 16.5m Articulated Vehicle
Entering Access - Left In



Scale 1:500
Swept Path analysis of a 16.5m Articulated Vehicle
Exiting Access - Left Out

Key:

- DCO Application Boundary
- Approximate Extent of Adopted Highway
- Visibility Splay




Max Legal Length (UK) Articulated Vehicle (16.5m)

| | |
|---|---|
| Overall Length | 16.500m |
| Overall Width | 2.550m |
| Overall Body Height | 3.681m |
| Min Body Ground Clearance | 0.411m |
| Max Track Width | 2.500m |
| Lock to lock time | 6.00s |
| Kerb to Kerb Turning Radius | 6.530m |

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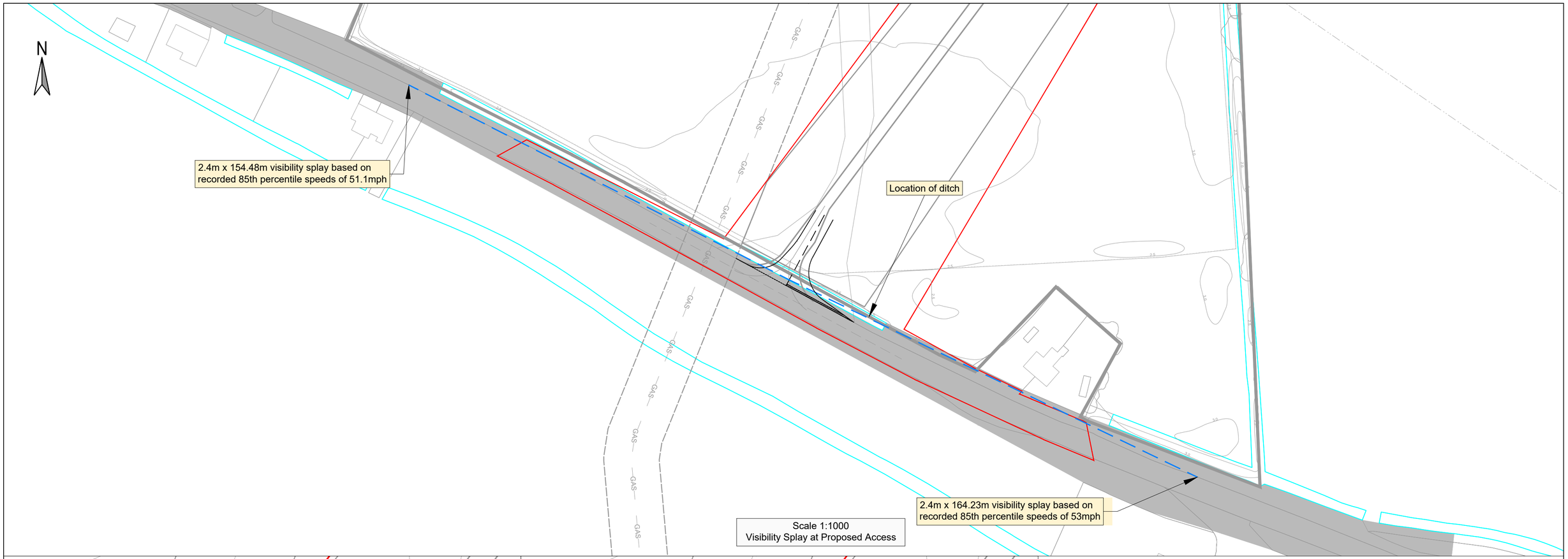
|---|---|---|---|---|---|
| | | | | | |

CLIENT: ECOTRICITY (HECK FEN SOLAR) LIMITED

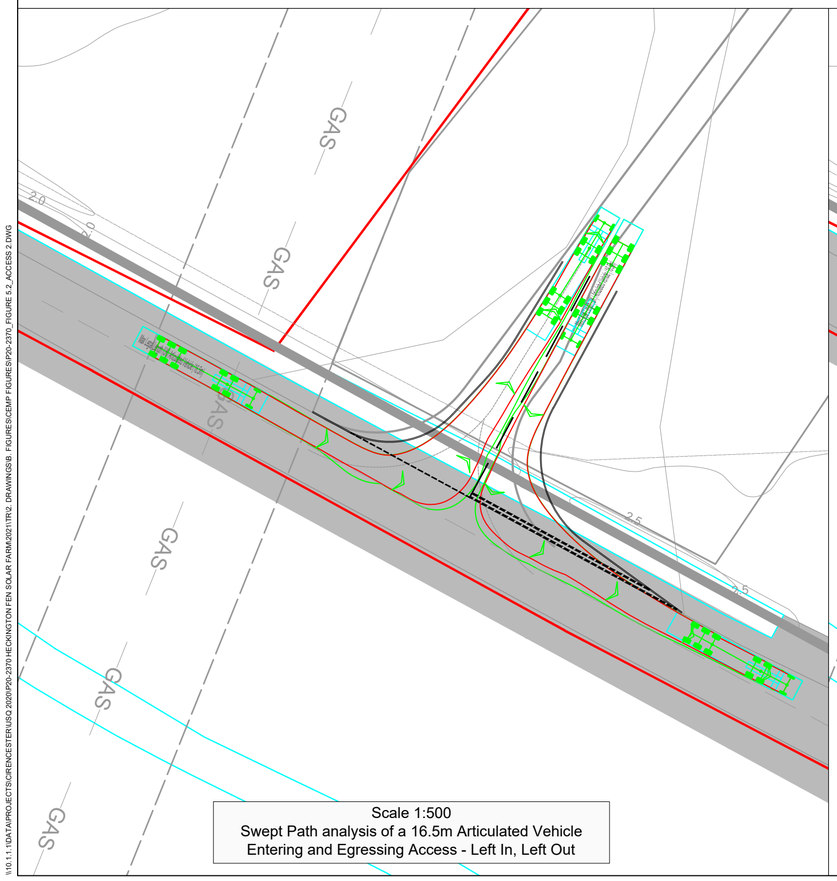
PROJECT: HECKINGTON FEN SOLAR FARM

TITLE: TEMPORARY ENERGY PARK ACCESS ARRANGEMENTS

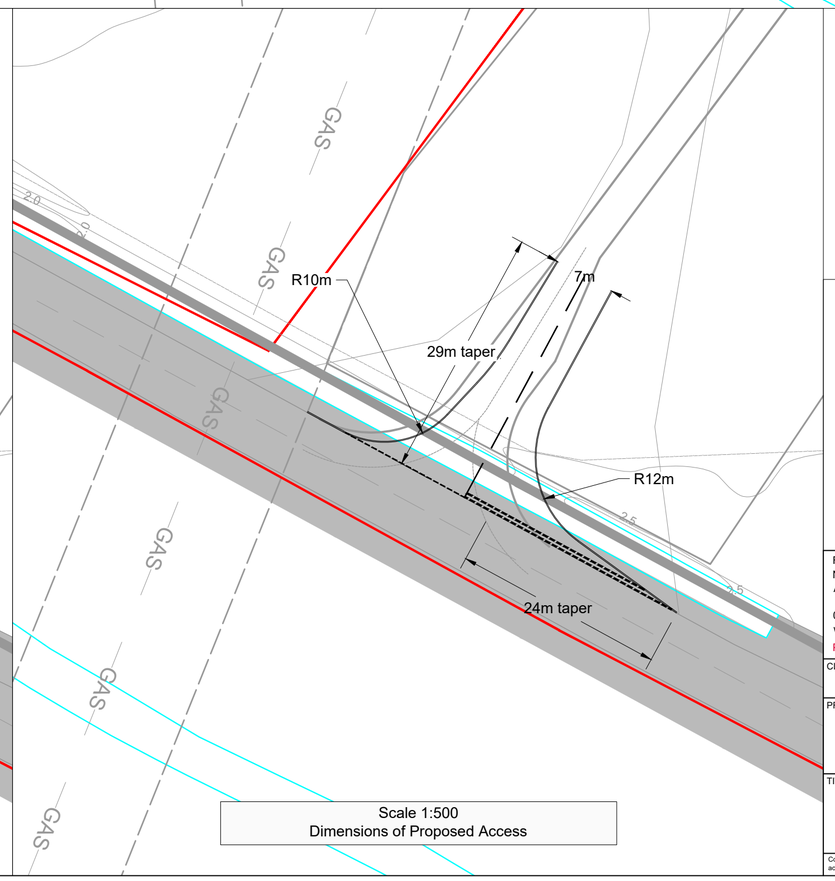
| SCALE @ A2: | CHECKED: | APPROVED: |
|---|---|---|
| AS SHOWN | KSS | KSS |
| DATE: | DESIGN-DRAWN: | DRAWING-STATUS: |
| 31/01/2023 | JAN | SK |
| PROJECT No: | DRAWING No: | REV: |
| P20-2370 | FIGURE 5.1 | |




Scale 1:1000
Visibility Splay at Proposed Access



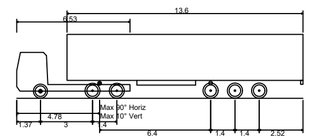

Scale 1:500
Swept Path analysis of a 16.5m Articulated Vehicle Entering and Egressing Access - Left In, Left Out




Scale 1:500
Dimensions of Proposed Access

Key:

- DCO Application Boundary
- Approximate Extent of Adopted Highway
- Visibility Splay




Max Legal Length (UK) Articulated Vehicle (16.5m)

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| Overall Body Height | 3.681m |
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| Max Track Width | 2.500m |
| Lock to lock time | 6.00s |
| Kerb to Kerb Turning Radius | 6.530m |

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|---|---|---|---|---|---|
| | | | | | |

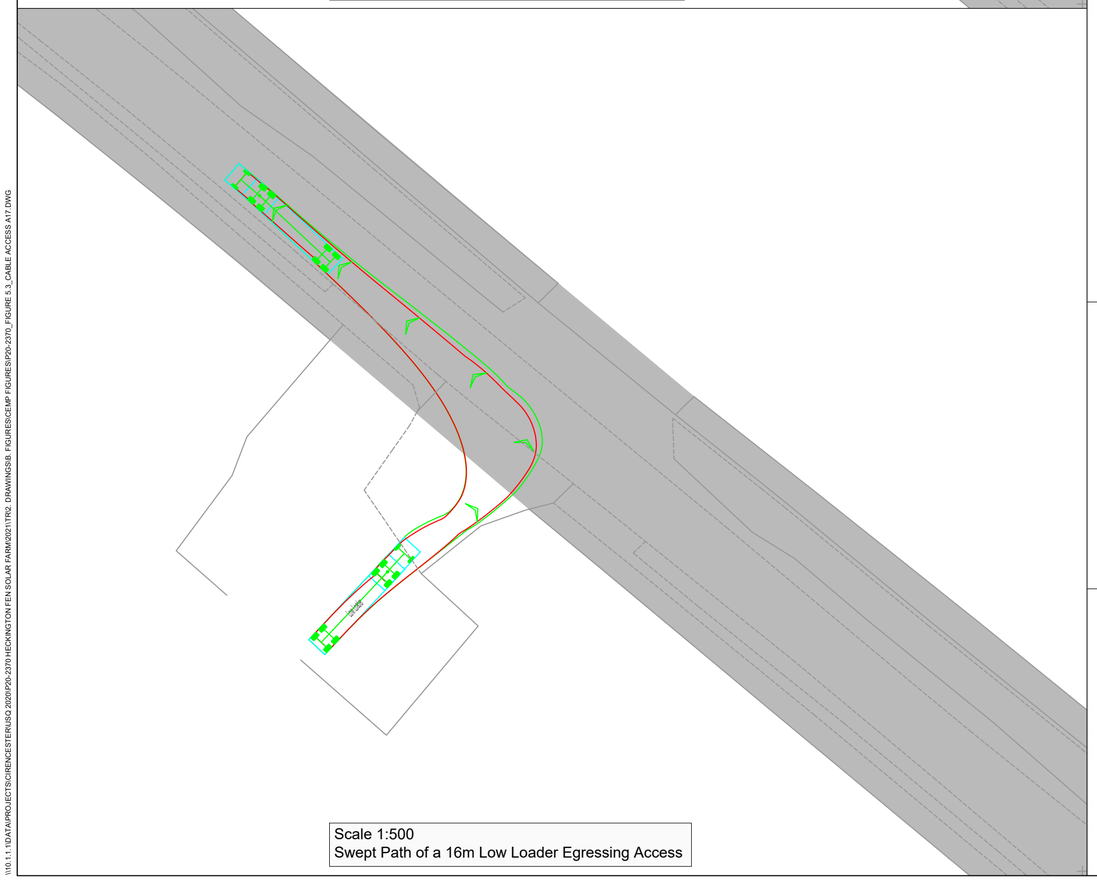
CLIENT: ECOTRICITY (HECK FEN SOLAR) LIMITED

PROJECT: HECKINGTON FEN SOLAR FARM

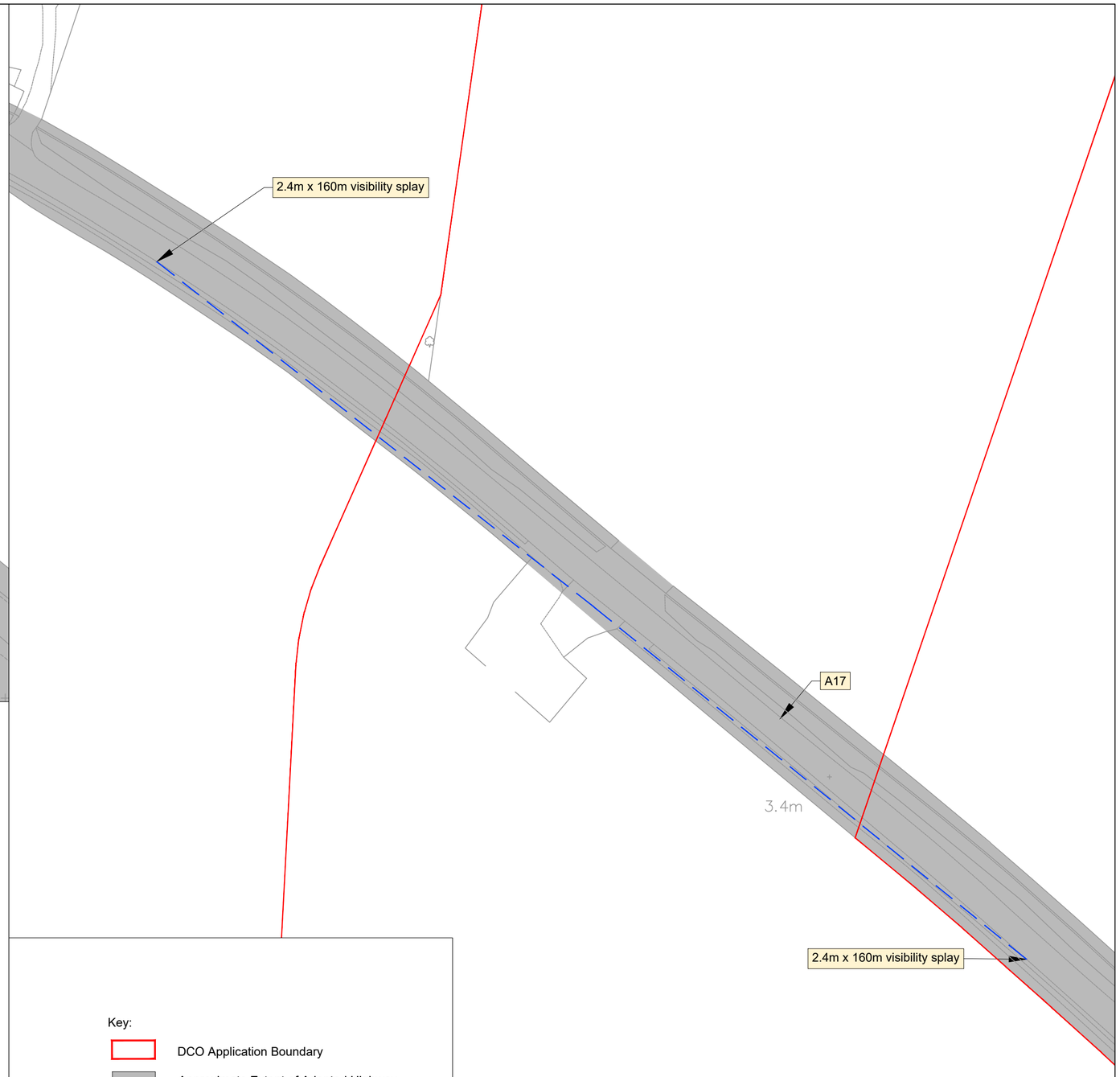
TITLE: PERMANENT ENERGY PARK ACCESS ARRANGEMENT

| SCALE @ A2: | CHECKED: | APPROVED: |
|---|---|---|
| AS SHOWN | KSS | KSS |
| DATE: | DESIGN-DRAWN: | DRAWING-STATUS: |
| 31/01/2023 | JAN | SK |
| PROJECT No: | DRAWING No: | REV: |
| P20-2370 | FIGURE 5.2 | |


Scale 1:500
Swept Path of a 16m Low Loader Entering Access



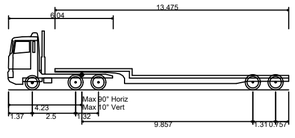
Scale 1:500
Swept Path of a 16m Low Loader Egressing Access




Scale 1:1000
Visibility Splay at Site Access

Key:

- DCO Application Boundary
- Approximate Extent of Adopted Highway
- Visibility Splay




| Low Loader | |
|---|---|
| Overall Length | 16.154m |
| Overall Width | 2.520m |
| Overall Body Height | 3.393m |
| Min Body Ground Clearance | 0.318m |
| Max Track Width | 2.500m |
| Lock to lock time | 6.00s |
| Kerb to Kerb Turning Radius | 6.990m |

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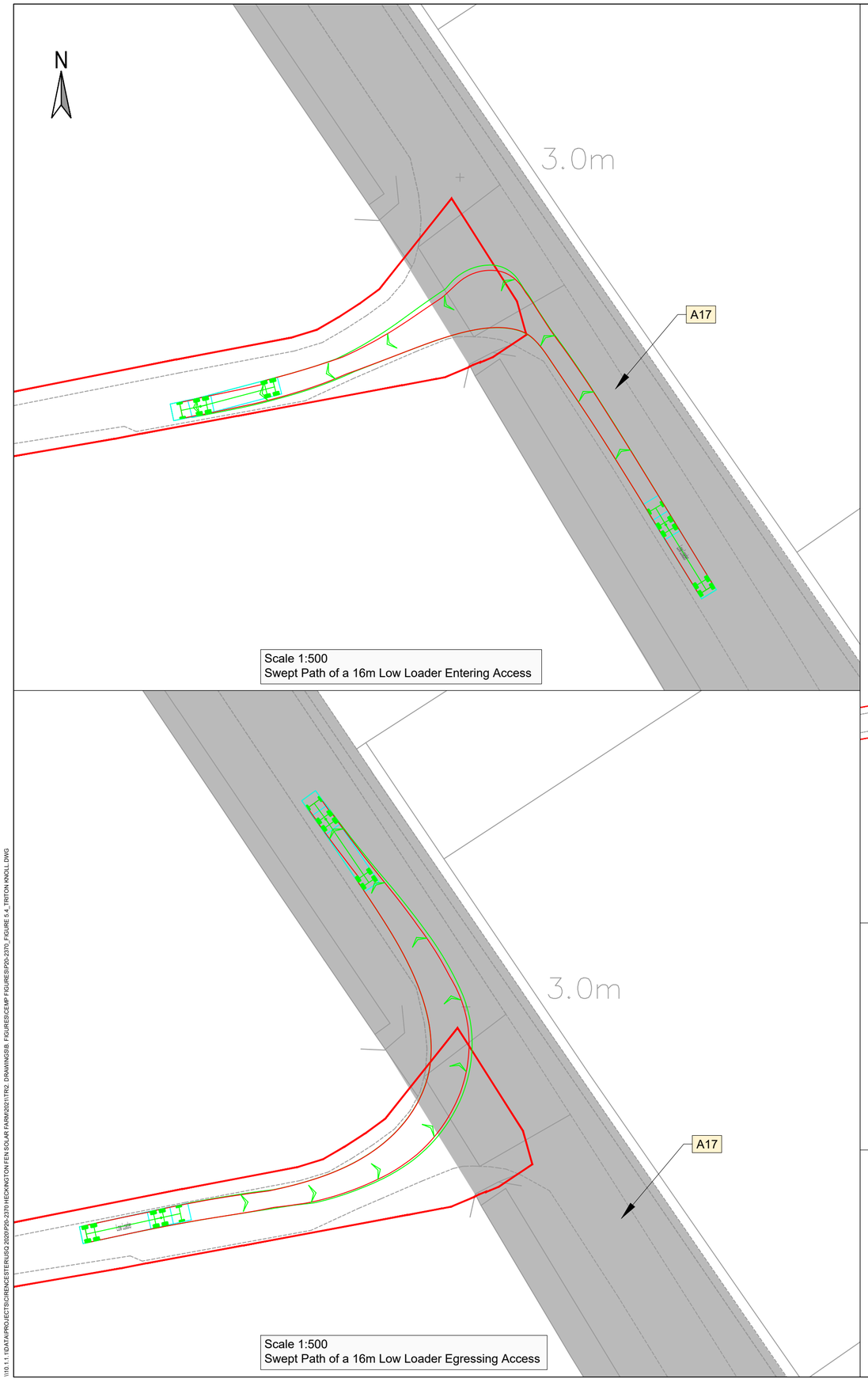
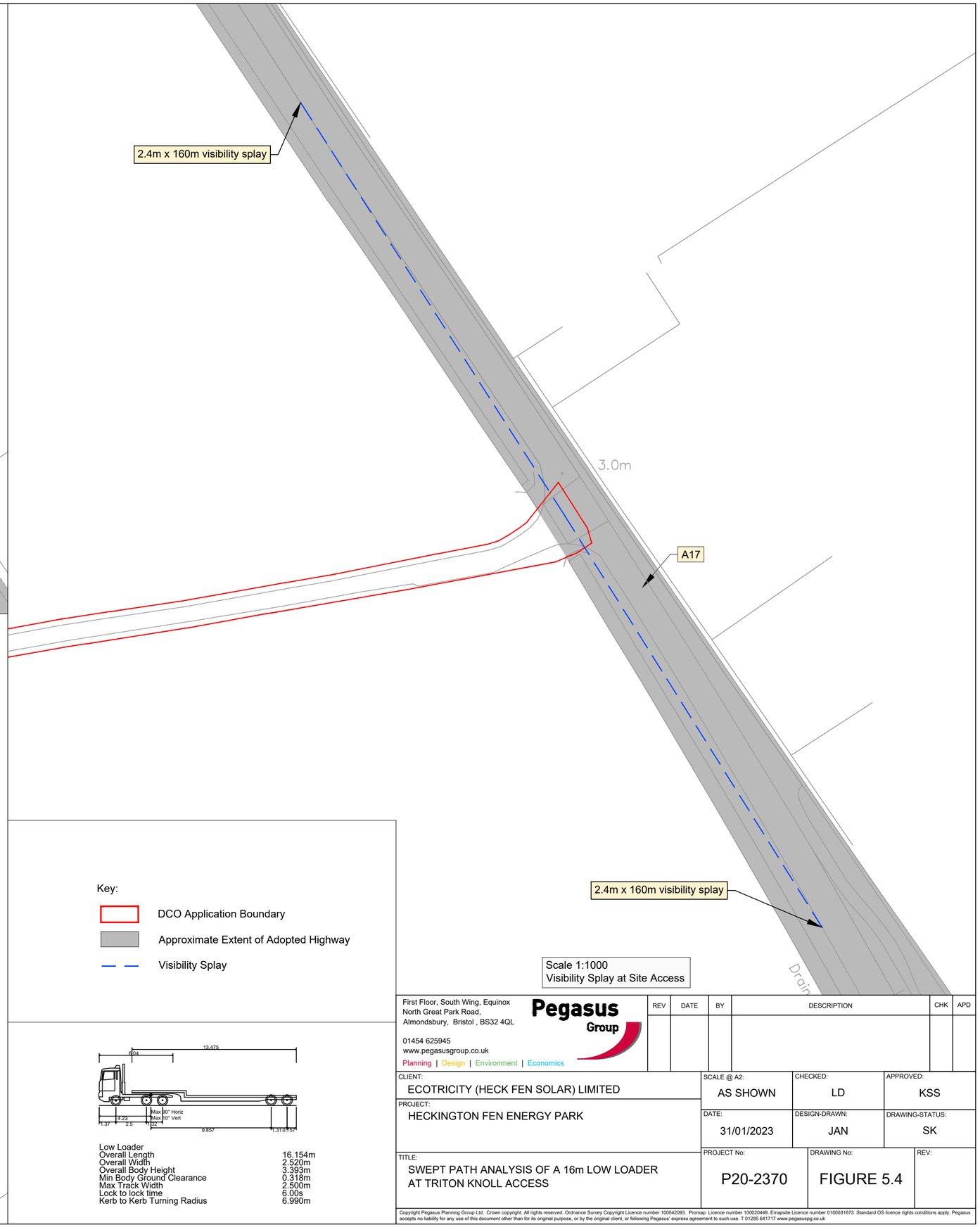
| CLIENT: ECOTRICITY (HECK FEN SOLAR) LIMITED | SCALE @ A2: AS SHOWN | CHECKED: LD | APPROVED: KSS |
| PROJECT: HECKINGTON FEN ENERGY PARK | DATE: 31/01/2023 | DESIGN-DRAWN: JAN | DRAWING-STATUS: SK |
| TITLE: SWEPT PATH ANALYSIS OF A 16m LOW LOADER AT NORTHERN CABLE ACCESS WITH A17 | PROJECT No: P20-2370 | DRAWING No: FIGURE 5.3 | REV: |




Key:

- DCO Application Boundary
- Approximate Extent of Adopted Highway
- Visibility Splay




| Low Loader | |
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| CLIENT: ECOTRICITY (HECK FEN SOLAR) LIMITED | SCALE @ A2: AS SHOWN | CHECKED: LD | APPROVED: KSS |
| PROJECT: HECKINGTON FEN ENERGY PARK | DATE: 31/01/2023 | DESIGN-DRAWN: JAN | DRAWING-STATUS: SK |
| TITLE: SWEPT PATH ANALYSIS OF A 16m LOW LOADER AT TRITON KNOLL ACCESS | PROJECT No: P20-2370 | DRAWING No: FIGURE 5.4 | REV: |

# Appendix A

Date Printed - 13/04/2022

# The LINCOLNSHIRE ROAD SAFETY Partnership

## A17 East Heckington Area - 5 Years Injury Collisions (to 31/03/2022)

Data up to - 31/03/2022


0 500 1000 1500 2000 Metres

**Fatal Injury**
**Serious Injury**
**Slight Injury**

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170161906

Road Number : A17 GRID REF: 518521,344459 SPEED LIMIT: 60
Road 2 Number :

PARISH : HECKINGTON DIVISION: DISTRICT: North

POLICE SECTOR : Sleaford SEVERITY: Serious
POLICE DIVISION : West

LOCATION : 100YDS WEST OF B1395

DESCRIPTION : DRIVER LOST CONTROL VIA UNKNOWN REASONS AND VEERED NEARSIDE CLIPPING THE GRASS VERGE. HAS OVER CORRECTED AND ENDED UP ROLLING ON TO ROOF AND SPINNING ON THE ROOF IN THE MIDDLE OF THECARRIAGEWAY

DATE : 19/04/2017 - Wednesday TIME: 530

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Loss of control
2.
3.
4.
5.
6.

VEHICLES:

1 Taxi / Private Hire Car Going ahead West To East Overturned Driver: Male 30 Breath Test: Not Requested

CASUALTIES:

1 Driver 30 Male Serious In Vehicle 1

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170283523

Road Number : B1395 GRID REF: 518728,344459 SPEED LIMIT: 60
Road 2 Number : A17

PARISH : HECKINGTON DIVISION: DISTRICT: North

POLICE SECTOR : Sleaford SEVERITY: Slight
POLICE DIVISION : West

LOCATION : EAST HECKINGTON- JUNCTION OF SIDEBAR LANE- B1395 AND A17 (GRID REF:518710, 344491).

DESCRIPTION : V2 WAITING TO GO AHEAD AT JUNCTION. V1 COLLIDED INTO REAR. NO VISIBLE PERMANANT DAMAGE. V2 DRIVER STATED SHE HAS BACK PAIN.

DATE : 04/07/2017 - Tuesday TIME: 1900

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Possible Failed to judge other person's path or speed
2.
3.
4.
5.
6.

VEHICLES:

1 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 33 Breath Test: Negative
2 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Female 36 Breath Test: Negative

CASUALTIES:

1 Driver 36 Female Slight In Vehicle 2


DATE PRINTED: 13/04/2022

CURRENT DATADATE: 31/03/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180591881

Road Number : A17 GRID REF: 518854,344452 SPEED LIMIT: 60
Road 2 Number :

PARISH : HECKINGTON DIVISION: DISTRICT: North

POLICE SECTOR : Sleaford SEVERITY: Slight
POLICE DIVISION : West

LOCATION : EAST HECKINGTON

DESCRIPTION : VEH 1 HAS VEERED ONTO THE OPPOSITE SIDE OF THE ROAD AND COLLIDED WITH VEH 002

DATE : 07/12/2018 - Friday TIME: 514

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Raining (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Careless/Reckless/In a hurry
2.V1 Possible Fatigue
3.
4.
5.
6.

VEHICLES:

1 Goods Vehicle - unknown weight Going ahead West To East Skidding Driver: Male 26
Breath Test: Negative
2 Goods Vehicle - unknown weight Going ahead East To West Skidding Driver: Male 54
Breath Test: Negative

CASUALTIES:

1 Driver 26 Male Slight In Vehicle 1

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190115936

Road Number : A17 GRID REF: 518976,344431 SPEED LIMIT: 60
Road 2 Number : D

PARISH : HECKINGTON DIVISION: DISTRICT: North

POLICE SECTOR : Sleaford SEVERITY: Serious
POLICE DIVISION : West

LOCATION : COUNTERFLOW TRAFFIC ROAD WITH NATIONAL SPEED LIMIT

DESCRIPTION : V2 HAS BEEN TRAVELLING ALONG THE A17 TOWARDS SLEAFORD FOLLOW A VAN. V2 HAS COME TO A STOP AS THE VAN HAS INDICATED TO TURN INTO A SIDE ROAD LEADING TO ELM GARAGE STUDIO AND SOME HOUSES. V2 HAS JUST APPLIED THEIR HAND BRAKE WHEN V1 HAS STRUCK V2 FROM BEHIND. V1 HAS JUST CAUGHT THE REAR NEAR SIDE OF V2 AND IT IS HIGHLY LIKELY THAT V1 HAS ATTEMPTED TO AVOID V2 LEADING TO V1 COMING OFF THE ROAD LANDING IN A DITCH

DATE : 06/03/2019 - Wednesday TIME: 1255

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Using Private drive or Entrance
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Raining (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V2 Possible Careless/Reckless/In a hurry
2.V2 Possible Distraction in vehicle
3.V2 Possible Distraction outside vehicle
4.V2 Possible Exceeding speed limit
5.V2 Possible Fatigue
6.V2 Very Likely Failed to judge other person's path or speed

VEHICLES:

1 Car Going ahead South East To North West Skidding & Overturned Driver: Male 28
Breath Test: Not Requested
2 Goods Vehicle - unknown weight Stopping South East To North West No Skdng
/Jck-Knfg /Ovrtrng Driver: Male 55 Breath Test: Negative

CASUALTIES:

1 Driver 28 Male Serious In Vehicle 1

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200502879

Road Number : A17 GRID REF: 518715,344462 SPEED LIMIT: 60
Road 2 Number : B1395

PARISH : HECKINGTON DIVISION: DISTRICT: North

POLICE SECTOR : Sleaford SEVERITY: Slight
POLICE DIVISION : West

LOCATION : AT JUNCTION WITH B1395 SIDE BAR LANE

DESCRIPTION : IT WOULD APPEAR VEH 1 PULLED OUT OF SIDE ROAD JUNCTION AND INTO THE PATH OF VEH 2 TRAVELLING ON MAIN ROAD

DATE : 24/09/2020 - Thursday TIME: 1030

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 3

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Failed to look properly
2.
3.
4.
5.
6.

VEHICLES:

1 Car Turning Right North To East No Skdng /Jck-Knfg /Ovrtrng Driver: Female 50 Breath Test: Negative
2 Car Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 47 Breath Test: Negative

CASUALTIES:

1 Driver 50 Female Slight In Vehicle 1
2 Driver 47 Male Slight In Vehicle 2
3 Veh Passenger 38 Female Slight In Vehicle 2

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170218632

Road Number : A17 GRID REF: 519916,344017 SPEED LIMIT: 50
Road 2 Number :

PARISH : HECKINGTON DIVISION: DISTRICT: North

POLICE SECTOR : Sleaford SEVERITY: Slight
POLICE DIVISION : West

LOCATION : EATS HECKINGTON

DESCRIPTION : V1 RAN INTO BACK OF V2, V2 WAS STATIC IN LINE OF TRAFFIC

DATE : 25/05/2017 - Thursday TIME: 1125

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Failed to judge other person's path or speed
2.
3.
4.
5.
6.

VEHICLES:

1 Car Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 90 Breath Test: Negative
2 Motorcycle over 500cc (Combination before 2004) Waitng to go ahead, held up Parked To Parked No Skdng /Jck-Knfg /Ovrtrng Driver: Male 44 Breath Test: Negative

CASUALTIES:

1 Driver 44 Male Slight In Vehicle 2

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180557125

Road Number : A17 GRID REF: 519815,344071 SPEED LIMIT: 60
Road 2 Number :

PARISH : HECKINGTON DIVISION: DISTRICT: North

POLICE SECTOR : Sleaford SEVERITY: Slight
POLICE DIVISION : West

LOCATION : APPROX 100 METERS SHORT OF SHELL GARAGE AT A SITE OF SMALL CENTRAL RESERVATION

DESCRIPTION : V1 WAS TRAVELLING EASTBOUND ON A17 THE VEHICLE MOVED ACROSS ITS LANE TOWARDS THE RIGHT AND CLIPPED THE CURB WITH THE FRONT OFFSIDE WHEEL CAUSING THE DRIVER TO LOOSE CONTROL AND THE VEHICLE TO COME TO A STOP BY ROLLING ONTO ITS PASSANGER SIDE STAYING IN THE SAME LANE

DATE : 17/11/2018 - Saturday TIME: 1734

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Dazzling headlights
2.
3.
4.
5.
6.

VEHICLES:

1 Car Going ahead West To East Overturned Driver: Female 18 Breath Test: Negative

CASUALTIES:

1 Veh Passenger 17 Female Slight In Vehicle 1
2 Veh Passenger 18 Male Slight In Vehicle 1

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190024430

Road Number : A17 GRID REF: 520167,343906 SPEED LIMIT: 50
Road 2 Number : D

PARISH : HECKINGTON DIVISION: DISTRICT: North

POLICE SECTOR : Sleaford SEVERITY: Slight
POLICE DIVISION : West

LOCATION : CENTRAL RESERVATION TO THE EAST OF THE JUNCTION LEADING TO EAST HECKINGTON

DESCRIPTION : V1 HAS SWERVED TO AVOID AN ANIMAL IN THE CARRIAGEWAY AND COLLIDED WITH THE CENTRAL ISLAND

DATE : 16/01/2019 - Wednesday TIME: 130

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : Crossroads
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Possible Animal or object in carriageway
2.V1 Possible Swerved
3.
4.
5.
6.

VEHICLES:

1 Goods Vehicle - unknown weight Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 59 Breath Test: Negative

CASUALTIES:

1 Driver 59 Male Slight In Vehicle 1
2 Veh Passenger 40 Male Slight In Vehicle 1

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200195427

Road Number : A17 GRID REF: 519052,344410 SPEED LIMIT: 50
Road 2 Number :

PARISH : HECKINGTON DIVISION: DISTRICT: North

POLICE SECTOR : Sleaford SEVERITY: Fatal
POLICE DIVISION : West

LOCATION : 50M WEST OF EAST HECKINGTON

DESCRIPTION : VEH1 WAS TRAVELLING WEST ALONG THE A17 AND WAS SEEN BY WITNESSES TO DRIVE UP THE NEARSIDE KERB AND THE CORRECT ITSELF, CROSS THE CARRIAGEWAY DIRECTLY INTO THE PATH OF VEH2 WHICH COULD NOT AVOID A COLLISION.

DATE : 16/04/2020 - Thursday TIME: 1000

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Swerved
2.
3.
4.
5.
6.

VEHICLES:

1 Car Going ahead East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 81 Breath Test: Not Requested
2 Goods vehicle 7.5 tonnes mgw and over Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 57 Breath Test: Negative

CASUALTIES:

1 Driver 81 Male Fatal In Vehicle 1

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210211827

Road Number : A17 GRID REF: 520024,343974 SPEED LIMIT: 50
Road 2 Number :

PARISH : HECKINGTON DIVISION: DISTRICT: North

POLICE SECTOR : Sleaford SEVERITY: Slight
POLICE DIVISION : West

LOCATION : OPPOSITE JET SERVICE STATION ON A17

DESCRIPTION : VEH 2 HAS BEEN TRAVELLING FROM HECKINGTON TOWARDS SWINESHEAD BRIDGE. VEH HAS BEEN STATIONARY BEHIND ANOTHER VEH SIGNALLING TO TURN RIGHT INTO THE JET PETROL STATION. VEH 1 HAS BEEN TRAVELLING BEHIND VEH 2 AND COLLIDED INTO THE REAR OF VEH 2 CAUSING DAMAGE. DRIVER OF VEH 1 HAS PAIN IN HIS BACK AND IS TRAVELLING TO BOSTON HOSPITAL FOR EXAMINATION.

DATE : 18/04/2021 - Sunday TIME: 1300

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Failed to judge other person's path or speed
2.
3.
4.
5.
6.

VEHICLES:

1 Motorcycle over 500cc (Combination before 2004) Going ahead North West To South East Skidding & Overturned Driver: Male 56 Breath Test: Negative
2 Car Waitng to go ahead, held up North West To South East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 21 Breath Test: Negative

CASUALTIES:

1 Driver 56 Male Slight In Vehicle 1

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210464384

Road Number : A17 GRID REF: 519281,344335 SPEED LIMIT: 60
Road 2 Number : D

PARISH : HECKINGTON DIVISION: DISTRICT: North

POLICE SECTOR : Sleaford SEVERITY: Slight
POLICE DIVISION : West

LOCATION : EAST HECKINGTON NEAR TO THE JET GARAGE

DESCRIPTION : VEH 1 CARRIED OUT POOR MANOEUVRE AND HIT THE CENTRAL RESERVATION AND LOST CONTROL COMING OFF HIS MOTORCYCLE, NO OTHER VEH'S INVOLVED

DATE : 18/08/2021 - Wednesday TIME: 755

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Failed to look properly
2.
3.
4.
5.
6.

VEHICLES:

1 Motorcycle over 50cc and up to 125cc Ovrtkg stry Veh on offside North West To South East Skidding Driver: Male 20 Breath Test: Negative

CASUALTIES:

1 Driver 20 Male Slight In Vehicle 1

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210565608

Road Number : A17 GRID REF: 520016,343977 SPEED LIMIT: 60
Road 2 Number :

PARISH : HECKINGTON DIVISION: DISTRICT: North

POLICE SECTOR : Sleaford SEVERITY: Slight
POLICE DIVISION : West

LOCATION : OPPOSITE FOUR WINDS PETROL STATION

DESCRIPTION : VEH 1 RAN INTO THE BACK OF VEH 2, THE SUNLIGHT AND ANGLE OF THE SUN PLAYED A SIGNIFICANT PART IN THE RTC. AMBULANCE ARRIVED, CASUALTY WILL MAKE OWN WAY TO HOSPITAL TO GET XRAY ON WRIST.

DATE : 29/09/2021 - Wednesday TIME: 820

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Dazzling sun
2.
3.
4.
5.
6.

VEHICLES:

1 Car Going ahead North West To South East No Skdng /Jck-Knfg /Ovrtrng Driver: Female 42 Breath Test: Negative
2 Goods vehicle 7.5 tonnes mgw and over Going ahead North West To South East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 54 Breath Test: Negative

CASUALTIES:

1 Driver 42 Female Slight In Vehicle 1
2 Veh Passenger 11 Female Slight In Vehicle 1

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210570504

Road Number : A17 GRID REF: 519272,344333 SPEED LIMIT: 50
Road 2 Number : D

PARISH : HECKINGTON DIVISION: DISTRICT: North

POLICE SECTOR : Sleaford SEVERITY: Slight
POLICE DIVISION : West

LOCATION : A17 WESTBOUND OUTSIDE JET PETROL SERVICES

DESCRIPTION : TRAFFIC SLOWING WESTBOUND ON A17 TO ENTER JET PETROL STATION IN EAST HECKINGTON. VEH 2 BEHIND A VEH THAT HAS DECIDED TO TURN INTO THE PETROL STATION LATE WHICH HAS MADE VEH 2 BRAKE HARD. VEH 1 BEHIND HAS HAD TO BRAKE HARD BUT HAD A TRAILER ON THE BACK WHICH HAS LOCKED UP AND VEH 1 HAS HIT THE REAR OF VEH 2.

DATE : 01/10/2021 - Friday TIME: 1055

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Other Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Possible Following too close
2.V2 Possible Following too close
3.V2 Possible Failed to judge other person's path or speed
4.
5.
6.

VEHICLES:

1 Car Stopping South East To North West Skidding Driver: Female 31 Breath Test: Negative
2 Car Stopping South East To North West No Skdng /Jck-Knfg /Ovrtrng Driver: Female 29 Breath Test: Negative

CASUALTIES:

1 Driver 29 Female Slight In Vehicle 2

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210222130

Road Number : A17 GRID REF: 520292,343819 SPEED LIMIT: 60
Road 2 Number :

PARISH : HECKINGTON DIVISION: DISTRICT: North

POLICE SECTOR : Sleaford SEVERITY: Slight
POLICE DIVISION : West

LOCATION : OUTSIDE SHELL GARAGE

DESCRIPTION : IT WOULD APPEAR VEH 3 WAS SLOWING DOWN IN TRAFFIC. VEH 2 BEHIND VEH 3 ALSO SLOWED. VEH 1 HAS FAILED TO SLOW AND DRIVEN INTO THE REAR OF VEH 2 WHICH WAS SHUNTED INTO THE REAR OF VEH 3

DATE : 23/04/2021 - Friday TIME: 800

NUMBER OF VEHICLES : 3
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Following too close
2.
3.
4.
5.
6.

VEHICLES:

1 Car Going ahead North West To South East No Skdng /Jck-Knfg /Ovrtrng Driver: Female 25 Breath Test: Negative
2 Car Going ahead North West To South East No Skdng /Jck-Knfg /Ovrtrng Driver: Female 38 Breath Test: Negative
3 Goods vehicle 7.5 tonnes mgw and over Going ahead North West To South East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 52 Breath Test: Negative

CASUALTIES:

1 Driver 25 Female Slight In Vehicle 1
2 Driver 38 Female Slight In Vehicle 2

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170141596

Road Number : A17 GRID REF: 520527,343681 SPEED LIMIT: 50
Road 2 Number :

PARISH : GREAT HALE DIVISION: DISTRICT: North

POLICE SECTOR : Sleaford SEVERITY: Slight
POLICE DIVISION : West

LOCATION : EAST HECKINGTON- A17 OUTSIDE JET GARAGE (NO GRID REF).

DESCRIPTION : V2 HAS BEEN TRAVELLING S/E ON THE A17 AND HAS COME TO A STOP DUE TO A FUEL TANKER TURNING RIGHT INTO JET GARAGE. V1 HAS BEEN TRAVELLING DIRECTLY BEHIND V2 BUT HAS FAILED TO BRAKE IN TIME COLLIDING INTO THE REAR.

DATE : 04/04/2017 - Tuesday TIME: 1810

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Failed to look properly
2.V1 Very Likely Sudden braking
3.V1 Very Likely Inexperienced or learner driver/rider
4.V1 Very Likely Nervous/Uncertain/ Panic
5.
6.

VEHICLES:

1 Car Stopping North West To South East No Skdng /Jck-Knfg /Ovrtrng Driver: Female 18 Breath Test: Driver not contcted at time
2 Car Waitng to go ahead, held up North West To South East No Skdng /Jck-Knfg /Ovrtrng Driver: Female 26 Breath Test: Not provided(Medical reasons)

CASUALTIES:

1 Driver 26 Female Slight In Vehicle 2

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200640620

Road Number : A17 GRID REF: 520820,343579 SPEED LIMIT: 60
Road 2 Number :

PARISH : SWINESHEAD DIVISION: DISTRICT: Boston

POLICE SECTOR : Boston-Rural SEVERITY: Slight
POLICE DIVISION : East

LOCATION : OUTSIDE CARPENTERS COTTAGE, EAST HECKINGTON

DESCRIPTION : VEH 1 HAS PULLED OUT INTO PATH OF VEH 2 FAILING TO JUDGE THE APPROACHING VEH'S SPEED.

DATE : 03/12/2020 - Thursday TIME: 1510

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Using Private drive or Entrance
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Raining (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Failed to judge other person's path or speed
2.
3.
4.
5.
6.

VEHICLES:

1 Car Turning Left North West To South East No Skdng /Jck-Knfg /Ovrtrng Driver: Female 60 Breath Test: Not Requested
2 Goods vehicle 7.5 tonnes mgw and over Going ahead North West To South East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 37 Breath Test: Negative

CASUALTIES:

1 Driver 60 Female Slight In Vehicle 1

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210425853

Road Number : A17 GRID REF: 521204,343417 SPEED LIMIT: 50
Road 2 Number : D

PARISH : SWINESHEAD DIVISION: DISTRICT: Boston

POLICE SECTOR : Boston-Rural SEVERITY: Serious
POLICE DIVISION : East

LOCATION : A17

DESCRIPTION : DRIVER OF VEH 1 DRIVING AT EXCESSIVE SPEED ALONG THE A17 FROM BOSTON. VEH LEFT ROAD AND ROLLED ACROSS PRIVATE ROAD BRIDGE AND WENT INTO A DITCH. WITNESS STATED THEY HAS SEEN THEM DRIVING AGGRESSIVELY AND SPEEDING.

DATE : 29/07/2021 - Thursday TIME: 1915

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : Using Private drive or Entrance
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Aggressive driving
2.
3.
4.
5.
6.

VEHICLES:

1 Goods vehicle 3.5 tonnes mgw and under Going ahead left hand bend South East To North West Overturned Driver: Male 21 Breath Test: Negative

CASUALTIES:

1 Driver 21 Male Slight In Vehicle 1
2 Veh Passenger 18 Male Serious In Vehicle 1

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170303390

Road Number : A17 GRID REF: 521709,342992 SPEED LIMIT: 40
Road 2 Number : A1121

PARISH : SWINESHEAD DIVISION: DISTRICT: Boston

POLICE SECTOR : Boston-Rural SEVERITY: Slight
POLICE DIVISION : East

LOCATION : BOSTON- JUNCTION OF A17 AND A1121 (NO GRID REF).

DESCRIPTION : V1 INVOLVED IN A PURSUIT. VEHICLE HAD FAILED TO STEP FOR A MARKED POLICE CAR EARLIER ON IN THE EVENING. SOME TIME LATER MARKED POLICE VEHICLE GOT BEHIND V1 AND AGAIN INDICATED FOR IT TO STOP. VEHICLE FAILED TO STOP AGAIN AND PURSUIT WAS AUTHORISED. VEHICLE HAS TRAVELLED A1121 BOARDSIDES AND APPROACHED JUNCTION A17. VEHICLE HAS FAILED TO NEGOTIATE THE T JUNCTION GOING STRAIGHT OVER AND HIT THE KERB, RESULTING IN VEHICLE FLIPPING ONTO ITS ROOF. DRIVER THEN DE-CAMPED AND DETAINED.

DATE : 16/07/2017 - Sunday TIME: 2249

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - Lit Street Lights

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Vehicle in course of crime
2.V1 Very Likely Careless/Reckless/In a hurry
3.
4.
5.
6.

VEHICLES:

1 Car Turning Left South To West Skidding Driver: Male 24 Breath Test: Negative
2 Other Vehicle Going ahead South To West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 35 Breath Test: Negative

CASUALTIES:

1 Veh Passenger 23 Female Slight In Vehicle 1

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180285069

Road Number : A1121 GRID REF: 521711,342983 SPEED LIMIT: 40
Road 2 Number : A17

PARISH : SWINESHEAD DIVISION: DISTRICT: Boston

POLICE SECTOR : Boston-Rural SEVERITY: Slight
POLICE DIVISION : East

LOCATION : JUNCTION BETWEEN A17 AND A1121

DESCRIPTION : RTC AT JUNCTION SWINESHEAD. V1 TURNING RIGHT, COLLIDED INTO V2

DATE : 20/06/2018 - Wednesday TIME: 848

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Careless/Reckless/In a hurry
2.
3.
4.
5.
6.

VEHICLES:

1 Car Turning Right North To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 63 Breath Test: Negative
2 Goods Vehicle - unknown weight Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 68 Breath Test: Negative

CASUALTIES:

1 Driver 63 Male Slight In Vehicle 1
2 Driver 68 Male Slight In Vehicle 2

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180444373

Road Number : A17 GRID REF: 521786,342879 SPEED LIMIT: 50
Road 2 Number :

PARISH : SWINESHEAD DIVISION: DISTRICT: Boston

POLICE SECTOR : Boston-Rural SEVERITY: Slight
POLICE DIVISION : East

LOCATION : SINGLE CARRIAGEWAY 50MPH ROAD. RELATIVELY STRAIGHT

DESCRIPTION : V2 WAS SLOWING DOWN DUE TO TRAFFIC AHEAD. V1 COLLIDED WITH THE REAR OF V2. V1 DID NOT STOP IN TIME.

DATE : 17/09/2018 - Monday TIME: 823

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Raining (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? No

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Careless/Reckless/In a hurry
2.
3.
4.
5.
6.

VEHICLES:

1 Car Stopping East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Female 40 Breath Test: Negative
2 Car Stopping East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 22 Breath Test: Negative

CASUALTIES:

1 Driver 40 Female Slight In Vehicle 1

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190024319

Road Number : A17 GRID REF: 521717,342982 SPEED LIMIT: 40
Road 2 Number : A1121

PARISH : SWINESHEAD DIVISION: DISTRICT: Boston

POLICE SECTOR : Boston-Rural SEVERITY: Slight
POLICE DIVISION : East

LOCATION : JUNCTION OF A17 AND A1121

DESCRIPTION : V2 WAS TRAVELLINF ALONG A17 WHEN HE REACHED THE JUNCTION WITH A1121 V1 TURNED INFRONT OF V2 AND THE VEHICLES COLLIDED. V2 SPUN INTO THE OPPOSITE SIDE OF THE ROAD AND V3 THEN COLLIDED WITH V2

DATE : 15/01/2019 - Tuesday TIME: 1725

NUMBER OF VEHICLES : 3
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - Lit Street Lights

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Careless/Reckless/In a hurry
2.
3.
4.
5.
6.

VEHICLES:

1 Car Changing Lane to Right South To North East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 55 Breath Test: Negative
2 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 41 Breath Test: Negative
3 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Female 26 Breath Test: Negative

CASUALTIES:

1 Veh Passenger 32 Female Slight In Vehicle 2

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190092020

Road Number : A17 GRID REF: 521742,342936 SPEED LIMIT: 60
Road 2 Number : A1121

PARISH : SWINESHEAD DIVISION: DISTRICT: Boston

POLICE SECTOR : Boston-Rural SEVERITY: Slight
POLICE DIVISION : East

LOCATION : OUTSIDE THE BARGE PUBLIC HOUSE

DESCRIPTION : V2 TRAVELLING FROM SLEAFORD DIRECTION TOWARDS SUTTERTON. V1 HAS PULLED ACROSS THE FRONT AS IT WAS HEADING IN THE OPPOSITE DIRECTION

DATE : 21/02/2019 - Thursday TIME: 1823

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - Lit Street Lights

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Failed to judge other person's path or speed
2.
3.
4.
5.
6.

VEHICLES:

1 Car Turning Right East To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 35 Breath Test: Negative
2 Car Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Female 57 Breath Test: Negative

CASUALTIES:

1 Driver 57 Female Slight In Vehicle 2

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210465669

Road Number : A17 GRID REF: 521711,342985 SPEED LIMIT: 40
Road 2 Number : A1121

PARISH : SWINESHEAD DIVISION: DISTRICT: Boston

POLICE SECTOR : Boston-Rural SEVERITY: Slight
POLICE DIVISION : East

LOCATION : JUNCTION OF A17 AND A1121

DESCRIPTION : VEH 1 CUT ACROSS THE PATH OF VEH 2 WHEN CHANGING DIRECTION AT A JUNCTION.

DATE : 18/08/2021 - Wednesday TIME: 1654

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Other Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Failed to look properly
2.
3.
4.
5.
6.

VEHICLES:

1 Car Turning Right South East To North East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 69 Breath Test: Negative
2 Car Going ahead North West To South East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 41 Breath Test: Negative

CASUALTIES:

1 Driver 41 Male Slight In Vehicle 2

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210632038

Road Number : A17 GRID REF: 521717,342981 SPEED LIMIT: 60
Road 2 Number : A1121

PARISH : SWINESHEAD DIVISION: DISTRICT: Boston

POLICE SECTOR : Boston-Rural SEVERITY: Serious
POLICE DIVISION : East

LOCATION : JUNCTION OF A17 STATION ROAD AND A1121 LINESIDE

DESCRIPTION : VEH 1 HAS BEEN TRAVELLING NORTH WEST ALONG TEH A17 STATION ROAD TOWARDS HECKINGTON. VEH 1 TURNED RIGHT ACROSS TRAFFIC TO TRAVEL DOWN LINSIDE CAUSING VEH 2 TO COLLIDE WITH IT. DAMAGE TO FRONT NEARSIDE OF VEH 1 ASN SEVERE DAMAGE TO FRONT BUMPER OF VEH 2, CAUSING AIRBAGS TO DEPLOY.

DATE : 30/10/2021 - Saturday TIME: 1546

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 3

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Possible Uncorrected, defective eyesight
2.
3.
4.
5.
6.

VEHICLES:

1 Car Turning Right South East To North East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 83 Breath Test: Negative
2 Car Going ahead North West To South East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 54 Breath Test: Negative

CASUALTIES:

1 Driver 83 Male Slight In Vehicle 1
2 Veh Passenger 87 Male Slight In Vehicle 1
3 Veh Passenger 62 Female Serious In Vehicle 2

| Date / Time | Reference | Location | Severity | Conditions Weather/ Road | Involvement | Causation Factors |
|---|---|---|---|---|---|---|
| 19/04/2017<br>05:30 | 170161906 | 100 yards west of B1395 | Serious | Fine / Dry | 1 Vehicle | Driver appears to have lost control and veered towards the nearside carriageway edge, clipping the grass verge. The driver appears to have over corrected the manoeuvre and subsequently the vehicle has overturned onto its roof. |
| 04/07/2017<br>19:00 | 170283523 | Junction of Sidebar Lane - B1395 and A17 | Slight | Fine / Dry | 2 Vehicles | Vehicle 2 appears to have been waiting to go ahead at junction. Vehicle 1 collided into rear of vehicle 2. It appears that the driver of vehicle 1 failed to judge the path or speed of Vehicle 2. |
| 07/12/2018<br>05:14 | 180591881 | East Heckington | Slight | Raining / Wet | 2 Vehicles | Vehicle 1 appears to have veered onto the opposite side of the road and collided with vehicle 2. Vehicle 1 was reported to be driving carelessly / recklessly with possible fatigue. |
| 06/03/2019<br>12:55 | 190115936 | Counterflow traffic road with national speed limit | Serious | Raining / Wet | 2 Vehicles | Vehicle 2 travelling along the A17 towards Sleaford has indicated to turn into a side road leading to Elm Grange Studio. Vehicle 2 braked and vehicle 1 appears to have collided with the rear of vehicle 2. Vehicle 2 was reported to be driving carelessly / recklessly, distracted, exceeding the speed limit and fatigued. |
| 24/09/2020<br>10:30 | 200502879 | Junction with B1395 Side Bar Lane | Slight | Fine / Dry | 2 Vehicles | Vehicle 1 appears to have pulled out of Side Bar Lane into the path of vehicle 2 travelling on the A17. Vehicle 1 was reported to have failed to look properly. |
| 25/05/2017<br>11:25 | 170218632 | East Heckington | Slight | Fine / Dry | 2 Vehicles | Vehicle 1 appears to have collided with the rear of vehicle 2. Vehicle 2 was static in a queue of traffic. Vehicle 1 appears to have failed to judge the path or speed of vehicle 2. |

| | | | | | | |
|---|---|---|---|---|---|---|
| 17/11/2018<br><br>17:34 | 180557125 | Approx 100 metres short of Shell garage at a site of small central reservation | Slight | Fine / Dry | 1 Vehicle | Vehicle 1 travelling eastbound on the A17 appears to have moved across its lane and clipped the curb with the front offside wheel. This appears to have caused the driver to lose control and the vehicle to roll onto its passenger side. |
| 16/01/2019<br><br>01:30 | 190024430 | Central reservation to the east of the junction leading to East Heckington | Slight | Fine / Dry | 1 Vehicle | Vehicle 1 appears to have swerved to avoid an animal in the carriageway and collided with the central island. |
| 18/04/2021<br><br>13:00 | 210211827 | Opposite Jet service station on A17 | Slight | Fine / Day | 2 Vehicles | Vehicle 2 travelling from Heckington towards Swineshead Bridge appears to have been stationary behind another vehicle signalling to turn right into the Jet petrol station. Vehicle 1 appears to have collided with the rear of vehicle 2. |
| 18/08/2021<br><br>07:55 | 210464384 | East Heckington near to the Jet garage | Slight | Fine / Dry | 1 Vehicles | Vehicle 1 appears to have collided with the central reservation and lost control, subsequently falling from their motorcycle. |
| 29/09/2021<br><br>08:20 | 210565608 | Opposite Four Winds petrol station | Slight | Fine / Dry | 2 Vehicles | Vehicle 1 appears to have collided with the rear of vehicle 2. It is reported that the sunlight and angle of the sun played a significant part in the incident. It appears likely that vehicle 1 was dazzled by the sun. |
| 01/10/2021<br><br>10:55 | 210570504 | A17 westbound outside Jet garage | Slight | Fine / Wet | 2 Vehicles | Traffic slowing westbound on A17 to enter Jet petrol station. Vehicle 2 travelling behind another appears to have braked following a late decision of the vehicle in front to turn. Vehicle 1 behind vehicle 2 appears to have also braked hard but collided with the rear of vehicle 2. |
| 23/04/2021 | 10222130 | Outside Shell garage | Slight | Fine / Dry | 3 Vehicles | Vehicle 3 appears to have been braking in traffic. Vehicle 2 behind vehicle 3 also appears to have slowed. Vehicle 1 has failed to slow and |

| | | | | | | |
|---|---|---|---|---|---|---|
| 08:00 | | | | | | subsequently collided with the rear of vehicle 2, which was shunted into the rear of vehicle 3. |
| 04/04/2017<br>18:10 | 170141596 | East Heckington – A17 outside Jet garage | Slight | Fine / Dry | 2 Vehicles | Vehicle 2 travelling southeastbound on the A17 appears to have stopped due to a fuel tanker turning right into jet garage. Vehicle 1 travelling behind vehicle 2 appears to have collided with the rear of vehicle 1. |
| 03/12/2020<br>15:10 | 200640620 | Outside Carpenters Cottage, East Heckington | Slight | Raining/ Wet | 2 Vehicles | Vehicle 1 appears to have pulled out into path of vehicle 2, failing to judge the speed of vehicle 2. |
| 29/07/2021<br>19:15 | 210425853 | A17 | Serious | Fine / Dry | 1 Vehicle | Vehicle 1 appears to have been travelling at excessive speed along the A17 from Boston. Vehicle appears to have left the road and rolled across a private road bridge and into a ditch. |
| 16/07/2017<br>22:49 | 170303390 | Junction of A17 and A1121 | Slight | Fine / Dry | 2 Vehicles | Vehicle 1 involved in a police pursuit. Vehicle has travelled along the A1121 and approached the junction with the A17. Vehicle appears to have failed to negotiate the junction and travelled straight over and hit the kerb, resulting in the vehicle flipping onto its roof. |
| 20/06/2018<br>08:48 | 180285069 | Junction of A17 and A1121 | Slight | Fine / Dry | 2 Vehicles | Vehicle 1 turning right appears to have collided with vehicle 2. |
| 17/09/2018<br>08:23 | 180444373 | Single carriageway 50mph road. | Slight | Raining/ Wet | 2 Vehicles | Vehicle 2 appears to have been slowing down due to traffic ahead. Vehicle 1 appears to have collided with the rear of vehicle 2. |
| 15/01/2019<br>17:25 | 190024319 | Junction of A17 and A1121 | Slight | Fine / Dry | 3 Vehicles | Vehicle 2 travelling along A17 at the junction with the A1121. Vehicle 1 appears to have turned into the path of vehicle 2 resulting in a collision. |

| | | | | | | |
|---|---|---|---|---|---|---|
| | | | | | | Vehicle 2 appears to have spun into the opposite side of the road and vehicle 3 then collided with vehicle 2. |
| 21/02/2019<br><br>18:23 | 190092020 | Outside the Barge public house | Slight | Fine / Dry | 2 Vehicles | Vehicle 2 travelling from Sleaford towards Sutterton. Vehicle 1 has pulled across the front as it was heading in the opposite direction. |
| 18/08/2021<br><br>16:54 | 210465669 | Junction of A17 and A1121 | Slight | Fine/ Dry | 2 Vehicles | Vehicle 1 cut across the path of vehicle 2 when changing direction at a junction. |
| 30/10/2021<br><br>15:46 | 210632038 | Junction of A17 and A1121 | Serious | Fine / Dry | 2 Vehicles | Vehicle 1 travelling north west along the A17 towards Heckington. Vehicle 1 turned right across traffic which appears to have caused vehicle 2 to collide with it. |

# Appendix B

## East Heckington ATC, A17 (Eastern Site)


**Direction: Eastbound**

| Hour Beginning | Thu 24/03/2022 | Fri 25/03/2022 | Sat 26/03/2022 | Sun 27/03/2022 | Mon 28/03/2022 | Tue 29/03/2022 | Wed 30/03/2022 | 5-Day Ave. | 7-Day Ave. |
|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 108 | 128 | 84 | 72 | 77 | 65 | 115 | 99 | 93 |
| 01:00 | 84 | 99 | 74 | 50 | 41 | 54 | 74 | 70 | 68 |
| 02:00 | 89 | 73 | 70 | 0 | 53 | 86 | 76 | 75 | 64 |
| 03:00 | 79 | 71 | 64 | 36 | 57 | 87 | 112 | 81 | 72 |
| 04:00 | 166 | 198 | 84 | 39 | 113 | 161 | 166 | 161 | 132 |
| 05:00 | 300 | 373 | 160 | 83 | 299 | 305 | 357 | 327 | 268 |
| 06:00 | 770 | 727 | 287 | 136 | 723 | 719 | 623 | 712 | 569 |
| 07:00 | 1094 | 1016 | 348 | 173 | 1160 | 1235 | 1056 | 1112 | 869 |
| 08:00 | 925 | 812 | 455 | 236 | 1099 | 997 | 942 | 955 | 781 |
| 09:00 | 783 | 709 | 615 | 419 | 822 | 892 | 856 | 812 | 728 |
| 10:00 | 601 | 741 | 643 | 536 | 802 | 771 | 768 | 737 | 695 |
| 11:00 | 687 | 689 | 634 | 629 | 776 | 696 | 751 | 720 | 695 |
| 12:00 | 599 | 703 | 648 | 686 | 741 | 694 | 771 | 702 | 692 |
| 13:00 | 572 | 755 | 595 | 617 | 621 | 681 | 699 | 666 | 649 |
| 14:00 | 800 | 847 | 548 | 588 | 714 | 661 | 785 | 761 | 706 |
| 15:00 | 728 | 827 | 556 | 558 | 640 | 693 | 716 | 721 | 674 |
| 16:00 | 821 | 758 | 538 | 625 | 769 | 756 | 817 | 784 | 726 |
| 17:00 | 719 | 714 | 541 | 589 | 689 | 752 | 740 | 723 | 678 |
| 18:00 | 645 | 634 | 512 | 589 | 565 | 507 | 588 | 588 | 577 |
| 19:00 | 396 | 451 | 308 | 437 | 328 | 354 | 394 | 385 | 381 |
| 20:00 | 298 | 309 | 280 | 356 | 238 | 272 | 276 | 279 | 290 |
| 21:00 | 255 | 230 | 250 | 269 | 210 | 263 | 253 | 242 | 247 |
| 22:00 | 193 | 199 | 136 | 123 | 171 | 194 | 172 | 186 | 170 |
| 23:00 | 151 | 115 | 116 | 84 | 125 | 134 | 140 | 133 | 124 |
| **Total** | | | | | | | | | |
| 12H(7-19) | 8974 | 9205 | 6633 | 6245 | 9398 | 9335 | 9489 | 9280 | 8468 |
| 16H(6-22) | 10693 | 10922 | 7758 | 7443 | 10897 | 10943 | 11035 | 10898 | 9956 |
| 18H(6-24) | 11037 | 11236 | 8010 | 7650 | 11193 | 11271 | 11347 | 11217 | 10249 |
| 24H(0-24) | 11863 | 12178 | 8546 | 7930 | 11833 | 12029 | 12247 | 12030 | 10947 |
| AM Peak | 07:00 | 07:00 | 10:00 | 11:00 | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 |
| | 1094 | 1016 | 643 | 629 | 1160 | 1235 | 1056 | 1112 | 869 |
| PM Peak | 16:00 | 14:00 | 12:00 | 12:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| | 821 | 847 | 648 | 686 | 769 | 756 | 817 | 784 | 726 |

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**Direction: Westbound**

| Hour Beginning | Thu 24/03/2022 | Fri 25/03/2022 | Sat 26/03/2022 | Sun 27/03/2022 | Mon 28/03/2022 | Tue 29/03/2022 | Wed 30/03/2022 | 5-Day Ave. | 7-Day Ave. |
|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 67 | 70 | 59 | 54 | 50 | 63 | 78 | 66 | 63 |
| 01:00 | 75 | 61 | 43 | 55 | 39 | 64 | 96 | 67 | 62 |
| 02:00 | 86 | 85 | 69 | 0 | 65 | 70 | 107 | 83 | 69 |
| 03:00 | 103 | 111 | 78 | 58 | 136 | 121 | 162 | 127 | 110 |
| 04:00 | 197 | 183 | 101 | 91 | 192 | 210 | 289 | 214 | 180 |
| 05:00 | 388 | 350 | 230 | 132 | 413 | 383 | 355 | 378 | 322 |
| 06:00 | 490 | 491 | 281 | 145 | 534 | 516 | 580 | 522 | 434 |
| 07:00 | 694 | 675 | 409 | 217 | 779 | 746 | 802 | 739 | 617 |
| 08:00 | 678 | 656 | 544 | 327 | 744 | 758 | 726 | 712 | 633 |
| 09:00 | 675 | 657 | 593 | 508 | 646 | 623 | 662 | 653 | 623 |
| 10:00 | 596 | 700 | 640 | 587 | 681 | 618 | 636 | 646 | 637 |
| 11:00 | 646 | 785 | 698 | 756 | 786 | 654 | 726 | 719 | 722 |
| 12:00 | 639 | 858 | 662 | 680 | 658 | 771 | 715 | 728 | 712 |
| 13:00 | 698 | 799 | 592 | 642 | 762 | 822 | 803 | 777 | 731 |
| 14:00 | 758 | 844 | 548 | 591 | 644 | 710 | 809 | 753 | 701 |
| 15:00 | 753 | 804 | 562 | 597 | 764 | 785 | 744 | 770 | 716 |
| 16:00 | 836 | 890 | 494 | 658 | 792 | 839 | 829 | 837 | 763 |
| 17:00 | 843 | 759 | 475 | 506 | 877 | 782 | 862 | 825 | 729 |
| 18:00 | 578 | 537 | 456 | 487 | 562 | 517 | 513 | 541 | 521 |
| 19:00 | 372 | 328 | 302 | 440 | 360 | 355 | 300 | 343 | 351 |
| 20:00 | 258 | 282 | 228 | 302 | 249 | 258 | 227 | 255 | 258 |
| 21:00 | 166 | 156 | 127 | 194 | 143 | 184 | 153 | 160 | 160 |
| 22:00 | 110 | 108 | 107 | 98 | 96 | 120 | 112 | 109 | 107 |
| 23:00 | 86 | 89 | 79 | 87 | 79 | 86 | 66 | 81 | 82 |
| **Total** | | | | | | | | | |
| 12H(7-19) | 8394 | 8964 | 6673 | 6556 | 8695 | 8625 | 8827 | 8701 | 8105 |
| 16H(6-22) | 9680 | 10221 | 7611 | 7637 | 9981 | 9938 | 10087 | 9981 | 9308 |
| 18H(6-24) | 9876 | 10418 | 7797 | 7822 | 10156 | 10144 | 10265 | 10172 | 9497 |
| 24H(0-24) | 10792 | 11278 | 8377 | 8212 | 11051 | 11055 | 11352 | 11106 | 10302 |
| AM Peak | 07:00 | 11:00 | 11:00 | 11:00 | 11:00 | 08:00 | 07:00 | 07:00 | 11:00 |
| | 694 | 785 | 698 | 756 | 786 | 758 | 802 | 739 | 722 |
| PM Peak | 17:00 | 16:00 | 12:00 | 12:00 | 17:00 | 16:00 | 17:00 | 16:00 | 16:00 |
| | 843 | 890 | 662 | 680 | 877 | 839 | 862 | 837 | 763 |

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**Direction: Total Flow**

| Hour Beginning | Thu 24/03/2022 | Fri 25/03/2022 | Sat 26/03/2022 | Sun 27/03/2022 | Mon 28/03/2022 | Tue 29/03/2022 | Wed 30/03/2022 | 5-Day Ave. | 7-Day Ave. |
|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 175 | 198 | 143 | 126 | 127 | 128 | 193 | 164 | 156 |
| 01:00 | 159 | 160 | 117 | 105 | 80 | 118 | 170 | 137 | 130 |
| 02:00 | 175 | 158 | 139 | 0 | 118 | 156 | 183 | 158 | 133 |
| 03:00 | 182 | 182 | 142 | 94 | 193 | 208 | 274 | 208 | 182 |
| 04:00 | 363 | 381 | 185 | 130 | 305 | 371 | 455 | 375 | 313 |
| 05:00 | 688 | 723 | 390 | 215 | 712 | 688 | 712 | 705 | 590 |
| 06:00 | 1260 | 1218 | 568 | 281 | 1257 | 1235 | 1203 | 1235 | 1003 |
| 07:00 | 1788 | 1691 | 757 | 390 | 1939 | 1981 | 1858 | 1851 | 1486 |
| 08:00 | 1603 | 1468 | 999 | 563 | 1843 | 1755 | 1668 | 1667 | 1414 |
| 09:00 | 1458 | 1366 | 1208 | 927 | 1468 | 1515 | 1518 | 1465 | 1351 |
| 10:00 | 1197 | 1441 | 1283 | 1123 | 1483 | 1389 | 1404 | 1383 | 1331 |
| 11:00 | 1333 | 1474 | 1332 | 1385 | 1562 | 1350 | 1477 | 1439 | 1416 |
| 12:00 | 1238 | 1561 | 1310 | 1366 | 1399 | 1465 | 1486 | 1430 | 1404 |
| 13:00 | 1270 | 1554 | 1187 | 1259 | 1383 | 1503 | 1502 | 1442 | 1380 |
| 14:00 | 1558 | 1691 | 1096 | 1179 | 1358 | 1371 | 1594 | 1514 | 1407 |
| 15:00 | 1481 | 1631 | 1118 | 1155 | 1404 | 1478 | 1460 | 1491 | 1390 |
| 16:00 | 1657 | 1648 | 1032 | 1283 | 1561 | 1595 | 1646 | 1621 | 1489 |
| 17:00 | 1562 | 1473 | 1016 | 1095 | 1566 | 1534 | 1602 | 1547 | 1407 |
| 18:00 | 1223 | 1171 | 968 | 1076 | 1127 | 1024 | 1101 | 1129 | 1099 |
| 19:00 | 768 | 779 | 610 | 877 | 688 | 709 | 694 | 728 | 732 |
| 20:00 | 556 | 591 | 508 | 658 | 487 | 530 | 503 | 533 | 548 |
| 21:00 | 421 | 386 | 377 | 463 | 353 | 447 | 406 | 403 | 408 |
| 22:00 | 303 | 307 | 243 | 221 | 267 | 314 | 284 | 295 | 277 |
| 23:00 | 237 | 204 | 195 | 171 | 204 | 220 | 206 | 214 | 205 |
| **Total** | | | | | | | | | |
| 12H(7-19) | 17368 | 18169 | 13306 | 12801 | 18093 | 17960 | 18316 | 17981 | 16573 |
| 16H(6-22) | 20373 | 21143 | 15369 | 15080 | 20878 | 20881 | 21122 | 20879 | 19264 |
| 18H(6-24) | 20913 | 21654 | 15807 | 15472 | 21349 | 21415 | 21612 | 21389 | 19746 |
| 24H(0-24) | 22655 | 23456 | 16923 | 16142 | 22884 | 23084 | 23599 | 23136 | 21249 |
| AM Peak | 07:00 | 07:00 | 11:00 | 11:00 | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 |
| | 1788 | 1691 | 1332 | 1385 | 1939 | 1981 | 1858 | 1851 | 1486 |
| PM Peak | 16:00 | 14:00 | 12:00 | 12:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| | 1657 | 1691 | 1310 | 1366 | 1566 | 1595 | 1646 | 1621 | 1489 |

360 TSL Ltd

## East Heckington ATC, A17 (Eastern Site)

**Direction: Eastbound**

| | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 11863 | 10056 | 1300 | 426 | 81 |
| Fri 25 Mar 2022 | 12178 | 10561 | 1212 | 352 | 53 |
| Sat 26 Mar 2022 | 8546 | 7686 | 680 | 164 | 16 |
| Sun 27 Mar 2022 | 7930 | 7341 | 493 | 84 | 12 |
| Mon 28 Mar 2022 | 11833 | 10258 | 1161 | 366 | 48 |
| Tue 29 Mar 2022 | 12029 | 10762 | 1015 | 214 | 38 |
| Wed 30 Mar 2022 | 12247 | 11177 | 873 | 160 | 37 |
| 5 Day Ave. | 12030 | 10563 | 1112 | 304 | 51 |
| 7 Day Ave. | 10947 | 9692 | 962 | 252 | 41 |

| | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 100.0% | 84.8% | 11.0% | 3.6% | 0.7% |
| Fri 25 Mar 2022 | 100.0% | 86.7% | 10.0% | 2.9% | 0.4% |
| Sat 26 Mar 2022 | 100.0% | 89.9% | 8.0% | 1.9% | 0.2% |
| Sun 27 Mar 2022 | 100.0% | 92.6% | 6.2% | 1.1% | 0.2% |
| Mon 28 Mar 2022 | 100.0% | 86.7% | 9.8% | 3.1% | 0.4% |
| Tue 29 Mar 2022 | 100.0% | 89.5% | 8.4% | 1.8% | 0.3% |
| Wed 30 Mar 2022 | 100.0% | 91.3% | 7.1% | 1.3% | 0.3% |
| 5 Day Ave. | 100.0% | 87.8% | 9.2% | 2.5% | 0.4% |
| 7 Day Ave. | 100.0% | 88.5% | 8.8% | 2.3% | 0.4% |

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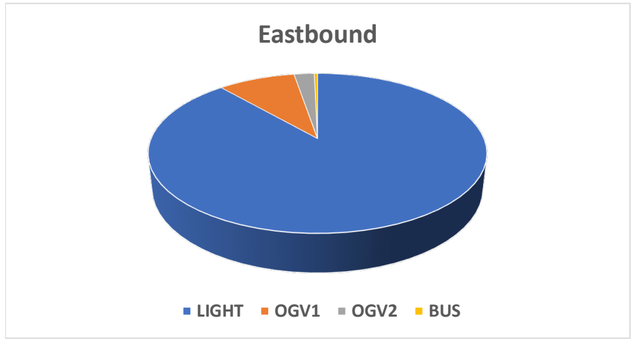


**Direction: Westbound**

| | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 10792 | 7771 | 1918 | 950 | 153 |
| Fri 25 Mar 2022 | 11278 | 8508 | 1844 | 780 | 146 |
| Sat 26 Mar 2022 | 8377 | 6927 | 1062 | 343 | 45 |
| Sun 27 Mar 2022 | 8212 | 7018 | 871 | 291 | 32 |
| Mon 28 Mar 2022 | 11051 | 8481 | 1717 | 727 | 126 |
| Tue 29 Mar 2022 | 11055 | 8733 | 1567 | 639 | 116 |
| Wed 30 Mar 2022 | 11352 | 9066 | 1602 | 559 | 125 |
| 5 Day Ave. | 11106 | 8512 | 1730 | 731 | 133 |
| 7 Day Ave. | 10302 | 8072 | 1512 | 613 | 106 |

| | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 100.0% | 72.0% | 17.8% | 8.8% | 1.4% |
| Fri 25 Mar 2022 | 100.0% | 75.4% | 16.4% | 6.9% | 1.3% |
| Sat 26 Mar 2022 | 100.0% | 82.7% | 12.7% | 4.1% | 0.5% |
| Sun 27 Mar 2022 | 100.0% | 85.5% | 10.6% | 3.5% | 0.4% |
| Mon 28 Mar 2022 | 100.0% | 76.7% | 15.5% | 6.6% | 1.1% |
| Tue 29 Mar 2022 | 100.0% | 79.0% | 14.2% | 5.8% | 1.0% |
| Wed 30 Mar 2022 | 100.0% | 79.9% | 14.1% | 4.9% | 1.1% |
| 5 Day Ave. | 100.0% | 76.6% | 15.6% | 6.6% | 1.2% |
| 7 Day Ave. | 100.0% | 78.4% | 14.7% | 5.9% | 1.0% |

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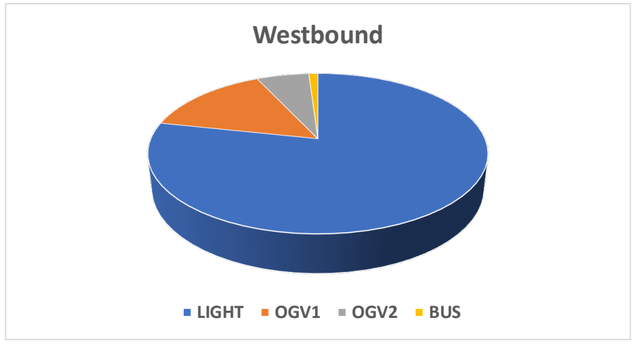


**Direction: Total Flow**

| | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 22655 | 17827 | 3218 | 1376 | 234 |
| Fri 25 Mar 2022 | 23456 | 19069 | 3056 | 1132 | 199 |
| Sat 26 Mar 2022 | 16923 | 14613 | 1742 | 507 | 61 |
| Sun 27 Mar 2022 | 16142 | 14359 | 1364 | 375 | 44 |
| Mon 28 Mar 2022 | 22884 | 18739 | 2878 | 1093 | 174 |
| Tue 29 Mar 2022 | 23084 | 19495 | 2582 | 853 | 154 |
| Wed 30 Mar 2022 | 23599 | 20243 | 2475 | 719 | 162 |
| 5 Day Ave. | 23136 | 19075 | 2842 | 1035 | 185 |
| 7 Day Ave. | 21249 | 17764 | 2474 | 865 | 147 |

| | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 100.0% | 78.7% | 14.2% | 6.1% | 1.0% |
| Fri 25 Mar 2022 | 100.0% | 81.3% | 13.0% | 4.8% | 0.8% |
| Sat 26 Mar 2022 | 100.0% | 86.3% | 10.3% | 3.0% | 0.4% |
| Sun 27 Mar 2022 | 100.0% | 89.0% | 8.5% | 2.3% | 0.3% |
| Mon 28 Mar 2022 | 100.0% | 81.9% | 12.6% | 4.8% | 0.8% |
| Tue 29 Mar 2022 | 100.0% | 84.5% | 11.2% | 3.7% | 0.7% |
| Wed 30 Mar 2022 | 100.0% | 85.8% | 10.5% | 3.0% | 0.7% |
| 5 Day Ave. | 100.0% | 82.4% | 12.3% | 4.5% | 0.8% |
| 7 Day Ave. | 100.0% | 83.6% | 11.6% | 4.1% | 0.7% |

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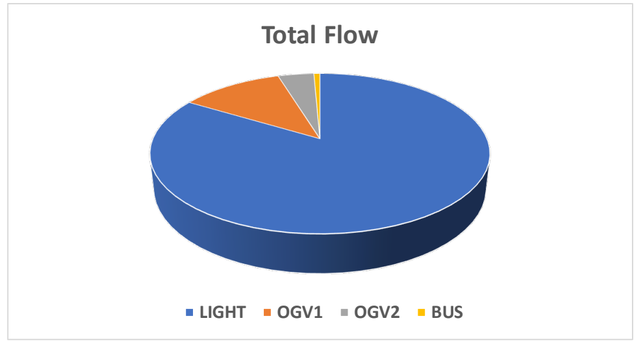

## East Heckington ATC, A17 (Eastern Site)

**Direction: Eastbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 11863 | 49.8 | 44.2 | 5.5 | 1 | 10 | 199 | 512 | 1120 | 4213 | 4922 | 781 | 79 | 21 | 3 | 2 |
| Fri 25 Mar 2022 | 12178 | 50.3 | 44.4 | 5.7 | 4 | 46 | 192 | 376 | 1085 | 4354 | 5007 | 965 | 106 | 32 | 6 | 5 |
| Sat 26 Mar 2022 | 8546 | 50.9 | 45.6 | 5.1 | 0 | 2 | 88 | 118 | 579 | 2743 | 3922 | 939 | 101 | 42 | 11 | 1 |
| Sun 27 Mar 2022 | 7930 | 50.5 | 46.1 | 4.3 | 0 | 0 | 4 | 45 | 375 | 2564 | 4018 | 777 | 93 | 47 | 5 | 2 |
| Mon 28 Mar 2022 | 11833 | 49.8 | 43.1 | 6.4 | 6 | 144 | 259 | 623 | 1386 | 4547 | 4071 | 689 | 84 | 21 | 2 | 1 |
| Tue 29 Mar 2022 | 12029 | 49.7 | 44.2 | 5.2 | 5 | 12 | 101 | 431 | 1253 | 4631 | 4631 | 830 | 104 | 26 | 1 | 4 |
| Wed 30 Mar 2022 | 12247 | 49.7 | 44.4 | 5.1 | 2 | 12 | 108 | 328 | 1251 | 4675 | 4992 | 733 | 94 | 37 | 7 | 8 |
| 5 Day Ave. | 12030 | 49.9 | 44.1 | 5.6 | 4 | 45 | 172 | 454 | 1219 | 4484 | 4725 | 800 | 93 | 27 | 4 | 4 |
| 7 Day Ave. | 10947 | 50.1 | 44.6 | 5.3 | 3 | 32 | 136 | 348 | 1007 | 3961 | 4509 | 816 | 94 | 32 | 5 | 3 |

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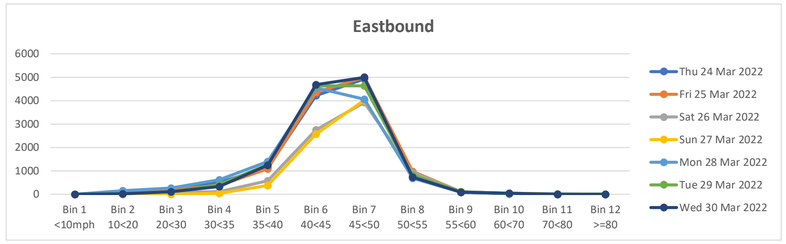


**Direction: Westbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 10792 | 54.9 | 47.0 | 7.6 | 6 | 88 | 310 | 402 | 433 | 1633 | 4214 | 3007 | 565 | 111 | 16 | 7 |
| Fri 25 Mar 2022 | 11278 | 54.8 | 47.4 | 7.2 | 17 | 58 | 264 | 350 | 428 | 1697 | 4477 | 3259 | 575 | 133 | 17 | 3 |
| Sat 26 Mar 2022 | 8377 | 55.5 | 49.0 | 6.2 | 0 | 27 | 55 | 130 | 177 | 1013 | 3371 | 2813 | 601 | 147 | 38 | 5 |
| Sun 27 Mar 2022 | 8212 | 55.7 | 49.3 | 6.1 | 2 | 26 | 66 | 77 | 214 | 802 | 3342 | 2861 | 609 | 184 | 24 | 5 |
| Mon 28 Mar 2022 | 11051 | 54.6 | 46.6 | 7.8 | 13 | 86 | 374 | 451 | 543 | 1704 | 4386 | 2852 | 501 | 115 | 20 | 6 |
| Tue 29 Mar 2022 | 11055 | 54.7 | 47.4 | 7.1 | 10 | 61 | 277 | 305 | 391 | 1575 | 4647 | 3125 | 530 | 108 | 17 | 9 |
| Wed 30 Mar 2022 | 11352 | 54.0 | 47.3 | 6.6 | 7 | 38 | 201 | 234 | 573 | 2039 | 4611 | 3000 | 520 | 111 | 17 | 1 |
| 5 Day Ave. | 11106 | 54.6 | 47.1 | 7.2 | 11 | 66 | 285 | 348 | 474 | 1730 | 4467 | 3049 | 538 | 116 | 17 | 5 |
| 7 Day Ave. | 10302 | 54.9 | 47.7 | 6.9 | 8 | 55 | 221 | 278 | 394 | 1495 | 4150 | 2988 | 557 | 130 | 21 | 5 |

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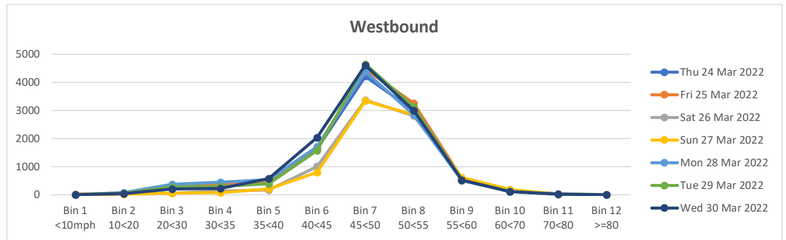


**Direction: Total Flow**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 22655 | 52.5 | 45.5 | 6.7 | 7 | 98 | 509 | 914 | 1553 | 5846 | 9136 | 3788 | 644 | 132 | 19 | 9 |
| Fri 25 Mar 2022 | 23456 | 52.7 | 45.8 | 6.6 | 21 | 104 | 456 | 726 | 1513 | 6051 | 9484 | 4224 | 681 | 165 | 23 | 8 |
| Sat 26 Mar 2022 | 16923 | 53.4 | 47.3 | 5.9 | 0 | 29 | 143 | 248 | 756 | 3756 | 7293 | 3752 | 702 | 189 | 49 | 6 |
| Sun 27 Mar 2022 | 16142 | 53.5 | 47.7 | 5.6 | 2 | 26 | 70 | 122 | 589 | 3366 | 7360 | 3638 | 702 | 231 | 29 | 7 |
| Mon 28 Mar 2022 | 22884 | 52.4 | 44.8 | 7.3 | 19 | 230 | 633 | 1074 | 1929 | 6251 | 8457 | 3541 | 585 | 136 | 22 | 7 |
| Tue 29 Mar 2022 | 23084 | 52.4 | 45.7 | 6.4 | 15 | 73 | 378 | 736 | 1644 | 6206 | 9278 | 3955 | 634 | 134 | 18 | 13 |
| Wed 30 Mar 2022 | 23599 | 52.0 | 45.8 | 6.0 | 9 | 50 | 309 | 562 | 1824 | 6714 | 9603 | 3733 | 614 | 148 | 24 | 9 |
| 5 Day Ave. | 23136 | 52.4 | 45.5 | 6.6 | 14 | 111 | 457 | 802 | 1693 | 6214 | 9192 | 3848 | 632 | 143 | 21 | 9 |
| 7 Day Ave. | 21249 | 52.7 | 46.1 | 6.4 | 10 | 87 | 357 | 626 | 1401 | 5456 | 8659 | 3804 | 652 | 162 | 26 | 8 |

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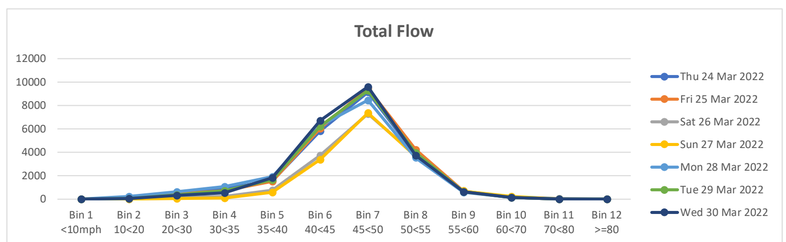

# East Heckington ATC, A17 (Eastern Site)

**Direction: Eastbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 1288 | 48.3 | 43.1 | 5.0 | 0 | 0 | 13 | 92 | 162 | 517 | 474 | 26 | 3 | 1 | 0 | 0 |
| Fri 25 Mar 2022 | 1430 | 47.9 | 42.8 | 4.9 | 0 | 0 | 19 | 69 | 246 | 627 | 423 | 39 | 7 | 0 | 0 | 0 |
| Sat 26 Mar 2022 | 1277 | 49.2 | 43.7 | 5.3 | 0 | 2 | 32 | 29 | 135 | 530 | 479 | 63 | 6 | 1 | 0 | 0 |
| Sun 27 Mar 2022 | 1165 | 49.3 | 45.3 | 3.8 | 0 | 0 | 0 | 2 | 75 | 449 | 548 | 82 | 8 | 1 | 0 | 0 |
| Mon 28 Mar 2022 | 1578 | 47.2 | 41.6 | 5.5 | 0 | 7 | 29 | 138 | 281 | 770 | 312 | 37 | 3 | 0 | 1 | 0 |
| Tue 29 Mar 2022 | 1467 | 47.9 | 43.2 | 4.5 | 0 | 0 | 8 | 81 | 150 | 727 | 458 | 40 | 3 | 0 | 0 | 0 |
| Wed 30 Mar 2022 | 1519 | 47.8 | 43.5 | 4.1 | 0 | 0 | 2 | 35 | 221 | 692 | 531 | 36 | 2 | 0 | 0 | 0 |
| 5 Day Ave. | 1456 | 47.8 | 42.8 | 4.8 | 0 | 1 | 14 | 83 | 212 | 667 | 440 | 36 | 4 | 0 | 0 | 0 |
| 7 Day Ave. | 1389 | 48.2 | 43.3 | 4.7 | 0 | 1 | 15 | 64 | 181 | 616 | 461 | 46 | 5 | 0 | 0 | 0 |

360 TSL Ltd

**Direction: Westbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 1242 | 53.1 | 46.3 | 6.6 | 0 | 8 | 27 | 61 | 35 | 226 | 575 | 283 | 25 | 1 | 0 | 1 |
| Fri 25 Mar 2022 | 1485 | 52.4 | 44.8 | 7.3 | 1 | 10 | 53 | 116 | 84 | 301 | 603 | 302 | 15 | 0 | 0 | 0 |
| Sat 26 Mar 2022 | 1338 | 53.3 | 47.2 | 5.9 | 0 | 2 | 27 | 40 | 42 | 187 | 650 | 351 | 36 | 3 | 0 | 0 |
| Sun 27 Mar 2022 | 1343 | 53.0 | 47.4 | 5.4 | 0 | 2 | 14 | 20 | 42 | 234 | 661 | 324 | 38 | 6 | 2 | 0 |
| Mon 28 Mar 2022 | 1467 | 52.3 | 45.8 | 6.3 | 1 | 14 | 17 | 46 | 93 | 312 | 689 | 278 | 15 | 2 | 0 | 0 |
| Tue 29 Mar 2022 | 1272 | 53.2 | 46.0 | 7.0 | 1 | 8 | 45 | 57 | 46 | 201 | 591 | 303 | 20 | 0 | 0 | 0 |
| Wed 30 Mar 2022 | 1362 | 52.4 | 45.6 | 6.6 | 1 | 4 | 50 | 39 | 92 | 243 | 660 | 257 | 15 | 1 | 0 | 0 |
| 5 Day Ave. | 1366 | 52.7 | 45.7 | 6.7 | 1 | 9 | 38 | 64 | 70 | 257 | 624 | 285 | 18 | 1 | 0 | 0 |
| 7 Day Ave. | 1358 | 52.8 | 46.2 | 6.4 | 1 | 7 | 33 | 54 | 62 | 243 | 633 | 300 | 23 | 2 | 0 | 0 |

360 TSL Ltd

**Direction: Total Flow**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 2530 | 50.9 | 44.6 | 6.1 | 0 | 8 | 40 | 153 | 197 | 743 | 1049 | 309 | 28 | 2 | 0 | 1 |
| Fri 25 Mar 2022 | 2915 | 50.4 | 43.8 | 6.3 | 1 | 10 | 72 | 185 | 330 | 928 | 1026 | 341 | 22 | 0 | 0 | 0 |
| Sat 26 Mar 2022 | 2615 | 51.6 | 45.5 | 5.9 | 0 | 4 | 59 | 69 | 177 | 717 | 1129 | 414 | 42 | 4 | 0 | 0 |
| Sun 27 Mar 2022 | 2508 | 51.5 | 46.5 | 4.8 | 0 | 2 | 14 | 22 | 117 | 683 | 1209 | 406 | 46 | 7 | 2 | 0 |
| Mon 28 Mar 2022 | 3045 | 50.1 | 43.6 | 6.2 | 1 | 21 | 46 | 184 | 374 | 1082 | 1001 | 315 | 18 | 2 | 1 | 0 |
| Tue 29 Mar 2022 | 2739 | 50.7 | 44.5 | 5.9 | 1 | 8 | 53 | 138 | 196 | 928 | 1049 | 343 | 23 | 0 | 0 | 0 |
| Wed 30 Mar 2022 | 2881 | 50.2 | 44.5 | 5.5 | 1 | 4 | 52 | 74 | 313 | 935 | 1191 | 293 | 17 | 1 | 0 | 0 |
| 5 Day Ave. | 2822 | 50.4 | 44.2 | 6.0 | 1 | 10 | 53 | 147 | 282 | 923 | 1063 | 320 | 22 | 1 | 0 | 0 |
| 7 Day Ave. | 2748 | 50.8 | 44.7 | 5.8 | 1 | 8 | 48 | 118 | 243 | 859 | 1093 | 346 | 28 | 2 | 0 | 0 |

360 TSL Ltd

# East Heckington ATC, A17 (Eastern Site)

**Direction: Eastbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 1528 | 48.7 | 42.1 | 6.4 | 0 | 9 | 68 | 121 | 183 | 643 | 439 | 60 | 4 | 1 | 0 | 0 |
| Fri 25 Mar 2022 | 1674 | 49.3 | 42.8 | 6.3 | 0 | 25 | 50 | 61 | 175 | 693 | 620 | 46 | 4 | 0 | 0 | 0 |
| Sat 26 Mar 2022 | 1104 | 49.8 | 44.7 | 4.9 | 0 | 0 | 17 | 23 | 97 | 369 | 515 | 76 | 7 | 0 | 0 | 0 |
| Sun 27 Mar 2022 | 1146 | 50.0 | 45.8 | 4.1 | 0 | 0 | 0 | 16 | 63 | 354 | 595 | 110 | 5 | 3 | 0 | 0 |
| Mon 28 Mar 2022 | 1354 | 49.5 | 43.5 | 5.8 | 1 | 2 | 42 | 68 | 120 | 491 | 562 | 68 | 0 | 0 | 0 | 0 |
| Tue 29 Mar 2022 | 1354 | 49.0 | 44.1 | 4.7 | 0 | 0 | 15 | 21 | 170 | 519 | 555 | 69 | 4 | 1 | 0 | 0 |
| Wed 30 Mar 2022 | 1501 | 48.0 | 43.2 | 4.6 | 0 | 0 | 16 | 74 | 166 | 716 | 486 | 43 | 0 | 0 | 0 | 0 |
| 5 Day Ave. | 1482 | 48.9 | 43.1 | 5.5 | 0 | 7 | 38 | 69 | 163 | 612 | 532 | 57 | 2 | 0 | 0 | 0 |
| 7 Day Ave. | 1380 | 49.2 | 43.7 | 5.2 | 0 | 5 | 30 | 55 | 139 | 541 | 539 | 67 | 3 | 1 | 0 | 0 |

**360 TSL Ltd**

**Direction: Westbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 1511 | 53.2 | 45.7 | 7.2 | 0 | 9 | 46 | 84 | 99 | 291 | 560 | 378 | 42 | 1 | 1 | 0 |
| Fri 25 Mar 2022 | 1648 | 53.7 | 46.6 | 6.9 | 2 | 16 | 30 | 44 | 61 | 356 | 650 | 422 | 58 | 9 | 0 | 0 |
| Sat 26 Mar 2022 | 1110 | 55.1 | 49.0 | 5.9 | 0 | 7 | 3 | 19 | 24 | 116 | 444 | 411 | 66 | 20 | 0 | 0 |
| Sun 27 Mar 2022 | 1188 | 55.4 | 48.7 | 6.4 | 0 | 7 | 21 | 13 | 29 | 104 | 496 | 435 | 62 | 20 | 0 | 1 |
| Mon 28 Mar 2022 | 1408 | 54.1 | 46.4 | 7.5 | 1 | 23 | 31 | 51 | 48 | 240 | 605 | 356 | 46 | 6 | 1 | 0 |
| Tue 29 Mar 2022 | 1495 | 53.1 | 45.6 | 7.2 | 0 | 10 | 64 | 49 | 109 | 238 | 660 | 338 | 23 | 4 | 0 | 0 |
| Wed 30 Mar 2022 | 1553 | 52.3 | 46.6 | 5.5 | 0 | 5 | 15 | 16 | 70 | 391 | 715 | 306 | 26 | 5 | 4 | 0 |
| 5 Day Ave. | 1523 | 53.3 | 46.2 | 6.9 | 1 | 13 | 37 | 49 | 77 | 303 | 638 | 360 | 39 | 5 | 1 | 0 |
| 7 Day Ave. | 1416 | 53.9 | 47.0 | 6.7 | 0 | 11 | 30 | 39 | 63 | 248 | 590 | 378 | 46 | 9 | 1 | 0 |

**360 TSL Ltd**

**Direction: Total Flow**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 3039 | 51.2 | 43.9 | 7.1 | 0 | 18 | 114 | 205 | 282 | 934 | 999 | 438 | 46 | 2 | 1 | 0 |
| Fri 25 Mar 2022 | 3322 | 51.8 | 44.7 | 6.8 | 2 | 41 | 80 | 105 | 236 | 1049 | 1270 | 468 | 62 | 9 | 0 | 0 |
| Sat 26 Mar 2022 | 2214 | 52.9 | 46.9 | 5.9 | 0 | 7 | 20 | 42 | 121 | 485 | 959 | 487 | 73 | 20 | 0 | 0 |
| Sun 27 Mar 2022 | 2334 | 53.1 | 47.3 | 5.6 | 0 | 7 | 21 | 29 | 92 | 458 | 1091 | 545 | 67 | 23 | 0 | 1 |
| Mon 28 Mar 2022 | 2762 | 52.1 | 45.0 | 6.8 | 2 | 25 | 73 | 119 | 168 | 731 | 1167 | 424 | 46 | 6 | 1 | 0 |
| Tue 29 Mar 2022 | 2849 | 51.3 | 44.9 | 6.2 | 0 | 10 | 79 | 70 | 279 | 757 | 1215 | 407 | 27 | 5 | 0 | 0 |
| Wed 30 Mar 2022 | 3054 | 50.5 | 44.9 | 5.4 | 0 | 5 | 31 | 90 | 236 | 1107 | 1201 | 349 | 26 | 5 | 4 | 0 |
| 5 Day Ave. | 3005 | 51.4 | 44.7 | 6.5 | 1 | 20 | 75 | 118 | 240 | 916 | 1170 | 417 | 41 | 5 | 1 | 0 |
| 7 Day Ave. | 2796 | 51.8 | 45.4 | 6.2 | 1 | 16 | 60 | 94 | 202 | 789 | 1129 | 445 | 50 | 10 | 1 | 0 |

**360 TSL Ltd**

# East Heckington ATC, A17 (Eastern Site)

**Direction: Eastbound**

**24/03/2022**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 108 | 93 | 9 | 6 | 0 |
| 01:00 | 84 | 68 | 10 | 5 | 1 |
| 02:00 | 89 | 77 | 5 | 7 | 0 |
| 03:00 | 79 | 68 | 5 | 6 | 0 |
| 04:00 | 166 | 142 | 17 | 6 | 1 |
| 05:00 | 300 | 266 | 24 | 6 | 4 |
| 06:00 | 770 | 702 | 55 | 12 | 1 |
| 07:00 | 1094 | 967 | 112 | 7 | 8 |
| 08:00 | 925 | 773 | 127 | 23 | 2 |
| 09:00 | 783 | 627 | 109 | 40 | 7 |
| 10:00 | 601 | 458 | 93 | 40 | 10 |
| 11:00 | 687 | 510 | 105 | 62 | 10 |
| 12:00 | 599 | 467 | 86 | 39 | 7 |
| 13:00 | 572 | 455 | 72 | 36 | 9 |
| 14:00 | 800 | 669 | 88 | 39 | 4 |
| 15:00 | 728 | 599 | 93 | 31 | 5 |
| 16:00 | 821 | 703 | 91 | 22 | 5 |
| 17:00 | 719 | 633 | 74 | 11 | 1 |
| 18:00 | 645 | 598 | 39 | 6 | 2 |
| 19:00 | 396 | 366 | 25 | 2 | 3 |
| 20:00 | 298 | 267 | 25 | 5 | 1 |
| 21:00 | 255 | 233 | 17 | 5 | 0 |
| 22:00 | 193 | 175 | 11 | 7 | 0 |
| 23:00 | 151 | 140 | 8 | 3 | 0 |
| Total 12H(7-19) | 8974 | 7459 | 1089 | 356 | 70 |
| 16H(6-22) | 10693 | 9027 | 1211 | 380 | 75 |
| 18H(6-24) | 11037 | 9342 | 1230 | 390 | 75 |
| 24H(0-24) | 11863 | 10056 | 1300 | 426 | 81 |
| AM Peak | 07:00 | 07:00 | 08:00 | 11:00 | 10:00 |
| | 1094 | 967 | 127 | 62 | 10 |
| PM Peak | 16:00 | 16:00 | 15:00 | 12:00 | 13:00 |
| | 821 | 703 | 93 | 39 | 9 |

360 TSL Ltd

**Direction: Westbound**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 67 | 40 | 14 | 12 | 1 |
| 01:00 | 75 | 35 | 10 | 30 | 0 |
| 02:00 | 86 | 42 | 11 | 31 | 2 |
| 03:00 | 103 | 58 | 10 | 34 | 1 |
| 04:00 | 197 | 125 | 20 | 46 | 6 |
| 05:00 | 388 | 262 | 67 | 54 | 5 |
| 06:00 | 490 | 317 | 111 | 54 | 8 |
| 07:00 | 694 | 517 | 133 | 38 | 6 |
| 08:00 | 678 | 479 | 140 | 50 | 9 |
| 09:00 | 675 | 458 | 145 | 61 | 11 |
| 10:00 | 596 | 409 | 107 | 59 | 21 |
| 11:00 | 646 | 442 | 120 | 73 | 11 |
| 12:00 | 639 | 460 | 107 | 62 | 10 |
| 13:00 | 698 | 486 | 154 | 46 | 12 |
| 14:00 | 758 | 556 | 144 | 44 | 14 |
| 15:00 | 753 | 538 | 151 | 51 | 13 |
| 16:00 | 836 | 632 | 151 | 46 | 7 |
| 17:00 | 843 | 693 | 118 | 29 | 3 |
| 18:00 | 578 | 467 | 78 | 29 | 4 |
| 19:00 | 372 | 297 | 47 | 25 | 3 |
| 20:00 | 258 | 208 | 30 | 18 | 2 |
| 21:00 | 166 | 126 | 21 | 15 | 4 |
| 22:00 | 110 | 77 | 12 | 21 | 0 |
| 23:00 | 86 | 47 | 17 | 22 | 0 |
| Total 12H(7-19) | 8394 | 6137 | 1548 | 588 | 121 |
| 16H(6-22) | 9680 | 7085 | 1757 | 700 | 138 |
| 18H(6-24) | 9876 | 7209 | 1786 | 743 | 138 |
| 24H(0-24) | 10792 | 7771 | 1918 | 950 | 153 |
| AM Peak | 07:00 | 07:00 | 09:00 | 11:00 | 10:00 |
| | 694 | 517 | 145 | 73 | 21 |
| PM Peak | 17:00 | 17:00 | 13:00 | 12:00 | 14:00 |
| | 843 | 693 | 154 | 62 | 14 |

360 TSL Ltd

**Direction: Total Flow**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 175 | 133 | 23 | 18 | 1 |
| 01:00 | 159 | 103 | 20 | 35 | 1 |
| 02:00 | 175 | 119 | 16 | 38 | 2 |
| 03:00 | 182 | 126 | 15 | 40 | 1 |
| 04:00 | 363 | 267 | 37 | 52 | 7 |
| 05:00 | 688 | 528 | 91 | 60 | 9 |
| 06:00 | 1260 | 1019 | 166 | 66 | 9 |
| 07:00 | 1788 | 1484 | 245 | 45 | 14 |
| 08:00 | 1603 | 1252 | 267 | 73 | 11 |
| 09:00 | 1458 | 1085 | 254 | 101 | 18 |
| 10:00 | 1197 | 867 | 200 | 99 | 31 |
| 11:00 | 1333 | 952 | 225 | 135 | 21 |
| 12:00 | 1238 | 927 | 193 | 101 | 17 |
| 13:00 | 1270 | 941 | 226 | 82 | 21 |
| 14:00 | 1558 | 1225 | 232 | 83 | 18 |
| 15:00 | 1481 | 1137 | 244 | 82 | 18 |
| 16:00 | 1657 | 1335 | 242 | 68 | 12 |
| 17:00 | 1562 | 1326 | 192 | 40 | 4 |
| 18:00 | 1223 | 1065 | 117 | 35 | 6 |
| 19:00 | 768 | 663 | 72 | 27 | 6 |
| 20:00 | 556 | 475 | 55 | 23 | 3 |
| 21:00 | 421 | 359 | 38 | 20 | 4 |
| 22:00 | 303 | 252 | 23 | 28 | 0 |
| 23:00 | 237 | 187 | 25 | 25 | 0 |
| Total 12H(7-19) | 17368 | 13596 | 2637 | 944 | 191 |
| 16H(6-22) | 20373 | 16112 | 2968 | 1080 | 213 |
| 18H(6-24) | 20913 | 16551 | 3016 | 1133 | 213 |
| 24H(0-24) | 22655 | 17827 | 3218 | 1376 | 234 |
| AM Peak | 07:00 | 07:00 | 08:00 | 11:00 | 10:00 |
| | 1788 | 1484 | 267 | 135 | 31 |
| PM Peak | 16:00 | 16:00 | 15:00 | 12:00 | 13:00 |
| | 1657 | 1335 | 244 | 101 | 21 |

360 TSL Ltd

# East Heckington ATC, A17 (Eastern Site)

**Direction: Eastbound**

**25/03/2022**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 128 | 123 | 2 | 3 | 0 |
| 01:00 | 99 | 82 | 8 | 8 | 1 |
| 02:00 | 73 | 60 | 6 | 6 | 1 |
| 03:00 | 71 | 58 | 9 | 3 | 1 |
| 04:00 | 198 | 179 | 14 | 4 | 1 |
| 05:00 | 373 | 333 | 32 | 4 | 4 |
| 06:00 | 727 | 658 | 64 | 4 | 1 |
| 07:00 | 1016 | 894 | 106 | 8 | 8 |
| 08:00 | 812 | 694 | 97 | 19 | 2 |
| 09:00 | 709 | 565 | 101 | 38 | 5 |
| 10:00 | 741 | 614 | 83 | 40 | 4 |
| 11:00 | 689 | 573 | 83 | 28 | 5 |
| 12:00 | 703 | 563 | 95 | 40 | 5 |
| 13:00 | 755 | 635 | 79 | 35 | 6 |
| 14:00 | 847 | 728 | 90 | 26 | 3 |
| 15:00 | 827 | 706 | 83 | 36 | 2 |
| 16:00 | 758 | 664 | 84 | 8 | 2 |
| 17:00 | 714 | 643 | 60 | 11 | 0 |
| 18:00 | 634 | 592 | 31 | 10 | 1 |
| 19:00 | 451 | 406 | 37 | 8 | 0 |
| 20:00 | 309 | 291 | 17 | 1 | 0 |
| 21:00 | 230 | 212 | 12 | 6 | 0 |
| 22:00 | 199 | 182 | 12 | 4 | 1 |
| 23:00 | 115 | 106 | 7 | 2 | 0 |
| Total 12H(7-19) | 9205 | 7871 | 992 | 299 | 43 |
| 16H(6-22) | 10922 | 9438 | 1122 | 318 | 44 |
| 18H(6-24) | 11236 | 9726 | 1141 | 324 | 45 |
| 24H(0-24) | 12178 | 10561 | 1212 | 352 | 53 |
| AM Peak | 07:00 | 07:00 | 07:00 | 10:00 | 07:00 |
| | 1016 | 894 | 106 | 40 | 8 |
| PM Peak | 14:00 | 14:00 | 12:00 | 12:00 | 13:00 |
| | 847 | 728 | 95 | 40 | 6 |

360 TSL Ltd

**Direction: Westbound**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 70 | 38 | 11 | 19 | 2 |
| 01:00 | 61 | 26 | 8 | 24 | 3 |
| 02:00 | 85 | 40 | 10 | 35 | 0 |
| 03:00 | 111 | 67 | 18 | 26 | 0 |
| 04:00 | 183 | 115 | 28 | 38 | 2 |
| 05:00 | 350 | 246 | 44 | 52 | 8 |
| 06:00 | 491 | 345 | 100 | 43 | 3 |
| 07:00 | 675 | 495 | 129 | 42 | 9 |
| 08:00 | 656 | 459 | 127 | 53 | 17 |
| 09:00 | 657 | 458 | 122 | 63 | 14 |
| 10:00 | 700 | 523 | 114 | 53 | 10 |
| 11:00 | 785 | 591 | 132 | 47 | 15 |
| 12:00 | 858 | 667 | 141 | 40 | 10 |
| 13:00 | 799 | 598 | 152 | 42 | 7 |
| 14:00 | 844 | 649 | 146 | 39 | 10 |
| 15:00 | 804 | 603 | 141 | 50 | 10 |
| 16:00 | 890 | 717 | 139 | 22 | 12 |
| 17:00 | 759 | 656 | 89 | 11 | 3 |
| 18:00 | 537 | 455 | 67 | 11 | 4 |
| 19:00 | 328 | 266 | 45 | 11 | 6 |
| 20:00 | 282 | 228 | 36 | 17 | 1 |
| 21:00 | 156 | 125 | 16 | 15 | 0 |
| 22:00 | 108 | 80 | 14 | 14 | 0 |
| 23:00 | 89 | 61 | 15 | 13 | 0 |
| Total 12H(7-19) | 8964 | 6871 | 1499 | 473 | 121 |
| 16H(6-22) | 10221 | 7835 | 1696 | 559 | 131 |
| 18H(6-24) | 10418 | 7976 | 1725 | 586 | 131 |
| 24H(0-24) | 11278 | 8508 | 1844 | 780 | 146 |
| AM Peak | 11:00 | 11:00 | 11:00 | 09:00 | 08:00 |
| | 785 | 591 | 132 | 63 | 17 |
| PM Peak | 16:00 | 16:00 | 13:00 | 15:00 | 16:00 |
| | 890 | 717 | 152 | 50 | 12 |

360 TSL Ltd

**Direction: Total Flow**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 198 | 161 | 13 | 22 | 2 |
| 01:00 | 160 | 108 | 16 | 32 | 4 |
| 02:00 | 158 | 100 | 16 | 41 | 1 |
| 03:00 | 182 | 125 | 27 | 29 | 1 |
| 04:00 | 381 | 294 | 42 | 42 | 3 |
| 05:00 | 723 | 579 | 76 | 56 | 12 |
| 06:00 | 1218 | 1003 | 164 | 47 | 4 |
| 07:00 | 1691 | 1389 | 235 | 50 | 17 |
| 08:00 | 1468 | 1153 | 224 | 72 | 19 |
| 09:00 | 1366 | 1023 | 223 | 101 | 19 |
| 10:00 | 1441 | 1137 | 197 | 93 | 14 |
| 11:00 | 1474 | 1164 | 215 | 75 | 20 |
| 12:00 | 1561 | 1230 | 236 | 80 | 15 |
| 13:00 | 1554 | 1233 | 231 | 77 | 13 |
| 14:00 | 1691 | 1377 | 236 | 65 | 13 |
| 15:00 | 1631 | 1309 | 224 | 86 | 12 |
| 16:00 | 1648 | 1381 | 223 | 30 | 14 |
| 17:00 | 1473 | 1299 | 149 | 22 | 3 |
| 18:00 | 1171 | 1047 | 98 | 21 | 5 |
| 19:00 | 779 | 672 | 82 | 19 | 6 |
| 20:00 | 591 | 519 | 53 | 18 | 1 |
| 21:00 | 386 | 337 | 28 | 21 | 0 |
| 22:00 | 307 | 262 | 26 | 18 | 1 |
| 23:00 | 204 | 167 | 22 | 15 | 0 |
| Total 12H(7-19) | 18169 | 14742 | 2491 | 772 | 164 |
| 16H(6-22) | 21143 | 17273 | 2818 | 877 | 175 |
| 18H(6-24) | 21654 | 17702 | 2866 | 910 | 176 |
| 24H(0-24) | 23456 | 19069 | 3056 | 1132 | 199 |
| AM Peak | 07:00 | 07:00 | 07:00 | 09:00 | 11:00 |
| | 1691 | 1389 | 235 | 101 | 20 |
| PM Peak | 14:00 | 16:00 | 12:00 | 15:00 | 12:00 |
| | 1691 | 1381 | 236 | 86 | 15 |

360 TSL Ltd

# East Heckington ATC, A17 (Eastern Site)

**Direction: Eastbound**

**26/03/2022**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 84 | 70 | 7 | 6 | 1 |
| 01:00 | 74 | 66 | 4 | 4 | 0 |
| 02:00 | 70 | 57 | 11 | 2 | 0 |
| 03:00 | 64 | 49 | 7 | 8 | 0 |
| 04:00 | 84 | 63 | 12 | 9 | 0 |
| 05:00 | 160 | 140 | 15 | 4 | 1 |
| 06:00 | 287 | 258 | 23 | 4 | 2 |
| 07:00 | 348 | 297 | 47 | 4 | 0 |
| 08:00 | 455 | 399 | 50 | 4 | 2 |
| 09:00 | 615 | 549 | 50 | 15 | 1 |
| 10:00 | 643 | 583 | 50 | 7 | 3 |
| 11:00 | 634 | 563 | 51 | 20 | 0 |
| 12:00 | 648 | 581 | 51 | 15 | 1 |
| 13:00 | 595 | 539 | 40 | 16 | 0 |
| 14:00 | 548 | 505 | 38 | 4 | 1 |
| 15:00 | 556 | 500 | 49 | 7 | 0 |
| 16:00 | 538 | 494 | 37 | 7 | 0 |
| 17:00 | 541 | 493 | 41 | 5 | 2 |
| 18:00 | 512 | 482 | 24 | 6 | 0 |
| 19:00 | 308 | 285 | 22 | 1 | 0 |
| 20:00 | 280 | 257 | 18 | 5 | 0 |
| 21:00 | 250 | 229 | 18 | 3 | 0 |
| 22:00 | 136 | 122 | 9 | 4 | 1 |
| 23:00 | 116 | 105 | 6 | 4 | 1 |
| Total | | | | | |
| 12H(7-19) | 6633 | 5985 | 528 | 110 | 10 |
| 16H(6-22) | 7758 | 7014 | 609 | 123 | 12 |
| 18H(6-24) | 8010 | 7241 | 624 | 131 | 14 |
| 24H(0-24) | 8546 | 7686 | 680 | 164 | 16 |
| AM Peak | 10:00 | 10:00 | 11:00 | 11:00 | 10:00 |
| | 643 | 583 | 51 | 20 | 3 |
| PM Peak | 12:00 | 12:00 | 12:00 | 13:00 | 17:00 |
| | 648 | 581 | 51 | 16 | 2 |

360 TSL Ltd

**Direction: Westbound**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 59 | 37 | 9 | 13 | 0 |
| 01:00 | 43 | 21 | 7 | 15 | 0 |
| 02:00 | 69 | 44 | 6 | 18 | 1 |
| 03:00 | 78 | 38 | 15 | 23 | 2 |
| 04:00 | 101 | 52 | 20 | 27 | 2 |
| 05:00 | 230 | 169 | 35 | 22 | 4 |
| 06:00 | 281 | 217 | 40 | 19 | 5 |
| 07:00 | 409 | 315 | 61 | 31 | 2 |
| 08:00 | 544 | 448 | 71 | 23 | 2 |
| 09:00 | 593 | 495 | 74 | 22 | 2 |
| 10:00 | 640 | 551 | 65 | 20 | 4 |
| 11:00 | 698 | 598 | 86 | 13 | 1 |
| 12:00 | 662 | 569 | 76 | 14 | 3 |
| 13:00 | 592 | 488 | 90 | 12 | 2 |
| 14:00 | 548 | 459 | 72 | 14 | 3 |
| 15:00 | 562 | 491 | 61 | 9 | 1 |
| 16:00 | 494 | 424 | 62 | 5 | 3 |
| 17:00 | 475 | 414 | 49 | 9 | 3 |
| 18:00 | 456 | 397 | 52 | 3 | 4 |
| 19:00 | 302 | 260 | 37 | 4 | 1 |
| 20:00 | 228 | 199 | 24 | 5 | 0 |
| 21:00 | 127 | 97 | 25 | 5 | 0 |
| 22:00 | 107 | 80 | 19 | 8 | 0 |
| 23:00 | 79 | 64 | 6 | 9 | 0 |
| Total | | | | | |
| 12H(7-19) | 6673 | 5649 | 819 | 175 | 30 |
| 16H(6-22) | 7611 | 6422 | 945 | 208 | 36 |
| 18H(6-24) | 7797 | 6566 | 970 | 225 | 36 |
| 24H(0-24) | 8377 | 6927 | 1062 | 343 | 45 |
| AM Peak | 11:00 | 11:00 | 11:00 | 07:00 | 06:00 |
| | 698 | 598 | 86 | 31 | 5 |
| PM Peak | 12:00 | 12:00 | 13:00 | 12:00 | 18:00 |
| | 662 | 569 | 90 | 14 | 4 |

360 TSL Ltd

**Direction: Total Flow**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 143 | 107 | 16 | 19 | 1 |
| 01:00 | 117 | 87 | 11 | 19 | 0 |
| 02:00 | 139 | 101 | 17 | 20 | 1 |
| 03:00 | 142 | 87 | 22 | 31 | 2 |
| 04:00 | 185 | 115 | 32 | 36 | 2 |
| 05:00 | 390 | 309 | 50 | 26 | 5 |
| 06:00 | 568 | 475 | 63 | 23 | 7 |
| 07:00 | 757 | 612 | 108 | 35 | 2 |
| 08:00 | 999 | 847 | 121 | 27 | 4 |
| 09:00 | 1208 | 1044 | 124 | 37 | 3 |
| 10:00 | 1283 | 1134 | 115 | 27 | 7 |
| 11:00 | 1332 | 1161 | 137 | 33 | 1 |
| 12:00 | 1310 | 1150 | 127 | 29 | 4 |
| 13:00 | 1187 | 1027 | 130 | 28 | 2 |
| 14:00 | 1096 | 964 | 110 | 18 | 4 |
| 15:00 | 1118 | 991 | 110 | 16 | 1 |
| 16:00 | 1032 | 918 | 99 | 12 | 3 |
| 17:00 | 1016 | 907 | 90 | 14 | 5 |
| 18:00 | 968 | 879 | 76 | 9 | 4 |
| 19:00 | 610 | 545 | 59 | 5 | 1 |
| 20:00 | 508 | 456 | 42 | 10 | 0 |
| 21:00 | 377 | 326 | 43 | 8 | 0 |
| 22:00 | 243 | 202 | 28 | 12 | 1 |
| 23:00 | 195 | 169 | 12 | 13 | 1 |
| Total | | | | | |
| 12H(7-19) | 13306 | 11634 | 1347 | 285 | 40 |
| 16H(6-22) | 15369 | 13436 | 1554 | 331 | 48 |
| 18H(6-24) | 15807 | 13807 | 1594 | 356 | 50 |
| 24H(0-24) | 16923 | 14613 | 1742 | 507 | 61 |
| AM Peak | 11:00 | 11:00 | 11:00 | 09:00 | 06:00 |
| | 1332 | 1161 | 137 | 37 | 7 |
| PM Peak | 12:00 | 12:00 | 13:00 | 12:00 | 17:00 |
| | 1310 | 1150 | 130 | 29 | 5 |

360 TSL Ltd

# East Heckington ATC, A17 (Eastern Site)

**Direction: Eastbound**

**27/03/2022**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 72 | 65 | 3 | 4 | 0 |
| 01:00 | 50 | 42 | 5 | 3 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 36 | 27 | 4 | 4 | 1 |
| 04:00 | 39 | 32 | 2 | 5 | 0 |
| 05:00 | 83 | 72 | 9 | 2 | 0 |
| 06:00 | 136 | 122 | 14 | 0 | 0 |
| 07:00 | 173 | 153 | 18 | 1 | 1 |
| 08:00 | 236 | 211 | 22 | 3 | 0 |
| 09:00 | 419 | 386 | 28 | 5 | 0 |
| 10:00 | 536 | 499 | 36 | 1 | 0 |
| 11:00 | 629 | 591 | 34 | 4 | 0 |
| 12:00 | 686 | 629 | 50 | 5 | 2 |
| 13:00 | 617 | 572 | 40 | 3 | 2 |
| 14:00 | 588 | 546 | 32 | 8 | 2 |
| 15:00 | 558 | 525 | 27 | 5 | 1 |
| 16:00 | 625 | 589 | 31 | 5 | 0 |
| 17:00 | 589 | 549 | 37 | 3 | 0 |
| 18:00 | 589 | 553 | 29 | 6 | 1 |
| 19:00 | 437 | 411 | 22 | 4 | 0 |
| 20:00 | 356 | 335 | 20 | 1 | 0 |
| 21:00 | 269 | 243 | 22 | 4 | 0 |
| 22:00 | 123 | 110 | 8 | 4 | 1 |
| 23:00 | 84 | 79 | 0 | 4 | 1 |
| Total 12H(7-19) | 6245 | 5803 | 384 | 49 | 9 |
| 16H(6-22) | 7443 | 6914 | 462 | 58 | 9 |
| 18H(6-24) | 7650 | 7103 | 470 | 66 | 11 |
| 24H(0-24) | 7930 | 7341 | 493 | 84 | 12 |
| AM Peak | 11:00 | 11:00 | 10:00 | 04:00 | 03:00 |
| | 629 | 591 | 36 | 5 | 1 |
| PM Peak | 12:00 | 12:00 | 12:00 | 14:00 | 12:00 |
| | 686 | 629 | 50 | 8 | 2 |

360 TSL Ltd

**Direction: Westbound**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 54 | 32 | 15 | 7 | 0 |
| 01:00 | 55 | 39 | 5 | 10 | 1 |
| 02:00 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 58 | 36 | 5 | 17 | 0 |
| 04:00 | 91 | 64 | 5 | 20 | 2 |
| 05:00 | 132 | 94 | 24 | 14 | 0 |
| 06:00 | 145 | 101 | 29 | 14 | 1 |
| 07:00 | 217 | 168 | 34 | 15 | 0 |
| 08:00 | 327 | 251 | 60 | 14 | 2 |
| 09:00 | 508 | 424 | 63 | 21 | 0 |
| 10:00 | 587 | 504 | 55 | 26 | 2 |
| 11:00 | 756 | 664 | 68 | 22 | 2 |
| 12:00 | 680 | 615 | 47 | 16 | 2 |
| 13:00 | 642 | 561 | 65 | 15 | 1 |
| 14:00 | 591 | 525 | 55 | 10 | 1 |
| 15:00 | 597 | 525 | 62 | 7 | 3 |
| 16:00 | 658 | 607 | 41 | 6 | 4 |
| 17:00 | 506 | 453 | 47 | 5 | 1 |
| 18:00 | 487 | 422 | 53 | 9 | 3 |
| 19:00 | 440 | 362 | 66 | 9 | 3 |
| 20:00 | 302 | 262 | 30 | 7 | 3 |
| 21:00 | 194 | 168 | 17 | 9 | 0 |
| 22:00 | 98 | 77 | 12 | 9 | 0 |
| 23:00 | 87 | 64 | 13 | 9 | 1 |
| Total 12H(7-19) | 6556 | 5719 | 650 | 166 | 21 |
| 16H(6-22) | 7637 | 6612 | 792 | 205 | 28 |
| 18H(6-24) | 7822 | 6753 | 817 | 223 | 29 |
| 24H(0-24) | 8212 | 7018 | 871 | 291 | 32 |
| AM Peak | 11:00 | 11:00 | 11:00 | 10:00 | 04:00 |
| | 756 | 664 | 68 | 26 | 2 |
| PM Peak | 12:00 | 12:00 | 19:00 | 12:00 | 16:00 |
| | 680 | 615 | 66 | 16 | 4 |

360 TSL Ltd

**Direction: Total Flow**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 126 | 97 | 18 | 11 | 0 |
| 01:00 | 105 | 81 | 10 | 13 | 1 |
| 02:00 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 94 | 63 | 9 | 21 | 1 |
| 04:00 | 130 | 96 | 7 | 25 | 2 |
| 05:00 | 215 | 166 | 33 | 16 | 0 |
| 06:00 | 281 | 223 | 43 | 14 | 1 |
| 07:00 | 390 | 321 | 52 | 16 | 1 |
| 08:00 | 563 | 462 | 82 | 17 | 2 |
| 09:00 | 927 | 810 | 91 | 26 | 0 |
| 10:00 | 1123 | 1003 | 91 | 27 | 2 |
| 11:00 | 1385 | 1255 | 102 | 26 | 2 |
| 12:00 | 1366 | 1244 | 97 | 21 | 4 |
| 13:00 | 1259 | 1133 | 105 | 18 | 3 |
| 14:00 | 1179 | 1071 | 87 | 18 | 3 |
| 15:00 | 1155 | 1050 | 89 | 12 | 4 |
| 16:00 | 1283 | 1196 | 72 | 11 | 4 |
| 17:00 | 1095 | 1002 | 84 | 8 | 1 |
| 18:00 | 1076 | 975 | 82 | 15 | 4 |
| 19:00 | 877 | 773 | 88 | 13 | 3 |
| 20:00 | 658 | 597 | 50 | 8 | 3 |
| 21:00 | 463 | 411 | 39 | 13 | 0 |
| 22:00 | 221 | 187 | 20 | 13 | 1 |
| 23:00 | 171 | 143 | 13 | 13 | 2 |
| Total 12H(7-19) | 12801 | 11522 | 1034 | 215 | 30 |
| 16H(6-22) | 15080 | 13526 | 1254 | 263 | 37 |
| 18H(6-24) | 15472 | 13856 | 1287 | 289 | 40 |
| 24H(0-24) | 16142 | 14359 | 1364 | 375 | 44 |
| AM Peak | 11:00 | 11:00 | 11:00 | 10:00 | 04:00 |
| | 1385 | 1255 | 102 | 27 | 2 |
| PM Peak | 12:00 | 12:00 | 13:00 | 12:00 | 12:00 |
| | 1366 | 1244 | 105 | 21 | 4 |

360 TSL Ltd

# East Heckington ATC, A17 (Eastern Site)

**Direction: Eastbound**

**28/03/2022**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 77 | 63 | 3 | 11 | 0 |
| 01:00 | 41 | 33 | 3 | 5 | 0 |
| 02:00 | 53 | 41 | 8 | 4 | 0 |
| 03:00 | 57 | 47 | 6 | 4 | 0 |
| 04:00 | 113 | 100 | 8 | 5 | 0 |
| 05:00 | 299 | 269 | 22 | 5 | 3 |
| 06:00 | 723 | 658 | 56 | 7 | 2 |
| 07:00 | 1160 | 1065 | 89 | 6 | 0 |
| 08:00 | 1099 | 999 | 91 | 7 | 2 |
| 09:00 | 822 | 704 | 96 | 19 | 3 |
| 10:00 | 802 | 658 | 109 | 31 | 4 |
| 11:00 | 776 | 637 | 99 | 31 | 9 |
| 12:00 | 741 | 598 | 92 | 49 | 2 |
| 13:00 | 621 | 499 | 69 | 46 | 7 |
| 14:00 | 714 | 582 | 77 | 50 | 5 |
| 15:00 | 640 | 539 | 76 | 23 | 2 |
| 16:00 | 769 | 669 | 74 | 22 | 4 |
| 17:00 | 689 | 599 | 78 | 11 | 1 |
| 18:00 | 565 | 514 | 35 | 15 | 1 |
| 19:00 | 328 | 298 | 26 | 3 | 1 |
| 20:00 | 238 | 221 | 15 | 2 | 0 |
| 21:00 | 210 | 187 | 19 | 4 | 0 |
| 22:00 | 171 | 160 | 5 | 4 | 2 |
| 23:00 | 125 | 118 | 5 | 2 | 0 |
| Total 12H(7-19) | 9398 | 8063 | 985 | 310 | 40 |
| 16H(6-22) | 10897 | 9427 | 1101 | 326 | 43 |
| 18H(6-24) | 11193 | 9705 | 1111 | 332 | 45 |
| 24H(0-24) | 11833 | 10258 | 1161 | 366 | 48 |
| AM Peak | 07:00 | 07:00 | 10:00 | 10:00 | 11:00 |
| | 1160 | 1065 | 109 | 31 | 9 |
| PM Peak | 16:00 | 16:00 | 12:00 | 14:00 | 13:00 |
| | 769 | 669 | 92 | 50 | 7 |

360 TSL Ltd

**Direction: Westbound**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 50 | 33 | 4 | 13 | 0 |
| 01:00 | 39 | 21 | 7 | 10 | 1 |
| 02:00 | 65 | 25 | 9 | 31 | 0 |
| 03:00 | 136 | 83 | 21 | 31 | 1 |
| 04:00 | 192 | 128 | 23 | 36 | 5 |
| 05:00 | 413 | 330 | 44 | 33 | 6 |
| 06:00 | 534 | 401 | 83 | 43 | 7 |
| 07:00 | 779 | 633 | 106 | 32 | 8 |
| 08:00 | 744 | 601 | 101 | 37 | 5 |
| 09:00 | 646 | 490 | 102 | 51 | 3 |
| 10:00 | 681 | 522 | 103 | 51 | 5 |
| 11:00 | 786 | 607 | 121 | 50 | 8 |
| 12:00 | 658 | 492 | 112 | 38 | 16 |
| 13:00 | 762 | 564 | 134 | 50 | 14 |
| 14:00 | 644 | 465 | 133 | 39 | 7 |
| 15:00 | 764 | 566 | 148 | 36 | 14 |
| 16:00 | 792 | 608 | 147 | 29 | 8 |
| 17:00 | 877 | 710 | 125 | 35 | 7 |
| 18:00 | 562 | 455 | 76 | 24 | 7 |
| 19:00 | 360 | 298 | 45 | 15 | 2 |
| 20:00 | 249 | 213 | 27 | 9 | 0 |
| 21:00 | 143 | 110 | 24 | 9 | 0 |
| 22:00 | 96 | 66 | 16 | 13 | 1 |
| 23:00 | 79 | 60 | 6 | 12 | 1 |
| Total 12H(7-19) | 8695 | 6713 | 1408 | 472 | 102 |
| 16H(6-22) | 9981 | 7735 | 1587 | 548 | 111 |
| 18H(6-24) | 10156 | 7861 | 1609 | 573 | 113 |
| 24H(0-24) | 11051 | 8481 | 1717 | 727 | 126 |
| AM Peak | 11:00 | 07:00 | 11:00 | 09:00 | 07:00 |
| | 786 | 633 | 121 | 51 | 8 |
| PM Peak | 17:00 | 17:00 | 15:00 | 13:00 | 12:00 |
| | 877 | 710 | 148 | 50 | 16 |

360 TSL Ltd

**Direction: Total Flow**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 127 | 96 | 7 | 24 | 0 |
| 01:00 | 80 | 54 | 10 | 15 | 1 |
| 02:00 | 118 | 66 | 17 | 35 | 0 |
| 03:00 | 193 | 130 | 27 | 35 | 1 |
| 04:00 | 305 | 228 | 31 | 41 | 5 |
| 05:00 | 712 | 599 | 66 | 38 | 9 |
| 06:00 | 1257 | 1059 | 139 | 50 | 9 |
| 07:00 | 1939 | 1698 | 195 | 38 | 8 |
| 08:00 | 1843 | 1600 | 192 | 44 | 7 |
| 09:00 | 1468 | 1194 | 198 | 70 | 6 |
| 10:00 | 1483 | 1180 | 212 | 82 | 9 |
| 11:00 | 1562 | 1244 | 220 | 81 | 17 |
| 12:00 | 1399 | 1090 | 204 | 87 | 18 |
| 13:00 | 1383 | 1063 | 203 | 96 | 21 |
| 14:00 | 1358 | 1047 | 210 | 89 | 12 |
| 15:00 | 1404 | 1105 | 224 | 59 | 16 |
| 16:00 | 1561 | 1277 | 221 | 51 | 12 |
| 17:00 | 1566 | 1309 | 203 | 46 | 8 |
| 18:00 | 1127 | 969 | 111 | 39 | 8 |
| 19:00 | 688 | 596 | 71 | 18 | 3 |
| 20:00 | 487 | 434 | 42 | 11 | 0 |
| 21:00 | 353 | 297 | 43 | 13 | 0 |
| 22:00 | 267 | 226 | 21 | 17 | 3 |
| 23:00 | 204 | 178 | 11 | 14 | 1 |
| Total 12H(7-19) | 18093 | 14776 | 2393 | 782 | 142 |
| 16H(6-22) | 20878 | 17162 | 2688 | 874 | 154 |
| 18H(6-24) | 21349 | 17566 | 2720 | 905 | 158 |
| 24H(0-24) | 22884 | 18739 | 2878 | 1093 | 174 |
| AM Peak | 07:00 | 07:00 | 11:00 | 10:00 | 11:00 |
| | 1939 | 1698 | 220 | 82 | 17 |
| PM Peak | 17:00 | 17:00 | 15:00 | 13:00 | 13:00 |
| | 1566 | 1309 | 224 | 96 | 21 |

360 TSL Ltd

# East Heckington ATC, A17 (Eastern Site)

**Direction: Eastbound**

**29/03/2022**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 65 | 62 | 2 | 1 | 0 |
| 01:00 | 54 | 49 | 4 | 1 | 0 |
| 02:00 | 86 | 79 | 3 | 4 | 0 |
| 03:00 | 87 | 79 | 8 | 0 | 0 |
| 04:00 | 161 | 144 | 12 | 5 | 0 |
| 05:00 | 305 | 277 | 21 | 6 | 1 |
| 06:00 | 719 | 664 | 42 | 11 | 2 |
| 07:00 | 1235 | 1132 | 88 | 11 | 4 |
| 08:00 | 997 | 898 | 85 | 11 | 3 |
| 09:00 | 892 | 790 | 88 | 11 | 3 |
| 10:00 | 771 | 667 | 84 | 15 | 5 |
| 11:00 | 696 | 606 | 75 | 13 | 2 |
| 12:00 | 694 | 615 | 59 | 20 | 0 |
| 13:00 | 681 | 604 | 60 | 15 | 2 |
| 14:00 | 661 | 565 | 65 | 25 | 6 |
| 15:00 | 693 | 604 | 65 | 20 | 4 |
| 16:00 | 756 | 672 | 71 | 9 | 4 |
| 17:00 | 752 | 674 | 68 | 9 | 1 |
| 18:00 | 507 | 457 | 39 | 11 | 0 |
| 19:00 | 354 | 320 | 26 | 7 | 1 |
| 20:00 | 272 | 254 | 18 | 0 | 0 |
| 21:00 | 263 | 245 | 16 | 2 | 0 |
| 22:00 | 194 | 176 | 12 | 6 | 0 |
| 23:00 | 134 | 129 | 4 | 1 | 0 |
| Total | | | | | |
| 12H(7-19) | 9335 | 8284 | 847 | 170 | 34 |
| 16H(6-22) | 10943 | 9767 | 949 | 190 | 37 |
| 18H(6-24) | 11271 | 10072 | 965 | 197 | 37 |
| 24H(0-24) | 12029 | 10762 | 1015 | 214 | 38 |
| AM Peak | 07:00 | 07:00 | 07:00 | 10:00 | 10:00 |
| | 1235 | 1132 | 88 | 15 | 5 |
| PM Peak | 16:00 | 17:00 | 16:00 | 14:00 | 14:00 |
| | 756 | 674 | 71 | 25 | 6 |

360 TSL Ltd

**Direction: Westbound**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 63 | 41 | 9 | 11 | 2 |
| 01:00 | 64 | 39 | 7 | 18 | 0 |
| 02:00 | 70 | 45 | 5 | 19 | 1 |
| 03:00 | 121 | 79 | 16 | 24 | 2 |
| 04:00 | 210 | 152 | 23 | 33 | 2 |
| 05:00 | 383 | 303 | 46 | 32 | 2 |
| 06:00 | 516 | 412 | 79 | 23 | 2 |
| 07:00 | 746 | 619 | 101 | 18 | 8 |
| 08:00 | 758 | 627 | 102 | 24 | 5 |
| 09:00 | 623 | 493 | 91 | 34 | 5 |
| 10:00 | 618 | 489 | 80 | 40 | 9 |
| 11:00 | 654 | 493 | 103 | 47 | 11 |
| 12:00 | 771 | 613 | 114 | 35 | 9 |
| 13:00 | 822 | 631 | 109 | 68 | 14 |
| 14:00 | 710 | 524 | 129 | 47 | 10 |
| 15:00 | 785 | 606 | 138 | 36 | 5 |
| 16:00 | 839 | 653 | 149 | 24 | 13 |
| 17:00 | 782 | 653 | 98 | 26 | 5 |
| 18:00 | 517 | 437 | 60 | 16 | 4 |
| 19:00 | 355 | 296 | 38 | 18 | 3 |
| 20:00 | 258 | 224 | 22 | 11 | 1 |
| 21:00 | 184 | 153 | 22 | 8 | 1 |
| 22:00 | 120 | 90 | 18 | 11 | 1 |
| 23:00 | 86 | 61 | 8 | 16 | 1 |
| Total | | | | | |
| 12H(7-19) | 8625 | 6838 | 1274 | 415 | 98 |
| 16H(6-22) | 9938 | 7923 | 1435 | 475 | 105 |
| 18H(6-24) | 10144 | 8074 | 1461 | 502 | 107 |
| 24H(0-24) | 11055 | 8733 | 1567 | 639 | 116 |
| AM Peak | 08:00 | 08:00 | 11:00 | 11:00 | 11:00 |
| | 758 | 627 | 103 | 47 | 11 |
| PM Peak | 16:00 | 16:00 | 16:00 | 13:00 | 13:00 |
| | 839 | 653 | 149 | 68 | 14 |

360 TSL Ltd

**Direction: Total Flow**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 128 | 103 | 11 | 12 | 2 |
| 01:00 | 118 | 88 | 11 | 19 | 0 |
| 02:00 | 156 | 124 | 8 | 23 | 1 |
| 03:00 | 208 | 158 | 24 | 24 | 2 |
| 04:00 | 371 | 296 | 35 | 38 | 2 |
| 05:00 | 688 | 580 | 67 | 38 | 3 |
| 06:00 | 1235 | 1076 | 121 | 34 | 4 |
| 07:00 | 1981 | 1751 | 189 | 29 | 12 |
| 08:00 | 1755 | 1525 | 187 | 35 | 8 |
| 09:00 | 1515 | 1283 | 179 | 45 | 8 |
| 10:00 | 1389 | 1156 | 164 | 55 | 14 |
| 11:00 | 1350 | 1099 | 178 | 60 | 13 |
| 12:00 | 1465 | 1228 | 173 | 55 | 9 |
| 13:00 | 1503 | 1235 | 169 | 83 | 16 |
| 14:00 | 1371 | 1089 | 194 | 72 | 16 |
| 15:00 | 1478 | 1210 | 203 | 56 | 9 |
| 16:00 | 1595 | 1325 | 220 | 33 | 17 |
| 17:00 | 1534 | 1327 | 166 | 35 | 6 |
| 18:00 | 1024 | 894 | 99 | 27 | 4 |
| 19:00 | 709 | 616 | 64 | 25 | 4 |
| 20:00 | 530 | 478 | 40 | 11 | 1 |
| 21:00 | 447 | 398 | 38 | 10 | 1 |
| 22:00 | 314 | 266 | 30 | 17 | 1 |
| 23:00 | 220 | 190 | 12 | 17 | 1 |
| Total | | | | | |
| 12H(7-19) | 17960 | 15122 | 2121 | 585 | 132 |
| 16H(6-22) | 20881 | 17690 | 2384 | 665 | 142 |
| 18H(6-24) | 21415 | 18146 | 2426 | 699 | 144 |
| 24H(0-24) | 23084 | 19495 | 2582 | 853 | 154 |
| AM Peak | 07:00 | 07:00 | 07:00 | 11:00 | 10:00 |
| | 1981 | 1751 | 189 | 60 | 14 |
| PM Peak | 16:00 | 17:00 | 16:00 | 13:00 | 16:00 |
| | 1595 | 1327 | 220 | 83 | 17 |

360 TSL Ltd

# East Heckington ATC, A17 (Eastern Site)

**Direction: Eastbound**

**30/03/2022**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 115 | 106 | 4 | 5 | 0 |
| 01:00 | 74 | 66 | 6 | 2 | 0 |
| 02:00 | 76 | 70 | 3 | 3 | 0 |
| 03:00 | 112 | 106 | 4 | 2 | 0 |
| 04:00 | 166 | 146 | 16 | 4 | 0 |
| 05:00 | 357 | 336 | 13 | 5 | 3 |
| 06:00 | 623 | 572 | 45 | 5 | 1 |
| 07:00 | 1056 | 964 | 79 | 8 | 5 |
| 08:00 | 942 | 822 | 98 | 16 | 6 |
| 09:00 | 856 | 766 | 80 | 9 | 1 |
| 10:00 | 768 | 672 | 80 | 12 | 4 |
| 11:00 | 751 | 660 | 65 | 23 | 3 |
| 12:00 | 771 | 716 | 43 | 10 | 2 |
| 13:00 | 699 | 636 | 50 | 11 | 2 |
| 14:00 | 785 | 720 | 49 | 13 | 3 |
| 15:00 | 716 | 667 | 41 | 6 | 2 |
| 16:00 | 817 | 764 | 46 | 7 | 0 |
| 17:00 | 740 | 692 | 45 | 2 | 1 |
| 18:00 | 588 | 548 | 32 | 7 | 1 |
| 19:00 | 394 | 367 | 25 | 2 | 0 |
| 20:00 | 276 | 260 | 15 | 0 | 1 |
| 21:00 | 253 | 229 | 21 | 2 | 1 |
| 22:00 | 172 | 162 | 8 | 2 | 0 |
| 23:00 | 140 | 130 | 5 | 4 | 1 |
| Total 12H(7-19) | 9489 | 8627 | 708 | 124 | 30 |
| 16H(6-22) | 11035 | 10055 | 814 | 133 | 33 |
| 18H(6-24) | 11347 | 10347 | 827 | 139 | 34 |
| 24H(0-24) | 12247 | 11177 | 873 | 160 | 37 |
| AM Peak | 07:00 | 07:00 | 08:00 | 11:00 | 08:00 |
| | **1056** | **964** | **98** | **23** | **6** |
| PM Peak | 16:00 | 16:00 | 13:00 | 14:00 | 14:00 |
| | **817** | **764** | **50** | **13** | **3** |

**360 TSL Ltd**

**Direction: Westbound**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 78 | 60 | 10 | 7 | 1 |
| 01:00 | 96 | 71 | 5 | 17 | 3 |
| 02:00 | 107 | 83 | 10 | 12 | 2 |
| 03:00 | 162 | 116 | 27 | 17 | 2 |
| 04:00 | 289 | 239 | 29 | 19 | 2 |
| 05:00 | 355 | 291 | 29 | 28 | 7 |
| 06:00 | 580 | 455 | 98 | 26 | 1 |
| 07:00 | 802 | 662 | 96 | 33 | 11 |
| 08:00 | 726 | 603 | 96 | 20 | 7 |
| 09:00 | 662 | 525 | 97 | 31 | 9 |
| 10:00 | 636 | 483 | 99 | 44 | 10 |
| 11:00 | 726 | 568 | 102 | 48 | 8 |
| 12:00 | 715 | 564 | 99 | 43 | 9 |
| 13:00 | 803 | 621 | 135 | 38 | 9 |
| 14:00 | 809 | 646 | 128 | 28 | 7 |
| 15:00 | 744 | 568 | 143 | 21 | 12 |
| 16:00 | 829 | 660 | 125 | 34 | 10 |
| 17:00 | 862 | 736 | 103 | 21 | 2 |
| 18:00 | 513 | 424 | 68 | 16 | 5 |
| 19:00 | 300 | 248 | 38 | 11 | 3 |
| 20:00 | 227 | 182 | 26 | 19 | 0 |
| 21:00 | 153 | 129 | 17 | 5 | 2 |
| 22:00 | 112 | 88 | 13 | 8 | 3 |
| 23:00 | 66 | 44 | 9 | 13 | 0 |
| Total 12H(7-19) | 8827 | 7060 | 1291 | 377 | 99 |
| 16H(6-22) | 10087 | 8074 | 1470 | 438 | 105 |
| 18H(6-24) | 10265 | 8206 | 1492 | 459 | 108 |
| 24H(0-24) | 11352 | 9066 | 1602 | 559 | 125 |
| AM Peak | 07:00 | 07:00 | 11:00 | 11:00 | 07:00 |
| | **802** | **662** | **102** | **48** | **11** |
| PM Peak | 17:00 | 17:00 | 15:00 | 12:00 | 15:00 |
| | **862** | **736** | **143** | **43** | **12** |

**360 TSL Ltd**

**Direction: Total Flow**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 193 | 166 | 14 | 12 | 1 |
| 01:00 | 170 | 137 | 11 | 19 | 3 |
| 02:00 | 183 | 153 | 13 | 15 | 2 |
| 03:00 | 274 | 222 | 31 | 19 | 2 |
| 04:00 | 455 | 385 | 45 | 23 | 2 |
| 05:00 | 712 | 627 | 42 | 33 | 10 |
| 06:00 | 1203 | 1027 | 143 | 31 | 2 |
| 07:00 | 1858 | 1626 | 175 | 41 | 16 |
| 08:00 | 1668 | 1425 | 194 | 36 | 13 |
| 09:00 | 1518 | 1291 | 177 | 40 | 10 |
| 10:00 | 1404 | 1155 | 179 | 56 | 14 |
| 11:00 | 1477 | 1228 | 167 | 71 | 11 |
| 12:00 | 1486 | 1280 | 142 | 53 | 11 |
| 13:00 | 1502 | 1257 | 185 | 49 | 11 |
| 14:00 | 1594 | 1366 | 177 | 41 | 10 |
| 15:00 | 1460 | 1235 | 184 | 27 | 14 |
| 16:00 | 1646 | 1424 | 171 | 41 | 10 |
| 17:00 | 1602 | 1428 | 148 | 23 | 3 |
| 18:00 | 1101 | 972 | 100 | 23 | 6 |
| 19:00 | 694 | 615 | 63 | 13 | 3 |
| 20:00 | 503 | 442 | 41 | 19 | 1 |
| 21:00 | 406 | 358 | 38 | 7 | 3 |
| 22:00 | 284 | 250 | 21 | 10 | 3 |
| 23:00 | 206 | 174 | 14 | 17 | 1 |
| Total 12H(7-19) | 18316 | 15687 | 1999 | 501 | 129 |
| 16H(6-22) | 21122 | 18129 | 2284 | 571 | 138 |
| 18H(6-24) | 21612 | 18553 | 2319 | 598 | 142 |
| 24H(0-24) | 23599 | 20243 | 2475 | 719 | 162 |
| AM Peak | 07:00 | 07:00 | 08:00 | 11:00 | 07:00 |
| | **1858** | **1626** | **194** | **71** | **16** |
| PM Peak | 16:00 | 17:00 | 13:00 | 12:00 | 15:00 |
| | **1646** | **1428** | **185** | **53** | **14** |

**360 TSL Ltd**

# East Heckington ATC, A17 (Eastern Site)

**Direction: Eastbound**

**24/03/2022**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 108 | 53.0 | 47.9 | 4.9 | 0 | 0 | 0 | 2 | 7 | 4 | 69 | 20 | 5 | 1 | 0 | 0 |
| 01:00 | 84 | 53.3 | 49.9 | 3.4 | 0 | 0 | 0 | 0 | 0 | 2 | 45 | 34 | 2 | 1 | 0 | 0 |
| 02:00 | 89 | 51.0 | 48.1 | 2.9 | 0 | 0 | 0 | 0 | 0 | 7 | 68 | 11 | 3 | 0 | 0 | 0 |
| 03:00 | 79 | 55.0 | 50.3 | 4.5 | 0 | 0 | 0 | 0 | 1 | 4 | 37 | 25 | 11 | 1 | 0 | 0 |
| 04:00 | 166 | 52.7 | 49.0 | 3.6 | 0 | 0 | 0 | 0 | 1 | 9 | 105 | 45 | 4 | 2 | 0 | 0 |
| 05:00 | 300 | 50.8 | 47.8 | 2.9 | 0 | 0 | 0 | 0 | 1 | 26 | 234 | 36 | 2 | 0 | 1 | 0 |
| 06:00 | 770 | 49.7 | 45.6 | 4.0 | 0 | 0 | 0 | 12 | 43 | 228 | 430 | 52 | 4 | 1 | 0 | 0 |
| 07:00 | 1094 | 48.6 | 44.0 | 4.4 | 1 | 0 | 20 | 8 | 57 | 568 | 396 | 44 | 0 | 0 | 0 | 0 |
| 08:00 | 925 | 47.6 | 41.5 | 5.8 | 0 | 0 | 37 | 91 | 151 | 387 | 242 | 14 | 3 | 0 | 0 | 0 |
| 09:00 | 783 | 48.5 | 42.5 | 5.8 | 0 | 0 | 13 | 63 | 137 | 302 | 249 | 14 | 1 | 2 | 0 | 2 |
| 10:00 | 601 | 48.3 | 43.3 | 4.8 | 0 | 0 | 3 | 42 | 64 | 258 | 221 | 9 | 3 | 1 | 0 | 0 |
| 11:00 | 687 | 48.3 | 42.9 | 5.2 | 0 | 0 | 10 | 50 | 98 | 259 | 253 | 17 | 0 | 0 | 0 | 0 |
| 12:00 | 599 | 49.2 | 44.1 | 4.9 | 0 | 0 | 2 | 20 | 88 | 208 | 239 | 37 | 4 | 1 | 0 | 0 |
| 13:00 | 572 | 49.4 | 42.4 | 6.7 | 0 | 0 | 37 | 36 | 57 | 242 | 162 | 32 | 3 | 3 | 0 | 0 |
| 14:00 | 800 | 48.0 | 40.6 | 7.2 | 0 | 9 | 62 | 82 | 118 | 321 | 178 | 29 | 1 | 0 | 0 | 0 |
| 15:00 | 728 | 48.7 | 43.7 | 4.9 | 0 | 0 | 6 | 39 | 65 | 322 | 261 | 31 | 3 | 1 | 0 | 0 |
| 16:00 | 821 | 48.7 | 43.6 | 4.9 | 0 | 0 | 4 | 45 | 113 | 304 | 319 | 32 | 4 | 0 | 0 | 0 |
| 17:00 | 719 | 50.0 | 46.0 | 3.9 | 0 | 1 | 0 | 0 | 35 | 214 | 396 | 68 | 4 | 1 | 0 | 0 |
| 18:00 | 645 | 49.6 | 44.7 | 4.7 | 0 | 0 | 3 | 17 | 54 | 235 | 302 | 29 | 2 | 1 | 2 | 0 |
| 19:00 | 396 | 49.6 | 45.4 | 4.1 | 0 | 0 | 2 | 5 | 20 | 137 | 200 | 31 | 1 | 0 | 0 | 0 |
| 20:00 | 298 | 51.2 | 46.9 | 4.1 | 0 | 0 | 0 | 0 | 7 | 85 | 153 | 43 | 9 | 1 | 0 | 0 |
| 21:00 | 255 | 51.1 | 47.7 | 3.3 | 0 | 0 | 0 | 0 | 1 | 40 | 169 | 41 | 3 | 1 | 0 | 0 |
| 22:00 | 193 | 51.5 | 47.9 | 3.4 | 0 | 0 | 0 | 0 | 1 | 26 | 130 | 30 | 5 | 1 | 0 | 0 |
| 23:00 | 151 | 53.2 | 48.9 | 4.2 | 0 | 0 | 0 | 0 | 1 | 25 | 64 | 57 | 2 | 2 | 0 | 0 |
| Total 2H(10-12) | 1288 | 48.3 | 43.1 | 5.0 | 0 | 0 | 13 | 92 | 162 | 517 | 474 | 26 | 3 | 1 | 0 | 0 |
| 2H(14-16) | 1528 | 48.7 | 42.1 | 6.4 | 0 | 9 | 68 | 121 | 183 | 643 | 439 | 60 | 4 | 1 | 0 | 0 |
| 12H(7-19) | 8974 | 48.9 | 43.2 | 5.5 | 1 | 10 | 197 | 493 | 1037 | 3620 | 3218 | 356 | 28 | 10 | 2 | 2 |
| 24H(0-24) | 11863 | 49.8 | 44.2 | 5.5 | 1 | 10 | 199 | 512 | 1120 | 4213 | 4922 | 781 | 79 | 21 | 3 | 2 |
| AM Peak | 07:00 | 03:00 | 03:00 | 08:00 | 07:00 | 00:00 | 08:00 | 08:00 | 08:00 | 07:00 | 06:00 | 06:00 | 03:00 | 04:00 | 05:00 | 09:00 |
| | 1094 | 55.0 | 50.3 | 5.8 | 1 | 0 | 37 | 91 | 151 | 568 | 430 | 52 | 11 | 2 | 1 | 2 |
| PM Peak | 16:00 | 23:00 | 23:00 | 14:00 | 12:00 | 14:00 | 14:00 | 14:00 | 14:00 | 15:00 | 17:00 | 17:00 | 20:00 | 13:00 | 18:00 | 12:00 |
| | 821 | 53.2 | 48.9 | 7.2 | 0 | 9 | 62 | 82 | 118 | 322 | 396 | 68 | 9 | 3 | 2 | 0 |

360 TSL Ltd

**Direction: Westbound**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 67 | 57.7 | 53.2 | 4.3 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 38 | 15 | 3 | 0 | 0 |
| 01:00 | 75 | 57.9 | 53.0 | 4.7 | 0 | 0 | 0 | 0 | 0 | 1 | 16 | 37 | 19 | 1 | 1 | 0 |
| 02:00 | 86 | 60.3 | 53.5 | 6.6 | 0 | 0 | 0 | 0 | 1 | 4 | 17 | 33 | 26 | 3 | 1 | 1 |
| 03:00 | 103 | 56.8 | 53.0 | 3.7 | 0 | 0 | 0 | 0 | 0 | 2 | 11 | 69 | 18 | 3 | 0 | 0 |
| 04:00 | 197 | 58.4 | 52.8 | 5.5 | 0 | 0 | 0 | 0 | 0 | 10 | 43 | 95 | 37 | 9 | 3 | 0 |
| 05:00 | 388 | 58.0 | 48.1 | 9.6 | 0 | 8 | 20 | 10 | 16 | 29 | 100 | 155 | 40 | 7 | 3 | 0 |
| 06:00 | 490 | 55.5 | 48.4 | 6.8 | 1 | 1 | 5 | 30 | 3 | 43 | 195 | 166 | 40 | 6 | 0 | 0 |
| 07:00 | 694 | 54.5 | 48.2 | 6.1 | 0 | 0 | 15 | 13 | 17 | 77 | 317 | 208 | 41 | 5 | 1 | 0 |
| 08:00 | 678 | 53.4 | 46.0 | 7.0 | 0 | 0 | 26 | 29 | 35 | 143 | 266 | 150 | 21 | 8 | 0 | 0 |
| 09:00 | 675 | 52.9 | 47.2 | 5.5 | 0 | 1 | 5 | 20 | 21 | 113 | 338 | 156 | 18 | 2 | 1 | 0 |
| 10:00 | 596 | 53.8 | 46.8 | 6.8 | 0 | 3 | 14 | 33 | 8 | 93 | 268 | 158 | 18 | 0 | 0 | 1 |
| 11:00 | 646 | 52.4 | 45.8 | 6.4 | 0 | 5 | 13 | 28 | 27 | 133 | 307 | 125 | 7 | 1 | 0 | 0 |
| 12:00 | 639 | 53.8 | 46.0 | 7.6 | 0 | 6 | 19 | 42 | 16 | 120 | 270 | 140 | 20 | 5 | 0 | 1 |
| 13:00 | 698 | 54.0 | 45.8 | 7.8 | 0 | 12 | 26 | 32 | 23 | 102 | 320 | 162 | 18 | 3 | 0 | 0 |
| 14:00 | 758 | 52.8 | 44.9 | 7.7 | 0 | 4 | 32 | 63 | 57 | 130 | 287 | 165 | 20 | 0 | 0 | 0 |
| 15:00 | 753 | 53.5 | 46.6 | 6.7 | 0 | 5 | 14 | 21 | 42 | 161 | 273 | 213 | 22 | 1 | 1 | 0 |
| 16:00 | 836 | 54.1 | 44.7 | 9.1 | 1 | 11 | 64 | 55 | 54 | 115 | 294 | 212 | 25 | 5 | 0 | 0 |
| 17:00 | 843 | 55.3 | 46.1 | 8.9 | 2 | 22 | 41 | 9 | 40 | 113 | 343 | 241 | 22 | 8 | 1 | 1 |
| 18:00 | 578 | 54.1 | 46.5 | 7.4 | 1 | 7 | 11 | 8 | 43 | 121 | 218 | 135 | 28 | 5 | 1 | 0 |
| 19:00 | 372 | 54.7 | 48.6 | 5.8 | 0 | 2 | 1 | 3 | 13 | 61 | 126 | 142 | 21 | 2 | 1 | 0 |
| 20:00 | 258 | 56.5 | 48.9 | 7.4 | 1 | 1 | 1 | 5 | 10 | 43 | 83 | 74 | 31 | 8 | 1 | 0 |
| 21:00 | 166 | 60.0 | 51.1 | 8.6 | 0 | 0 | 3 | 1 | 6 | 13 | 52 | 57 | 17 | 14 | 0 | 3 |
| 22:00 | 110 | 59.0 | 53.6 | 5.2 | 0 | 0 | 0 | 0 | 0 | 3 | 20 | 51 | 28 | 7 | 1 | 0 |
| 23:00 | 86 | 56.7 | 51.3 | 5.2 | 0 | 0 | 0 | 0 | 1 | 1 | 41 | 25 | 13 | 5 | 0 | 0 |
| Total 2H(10-12) | 1242 | 53.1 | 46.3 | 6.6 | 0 | 8 | 27 | 61 | 35 | 226 | 575 | 283 | 25 | 1 | 0 | 1 |
| 2H(14-16) | 1511 | 53.2 | 45.7 | 7.2 | 0 | 9 | 46 | 84 | 99 | 291 | 560 | 378 | 42 | 1 | 1 | 0 |
| 12H(7-19) | 8394 | 53.9 | 46.2 | 7.4 | 4 | 76 | 280 | 353 | 383 | 1421 | 3501 | 2065 | 260 | 43 | 5 | 3 |
| 24H(0-24) | 10792 | 54.9 | 47.0 | 7.6 | 6 | 88 | 310 | 402 | 433 | 1633 | 4214 | 3007 | 565 | 111 | 16 | 7 |
| AM Peak | 07:00 | 02:00 | 02:00 | 05:00 | 06:00 | 05:00 | 08:00 | 10:00 | 08:00 | 08:00 | 09:00 | 07:00 | 07:00 | 04:00 | 04:00 | 02:00 |
| | 694 | 60.3 | 53.5 | 9.6 | 1 | 8 | 26 | 33 | 35 | 143 | 338 | 208 | 41 | 9 | 3 | 1 |
| PM Peak | 17:00 | 21:00 | 22:00 | 16:00 | 17:00 | 17:00 | 16:00 | 14:00 | 14:00 | 15:00 | 17:00 | 17:00 | 20:00 | 21:00 | 15:00 | 21:00 |
| | 843 | 60.0 | 53.6 | 9.1 | 2 | 22 | 64 | 63 | 57 | 161 | 343 | 241 | 31 | 14 | 1 | 3 |

360 TSL Ltd

**Direction: Total Flow**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 175 | 55.5 | 50.0 | 5.3 | 0 | 0 | 0 | 2 | 7 | 6 | 78 | 58 | 20 | 4 | 0 | 0 |
| 01:00 | 159 | 55.8 | 51.4 | 4.3 | 0 | 0 | 0 | 0 | 0 | 3 | 61 | 71 | 21 | 2 | 1 | 0 |
| 02:00 | 175 | 56.6 | 50.7 | 5.7 | 0 | 0 | 0 | 0 | 1 | 11 | 85 | 44 | 29 | 3 | 1 | 1 |
| 03:00 | 182 | 56.3 | 51.8 | 4.3 | 0 | 0 | 0 | 0 | 1 | 6 | 48 | 94 | 29 | 4 | 0 | 0 |
| 04:00 | 363 | 56.3 | 51.0 | 5.1 | 0 | 0 | 0 | 0 | 1 | 19 | 148 | 140 | 41 | 11 | 3 | 0 |
| 05:00 | 688 | 55.6 | 47.9 | 7.4 | 0 | 8 | 20 | 10 | 17 | 55 | 334 | 191 | 42 | 7 | 4 | 0 |
| 06:00 | 1260 | 52.4 | 46.7 | 5.4 | 1 | 1 | 5 | 42 | 46 | 271 | 625 | 218 | 44 | 7 | 0 | 0 |
| 07:00 | 1788 | 51.3 | 45.6 | 5.5 | 1 | 0 | 35 | 21 | 74 | 645 | 713 | 252 | 41 | 5 | 1 | 0 |
| 08:00 | 1603 | 50.4 | 43.4 | 6.8 | 0 | 0 | 63 | 120 | 186 | 530 | 508 | 164 | 24 | 8 | 0 | 0 |
| 09:00 | 1458 | 51.0 | 44.7 | 6.1 | 0 | 1 | 18 | 83 | 158 | 415 | 587 | 170 | 19 | 4 | 1 | 2 |
| 10:00 | 1197 | 51.4 | 45.0 | 6.1 | 0 | 3 | 17 | 75 | 72 | 351 | 489 | 167 | 21 | 1 | 0 | 1 |
| 11:00 | 1333 | 50.5 | 44.3 | 6.0 | 0 | 5 | 23 | 78 | 125 | 392 | 560 | 142 | 7 | 1 | 0 | 0 |
| 12:00 | 1238 | 51.8 | 45.1 | 6.5 | 0 | 6 | 21 | 62 | 104 | 328 | 509 | 177 | 24 | 6 | 0 | 1 |
| 13:00 | 1270 | 52.1 | 44.3 | 7.5 | 0 | 12 | 63 | 68 | 80 | 344 | 482 | 194 | 21 | 6 | 0 | 0 |
| 14:00 | 1558 | 50.7 | 42.7 | 7.7 | 0 | 13 | 94 | 145 | 175 | 451 | 465 | 194 | 21 | 0 | 0 | 0 |
| 15:00 | 1481 | 51.4 | 45.2 | 6.0 | 0 | 5 | 20 | 60 | 107 | 483 | 534 | 244 | 25 | 2 | 1 | 0 |
| 16:00 | 1657 | 51.7 | 44.1 | 7.3 | 1 | 11 | 68 | 100 | 167 | 419 | 613 | 244 | 29 | 5 | 0 | 0 |
| 17:00 | 1562 | 53.4 | 46.1 | 7.1 | 2 | 23 | 41 | 9 | 75 | 327 | 739 | 309 | 26 | 9 | 1 | 1 |
| 18:00 | 1223 | 51.9 | 45.5 | 6.2 | 1 | 7 | 14 | 25 | 97 | 356 | 520 | 164 | 30 | 6 | 3 | 0 |
| 19:00 | 768 | 52.4 | 46.9 | 5.3 | 0 | 2 | 3 | 8 | 33 | 198 | 326 | 173 | 22 | 2 | 1 | 0 |
| 20:00 | 556 | 54.0 | 47.8 | 5.9 | 1 | 1 | 1 | 5 | 17 | 128 | 236 | 117 | 40 | 9 | 1 | 0 |
| 21:00 | 421 | 55.4 | 49.0 | 6.2 | 0 | 0 | 3 | 1 | 7 | 53 | 221 | 98 | 20 | 15 | 0 | 3 |
| 22:00 | 303 | 55.1 | 50.0 | 5.0 | 0 | 0 | 0 | 0 | 1 | 29 | 150 | 81 | 33 | 8 | 1 | 0 |
| 23:00 | 237 | 54.7 | 49.7 | 4.8 | 0 | 0 | 0 | 0 | 2 | 26 | 105 | 82 | 15 | 7 | 0 | 0 |
| Total 2H(10-12) | 2530 | 50.9 | 44.6 | 6.1 | 0 | 8 | 40 | 153 | 197 | 743 | 1049 | 309 | 28 | 2 | 0 | 1 |
| 2H(14-16) | 3039 | 51.2 | 43.9 | 7.1 | 0 | 18 | 114 | 205 | 282 | 934 | 999 | 438 | 46 | 2 | 1 | 0 |
| 12H(7-19) | 17368 | 51.6 | 44.6 | 6.7 | 5 | 86 | 477 | 846 | 1420 | 5041 | 6719 | 2421 | 288 | 53 | 7 | 5 |
| 24H(0-24) | 22655 | 52.5 | 45.5 | 6.7 | 7 | 98 | 509 | 914 | 1553 | 5846 | 9136 | 3788 | 644 | 132 | 19 | 9 |
| AM Peak | 07:00 | 02:00 | 03:00 | 05:00 | 06:00 | 05:00 | 08:00 | 08:00 | 08:00 | 07:00 | 07:00 | 07:00 | 06:00 | 04:00 | 05:00 | 09:00 |
| | 1788 | 56.6 | 51.8 | 7.4 | 1 | 8 | 63 | 120 | 186 | 645 | 713 | 252 | 44 | 11 | 4 | 2 |
| PM Peak | 16:00 | 21:00 | 22:00 | 14:00 | 17:00 | 17:00 | 14:00 | 14:00 | 14:00 | 15:00 | 17:00 | 17:00 | 20:00 | 21:00 | 18:00 | 21:00 |
| | 1657 | 55.4 | 50.0 | 7.7 | 2 | 23 | 94 | 145 | 175 | 483 | 739 | 309 | 40 | 15 | 3 | 3 |

360 TSL Ltd

# East Heckington ATC, A17 (Eastern Site)

**Direction: Eastbound**

**25/03/2022**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 128 | 54.4 | 50.0 | 4.2 | 0 | 0 | 0 | 0 | 2 | 11 | 44 | 65 | 4 | 2 | 0 | 0 |
| 01:00 | 99 | 54.2 | 49.8 | 4.3 | 0 | 0 | 0 | 0 | 0 | 4 | 56 | 34 | 3 | 1 | 1 | 0 |
| 02:00 | 73 | 54.3 | 50.5 | 3.6 | 0 | 0 | 0 | 0 | 0 | 2 | 32 | 34 | 4 | 1 | 0 | 0 |
| 03:00 | 71 | 53.0 | 49.3 | 3.6 | 0 | 0 | 0 | 0 | 1 | 3 | 41 | 22 | 4 | 0 | 0 | 0 |
| 04:00 | 198 | 54.7 | 50.4 | 4.1 | 0 | 0 | 0 | 0 | 1 | 8 | 88 | 80 | 18 | 3 | 0 | 0 |
| 05:00 | 373 | 52.3 | 48.6 | 3.6 | 0 | 0 | 0 | 0 | 2 | 38 | 224 | 96 | 11 | 2 | 0 | 0 |
| 06:00 | 727 | 51.2 | 45.8 | 5.2 | 0 | 0 | 16 | 3 | 55 | 151 | 423 | 64 | 13 | 2 | 0 | 0 |
| 07:00 | 1016 | 50.3 | 43.7 | 6.4 | 1 | 2 | 24 | 70 | 89 | 345 | 435 | 42 | 3 | 1 | 0 | 4 |
| 08:00 | 812 | 48.6 | 43.3 | 5.1 | 1 | 2 | 11 | 34 | 80 | 371 | 288 | 24 | 1 | 0 | 0 | 0 |
| 09:00 | 709 | 49.2 | 44.0 | 5.1 | 0 | 2 | 10 | 21 | 35 | 349 | 271 | 14 | 0 | 6 | 1 | 0 |
| 10:00 | 741 | 47.9 | 43.2 | 4.5 | 0 | 0 | 3 | 33 | 103 | 348 | 231 | 17 | 6 | 0 | 0 | 0 |
| 11:00 | 689 | 47.8 | 42.3 | 5.3 | 0 | 0 | 16 | 36 | 143 | 279 | 192 | 22 | 1 | 0 | 0 | 0 |
| 12:00 | 703 | 48.9 | 42.3 | 6.3 | 1 | 15 | 16 | 10 | 98 | 344 | 197 | 21 | 1 | 0 | 0 | 0 |
| 13:00 | 755 | 48.5 | 41.9 | 6.3 | 0 | 0 | 40 | 65 | 104 | 284 | 234 | 28 | 0 | 0 | 0 | 0 |
| 14:00 | 847 | 49.7 | 42.1 | 7.4 | 0 | 24 | 34 | 45 | 81 | 350 | 277 | 34 | 2 | 0 | 0 | 0 |
| 15:00 | 827 | 48.6 | 43.6 | 4.8 | 0 | 1 | 16 | 16 | 94 | 343 | 343 | 12 | 2 | 0 | 0 | 0 |
| 16:00 | 758 | 49.2 | 44.9 | 4.2 | 0 | 0 | 0 | 14 | 64 | 288 | 339 | 51 | 1 | 1 | 0 | 0 |
| 17:00 | 714 | 50.2 | 45.1 | 4.9 | 1 | 0 | 6 | 20 | 40 | 240 | 334 | 69 | 4 | 0 | 0 | 0 |
| 18:00 | 634 | 49.8 | 45.8 | 3.8 | 0 | 0 | 0 | 0 | 41 | 198 | 334 | 54 | 7 | 0 | 0 | 0 |
| 19:00 | 451 | 49.3 | 44.9 | 4.2 | 0 | 0 | 0 | 6 | 31 | 210 | 154 | 49 | 0 | 1 | 0 | 0 |
| 20:00 | 309 | 51.1 | 46.6 | 4.4 | 0 | 0 | 0 | 2 | 6 | 96 | 165 | 28 | 8 | 4 | 0 | 0 |
| 21:00 | 230 | 50.1 | 46.2 | 3.7 | 0 | 0 | 0 | 0 | 14 | 57 | 137 | 19 | 3 | 0 | 0 | 0 |
| 22:00 | 199 | 54.6 | 49.0 | 5.4 | 0 | 0 | 0 | 1 | 0 | 29 | 107 | 49 | 7 | 4 | 1 | 1 |
| 23:00 | 115 | 56.5 | 50.3 | 6.0 | 0 | 0 | 0 | 0 | 1 | 6 | 61 | 37 | 3 | 4 | 3 | 0 |
| Total 2H(10-12) | 1430 | 47.9 | 42.8 | 4.9 | 0 | 0 | 19 | 69 | 246 | 627 | 423 | 39 | 7 | 0 | 0 | 0 |
| 2H(14-16) | 1674 | 49.3 | 42.8 | 6.3 | 0 | 25 | 50 | 61 | 175 | 693 | 620 | 46 | 4 | 0 | 0 | 0 |
| 12H(7-19) | 9205 | 49.3 | 43.5 | 5.6 | 4 | 46 | 176 | 364 | 972 | 3739 | 3475 | 388 | 28 | 8 | 1 | 4 |
| 24H(0-24) | 12178 | 50.3 | 44.4 | 5.7 | 4 | 46 | 192 | 376 | 1085 | 4354 | 5007 | 965 | 106 | 32 | 6 | 5 |
| AM Peak | 07:00 | 04:00 | 02:00 | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 | 11:00 | 08:00 | 07:00 | 05:00 | 04:00 | 09:00 | 01:00 | 07:00 |
| | 1016 | 54.7 | 50.5 | 6.4 | 1 | 2 | 24 | 70 | 143 | 371 | 435 | 96 | 18 | 6 | 1 | 4 |
| PM Peak | 14:00 | 23:00 | 23:00 | 14:00 | 12:00 | 14:00 | 13:00 | 13:00 | 13:00 | 14:00 | 15:00 | 17:00 | 20:00 | 20:00 | 23:00 | 22:00 |
| | 847 | 56.5 | 50.3 | 7.4 | 1 | 24 | 40 | 65 | 104 | 350 | 343 | 69 | 8 | 4 | 3 | 1 |

360 TSL Ltd

**Direction: Westbound**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 70 | 59.6 | 52.9 | 6.4 | 0 | 0 | 0 | 1 | 0 | 3 | 18 | 25 | 17 | 5 | 1 | 0 |
| 01:00 | 61 | 57.8 | 53.6 | 4.0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 30 | 19 | 2 | 0 | 0 |
| 02:00 | 85 | 59.0 | 53.5 | 5.3 | 0 | 0 | 0 | 0 | 0 | 4 | 14 | 38 | 24 | 4 | 1 | 0 |
| 03:00 | 111 | 59.8 | 54.0 | 5.6 | 0 | 0 | 0 | 0 | 0 | 4 | 16 | 54 | 25 | 11 | 1 | 0 |
| 04:00 | 183 | 58.5 | 53.2 | 5.1 | 0 | 0 | 0 | 0 | 0 | 3 | 45 | 81 | 41 | 12 | 1 | 0 |
| 05:00 | 350 | 58.9 | 51.3 | 7.4 | 1 | 0 | 8 | 0 | 1 | 25 | 88 | 156 | 53 | 13 | 4 | 1 |
| 06:00 | 491 | 56.1 | 50.1 | 5.8 | 1 | 0 | 4 | 4 | 7 | 31 | 178 | 219 | 35 | 11 | 0 | 1 |
| 07:00 | 675 | 55.0 | 47.7 | 7.0 | 1 | 0 | 30 | 3 | 29 | 67 | 291 | 211 | 35 | 8 | 0 | 0 |
| 08:00 | 656 | 53.8 | 46.3 | 7.2 | 1 | 3 | 21 | 41 | 23 | 85 | 283 | 185 | 13 | 1 | 0 | 0 |
| 09:00 | 657 | 52.8 | 45.8 | 6.8 | 0 | 5 | 7 | 45 | 38 | 133 | 268 | 145 | 13 | 3 | 0 | 0 |
| 10:00 | 700 | 52.6 | 44.5 | 7.9 | 0 | 9 | 38 | 40 | 45 | 129 | 294 | 141 | 4 | 0 | 0 | 0 |
| 11:00 | 785 | 52.1 | 45.1 | 6.8 | 1 | 1 | 15 | 76 | 39 | 172 | 309 | 161 | 11 | 0 | 0 | 0 |
| 12:00 | 858 | 52.4 | 44.5 | 7.7 | 4 | 3 | 38 | 57 | 71 | 165 | 354 | 153 | 11 | 2 | 0 | 0 |
| 13:00 | 799 | 53.9 | 46.2 | 7.4 | 1 | 5 | 44 | 16 | 25 | 112 | 374 | 208 | 11 | 3 | 0 | 0 |
| 14:00 | 844 | 53.1 | 45.6 | 7.2 | 2 | 15 | 16 | 22 | 34 | 215 | 350 | 173 | 15 | 2 | 0 | 0 |
| 15:00 | 804 | 54.2 | 47.7 | 6.3 | 0 | 1 | 14 | 22 | 27 | 141 | 300 | 249 | 43 | 7 | 0 | 0 |
| 16:00 | 890 | 53.8 | 48.0 | 5.6 | 0 | 7 | 4 | 8 | 28 | 115 | 411 | 281 | 34 | 2 | 0 | 0 |
| 17:00 | 759 | 54.6 | 47.2 | 7.2 | 3 | 9 | 10 | 7 | 34 | 122 | 337 | 198 | 32 | 4 | 3 | 0 |
| 18:00 | 537 | 55.3 | 48.3 | 6.8 | 2 | 0 | 13 | 7 | 10 | 71 | 222 | 176 | 23 | 12 | 1 | 0 |
| 19:00 | 328 | 54.3 | 48.6 | 5.4 | 0 | 0 | 0 | 0 | 13 | 66 | 124 | 97 | 21 | 6 | 1 | 0 |
| 20:00 | 282 | 56.0 | 50.9 | 4.9 | 0 | 0 | 0 | 0 | 3 | 17 | 99 | 128 | 27 | 6 | 2 | 0 |
| 21:00 | 156 | 57.0 | 51.3 | 5.5 | 0 | 0 | 0 | 1 | 1 | 11 | 51 | 66 | 16 | 10 | 0 | 0 |
| 22:00 | 108 | 59.9 | 52.5 | 7.1 | 0 | 0 | 2 | 0 | 0 | 2 | 28 | 52 | 15 | 7 | 1 | 1 |
| 23:00 | 89 | 59.2 | 53.9 | 5.1 | 0 | 0 | 0 | 0 | 0 | 4 | 13 | 32 | 37 | 2 | 1 | 0 |
| Total 2H(10-12) | 1485 | 52.4 | 44.8 | 7.3 | 1 | 10 | 53 | 116 | 84 | 301 | 603 | 302 | 15 | 0 | 0 | 0 |
| 2H(14-16) | 1648 | 53.7 | 46.6 | 6.9 | 2 | 16 | 30 | 44 | 61 | 356 | 650 | 422 | 58 | 9 | 0 | 0 |
| 12H(7-19) | 8964 | 53.7 | 46.4 | 7.1 | 15 | 58 | 250 | 344 | 403 | 1527 | 3793 | 2281 | 245 | 44 | 4 | 0 |
| 24H(0-24) | 11278 | 54.8 | 47.4 | 7.2 | 17 | 58 | 264 | 350 | 428 | 1697 | 4477 | 3259 | 575 | 133 | 17 | 3 |
| AM Peak | 11:00 | 03:00 | 03:00 | 10:00 | 05:00 | 10:00 | 10:00 | 11:00 | 10:00 | 11:00 | 11:00 | 06:00 | 05:00 | 05:00 | 05:00 | 05:00 |
| | 785 | 59.8 | 54.0 | 7.9 | 1 | 9 | 38 | 76 | 45 | 172 | 309 | 219 | 53 | 13 | 4 | 1 |
| PM Peak | 16:00 | 22:00 | 23:00 | 12:00 | 12:00 | 14:00 | 13:00 | 12:00 | 12:00 | 14:00 | 16:00 | 16:00 | 15:00 | 18:00 | 17:00 | 22:00 |
| | 890 | 59.9 | 53.9 | 7.7 | 4 | 15 | 44 | 57 | 71 | 215 | 411 | 281 | 43 | 12 | 3 | 1 |

360 TSL Ltd

**Direction: Total Flow**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 198 | 56.5 | 51.1 | 5.3 | 0 | 0 | 0 | 1 | 2 | 14 | 62 | 90 | 21 | 7 | 1 | 0 |
| 01:00 | 160 | 56.0 | 51.3 | 4.6 | 0 | 0 | 0 | 0 | 0 | 4 | 66 | 64 | 22 | 3 | 1 | 0 |
| 02:00 | 158 | 57.1 | 52.1 | 4.9 | 0 | 0 | 0 | 0 | 0 | 6 | 46 | 72 | 28 | 5 | 1 | 0 |
| 03:00 | 182 | 57.7 | 52.1 | 5.4 | 0 | 0 | 0 | 0 | 1 | 7 | 57 | 76 | 29 | 11 | 1 | 0 |
| 04:00 | 381 | 56.7 | 51.8 | 4.8 | 0 | 0 | 0 | 0 | 1 | 11 | 133 | 161 | 59 | 15 | 1 | 0 |
| 05:00 | 723 | 56.0 | 49.9 | 5.9 | 1 | 0 | 8 | 0 | 3 | 63 | 312 | 252 | 64 | 15 | 4 | 1 |
| 06:00 | 1218 | 53.6 | 47.5 | 5.8 | 1 | 0 | 20 | 7 | 62 | 182 | 601 | 283 | 48 | 13 | 0 | 1 |
| 07:00 | 1691 | 52.5 | 45.3 | 6.9 | 2 | 2 | 54 | 73 | 118 | 412 | 726 | 253 | 38 | 9 | 0 | 4 |
| 08:00 | 1468 | 51.2 | 44.6 | 6.3 | 2 | 5 | 32 | 75 | 103 | 456 | 571 | 209 | 14 | 1 | 0 | 0 |
| 09:00 | 1366 | 51.1 | 44.8 | 6.0 | 0 | 7 | 17 | 66 | 73 | 482 | 539 | 159 | 13 | 9 | 1 | 0 |
| 10:00 | 1441 | 50.5 | 43.8 | 6.4 | 0 | 9 | 41 | 73 | 148 | 477 | 525 | 158 | 10 | 0 | 0 | 0 |
| 11:00 | 1474 | 50.3 | 43.8 | 6.3 | 1 | 1 | 31 | 112 | 182 | 451 | 501 | 183 | 12 | 0 | 0 | 0 |
| 12:00 | 1561 | 51.0 | 43.5 | 7.2 | 5 | 18 | 54 | 67 | 169 | 509 | 551 | 174 | 12 | 2 | 0 | 0 |
| 13:00 | 1554 | 51.6 | 44.1 | 7.2 | 1 | 5 | 84 | 81 | 129 | 396 | 608 | 236 | 11 | 3 | 0 | 0 |
| 14:00 | 1691 | 51.6 | 43.8 | 7.5 | 2 | 39 | 50 | 67 | 115 | 565 | 627 | 207 | 17 | 2 | 0 | 0 |
| 15:00 | 1631 | 51.8 | 45.6 | 5.9 | 0 | 2 | 30 | 38 | 121 | 484 | 643 | 261 | 45 | 7 | 0 | 0 |
| 16:00 | 1648 | 52.0 | 46.6 | 5.2 | 0 | 7 | 4 | 22 | 92 | 403 | 750 | 332 | 35 | 3 | 0 | 0 |
| 17:00 | 1473 | 52.7 | 46.2 | 6.3 | 4 | 9 | 16 | 27 | 74 | 362 | 671 | 267 | 36 | 4 | 3 | 0 |
| 18:00 | 1171 | 52.7 | 47.0 | 5.5 | 2 | 0 | 13 | 7 | 51 | 269 | 556 | 230 | 30 | 12 | 1 | 0 |
| 19:00 | 779 | 51.8 | 46.4 | 5.1 | 0 | 0 | 0 | 6 | 44 | 276 | 278 | 146 | 21 | 7 | 1 | 0 |
| 20:00 | 591 | 53.9 | 48.6 | 5.1 | 0 | 0 | 0 | 2 | 9 | 113 | 264 | 156 | 35 | 10 | 2 | 0 |
| 21:00 | 386 | 53.6 | 48.2 | 5.2 | 0 | 0 | 0 | 1 | 15 | 68 | 188 | 85 | 19 | 10 | 0 | 0 |
| 22:00 | 307 | 56.7 | 50.2 | 6.3 | 0 | 0 | 2 | 1 | 0 | 31 | 135 | 101 | 22 | 11 | 2 | 2 |
| 23:00 | 204 | 58.0 | 51.9 | 5.9 | 0 | 0 | 0 | 0 | 1 | 10 | 74 | 69 | 40 | 6 | 4 | 0 |
| Total 2H(10-12) | 2915 | 50.4 | 43.8 | 6.3 | 1 | 10 | 72 | 185 | 330 | 928 | 1026 | 341 | 22 | 0 | 0 | 0 |
| 2H(14-16) | 3322 | 51.8 | 44.7 | 6.8 | 2 | 41 | 80 | 105 | 236 | 1049 | 1270 | 468 | 62 | 9 | 0 | 0 |
| 12H(7-19) | 18169 | 51.7 | 44.9 | 6.6 | 19 | 104 | 426 | 708 | 1375 | 5266 | 7268 | 2669 | 273 | 52 | 5 | 4 |
| 24H(0-24) | 23456 | 52.7 | 45.8 | 6.6 | 21 | 104 | 456 | 726 | 1513 | 6051 | 9484 | 4224 | 681 | 165 | 23 | 8 |
| AM Peak | 07:00 | 03:00 | 03:00 | 07:00 | 07:00 | 10:00 | 07:00 | 11:00 | 11:00 | 09:00 | 07:00 | 06:00 | 05:00 | 04:00 | 05:00 | 07:00 |
| | 1691 | 57.7 | 52.1 | 6.9 | 2 | 9 | 54 | 112 | 182 | 482 | 726 | 283 | 64 | 15 | 4 | 4 |
| PM Peak | 14:00 | 23:00 | 23:00 | 14:00 | 12:00 | 14:00 | 13:00 | 13:00 | 12:00 | 14:00 | 16:00 | 16:00 | 15:00 | 18:00 | 23:00 | 22:00 |
| | 1691 | 58.0 | 51.9 | 7.5 | 5 | 39 | 84 | 81 | 169 | 565 | 750 | 332 | 45 | 12 | 4 | 2 |

360 TSL Ltd

## East Heckington ATC, A17 (Eastern Site)

**Direction: Eastbound**

**26/03/2022**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 84 | 56.2 | 50.6 | 5.4 | 0 | 0 | 0 | 0 | 0 | 4 | 36 | 40 | 1 | 2 | 0 | 1 |
| 01:00 | 74 | 53.5 | 49.5 | 3.9 | 0 | 0 | 0 | 0 | 0 | 4 | 43 | 24 | 1 | 2 | 0 | 0 |
| 02:00 | 70 | 59.8 | 53.0 | 6.6 | 0 | 0 | 0 | 0 | 0 | 3 | 17 | 37 | 6 | 4 | 3 | 0 |
| 03:00 | 64 | 55.0 | 49.1 | 5.7 | 0 | 0 | 0 | 0 | 3 | 6 | 33 | 17 | 1 | 4 | 0 | 0 |
| 04:00 | 84 | 55.5 | 50.4 | 4.9 | 0 | 0 | 0 | 0 | 1 | 9 | 28 | 35 | 9 | 2 | 0 | 0 |
| 05:00 | 160 | 52.5 | 48.5 | 3.8 | 0 | 0 | 0 | 0 | 0 | 24 | 87 | 43 | 5 | 1 | 0 | 0 |
| 06:00 | 287 | 52.4 | 48.2 | 4.1 | 0 | 0 | 0 | 0 | 0 | 51 | 165 | 58 | 11 | 1 | 1 | 0 |
| 07:00 | 348 | 51.1 | 45.4 | 5.4 | 0 | 0 | 1 | 13 | 24 | 124 | 128 | 48 | 7 | 3 | 0 | 0 |
| 08:00 | 455 | 49.4 | 45.6 | 3.7 | 0 | 0 | 0 | 0 | 12 | 196 | 209 | 34 | 2 | 2 | 0 | 0 |
| 09:00 | 615 | 48.7 | 43.5 | 5.0 | 0 | 0 | 10 | 22 | 78 | 258 | 217 | 27 | 3 | 0 | 0 | 0 |
| 10:00 | 643 | 48.9 | 44.0 | 4.7 | 0 | 0 | 9 | 18 | 57 | 275 | 251 | 30 | 3 | 0 | 0 | 0 |
| 11:00 | 634 | 49.4 | 43.4 | 5.8 | 0 | 2 | 23 | 11 | 78 | 255 | 228 | 33 | 3 | 1 | 0 | 0 |
| 12:00 | 648 | 49.3 | 44.6 | 4.5 | 0 | 0 | 6 | 2 | 65 | 261 | 269 | 40 | 3 | 2 | 0 | 0 |
| 13:00 | 595 | 50.8 | 44.7 | 5.9 | 0 | 0 | 20 | 16 | 45 | 181 | 272 | 56 | 1 | 4 | 0 | 0 |
| 14:00 | 548 | 49.4 | 44.8 | 4.4 | 0 | 0 | 2 | 14 | 43 | 201 | 249 | 35 | 4 | 0 | 0 | 0 |
| 15:00 | 556 | 50.1 | 44.6 | 5.3 | 0 | 0 | 15 | 9 | 54 | 168 | 266 | 41 | 3 | 0 | 0 | 0 |
| 16:00 | 538 | 49.9 | 45.5 | 4.3 | 0 | 0 | 2 | 8 | 30 | 179 | 275 | 38 | 5 | 1 | 0 | 0 |
| 17:00 | 541 | 50.2 | 46.0 | 4.1 | 0 | 0 | 0 | 0 | 31 | 177 | 273 | 53 | 5 | 1 | 1 | 0 |
| 18:00 | 512 | 50.3 | 46.0 | 4.2 | 0 | 0 | 0 | 0 | 41 | 137 | 280 | 49 | 3 | 1 | 1 | 0 |
| 19:00 | 308 | 50.9 | 46.9 | 3.8 | 0 | 0 | 0 | 1 | 2 | 83 | 175 | 43 | 3 | 0 | 1 | 0 |
| 20:00 | 280 | 52.4 | 47.6 | 4.6 | 0 | 0 | 0 | 0 | 3 | 67 | 151 | 51 | 1 | 6 | 1 | 0 |
| 21:00 | 250 | 52.0 | 47.5 | 4.3 | 0 | 0 | 0 | 1 | 12 | 36 | 145 | 52 | 3 | 0 | 1 | 0 |
| 22:00 | 136 | 53.5 | 48.1 | 5.3 | 0 | 0 | 0 | 3 | 0 | 28 | 68 | 28 | 5 | 4 | 0 | 0 |
| 23:00 | 116 | 55.5 | 49.7 | 5.6 | 0 | 0 | 0 | 0 | 0 | 16 | 57 | 27 | 13 | 1 | 2 | 0 |
| **Total** | | | | | | | | | | | | | | | | |
| **2H(10-12)** | 1277 | 49.2 | 43.7 | 5.3 | 0 | 2 | 32 | 29 | 135 | 530 | 479 | 63 | 6 | 1 | 0 | 0 |
| **2H(14-16)** | 1104 | 49.8 | 44.7 | 4.9 | 0 | 0 | 17 | 23 | 97 | 369 | 515 | 76 | 7 | 0 | 0 | 0 |
| **12H(7-19)** | 6633 | 49.9 | 44.8 | 4.9 | 0 | 2 | 88 | 113 | 558 | 2412 | 2917 | 484 | 42 | 15 | 2 | 0 |
| **24H(0-24)** | 8546 | 50.9 | 45.6 | 5.1 | 0 | 2 | 88 | 118 | 579 | 2743 | 3922 | 939 | 101 | 42 | 11 | 1 |
| **AM Peak** | 10:00 | 02:00 | 02:00 | 02:00 | 00:00 | 11:00 | 11:00 | 09:00 | 09:00 | 10:00 | 10:00 | 06:00 | 06:00 | 02:00 | 02:00 | 00:00 |
| | **643** | **59.8** | **53.0** | **6.6** | **0** | **2** | **23** | **22** | **78** | **275** | **251** | **58** | **11** | **4** | **3** | **1** |
| **PM Peak** | 12:00 | 23:00 | 23:00 | 13:00 | 12:00 | 12:00 | 13:00 | 13:00 | 12:00 | 12:00 | 18:00 | 13:00 | 23:00 | 20:00 | 23:00 | 12:00 |
| | **648** | **55.5** | **49.7** | **5.9** | **0** | **0** | **20** | **16** | **65** | **261** | **280** | **56** | **13** | **6** | **2** | **0** |

**360 TSL Ltd**

**Direction: Westbound**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 59 | 60.8 | 53.9 | 6.7 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 26 | 7 | 7 | 2 | 0 |
| 01:00 | 43 | 59.8 | 53.6 | 6.0 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 16 | 13 | 2 | 1 | 0 |
| 02:00 | 69 | 59.2 | 54.1 | 4.9 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 33 | 24 | 2 | 1 | 0 |
| 03:00 | 78 | 59.7 | 54.0 | 5.5 | 0 | 0 | 0 | 0 | 1 | 0 | 10 | 44 | 17 | 4 | 2 | 0 |
| 04:00 | 101 | 62.4 | 53.7 | 8.4 | 0 | 0 | 0 | 0 | 0 | 9 | 19 | 47 | 14 | 5 | 5 | 2 |
| 05:00 | 230 | 60.0 | 52.4 | 7.4 | 0 | 0 | 3 | 1 | 4 | 17 | 38 | 109 | 38 | 14 | 6 | 0 |
| 06:00 | 281 | 58.5 | 51.4 | 6.8 | 0 | 0 | 0 | 9 | 5 | 18 | 59 | 134 | 45 | 7 | 2 | 2 |
| 07:00 | 409 | 56.0 | 50.8 | 5.0 | 0 | 0 | 0 | 6 | 1 | 22 | 144 | 181 | 44 | 10 | 1 | 0 |
| 08:00 | 544 | 54.5 | 49.4 | 4.8 | 0 | 0 | 3 | 2 | 2 | 56 | 250 | 183 | 41 | 6 | 1 | 0 |
| 09:00 | 593 | 54.2 | 47.7 | 6.4 | 0 | 2 | 5 | 22 | 22 | 87 | 254 | 166 | 28 | 5 | 2 | 0 |
| 10:00 | 640 | 53.5 | 46.2 | 7.1 | 0 | 1 | 25 | 39 | 21 | 88 | 297 | 148 | 18 | 3 | 0 | 0 |
| 11:00 | 698 | 52.6 | 48.1 | 4.4 | 0 | 1 | 2 | 1 | 21 | 99 | 353 | 203 | 18 | 0 | 0 | 0 |
| 12:00 | 662 | 52.7 | 47.0 | 5.5 | 0 | 2 | 3 | 8 | 27 | 161 | 297 | 142 | 16 | 5 | 0 | 1 |
| 13:00 | 592 | 54.2 | 49.3 | 4.7 | 0 | 0 | 1 | 2 | 5 | 71 | 260 | 214 | 28 | 10 | 1 | 0 |
| 14:00 | 548 | 55.5 | 49.7 | 5.6 | 0 | 1 | 1 | 12 | 9 | 40 | 210 | 226 | 35 | 14 | 0 | 0 |
| 15:00 | 562 | 54.7 | 48.3 | 6.2 | 0 | 6 | 2 | 7 | 15 | 76 | 234 | 185 | 31 | 6 | 0 | 0 |
| 16:00 | 494 | 55.7 | 48.6 | 6.9 | 0 | 6 | 2 | 13 | 9 | 61 | 194 | 162 | 36 | 11 | 0 | 0 |
| 17:00 | 475 | 54.8 | 49.3 | 5.3 | 0 | 1 | 3 | 1 | 6 | 50 | 216 | 155 | 35 | 7 | 1 | 0 |
| 18:00 | 456 | 53.8 | 48.8 | 4.8 | 0 | 0 | 3 | 1 | 7 | 55 | 216 | 149 | 22 | 2 | 1 | 0 |
| 19:00 | 302 | 54.4 | 48.3 | 5.9 | 0 | 1 | 1 | 2 | 10 | 61 | 112 | 90 | 21 | 3 | 1 | 0 |
| 20:00 | 228 | 57.8 | 49.6 | 7.9 | 0 | 4 | 1 | 3 | 7 | 16 | 84 | 80 | 23 | 7 | 3 | 0 |
| 21:00 | 127 | 59.6 | 53.1 | 6.3 | 0 | 0 | 0 | 0 | 2 | 4 | 33 | 52 | 22 | 12 | 2 | 0 |
| 22:00 | 107 | 60.1 | 52.5 | 7.3 | 0 | 1 | 0 | 0 | 0 | 8 | 22 | 50 | 19 | 3 | 4 | 0 |
| 23:00 | 79 | 57.1 | 48.9 | 7.9 | 0 | 1 | 0 | 1 | 3 | 10 | 36 | 18 | 6 | 2 | 2 | 0 |
| **Total** | | | | | | | | | | | | | | | | |
| **2H(10-12)** | 1338 | 53.3 | 47.2 | 5.9 | 0 | 2 | 27 | 40 | 42 | 187 | 650 | 351 | 36 | 3 | 0 | 0 |
| **2H(14-16)** | 1110 | 55.1 | 49.0 | 5.9 | 0 | 7 | 3 | 19 | 24 | 116 | 444 | 411 | 66 | 20 | 0 | 0 |
| **12H(7-19)** | 6673 | 54.4 | 48.5 | 5.8 | 0 | 20 | 50 | 114 | 145 | 866 | 2925 | 2114 | 352 | 79 | 7 | 1 |
| **24H(0-24)** | 8377 | 55.5 | 49.0 | 6.2 | 0 | 27 | 55 | 130 | 177 | 1013 | 3371 | 2813 | 601 | 147 | 38 | 5 |
| **AM Peak** | 11:00 | 04:00 | 02:00 | 04:00 | 00:00 | 09:00 | 10:00 | 10:00 | 09:00 | 11:00 | 11:00 | 11:00 | 06:00 | 05:00 | 05:00 | 04:00 |
| | **698** | **62.4** | **54.1** | **8.4** | **0** | **2** | **25** | **39** | **22** | **99** | **353** | **203** | **45** | **14** | **6** | **2** |
| **PM Peak** | 12:00 | 22:00 | 21:00 | 20:00 | 12:00 | 15:00 | 12:00 | 16:00 | 12:00 | 12:00 | 12:00 | 14:00 | 16:00 | 14:00 | 22:00 | 12:00 |
| | **662** | **60.1** | **53.1** | **7.9** | **0** | **6** | **3** | **13** | **27** | **161** | **297** | **226** | **36** | **14** | **4** | **1** |

**360 TSL Ltd**

**Direction: Total Flow**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 143 | 58.3 | 52.0 | 6.1 | 0 | 0 | 0 | 0 | 0 | 4 | 53 | 66 | 8 | 9 | 2 | 1 |
| 01:00 | 117 | 56.4 | 51.0 | 5.2 | 0 | 0 | 0 | 0 | 0 | 6 | 52 | 40 | 14 | 4 | 1 | 0 |
| 02:00 | 139 | 59.6 | 53.5 | 5.8 | 0 | 0 | 0 | 0 | 0 | 5 | 24 | 70 | 30 | 6 | 4 | 0 |
| 03:00 | 142 | 58.1 | 51.8 | 6.1 | 0 | 0 | 0 | 0 | 4 | 6 | 43 | 61 | 18 | 8 | 2 | 0 |
| 04:00 | 185 | 59.7 | 52.2 | 7.2 | 0 | 0 | 0 | 0 | 1 | 18 | 47 | 82 | 23 | 7 | 5 | 2 |
| 05:00 | 390 | 57.5 | 50.8 | 6.4 | 0 | 0 | 3 | 1 | 4 | 41 | 125 | 152 | 43 | 15 | 6 | 0 |
| 06:00 | 568 | 55.8 | 49.8 | 5.8 | 0 | 0 | 0 | 9 | 5 | 69 | 224 | 192 | 56 | 8 | 3 | 2 |
| 07:00 | 757 | 54.4 | 48.3 | 5.9 | 0 | 0 | 1 | 19 | 25 | 146 | 272 | 229 | 51 | 13 | 1 | 0 |
| 08:00 | 999 | 52.6 | 47.7 | 4.8 | 0 | 0 | 3 | 2 | 14 | 252 | 459 | 217 | 43 | 8 | 1 | 0 |
| 09:00 | 1208 | 51.8 | 45.5 | 6.1 | 0 | 2 | 15 | 44 | 100 | 345 | 471 | 193 | 31 | 5 | 2 | 0 |
| 10:00 | 1283 | 51.4 | 45.1 | 6.1 | 0 | 1 | 34 | 57 | 78 | 363 | 548 | 178 | 21 | 3 | 0 | 0 |
| 11:00 | 1332 | 51.7 | 45.9 | 5.6 | 0 | 3 | 25 | 12 | 99 | 354 | 581 | 236 | 21 | 1 | 0 | 0 |
| 12:00 | 1310 | 51.2 | 45.8 | 5.2 | 0 | 2 | 9 | 10 | 92 | 422 | 566 | 182 | 19 | 7 | 0 | 1 |
| 13:00 | 1187 | 53.1 | 47.0 | 5.8 | 0 | 0 | 21 | 18 | 50 | 252 | 532 | 270 | 29 | 14 | 1 | 0 |
| 14:00 | 1096 | 53.0 | 47.2 | 5.6 | 0 | 1 | 3 | 26 | 52 | 241 | 459 | 261 | 39 | 14 | 0 | 0 |
| 15:00 | 1118 | 52.8 | 46.5 | 6.1 | 0 | 6 | 17 | 16 | 69 | 244 | 500 | 226 | 34 | 6 | 0 | 0 |
| 16:00 | 1032 | 53.0 | 46.9 | 5.9 | 0 | 6 | 4 | 21 | 39 | 240 | 469 | 200 | 41 | 12 | 0 | 0 |
| 17:00 | 1016 | 52.7 | 47.5 | 5.0 | 0 | 1 | 3 | 1 | 37 | 227 | 489 | 208 | 40 | 8 | 2 | 0 |
| 18:00 | 968 | 52.2 | 47.3 | 4.7 | 0 | 0 | 3 | 1 | 48 | 192 | 496 | 198 | 25 | 3 | 2 | 0 |
| 19:00 | 610 | 52.8 | 47.6 | 5.0 | 0 | 1 | 1 | 3 | 12 | 144 | 287 | 133 | 24 | 3 | 2 | 0 |
| 20:00 | 508 | 55.1 | 48.5 | 6.4 | 0 | 4 | 1 | 3 | 10 | 83 | 235 | 131 | 24 | 13 | 4 | 0 |
| 21:00 | 377 | 55.3 | 49.4 | 5.7 | 0 | 0 | 0 | 1 | 14 | 40 | 178 | 104 | 25 | 12 | 3 | 0 |
| 22:00 | 243 | 56.9 | 50.0 | 6.6 | 0 | 1 | 0 | 3 | 0 | 36 | 90 | 78 | 24 | 7 | 4 | 0 |
| 23:00 | 195 | 56.3 | 49.4 | 6.6 | 0 | 1 | 0 | 1 | 3 | 26 | 93 | 45 | 19 | 3 | 4 | 0 |
| **Total** | | | | | | | | | | | | | | | | |
| **2H(10-12)** | 2615 | 51.6 | 45.5 | 5.9 | 0 | 4 | 59 | 69 | 177 | 717 | 1129 | 414 | 42 | 4 | 0 | 0 |
| **2H(14-16)** | 2214 | 52.9 | 46.9 | 5.9 | 0 | 7 | 20 | 42 | 121 | 485 | 959 | 487 | 73 | 20 | 0 | 0 |
| **12H(7-19)** | 13306 | 52.5 | 46.6 | 5.7 | 0 | 22 | 138 | 227 | 703 | 3278 | 5842 | 2598 | 394 | 94 | 9 | 1 |
| **24H(0-24)** | 16923 | 53.4 | 47.3 | 5.9 | 0 | 29 | 143 | 248 | 756 | 3756 | 7293 | 3752 | 702 | 189 | 49 | 6 |
| **AM Peak** | 11:00 | 04:00 | 02:00 | 04:00 | 00:00 | 11:00 | 10:00 | 10:00 | 09:00 | 10:00 | 11:00 | 11:00 | 06:00 | 05:00 | 05:00 | 04:00 |
| | **1332** | **59.7** | **53.5** | **7.2** | **0** | **3** | **34** | **57** | **100** | **363** | **581** | **236** | **56** | **15** | **6** | **2** |
| **PM Peak** | 12:00 | 22:00 | 22:00 | 22:00 | 12:00 | 15:00 | 13:00 | 14:00 | 12:00 | 12:00 | 12:00 | 13:00 | 16:00 | 13:00 | 20:00 | 12:00 |
| | **1310** | **56.9** | **50.0** | **6.6** | **0** | **6** | **21** | **26** | **92** | **422** | **566** | **270** | **41** | **14** | **4** | **1** |

**360 TSL Ltd**

# East Heckington ATC, A17 (Eastern Site)

**Direction: Eastbound**

**27/03/2022**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 72 | 54.0 | 48.2 | 5.6 | 0 | 0 | 0 | 0 | 4 | 14 | 32 | 15 | 5 | 2 | 0 | 0 |
| 01:00 | 50 | 56.4 | 49.9 | 6.3 | 0 | 0 | 0 | 0 | 1 | 7 | 21 | 16 | 2 | 2 | 1 | 0 |
| 02:00 | 0 | - | - | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 36 | 55.7 | 48.4 | 7.0 | 0 | 0 | 0 | 2 | 0 | 6 | 18 | 6 | 1 | 3 | 0 | 0 |
| 04:00 | 39 | 54.8 | 49.6 | 5.1 | 0 | 0 | 0 | 0 | 0 | 4 | 22 | 9 | 2 | 2 | 0 | 0 |
| 05:00 | 83 | 56.0 | 50.8 | 5.0 | 0 | 0 | 0 | 0 | 0 | 7 | 33 | 28 | 12 | 3 | 0 | 0 |
| 06:00 | 136 | 54.8 | 48.8 | 5.8 | 0 | 0 | 0 | 0 | 4 | 15 | 85 | 18 | 8 | 4 | 2 | 0 |
| 07:00 | 173 | 53.0 | 48.7 | 4.1 | 0 | 0 | 0 | 0 | 2 | 20 | 101 | 39 | 9 | 2 | 0 | 0 |
| 08:00 | 236 | 52.1 | 47.8 | 4.1 | 0 | 0 | 0 | 1 | 3 | 42 | 135 | 46 | 7 | 2 | 0 | 0 |
| 09:00 | 419 | 49.8 | 45.7 | 3.9 | 0 | 0 | 1 | 5 | 17 | 132 | 231 | 30 | 3 | 0 | 0 | 0 |
| 10:00 | 536 | 49.5 | 45.6 | 3.8 | 0 | 0 | 0 | 1 | 32 | 185 | 277 | 37 | 3 | 1 | 0 | 0 |
| 11:00 | 629 | 49.1 | 45.1 | 3.8 | 0 | 0 | 0 | 1 | 43 | 264 | 271 | 45 | 5 | 0 | 0 | 0 |
| 12:00 | 686 | 48.6 | 44.9 | 3.6 | 0 | 0 | 0 | 8 | 36 | 298 | 310 | 34 | 0 | 0 | 0 | 0 |
| 13:00 | 617 | 48.6 | 44.8 | 3.7 | 0 | 0 | 0 | 1 | 39 | 292 | 254 | 27 | 2 | 2 | 0 | 0 |
| 14:00 | 588 | 49.5 | 45.0 | 4.4 | 0 | 0 | 0 | 15 | 50 | 196 | 284 | 39 | 3 | 1 | 0 | 0 |
| 15:00 | 558 | 50.4 | 46.6 | 3.7 | 0 | 0 | 0 | 1 | 13 | 158 | 311 | 71 | 2 | 2 | 0 | 0 |
| 16:00 | 625 | 49.7 | 45.4 | 4.1 | 0 | 0 | 3 | 5 | 30 | 231 | 306 | 46 | 2 | 2 | 0 | 0 |
| 17:00 | 589 | 50.1 | 45.8 | 4.1 | 0 | 0 | 0 | 1 | 29 | 205 | 301 | 46 | 4 | 1 | 2 | 0 |
| 18:00 | 589 | 50.1 | 45.9 | 4.1 | 0 | 0 | 0 | 2 | 52 | 138 | 338 | 55 | 3 | 1 | 0 | 0 |
| 19:00 | 437 | 49.9 | 46.0 | 3.8 | 0 | 0 | 0 | 1 | 15 | 148 | 227 | 41 | 4 | 1 | 0 | 0 |
| 20:00 | 356 | 50.2 | 46.5 | 3.5 | 0 | 0 | 0 | 1 | 4 | 105 | 204 | 37 | 5 | 0 | 0 | 0 |
| 21:00 | 269 | 53.8 | 48.1 | 5.4 | 0 | 0 | 0 | 0 | 0 | 70 | 130 | 54 | 4 | 10 | 0 | 1 |
| 22:00 | 123 | 54.1 | 48.8 | 5.2 | 0 | 0 | 0 | 0 | 1 | 20 | 69 | 22 | 5 | 6 | 0 | 0 |
| 23:00 | 84 | 53.9 | 48.7 | 5.0 | 0 | 0 | 0 | 0 | 0 | 7 | 58 | 16 | 2 | 0 | 0 | 1 |
| Total 2H(10-12) | 1165 | 49.3 | 45.3 | 3.8 | 0 | 0 | 0 | 2 | 75 | 449 | 548 | 82 | 8 | 1 | 0 | 0 |
| 2H(14-16) | 1146 | 50.0 | 45.8 | 4.1 | 0 | 0 | 0 | 16 | 63 | 354 | 595 | 110 | 5 | 3 | 0 | 0 |
| 12H(7-19) | 6245 | 49.8 | 45.6 | 4.0 | 0 | 0 | 4 | 41 | 346 | 2161 | 3119 | 515 | 43 | 14 | 2 | 0 |
| 24H(0-24) | 7930 | 50.5 | 46.1 | 4.3 | 0 | 0 | 4 | 45 | 375 | 2564 | 4018 | 777 | 93 | 47 | 5 | 2 |
| AM Peak | 11:00 | 01:00 | 05:00 | 03:00 | 00:00 | 00:00 | 09:00 | 09:00 | 11:00 | 11:00 | 10:00 | 08:00 | 05:00 | 06:00 | 06:00 | 00:00 |
| | 629 | 56.4 | 50.8 | 7.0 | 0 | 0 | 1 | 5 | 43 | 264 | 277 | 46 | 12 | 4 | 2 | 0 |
| PM Peak | 12:00 | 22:00 | 22:00 | 21:00 | 12:00 | 12:00 | 16:00 | 14:00 | 18:00 | 12:00 | 18:00 | 15:00 | 20:00 | 21:00 | 17:00 | 21:00 |
| | 686 | 54.1 | 48.8 | 5.4 | 0 | 0 | 3 | 15 | 52 | 298 | 338 | 71 | 5 | 10 | 2 | 1 |

**360 TSL Ltd**

**Direction: Westbound**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 54 | 60.5 | 52.4 | 7.8 | 0 | 0 | 0 | 2 | 1 | 2 | 10 | 25 | 10 | 3 | 0 | 1 |
| 01:00 | 55 | 60.3 | 53.5 | 6.5 | 0 | 0 | 0 | 0 | 1 | 4 | 8 | 21 | 16 | 4 | 1 | 0 |
| 02:00 | 0 | - | - | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 58 | 57.2 | 52.4 | 4.7 | 0 | 0 | 0 | 0 | 0 | 4 | 8 | 36 | 7 | 3 | 0 | 0 |
| 04:00 | 91 | 60.1 | 53.8 | 6.1 | 0 | 0 | 0 | 0 | 0 | 4 | 16 | 40 | 23 | 7 | 0 | 1 |
| 05:00 | 132 | 61.2 | 52.8 | 8.1 | 0 | 0 | 0 | 0 | 1 | 17 | 34 | 46 | 10 | 19 | 5 | 0 |
| 06:00 | 145 | 58.2 | 52.3 | 5.7 | 0 | 0 | 0 | 1 | 3 | 4 | 37 | 63 | 29 | 7 | 1 | 0 |
| 07:00 | 217 | 56.2 | 50.7 | 5.3 | 0 | 0 | 0 | 0 | 1 | 20 | 83 | 80 | 26 | 5 | 2 | 0 |
| 08:00 | 327 | 55.0 | 50.3 | 4.6 | 0 | 0 | 1 | 1 | 1 | 20 | 135 | 137 | 25 | 7 | 0 | 0 |
| 09:00 | 508 | 55.7 | 47.8 | 7.6 | 0 | 5 | 15 | 10 | 23 | 52 | 204 | 153 | 35 | 11 | 0 | 0 |
| 10:00 | 587 | 53.8 | 47.1 | 6.5 | 0 | 1 | 14 | 20 | 28 | 84 | 253 | 158 | 27 | 2 | 0 | 0 |
| 11:00 | 756 | 52.2 | 47.7 | 4.3 | 0 | 1 | 0 | 0 | 14 | 150 | 408 | 166 | 11 | 4 | 2 | 0 |
| 12:00 | 680 | 53.2 | 48.6 | 4.5 | 0 | 1 | 0 | 2 | 14 | 89 | 331 | 213 | 26 | 4 | 0 | 0 |
| 13:00 | 642 | 53.9 | 48.7 | 5.0 | 0 | 0 | 4 | 3 | 11 | 90 | 297 | 201 | 29 | 5 | 2 | 0 |
| 14:00 | 591 | 55.8 | 48.1 | 7.4 | 0 | 5 | 19 | 11 | 15 | 49 | 255 | 198 | 26 | 12 | 0 | 1 |
| 15:00 | 597 | 54.8 | 49.4 | 5.2 | 0 | 2 | 2 | 2 | 14 | 55 | 241 | 237 | 36 | 8 | 0 | 0 |
| 16:00 | 658 | 55.5 | 49.1 | 6.2 | 0 | 4 | 2 | 8 | 38 | 31 | 281 | 228 | 53 | 13 | 0 | 0 |
| 17:00 | 506 | 56.3 | 50.4 | 5.7 | 0 | 3 | 0 | 3 | 9 | 22 | 188 | 223 | 43 | 13 | 2 | 0 |
| 18:00 | 487 | 56.2 | 50.0 | 6.0 | 1 | 2 | 1 | 6 | 9 | 30 | 180 | 205 | 41 | 11 | 1 | 0 |
| 19:00 | 440 | 56.7 | 49.5 | 6.9 | 0 | 0 | 6 | 6 | 26 | 41 | 132 | 170 | 42 | 15 | 2 | 0 |
| 20:00 | 302 | 56.1 | 49.6 | 6.3 | 1 | 1 | 1 | 2 | 4 | 26 | 136 | 93 | 30 | 6 | 2 | 0 |
| 21:00 | 194 | 58.0 | 52.1 | 5.7 | 0 | 1 | 1 | 0 | 0 | 2 | 57 | 91 | 31 | 11 | 0 | 0 |
| 22:00 | 98 | 61.9 | 53.6 | 8.0 | 0 | 0 | 0 | 0 | 1 | 4 | 26 | 41 | 14 | 7 | 3 | 2 |
| 23:00 | 87 | 59.2 | 53.4 | 5.7 | 0 | 0 | 0 | 0 | 0 | 2 | 22 | 36 | 19 | 7 | 1 | 0 |
| Total 2H(10-12) | 1343 | 53.0 | 47.4 | 5.4 | 0 | 2 | 14 | 20 | 42 | 234 | 661 | 324 | 38 | 6 | 2 | 0 |
| 2H(14-16) | 1188 | 55.4 | 48.7 | 6.4 | 0 | 7 | 21 | 13 | 29 | 104 | 496 | 435 | 62 | 20 | 0 | 1 |
| 12H(7-19) | 6556 | 54.9 | 48.8 | 5.9 | 1 | 24 | 58 | 66 | 177 | 692 | 2856 | 2199 | 378 | 95 | 9 | 1 |
| 24H(0-24) | 8212 | 55.7 | 49.3 | 6.1 | 2 | 26 | 66 | 77 | 214 | 802 | 3342 | 2861 | 609 | 184 | 24 | 5 |
| AM Peak | 11:00 | 05:00 | 04:00 | 05:00 | 00:00 | 09:00 | 09:00 | 10:00 | 10:00 | 11:00 | 11:00 | 11:00 | 09:00 | 05:00 | 05:00 | 00:00 |
| | 756 | 61.2 | 53.8 | 8.1 | 0 | 5 | 15 | 20 | 28 | 150 | 408 | 166 | 35 | 19 | 5 | 1 |
| PM Peak | 12:00 | 22:00 | 22:00 | 22:00 | 18:00 | 14:00 | 14:00 | 14:00 | 16:00 | 13:00 | 12:00 | 15:00 | 16:00 | 19:00 | 22:00 | 22:00 |
| | 680 | 61.9 | 53.6 | 8.0 | 1 | 5 | 19 | 11 | 38 | 90 | 331 | 237 | 53 | 15 | 3 | 2 |

**360 TSL Ltd**

**Direction: Total Flow**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 126 | 57.2 | 50.0 | 6.9 | 0 | 0 | 0 | 2 | 5 | 16 | 42 | 40 | 15 | 5 | 0 | 1 |
| 01:00 | 105 | 58.7 | 51.8 | 6.7 | 0 | 0 | 0 | 0 | 2 | 11 | 29 | 37 | 18 | 6 | 2 | 0 |
| 02:00 | 0 | - | - | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 94 | 57.1 | 50.9 | 6.0 | 0 | 0 | 0 | 2 | 0 | 10 | 26 | 42 | 8 | 6 | 0 | 0 |
| 04:00 | 130 | 58.8 | 52.5 | 6.1 | 0 | 0 | 0 | 0 | 0 | 8 | 38 | 49 | 25 | 9 | 0 | 1 |
| 05:00 | 215 | 59.4 | 52.1 | 7.1 | 0 | 0 | 0 | 0 | 1 | 24 | 67 | 74 | 22 | 22 | 5 | 0 |
| 06:00 | 281 | 56.8 | 50.6 | 6.0 | 0 | 0 | 0 | 1 | 7 | 19 | 122 | 81 | 37 | 11 | 3 | 0 |
| 07:00 | 390 | 54.9 | 49.8 | 4.9 | 0 | 0 | 0 | 0 | 3 | 40 | 184 | 119 | 35 | 7 | 2 | 0 |
| 08:00 | 563 | 54.0 | 49.3 | 4.6 | 0 | 0 | 1 | 2 | 4 | 62 | 270 | 183 | 32 | 9 | 0 | 0 |
| 09:00 | 927 | 53.4 | 46.9 | 6.3 | 0 | 5 | 16 | 15 | 40 | 184 | 435 | 183 | 38 | 11 | 0 | 0 |
| 10:00 | 1123 | 52.0 | 46.4 | 5.4 | 0 | 1 | 14 | 21 | 60 | 269 | 530 | 195 | 30 | 3 | 0 | 0 |
| 11:00 | 1385 | 51.0 | 46.5 | 4.3 | 0 | 1 | 0 | 1 | 57 | 414 | 679 | 211 | 16 | 4 | 2 | 0 |
| 12:00 | 1366 | 51.4 | 46.7 | 4.5 | 0 | 1 | 0 | 10 | 50 | 387 | 641 | 247 | 26 | 4 | 0 | 0 |
| 13:00 | 1259 | 51.8 | 46.8 | 4.8 | 0 | 0 | 4 | 4 | 50 | 382 | 551 | 228 | 31 | 7 | 2 | 0 |
| 14:00 | 1179 | 53.1 | 46.6 | 6.3 | 0 | 5 | 19 | 26 | 65 | 245 | 539 | 237 | 29 | 13 | 0 | 1 |
| 15:00 | 1155 | 52.9 | 48.0 | 4.8 | 0 | 2 | 2 | 3 | 27 | 213 | 552 | 308 | 38 | 10 | 0 | 0 |
| 16:00 | 1283 | 53.1 | 47.3 | 5.6 | 0 | 4 | 5 | 13 | 68 | 262 | 587 | 274 | 55 | 15 | 0 | 0 |
| 17:00 | 1095 | 53.6 | 48.0 | 5.4 | 0 | 3 | 0 | 4 | 38 | 227 | 489 | 269 | 47 | 14 | 4 | 0 |
| 18:00 | 1076 | 53.4 | 47.8 | 5.4 | 1 | 2 | 1 | 8 | 61 | 168 | 518 | 260 | 44 | 12 | 1 | 0 |
| 19:00 | 877 | 53.8 | 47.8 | 5.8 | 0 | 0 | 6 | 7 | 41 | 189 | 359 | 211 | 46 | 16 | 2 | 0 |
| 20:00 | 658 | 53.3 | 47.9 | 5.2 | 1 | 1 | 1 | 3 | 8 | 131 | 340 | 130 | 35 | 6 | 2 | 0 |
| 21:00 | 463 | 55.9 | 49.8 | 5.9 | 0 | 1 | 1 | 0 | 0 | 72 | 187 | 145 | 35 | 21 | 0 | 1 |
| 22:00 | 221 | 58.2 | 50.9 | 7.0 | 0 | 0 | 0 | 0 | 2 | 24 | 95 | 63 | 19 | 13 | 3 | 2 |
| 23:00 | 171 | 57.1 | 51.1 | 5.8 | 0 | 0 | 0 | 0 | 0 | 9 | 80 | 52 | 21 | 7 | 1 | 1 |
| Total 2H(10-12) | 2508 | 51.5 | 46.5 | 4.8 | 0 | 2 | 14 | 22 | 117 | 683 | 1209 | 406 | 46 | 7 | 2 | 0 |
| 2H(14-16) | 2334 | 53.1 | 47.3 | 5.6 | 0 | 7 | 21 | 29 | 92 | 458 | 1091 | 545 | 67 | 23 | 0 | 1 |
| 12H(7-19) | 12801 | 52.7 | 47.2 | 5.3 | 1 | 24 | 62 | 107 | 523 | 2853 | 5975 | 2714 | 421 | 109 | 11 | 1 |
| 24H(0-24) | 16142 | 53.5 | 47.7 | 5.6 | 2 | 26 | 70 | 122 | 589 | 3366 | 7360 | 3638 | 702 | 231 | 29 | 7 |
| AM Peak | 11:00 | 05:00 | 04:00 | 05:00 | 00:00 | 09:00 | 09:00 | 10:00 | 10:00 | 11:00 | 11:00 | 11:00 | 09:00 | 05:00 | 05:00 | 00:00 |
| | 1385 | 59.4 | 52.5 | 7.1 | 0 | 5 | 16 | 21 | 60 | 414 | 679 | 211 | 38 | 22 | 5 | 1 |
| PM Peak | 12:00 | 22:00 | 23:00 | 22:00 | 18:00 | 14:00 | 14:00 | 14:00 | 16:00 | 12:00 | 12:00 | 15:00 | 16:00 | 21:00 | 17:00 | 22:00 |
| | 1366 | 58.2 | 51.1 | 7.0 | 1 | 5 | 19 | 26 | 68 | 387 | 641 | 308 | 55 | 21 | 4 | 2 |

**360 TSL Ltd**

# East Heckington ATC, A17 (Eastern Site)

**Direction: Eastbound**

**28/03/2022**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 77 | 54.6 | 48.6 | 5.7 | 0 | 0 | 0 | 0 | 2 | 7 | 52 | 9 | 6 | 0 | 0 | 1 |
| 01:00 | 41 | 54.5 | 49.3 | 5.0 | 0 | 0 | 0 | 0 | 1 | 6 | 16 | 15 | 2 | 1 | 0 | 0 |
| 02:00 | 53 | 54.7 | 50.8 | 3.8 | 0 | 0 | 0 | 0 | 0 | 2 | 20 | 27 | 3 | 1 | 0 | 0 |
| 03:00 | 57 | 56.4 | 50.7 | 5.5 | 0 | 0 | 0 | 0 | 0 | 5 | 26 | 17 | 5 | 4 | 0 | 0 |
| 04:00 | 113 | 53.9 | 50.4 | 3.4 | 0 | 0 | 0 | 0 | 0 | 2 | 52 | 52 | 6 | 1 | 0 | 0 |
| 05:00 | 299 | 51.5 | 48.1 | 3.3 | 0 | 0 | 0 | 0 | 1 | 29 | 217 | 41 | 9 | 2 | 0 | 0 |
| 06:00 | 723 | 48.4 | 44.3 | 4.0 | 0 | 0 | 0 | 8 | 81 | 318 | 278 | 37 | 1 | 0 | 0 | 0 |
| 07:00 | 1160 | 48.6 | 38.3 | 9.9 | 1 | 104 | 108 | 91 | 130 | 440 | 275 | 10 | 1 | 0 | 0 | 0 |
| 08:00 | 1099 | 46.5 | 41.7 | 4.6 | 0 | 1 | 7 | 84 | 229 | 545 | 221 | 11 | 0 | 1 | 0 | 0 |
| 09:00 | 822 | 47.3 | 42.8 | 4.3 | 0 | 0 | 1 | 50 | 90 | 456 | 200 | 24 | 1 | 0 | 0 | 0 |
| 10:00 | 802 | 47.3 | 42.8 | 4.4 | 0 | 1 | 3 | 30 | 136 | 390 | 226 | 15 | 1 | 0 | 0 | 0 |
| 11:00 | 776 | 46.6 | 40.3 | 6.1 | 0 | 6 | 26 | 108 | 145 | 380 | 86 | 22 | 2 | 0 | 1 | 0 |
| 12:00 | 741 | 47.6 | 40.1 | 7.2 | 0 | 22 | 32 | 72 | 155 | 299 | 148 | 12 | 0 | 1 | 0 | 0 |
| 13:00 | 621 | 49.0 | 41.6 | 7.1 | 0 | 8 | 33 | 49 | 99 | 218 | 182 | 29 | 3 | 0 | 0 | 0 |
| 14:00 | 714 | 49.3 | 43.1 | 6.0 | 1 | 2 | 24 | 42 | 71 | 264 | 281 | 29 | 0 | 0 | 0 | 0 |
| 15:00 | 640 | 49.6 | 44.0 | 5.4 | 0 | 0 | 18 | 26 | 49 | 227 | 281 | 39 | 0 | 0 | 0 | 0 |
| 16:00 | 769 | 49.2 | 43.6 | 5.4 | 2 | 0 | 6 | 35 | 88 | 327 | 266 | 38 | 5 | 1 | 1 | 0 |
| 17:00 | 689 | 50.3 | 45.2 | 4.9 | 2 | 0 | 0 | 25 | 43 | 202 | 360 | 52 | 3 | 2 | 0 | 0 |
| 18:00 | 565 | 49.8 | 46.1 | 3.6 | 0 | 0 | 0 | 1 | 14 | 185 | 313 | 45 | 6 | 1 | 0 | 0 |
| 19:00 | 328 | 50.7 | 46.5 | 4.0 | 0 | 0 | 0 | 0 | 20 | 75 | 188 | 40 | 4 | 1 | 0 | 0 |
| 20:00 | 238 | 49.4 | 45.4 | 3.8 | 0 | 0 | 1 | 1 | 10 | 90 | 118 | 17 | 1 | 0 | 0 | 0 |
| 21:00 | 210 | 51.1 | 47.2 | 3.8 | 0 | 0 | 0 | 0 | 6 | 44 | 121 | 35 | 4 | 0 | 0 | 0 |
| 22:00 | 171 | 53.7 | 49.1 | 4.4 | 0 | 0 | 0 | 0 | 0 | 23 | 89 | 44 | 12 | 3 | 0 | 0 |
| 23:00 | 125 | 53.9 | 47.7 | 5.9 | 0 | 0 | 0 | 1 | 16 | 13 | 55 | 29 | 9 | 2 | 0 | 0 |
| Total 2H(10-12) | 1578 | 47.2 | 41.6 | 5.5 | 0 | 7 | 29 | 138 | 281 | 770 | 312 | 37 | 3 | 0 | 1 | 0 |
| 2H(14-16) | 1354 | 49.5 | 43.5 | 5.8 | 1 | 2 | 42 | 68 | 120 | 491 | 562 | 68 | 0 | 0 | 0 | 0 |
| 12H(7-19) | 9398 | 48.9 | 42.2 | 6.5 | 6 | 144 | 258 | 613 | 1249 | 3933 | 2839 | 326 | 22 | 6 | 2 | 0 |
| 24H(0-24) | 11833 | 49.8 | 43.1 | 6.4 | 6 | 144 | 259 | 623 | 1386 | 4547 | 4071 | 689 | 84 | 21 | 2 | 1 |
| AM Peak | 07:00 | 03:00 | 02:00 | 07:00 | 07:00 | 07:00 | 07:00 | 11:00 | 08:00 | 08:00 | 06:00 | 04:00 | 05:00 | 03:00 | 11:00 | 00:00 |
| | 1160 | 56.4 | 50.8 | 9.9 | 1 | 104 | 108 | 108 | 229 | 545 | 278 | 52 | 9 | 4 | 1 | 1 |
| PM Peak | 16:00 | 23:00 | 22:00 | 12:00 | 16:00 | 12:00 | 13:00 | 12:00 | 12:00 | 16:00 | 17:00 | 17:00 | 22:00 | 22:00 | 16:00 | 12:00 |
| | 769 | 53.9 | 49.1 | 7.2 | 2 | 22 | 33 | 72 | 155 | 327 | 360 | 52 | 12 | 3 | 1 | 0 |

360 TSL Ltd

**Direction: Westbound**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 50 | 58.8 | 52.9 | 5.7 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 25 | 7 | 3 | 1 | 0 |
| 01:00 | 39 | 59.0 | 54.6 | 4.2 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 16 | 19 | 1 | 0 | 0 |
| 02:00 | 65 | 58.0 | 53.2 | 4.7 | 0 | 0 | 0 | 0 | 0 | 3 | 10 | 32 | 17 | 3 | 0 | 0 |
| 03:00 | 136 | 59.2 | 54.0 | 5.1 | 0 | 0 | 0 | 0 | 1 | 0 | 14 | 80 | 34 | 5 | 1 | 1 |
| 04:00 | 192 | 60.3 | 53.9 | 6.2 | 0 | 0 | 0 | 0 | 0 | 3 | 44 | 86 | 38 | 15 | 6 | 0 |
| 05:00 | 413 | 57.1 | 48.3 | 8.5 | 0 | 2 | 30 | 1 | 12 | 23 | 140 | 159 | 38 | 7 | 1 | 0 |
| 06:00 | 534 | 53.9 | 46.0 | 7.7 | 0 | 0 | 25 | 41 | 28 | 62 | 217 | 139 | 20 | 1 | 1 | 0 |
| 07:00 | 779 | 52.6 | 42.6 | 9.6 | 0 | 8 | 115 | 41 | 59 | 120 | 298 | 124 | 6 | 8 | 0 | 0 |
| 08:00 | 744 | 53.2 | 46.8 | 6.2 | 1 | 1 | 14 | 17 | 25 | 148 | 356 | 159 | 18 | 3 | 1 | 1 |
| 09:00 | 646 | 53.1 | 44.7 | 8.1 | 0 | 3 | 40 | 37 | 53 | 130 | 220 | 148 | 11 | 3 | 0 | 1 |
| 10:00 | 681 | 52.3 | 46.7 | 5.3 | 0 | 2 | 7 | 18 | 18 | 133 | 353 | 138 | 11 | 1 | 0 | 0 |
| 11:00 | 786 | 52.1 | 45.0 | 6.9 | 1 | 12 | 10 | 28 | 75 | 179 | 336 | 140 | 4 | 1 | 0 | 0 |
| 12:00 | 658 | 52.8 | 44.1 | 8.4 | 2 | 17 | 17 | 66 | 30 | 127 | 269 | 122 | 8 | 0 | 0 | 0 |
| 13:00 | 762 | 53.2 | 44.2 | 8.7 | 5 | 8 | 42 | 61 | 51 | 124 | 304 | 159 | 4 | 3 | 1 | 0 |
| 14:00 | 644 | 53.7 | 47.3 | 6.1 | 0 | 3 | 4 | 27 | 19 | 112 | 269 | 178 | 29 | 3 | 0 | 0 |
| 15:00 | 764 | 54.2 | 45.6 | 8.3 | 1 | 20 | 27 | 24 | 29 | 128 | 336 | 178 | 17 | 3 | 1 | 0 |
| 16:00 | 792 | 53.4 | 45.5 | 7.7 | 0 | 4 | 26 | 61 | 62 | 117 | 310 | 185 | 25 | 0 | 1 | 1 |
| 17:00 | 877 | 52.9 | 47.3 | 5.4 | 0 | 1 | 4 | 13 | 59 | 162 | 375 | 227 | 34 | 2 | 0 | 0 |
| 18:00 | 562 | 56.2 | 48.7 | 7.2 | 3 | 0 | 11 | 13 | 12 | 57 | 214 | 205 | 33 | 12 | 1 | 1 |
| 19:00 | 360 | 55.6 | 49.6 | 5.8 | 0 | 3 | 0 | 1 | 8 | 34 | 139 | 132 | 38 | 5 | 0 | 0 |
| 20:00 | 249 | 56.8 | 50.6 | 5.9 | 0 | 1 | 1 | 2 | 0 | 25 | 73 | 110 | 29 | 7 | 1 | 0 |
| 21:00 | 143 | 59.3 | 51.8 | 7.2 | 0 | 1 | 1 | 0 | 1 | 6 | 50 | 49 | 22 | 11 | 2 | 0 |
| 22:00 | 96 | 59.7 | 52.8 | 6.7 | 0 | 0 | 0 | 0 | 0 | 4 | 30 | 37 | 18 | 4 | 2 | 1 |
| 23:00 | 79 | 61.3 | 54.4 | 6.6 | 0 | 0 | 0 | 0 | 1 | 4 | 15 | 24 | 21 | 14 | 0 | 0 |
| Total 2H(10-12) | 1467 | 52.3 | 45.8 | 6.3 | 1 | 14 | 17 | 46 | 93 | 312 | 689 | 278 | 15 | 2 | 0 | 0 |
| 2H(14-16) | 1408 | 54.1 | 46.4 | 7.5 | 1 | 23 | 31 | 51 | 48 | 240 | 605 | 356 | 46 | 6 | 1 | 0 |
| 12H(7-19) | 8695 | 53.5 | 45.6 | 7.6 | 13 | 79 | 317 | 406 | 492 | 1537 | 3640 | 1963 | 200 | 39 | 5 | 4 |
| 24H(0-24) | 11051 | 54.6 | 46.6 | 7.8 | 13 | 86 | 374 | 451 | 543 | 1704 | 4386 | 2852 | 501 | 115 | 20 | 6 |
| AM Peak | 11:00 | 04:00 | 01:00 | 07:00 | 08:00 | 11:00 | 07:00 | 06:00 | 11:00 | 11:00 | 08:00 | 05:00 | 04:00 | 04:00 | 04:00 | 03:00 |
| | 786 | 60.3 | 54.6 | 9.6 | 1 | 12 | 115 | 41 | 75 | 179 | 356 | 159 | 38 | 15 | 6 | 1 |
| PM Peak | 17:00 | 23:00 | 23:00 | 13:00 | 13:00 | 15:00 | 13:00 | 12:00 | 16:00 | 17:00 | 17:00 | 17:00 | 19:00 | 23:00 | 21:00 | 16:00 |
| | 877 | 61.3 | 54.4 | 8.7 | 5 | 20 | 42 | 66 | 62 | 162 | 375 | 227 | 38 | 14 | 2 | 1 |

360 TSL Ltd

**Direction: Total Flow**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 127 | 56.6 | 50.3 | 6.1 | 0 | 0 | 0 | 0 | 2 | 8 | 65 | 34 | 13 | 3 | 1 | 1 |
| 01:00 | 80 | 57.4 | 51.9 | 5.3 | 0 | 0 | 0 | 0 | 1 | 8 | 17 | 31 | 21 | 2 | 0 | 0 |
| 02:00 | 118 | 56.7 | 52.1 | 4.5 | 0 | 0 | 0 | 0 | 0 | 5 | 30 | 59 | 20 | 4 | 0 | 0 |
| 03:00 | 193 | 58.6 | 53.0 | 5.4 | 0 | 0 | 0 | 0 | 1 | 5 | 40 | 97 | 39 | 9 | 1 | 1 |
| 04:00 | 305 | 58.4 | 52.6 | 5.6 | 0 | 0 | 0 | 0 | 0 | 5 | 96 | 138 | 44 | 16 | 6 | 0 |
| 05:00 | 712 | 55.3 | 48.2 | 6.8 | 0 | 2 | 30 | 1 | 13 | 52 | 357 | 200 | 47 | 9 | 1 | 0 |
| 06:00 | 1257 | 51.1 | 45.0 | 5.9 | 0 | 0 | 25 | 49 | 109 | 380 | 495 | 176 | 21 | 1 | 1 | 0 |
| 07:00 | 1939 | 50.4 | 40.0 | 10.0 | 1 | 112 | 223 | 132 | 189 | 560 | 573 | 134 | 7 | 8 | 0 | 0 |
| 08:00 | 1843 | 49.8 | 43.7 | 5.9 | 1 | 2 | 21 | 101 | 254 | 693 | 577 | 170 | 18 | 4 | 1 | 1 |
| 09:00 | 1468 | 50.2 | 43.7 | 6.3 | 0 | 3 | 41 | 87 | 143 | 586 | 420 | 172 | 12 | 3 | 0 | 1 |
| 10:00 | 1483 | 50.0 | 44.6 | 5.2 | 0 | 3 | 10 | 48 | 154 | 523 | 579 | 153 | 12 | 1 | 0 | 0 |
| 11:00 | 1562 | 49.8 | 42.7 | 6.9 | 1 | 18 | 36 | 136 | 220 | 559 | 422 | 162 | 6 | 1 | 1 | 0 |
| 12:00 | 1399 | 50.3 | 42.0 | 8.1 | 2 | 39 | 49 | 138 | 185 | 426 | 417 | 134 | 8 | 1 | 0 | 0 |
| 13:00 | 1383 | 51.4 | 43.0 | 8.1 | 5 | 16 | 75 | 110 | 150 | 342 | 486 | 188 | 7 | 3 | 1 | 0 |
| 14:00 | 1358 | 51.8 | 45.1 | 6.4 | 1 | 5 | 28 | 69 | 90 | 376 | 550 | 207 | 29 | 3 | 0 | 0 |
| 15:00 | 1404 | 52.3 | 44.9 | 7.2 | 1 | 20 | 45 | 50 | 78 | 355 | 617 | 217 | 17 | 3 | 1 | 0 |
| 16:00 | 1561 | 51.5 | 44.6 | 6.7 | 2 | 4 | 32 | 96 | 150 | 444 | 576 | 223 | 30 | 1 | 2 | 1 |
| 17:00 | 1566 | 51.9 | 46.4 | 5.3 | 2 | 1 | 4 | 38 | 102 | 364 | 735 | 279 | 37 | 4 | 0 | 0 |
| 18:00 | 1127 | 53.4 | 47.4 | 5.8 | 3 | 0 | 11 | 14 | 26 | 242 | 527 | 250 | 39 | 13 | 1 | 1 |
| 19:00 | 688 | 53.6 | 48.2 | 5.3 | 0 | 3 | 0 | 1 | 28 | 109 | 327 | 172 | 42 | 6 | 0 | 0 |
| 20:00 | 487 | 53.9 | 48.1 | 5.7 | 0 | 1 | 2 | 3 | 10 | 115 | 191 | 127 | 30 | 7 | 1 | 0 |
| 21:00 | 353 | 55.2 | 49.1 | 5.9 | 0 | 1 | 1 | 0 | 7 | 50 | 171 | 84 | 26 | 11 | 2 | 0 |
| 22:00 | 267 | 56.3 | 50.4 | 5.6 | 0 | 0 | 0 | 0 | 0 | 27 | 119 | 81 | 30 | 7 | 2 | 1 |
| 23:00 | 204 | 57.6 | 50.3 | 7.0 | 0 | 0 | 0 | 1 | 17 | 17 | 70 | 53 | 30 | 16 | 0 | 0 |
| Total 2H(10-12) | 3045 | 50.1 | 43.6 | 6.2 | 1 | 21 | 46 | 184 | 374 | 1082 | 1001 | 315 | 18 | 2 | 1 | 0 |
| 2H(14-16) | 2762 | 52.1 | 45.0 | 6.8 | 2 | 25 | 73 | 119 | 168 | 731 | 1167 | 424 | 46 | 6 | 1 | 0 |
| 12H(7-19) | 18093 | 51.4 | 43.8 | 7.3 | 19 | 223 | 575 | 1019 | 1741 | 5470 | 6479 | 2289 | 222 | 45 | 7 | 4 |
| 24H(0-24) | 22884 | 52.4 | 44.8 | 7.3 | 19 | 230 | 633 | 1074 | 1929 | 6251 | 8457 | 3541 | 585 | 136 | 22 | 7 |
| AM Peak | 07:00 | 03:00 | 03:00 | 07:00 | 07:00 | 07:00 | 07:00 | 11:00 | 08:00 | 08:00 | 10:00 | 05:00 | 05:00 | 04:00 | 04:00 | 00:00 |
| | 1939 | 58.6 | 53.0 | 10.0 | 1 | 112 | 223 | 136 | 254 | 693 | 579 | 200 | 47 | 16 | 6 | 1 |
| PM Peak | 17:00 | 23:00 | 22:00 | 13:00 | 13:00 | 12:00 | 13:00 | 12:00 | 12:00 | 16:00 | 17:00 | 17:00 | 19:00 | 23:00 | 16:00 | 16:00 |
| | 1566 | 57.6 | 50.4 | 8.1 | 5 | 39 | 75 | 138 | 185 | 444 | 735 | 279 | 42 | 16 | 2 | 1 |

360 TSL Ltd

# East Heckington ATC, A17 (Eastern Site)

**Direction: Eastbound**

**29/03/2022**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 65 | 51.9 | 47.2 | 4.5 | 0 | 0 | 0 | 0 | 0 | 19 | 37 | 4 | 4 | 1 | 0 | 0 |
| 01:00 | 54 | 55.2 | 50.8 | 4.3 | 0 | 0 | 0 | 0 | 0 | 2 | 24 | 20 | 7 | 1 | 0 | 0 |
| 02:00 | 86 | 52.5 | 48.6 | 3.8 | 0 | 0 | 0 | 0 | 1 | 11 | 45 | 26 | 3 | 0 | 0 | 0 |
| 03:00 | 87 | 55.5 | 51.2 | 4.2 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 31 | 13 | 2 | 0 | 0 |
| 04:00 | 161 | 53.0 | 48.4 | 4.4 | 0 | 0 | 0 | 0 | 4 | 28 | 69 | 55 | 4 | 1 | 0 | 0 |
| 05:00 | 305 | 50.6 | 46.6 | 3.9 | 0 | 0 | 0 | 2 | 5 | 92 | 161 | 41 | 3 | 1 | 0 | 0 |
| 06:00 | 719 | 49.9 | 45.1 | 4.6 | 0 | 0 | 0 | 2 | 57 | 322 | 267 | 58 | 7 | 5 | 0 | 1 |
| 07:00 | 1235 | 46.2 | 40.2 | 5.8 | 3 | 10 | 31 | 124 | 323 | 573 | 153 | 17 | 0 | 0 | 1 | 0 |
| 08:00 | 997 | 48.0 | 43.0 | 4.8 | 0 | 0 | 17 | 46 | 126 | 445 | 346 | 17 | 0 | 0 | 0 | 0 |
| 09:00 | 892 | 48.2 | 43.4 | 4.6 | 1 | 0 | 1 | 42 | 113 | 387 | 322 | 24 | 2 | 0 | 0 | 0 |
| 10:00 | 771 | 48.0 | 43.3 | 4.5 | 0 | 0 | 4 | 42 | 73 | 380 | 248 | 22 | 2 | 0 | 0 | 0 |
| 11:00 | 696 | 47.7 | 43.1 | 4.5 | 0 | 0 | 4 | 39 | 77 | 347 | 210 | 18 | 1 | 0 | 0 | 0 |
| 12:00 | 694 | 48.8 | 43.2 | 5.5 | 0 | 0 | 2 | 44 | 116 | 271 | 242 | 14 | 2 | 0 | 0 | 3 |
| 13:00 | 681 | 48.4 | 44.3 | 3.9 | 0 | 0 | 2 | 15 | 48 | 313 | 280 | 22 | 1 | 0 | 0 | 0 |
| 14:00 | 661 | 48.9 | 43.8 | 4.9 | 0 | 0 | 11 | 18 | 79 | 261 | 257 | 34 | 1 | 0 | 0 | 0 |
| 15:00 | 693 | 49.0 | 44.5 | 4.4 | 0 | 0 | 4 | 3 | 91 | 258 | 298 | 35 | 3 | 1 | 0 | 0 |
| 16:00 | 756 | 49.5 | 44.6 | 4.7 | 0 | 0 | 5 | 27 | 51 | 289 | 328 | 51 | 4 | 1 | 0 | 0 |
| 17:00 | 752 | 49.7 | 45.3 | 4.3 | 0 | 2 | 2 | 8 | 37 | 281 | 358 | 61 | 3 | 0 | 0 | 0 |
| 18:00 | 507 | 51.9 | 45.5 | 6.1 | 1 | 0 | 16 | 15 | 18 | 125 | 257 | 65 | 8 | 2 | 0 | 0 |
| 19:00 | 354 | 51.0 | 46.3 | 4.6 | 0 | 0 | 0 | 1 | 28 | 83 | 199 | 35 | 3 | 5 | 0 | 0 |
| 20:00 | 272 | 50.9 | 47.3 | 3.4 | 0 | 0 | 0 | 0 | 1 | 64 | 155 | 49 | 3 | 0 | 0 | 0 |
| 21:00 | 263 | 51.1 | 46.7 | 4.3 | 0 | 0 | 2 | 3 | 1 | 65 | 160 | 25 | 6 | 1 | 0 | 0 |
| 22:00 | 194 | 52.9 | 49.2 | 3.6 | 0 | 0 | 0 | 0 | 4 | 7 | 111 | 66 | 5 | 1 | 0 | 0 |
| 23:00 | 134 | 55.6 | 50.6 | 4.8 | 0 | 0 | 0 | 0 | 0 | 8 | 63 | 40 | 19 | 4 | 0 | 0 |
| Total 2H(10-12) | 1467 | 47.9 | 43.2 | 4.5 | 0 | 0 | 8 | 81 | 150 | 727 | 458 | 40 | 3 | 0 | 0 | 0 |
| 2H(14-16) | 1354 | 49.0 | 44.1 | 4.7 | 0 | 0 | 15 | 21 | 170 | 519 | 555 | 69 | 4 | 1 | 0 | 0 |
| 12H(7-19) | 9335 | 48.7 | 43.4 | 5.1 | 5 | 12 | 99 | 423 | 1152 | 3930 | 3299 | 380 | 27 | 4 | 1 | 3 |
| 24H(0-24) | 12029 | 49.7 | 44.2 | 5.2 | 5 | 12 | 101 | 431 | 1253 | 4631 | 4631 | 830 | 104 | 26 | 1 | 4 |
| AM Peak | 07:00 | 03:00 | 03:00 | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 | 08:00 | 06:00 | 03:00 | 06:00 | 07:00 | 06:00 |
| | 1235 | 55.5 | 51.2 | 5.8 | 3 | 10 | 31 | 124 | 323 | 573 | 346 | 58 | 13 | 5 | 1 | 1 |
| PM Peak | 16:00 | 23:00 | 23:00 | 18:00 | 18:00 | 17:00 | 18:00 | 12:00 | 12:00 | 13:00 | 17:00 | 22:00 | 23:00 | 19:00 | 12:00 | 12:00 |
| | 756 | 55.6 | 50.6 | 6.1 | 1 | 2 | 16 | 44 | 116 | 313 | 358 | 66 | 19 | 5 | 0 | 3 |

360 TSL Ltd

**Direction: Westbound**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 63 | 59.2 | 53.7 | 5.3 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 33 | 13 | 4 | 1 | 0 |
| 01:00 | 64 | 56.4 | 51.4 | 4.8 | 0 | 0 | 0 | 0 | 1 | 4 | 16 | 33 | 8 | 2 | 0 | 0 |
| 02:00 | 70 | 56.7 | 50.9 | 5.6 | 0 | 0 | 0 | 0 | 1 | 11 | 16 | 27 | 13 | 2 | 0 | 0 |
| 03:00 | 121 | 58.0 | 53.5 | 4.3 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 72 | 28 | 4 | 1 | 0 |
| 04:00 | 210 | 56.1 | 51.4 | 4.5 | 0 | 0 | 0 | 0 | 2 | 10 | 63 | 95 | 37 | 3 | 0 | 0 |
| 05:00 | 383 | 55.8 | 48.2 | 7.3 | 1 | 0 | 15 | 2 | 11 | 51 | 138 | 130 | 29 | 5 | 1 | 0 |
| 06:00 | 516 | 53.9 | 47.7 | 6.0 | 1 | 0 | 2 | 22 | 10 | 85 | 210 | 167 | 16 | 2 | 0 | 1 |
| 07:00 | 746 | 53.9 | 46.1 | 7.5 | 6 | 7 | 13 | 7 | 35 | 173 | 343 | 143 | 14 | 1 | 0 | 4 |
| 08:00 | 758 | 53.2 | 45.6 | 7.4 | 0 | 9 | 31 | 29 | 26 | 140 | 349 | 157 | 16 | 1 | 0 | 0 |
| 09:00 | 623 | 52.0 | 46.4 | 5.4 | 0 | 1 | 1 | 24 | 41 | 119 | 308 | 111 | 16 | 2 | 0 | 0 |
| 10:00 | 618 | 52.2 | 47.0 | 5.0 | 0 | 1 | 2 | 20 | 19 | 114 | 306 | 148 | 8 | 0 | 0 | 0 |
| 11:00 | 654 | 53.7 | 45.1 | 8.3 | 1 | 7 | 43 | 37 | 27 | 87 | 285 | 155 | 12 | 0 | 0 | 0 |
| 12:00 | 771 | 53.1 | 44.4 | 8.4 | 0 | 8 | 65 | 34 | 30 | 154 | 330 | 132 | 14 | 3 | 1 | 0 |
| 13:00 | 822 | 53.5 | 46.6 | 6.7 | 0 | 7 | 24 | 24 | 17 | 130 | 396 | 206 | 17 | 1 | 0 | 0 |
| 14:00 | 710 | 52.6 | 46.5 | 5.8 | 0 | 1 | 3 | 39 | 41 | 120 | 325 | 164 | 14 | 3 | 0 | 0 |
| 15:00 | 785 | 53.3 | 44.8 | 8.2 | 0 | 9 | 61 | 10 | 68 | 118 | 335 | 174 | 9 | 1 | 0 | 0 |
| 16:00 | 839 | 54.1 | 48.3 | 5.6 | 1 | 5 | 7 | 14 | 15 | 66 | 419 | 282 | 28 | 2 | 0 | 0 |
| 17:00 | 782 | 54.7 | 49.1 | 5.4 | 0 | 2 | 2 | 20 | 21 | 48 | 326 | 312 | 47 | 4 | 0 | 0 |
| 18:00 | 517 | 57.7 | 49.4 | 8.0 | 0 | 3 | 5 | 20 | 12 | 64 | 159 | 177 | 55 | 13 | 7 | 2 |
| 19:00 | 355 | 56.6 | 49.8 | 6.5 | 0 | 1 | 0 | 1 | 10 | 47 | 129 | 128 | 21 | 15 | 1 | 2 |
| 20:00 | 258 | 56.6 | 51.1 | 5.3 | 0 | 0 | 0 | 2 | 2 | 16 | 84 | 112 | 32 | 9 | 1 | 0 |
| 21:00 | 184 | 57.2 | 51.3 | 5.7 | 0 | 0 | 2 | 0 | 2 | 9 | 54 | 85 | 25 | 6 | 1 | 0 |
| 22:00 | 120 | 62.0 | 54.9 | 6.9 | 0 | 0 | 1 | 0 | 0 | 3 | 17 | 50 | 27 | 20 | 2 | 0 |
| 23:00 | 86 | 59.7 | 54.1 | 5.4 | 0 | 0 | 0 | 0 | 0 | 3 | 14 | 32 | 31 | 5 | 1 | 0 |
| Total 2H(10-12) | 1272 | 53.2 | 46.0 | 7.0 | 1 | 8 | 45 | 57 | 46 | 201 | 591 | 303 | 20 | 0 | 0 | 0 |
| 2H(14-16) | 1495 | 53.1 | 45.6 | 7.2 | 0 | 10 | 64 | 49 | 109 | 238 | 660 | 338 | 23 | 4 | 0 | 0 |
| 12H(7-19) | 8625 | 53.9 | 46.6 | 7.1 | 8 | 60 | 257 | 278 | 352 | 1333 | 3881 | 2161 | 250 | 31 | 8 | 6 |
| 24H(0-24) | 11055 | 54.7 | 47.4 | 7.1 | 10 | 61 | 277 | 305 | 391 | 1575 | 4647 | 3125 | 530 | 108 | 17 | 9 |
| AM Peak | 08:00 | 00:00 | 00:00 | 11:00 | 07:00 | 08:00 | 11:00 | 11:00 | 09:00 | 07:00 | 08:00 | 06:00 | 04:00 | 05:00 | 00:00 | 07:00 |
| | 758 | 59.2 | 53.7 | 8.3 | 6 | 9 | 43 | 37 | 41 | 173 | 349 | 167 | 37 | 5 | 1 | 4 |
| PM Peak | 16:00 | 22:00 | 22:00 | 12:00 | 16:00 | 15:00 | 12:00 | 14:00 | 15:00 | 12:00 | 16:00 | 17:00 | 18:00 | 22:00 | 18:00 | 18:00 |
| | 839 | 62.0 | 54.9 | 8.4 | 1 | 9 | 65 | 39 | 68 | 154 | 419 | 312 | 55 | 20 | 7 | 2 |

360 TSL Ltd

**Direction: Total Flow**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 128 | 56.5 | 50.4 | 5.8 | 0 | 0 | 0 | 0 | 0 | 20 | 48 | 37 | 17 | 5 | 1 | 0 |
| 01:00 | 118 | 55.9 | 51.1 | 4.6 | 0 | 0 | 0 | 0 | 1 | 6 | 40 | 53 | 15 | 3 | 0 | 0 |
| 02:00 | 156 | 54.6 | 49.6 | 4.8 | 0 | 0 | 0 | 0 | 2 | 22 | 61 | 53 | 16 | 2 | 0 | 0 |
| 03:00 | 208 | 57.1 | 52.5 | 4.4 | 0 | 0 | 0 | 0 | 0 | 2 | 55 | 103 | 41 | 6 | 1 | 0 |
| 04:00 | 371 | 55.0 | 50.1 | 4.7 | 0 | 0 | 0 | 0 | 6 | 38 | 132 | 150 | 41 | 4 | 0 | 0 |
| 05:00 | 688 | 53.8 | 47.5 | 6.1 | 1 | 0 | 15 | 4 | 16 | 143 | 299 | 171 | 32 | 6 | 1 | 0 |
| 06:00 | 1235 | 51.8 | 46.2 | 5.4 | 1 | 0 | 2 | 24 | 67 | 407 | 477 | 225 | 23 | 7 | 0 | 2 |
| 07:00 | 1981 | 49.8 | 42.4 | 7.1 | 9 | 17 | 44 | 131 | 358 | 746 | 496 | 160 | 14 | 1 | 1 | 4 |
| 08:00 | 1755 | 50.5 | 44.1 | 6.2 | 0 | 9 | 48 | 75 | 152 | 585 | 695 | 174 | 16 | 1 | 0 | 0 |
| 09:00 | 1515 | 50.0 | 44.7 | 5.2 | 1 | 1 | 2 | 66 | 154 | 506 | 630 | 135 | 18 | 2 | 0 | 0 |
| 10:00 | 1389 | 50.2 | 45.0 | 5.1 | 0 | 1 | 6 | 62 | 92 | 494 | 554 | 170 | 10 | 0 | 0 | 0 |
| 11:00 | 1350 | 51.0 | 44.0 | 6.7 | 1 | 7 | 47 | 76 | 104 | 434 | 495 | 173 | 13 | 0 | 0 | 0 |
| 12:00 | 1465 | 51.3 | 43.8 | 7.2 | 0 | 8 | 67 | 78 | 146 | 425 | 572 | 146 | 16 | 3 | 1 | 3 |
| 13:00 | 1503 | 51.5 | 45.6 | 5.7 | 0 | 7 | 26 | 39 | 65 | 443 | 676 | 228 | 18 | 1 | 0 | 0 |
| 14:00 | 1371 | 51.0 | 45.2 | 5.6 | 0 | 1 | 14 | 57 | 120 | 381 | 582 | 198 | 15 | 3 | 0 | 0 |
| 15:00 | 1478 | 51.6 | 44.6 | 6.7 | 0 | 9 | 65 | 13 | 159 | 376 | 633 | 209 | 12 | 2 | 0 | 0 |
| 16:00 | 1595 | 52.3 | 46.6 | 5.5 | 1 | 5 | 12 | 41 | 66 | 355 | 747 | 333 | 32 | 3 | 0 | 0 |
| 17:00 | 1534 | 52.6 | 47.2 | 5.2 | 0 | 4 | 4 | 28 | 58 | 329 | 684 | 373 | 50 | 4 | 0 | 0 |
| 18:00 | 1024 | 55.2 | 47.5 | 7.4 | 1 | 3 | 21 | 35 | 30 | 189 | 416 | 242 | 63 | 15 | 7 | 2 |
| 19:00 | 709 | 54.2 | 48.1 | 5.9 | 0 | 1 | 0 | 2 | 38 | 130 | 328 | 163 | 24 | 20 | 1 | 2 |
| 20:00 | 530 | 54.2 | 49.2 | 4.8 | 0 | 0 | 0 | 2 | 3 | 80 | 239 | 161 | 35 | 9 | 1 | 0 |
| 21:00 | 447 | 54.2 | 48.6 | 5.4 | 0 | 0 | 4 | 3 | 3 | 74 | 214 | 110 | 31 | 7 | 1 | 0 |
| 22:00 | 314 | 57.4 | 51.4 | 5.8 | 0 | 0 | 1 | 0 | 4 | 10 | 128 | 116 | 32 | 21 | 2 | 0 |
| 23:00 | 220 | 57.5 | 52.0 | 5.3 | 0 | 0 | 0 | 0 | 0 | 11 | 77 | 72 | 50 | 9 | 1 | 0 |
| Total 2H(10-12) | 2739 | 50.7 | 44.5 | 5.9 | 1 | 8 | 53 | 138 | 196 | 928 | 1049 | 343 | 23 | 0 | 0 | 0 |
| 2H(14-16) | 2849 | 51.3 | 44.9 | 6.2 | 0 | 10 | 79 | 70 | 279 | 757 | 1215 | 407 | 27 | 5 | 0 | 0 |
| 12H(7-19) | 17960 | 51.5 | 44.9 | 6.3 | 13 | 72 | 356 | 701 | 1504 | 5263 | 7180 | 2541 | 277 | 35 | 9 | 9 |
| 24H(0-24) | 23084 | 52.4 | 45.7 | 6.4 | 15 | 73 | 378 | 736 | 1644 | 6206 | 9278 | 3955 | 634 | 134 | 18 | 13 |
| AM Peak | 07:00 | 03:00 | 03:00 | 07:00 | 07:00 | 07:00 | 08:00 | 07:00 | 07:00 | 07:00 | 08:00 | 06:00 | 03:00 | 06:00 | 00:00 | 07:00 |
| | 1981 | 57.1 | 52.5 | 7.1 | 9 | 17 | 48 | 131 | 358 | 746 | 695 | 225 | 41 | 7 | 1 | 4 |
| PM Peak | 16:00 | 23:00 | 23:00 | 18:00 | 16:00 | 15:00 | 12:00 | 12:00 | 15:00 | 13:00 | 16:00 | 17:00 | 18:00 | 22:00 | 18:00 | 12:00 |
| | 1595 | 57.5 | 52.0 | 7.4 | 1 | 9 | 67 | 78 | 159 | 443 | 747 | 373 | 63 | 21 | 7 | 3 |

360 TSL Ltd

# East Heckington ATC, A17 (Eastern Site)

**Direction: Eastbound**

**30/03/2022**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 115 | 51.9 | 48.7 | 3.0 | 0 | 0 | 0 | 0 | 0 | 5 | 80 | 28 | 1 | 1 | 0 | 0 |
| **01:00** | 74 | 57.5 | 51.2 | 6.1 | 0 | 0 | 1 | 0 | 0 | 1 | 35 | 23 | 8 | 6 | 0 | 0 |
| **02:00** | 76 | 56.9 | 52.0 | 4.8 | 0 | 0 | 0 | 0 | 0 | 2 | 23 | 37 | 12 | 1 | 1 | 0 |
| **03:00** | 112 | 55.6 | 51.3 | 4.2 | 0 | 0 | 0 | 0 | 0 | 3 | 43 | 48 | 16 | 2 | 0 | 0 |
| **04:00** | 166 | 52.4 | 49.1 | 3.1 | 0 | 0 | 0 | 0 | 0 | 6 | 108 | 44 | 8 | 0 | 0 | 0 |
| **05:00** | 357 | 51.0 | 47.8 | 3.1 | 0 | 0 | 0 | 0 | 1 | 52 | 236 | 65 | 2 | 1 | 0 | 0 |
| **06:00** | 623 | 51.0 | 45.1 | 5.7 | 0 | 1 | 0 | 14 | 62 | 213 | 288 | 33 | 2 | 6 | 1 | 3 |
| **07:00** | 1056 | 48.3 | 42.4 | 5.7 | 0 | 5 | 32 | 63 | 141 | 443 | 355 | 17 | 0 | 0 | 0 | 0 |
| **08:00** | 942 | 48.6 | 43.8 | 4.7 | 2 | 0 | 9 | 14 | 135 | 355 | 406 | 21 | 0 | 0 | 0 | 0 |
| **09:00** | 856 | 47.9 | 43.0 | 4.8 | 0 | 0 | 6 | 33 | 148 | 390 | 250 | 22 | 4 | 3 | 0 | 0 |
| **10:00** | 768 | 48.2 | 44.3 | 3.8 | 0 | 0 | 0 | 16 | 56 | 350 | 327 | 17 | 2 | 0 | 0 | 0 |
| **11:00** | 751 | 47.1 | 42.7 | 4.3 | 0 | 0 | 2 | 19 | 165 | 342 | 204 | 19 | 0 | 0 | 0 | 0 |
| **12:00** | 771 | 47.2 | 41.2 | 5.7 | 0 | 0 | 40 | 59 | 126 | 364 | 175 | 6 | 1 | 0 | 0 | 0 |
| **13:00** | 699 | 47.8 | 43.7 | 3.9 | 0 | 0 | 1 | 18 | 70 | 344 | 251 | 15 | 0 | 0 | 0 | 0 |
| **14:00** | 785 | 47.4 | 42.7 | 4.6 | 0 | 0 | 6 | 53 | 102 | 380 | 233 | 11 | 0 | 0 | 0 | 0 |
| **15:00** | 716 | 48.5 | 43.7 | 4.6 | 0 | 0 | 10 | 21 | 64 | 336 | 253 | 32 | 0 | 0 | 0 | 0 |
| **16:00** | 817 | 49.9 | 44.7 | 5.0 | 0 | 0 | 1 | 6 | 78 | 357 | 341 | 26 | 1 | 2 | 0 | 5 |
| **17:00** | 740 | 49.9 | 44.8 | 4.9 | 0 | 6 | 0 | 11 | 67 | 250 | 361 | 39 | 5 | 1 | 0 | 0 |
| **18:00** | 588 | 50.9 | 46.4 | 4.3 | 0 | 0 | 0 | 0 | 22 | 161 | 353 | 43 | 3 | 1 | 5 | 0 |
| **19:00** | 394 | 49.2 | 45.7 | 3.4 | 0 | 0 | 0 | 0 | 8 | 163 | 187 | 35 | 1 | 0 | 0 | 0 |
| **20:00** | 276 | 50.3 | 46.5 | 3.7 | 0 | 0 | 0 | 0 | 2 | 96 | 142 | 31 | 4 | 1 | 0 | 0 |
| **21:00** | 253 | 50.8 | 47.5 | 3.2 | 0 | 0 | 0 | 0 | 2 | 44 | 164 | 40 | 3 | 0 | 0 | 0 |
| **22:00** | 172 | 56.5 | 50.9 | 5.4 | 0 | 0 | 0 | 0 | 2 | 9 | 76 | 56 | 18 | 11 | 0 | 0 |
| **23:00** | 140 | 51.8 | 48.3 | 3.4 | 0 | 0 | 0 | 1 | 0 | 9 | 101 | 25 | 3 | 1 | 0 | 0 |
| **Total 2H(10-12)** | 1519 | 47.8 | 43.5 | 4.1 | 0 | 0 | 2 | 35 | 221 | 692 | 531 | 36 | 2 | 0 | 0 | 0 |
| **2H(14-16)** | 1501 | 48.0 | 43.2 | 4.6 | 0 | 0 | 16 | 74 | 166 | 716 | 486 | 43 | 0 | 0 | 0 | 0 |
| **12H(7-19)** | 9489 | 48.6 | 43.5 | 4.9 | 2 | 11 | 107 | 313 | 1174 | 4072 | 3509 | 268 | 16 | 7 | 5 | 5 |
| **24H(0-24)** | 12247 | 49.7 | 44.4 | 5.1 | 2 | 12 | 108 | 328 | 1251 | 4675 | 4992 | 733 | 94 | 37 | 7 | 8 |
| **AM Peak** | 07:00 | 01:00 | 02:00 | 01:00 | 08:00 | 07:00 | 07:00 | 07:00 | 11:00 | 07:00 | 08:00 | 05:00 | 03:00 | 01:00 | 02:00 | 06:00 |
| | **1056** | **57.5** | **52.0** | **6.1** | **2** | **5** | **32** | **63** | **165** | **443** | **406** | **65** | **16** | **6** | **1** | **3** |
| **PM Peak** | 16:00 | 22:00 | 22:00 | 12:00 | 12:00 | 17:00 | 12:00 | 12:00 | 12:00 | 14:00 | 17:00 | 22:00 | 22:00 | 22:00 | 18:00 | 16:00 |
| | **817** | **56.5** | **50.9** | **5.7** | **0** | **6** | **40** | **59** | **126** | **380** | **361** | **56** | **18** | **11** | **5** | **5** |

**360 TSL Ltd**

**Direction: Westbound**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 78 | 60.2 | 53.8 | 6.1 | 0 | 0 | 0 | 0 | 0 | 1 | 20 | 30 | 19 | 6 | 2 | 0 |
| **01:00** | 96 | 59.0 | 54.6 | 4.3 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 50 | 31 | 7 | 0 | 0 |
| **02:00** | 107 | 58.2 | 53.7 | 4.3 | 0 | 0 | 0 | 0 | 1 | 1 | 14 | 53 | 34 | 4 | 0 | 0 |
| **03:00** | 162 | 58.1 | 53.8 | 4.2 | 0 | 0 | 0 | 0 | 1 | 4 | 12 | 90 | 49 | 6 | 0 | 0 |
| **04:00** | 289 | 57.7 | 53.1 | 4.5 | 0 | 0 | 0 | 0 | 1 | 5 | 46 | 166 | 59 | 10 | 2 | 0 |
| **05:00** | 355 | 56.5 | 51.3 | 5.0 | 0 | 0 | 0 | 0 | 2 | 27 | 94 | 185 | 33 | 12 | 2 | 0 |
| **06:00** | 580 | 55.8 | 48.4 | 7.1 | 0 | 5 | 4 | 26 | 14 | 57 | 232 | 195 | 26 | 21 | 0 | 0 |
| **07:00** | 802 | 54.2 | 46.5 | 7.4 | 2 | 3 | 26 | 40 | 49 | 89 | 318 | 256 | 14 | 5 | 0 | 0 |
| **08:00** | 726 | 52.9 | 44.2 | 8.4 | 1 | 11 | 43 | 37 | 95 | 72 | 316 | 138 | 13 | 0 | 0 | 0 |
| **09:00** | 662 | 52.2 | 46.5 | 5.5 | 0 | 1 | 9 | 20 | 17 | 155 | 314 | 129 | 16 | 1 | 0 | 0 |
| **10:00** | 636 | 53.0 | 45.8 | 6.9 | 0 | 2 | 27 | 25 | 36 | 92 | 307 | 135 | 11 | 1 | 0 | 0 |
| **11:00** | 726 | 51.9 | 45.4 | 6.2 | 1 | 2 | 23 | 14 | 56 | 151 | 353 | 122 | 4 | 0 | 0 | 0 |
| **12:00** | 715 | 50.6 | 45.1 | 5.3 | 0 | 1 | 11 | 14 | 57 | 238 | 304 | 80 | 10 | 0 | 0 | 0 |
| **13:00** | 803 | 51.7 | 45.5 | 6.0 | 2 | 2 | 12 | 17 | 50 | 265 | 298 | 143 | 13 | 1 | 0 | 0 |
| **14:00** | 809 | 51.0 | 46.7 | 4.2 | 0 | 0 | 0 | 0 | 24 | 263 | 364 | 148 | 5 | 5 | 0 | 0 |
| **15:00** | 744 | 53.4 | 46.5 | 6.6 | 0 | 5 | 15 | 16 | 46 | 128 | 351 | 158 | 21 | 0 | 4 | 0 |
| **16:00** | 829 | 52.6 | 46.6 | 5.8 | 0 | 0 | 22 | 8 | 35 | 188 | 367 | 190 | 17 | 2 | 0 | 0 |
| **17:00** | 862 | 52.2 | 46.9 | 5.2 | 1 | 1 | 0 | 10 | 59 | 193 | 380 | 191 | 26 | 1 | 0 | 0 |
| **18:00** | 513 | 55.6 | 49.6 | 5.8 | 0 | 3 | 1 | 1 | 12 | 45 | 212 | 194 | 33 | 9 | 3 | 0 |
| **19:00** | 300 | 55.6 | 48.9 | 6.4 | 0 | 1 | 5 | 6 | 7 | 32 | 106 | 113 | 27 | 3 | 0 | 0 |
| **20:00** | 227 | 55.4 | 49.9 | 5.3 | 0 | 0 | 1 | 0 | 9 | 14 | 89 | 87 | 24 | 2 | 1 | 0 |
| **21:00** | 153 | 56.9 | 50.6 | 6.1 | 0 | 1 | 1 | 0 | 1 | 4 | 62 | 70 | 8 | 4 | 2 | 0 |
| **22:00** | 112 | 59.5 | 52.5 | 6.7 | 0 | 0 | 0 | 0 | 0 | 12 | 27 | 42 | 20 | 10 | 0 | 1 |
| **23:00** | 66 | 57.5 | 51.3 | 6.0 | 0 | 0 | 1 | 0 | 1 | 2 | 18 | 35 | 7 | 1 | 1 | 0 |
| **Total 2H(10-12)** | 1362 | 52.4 | 45.6 | 6.6 | 1 | 4 | 50 | 39 | 92 | 243 | 660 | 257 | 15 | 1 | 0 | 0 |
| **2H(14-16)** | 1553 | 52.3 | 46.6 | 5.5 | 0 | 5 | 15 | 16 | 70 | 391 | 715 | 306 | 26 | 5 | 4 | 0 |
| **12H(7-19)** | 8827 | 52.7 | 46.2 | 6.3 | 7 | 31 | 189 | 202 | 536 | 1879 | 3884 | 1884 | 183 | 25 | 7 | 0 |
| **24H(0-24)** | 11352 | 54.0 | 47.3 | 6.6 | 7 | 38 | 201 | 234 | 573 | 2039 | 4611 | 3000 | 520 | 111 | 17 | 1 |
| **AM Peak** | 07:00 | 00:00 | 01:00 | 08:00 | 07:00 | 08:00 | 08:00 | 07:00 | 08:00 | 09:00 | 11:00 | 07:00 | 04:00 | 06:00 | 00:00 | 00:00 |
| | **802** | **60.2** | **54.6** | **8.4** | **2** | **11** | **43** | **40** | **95** | **155** | **353** | **256** | **59** | **21** | **2** | **0** |
| **PM Peak** | 17:00 | 22:00 | 22:00 | 22:00 | 13:00 | 15:00 | 16:00 | 13:00 | 17:00 | 13:00 | 17:00 | 18:00 | 18:00 | 22:00 | 15:00 | 22:00 |
| | **862** | **59.5** | **52.5** | **6.7** | **2** | **5** | **22** | **17** | **59** | **265** | **380** | **194** | **33** | **10** | **4** | **1** |

**360 TSL Ltd**

**Direction: Total Flow**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 193 | 56.2 | 50.8 | 5.2 | 0 | 0 | 0 | 0 | 0 | 6 | 100 | 58 | 20 | 7 | 2 | 0 |
| **01:00** | 170 | 58.7 | 53.1 | 5.4 | 0 | 0 | 1 | 0 | 0 | 2 | 42 | 73 | 39 | 13 | 0 | 0 |
| **02:00** | 183 | 57.7 | 53.0 | 4.6 | 0 | 0 | 0 | 0 | 1 | 3 | 37 | 90 | 46 | 5 | 1 | 0 |
| **03:00** | 274 | 57.2 | 52.7 | 4.3 | 0 | 0 | 0 | 0 | 1 | 7 | 55 | 138 | 65 | 8 | 0 | 0 |
| **04:00** | 455 | 56.3 | 51.6 | 4.5 | 0 | 0 | 0 | 0 | 1 | 11 | 154 | 210 | 67 | 10 | 2 | 0 |
| **05:00** | 712 | 54.2 | 49.5 | 4.5 | 0 | 0 | 0 | 0 | 3 | 79 | 330 | 250 | 35 | 13 | 2 | 0 |
| **06:00** | 1203 | 53.6 | 46.7 | 6.6 | 0 | 6 | 4 | 40 | 76 | 270 | 520 | 228 | 28 | 27 | 1 | 3 |
| **07:00** | 1858 | 51.2 | 44.2 | 6.8 | 2 | 8 | 58 | 103 | 190 | 532 | 673 | 273 | 14 | 5 | 0 | 0 |
| **08:00** | 1668 | 50.8 | 44.0 | 6.6 | 3 | 11 | 52 | 51 | 230 | 427 | 722 | 159 | 13 | 0 | 0 | 0 |
| **09:00** | 1518 | 50.1 | 44.5 | 5.4 | 0 | 1 | 15 | 53 | 165 | 545 | 564 | 151 | 20 | 4 | 0 | 0 |
| **10:00** | 1404 | 50.7 | 45.0 | 5.5 | 0 | 2 | 27 | 41 | 92 | 442 | 634 | 152 | 13 | 1 | 0 | 0 |
| **11:00** | 1477 | 49.7 | 44.1 | 5.5 | 1 | 2 | 25 | 33 | 221 | 493 | 557 | 141 | 4 | 0 | 0 | 0 |
| **12:00** | 1486 | 49.1 | 43.1 | 5.8 | 0 | 1 | 51 | 73 | 183 | 602 | 479 | 86 | 11 | 0 | 0 | 0 |
| **13:00** | 1502 | 50.0 | 44.7 | 5.2 | 2 | 2 | 13 | 35 | 120 | 609 | 549 | 158 | 13 | 1 | 0 | 0 |
| **14:00** | 1594 | 49.7 | 44.7 | 4.8 | 0 | 0 | 6 | 53 | 126 | 643 | 597 | 159 | 5 | 5 | 0 | 0 |
| **15:00** | 1460 | 51.3 | 45.2 | 5.9 | 0 | 5 | 25 | 37 | 110 | 464 | 604 | 190 | 21 | 0 | 4 | 0 |
| **16:00** | 1646 | 51.3 | 45.6 | 5.5 | 0 | 0 | 23 | 14 | 113 | 545 | 708 | 216 | 18 | 4 | 0 | 5 |
| **17:00** | 1602 | 51.3 | 45.9 | 5.2 | 1 | 7 | 0 | 21 | 126 | 443 | 741 | 230 | 31 | 2 | 0 | 0 |
| **18:00** | 1101 | 53.4 | 47.9 | 5.3 | 0 | 3 | 1 | 1 | 34 | 206 | 565 | 237 | 36 | 10 | 8 | 0 |
| **19:00** | 694 | 52.5 | 47.1 | 5.2 | 0 | 1 | 5 | 6 | 15 | 195 | 293 | 148 | 28 | 3 | 0 | 0 |
| **20:00** | 503 | 53.0 | 48.0 | 4.8 | 0 | 0 | 1 | 0 | 11 | 110 | 231 | 118 | 28 | 3 | 1 | 0 |
| **21:00** | 406 | 53.6 | 48.6 | 4.7 | 0 | 1 | 1 | 0 | 3 | 48 | 226 | 110 | 11 | 4 | 2 | 0 |
| **22:00** | 284 | 57.8 | 51.5 | 6.0 | 0 | 0 | 0 | 0 | 2 | 21 | 103 | 98 | 38 | 21 | 0 | 1 |
| **23:00** | 206 | 54.0 | 49.2 | 4.6 | 0 | 0 | 1 | 1 | 1 | 11 | 119 | 60 | 10 | 2 | 1 | 0 |
| **Total 2H(10-12)** | 2881 | 50.2 | 44.5 | 5.5 | 1 | 4 | 52 | 74 | 313 | 935 | 1191 | 293 | 17 | 1 | 0 | 0 |
| **2H(14-16)** | 3054 | 50.5 | 44.9 | 5.4 | 0 | 5 | 31 | 90 | 236 | 1107 | 1201 | 349 | 26 | 5 | 4 | 0 |
| **12H(7-19)** | 18316 | 50.8 | 44.8 | 5.8 | 9 | 42 | 296 | 515 | 1710 | 5951 | 7393 | 2152 | 199 | 32 | 12 | 5 |
| **24H(0-24)** | 23599 | 52.0 | 45.8 | 6.0 | 9 | 50 | 309 | 562 | 1824 | 6714 | 9603 | 3733 | 614 | 148 | 24 | 9 |
| **AM Peak** | 07:00 | 01:00 | 01:00 | 07:00 | 08:00 | 08:00 | 07:00 | 07:00 | 08:00 | 09:00 | 08:00 | 07:00 | 04:00 | 06:00 | 00:00 | 06:00 |
| | **1858** | **58.7** | **53.1** | **6.8** | **3** | **11** | **58** | **103** | **230** | **545** | **722** | **273** | **67** | **27** | **2** | **3** |
| **PM Peak** | 16:00 | 22:00 | 22:00 | 22:00 | 13:00 | 17:00 | 12:00 | 12:00 | 12:00 | 14:00 | 17:00 | 18:00 | 22:00 | 22:00 | 18:00 | 16:00 |
| | **1646** | **57.8** | **51.5** | **6.0** | **2** | **7** | **51** | **73** | **183** | **643** | **741** | **237** | **38** | **21** | **8** | **5** |

**360 TSL Ltd**

## East Heckington, A17 (Middle Site)


**Direction: Eastbound**

| Hour Beginning | Thu 24/03/2022 | Fri 25/03/2022 | Sat 26/03/2022 | Sun 27/03/2022 | Mon 28/03/2022 | Tue 29/03/2022 | Wed 30/03/2022 | 5-Day Ave. | 7-Day Ave. |
|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 86 | 78 | 73 | 66 | 58 | 32 | 77 | 66 | 67 |
| 01:00 | 47 | 73 | 46 | 43 | 31 | 34 | 60 | 49 | 48 |
| 02:00 | 64 | 65 | 50 | 0 | 34 | 44 | 52 | 52 | 44 |
| 03:00 | 74 | 55 | 55 | 37 | 45 | 54 | 71 | 60 | 56 |
| 04:00 | 103 | 147 | 72 | 43 | 87 | 112 | 114 | 113 | 97 |
| 05:00 | 229 | 292 | 134 | 58 | 247 | 231 | 281 | 256 | 210 |
| 06:00 | 590 | 629 | 244 | 117 | 603 | 613 | 513 | 590 | 473 |
| 07:00 | 1037 | 907 | 342 | 158 | 1046 | 1060 | 960 | 1002 | 787 |
| 08:00 | 939 | 826 | 497 | 211 | 967 | 896 | 892 | 904 | 747 |
| 09:00 | 760 | 707 | 635 | 405 | 740 | 762 | 731 | 740 | 677 |
| 10:00 | 656 | 758 | 665 | 512 | 804 | 692 | 683 | 719 | 681 |
| 11:00 | 701 | 725 | 619 | 619 | 745 | 575 | 660 | 681 | 663 |
| 12:00 | 639 | 767 | 684 | 698 | 770 | 661 | 651 | 698 | 696 |
| 13:00 | 639 | 794 | 602 | 594 | 672 | 642 | 634 | 676 | 654 |
| 14:00 | 813 | 829 | 536 | 602 | 687 | 624 | 704 | 731 | 685 |
| 15:00 | 722 | 880 | 552 | 553 | 662 | 664 | 681 | 722 | 673 |
| 16:00 | 825 | 734 | 513 | 622 | 726 | 704 | 779 | 754 | 700 |
| 17:00 | 655 | 698 | 498 | 578 | 667 | 722 | 673 | 683 | 642 |
| 18:00 | 614 | 598 | 498 | 571 | 523 | 467 | 544 | 549 | 545 |
| 19:00 | 326 | 410 | 289 | 401 | 283 | 343 | 327 | 338 | 340 |
| 20:00 | 271 | 289 | 247 | 318 | 213 | 211 | 235 | 244 | 255 |
| 21:00 | 220 | 191 | 211 | 245 | 179 | 197 | 201 | 198 | 206 |
| 22:00 | 157 | 175 | 128 | 103 | 153 | 163 | 142 | 158 | 146 |
| 23:00 | 112 | 90 | 100 | 79 | 91 | 91 | 103 | 97 | 95 |
| Total | | | | | | | | | |
| 12H(7-19) | 9000 | 9223 | 6641 | 6123 | 9009 | 8469 | 8592 | 8859 | 8151 |
| 16H(6-22) | 10407 | 10742 | 7632 | 7204 | 10287 | 9833 | 9868 | 10227 | 9425 |
| 18H(6-24) | 10676 | 11007 | 7860 | 7386 | 10531 | 10087 | 10113 | 10483 | 9666 |
| 24H(0-24) | 11279 | 11717 | 8290 | 7633 | 11033 | 10594 | 10768 | 11078 | 10188 |
| AM Peak | 07:00 | 07:00 | 10:00 | 11:00 | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 |
| | 1037 | 907 | 665 | 619 | 1046 | 1060 | 960 | 1002 | 787 |
| PM Peak | 16:00 | 15:00 | 12:00 | 12:00 | 12:00 | 17:00 | 16:00 | 16:00 | 16:00 |
| | 825 | 880 | 684 | 698 | 770 | 722 | 779 | 754 | 700 |

360 TSL Ltd

**Direction: Westbound**

| Hour Beginning | Thu 24/03/2022 | Fri 25/03/2022 | Sat 26/03/2022 | Sun 27/03/2022 | Mon 28/03/2022 | Tue 29/03/2022 | Wed 30/03/2022 | 5-Day Ave. | 7-Day Ave. |
|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 78 | 93 | 69 | 77 | 67 | 68 | 93 | 80 | 78 |
| 01:00 | 120 | 84 | 64 | 75 | 65 | 84 | 115 | 94 | 87 |
| 02:00 | 97 | 123 | 73 | 0 | 89 | 95 | 118 | 104 | 85 |
| 03:00 | 123 | 133 | 111 | 81 | 159 | 124 | 209 | 150 | 134 |
| 04:00 | 259 | 203 | 142 | 113 | 236 | 230 | 280 | 242 | 209 |
| 05:00 | 442 | 421 | 252 | 139 | 467 | 436 | 430 | 439 | 370 |
| 06:00 | 593 | 550 | 277 | 165 | 601 | 508 | 612 | 573 | 472 |
| 07:00 | 744 | 768 | 446 | 225 | 836 | 812 | 829 | 798 | 666 |
| 08:00 | 723 | 761 | 574 | 337 | 823 | 787 | 774 | 774 | 683 |
| 09:00 | 810 | 741 | 655 | 542 | 767 | 666 | 706 | 738 | 698 |
| 10:00 | 652 | 773 | 630 | 634 | 721 | 653 | 706 | 701 | 681 |
| 11:00 | 713 | 851 | 744 | 779 | 836 | 783 | 841 | 805 | 792 |
| 12:00 | 723 | 875 | 684 | 695 | 714 | 843 | 799 | 791 | 762 |
| 13:00 | 738 | 832 | 589 | 679 | 818 | 872 | 877 | 827 | 772 |
| 14:00 | 823 | 882 | 568 | 592 | 677 | 810 | 854 | 809 | 744 |
| 15:00 | 817 | 843 | 575 | 601 | 787 | 807 | 813 | 813 | 749 |
| 16:00 | 937 | 910 | 498 | 642 | 855 | 875 | 920 | 899 | 805 |
| 17:00 | 959 | 800 | 495 | 509 | 897 | 808 | 915 | 876 | 769 |
| 18:00 | 626 | 561 | 476 | 487 | 611 | 560 | 530 | 578 | 550 |
| 19:00 | 422 | 359 | 298 | 452 | 337 | 350 | 311 | 356 | 361 |
| 20:00 | 270 | 293 | 222 | 301 | 232 | 275 | 263 | 267 | 265 |
| 21:00 | 198 | 170 | 132 | 191 | 141 | 208 | 170 | 177 | 173 |
| 22:00 | 124 | 129 | 114 | 116 | 104 | 121 | 112 | 118 | 117 |
| 23:00 | 112 | 100 | 91 | 86 | 96 | 115 | 79 | 100 | 97 |
| Total | | | | | | | | | |
| 12H(7-19) | 9265 | 9597 | 6934 | 6722 | 9342 | 9276 | 9564 | 9409 | 8671 |
| 16H(6-22) | 10748 | 10969 | 7863 | 7831 | 10653 | 10617 | 10920 | 10781 | 9943 |
| 18H(6-24) | 10984 | 11198 | 8068 | 8033 | 10853 | 10853 | 11111 | 11000 | 10157 |
| 24H(0-24) | 12103 | 12255 | 8779 | 8518 | 11936 | 11890 | 12356 | 12108 | 11120 |
| AM Peak | 09:00 | 11:00 | 11:00 | 11:00 | 07:00 | 07:00 | 11:00 | 11:00 | 11:00 |
| | 810 | 851 | 744 | 779 | 836 | 812 | 841 | 805 | 792 |
| PM Peak | 17:00 | 16:00 | 12:00 | 12:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| | 959 | 910 | 684 | 695 | 897 | 875 | 920 | 899 | 805 |

360 TSL Ltd

**Direction: Total Flow**

| Hour Beginning | Thu 24/03/2022 | Fri 25/03/2022 | Sat 26/03/2022 | Sun 27/03/2022 | Mon 28/03/2022 | Tue 29/03/2022 | Wed 30/03/2022 | 5-Day Ave. | 7-Day Ave. |
|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 164 | 171 | 142 | 143 | 125 | 100 | 170 | 146 | 145 |
| 01:00 | 167 | 157 | 110 | 118 | 96 | 118 | 175 | 143 | 134 |
| 02:00 | 161 | 188 | 123 | 0 | 123 | 139 | 170 | 156 | 129 |
| 03:00 | 197 | 188 | 166 | 118 | 204 | 178 | 280 | 209 | 190 |
| 04:00 | 362 | 350 | 214 | 156 | 323 | 342 | 394 | 354 | 306 |
| 05:00 | 671 | 713 | 386 | 197 | 714 | 667 | 711 | 695 | 580 |
| 06:00 | 1183 | 1179 | 521 | 282 | 1204 | 1121 | 1125 | 1162 | 945 |
| 07:00 | 1781 | 1675 | 788 | 383 | 1882 | 1872 | 1789 | 1800 | 1453 |
| 08:00 | 1662 | 1587 | 1071 | 548 | 1790 | 1683 | 1666 | 1678 | 1430 |
| 09:00 | 1570 | 1448 | 1290 | 947 | 1507 | 1428 | 1437 | 1478 | 1375 |
| 10:00 | 1308 | 1531 | 1295 | 1146 | 1525 | 1345 | 1389 | 1420 | 1363 |
| 11:00 | 1414 | 1576 | 1363 | 1398 | 1581 | 1358 | 1501 | 1486 | 1456 |
| 12:00 | 1362 | 1642 | 1368 | 1393 | 1484 | 1504 | 1450 | 1488 | 1458 |
| 13:00 | 1377 | 1626 | 1191 | 1273 | 1490 | 1514 | 1511 | 1504 | 1426 |
| 14:00 | 1636 | 1711 | 1104 | 1194 | 1364 | 1434 | 1558 | 1541 | 1429 |
| 15:00 | 1539 | 1723 | 1127 | 1154 | 1449 | 1471 | 1494 | 1535 | 1422 |
| 16:00 | 1762 | 1644 | 1011 | 1264 | 1581 | 1579 | 1699 | 1653 | 1506 |
| 17:00 | 1614 | 1498 | 993 | 1087 | 1564 | 1530 | 1588 | 1559 | 1411 |
| 18:00 | 1240 | 1159 | 974 | 1058 | 1134 | 1027 | 1074 | 1127 | 1095 |
| 19:00 | 748 | 769 | 587 | 853 | 620 | 693 | 638 | 694 | 701 |
| 20:00 | 541 | 582 | 469 | 619 | 445 | 486 | 498 | 510 | 520 |
| 21:00 | 418 | 361 | 343 | 436 | 320 | 405 | 371 | 375 | 379 |
| 22:00 | 281 | 304 | 242 | 219 | 257 | 284 | 254 | 276 | 263 |
| 23:00 | 224 | 190 | 191 | 165 | 187 | 206 | 182 | 198 | 192 |
| Total | | | | | | | | | |
| 12H(7-19) | 18265 | 18820 | 13575 | 12845 | 18351 | 17745 | 18156 | 18267 | 16822 |
| 16H(6-22) | 21155 | 21711 | 15495 | 15035 | 20940 | 20450 | 20788 | 21009 | 19368 |
| 18H(6-24) | 21660 | 22205 | 15928 | 15419 | 21384 | 20940 | 21224 | 21483 | 19823 |
| 24H(0-24) | 23382 | 23972 | 17069 | 16151 | 22969 | 22484 | 23124 | 23186 | 21307 |
| AM Peak | 07:00 | 07:00 | 11:00 | 11:00 | 07:00 | 07:00 | 07:00 | 07:00 | 11:00 |
| | 1781 | 1675 | 1363 | 1398 | 1882 | 1872 | 1789 | 1800 | 1456 |
| PM Peak | 16:00 | 15:00 | 12:00 | 12:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| | 1762 | 1723 | 1368 | 1393 | 1581 | 1579 | 1699 | 1653 | 1506 |

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## East Heckington, A17 (Middle Site)

**Direction: Eastbound**

| | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 11279 | 8790 | 1726 | 646 | 117 |
| Fri 25 Mar 2022 | 11717 | 9498 | 1543 | 576 | 100 |
| Sat 26 Mar 2022 | 8290 | 7051 | 905 | 295 | 39 |
| Sun 27 Mar 2022 | 7633 | 6668 | 703 | 233 | 29 |
| Mon 28 Mar 2022 | 11033 | 8704 | 1628 | 585 | 116 |
| Tue 29 Mar 2022 | 10594 | 8162 | 1662 | 665 | 105 |
| Wed 30 Mar 2022 | 10768 | 8473 | 1578 | 614 | 103 |
| 5 Day Ave. | 11078 | 8725 | 1627 | 617 | 108 |
| 7 Day Ave. | 10188 | 8192 | 1392 | 516 | 87 |

| | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 100.0% | 77.9% | 15.3% | 5.7% | 1.0% |
| Fri 25 Mar 2022 | 100.0% | 81.1% | 13.2% | 4.9% | 0.9% |
| Sat 26 Mar 2022 | 100.0% | 85.1% | 10.9% | 3.6% | 0.5% |
| Sun 27 Mar 2022 | 100.0% | 87.4% | 9.2% | 3.1% | 0.4% |
| Mon 28 Mar 2022 | 100.0% | 78.9% | 14.8% | 5.3% | 1.1% |
| Tue 29 Mar 2022 | 100.0% | 77.0% | 15.7% | 6.3% | 1.0% |
| Wed 30 Mar 2022 | 100.0% | 78.7% | 14.7% | 5.7% | 1.0% |
| 5 Day Ave. | 100.0% | 78.8% | 14.7% | 5.6% | 1.0% |
| 7 Day Ave. | 100.0% | 80.4% | 13.7% | 5.1% | 0.9% |

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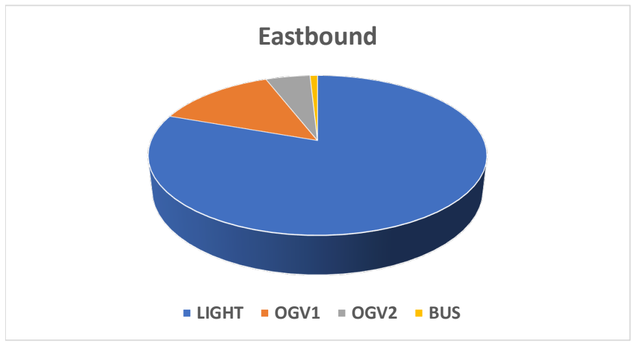


**Direction: Westbound**

| | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 12103 | 10168 | 1447 | 417 | 71 |
| Fri 25 Mar 2022 | 12255 | 10476 | 1354 | 339 | 86 |
| Sat 26 Mar 2022 | 8779 | 7823 | 781 | 152 | 23 |
| Sun 27 Mar 2022 | 8518 | 7771 | 618 | 116 | 13 |
| Mon 28 Mar 2022 | 11936 | 10188 | 1309 | 378 | 61 |
| Tue 29 Mar 2022 | 11890 | 10256 | 1230 | 331 | 73 |
| Wed 30 Mar 2022 | 12356 | 10715 | 1272 | 320 | 49 |
| 5 Day Ave. | 12108 | 10361 | 1322 | 357 | 68 |
| 7 Day Ave. | 11120 | 9628 | 1144 | 293 | 54 |

| | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 100.0% | 84.0% | 12.0% | 3.4% | 0.6% |
| Fri 25 Mar 2022 | 100.0% | 85.5% | 11.0% | 2.8% | 0.7% |
| Sat 26 Mar 2022 | 100.0% | 89.1% | 8.9% | 1.7% | 0.3% |
| Sun 27 Mar 2022 | 100.0% | 91.2% | 7.3% | 1.4% | 0.2% |
| Mon 28 Mar 2022 | 100.0% | 85.4% | 11.0% | 3.2% | 0.5% |
| Tue 29 Mar 2022 | 100.0% | 86.3% | 10.3% | 2.8% | 0.6% |
| Wed 30 Mar 2022 | 100.0% | 86.7% | 10.3% | 2.6% | 0.4% |
| 5 Day Ave. | 100.0% | 85.6% | 10.9% | 2.9% | 0.6% |
| 7 Day Ave. | 100.0% | 86.6% | 10.3% | 2.6% | 0.5% |

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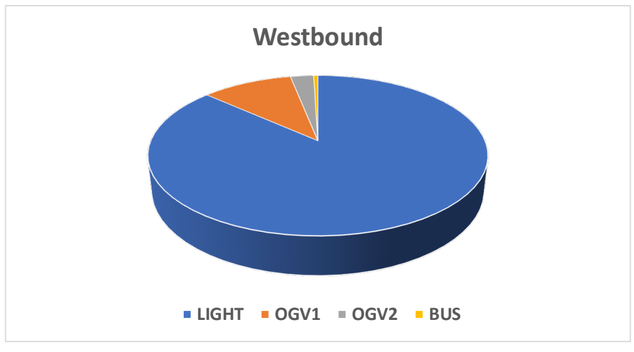


**Direction: Total Flow**

| | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 23382 | 18958 | 3173 | 1063 | 188 |
| Fri 25 Mar 2022 | 23972 | 19974 | 2897 | 915 | 186 |
| Sat 26 Mar 2022 | 17069 | 14874 | 1686 | 447 | 62 |
| Sun 27 Mar 2022 | 16151 | 14439 | 1321 | 349 | 42 |
| Mon 28 Mar 2022 | 22969 | 18892 | 2937 | 963 | 177 |
| Tue 29 Mar 2022 | 22484 | 18418 | 2892 | 996 | 178 |
| Wed 30 Mar 2022 | 23124 | 19188 | 2850 | 934 | 152 |
| 5 Day Ave. | 23186 | 19086 | 2950 | 974 | 176 |
| 7 Day Ave. | 21307 | 17820 | 2537 | 810 | 141 |

| | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 100.0% | 81.1% | 13.6% | 4.5% | 0.8% |
| Fri 25 Mar 2022 | 100.0% | 83.3% | 12.1% | 3.8% | 0.8% |
| Sat 26 Mar 2022 | 100.0% | 87.1% | 9.9% | 2.6% | 0.4% |
| Sun 27 Mar 2022 | 100.0% | 89.4% | 8.2% | 2.2% | 0.3% |
| Mon 28 Mar 2022 | 100.0% | 82.2% | 12.8% | 4.2% | 0.8% |
| Tue 29 Mar 2022 | 100.0% | 81.9% | 12.9% | 4.4% | 0.8% |
| Wed 30 Mar 2022 | 100.0% | 83.0% | 12.3% | 4.0% | 0.7% |
| 5 Day Ave. | 100.0% | 82.3% | 12.7% | 4.2% | 0.8% |
| 7 Day Ave. | 100.0% | 83.6% | 11.9% | 3.8% | 0.7% |

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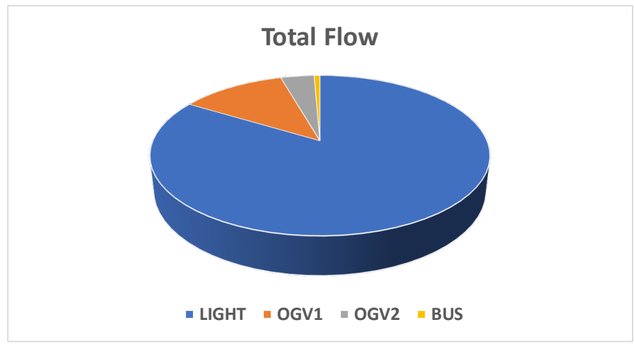

## East Heckington, A17 (Middle Site)

**Direction: Eastbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 11279 | 52.7 | 45.8 | 6.7 | 1 | 46 | 336 | 431 | 543 | 2434 | 5273 | 1841 | 295 | 74 | 4 | 1 |
| Fri 25 Mar 2022 | 11717 | 52.9 | 45.9 | 6.8 | 7 | 80 | 301 | 332 | 640 | 2572 | 5455 | 1959 | 263 | 86 | 17 | 5 |
| Sat 26 Mar 2022 | 8290 | 53.3 | 47.2 | 5.9 | 0 | 14 | 110 | 124 | 244 | 1759 | 4002 | 1569 | 359 | 89 | 14 | 6 |
| Sun 27 Mar 2022 | 7633 | 53.1 | 47.7 | 5.2 | 3 | 11 | 32 | 43 | 256 | 1375 | 4002 | 1521 | 293 | 80 | 12 | 5 |
| Mon 28 Mar 2022 | 11033 | 52.8 | 45.1 | 7.5 | 24 | 141 | 323 | 471 | 668 | 2500 | 4904 | 1711 | 225 | 55 | 6 | 5 |
| Tue 29 Mar 2022 | 10594 | 51.9 | 45.8 | 5.9 | 0 | 4 | 196 | 364 | 670 | 2650 | 4781 | 1653 | 203 | 68 | 3 | 2 |
| Wed 30 Mar 2022 | 10768 | 52.0 | 45.5 | 6.3 | 3 | 53 | 204 | 307 | 727 | 2924 | 4805 | 1471 | 184 | 79 | 8 | 3 |
| 5 Day Ave. | 11078 | 52.4 | 45.6 | 6.6 | 7 | 65 | 272 | 381 | 650 | 2616 | 5044 | 1727 | 234 | 72 | 8 | 3 |
| 7 Day Ave. | 10188 | 52.7 | 46.1 | 6.3 | 5 | 50 | 215 | 296 | 535 | 2316 | 4746 | 1675 | 260 | 76 | 9 | 4 |

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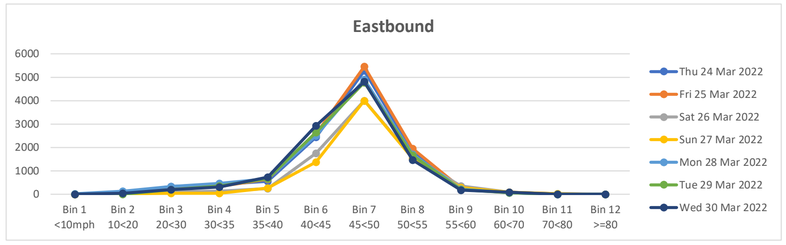


**Direction: Westbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 12103 | 52.3 | 45.5 | 6.5 | 7 | 26 | 296 | 532 | 706 | 2936 | 5362 | 1876 | 281 | 69 | 10 | 2 |
| Fri 25 Mar 2022 | 12255 | 52.0 | 45.9 | 5.9 | 2 | 6 | 179 | 388 | 811 | 3118 | 5546 | 1846 | 257 | 84 | 15 | 3 |
| Sat 26 Mar 2022 | 8779 | 52.8 | 47.3 | 5.3 | 1 | 2 | 48 | 84 | 320 | 1933 | 4271 | 1714 | 303 | 85 | 14 | 4 |
| Sun 27 Mar 2022 | 8518 | 52.8 | 47.6 | 5.0 | 0 | 3 | 19 | 52 | 303 | 1630 | 4393 | 1713 | 307 | 81 | 12 | 5 |
| Mon 28 Mar 2022 | 11936 | 52.2 | 45.5 | 6.5 | 7 | 30 | 257 | 528 | 820 | 2790 | 5376 | 1777 | 264 | 70 | 10 | 7 |
| Tue 29 Mar 2022 | 11890 | 52.5 | 45.9 | 6.3 | 6 | 34 | 241 | 302 | 778 | 2721 | 5573 | 1840 | 298 | 68 | 24 | 5 |
| Wed 30 Mar 2022 | 12356 | 51.8 | 45.3 | 6.3 | 28 | 45 | 183 | 319 | 1006 | 3548 | 5228 | 1676 | 237 | 74 | 8 | 4 |
| 5 Day Ave. | 12108 | 52.2 | 45.6 | 6.3 | 10 | 28 | 231 | 414 | 824 | 3023 | 5417 | 1803 | 267 | 73 | 13 | 4 |
| 7 Day Ave. | 11120 | 52.3 | 46.2 | 6.0 | 7 | 21 | 175 | 315 | 678 | 2668 | 5107 | 1777 | 278 | 76 | 13 | 4 |

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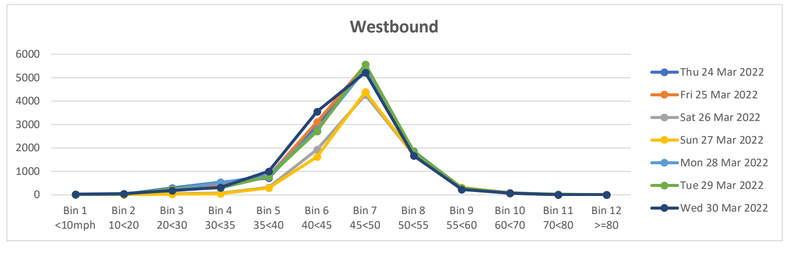


**Direction: Total Flow**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 23382 | 52.5 | 45.6 | 6.6 | 8 | 72 | 632 | 963 | 1249 | 5370 | 10635 | 3717 | 576 | 143 | 14 | 3 |
| Fri 25 Mar 2022 | 23972 | 52.4 | 45.9 | 6.4 | 9 | 86 | 480 | 720 | 1451 | 5690 | 11001 | 3805 | 520 | 170 | 32 | 8 |
| Sat 26 Mar 2022 | 17069 | 53.0 | 47.3 | 5.6 | 1 | 16 | 158 | 208 | 564 | 3692 | 8273 | 3283 | 662 | 174 | 28 | 10 |
| Sun 27 Mar 2022 | 16151 | 52.9 | 47.6 | 5.1 | 3 | 14 | 51 | 95 | 559 | 3005 | 8395 | 3234 | 600 | 161 | 24 | 10 |
| Mon 28 Mar 2022 | 22969 | 52.5 | 45.3 | 7.0 | 31 | 171 | 580 | 999 | 1488 | 5290 | 10280 | 3488 | 489 | 125 | 16 | 12 |
| Tue 29 Mar 2022 | 22484 | 52.2 | 45.9 | 6.1 | 6 | 38 | 437 | 666 | 1448 | 5371 | 10354 | 3493 | 501 | 136 | 27 | 7 |
| Wed 30 Mar 2022 | 23124 | 51.9 | 45.4 | 6.3 | 31 | 98 | 387 | 626 | 1733 | 6472 | 10033 | 3147 | 421 | 153 | 16 | 7 |
| 5 Day Ave. | 23186 | 52.3 | 45.6 | 6.5 | 17 | 93 | 503 | 795 | 1474 | 5639 | 10461 | 3530 | 501 | 145 | 21 | 7 |
| 7 Day Ave. | 21307 | 52.5 | 46.1 | 6.1 | 13 | 71 | 389 | 611 | 1213 | 4984 | 9853 | 3452 | 538 | 152 | 22 | 8 |

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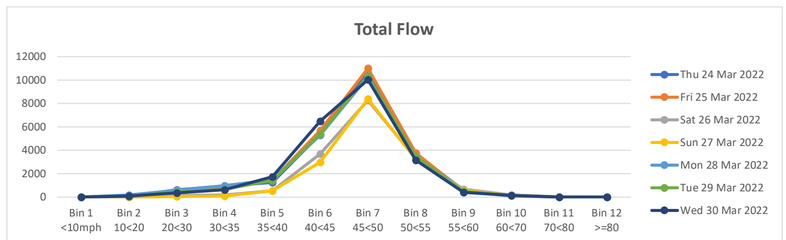


# East Heckington, A17 (Middle Site)

**Direction: Eastbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 1357 | 50.3 | 44.8 | 5.3 | 0 | 0 | 8 | 86 | 112 | 363 | 654 | 122 | 9 | 3 | 0 | 0 |
| Fri 25 Mar 2022 | 1483 | 51.1 | 43.6 | 7.3 | 0 | 23 | 52 | 83 | 145 | 418 | 608 | 137 | 15 | 1 | 0 | 1 |
| Sat 26 Mar 2022 | 1284 | 51.1 | 45.0 | 5.9 | 0 | 0 | 38 | 48 | 77 | 347 | 620 | 133 | 18 | 3 | 0 | 0 |
| Sun 27 Mar 2022 | 1131 | 51.0 | 46.7 | 4.1 | 0 | 0 | 0 | 8 | 42 | 274 | 626 | 156 | 23 | 2 | 0 | 0 |
| Mon 28 Mar 2022 | 1549 | 50.2 | 42.3 | 7.6 | 2 | 39 | 62 | 95 | 162 | 550 | 547 | 78 | 11 | 3 | 0 | 0 |
| Tue 29 Mar 2022 | 1267 | 50.5 | 44.1 | 6.1 | 0 | 3 | 39 | 61 | 107 | 406 | 522 | 115 | 13 | 1 | 0 | 0 |
| Wed 30 Mar 2022 | 1343 | 50.0 | 44.9 | 5.0 | 0 | 0 | 7 | 31 | 140 | 470 | 547 | 137 | 7 | 3 | 0 | 1 |
| 5 Day Ave. | 1400 | 50.4 | 43.9 | 6.3 | 0 | 13 | 34 | 71 | 133 | 441 | 576 | 118 | 11 | 2 | 0 | 0 |
| 7 Day Ave. | 1345 | 50.6 | 44.5 | 5.9 | 0 | 9 | 29 | 59 | 112 | 404 | 589 | 125 | 14 | 2 | 0 | 0 |

360 TSL Ltd

**Direction: Westbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 1365 | 51.4 | 44.2 | 7.0 | 7 | 9 | 37 | 99 | 69 | 356 | 643 | 134 | 10 | 1 | 0 | 0 |
| Fri 25 Mar 2022 | 1624 | 49.5 | 43.1 | 6.2 | 0 | 4 | 34 | 158 | 195 | 505 | 610 | 111 | 7 | 0 | 0 | 0 |
| Sat 26 Mar 2022 | 1374 | 51.1 | 45.9 | 5.1 | 0 | 1 | 21 | 14 | 73 | 384 | 687 | 172 | 19 | 3 | 0 | 0 |
| Sun 27 Mar 2022 | 1413 | 51.0 | 45.8 | 5.1 | 0 | 0 | 13 | 25 | 94 | 402 | 688 | 159 | 25 | 7 | 0 | 0 |
| Mon 28 Mar 2022 | 1557 | 51.1 | 44.0 | 6.8 | 7 | 26 | 20 | 73 | 122 | 435 | 756 | 113 | 3 | 2 | 0 | 0 |
| Tue 29 Mar 2022 | 1436 | 50.1 | 44.8 | 5.1 | 1 | 0 | 12 | 36 | 143 | 463 | 648 | 117 | 12 | 4 | 0 | 0 |
| Wed 30 Mar 2022 | 1547 | 49.6 | 43.9 | 5.5 | 0 | 2 | 12 | 82 | 230 | 452 | 673 | 79 | 14 | 2 | 1 | 0 |
| 5 Day Ave. | 1506 | 50.3 | 44.0 | 6.1 | 3 | 8 | 23 | 90 | 152 | 442 | 666 | 111 | 9 | 2 | 0 | 0 |
| 7 Day Ave. | 1474 | 50.5 | 44.5 | 5.8 | 2 | 6 | 21 | 70 | 132 | 428 | 672 | 126 | 13 | 3 | 0 | 0 |

360 TSL Ltd

**Direction: Total Flow**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 2722 | 50.9 | 44.5 | 6.2 | 7 | 9 | 45 | 185 | 181 | 719 | 1297 | 256 | 19 | 4 | 0 | 0 |
| Fri 25 Mar 2022 | 3107 | 50.3 | 43.3 | 6.7 | 0 | 27 | 86 | 241 | 340 | 923 | 1218 | 248 | 22 | 1 | 0 | 1 |
| Sat 26 Mar 2022 | 2658 | 51.1 | 45.5 | 5.5 | 0 | 1 | 59 | 62 | 150 | 731 | 1307 | 305 | 37 | 6 | 0 | 0 |
| Sun 27 Mar 2022 | 2544 | 51.0 | 46.2 | 4.7 | 0 | 0 | 13 | 33 | 136 | 676 | 1314 | 315 | 48 | 9 | 0 | 0 |
| Mon 28 Mar 2022 | 3106 | 50.7 | 43.2 | 7.3 | 9 | 65 | 82 | 168 | 284 | 985 | 1303 | 191 | 14 | 5 | 0 | 0 |
| Tue 29 Mar 2022 | 2703 | 50.3 | 44.5 | 5.6 | 1 | 3 | 51 | 97 | 250 | 869 | 1170 | 232 | 25 | 5 | 0 | 0 |
| Wed 30 Mar 2022 | 2890 | 49.8 | 44.4 | 5.3 | 0 | 2 | 19 | 113 | 370 | 922 | 1220 | 216 | 21 | 5 | 1 | 1 |
| 5 Day Ave. | 2906 | 50.4 | 44.0 | 6.2 | 3 | 21 | 57 | 161 | 285 | 884 | 1242 | 229 | 20 | 4 | 0 | 0 |
| 7 Day Ave. | 2819 | 50.6 | 44.5 | 5.9 | 2 | 15 | 51 | 128 | 244 | 832 | 1261 | 252 | 27 | 5 | 0 | 0 |

360 TSL Ltd

# East Heckington, A17 (Middle Site)

**Direction: Eastbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 1535 | 51.2 | 43.5 | 7.5 | 0 | 10 | 107 | 77 | 109 | 448 | 598 | 165 | 19 | 2 | 0 | 0 |
| Fri 25 Mar 2022 | 1709 | 52.1 | 45.1 | 6.8 | 0 | 20 | 52 | 55 | 100 | 391 | 843 | 224 | 18 | 5 | 1 | 0 |
| Sat 26 Mar 2022 | 1088 | 52.9 | 46.6 | 6.1 | 0 | 13 | 22 | 5 | 22 | 210 | 597 | 190 | 27 | 2 | 0 | 0 |
| Sun 27 Mar 2022 | 1155 | 52.3 | 47.6 | 4.5 | 0 | 0 | 2 | 9 | 34 | 195 | 651 | 219 | 36 | 8 | 1 | 0 |
| Mon 28 Mar 2022 | 1349 | 53.8 | 44.0 | 9.5 | 10 | 41 | 97 | 45 | 39 | 232 | 637 | 226 | 20 | 1 | 0 | 1 |
| Tue 29 Mar 2022 | 1288 | 51.5 | 45.5 | 5.9 | 0 | 0 | 18 | 60 | 117 | 270 | 613 | 183 | 22 | 5 | 0 | 0 |
| Wed 30 Mar 2022 | 1385 | 50.3 | 44.6 | 5.5 | 0 | 1 | 35 | 43 | 106 | 432 | 649 | 110 | 8 | 1 | 0 | 0 |
| 5 Day Ave. | 1453 | 51.8 | 44.5 | 7.0 | 2 | 14 | 62 | 56 | 94 | 355 | 668 | 182 | 17 | 3 | 0 | 0 |
| 7 Day Ave. | 1358 | 52.0 | 45.3 | 6.5 | 1 | 12 | 48 | 42 | 75 | 311 | 655 | 188 | 21 | 3 | 0 | 0 |

**360 TSL Ltd**

**Direction: Westbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 1640 | 50.5 | 44.1 | 6.2 | 0 | 4 | 43 | 84 | 170 | 517 | 660 | 135 | 22 | 4 | 1 | 0 |
| Fri 25 Mar 2022 | 1725 | 49.8 | 44.1 | 5.5 | 0 | 2 | 39 | 53 | 181 | 629 | 687 | 119 | 13 | 2 | 0 | 0 |
| Sat 26 Mar 2022 | 1143 | 52.0 | 46.8 | 5.1 | 0 | 0 | 7 | 17 | 50 | 257 | 603 | 168 | 31 | 8 | 2 | 0 |
| Sun 27 Mar 2022 | 1193 | 51.4 | 47.0 | 4.3 | 0 | 1 | 0 | 5 | 43 | 268 | 667 | 178 | 27 | 3 | 1 | 0 |
| Mon 28 Mar 2022 | 1464 | 51.0 | 45.4 | 5.3 | 0 | 0 | 16 | 58 | 75 | 441 | 683 | 159 | 26 | 6 | 0 | 0 |
| Tue 29 Mar 2022 | 1617 | 51.6 | 44.4 | 7.0 | 4 | 17 | 59 | 36 | 151 | 406 | 745 | 183 | 15 | 1 | 0 | 0 |
| Wed 30 Mar 2022 | 1667 | 48.8 | 44.2 | 4.5 | 0 | 4 | 7 | 26 | 178 | 724 | 633 | 90 | 4 | 1 | 0 | 0 |
| 5 Day Ave. | 1623 | 50.3 | 44.4 | 5.7 | 1 | 5 | 33 | 51 | 151 | 543 | 682 | 137 | 16 | 3 | 0 | 0 |
| 7 Day Ave. | 1493 | 50.7 | 45.1 | 5.4 | 1 | 4 | 24 | 40 | 121 | 463 | 668 | 147 | 20 | 4 | 1 | 0 |

**360 TSL Ltd**

**Direction: Total Flow**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 3175 | 50.9 | 43.8 | 6.9 | 0 | 14 | 150 | 161 | 279 | 965 | 1258 | 300 | 41 | 6 | 1 | 0 |
| Fri 25 Mar 2022 | 3434 | 51.0 | 44.6 | 6.2 | 0 | 22 | 91 | 108 | 281 | 1020 | 1530 | 343 | 31 | 7 | 1 | 0 |
| Sat 26 Mar 2022 | 2231 | 52.5 | 46.7 | 5.6 | 0 | 13 | 29 | 22 | 72 | 467 | 1200 | 358 | 58 | 10 | 2 | 0 |
| Sun 27 Mar 2022 | 2348 | 51.8 | 47.3 | 4.4 | 0 | 1 | 2 | 14 | 77 | 463 | 1318 | 397 | 63 | 11 | 2 | 0 |
| Mon 28 Mar 2022 | 2813 | 52.6 | 44.7 | 7.6 | 10 | 41 | 113 | 103 | 114 | 673 | 1320 | 385 | 46 | 7 | 0 | 1 |
| Tue 29 Mar 2022 | 2905 | 51.6 | 44.9 | 6.5 | 4 | 17 | 77 | 96 | 268 | 676 | 1358 | 366 | 37 | 6 | 0 | 0 |
| Wed 30 Mar 2022 | 3052 | 49.5 | 44.4 | 5.0 | 0 | 5 | 42 | 69 | 284 | 1156 | 1282 | 200 | 12 | 2 | 0 | 0 |
| 5 Day Ave. | 3076 | 51.1 | 44.5 | 6.4 | 3 | 20 | 95 | 107 | 245 | 898 | 1350 | 319 | 33 | 6 | 0 | 0 |
| 7 Day Ave. | 2851 | 51.4 | 45.2 | 6.0 | 2 | 16 | 72 | 82 | 196 | 774 | 1324 | 336 | 41 | 7 | 1 | 0 |

**360 TSL Ltd**

# East Heckington, A17 (Middle Site)

**Direction: Eastbound**

**24/03/2022**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| **00:00** | 86 | 59 | 11 | 15 | 1 |
| **01:00** | 47 | 20 | 12 | 15 | 0 |
| **02:00** | 64 | 39 | 10 | 14 | 1 |
| **03:00** | 74 | 53 | 11 | 9 | 1 |
| **04:00** | 103 | 58 | 24 | 18 | 3 |
| **05:00** | 229 | 169 | 35 | 19 | 6 |
| **06:00** | 590 | 434 | 108 | 42 | 6 |
| **07:00** | 1037 | 805 | 187 | 32 | 13 |
| **08:00** | 939 | 731 | 164 | 42 | 2 |
| **09:00** | 760 | 589 | 124 | 36 | 11 |
| **10:00** | 656 | 494 | 114 | 38 | 10 |
| **11:00** | 701 | 516 | 121 | 53 | 11 |
| **12:00** | 639 | 480 | 107 | 45 | 7 |
| **13:00** | 639 | 522 | 74 | 34 | 9 |
| **14:00** | 813 | 655 | 104 | 46 | 8 |
| **15:00** | 722 | 564 | 113 | 35 | 10 |
| **16:00** | 825 | 672 | 124 | 26 | 3 |
| **17:00** | 655 | 535 | 92 | 22 | 6 |
| **18:00** | 614 | 524 | 64 | 20 | 6 |
| **19:00** | 326 | 267 | 36 | 22 | 1 |
| **20:00** | 271 | 221 | 34 | 16 | 0 |
| **21:00** | 220 | 178 | 25 | 17 | 0 |
| **22:00** | 157 | 119 | 18 | 19 | 1 |
| **23:00** | 112 | 86 | 14 | 11 | 1 |
| **Total** | | | | | |
| **12H(7-19)** | 9000 | 7087 | 1388 | 429 | 96 |
| **16H(6-22)** | 10407 | 8187 | 1591 | 526 | 103 |
| **18H(6-24)** | 10676 | 8392 | 1623 | 556 | 105 |
| **24H(0-24)** | 11279 | 8790 | 1726 | 646 | 117 |
| **AM Peak** | 07:00 | 07:00 | 07:00 | 11:00 | 07:00 |
| | **1037** | **805** | **187** | **53** | **13** |
| **PM Peak** | 16:00 | 16:00 | 16:00 | 14:00 | 15:00 |
| | **825** | **672** | **124** | **46** | **10** |

**360 TSL Ltd**

**Direction: Westbound**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| **00:00** | 78 | 65 | 10 | 2 | 1 |
| **01:00** | 120 | 98 | 8 | 14 | 0 |
| **02:00** | 97 | 69 | 7 | 20 | 1 |
| **03:00** | 123 | 99 | 10 | 14 | 0 |
| **04:00** | 259 | 220 | 16 | 21 | 2 |
| **05:00** | 442 | 361 | 50 | 30 | 1 |
| **06:00** | 593 | 491 | 73 | 26 | 3 |
| **07:00** | 744 | 625 | 89 | 24 | 6 |
| **08:00** | 723 | 595 | 103 | 22 | 3 |
| **09:00** | 810 | 663 | 111 | 33 | 3 |
| **10:00** | 652 | 539 | 81 | 23 | 9 |
| **11:00** | 713 | 574 | 103 | 30 | 6 |
| **12:00** | 723 | 601 | 84 | 29 | 9 |
| **13:00** | 738 | 589 | 120 | 21 | 8 |
| **14:00** | 823 | 678 | 120 | 21 | 4 |
| **15:00** | 817 | 666 | 120 | 24 | 7 |
| **16:00** | 937 | 796 | 123 | 13 | 5 |
| **17:00** | 959 | 870 | 82 | 5 | 2 |
| **18:00** | 626 | 558 | 51 | 16 | 1 |
| **19:00** | 422 | 376 | 38 | 8 | 0 |
| **20:00** | 270 | 247 | 18 | 5 | 0 |
| **21:00** | 198 | 181 | 14 | 3 | 0 |
| **22:00** | 124 | 114 | 6 | 4 | 0 |
| **23:00** | 112 | 93 | 10 | 9 | 0 |
| **Total** | | | | | |
| **12H(7-19)** | 9265 | 7754 | 1187 | 261 | 63 |
| **16H(6-22)** | 10748 | 9049 | 1330 | 303 | 66 |
| **18H(6-24)** | 10984 | 9256 | 1346 | 316 | 66 |
| **24H(0-24)** | 12103 | 10168 | 1447 | 417 | 71 |
| **AM Peak** | 09:00 | 09:00 | 09:00 | 09:00 | 10:00 |
| | **810** | **663** | **111** | **33** | **9** |
| **PM Peak** | 17:00 | 17:00 | 16:00 | 12:00 | 12:00 |
| | **959** | **870** | **123** | **29** | **9** |

**360 TSL Ltd**

**Direction: Total Flow**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| **00:00** | 164 | 124 | 21 | 17 | 2 |
| **01:00** | 167 | 118 | 20 | 29 | 0 |
| **02:00** | 161 | 108 | 17 | 34 | 2 |
| **03:00** | 197 | 152 | 21 | 23 | 1 |
| **04:00** | 362 | 278 | 40 | 39 | 5 |
| **05:00** | 671 | 530 | 85 | 49 | 7 |
| **06:00** | 1183 | 925 | 181 | 68 | 9 |
| **07:00** | 1781 | 1430 | 276 | 56 | 19 |
| **08:00** | 1662 | 1326 | 267 | 64 | 5 |
| **09:00** | 1570 | 1252 | 235 | 69 | 14 |
| **10:00** | 1308 | 1033 | 195 | 61 | 19 |
| **11:00** | 1414 | 1090 | 224 | 83 | 17 |
| **12:00** | 1362 | 1081 | 191 | 74 | 16 |
| **13:00** | 1377 | 1111 | 194 | 55 | 17 |
| **14:00** | 1636 | 1333 | 224 | 67 | 12 |
| **15:00** | 1539 | 1230 | 233 | 59 | 17 |
| **16:00** | 1762 | 1468 | 247 | 39 | 8 |
| **17:00** | 1614 | 1405 | 174 | 27 | 8 |
| **18:00** | 1240 | 1082 | 115 | 36 | 7 |
| **19:00** | 748 | 643 | 74 | 30 | 1 |
| **20:00** | 541 | 468 | 52 | 21 | 0 |
| **21:00** | 418 | 359 | 39 | 20 | 0 |
| **22:00** | 281 | 233 | 24 | 23 | 1 |
| **23:00** | 224 | 179 | 24 | 20 | 1 |
| **Total** | | | | | |
| **12H(7-19)** | 18265 | 14841 | 2575 | 690 | 159 |
| **16H(6-22)** | 21155 | 17236 | 2921 | 829 | 169 |
| **18H(6-24)** | 21660 | 17648 | 2969 | 872 | 171 |
| **24H(0-24)** | 23382 | 18958 | 3173 | 1063 | 188 |
| **AM Peak** | 07:00 | 07:00 | 07:00 | 11:00 | 07:00 |
| | **1781** | **1430** | **276** | **83** | **19** |
| **PM Peak** | 16:00 | 16:00 | 16:00 | 12:00 | 13:00 |
| | **1762** | **1468** | **247** | **74** | **17** |

**360 TSL Ltd**

# East Heckington, A17 (Middle Site)

**Direction: Eastbound**

25/03/2022

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 78 | 51 | 8 | 18 | 1 |
| 01:00 | 73 | 55 | 11 | 5 | 2 |
| 02:00 | 65 | 45 | 9 | 10 | 1 |
| 03:00 | 55 | 34 | 13 | 7 | 1 |
| 04:00 | 147 | 113 | 17 | 12 | 5 |
| 05:00 | 292 | 223 | 45 | 15 | 9 |
| 06:00 | 629 | 486 | 103 | 33 | 7 |
| 07:00 | 907 | 711 | 150 | 37 | 9 |
| 08:00 | 826 | 646 | 140 | 34 | 6 |
| 09:00 | 707 | 546 | 101 | 49 | 11 |
| 10:00 | 758 | 616 | 91 | 45 | 6 |
| 11:00 | 725 | 595 | 93 | 31 | 6 |
| 12:00 | 767 | 616 | 104 | 38 | 9 |
| 13:00 | 794 | 662 | 92 | 34 | 6 |
| 14:00 | 829 | 682 | 103 | 38 | 6 |
| 15:00 | 880 | 733 | 111 | 32 | 4 |
| 16:00 | 734 | 625 | 89 | 17 | 3 |
| 17:00 | 698 | 590 | 85 | 22 | 1 |
| 18:00 | 598 | 516 | 50 | 26 | 6 |
| 19:00 | 410 | 328 | 56 | 26 | 0 |
| 20:00 | 289 | 250 | 26 | 13 | 0 |
| 21:00 | 191 | 150 | 21 | 19 | 1 |
| 22:00 | 175 | 151 | 16 | 8 | 0 |
| 23:00 | 90 | 74 | 9 | 7 | 0 |
| Total 12H(7-19) | 9223 | 7538 | 1209 | 403 | 73 |
| 16H(6-22) | 10742 | 8752 | 1415 | 494 | 81 |
| 18H(6-24) | 11007 | 8977 | 1440 | 509 | 81 |
| 24H(0-24) | 11717 | 9498 | 1543 | 576 | 100 |
| AM Peak | 07:00 | 07:00 | 07:00 | 09:00 | 09:00 |
| | 907 | 711 | 150 | 49 | 11 |
| PM Peak | 15:00 | 15:00 | 15:00 | 12:00 | 12:00 |
| | 880 | 733 | 111 | 38 | 9 |

360 TSL Ltd

**Direction: Westbound**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 93 | 78 | 7 | 8 | 0 |
| 01:00 | 84 | 66 | 5 | 10 | 3 |
| 02:00 | 123 | 103 | 8 | 12 | 0 |
| 03:00 | 133 | 110 | 17 | 6 | 0 |
| 04:00 | 203 | 163 | 25 | 15 | 0 |
| 05:00 | 421 | 375 | 25 | 17 | 4 |
| 06:00 | 550 | 473 | 63 | 10 | 4 |
| 07:00 | 768 | 684 | 66 | 17 | 1 |
| 08:00 | 761 | 660 | 77 | 19 | 5 |
| 09:00 | 741 | 628 | 87 | 22 | 4 |
| 10:00 | 773 | 649 | 88 | 25 | 11 |
| 11:00 | 851 | 714 | 105 | 21 | 11 |
| 12:00 | 875 | 721 | 118 | 28 | 8 |
| 13:00 | 832 | 690 | 116 | 21 | 5 |
| 14:00 | 882 | 724 | 119 | 32 | 7 |
| 15:00 | 843 | 689 | 124 | 25 | 5 |
| 16:00 | 910 | 787 | 104 | 12 | 7 |
| 17:00 | 800 | 721 | 70 | 5 | 4 |
| 18:00 | 561 | 512 | 45 | 2 | 2 |
| 19:00 | 359 | 322 | 30 | 4 | 3 |
| 20:00 | 293 | 258 | 27 | 6 | 2 |
| 21:00 | 170 | 157 | 7 | 6 | 0 |
| 22:00 | 129 | 114 | 9 | 6 | 0 |
| 23:00 | 100 | 78 | 12 | 10 | 0 |
| Total 12H(7-19) | 9597 | 8179 | 1119 | 229 | 70 |
| 16H(6-22) | 10969 | 9389 | 1246 | 255 | 79 |
| 18H(6-24) | 11198 | 9581 | 1267 | 271 | 79 |
| 24H(0-24) | 12255 | 10476 | 1354 | 339 | 86 |
| AM Peak | 11:00 | 11:00 | 11:00 | 10:00 | 10:00 |
| | 851 | 714 | 105 | 25 | 11 |
| PM Peak | 16:00 | 16:00 | 15:00 | 14:00 | 12:00 |
| | 910 | 787 | 124 | 32 | 8 |

360 TSL Ltd

**Direction: Total Flow**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 171 | 129 | 15 | 26 | 1 |
| 01:00 | 157 | 121 | 16 | 15 | 5 |
| 02:00 | 188 | 148 | 17 | 22 | 1 |
| 03:00 | 188 | 144 | 30 | 13 | 1 |
| 04:00 | 350 | 276 | 42 | 27 | 5 |
| 05:00 | 713 | 598 | 70 | 32 | 13 |
| 06:00 | 1179 | 959 | 166 | 43 | 11 |
| 07:00 | 1675 | 1395 | 216 | 54 | 10 |
| 08:00 | 1587 | 1306 | 217 | 53 | 11 |
| 09:00 | 1448 | 1174 | 188 | 71 | 15 |
| 10:00 | 1531 | 1265 | 179 | 70 | 17 |
| 11:00 | 1576 | 1309 | 198 | 52 | 17 |
| 12:00 | 1642 | 1337 | 222 | 66 | 17 |
| 13:00 | 1626 | 1352 | 208 | 55 | 11 |
| 14:00 | 1711 | 1406 | 222 | 70 | 13 |
| 15:00 | 1723 | 1422 | 235 | 57 | 9 |
| 16:00 | 1644 | 1412 | 193 | 29 | 10 |
| 17:00 | 1498 | 1311 | 155 | 27 | 5 |
| 18:00 | 1159 | 1028 | 95 | 28 | 8 |
| 19:00 | 769 | 650 | 86 | 30 | 3 |
| 20:00 | 582 | 508 | 53 | 19 | 2 |
| 21:00 | 361 | 307 | 28 | 25 | 1 |
| 22:00 | 304 | 265 | 25 | 14 | 0 |
| 23:00 | 190 | 152 | 21 | 17 | 0 |
| Total 12H(7-19) | 18820 | 15717 | 2328 | 632 | 143 |
| 16H(6-22) | 21711 | 18141 | 2661 | 749 | 160 |
| 18H(6-24) | 22205 | 18558 | 2707 | 780 | 160 |
| 24H(0-24) | 23972 | 19974 | 2897 | 915 | 186 |
| AM Peak | 07:00 | 07:00 | 08:00 | 09:00 | 10:00 |
| | 1675 | 1395 | 217 | 71 | 17 |
| PM Peak | 15:00 | 15:00 | 15:00 | 14:00 | 12:00 |
| | 1723 | 1422 | 235 | 70 | 17 |

360 TSL Ltd

# East Heckington, A17 (Middle Site)

**Direction: Eastbound**

**26/03/2022**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 73 | 56 | 10 | 6 | 1 |
| 01:00 | 46 | 28 | 7 | 11 | 0 |
| 02:00 | 50 | 28 | 13 | 7 | 2 |
| 03:00 | 55 | 33 | 11 | 11 | 0 |
| 04:00 | 72 | 39 | 19 | 13 | 1 |
| 05:00 | 134 | 104 | 22 | 6 | 2 |
| 06:00 | 244 | 194 | 26 | 21 | 3 |
| 07:00 | 342 | 265 | 55 | 15 | 7 |
| 08:00 | 497 | 416 | 67 | 11 | 3 |
| 09:00 | 635 | 542 | 72 | 19 | 2 |
| 10:00 | 665 | 599 | 50 | 12 | 4 |
| 11:00 | 619 | 534 | 69 | 16 | 0 |
| 12:00 | 684 | 590 | 72 | 20 | 2 |
| 13:00 | 602 | 537 | 49 | 14 | 2 |
| 14:00 | 536 | 478 | 42 | 14 | 2 |
| 15:00 | 552 | 470 | 66 | 14 | 2 |
| 16:00 | 513 | 448 | 54 | 11 | 0 |
| 17:00 | 498 | 423 | 54 | 16 | 5 |
| 18:00 | 498 | 443 | 43 | 12 | 0 |
| 19:00 | 289 | 243 | 33 | 13 | 0 |
| 20:00 | 247 | 211 | 24 | 12 | 0 |
| 21:00 | 211 | 174 | 28 | 9 | 0 |
| 22:00 | 128 | 116 | 7 | 4 | 1 |
| 23:00 | 100 | 80 | 12 | 8 | 0 |
| Total | | | | | |
| 12H(7-19) | 6641 | 5745 | 693 | 174 | 29 |
| 16H(6-22) | 7632 | 6567 | 804 | 229 | 32 |
| 18H(6-24) | 7860 | 6763 | 823 | 241 | 33 |
| 24H(0-24) | 8290 | 7051 | 905 | 295 | 39 |
| AM Peak | 10:00 | 10:00 | 09:00 | 06:00 | 07:00 |
| | 665 | 599 | 72 | 21 | 7 |
| PM Peak | 12:00 | 12:00 | 12:00 | 12:00 | 17:00 |
| | 684 | 590 | 72 | 20 | 5 |

360 TSL Ltd

**Direction: Westbound**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 69 | 56 | 7 | 6 | 0 |
| 01:00 | 64 | 52 | 2 | 9 | 1 |
| 02:00 | 73 | 59 | 6 | 8 | 0 |
| 03:00 | 111 | 89 | 13 | 6 | 3 |
| 04:00 | 142 | 118 | 14 | 9 | 1 |
| 05:00 | 252 | 216 | 27 | 7 | 2 |
| 06:00 | 277 | 227 | 37 | 10 | 3 |
| 07:00 | 446 | 387 | 51 | 7 | 1 |
| 08:00 | 574 | 527 | 42 | 5 | 0 |
| 09:00 | 655 | 593 | 51 | 10 | 1 |
| 10:00 | 630 | 567 | 48 | 13 | 2 |
| 11:00 | 744 | 678 | 59 | 6 | 1 |
| 12:00 | 684 | 616 | 59 | 8 | 1 |
| 13:00 | 589 | 506 | 67 | 13 | 3 |
| 14:00 | 568 | 504 | 61 | 3 | 0 |
| 15:00 | 575 | 519 | 49 | 6 | 1 |
| 16:00 | 498 | 445 | 49 | 4 | 0 |
| 17:00 | 495 | 453 | 36 | 6 | 0 |
| 18:00 | 476 | 442 | 31 | 1 | 2 |
| 19:00 | 298 | 271 | 22 | 4 | 1 |
| 20:00 | 222 | 200 | 20 | 2 | 0 |
| 21:00 | 132 | 113 | 16 | 3 | 0 |
| 22:00 | 114 | 98 | 12 | 4 | 0 |
| 23:00 | 91 | 87 | 2 | 2 | 0 |
| Total | | | | | |
| 12H(7-19) | 6934 | 6237 | 603 | 82 | 12 |
| 16H(6-22) | 7863 | 7048 | 698 | 101 | 16 |
| 18H(6-24) | 8068 | 7233 | 712 | 107 | 16 |
| 24H(0-24) | 8779 | 7823 | 781 | 152 | 23 |
| AM Peak | 11:00 | 11:00 | 11:00 | 10:00 | 03:00 |
| | 744 | 678 | 59 | 13 | 3 |
| PM Peak | 12:00 | 12:00 | 13:00 | 13:00 | 13:00 |
| | 684 | 616 | 67 | 13 | 3 |

360 TSL Ltd

**Direction: Total Flow**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 142 | 112 | 17 | 12 | 1 |
| 01:00 | 110 | 80 | 9 | 20 | 1 |
| 02:00 | 123 | 87 | 19 | 15 | 2 |
| 03:00 | 166 | 122 | 24 | 17 | 3 |
| 04:00 | 214 | 157 | 33 | 22 | 2 |
| 05:00 | 386 | 320 | 49 | 13 | 4 |
| 06:00 | 521 | 421 | 63 | 31 | 6 |
| 07:00 | 788 | 652 | 106 | 22 | 8 |
| 08:00 | 1071 | 943 | 109 | 16 | 3 |
| 09:00 | 1290 | 1135 | 123 | 29 | 3 |
| 10:00 | 1295 | 1166 | 98 | 25 | 6 |
| 11:00 | 1363 | 1212 | 128 | 22 | 1 |
| 12:00 | 1368 | 1206 | 131 | 28 | 3 |
| 13:00 | 1191 | 1043 | 116 | 27 | 5 |
| 14:00 | 1104 | 982 | 103 | 17 | 2 |
| 15:00 | 1127 | 989 | 115 | 20 | 3 |
| 16:00 | 1011 | 893 | 103 | 15 | 0 |
| 17:00 | 993 | 876 | 90 | 22 | 5 |
| 18:00 | 974 | 885 | 74 | 13 | 2 |
| 19:00 | 587 | 514 | 55 | 17 | 1 |
| 20:00 | 469 | 411 | 44 | 14 | 0 |
| 21:00 | 343 | 287 | 44 | 12 | 0 |
| 22:00 | 242 | 214 | 19 | 8 | 1 |
| 23:00 | 191 | 167 | 14 | 10 | 0 |
| Total | | | | | |
| 12H(7-19) | 13575 | 11982 | 1296 | 256 | 41 |
| 16H(6-22) | 15495 | 13615 | 1502 | 330 | 48 |
| 18H(6-24) | 15928 | 13996 | 1535 | 348 | 49 |
| 24H(0-24) | 17069 | 14874 | 1686 | 447 | 62 |
| AM Peak | 11:00 | 11:00 | 11:00 | 06:00 | 07:00 |
| | 1363 | 1212 | 128 | 31 | 8 |
| PM Peak | 12:00 | 12:00 | 12:00 | 12:00 | 13:00 |
| | 1368 | 1206 | 131 | 28 | 5 |

360 TSL Ltd

# East Heckington, A17 (Middle Site)

**Direction: Eastbound**

27/03/2022

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 66 | 55 | 5 | 6 | 0 |
| 01:00 | 43 | 30 | 7 | 6 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 37 | 23 | 7 | 5 | 2 |
| 04:00 | 43 | 35 | 4 | 4 | 0 |
| 05:00 | 58 | 42 | 9 | 7 | 0 |
| 06:00 | 117 | 94 | 18 | 4 | 1 |
| 07:00 | 158 | 119 | 29 | 9 | 1 |
| 08:00 | 211 | 167 | 33 | 11 | 0 |
| 09:00 | 405 | 352 | 44 | 9 | 0 |
| 10:00 | 512 | 445 | 53 | 12 | 2 |
| 11:00 | 619 | 561 | 49 | 9 | 0 |
| 12:00 | 698 | 617 | 68 | 10 | 3 |
| 13:00 | 594 | 531 | 49 | 13 | 1 |
| 14:00 | 602 | 545 | 44 | 9 | 4 |
| 15:00 | 553 | 496 | 38 | 16 | 3 |
| 16:00 | 622 | 560 | 43 | 17 | 2 |
| 17:00 | 578 | 518 | 44 | 11 | 5 |
| 18:00 | 571 | 512 | 37 | 20 | 2 |
| 19:00 | 401 | 349 | 37 | 15 | 0 |
| 20:00 | 318 | 276 | 33 | 9 | 0 |
| 21:00 | 245 | 196 | 36 | 12 | 1 |
| 22:00 | 103 | 79 | 14 | 9 | 1 |
| 23:00 | 79 | 66 | 2 | 10 | 1 |
| Total 12H(7-19) | 6123 | 5423 | 531 | 146 | 23 |
| 16H(6-22) | 7204 | 6338 | 655 | 186 | 25 |
| 18H(6-24) | 7386 | 6483 | 671 | 205 | 27 |
| 24H(0-24) | 7633 | 6668 | 703 | 233 | 29 |
| AM Peak | 11:00 | 11:00 | 10:00 | 10:00 | 03:00 |
| | 619 | 561 | 53 | 12 | 2 |
| PM Peak | 12:00 | 12:00 | 12:00 | 18:00 | 17:00 |
| | 698 | 617 | 68 | 20 | 5 |

360 TSL Ltd

**Direction: Westbound**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 77 | 66 | 9 | 2 | 0 |
| 01:00 | 75 | 68 | 4 | 2 | 1 |
| 02:00 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 81 | 66 | 7 | 8 | 0 |
| 04:00 | 113 | 102 | 2 | 8 | 1 |
| 05:00 | 139 | 115 | 15 | 8 | 1 |
| 06:00 | 165 | 127 | 31 | 6 | 1 |
| 07:00 | 225 | 191 | 26 | 8 | 0 |
| 08:00 | 337 | 282 | 48 | 7 | 0 |
| 09:00 | 542 | 500 | 36 | 6 | 0 |
| 10:00 | 634 | 584 | 45 | 5 | 0 |
| 11:00 | 779 | 728 | 44 | 6 | 1 |
| 12:00 | 695 | 658 | 31 | 4 | 2 |
| 13:00 | 679 | 626 | 46 | 6 | 1 |
| 14:00 | 592 | 552 | 32 | 6 | 2 |
| 15:00 | 601 | 552 | 42 | 6 | 1 |
| 16:00 | 642 | 610 | 30 | 2 | 0 |
| 17:00 | 509 | 477 | 30 | 1 | 1 |
| 18:00 | 487 | 445 | 36 | 6 | 0 |
| 19:00 | 452 | 407 | 44 | 1 | 0 |
| 20:00 | 301 | 269 | 29 | 2 | 1 |
| 21:00 | 191 | 172 | 15 | 4 | 0 |
| 22:00 | 116 | 108 | 6 | 2 | 0 |
| 23:00 | 86 | 66 | 10 | 10 | 0 |
| Total 12H(7-19) | 6722 | 6205 | 446 | 63 | 8 |
| 16H(6-22) | 7831 | 7180 | 565 | 76 | 10 |
| 18H(6-24) | 8033 | 7354 | 581 | 88 | 10 |
| 24H(0-24) | 8518 | 7771 | 618 | 116 | 13 |
| AM Peak | 11:00 | 11:00 | 08:00 | 03:00 | 01:00 |
| | 779 | 728 | 48 | 8 | 1 |
| PM Peak | 12:00 | 12:00 | 13:00 | 23:00 | 12:00 |
| | 695 | 658 | 46 | 10 | 2 |

360 TSL Ltd

**Direction: Total Flow**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 143 | 121 | 14 | 8 | 0 |
| 01:00 | 118 | 98 | 11 | 8 | 1 |
| 02:00 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 118 | 89 | 14 | 13 | 2 |
| 04:00 | 156 | 137 | 6 | 12 | 1 |
| 05:00 | 197 | 157 | 24 | 15 | 1 |
| 06:00 | 282 | 221 | 49 | 10 | 2 |
| 07:00 | 383 | 310 | 55 | 17 | 1 |
| 08:00 | 548 | 449 | 81 | 18 | 0 |
| 09:00 | 947 | 852 | 80 | 15 | 0 |
| 10:00 | 1146 | 1029 | 98 | 17 | 2 |
| 11:00 | 1398 | 1289 | 93 | 15 | 1 |
| 12:00 | 1393 | 1275 | 99 | 14 | 5 |
| 13:00 | 1273 | 1157 | 95 | 19 | 2 |
| 14:00 | 1194 | 1097 | 76 | 15 | 6 |
| 15:00 | 1154 | 1048 | 80 | 22 | 4 |
| 16:00 | 1264 | 1170 | 73 | 19 | 2 |
| 17:00 | 1087 | 995 | 74 | 12 | 6 |
| 18:00 | 1058 | 957 | 73 | 26 | 2 |
| 19:00 | 853 | 756 | 81 | 16 | 0 |
| 20:00 | 619 | 545 | 62 | 11 | 1 |
| 21:00 | 436 | 368 | 51 | 16 | 1 |
| 22:00 | 219 | 187 | 20 | 11 | 1 |
| 23:00 | 165 | 132 | 12 | 20 | 1 |
| Total 12H(7-19) | 12845 | 11628 | 977 | 209 | 31 |
| 16H(6-22) | 15035 | 13518 | 1220 | 262 | 35 |
| 18H(6-24) | 15419 | 13837 | 1252 | 293 | 37 |
| 24H(0-24) | 16151 | 14439 | 1321 | 349 | 42 |
| AM Peak | 11:00 | 11:00 | 10:00 | 08:00 | 03:00 |
| | 1398 | 1289 | 98 | 18 | 2 |
| PM Peak | 12:00 | 12:00 | 12:00 | 18:00 | 14:00 |
| | 1393 | 1275 | 99 | 26 | 6 |

360 TSL Ltd

# East Heckington, A17 (Middle Site)

**Direction: Eastbound**

**28/03/2022**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 58 | 39 | 9 | 10 | 0 |
| 01:00 | 31 | 20 | 4 | 7 | 0 |
| 02:00 | 34 | 15 | 12 | 7 | 0 |
| 03:00 | 45 | 24 | 10 | 11 | 0 |
| 04:00 | 87 | 59 | 11 | 16 | 1 |
| 05:00 | 247 | 182 | 45 | 16 | 4 |
| 06:00 | 603 | 465 | 95 | 30 | 13 |
| 07:00 | 1046 | 857 | 154 | 25 | 10 |
| 08:00 | 967 | 754 | 173 | 30 | 10 |
| 09:00 | 740 | 551 | 135 | 42 | 12 |
| 10:00 | 804 | 628 | 127 | 39 | 10 |
| 11:00 | 745 | 578 | 115 | 41 | 11 |
| 12:00 | 770 | 602 | 104 | 59 | 5 |
| 13:00 | 672 | 554 | 76 | 33 | 9 |
| 14:00 | 687 | 547 | 97 | 38 | 5 |
| 15:00 | 662 | 528 | 98 | 31 | 5 |
| 16:00 | 726 | 592 | 106 | 21 | 7 |
| 17:00 | 667 | 536 | 98 | 31 | 2 |
| 18:00 | 523 | 447 | 48 | 24 | 4 |
| 19:00 | 283 | 221 | 39 | 19 | 4 |
| 20:00 | 213 | 174 | 23 | 15 | 1 |
| 21:00 | 179 | 132 | 28 | 17 | 2 |
| 22:00 | 153 | 127 | 13 | 13 | 0 |
| 23:00 | 91 | 72 | 8 | 10 | 1 |
| Total | | | | | |
| 12H(7-19) | 9009 | 7174 | 1331 | 414 | 90 |
| 16H(6-22) | 10287 | 8166 | 1516 | 495 | 110 |
| 18H(6-24) | 10531 | 8365 | 1537 | 518 | 111 |
| 24H(0-24) | 11033 | 8704 | 1628 | 585 | 116 |
| AM Peak | 07:00 | 07:00 | 08:00 | 09:00 | 06:00 |
| | 1046 | 857 | 173 | 42 | 13 |
| PM Peak | 12:00 | 12:00 | 16:00 | 12:00 | 13:00 |
| | 770 | 602 | 106 | 59 | 9 |

360 TSL Ltd

**Direction: Westbound**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 67 | 56 | 3 | 8 | 0 |
| 01:00 | 65 | 56 | 6 | 2 | 1 |
| 02:00 | 89 | 63 | 7 | 19 | 0 |
| 03:00 | 159 | 122 | 14 | 23 | 0 |
| 04:00 | 236 | 199 | 16 | 19 | 2 |
| 05:00 | 467 | 417 | 38 | 10 | 2 |
| 06:00 | 601 | 531 | 61 | 8 | 1 |
| 07:00 | 836 | 747 | 76 | 9 | 4 |
| 08:00 | 823 | 736 | 75 | 12 | 0 |
| 09:00 | 767 | 673 | 74 | 18 | 2 |
| 10:00 | 721 | 621 | 78 | 19 | 3 |
| 11:00 | 836 | 717 | 84 | 27 | 8 |
| 12:00 | 714 | 604 | 84 | 18 | 8 |
| 13:00 | 818 | 673 | 101 | 36 | 8 |
| 14:00 | 677 | 546 | 101 | 25 | 5 |
| 15:00 | 787 | 618 | 133 | 30 | 6 |
| 16:00 | 855 | 702 | 128 | 22 | 3 |
| 17:00 | 897 | 786 | 88 | 20 | 3 |
| 18:00 | 611 | 544 | 55 | 10 | 2 |
| 19:00 | 337 | 297 | 27 | 11 | 2 |
| 20:00 | 232 | 200 | 22 | 10 | 0 |
| 21:00 | 141 | 116 | 21 | 4 | 0 |
| 22:00 | 104 | 84 | 14 | 6 | 0 |
| 23:00 | 96 | 80 | 3 | 12 | 1 |
| Total | | | | | |
| 12H(7-19) | 9342 | 7967 | 1077 | 246 | 52 |
| 16H(6-22) | 10653 | 9111 | 1208 | 279 | 55 |
| 18H(6-24) | 10853 | 9275 | 1225 | 297 | 56 |
| 24H(0-24) | 11936 | 10188 | 1309 | 378 | 61 |
| AM Peak | 07:00 | 07:00 | 11:00 | 11:00 | 11:00 |
| | 836 | 747 | 84 | 27 | 8 |
| PM Peak | 17:00 | 17:00 | 15:00 | 13:00 | 12:00 |
| | 897 | 786 | 133 | 36 | 8 |

360 TSL Ltd

**Direction: Total Flow**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 125 | 95 | 12 | 18 | 0 |
| 01:00 | 96 | 76 | 10 | 9 | 1 |
| 02:00 | 123 | 78 | 19 | 26 | 0 |
| 03:00 | 204 | 146 | 24 | 34 | 0 |
| 04:00 | 323 | 258 | 27 | 35 | 3 |
| 05:00 | 714 | 599 | 83 | 26 | 6 |
| 06:00 | 1204 | 996 | 156 | 38 | 14 |
| 07:00 | 1882 | 1604 | 230 | 34 | 14 |
| 08:00 | 1790 | 1490 | 248 | 42 | 10 |
| 09:00 | 1507 | 1224 | 209 | 60 | 14 |
| 10:00 | 1525 | 1249 | 205 | 58 | 13 |
| 11:00 | 1581 | 1295 | 199 | 68 | 19 |
| 12:00 | 1484 | 1206 | 188 | 77 | 13 |
| 13:00 | 1490 | 1227 | 177 | 69 | 17 |
| 14:00 | 1364 | 1093 | 198 | 63 | 10 |
| 15:00 | 1449 | 1146 | 231 | 61 | 11 |
| 16:00 | 1581 | 1294 | 234 | 43 | 10 |
| 17:00 | 1564 | 1322 | 186 | 51 | 5 |
| 18:00 | 1134 | 991 | 103 | 34 | 6 |
| 19:00 | 620 | 518 | 66 | 30 | 6 |
| 20:00 | 445 | 374 | 45 | 25 | 1 |
| 21:00 | 320 | 248 | 49 | 21 | 2 |
| 22:00 | 257 | 211 | 27 | 19 | 0 |
| 23:00 | 187 | 152 | 11 | 22 | 2 |
| Total | | | | | |
| 12H(7-19) | 18351 | 15141 | 2408 | 660 | 142 |
| 16H(6-22) | 20940 | 17277 | 2724 | 774 | 165 |
| 18H(6-24) | 21384 | 17640 | 2762 | 815 | 167 |
| 24H(0-24) | 22969 | 18892 | 2937 | 963 | 177 |
| AM Peak | 07:00 | 07:00 | 08:00 | 11:00 | 11:00 |
| | 1882 | 1604 | 248 | 68 | 19 |
| PM Peak | 16:00 | 17:00 | 16:00 | 12:00 | 13:00 |
| | 1581 | 1322 | 234 | 77 | 17 |

360 TSL Ltd

# East Heckington, A17 (Middle Site)

**Direction: Eastbound**

**29/03/2022**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 32 | 21 | 2 | 9 | 0 |
| 01:00 | 34 | 15 | 8 | 9 | 2 |
| 02:00 | 44 | 22 | 8 | 13 | 1 |
| 03:00 | 54 | 30 | 16 | 8 | 0 |
| 04:00 | 112 | 73 | 18 | 21 | 0 |
| 05:00 | 231 | 175 | 31 | 20 | 5 |
| 06:00 | 613 | 476 | 94 | 39 | 4 |
| 07:00 | 1060 | 827 | 188 | 37 | 8 |
| 08:00 | 896 | 681 | 166 | 34 | 15 |
| 09:00 | 762 | 560 | 150 | 44 | 8 |
| 10:00 | 692 | 510 | 125 | 46 | 11 |
| 11:00 | 575 | 416 | 115 | 37 | 7 |
| 12:00 | 661 | 508 | 87 | 60 | 6 |
| 13:00 | 642 | 495 | 95 | 40 | 12 |
| 14:00 | 624 | 502 | 86 | 32 | 4 |
| 15:00 | 664 | 538 | 83 | 40 | 3 |
| 16:00 | 704 | 564 | 106 | 24 | 10 |
| 17:00 | 722 | 581 | 100 | 38 | 3 |
| 18:00 | 467 | 367 | 68 | 30 | 2 |
| 19:00 | 343 | 281 | 41 | 21 | 0 |
| 20:00 | 211 | 171 | 27 | 10 | 3 |
| 21:00 | 197 | 151 | 25 | 20 | 1 |
| 22:00 | 163 | 129 | 15 | 19 | 0 |
| 23:00 | 91 | 69 | 8 | 14 | 0 |
| Total 12H(7-19) | 8469 | 6549 | 1369 | 462 | 89 |
| 16H(6-22) | 9833 | 7628 | 1556 | 552 | 97 |
| 18H(6-24) | 10087 | 7826 | 1579 | 585 | 97 |
| 24H(0-24) | 10594 | 8162 | 1662 | 665 | 105 |
| AM Peak | 07:00 | 07:00 | 07:00 | 10:00 | 08:00 |
| | 1060 | 827 | 188 | 46 | 15 |
| PM Peak | 17:00 | 17:00 | 16:00 | 12:00 | 13:00 |
| | 722 | 581 | 106 | 60 | 12 |

360 TSL Ltd

**Direction: Westbound**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 68 | 48 | 7 | 11 | 2 |
| 01:00 | 84 | 65 | 6 | 12 | 1 |
| 02:00 | 95 | 84 | 1 | 9 | 1 |
| 03:00 | 124 | 92 | 16 | 14 | 2 |
| 04:00 | 230 | 186 | 20 | 24 | 0 |
| 05:00 | 436 | 388 | 36 | 12 | 0 |
| 06:00 | 508 | 423 | 64 | 18 | 3 |
| 07:00 | 812 | 713 | 80 | 18 | 1 |
| 08:00 | 787 | 697 | 68 | 18 | 4 |
| 09:00 | 666 | 581 | 60 | 19 | 6 |
| 10:00 | 653 | 559 | 60 | 24 | 10 |
| 11:00 | 783 | 667 | 91 | 19 | 6 |
| 12:00 | 843 | 726 | 100 | 10 | 7 |
| 13:00 | 872 | 744 | 95 | 24 | 9 |
| 14:00 | 810 | 678 | 106 | 21 | 5 |
| 15:00 | 807 | 667 | 118 | 18 | 4 |
| 16:00 | 875 | 752 | 106 | 12 | 5 |
| 17:00 | 808 | 722 | 77 | 8 | 1 |
| 18:00 | 560 | 506 | 46 | 7 | 1 |
| 19:00 | 350 | 313 | 31 | 3 | 3 |
| 20:00 | 275 | 245 | 20 | 10 | 0 |
| 21:00 | 208 | 193 | 9 | 5 | 1 |
| 22:00 | 121 | 102 | 10 | 8 | 1 |
| 23:00 | 115 | 105 | 3 | 7 | 0 |
| Total 12H(7-19) | 9276 | 8012 | 1007 | 198 | 59 |
| 16H(6-22) | 10617 | 9186 | 1131 | 234 | 66 |
| 18H(6-24) | 10853 | 9393 | 1144 | 249 | 67 |
| 24H(0-24) | 11890 | 10256 | 1230 | 331 | 73 |
| AM Peak | 07:00 | 07:00 | 11:00 | 04:00 | 10:00 |
| | 812 | 713 | 91 | 24 | 10 |
| PM Peak | 16:00 | 16:00 | 15:00 | 13:00 | 13:00 |
| | 875 | 752 | 118 | 24 | 9 |

360 TSL Ltd

**Direction: Total Flow**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 100 | 69 | 9 | 20 | 2 |
| 01:00 | 118 | 80 | 14 | 21 | 3 |
| 02:00 | 139 | 106 | 9 | 22 | 2 |
| 03:00 | 178 | 122 | 32 | 22 | 2 |
| 04:00 | 342 | 259 | 38 | 45 | 0 |
| 05:00 | 667 | 563 | 67 | 32 | 5 |
| 06:00 | 1121 | 899 | 158 | 57 | 7 |
| 07:00 | 1872 | 1540 | 268 | 55 | 9 |
| 08:00 | 1683 | 1378 | 234 | 52 | 19 |
| 09:00 | 1428 | 1141 | 210 | 63 | 14 |
| 10:00 | 1345 | 1069 | 185 | 70 | 21 |
| 11:00 | 1358 | 1083 | 206 | 56 | 13 |
| 12:00 | 1504 | 1234 | 187 | 70 | 13 |
| 13:00 | 1514 | 1239 | 190 | 64 | 21 |
| 14:00 | 1434 | 1180 | 192 | 53 | 9 |
| 15:00 | 1471 | 1205 | 201 | 58 | 7 |
| 16:00 | 1579 | 1316 | 212 | 36 | 15 |
| 17:00 | 1530 | 1303 | 177 | 46 | 4 |
| 18:00 | 1027 | 873 | 114 | 37 | 3 |
| 19:00 | 693 | 594 | 72 | 24 | 3 |
| 20:00 | 486 | 416 | 47 | 20 | 3 |
| 21:00 | 405 | 344 | 34 | 25 | 2 |
| 22:00 | 284 | 231 | 25 | 27 | 1 |
| 23:00 | 206 | 174 | 11 | 21 | 0 |
| Total 12H(7-19) | 17745 | 14561 | 2376 | 660 | 148 |
| 16H(6-22) | 20450 | 16814 | 2687 | 786 | 163 |
| 18H(6-24) | 20940 | 17219 | 2723 | 834 | 164 |
| 24H(0-24) | 22484 | 18418 | 2892 | 996 | 178 |
| AM Peak | 07:00 | 07:00 | 07:00 | 10:00 | 10:00 |
| | 1872 | 1540 | 268 | 70 | 21 |
| PM Peak | 16:00 | 16:00 | 16:00 | 12:00 | 13:00 |
| | 1579 | 1316 | 212 | 70 | 21 |

360 TSL Ltd

# East Heckington, A17 (Middle Site)

**Direction: Eastbound**

30/03/2022

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 77 | 55 | 9 | 12 | 1 |
| 01:00 | 60 | 44 | 7 | 9 | 0 |
| 02:00 | 52 | 37 | 7 | 7 | 1 |
| 03:00 | 71 | 43 | 14 | 13 | 1 |
| 04:00 | 114 | 78 | 19 | 16 | 1 |
| 05:00 | 281 | 214 | 44 | 19 | 4 |
| 06:00 | 513 | 392 | 81 | 34 | 6 |
| 07:00 | 960 | 758 | 148 | 40 | 14 |
| 08:00 | 892 | 667 | 175 | 36 | 14 |
| 09:00 | 731 | 512 | 156 | 57 | 6 |
| 10:00 | 683 | 519 | 107 | 49 | 8 |
| 11:00 | 660 | 503 | 107 | 41 | 9 |
| 12:00 | 651 | 519 | 85 | 40 | 7 |
| 13:00 | 634 | 521 | 85 | 24 | 4 |
| 14:00 | 704 | 545 | 108 | 45 | 6 |
| 15:00 | 681 | 568 | 81 | 28 | 4 |
| 16:00 | 779 | 646 | 97 | 30 | 6 |
| 17:00 | 673 | 569 | 74 | 29 | 1 |
| 18:00 | 544 | 463 | 53 | 25 | 3 |
| 19:00 | 327 | 261 | 47 | 18 | 1 |
| 20:00 | 235 | 192 | 29 | 12 | 2 |
| 21:00 | 201 | 161 | 26 | 11 | 3 |
| 22:00 | 142 | 124 | 8 | 10 | 0 |
| 23:00 | 103 | 82 | 11 | 9 | 1 |
| Total 12H(7-19) | 8592 | 6790 | 1276 | 444 | 82 |
| 16H(6-22) | 9868 | 7796 | 1459 | 519 | 94 |
| 18H(6-24) | 10113 | 8002 | 1478 | 538 | 95 |
| 24H(0-24) | 10768 | 8473 | 1578 | 614 | 103 |
| AM Peak | 07:00 | 07:00 | 08:00 | 09:00 | 07:00 |
| | 960 | 758 | 175 | 57 | 14 |
| PM Peak | 16:00 | 16:00 | 14:00 | 14:00 | 12:00 |
| | 779 | 646 | 108 | 45 | 7 |

360 TSL Ltd

**Direction: Westbound**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 93 | 82 | 9 | 2 | 0 |
| 01:00 | 115 | 102 | 7 | 5 | 1 |
| 02:00 | 118 | 96 | 9 | 12 | 1 |
| 03:00 | 209 | 173 | 23 | 10 | 3 |
| 04:00 | 280 | 249 | 19 | 12 | 0 |
| 05:00 | 430 | 380 | 25 | 21 | 4 |
| 06:00 | 612 | 518 | 75 | 19 | 0 |
| 07:00 | 829 | 723 | 90 | 16 | 0 |
| 08:00 | 774 | 682 | 74 | 16 | 2 |
| 09:00 | 706 | 596 | 94 | 12 | 4 |
| 10:00 | 706 | 603 | 78 | 21 | 4 |
| 11:00 | 841 | 731 | 83 | 22 | 5 |
| 12:00 | 799 | 696 | 82 | 17 | 4 |
| 13:00 | 877 | 738 | 104 | 25 | 10 |
| 14:00 | 854 | 728 | 98 | 27 | 1 |
| 15:00 | 813 | 681 | 107 | 18 | 7 |
| 16:00 | 920 | 808 | 101 | 10 | 1 |
| 17:00 | 915 | 834 | 68 | 12 | 1 |
| 18:00 | 530 | 470 | 46 | 13 | 1 |
| 19:00 | 311 | 271 | 28 | 12 | 0 |
| 20:00 | 263 | 231 | 25 | 7 | 0 |
| 21:00 | 170 | 159 | 10 | 1 | 0 |
| 22:00 | 112 | 100 | 8 | 4 | 0 |
| 23:00 | 79 | 64 | 9 | 6 | 0 |
| Total 12H(7-19) | 9564 | 8290 | 1025 | 209 | 40 |
| 16H(6-22) | 10920 | 9469 | 1163 | 248 | 40 |
| 18H(6-24) | 11111 | 9633 | 1180 | 258 | 40 |
| 24H(0-24) | 12356 | 10715 | 1272 | 320 | 49 |
| AM Peak | 11:00 | 11:00 | 09:00 | 11:00 | 11:00 |
| | 841 | 731 | 94 | 22 | 5 |
| PM Peak | 16:00 | 17:00 | 15:00 | 14:00 | 13:00 |
| | 920 | 834 | 107 | 27 | 10 |

360 TSL Ltd

**Direction: Total Flow**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 170 | 137 | 18 | 14 | 1 |
| 01:00 | 175 | 146 | 14 | 14 | 1 |
| 02:00 | 170 | 133 | 16 | 19 | 2 |
| 03:00 | 280 | 216 | 37 | 23 | 4 |
| 04:00 | 394 | 327 | 38 | 28 | 1 |
| 05:00 | 711 | 594 | 69 | 40 | 8 |
| 06:00 | 1125 | 910 | 156 | 53 | 6 |
| 07:00 | 1789 | 1481 | 238 | 56 | 14 |
| 08:00 | 1666 | 1349 | 249 | 52 | 16 |
| 09:00 | 1437 | 1108 | 250 | 69 | 10 |
| 10:00 | 1389 | 1122 | 185 | 70 | 12 |
| 11:00 | 1501 | 1234 | 190 | 63 | 14 |
| 12:00 | 1450 | 1215 | 167 | 57 | 11 |
| 13:00 | 1511 | 1259 | 189 | 49 | 14 |
| 14:00 | 1558 | 1273 | 206 | 72 | 7 |
| 15:00 | 1494 | 1249 | 188 | 46 | 11 |
| 16:00 | 1699 | 1454 | 198 | 40 | 7 |
| 17:00 | 1588 | 1403 | 142 | 41 | 2 |
| 18:00 | 1074 | 933 | 99 | 38 | 4 |
| 19:00 | 638 | 532 | 75 | 30 | 1 |
| 20:00 | 498 | 423 | 54 | 19 | 2 |
| 21:00 | 371 | 320 | 36 | 12 | 3 |
| 22:00 | 254 | 224 | 16 | 14 | 0 |
| 23:00 | 182 | 146 | 20 | 15 | 1 |
| Total 12H(7-19) | 18156 | 15080 | 2301 | 653 | 122 |
| 16H(6-22) | 20788 | 17265 | 2622 | 767 | 134 |
| 18H(6-24) | 21224 | 17635 | 2658 | 796 | 135 |
| 24H(0-24) | 23124 | 19188 | 2850 | 934 | 152 |
| AM Peak | 07:00 | 07:00 | 09:00 | 10:00 | 08:00 |
| | 1789 | 1481 | 250 | 70 | 16 |
| PM Peak | 16:00 | 16:00 | 14:00 | 14:00 | 13:00 |
| | 1699 | 1454 | 206 | 72 | 14 |

360 TSL Ltd

## East Heckington, A17 (Middle Site)

**Direction: Eastbound**

**24/03/2022**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 86 | 59.4 | 52.7 | 6.4 | 0 | 0 | 0 | 0 | 1 | 6 | 21 | 36 | 10 | 12 | 0 | 0 |
| 01:00 | 47 | 57.7 | 51.5 | 6.0 | 0 | 0 | 0 | 0 | 0 | 2 | 21 | 15 | 6 | 2 | 1 | 0 |
| 02:00 | 64 | 55.7 | 51.3 | 4.3 | 0 | 0 | 0 | 0 | 0 | 2 | 24 | 29 | 7 | 2 | 0 | 0 |
| 03:00 | 74 | 57.9 | 52.8 | 5.0 | 0 | 0 | 0 | 0 | 0 | 2 | 21 | 28 | 19 | 4 | 0 | 0 |
| 04:00 | 103 | 56.8 | 52.1 | 4.5 | 0 | 0 | 0 | 0 | 0 | 3 | 29 | 50 | 17 | 4 | 0 | 0 |
| 05:00 | 229 | 55.9 | 50.7 | 5.0 | 0 | 0 | 0 | 0 | 0 | 14 | 96 | 92 | 21 | 4 | 1 | 1 |
| 06:00 | 590 | 52.6 | 47.3 | 5.1 | 0 | 0 | 0 | 23 | 18 | 84 | 325 | 118 | 18 | 4 | 0 | 0 |
| 07:00 | 1037 | 50.7 | 46.1 | 4.4 | 0 | 0 | 3 | 6 | 57 | 324 | 489 | 137 | 20 | 1 | 0 | 0 |
| 08:00 | 939 | 50.4 | 43.2 | 6.9 | 1 | 2 | 43 | 84 | 98 | 223 | 414 | 66 | 8 | 0 | 0 | 0 |
| 09:00 | 760 | 51.1 | 43.7 | 7.2 | 0 | 0 | 55 | 47 | 39 | 199 | 345 | 71 | 2 | 1 | 1 | 0 |
| 10:00 | 656 | 50.4 | 45.0 | 5.3 | 0 | 0 | 2 | 39 | 57 | 176 | 311 | 62 | 8 | 1 | 0 | 0 |
| 11:00 | 701 | 50.3 | 44.7 | 5.4 | 0 | 0 | 6 | 47 | 55 | 187 | 343 | 60 | 1 | 2 | 0 | 0 |
| 12:00 | 639 | 52.1 | 44.5 | 7.4 | 0 | 5 | 34 | 39 | 29 | 126 | 323 | 69 | 14 | 0 | 0 | 0 |
| 13:00 | 639 | 53.1 | 43.7 | 9.1 | 0 | 20 | 54 | 19 | 16 | 136 | 302 | 78 | 11 | 3 | 0 | 0 |
| 14:00 | 813 | 51.0 | 42.1 | 8.6 | 0 | 10 | 97 | 32 | 66 | 255 | 257 | 86 | 9 | 1 | 0 | 0 |
| 15:00 | 722 | 50.9 | 45.0 | 5.7 | 0 | 0 | 10 | 45 | 43 | 193 | 341 | 79 | 10 | 1 | 0 | 0 |
| 16:00 | 825 | 52.4 | 45.2 | 6.9 | 0 | 9 | 29 | 39 | 21 | 176 | 415 | 127 | 7 | 2 | 0 | 0 |
| 17:00 | 655 | 52.5 | 48.5 | 3.8 | 0 | 0 | 1 | 0 | 2 | 92 | 356 | 181 | 21 | 2 | 0 | 0 |
| 18:00 | 614 | 51.4 | 46.5 | 4.8 | 0 | 0 | 1 | 11 | 32 | 152 | 304 | 98 | 14 | 2 | 0 | 0 |
| 19:00 | 326 | 53.1 | 48.8 | 4.2 | 0 | 0 | 0 | 0 | 7 | 37 | 171 | 91 | 18 | 2 | 0 | 0 |
| 20:00 | 271 | 54.1 | 49.3 | 4.7 | 0 | 0 | 0 | 0 | 2 | 28 | 149 | 67 | 19 | 5 | 1 | 0 |
| 21:00 | 220 | 55.7 | 50.7 | 4.8 | 0 | 0 | 1 | 0 | 0 | 7 | 101 | 82 | 21 | 8 | 0 | 0 |
| 22:00 | 157 | 54.7 | 50.5 | 4.1 | 0 | 0 | 0 | 0 | 0 | 6 | 68 | 73 | 5 | 5 | 0 | 0 |
| 23:00 | 112 | 56.1 | 51.1 | 4.8 | 0 | 0 | 0 | 0 | 0 | 4 | 47 | 46 | 9 | 6 | 0 | 0 |
| Total 2H(10-12) | 1357 | 50.3 | 44.8 | 5.3 | 0 | 0 | 8 | 86 | 112 | 363 | 654 | 122 | 9 | 3 | 0 | 0 |
| 2H(14-16) | 1535 | 51.2 | 43.5 | 7.5 | 0 | 10 | 107 | 77 | 109 | 448 | 598 | 165 | 19 | 2 | 0 | 0 |
| 12H(7-19) | 9000 | 51.7 | 44.8 | 6.7 | 1 | 46 | 335 | 408 | 515 | 2239 | 4200 | 1114 | 125 | 16 | 1 | 0 |
| 24H(0-24) | 11279 | 52.7 | 45.8 | 6.7 | 1 | 46 | 336 | 431 | 543 | 2434 | 5273 | 1841 | 295 | 74 | 4 | 1 |
| AM Peak | 07:00 | 00:00 | 03:00 | 09:00 | 08:00 | 08:00 | 09:00 | 08:00 | 08:00 | 07:00 | 07:00 | 07:00 | 05:00 | 00:00 | 01:00 | 05:00 |
| | 1037 | 59.4 | 52.8 | 7.2 | 1 | 2 | 55 | 84 | 98 | 324 | 489 | 137 | 21 | 12 | 1 | 1 |
| PM Peak | 16:00 | 23:00 | 23:00 | 13:00 | 12:00 | 13:00 | 14:00 | 15:00 | 14:00 | 14:00 | 16:00 | 17:00 | 17:00 | 21:00 | 20:00 | 12:00 |
| | 825 | 56.1 | 51.1 | 9.1 | 0 | 20 | 97 | 45 | 66 | 255 | 415 | 181 | 21 | 8 | 1 | 0 |

360 TSL Ltd

**Direction: Westbound**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 78 | 57.3 | 52.4 | 4.8 | 0 | 0 | 0 | 0 | 0 | 3 | 20 | 37 | 14 | 4 | 0 | 0 |
| 01:00 | 120 | 55.8 | 51.4 | 4.2 | 0 | 0 | 0 | 0 | 0 | 2 | 44 | 55 | 18 | 0 | 1 | 0 |
| 02:00 | 97 | 56.2 | 51.1 | 4.9 | 0 | 0 | 0 | 0 | 0 | 6 | 35 | 43 | 10 | 2 | 1 | 0 |
| 03:00 | 123 | 54.0 | 49.9 | 4.0 | 0 | 0 | 0 | 0 | 2 | 7 | 53 | 54 | 6 | 1 | 0 | 0 |
| 04:00 | 259 | 55.6 | 51.0 | 4.5 | 0 | 0 | 0 | 0 | 0 | 15 | 97 | 109 | 31 | 7 | 0 | 0 |
| 05:00 | 442 | 54.1 | 44.4 | 9.4 | 0 | 0 | 57 | 28 | 11 | 51 | 187 | 90 | 12 | 5 | 1 | 0 |
| 06:00 | 593 | 52.6 | 46.5 | 5.9 | 0 | 0 | 3 | 50 | 18 | 73 | 312 | 126 | 8 | 3 | 0 | 0 |
| 07:00 | 744 | 52.0 | 46.3 | 5.5 | 0 | 0 | 9 | 17 | 47 | 170 | 342 | 137 | 21 | 1 | 0 | 0 |
| 08:00 | 723 | 50.4 | 45.1 | 5.0 | 0 | 1 | 9 | 23 | 24 | 269 | 307 | 87 | 3 | 0 | 0 | 0 |
| 09:00 | 810 | 51.5 | 45.4 | 5.9 | 0 | 0 | 19 | 32 | 37 | 221 | 390 | 89 | 20 | 1 | 1 | 0 |
| 10:00 | 652 | 52.3 | 44.5 | 7.4 | 5 | 9 | 21 | 26 | 12 | 168 | 343 | 60 | 7 | 1 | 0 | 0 |
| 11:00 | 713 | 50.6 | 43.8 | 6.5 | 2 | 0 | 16 | 73 | 57 | 188 | 300 | 74 | 3 | 0 | 0 | 0 |
| 12:00 | 723 | 50.8 | 43.3 | 7.2 | 0 | 1 | 54 | 47 | 48 | 202 | 298 | 71 | 2 | 0 | 0 | 0 |
| 13:00 | 738 | 51.5 | 44.9 | 6.3 | 0 | 2 | 15 | 46 | 47 | 176 | 365 | 72 | 10 | 4 | 1 | 0 |
| 14:00 | 823 | 50.4 | 43.4 | 6.8 | 0 | 4 | 38 | 45 | 70 | 297 | 294 | 67 | 5 | 2 | 1 | 0 |
| 15:00 | 817 | 50.4 | 44.7 | 5.5 | 0 | 0 | 5 | 39 | 100 | 220 | 366 | 68 | 17 | 2 | 0 | 0 |
| 16:00 | 937 | 50.2 | 43.2 | 6.7 | 0 | 9 | 26 | 79 | 83 | 303 | 372 | 53 | 9 | 3 | 0 | 0 |
| 17:00 | 959 | 51.4 | 45.4 | 5.8 | 0 | 0 | 23 | 19 | 82 | 229 | 479 | 111 | 10 | 5 | 1 | 0 |
| 18:00 | 626 | 50.8 | 46.2 | 4.4 | 0 | 0 | 0 | 2 | 41 | 188 | 292 | 94 | 7 | 1 | 1 | 0 |
| 19:00 | 422 | 52.5 | 47.6 | 4.7 | 0 | 0 | 1 | 2 | 19 | 88 | 174 | 127 | 11 | 0 | 0 | 0 |
| 20:00 | 270 | 54.8 | 49.6 | 5.0 | 0 | 0 | 0 | 1 | 2 | 26 | 131 | 87 | 17 | 5 | 0 | 1 |
| 21:00 | 198 | 57.6 | 50.4 | 7.0 | 0 | 0 | 0 | 3 | 5 | 15 | 92 | 51 | 16 | 13 | 2 | 1 |
| 22:00 | 124 | 56.8 | 51.8 | 4.9 | 0 | 0 | 0 | 0 | 1 | 7 | 30 | 66 | 14 | 6 | 0 | 0 |
| 23:00 | 112 | 55.3 | 50.5 | 4.7 | 0 | 0 | 0 | 0 | 0 | 12 | 39 | 48 | 10 | 3 | 0 | 0 |
| Total 2H(10-12) | 1365 | 51.4 | 44.2 | 7.0 | 7 | 9 | 37 | 99 | 69 | 356 | 643 | 134 | 10 | 1 | 0 | 0 |
| 2H(14-16) | 1640 | 50.5 | 44.1 | 6.2 | 0 | 4 | 43 | 84 | 170 | 517 | 660 | 135 | 22 | 4 | 1 | 0 |
| 12H(7-19) | 9265 | 51.1 | 44.7 | 6.2 | 7 | 26 | 235 | 448 | 648 | 2631 | 4148 | 983 | 114 | 20 | 5 | 0 |
| 24H(0-24) | 12103 | 52.3 | 45.5 | 6.5 | 7 | 26 | 296 | 532 | 706 | 2936 | 5362 | 1876 | 281 | 69 | 10 | 2 |
| AM Peak | 09:00 | 00:00 | 00:00 | 05:00 | 10:00 | 10:00 | 05:00 | 11:00 | 11:00 | 08:00 | 09:00 | 07:00 | 04:00 | 04:00 | 01:00 | 00:00 |
| | 810 | 57.3 | 52.4 | 9.4 | 5 | 9 | 57 | 73 | 57 | 269 | 390 | 137 | 31 | 7 | 1 | 0 |
| PM Peak | 17:00 | 21:00 | 22:00 | 12:00 | 12:00 | 16:00 | 12:00 | 16:00 | 15:00 | 16:00 | 17:00 | 19:00 | 15:00 | 21:00 | 21:00 | 20:00 |
| | 959 | 57.6 | 51.8 | 7.2 | 0 | 9 | 54 | 79 | 100 | 303 | 479 | 127 | 17 | 13 | 2 | 1 |

360 TSL Ltd

**Direction: Total Flow**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 164 | 58.4 | 52.6 | 5.7 | 0 | 0 | 0 | 0 | 1 | 9 | 41 | 73 | 24 | 16 | 0 | 0 |
| 01:00 | 167 | 56.4 | 51.5 | 4.8 | 0 | 0 | 0 | 0 | 0 | 4 | 65 | 70 | 24 | 2 | 2 | 0 |
| 02:00 | 161 | 56.0 | 51.1 | 4.7 | 0 | 0 | 0 | 0 | 0 | 8 | 59 | 72 | 17 | 4 | 1 | 0 |
| 03:00 | 197 | 55.7 | 51.0 | 4.6 | 0 | 0 | 0 | 0 | 2 | 9 | 74 | 82 | 25 | 5 | 0 | 0 |
| 04:00 | 362 | 56.0 | 51.3 | 4.5 | 0 | 0 | 0 | 0 | 0 | 18 | 126 | 159 | 48 | 11 | 0 | 0 |
| 05:00 | 671 | 55.6 | 46.5 | 8.7 | 0 | 0 | 57 | 28 | 11 | 65 | 283 | 182 | 33 | 9 | 2 | 1 |
| 06:00 | 1183 | 52.6 | 46.9 | 5.5 | 0 | 0 | 3 | 73 | 36 | 157 | 637 | 244 | 26 | 7 | 0 | 0 |
| 07:00 | 1781 | 51.3 | 46.2 | 4.9 | 0 | 0 | 12 | 23 | 104 | 494 | 831 | 274 | 41 | 2 | 0 | 0 |
| 08:00 | 1662 | 50.5 | 44.1 | 6.3 | 1 | 3 | 52 | 107 | 122 | 492 | 721 | 153 | 11 | 0 | 0 | 0 |
| 09:00 | 1570 | 51.4 | 44.6 | 6.6 | 0 | 0 | 74 | 79 | 76 | 420 | 735 | 160 | 22 | 2 | 2 | 0 |
| 10:00 | 1308 | 51.4 | 44.7 | 6.4 | 5 | 9 | 23 | 65 | 69 | 344 | 654 | 122 | 15 | 2 | 0 | 0 |
| 11:00 | 1414 | 50.5 | 44.2 | 6.0 | 2 | 0 | 22 | 120 | 112 | 375 | 643 | 134 | 4 | 2 | 0 | 0 |
| 12:00 | 1362 | 51.4 | 43.8 | 7.3 | 0 | 6 | 88 | 86 | 77 | 328 | 621 | 140 | 16 | 0 | 0 | 0 |
| 13:00 | 1377 | 52.4 | 44.4 | 7.7 | 0 | 22 | 69 | 65 | 63 | 312 | 667 | 150 | 21 | 7 | 1 | 0 |
| 14:00 | 1636 | 50.8 | 42.7 | 7.7 | 0 | 14 | 135 | 77 | 136 | 552 | 551 | 153 | 14 | 3 | 1 | 0 |
| 15:00 | 1539 | 50.7 | 44.9 | 5.6 | 0 | 0 | 15 | 84 | 143 | 413 | 707 | 147 | 27 | 3 | 0 | 0 |
| 16:00 | 1762 | 51.3 | 44.2 | 6.9 | 0 | 18 | 55 | 118 | 104 | 479 | 787 | 180 | 16 | 5 | 0 | 0 |
| 17:00 | 1614 | 52.1 | 46.7 | 5.3 | 0 | 0 | 24 | 19 | 84 | 321 | 835 | 292 | 31 | 7 | 1 | 0 |
| 18:00 | 1240 | 51.1 | 46.4 | 4.6 | 0 | 0 | 1 | 13 | 73 | 340 | 596 | 192 | 21 | 3 | 1 | 0 |
| 19:00 | 748 | 52.8 | 48.1 | 4.5 | 0 | 0 | 1 | 2 | 26 | 125 | 345 | 218 | 29 | 2 | 0 | 0 |
| 20:00 | 541 | 54.4 | 49.4 | 4.8 | 0 | 0 | 0 | 1 | 4 | 54 | 280 | 154 | 36 | 10 | 1 | 1 |
| 21:00 | 418 | 56.7 | 50.5 | 5.9 | 0 | 0 | 1 | 3 | 5 | 22 | 193 | 133 | 37 | 21 | 2 | 1 |
| 22:00 | 281 | 55.7 | 51.1 | 4.5 | 0 | 0 | 0 | 0 | 1 | 13 | 98 | 139 | 19 | 11 | 0 | 0 |
| 23:00 | 224 | 55.7 | 50.8 | 4.7 | 0 | 0 | 0 | 0 | 0 | 16 | 86 | 94 | 19 | 9 | 0 | 0 |
| Total 2H(10-12) | 2722 | 50.9 | 44.5 | 6.2 | 7 | 9 | 45 | 185 | 181 | 719 | 1297 | 256 | 19 | 4 | 0 | 0 |
| 2H(14-16) | 3175 | 50.9 | 43.8 | 6.9 | 0 | 14 | 150 | 161 | 279 | 965 | 1258 | 300 | 41 | 6 | 1 | 0 |
| 12H(7-19) | 18265 | 51.4 | 44.7 | 6.4 | 8 | 72 | 570 | 856 | 1163 | 4870 | 8348 | 2097 | 239 | 36 | 6 | 0 |
| 24H(0-24) | 23382 | 52.5 | 45.6 | 6.6 | 8 | 72 | 632 | 963 | 1249 | 5370 | 10635 | 3717 | 576 | 143 | 14 | 3 |
| AM Peak | 07:00 | 00:00 | 00:00 | 05:00 | 10:00 | 10:00 | 09:00 | 11:00 | 08:00 | 07:00 | 07:00 | 07:00 | 04:00 | 00:00 | 01:00 | 05:00 |
| | 1781 | 58.4 | 52.6 | 8.7 | 5 | 9 | 74 | 120 | 122 | 494 | 831 | 274 | 48 | 16 | 2 | 1 |
| PM Peak | 16:00 | 21:00 | 22:00 | 14:00 | 12:00 | 13:00 | 14:00 | 16:00 | 15:00 | 14:00 | 17:00 | 17:00 | 21:00 | 21:00 | 21:00 | 20:00 |
| | 1762 | 56.7 | 51.1 | 7.7 | 0 | 22 | 135 | 118 | 143 | 552 | 835 | 292 | 37 | 21 | 2 | 1 |

360 TSL Ltd

## East Heckington, A17 (Middle Site)

**Direction: Eastbound**

**25/03/2022**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 78 | 56.8 | 49.8 | 6.7 | 0 | 0 | 0 | 0 | 3 | 16 | 19 | 31 | 6 | 1 | 2 | 0 |
| 01:00 | 73 | 57.9 | 51.1 | 6.6 | 0 | 0 | 0 | 0 | 2 | 2 | 29 | 34 | 2 | 2 | 1 | 1 |
| 02:00 | 65 | 59.0 | 52.6 | 6.2 | 0 | 0 | 0 | 0 | 0 | 2 | 23 | 24 | 9 | 6 | 1 | 0 |
| 03:00 | 55 | 56.3 | 50.8 | 5.3 | 0 | 0 | 0 | 0 | 1 | 4 | 19 | 24 | 4 | 3 | 0 | 0 |
| 04:00 | 147 | 59.3 | 52.5 | 6.6 | 0 | 0 | 1 | 0 | 3 | 2 | 43 | 62 | 22 | 13 | 0 | 1 |
| 05:00 | 292 | 54.8 | 49.6 | 5.0 | 0 | 0 | 0 | 0 | 0 | 45 | 127 | 86 | 25 | 9 | 0 | 0 |
| 06:00 | 629 | 53.7 | 47.9 | 5.5 | 0 | 6 | 5 | 0 | 2 | 94 | 346 | 148 | 21 | 7 | 0 | 0 |
| 07:00 | 907 | 51.8 | 45.1 | 6.5 | 0 | 0 | 49 | 20 | 35 | 230 | 446 | 117 | 7 | 2 | 1 | 0 |
| 08:00 | 826 | 51.4 | 45.7 | 5.5 | 0 | 1 | 15 | 44 | 17 | 181 | 459 | 103 | 5 | 1 | 0 | 0 |
| 09:00 | 707 | 51.4 | 45.9 | 5.3 | 0 | 0 | 15 | 14 | 12 | 201 | 367 | 91 | 5 | 0 | 2 | 0 |
| 10:00 | 758 | 49.9 | 44.5 | 5.3 | 0 | 1 | 10 | 20 | 89 | 248 | 316 | 71 | 2 | 1 | 0 | 0 |
| 11:00 | 725 | 51.7 | 42.6 | 8.8 | 0 | 22 | 42 | 63 | 56 | 170 | 292 | 66 | 13 | 0 | 0 | 1 |
| 12:00 | 767 | 49.9 | 43.4 | 6.2 | 0 | 8 | 21 | 15 | 109 | 274 | 288 | 45 | 6 | 1 | 0 | 0 |
| 13:00 | 794 | 51.4 | 41.5 | 9.6 | 7 | 21 | 82 | 38 | 92 | 192 | 274 | 81 | 6 | 0 | 0 | 1 |
| 14:00 | 829 | 52.4 | 45.2 | 6.9 | 0 | 11 | 30 | 9 | 42 | 203 | 416 | 100 | 13 | 5 | 0 | 0 |
| 15:00 | 880 | 51.9 | 44.9 | 6.7 | 0 | 9 | 22 | 46 | 58 | 188 | 427 | 124 | 5 | 0 | 1 | 0 |
| 16:00 | 734 | 51.7 | 46.6 | 5.0 | 0 | 1 | 0 | 12 | 44 | 173 | 360 | 124 | 15 | 5 | 0 | 0 |
| 17:00 | 698 | 52.6 | 46.4 | 6.0 | 0 | 0 | 9 | 36 | 44 | 119 | 317 | 153 | 18 | 2 | 0 | 0 |
| 18:00 | 598 | 51.7 | 47.8 | 3.7 | 0 | 0 | 0 | 1 | 9 | 93 | 350 | 138 | 6 | 0 | 1 | 0 |
| 19:00 | 410 | 53.4 | 47.7 | 5.5 | 0 | 0 | 0 | 13 | 22 | 58 | 193 | 102 | 16 | 6 | 0 | 0 |
| 20:00 | 289 | 53.8 | 48.8 | 4.7 | 0 | 0 | 0 | 0 | 0 | 46 | 151 | 73 | 13 | 4 | 2 | 0 |
| 21:00 | 191 | 54.1 | 49.6 | 4.4 | 0 | 0 | 0 | 1 | 0 | 16 | 97 | 62 | 11 | 4 | 0 | 0 |
| 22:00 | 175 | 57.1 | 51.4 | 5.4 | 0 | 0 | 0 | 0 | 0 | 7 | 67 | 78 | 13 | 7 | 3 | 0 |
| 23:00 | 90 | 61.5 | 53.2 | 8.0 | 0 | 0 | 0 | 0 | 0 | 8 | 29 | 22 | 20 | 7 | 3 | 1 |
| Total 2H(10-12) | 1483 | 51.1 | 43.6 | 7.3 | 0 | 23 | 52 | 83 | 145 | 418 | 608 | 137 | 15 | 1 | 0 | 1 |
| 2H(14-16) | 1709 | 52.1 | 45.1 | 6.8 | 0 | 20 | 52 | 55 | 100 | 391 | 843 | 224 | 18 | 5 | 1 | 0 |
| 12H(7-19) | 9223 | 51.9 | 44.9 | 6.7 | 7 | 74 | 295 | 318 | 607 | 2272 | 4312 | 1213 | 101 | 17 | 5 | 2 |
| 24H(0-24) | 11717 | 52.9 | 45.9 | 6.8 | 7 | 80 | 301 | 332 | 640 | 2572 | 5455 | 1959 | 263 | 86 | 17 | 5 |
| AM Peak | 07:00 | 04:00 | 02:00 | 11:00 | 00:00 | 11:00 | 07:00 | 11:00 | 10:00 | 10:00 | 08:00 | 06:00 | 05:00 | 04:00 | 00:00 | 01:00 |
| | 907 | 59.3 | 52.6 | 8.8 | 0 | 22 | 49 | 63 | 89 | 248 | 459 | 148 | 25 | 13 | 2 | 1 |
| PM Peak | 15:00 | 23:00 | 23:00 | 13:00 | 13:00 | 13:00 | 13:00 | 15:00 | 12:00 | 12:00 | 15:00 | 17:00 | 23:00 | 22:00 | 22:00 | 13:00 |
| | 880 | 61.5 | 53.2 | 9.6 | 7 | 21 | 82 | 46 | 109 | 274 | 427 | 153 | 20 | 7 | 3 | 1 |

**360 TSL Ltd**

**Direction: Westbound**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 93 | 57.0 | 51.8 | 5.1 | 0 | 0 | 0 | 0 | 0 | 4 | 28 | 48 | 8 | 4 | 1 | 0 |
| 01:00 | 84 | 55.4 | 51.8 | 3.5 | 0 | 0 | 0 | 0 | 1 | 1 | 17 | 57 | 7 | 1 | 0 | 0 |
| 02:00 | 123 | 56.4 | 51.0 | 5.2 | 0 | 0 | 0 | 0 | 2 | 13 | 35 | 48 | 22 | 3 | 0 | 0 |
| 03:00 | 133 | 55.6 | 50.8 | 4.6 | 0 | 0 | 0 | 0 | 0 | 6 | 56 | 54 | 14 | 2 | 1 | 0 |
| 04:00 | 203 | 56.0 | 50.3 | 5.5 | 1 | 0 | 0 | 0 | 2 | 12 | 84 | 79 | 19 | 6 | 0 | 0 |
| 05:00 | 421 | 57.5 | 49.1 | 8.1 | 0 | 0 | 9 | 19 | 3 | 50 | 156 | 130 | 32 | 14 | 6 | 2 |
| 06:00 | 550 | 52.4 | 47.5 | 4.8 | 0 | 0 | 0 | 7 | 35 | 73 | 299 | 120 | 11 | 5 | 0 | 0 |
| 07:00 | 768 | 51.6 | 46.9 | 4.5 | 0 | 0 | 3 | 11 | 24 | 161 | 421 | 135 | 10 | 3 | 0 | 0 |
| 08:00 | 761 | 50.8 | 46.2 | 4.4 | 0 | 0 | 1 | 16 | 40 | 179 | 411 | 109 | 4 | 1 | 0 | 0 |
| 09:00 | 741 | 51.4 | 44.8 | 6.3 | 0 | 0 | 28 | 35 | 19 | 255 | 304 | 75 | 23 | 2 | 0 | 0 |
| 10:00 | 773 | 49.6 | 43.3 | 6.1 | 0 | 1 | 26 | 48 | 88 | 261 | 291 | 55 | 3 | 0 | 0 | 0 |
| 11:00 | 851 | 49.4 | 42.9 | 6.2 | 0 | 3 | 8 | 110 | 107 | 244 | 319 | 56 | 4 | 0 | 0 | 0 |
| 12:00 | 875 | 49.2 | 43.7 | 5.4 | 0 | 0 | 12 | 37 | 125 | 326 | 321 | 48 | 2 | 3 | 1 | 0 |
| 13:00 | 832 | 50.5 | 44.8 | 5.5 | 0 | 0 | 21 | 30 | 54 | 252 | 392 | 78 | 4 | 1 | 0 | 0 |
| 14:00 | 882 | 49.0 | 43.8 | 5.1 | 0 | 0 | 13 | 30 | 113 | 345 | 328 | 45 | 8 | 0 | 0 | 0 |
| 15:00 | 843 | 50.5 | 44.4 | 5.9 | 0 | 2 | 26 | 23 | 68 | 284 | 359 | 74 | 5 | 2 | 0 | 0 |
| 16:00 | 910 | 51.3 | 45.4 | 5.7 | 0 | 0 | 32 | 9 | 47 | 246 | 465 | 100 | 7 | 4 | 0 | 0 |
| 17:00 | 800 | 50.8 | 46.7 | 4.0 | 0 | 0 | 0 | 3 | 42 | 166 | 468 | 109 | 11 | 1 | 0 | 0 |
| 18:00 | 561 | 51.7 | 47.5 | 4.1 | 0 | 0 | 0 | 4 | 10 | 107 | 320 | 109 | 8 | 2 | 1 | 0 |
| 19:00 | 359 | 52.8 | 47.3 | 5.4 | 0 | 0 | 0 | 5 | 21 | 72 | 173 | 73 | 11 | 3 | 0 | 1 |
| 20:00 | 293 | 54.5 | 48.9 | 5.3 | 1 | 0 | 0 | 1 | 6 | 28 | 154 | 82 | 15 | 5 | 1 | 0 |
| 21:00 | 170 | 56.1 | 50.2 | 5.7 | 0 | 0 | 0 | 0 | 4 | 23 | 57 | 65 | 11 | 10 | 0 | 0 |
| 22:00 | 129 | 57.8 | 51.5 | 6.1 | 0 | 0 | 0 | 0 | 0 | 8 | 49 | 54 | 8 | 7 | 3 | 0 |
| 23:00 | 100 | 57.1 | 51.7 | 5.2 | 0 | 0 | 0 | 0 | 0 | 2 | 39 | 43 | 10 | 5 | 1 | 0 |
| Total 2H(10-12) | 1624 | 49.5 | 43.1 | 6.2 | 0 | 4 | 34 | 158 | 195 | 505 | 610 | 111 | 7 | 0 | 0 | 0 |
| 2H(14-16) | 1725 | 49.8 | 44.1 | 5.5 | 0 | 2 | 39 | 53 | 181 | 629 | 687 | 119 | 13 | 2 | 0 | 0 |
| 12H(7-19) | 9597 | 50.7 | 44.9 | 5.5 | 0 | 6 | 170 | 356 | 737 | 2826 | 4399 | 993 | 89 | 19 | 2 | 0 |
| 24H(0-24) | 12255 | 52.0 | 45.9 | 5.9 | 2 | 6 | 179 | 388 | 811 | 3118 | 5546 | 1846 | 257 | 84 | 15 | 3 |
| AM Peak | 11:00 | 05:00 | 00:00 | 05:00 | 04:00 | 11:00 | 09:00 | 11:00 | 11:00 | 10:00 | 07:00 | 07:00 | 05:00 | 05:00 | 05:00 | 05:00 |
| | 851 | 57.5 | 51.8 | 8.1 | 1 | 3 | 28 | 110 | 107 | 261 | 421 | 135 | 32 | 14 | 6 | 2 |
| PM Peak | 16:00 | 22:00 | 23:00 | 22:00 | 20:00 | 15:00 | 16:00 | 12:00 | 12:00 | 14:00 | 17:00 | 17:00 | 20:00 | 21:00 | 22:00 | 19:00 |
| | 910 | 57.8 | 51.7 | 6.1 | 1 | 2 | 32 | 37 | 125 | 345 | 468 | 109 | 15 | 10 | 3 | 1 |

**360 TSL Ltd**

**Direction: Total Flow**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 171 | 57.0 | 50.9 | 6.0 | 0 | 0 | 0 | 0 | 3 | 20 | 47 | 79 | 14 | 5 | 3 | 0 |
| 01:00 | 157 | 56.8 | 51.4 | 5.2 | 0 | 0 | 0 | 0 | 3 | 3 | 46 | 91 | 9 | 3 | 1 | 1 |
| 02:00 | 188 | 57.4 | 51.5 | 5.6 | 0 | 0 | 0 | 0 | 2 | 15 | 58 | 72 | 31 | 9 | 1 | 0 |
| 03:00 | 188 | 55.8 | 50.8 | 4.8 | 0 | 0 | 0 | 0 | 1 | 10 | 75 | 78 | 18 | 5 | 1 | 0 |
| 04:00 | 350 | 57.5 | 51.2 | 6.1 | 1 | 0 | 1 | 0 | 5 | 14 | 127 | 141 | 41 | 19 | 0 | 1 |
| 05:00 | 713 | 56.6 | 49.3 | 7.0 | 0 | 0 | 9 | 19 | 3 | 95 | 283 | 216 | 57 | 23 | 6 | 2 |
| 06:00 | 1179 | 53.1 | 47.7 | 5.2 | 0 | 6 | 5 | 7 | 37 | 167 | 645 | 268 | 32 | 12 | 0 | 0 |
| 07:00 | 1675 | 51.9 | 45.9 | 5.7 | 0 | 0 | 52 | 31 | 59 | 391 | 867 | 252 | 17 | 5 | 1 | 0 |
| 08:00 | 1587 | 51.2 | 45.9 | 5.0 | 0 | 1 | 16 | 60 | 57 | 360 | 870 | 212 | 9 | 2 | 0 | 0 |
| 09:00 | 1448 | 51.4 | 45.4 | 5.9 | 0 | 0 | 43 | 49 | 31 | 456 | 671 | 166 | 28 | 2 | 2 | 0 |
| 10:00 | 1531 | 49.8 | 43.9 | 5.7 | 0 | 2 | 36 | 68 | 177 | 509 | 607 | 126 | 5 | 1 | 0 | 0 |
| 11:00 | 1576 | 50.6 | 42.8 | 7.5 | 0 | 25 | 50 | 173 | 163 | 414 | 611 | 122 | 17 | 0 | 0 | 1 |
| 12:00 | 1642 | 49.5 | 43.6 | 5.8 | 0 | 8 | 33 | 52 | 234 | 600 | 609 | 93 | 8 | 4 | 1 | 0 |
| 13:00 | 1626 | 51.4 | 43.2 | 7.9 | 7 | 21 | 103 | 68 | 146 | 444 | 666 | 159 | 10 | 1 | 0 | 1 |
| 14:00 | 1711 | 50.8 | 44.5 | 6.1 | 0 | 11 | 43 | 39 | 155 | 548 | 744 | 145 | 21 | 5 | 0 | 0 |
| 15:00 | 1723 | 51.2 | 44.6 | 6.3 | 0 | 11 | 48 | 69 | 126 | 472 | 786 | 198 | 10 | 2 | 1 | 0 |
| 16:00 | 1644 | 51.5 | 45.9 | 5.4 | 0 | 1 | 32 | 21 | 91 | 419 | 825 | 224 | 22 | 9 | 0 | 0 |
| 17:00 | 1498 | 51.8 | 46.6 | 5.0 | 0 | 0 | 9 | 39 | 86 | 285 | 785 | 262 | 29 | 3 | 0 | 0 |
| 18:00 | 1159 | 51.7 | 47.7 | 3.9 | 0 | 0 | 0 | 5 | 19 | 200 | 670 | 247 | 14 | 2 | 2 | 0 |
| 19:00 | 769 | 53.1 | 47.5 | 5.5 | 0 | 0 | 0 | 18 | 43 | 130 | 366 | 175 | 27 | 9 | 0 | 1 |
| 20:00 | 582 | 54.1 | 48.9 | 5.0 | 1 | 0 | 0 | 1 | 6 | 74 | 305 | 155 | 28 | 9 | 3 | 0 |
| 21:00 | 361 | 55.1 | 49.9 | 5.1 | 0 | 0 | 0 | 1 | 4 | 39 | 154 | 127 | 22 | 14 | 0 | 0 |
| 22:00 | 304 | 57.4 | 51.5 | 5.7 | 0 | 0 | 0 | 0 | 0 | 15 | 116 | 132 | 21 | 14 | 6 | 0 |
| 23:00 | 190 | 59.3 | 52.4 | 6.7 | 0 | 0 | 0 | 0 | 0 | 10 | 68 | 65 | 30 | 12 | 4 | 1 |
| Total 2H(10-12) | 3107 | 50.3 | 43.3 | 6.7 | 0 | 27 | 86 | 241 | 340 | 923 | 1218 | 248 | 22 | 1 | 0 | 1 |
| 2H(14-16) | 3434 | 51.0 | 44.6 | 6.2 | 0 | 22 | 91 | 108 | 281 | 1020 | 1530 | 343 | 31 | 7 | 1 | 0 |
| 12H(7-19) | 18820 | 51.3 | 44.9 | 6.2 | 7 | 80 | 465 | 674 | 1344 | 5098 | 8711 | 2206 | 190 | 36 | 7 | 2 |
| 24H(0-24) | 23972 | 52.4 | 45.9 | 6.4 | 9 | 86 | 480 | 720 | 1451 | 5690 | 11001 | 3805 | 520 | 170 | 32 | 8 |
| AM Peak | 07:00 | 04:00 | 02:00 | 11:00 | 04:00 | 11:00 | 07:00 | 11:00 | 10:00 | 10:00 | 08:00 | 06:00 | 05:00 | 05:00 | 05:00 | 05:00 |
| | 1675 | 57.5 | 51.5 | 7.5 | 1 | 25 | 52 | 173 | 177 | 509 | 870 | 268 | 57 | 23 | 6 | 2 |
| PM Peak | 15:00 | 23:00 | 23:00 | 13:00 | 13:00 | 13:00 | 13:00 | 15:00 | 12:00 | 12:00 | 16:00 | 17:00 | 23:00 | 21:00 | 22:00 | 13:00 |
| | 1723 | 59.3 | 52.4 | 7.9 | 7 | 21 | 103 | 69 | 234 | 600 | 825 | 262 | 30 | 14 | 6 | 1 |

**360 TSL Ltd**

## East Heckington, A17 (Middle Site)

**Direction: Eastbound**

**26/03/2022**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 73 | 58.2 | 52.5 | 5.4 | 0 | 0 | 0 | 0 | 0 | 2 | 21 | 34 | 11 | 4 | 1 | 0 |
| 01:00 | 46 | 56.7 | 51.6 | 4.9 | 0 | 0 | 0 | 0 | 0 | 2 | 15 | 23 | 3 | 3 | 0 | 0 |
| 02:00 | 50 | 65.1 | 55.2 | 9.6 | 0 | 0 | 0 | 0 | 0 | 3 | 9 | 19 | 13 | 2 | 1 | 3 |
| 03:00 | 55 | 59.0 | 53.3 | 5.5 | 0 | 0 | 0 | 0 | 0 | 3 | 9 | 26 | 14 | 2 | 1 | 0 |
| 04:00 | 72 | 58.2 | 53.0 | 5.1 | 0 | 0 | 0 | 0 | 0 | 2 | 18 | 31 | 16 | 5 | 0 | 0 |
| 05:00 | 134 | 55.2 | 50.0 | 5.0 | 0 | 0 | 0 | 0 | 2 | 8 | 68 | 39 | 14 | 2 | 1 | 0 |
| 06:00 | 244 | 56.3 | 50.0 | 6.1 | 0 | 1 | 0 | 2 | 2 | 19 | 119 | 64 | 28 | 8 | 0 | 1 |
| 07:00 | 342 | 53.7 | 47.4 | 6.0 | 0 | 0 | 1 | 17 | 7 | 70 | 146 | 81 | 12 | 8 | 0 | 0 |
| 08:00 | 497 | 51.7 | 47.3 | 4.3 | 0 | 0 | 0 | 1 | 6 | 135 | 255 | 76 | 21 | 3 | 0 | 0 |
| 09:00 | 635 | 50.8 | 45.2 | 5.4 | 0 | 0 | 9 | 27 | 42 | 174 | 304 | 72 | 7 | 0 | 0 | 0 |
| 10:00 | 665 | 50.7 | 45.2 | 5.2 | 0 | 0 | 8 | 26 | 46 | 175 | 339 | 62 | 8 | 1 | 0 | 0 |
| 11:00 | 619 | 51.5 | 44.8 | 6.5 | 0 | 0 | 30 | 22 | 31 | 172 | 281 | 71 | 10 | 2 | 0 | 0 |
| 12:00 | 684 | 51.6 | 45.8 | 5.6 | 0 | 0 | 26 | 0 | 20 | 191 | 344 | 91 | 11 | 1 | 0 | 0 |
| 13:00 | 602 | 51.7 | 46.0 | 5.4 | 0 | 0 | 12 | 14 | 18 | 165 | 292 | 85 | 15 | 1 | 0 | 0 |
| 14:00 | 536 | 51.7 | 47.7 | 3.8 | 0 | 0 | 0 | 1 | 7 | 96 | 310 | 109 | 11 | 2 | 0 | 0 |
| 15:00 | 552 | 53.3 | 45.4 | 7.6 | 0 | 13 | 22 | 4 | 15 | 114 | 287 | 81 | 16 | 0 | 0 | 0 |
| 16:00 | 513 | 52.6 | 47.9 | 4.6 | 0 | 0 | 0 | 3 | 15 | 96 | 264 | 103 | 29 | 3 | 0 | 0 |
| 17:00 | 498 | 52.2 | 47.1 | 4.9 | 0 | 0 | 0 | 6 | 13 | 139 | 230 | 90 | 14 | 5 | 1 | 0 |
| 18:00 | 498 | 52.4 | 47.8 | 4.4 | 0 | 0 | 0 | 0 | 12 | 106 | 255 | 99 | 22 | 4 | 0 | 0 |
| 19:00 | 289 | 53.7 | 48.8 | 4.7 | 0 | 0 | 0 | 0 | 3 | 41 | 147 | 81 | 13 | 2 | 2 | 0 |
| 20:00 | 247 | 57.1 | 50.7 | 6.2 | 0 | 0 | 2 | 1 | 0 | 11 | 122 | 70 | 27 | 10 | 4 | 0 |
| 21:00 | 211 | 55.4 | 50.2 | 5.0 | 0 | 0 | 0 | 0 | 5 | 15 | 82 | 87 | 17 | 4 | 1 | 0 |
| 22:00 | 128 | 57.2 | 51.1 | 5.9 | 0 | 0 | 0 | 0 | 0 | 12 | 49 | 46 | 13 | 6 | 2 | 0 |
| 23:00 | 100 | 60.6 | 52.6 | 7.7 | 0 | 0 | 0 | 0 | 0 | 8 | 36 | 29 | 14 | 11 | 0 | 2 |
| Total 2H(10-12) | 1284 | 51.1 | 45.0 | 5.9 | 0 | 0 | 38 | 48 | 77 | 347 | 620 | 133 | 18 | 3 | 0 | 0 |
| 2H(14-16) | 1088 | 52.9 | 46.6 | 6.1 | 0 | 13 | 22 | 5 | 22 | 210 | 597 | 190 | 27 | 2 | 0 | 0 |
| 12H(7-19) | 6641 | 52.1 | 46.3 | 5.5 | 0 | 13 | 108 | 121 | 232 | 1633 | 3307 | 1020 | 176 | 30 | 1 | 0 |
| 24H(0-24) | 8290 | 53.3 | 47.2 | 5.9 | 0 | 14 | 110 | 124 | 244 | 1759 | 4002 | 1569 | 359 | 89 | 14 | 6 |
| AM Peak | 10:00 | 02:00 | 02:00 | 02:00 | 00:00 | 06:00 | 11:00 | 09:00 | 10:00 | 10:00 | 10:00 | 07:00 | 06:00 | 06:00 | 00:00 | 02:00 |
| | 665 | 65.1 | 55.2 | 9.6 | 0 | 1 | 30 | 27 | 46 | 175 | 339 | 81 | 28 | 8 | 1 | 3 |
| PM Peak | 12:00 | 23:00 | 23:00 | 23:00 | 12:00 | 15:00 | 12:00 | 13:00 | 12:00 | 12:00 | 12:00 | 14:00 | 16:00 | 23:00 | 20:00 | 23:00 |
| | 684 | 60.6 | 52.6 | 7.7 | 0 | 13 | 26 | 14 | 20 | 191 | 344 | 109 | 29 | 11 | 4 | 2 |

**360 TSL Ltd**

**Direction: Westbound**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 69 | 56.8 | 49.1 | 7.4 | 0 | 0 | 1 | 0 | 5 | 8 | 33 | 7 | 10 | 5 | 0 | 0 |
| 01:00 | 64 | 53.3 | 49.8 | 3.4 | 0 | 0 | 0 | 0 | 1 | 2 | 30 | 29 | 2 | 0 | 0 | 0 |
| 02:00 | 73 | 57.1 | 51.8 | 5.2 | 0 | 0 | 0 | 0 | 0 | 5 | 20 | 36 | 7 | 5 | 0 | 0 |
| 03:00 | 111 | 57.1 | 51.4 | 5.6 | 0 | 0 | 0 | 1 | 3 | 7 | 27 | 50 | 19 | 4 | 0 | 0 |
| 04:00 | 142 | 58.1 | 52.0 | 5.9 | 0 | 0 | 0 | 0 | 1 | 10 | 37 | 64 | 24 | 4 | 1 | 1 |
| 05:00 | 252 | 56.4 | 49.1 | 7.1 | 0 | 0 | 9 | 5 | 1 | 17 | 108 | 82 | 25 | 3 | 2 | 0 |
| 06:00 | 277 | 55.0 | 49.0 | 5.8 | 0 | 0 | 0 | 7 | 2 | 27 | 143 | 80 | 10 | 5 | 2 | 1 |
| 07:00 | 446 | 54.8 | 49.1 | 5.4 | 0 | 0 | 0 | 6 | 5 | 46 | 227 | 133 | 17 | 9 | 1 | 2 |
| 08:00 | 574 | 51.9 | 47.7 | 4.0 | 0 | 0 | 0 | 1 | 13 | 107 | 306 | 134 | 11 | 2 | 0 | 0 |
| 09:00 | 655 | 52.1 | 46.5 | 5.5 | 0 | 0 | 7 | 20 | 32 | 140 | 322 | 115 | 15 | 4 | 0 | 0 |
| 10:00 | 630 | 51.6 | 45.3 | 6.1 | 0 | 1 | 21 | 14 | 43 | 155 | 307 | 76 | 12 | 1 | 0 | 0 |
| 11:00 | 744 | 50.4 | 46.3 | 3.9 | 0 | 0 | 0 | 0 | 30 | 229 | 380 | 96 | 7 | 2 | 0 | 0 |
| 12:00 | 684 | 50.3 | 45.3 | 4.9 | 1 | 1 | 1 | 5 | 59 | 257 | 268 | 81 | 11 | 0 | 0 | 0 |
| 13:00 | 589 | 51.1 | 46.4 | 4.5 | 0 | 0 | 0 | 5 | 18 | 191 | 288 | 70 | 10 | 7 | 0 | 0 |
| 14:00 | 568 | 53.0 | 47.0 | 5.8 | 0 | 0 | 7 | 11 | 22 | 117 | 285 | 94 | 23 | 8 | 1 | 0 |
| 15:00 | 575 | 50.9 | 46.5 | 4.3 | 0 | 0 | 0 | 6 | 28 | 140 | 318 | 74 | 8 | 0 | 1 | 0 |
| 16:00 | 498 | 51.6 | 46.8 | 4.6 | 0 | 0 | 0 | 2 | 18 | 151 | 233 | 75 | 14 | 5 | 0 | 0 |
| 17:00 | 495 | 51.4 | 47.2 | 4.0 | 0 | 0 | 0 | 0 | 15 | 112 | 274 | 83 | 8 | 3 | 0 | 0 |
| 18:00 | 476 | 51.9 | 47.3 | 4.4 | 0 | 0 | 2 | 1 | 7 | 100 | 278 | 73 | 11 | 3 | 1 | 0 |
| 19:00 | 298 | 52.7 | 47.8 | 4.8 | 0 | 0 | 0 | 0 | 11 | 63 | 142 | 69 | 8 | 5 | 0 | 0 |
| 20:00 | 222 | 53.6 | 49.3 | 4.2 | 0 | 0 | 0 | 0 | 1 | 23 | 112 | 74 | 10 | 1 | 1 | 0 |
| 21:00 | 132 | 56.1 | 50.9 | 4.9 | 0 | 0 | 0 | 0 | 2 | 6 | 53 | 47 | 20 | 4 | 0 | 0 |
| 22:00 | 114 | 56.2 | 50.8 | 5.3 | 0 | 0 | 0 | 0 | 2 | 9 | 39 | 47 | 14 | 2 | 1 | 0 |
| 23:00 | 91 | 57.4 | 50.4 | 6.8 | 0 | 0 | 0 | 0 | 1 | 11 | 41 | 25 | 7 | 3 | 3 | 0 |
| Total 2H(10-12) | 1374 | 51.1 | 45.9 | 5.1 | 0 | 1 | 21 | 14 | 73 | 384 | 687 | 172 | 19 | 3 | 0 | 0 |
| 2H(14-16) | 1143 | 52.0 | 46.8 | 5.1 | 0 | 0 | 7 | 17 | 50 | 257 | 603 | 168 | 31 | 8 | 2 | 0 |
| 12H(7-19) | 6934 | 51.8 | 46.7 | 4.9 | 1 | 2 | 38 | 71 | 290 | 1745 | 3486 | 1104 | 147 | 44 | 4 | 2 |
| 24H(0-24) | 8779 | 52.8 | 47.3 | 5.3 | 1 | 2 | 48 | 84 | 320 | 1933 | 4271 | 1714 | 303 | 85 | 14 | 4 |
| AM Peak | 11:00 | 04:00 | 04:00 | 00:00 | 00:00 | 10:00 | 10:00 | 09:00 | 10:00 | 11:00 | 11:00 | 08:00 | 05:00 | 07:00 | 05:00 | 07:00 |
| | 744 | 58.1 | 52.0 | 7.4 | 0 | 1 | 21 | 20 | 43 | 229 | 380 | 134 | 25 | 9 | 2 | 2 |
| PM Peak | 12:00 | 23:00 | 21:00 | 23:00 | 12:00 | 12:00 | 14:00 | 14:00 | 12:00 | 12:00 | 15:00 | 14:00 | 14:00 | 14:00 | 23:00 | 12:00 |
| | 684 | 57.4 | 50.9 | 6.8 | 1 | 1 | 7 | 11 | 59 | 257 | 318 | 94 | 23 | 8 | 3 | 0 |

**360 TSL Ltd**

**Direction: Total Flow**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 142 | 57.8 | 50.9 | 6.7 | 0 | 0 | 1 | 0 | 5 | 10 | 54 | 41 | 21 | 9 | 1 | 0 |
| 01:00 | 110 | 54.9 | 50.5 | 4.2 | 0 | 0 | 0 | 0 | 1 | 4 | 45 | 52 | 5 | 3 | 0 | 0 |
| 02:00 | 123 | 60.9 | 53.2 | 7.4 | 0 | 0 | 0 | 0 | 0 | 8 | 29 | 55 | 20 | 7 | 1 | 3 |
| 03:00 | 166 | 57.8 | 52.0 | 5.6 | 0 | 0 | 0 | 1 | 3 | 10 | 36 | 76 | 33 | 6 | 1 | 0 |
| 04:00 | 214 | 58.1 | 52.3 | 5.6 | 0 | 0 | 0 | 0 | 1 | 12 | 55 | 95 | 40 | 9 | 1 | 1 |
| 05:00 | 386 | 56.1 | 49.4 | 6.4 | 0 | 0 | 9 | 5 | 3 | 25 | 176 | 121 | 39 | 5 | 3 | 0 |
| 06:00 | 521 | 55.6 | 49.5 | 5.9 | 0 | 1 | 0 | 9 | 4 | 46 | 262 | 144 | 38 | 13 | 2 | 2 |
| 07:00 | 788 | 54.4 | 48.4 | 5.8 | 0 | 0 | 1 | 23 | 12 | 116 | 373 | 214 | 29 | 17 | 1 | 2 |
| 08:00 | 1071 | 51.8 | 47.5 | 4.1 | 0 | 0 | 0 | 2 | 19 | 242 | 561 | 210 | 32 | 5 | 0 | 0 |
| 09:00 | 1290 | 51.5 | 45.8 | 5.5 | 0 | 0 | 16 | 47 | 74 | 314 | 626 | 187 | 22 | 4 | 0 | 0 |
| 10:00 | 1295 | 51.1 | 45.3 | 5.7 | 0 | 1 | 29 | 40 | 89 | 330 | 646 | 138 | 20 | 2 | 0 | 0 |
| 11:00 | 1363 | 51.2 | 45.6 | 5.3 | 0 | 0 | 30 | 22 | 61 | 401 | 661 | 167 | 17 | 4 | 0 | 0 |
| 12:00 | 1368 | 51.0 | 45.5 | 5.3 | 1 | 1 | 27 | 5 | 79 | 448 | 612 | 172 | 22 | 1 | 0 | 0 |
| 13:00 | 1191 | 51.4 | 46.2 | 5.0 | 0 | 0 | 12 | 19 | 36 | 356 | 580 | 155 | 25 | 8 | 0 | 0 |
| 14:00 | 1104 | 52.5 | 47.4 | 4.9 | 0 | 0 | 7 | 12 | 29 | 213 | 595 | 203 | 34 | 10 | 1 | 0 |
| 15:00 | 1127 | 52.3 | 46.0 | 6.1 | 0 | 13 | 22 | 10 | 43 | 254 | 605 | 155 | 24 | 0 | 1 | 0 |
| 16:00 | 1011 | 52.1 | 47.3 | 4.6 | 0 | 0 | 0 | 5 | 33 | 247 | 497 | 178 | 43 | 8 | 0 | 0 |
| 17:00 | 993 | 51.8 | 47.1 | 4.5 | 0 | 0 | 0 | 6 | 28 | 251 | 504 | 173 | 22 | 8 | 1 | 0 |
| 18:00 | 974 | 52.1 | 47.6 | 4.4 | 0 | 0 | 2 | 1 | 19 | 206 | 533 | 172 | 33 | 7 | 1 | 0 |
| 19:00 | 587 | 53.2 | 48.3 | 4.7 | 0 | 0 | 0 | 0 | 14 | 104 | 289 | 150 | 21 | 7 | 2 | 0 |
| 20:00 | 469 | 55.6 | 50.0 | 5.4 | 0 | 0 | 2 | 1 | 1 | 34 | 234 | 144 | 37 | 11 | 5 | 0 |
| 21:00 | 343 | 55.6 | 50.5 | 4.9 | 0 | 0 | 0 | 0 | 7 | 21 | 135 | 134 | 37 | 8 | 1 | 0 |
| 22:00 | 242 | 56.8 | 50.9 | 5.6 | 0 | 0 | 0 | 0 | 2 | 21 | 88 | 93 | 27 | 8 | 3 | 0 |
| 23:00 | 191 | 59.2 | 51.6 | 7.3 | 0 | 0 | 0 | 0 | 1 | 19 | 77 | 54 | 21 | 14 | 3 | 2 |
| Total 2H(10-12) | 2658 | 51.1 | 45.5 | 5.5 | 0 | 1 | 59 | 62 | 150 | 731 | 1307 | 305 | 37 | 6 | 0 | 0 |
| 2H(14-16) | 2231 | 52.5 | 46.7 | 5.6 | 0 | 13 | 29 | 22 | 72 | 467 | 1200 | 358 | 58 | 10 | 2 | 0 |
| 12H(7-19) | 13575 | 51.9 | 46.5 | 5.2 | 1 | 15 | 146 | 192 | 522 | 3378 | 6793 | 2124 | 323 | 74 | 5 | 2 |
| 24H(0-24) | 17069 | 53.0 | 47.3 | 5.6 | 1 | 16 | 158 | 208 | 564 | 3692 | 8273 | 3283 | 662 | 174 | 28 | 10 |
| AM Peak | 11:00 | 02:00 | 02:00 | 02:00 | 00:00 | 06:00 | 11:00 | 09:00 | 10:00 | 11:00 | 11:00 | 07:00 | 04:00 | 07:00 | 05:00 | 02:00 |
| | 1363 | 60.9 | 53.2 | 7.4 | 0 | 1 | 30 | 47 | 89 | 401 | 661 | 214 | 40 | 17 | 3 | 3 |
| PM Peak | 12:00 | 23:00 | 23:00 | 23:00 | 12:00 | 15:00 | 12:00 | 13:00 | 12:00 | 12:00 | 12:00 | 14:00 | 16:00 | 23:00 | 20:00 | 23:00 |
| | 1368 | 59.2 | 51.6 | 7.3 | 1 | 13 | 27 | 19 | 79 | 448 | 612 | 203 | 43 | 14 | 5 | 2 |

**360 TSL Ltd**

## East Heckington, A17 (Middle Site)

**Direction: Eastbound**

**27/03/2022**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 66 | 57.4 | 50.8 | 6.4 | 0 | 0 | 0 | 0 | 3 | 3 | 26 | 25 | 4 | 4 | 1 | 0 |
| 01:00 | 43 | 60.6 | 52.0 | 8.3 | 0 | 0 | 0 | 0 | 0 | 2 | 23 | 9 | 4 | 3 | 1 | 1 |
| 02:00 | 0 | - | - | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 37 | 61.2 | 52.8 | 8.1 | 0 | 0 | 0 | 0 | 0 | 4 | 9 | 17 | 3 | 1 | 3 | 0 |
| 04:00 | 43 | 57.3 | 51.6 | 5.5 | 0 | 0 | 0 | 0 | 1 | 3 | 9 | 24 | 3 | 3 | 0 | 0 |
| 05:00 | 58 | 58.6 | 53.1 | 5.3 | 0 | 0 | 0 | 0 | 0 | 1 | 15 | 27 | 9 | 6 | 0 | 0 |
| 06:00 | 117 | 56.7 | 50.4 | 6.1 | 0 | 0 | 0 | 0 | 2 | 7 | 61 | 29 | 12 | 5 | 0 | 1 |
| 07:00 | 158 | 55.9 | 50.6 | 5.1 | 0 | 0 | 0 | 0 | 0 | 8 | 80 | 49 | 11 | 10 | 0 | 0 |
| 08:00 | 211 | 55.8 | 50.3 | 5.3 | 0 | 0 | 0 | 0 | 0 | 18 | 108 | 50 | 24 | 11 | 0 | 0 |
| 09:00 | 405 | 52.7 | 47.5 | 5.0 | 0 | 0 | 4 | 7 | 9 | 61 | 231 | 70 | 22 | 1 | 0 | 0 |
| 10:00 | 512 | 51.2 | 47.2 | 3.9 | 0 | 0 | 0 | 0 | 13 | 112 | 297 | 76 | 12 | 2 | 0 | 0 |
| 11:00 | 619 | 50.7 | 46.4 | 4.2 | 0 | 0 | 0 | 8 | 29 | 162 | 329 | 80 | 11 | 0 | 0 | 0 |
| 12:00 | 698 | 52.3 | 44.8 | 7.2 | 3 | 11 | 25 | 9 | 29 | 190 | 346 | 71 | 14 | 0 | 0 | 0 |
| 13:00 | 594 | 51.5 | 46.4 | 4.9 | 0 | 0 | 0 | 3 | 51 | 154 | 269 | 104 | 12 | 0 | 0 | 1 |
| 14:00 | 602 | 51.8 | 46.9 | 4.8 | 0 | 0 | 2 | 8 | 31 | 110 | 352 | 79 | 15 | 4 | 1 | 0 |
| 15:00 | 553 | 52.6 | 48.4 | 4.0 | 0 | 0 | 0 | 1 | 3 | 85 | 299 | 140 | 21 | 4 | 0 | 0 |
| 16:00 | 622 | 51.4 | 47.5 | 3.8 | 0 | 0 | 0 | 0 | 11 | 121 | 366 | 108 | 14 | 2 | 0 | 0 |
| 17:00 | 578 | 52.2 | 47.1 | 4.9 | 0 | 0 | 0 | 2 | 40 | 128 | 271 | 114 | 19 | 3 | 1 | 0 |
| 18:00 | 571 | 52.6 | 47.7 | 4.7 | 0 | 0 | 1 | 5 | 28 | 76 | 310 | 130 | 16 | 5 | 0 | 0 |
| 19:00 | 401 | 51.6 | 47.7 | 3.8 | 0 | 0 | 0 | 0 | 4 | 83 | 222 | 83 | 7 | 2 | 0 | 0 |
| 20:00 | 318 | 53.2 | 49.0 | 4.0 | 0 | 0 | 0 | 0 | 0 | 32 | 186 | 75 | 22 | 3 | 0 | 0 |
| 21:00 | 245 | 56.3 | 50.7 | 5.4 | 0 | 0 | 0 | 0 | 1 | 10 | 114 | 92 | 20 | 4 | 3 | 1 |
| 22:00 | 103 | 56.7 | 51.0 | 5.5 | 0 | 0 | 0 | 0 | 1 | 3 | 49 | 34 | 10 | 5 | 1 | 0 |
| 23:00 | 79 | 58.3 | 51.9 | 6.2 | 0 | 0 | 0 | 0 | 0 | 2 | 30 | 35 | 8 | 2 | 1 | 1 |
| Total 2H(10-12) | 1131 | 51.0 | 46.7 | 4.1 | 0 | 0 | 0 | 8 | 42 | 274 | 626 | 156 | 23 | 2 | 0 | 0 |
| 2H(14-16) | 1155 | 52.3 | 47.6 | 4.5 | 0 | 0 | 2 | 9 | 34 | 195 | 651 | 219 | 36 | 8 | 1 | 0 |
| 12H(7-19) | 6123 | 52.4 | 47.1 | 5.1 | 3 | 11 | 32 | 43 | 244 | 1225 | 3258 | 1071 | 191 | 42 | 2 | 1 |
| 24H(0-24) | 7633 | 53.1 | 47.7 | 5.2 | 3 | 11 | 32 | 43 | 256 | 1375 | 4002 | 1521 | 293 | 80 | 12 | 5 |
| AM Peak | 11:00 | 03:00 | 05:00 | 01:00 | 00:00 | 00:00 | 09:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 08:00 | 08:00 | 03:00 | 01:00 |
| | 619 | 61.2 | 53.1 | 8.3 | 0 | 0 | 4 | 8 | 29 | 162 | 329 | 80 | 24 | 11 | 3 | 1 |
| PM Peak | 12:00 | 23:00 | 23:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 13:00 | 12:00 | 16:00 | 15:00 | 20:00 | 18:00 | 21:00 | 13:00 |
| | 698 | 58.3 | 51.9 | 7.2 | 3 | 11 | 25 | 9 | 51 | 190 | 366 | 140 | 22 | 5 | 3 | 1 |

360 TSL Ltd

**Direction: Westbound**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 77 | 55.8 | 51.5 | 4.2 | 0 | 0 | 0 | 0 | 0 | 4 | 21 | 42 | 8 | 2 | 0 | 0 |
| 01:00 | 75 | 56.9 | 50.4 | 6.3 | 0 | 0 | 0 | 2 | 0 | 12 | 22 | 20 | 17 | 2 | 0 | 0 |
| 02:00 | 0 | - | - | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 81 | 57.2 | 51.7 | 5.3 | 0 | 0 | 0 | 0 | 3 | 6 | 15 | 36 | 20 | 1 | 0 | 0 |
| 04:00 | 113 | 61.7 | 53.7 | 7.7 | 0 | 0 | 0 | 0 | 0 | 8 | 22 | 57 | 9 | 11 | 5 | 1 |
| 05:00 | 139 | 57.6 | 51.0 | 6.4 | 0 | 0 | 0 | 0 | 6 | 13 | 40 | 53 | 20 | 5 | 2 | 0 |
| 06:00 | 165 | 54.9 | 49.9 | 4.8 | 0 | 0 | 0 | 0 | 3 | 18 | 65 | 60 | 16 | 3 | 0 | 0 |
| 07:00 | 225 | 54.3 | 49.1 | 5.0 | 0 | 0 | 0 | 1 | 0 | 25 | 132 | 49 | 9 | 8 | 1 | 0 |
| 08:00 | 337 | 52.8 | 48.7 | 3.9 | 0 | 0 | 0 | 0 | 8 | 20 | 213 | 77 | 16 | 3 | 0 | 0 |
| 09:00 | 542 | 52.1 | 47.5 | 4.4 | 0 | 1 | 0 | 0 | 14 | 102 | 313 | 93 | 15 | 3 | 1 | 0 |
| 10:00 | 634 | 52.0 | 45.8 | 5.9 | 0 | 0 | 11 | 18 | 55 | 132 | 317 | 79 | 15 | 7 | 0 | 0 |
| 11:00 | 779 | 50.1 | 45.7 | 4.2 | 0 | 0 | 2 | 7 | 39 | 270 | 371 | 80 | 10 | 0 | 0 | 0 |
| 12:00 | 695 | 50.9 | 47.0 | 3.8 | 0 | 0 | 0 | 2 | 21 | 153 | 405 | 102 | 11 | 1 | 0 | 0 |
| 13:00 | 679 | 51.4 | 47.4 | 3.9 | 0 | 0 | 0 | 1 | 11 | 148 | 378 | 129 | 9 | 3 | 0 | 0 |
| 14:00 | 592 | 51.3 | 46.8 | 4.3 | 0 | 1 | 0 | 1 | 23 | 146 | 324 | 80 | 15 | 2 | 0 | 0 |
| 15:00 | 601 | 51.5 | 47.1 | 4.2 | 0 | 0 | 0 | 4 | 20 | 122 | 343 | 98 | 12 | 1 | 1 | 0 |
| 16:00 | 642 | 51.2 | 46.6 | 4.5 | 0 | 0 | 0 | 2 | 40 | 165 | 315 | 106 | 11 | 3 | 0 | 0 |
| 17:00 | 509 | 52.5 | 48.0 | 4.4 | 0 | 0 | 0 | 5 | 16 | 61 | 298 | 109 | 17 | 2 | 1 | 0 |
| 18:00 | 487 | 52.2 | 47.5 | 4.5 | 0 | 0 | 3 | 0 | 15 | 97 | 244 | 114 | 13 | 1 | 0 | 0 |
| 19:00 | 452 | 53.2 | 47.6 | 5.4 | 0 | 1 | 1 | 8 | 26 | 61 | 225 | 110 | 16 | 4 | 0 | 0 |
| 20:00 | 301 | 54.1 | 49.3 | 4.6 | 0 | 0 | 0 | 0 | 2 | 31 | 157 | 92 | 11 | 7 | 1 | 0 |
| 21:00 | 191 | 55.2 | 50.2 | 4.9 | 0 | 0 | 1 | 0 | 1 | 14 | 81 | 71 | 19 | 4 | 0 | 0 |
| 22:00 | 116 | 58.8 | 50.2 | 8.3 | 0 | 0 | 1 | 0 | 0 | 13 | 60 | 32 | 2 | 4 | 0 | 4 |
| 23:00 | 86 | 56.9 | 50.9 | 5.8 | 0 | 0 | 0 | 1 | 0 | 9 | 32 | 24 | 16 | 4 | 0 | 0 |
| Total 2H(10-12) | 1413 | 51.0 | 45.8 | 5.1 | 0 | 0 | 13 | 25 | 94 | 402 | 688 | 159 | 25 | 7 | 0 | 0 |
| 2H(14-16) | 1193 | 51.4 | 47.0 | 4.3 | 0 | 1 | 0 | 5 | 43 | 268 | 667 | 178 | 27 | 3 | 1 | 0 |
| 12H(7-19) | 6722 | 51.7 | 47.0 | 4.5 | 0 | 2 | 16 | 41 | 262 | 1441 | 3653 | 1116 | 153 | 34 | 4 | 0 |
| 24H(0-24) | 8518 | 52.8 | 47.6 | 5.0 | 0 | 3 | 19 | 52 | 303 | 1630 | 4393 | 1713 | 307 | 81 | 12 | 5 |
| AM Peak | 11:00 | 04:00 | 04:00 | 04:00 | 00:00 | 09:00 | 10:00 | 10:00 | 10:00 | 11:00 | 11:00 | 09:00 | 03:00 | 04:00 | 04:00 | 04:00 |
| | 779 | 61.7 | 53.7 | 7.7 | 0 | 1 | 11 | 18 | 55 | 270 | 371 | 93 | 20 | 11 | 5 | 1 |
| PM Peak | 12:00 | 22:00 | 23:00 | 22:00 | 12:00 | 14:00 | 18:00 | 19:00 | 16:00 | 16:00 | 12:00 | 13:00 | 21:00 | 20:00 | 15:00 | 22:00 |
| | 695 | 58.8 | 50.9 | 8.3 | 0 | 1 | 3 | 8 | 40 | 165 | 405 | 129 | 19 | 7 | 1 | 4 |

360 TSL Ltd

**Direction: Total Flow**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 143 | 56.7 | 51.2 | 5.3 | 0 | 0 | 0 | 0 | 3 | 7 | 47 | 67 | 12 | 6 | 1 | 0 |
| 01:00 | 118 | 58.3 | 51.0 | 7.1 | 0 | 0 | 0 | 2 | 0 | 14 | 45 | 29 | 21 | 5 | 1 | 1 |
| 02:00 | 0 | - | - | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 118 | 58.5 | 52.0 | 6.3 | 0 | 0 | 0 | 0 | 3 | 10 | 24 | 53 | 23 | 2 | 3 | 0 |
| 04:00 | 156 | 60.6 | 53.1 | 7.2 | 0 | 0 | 0 | 0 | 1 | 11 | 31 | 81 | 12 | 14 | 5 | 1 |
| 05:00 | 197 | 58.0 | 51.6 | 6.2 | 0 | 0 | 0 | 0 | 6 | 14 | 55 | 80 | 29 | 11 | 2 | 0 |
| 06:00 | 282 | 55.7 | 50.1 | 5.4 | 0 | 0 | 0 | 0 | 5 | 25 | 126 | 89 | 28 | 8 | 0 | 1 |
| 07:00 | 383 | 55.0 | 49.7 | 5.1 | 0 | 0 | 0 | 1 | 0 | 33 | 212 | 98 | 20 | 18 | 1 | 0 |
| 08:00 | 548 | 54.1 | 49.3 | 4.6 | 0 | 0 | 0 | 0 | 8 | 38 | 321 | 127 | 40 | 14 | 0 | 0 |
| 09:00 | 947 | 52.4 | 47.5 | 4.7 | 0 | 1 | 4 | 7 | 23 | 163 | 544 | 163 | 37 | 4 | 1 | 0 |
| 10:00 | 1146 | 51.8 | 46.4 | 5.2 | 0 | 0 | 11 | 18 | 68 | 244 | 614 | 155 | 27 | 9 | 0 | 0 |
| 11:00 | 1398 | 50.4 | 46.0 | 4.2 | 0 | 0 | 2 | 15 | 68 | 432 | 700 | 160 | 21 | 0 | 0 | 0 |
| 12:00 | 1393 | 52.0 | 45.9 | 5.9 | 3 | 11 | 25 | 11 | 50 | 343 | 751 | 173 | 25 | 1 | 0 | 0 |
| 13:00 | 1273 | 51.5 | 46.9 | 4.4 | 0 | 0 | 0 | 4 | 62 | 302 | 647 | 233 | 21 | 3 | 0 | 1 |
| 14:00 | 1194 | 51.6 | 46.8 | 4.6 | 0 | 1 | 2 | 9 | 54 | 256 | 676 | 159 | 30 | 6 | 1 | 0 |
| 15:00 | 1154 | 52.1 | 47.8 | 4.2 | 0 | 0 | 0 | 5 | 23 | 207 | 642 | 238 | 33 | 5 | 1 | 0 |
| 16:00 | 1264 | 51.4 | 47.1 | 4.2 | 0 | 0 | 0 | 2 | 51 | 286 | 681 | 214 | 25 | 5 | 0 | 0 |
| 17:00 | 1087 | 52.4 | 47.5 | 4.7 | 0 | 0 | 0 | 7 | 56 | 189 | 569 | 223 | 36 | 5 | 2 | 0 |
| 18:00 | 1058 | 52.4 | 47.6 | 4.6 | 0 | 0 | 4 | 5 | 43 | 173 | 554 | 244 | 29 | 6 | 0 | 0 |
| 19:00 | 853 | 52.5 | 47.6 | 4.7 | 0 | 1 | 1 | 8 | 30 | 144 | 447 | 193 | 23 | 6 | 0 | 0 |
| 20:00 | 619 | 53.6 | 49.2 | 4.3 | 0 | 0 | 0 | 0 | 2 | 63 | 343 | 167 | 33 | 10 | 1 | 0 |
| 21:00 | 436 | 55.8 | 50.5 | 5.1 | 0 | 0 | 1 | 0 | 2 | 24 | 195 | 163 | 39 | 8 | 3 | 1 |
| 22:00 | 219 | 57.9 | 50.6 | 7.1 | 0 | 0 | 1 | 0 | 1 | 16 | 109 | 66 | 12 | 9 | 1 | 4 |
| 23:00 | 165 | 57.6 | 51.3 | 6.0 | 0 | 0 | 0 | 1 | 0 | 11 | 62 | 59 | 24 | 6 | 1 | 1 |
| Total 2H(10-12) | 2544 | 51.0 | 46.2 | 4.7 | 0 | 0 | 13 | 33 | 136 | 676 | 1314 | 315 | 48 | 9 | 0 | 0 |
| 2H(14-16) | 2348 | 51.8 | 47.3 | 4.4 | 0 | 1 | 2 | 14 | 77 | 463 | 1318 | 397 | 63 | 11 | 2 | 0 |
| 12H(7-19) | 12845 | 52.0 | 47.1 | 4.8 | 3 | 13 | 48 | 84 | 506 | 2666 | 6911 | 2187 | 344 | 76 | 6 | 1 |
| 24H(0-24) | 16151 | 52.9 | 47.6 | 5.1 | 3 | 14 | 51 | 95 | 559 | 3005 | 8395 | 3234 | 600 | 161 | 24 | 10 |
| AM Peak | 11:00 | 04:00 | 04:00 | 04:00 | 00:00 | 09:00 | 10:00 | 10:00 | 10:00 | 11:00 | 11:00 | 09:00 | 08:00 | 07:00 | 04:00 | 01:00 |
| | 1398 | 60.6 | 53.1 | 7.2 | 0 | 1 | 11 | 18 | 68 | 432 | 700 | 163 | 40 | 18 | 5 | 1 |
| PM Peak | 12:00 | 22:00 | 23:00 | 22:00 | 12:00 | 12:00 | 12:00 | 12:00 | 13:00 | 12:00 | 12:00 | 18:00 | 21:00 | 20:00 | 21:00 | 22:00 |
| | 1393 | 57.9 | 51.3 | 7.1 | 3 | 11 | 25 | 11 | 62 | 343 | 751 | 244 | 39 | 10 | 3 | 4 |

360 TSL Ltd

## East Heckington, A17 (Middle Site)

**Direction: Eastbound**

**28/03/2022**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 58 | 56.8 | 50.0 | 6.6 | 0 | 0 | 0 | 0 | 2 | 4 | 27 | 20 | 3 | 1 | 0 | 1 |
| 01:00 | 31 | 56.7 | 49.6 | 6.9 | 0 | 0 | 0 | 0 | 2 | 5 | 12 | 5 | 5 | 2 | 0 | 0 |
| 02:00 | 34 | 57.7 | 50.6 | 6.8 | 0 | 0 | 0 | 0 | 2 | 2 | 12 | 14 | 2 | 1 | 1 | 0 |
| 03:00 | 45 | 59.8 | 53.0 | 6.6 | 0 | 0 | 0 | 0 | 0 | 3 | 12 | 17 | 8 | 4 | 1 | 0 |
| 04:00 | 87 | 56.1 | 51.8 | 4.2 | 0 | 0 | 0 | 0 | 0 | 3 | 24 | 45 | 13 | 2 | 0 | 0 |
| 05:00 | 247 | 55.7 | 50.9 | 4.6 | 0 | 0 | 0 | 0 | 0 | 9 | 112 | 89 | 30 | 6 | 1 | 0 |
| 06:00 | 603 | 51.3 | 47.2 | 4.0 | 0 | 0 | 0 | 0 | 25 | 125 | 324 | 123 | 4 | 2 | 0 | 0 |
| 07:00 | 1046 | 51.9 | 43.8 | 7.8 | 11 | 11 | 30 | 67 | 85 | 248 | 455 | 132 | 7 | 0 | 0 | 0 |
| 08:00 | 967 | 51.0 | 44.6 | 6.2 | 0 | 0 | 27 | 67 | 62 | 260 | 420 | 125 | 6 | 0 | 0 | 0 |
| 09:00 | 740 | 50.0 | 44.1 | 5.7 | 0 | 1 | 13 | 49 | 53 | 253 | 305 | 63 | 3 | 0 | 0 | 0 |
| 10:00 | 804 | 50.7 | 42.3 | 8.0 | 1 | 32 | 25 | 37 | 79 | 287 | 299 | 36 | 7 | 1 | 0 | 0 |
| 11:00 | 745 | 49.8 | 42.4 | 7.1 | 1 | 7 | 37 | 58 | 83 | 263 | 248 | 42 | 4 | 2 | 0 | 0 |
| 12:00 | 770 | 50.0 | 40.4 | 9.3 | 1 | 38 | 64 | 63 | 104 | 204 | 250 | 44 | 2 | 0 | 0 | 0 |
| 13:00 | 672 | 51.2 | 44.2 | 6.8 | 0 | 10 | 15 | 32 | 68 | 163 | 308 | 71 | 5 | 0 | 0 | 0 |
| 14:00 | 687 | 53.3 | 41.6 | 11.3 | 10 | 41 | 72 | 31 | 22 | 117 | 288 | 99 | 6 | 1 | 0 | 0 |
| 15:00 | 662 | 52.9 | 46.4 | 6.2 | 0 | 0 | 25 | 14 | 17 | 115 | 349 | 127 | 14 | 0 | 0 | 1 |
| 16:00 | 726 | 52.4 | 46.9 | 5.3 | 0 | 0 | 1 | 18 | 31 | 152 | 381 | 125 | 13 | 2 | 0 | 3 |
| 17:00 | 667 | 52.7 | 46.7 | 5.8 | 0 | 0 | 12 | 33 | 17 | 98 | 347 | 144 | 15 | 1 | 0 | 0 |
| 18:00 | 523 | 52.8 | 48.4 | 4.3 | 0 | 0 | 0 | 1 | 5 | 75 | 304 | 103 | 29 | 6 | 0 | 0 |
| 19:00 | 283 | 53.1 | 48.2 | 4.7 | 0 | 0 | 2 | 0 | 6 | 42 | 143 | 82 | 4 | 4 | 0 | 0 |
| 20:00 | 213 | 52.6 | 48.4 | 4.0 | 0 | 0 | 0 | 1 | 0 | 30 | 123 | 49 | 8 | 2 | 0 | 0 |
| 21:00 | 179 | 55.3 | 50.1 | 5.0 | 0 | 1 | 0 | 0 | 0 | 9 | 84 | 68 | 12 | 5 | 0 | 0 |
| 22:00 | 153 | 56.5 | 51.5 | 4.9 | 0 | 0 | 0 | 0 | 0 | 7 | 55 | 63 | 23 | 4 | 1 | 0 |
| 23:00 | 91 | 57.8 | 49.5 | 8.1 | 0 | 0 | 0 | 0 | 5 | 26 | 22 | 25 | 2 | 9 | 2 | 0 |
| Total 2H(10-12) | 1549 | 50.2 | 42.3 | 7.6 | 2 | 39 | 62 | 95 | 162 | 550 | 547 | 78 | 11 | 3 | 0 | 0 |
| 2H(14-16) | 1349 | 53.8 | 44.0 | 9.5 | 10 | 41 | 97 | 45 | 39 | 232 | 637 | 226 | 20 | 1 | 0 | 1 |
| 12H(7-19) | 9009 | 52.0 | 44.2 | 7.6 | 24 | 140 | 321 | 470 | 626 | 2235 | 3954 | 1111 | 111 | 13 | 0 | 4 |
| 24H(0-24) | 11033 | 52.8 | 45.1 | 7.5 | 24 | 141 | 323 | 471 | 668 | 2500 | 4904 | 1711 | 225 | 55 | 6 | 5 |
| AM Peak | 07:00 | 03:00 | 03:00 | 10:00 | 07:00 | 10:00 | 11:00 | 07:00 | 07:00 | 10:00 | 07:00 | 07:00 | 05:00 | 05:00 | 02:00 | 00:00 |
| | 1046 | 59.8 | 53.0 | 8.0 | 11 | 32 | 37 | 67 | 85 | 287 | 455 | 132 | 30 | 6 | 1 | 1 |
| PM Peak | 12:00 | 23:00 | 22:00 | 14:00 | 14:00 | 14:00 | 14:00 | 12:00 | 12:00 | 12:00 | 16:00 | 17:00 | 18:00 | 23:00 | 23:00 | 16:00 |
| | 770 | 57.8 | 51.5 | 11.3 | 10 | 41 | 72 | 63 | 104 | 204 | 381 | 144 | 29 | 9 | 2 | 3 |

360 TSL Ltd

**Direction: Westbound**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 67 | 55.6 | 50.9 | 4.6 | 0 | 0 | 0 | 0 | 0 | 4 | 27 | 26 | 8 | 2 | 0 | 0 |
| 01:00 | 65 | 55.1 | 50.7 | 4.2 | 0 | 0 | 0 | 0 | 1 | 2 | 25 | 30 | 6 | 1 | 0 | 0 |
| 02:00 | 89 | 54.8 | 51.2 | 3.5 | 0 | 0 | 0 | 0 | 0 | 3 | 25 | 55 | 5 | 1 | 0 | 0 |
| 03:00 | 159 | 55.7 | 50.5 | 5.1 | 0 | 0 | 0 | 0 | 2 | 8 | 74 | 55 | 14 | 5 | 1 | 0 |
| 04:00 | 236 | 57.0 | 51.3 | 5.5 | 0 | 0 | 0 | 1 | 6 | 3 | 87 | 101 | 27 | 9 | 2 | 0 |
| 05:00 | 467 | 55.7 | 47.3 | 8.1 | 0 | 0 | 34 | 6 | 15 | 42 | 189 | 156 | 18 | 5 | 1 | 1 |
| 06:00 | 601 | 53.3 | 46.1 | 7.0 | 0 | 0 | 10 | 23 | 51 | 115 | 299 | 86 | 5 | 6 | 1 | 5 |
| 07:00 | 836 | 50.5 | 42.3 | 8.0 | 0 | 0 | 89 | 70 | 76 | 200 | 326 | 66 | 8 | 1 | 0 | 0 |
| 08:00 | 823 | 51.1 | 45.5 | 5.4 | 0 | 1 | 13 | 42 | 21 | 203 | 444 | 89 | 10 | 0 | 0 | 0 |
| 09:00 | 767 | 49.5 | 43.1 | 6.1 | 0 | 0 | 9 | 103 | 91 | 200 | 308 | 51 | 5 | 0 | 0 | 0 |
| 10:00 | 721 | 51.7 | 43.4 | 8.1 | 6 | 24 | 10 | 37 | 43 | 203 | 347 | 49 | 1 | 1 | 0 | 0 |
| 11:00 | 836 | 50.3 | 44.6 | 5.5 | 1 | 2 | 10 | 36 | 79 | 232 | 409 | 64 | 2 | 1 | 0 | 0 |
| 12:00 | 714 | 49.5 | 44.0 | 5.3 | 0 | 0 | 4 | 32 | 116 | 220 | 291 | 44 | 5 | 1 | 1 | 0 |
| 13:00 | 818 | 50.1 | 43.3 | 6.6 | 0 | 0 | 51 | 41 | 70 | 260 | 342 | 49 | 4 | 1 | 0 | 0 |
| 14:00 | 677 | 51.2 | 45.9 | 5.1 | 0 | 0 | 3 | 25 | 30 | 198 | 311 | 96 | 12 | 2 | 0 | 0 |
| 15:00 | 787 | 50.8 | 45.1 | 5.5 | 0 | 0 | 13 | 33 | 45 | 243 | 372 | 63 | 14 | 4 | 0 | 0 |
| 16:00 | 855 | 50.9 | 44.9 | 5.8 | 0 | 0 | 4 | 55 | 93 | 206 | 381 | 99 | 15 | 1 | 1 | 0 |
| 17:00 | 897 | 51.8 | 46.2 | 5.4 | 0 | 3 | 6 | 18 | 50 | 235 | 403 | 167 | 12 | 2 | 1 | 0 |
| 18:00 | 611 | 52.4 | 47.9 | 4.4 | 0 | 0 | 1 | 5 | 13 | 100 | 316 | 157 | 17 | 2 | 0 | 0 |
| 19:00 | 337 | 52.8 | 48.4 | 4.3 | 0 | 0 | 0 | 0 | 4 | 53 | 183 | 80 | 12 | 5 | 0 | 0 |
| 20:00 | 232 | 53.9 | 48.8 | 5.0 | 0 | 0 | 0 | 0 | 7 | 35 | 109 | 62 | 14 | 5 | 0 | 0 |
| 21:00 | 141 | 57.4 | 51.4 | 5.8 | 0 | 0 | 0 | 0 | 2 | 10 | 51 | 44 | 27 | 6 | 1 | 0 |
| 22:00 | 104 | 58.6 | 51.2 | 7.1 | 0 | 0 | 0 | 1 | 1 | 9 | 42 | 29 | 14 | 6 | 1 | 1 |
| 23:00 | 96 | 56.6 | 51.3 | 5.1 | 0 | 0 | 0 | 0 | 4 | 6 | 15 | 59 | 9 | 3 | 0 | 0 |
| Total 2H(10-12) | 1557 | 51.1 | 44.0 | 6.8 | 7 | 26 | 20 | 73 | 122 | 435 | 756 | 113 | 3 | 2 | 0 | 0 |
| 2H(14-16) | 1464 | 51.0 | 45.4 | 5.3 | 0 | 0 | 16 | 58 | 75 | 441 | 683 | 159 | 26 | 6 | 0 | 0 |
| 12H(7-19) | 9342 | 51.1 | 44.6 | 6.2 | 7 | 30 | 213 | 497 | 727 | 2500 | 4250 | 994 | 105 | 16 | 3 | 0 |
| 24H(0-24) | 11936 | 52.2 | 45.5 | 6.5 | 7 | 30 | 257 | 528 | 820 | 2790 | 5376 | 1777 | 264 | 70 | 10 | 7 |
| AM Peak | 07:00 | 04:00 | 04:00 | 05:00 | 10:00 | 10:00 | 07:00 | 09:00 | 09:00 | 11:00 | 08:00 | 05:00 | 04:00 | 04:00 | 04:00 | 06:00 |
| | 836 | 57.0 | 51.3 | 8.1 | 6 | 24 | 89 | 103 | 91 | 232 | 444 | 156 | 27 | 9 | 2 | 5 |
| PM Peak | 17:00 | 22:00 | 21:00 | 22:00 | 12:00 | 17:00 | 13:00 | 16:00 | 12:00 | 13:00 | 17:00 | 17:00 | 21:00 | 21:00 | 12:00 | 22:00 |
| | 897 | 58.6 | 51.4 | 7.1 | 0 | 3 | 51 | 55 | 116 | 260 | 403 | 167 | 27 | 6 | 1 | 1 |

360 TSL Ltd

**Direction: Total Flow**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 125 | 56.3 | 50.5 | 5.6 | 0 | 0 | 0 | 0 | 2 | 8 | 54 | 46 | 11 | 3 | 0 | 1 |
| 01:00 | 96 | 55.8 | 50.3 | 5.2 | 0 | 0 | 0 | 0 | 3 | 7 | 37 | 35 | 11 | 3 | 0 | 0 |
| 02:00 | 123 | 55.8 | 51.0 | 4.6 | 0 | 0 | 0 | 0 | 2 | 5 | 37 | 69 | 7 | 2 | 1 | 0 |
| 03:00 | 204 | 56.8 | 51.0 | 5.5 | 0 | 0 | 0 | 0 | 2 | 11 | 86 | 72 | 22 | 9 | 2 | 0 |
| 04:00 | 323 | 56.8 | 51.4 | 5.1 | 0 | 0 | 0 | 1 | 6 | 6 | 111 | 146 | 40 | 11 | 2 | 0 |
| 05:00 | 714 | 56.1 | 48.5 | 7.3 | 0 | 0 | 34 | 6 | 15 | 51 | 301 | 245 | 48 | 11 | 2 | 1 |
| 06:00 | 1204 | 52.6 | 46.6 | 5.7 | 0 | 0 | 10 | 23 | 76 | 240 | 623 | 209 | 9 | 8 | 1 | 5 |
| 07:00 | 1882 | 51.3 | 43.1 | 7.9 | 11 | 11 | 119 | 137 | 161 | 448 | 781 | 198 | 15 | 1 | 0 | 0 |
| 08:00 | 1790 | 51.1 | 45.0 | 5.9 | 0 | 1 | 40 | 109 | 83 | 463 | 864 | 214 | 16 | 0 | 0 | 0 |
| 09:00 | 1507 | 49.8 | 43.6 | 5.9 | 0 | 1 | 22 | 152 | 144 | 453 | 613 | 114 | 8 | 0 | 0 | 0 |
| 10:00 | 1525 | 51.2 | 42.8 | 8.1 | 7 | 56 | 35 | 74 | 122 | 490 | 646 | 85 | 8 | 2 | 0 | 0 |
| 11:00 | 1581 | 50.2 | 43.5 | 6.4 | 2 | 9 | 47 | 94 | 162 | 495 | 657 | 106 | 6 | 3 | 0 | 0 |
| 12:00 | 1484 | 50.2 | 42.1 | 7.8 | 1 | 38 | 68 | 95 | 220 | 424 | 541 | 88 | 7 | 1 | 1 | 0 |
| 13:00 | 1490 | 50.6 | 43.7 | 6.7 | 0 | 10 | 66 | 73 | 138 | 423 | 650 | 120 | 9 | 1 | 0 | 0 |
| 14:00 | 1364 | 53.1 | 43.7 | 9.0 | 10 | 41 | 75 | 56 | 52 | 315 | 599 | 195 | 18 | 3 | 0 | 0 |
| 15:00 | 1449 | 51.8 | 45.7 | 5.9 | 0 | 0 | 38 | 47 | 62 | 358 | 721 | 190 | 28 | 4 | 0 | 1 |
| 16:00 | 1581 | 51.7 | 45.8 | 5.6 | 0 | 0 | 5 | 73 | 124 | 358 | 762 | 224 | 28 | 3 | 1 | 3 |
| 17:00 | 1564 | 52.2 | 46.4 | 5.6 | 0 | 3 | 18 | 51 | 67 | 333 | 750 | 311 | 27 | 3 | 1 | 0 |
| 18:00 | 1134 | 52.6 | 48.1 | 4.3 | 0 | 0 | 1 | 6 | 18 | 175 | 620 | 260 | 46 | 8 | 0 | 0 |
| 19:00 | 620 | 53.0 | 48.3 | 4.5 | 0 | 0 | 2 | 0 | 10 | 95 | 326 | 162 | 16 | 9 | 0 | 0 |
| 20:00 | 445 | 53.3 | 48.6 | 4.5 | 0 | 0 | 0 | 1 | 7 | 65 | 232 | 111 | 22 | 7 | 0 | 0 |
| 21:00 | 320 | 56.3 | 50.7 | 5.4 | 0 | 1 | 0 | 0 | 2 | 19 | 135 | 112 | 39 | 11 | 1 | 0 |
| 22:00 | 257 | 57.5 | 51.4 | 5.9 | 0 | 0 | 0 | 1 | 1 | 16 | 97 | 92 | 37 | 10 | 2 | 1 |
| 23:00 | 187 | 57.4 | 50.4 | 6.8 | 0 | 0 | 0 | 0 | 9 | 32 | 37 | 84 | 11 | 12 | 2 | 0 |
| Total 2H(10-12) | 3106 | 50.7 | 43.2 | 7.3 | 9 | 65 | 82 | 168 | 284 | 985 | 1303 | 191 | 14 | 5 | 0 | 0 |
| 2H(14-16) | 2813 | 52.6 | 44.7 | 7.6 | 10 | 41 | 113 | 103 | 114 | 673 | 1320 | 385 | 46 | 7 | 0 | 1 |
| 12H(7-19) | 18351 | 51.6 | 44.4 | 6.9 | 31 | 170 | 534 | 967 | 1353 | 4735 | 8204 | 2105 | 216 | 29 | 3 | 4 |
| 24H(0-24) | 22969 | 52.5 | 45.3 | 7.0 | 31 | 171 | 580 | 999 | 1488 | 5290 | 10280 | 3488 | 489 | 125 | 16 | 12 |
| AM Peak | 07:00 | 04:00 | 04:00 | 10:00 | 07:00 | 10:00 | 07:00 | 09:00 | 11:00 | 11:00 | 08:00 | 05:00 | 05:00 | 04:00 | 03:00 | 06:00 |
| | 1882 | 56.8 | 51.4 | 8.1 | 11 | 56 | 119 | 152 | 162 | 495 | 864 | 245 | 48 | 11 | 2 | 5 |
| PM Peak | 16:00 | 22:00 | 22:00 | 14:00 | 14:00 | 14:00 | 14:00 | 12:00 | 12:00 | 12:00 | 16:00 | 17:00 | 18:00 | 23:00 | 22:00 | 16:00 |
| | 1581 | 57.5 | 51.4 | 9.0 | 10 | 41 | 75 | 95 | 220 | 424 | 762 | 311 | 46 | 12 | 2 | 3 |

360 TSL Ltd

## East Heckington, A17 (Middle Site)

**Direction: Eastbound**

**29/03/2022**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 32 | 55.1 | 49.6 | 5.3 | 0 | 0 | 0 | 0 | 1 | 4 | 12 | 12 | 2 | 1 | 0 | 0 |
| 01:00 | 34 | 56.6 | 51.6 | 4.8 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 16 | 3 | 2 | 0 | 0 |
| 02:00 | 44 | 55.7 | 51.5 | 4.1 | 0 | 0 | 0 | 0 | 1 | 0 | 14 | 21 | 8 | 0 | 0 | 0 |
| 03:00 | 54 | 59.8 | 52.6 | 7.0 | 0 | 0 | 0 | 1 | 0 | 1 | 12 | 30 | 8 | 0 | 1 | 1 |
| 04:00 | 112 | 55.9 | 51.0 | 4.7 | 0 | 0 | 0 | 0 | 0 | 12 | 31 | 53 | 13 | 3 | 0 | 0 |
| 05:00 | 231 | 53.7 | 49.4 | 4.1 | 0 | 0 | 0 | 0 | 6 | 19 | 98 | 97 | 10 | 1 | 0 | 0 |
| 06:00 | 613 | 51.6 | 47.2 | 4.2 | 0 | 0 | 0 | 0 | 26 | 142 | 306 | 126 | 11 | 2 | 0 | 0 |
| 07:00 | 1060 | 48.8 | 41.7 | 6.8 | 0 | 1 | 73 | 87 | 163 | 373 | 306 | 52 | 4 | 1 | 0 | 0 |
| 08:00 | 896 | 49.6 | 43.6 | 5.8 | 0 | 0 | 29 | 54 | 61 | 337 | 362 | 49 | 3 | 1 | 0 | 0 |
| 09:00 | 762 | 49.9 | 45.1 | 4.6 | 0 | 0 | 6 | 26 | 28 | 262 | 389 | 42 | 8 | 1 | 0 | 0 |
| 10:00 | 692 | 50.6 | 44.3 | 6.1 | 0 | 2 | 24 | 22 | 53 | 240 | 278 | 64 | 8 | 1 | 0 | 0 |
| 11:00 | 575 | 50.4 | 44.0 | 6.1 | 0 | 1 | 15 | 39 | 54 | 166 | 244 | 51 | 5 | 0 | 0 | 0 |
| 12:00 | 661 | 50.4 | 44.8 | 5.3 | 0 | 0 | 13 | 30 | 33 | 199 | 328 | 54 | 4 | 0 | 0 | 0 |
| 13:00 | 642 | 50.6 | 46.1 | 4.3 | 0 | 0 | 0 | 6 | 42 | 180 | 319 | 89 | 5 | 1 | 0 | 0 |
| 14:00 | 624 | 51.9 | 44.9 | 6.7 | 0 | 0 | 18 | 45 | 64 | 103 | 281 | 99 | 14 | 0 | 0 | 0 |
| 15:00 | 664 | 51.0 | 46.0 | 4.9 | 0 | 0 | 0 | 15 | 53 | 167 | 332 | 84 | 8 | 5 | 0 | 0 |
| 16:00 | 704 | 51.7 | 46.6 | 4.9 | 0 | 0 | 7 | 11 | 32 | 147 | 371 | 126 | 7 | 3 | 0 | 0 |
| 17:00 | 722 | 51.7 | 46.8 | 4.7 | 0 | 0 | 7 | 8 | 35 | 135 | 386 | 146 | 5 | 0 | 0 | 0 |
| 18:00 | 467 | 54.3 | 48.0 | 6.0 | 0 | 0 | 4 | 20 | 7 | 54 | 238 | 111 | 21 | 12 | 0 | 0 |
| 19:00 | 343 | 54.1 | 48.8 | 5.1 | 0 | 0 | 0 | 0 | 9 | 46 | 181 | 87 | 6 | 13 | 1 | 0 |
| 20:00 | 211 | 53.8 | 49.4 | 4.3 | 0 | 0 | 0 | 0 | 1 | 22 | 105 | 66 | 14 | 3 | 0 | 0 |
| 21:00 | 197 | 54.4 | 49.7 | 4.5 | 0 | 0 | 0 | 0 | 1 | 20 | 89 | 71 | 11 | 5 | 0 | 0 |
| 22:00 | 163 | 56.2 | 50.9 | 5.1 | 0 | 0 | 0 | 0 | 0 | 16 | 56 | 67 | 16 | 8 | 0 | 0 |
| 23:00 | 91 | 58.8 | 52.1 | 6.4 | 0 | 0 | 0 | 0 | 0 | 4 | 31 | 40 | 9 | 5 | 1 | 1 |
| Total 2H(10-12) | 1267 | 50.5 | 44.1 | 6.1 | 0 | 3 | 39 | 61 | 107 | 406 | 522 | 115 | 13 | 1 | 0 | 0 |
| 2H(14-16) | 1288 | 51.5 | 45.5 | 5.9 | 0 | 0 | 18 | 60 | 117 | 270 | 613 | 183 | 22 | 5 | 0 | 0 |
| 12H(7-19) | 8469 | 51.0 | 44.9 | 5.9 | 0 | 4 | 196 | 363 | 625 | 2363 | 3834 | 967 | 92 | 25 | 0 | 0 |
| 24H(0-24) | 10594 | 51.9 | 45.8 | 5.9 | 0 | 4 | 196 | 364 | 670 | 2650 | 4781 | 1653 | 203 | 68 | 3 | 2 |
| AM Peak | 07:00 | 03:00 | 03:00 | 03:00 | 00:00 | 10:00 | 07:00 | 07:00 | 07:00 | 07:00 | 09:00 | 06:00 | 04:00 | 04:00 | 03:00 | 03:00 |
| | 1060 | 59.8 | 52.6 | 7.0 | 0 | 2 | 73 | 87 | 163 | 373 | 389 | 126 | 13 | 3 | 1 | 1 |
| PM Peak | 17:00 | 23:00 | 23:00 | 14:00 | 12:00 | 12:00 | 14:00 | 14:00 | 14:00 | 12:00 | 17:00 | 17:00 | 18:00 | 19:00 | 19:00 | 23:00 |
| | 722 | 58.8 | 52.1 | 6.7 | 0 | 0 | 18 | 45 | 64 | 199 | 386 | 146 | 21 | 13 | 1 | 1 |

**360 TSL Ltd**

**Direction: Westbound**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 68 | 56.6 | 50.8 | 5.7 | 0 | 0 | 0 | 1 | 2 | 1 | 28 | 24 | 9 | 3 | 0 | 0 |
| 01:00 | 84 | 55.0 | 50.1 | 4.7 | 0 | 0 | 0 | 0 | 6 | 1 | 27 | 43 | 7 | 0 | 0 | 0 |
| 02:00 | 95 | 55.1 | 50.8 | 4.1 | 0 | 0 | 0 | 0 | 0 | 6 | 34 | 43 | 11 | 1 | 0 | 0 |
| 03:00 | 124 | 57.3 | 51.8 | 5.4 | 0 | 0 | 0 | 0 | 2 | 2 | 41 | 62 | 8 | 8 | 1 | 0 |
| 04:00 | 230 | 59.1 | 51.3 | 7.5 | 0 | 0 | 0 | 1 | 7 | 22 | 72 | 91 | 15 | 14 | 7 | 1 |
| 05:00 | 436 | 53.6 | 46.5 | 6.8 | 0 | 0 | 15 | 10 | 25 | 78 | 199 | 84 | 22 | 1 | 2 | 0 |
| 06:00 | 508 | 51.4 | 45.1 | 6.1 | 0 | 0 | 12 | 25 | 47 | 112 | 226 | 81 | 5 | 0 | 0 | 0 |
| 07:00 | 812 | 50.8 | 45.7 | 4.9 | 0 | 0 | 0 | 22 | 68 | 216 | 408 | 88 | 6 | 1 | 3 | 0 |
| 08:00 | 787 | 51.1 | 43.1 | 7.7 | 0 | 0 | 76 | 57 | 35 | 187 | 370 | 52 | 8 | 2 | 0 | 0 |
| 09:00 | 666 | 51.8 | 45.1 | 6.5 | 1 | 5 | 4 | 26 | 43 | 216 | 294 | 65 | 5 | 0 | 7 | 0 |
| 10:00 | 653 | 50.1 | 45.4 | 4.6 | 0 | 0 | 0 | 13 | 67 | 178 | 322 | 67 | 6 | 0 | 0 | 0 |
| 11:00 | 783 | 50.0 | 44.4 | 5.4 | 1 | 0 | 12 | 23 | 76 | 285 | 326 | 50 | 6 | 4 | 0 | 0 |
| 12:00 | 843 | 50.6 | 43.4 | 6.9 | 0 | 10 | 40 | 22 | 81 | 290 | 330 | 62 | 7 | 1 | 0 | 0 |
| 13:00 | 872 | 50.0 | 45.3 | 4.5 | 0 | 0 | 0 | 22 | 77 | 261 | 418 | 86 | 8 | 0 | 0 | 0 |
| 14:00 | 810 | 50.3 | 45.4 | 4.8 | 0 | 0 | 0 | 23 | 85 | 217 | 385 | 90 | 10 | 0 | 0 | 0 |
| 15:00 | 807 | 52.2 | 43.4 | 8.5 | 4 | 17 | 59 | 13 | 66 | 189 | 360 | 93 | 5 | 1 | 0 | 0 |
| 16:00 | 875 | 52.2 | 46.8 | 5.2 | 0 | 0 | 7 | 8 | 29 | 199 | 488 | 125 | 13 | 2 | 0 | 4 |
| 17:00 | 808 | 52.2 | 46.8 | 5.2 | 0 | 2 | 11 | 18 | 28 | 121 | 467 | 150 | 10 | 1 | 0 | 0 |
| 18:00 | 560 | 54.6 | 48.2 | 6.1 | 0 | 0 | 5 | 13 | 27 | 69 | 245 | 152 | 40 | 7 | 2 | 0 |
| 19:00 | 350 | 52.7 | 48.8 | 3.8 | 0 | 0 | 0 | 0 | 2 | 41 | 191 | 103 | 10 | 3 | 0 | 0 |
| 20:00 | 275 | 54.5 | 49.6 | 4.8 | 0 | 0 | 0 | 1 | 3 | 16 | 159 | 66 | 23 | 6 | 1 | 0 |
| 21:00 | 208 | 55.4 | 50.0 | 5.3 | 0 | 0 | 0 | 4 | 1 | 7 | 112 | 56 | 22 | 5 | 1 | 0 |
| 22:00 | 121 | 56.6 | 51.7 | 4.7 | 0 | 0 | 0 | 0 | 1 | 5 | 32 | 66 | 11 | 6 | 0 | 0 |
| 23:00 | 115 | 56.8 | 52.2 | 4.4 | 0 | 0 | 0 | 0 | 0 | 2 | 39 | 41 | 31 | 2 | 0 | 0 |
| Total 2H(10-12) | 1436 | 50.1 | 44.8 | 5.1 | 1 | 0 | 12 | 36 | 143 | 463 | 648 | 117 | 12 | 4 | 0 | 0 |
| 2H(14-16) | 1617 | 51.6 | 44.4 | 7.0 | 4 | 17 | 59 | 36 | 151 | 406 | 745 | 183 | 15 | 1 | 0 | 0 |
| 12H(7-19) | 9276 | 51.5 | 45.2 | 6.1 | 6 | 34 | 214 | 260 | 682 | 2428 | 4413 | 1080 | 124 | 19 | 12 | 4 |
| 24H(0-24) | 11890 | 52.5 | 45.9 | 6.3 | 6 | 34 | 241 | 302 | 778 | 2721 | 5573 | 1840 | 298 | 68 | 24 | 5 |
| AM Peak | 07:00 | 04:00 | 03:00 | 08:00 | 09:00 | 09:00 | 08:00 | 08:00 | 11:00 | 11:00 | 07:00 | 04:00 | 05:00 | 04:00 | 04:00 | 04:00 |
| | 812 | 59.1 | 51.8 | 7.7 | 1 | 5 | 76 | 57 | 76 | 285 | 408 | 91 | 22 | 14 | 7 | 1 |
| PM Peak | 16:00 | 23:00 | 23:00 | 15:00 | 15:00 | 15:00 | 15:00 | 14:00 | 14:00 | 12:00 | 16:00 | 18:00 | 18:00 | 18:00 | 18:00 | 16:00 |
| | 875 | 56.8 | 52.2 | 8.5 | 4 | 17 | 59 | 23 | 85 | 290 | 488 | 152 | 40 | 7 | 2 | 4 |

**360 TSL Ltd**

**Direction: Total Flow**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 100 | 56.1 | 50.4 | 5.5 | 0 | 0 | 0 | 1 | 3 | 5 | 40 | 36 | 11 | 4 | 0 | 0 |
| 01:00 | 118 | 55.5 | 50.6 | 4.7 | 0 | 0 | 0 | 0 | 6 | 2 | 39 | 59 | 10 | 2 | 0 | 0 |
| 02:00 | 139 | 55.3 | 51.0 | 4.1 | 0 | 0 | 0 | 0 | 1 | 6 | 48 | 64 | 19 | 1 | 0 | 0 |
| 03:00 | 178 | 58.1 | 52.0 | 5.9 | 0 | 0 | 0 | 1 | 2 | 3 | 53 | 92 | 16 | 8 | 2 | 1 |
| 04:00 | 342 | 58.2 | 51.2 | 6.7 | 0 | 0 | 0 | 1 | 7 | 34 | 103 | 144 | 28 | 17 | 7 | 1 |
| 05:00 | 667 | 53.9 | 47.5 | 6.2 | 0 | 0 | 15 | 10 | 31 | 97 | 297 | 181 | 32 | 2 | 2 | 0 |
| 06:00 | 1121 | 51.7 | 46.2 | 5.3 | 0 | 0 | 12 | 25 | 73 | 254 | 532 | 207 | 16 | 2 | 0 | 0 |
| 07:00 | 1872 | 50.0 | 43.4 | 6.4 | 0 | 1 | 73 | 109 | 231 | 589 | 714 | 140 | 10 | 2 | 3 | 0 |
| 08:00 | 1683 | 50.4 | 43.4 | 6.8 | 0 | 0 | 105 | 111 | 96 | 524 | 732 | 101 | 11 | 3 | 0 | 0 |
| 09:00 | 1428 | 50.9 | 45.1 | 5.6 | 1 | 5 | 10 | 52 | 71 | 478 | 683 | 107 | 13 | 1 | 7 | 0 |
| 10:00 | 1345 | 50.5 | 44.8 | 5.4 | 0 | 2 | 24 | 35 | 120 | 418 | 600 | 131 | 14 | 1 | 0 | 0 |
| 11:00 | 1358 | 50.1 | 44.2 | 5.7 | 1 | 1 | 27 | 62 | 130 | 451 | 570 | 101 | 11 | 4 | 0 | 0 |
| 12:00 | 1504 | 50.6 | 44.1 | 6.3 | 0 | 10 | 53 | 52 | 114 | 489 | 658 | 116 | 11 | 1 | 0 | 0 |
| 13:00 | 1514 | 50.3 | 45.7 | 4.5 | 0 | 0 | 0 | 28 | 119 | 441 | 737 | 175 | 13 | 1 | 0 | 0 |
| 14:00 | 1434 | 51.1 | 45.2 | 5.7 | 0 | 0 | 18 | 68 | 149 | 320 | 666 | 189 | 24 | 0 | 0 | 0 |
| 15:00 | 1471 | 52.0 | 44.6 | 7.2 | 4 | 17 | 59 | 28 | 119 | 356 | 692 | 177 | 13 | 6 | 0 | 0 |
| 16:00 | 1579 | 52.0 | 46.7 | 5.1 | 0 | 0 | 14 | 19 | 61 | 346 | 859 | 251 | 20 | 5 | 0 | 4 |
| 17:00 | 1530 | 51.9 | 46.8 | 5.0 | 0 | 2 | 18 | 26 | 63 | 256 | 853 | 296 | 15 | 1 | 0 | 0 |
| 18:00 | 1027 | 54.5 | 48.1 | 6.1 | 0 | 0 | 9 | 33 | 34 | 123 | 483 | 263 | 61 | 19 | 2 | 0 |
| 19:00 | 693 | 53.5 | 48.8 | 4.5 | 0 | 0 | 0 | 0 | 11 | 87 | 372 | 190 | 16 | 16 | 1 | 0 |
| 20:00 | 486 | 54.2 | 49.5 | 4.6 | 0 | 0 | 0 | 1 | 4 | 38 | 264 | 132 | 37 | 9 | 1 | 0 |
| 21:00 | 405 | 55.0 | 49.9 | 4.9 | 0 | 0 | 0 | 4 | 2 | 27 | 201 | 127 | 33 | 10 | 1 | 0 |
| 22:00 | 284 | 56.4 | 51.3 | 5.0 | 0 | 0 | 0 | 0 | 1 | 21 | 88 | 133 | 27 | 14 | 0 | 0 |
| 23:00 | 206 | 57.8 | 52.2 | 5.4 | 0 | 0 | 0 | 0 | 0 | 6 | 70 | 81 | 40 | 7 | 1 | 1 |
| Total 2H(10-12) | 2703 | 50.3 | 44.5 | 5.6 | 1 | 3 | 51 | 97 | 250 | 869 | 1170 | 232 | 25 | 5 | 0 | 0 |
| 2H(14-16) | 2905 | 51.6 | 44.9 | 6.5 | 4 | 17 | 77 | 96 | 268 | 676 | 1358 | 366 | 37 | 6 | 0 | 0 |
| 12H(7-19) | 17745 | 51.3 | 45.1 | 6.0 | 6 | 38 | 410 | 623 | 1307 | 4791 | 8247 | 2047 | 216 | 44 | 12 | 4 |
| 24H(0-24) | 22484 | 52.2 | 45.9 | 6.1 | 6 | 38 | 437 | 666 | 1448 | 5371 | 10354 | 3493 | 501 | 136 | 27 | 7 |
| AM Peak | 07:00 | 04:00 | 03:00 | 08:00 | 09:00 | 09:00 | 08:00 | 08:00 | 07:00 | 07:00 | 08:00 | 06:00 | 05:00 | 04:00 | 04:00 | 03:00 |
| | 1872 | 58.2 | 52.0 | 6.8 | 1 | 5 | 105 | 111 | 231 | 589 | 732 | 207 | 32 | 17 | 7 | 1 |
| PM Peak | 16:00 | 23:00 | 23:00 | 15:00 | 15:00 | 15:00 | 15:00 | 14:00 | 14:00 | 12:00 | 16:00 | 17:00 | 18:00 | 18:00 | 18:00 | 16:00 |
| | 1579 | 57.8 | 52.2 | 7.2 | 4 | 17 | 59 | 68 | 149 | 489 | 859 | 296 | 61 | 19 | 2 | 4 |

**360 TSL Ltd**

## East Heckington, A17 (Middle Site)

**Direction: Eastbound**

**30/03/2022**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 77 | 55.8 | 51.5 | 4.1 | 0 | 0 | 0 | 0 | 0 | 1 | 28 | 36 | 10 | 2 | 0 | 0 |
| 01:00 | 60 | 60.3 | 54.0 | 6.1 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 34 | 6 | 8 | 1 | 0 |
| 02:00 | 52 | 59.8 | 54.1 | 5.5 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 36 | 9 | 2 | 0 | 1 |
| 03:00 | 71 | 57.9 | 52.7 | 5.0 | 0 | 0 | 0 | 0 | 0 | 2 | 17 | 37 | 9 | 6 | 0 | 0 |
| 04:00 | 114 | 54.5 | 51.2 | 3.2 | 0 | 0 | 0 | 0 | 0 | 3 | 33 | 69 | 9 | 0 | 0 | 0 |
| 05:00 | 281 | 53.3 | 49.5 | 3.6 | 0 | 0 | 0 | 0 | 1 | 15 | 150 | 103 | 9 | 3 | 0 | 0 |
| 06:00 | 513 | 51.7 | 47.2 | 4.3 | 0 | 0 | 0 | 1 | 14 | 124 | 273 | 84 | 12 | 5 | 0 | 0 |
| 07:00 | 960 | 51.1 | 42.9 | 7.9 | 1 | 22 | 55 | 44 | 66 | 301 | 385 | 83 | 3 | 0 | 0 | 0 |
| 08:00 | 892 | 49.6 | 44.2 | 5.3 | 0 | 0 | 10 | 47 | 103 | 274 | 393 | 62 | 2 | 1 | 0 | 0 |
| 09:00 | 731 | 49.4 | 43.1 | 6.1 | 0 | 0 | 32 | 46 | 71 | 265 | 281 | 31 | 5 | 0 | 0 | 0 |
| 10:00 | 683 | 50.1 | 45.5 | 4.5 | 0 | 0 | 1 | 16 | 27 | 254 | 306 | 73 | 3 | 3 | 0 | 0 |
| 11:00 | 660 | 49.8 | 44.2 | 5.4 | 0 | 0 | 6 | 15 | 113 | 216 | 241 | 64 | 4 | 0 | 0 | 1 |
| 12:00 | 651 | 49.5 | 42.5 | 6.8 | 0 | 2 | 34 | 60 | 61 | 233 | 219 | 39 | 1 | 2 | 0 | 0 |
| 13:00 | 634 | 50.2 | 44.6 | 5.4 | 0 | 0 | 10 | 22 | 53 | 215 | 279 | 50 | 3 | 0 | 2 | 0 |
| 14:00 | 704 | 50.6 | 44.0 | 6.4 | 0 | 1 | 35 | 33 | 42 | 208 | 333 | 49 | 2 | 1 | 0 | 0 |
| 15:00 | 681 | 49.7 | 45.2 | 4.4 | 0 | 0 | 0 | 10 | 64 | 224 | 316 | 61 | 6 | 0 | 0 | 0 |
| 16:00 | 779 | 50.1 | 45.2 | 4.8 | 0 | 0 | 11 | 8 | 63 | 248 | 372 | 71 | 6 | 0 | 0 | 0 |
| 17:00 | 673 | 53.8 | 45.5 | 7.9 | 2 | 28 | 6 | 1 | 14 | 126 | 400 | 84 | 6 | 6 | 0 | 0 |
| 18:00 | 544 | 52.4 | 47.1 | 5.1 | 0 | 0 | 4 | 3 | 26 | 106 | 294 | 96 | 8 | 6 | 0 | 1 |
| 19:00 | 327 | 52.7 | 48.2 | 4.3 | 0 | 0 | 0 | 1 | 5 | 48 | 186 | 71 | 12 | 4 | 0 | 0 |
| 20:00 | 235 | 54.9 | 49.4 | 5.4 | 0 | 0 | 0 | 0 | 0 | 41 | 106 | 64 | 14 | 9 | 1 | 0 |
| 21:00 | 201 | 54.9 | 50.3 | 4.5 | 0 | 0 | 0 | 0 | 2 | 9 | 88 | 87 | 10 | 4 | 1 | 0 |
| 22:00 | 142 | 59.9 | 53.3 | 6.3 | 0 | 0 | 0 | 0 | 0 | 4 | 44 | 49 | 29 | 13 | 3 | 0 |
| 23:00 | 103 | 55.2 | 50.2 | 4.8 | 0 | 0 | 0 | 0 | 2 | 5 | 48 | 38 | 6 | 4 | 0 | 0 |
| Total 2H(10-12) | 1343 | 50.0 | 44.9 | 5.0 | 0 | 0 | 7 | 31 | 140 | 470 | 547 | 137 | 7 | 3 | 0 | 1 |
| 2H(14-16) | 1385 | 50.3 | 44.6 | 5.5 | 0 | 1 | 35 | 43 | 106 | 432 | 649 | 110 | 8 | 1 | 0 | 0 |
| 12H(7-19) | 8592 | 50.7 | 44.4 | 6.1 | 3 | 53 | 204 | 305 | 703 | 2670 | 3819 | 763 | 49 | 19 | 2 | 2 |
| 24H(0-24) | 10768 | 52.0 | 45.5 | 6.3 | 3 | 53 | 204 | 307 | 727 | 2924 | 4805 | 1471 | 184 | 79 | 8 | 3 |
| AM Peak | 07:00 | 01:00 | 02:00 | 07:00 | 07:00 | 07:00 | 07:00 | 08:00 | 11:00 | 07:00 | 08:00 | 05:00 | 06:00 | 01:00 | 01:00 | 02:00 |
| | 960 | 60.3 | 54.1 | 7.9 | 1 | 22 | 55 | 47 | 113 | 301 | 393 | 103 | 12 | 8 | 1 | 1 |
| PM Peak | 16:00 | 22:00 | 22:00 | 17:00 | 17:00 | 17:00 | 14:00 | 12:00 | 15:00 | 16:00 | 17:00 | 18:00 | 22:00 | 22:00 | 22:00 | 18:00 |
| | 779 | 59.9 | 53.3 | 7.9 | 2 | 28 | 35 | 60 | 64 | 248 | 400 | 96 | 29 | 13 | 3 | 1 |

**360 TSL Ltd**

**Direction: Westbound**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 93 | 55.9 | 51.2 | 4.5 | 0 | 0 | 0 | 1 | 0 | 1 | 34 | 45 | 9 | 3 | 0 | 0 |
| 01:00 | 115 | 59.0 | 54.4 | 4.4 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 71 | 27 | 8 | 1 | 0 |
| 02:00 | 118 | 57.5 | 52.0 | 5.3 | 0 | 0 | 0 | 0 | 0 | 11 | 28 | 49 | 24 | 6 | 0 | 0 |
| 03:00 | 209 | 55.8 | 51.6 | 4.0 | 0 | 0 | 0 | 0 | 0 | 12 | 47 | 123 | 23 | 4 | 0 | 0 |
| 04:00 | 280 | 56.6 | 51.1 | 5.3 | 0 | 0 | 0 | 0 | 5 | 16 | 99 | 119 | 26 | 14 | 1 | 0 |
| 05:00 | 430 | 55.4 | 49.8 | 5.4 | 2 | 0 | 0 | 0 | 7 | 26 | 194 | 170 | 20 | 9 | 2 | 0 |
| 06:00 | 612 | 52.2 | 46.7 | 5.3 | 0 | 0 | 3 | 26 | 28 | 105 | 311 | 127 | 10 | 2 | 0 | 0 |
| 07:00 | 829 | 51.2 | 45.1 | 5.9 | 0 | 0 | 31 | 17 | 59 | 188 | 437 | 90 | 7 | 0 | 0 | 0 |
| 08:00 | 774 | 49.9 | 43.4 | 6.3 | 0 | 0 | 30 | 55 | 96 | 195 | 346 | 49 | 3 | 0 | 0 | 0 |
| 09:00 | 706 | 50.5 | 44.8 | 5.5 | 0 | 3 | 4 | 33 | 48 | 227 | 322 | 62 | 2 | 5 | 0 | 0 |
| 10:00 | 706 | 50.2 | 44.1 | 6.0 | 0 | 2 | 11 | 40 | 99 | 176 | 320 | 48 | 9 | 1 | 0 | 0 |
| 11:00 | 841 | 49.0 | 43.8 | 5.0 | 0 | 0 | 1 | 42 | 131 | 276 | 353 | 31 | 5 | 1 | 1 | 0 |
| 12:00 | 799 | 47.8 | 43.2 | 4.4 | 0 | 0 | 0 | 35 | 130 | 345 | 266 | 21 | 2 | 0 | 0 | 0 |
| 13:00 | 877 | 50.0 | 42.8 | 7.0 | 3 | 7 | 41 | 19 | 88 | 419 | 253 | 40 | 1 | 3 | 0 | 3 |
| 14:00 | 854 | 48.1 | 43.8 | 4.1 | 0 | 0 | 0 | 21 | 103 | 408 | 283 | 38 | 0 | 1 | 0 | 0 |
| 15:00 | 813 | 49.6 | 44.6 | 4.8 | 0 | 4 | 7 | 5 | 75 | 316 | 350 | 52 | 4 | 0 | 0 | 0 |
| 16:00 | 920 | 52.0 | 41.9 | 9.8 | 23 | 29 | 55 | 18 | 76 | 287 | 353 | 72 | 6 | 1 | 0 | 0 |
| 17:00 | 915 | 49.7 | 45.8 | 3.8 | 0 | 0 | 0 | 1 | 42 | 333 | 443 | 87 | 9 | 0 | 0 | 0 |
| 18:00 | 530 | 52.2 | 48.0 | 4.0 | 0 | 0 | 0 | 0 | 6 | 87 | 314 | 100 | 20 | 2 | 1 | 0 |
| 19:00 | 311 | 52.8 | 48.0 | 4.7 | 0 | 0 | 0 | 2 | 8 | 46 | 172 | 77 | 2 | 3 | 0 | 1 |
| 20:00 | 263 | 53.5 | 48.6 | 4.7 | 0 | 0 | 0 | 4 | 5 | 32 | 127 | 83 | 9 | 3 | 0 | 0 |
| 21:00 | 170 | 54.9 | 50.0 | 4.8 | 0 | 0 | 0 | 0 | 0 | 12 | 88 | 57 | 6 | 6 | 1 | 0 |
| 22:00 | 112 | 54.5 | 49.7 | 4.6 | 0 | 0 | 0 | 0 | 0 | 17 | 42 | 43 | 8 | 2 | 0 | 0 |
| 23:00 | 79 | 54.2 | 49.1 | 5.0 | 0 | 0 | 0 | 0 | 0 | 13 | 38 | 22 | 5 | 0 | 1 | 0 |
| Total 2H(10-12) | 1547 | 49.6 | 43.9 | 5.5 | 0 | 2 | 12 | 82 | 230 | 452 | 673 | 79 | 14 | 2 | 1 | 0 |
| 2H(14-16) | 1667 | 48.8 | 44.2 | 4.5 | 0 | 4 | 7 | 26 | 178 | 724 | 633 | 90 | 4 | 1 | 0 | 0 |
| 12H(7-19) | 9564 | 50.4 | 44.1 | 6.0 | 26 | 45 | 180 | 286 | 953 | 3257 | 4040 | 690 | 68 | 14 | 2 | 3 |
| 24H(0-24) | 12356 | 51.8 | 45.3 | 6.3 | 28 | 45 | 183 | 319 | 1006 | 3548 | 5228 | 1676 | 237 | 74 | 8 | 4 |
| AM Peak | 11:00 | 01:00 | 01:00 | 08:00 | 05:00 | 09:00 | 07:00 | 08:00 | 11:00 | 11:00 | 07:00 | 05:00 | 01:00 | 04:00 | 05:00 | 00:00 |
| | 841 | 59.0 | 54.4 | 6.3 | 2 | 3 | 31 | 55 | 131 | 276 | 437 | 170 | 27 | 14 | 2 | 0 |
| PM Peak | 16:00 | 21:00 | 21:00 | 16:00 | 16:00 | 16:00 | 16:00 | 12:00 | 12:00 | 13:00 | 17:00 | 18:00 | 18:00 | 21:00 | 18:00 | 13:00 |
| | 920 | 54.9 | 50.0 | 9.8 | 23 | 29 | 55 | 35 | 130 | 419 | 443 | 100 | 20 | 6 | 1 | 3 |

**360 TSL Ltd**

**Direction: Total Flow**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 170 | 55.9 | 51.4 | 4.3 | 0 | 0 | 0 | 1 | 0 | 2 | 62 | 81 | 19 | 5 | 0 | 0 |
| 01:00 | 175 | 59.5 | 54.2 | 5.0 | 0 | 0 | 0 | 0 | 0 | 2 | 17 | 105 | 33 | 16 | 2 | 0 |
| 02:00 | 170 | 58.3 | 52.7 | 5.5 | 0 | 0 | 0 | 0 | 0 | 11 | 32 | 85 | 33 | 8 | 0 | 1 |
| 03:00 | 280 | 56.4 | 51.9 | 4.3 | 0 | 0 | 0 | 0 | 0 | 14 | 64 | 160 | 32 | 10 | 0 | 0 |
| 04:00 | 394 | 56.1 | 51.1 | 4.8 | 0 | 0 | 0 | 0 | 5 | 19 | 132 | 188 | 35 | 14 | 1 | 0 |
| 05:00 | 711 | 54.7 | 49.7 | 4.8 | 2 | 0 | 0 | 0 | 8 | 41 | 344 | 273 | 29 | 12 | 2 | 0 |
| 06:00 | 1125 | 52.0 | 46.9 | 4.9 | 0 | 0 | 3 | 27 | 42 | 229 | 584 | 211 | 22 | 7 | 0 | 0 |
| 07:00 | 1789 | 51.3 | 44.0 | 7.1 | 1 | 22 | 86 | 61 | 125 | 489 | 822 | 173 | 10 | 0 | 0 | 0 |
| 08:00 | 1666 | 49.8 | 43.8 | 5.8 | 0 | 0 | 40 | 102 | 199 | 469 | 739 | 111 | 5 | 1 | 0 | 0 |
| 09:00 | 1437 | 50.0 | 43.9 | 5.9 | 0 | 3 | 36 | 79 | 119 | 492 | 603 | 93 | 7 | 5 | 0 | 0 |
| 10:00 | 1389 | 50.3 | 44.8 | 5.3 | 0 | 2 | 12 | 56 | 126 | 430 | 626 | 121 | 12 | 4 | 0 | 0 |
| 11:00 | 1501 | 49.4 | 44.0 | 5.2 | 0 | 0 | 7 | 57 | 244 | 492 | 594 | 95 | 9 | 1 | 1 | 1 |
| 12:00 | 1450 | 48.7 | 42.9 | 5.6 | 0 | 2 | 34 | 95 | 191 | 578 | 485 | 60 | 3 | 2 | 0 | 0 |
| 13:00 | 1511 | 50.2 | 43.5 | 6.4 | 3 | 7 | 51 | 41 | 141 | 634 | 532 | 90 | 4 | 3 | 2 | 3 |
| 14:00 | 1558 | 49.3 | 43.9 | 5.3 | 0 | 1 | 35 | 54 | 145 | 616 | 616 | 87 | 2 | 2 | 0 | 0 |
| 15:00 | 1494 | 49.7 | 44.9 | 4.6 | 0 | 4 | 7 | 15 | 139 | 540 | 666 | 113 | 10 | 0 | 0 | 0 |
| 16:00 | 1699 | 51.8 | 43.4 | 8.0 | 23 | 29 | 66 | 26 | 139 | 535 | 725 | 143 | 12 | 1 | 0 | 0 |
| 17:00 | 1588 | 51.8 | 45.7 | 5.9 | 2 | 28 | 6 | 2 | 56 | 459 | 843 | 171 | 15 | 6 | 0 | 0 |
| 18:00 | 1074 | 52.3 | 47.5 | 4.6 | 0 | 0 | 4 | 3 | 32 | 193 | 608 | 196 | 28 | 8 | 1 | 1 |
| 19:00 | 638 | 52.8 | 48.1 | 4.5 | 0 | 0 | 0 | 3 | 13 | 94 | 358 | 148 | 14 | 7 | 0 | 1 |
| 20:00 | 498 | 54.2 | 49.0 | 5.0 | 0 | 0 | 0 | 4 | 5 | 73 | 233 | 147 | 23 | 12 | 1 | 0 |
| 21:00 | 371 | 54.9 | 50.2 | 4.6 | 0 | 0 | 0 | 0 | 2 | 21 | 176 | 144 | 16 | 10 | 2 | 0 |
| 22:00 | 254 | 57.9 | 51.7 | 5.9 | 0 | 0 | 0 | 0 | 0 | 21 | 86 | 92 | 37 | 15 | 3 | 0 |
| 23:00 | 182 | 54.8 | 49.7 | 4.9 | 0 | 0 | 0 | 0 | 2 | 18 | 86 | 60 | 11 | 4 | 1 | 0 |
| Total 2H(10-12) | 2890 | 49.8 | 44.4 | 5.3 | 0 | 2 | 19 | 113 | 370 | 922 | 1220 | 216 | 21 | 5 | 1 | 1 |
| 2H(14-16) | 3052 | 49.5 | 44.4 | 5.0 | 0 | 5 | 42 | 69 | 284 | 1156 | 1282 | 200 | 12 | 2 | 0 | 0 |
| 12H(7-19) | 18156 | 50.6 | 44.3 | 6.1 | 29 | 98 | 384 | 591 | 1656 | 5927 | 7859 | 1453 | 117 | 33 | 4 | 5 |
| 24H(0-24) | 23124 | 51.9 | 45.4 | 6.3 | 31 | 98 | 387 | 626 | 1733 | 6472 | 10033 | 3147 | 421 | 153 | 16 | 7 |
| AM Peak | 07:00 | 01:00 | 01:00 | 07:00 | 05:00 | 07:00 | 07:00 | 08:00 | 11:00 | 09:00 | 07:00 | 05:00 | 04:00 | 01:00 | 01:00 | 02:00 |
| | 1789 | 59.5 | 54.2 | 7.1 | 2 | 22 | 86 | 102 | 244 | 492 | 822 | 273 | 35 | 16 | 2 | 1 |
| PM Peak | 16:00 | 22:00 | 22:00 | 16:00 | 16:00 | 16:00 | 16:00 | 12:00 | 12:00 | 13:00 | 17:00 | 18:00 | 22:00 | 22:00 | 22:00 | 13:00 |
| | 1699 | 57.9 | 51.7 | 8.0 | 23 | 29 | 66 | 95 | 191 | 634 | 843 | 196 | 37 | 15 | 3 | 3 |

**360 TSL Ltd**

## East Heckington ATC, A17 (Western Site)


**Direction: Eastbound**

| Hour Beginning | Thu 24/03/2022 | Fri 25/03/2022 | Sat 26/03/2022 | Sun 27/03/2022 | Mon 28/03/2022 | Tue 29/03/2022 | Wed 30/03/2022 | 5-Day Ave. | 7-Day Ave. |
|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 75 | 63 | 62 | 61 | 58 | 32 | 66 | 59 | 60 |
| 01:00 | 47 | 52 | 39 | 44 | 26 | 36 | 44 | 41 | 41 |
| 02:00 | 51 | 53 | 47 | 0 | 35 | 45 | 40 | 45 | 39 |
| 03:00 | 60 | 50 | 47 | 34 | 48 | 48 | 60 | 53 | 50 |
| 04:00 | 112 | 106 | 67 | 33 | 80 | 101 | 98 | 99 | 85 |
| 05:00 | 218 | 233 | 120 | 56 | 221 | 222 | 221 | 223 | 184 |
| 06:00 | 535 | 550 | 226 | 107 | 556 | 507 | 480 | 526 | 423 |
| 07:00 | 981 | 870 | 326 | 143 | 1052 | 1047 | 915 | 973 | 762 |
| 08:00 | 816 | 727 | 458 | 209 | 877 | 854 | 877 | 830 | 688 |
| 09:00 | 735 | 665 | 613 | 397 | 698 | 734 | 691 | 705 | 648 |
| 10:00 | 596 | 707 | 650 | 489 | 769 | 647 | 643 | 672 | 643 |
| 11:00 | 667 | 673 | 635 | 614 | 744 | 569 | 617 | 654 | 646 |
| 12:00 | 608 | 739 | 658 | 676 | 682 | 652 | 598 | 656 | 659 |
| 13:00 | 561 | 735 | 590 | 581 | 630 | 604 | 586 | 623 | 612 |
| 14:00 | 730 | 755 | 549 | 576 | 633 | 591 | 656 | 673 | 641 |
| 15:00 | 690 | 781 | 552 | 542 | 619 | 619 | 633 | 668 | 634 |
| 16:00 | 762 | 740 | 487 | 601 | 703 | 703 | 709 | 723 | 672 |
| 17:00 | 627 | 681 | 522 | 561 | 648 | 696 | 622 | 655 | 622 |
| 18:00 | 570 | 599 | 469 | 559 | 492 | 460 | 505 | 525 | 522 |
| 19:00 | 308 | 375 | 287 | 397 | 262 | 293 | 302 | 308 | 318 |
| 20:00 | 237 | 291 | 237 | 303 | 188 | 203 | 202 | 224 | 237 |
| 21:00 | 195 | 180 | 209 | 234 | 155 | 189 | 170 | 178 | 190 |
| 22:00 | 141 | 157 | 121 | 108 | 152 | 152 | 114 | 143 | 135 |
| 23:00 | 99 | 83 | 99 | 75 | 72 | 80 | 80 | 83 | 84 |
| Total | | | | | | | | | |
| 12H(7-19) | 8343 | 8672 | 6509 | 5948 | 8547 | 8176 | 8052 | 8358 | 7750 |
| 16H(6-22) | 9618 | 10068 | 7468 | 6989 | 9708 | 9368 | 9206 | 9594 | 8918 |
| 18H(6-24) | 9858 | 10308 | 7688 | 7172 | 9932 | 9600 | 9400 | 9820 | 9137 |
| 24H(0-24) | 10421 | 10865 | 8070 | 7400 | 10400 | 10084 | 9929 | 10340 | 9596 |
| AM Peak | 07:00 | 07:00 | 10:00 | 11:00 | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 |
| | 981 | 870 | 650 | 614 | 1052 | 1047 | 915 | 973 | 762 |
| PM Peak | 16:00 | 15:00 | 12:00 | 12:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| | 762 | 781 | 658 | 676 | 703 | 703 | 709 | 723 | 672 |

360 TSL Ltd

**Direction: Westbound**

| Hour Beginning | Thu 24/03/2022 | Fri 25/03/2022 | Sat 26/03/2022 | Sun 27/03/2022 | Mon 28/03/2022 | Tue 29/03/2022 | Wed 30/03/2022 | 5-Day Ave. | 7-Day Ave. |
|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 68 | 75 | 60 | 56 | 54 | 79 | 86 | 72 | 68 |
| 01:00 | 92 | 80 | 54 | 54 | 42 | 77 | 94 | 77 | 70 |
| 02:00 | 108 | 118 | 69 | 0 | 87 | 90 | 114 | 103 | 84 |
| 03:00 | 120 | 118 | 91 | 47 | 146 | 127 | 177 | 138 | 118 |
| 04:00 | 239 | 222 | 142 | 108 | 231 | 221 | 253 | 233 | 202 |
| 05:00 | 509 | 425 | 238 | 132 | 472 | 418 | 385 | 442 | 368 |
| 06:00 | 625 | 546 | 266 | 169 | 555 | 524 | 567 | 563 | 465 |
| 07:00 | 764 | 754 | 452 | 220 | 856 | 822 | 808 | 801 | 668 |
| 08:00 | 775 | 803 | 540 | 328 | 777 | 838 | 712 | 781 | 682 |
| 09:00 | 784 | 716 | 621 | 559 | 714 | 630 | 656 | 700 | 669 |
| 10:00 | 662 | 743 | 638 | 608 | 658 | 627 | 675 | 673 | 659 |
| 11:00 | 689 | 764 | 714 | 786 | 787 | 691 | 751 | 736 | 740 |
| 12:00 | 652 | 822 | 650 | 661 | 680 | 681 | 771 | 721 | 702 |
| 13:00 | 721 | 847 | 580 | 662 | 745 | 782 | 893 | 798 | 747 |
| 14:00 | 796 | 902 | 551 | 592 | 667 | 747 | 869 | 796 | 732 |
| 15:00 | 783 | 884 | 544 | 588 | 756 | 787 | 796 | 801 | 734 |
| 16:00 | 902 | 869 | 501 | 632 | 822 | 836 | 944 | 875 | 787 |
| 17:00 | 903 | 779 | 475 | 497 | 870 | 796 | 931 | 856 | 750 |
| 18:00 | 623 | 556 | 462 | 496 | 568 | 541 | 584 | 574 | 547 |
| 19:00 | 390 | 328 | 297 | 441 | 356 | 340 | 318 | 346 | 353 |
| 20:00 | 263 | 275 | 217 | 305 | 248 | 275 | 271 | 266 | 265 |
| 21:00 | 179 | 164 | 120 | 174 | 150 | 215 | 165 | 175 | 167 |
| 22:00 | 136 | 124 | 110 | 100 | 97 | 131 | 106 | 119 | 115 |
| 23:00 | 106 | 83 | 73 | 68 | 86 | 90 | 92 | 91 | 85 |
| Total | | | | | | | | | |
| 12H(7-19) | 9054 | 9439 | 6728 | 6629 | 8900 | 8778 | 9390 | 9112 | 8417 |
| 16H(6-22) | 10511 | 10752 | 7628 | 7718 | 10209 | 10132 | 10711 | 10463 | 9666 |
| 18H(6-24) | 10753 | 10959 | 7811 | 7886 | 10392 | 10353 | 10909 | 10673 | 9866 |
| 24H(0-24) | 11889 | 11997 | 8465 | 8283 | 11424 | 11365 | 12018 | 11739 | 10777 |
| AM Peak | 09:00 | 08:00 | 11:00 | 11:00 | 07:00 | 08:00 | 07:00 | 07:00 | 11:00 |
| | 784 | 803 | 714 | 786 | 856 | 838 | 808 | 801 | 740 |
| PM Peak | 17:00 | 14:00 | 12:00 | 13:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| | 903 | 902 | 650 | 662 | 870 | 836 | 944 | 875 | 787 |

360 TSL Ltd

**Direction: Total Flow**

| Hour Beginning | Thu 24/03/2022 | Fri 25/03/2022 | Sat 26/03/2022 | Sun 27/03/2022 | Mon 28/03/2022 | Tue 29/03/2022 | Wed 30/03/2022 | 5-Day Ave. | 7-Day Ave. |
|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 143 | 138 | 122 | 117 | 112 | 111 | 152 | 131 | 128 |
| 01:00 | 139 | 132 | 93 | 98 | 68 | 113 | 138 | 118 | 112 |
| 02:00 | 159 | 171 | 116 | 0 | 122 | 135 | 154 | 148 | 122 |
| 03:00 | 180 | 168 | 138 | 81 | 194 | 175 | 237 | 191 | 168 |
| 04:00 | 351 | 328 | 209 | 141 | 311 | 322 | 351 | 333 | 288 |
| 05:00 | 727 | 658 | 358 | 188 | 693 | 640 | 606 | 665 | 553 |
| 06:00 | 1160 | 1096 | 492 | 276 | 1111 | 1031 | 1047 | 1089 | 888 |
| 07:00 | 1745 | 1624 | 778 | 363 | 1908 | 1869 | 1723 | 1774 | 1430 |
| 08:00 | 1591 | 1530 | 998 | 537 | 1654 | 1692 | 1589 | 1611 | 1370 |
| 09:00 | 1519 | 1381 | 1234 | 956 | 1412 | 1364 | 1347 | 1405 | 1316 |
| 10:00 | 1258 | 1450 | 1288 | 1097 | 1427 | 1274 | 1318 | 1345 | 1302 |
| 11:00 | 1356 | 1437 | 1349 | 1400 | 1531 | 1260 | 1368 | 1390 | 1386 |
| 12:00 | 1260 | 1561 | 1308 | 1337 | 1362 | 1333 | 1369 | 1377 | 1361 |
| 13:00 | 1282 | 1582 | 1170 | 1243 | 1375 | 1386 | 1479 | 1421 | 1360 |
| 14:00 | 1526 | 1657 | 1100 | 1168 | 1300 | 1338 | 1525 | 1469 | 1373 |
| 15:00 | 1473 | 1665 | 1096 | 1130 | 1375 | 1406 | 1429 | 1470 | 1368 |
| 16:00 | 1664 | 1609 | 988 | 1233 | 1525 | 1539 | 1653 | 1598 | 1459 |
| 17:00 | 1530 | 1460 | 997 | 1058 | 1518 | 1492 | 1553 | 1511 | 1373 |
| 18:00 | 1193 | 1155 | 931 | 1055 | 1060 | 1001 | 1089 | 1100 | 1069 |
| 19:00 | 698 | 703 | 584 | 838 | 618 | 633 | 620 | 654 | 671 |
| 20:00 | 500 | 566 | 454 | 608 | 436 | 478 | 473 | 491 | 502 |
| 21:00 | 374 | 344 | 329 | 408 | 305 | 404 | 335 | 352 | 357 |
| 22:00 | 277 | 281 | 231 | 208 | 249 | 283 | 220 | 262 | 250 |
| 23:00 | 205 | 166 | 172 | 143 | 158 | 170 | 172 | 174 | 169 |
| Total | | | | | | | | | |
| 12H(7-19) | 17397 | 18111 | 13237 | 12577 | 17447 | 16954 | 17442 | 17470 | 16166 |
| 16H(6-22) | 20129 | 20820 | 15096 | 14707 | 19917 | 19500 | 19917 | 20057 | 18584 |
| 18H(6-24) | 20611 | 21267 | 15499 | 15058 | 20324 | 19953 | 20309 | 20493 | 19003 |
| 24H(0-24) | 22310 | 22862 | 16535 | 15683 | 21824 | 21449 | 21947 | 22078 | 20373 |
| AM Peak | 07:00 | 07:00 | 11:00 | 11:00 | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 |
| | 1745 | 1624 | 1349 | 1400 | 1908 | 1869 | 1723 | 1774 | 1430 |
| PM Peak | 16:00 | 15:00 | 12:00 | 12:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| | 1664 | 1665 | 1308 | 1337 | 1525 | 1539 | 1653 | 1598 | 1459 |

360 TSL Ltd

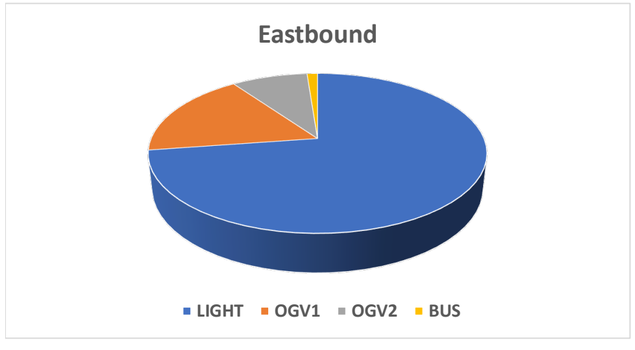
## East Heckington ATC, A17 (Western Site)

**Direction: Eastbound**

| | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 10421 | 7137 | 2026 | 1099 | 159 |
| Fri 25 Mar 2022 | 10865 | 7903 | 1842 | 977 | 143 |
| Sat 26 Mar 2022 | 8070 | 6463 | 1110 | 456 | 41 |
| Sun 27 Mar 2022 | 7400 | 6141 | 881 | 348 | 30 |
| Mon 28 Mar 2022 | 10400 | 7379 | 1940 | 940 | 141 |
| Tue 29 Mar 2022 | 10084 | 6932 | 2021 | 989 | 142 |
| Wed 30 Mar 2022 | 9929 | 6859 | 1922 | 1000 | 148 |
| 5 Day Ave. | 10340 | 7242 | 1950 | 1001 | 147 |
| 7 Day Ave. | 9596 | 6973 | 1677 | 830 | 115 |

| | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 100.0% | 68.5% | 19.4% | 10.5% | 1.5% |
| Fri 25 Mar 2022 | 100.0% | 72.7% | 17.0% | 9.0% | 1.3% |
| Sat 26 Mar 2022 | 100.0% | 80.1% | 13.8% | 5.7% | 0.5% |
| Sun 27 Mar 2022 | 100.0% | 83.0% | 11.9% | 4.7% | 0.4% |
| Mon 28 Mar 2022 | 100.0% | 71.0% | 18.7% | 9.0% | 1.4% |
| Tue 29 Mar 2022 | 100.0% | 68.7% | 20.0% | 9.8% | 1.4% |
| Wed 30 Mar 2022 | 100.0% | 69.1% | 19.4% | 10.1% | 1.5% |
| 5 Day Ave. | 100.0% | 70.0% | 18.9% | 9.7% | 1.4% |
| 7 Day Ave. | 100.0% | 72.7% | 17.5% | 8.6% | 1.2% |

360 TSL Ltd

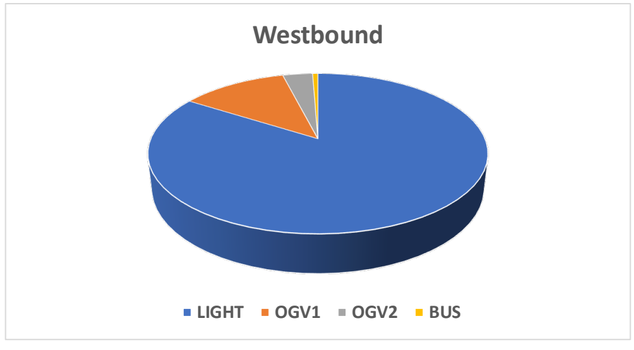



**Direction: Westbound**

| | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 11889 | 9759 | 1561 | 472 | 97 |
| Fri 25 Mar 2022 | 11997 | 9943 | 1535 | 428 | 91 |
| Sat 26 Mar 2022 | 8465 | 7266 | 946 | 230 | 23 |
| Sun 27 Mar 2022 | 8283 | 7268 | 814 | 182 | 19 |
| Mon 28 Mar 2022 | 11424 | 9375 | 1528 | 450 | 71 |
| Tue 29 Mar 2022 | 11365 | 9433 | 1427 | 425 | 80 |
| Wed 30 Mar 2022 | 12018 | 10301 | 1273 | 372 | 72 |
| 5 Day Ave. | 11739 | 9762 | 1465 | 429 | 82 |
| 7 Day Ave. | 10777 | 9049 | 1298 | 366 | 65 |

| | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 100.0% | 82.1% | 13.1% | 4.0% | 0.8% |
| Fri 25 Mar 2022 | 100.0% | 82.9% | 12.8% | 3.6% | 0.8% |
| Sat 26 Mar 2022 | 100.0% | 85.8% | 11.2% | 2.7% | 0.3% |
| Sun 27 Mar 2022 | 100.0% | 87.7% | 9.8% | 2.2% | 0.2% |
| Mon 28 Mar 2022 | 100.0% | 82.1% | 13.4% | 3.9% | 0.6% |
| Tue 29 Mar 2022 | 100.0% | 83.0% | 12.6% | 3.7% | 0.7% |
| Wed 30 Mar 2022 | 100.0% | 85.7% | 10.6% | 3.1% | 0.6% |
| 5 Day Ave. | 100.0% | 83.2% | 12.5% | 3.7% | 0.7% |
| 7 Day Ave. | 100.0% | 84.0% | 12.0% | 3.4% | 0.6% |

360 TSL Ltd




**Direction: Total Flow**

| | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 22310 | 16896 | 3587 | 1571 | 256 |
| Fri 25 Mar 2022 | 22862 | 17846 | 3377 | 1405 | 234 |
| Sat 26 Mar 2022 | 16535 | 13729 | 2056 | 686 | 64 |
| Sun 27 Mar 2022 | 15683 | 13409 | 1695 | 530 | 49 |
| Mon 28 Mar 2022 | 21824 | 16754 | 3468 | 1390 | 212 |
| Tue 29 Mar 2022 | 21449 | 16365 | 3448 | 1414 | 222 |
| Wed 30 Mar 2022 | 21947 | 17160 | 3195 | 1372 | 220 |
| 5 Day Ave. | 22078 | 17004 | 3415 | 1430 | 229 |
| 7 Day Ave. | 20373 | 16023 | 2975 | 1195 | 180 |

| | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 100.0% | 75.7% | 16.1% | 7.0% | 1.1% |
| Fri 25 Mar 2022 | 100.0% | 78.1% | 14.8% | 6.1% | 1.0% |
| Sat 26 Mar 2022 | 100.0% | 83.0% | 12.4% | 4.1% | 0.4% |
| Sun 27 Mar 2022 | 100.0% | 85.5% | 10.8% | 3.4% | 0.3% |
| Mon 28 Mar 2022 | 100.0% | 76.8% | 15.9% | 6.4% | 1.0% |
| Tue 29 Mar 2022 | 100.0% | 76.3% | 16.1% | 6.6% | 1.0% |
| Wed 30 Mar 2022 | 100.0% | 78.2% | 14.6% | 6.3% | 1.0% |
| 5 Day Ave. | 100.0% | 77.0% | 15.5% | 6.5% | 1.0% |
| 7 Day Ave. | 100.0% | 78.6% | 14.6% | 5.9% | 0.9% |

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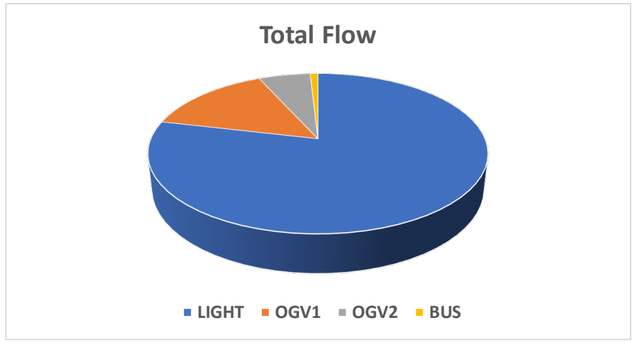

## East Heckington ATC, A17 (Western Site)

**Direction: Eastbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 10421 | 53.6 | 45.5 | 7.8 | 2 | 44 | 554 | 388 | 630 | 2142 | 4171 | 1996 | 386 | 90 | 8 | 10 |
| Fri 25 Mar 2022 | 10865 | 53.5 | 45.5 | 7.7 | 6 | 60 | 524 | 440 | 669 | 2254 | 4338 | 2089 | 383 | 81 | 17 | 4 |
| Sat 26 Mar 2022 | 8070 | 54.6 | 46.5 | 7.8 | 0 | 19 | 394 | 250 | 255 | 1569 | 3318 | 1670 | 448 | 109 | 26 | 12 |
| Sun 27 Mar 2022 | 7400 | 54.3 | 46.9 | 7.1 | 2 | 11 | 281 | 143 | 319 | 1273 | 3286 | 1603 | 354 | 109 | 13 | 6 |
| Mon 28 Mar 2022 | 10400 | 53.1 | 44.7 | 8.1 | 33 | 61 | 523 | 649 | 703 | 2136 | 4139 | 1785 | 280 | 77 | 11 | 3 |
| Tue 29 Mar 2022 | 10084 | 52.5 | 45.0 | 7.3 | 0 | 19 | 488 | 415 | 699 | 2591 | 3913 | 1567 | 309 | 74 | 8 | 1 |
| Wed 30 Mar 2022 | 9929 | 52.4 | 44.9 | 7.3 | 1 | 36 | 492 | 391 | 676 | 2521 | 3975 | 1527 | 247 | 55 | 8 | 0 |
| 5 Day Ave. | 10340 | 53.0 | 45.1 | 7.6 | 8 | 44 | 516 | 457 | 675 | 2329 | 4107 | 1793 | 321 | 75 | 10 | 4 |
| 7 Day Ave. | 9596 | 53.4 | 45.6 | 7.6 | 6 | 36 | 465 | 382 | 564 | 2069 | 3877 | 1748 | 344 | 85 | 13 | 5 |

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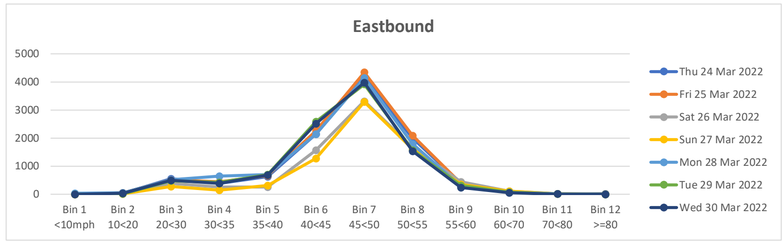


**Direction: Westbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 11889 | 53.8 | 45.5 | 8.0 | 2 | 53 | 579 | 828 | 829 | 1580 | 4722 | 2811 | 397 | 78 | 7 | 3 |
| Fri 25 Mar 2022 | 11997 | 54.0 | 45.9 | 7.8 | 3 | 93 | 487 | 610 | 800 | 1593 | 5012 | 2889 | 414 | 78 | 14 | 4 |
| Sat 26 Mar 2022 | 8465 | 55.4 | 48.2 | 7.0 | 0 | 5 | 185 | 317 | 339 | 846 | 3382 | 2649 | 578 | 138 | 20 | 6 |
| Sun 27 Mar 2022 | 8283 | 55.3 | 48.9 | 6.2 | 0 | 3 | 100 | 201 | 269 | 733 | 3396 | 2832 | 568 | 168 | 10 | 3 |
| Mon 28 Mar 2022 | 11424 | 53.9 | 46.3 | 7.4 | 0 | 12 | 332 | 807 | 817 | 1435 | 4467 | 2963 | 493 | 87 | 10 | 1 |
| Tue 29 Mar 2022 | 11365 | 53.9 | 46.6 | 7.1 | 0 | 10 | 296 | 644 | 731 | 1646 | 4495 | 2959 | 486 | 84 | 11 | 3 |
| Wed 30 Mar 2022 | 12018 | 53.3 | 45.7 | 7.3 | 3 | 53 | 380 | 630 | 955 | 1974 | 5030 | 2512 | 397 | 76 | 8 | 0 |
| 5 Day Ave. | 11739 | 53.8 | 46.0 | 7.5 | 2 | 44 | 415 | 704 | 826 | 1646 | 4745 | 2827 | 437 | 81 | 10 | 2 |
| 7 Day Ave. | 10777 | 54.2 | 46.7 | 7.2 | 1 | 33 | 337 | 577 | 677 | 1401 | 4358 | 2802 | 476 | 101 | 11 | 3 |

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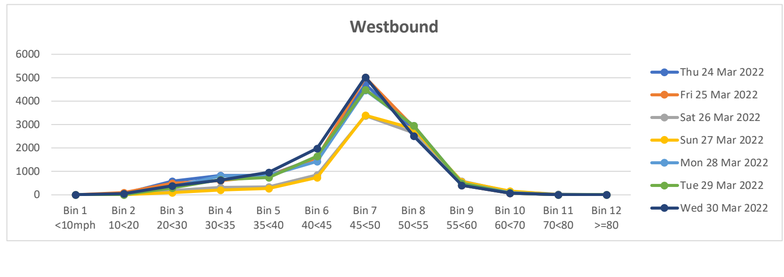


**Direction: Total Flow**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 22310 | 53.7 | 45.5 | 7.9 | 4 | 97 | 1133 | 1216 | 1459 | 3722 | 8893 | 4807 | 783 | 168 | 15 | 13 |
| Fri 25 Mar 2022 | 22862 | 53.8 | 45.7 | 7.8 | 9 | 153 | 1011 | 1050 | 1469 | 3847 | 9350 | 4978 | 797 | 159 | 31 | 8 |
| Sat 26 Mar 2022 | 16535 | 55.1 | 47.4 | 7.4 | 0 | 24 | 579 | 567 | 594 | 2415 | 6700 | 4319 | 1026 | 247 | 46 | 18 |
| Sun 27 Mar 2022 | 15683 | 54.9 | 47.9 | 6.7 | 2 | 14 | 381 | 344 | 588 | 2006 | 6682 | 4435 | 922 | 277 | 23 | 9 |
| Mon 28 Mar 2022 | 21824 | 53.6 | 45.5 | 7.8 | 33 | 73 | 855 | 1456 | 1520 | 3571 | 8606 | 4748 | 773 | 164 | 21 | 4 |
| Tue 29 Mar 2022 | 21449 | 53.3 | 45.8 | 7.2 | 0 | 29 | 784 | 1059 | 1430 | 4237 | 8408 | 4526 | 795 | 158 | 19 | 4 |
| Wed 30 Mar 2022 | 21947 | 52.9 | 45.3 | 7.3 | 4 | 89 | 872 | 1021 | 1631 | 4495 | 9005 | 4039 | 644 | 131 | 16 | 0 |
| 5 Day Ave. | 22078 | 53.4 | 45.6 | 7.6 | 10 | 88 | 931 | 1160 | 1502 | 3974 | 8852 | 4620 | 758 | 156 | 20 | 6 |
| 7 Day Ave. | 20373 | 53.9 | 46.2 | 7.4 | 7 | 68 | 802 | 959 | 1242 | 3470 | 8235 | 4550 | 820 | 186 | 24 | 8 |

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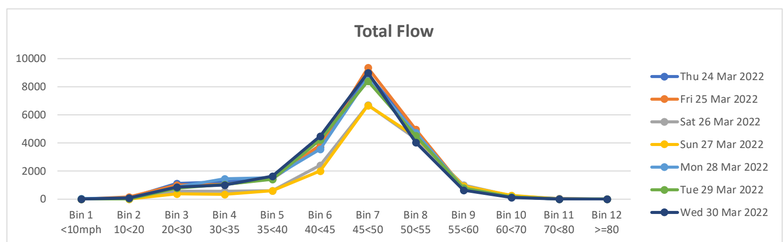


# East Heckington ATC, A17 (Western Site)

**Direction: Eastbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 1263 | 52.8 | 45.0 | 7.4 | 0 | 9 | 67 | 35 | 65 | 293 | 576 | 193 | 16 | 6 | 0 | 3 |
| Fri 25 Mar 2022 | 1380 | 51.9 | 44.4 | 7.3 | 0 | 4 | 77 | 67 | 124 | 322 | 532 | 230 | 24 | 0 | 0 | 0 |
| Sat 26 Mar 2022 | 1285 | 52.3 | 44.7 | 7.3 | 0 | 1 | 66 | 76 | 72 | 352 | 460 | 207 | 46 | 5 | 0 | 0 |
| Sun 27 Mar 2022 | 1103 | 52.7 | 45.9 | 6.5 | 0 | 1 | 39 | 27 | 70 | 218 | 509 | 210 | 22 | 7 | 0 | 0 |
| Mon 28 Mar 2022 | 1513 | 51.4 | 41.8 | 9.3 | 30 | 27 | 89 | 120 | 156 | 423 | 510 | 146 | 9 | 3 | 0 | 0 |
| Tue 29 Mar 2022 | 1216 | 51.2 | 44.0 | 7.0 | 0 | 2 | 67 | 59 | 99 | 360 | 466 | 143 | 17 | 3 | 0 | 0 |
| Wed 30 Mar 2022 | 1260 | 51.9 | 44.4 | 7.2 | 0 | 7 | 79 | 37 | 68 | 347 | 529 | 177 | 14 | 2 | 0 | 0 |
| 5 Day Ave. | 1326 | 51.8 | 43.9 | 7.6 | 6 | 10 | 76 | 64 | 102 | 349 | 523 | 178 | 16 | 3 | 0 | 1 |
| 7 Day Ave. | 1289 | 52.0 | 44.3 | 7.4 | 4 | 7 | 69 | 60 | 93 | 331 | 512 | 187 | 21 | 4 | 0 | 0 |

**360 TSL Ltd**

**Direction: Westbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 1351 | 52.4 | 44.8 | 7.3 | 0 | 5 | 46 | 150 | 74 | 182 | 632 | 239 | 22 | 1 | 0 | 0 |
| Fri 25 Mar 2022 | 1507 | 52.6 | 44.4 | 7.9 | 0 | 15 | 75 | 127 | 102 | 240 | 643 | 288 | 15 | 2 | 0 | 0 |
| Sat 26 Mar 2022 | 1352 | 54.2 | 47.1 | 6.9 | 0 | 0 | 51 | 51 | 53 | 118 | 664 | 356 | 48 | 10 | 0 | 1 |
| Sun 27 Mar 2022 | 1394 | 53.9 | 47.1 | 6.6 | 0 | 0 | 42 | 55 | 60 | 170 | 628 | 374 | 55 | 10 | 0 | 0 |
| Mon 28 Mar 2022 | 1445 | 52.6 | 45.5 | 6.9 | 0 | 6 | 39 | 99 | 109 | 209 | 651 | 312 | 19 | 1 | 0 | 0 |
| Tue 29 Mar 2022 | 1318 | 52.9 | 45.7 | 6.9 | 0 | 0 | 37 | 85 | 112 | 208 | 534 | 299 | 39 | 4 | 0 | 0 |
| Wed 30 Mar 2022 | 1426 | 51.9 | 43.8 | 7.8 | 1 | 10 | 97 | 82 | 137 | 251 | 632 | 203 | 11 | 2 | 0 | 0 |
| 5 Day Ave. | 1409 | 52.5 | 44.8 | 7.4 | 0 | 7 | 59 | 109 | 107 | 218 | 618 | 268 | 21 | 2 | 0 | 0 |
| 7 Day Ave. | 1399 | 52.9 | 45.5 | 7.2 | 0 | 5 | 55 | 93 | 92 | 197 | 626 | 296 | 30 | 4 | 0 | 0 |

**360 TSL Ltd**

**Direction: Total Flow**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 2614 | 52.6 | 44.9 | 7.4 | 0 | 14 | 113 | 185 | 139 | 475 | 1208 | 432 | 38 | 7 | 0 | 3 |
| Fri 25 Mar 2022 | 2887 | 52.3 | 44.4 | 7.6 | 0 | 19 | 152 | 194 | 226 | 562 | 1175 | 518 | 39 | 2 | 0 | 0 |
| Sat 26 Mar 2022 | 2637 | 53.4 | 45.9 | 7.2 | 0 | 1 | 117 | 127 | 125 | 470 | 1124 | 563 | 94 | 15 | 0 | 1 |
| Sun 27 Mar 2022 | 2497 | 53.4 | 46.6 | 6.6 | 0 | 1 | 81 | 82 | 130 | 388 | 1137 | 584 | 77 | 17 | 0 | 0 |
| Mon 28 Mar 2022 | 2958 | 52.3 | 43.6 | 8.4 | 30 | 33 | 128 | 219 | 265 | 632 | 1161 | 458 | 28 | 4 | 0 | 0 |
| Tue 29 Mar 2022 | 2534 | 52.1 | 44.9 | 7.0 | 0 | 2 | 104 | 144 | 211 | 568 | 1000 | 442 | 56 | 7 | 0 | 0 |
| Wed 30 Mar 2022 | 2686 | 51.9 | 44.1 | 7.5 | 1 | 17 | 176 | 119 | 205 | 598 | 1161 | 380 | 25 | 4 | 0 | 0 |
| 5 Day Ave. | 2736 | 52.2 | 44.4 | 7.6 | 6 | 17 | 135 | 172 | 209 | 567 | 1141 | 446 | 37 | 5 | 0 | 1 |
| 7 Day Ave. | 2688 | 52.6 | 44.9 | 7.4 | 4 | 12 | 124 | 153 | 186 | 528 | 1138 | 482 | 51 | 8 | 0 | 1 |

**360 TSL Ltd**

# East Heckington ATC, A17 (Western Site)

**Direction: Eastbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 1420 | 52.0 | 43.6 | 8.2 | 0 | 4 | 122 | 59 | 163 | 359 | 456 | 209 | 40 | 7 | 1 | 0 |
| Fri 25 Mar 2022 | 1536 | 52.9 | 44.8 | 7.8 | 0 | 18 | 76 | 71 | 82 | 354 | 635 | 249 | 40 | 10 | 1 | 0 |
| Sat 26 Mar 2022 | 1101 | 53.4 | 45.5 | 7.7 | 0 | 7 | 69 | 26 | 48 | 214 | 498 | 194 | 38 | 6 | 1 | 0 |
| Sun 27 Mar 2022 | 1118 | 54.2 | 46.7 | 7.2 | 2 | 0 | 55 | 19 | 38 | 170 | 517 | 258 | 48 | 10 | 1 | 0 |
| Mon 28 Mar 2022 | 1252 | 53.0 | 45.3 | 7.5 | 0 | 2 | 66 | 70 | 84 | 201 | 544 | 248 | 31 | 5 | 1 | 0 |
| Tue 29 Mar 2022 | 1210 | 52.7 | 44.6 | 7.8 | 0 | 5 | 64 | 86 | 84 | 260 | 450 | 218 | 37 | 6 | 0 | 0 |
| Wed 30 Mar 2022 | 1289 | 50.9 | 43.5 | 7.1 | 0 | 5 | 80 | 69 | 107 | 370 | 518 | 124 | 16 | 0 | 0 | 0 |
| 5 Day Ave. | 1341 | 52.3 | 44.4 | 7.7 | 0 | 7 | 82 | 71 | 104 | 309 | 521 | 210 | 33 | 6 | 1 | 0 |
| 7 Day Ave. | 1275 | 52.7 | 44.9 | 7.6 | 0 | 6 | 76 | 57 | 87 | 275 | 517 | 214 | 36 | 6 | 1 | 0 |

**360 TSL Ltd**

**Direction: Westbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 1579 | 52.0 | 44.1 | 7.7 | 2 | 9 | 67 | 140 | 145 | 312 | 612 | 266 | 21 | 5 | 0 | 0 |
| Fri 25 Mar 2022 | 1786 | 52.3 | 44.1 | 7.9 | 1 | 9 | 125 | 110 | 153 | 304 | 783 | 274 | 22 | 4 | 0 | 1 |
| Sat 26 Mar 2022 | 1095 | 54.9 | 47.6 | 7.0 | 0 | 1 | 27 | 49 | 51 | 114 | 446 | 317 | 77 | 12 | 1 | 0 |
| Sun 27 Mar 2022 | 1180 | 55.1 | 48.8 | 6.1 | 0 | 0 | 16 | 28 | 31 | 118 | 469 | 430 | 63 | 24 | 1 | 0 |
| Mon 28 Mar 2022 | 1423 | 53.2 | 47.1 | 5.8 | 0 | 1 | 13 | 60 | 72 | 192 | 658 | 375 | 51 | 1 | 0 | 0 |
| Tue 29 Mar 2022 | 1534 | 52.8 | 44.9 | 7.6 | 0 | 9 | 69 | 116 | 113 | 233 | 648 | 317 | 27 | 2 | 0 | 0 |
| Wed 30 Mar 2022 | 1665 | 51.5 | 45.4 | 5.9 | 0 | 1 | 25 | 80 | 144 | 348 | 786 | 250 | 31 | 0 | 0 | 0 |
| 5 Day Ave. | 1597 | 52.4 | 45.1 | 7.0 | 1 | 6 | 60 | 101 | 125 | 278 | 697 | 296 | 30 | 2 | 0 | 0 |
| 7 Day Ave. | 1466 | 53.1 | 46.0 | 6.8 | 0 | 4 | 49 | 83 | 101 | 232 | 629 | 318 | 42 | 7 | 0 | 0 |

**360 TSL Ltd**

**Direction: Total Flow**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thu 24 Mar 2022 | 2999 | 52.0 | 43.8 | 7.9 | 2 | 13 | 189 | 199 | 308 | 671 | 1068 | 475 | 61 | 12 | 1 | 0 |
| Fri 25 Mar 2022 | 3322 | 52.6 | 44.4 | 7.9 | 1 | 27 | 201 | 181 | 235 | 658 | 1418 | 523 | 62 | 14 | 1 | 1 |
| Sat 26 Mar 2022 | 2196 | 54.2 | 46.5 | 7.4 | 0 | 8 | 96 | 75 | 99 | 328 | 944 | 511 | 115 | 18 | 2 | 0 |
| Sun 27 Mar 2022 | 2298 | 54.8 | 47.8 | 6.7 | 2 | 0 | 71 | 47 | 69 | 288 | 986 | 688 | 111 | 34 | 2 | 0 |
| Mon 28 Mar 2022 | 2675 | 53.2 | 46.3 | 6.7 | 0 | 3 | 79 | 130 | 156 | 393 | 1202 | 623 | 82 | 6 | 1 | 0 |
| Tue 29 Mar 2022 | 2744 | 52.7 | 44.8 | 7.7 | 0 | 14 | 133 | 202 | 197 | 493 | 1098 | 535 | 64 | 8 | 0 | 0 |
| Wed 30 Mar 2022 | 2954 | 51.4 | 44.6 | 6.5 | 0 | 6 | 105 | 149 | 251 | 718 | 1304 | 374 | 47 | 0 | 0 | 0 |
| 5 Day Ave. | 2939 | 52.4 | 44.8 | 7.3 | 1 | 13 | 141 | 172 | 229 | 587 | 1218 | 506 | 63 | 8 | 1 | 0 |
| 7 Day Ave. | 2741 | 53.0 | 45.5 | 7.3 | 1 | 10 | 125 | 140 | 188 | 507 | 1146 | 533 | 77 | 13 | 1 | 0 |

**360 TSL Ltd**

# East Heckington ATC, A17 (Western Site)

**Direction: Eastbound**

**24/03/2022**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 75 | 36 | 14 | 23 | 2 |
| 01:00 | 47 | 14 | 13 | 20 | 0 |
| 02:00 | 51 | 16 | 10 | 24 | 1 |
| 03:00 | 60 | 30 | 13 | 16 | 1 |
| 04:00 | 112 | 49 | 29 | 29 | 5 |
| 05:00 | 218 | 122 | 44 | 43 | 9 |
| 06:00 | 535 | 332 | 121 | 72 | 10 |
| 07:00 | 981 | 671 | 224 | 71 | 15 |
| 08:00 | 816 | 556 | 194 | 60 | 6 |
| 09:00 | 735 | 505 | 153 | 59 | 18 |
| 10:00 | 596 | 397 | 130 | 56 | 13 |
| 11:00 | 667 | 432 | 136 | 85 | 14 |
| 12:00 | 608 | 415 | 123 | 60 | 10 |
| 13:00 | 561 | 398 | 92 | 60 | 11 |
| 14:00 | 730 | 528 | 118 | 77 | 7 |
| 15:00 | 690 | 500 | 124 | 57 | 9 |
| 16:00 | 762 | 563 | 148 | 45 | 6 |
| 17:00 | 627 | 476 | 110 | 35 | 6 |
| 18:00 | 570 | 440 | 75 | 47 | 8 |
| 19:00 | 308 | 219 | 45 | 41 | 3 |
| 20:00 | 237 | 159 | 45 | 32 | 1 |
| 21:00 | 195 | 134 | 26 | 35 | 0 |
| 22:00 | 141 | 87 | 21 | 30 | 3 |
| 23:00 | 99 | 58 | 18 | 22 | 1 |
| Total 12H(7-19) | 8343 | 5881 | 1627 | 712 | 123 |
| 16H(6-22) | 9618 | 6725 | 1864 | 892 | 137 |
| 18H(6-24) | 9858 | 6870 | 1903 | 944 | 141 |
| 24H(0-24) | 10421 | 7137 | 2026 | 1099 | 159 |
| AM Peak | 07:00 | 07:00 | 07:00 | 11:00 | 09:00 |
| | 981 | 671 | 224 | 85 | 18 |
| PM Peak | 16:00 | 16:00 | 16:00 | 14:00 | 13:00 |
| | 762 | 563 | 148 | 77 | 11 |

360 TSL Ltd

**Direction: Westbound**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 68 | 41 | 10 | 16 | 1 |
| 01:00 | 92 | 56 | 8 | 27 | 1 |
| 02:00 | 108 | 77 | 7 | 22 | 2 |
| 03:00 | 120 | 87 | 9 | 23 | 1 |
| 04:00 | 239 | 189 | 16 | 29 | 5 |
| 05:00 | 509 | 439 | 40 | 29 | 1 |
| 06:00 | 625 | 528 | 69 | 26 | 2 |
| 07:00 | 764 | 656 | 89 | 15 | 4 |
| 08:00 | 775 | 656 | 96 | 18 | 5 |
| 09:00 | 784 | 640 | 113 | 25 | 6 |
| 10:00 | 662 | 532 | 97 | 25 | 8 |
| 11:00 | 689 | 520 | 117 | 41 | 11 |
| 12:00 | 652 | 507 | 103 | 35 | 7 |
| 13:00 | 721 | 556 | 130 | 20 | 15 |
| 14:00 | 796 | 631 | 142 | 16 | 7 |
| 15:00 | 783 | 632 | 127 | 19 | 5 |
| 16:00 | 902 | 740 | 140 | 14 | 8 |
| 17:00 | 903 | 798 | 94 | 10 | 1 |
| 18:00 | 623 | 560 | 51 | 11 | 1 |
| 19:00 | 390 | 338 | 39 | 12 | 1 |
| 20:00 | 263 | 226 | 25 | 11 | 1 |
| 21:00 | 179 | 146 | 18 | 11 | 4 |
| 22:00 | 136 | 119 | 10 | 7 | 0 |
| 23:00 | 106 | 85 | 11 | 10 | 0 |
| Total 12H(7-19) | 9054 | 7428 | 1299 | 249 | 78 |
| 16H(6-22) | 10511 | 8666 | 1450 | 309 | 86 |
| 18H(6-24) | 10753 | 8870 | 1471 | 326 | 86 |
| 24H(0-24) | 11889 | 9759 | 1561 | 472 | 97 |
| AM Peak | 09:00 | 07:00 | 11:00 | 11:00 | 11:00 |
| | 784 | 656 | 117 | 41 | 11 |
| PM Peak | 17:00 | 17:00 | 14:00 | 12:00 | 13:00 |
| | 903 | 798 | 142 | 35 | 15 |

360 TSL Ltd

**Direction: Total Flow**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 143 | 77 | 24 | 39 | 3 |
| 01:00 | 139 | 70 | 21 | 47 | 1 |
| 02:00 | 159 | 93 | 17 | 46 | 3 |
| 03:00 | 180 | 117 | 22 | 39 | 2 |
| 04:00 | 351 | 238 | 45 | 58 | 10 |
| 05:00 | 727 | 561 | 84 | 72 | 10 |
| 06:00 | 1160 | 860 | 190 | 98 | 12 |
| 07:00 | 1745 | 1327 | 313 | 86 | 19 |
| 08:00 | 1591 | 1212 | 290 | 78 | 11 |
| 09:00 | 1519 | 1145 | 266 | 84 | 24 |
| 10:00 | 1258 | 929 | 227 | 81 | 21 |
| 11:00 | 1356 | 952 | 253 | 126 | 25 |
| 12:00 | 1260 | 922 | 226 | 95 | 17 |
| 13:00 | 1282 | 954 | 222 | 80 | 26 |
| 14:00 | 1526 | 1159 | 260 | 93 | 14 |
| 15:00 | 1473 | 1132 | 251 | 76 | 14 |
| 16:00 | 1664 | 1303 | 288 | 59 | 14 |
| 17:00 | 1530 | 1274 | 204 | 45 | 7 |
| 18:00 | 1193 | 1000 | 126 | 58 | 9 |
| 19:00 | 698 | 557 | 84 | 53 | 4 |
| 20:00 | 500 | 385 | 70 | 43 | 2 |
| 21:00 | 374 | 280 | 44 | 46 | 4 |
| 22:00 | 277 | 206 | 31 | 37 | 3 |
| 23:00 | 205 | 143 | 29 | 32 | 1 |
| Total 12H(7-19) | 17397 | 13309 | 2926 | 961 | 201 |
| 16H(6-22) | 20129 | 15391 | 3314 | 1201 | 223 |
| 18H(6-24) | 20611 | 15740 | 3374 | 1270 | 227 |
| 24H(0-24) | 22310 | 16896 | 3587 | 1571 | 256 |
| AM Peak | 07:00 | 07:00 | 07:00 | 11:00 | 11:00 |
| | 1745 | 1327 | 313 | 126 | 25 |
| PM Peak | 16:00 | 16:00 | 16:00 | 12:00 | 13:00 |
| | 1664 | 1303 | 288 | 95 | 26 |

360 TSL Ltd

# East Heckington ATC, A17 (Western Site)

**Direction: Eastbound**

25/03/2022

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 63 | 23 | 11 | 28 | 1 |
| 01:00 | 52 | 18 | 11 | 21 | 2 |
| 02:00 | 53 | 23 | 11 | 16 | 3 |
| 03:00 | 50 | 24 | 15 | 9 | 2 |
| 04:00 | 106 | 41 | 22 | 38 | 5 |
| 05:00 | 233 | 126 | 51 | 46 | 10 |
| 06:00 | 550 | 348 | 120 | 74 | 8 |
| 07:00 | 870 | 608 | 182 | 63 | 17 |
| 08:00 | 727 | 484 | 170 | 59 | 14 |
| 09:00 | 665 | 449 | 129 | 72 | 15 |
| 10:00 | 707 | 519 | 114 | 65 | 9 |
| 11:00 | 673 | 499 | 112 | 55 | 7 |
| 12:00 | 739 | 544 | 124 | 59 | 12 |
| 13:00 | 735 | 560 | 117 | 49 | 9 |
| 14:00 | 755 | 565 | 131 | 53 | 6 |
| 15:00 | 781 | 597 | 124 | 57 | 3 |
| 16:00 | 740 | 607 | 99 | 27 | 7 |
| 17:00 | 681 | 552 | 90 | 35 | 4 |
| 18:00 | 599 | 496 | 63 | 36 | 4 |
| 19:00 | 375 | 290 | 52 | 32 | 1 |
| 20:00 | 291 | 236 | 36 | 18 | 1 |
| 21:00 | 180 | 124 | 25 | 29 | 2 |
| 22:00 | 157 | 119 | 18 | 19 | 1 |
| 23:00 | 83 | 51 | 15 | 17 | 0 |
| Total 12H(7-19) | 8672 | 6480 | 1455 | 630 | 107 |
| 16H(6-22) | 10068 | 7478 | 1688 | 783 | 119 |
| 18H(6-24) | 10308 | 7648 | 1721 | 819 | 120 |
| 24H(0-24) | 10865 | 7903 | 1842 | 977 | 143 |
| AM Peak | 07:00 | 07:00 | 07:00 | 06:00 | 07:00 |
| | 870 | 608 | 182 | 74 | 17 |
| PM Peak | 15:00 | 16:00 | 14:00 | 12:00 | 12:00 |
| | 781 | 607 | 131 | 59 | 12 |

360 TSL Ltd

**Direction: Westbound**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 75 | 41 | 11 | 20 | 3 |
| 01:00 | 80 | 54 | 7 | 16 | 3 |
| 02:00 | 118 | 85 | 12 | 21 | 0 |
| 03:00 | 118 | 84 | 16 | 16 | 2 |
| 04:00 | 222 | 172 | 22 | 25 | 3 |
| 05:00 | 425 | 370 | 32 | 21 | 2 |
| 06:00 | 546 | 451 | 73 | 20 | 2 |
| 07:00 | 754 | 657 | 81 | 13 | 3 |
| 08:00 | 803 | 679 | 99 | 18 | 7 |
| 09:00 | 716 | 578 | 102 | 27 | 9 |
| 10:00 | 743 | 605 | 97 | 29 | 12 |
| 11:00 | 764 | 613 | 110 | 32 | 9 |
| 12:00 | 822 | 651 | 130 | 35 | 6 |
| 13:00 | 847 | 697 | 122 | 23 | 5 |
| 14:00 | 902 | 757 | 124 | 15 | 6 |
| 15:00 | 884 | 726 | 133 | 20 | 5 |
| 16:00 | 869 | 731 | 120 | 12 | 6 |
| 17:00 | 779 | 687 | 79 | 11 | 2 |
| 18:00 | 556 | 497 | 54 | 4 | 1 |
| 19:00 | 328 | 275 | 43 | 7 | 3 |
| 20:00 | 275 | 234 | 31 | 9 | 1 |
| 21:00 | 164 | 140 | 12 | 12 | 0 |
| 22:00 | 124 | 103 | 10 | 10 | 1 |
| 23:00 | 83 | 56 | 15 | 12 | 0 |
| Total 12H(7-19) | 9439 | 7878 | 1251 | 239 | 71 |
| 16H(6-22) | 10752 | 8978 | 1410 | 287 | 77 |
| 18H(6-24) | 10959 | 9137 | 1435 | 309 | 78 |
| 24H(0-24) | 11997 | 9943 | 1535 | 428 | 91 |
| AM Peak | 08:00 | 08:00 | 11:00 | 11:00 | 10:00 |
| | 803 | 679 | 110 | 32 | 12 |
| PM Peak | 14:00 | 14:00 | 15:00 | 12:00 | 12:00 |
| | 902 | 757 | 133 | 35 | 6 |

360 TSL Ltd

**Direction: Total Flow**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 138 | 64 | 22 | 48 | 4 |
| 01:00 | 132 | 72 | 18 | 37 | 5 |
| 02:00 | 171 | 108 | 23 | 37 | 3 |
| 03:00 | 168 | 108 | 31 | 25 | 4 |
| 04:00 | 328 | 213 | 44 | 63 | 8 |
| 05:00 | 658 | 496 | 83 | 67 | 12 |
| 06:00 | 1096 | 799 | 193 | 94 | 10 |
| 07:00 | 1624 | 1265 | 263 | 76 | 20 |
| 08:00 | 1530 | 1163 | 269 | 77 | 21 |
| 09:00 | 1381 | 1027 | 231 | 99 | 24 |
| 10:00 | 1450 | 1124 | 211 | 94 | 21 |
| 11:00 | 1437 | 1112 | 222 | 87 | 16 |
| 12:00 | 1561 | 1195 | 254 | 94 | 18 |
| 13:00 | 1582 | 1257 | 239 | 72 | 14 |
| 14:00 | 1657 | 1322 | 255 | 68 | 12 |
| 15:00 | 1665 | 1323 | 257 | 77 | 8 |
| 16:00 | 1609 | 1338 | 219 | 39 | 13 |
| 17:00 | 1460 | 1239 | 169 | 46 | 6 |
| 18:00 | 1155 | 993 | 117 | 40 | 5 |
| 19:00 | 703 | 565 | 95 | 39 | 4 |
| 20:00 | 566 | 470 | 67 | 27 | 2 |
| 21:00 | 344 | 264 | 37 | 41 | 2 |
| 22:00 | 281 | 222 | 28 | 29 | 2 |
| 23:00 | 166 | 107 | 30 | 29 | 0 |
| Total 12H(7-19) | 18111 | 14358 | 2706 | 869 | 178 |
| 16H(6-22) | 20820 | 16456 | 3098 | 1070 | 196 |
| 18H(6-24) | 21267 | 16785 | 3156 | 1128 | 198 |
| 24H(0-24) | 22862 | 17846 | 3377 | 1405 | 234 |
| AM Peak | 07:00 | 07:00 | 08:00 | 09:00 | 09:00 |
| | 1624 | 1265 | 269 | 99 | 24 |
| PM Peak | 15:00 | 16:00 | 15:00 | 12:00 | 12:00 |
| | 1665 | 1338 | 257 | 94 | 18 |

360 TSL Ltd

# East Heckington ATC, A17 (Western Site)

**Direction: Eastbound**

**26/03/2022**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 62 | 37 | 10 | 14 | 1 |
| 01:00 | 39 | 14 | 7 | 18 | 0 |
| 02:00 | 47 | 20 | 14 | 11 | 2 |
| 03:00 | 47 | 19 | 13 | 15 | 0 |
| 04:00 | 67 | 28 | 19 | 18 | 2 |
| 05:00 | 120 | 69 | 30 | 18 | 3 |
| 06:00 | 226 | 149 | 36 | 37 | 4 |
| 07:00 | 326 | 232 | 73 | 16 | 5 |
| 08:00 | 458 | 350 | 82 | 23 | 3 |
| 09:00 | 613 | 497 | 87 | 25 | 4 |
| 10:00 | 650 | 565 | 66 | 17 | 2 |
| 11:00 | 635 | 524 | 89 | 22 | 0 |
| 12:00 | 658 | 544 | 81 | 31 | 2 |
| 13:00 | 590 | 506 | 63 | 21 | 0 |
| 14:00 | 549 | 474 | 54 | 19 | 2 |
| 15:00 | 552 | 453 | 74 | 22 | 3 |
| 16:00 | 487 | 411 | 58 | 17 | 1 |
| 17:00 | 522 | 425 | 73 | 20 | 4 |
| 18:00 | 469 | 395 | 54 | 20 | 0 |
| 19:00 | 287 | 232 | 37 | 17 | 1 |
| 20:00 | 237 | 189 | 32 | 16 | 0 |
| 21:00 | 209 | 154 | 34 | 21 | 0 |
| 22:00 | 121 | 103 | 10 | 7 | 1 |
| 23:00 | 99 | 73 | 14 | 11 | 1 |
| Total | | | | | |
| 12H(7-19) | 6509 | 5376 | 854 | 253 | 26 |
| 16H(6-22) | 7468 | 6100 | 993 | 344 | 31 |
| 18H(6-24) | 7688 | 6276 | 1017 | 362 | 33 |
| 24H(0-24) | 8070 | 6463 | 1110 | 456 | 41 |
| AM Peak | 10:00 | 10:00 | 11:00 | 06:00 | 07:00 |
| | 650 | 565 | 89 | 37 | 5 |
| PM Peak | 12:00 | 12:00 | 12:00 | 12:00 | 17:00 |
| | 658 | 544 | 81 | 31 | 4 |

360 TSL Ltd

**Direction: Westbound**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 60 | 38 | 9 | 13 | 0 |
| 01:00 | 54 | 36 | 4 | 13 | 1 |
| 02:00 | 69 | 47 | 8 | 14 | 0 |
| 03:00 | 91 | 59 | 12 | 18 | 2 |
| 04:00 | 142 | 114 | 17 | 9 | 2 |
| 05:00 | 238 | 193 | 27 | 16 | 2 |
| 06:00 | 266 | 211 | 43 | 11 | 1 |
| 07:00 | 452 | 380 | 57 | 14 | 1 |
| 08:00 | 540 | 473 | 54 | 12 | 1 |
| 09:00 | 621 | 539 | 63 | 17 | 2 |
| 10:00 | 638 | 564 | 59 | 12 | 3 |
| 11:00 | 714 | 635 | 69 | 9 | 1 |
| 12:00 | 650 | 569 | 69 | 11 | 1 |
| 13:00 | 580 | 489 | 82 | 7 | 2 |
| 14:00 | 551 | 481 | 60 | 10 | 0 |
| 15:00 | 544 | 487 | 54 | 3 | 0 |
| 16:00 | 501 | 428 | 70 | 3 | 0 |
| 17:00 | 475 | 423 | 45 | 5 | 2 |
| 18:00 | 462 | 411 | 46 | 4 | 1 |
| 19:00 | 297 | 262 | 32 | 2 | 1 |
| 20:00 | 217 | 180 | 31 | 6 | 0 |
| 21:00 | 120 | 93 | 22 | 5 | 0 |
| 22:00 | 110 | 91 | 11 | 8 | 0 |
| 23:00 | 73 | 63 | 2 | 8 | 0 |
| Total | | | | | |
| 12H(7-19) | 6728 | 5879 | 728 | 107 | 14 |
| 16H(6-22) | 7628 | 6625 | 856 | 131 | 16 |
| 18H(6-24) | 7811 | 6779 | 869 | 147 | 16 |
| 24H(0-24) | 8465 | 7266 | 946 | 230 | 23 |
| AM Peak | 11:00 | 11:00 | 11:00 | 03:00 | 10:00 |
| | 714 | 635 | 69 | 18 | 3 |
| PM Peak | 12:00 | 12:00 | 13:00 | 12:00 | 13:00 |
| | 650 | 569 | 82 | 11 | 2 |

360 TSL Ltd

**Direction: Total Flow**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 122 | 75 | 19 | 27 | 1 |
| 01:00 | 93 | 50 | 11 | 31 | 1 |
| 02:00 | 116 | 67 | 22 | 25 | 2 |
| 03:00 | 138 | 78 | 25 | 33 | 2 |
| 04:00 | 209 | 142 | 36 | 27 | 4 |
| 05:00 | 358 | 262 | 57 | 34 | 5 |
| 06:00 | 492 | 360 | 79 | 48 | 5 |
| 07:00 | 778 | 612 | 130 | 30 | 6 |
| 08:00 | 998 | 823 | 136 | 35 | 4 |
| 09:00 | 1234 | 1036 | 150 | 42 | 6 |
| 10:00 | 1288 | 1129 | 125 | 29 | 5 |
| 11:00 | 1349 | 1159 | 158 | 31 | 1 |
| 12:00 | 1308 | 1113 | 150 | 42 | 3 |
| 13:00 | 1170 | 995 | 145 | 28 | 2 |
| 14:00 | 1100 | 955 | 114 | 29 | 2 |
| 15:00 | 1096 | 940 | 128 | 25 | 3 |
| 16:00 | 988 | 839 | 128 | 20 | 1 |
| 17:00 | 997 | 848 | 118 | 25 | 6 |
| 18:00 | 931 | 806 | 100 | 24 | 1 |
| 19:00 | 584 | 494 | 69 | 19 | 2 |
| 20:00 | 454 | 369 | 63 | 22 | 0 |
| 21:00 | 329 | 247 | 56 | 26 | 0 |
| 22:00 | 231 | 194 | 21 | 15 | 1 |
| 23:00 | 172 | 136 | 16 | 19 | 1 |
| Total | | | | | |
| 12H(7-19) | 13237 | 11255 | 1582 | 360 | 40 |
| 16H(6-22) | 15096 | 12725 | 1849 | 475 | 47 |
| 18H(6-24) | 15499 | 13055 | 1886 | 509 | 49 |
| 24H(0-24) | 16535 | 13729 | 2056 | 686 | 64 |
| AM Peak | 11:00 | 11:00 | 11:00 | 06:00 | 07:00 |
| | 1349 | 1159 | 158 | 48 | 6 |
| PM Peak | 12:00 | 12:00 | 12:00 | 12:00 | 17:00 |
| | 1308 | 1113 | 150 | 42 | 6 |

360 TSL Ltd

# East Heckington ATC, A17 (Western Site)

**Direction: Eastbound**

27/03/2022

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 61 | 47 | 7 | 7 | 0 |
| 01:00 | 44 | 23 | 12 | 9 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 34 | 16 | 9 | 7 | 2 |
| 04:00 | 33 | 21 | 5 | 7 | 0 |
| 05:00 | 56 | 28 | 14 | 14 | 0 |
| 06:00 | 107 | 82 | 15 | 9 | 1 |
| 07:00 | 143 | 90 | 36 | 15 | 2 |
| 08:00 | 209 | 155 | 36 | 18 | 0 |
| 09:00 | 397 | 322 | 62 | 13 | 0 |
| 10:00 | 489 | 411 | 61 | 14 | 3 |
| 11:00 | 614 | 538 | 63 | 13 | 0 |
| 12:00 | 676 | 573 | 81 | 18 | 4 |
| 13:00 | 581 | 493 | 63 | 22 | 3 |
| 14:00 | 576 | 508 | 51 | 14 | 3 |
| 15:00 | 542 | 476 | 46 | 16 | 4 |
| 16:00 | 601 | 519 | 60 | 20 | 2 |
| 17:00 | 561 | 473 | 66 | 21 | 1 |
| 18:00 | 559 | 485 | 48 | 24 | 2 |
| 19:00 | 397 | 331 | 45 | 21 | 0 |
| 20:00 | 303 | 242 | 37 | 24 | 0 |
| 21:00 | 234 | 172 | 45 | 16 | 1 |
| 22:00 | 108 | 80 | 15 | 12 | 1 |
| 23:00 | 75 | 56 | 4 | 14 | 1 |
| Total | | | | | |
| 12H(7-19) | 5948 | 5043 | 673 | 208 | 24 |
| 16H(6-22) | 6989 | 5870 | 815 | 278 | 26 |
| 18H(6-24) | 7172 | 6006 | 834 | 304 | 28 |
| 24H(0-24) | 7400 | 6141 | 881 | 348 | 30 |
| AM Peak | 11:00 | 11:00 | 11:00 | 08:00 | 10:00 |
| | 614 | 538 | 63 | 18 | 3 |
| PM Peak | 12:00 | 12:00 | 12:00 | 18:00 | 12:00 |
| | 676 | 573 | 81 | 24 | 4 |

360 TSL Ltd

**Direction: Westbound**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 56 | 31 | 15 | 10 | 0 |
| 01:00 | 54 | 35 | 4 | 14 | 1 |
| 02:00 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 47 | 20 | 8 | 19 | 0 |
| 04:00 | 108 | 91 | 4 | 12 | 1 |
| 05:00 | 132 | 103 | 19 | 10 | 0 |
| 06:00 | 169 | 131 | 29 | 8 | 1 |
| 07:00 | 220 | 178 | 31 | 11 | 0 |
| 08:00 | 328 | 272 | 48 | 6 | 2 |
| 09:00 | 559 | 495 | 59 | 5 | 0 |
| 10:00 | 608 | 542 | 59 | 7 | 0 |
| 11:00 | 786 | 715 | 64 | 6 | 1 |
| 12:00 | 661 | 606 | 47 | 6 | 2 |
| 13:00 | 662 | 591 | 61 | 10 | 0 |
| 14:00 | 592 | 533 | 54 | 4 | 1 |
| 15:00 | 588 | 519 | 59 | 8 | 2 |
| 16:00 | 632 | 587 | 37 | 6 | 2 |
| 17:00 | 497 | 448 | 46 | 1 | 2 |
| 18:00 | 496 | 451 | 41 | 2 | 2 |
| 19:00 | 441 | 386 | 53 | 2 | 0 |
| 20:00 | 305 | 262 | 35 | 7 | 1 |
| 21:00 | 174 | 149 | 16 | 9 | 0 |
| 22:00 | 100 | 82 | 13 | 5 | 0 |
| 23:00 | 68 | 41 | 12 | 14 | 1 |
| Total | | | | | |
| 12H(7-19) | 6629 | 5937 | 606 | 72 | 14 |
| 16H(6-22) | 7718 | 6865 | 739 | 98 | 16 |
| 18H(6-24) | 7886 | 6988 | 764 | 117 | 17 |
| 24H(0-24) | 8283 | 7268 | 814 | 182 | 19 |
| AM Peak | 11:00 | 11:00 | 11:00 | 03:00 | 08:00 |
| | 786 | 715 | 64 | 19 | 2 |
| PM Peak | 13:00 | 12:00 | 13:00 | 23:00 | 12:00 |
| | 662 | 606 | 61 | 14 | 2 |

360 TSL Ltd

**Direction: Total Flow**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 117 | 78 | 22 | 17 | 0 |
| 01:00 | 98 | 58 | 16 | 23 | 1 |
| 02:00 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 81 | 36 | 17 | 26 | 2 |
| 04:00 | 141 | 112 | 9 | 19 | 1 |
| 05:00 | 188 | 131 | 33 | 24 | 0 |
| 06:00 | 276 | 213 | 44 | 17 | 2 |
| 07:00 | 363 | 268 | 67 | 26 | 2 |
| 08:00 | 537 | 427 | 84 | 24 | 2 |
| 09:00 | 956 | 817 | 121 | 18 | 0 |
| 10:00 | 1097 | 953 | 120 | 21 | 3 |
| 11:00 | 1400 | 1253 | 127 | 19 | 1 |
| 12:00 | 1337 | 1179 | 128 | 24 | 6 |
| 13:00 | 1243 | 1084 | 124 | 32 | 3 |
| 14:00 | 1168 | 1041 | 105 | 18 | 4 |
| 15:00 | 1130 | 995 | 105 | 24 | 6 |
| 16:00 | 1233 | 1106 | 97 | 26 | 4 |
| 17:00 | 1058 | 921 | 112 | 22 | 3 |
| 18:00 | 1055 | 936 | 89 | 26 | 4 |
| 19:00 | 838 | 717 | 98 | 23 | 0 |
| 20:00 | 608 | 504 | 72 | 31 | 1 |
| 21:00 | 408 | 321 | 61 | 25 | 1 |
| 22:00 | 208 | 162 | 28 | 17 | 1 |
| 23:00 | 143 | 97 | 16 | 28 | 2 |
| Total | | | | | |
| 12H(7-19) | 12577 | 10980 | 1279 | 280 | 38 |
| 16H(6-22) | 14707 | 12735 | 1554 | 376 | 42 |
| 18H(6-24) | 15058 | 12994 | 1598 | 421 | 45 |
| 24H(0-24) | 15683 | 13409 | 1695 | 530 | 49 |
| AM Peak | 11:00 | 11:00 | 11:00 | 03:00 | 10:00 |
| | 1400 | 1253 | 127 | 26 | 3 |
| PM Peak | 12:00 | 12:00 | 12:00 | 13:00 | 12:00 |
| | 1337 | 1179 | 128 | 32 | 6 |

360 TSL Ltd

# East Heckington ATC, A17 (Western Site)

**Direction: Eastbound**

**28/03/2022**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 58 | 30 | 10 | 17 | 1 |
| 01:00 | 26 | 11 | 4 | 11 | 0 |
| 02:00 | 35 | 14 | 13 | 8 | 0 |
| 03:00 | 48 | 24 | 12 | 11 | 1 |
| 04:00 | 80 | 47 | 13 | 18 | 2 |
| 05:00 | 221 | 149 | 46 | 21 | 5 |
| 06:00 | 556 | 370 | 120 | 53 | 13 |
| 07:00 | 1052 | 786 | 214 | 36 | 16 |
| 08:00 | 877 | 595 | 205 | 63 | 14 |
| 09:00 | 698 | 455 | 163 | 62 | 18 |
| 10:00 | 769 | 543 | 149 | 67 | 10 |
| 11:00 | 744 | 541 | 126 | 64 | 13 |
| 12:00 | 682 | 474 | 118 | 81 | 9 |
| 13:00 | 630 | 479 | 93 | 54 | 4 |
| 14:00 | 633 | 450 | 109 | 66 | 8 |
| 15:00 | 619 | 452 | 110 | 49 | 8 |
| 16:00 | 703 | 518 | 126 | 53 | 6 |
| 17:00 | 648 | 502 | 111 | 33 | 2 |
| 18:00 | 492 | 370 | 65 | 54 | 3 |
| 19:00 | 262 | 183 | 47 | 28 | 4 |
| 20:00 | 188 | 128 | 30 | 29 | 1 |
| 21:00 | 155 | 103 | 27 | 24 | 1 |
| 22:00 | 152 | 109 | 20 | 21 | 2 |
| 23:00 | 72 | 46 | 9 | 17 | 0 |
| Total | | | | | |
| 12H(7-19) | 8547 | 6165 | 1589 | 682 | 111 |
| 16H(6-22) | 9708 | 6949 | 1813 | 816 | 130 |
| 18H(6-24) | 9932 | 7104 | 1842 | 854 | 132 |
| 24H(0-24) | 10400 | 7379 | 1940 | 940 | 141 |
| AM Peak | 07:00 | 07:00 | 07:00 | 10:00 | 09:00 |
| | 1052 | 786 | 214 | 67 | 18 |
| PM Peak | 16:00 | 16:00 | 16:00 | 12:00 | 12:00 |
| | 703 | 518 | 126 | 81 | 9 |

360 TSL Ltd

**Direction: Westbound**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 54 | 41 | 3 | 10 | 0 |
| 01:00 | 42 | 22 | 8 | 11 | 1 |
| 02:00 | 87 | 59 | 6 | 22 | 0 |
| 03:00 | 146 | 105 | 18 | 23 | 0 |
| 04:00 | 231 | 189 | 19 | 21 | 2 |
| 05:00 | 472 | 411 | 43 | 17 | 1 |
| 06:00 | 555 | 467 | 63 | 21 | 4 |
| 07:00 | 856 | 771 | 80 | 2 | 3 |
| 08:00 | 777 | 692 | 77 | 5 | 3 |
| 09:00 | 714 | 607 | 84 | 21 | 2 |
| 10:00 | 658 | 545 | 87 | 24 | 2 |
| 11:00 | 787 | 632 | 115 | 32 | 8 |
| 12:00 | 680 | 544 | 100 | 27 | 9 |
| 13:00 | 745 | 573 | 124 | 37 | 11 |
| 14:00 | 667 | 501 | 127 | 36 | 3 |
| 15:00 | 756 | 576 | 142 | 31 | 7 |
| 16:00 | 822 | 651 | 147 | 20 | 4 |
| 17:00 | 870 | 726 | 110 | 30 | 4 |
| 18:00 | 568 | 483 | 69 | 13 | 3 |
| 19:00 | 356 | 307 | 38 | 9 | 2 |
| 20:00 | 248 | 213 | 26 | 8 | 1 |
| 21:00 | 150 | 121 | 22 | 7 | 0 |
| 22:00 | 97 | 75 | 15 | 7 | 0 |
| 23:00 | 86 | 64 | 5 | 16 | 1 |
| Total | | | | | |
| 12H(7-19) | 8900 | 7301 | 1262 | 278 | 59 |
| 16H(6-22) | 10209 | 8409 | 1411 | 323 | 66 |
| 18H(6-24) | 10392 | 8548 | 1431 | 346 | 67 |
| 24H(0-24) | 11424 | 9375 | 1528 | 450 | 71 |
| AM Peak | 07:00 | 07:00 | 11:00 | 11:00 | 11:00 |
| | 856 | 771 | 115 | 32 | 8 |
| PM Peak | 17:00 | 17:00 | 16:00 | 13:00 | 13:00 |
| | 870 | 726 | 147 | 37 | 11 |

360 TSL Ltd

**Direction: Total Flow**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 112 | 71 | 13 | 27 | 1 |
| 01:00 | 68 | 33 | 12 | 22 | 1 |
| 02:00 | 122 | 73 | 19 | 30 | 0 |
| 03:00 | 194 | 129 | 30 | 34 | 1 |
| 04:00 | 311 | 236 | 32 | 39 | 4 |
| 05:00 | 693 | 560 | 89 | 38 | 6 |
| 06:00 | 1111 | 837 | 183 | 74 | 17 |
| 07:00 | 1908 | 1557 | 294 | 38 | 19 |
| 08:00 | 1654 | 1287 | 282 | 68 | 17 |
| 09:00 | 1412 | 1062 | 247 | 83 | 20 |
| 10:00 | 1427 | 1088 | 236 | 91 | 12 |
| 11:00 | 1531 | 1173 | 241 | 96 | 21 |
| 12:00 | 1362 | 1018 | 218 | 108 | 18 |
| 13:00 | 1375 | 1052 | 217 | 91 | 15 |
| 14:00 | 1300 | 951 | 236 | 102 | 11 |
| 15:00 | 1375 | 1028 | 252 | 80 | 15 |
| 16:00 | 1525 | 1169 | 273 | 73 | 10 |
| 17:00 | 1518 | 1228 | 221 | 63 | 6 |
| 18:00 | 1060 | 853 | 134 | 67 | 6 |
| 19:00 | 618 | 490 | 85 | 37 | 6 |
| 20:00 | 436 | 341 | 56 | 37 | 2 |
| 21:00 | 305 | 224 | 49 | 31 | 1 |
| 22:00 | 249 | 184 | 35 | 28 | 2 |
| 23:00 | 158 | 110 | 14 | 33 | 1 |
| Total | | | | | |
| 12H(7-19) | 17447 | 13466 | 2851 | 960 | 170 |
| 16H(6-22) | 19917 | 15358 | 3224 | 1139 | 196 |
| 18H(6-24) | 20324 | 15652 | 3273 | 1200 | 199 |
| 24H(0-24) | 21824 | 16754 | 3468 | 1390 | 212 |
| AM Peak | 07:00 | 07:00 | 07:00 | 11:00 | 11:00 |
| | 1908 | 1557 | 294 | 96 | 21 |
| PM Peak | 16:00 | 17:00 | 16:00 | 12:00 | 12:00 |
| | 1525 | 1228 | 273 | 108 | 18 |

360 TSL Ltd

# East Heckington ATC, A17 (Western Site)

**Direction: Eastbound**

**29/03/2022**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 32 | 16 | 3 | 13 | 0 |
| 01:00 | 36 | 12 | 10 | 11 | 3 |
| 02:00 | 45 | 15 | 12 | 16 | 2 |
| 03:00 | 48 | 16 | 22 | 10 | 0 |
| 04:00 | 101 | 51 | 18 | 29 | 3 |
| 05:00 | 222 | 130 | 48 | 36 | 8 |
| 06:00 | 507 | 320 | 102 | 76 | 9 |
| 07:00 | 1047 | 767 | 218 | 52 | 10 |
| 08:00 | 854 | 588 | 199 | 52 | 15 |
| 09:00 | 734 | 463 | 184 | 70 | 17 |
| 10:00 | 647 | 426 | 149 | 59 | 13 |
| 11:00 | 569 | 379 | 131 | 52 | 7 |
| 12:00 | 652 | 440 | 121 | 84 | 7 |
| 13:00 | 604 | 424 | 108 | 60 | 12 |
| 14:00 | 591 | 415 | 114 | 53 | 9 |
| 15:00 | 619 | 444 | 109 | 65 | 1 |
| 16:00 | 703 | 522 | 129 | 39 | 13 |
| 17:00 | 696 | 535 | 117 | 41 | 3 |
| 18:00 | 460 | 349 | 78 | 30 | 3 |
| 19:00 | 293 | 194 | 55 | 43 | 1 |
| 20:00 | 203 | 149 | 31 | 22 | 1 |
| 21:00 | 189 | 127 | 28 | 31 | 3 |
| 22:00 | 152 | 103 | 23 | 25 | 1 |
| 23:00 | 80 | 47 | 12 | 20 | 1 |
| Total | | | | | |
| 12H(7-19) | 8176 | 5752 | 1657 | 657 | 110 |
| 16H(6-22) | 9368 | 6542 | 1873 | 829 | 124 |
| 18H(6-24) | 9600 | 6692 | 1908 | 874 | 126 |
| 24H(0-24) | 10084 | 6932 | 2021 | 989 | 142 |
| AM Peak | 07:00 | 07:00 | 07:00 | 06:00 | 09:00 |
| | 1047 | 767 | 218 | 76 | 17 |
| PM Peak | 16:00 | 17:00 | 16:00 | 12:00 | 16:00 |
| | 703 | 535 | 129 | 84 | 13 |

360 TSL Ltd

**Direction: Westbound**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 79 | 60 | 9 | 9 | 1 |
| 01:00 | 77 | 55 | 6 | 16 | 0 |
| 02:00 | 90 | 69 | 5 | 15 | 1 |
| 03:00 | 127 | 84 | 18 | 24 | 1 |
| 04:00 | 221 | 167 | 19 | 31 | 4 |
| 05:00 | 418 | 354 | 39 | 22 | 3 |
| 06:00 | 524 | 435 | 70 | 14 | 5 |
| 07:00 | 822 | 728 | 79 | 9 | 6 |
| 08:00 | 838 | 735 | 93 | 8 | 2 |
| 09:00 | 630 | 537 | 71 | 21 | 1 |
| 10:00 | 627 | 528 | 62 | 32 | 5 |
| 11:00 | 691 | 550 | 109 | 27 | 5 |
| 12:00 | 681 | 543 | 103 | 25 | 10 |
| 13:00 | 782 | 620 | 115 | 40 | 7 |
| 14:00 | 747 | 577 | 127 | 32 | 11 |
| 15:00 | 787 | 623 | 134 | 23 | 7 |
| 16:00 | 836 | 669 | 139 | 20 | 8 |
| 17:00 | 796 | 696 | 90 | 9 | 1 |
| 18:00 | 541 | 492 | 44 | 5 | 0 |
| 19:00 | 340 | 292 | 36 | 11 | 1 |
| 20:00 | 275 | 248 | 20 | 6 | 1 |
| 21:00 | 215 | 196 | 16 | 3 | 0 |
| 22:00 | 131 | 109 | 14 | 8 | 0 |
| 23:00 | 90 | 66 | 9 | 15 | 0 |
| Total | | | | | |
| 12H(7-19) | 8778 | 7298 | 1166 | 251 | 63 |
| 16H(6-22) | 10132 | 8469 | 1308 | 285 | 70 |
| 18H(6-24) | 10353 | 8644 | 1331 | 308 | 70 |
| 24H(0-24) | 11365 | 9433 | 1427 | 425 | 80 |
| AM Peak | 08:00 | 08:00 | 11:00 | 10:00 | 07:00 |
| | 838 | 735 | 109 | 32 | 6 |
| PM Peak | 16:00 | 17:00 | 16:00 | 13:00 | 14:00 |
| | 836 | 696 | 139 | 40 | 11 |

360 TSL Ltd

**Direction: Total Flow**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 111 | 76 | 12 | 22 | 1 |
| 01:00 | 113 | 67 | 16 | 27 | 3 |
| 02:00 | 135 | 84 | 17 | 31 | 3 |
| 03:00 | 175 | 100 | 40 | 34 | 1 |
| 04:00 | 322 | 218 | 37 | 60 | 7 |
| 05:00 | 640 | 484 | 87 | 58 | 11 |
| 06:00 | 1031 | 755 | 172 | 90 | 14 |
| 07:00 | 1869 | 1495 | 297 | 61 | 16 |
| 08:00 | 1692 | 1323 | 292 | 60 | 17 |
| 09:00 | 1364 | 1000 | 255 | 91 | 18 |
| 10:00 | 1274 | 954 | 211 | 91 | 18 |
| 11:00 | 1260 | 929 | 240 | 79 | 12 |
| 12:00 | 1333 | 983 | 224 | 109 | 17 |
| 13:00 | 1386 | 1044 | 223 | 100 | 19 |
| 14:00 | 1338 | 992 | 241 | 85 | 20 |
| 15:00 | 1406 | 1067 | 243 | 88 | 8 |
| 16:00 | 1539 | 1191 | 268 | 59 | 21 |
| 17:00 | 1492 | 1231 | 207 | 50 | 4 |
| 18:00 | 1001 | 841 | 122 | 35 | 3 |
| 19:00 | 633 | 486 | 91 | 54 | 2 |
| 20:00 | 478 | 397 | 51 | 28 | 2 |
| 21:00 | 404 | 323 | 44 | 34 | 3 |
| 22:00 | 283 | 212 | 37 | 33 | 1 |
| 23:00 | 170 | 113 | 21 | 35 | 1 |
| Total | | | | | |
| 12H(7-19) | 16954 | 13050 | 2823 | 908 | 173 |
| 16H(6-22) | 19500 | 15011 | 3181 | 1114 | 194 |
| 18H(6-24) | 19953 | 15336 | 3239 | 1182 | 196 |
| 24H(0-24) | 21449 | 16365 | 3448 | 1414 | 222 |
| AM Peak | 07:00 | 07:00 | 07:00 | 09:00 | 09:00 |
| | 1869 | 1495 | 297 | 91 | 18 |
| PM Peak | 16:00 | 17:00 | 16:00 | 12:00 | 16:00 |
| | 1539 | 1231 | 268 | 109 | 21 |

360 TSL Ltd

# East Heckington ATC, A17 (Western Site)

**Direction: Eastbound**

30/03/2022

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 66 | 33 | 12 | 20 | 1 |
| 01:00 | 44 | 16 | 10 | 18 | 0 |
| 02:00 | 40 | 19 | 6 | 14 | 1 |
| 03:00 | 60 | 22 | 15 | 21 | 2 |
| 04:00 | 98 | 46 | 23 | 26 | 3 |
| 05:00 | 221 | 120 | 47 | 47 | 7 |
| 06:00 | 480 | 313 | 102 | 54 | 11 |
| 07:00 | 915 | 659 | 187 | 55 | 14 |
| 08:00 | 877 | 600 | 204 | 54 | 19 |
| 09:00 | 691 | 445 | 169 | 66 | 11 |
| 10:00 | 643 | 435 | 134 | 63 | 11 |
| 11:00 | 617 | 419 | 122 | 67 | 9 |
| 12:00 | 598 | 422 | 108 | 60 | 8 |
| 13:00 | 586 | 408 | 114 | 55 | 9 |
| 14:00 | 656 | 464 | 124 | 56 | 12 |
| 15:00 | 633 | 475 | 99 | 54 | 5 |
| 16:00 | 709 | 521 | 122 | 56 | 10 |
| 17:00 | 622 | 488 | 96 | 34 | 4 |
| 18:00 | 505 | 396 | 70 | 35 | 4 |
| 19:00 | 302 | 205 | 62 | 34 | 1 |
| 20:00 | 202 | 137 | 35 | 28 | 2 |
| 21:00 | 170 | 104 | 33 | 31 | 2 |
| 22:00 | 114 | 74 | 14 | 26 | 0 |
| 23:00 | 80 | 38 | 14 | 26 | 2 |
| Total | | | | | |
| 12H(7-19) | 8052 | 5732 | 1549 | 655 | 116 |
| 16H(6-22) | 9206 | 6491 | 1781 | 802 | 132 |
| 18H(6-24) | 9400 | 6603 | 1809 | 854 | 134 |
| 24H(0-24) | 9929 | 6859 | 1922 | 1000 | 148 |
| AM Peak | 07:00 | 07:00 | 08:00 | 11:00 | 08:00 |
| | 915 | 659 | 204 | 67 | 19 |
| PM Peak | 16:00 | 16:00 | 14:00 | 12:00 | 14:00 |
| | 709 | 521 | 124 | 60 | 12 |

360 TSL Ltd

**Direction: Westbound**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 86 | 72 | 10 | 4 | 0 |
| 01:00 | 94 | 66 | 6 | 21 | 1 |
| 02:00 | 114 | 89 | 6 | 19 | 0 |
| 03:00 | 177 | 128 | 28 | 18 | 3 |
| 04:00 | 253 | 196 | 28 | 29 | 0 |
| 05:00 | 385 | 323 | 31 | 29 | 2 |
| 06:00 | 567 | 456 | 89 | 17 | 5 |
| 07:00 | 808 | 691 | 94 | 20 | 3 |
| 08:00 | 712 | 604 | 84 | 22 | 2 |
| 09:00 | 656 | 535 | 85 | 28 | 8 |
| 10:00 | 675 | 549 | 86 | 30 | 10 |
| 11:00 | 751 | 620 | 94 | 32 | 5 |
| 12:00 | 771 | 671 | 82 | 14 | 4 |
| 13:00 | 893 | 767 | 100 | 15 | 11 |
| 14:00 | 869 | 773 | 77 | 14 | 5 |
| 15:00 | 796 | 676 | 107 | 8 | 5 |
| 16:00 | 944 | 844 | 86 | 11 | 3 |
| 17:00 | 931 | 857 | 66 | 6 | 2 |
| 18:00 | 584 | 537 | 44 | 2 | 1 |
| 19:00 | 318 | 284 | 29 | 5 | 0 |
| 20:00 | 271 | 244 | 13 | 13 | 1 |
| 21:00 | 165 | 147 | 12 | 6 | 0 |
| 22:00 | 106 | 94 | 8 | 3 | 1 |
| 23:00 | 92 | 78 | 8 | 6 | 0 |
| Total | | | | | |
| 12H(7-19) | 9390 | 8124 | 1005 | 202 | 59 |
| 16H(6-22) | 10711 | 9255 | 1148 | 243 | 65 |
| 18H(6-24) | 10909 | 9427 | 1164 | 252 | 66 |
| 24H(0-24) | 12018 | 10301 | 1273 | 372 | 72 |
| AM Peak | 07:00 | 07:00 | 07:00 | 11:00 | 10:00 |
| | 808 | 691 | 94 | 32 | 10 |
| PM Peak | 16:00 | 17:00 | 15:00 | 13:00 | 13:00 |
| | 944 | 857 | 107 | 15 | 11 |

360 TSL Ltd

**Direction: Total Flow**

| Hour Beginning | Total Volume | LIGHT | OGV1 | OGV2 | BUS |
|---|---|---|---|---|---|
| 00:00 | 152 | 105 | 22 | 24 | 1 |
| 01:00 | 138 | 82 | 16 | 39 | 1 |
| 02:00 | 154 | 108 | 12 | 33 | 1 |
| 03:00 | 237 | 150 | 43 | 39 | 5 |
| 04:00 | 351 | 242 | 51 | 55 | 3 |
| 05:00 | 606 | 443 | 78 | 76 | 9 |
| 06:00 | 1047 | 769 | 191 | 71 | 16 |
| 07:00 | 1723 | 1350 | 281 | 75 | 17 |
| 08:00 | 1589 | 1204 | 288 | 76 | 21 |
| 09:00 | 1347 | 980 | 254 | 94 | 19 |
| 10:00 | 1318 | 984 | 220 | 93 | 21 |
| 11:00 | 1368 | 1039 | 216 | 99 | 14 |
| 12:00 | 1369 | 1093 | 190 | 74 | 12 |
| 13:00 | 1479 | 1175 | 214 | 70 | 20 |
| 14:00 | 1525 | 1237 | 201 | 70 | 17 |
| 15:00 | 1429 | 1151 | 206 | 62 | 10 |
| 16:00 | 1653 | 1365 | 208 | 67 | 13 |
| 17:00 | 1553 | 1345 | 162 | 40 | 6 |
| 18:00 | 1089 | 933 | 114 | 37 | 5 |
| 19:00 | 620 | 489 | 91 | 39 | 1 |
| 20:00 | 473 | 381 | 48 | 41 | 3 |
| 21:00 | 335 | 251 | 45 | 37 | 2 |
| 22:00 | 220 | 168 | 22 | 29 | 1 |
| 23:00 | 172 | 116 | 22 | 32 | 2 |
| Total | | | | | |
| 12H(7-19) | 17442 | 13856 | 2554 | 857 | 175 |
| 16H(6-22) | 19917 | 15746 | 2929 | 1045 | 197 |
| 18H(6-24) | 20309 | 16030 | 2973 | 1106 | 200 |
| 24H(0-24) | 21947 | 17160 | 3195 | 1372 | 220 |
| AM Peak | 07:00 | 07:00 | 08:00 | 11:00 | 08:00 |
| | 1723 | 1350 | 288 | 99 | 21 |
| PM Peak | 16:00 | 16:00 | 13:00 | 12:00 | 13:00 |
| | 1653 | 1365 | 214 | 74 | 20 |

360 TSL Ltd

## East Heckington ATC, A17 (Western Site)

**Direction: Eastbound**

**24/03/2022**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 75 | 59.2 | 51.3 | 7.5 | 0 | 0 | 2 | 0 | 1 | 7 | 17 | 30 | 13 | 4 | 1 | 0 |
| 01:00 | 47 | 60.4 | 52.5 | 7.6 | 0 | 0 | 1 | 1 | 0 | 2 | 8 | 20 | 12 | 2 | 1 | 0 |
| 02:00 | 51 | 58.3 | 47.6 | 10.3 | 0 | 1 | 4 | 1 | 1 | 3 | 22 | 9 | 7 | 3 | 0 | 0 |
| 03:00 | 60 | 59.8 | 51.5 | 8.0 | 0 | 0 | 2 | 2 | 1 | 1 | 12 | 22 | 17 | 3 | 0 | 0 |
| 04:00 | 112 | 59.6 | 50.9 | 8.4 | 0 | 1 | 3 | 2 | 0 | 10 | 25 | 45 | 16 | 10 | 0 | 0 |
| 05:00 | 218 | 60.1 | 49.7 | 10.0 | 0 | 0 | 10 | 7 | 4 | 19 | 65 | 84 | 16 | 5 | 2 | 6 |
| 06:00 | 535 | 54.9 | 46.3 | 8.2 | 0 | 5 | 27 | 33 | 10 | 61 | 230 | 135 | 29 | 5 | 0 | 0 |
| 07:00 | 981 | 51.6 | 44.0 | 7.4 | 1 | 1 | 51 | 73 | 79 | 247 | 369 | 138 | 20 | 2 | 0 | 0 |
| 08:00 | 816 | 51.2 | 44.3 | 6.6 | 0 | 4 | 30 | 31 | 76 | 237 | 328 | 96 | 13 | 1 | 0 | 0 |
| 09:00 | 735 | 52.3 | 44.0 | 8.0 | 0 | 10 | 52 | 24 | 52 | 167 | 311 | 110 | 8 | 1 | 0 | 0 |
| 10:00 | 596 | 52.6 | 45.2 | 7.2 | 0 | 2 | 32 | 16 | 36 | 136 | 257 | 101 | 12 | 4 | 0 | 0 |
| 11:00 | 667 | 52.9 | 44.9 | 7.7 | 0 | 7 | 35 | 19 | 29 | 157 | 319 | 92 | 4 | 2 | 0 | 3 |
| 12:00 | 608 | 52.9 | 45.0 | 7.6 | 0 | 1 | 43 | 23 | 32 | 116 | 258 | 121 | 14 | 0 | 0 | 0 |
| 13:00 | 561 | 53.0 | 44.7 | 8.0 | 0 | 4 | 37 | 21 | 34 | 132 | 222 | 87 | 18 | 6 | 0 | 0 |
| 14:00 | 730 | 50.9 | 42.0 | 8.6 | 0 | 3 | 79 | 47 | 117 | 198 | 180 | 86 | 13 | 6 | 1 | 0 |
| 15:00 | 690 | 52.8 | 45.3 | 7.3 | 0 | 1 | 43 | 12 | 46 | 161 | 276 | 123 | 27 | 1 | 0 | 0 |
| 16:00 | 762 | 52.9 | 45.4 | 7.2 | 1 | 2 | 33 | 37 | 51 | 134 | 336 | 148 | 18 | 2 | 0 | 0 |
| 17:00 | 627 | 53.8 | 46.8 | 6.7 | 0 | 1 | 19 | 19 | 28 | 105 | 268 | 158 | 24 | 4 | 1 | 0 |
| 18:00 | 570 | 53.9 | 46.3 | 7.3 | 0 | 0 | 33 | 9 | 20 | 105 | 261 | 111 | 27 | 3 | 0 | 1 |
| 19:00 | 308 | 53.4 | 47.4 | 5.8 | 0 | 0 | 6 | 3 | 9 | 61 | 141 | 71 | 14 | 3 | 0 | 0 |
| 20:00 | 237 | 55.4 | 49.0 | 6.2 | 0 | 0 | 5 | 2 | 0 | 29 | 111 | 66 | 17 | 6 | 1 | 0 |
| 21:00 | 195 | 55.9 | 49.4 | 6.3 | 0 | 0 | 3 | 2 | 2 | 28 | 70 | 64 | 20 | 6 | 0 | 0 |
| 22:00 | 141 | 56.6 | 49.1 | 7.3 | 0 | 1 | 3 | 3 | 2 | 11 | 55 | 51 | 9 | 6 | 0 | 0 |
| 23:00 | 99 | 58.0 | 50.8 | 7.0 | 0 | 0 | 1 | 1 | 0 | 15 | 30 | 28 | 18 | 5 | 1 | 0 |
| Total 2H(10-12) | 1263 | 52.8 | 45.0 | 7.4 | 0 | 9 | 67 | 35 | 65 | 293 | 576 | 193 | 16 | 6 | 0 | 3 |
| 2H(14-16) | 1420 | 52.0 | 43.6 | 8.2 | 0 | 4 | 122 | 59 | 163 | 359 | 456 | 209 | 40 | 7 | 1 | 0 |
| 12H(7-19) | 8343 | 52.6 | 44.7 | 7.6 | 2 | 36 | 487 | 331 | 600 | 1895 | 3385 | 1371 | 198 | 32 | 2 | 4 |
| 24H(0-24) | 10421 | 53.6 | 45.5 | 7.8 | 2 | 44 | 554 | 388 | 630 | 2142 | 4171 | 1996 | 386 | 90 | 8 | 10 |
| AM Peak | 07:00 | 01:00 | 01:00 | 02:00 | 07:00 | 09:00 | 09:00 | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 | 06:00 | 04:00 | 05:00 | 05:00 |
| | 981 | 60.4 | 52.5 | 10.3 | 1 | 10 | 52 | 73 | 79 | 247 | 369 | 138 | 29 | 10 | 2 | 6 |
| PM Peak | 16:00 | 23:00 | 23:00 | 14:00 | 16:00 | 13:00 | 14:00 | 14:00 | 14:00 | 14:00 | 16:00 | 17:00 | 15:00 | 13:00 | 14:00 | 18:00 |
| | 762 | 58.0 | 50.8 | 8.6 | 1 | 4 | 79 | 47 | 117 | 198 | 336 | 158 | 27 | 6 | 1 | 1 |

360 TSL Ltd

**Direction: Westbound**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 68 | 57.1 | 52.5 | 4.4 | 0 | 0 | 0 | 0 | 1 | 1 | 12 | 42 | 9 | 3 | 0 | 0 |
| 01:00 | 92 | 56.2 | 51.1 | 5.0 | 0 | 0 | 0 | 0 | 2 | 5 | 27 | 45 | 12 | 0 | 1 | 0 |
| 02:00 | 108 | 56.9 | 51.0 | 5.7 | 0 | 0 | 0 | 3 | 1 | 4 | 25 | 65 | 9 | 0 | 0 | 1 |
| 03:00 | 120 | 56.5 | 51.9 | 4.4 | 0 | 0 | 0 | 0 | 1 | 3 | 33 | 62 | 17 | 4 | 0 | 0 |
| 04:00 | 239 | 56.2 | 50.3 | 5.8 | 0 | 0 | 0 | 4 | 13 | 14 | 65 | 109 | 29 | 5 | 0 | 0 |
| 05:00 | 509 | 52.4 | 41.7 | 10.4 | 0 | 0 | 104 | 38 | 36 | 76 | 146 | 92 | 12 | 4 | 1 | 0 |
| 06:00 | 625 | 55.4 | 45.5 | 9.6 | 0 | 13 | 41 | 48 | 38 | 30 | 234 | 192 | 20 | 8 | 1 | 0 |
| 07:00 | 764 | 54.5 | 46.7 | 7.5 | 0 | 0 | 41 | 21 | 53 | 89 | 271 | 257 | 29 | 3 | 0 | 0 |
| 08:00 | 775 | 54.1 | 47.5 | 6.3 | 0 | 0 | 18 | 27 | 32 | 84 | 338 | 245 | 25 | 6 | 0 | 0 |
| 09:00 | 784 | 53.3 | 44.4 | 8.6 | 0 | 1 | 59 | 92 | 49 | 61 | 328 | 175 | 15 | 4 | 0 | 0 |
| 10:00 | 662 | 52.4 | 44.7 | 7.4 | 0 | 5 | 26 | 61 | 31 | 112 | 307 | 110 | 10 | 0 | 0 | 0 |
| 11:00 | 689 | 52.4 | 44.9 | 7.3 | 0 | 0 | 20 | 89 | 43 | 70 | 325 | 129 | 12 | 1 | 0 | 0 |
| 12:00 | 652 | 52.4 | 43.5 | 8.7 | 0 | 10 | 47 | 54 | 63 | 101 | 254 | 108 | 15 | 0 | 0 | 0 |
| 13:00 | 721 | 52.6 | 43.4 | 8.9 | 0 | 8 | 73 | 59 | 33 | 117 | 302 | 114 | 13 | 2 | 0 | 0 |
| 14:00 | 796 | 51.8 | 43.2 | 8.3 | 2 | 9 | 39 | 92 | 75 | 158 | 287 | 120 | 13 | 1 | 0 | 0 |
| 15:00 | 783 | 52.1 | 45.0 | 6.8 | 0 | 0 | 28 | 48 | 70 | 154 | 325 | 146 | 8 | 4 | 0 | 0 |
| 16:00 | 902 | 51.4 | 43.6 | 7.6 | 0 | 7 | 30 | 87 | 136 | 154 | 349 | 115 | 23 | 1 | 0 | 0 |
| 17:00 | 903 | 52.7 | 45.4 | 7.1 | 0 | 0 | 33 | 54 | 84 | 145 | 379 | 187 | 17 | 2 | 2 | 0 |
| 18:00 | 623 | 52.9 | 47.3 | 5.4 | 0 | 0 | 9 | 12 | 27 | 90 | 319 | 141 | 25 | 0 | 0 | 0 |
| 19:00 | 390 | 54.1 | 47.0 | 6.9 | 0 | 0 | 5 | 30 | 23 | 37 | 176 | 86 | 31 | 2 | 0 | 0 |
| 20:00 | 263 | 55.6 | 49.4 | 5.9 | 0 | 0 | 2 | 5 | 3 | 25 | 107 | 98 | 17 | 5 | 0 | 1 |
| 21:00 | 179 | 58.4 | 51.1 | 7.1 | 0 | 0 | 1 | 1 | 5 | 17 | 54 | 68 | 18 | 13 | 1 | 1 |
| 22:00 | 136 | 57.2 | 49.4 | 7.5 | 0 | 0 | 2 | 3 | 9 | 19 | 25 | 62 | 9 | 6 | 1 | 0 |
| 23:00 | 106 | 56.0 | 50.1 | 5.7 | 0 | 0 | 1 | 0 | 1 | 14 | 34 | 43 | 9 | 4 | 0 | 0 |
| Total 2H(10-12) | 1351 | 52.4 | 44.8 | 7.3 | 0 | 5 | 46 | 150 | 74 | 182 | 632 | 239 | 22 | 1 | 0 | 0 |
| 2H(14-16) | 1579 | 52.0 | 44.1 | 7.7 | 2 | 9 | 67 | 140 | 145 | 312 | 612 | 266 | 21 | 5 | 0 | 0 |
| 12H(7-19) | 9054 | 52.9 | 44.9 | 7.7 | 2 | 40 | 423 | 696 | 696 | 1335 | 3784 | 1847 | 205 | 24 | 2 | 0 |
| 24H(0-24) | 11889 | 53.8 | 45.5 | 8.0 | 2 | 53 | 579 | 828 | 829 | 1580 | 4722 | 2811 | 397 | 78 | 7 | 3 |
| AM Peak | 09:00 | 00:00 | 00:00 | 05:00 | 00:00 | 06:00 | 05:00 | 09:00 | 07:00 | 10:00 | 08:00 | 07:00 | 04:00 | 06:00 | 01:00 | 02:00 |
| | 784 | 57.1 | 52.5 | 10.4 | 0 | 13 | 104 | 92 | 53 | 112 | 338 | 257 | 29 | 8 | 1 | 1 |
| PM Peak | 17:00 | 21:00 | 21:00 | 13:00 | 14:00 | 12:00 | 13:00 | 14:00 | 16:00 | 14:00 | 17:00 | 17:00 | 19:00 | 21:00 | 17:00 | 20:00 |
| | 903 | 58.4 | 51.1 | 8.9 | 2 | 10 | 73 | 92 | 136 | 158 | 379 | 187 | 31 | 13 | 2 | 1 |

360 TSL Ltd

**Direction: Total Flow**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 143 | 58.4 | 51.9 | 6.3 | 0 | 0 | 2 | 0 | 2 | 8 | 29 | 72 | 22 | 7 | 1 | 0 |
| 01:00 | 139 | 57.8 | 51.5 | 6.0 | 0 | 0 | 1 | 1 | 2 | 7 | 35 | 65 | 24 | 2 | 2 | 0 |
| 02:00 | 159 | 57.8 | 49.9 | 7.6 | 0 | 1 | 4 | 4 | 2 | 7 | 47 | 74 | 16 | 3 | 0 | 1 |
| 03:00 | 180 | 57.8 | 51.8 | 5.9 | 0 | 0 | 2 | 2 | 2 | 4 | 45 | 84 | 34 | 7 | 0 | 0 |
| 04:00 | 351 | 57.4 | 50.5 | 6.7 | 0 | 1 | 3 | 6 | 13 | 24 | 90 | 154 | 45 | 15 | 0 | 0 |
| 05:00 | 727 | 55.4 | 44.1 | 10.9 | 0 | 0 | 114 | 45 | 40 | 95 | 211 | 176 | 28 | 9 | 3 | 6 |
| 06:00 | 1160 | 55.2 | 45.9 | 9.0 | 0 | 18 | 68 | 81 | 48 | 91 | 464 | 327 | 49 | 13 | 1 | 0 |
| 07:00 | 1745 | 53.0 | 45.2 | 7.5 | 1 | 1 | 92 | 94 | 132 | 336 | 640 | 395 | 49 | 5 | 0 | 0 |
| 08:00 | 1591 | 52.8 | 45.9 | 6.7 | 0 | 4 | 48 | 58 | 108 | 321 | 666 | 341 | 38 | 7 | 0 | 0 |
| 09:00 | 1519 | 52.8 | 44.2 | 8.3 | 0 | 11 | 111 | 116 | 101 | 228 | 639 | 285 | 23 | 5 | 0 | 0 |
| 10:00 | 1258 | 52.5 | 44.9 | 7.3 | 0 | 7 | 58 | 77 | 67 | 248 | 564 | 211 | 22 | 4 | 0 | 0 |
| 11:00 | 1356 | 52.7 | 44.9 | 7.5 | 0 | 7 | 55 | 108 | 72 | 227 | 644 | 221 | 16 | 3 | 0 | 3 |
| 12:00 | 1260 | 52.7 | 44.2 | 8.2 | 0 | 11 | 90 | 77 | 95 | 217 | 512 | 229 | 29 | 0 | 0 | 0 |
| 13:00 | 1282 | 52.8 | 44.0 | 8.6 | 0 | 12 | 110 | 80 | 67 | 249 | 524 | 201 | 31 | 8 | 0 | 0 |
| 14:00 | 1526 | 51.4 | 42.6 | 8.5 | 2 | 12 | 118 | 139 | 192 | 356 | 467 | 206 | 26 | 7 | 1 | 0 |
| 15:00 | 1473 | 52.5 | 45.1 | 7.1 | 0 | 1 | 71 | 60 | 116 | 315 | 601 | 269 | 35 | 5 | 0 | 0 |
| 16:00 | 1664 | 52.1 | 44.4 | 7.5 | 1 | 9 | 63 | 124 | 187 | 288 | 685 | 263 | 41 | 3 | 0 | 0 |
| 17:00 | 1530 | 53.2 | 46.0 | 7.0 | 0 | 1 | 52 | 73 | 112 | 250 | 647 | 345 | 41 | 6 | 3 | 0 |
| 18:00 | 1193 | 53.4 | 46.8 | 6.4 | 0 | 0 | 42 | 21 | 47 | 195 | 580 | 252 | 52 | 3 | 0 | 1 |
| 19:00 | 698 | 53.8 | 47.2 | 6.4 | 0 | 0 | 11 | 33 | 32 | 98 | 317 | 157 | 45 | 5 | 0 | 0 |
| 20:00 | 500 | 55.5 | 49.2 | 6.1 | 0 | 0 | 7 | 7 | 3 | 54 | 218 | 164 | 34 | 11 | 1 | 1 |
| 21:00 | 374 | 57.2 | 50.2 | 6.7 | 0 | 0 | 4 | 3 | 7 | 45 | 124 | 132 | 38 | 19 | 1 | 1 |
| 22:00 | 277 | 56.9 | 49.3 | 7.4 | 0 | 1 | 5 | 6 | 11 | 30 | 80 | 113 | 18 | 12 | 1 | 0 |
| 23:00 | 205 | 57.0 | 50.4 | 6.4 | 0 | 0 | 2 | 1 | 1 | 29 | 64 | 71 | 27 | 9 | 1 | 0 |
| Total 2H(10-12) | 2614 | 52.6 | 44.9 | 7.4 | 0 | 14 | 113 | 185 | 139 | 475 | 1208 | 432 | 38 | 7 | 0 | 3 |
| 2H(14-16) | 2999 | 52.0 | 43.8 | 7.9 | 2 | 13 | 189 | 199 | 308 | 671 | 1068 | 475 | 61 | 12 | 1 | 0 |
| 12H(7-19) | 17397 | 52.7 | 44.8 | 7.6 | 4 | 76 | 910 | 1027 | 1296 | 3230 | 7169 | 3218 | 403 | 56 | 4 | 4 |
| 24H(0-24) | 22310 | 53.7 | 45.5 | 7.9 | 4 | 97 | 1133 | 1216 | 1459 | 3722 | 8893 | 4807 | 783 | 168 | 15 | 13 |
| AM Peak | 07:00 | 00:00 | 00:00 | 05:00 | 07:00 | 06:00 | 05:00 | 09:00 | 07:00 | 07:00 | 08:00 | 07:00 | 06:00 | 04:00 | 05:00 | 05:00 |
| | 1745 | 58.4 | 51.9 | 10.9 | 1 | 18 | 114 | 116 | 132 | 336 | 666 | 395 | 49 | 15 | 3 | 6 |
| PM Peak | 16:00 | 21:00 | 23:00 | 13:00 | 14:00 | 13:00 | 14:00 | 14:00 | 14:00 | 14:00 | 16:00 | 17:00 | 18:00 | 21:00 | 17:00 | 18:00 |
| | 1664 | 57.2 | 50.4 | 8.6 | 2 | 12 | 118 | 139 | 192 | 356 | 685 | 345 | 52 | 19 | 3 | 1 |

360 TSL Ltd

# East Heckington ATC, A17 (Western Site)

**Direction: Eastbound**

**25/03/2022**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 63 | 59.5 | 50.9 | 8.3 | 0 | 0 | 1 | 0 | 5 | 6 | 16 | 18 | 11 | 5 | 1 | 0 |
| 01:00 | 52 | 60.5 | 53.0 | 7.2 | 0 | 0 | 0 | 0 | 1 | 2 | 11 | 25 | 10 | 1 | 1 | 1 |
| 02:00 | 53 | 60.5 | 49.0 | 11.1 | 0 | 0 | 4 | 3 | 2 | 0 | 20 | 13 | 7 | 1 | 3 | 0 |
| 03:00 | 50 | 56.8 | 48.7 | 7.9 | 0 | 0 | 3 | 1 | 1 | 4 | 13 | 22 | 6 | 0 | 0 | 0 |
| 04:00 | 106 | 59.4 | 51.0 | 8.0 | 0 | 0 | 4 | 1 | 0 | 7 | 31 | 39 | 15 | 8 | 1 | 0 |
| 05:00 | 233 | 58.1 | 47.9 | 9.8 | 0 | 7 | 11 | 2 | 6 | 18 | 92 | 65 | 19 | 12 | 1 | 0 |
| 06:00 | 550 | 55.3 | 47.5 | 7.6 | 0 | 4 | 23 | 12 | 8 | 88 | 196 | 178 | 35 | 6 | 0 | 0 |
| 07:00 | 870 | 52.6 | 45.7 | 6.6 | 0 | 2 | 35 | 28 | 33 | 196 | 400 | 152 | 21 | 3 | 0 | 0 |
| 08:00 | 727 | 52.4 | 45.4 | 6.8 | 0 | 0 | 32 | 23 | 61 | 140 | 322 | 134 | 12 | 3 | 0 | 0 |
| 09:00 | 665 | 52.7 | 45.4 | 7.0 | 0 | 2 | 39 | 9 | 39 | 142 | 295 | 125 | 14 | 0 | 0 | 0 |
| 10:00 | 707 | 51.6 | 43.8 | 7.5 | 0 | 3 | 54 | 27 | 45 | 190 | 286 | 97 | 5 | 0 | 0 | 0 |
| 11:00 | 673 | 52.2 | 44.9 | 7.1 | 0 | 1 | 23 | 40 | 79 | 132 | 246 | 133 | 19 | 0 | 0 | 0 |
| 12:00 | 739 | 51.2 | 43.6 | 7.3 | 0 | 1 | 50 | 41 | 64 | 197 | 290 | 84 | 12 | 0 | 0 | 0 |
| 13:00 | 735 | 52.0 | 42.1 | 9.6 | 6 | 19 | 62 | 65 | 48 | 172 | 254 | 100 | 8 | 0 | 1 | 0 |
| 14:00 | 755 | 53.7 | 45.1 | 8.3 | 0 | 17 | 32 | 20 | 37 | 190 | 287 | 138 | 26 | 7 | 1 | 0 |
| 15:00 | 781 | 52.1 | 44.5 | 7.3 | 0 | 1 | 44 | 51 | 45 | 164 | 348 | 111 | 14 | 3 | 0 | 0 |
| 16:00 | 740 | 52.5 | 45.6 | 6.7 | 0 | 1 | 23 | 20 | 72 | 176 | 273 | 146 | 27 | 2 | 0 | 0 |
| 17:00 | 681 | 52.6 | 44.5 | 7.8 | 0 | 1 | 36 | 56 | 56 | 126 | 268 | 115 | 20 | 1 | 2 | 0 |
| 18:00 | 599 | 53.7 | 45.8 | 7.6 | 0 | 0 | 32 | 29 | 32 | 102 | 244 | 134 | 22 | 2 | 2 | 0 |
| 19:00 | 375 | 53.4 | 47.3 | 5.9 | 0 | 1 | 3 | 3 | 16 | 91 | 156 | 83 | 19 | 2 | 0 | 1 |
| 20:00 | 291 | 54.5 | 48.0 | 6.3 | 0 | 0 | 2 | 3 | 11 | 69 | 108 | 75 | 14 | 7 | 2 | 0 |
| 21:00 | 180 | 54.9 | 48.6 | 6.1 | 0 | 0 | 3 | 2 | 2 | 25 | 88 | 42 | 12 | 6 | 0 | 0 |
| 22:00 | 157 | 56.7 | 49.1 | 7.4 | 0 | 0 | 4 | 3 | 6 | 12 | 68 | 40 | 17 | 6 | 1 | 0 |
| 23:00 | 83 | 62.4 | 51.8 | 10.2 | 0 | 0 | 4 | 1 | 0 | 5 | 26 | 20 | 18 | 6 | 1 | 2 |
| Total 2H(10-12) | 1380 | 51.9 | 44.4 | 7.3 | 0 | 4 | 77 | 67 | 124 | 322 | 532 | 230 | 24 | 0 | 0 | 0 |
| 2H(14-16) | 1536 | 52.9 | 44.8 | 7.8 | 0 | 18 | 76 | 71 | 82 | 354 | 635 | 249 | 40 | 10 | 1 | 0 |
| 12H(7-19) | 8672 | 52.5 | 44.7 | 7.6 | 6 | 48 | 462 | 409 | 611 | 1927 | 3513 | 1469 | 200 | 21 | 6 | 0 |
| 24H(0-24) | 10865 | 53.5 | 45.5 | 7.7 | 6 | 60 | 524 | 440 | 669 | 2254 | 4338 | 2089 | 383 | 81 | 17 | 4 |
| AM Peak | 07:00 | 01:00 | 01:00 | 02:00 | 00:00 | 05:00 | 10:00 | 11:00 | 11:00 | 07:00 | 07:00 | 06:00 | 06:00 | 05:00 | 02:00 | 01:00 |
| | 870 | 60.5 | 53.0 | 11.1 | 0 | 7 | 54 | 40 | 79 | 196 | 400 | 178 | 35 | 12 | 3 | 1 |
| PM Peak | 15:00 | 23:00 | 23:00 | 23:00 | 13:00 | 13:00 | 13:00 | 13:00 | 16:00 | 12:00 | 15:00 | 16:00 | 16:00 | 14:00 | 17:00 | 23:00 |
| | 781 | 62.4 | 51.8 | 10.2 | 6 | 19 | 62 | 65 | 72 | 197 | 348 | 146 | 27 | 7 | 2 | 2 |

360 TSL Ltd

**Direction: Westbound**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 75 | 58.9 | 51.1 | 7.6 | 0 | 0 | 2 | 2 | 0 | 4 | 16 | 39 | 7 | 4 | 1 | 0 |
| 01:00 | 80 | 57.0 | 48.6 | 8.1 | 0 | 0 | 0 | 1 | 13 | 3 | 34 | 19 | 7 | 1 | 1 | 1 |
| 02:00 | 118 | 57.9 | 51.9 | 5.8 | 0 | 0 | 1 | 0 | 5 | 2 | 18 | 71 | 17 | 3 | 1 | 0 |
| 03:00 | 118 | 58.0 | 53.2 | 4.6 | 0 | 0 | 0 | 0 | 1 | 1 | 19 | 66 | 26 | 4 | 1 | 0 |
| 04:00 | 222 | 58.2 | 51.4 | 6.6 | 0 | 0 | 0 | 4 | 13 | 17 | 24 | 123 | 28 | 12 | 1 | 0 |
| 05:00 | 425 | 56.6 | 47.7 | 8.6 | 0 | 0 | 26 | 17 | 12 | 39 | 148 | 145 | 24 | 10 | 4 | 0 |
| 06:00 | 546 | 54.8 | 48.7 | 5.9 | 0 | 0 | 1 | 11 | 49 | 33 | 207 | 201 | 39 | 4 | 1 | 0 |
| 07:00 | 754 | 54.4 | 47.5 | 6.7 | 0 | 6 | 10 | 18 | 47 | 79 | 322 | 244 | 23 | 3 | 1 | 1 |
| 08:00 | 803 | 52.9 | 46.5 | 6.1 | 0 | 0 | 7 | 67 | 39 | 81 | 389 | 207 | 13 | 0 | 0 | 0 |
| 09:00 | 716 | 53.3 | 44.7 | 8.4 | 0 | 10 | 43 | 47 | 53 | 91 | 298 | 161 | 12 | 1 | 0 | 0 |
| 10:00 | 743 | 52.8 | 44.6 | 7.9 | 0 | 12 | 27 | 64 | 46 | 103 | 342 | 142 | 7 | 0 | 0 | 0 |
| 11:00 | 764 | 52.4 | 44.2 | 7.9 | 0 | 3 | 48 | 63 | 56 | 137 | 301 | 146 | 8 | 2 | 0 | 0 |
| 12:00 | 822 | 52.5 | 43.2 | 9.0 | 1 | 22 | 49 | 67 | 91 | 106 | 347 | 127 | 10 | 2 | 0 | 0 |
| 13:00 | 847 | 53.1 | 43.1 | 9.6 | 1 | 30 | 86 | 40 | 28 | 113 | 422 | 120 | 7 | 0 | 0 | 0 |
| 14:00 | 902 | 51.7 | 44.9 | 6.6 | 0 | 1 | 32 | 47 | 74 | 195 | 410 | 134 | 7 | 1 | 0 | 1 |
| 15:00 | 884 | 52.6 | 43.2 | 9.0 | 1 | 8 | 93 | 63 | 79 | 109 | 373 | 140 | 15 | 3 | 0 | 0 |
| 16:00 | 869 | 52.1 | 45.7 | 6.3 | 0 | 0 | 18 | 42 | 74 | 182 | 360 | 170 | 23 | 0 | 0 | 0 |
| 17:00 | 779 | 53.1 | 46.2 | 6.6 | 0 | 1 | 22 | 31 | 60 | 112 | 346 | 185 | 20 | 2 | 0 | 0 |
| 18:00 | 556 | 54.2 | 47.7 | 6.2 | 0 | 0 | 14 | 8 | 26 | 62 | 253 | 171 | 18 | 3 | 0 | 1 |
| 19:00 | 328 | 53.6 | 46.8 | 6.5 | 0 | 0 | 6 | 10 | 21 | 67 | 134 | 64 | 22 | 4 | 0 | 0 |
| 20:00 | 275 | 55.1 | 49.2 | 5.7 | 0 | 0 | 1 | 4 | 8 | 32 | 115 | 81 | 28 | 6 | 0 | 0 |
| 21:00 | 164 | 56.1 | 50.5 | 5.5 | 0 | 0 | 0 | 2 | 3 | 9 | 68 | 55 | 21 | 6 | 0 | 0 |
| 22:00 | 124 | 57.6 | 51.0 | 6.4 | 0 | 0 | 0 | 2 | 2 | 10 | 38 | 50 | 16 | 4 | 2 | 0 |
| 23:00 | 83 | 58.1 | 51.4 | 6.4 | 0 | 0 | 1 | 0 | 0 | 6 | 28 | 28 | 16 | 3 | 1 | 0 |
| Total 2H(10-12) | 1507 | 52.6 | 44.4 | 7.9 | 0 | 15 | 75 | 127 | 102 | 240 | 643 | 288 | 15 | 2 | 0 | 0 |
| 2H(14-16) | 1786 | 52.3 | 44.1 | 7.9 | 1 | 9 | 125 | 110 | 153 | 304 | 783 | 274 | 22 | 4 | 0 | 1 |
| 12H(7-19) | 9439 | 53.1 | 45.0 | 7.8 | 3 | 93 | 449 | 557 | 673 | 1370 | 4163 | 1947 | 163 | 17 | 1 | 3 |
| 24H(0-24) | 11997 | 54.0 | 45.9 | 7.8 | 3 | 93 | 487 | 610 | 800 | 1593 | 5012 | 2889 | 414 | 78 | 14 | 4 |
| AM Peak | 08:00 | 00:00 | 03:00 | 05:00 | 00:00 | 10:00 | 11:00 | 08:00 | 11:00 | 11:00 | 08:00 | 07:00 | 06:00 | 04:00 | 05:00 | 01:00 |
| | 803 | 58.9 | 53.2 | 8.6 | 0 | 12 | 48 | 67 | 56 | 137 | 389 | 244 | 39 | 12 | 4 | 1 |
| PM Peak | 14:00 | 23:00 | 23:00 | 13:00 | 12:00 | 13:00 | 15:00 | 12:00 | 12:00 | 14:00 | 13:00 | 17:00 | 20:00 | 20:00 | 22:00 | 14:00 |
| | 902 | 58.1 | 51.4 | 9.6 | 1 | 30 | 93 | 67 | 91 | 195 | 422 | 185 | 28 | 6 | 2 | 1 |

360 TSL Ltd

**Direction: Total Flow**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 138 | 59.2 | 51.0 | 7.9 | 0 | 0 | 3 | 2 | 5 | 10 | 32 | 57 | 18 | 9 | 2 | 0 |
| 01:00 | 132 | 58.7 | 50.3 | 8.0 | 0 | 0 | 0 | 1 | 14 | 5 | 45 | 44 | 17 | 2 | 2 | 2 |
| 02:00 | 171 | 59.2 | 51.0 | 7.9 | 0 | 0 | 5 | 3 | 7 | 2 | 38 | 84 | 24 | 4 | 4 | 0 |
| 03:00 | 168 | 58.2 | 51.8 | 6.1 | 0 | 0 | 3 | 1 | 2 | 5 | 32 | 88 | 32 | 4 | 1 | 0 |
| 04:00 | 328 | 58.6 | 51.3 | 7.1 | 0 | 0 | 4 | 5 | 13 | 24 | 55 | 162 | 43 | 20 | 2 | 0 |
| 05:00 | 658 | 57.2 | 47.8 | 9.0 | 0 | 7 | 37 | 19 | 18 | 57 | 240 | 210 | 43 | 22 | 5 | 0 |
| 06:00 | 1096 | 55.1 | 48.1 | 6.8 | 0 | 4 | 24 | 23 | 57 | 121 | 403 | 379 | 74 | 10 | 1 | 0 |
| 07:00 | 1624 | 53.5 | 46.5 | 6.7 | 0 | 8 | 45 | 46 | 80 | 275 | 722 | 396 | 44 | 6 | 1 | 1 |
| 08:00 | 1530 | 52.7 | 46.0 | 6.5 | 0 | 0 | 39 | 90 | 100 | 221 | 711 | 341 | 25 | 3 | 0 | 0 |
| 09:00 | 1381 | 53.0 | 45.0 | 7.8 | 0 | 12 | 82 | 56 | 92 | 233 | 593 | 286 | 26 | 1 | 0 | 0 |
| 10:00 | 1450 | 52.2 | 44.2 | 7.7 | 0 | 15 | 81 | 91 | 91 | 293 | 628 | 239 | 12 | 0 | 0 | 0 |
| 11:00 | 1437 | 52.3 | 44.5 | 7.5 | 0 | 4 | 71 | 103 | 135 | 269 | 547 | 279 | 27 | 2 | 0 | 0 |
| 12:00 | 1561 | 51.9 | 43.4 | 8.2 | 1 | 23 | 99 | 108 | 155 | 303 | 637 | 211 | 22 | 2 | 0 | 0 |
| 13:00 | 1582 | 52.6 | 42.6 | 9.6 | 7 | 49 | 148 | 105 | 76 | 285 | 676 | 220 | 15 | 0 | 1 | 0 |
| 14:00 | 1657 | 52.7 | 45.0 | 7.4 | 0 | 18 | 64 | 67 | 111 | 385 | 697 | 272 | 33 | 8 | 1 | 1 |
| 15:00 | 1665 | 52.4 | 43.8 | 8.3 | 1 | 9 | 137 | 114 | 124 | 273 | 721 | 251 | 29 | 6 | 0 | 0 |
| 16:00 | 1609 | 52.3 | 45.6 | 6.5 | 0 | 1 | 41 | 62 | 146 | 358 | 633 | 316 | 50 | 2 | 0 | 0 |
| 17:00 | 1460 | 52.9 | 45.4 | 7.2 | 0 | 2 | 58 | 87 | 116 | 238 | 614 | 300 | 40 | 3 | 2 | 0 |
| 18:00 | 1155 | 54.0 | 46.7 | 7.0 | 0 | 0 | 46 | 37 | 58 | 164 | 497 | 305 | 40 | 5 | 2 | 1 |
| 19:00 | 703 | 53.5 | 47.1 | 6.2 | 0 | 1 | 9 | 13 | 37 | 158 | 290 | 147 | 41 | 6 | 0 | 1 |
| 20:00 | 566 | 54.8 | 48.6 | 6.0 | 0 | 0 | 3 | 7 | 19 | 101 | 223 | 156 | 42 | 13 | 2 | 0 |
| 21:00 | 344 | 55.6 | 49.5 | 5.9 | 0 | 0 | 3 | 4 | 5 | 34 | 156 | 97 | 33 | 12 | 0 | 0 |
| 22:00 | 281 | 57.2 | 49.9 | 7.0 | 0 | 0 | 4 | 5 | 8 | 22 | 106 | 90 | 33 | 10 | 3 | 0 |
| 23:00 | 166 | 60.4 | 51.6 | 8.5 | 0 | 0 | 5 | 1 | 0 | 11 | 54 | 48 | 34 | 9 | 2 | 2 |
| Total 2H(10-12) | 2887 | 52.3 | 44.4 | 7.6 | 0 | 19 | 152 | 194 | 226 | 562 | 1175 | 518 | 39 | 2 | 0 | 0 |
| 2H(14-16) | 3322 | 52.6 | 44.4 | 7.9 | 1 | 27 | 201 | 181 | 235 | 658 | 1418 | 523 | 62 | 14 | 1 | 1 |
| 12H(7-19) | 18111 | 52.8 | 44.9 | 7.7 | 9 | 141 | 911 | 966 | 1284 | 3297 | 7676 | 3416 | 363 | 38 | 7 | 3 |
| 24H(0-24) | 22862 | 53.8 | 45.7 | 7.8 | 9 | 153 | 1011 | 1050 | 1469 | 3847 | 9350 | 4978 | 797 | 159 | 31 | 8 |
| AM Peak | 07:00 | 02:00 | 03:00 | 05:00 | 00:00 | 10:00 | 09:00 | 11:00 | 11:00 | 10:00 | 07:00 | 07:00 | 06:00 | 05:00 | 05:00 | 01:00 |
| | 1624 | 59.2 | 51.8 | 9.0 | 0 | 15 | 82 | 103 | 135 | 293 | 722 | 396 | 74 | 22 | 5 | 2 |
| PM Peak | 15:00 | 23:00 | 23:00 | 13:00 | 13:00 | 13:00 | 13:00 | 15:00 | 12:00 | 14:00 | 15:00 | 16:00 | 16:00 | 20:00 | 22:00 | 23:00 |
| | 1665 | 60.4 | 51.6 | 9.6 | 7 | 49 | 148 | 114 | 155 | 385 | 721 | 316 | 50 | 13 | 3 | 2 |

360 TSL Ltd

# East Heckington ATC, A17 (Western Site)

**Direction: Eastbound**

**26/03/2022**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 62 | 59.9 | 51.1 | 8.5 | 0 | 0 | 2 | 1 | 0 | 4 | 23 | 16 | 9 | 6 | 1 | 0 |
| 01:00 | 39 | 58.7 | 51.7 | 6.8 | 0 | 0 | 0 | 0 | 1 | 3 | 12 | 15 | 5 | 2 | 1 | 0 |
| 02:00 | 47 | 65.5 | 51.3 | 13.7 | 0 | 0 | 5 | 0 | 1 | 7 | 6 | 11 | 10 | 3 | 2 | 2 |
| 03:00 | 47 | 58.9 | 51.8 | 6.9 | 0 | 0 | 0 | 0 | 3 | 4 | 8 | 19 | 11 | 1 | 1 | 0 |
| 04:00 | 67 | 59.4 | 50.4 | 8.7 | 0 | 0 | 4 | 1 | 0 | 2 | 22 | 21 | 12 | 5 | 0 | 0 |
| 05:00 | 120 | 59.0 | 50.2 | 8.5 | 0 | 1 | 5 | 1 | 0 | 6 | 43 | 39 | 17 | 7 | 1 | 0 |
| 06:00 | 226 | 58.2 | 49.2 | 8.7 | 0 | 3 | 9 | 2 | 1 | 19 | 84 | 70 | 30 | 6 | 1 | 1 |
| 07:00 | 326 | 55.0 | 47.9 | 6.9 | 0 | 0 | 6 | 14 | 7 | 54 | 132 | 80 | 25 | 7 | 1 | 0 |
| 08:00 | 458 | 54.9 | 47.5 | 7.1 | 0 | 1 | 17 | 12 | 6 | 62 | 211 | 114 | 28 | 6 | 1 | 0 |
| 09:00 | 613 | 52.8 | 45.4 | 7.1 | 0 | 1 | 31 | 22 | 27 | 143 | 259 | 110 | 18 | 1 | 1 | 0 |
| 10:00 | 650 | 51.8 | 44.1 | 7.5 | 0 | 1 | 34 | 48 | 46 | 193 | 218 | 86 | 20 | 4 | 0 | 0 |
| 11:00 | 635 | 52.8 | 45.4 | 7.1 | 0 | 0 | 32 | 28 | 26 | 159 | 242 | 121 | 26 | 1 | 0 | 0 |
| 12:00 | 658 | 53.0 | 44.7 | 8.1 | 0 | 0 | 56 | 25 | 22 | 158 | 282 | 93 | 17 | 1 | 3 | 1 |
| 13:00 | 590 | 54.2 | 46.6 | 7.3 | 0 | 1 | 34 | 8 | 15 | 106 | 257 | 126 | 41 | 2 | 0 | 0 |
| 14:00 | 549 | 53.8 | 46.2 | 7.4 | 0 | 3 | 29 | 5 | 19 | 111 | 251 | 98 | 29 | 3 | 1 | 0 |
| 15:00 | 552 | 53.0 | 44.7 | 7.9 | 0 | 4 | 40 | 21 | 29 | 103 | 247 | 96 | 9 | 3 | 0 | 0 |
| 16:00 | 487 | 54.4 | 47.2 | 6.9 | 0 | 0 | 19 | 14 | 10 | 73 | 224 | 110 | 33 | 3 | 1 | 0 |
| 17:00 | 522 | 53.5 | 45.9 | 7.4 | 0 | 3 | 22 | 17 | 16 | 116 | 233 | 96 | 13 | 4 | 1 | 1 |
| 18:00 | 469 | 54.9 | 46.3 | 8.3 | 0 | 1 | 28 | 18 | 12 | 93 | 176 | 111 | 21 | 5 | 3 | 1 |
| 19:00 | 287 | 54.5 | 47.6 | 6.7 | 0 | 0 | 6 | 2 | 9 | 57 | 139 | 57 | 9 | 6 | 0 | 2 |
| 20:00 | 237 | 57.3 | 49.5 | 7.5 | 0 | 0 | 6 | 2 | 1 | 34 | 96 | 62 | 23 | 10 | 2 | 1 |
| 21:00 | 209 | 55.5 | 48.3 | 6.9 | 0 | 0 | 6 | 4 | 2 | 34 | 79 | 65 | 14 | 4 | 1 | 0 |
| 22:00 | 121 | 59.0 | 49.4 | 9.2 | 0 | 0 | 3 | 4 | 2 | 20 | 45 | 25 | 11 | 7 | 3 | 1 |
| 23:00 | 99 | 61.9 | 53.3 | 8.3 | 0 | 0 | 0 | 1 | 0 | 8 | 29 | 29 | 17 | 12 | 1 | 2 |
| Total 2H(10-12) | 1285 | 52.3 | 44.7 | 7.3 | 0 | 1 | 66 | 76 | 72 | 352 | 460 | 207 | 46 | 5 | 0 | 0 |
| 2H(14-16) | 1101 | 53.4 | 45.5 | 7.7 | 0 | 7 | 69 | 26 | 48 | 214 | 498 | 194 | 38 | 6 | 1 | 0 |
| 12H(7-19) | 6509 | 53.6 | 45.8 | 7.5 | 0 | 15 | 348 | 232 | 235 | 1371 | 2732 | 1241 | 280 | 40 | 12 | 3 |
| 24H(0-24) | 8070 | 54.6 | 46.5 | 7.8 | 0 | 19 | 394 | 250 | 255 | 1569 | 3318 | 1670 | 448 | 109 | 26 | 12 |
| AM Peak | 10:00 | 02:00 | 03:00 | 02:00 | 00:00 | 06:00 | 10:00 | 10:00 | 10:00 | 10:00 | 09:00 | 11:00 | 06:00 | 05:00 | 02:00 | 02:00 |
| | 650 | 65.5 | 51.8 | 13.7 | 0 | 3 | 34 | 48 | 46 | 193 | 259 | 121 | 30 | 7 | 2 | 2 |
| PM Peak | 12:00 | 23:00 | 23:00 | 22:00 | 12:00 | 15:00 | 12:00 | 12:00 | 15:00 | 12:00 | 12:00 | 13:00 | 13:00 | 23:00 | 12:00 | 19:00 |
| | 658 | 61.9 | 53.3 | 9.2 | 0 | 4 | 56 | 25 | 29 | 158 | 282 | 126 | 41 | 12 | 3 | 2 |

**360 TSL Ltd**

**Direction: Westbound**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 60 | 61.6 | 53.0 | 8.3 | 0 | 0 | 0 | 0 | 1 | 6 | 14 | 23 | 9 | 4 | 2 | 1 |
| 01:00 | 54 | 57.6 | 52.3 | 5.1 | 0 | 0 | 0 | 0 | 0 | 2 | 15 | 24 | 12 | 0 | 1 | 0 |
| 02:00 | 69 | 58.3 | 50.7 | 7.4 | 0 | 0 | 0 | 2 | 4 | 5 | 18 | 25 | 11 | 3 | 1 | 0 |
| 03:00 | 91 | 58.3 | 53.7 | 4.4 | 0 | 0 | 0 | 1 | 0 | 0 | 9 | 52 | 25 | 4 | 0 | 0 |
| 04:00 | 142 | 58.0 | 50.7 | 7.1 | 0 | 0 | 0 | 6 | 3 | 12 | 34 | 60 | 21 | 5 | 0 | 1 |
| 05:00 | 238 | 58.3 | 48.0 | 9.9 | 0 | 0 | 19 | 7 | 22 | 13 | 66 | 55 | 43 | 13 | 0 | 0 |
| 06:00 | 266 | 57.0 | 48.6 | 8.2 | 0 | 0 | 6 | 22 | 9 | 24 | 62 | 113 | 19 | 10 | 1 | 0 |
| 07:00 | 452 | 56.1 | 49.9 | 6.0 | 0 | 0 | 3 | 11 | 6 | 35 | 159 | 181 | 47 | 8 | 2 | 0 |
| 08:00 | 540 | 54.7 | 49.3 | 5.2 | 0 | 0 | 1 | 12 | 9 | 40 | 250 | 178 | 42 | 8 | 0 | 0 |
| 09:00 | 621 | 55.3 | 47.8 | 7.3 | 0 | 0 | 12 | 46 | 24 | 41 | 238 | 218 | 33 | 6 | 3 | 0 |
| 10:00 | 638 | 54.5 | 45.9 | 8.3 | 0 | 0 | 48 | 37 | 28 | 57 | 276 | 162 | 21 | 9 | 0 | 0 |
| 11:00 | 714 | 53.3 | 48.1 | 5.0 | 0 | 0 | 3 | 14 | 25 | 61 | 388 | 194 | 27 | 1 | 0 | 1 |
| 12:00 | 650 | 53.0 | 46.5 | 6.3 | 0 | 1 | 11 | 30 | 34 | 116 | 289 | 151 | 14 | 3 | 1 | 0 |
| 13:00 | 580 | 55.1 | 47.7 | 7.2 | 0 | 3 | 17 | 21 | 24 | 45 | 251 | 179 | 34 | 5 | 1 | 0 |
| 14:00 | 551 | 55.6 | 47.6 | 7.7 | 0 | 0 | 17 | 38 | 25 | 46 | 190 | 182 | 43 | 10 | 0 | 0 |
| 15:00 | 544 | 54.1 | 47.6 | 6.2 | 0 | 1 | 10 | 11 | 26 | 68 | 256 | 135 | 34 | 2 | 1 | 0 |
| 16:00 | 501 | 55.3 | 48.8 | 6.2 | 0 | 0 | 3 | 13 | 22 | 56 | 188 | 176 | 33 | 8 | 1 | 1 |
| 17:00 | 475 | 55.1 | 48.3 | 6.6 | 0 | 0 | 8 | 13 | 16 | 57 | 194 | 149 | 30 | 6 | 1 | 1 |
| 18:00 | 462 | 53.5 | 46.8 | 6.5 | 0 | 0 | 13 | 13 | 28 | 72 | 196 | 121 | 17 | 2 | 0 | 0 |
| 19:00 | 297 | 55.9 | 48.1 | 7.5 | 0 | 0 | 10 | 7 | 12 | 40 | 105 | 101 | 10 | 10 | 2 | 0 |
| 20:00 | 217 | 55.0 | 48.8 | 6.0 | 0 | 0 | 1 | 7 | 8 | 25 | 81 | 72 | 20 | 3 | 0 | 0 |
| 21:00 | 120 | 58.2 | 50.1 | 7.8 | 0 | 0 | 1 | 3 | 8 | 9 | 39 | 35 | 15 | 9 | 1 | 0 |
| 22:00 | 110 | 57.1 | 50.2 | 6.6 | 0 | 0 | 1 | 2 | 4 | 7 | 39 | 38 | 13 | 6 | 0 | 0 |
| 23:00 | 73 | 59.5 | 50.6 | 8.6 | 0 | 0 | 1 | 1 | 1 | 9 | 25 | 25 | 5 | 3 | 2 | 1 |
| Total 2H(10-12) | 1352 | 54.2 | 47.1 | 6.9 | 0 | 0 | 51 | 51 | 53 | 118 | 664 | 356 | 48 | 10 | 0 | 1 |
| 2H(14-16) | 1095 | 54.9 | 47.6 | 7.0 | 0 | 1 | 27 | 49 | 51 | 114 | 446 | 317 | 77 | 12 | 1 | 0 |
| 12H(7-19) | 6728 | 54.7 | 47.8 | 6.7 | 0 | 5 | 146 | 259 | 267 | 694 | 2875 | 2026 | 375 | 68 | 10 | 3 |
| 24H(0-24) | 8465 | 55.4 | 48.2 | 7.0 | 0 | 5 | 185 | 317 | 339 | 846 | 3382 | 2649 | 578 | 138 | 20 | 6 |
| AM Peak | 11:00 | 00:00 | 03:00 | 05:00 | 00:00 | 00:00 | 10:00 | 09:00 | 10:00 | 11:00 | 11:00 | 09:00 | 07:00 | 05:00 | 09:00 | 00:00 |
| | 714 | 61.6 | 53.7 | 9.9 | 0 | 0 | 48 | 46 | 28 | 61 | 388 | 218 | 47 | 13 | 3 | 1 |
| PM Peak | 12:00 | 23:00 | 23:00 | 23:00 | 12:00 | 13:00 | 13:00 | 14:00 | 12:00 | 12:00 | 12:00 | 14:00 | 14:00 | 14:00 | 19:00 | 16:00 |
| | 650 | 59.5 | 50.6 | 8.6 | 0 | 3 | 17 | 38 | 34 | 116 | 289 | 182 | 43 | 10 | 2 | 1 |

**360 TSL Ltd**

**Direction: Total Flow**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 122 | 60.8 | 52.0 | 8.4 | 0 | 0 | 2 | 1 | 1 | 10 | 37 | 39 | 18 | 10 | 3 | 1 |
| 01:00 | 93 | 58.1 | 52.0 | 5.8 | 0 | 0 | 0 | 0 | 1 | 5 | 27 | 39 | 17 | 2 | 2 | 0 |
| 02:00 | 116 | 61.7 | 50.9 | 10.4 | 0 | 0 | 5 | 2 | 5 | 12 | 24 | 36 | 21 | 6 | 3 | 2 |
| 03:00 | 138 | 58.7 | 53.0 | 5.4 | 0 | 0 | 0 | 1 | 3 | 4 | 17 | 71 | 36 | 5 | 1 | 0 |
| 04:00 | 209 | 58.5 | 50.6 | 7.6 | 0 | 0 | 4 | 7 | 3 | 14 | 56 | 81 | 33 | 10 | 0 | 1 |
| 05:00 | 358 | 58.6 | 48.7 | 9.5 | 0 | 1 | 24 | 8 | 22 | 19 | 109 | 94 | 60 | 20 | 1 | 0 |
| 06:00 | 492 | 57.6 | 48.9 | 8.4 | 0 | 3 | 15 | 24 | 10 | 43 | 146 | 183 | 49 | 16 | 2 | 1 |
| 07:00 | 778 | 55.8 | 49.1 | 6.5 | 0 | 0 | 9 | 25 | 13 | 89 | 291 | 261 | 72 | 15 | 3 | 0 |
| 08:00 | 998 | 54.9 | 48.5 | 6.2 | 0 | 1 | 18 | 24 | 15 | 102 | 461 | 292 | 70 | 14 | 1 | 0 |
| 09:00 | 1234 | 54.2 | 46.6 | 7.3 | 0 | 1 | 43 | 68 | 51 | 184 | 497 | 328 | 51 | 7 | 4 | 0 |
| 10:00 | 1288 | 53.2 | 45.0 | 8.0 | 0 | 1 | 82 | 85 | 74 | 250 | 494 | 248 | 41 | 13 | 0 | 0 |
| 11:00 | 1349 | 53.3 | 46.9 | 6.2 | 0 | 0 | 35 | 42 | 51 | 220 | 630 | 315 | 53 | 2 | 0 | 1 |
| 12:00 | 1308 | 53.1 | 45.6 | 7.3 | 0 | 1 | 67 | 55 | 56 | 274 | 571 | 244 | 31 | 4 | 4 | 1 |
| 13:00 | 1170 | 54.7 | 47.1 | 7.3 | 0 | 4 | 51 | 29 | 39 | 151 | 508 | 305 | 75 | 7 | 1 | 0 |
| 14:00 | 1100 | 54.8 | 46.9 | 7.6 | 0 | 3 | 46 | 43 | 44 | 157 | 441 | 280 | 72 | 13 | 1 | 0 |
| 15:00 | 1096 | 53.7 | 46.2 | 7.3 | 0 | 5 | 50 | 32 | 55 | 171 | 503 | 231 | 43 | 5 | 1 | 0 |
| 16:00 | 988 | 54.9 | 48.0 | 6.6 | 0 | 0 | 22 | 27 | 32 | 129 | 412 | 286 | 66 | 11 | 2 | 1 |
| 17:00 | 997 | 54.4 | 47.1 | 7.1 | 0 | 3 | 30 | 30 | 32 | 173 | 427 | 245 | 43 | 10 | 2 | 2 |
| 18:00 | 931 | 54.3 | 46.6 | 7.4 | 0 | 1 | 41 | 31 | 40 | 165 | 372 | 232 | 38 | 7 | 3 | 1 |
| 19:00 | 584 | 55.2 | 47.8 | 7.1 | 0 | 0 | 16 | 9 | 21 | 97 | 244 | 158 | 19 | 16 | 2 | 2 |
| 20:00 | 454 | 56.2 | 49.1 | 6.9 | 0 | 0 | 7 | 9 | 9 | 59 | 177 | 134 | 43 | 13 | 2 | 1 |
| 21:00 | 329 | 56.5 | 49.0 | 7.3 | 0 | 0 | 7 | 7 | 10 | 43 | 118 | 100 | 29 | 13 | 2 | 0 |
| 22:00 | 231 | 58.2 | 49.8 | 8.1 | 0 | 0 | 4 | 6 | 6 | 27 | 84 | 63 | 24 | 13 | 3 | 1 |
| 23:00 | 172 | 61.0 | 52.2 | 8.5 | 0 | 0 | 1 | 2 | 1 | 17 | 54 | 54 | 22 | 15 | 3 | 3 |
| Total 2H(10-12) | 2637 | 53.4 | 45.9 | 7.2 | 0 | 1 | 117 | 127 | 125 | 470 | 1124 | 563 | 94 | 15 | 0 | 1 |
| 2H(14-16) | 2196 | 54.2 | 46.5 | 7.4 | 0 | 8 | 96 | 75 | 99 | 328 | 944 | 511 | 115 | 18 | 2 | 0 |
| 12H(7-19) | 13237 | 54.3 | 46.8 | 7.2 | 0 | 20 | 494 | 491 | 502 | 2065 | 5607 | 3267 | 655 | 108 | 22 | 6 |
| 24H(0-24) | 16535 | 55.1 | 47.4 | 7.4 | 0 | 24 | 579 | 567 | 594 | 2415 | 6700 | 4319 | 1026 | 247 | 46 | 18 |
| AM Peak | 11:00 | 02:00 | 03:00 | 02:00 | 00:00 | 06:00 | 10:00 | 10:00 | 10:00 | 10:00 | 11:00 | 09:00 | 07:00 | 05:00 | 09:00 | 02:00 |
| | 1349 | 61.7 | 53.0 | 10.4 | 0 | 3 | 82 | 85 | 74 | 250 | 630 | 328 | 72 | 20 | 4 | 2 |
| PM Peak | 12:00 | 23:00 | 23:00 | 23:00 | 12:00 | 15:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 13:00 | 13:00 | 19:00 | 12:00 | 23:00 |
| | 1308 | 61.0 | 52.2 | 8.5 | 0 | 5 | 67 | 55 | 56 | 274 | 571 | 305 | 75 | 16 | 4 | 3 |

**360 TSL Ltd**

## East Heckington ATC, A17 (Western Site)

**Direction: Eastbound**

**27/03/2022**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 61 | 57.8 | 49.9 | 7.7 | 0 | 0 | 2 | 0 | 1 | 5 | 27 | 16 | 4 | 6 | 0 | 0 |
| 01:00 | 44 | 60.4 | 51.0 | 9.1 | 0 | 0 | 1 | 0 | 0 | 6 | 15 | 15 | 3 | 2 | 1 | 1 |
| 02:00 | 0 | - | - | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 34 | 58.1 | 49.3 | 8.6 | 0 | 0 | 1 | 0 | 1 | 6 | 13 | 8 | 2 | 2 | 1 | 0 |
| 04:00 | 33 | 57.7 | 48.3 | 9.0 | 0 | 0 | 1 | 3 | 0 | 6 | 8 | 8 | 5 | 2 | 0 | 0 |
| 05:00 | 56 | 59.6 | 48.8 | 10.5 | 0 | 0 | 6 | 2 | 0 | 2 | 14 | 22 | 5 | 5 | 0 | 0 |
| 06:00 | 107 | 59.4 | 50.3 | 8.8 | 0 | 0 | 4 | 1 | 0 | 10 | 42 | 33 | 7 | 7 | 2 | 1 |
| 07:00 | 143 | 56.9 | 49.8 | 6.8 | 0 | 0 | 3 | 2 | 2 | 5 | 71 | 37 | 16 | 6 | 1 | 0 |
| 08:00 | 209 | 57.5 | 49.1 | 8.1 | 0 | 0 | 9 | 5 | 2 | 14 | 98 | 42 | 27 | 11 | 1 | 0 |
| 09:00 | 397 | 53.7 | 46.7 | 6.8 | 0 | 2 | 15 | 7 | 8 | 64 | 215 | 65 | 16 | 5 | 0 | 0 |
| 10:00 | 489 | 53.3 | 46.3 | 6.8 | 0 | 1 | 18 | 10 | 34 | 83 | 218 | 109 | 11 | 5 | 0 | 0 |
| 11:00 | 614 | 52.1 | 45.7 | 6.2 | 0 | 0 | 21 | 17 | 36 | 135 | 291 | 101 | 11 | 2 | 0 | 0 |
| 12:00 | 676 | 52.4 | 45.5 | 6.7 | 0 | 1 | 29 | 13 | 28 | 194 | 289 | 105 | 12 | 4 | 0 | 1 |
| 13:00 | 581 | 53.4 | 45.5 | 7.6 | 0 | 4 | 24 | 13 | 52 | 127 | 227 | 105 | 25 | 2 | 1 | 1 |
| 14:00 | 576 | 53.7 | 46.2 | 7.2 | 2 | 0 | 27 | 10 | 34 | 90 | 266 | 123 | 21 | 3 | 0 | 0 |
| 15:00 | 542 | 54.7 | 47.3 | 7.1 | 0 | 0 | 28 | 9 | 4 | 80 | 251 | 135 | 27 | 7 | 1 | 0 |
| 16:00 | 601 | 53.4 | 47.2 | 5.9 | 0 | 0 | 15 | 10 | 13 | 109 | 296 | 123 | 31 | 4 | 0 | 0 |
| 17:00 | 561 | 54.6 | 46.6 | 7.6 | 0 | 2 | 22 | 18 | 32 | 86 | 238 | 124 | 32 | 4 | 2 | 1 |
| 18:00 | 559 | 54.2 | 46.0 | 7.9 | 0 | 0 | 36 | 15 | 44 | 73 | 230 | 131 | 22 | 8 | 0 | 0 |
| 19:00 | 397 | 53.8 | 47.6 | 6.0 | 0 | 0 | 11 | 3 | 7 | 70 | 188 | 97 | 15 | 6 | 0 | 0 |
| 20:00 | 303 | 53.6 | 47.8 | 5.5 | 0 | 0 | 3 | 3 | 10 | 58 | 134 | 73 | 19 | 3 | 0 | 0 |
| 21:00 | 234 | 56.5 | 49.4 | 6.9 | 0 | 0 | 4 | 2 | 7 | 29 | 85 | 75 | 26 | 4 | 1 | 1 |
| 22:00 | 108 | 57.9 | 50.9 | 6.8 | 0 | 0 | 0 | 0 | 3 | 12 | 43 | 28 | 11 | 10 | 1 | 0 |
| 23:00 | 75 | 56.9 | 49.3 | 7.4 | 0 | 1 | 1 | 0 | 1 | 9 | 27 | 28 | 6 | 1 | 1 | 0 |
| Total 2H(10-12) | 1103 | 52.7 | 45.9 | 6.5 | 0 | 1 | 39 | 27 | 70 | 218 | 509 | 210 | 22 | 7 | 0 | 0 |
| 2H(14-16) | 1118 | 54.2 | 46.7 | 7.2 | 2 | 0 | 55 | 19 | 38 | 170 | 517 | 258 | 48 | 10 | 1 | 0 |
| 12H(7-19) | 5948 | 53.8 | 46.5 | 7.1 | 2 | 10 | 247 | 129 | 289 | 1060 | 2690 | 1200 | 251 | 61 | 6 | 3 |
| 24H(0-24) | 7400 | 54.3 | 46.9 | 7.1 | 2 | 11 | 281 | 143 | 319 | 1273 | 3286 | 1603 | 354 | 109 | 13 | 6 |
| AM Peak | 11:00 | 01:00 | 01:00 | 05:00 | 00:00 | 09:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 10:00 | 08:00 | 08:00 | 06:00 | 01:00 |
| | 614 | 60.4 | 51.0 | 10.5 | 0 | 2 | 21 | 17 | 36 | 135 | 291 | 109 | 27 | 11 | 2 | 1 |
| PM Peak | 12:00 | 22:00 | 22:00 | 18:00 | 14:00 | 13:00 | 18:00 | 17:00 | 13:00 | 12:00 | 16:00 | 15:00 | 17:00 | 22:00 | 17:00 | 12:00 |
| | 676 | 57.9 | 50.9 | 7.9 | 2 | 4 | 36 | 18 | 52 | 194 | 296 | 135 | 32 | 10 | 2 | 1 |

**360 TSL Ltd**

**Direction: Westbound**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 56 | 57.5 | 49.9 | 7.4 | 0 | 0 | 0 | 2 | 3 | 8 | 16 | 10 | 15 | 2 | 0 | 0 |
| 01:00 | 54 | 59.6 | 52.1 | 7.2 | 0 | 0 | 0 | 1 | 2 | 5 | 9 | 21 | 10 | 6 | 0 | 0 |
| 02:00 | 0 | - | - | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 47 | 57.2 | 51.3 | 5.7 | 0 | 0 | 1 | 0 | 0 | 1 | 14 | 22 | 8 | 1 | 0 | 0 |
| 04:00 | 108 | 57.7 | 48.7 | 8.8 | 0 | 0 | 1 | 3 | 13 | 18 | 23 | 34 | 9 | 5 | 1 | 1 |
| 05:00 | 132 | 58.6 | 48.9 | 9.4 | 0 | 0 | 3 | 10 | 11 | 12 | 26 | 42 | 20 | 7 | 0 | 1 |
| 06:00 | 169 | 57.8 | 51.6 | 5.9 | 0 | 0 | 1 | 2 | 2 | 5 | 50 | 75 | 23 | 11 | 0 | 0 |
| 07:00 | 220 | 56.0 | 49.5 | 6.2 | 0 | 0 | 1 | 4 | 9 | 19 | 82 | 80 | 19 | 4 | 2 | 0 |
| 08:00 | 328 | 56.0 | 50.0 | 5.7 | 0 | 0 | 1 | 3 | 13 | 17 | 132 | 120 | 29 | 13 | 0 | 0 |
| 09:00 | 559 | 54.5 | 48.8 | 5.5 | 0 | 1 | 4 | 8 | 21 | 47 | 234 | 208 | 33 | 3 | 0 | 0 |
| 10:00 | 608 | 54.8 | 46.4 | 8.0 | 0 | 0 | 33 | 38 | 31 | 73 | 216 | 178 | 32 | 7 | 0 | 0 |
| 11:00 | 786 | 53.0 | 47.5 | 5.3 | 0 | 0 | 9 | 17 | 29 | 97 | 412 | 196 | 23 | 3 | 0 | 0 |
| 12:00 | 661 | 54.2 | 48.9 | 5.1 | 0 | 0 | 1 | 14 | 23 | 40 | 314 | 227 | 34 | 8 | 0 | 0 |
| 13:00 | 662 | 54.6 | 49.2 | 5.3 | 0 | 0 | 8 | 9 | 10 | 47 | 285 | 262 | 37 | 3 | 1 | 0 |
| 14:00 | 592 | 54.3 | 48.1 | 6.0 | 0 | 0 | 11 | 14 | 18 | 65 | 255 | 199 | 24 | 6 | 0 | 0 |
| 15:00 | 588 | 55.8 | 49.5 | 6.1 | 0 | 0 | 5 | 14 | 13 | 53 | 214 | 231 | 39 | 18 | 1 | 0 |
| 16:00 | 632 | 55.2 | 48.5 | 6.5 | 0 | 2 | 4 | 29 | 16 | 54 | 270 | 195 | 51 | 11 | 0 | 0 |
| 17:00 | 497 | 55.7 | 50.1 | 5.5 | 0 | 0 | 2 | 8 | 14 | 22 | 190 | 200 | 50 | 11 | 0 | 0 |
| 18:00 | 496 | 54.8 | 48.8 | 5.8 | 0 | 0 | 5 | 12 | 19 | 42 | 195 | 185 | 34 | 4 | 0 | 0 |
| 19:00 | 441 | 54.9 | 48.9 | 5.8 | 0 | 0 | 3 | 4 | 9 | 62 | 197 | 126 | 25 | 14 | 1 | 0 |
| 20:00 | 305 | 56.3 | 49.9 | 6.2 | 0 | 0 | 4 | 2 | 4 | 21 | 136 | 102 | 20 | 15 | 1 | 0 |
| 21:00 | 174 | 56.4 | 50.2 | 6.0 | 0 | 0 | 1 | 2 | 3 | 16 | 65 | 57 | 23 | 7 | 0 | 0 |
| 22:00 | 100 | 59.6 | 50.5 | 8.8 | 0 | 0 | 1 | 4 | 5 | 5 | 29 | 43 | 5 | 4 | 3 | 1 |
| 23:00 | 68 | 56.9 | 49.9 | 6.7 | 0 | 0 | 1 | 1 | 1 | 4 | 32 | 19 | 5 | 5 | 0 | 0 |
| Total 2H(10-12) | 1394 | 53.9 | 47.1 | 6.6 | 0 | 0 | 42 | 55 | 60 | 170 | 628 | 374 | 55 | 10 | 0 | 0 |
| 2H(14-16) | 1180 | 55.1 | 48.8 | 6.1 | 0 | 0 | 16 | 28 | 31 | 118 | 469 | 430 | 63 | 24 | 1 | 0 |
| 12H(7-19) | 6629 | 54.9 | 48.6 | 6.0 | 0 | 3 | 84 | 170 | 216 | 576 | 2799 | 2281 | 405 | 91 | 4 | 0 |
| 24H(0-24) | 8283 | 55.3 | 48.9 | 6.2 | 0 | 3 | 100 | 201 | 269 | 733 | 3396 | 2832 | 568 | 168 | 10 | 3 |
| AM Peak | 11:00 | 01:00 | 01:00 | 05:00 | 00:00 | 09:00 | 10:00 | 10:00 | 10:00 | 11:00 | 11:00 | 09:00 | 09:00 | 08:00 | 07:00 | 04:00 |
| | 786 | 59.6 | 52.1 | 9.4 | 0 | 1 | 33 | 38 | 31 | 97 | 412 | 208 | 33 | 13 | 2 | 1 |
| PM Peak | 13:00 | 22:00 | 22:00 | 22:00 | 12:00 | 16:00 | 14:00 | 16:00 | 12:00 | 14:00 | 12:00 | 13:00 | 16:00 | 15:00 | 22:00 | 22:00 |
| | 662 | 59.6 | 50.5 | 8.8 | 0 | 2 | 11 | 29 | 23 | 65 | 314 | 262 | 51 | 18 | 3 | 1 |

**360 TSL Ltd**

**Direction: Total Flow**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 117 | 57.7 | 49.9 | 7.5 | 0 | 0 | 2 | 2 | 4 | 13 | 43 | 26 | 19 | 8 | 0 | 0 |
| 01:00 | 98 | 60.0 | 51.6 | 8.1 | 0 | 0 | 1 | 1 | 2 | 11 | 24 | 36 | 13 | 8 | 1 | 1 |
| 02:00 | 0 | - | - | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 81 | 57.8 | 50.5 | 7.1 | 0 | 0 | 2 | 0 | 1 | 7 | 27 | 30 | 10 | 3 | 1 | 0 |
| 04:00 | 141 | 57.7 | 48.6 | 8.8 | 0 | 0 | 2 | 6 | 13 | 24 | 31 | 42 | 14 | 7 | 1 | 1 |
| 05:00 | 188 | 58.9 | 48.9 | 9.7 | 0 | 0 | 9 | 12 | 11 | 14 | 40 | 64 | 25 | 12 | 0 | 1 |
| 06:00 | 276 | 58.6 | 51.1 | 7.2 | 0 | 0 | 5 | 3 | 2 | 15 | 92 | 108 | 30 | 18 | 2 | 1 |
| 07:00 | 363 | 56.4 | 49.7 | 6.5 | 0 | 0 | 4 | 6 | 11 | 24 | 153 | 117 | 35 | 10 | 3 | 0 |
| 08:00 | 537 | 56.7 | 49.7 | 6.7 | 0 | 0 | 10 | 8 | 15 | 31 | 230 | 162 | 56 | 24 | 1 | 0 |
| 09:00 | 956 | 54.3 | 47.9 | 6.1 | 0 | 3 | 19 | 15 | 29 | 111 | 449 | 273 | 49 | 8 | 0 | 0 |
| 10:00 | 1097 | 54.1 | 46.4 | 7.5 | 0 | 1 | 51 | 48 | 65 | 156 | 434 | 287 | 43 | 12 | 0 | 0 |
| 11:00 | 1400 | 52.7 | 46.7 | 5.8 | 0 | 0 | 30 | 34 | 65 | 232 | 703 | 297 | 34 | 5 | 0 | 0 |
| 12:00 | 1337 | 53.6 | 47.2 | 6.2 | 0 | 1 | 30 | 27 | 51 | 234 | 603 | 332 | 46 | 12 | 0 | 1 |
| 13:00 | 1243 | 54.4 | 47.5 | 6.7 | 0 | 4 | 32 | 22 | 62 | 174 | 512 | 367 | 62 | 5 | 2 | 1 |
| 14:00 | 1168 | 54.1 | 47.2 | 6.7 | 2 | 0 | 38 | 24 | 52 | 155 | 521 | 322 | 45 | 9 | 0 | 0 |
| 15:00 | 1130 | 55.4 | 48.4 | 6.7 | 0 | 0 | 33 | 23 | 17 | 133 | 465 | 366 | 66 | 25 | 2 | 0 |
| 16:00 | 1233 | 54.4 | 47.9 | 6.2 | 0 | 2 | 19 | 39 | 29 | 163 | 566 | 318 | 82 | 15 | 0 | 0 |
| 17:00 | 1058 | 55.4 | 48.3 | 6.9 | 0 | 2 | 24 | 26 | 46 | 108 | 428 | 324 | 82 | 15 | 2 | 1 |
| 18:00 | 1055 | 54.7 | 47.3 | 7.1 | 0 | 0 | 41 | 27 | 63 | 115 | 425 | 316 | 56 | 12 | 0 | 0 |
| 19:00 | 838 | 54.4 | 48.3 | 5.9 | 0 | 0 | 14 | 7 | 16 | 132 | 385 | 223 | 40 | 20 | 1 | 0 |
| 20:00 | 608 | 55.0 | 48.9 | 5.9 | 0 | 0 | 7 | 5 | 14 | 79 | 270 | 175 | 39 | 18 | 1 | 0 |
| 21:00 | 408 | 56.5 | 49.7 | 6.5 | 0 | 0 | 5 | 4 | 10 | 45 | 150 | 132 | 49 | 11 | 1 | 1 |
| 22:00 | 208 | 58.8 | 50.7 | 7.8 | 0 | 0 | 1 | 4 | 8 | 17 | 72 | 71 | 16 | 14 | 4 | 1 |
| 23:00 | 143 | 56.9 | 49.6 | 7.1 | 0 | 1 | 2 | 1 | 2 | 13 | 59 | 47 | 11 | 6 | 1 | 0 |
| Total 2H(10-12) | 2497 | 53.4 | 46.6 | 6.6 | 0 | 1 | 81 | 82 | 130 | 388 | 1137 | 584 | 77 | 17 | 0 | 0 |
| 2H(14-16) | 2298 | 54.8 | 47.8 | 6.7 | 2 | 0 | 71 | 47 | 69 | 288 | 986 | 688 | 111 | 34 | 2 | 0 |
| 12H(7-19) | 12577 | 54.5 | 47.6 | 6.6 | 2 | 13 | 331 | 299 | 505 | 1636 | 5489 | 3481 | 656 | 152 | 10 | 3 |
| 24H(0-24) | 15683 | 54.9 | 47.9 | 6.7 | 2 | 14 | 381 | 344 | 588 | 2006 | 6682 | 4435 | 922 | 277 | 23 | 9 |
| AM Peak | 11:00 | 01:00 | 01:00 | 05:00 | 00:00 | 09:00 | 10:00 | 10:00 | 10:00 | 11:00 | 11:00 | 11:00 | 08:00 | 08:00 | 07:00 | 01:00 |
| | 1400 | 60.0 | 51.6 | 9.7 | 0 | 3 | 51 | 48 | 65 | 232 | 703 | 297 | 56 | 24 | 3 | 1 |
| PM Peak | 12:00 | 22:00 | 22:00 | 22:00 | 14:00 | 13:00 | 18:00 | 16:00 | 18:00 | 12:00 | 12:00 | 13:00 | 16:00 | 15:00 | 22:00 | 12:00 |
| | 1337 | 58.8 | 50.7 | 7.8 | 2 | 4 | 41 | 39 | 63 | 234 | 603 | 367 | 82 | 25 | 4 | 1 |

**360 TSL Ltd**

# East Heckington ATC, A17 (Western Site)

**Direction: Eastbound**

**28/03/2022**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 58 | 56.9 | 49.7 | 6.9 | 0 | 0 | 1 | 0 | 1 | 4 | 25 | 23 | 3 | 0 | 0 | 1 |
| 01:00 | 26 | 55.5 | 47.0 | 8.2 | 0 | 0 | 1 | 0 | 1 | 10 | 6 | 5 | 1 | 2 | 0 | 0 |
| 02:00 | 35 | 58.2 | 48.5 | 9.3 | 0 | 0 | 2 | 1 | 0 | 7 | 8 | 13 | 2 | 1 | 1 | 0 |
| 03:00 | 48 | 63.8 | 52.0 | 11.4 | 0 | 0 | 5 | 0 | 0 | 1 | 10 | 13 | 10 | 8 | 1 | 0 |
| 04:00 | 80 | 59.4 | 49.2 | 9.8 | 0 | 1 | 5 | 2 | 0 | 7 | 23 | 24 | 12 | 6 | 0 | 0 |
| 05:00 | 221 | 55.8 | 48.0 | 7.5 | 0 | 1 | 11 | 0 | 3 | 28 | 97 | 60 | 17 | 3 | 1 | 0 |
| 06:00 | 556 | 52.5 | 45.2 | 7.1 | 0 | 3 | 25 | 13 | 40 | 139 | 221 | 102 | 12 | 0 | 1 | 0 |
| 07:00 | 1052 | 51.2 | 43.5 | 7.4 | 0 | 2 | 61 | 100 | 81 | 242 | 428 | 127 | 8 | 3 | 0 | 0 |
| 08:00 | 877 | 51.0 | 43.4 | 7.4 | 0 | 1 | 40 | 108 | 93 | 167 | 334 | 128 | 6 | 0 | 0 | 0 |
| 09:00 | 698 | 50.7 | 43.9 | 6.6 | 2 | 0 | 26 | 44 | 52 | 217 | 286 | 64 | 6 | 1 | 0 | 0 |
| 10:00 | 769 | 52.1 | 41.3 | 10.4 | 30 | 27 | 30 | 30 | 75 | 238 | 262 | 76 | 1 | 0 | 0 | 0 |
| 11:00 | 744 | 50.3 | 42.2 | 7.8 | 0 | 0 | 59 | 90 | 81 | 185 | 248 | 70 | 8 | 3 | 0 | 0 |
| 12:00 | 682 | 52.3 | 43.6 | 8.4 | 0 | 2 | 61 | 52 | 40 | 148 | 265 | 97 | 13 | 2 | 2 | 0 |
| 13:00 | 630 | 51.6 | 44.1 | 7.2 | 0 | 2 | 34 | 44 | 46 | 147 | 262 | 87 | 8 | 0 | 0 | 0 |
| 14:00 | 633 | 52.5 | 44.6 | 7.7 | 0 | 2 | 39 | 44 | 39 | 115 | 266 | 114 | 14 | 0 | 0 | 0 |
| 15:00 | 619 | 53.5 | 46.0 | 7.2 | 0 | 0 | 27 | 26 | 45 | 86 | 278 | 134 | 17 | 5 | 1 | 0 |
| 16:00 | 703 | 53.5 | 46.4 | 6.8 | 0 | 0 | 21 | 25 | 48 | 104 | 330 | 151 | 15 | 7 | 1 | 1 |
| 17:00 | 648 | 54.5 | 44.8 | 9.4 | 1 | 19 | 35 | 41 | 28 | 107 | 239 | 141 | 33 | 4 | 0 | 0 |
| 18:00 | 492 | 55.1 | 47.4 | 7.5 | 0 | 0 | 26 | 15 | 8 | 56 | 211 | 136 | 34 | 6 | 0 | 0 |
| 19:00 | 262 | 54.6 | 48.2 | 6.2 | 0 | 0 | 4 | 6 | 7 | 37 | 114 | 76 | 11 | 7 | 0 | 0 |
| 20:00 | 188 | 53.5 | 47.4 | 5.9 | 0 | 0 | 3 | 2 | 5 | 41 | 88 | 37 | 8 | 4 | 0 | 0 |
| 21:00 | 155 | 55.5 | 49.5 | 5.7 | 0 | 0 | 2 | 1 | 0 | 16 | 68 | 51 | 14 | 2 | 1 | 0 |
| 22:00 | 152 | 57.6 | 48.8 | 8.4 | 0 | 1 | 4 | 4 | 5 | 20 | 53 | 40 | 17 | 6 | 2 | 0 |
| 23:00 | 72 | 59.6 | 50.0 | 9.2 | 0 | 0 | 1 | 1 | 5 | 14 | 17 | 16 | 10 | 7 | 0 | 1 |
| Total 2H(10-12) | 1513 | 51.4 | 41.8 | 9.3 | 30 | 27 | 89 | 120 | 156 | 423 | 510 | 146 | 9 | 3 | 0 | 0 |
| 2H(14-16) | 1252 | 53.0 | 45.3 | 7.5 | 0 | 2 | 66 | 70 | 84 | 201 | 544 | 248 | 31 | 5 | 1 | 0 |
| 12H(7-19) | 8547 | 52.4 | 44.1 | 8.1 | 33 | 55 | 459 | 619 | 636 | 1812 | 3409 | 1325 | 163 | 31 | 4 | 1 |
| 24H(0-24) | 10400 | 53.1 | 44.7 | 8.1 | 33 | 61 | 523 | 649 | 703 | 2136 | 4139 | 1785 | 280 | 77 | 11 | 3 |
| AM Peak | 07:00 | 03:00 | 03:00 | 03:00 | 10:00 | 10:00 | 07:00 | 08:00 | 08:00 | 07:00 | 07:00 | 08:00 | 05:00 | 03:00 | 02:00 | 00:00 |
| | 1052 | 63.8 | 52.0 | 11.4 | 30 | 27 | 61 | 108 | 93 | 242 | 428 | 128 | 17 | 8 | 1 | 1 |
| PM Peak | 16:00 | 23:00 | 23:00 | 17:00 | 17:00 | 17:00 | 12:00 | 12:00 | 16:00 | 12:00 | 16:00 | 16:00 | 18:00 | 16:00 | 12:00 | 16:00 |
| | 703 | 59.6 | 50.0 | 9.4 | 1 | 19 | 61 | 52 | 48 | 148 | 330 | 151 | 34 | 7 | 2 | 1 |

360 TSL Ltd

**Direction: Westbound**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 54 | 59.2 | 52.4 | 6.6 | 0 | 0 | 0 | 1 | 1 | 2 | 13 | 21 | 13 | 2 | 1 | 0 |
| 01:00 | 42 | 57.0 | 50.1 | 6.7 | 0 | 0 | 0 | 1 | 2 | 8 | 4 | 19 | 7 | 1 | 0 | 0 |
| 02:00 | 87 | 58.0 | 51.4 | 6.4 | 0 | 0 | 0 | 2 | 1 | 2 | 31 | 37 | 7 | 6 | 1 | 0 |
| 03:00 | 146 | 56.5 | 51.3 | 5.1 | 0 | 0 | 1 | 0 | 2 | 3 | 44 | 78 | 14 | 3 | 1 | 0 |
| 04:00 | 231 | 59.5 | 51.9 | 7.3 | 0 | 0 | 2 | 5 | 2 | 10 | 69 | 87 | 32 | 22 | 1 | 1 |
| 05:00 | 472 | 56.6 | 46.5 | 9.7 | 0 | 2 | 50 | 24 | 11 | 31 | 132 | 183 | 35 | 2 | 2 | 0 |
| 06:00 | 555 | 54.2 | 45.6 | 8.4 | 0 | 0 | 27 | 63 | 45 | 36 | 201 | 150 | 30 | 3 | 0 | 0 |
| 07:00 | 856 | 51.8 | 43.0 | 8.5 | 0 | 0 | 52 | 137 | 114 | 125 | 218 | 193 | 15 | 2 | 0 | 0 |
| 08:00 | 777 | 53.0 | 46.1 | 6.7 | 0 | 2 | 17 | 32 | 67 | 131 | 319 | 192 | 10 | 7 | 0 | 0 |
| 09:00 | 714 | 51.8 | 43.3 | 8.2 | 0 | 0 | 32 | 125 | 84 | 81 | 242 | 128 | 21 | 1 | 0 | 0 |
| 10:00 | 658 | 52.5 | 44.9 | 7.4 | 0 | 6 | 15 | 69 | 44 | 83 | 303 | 131 | 7 | 0 | 0 | 0 |
| 11:00 | 787 | 52.6 | 45.9 | 6.4 | 0 | 0 | 24 | 30 | 65 | 126 | 348 | 181 | 12 | 1 | 0 | 0 |
| 12:00 | 680 | 52.0 | 45.4 | 6.4 | 0 | 0 | 4 | 71 | 52 | 120 | 281 | 138 | 14 | 0 | 0 | 0 |
| 13:00 | 745 | 52.7 | 44.5 | 7.9 | 0 | 0 | 51 | 59 | 57 | 116 | 301 | 142 | 17 | 2 | 0 | 0 |
| 14:00 | 667 | 53.4 | 46.9 | 6.3 | 0 | 0 | 6 | 39 | 50 | 88 | 272 | 179 | 32 | 1 | 0 | 0 |
| 15:00 | 756 | 52.9 | 47.4 | 5.3 | 0 | 1 | 7 | 21 | 22 | 104 | 386 | 196 | 19 | 0 | 0 | 0 |
| 16:00 | 822 | 52.7 | 45.3 | 7.2 | 0 | 0 | 27 | 64 | 79 | 128 | 317 | 188 | 16 | 3 | 0 | 0 |
| 17:00 | 870 | 52.9 | 46.5 | 6.2 | 0 | 0 | 11 | 38 | 80 | 132 | 364 | 212 | 32 | 1 | 0 | 0 |
| 18:00 | 568 | 54.8 | 49.6 | 5.0 | 0 | 0 | 1 | 7 | 12 | 38 | 263 | 174 | 69 | 4 | 0 | 0 |
| 19:00 | 356 | 54.5 | 49.2 | 5.2 | 0 | 0 | 0 | 7 | 11 | 38 | 139 | 125 | 35 | 1 | 0 | 0 |
| 20:00 | 248 | 55.9 | 49.0 | 6.7 | 0 | 1 | 2 | 8 | 9 | 13 | 107 | 83 | 18 | 6 | 1 | 0 |
| 21:00 | 150 | 58.3 | 51.4 | 6.7 | 0 | 0 | 0 | 4 | 1 | 4 | 59 | 53 | 16 | 11 | 2 | 0 |
| 22:00 | 97 | 57.9 | 50.2 | 7.4 | 0 | 0 | 2 | 0 | 5 | 8 | 31 | 33 | 12 | 5 | 1 | 0 |
| 23:00 | 86 | 56.7 | 50.8 | 5.8 | 0 | 0 | 1 | 0 | 1 | 8 | 23 | 40 | 10 | 3 | 0 | 0 |
| Total 2H(10-12) | 1445 | 52.6 | 45.5 | 6.9 | 0 | 6 | 39 | 99 | 109 | 209 | 651 | 312 | 19 | 1 | 0 | 0 |
| 2H(14-16) | 1423 | 53.2 | 47.1 | 5.8 | 0 | 1 | 13 | 60 | 72 | 192 | 658 | 375 | 51 | 1 | 0 | 0 |
| 12H(7-19) | 8900 | 53.0 | 45.6 | 7.1 | 0 | 9 | 247 | 692 | 726 | 1272 | 3614 | 2054 | 264 | 22 | 0 | 0 |
| 24H(0-24) | 11424 | 53.9 | 46.3 | 7.4 | 0 | 12 | 332 | 807 | 817 | 1435 | 4467 | 2963 | 493 | 87 | 10 | 1 |
| AM Peak | 07:00 | 04:00 | 00:00 | 05:00 | 00:00 | 10:00 | 07:00 | 07:00 | 07:00 | 08:00 | 11:00 | 07:00 | 05:00 | 04:00 | 05:00 | 04:00 |
| | 856 | 59.5 | 52.4 | 9.7 | 0 | 6 | 52 | 137 | 114 | 131 | 348 | 193 | 35 | 22 | 2 | 1 |
| PM Peak | 17:00 | 21:00 | 21:00 | 13:00 | 12:00 | 15:00 | 13:00 | 12:00 | 17:00 | 17:00 | 15:00 | 17:00 | 18:00 | 21:00 | 21:00 | 12:00 |
| | 870 | 58.3 | 51.4 | 7.9 | 0 | 1 | 51 | 71 | 80 | 132 | 386 | 212 | 69 | 11 | 2 | 0 |

360 TSL Ltd

**Direction: Total Flow**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 112 | 58.1 | 51.0 | 6.8 | 0 | 0 | 1 | 1 | 2 | 6 | 38 | 44 | 16 | 2 | 1 | 1 |
| 01:00 | 68 | 56.6 | 48.9 | 7.4 | 0 | 0 | 1 | 1 | 3 | 18 | 10 | 24 | 8 | 3 | 0 | 0 |
| 02:00 | 122 | 58.3 | 50.6 | 7.4 | 0 | 0 | 2 | 3 | 1 | 9 | 39 | 50 | 9 | 7 | 2 | 0 |
| 03:00 | 194 | 58.9 | 51.5 | 7.1 | 0 | 0 | 6 | 0 | 2 | 4 | 54 | 91 | 24 | 11 | 2 | 0 |
| 04:00 | 311 | 59.6 | 51.2 | 8.1 | 0 | 1 | 7 | 7 | 2 | 17 | 92 | 111 | 44 | 28 | 1 | 1 |
| 05:00 | 693 | 56.4 | 47.0 | 9.1 | 0 | 3 | 61 | 24 | 14 | 59 | 229 | 243 | 52 | 5 | 3 | 0 |
| 06:00 | 1111 | 53.4 | 45.4 | 7.7 | 0 | 3 | 52 | 76 | 85 | 175 | 422 | 252 | 42 | 3 | 1 | 0 |
| 07:00 | 1908 | 51.5 | 43.3 | 7.9 | 0 | 2 | 113 | 237 | 195 | 367 | 646 | 320 | 23 | 5 | 0 | 0 |
| 08:00 | 1654 | 52.1 | 44.7 | 7.2 | 0 | 3 | 57 | 140 | 160 | 298 | 653 | 320 | 16 | 7 | 0 | 0 |
| 09:00 | 1412 | 51.3 | 43.6 | 7.4 | 2 | 0 | 58 | 169 | 136 | 298 | 528 | 192 | 27 | 2 | 0 | 0 |
| 10:00 | 1427 | 52.6 | 43.0 | 9.3 | 30 | 33 | 45 | 99 | 119 | 321 | 565 | 207 | 8 | 0 | 0 | 0 |
| 11:00 | 1531 | 51.8 | 44.1 | 7.4 | 0 | 0 | 83 | 120 | 146 | 311 | 596 | 251 | 20 | 4 | 0 | 0 |
| 12:00 | 1362 | 52.3 | 44.5 | 7.5 | 0 | 2 | 65 | 123 | 92 | 268 | 546 | 235 | 27 | 2 | 2 | 0 |
| 13:00 | 1375 | 52.2 | 44.3 | 7.6 | 0 | 2 | 85 | 103 | 103 | 263 | 563 | 229 | 25 | 2 | 0 | 0 |
| 14:00 | 1300 | 53.1 | 45.7 | 7.1 | 0 | 2 | 45 | 83 | 89 | 203 | 538 | 293 | 46 | 1 | 0 | 0 |
| 15:00 | 1375 | 53.3 | 46.8 | 6.3 | 0 | 1 | 34 | 47 | 67 | 190 | 664 | 330 | 36 | 5 | 1 | 0 |
| 16:00 | 1525 | 53.1 | 45.8 | 7.0 | 0 | 0 | 48 | 89 | 127 | 232 | 647 | 339 | 31 | 10 | 1 | 1 |
| 17:00 | 1518 | 53.8 | 45.8 | 7.8 | 1 | 19 | 46 | 79 | 108 | 239 | 603 | 353 | 65 | 5 | 0 | 0 |
| 18:00 | 1060 | 55.2 | 48.6 | 6.4 | 0 | 0 | 27 | 22 | 20 | 94 | 474 | 310 | 103 | 10 | 0 | 0 |
| 19:00 | 618 | 54.6 | 48.7 | 5.7 | 0 | 0 | 4 | 13 | 18 | 75 | 253 | 201 | 46 | 8 | 0 | 0 |
| 20:00 | 436 | 54.9 | 48.3 | 6.4 | 0 | 1 | 5 | 10 | 14 | 54 | 195 | 120 | 26 | 10 | 1 | 0 |
| 21:00 | 305 | 56.9 | 50.5 | 6.3 | 0 | 0 | 2 | 5 | 1 | 20 | 127 | 104 | 30 | 13 | 3 | 0 |
| 22:00 | 249 | 57.7 | 49.4 | 8.1 | 0 | 1 | 6 | 4 | 10 | 28 | 84 | 73 | 29 | 11 | 3 | 0 |
| 23:00 | 158 | 58.2 | 50.4 | 7.5 | 0 | 0 | 2 | 1 | 6 | 22 | 40 | 56 | 20 | 10 | 0 | 1 |
| Total 2H(10-12) | 2958 | 52.3 | 43.6 | 8.4 | 30 | 33 | 128 | 219 | 265 | 632 | 1161 | 458 | 28 | 4 | 0 | 0 |
| 2H(14-16) | 2675 | 53.2 | 46.3 | 6.7 | 0 | 3 | 79 | 130 | 156 | 393 | 1202 | 623 | 82 | 6 | 1 | 0 |
| 12H(7-19) | 17447 | 52.8 | 44.9 | 7.6 | 33 | 64 | 706 | 1311 | 1362 | 3084 | 7023 | 3379 | 427 | 53 | 4 | 1 |
| 24H(0-24) | 21824 | 53.6 | 45.5 | 7.8 | 33 | 73 | 855 | 1456 | 1520 | 3571 | 8606 | 4748 | 773 | 164 | 21 | 4 |
| AM Peak | 07:00 | 04:00 | 03:00 | 10:00 | 10:00 | 10:00 | 07:00 | 07:00 | 07:00 | 07:00 | 08:00 | 07:00 | 05:00 | 04:00 | 05:00 | 00:00 |
| | 1908 | 59.6 | 51.5 | 9.3 | 30 | 33 | 113 | 237 | 195 | 367 | 653 | 320 | 52 | 28 | 3 | 1 |
| PM Peak | 16:00 | 23:00 | 21:00 | 22:00 | 17:00 | 17:00 | 13:00 | 12:00 | 16:00 | 12:00 | 15:00 | 17:00 | 18:00 | 21:00 | 21:00 | 16:00 |
| | 1525 | 58.2 | 50.5 | 8.1 | 1 | 19 | 85 | 123 | 127 | 268 | 664 | 353 | 103 | 13 | 3 | 1 |

360 TSL Ltd

## East Heckington ATC, A17 (Western Site)

**Direction: Eastbound**

**29/03/2022**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 32 | 54.5 | 48.3 | 6.0 | 0 | 0 | 0 | 2 | 0 | 5 | 12 | 10 | 3 | 0 | 0 | 0 |
| 01:00 | 36 | 60.5 | 52.2 | 7.9 | 0 | 0 | 1 | 0 | 1 | 1 | 9 | 14 | 5 | 5 | 0 | 0 |
| 02:00 | 45 | 56.5 | 47.7 | 8.5 | 0 | 0 | 4 | 1 | 0 | 3 | 15 | 18 | 4 | 0 | 0 | 0 |
| 03:00 | 48 | 60.0 | 50.0 | 9.6 | 0 | 0 | 4 | 0 | 0 | 5 | 9 | 18 | 10 | 1 | 1 | 0 |
| 04:00 | 101 | 58.1 | 50.2 | 7.6 | 0 | 0 | 3 | 3 | 0 | 12 | 24 | 33 | 23 | 3 | 0 | 0 |
| 05:00 | 222 | 54.8 | 46.6 | 7.9 | 0 | 0 | 18 | 2 | 7 | 32 | 84 | 66 | 13 | 0 | 0 | 0 |
| 06:00 | 507 | 52.6 | 45.5 | 6.8 | 0 | 2 | 18 | 14 | 24 | 137 | 224 | 63 | 22 | 2 | 1 | 0 |
| 07:00 | 1047 | 49.3 | 41.9 | 7.1 | 0 | 1 | 75 | 91 | 155 | 357 | 275 | 85 | 8 | 0 | 0 | 0 |
| 08:00 | 854 | 49.9 | 44.0 | 5.6 | 0 | 0 | 30 | 15 | 76 | 345 | 317 | 66 | 2 | 3 | 0 | 0 |
| 09:00 | 734 | 50.4 | 43.4 | 6.8 | 0 | 1 | 41 | 32 | 68 | 262 | 265 | 54 | 5 | 6 | 0 | 0 |
| 10:00 | 647 | 51.1 | 43.9 | 6.9 | 0 | 2 | 40 | 18 | 37 | 234 | 236 | 69 | 9 | 2 | 0 | 0 |
| 11:00 | 569 | 51.3 | 44.0 | 7.0 | 0 | 0 | 27 | 41 | 62 | 126 | 230 | 74 | 8 | 1 | 0 | 0 |
| 12:00 | 652 | 50.9 | 44.0 | 6.7 | 0 | 2 | 28 | 41 | 36 | 210 | 253 | 76 | 6 | 0 | 0 | 0 |
| 13:00 | 604 | 52.4 | 45.0 | 7.1 | 0 | 0 | 34 | 22 | 38 | 132 | 270 | 89 | 17 | 2 | 0 | 0 |
| 14:00 | 591 | 53.3 | 44.4 | 8.6 | 0 | 4 | 44 | 41 | 45 | 98 | 222 | 109 | 25 | 3 | 0 | 0 |
| 15:00 | 619 | 52.0 | 44.9 | 6.9 | 0 | 1 | 20 | 45 | 39 | 162 | 228 | 109 | 12 | 3 | 0 | 0 |
| 16:00 | 703 | 52.4 | 45.5 | 6.6 | 0 | 1 | 32 | 8 | 57 | 156 | 308 | 124 | 15 | 2 | 0 | 0 |
| 17:00 | 696 | 52.6 | 46.2 | 6.1 | 0 | 0 | 23 | 15 | 23 | 158 | 328 | 123 | 24 | 2 | 0 | 0 |
| 18:00 | 460 | 56.1 | 47.3 | 8.5 | 0 | 4 | 25 | 16 | 16 | 42 | 185 | 121 | 40 | 11 | 0 | 0 |
| 19:00 | 293 | 55.4 | 48.2 | 6.9 | 0 | 1 | 9 | 2 | 3 | 32 | 155 | 66 | 16 | 7 | 2 | 0 |
| 20:00 | 203 | 54.7 | 48.4 | 6.0 | 0 | 0 | 3 | 3 | 0 | 35 | 91 | 56 | 10 | 4 | 1 | 0 |
| 21:00 | 189 | 55.4 | 49.5 | 5.7 | 0 | 0 | 1 | 1 | 4 | 19 | 87 | 58 | 12 | 6 | 1 | 0 |
| 22:00 | 152 | 56.6 | 48.0 | 8.3 | 0 | 0 | 8 | 2 | 4 | 23 | 57 | 43 | 6 | 8 | 1 | 0 |
| 23:00 | 80 | 59.1 | 51.3 | 7.5 | 0 | 0 | 0 | 0 | 4 | 5 | 29 | 23 | 14 | 3 | 1 | 1 |
| Total 2H(10-12) | 1216 | 51.2 | 44.0 | 7.0 | 0 | 2 | 67 | 59 | 99 | 360 | 466 | 143 | 17 | 3 | 0 | 0 |
| 2H(14-16) | 1210 | 52.7 | 44.6 | 7.8 | 0 | 5 | 64 | 86 | 84 | 260 | 450 | 218 | 37 | 6 | 0 | 0 |
| 12H(7-19) | 8176 | 51.7 | 44.3 | 7.1 | 0 | 16 | 419 | 385 | 652 | 2282 | 3117 | 1099 | 171 | 35 | 0 | 0 |
| 24H(0-24) | 10084 | 52.5 | 45.0 | 7.3 | 0 | 19 | 488 | 415 | 699 | 2591 | 3913 | 1567 | 309 | 74 | 8 | 1 |
| AM Peak | 07:00 | 01:00 | 01:00 | 03:00 | 00:00 | 06:00 | 07:00 | 07:00 | 07:00 | 07:00 | 08:00 | 07:00 | 04:00 | 09:00 | 03:00 | 00:00 |
| | 1047 | 60.5 | 52.2 | 9.6 | 0 | 2 | 75 | 91 | 155 | 357 | 317 | 85 | 23 | 6 | 1 | 0 |
| PM Peak | 16:00 | 23:00 | 23:00 | 14:00 | 12:00 | 14:00 | 14:00 | 15:00 | 16:00 | 12:00 | 17:00 | 16:00 | 18:00 | 18:00 | 19:00 | 23:00 |
| | 703 | 59.1 | 51.3 | 8.6 | 0 | 4 | 44 | 45 | 57 | 210 | 328 | 124 | 40 | 11 | 2 | 1 |

**360 TSL Ltd**

**Direction: Westbound**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 79 | 56.3 | 50.3 | 5.8 | 0 | 0 | 1 | 0 | 0 | 6 | 36 | 22 | 11 | 3 | 0 | 0 |
| 01:00 | 77 | 55.1 | 50.4 | 4.6 | 0 | 0 | 0 | 0 | 2 | 1 | 38 | 24 | 11 | 1 | 0 | 0 |
| 02:00 | 90 | 54.7 | 48.4 | 6.0 | 0 | 0 | 1 | 1 | 0 | 29 | 14 | 38 | 6 | 1 | 0 | 0 |
| 03:00 | 127 | 56.3 | 52.3 | 3.8 | 0 | 0 | 0 | 0 | 0 | 2 | 26 | 78 | 20 | 0 | 1 | 0 |
| 04:00 | 221 | 57.2 | 50.5 | 6.5 | 0 | 0 | 1 | 4 | 14 | 12 | 48 | 113 | 19 | 9 | 1 | 0 |
| 05:00 | 418 | 55.0 | 47.1 | 7.7 | 0 | 0 | 18 | 22 | 12 | 58 | 154 | 127 | 22 | 3 | 2 | 0 |
| 06:00 | 524 | 54.9 | 47.0 | 7.6 | 0 | 0 | 12 | 53 | 20 | 47 | 179 | 181 | 29 | 2 | 1 | 0 |
| 07:00 | 822 | 51.9 | 46.2 | 5.5 | 0 | 0 | 10 | 21 | 50 | 199 | 374 | 144 | 22 | 2 | 0 | 0 |
| 08:00 | 838 | 52.6 | 44.3 | 8.0 | 0 | 0 | 50 | 68 | 100 | 136 | 293 | 159 | 30 | 1 | 1 | 0 |
| 09:00 | 630 | 52.9 | 46.4 | 6.3 | 0 | 0 | 9 | 45 | 30 | 95 | 276 | 158 | 17 | 0 | 0 | 0 |
| 10:00 | 627 | 53.1 | 46.7 | 6.1 | 0 | 0 | 8 | 30 | 45 | 80 | 285 | 160 | 17 | 2 | 0 | 0 |
| 11:00 | 691 | 52.6 | 44.8 | 7.5 | 0 | 0 | 29 | 55 | 67 | 128 | 249 | 139 | 22 | 2 | 0 | 0 |
| 12:00 | 681 | 52.5 | 45.2 | 7.0 | 0 | 0 | 9 | 65 | 67 | 136 | 245 | 131 | 20 | 8 | 0 | 0 |
| 13:00 | 782 | 52.5 | 46.7 | 5.6 | 0 | 0 | 11 | 30 | 32 | 140 | 363 | 197 | 9 | 0 | 0 | 0 |
| 14:00 | 747 | 52.4 | 45.5 | 6.7 | 0 | 0 | 9 | 74 | 65 | 112 | 310 | 158 | 17 | 2 | 0 | 0 |
| 15:00 | 787 | 53.0 | 44.4 | 8.3 | 0 | 9 | 60 | 42 | 48 | 121 | 338 | 159 | 10 | 0 | 0 | 0 |
| 16:00 | 836 | 53.0 | 47.0 | 5.8 | 0 | 0 | 17 | 23 | 50 | 101 | 404 | 226 | 14 | 1 | 0 | 0 |
| 17:00 | 796 | 53.2 | 45.5 | 7.4 | 0 | 0 | 31 | 70 | 61 | 82 | 342 | 187 | 21 | 2 | 0 | 0 |
| 18:00 | 541 | 55.4 | 48.2 | 6.9 | 0 | 1 | 7 | 17 | 42 | 63 | 170 | 179 | 56 | 6 | 0 | 0 |
| 19:00 | 340 | 55.8 | 49.0 | 6.5 | 0 | 0 | 8 | 7 | 6 | 29 | 127 | 139 | 18 | 5 | 0 | 1 |
| 20:00 | 275 | 56.8 | 50.6 | 6.0 | 0 | 0 | 1 | 5 | 3 | 16 | 102 | 100 | 42 | 4 | 1 | 1 |
| 21:00 | 215 | 58.4 | 49.4 | 8.7 | 0 | 0 | 1 | 9 | 11 | 41 | 61 | 53 | 18 | 16 | 4 | 1 |
| 22:00 | 131 | 58.3 | 51.1 | 6.9 | 0 | 0 | 2 | 2 | 3 | 7 | 35 | 56 | 16 | 10 | 0 | 0 |
| 23:00 | 90 | 57.9 | 51.1 | 6.6 | 0 | 0 | 1 | 1 | 3 | 5 | 26 | 31 | 19 | 4 | 0 | 0 |
| Total 2H(10-12) | 1318 | 52.9 | 45.7 | 6.9 | 0 | 0 | 37 | 85 | 112 | 208 | 534 | 299 | 39 | 4 | 0 | 0 |
| 2H(14-16) | 1534 | 52.8 | 44.9 | 7.6 | 0 | 9 | 69 | 116 | 113 | 233 | 648 | 317 | 27 | 2 | 0 | 0 |
| 12H(7-19) | 8778 | 53.0 | 45.8 | 6.9 | 0 | 10 | 250 | 540 | 657 | 1393 | 3649 | 1997 | 255 | 26 | 1 | 0 |
| 24H(0-24) | 11365 | 53.9 | 46.6 | 7.1 | 0 | 10 | 296 | 644 | 731 | 1646 | 4495 | 2959 | 486 | 84 | 11 | 3 |
| AM Peak | 08:00 | 04:00 | 03:00 | 08:00 | 00:00 | 00:00 | 08:00 | 08:00 | 08:00 | 07:00 | 07:00 | 06:00 | 08:00 | 04:00 | 05:00 | 00:00 |
| | 838 | 57.2 | 52.3 | 8.0 | 0 | 0 | 50 | 68 | 100 | 199 | 374 | 181 | 30 | 9 | 2 | 0 |
| PM Peak | 16:00 | 21:00 | 22:00 | 21:00 | 12:00 | 15:00 | 15:00 | 14:00 | 12:00 | 13:00 | 16:00 | 16:00 | 18:00 | 21:00 | 21:00 | 19:00 |
| | 836 | 58.4 | 51.1 | 8.7 | 0 | 9 | 60 | 74 | 67 | 140 | 404 | 226 | 56 | 16 | 4 | 1 |

**360 TSL Ltd**

**Direction: Total Flow**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 111 | 55.8 | 49.7 | 5.9 | 0 | 0 | 1 | 2 | 0 | 11 | 48 | 32 | 14 | 3 | 0 | 0 |
| 01:00 | 113 | 57.1 | 51.0 | 5.9 | 0 | 0 | 1 | 0 | 3 | 2 | 47 | 38 | 16 | 6 | 0 | 0 |
| 02:00 | 135 | 55.4 | 48.2 | 6.9 | 0 | 0 | 5 | 2 | 0 | 32 | 29 | 56 | 10 | 1 | 0 | 0 |
| 03:00 | 175 | 57.9 | 51.7 | 6.1 | 0 | 0 | 4 | 0 | 0 | 7 | 35 | 96 | 30 | 1 | 2 | 0 |
| 04:00 | 322 | 57.5 | 50.4 | 6.9 | 0 | 0 | 4 | 7 | 14 | 24 | 72 | 146 | 42 | 12 | 1 | 0 |
| 05:00 | 640 | 54.9 | 46.9 | 7.7 | 0 | 0 | 36 | 24 | 19 | 90 | 238 | 193 | 35 | 3 | 2 | 0 |
| 06:00 | 1031 | 53.8 | 46.3 | 7.2 | 0 | 2 | 30 | 67 | 44 | 184 | 403 | 244 | 51 | 4 | 2 | 0 |
| 07:00 | 1869 | 50.8 | 43.8 | 6.8 | 0 | 1 | 85 | 112 | 205 | 556 | 649 | 229 | 30 | 2 | 0 | 0 |
| 08:00 | 1692 | 51.3 | 44.2 | 6.9 | 0 | 0 | 80 | 83 | 176 | 481 | 610 | 225 | 32 | 4 | 1 | 0 |
| 09:00 | 1364 | 51.8 | 44.8 | 6.7 | 0 | 1 | 50 | 77 | 98 | 357 | 541 | 212 | 22 | 6 | 0 | 0 |
| 10:00 | 1274 | 52.2 | 45.3 | 6.7 | 0 | 2 | 48 | 48 | 82 | 314 | 521 | 229 | 26 | 4 | 0 | 0 |
| 11:00 | 1260 | 52.0 | 44.5 | 7.3 | 0 | 0 | 56 | 96 | 129 | 254 | 479 | 213 | 30 | 3 | 0 | 0 |
| 12:00 | 1333 | 51.8 | 44.6 | 6.9 | 0 | 2 | 37 | 106 | 103 | 346 | 498 | 207 | 26 | 8 | 0 | 0 |
| 13:00 | 1386 | 52.5 | 46.0 | 6.3 | 0 | 0 | 45 | 52 | 70 | 272 | 633 | 286 | 26 | 2 | 0 | 0 |
| 14:00 | 1338 | 52.9 | 45.0 | 7.6 | 0 | 4 | 53 | 115 | 110 | 210 | 532 | 267 | 42 | 5 | 0 | 0 |
| 15:00 | 1406 | 52.6 | 44.6 | 7.7 | 0 | 10 | 80 | 87 | 87 | 283 | 566 | 268 | 22 | 3 | 0 | 0 |
| 16:00 | 1539 | 52.8 | 46.3 | 6.3 | 0 | 1 | 49 | 31 | 107 | 257 | 712 | 350 | 29 | 3 | 0 | 0 |
| 17:00 | 1492 | 53.0 | 45.9 | 6.9 | 0 | 0 | 54 | 85 | 84 | 240 | 670 | 310 | 45 | 4 | 0 | 0 |
| 18:00 | 1001 | 55.8 | 47.8 | 7.7 | 0 | 5 | 32 | 33 | 58 | 105 | 355 | 300 | 96 | 17 | 0 | 0 |
| 19:00 | 633 | 55.6 | 48.6 | 6.7 | 0 | 1 | 17 | 9 | 9 | 61 | 282 | 205 | 34 | 12 | 2 | 1 |
| 20:00 | 478 | 56.0 | 49.7 | 6.1 | 0 | 0 | 4 | 8 | 3 | 51 | 193 | 156 | 52 | 8 | 2 | 1 |
| 21:00 | 404 | 57.1 | 49.4 | 7.5 | 0 | 0 | 2 | 10 | 15 | 60 | 148 | 111 | 30 | 22 | 5 | 1 |
| 22:00 | 283 | 57.6 | 49.5 | 7.8 | 0 | 0 | 10 | 4 | 7 | 30 | 92 | 99 | 22 | 18 | 1 | 0 |
| 23:00 | 170 | 58.5 | 51.2 | 7.0 | 0 | 0 | 1 | 1 | 7 | 10 | 55 | 54 | 33 | 7 | 1 | 1 |
| Total 2H(10-12) | 2534 | 52.1 | 44.9 | 7.0 | 0 | 2 | 104 | 144 | 211 | 568 | 1000 | 442 | 56 | 7 | 0 | 0 |
| 2H(14-16) | 2744 | 52.7 | 44.8 | 7.7 | 0 | 14 | 133 | 202 | 197 | 493 | 1098 | 535 | 64 | 8 | 0 | 0 |
| 12H(7-19) | 16954 | 52.4 | 45.1 | 7.0 | 0 | 26 | 669 | 925 | 1309 | 3675 | 6766 | 3096 | 426 | 61 | 1 | 0 |
| 24H(0-24) | 21449 | 53.3 | 45.8 | 7.2 | 0 | 29 | 784 | 1059 | 1430 | 4237 | 8408 | 4526 | 795 | 158 | 19 | 4 |
| AM Peak | 07:00 | 03:00 | 03:00 | 05:00 | 00:00 | 06:00 | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 | 06:00 | 06:00 | 04:00 | 03:00 | 00:00 |
| | 1869 | 57.9 | 51.7 | 7.7 | 0 | 2 | 85 | 112 | 205 | 556 | 649 | 244 | 51 | 12 | 2 | 0 |
| PM Peak | 16:00 | 23:00 | 23:00 | 22:00 | 12:00 | 15:00 | 15:00 | 14:00 | 14:00 | 12:00 | 16:00 | 16:00 | 18:00 | 21:00 | 21:00 | 19:00 |
| | 1539 | 58.5 | 51.2 | 7.8 | 0 | 10 | 80 | 115 | 110 | 346 | 712 | 350 | 96 | 22 | 5 | 1 |

**360 TSL Ltd**

# East Heckington ATC, A17 (Western Site)

**Direction: Eastbound**

**30/03/2022**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 66 | 56.6 | 51.1 | 5.3 | 0 | 0 | 0 | 0 | 2 | 5 | 18 | 29 | 10 | 2 | 0 | 0 |
| 01:00 | 44 | 61.3 | 53.9 | 7.1 | 0 | 0 | 1 | 0 | 0 | 1 | 5 | 20 | 13 | 3 | 1 | 0 |
| 02:00 | 40 | 60.8 | 49.1 | 11.3 | 0 | 0 | 4 | 3 | 0 | 1 | 7 | 16 | 6 | 2 | 1 | 0 |
| 03:00 | 60 | 58.3 | 49.6 | 8.4 | 0 | 0 | 4 | 1 | 1 | 2 | 14 | 29 | 7 | 2 | 0 | 0 |
| 04:00 | 98 | 57.4 | 50.7 | 6.5 | 0 | 0 | 2 | 2 | 1 | 4 | 25 | 48 | 13 | 3 | 0 | 0 |
| 05:00 | 221 | 56.7 | 48.4 | 8.0 | 0 | 1 | 13 | 2 | 3 | 20 | 73 | 86 | 19 | 4 | 0 | 0 |
| 06:00 | 480 | 53.1 | 46.0 | 6.9 | 0 | 0 | 22 | 7 | 34 | 90 | 223 | 88 | 12 | 2 | 2 | 0 |
| 07:00 | 915 | 51.4 | 44.3 | 6.9 | 0 | 1 | 44 | 54 | 65 | 239 | 387 | 111 | 12 | 1 | 1 | 0 |
| 08:00 | 877 | 50.7 | 44.2 | 6.3 | 1 | 1 | 28 | 30 | 104 | 253 | 358 | 94 | 6 | 2 | 0 | 0 |
| 09:00 | 691 | 50.5 | 43.1 | 7.1 | 0 | 2 | 39 | 48 | 75 | 221 | 228 | 67 | 10 | 1 | 0 | 0 |
| 10:00 | 643 | 52.2 | 44.5 | 7.5 | 0 | 5 | 45 | 15 | 33 | 158 | 281 | 97 | 9 | 0 | 0 | 0 |
| 11:00 | 617 | 51.5 | 44.3 | 6.9 | 0 | 2 | 34 | 22 | 35 | 189 | 248 | 80 | 5 | 2 | 0 | 0 |
| 12:00 | 598 | 50.9 | 42.8 | 7.8 | 0 | 5 | 43 | 47 | 51 | 170 | 216 | 55 | 10 | 1 | 0 | 0 |
| 13:00 | 586 | 51.1 | 43.7 | 7.2 | 0 | 6 | 36 | 13 | 48 | 191 | 221 | 66 | 5 | 0 | 0 | 0 |
| 14:00 | 656 | 51.0 | 43.9 | 6.9 | 0 | 4 | 41 | 20 | 33 | 207 | 290 | 55 | 6 | 0 | 0 | 0 |
| 15:00 | 633 | 50.8 | 43.1 | 7.3 | 0 | 1 | 39 | 49 | 74 | 163 | 228 | 69 | 10 | 0 | 0 | 0 |
| 16:00 | 709 | 51.4 | 44.5 | 6.6 | 0 | 4 | 27 | 32 | 44 | 191 | 310 | 98 | 3 | 0 | 0 | 0 |
| 17:00 | 622 | 52.2 | 45.7 | 6.3 | 0 | 2 | 20 | 13 | 33 | 156 | 286 | 94 | 15 | 3 | 0 | 0 |
| 18:00 | 505 | 53.7 | 45.7 | 7.8 | 0 | 1 | 34 | 15 | 15 | 109 | 206 | 104 | 15 | 5 | 1 | 0 |
| 19:00 | 302 | 53.3 | 47.2 | 5.9 | 0 | 0 | 3 | 7 | 15 | 59 | 134 | 72 | 7 | 4 | 1 | 0 |
| 20:00 | 202 | 52.6 | 46.4 | 6.0 | 0 | 0 | 5 | 2 | 7 | 57 | 92 | 26 | 11 | 2 | 0 | 0 |
| 21:00 | 170 | 55.6 | 48.6 | 6.8 | 0 | 0 | 4 | 7 | 2 | 16 | 67 | 57 | 14 | 3 | 0 | 0 |
| 22:00 | 114 | 59.9 | 50.6 | 9.0 | 0 | 1 | 4 | 1 | 1 | 13 | 27 | 39 | 17 | 10 | 1 | 0 |
| 23:00 | 80 | 56.4 | 50.8 | 5.4 | 0 | 0 | 0 | 1 | 0 | 6 | 31 | 27 | 12 | 3 | 0 | 0 |
| Total 2H(10-12) | 1260 | 51.9 | 44.4 | 7.2 | 0 | 7 | 79 | 37 | 68 | 347 | 529 | 177 | 14 | 2 | 0 | 0 |
| 2H(14-16) | 1289 | 50.9 | 43.5 | 7.1 | 0 | 5 | 80 | 69 | 107 | 370 | 518 | 124 | 16 | 0 | 0 | 0 |
| 12H(7-19) | 8052 | 51.5 | 44.1 | 7.1 | 1 | 34 | 430 | 358 | 610 | 2247 | 3259 | 990 | 106 | 15 | 2 | 0 |
| 24H(0-24) | 9929 | 52.4 | 44.9 | 7.3 | 1 | 36 | 492 | 391 | 676 | 2521 | 3975 | 1527 | 247 | 55 | 8 | 0 |
| AM Peak | 07:00 | 01:00 | 01:00 | 02:00 | 08:00 | 10:00 | 10:00 | 07:00 | 08:00 | 08:00 | 07:00 | 07:00 | 05:00 | 05:00 | 06:00 | 00:00 |
| | 915 | 61.3 | 53.9 | 11.3 | 1 | 5 | 45 | 54 | 104 | 253 | 387 | 111 | 19 | 4 | 2 | 0 |
| PM Peak | 16:00 | 22:00 | 23:00 | 22:00 | 12:00 | 13:00 | 12:00 | 15:00 | 15:00 | 14:00 | 16:00 | 18:00 | 22:00 | 22:00 | 18:00 | 12:00 |
| | 709 | 59.9 | 50.8 | 9.0 | 0 | 6 | 43 | 49 | 74 | 207 | 310 | 104 | 17 | 10 | 1 | 0 |

360 TSL Ltd

**Direction: Westbound**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 86 | 58.6 | 52.4 | 6.0 | 0 | 0 | 0 | 0 | 1 | 5 | 23 | 34 | 17 | 5 | 1 | 0 |
| 01:00 | 94 | 60.0 | 52.9 | 6.8 | 0 | 0 | 0 | 2 | 1 | 5 | 20 | 31 | 27 | 7 | 1 | 0 |
| 02:00 | 114 | 56.5 | 49.8 | 6.5 | 0 | 0 | 1 | 2 | 5 | 10 | 36 | 47 | 7 | 6 | 0 | 0 |
| 03:00 | 177 | 57.4 | 51.7 | 5.4 | 0 | 0 | 0 | 2 | 6 | 5 | 41 | 79 | 40 | 4 | 0 | 0 |
| 04:00 | 253 | 56.9 | 50.0 | 6.7 | 0 | 0 | 2 | 5 | 10 | 23 | 83 | 89 | 29 | 11 | 1 | 0 |
| 05:00 | 385 | 55.7 | 48.6 | 6.9 | 0 | 0 | 8 | 10 | 23 | 37 | 129 | 137 | 33 | 8 | 0 | 0 |
| 06:00 | 567 | 55.4 | 46.6 | 8.6 | 0 | 7 | 36 | 23 | 9 | 61 | 217 | 188 | 23 | 1 | 2 | 0 |
| 07:00 | 808 | 54.1 | 46.7 | 7.1 | 0 | 0 | 13 | 65 | 65 | 79 | 290 | 254 | 40 | 2 | 0 | 0 |
| 08:00 | 712 | 51.6 | 42.6 | 8.7 | 0 | 12 | 40 | 97 | 88 | 100 | 263 | 96 | 15 | 1 | 0 | 0 |
| 09:00 | 656 | 52.6 | 44.0 | 8.3 | 0 | 8 | 57 | 29 | 33 | 113 | 305 | 109 | 2 | 0 | 0 | 0 |
| 10:00 | 675 | 52.6 | 43.2 | 9.0 | 0 | 10 | 77 | 34 | 48 | 83 | 313 | 104 | 6 | 0 | 0 | 0 |
| 11:00 | 751 | 51.1 | 44.4 | 6.5 | 1 | 0 | 20 | 48 | 89 | 168 | 319 | 99 | 5 | 2 | 0 | 0 |
| 12:00 | 771 | 51.2 | 43.6 | 7.3 | 2 | 11 | 17 | 66 | 65 | 205 | 319 | 79 | 5 | 2 | 0 | 0 |
| 13:00 | 893 | 50.5 | 43.6 | 6.7 | 0 | 4 | 32 | 59 | 120 | 195 | 399 | 81 | 2 | 1 | 0 | 0 |
| 14:00 | 869 | 51.0 | 45.3 | 5.5 | 0 | 1 | 13 | 33 | 82 | 165 | 463 | 110 | 2 | 0 | 0 | 0 |
| 15:00 | 796 | 52.1 | 45.6 | 6.2 | 0 | 0 | 12 | 47 | 62 | 183 | 323 | 140 | 29 | 0 | 0 | 0 |
| 16:00 | 944 | 51.1 | 44.7 | 6.2 | 0 | 0 | 22 | 52 | 117 | 204 | 400 | 141 | 7 | 1 | 0 | 0 |
| 17:00 | 931 | 52.2 | 46.7 | 5.3 | 0 | 0 | 13 | 19 | 52 | 158 | 479 | 190 | 19 | 1 | 0 | 0 |
| 18:00 | 584 | 53.5 | 47.0 | 6.2 | 0 | 0 | 10 | 20 | 42 | 79 | 240 | 174 | 17 | 2 | 0 | 0 |
| 19:00 | 318 | 54.7 | 49.0 | 5.5 | 0 | 0 | 0 | 3 | 20 | 31 | 124 | 113 | 21 | 6 | 0 | 0 |
| 20:00 | 271 | 55.2 | 49.2 | 5.8 | 0 | 0 | 4 | 4 | 4 | 30 | 98 | 110 | 16 | 5 | 0 | 0 |
| 21:00 | 165 | 56.9 | 50.1 | 6.6 | 0 | 0 | 1 | 4 | 5 | 5 | 69 | 60 | 13 | 6 | 2 | 0 |
| 22:00 | 106 | 55.8 | 48.8 | 6.7 | 0 | 0 | 1 | 3 | 5 | 11 | 44 | 30 | 7 | 5 | 0 | 0 |
| 23:00 | 92 | 55.6 | 48.3 | 7.1 | 0 | 0 | 1 | 3 | 3 | 19 | 33 | 17 | 15 | 0 | 1 | 0 |
| Total 2H(10-12) | 1426 | 51.9 | 43.8 | 7.8 | 1 | 10 | 97 | 82 | 137 | 251 | 632 | 203 | 11 | 2 | 0 | 0 |
| 2H(14-16) | 1665 | 51.5 | 45.4 | 5.9 | 0 | 1 | 25 | 80 | 144 | 348 | 786 | 250 | 31 | 0 | 0 | 0 |
| 12H(7-19) | 9390 | 52.1 | 44.8 | 7.0 | 3 | 46 | 326 | 569 | 863 | 1732 | 4113 | 1577 | 149 | 12 | 0 | 0 |
| 24H(0-24) | 12018 | 53.3 | 45.7 | 7.3 | 3 | 53 | 380 | 630 | 955 | 1974 | 5030 | 2512 | 397 | 76 | 8 | 0 |
| AM Peak | 07:00 | 01:00 | 01:00 | 10:00 | 11:00 | 08:00 | 10:00 | 08:00 | 11:00 | 11:00 | 11:00 | 07:00 | 03:00 | 04:00 | 06:00 | 00:00 |
| | 808 | 60.0 | 52.9 | 9.0 | 1 | 12 | 77 | 97 | 89 | 168 | 319 | 254 | 40 | 11 | 2 | 0 |
| PM Peak | 16:00 | 21:00 | 21:00 | 12:00 | 12:00 | 12:00 | 13:00 | 12:00 | 13:00 | 12:00 | 17:00 | 17:00 | 15:00 | 19:00 | 21:00 | 12:00 |
| | 944 | 56.9 | 50.1 | 7.3 | 2 | 11 | 32 | 66 | 120 | 205 | 479 | 190 | 29 | 6 | 2 | 0 |

360 TSL Ltd

**Direction: Total Flow**

| Hour Beginning | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10mph | Bin 2 10<20 | Bin 3 20<30 | Bin 4 30<35 | Bin 5 35<40 | Bin 6 40<45 | Bin 7 45<50 | Bin 8 50<55 | Bin 9 55<60 | Bin 10 60<70 | Bin 11 70<80 | Bin 12 >=80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 152 | 57.7 | 51.8 | 5.7 | 0 | 0 | 0 | 0 | 3 | 10 | 41 | 63 | 27 | 7 | 1 | 0 |
| 01:00 | 138 | 60.4 | 53.2 | 6.9 | 0 | 0 | 1 | 2 | 1 | 6 | 25 | 51 | 40 | 10 | 2 | 0 |
| 02:00 | 154 | 57.9 | 49.6 | 8.0 | 0 | 0 | 5 | 5 | 5 | 11 | 43 | 63 | 13 | 8 | 1 | 0 |
| 03:00 | 237 | 57.8 | 51.2 | 6.4 | 0 | 0 | 4 | 3 | 7 | 7 | 55 | 108 | 47 | 6 | 0 | 0 |
| 04:00 | 351 | 57.1 | 50.2 | 6.7 | 0 | 0 | 4 | 7 | 11 | 27 | 108 | 137 | 42 | 14 | 1 | 0 |
| 05:00 | 606 | 56.1 | 48.5 | 7.3 | 0 | 1 | 21 | 12 | 26 | 57 | 202 | 223 | 52 | 12 | 0 | 0 |
| 06:00 | 1047 | 54.4 | 46.3 | 7.8 | 0 | 7 | 58 | 30 | 43 | 151 | 440 | 276 | 35 | 3 | 4 | 0 |
| 07:00 | 1723 | 52.8 | 45.4 | 7.1 | 0 | 1 | 57 | 119 | 130 | 318 | 677 | 365 | 52 | 3 | 1 | 0 |
| 08:00 | 1589 | 51.2 | 43.5 | 7.5 | 1 | 13 | 68 | 127 | 192 | 353 | 621 | 190 | 21 | 3 | 0 | 0 |
| 09:00 | 1347 | 51.5 | 43.5 | 7.7 | 0 | 10 | 96 | 77 | 108 | 334 | 533 | 176 | 12 | 1 | 0 | 0 |
| 10:00 | 1318 | 52.5 | 43.8 | 8.3 | 0 | 15 | 122 | 49 | 81 | 241 | 594 | 201 | 15 | 0 | 0 | 0 |
| 11:00 | 1368 | 51.3 | 44.3 | 6.7 | 1 | 2 | 54 | 70 | 124 | 357 | 567 | 179 | 10 | 4 | 0 | 0 |
| 12:00 | 1369 | 51.1 | 43.3 | 7.5 | 2 | 16 | 60 | 113 | 116 | 375 | 535 | 134 | 15 | 3 | 0 | 0 |
| 13:00 | 1479 | 50.8 | 43.6 | 6.9 | 0 | 10 | 68 | 72 | 168 | 386 | 620 | 147 | 7 | 1 | 0 | 0 |
| 14:00 | 1525 | 51.1 | 44.7 | 6.2 | 0 | 5 | 54 | 53 | 115 | 372 | 753 | 165 | 8 | 0 | 0 | 0 |
| 15:00 | 1429 | 51.6 | 44.5 | 6.9 | 0 | 1 | 51 | 96 | 136 | 346 | 551 | 209 | 39 | 0 | 0 | 0 |
| 16:00 | 1653 | 51.2 | 44.6 | 6.4 | 0 | 4 | 49 | 84 | 161 | 395 | 710 | 239 | 10 | 1 | 0 | 0 |
| 17:00 | 1553 | 52.3 | 46.3 | 5.8 | 0 | 2 | 33 | 32 | 85 | 314 | 765 | 284 | 34 | 4 | 0 | 0 |
| 18:00 | 1089 | 53.7 | 46.4 | 7.0 | 0 | 1 | 44 | 35 | 57 | 188 | 446 | 278 | 32 | 7 | 1 | 0 |
| 19:00 | 620 | 54.1 | 48.1 | 5.8 | 0 | 0 | 3 | 10 | 35 | 90 | 258 | 185 | 28 | 10 | 1 | 0 |
| 20:00 | 473 | 54.3 | 48.0 | 6.1 | 0 | 0 | 9 | 6 | 11 | 87 | 190 | 136 | 27 | 7 | 0 | 0 |
| 21:00 | 335 | 56.3 | 49.3 | 6.7 | 0 | 0 | 5 | 11 | 7 | 21 | 136 | 117 | 27 | 9 | 2 | 0 |
| 22:00 | 220 | 58.0 | 49.7 | 8.0 | 0 | 1 | 5 | 4 | 6 | 24 | 71 | 69 | 24 | 15 | 1 | 0 |
| 23:00 | 172 | 56.1 | 49.4 | 6.5 | 0 | 0 | 1 | 4 | 3 | 25 | 64 | 44 | 27 | 3 | 1 | 0 |
| Total 2H(10-12) | 2686 | 51.9 | 44.1 | 7.5 | 1 | 17 | 176 | 119 | 205 | 598 | 1161 | 380 | 25 | 4 | 0 | 0 |
| 2H(14-16) | 2954 | 51.4 | 44.6 | 6.5 | 0 | 6 | 105 | 149 | 251 | 718 | 1304 | 374 | 47 | 0 | 0 | 0 |
| 12H(7-19) | 17442 | 51.8 | 44.5 | 7.1 | 4 | 80 | 756 | 927 | 1473 | 3979 | 7372 | 2567 | 255 | 27 | 2 | 0 |
| 24H(0-24) | 21947 | 52.9 | 45.3 | 7.3 | 4 | 89 | 872 | 1021 | 1631 | 4495 | 9005 | 4039 | 644 | 131 | 16 | 0 |
| AM Peak | 07:00 | 01:00 | 01:00 | 10:00 | 08:00 | 10:00 | 10:00 | 08:00 | 08:00 | 11:00 | 07:00 | 07:00 | 05:00 | 04:00 | 06:00 | 00:00 |
| | 1723 | 60.4 | 53.2 | 8.3 | 1 | 15 | 122 | 127 | 192 | 357 | 677 | 365 | 52 | 14 | 4 | 0 |
| PM Peak | 16:00 | 22:00 | 22:00 | 22:00 | 12:00 | 12:00 | 13:00 | 12:00 | 13:00 | 16:00 | 17:00 | 17:00 | 15:00 | 22:00 | 21:00 | 12:00 |
| | 1653 | 58.0 | 49.7 | 8.0 | 2 | 16 | 68 | 113 | 168 | 395 | 765 | 284 | 39 | 15 | 2 | 0 |

360 TSL Ltd

Additional surveys included as part of the Change of Application Submission are included below.

## Vicarage Drove, Bicker Bar ATC

**Site No.** 620901 **Site Ref.** 620901
**Site 01**
**Vehicle Count Report** **Week Begin: 18 May 2023** **Channel:** Northbound

| | Thu May 18 | Fri May 19 | Sat May 20 | Sun May 21 | Mon May 22 | Tue May 23 | Wed May 24 | 5-Day Ave. | 7-Day Ave. |
|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 06:00 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 |
| 07:00 | 2 | 1 | 1 | 2 | 1 | 2 | 1 | 1 | 1 |
| 08:00 | 0 | 2 | 0 | 1 | 3 | 0 | 2 | 1 | 1 |
| 09:00 | 1 | 6 | 0 | 3 | 3 | 1 | 1 | 2 | 2 |
| 10:00 | 3 | 7 | 2 | 2 | 4 | 2 | 0 | 3 | 3 |
| 11:00 | 2 | 1 | 6 | 3 | 4 | 1 | 2 | 2 | 3 |
| 12:00 | 2 | 9 | 1 | 1 | 4 | 2 | 5 | 4 | 3 |
| 13:00 | 3 | 12 | 3 | 0 | 7 | 1 | 3 | 5 | 4 |
| 14:00 | 5 | 5 | 0 | 3 | 2 | 2 | 5 | 4 | 3 |
| 15:00 | 4 | 0 | 1 | 1 | 5 | 7 | 4 | 4 | 3 |
| 16:00 | 7 | 0 | 4 | 0 | 7 | 8 | 8 | 6 | 5 |
| 17:00 | 3 | 1 | 1 | 0 | 2 | 7 | 7 | 4 | 3 |
| 18:00 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 1 | 1 |
| 19:00 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 21:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | |
| 12H(7-19) | 33 | 44 | 21 | 16 | 43 | 33 | 39 | 38 | 33 |
| 16H(6-22) | 35 | 46 | 22 | 17 | 45 | 35 | 41 | 40 | 34 |
| 18H(6-24) | 35 | 46 | 23 | 17 | 45 | 35 | 41 | 40 | 35 |
| 24H(0-24) | 35 | 46 | 23 | 17 | 46 | 36 | 41 | 41 | 35 |
| AM Peak | 10:00 | 10:00 | 11:00 | 11:00 | 11:00 | 10:00 | 11:00 | 10:00 | 10:00 |
| | 3 | 7 | 6 | 3 | 4 | 2 | 2 | 3 | 3 |
| PM Peak | 16:00 | 13:00 | 16:00 | 14:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 |
| | 7 | 12 | 4 | 3 | 7 | 8 | 8 | 6 | 5 |

PCC Traffic Information Consultancy Ltd.

**Site No.** 620901 **Site Ref.** 620901
**Site 01**
**Vehicle Count Report** **Week Begin: 18 May 2023** **Channel:** Southbound

| | Thu May 18 | Fri May 19 | Sat May 20 | Sun May 21 | Mon May 22 | Tue May 23 | Wed May 24 | 5-Day Ave. | 7-Day Ave. |
|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 1 |
| 06:00 | 5 | 7 | 5 | 1 | 2 | 5 | 6 | 5 | 4 |
| 07:00 | 8 | 4 | 4 | 1 | 5 | 5 | 8 | 6 | 5 |
| 08:00 | 3 | 5 | 0 | 2 | 6 | 3 | 2 | 4 | 3 |
| 09:00 | 2 | 5 | 1 | 4 | 3 | 5 | 4 | 4 | 3 |
| 10:00 | 1 | 5 | 2 | 0 | 5 | 5 | 0 | 3 | 3 |
| 11:00 | 0 | 4 | 0 | 2 | 3 | 0 | 5 | 2 | 2 |
| 12:00 | 5 | 7 | 1 | 0 | 2 | 3 | 2 | 4 | 3 |
| 13:00 | 1 | 3 | 2 | 0 | 7 | 2 | 3 | 3 | 3 |
| 14:00 | 3 | 4 | 0 | 4 | 2 | 0 | 4 | 3 | 2 |
| 15:00 | 3 | 0 | 1 | 0 | 3 | 3 | 2 | 2 | 2 |
| 16:00 | 0 | 1 | 5 | 0 | 2 | 0 | 0 | 1 | 1 |
| 17:00 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 |
| 18:00 | 2 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 1 |
| 19:00 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| 20:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | |
| 12H(7-19) | 29 | 38 | 17 | 13 | 40 | 27 | 33 | 33 | 28 |
| 16H(6-22) | 35 | 46 | 22 | 15 | 42 | 33 | 39 | 39 | 33 |
| 18H(6-24) | 35 | 46 | 23 | 15 | 42 | 33 | 39 | 39 | 33 |
| 24H(0-24) | 35 | 46 | 23 | 16 | 44 | 35 | 39 | 40 | 34 |
| AM Peak | 07:00 | 06:00 | 06:00 | 09:00 | 08:00 | 10:00 | 07:00 | 07:00 | 07:00 |
| | 8 | 7 | 5 | 4 | 6 | 5 | 8 | 6 | 5 |
| PM Peak | 12:00 | 12:00 | 16:00 | 14:00 | 13:00 | 15:00 | 14:00 | 12:00 | 12:00 |
| | 5 | 7 | 5 | 4 | 7 | 3 | 4 | 4 | 3 |

PCC Traffic Information Consultancy Ltd.

**Site No.** 620901 **Site Ref.** 620901
**Site 01**
**Vehicle Count Report** **Week Begin: 18 May 2023** **Channel:** Total Flow

| | Thu May 18 | Fri May 19 | Sat May 20 | Sun May 21 | Mon May 22 | Tue May 23 | Wed May 24 | 5-Day Ave. | 7-Day Ave. |
|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 1 | 1 |
| 06:00 | 5 | 8 | 6 | 1 | 3 | 6 | 6 | 6 | 5 |
| 07:00 | 10 | 5 | 5 | 3 | 6 | 7 | 9 | 7 | 6 |
| 08:00 | 3 | 7 | 0 | 3 | 9 | 3 | 4 | 5 | 4 |
| 09:00 | 3 | 11 | 1 | 7 | 6 | 6 | 5 | 6 | 6 |
| 10:00 | 4 | 12 | 4 | 2 | 9 | 7 | 0 | 6 | 5 |
| 11:00 | 2 | 5 | 6 | 5 | 7 | 1 | 7 | 4 | 5 |
| 12:00 | 7 | 16 | 2 | 1 | 6 | 5 | 7 | 8 | 6 |
| 13:00 | 4 | 15 | 5 | 0 | 14 | 3 | 6 | 8 | 7 |
| 14:00 | 8 | 9 | 0 | 7 | 4 | 2 | 9 | 6 | 6 |
| 15:00 | 7 | 0 | 2 | 1 | 8 | 10 | 6 | 6 | 5 |
| 16:00 | 7 | 1 | 9 | 0 | 9 | 8 | 8 | 7 | 6 |
| 17:00 | 4 | 1 | 1 | 0 | 2 | 8 | 8 | 5 | 3 |
| 18:00 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 2 | 2 |
| 19:00 | 1 | 2 | 0 | 2 | 1 | 2 | 1 | 1 | 1 |
| 20:00 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 21:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | |
| 12H(7-19) | 62 | 82 | 38 | 29 | 83 | 60 | 72 | 72 | 61 |
| 16H(6-22) | 70 | 92 | 44 | 32 | 87 | 68 | 80 | 79 | 68 |
| 18H(6-24) | 70 | 92 | 46 | 32 | 87 | 68 | 80 | 79 | 68 |
| 24H(0-24) | 70 | 92 | 46 | 33 | 90 | 71 | 80 | 81 | 69 |
| AM Peak | 07:00 | 10:00 | 11:00 | 09:00 | 10:00 | 10:00 | 07:00 | 07:00 | 07:00 |
| | 10 | 12 | 6 | 7 | 9 | 7 | 9 | 7 | 6 |
| PM Peak | 14:00 | 12:00 | 16:00 | 14:00 | 13:00 | 15:00 | 14:00 | 13:00 | 13:00 |
| | 8 | 16 | 9 | 7 | 14 | 10 | 9 | 8 | 7 |

PCC Traffic Information Consultancy Ltd.

# Vicarage Drove, Bicker Bar ATC

**Site No.** 620901 **Site Ref.** 620901
**Site 01**
**Classification Report** **Week Begin: 18 May 2023** **Channel:** Northbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/IVan | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| Thu 18 May | 35 | 1 | 26 | 8 | 0 | 0 |
| Fri 19 May | 46 | 0 | 33 | 7 | 6 | 0 |
| Sat 20 May | 23 | 0 | 17 | 6 | 0 | 0 |
| Sun 21 May | 17 | 0 | 17 | 0 | 0 | 0 |
| Mon 22 May | 46 | 0 | 38 | 8 | 0 | 0 |
| Tue 23 May | 36 | 0 | 31 | 5 | 0 | 0 |
| Wed 24 May | 41 | 1 | 33 | 7 | 0 | 0 |
| 5 Day Ave. | 41 | 0 | 32 | 7 | 1 | 0 |
| 7 Day Ave. | 35 | 0 | 28 | 6 | 1 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No.** 620901 **Site Ref.** 620901
**Site 01**
**Classification Report** **Week Begin: 18 May 2023** **Channel:** Southbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/IVan | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| Thu 18 May | 35 | 2 | 24 | 9 | 0 | 0 |
| Fri 19 May | 46 | 0 | 37 | 5 | 4 | 0 |
| Sat 20 May | 23 | 0 | 18 | 5 | 0 | 0 |
| Sun 21 May | 16 | 0 | 15 | 1 | 0 | 0 |
| Mon 22 May | 44 | 0 | 34 | 9 | 1 | 0 |
| Tue 23 May | 35 | 0 | 30 | 5 | 0 | 0 |
| Wed 24 May | 39 | 1 | 31 | 6 | 1 | 0 |
| 5 Day Ave. | 40 | 1 | 31 | 7 | 1 | 0 |
| 7 Day Ave. | 34 | 0 | 27 | 6 | 1 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No.** 620901 **Site Ref.** 620901
**Site 01**
**Classification I Site No.** **Week Begin: 18 May 2023** **Channel:** Total Flow

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/IVan | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| Thu 18 May | 70 | 3 | 50 | 17 | 0 | 0 |
| Fri 19 May | 92 | 0 | 70 | 12 | 10 | 0 |
| Sat 20 May | 46 | 0 | 35 | 11 | 0 | 0 |
| Sun 21 May | 33 | 0 | 32 | 1 | 0 | 0 |
| Mon 22 May | 90 | 0 | 72 | 17 | 1 | 0 |
| Tue 23 May | 71 | 0 | 61 | 10 | 0 | 0 |
| Wed 24 May | 80 | 2 | 64 | 13 | 1 | 0 |
| 5 Day Ave. | 81 | 1 | 63 | 14 | 2 | 0 |
| 7 Day Ave. | 69 | 1 | 55 | 12 | 2 | 0 |

**PCC Traffic Information Consultancy Ltd.**

# Vicarage Drove, Bicker Bar ATC

**Site No.** 620901 **Site Ref.** 620901

**Site 01**

**Speed Report (Speed Limit 60 Mph)** **Week Begin: 18 May 2023** **Channel: Northbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 =>65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Thu 18 May** | 35 | 24 | 18 | 5 | 2 | 7 | 13 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Fri 19 May** | 46 | 22 | 16 | 5 | 4 | 15 | 16 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Sat 20 May** | 23 | 26 | 19 | 7 | 1 | 5 | 10 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Sun 21 May** | 17 | 19 | 15 | 4 | 2 | 7 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Mon 22 May** | 46 | 22 | 18 | 4 | 1 | 5 | 28 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Tue 23 May** | 36 | 23 | 18 | 5 | 2 | 5 | 18 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Wed 24 May** | 41 | 24 | 20 | 4 | 2 | 4 | 18 | 13 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| **5 Day Ave.** | 41 | 23 | 18 | 5 | 2 | 7 | 19 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **7 Day Ave.** | 35 | 23 | 18 | 5 | 2 | 7 | 16 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No.** 620901 **Site Ref.** 620901

**Site 01**

**Speed Report (Speed Limit 60 Mph)** **Week Begin: 18 May 2023** **Channel: Southbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 =>65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Thu 18 May** | 35 | 29 | 22 | 7 | 0 | 5 | 10 | 9 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Fri 19 May** | 46 | 26 | 19 | 7 | 2 | 11 | 16 | 8 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Sat 20 May** | 23 | 29 | 22 | 7 | 2 | 1 | 5 | 9 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| **Sun 21 May** | 16 | 26 | 21 | 5 | 0 | 1 | 7 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Mon 22 May** | 44 | 28 | 22 | 5 | 2 | 1 | 8 | 20 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Tue 23 May** | 35 | 29 | 23 | 6 | 1 | 4 | 8 | 6 | 12 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Wed 24 May** | 39 | 29 | 24 | 5 | 1 | 2 | 7 | 13 | 12 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **5 Day Ave.** | 40 | 28 | 22 | 6 | 1 | 5 | 10 | 11 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **7 Day Ave.** | 34 | 28 | 22 | 6 | 1 | 4 | 9 | 10 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No.** **620901** **Site Ref.** **620901**
**Site 01**
**Speed Report (Speed Limit 60 Mph)** **Week Begin: 18 May 2023** **Channel:** **Total Flow**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 =>65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Thu 18 May** | 70 | 27 | 20 | 7 | 2 | 12 | 23 | 18 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Fri 19 May** | 92 | 24 | 18 | 6 | 6 | 26 | 32 | 18 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Sat 20 May** | 46 | 27 | 20 | 7 | 3 | 6 | 15 | 11 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| **Sun 21 May** | 33 | 24 | 18 | 6 | 2 | 8 | 13 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Mon 22 May** | 90 | 25 | 20 | 5 | 3 | 6 | 36 | 30 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Tue 23 May** | 71 | 27 | 20 | 7 | 3 | 9 | 26 | 15 | 14 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Wed 24 May** | 80 | 27 | 22 | 6 | 3 | 6 | 25 | 26 | 15 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 |
| **5 Day Ave.** | 81 | 26 | 20 | 6 | 3 | 12 | 28 | 21 | 12 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **7 Day Ave.** | 69 | 26 | 20 | 6 | 3 | 10 | 24 | 18 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

# Vicarage Drove, Bicker Bar ATC

**Site No.** 620901 **Site Ref.** 620901
**Site 01**
**Classification Report** **18 May 2023** **Channel:** Northbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/Van | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 10:00 | 3 | 0 | 2 | 1 | 0 | 0 |
| 11:00 | 2 | 0 | 0 | 2 | 0 | 0 |
| 12:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 13:00 | 3 | 0 | 2 | 1 | 0 | 0 |
| 14:00 | 5 | 0 | 2 | 3 | 0 | 0 |
| 15:00 | 4 | 1 | 3 | 0 | 0 | 0 |
| 16:00 | 7 | 0 | 6 | 1 | 0 | 0 |
| 17:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 18:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 19:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 33 | 1 | 24 | 8 | 0 | 0 |
| 16H(6-22) | 35 | 1 | 26 | 8 | 0 | 0 |
| 18H(6-24) | 35 | 1 | 26 | 8 | 0 | 0 |
| 24H(0-24) | 35 | 1 | 26 | 8 | 0 | 0 |
| AM Peak | 10:00 | 11:00 | 10:00 | 11:00 | 11:00 | 11:00 |
| | 3 | 0 | 2 | 2 | 0 | 0 |
| PM Peak | 16:00 | 15:00 | 16:00 | 14:00 | 23:00 | 23:00 |
| | 7 | 1 | 6 | 3 | 0 | 0 |

PCC Traffic Information Consultancy Ltd.

**Site No.** 620901 **Site Ref.** 620901
**Site 01**
**Classification Report** **18 May 2023** **Channel:** Southbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/Van | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 5 | 0 | 4 | 1 | 0 | 0 |
| 07:00 | 8 | 0 | 7 | 1 | 0 | 0 |
| 08:00 | 3 | 0 | 2 | 1 | 0 | 0 |
| 09:00 | 2 | 0 | 1 | 1 | 0 | 0 |
| 10:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 5 | 0 | 2 | 3 | 0 | 0 |
| 13:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 14:00 | 3 | 1 | 1 | 1 | 0 | 0 |
| 15:00 | 3 | 0 | 2 | 1 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 18:00 | 2 | 1 | 1 | 0 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 29 | 2 | 19 | 8 | 0 | 0 |
| 16H(6-22) | 35 | 2 | 24 | 9 | 0 | 0 |
| 18H(6-24) | 35 | 2 | 24 | 9 | 0 | 0 |
| 24H(0-24) | 35 | 2 | 24 | 9 | 0 | 0 |
| AM Peak | 07:00 | 11:00 | 07:00 | 09:00 | 11:00 | 11:00 |
| | 8 | 0 | 7 | 1 | 0 | 0 |
| PM Peak | 12:00 | 18:00 | 15:00 | 12:00 | 23:00 | 23:00 |
| | 5 | 1 | 2 | 3 | 0 | 0 |

PCC Traffic Information Consultancy Ltd.

**Site No.** 620901 **Site Ref.** 620901
**Site 01**
**Classification Report** **18 May 2023** **Channel:** Total Flow

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/Van | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 5 | 0 | 4 | 1 | 0 | 0 |
| 07:00 | 10 | 0 | 9 | 1 | 0 | 0 |
| 08:00 | 3 | 0 | 2 | 1 | 0 | 0 |
| 09:00 | 3 | 0 | 2 | 1 | 0 | 0 |
| 10:00 | 4 | 0 | 3 | 1 | 0 | 0 |
| 11:00 | 2 | 0 | 0 | 2 | 0 | 0 |
| 12:00 | 7 | 0 | 4 | 3 | 0 | 0 |
| 13:00 | 4 | 0 | 3 | 1 | 0 | 0 |
| 14:00 | 8 | 1 | 3 | 4 | 0 | 0 |
| 15:00 | 7 | 1 | 5 | 1 | 0 | 0 |
| 16:00 | 7 | 0 | 6 | 1 | 0 | 0 |
| 17:00 | 4 | 0 | 4 | 0 | 0 | 0 |
| 18:00 | 3 | 1 | 2 | 0 | 0 | 0 |
| 19:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 20:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 21:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 62 | 3 | 43 | 16 | 0 | 0 |
| 16H(6-22) | 70 | 3 | 50 | 17 | 0 | 0 |
| 18H(6-24) | 70 | 3 | 50 | 17 | 0 | 0 |
| 24H(0-24) | 70 | 3 | 50 | 17 | 0 | 0 |
| AM Peak | 07:00 | 11:00 | 07:00 | 11:00 | 11:00 | 11:00 |
| | 10 | 0 | 9 | 2 | 0 | 0 |
| PM Peak | 14:00 | 18:00 | 16:00 | 14:00 | 23:00 | 23:00 |
| | 8 | 1 | 6 | 4 | 0 | 0 |

PCC Traffic Information Consultancy Ltd.

# Vicarage Drove, Bicker Bar ATC

**Site No.** 620901 **Site Ref.** 620901
**Site 01**
**Classification Report** **19 May 2023** **Channel:** Northbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/Van | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 07:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 08:00 | 2 | 0 | 1 | 0 | 1 | 0 |
| 09:00 | 6 | 0 | 4 | 0 | 2 | 0 |
| 10:00 | 7 | 0 | 4 | 2 | 1 | 0 |
| 11:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 12:00 | 9 | 0 | 7 | 1 | 1 | 0 |
| 13:00 | 12 | 0 | 9 | 3 | 0 | 0 |
| 14:00 | 5 | 0 | 3 | 1 | 1 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 44 | 0 | 31 | 7 | 6 | 0 |
| 16H(6-22) | 46 | 0 | 33 | 7 | 6 | 0 |
| 18H(6-24) | 46 | 0 | 33 | 7 | 6 | 0 |
| 24H(0-24) | 46 | 0 | 33 | 7 | 6 | 0 |
| **AM Peak** | 10:00 | 11:00 | 10:00 | 10:00 | 09:00 | 11:00 |
| | 7 | 0 | 4 | 2 | 2 | 0 |
| **PM Peak** | 13:00 | 23:00 | 13:00 | 13:00 | 14:00 | 23:00 |
| | 12 | 0 | 9 | 3 | 1 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No.** 620901 **Site Ref.** 620901
**Site 01**
**Classification Report** **19 May 2023** **Channel:** Southbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/Van | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 7 | 0 | 6 | 1 | 0 | 0 |
| 07:00 | 4 | 0 | 3 | 1 | 0 | 0 |
| 08:00 | 5 | 0 | 5 | 0 | 0 | 0 |
| 09:00 | 5 | 0 | 3 | 0 | 2 | 0 |
| 10:00 | 5 | 0 | 4 | 1 | 0 | 0 |
| 11:00 | 4 | 0 | 2 | 1 | 1 | 0 |
| 12:00 | 7 | 0 | 6 | 0 | 1 | 0 |
| 13:00 | 3 | 0 | 2 | 1 | 0 | 0 |
| 14:00 | 4 | 0 | 4 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 38 | 0 | 30 | 4 | 4 | 0 |
| 16H(6-22) | 46 | 0 | 37 | 5 | 4 | 0 |
| 18H(6-24) | 46 | 0 | 37 | 5 | 4 | 0 |
| 24H(0-24) | 46 | 0 | 37 | 5 | 4 | 0 |
| **AM Peak** | 06:00 | 11:00 | 06:00 | 11:00 | 09:00 | 11:00 |
| | 7 | 0 | 6 | 1 | 2 | 0 |
| **PM Peak** | 12:00 | 23:00 | 12:00 | 13:00 | 12:00 | 23:00 |
| | 7 | 0 | 6 | 1 | 1 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No.** 620901 **Site Ref.** 620901
**Site 01**
**Classification Report** **19 May 2023** **Channel:** Total Flow

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/Van | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 8 | 0 | 7 | 1 | 0 | 0 |
| 07:00 | 5 | 0 | 4 | 1 | 0 | 0 |
| 08:00 | 7 | 0 | 6 | 0 | 1 | 0 |
| 09:00 | 11 | 0 | 7 | 0 | 4 | 0 |
| 10:00 | 12 | 0 | 8 | 3 | 1 | 0 |
| 11:00 | 5 | 0 | 3 | 1 | 1 | 0 |
| 12:00 | 16 | 0 | 13 | 1 | 2 | 0 |
| 13:00 | 15 | 0 | 11 | 4 | 0 | 0 |
| 14:00 | 9 | 0 | 7 | 1 | 1 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 17:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 82 | 0 | 61 | 11 | 10 | 0 |
| 16H(6-22) | 92 | 0 | 70 | 12 | 10 | 0 |
| 18H(6-24) | 92 | 0 | 70 | 12 | 10 | 0 |
| 24H(0-24) | 92 | 0 | 70 | 12 | 10 | 0 |
| **AM Peak** | 10:00 | 11:00 | 10:00 | 10:00 | 09:00 | 11:00 |
| | 12 | 0 | 8 | 3 | 4 | 0 |
| **PM Peak** | 12:00 | 23:00 | 12:00 | 13:00 | 12:00 | 23:00 |
| | 16 | 0 | 13 | 4 | 2 | 0 |

**PCC Traffic Information Consultancy Ltd.**

# Vicarage Drove, Bicker Bar ATC

**Site No.** 620901 **Site Ref.** 620901
**Site 01**
**Classification Report** **20 May 2023** **Channel:** Northbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/Van | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 07:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 2 | 0 | 1 | 1 | 0 | 0 |
| 11:00 | 6 | 0 | 6 | 0 | 0 | 0 |
| 12:00 | 1 | 0 | 0 | 1 | 0 | 0 |
| 13:00 | 3 | 0 | 2 | 1 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 16:00 | 4 | 0 | 3 | 1 | 0 | 0 |
| 17:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 18:00 | 2 | 0 | 1 | 1 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 1 | 0 | 0 | 1 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 21 | 0 | 16 | 5 | 0 | 0 |
| 16H(6-22) | 22 | 0 | 17 | 5 | 0 | 0 |
| 18H(6-24) | 23 | 0 | 17 | 6 | 0 | 0 |
| 24H(0-24) | 23 | 0 | 17 | 6 | 0 | 0 |
| AM Peak | 11:00 | 11:00 | 11:00 | 10:00 | 11:00 | 11:00 |
| | 6 | 0 | 6 | 1 | 0 | 0 |
| PM Peak | 16:00 | 23:00 | 16:00 | 22:00 | 23:00 | 23:00 |
| | 4 | 0 | 3 | 1 | 0 | 0 |

PCC Traffic Information Consultancy Ltd.

**Site No.** 620901 **Site Ref.** 620901
**Site 01**
**Classification Report** **20 May 2023** **Channel:** Southbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/Van | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 5 | 0 | 5 | 0 | 0 | 0 |
| 07:00 | 4 | 0 | 3 | 1 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 10:00 | 2 | 0 | 1 | 1 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 13:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 1 | 0 | 0 | 1 | 0 | 0 |
| 16:00 | 5 | 0 | 4 | 1 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 1 | 0 | 0 | 1 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 17 | 0 | 13 | 4 | 0 | 0 |
| 16H(6-22) | 22 | 0 | 18 | 4 | 0 | 0 |
| 18H(6-24) | 23 | 0 | 18 | 5 | 0 | 0 |
| 24H(0-24) | 23 | 0 | 18 | 5 | 0 | 0 |
| AM Peak | 06:00 | 11:00 | 06:00 | 10:00 | 11:00 | 11:00 |
| | 5 | 0 | 5 | 1 | 0 | 0 |
| PM Peak | 16:00 | 23:00 | 16:00 | 22:00 | 23:00 | 23:00 |
| | 5 | 0 | 4 | 1 | 0 | 0 |

PCC Traffic Information Consultancy Ltd.

**Site No.** 620901 **Site Ref.** 620901
**Site 01**
**Classification Report** **20 May 2023** **Channel:** Total Flow

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/Van | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 6 | 0 | 6 | 0 | 0 | 0 |
| 07:00 | 5 | 0 | 4 | 1 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 10:00 | 4 | 0 | 2 | 2 | 0 | 0 |
| 11:00 | 6 | 0 | 6 | 0 | 0 | 0 |
| 12:00 | 2 | 0 | 1 | 1 | 0 | 0 |
| 13:00 | 5 | 0 | 4 | 1 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 2 | 0 | 1 | 1 | 0 | 0 |
| 16:00 | 9 | 0 | 7 | 2 | 0 | 0 |
| 17:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 18:00 | 3 | 0 | 2 | 1 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 2 | 0 | 0 | 2 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 38 | 0 | 29 | 9 | 0 | 0 |
| 16H(6-22) | 44 | 0 | 35 | 9 | 0 | 0 |
| 18H(6-24) | 46 | 0 | 35 | 11 | 0 | 0 |
| 24H(0-24) | 46 | 0 | 35 | 11 | 0 | 0 |
| AM Peak | 11:00 | 11:00 | 11:00 | 10:00 | 11:00 | 11:00 |
| | 6 | 0 | 6 | 2 | 0 | 0 |
| PM Peak | 16:00 | 23:00 | 16:00 | 22:00 | 23:00 | 23:00 |
| | 9 | 0 | 7 | 2 | 0 | 0 |

PCC Traffic Information Consultancy Ltd.

# Vicarage Drove, Bicker Bar ATC

**Site No.** 620901 **Site Ref.** 620901
**Site 01**
**Classification Report** **21 May 2023** **Channel:** Northbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/Van | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 08:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 09:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 10:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 11:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 12:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 15:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 16 | 0 | 16 | 0 | 0 | 0 |
| 16H(6-22) | 17 | 0 | 17 | 0 | 0 | 0 |
| 18H(6-24) | 17 | 0 | 17 | 0 | 0 | 0 |
| 24H(0-24) | 17 | 0 | 17 | 0 | 0 | 0 |
| **AM Peak** | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 |
| | 3 | 0 | 3 | 0 | 0 | 0 |
| **PM Peak** | 14:00 | 23:00 | 14:00 | 23:00 | 23:00 | 23:00 |
| | 3 | 0 | 3 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No.** 620901 **Site Ref.** 620901
**Site 01**
**Classification Report** **21 May 2023** **Channel:** Southbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/Van | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 06:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 07:00 | 1 | 0 | 0 | 1 | 0 | 0 |
| 08:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 09:00 | 4 | 0 | 4 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 4 | 0 | 4 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 13 | 0 | 12 | 1 | 0 | 0 |
| 16H(6-22) | 15 | 0 | 14 | 1 | 0 | 0 |
| 18H(6-24) | 15 | 0 | 14 | 1 | 0 | 0 |
| 24H(0-24) | 16 | 0 | 15 | 1 | 0 | 0 |
| **AM Peak** | 09:00 | 11:00 | 09:00 | 07:00 | 11:00 | 11:00 |
| | 4 | 0 | 4 | 1 | 0 | 0 |
| **PM Peak** | 14:00 | 23:00 | 14:00 | 23:00 | 23:00 | 23:00 |
| | 4 | 0 | 4 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No.** 620901 **Site Ref.** 620901
**Site 01**
**Classification Report** **21 May 2023** **Channel:** Total Flow

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/Van | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 06:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 07:00 | 3 | 0 | 2 | 1 | 0 | 0 |
| 08:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 09:00 | 7 | 0 | 7 | 0 | 0 | 0 |
| 10:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 11:00 | 5 | 0 | 5 | 0 | 0 | 0 |
| 12:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 7 | 0 | 7 | 0 | 0 | 0 |
| 15:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 29 | 0 | 28 | 1 | 0 | 0 |
| 16H(6-22) | 32 | 0 | 31 | 1 | 0 | 0 |
| 18H(6-24) | 32 | 0 | 31 | 1 | 0 | 0 |
| 24H(0-24) | 33 | 0 | 32 | 1 | 0 | 0 |
| **AM Peak** | 09:00 | 11:00 | 09:00 | 07:00 | 11:00 | 11:00 |
| | 7 | 0 | 7 | 1 | 0 | 0 |
| **PM Peak** | 14:00 | 23:00 | 14:00 | 23:00 | 23:00 | 23:00 |
| | 7 | 0 | 7 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

# Vicarage Drove, Bicker Bar ATC

**Site No.** 620901 **Site Ref.** 620901
**Site 01**
**Classification Report** **22 May 2023** **Channel:** Northbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/Van | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 06:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 07:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 08:00 | 3 | 0 | 2 | 1 | 0 | 0 |
| 09:00 | 3 | 0 | 2 | 1 | 0 | 0 |
| 10:00 | 4 | 0 | 3 | 1 | 0 | 0 |
| 11:00 | 4 | 0 | 4 | 0 | 0 | 0 |
| 12:00 | 4 | 0 | 3 | 1 | 0 | 0 |
| 13:00 | 7 | 0 | 4 | 3 | 0 | 0 |
| 14:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 15:00 | 5 | 0 | 5 | 0 | 0 | 0 |
| 16:00 | 7 | 0 | 6 | 1 | 0 | 0 |
| 17:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 18:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 19:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 43 | 0 | 35 | 8 | 0 | 0 |
| 16H(6-22) | 45 | 0 | 37 | 8 | 0 | 0 |
| 18H(6-24) | 45 | 0 | 37 | 8 | 0 | 0 |
| 24H(0-24) | 46 | 0 | 38 | 8 | 0 | 0 |
| AM Peak | 11:00 | 11:00 | 11:00 | 10:00 | 11:00 | 11:00 |
| | 4 | 0 | 4 | 1 | 0 | 0 |
| PM Peak | 16:00 | 23:00 | 16:00 | 13:00 | 23:00 | 23:00 |
| | 7 | 0 | 6 | 3 | 0 | 0 |

PCC Traffic Information Consultancy Ltd.

**Site No.** 620901 **Site Ref.** 620901
**Site 01**
**Classification Report** **22 May 2023** **Channel:** Southbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/Van | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 06:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 07:00 | 5 | 0 | 5 | 0 | 0 | 0 |
| 08:00 | 6 | 0 | 4 | 2 | 0 | 0 |
| 09:00 | 3 | 0 | 2 | 1 | 0 | 0 |
| 10:00 | 5 | 0 | 3 | 2 | 0 | 0 |
| 11:00 | 3 | 0 | 2 | 1 | 0 | 0 |
| 12:00 | 2 | 0 | 1 | 0 | 1 | 0 |
| 13:00 | 7 | 0 | 4 | 3 | 0 | 0 |
| 14:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 15:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 16:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 40 | 0 | 30 | 9 | 1 | 0 |
| 16H(6-22) | 42 | 0 | 32 | 9 | 1 | 0 |
| 18H(6-24) | 42 | 0 | 32 | 9 | 1 | 0 |
| 24H(0-24) | 44 | 0 | 34 | 9 | 1 | 0 |
| AM Peak | 08:00 | 11:00 | 07:00 | 10:00 | 11:00 | 11:00 |
| | 6 | 0 | 5 | 2 | 0 | 0 |
| PM Peak | 13:00 | 23:00 | 13:00 | 13:00 | 12:00 | 23:00 |
| | 7 | 0 | 4 | 3 | 1 | 0 |

PCC Traffic Information Consultancy Ltd.

**Site No.** 620901 **Site Ref.** 620901
**Site 01**
**Classification Report** **22 May 2023** **Channel:** Total Flow

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/Van | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 06:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 07:00 | 6 | 0 | 6 | 0 | 0 | 0 |
| 08:00 | 9 | 0 | 6 | 3 | 0 | 0 |
| 09:00 | 6 | 0 | 4 | 2 | 0 | 0 |
| 10:00 | 9 | 0 | 6 | 3 | 0 | 0 |
| 11:00 | 7 | 0 | 6 | 1 | 0 | 0 |
| 12:00 | 6 | 0 | 4 | 1 | 1 | 0 |
| 13:00 | 14 | 0 | 8 | 6 | 0 | 0 |
| 14:00 | 4 | 0 | 4 | 0 | 0 | 0 |
| 15:00 | 8 | 0 | 8 | 0 | 0 | 0 |
| 16:00 | 9 | 0 | 8 | 1 | 0 | 0 |
| 17:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 18:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 19:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 83 | 0 | 65 | 17 | 1 | 0 |
| 16H(6-22) | 87 | 0 | 69 | 17 | 1 | 0 |
| 18H(6-24) | 87 | 0 | 69 | 17 | 1 | 0 |
| 24H(0-24) | 90 | 0 | 72 | 17 | 1 | 0 |
| AM Peak | 10:00 | 11:00 | 11:00 | 10:00 | 11:00 | 11:00 |
| | 9 | 0 | 6 | 3 | 0 | 0 |
| PM Peak | 13:00 | 23:00 | 16:00 | 13:00 | 12:00 | 23:00 |
| | 14 | 0 | 8 | 6 | 1 | 0 |

PCC Traffic Information Consultancy Ltd.

# Vicarage Drove, Bicker Bar ATC

**Site No.** 620901 **Site Ref.** 620901
**Site 01**
**Classification Report** **23 May 2023** **Channel:** Northbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/Van | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 07:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 10:00 | 2 | 0 | 1 | 1 | 0 | 0 |
| 11:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 12:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 13:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 14:00 | 2 | 0 | 1 | 1 | 0 | 0 |
| 15:00 | 7 | 0 | 7 | 0 | 0 | 0 |
| 16:00 | 8 | 0 | 8 | 0 | 0 | 0 |
| 17:00 | 7 | 0 | 4 | 3 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 33 | 0 | 28 | 5 | 0 | 0 |
| 16H(6-22) | 35 | 0 | 30 | 5 | 0 | 0 |
| 18H(6-24) | 35 | 0 | 30 | 5 | 0 | 0 |
| 24H(0-24) | 36 | 0 | 31 | 5 | 0 | 0 |
| **AM Peak** | 10:00 | 11:00 | 07:00 | 10:00 | 11:00 | 11:00 |
| | 2 | 0 | 2 | 1 | 0 | 0 |
| **PM Peak** | 16:00 | 23:00 | 16:00 | 17:00 | 23:00 | 23:00 |
| | 8 | 0 | 8 | 3 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No.** 620901 **Site Ref.** 620901
**Site 01**
**Classification Report** **23 May 2023** **Channel:** Southbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/Van | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 06:00 | 5 | 0 | 4 | 1 | 0 | 0 |
| 07:00 | 5 | 0 | 5 | 0 | 0 | 0 |
| 08:00 | 3 | 0 | 2 | 1 | 0 | 0 |
| 09:00 | 5 | 0 | 4 | 1 | 0 | 0 |
| 10:00 | 5 | 0 | 4 | 1 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 13:00 | 2 | 0 | 1 | 1 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 27 | 0 | 23 | 4 | 0 | 0 |
| 16H(6-22) | 33 | 0 | 28 | 5 | 0 | 0 |
| 18H(6-24) | 33 | 0 | 28 | 5 | 0 | 0 |
| 24H(0-24) | 35 | 0 | 30 | 5 | 0 | 0 |
| **AM Peak** | 10:00 | 11:00 | 07:00 | 10:00 | 11:00 | 11:00 |
| | 5 | 0 | 5 | 1 | 0 | 0 |
| **PM Peak** | 15:00 | 23:00 | 15:00 | 13:00 | 23:00 | 23:00 |
| | 3 | 0 | 3 | 1 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No.** 620901 **Site Ref.** 620901
**Site 01**
**Classification Report** **23 May 2023** **Channel:** Total Flow

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/Van | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 06:00 | 6 | 0 | 5 | 1 | 0 | 0 |
| 07:00 | 7 | 0 | 7 | 0 | 0 | 0 |
| 08:00 | 3 | 0 | 2 | 1 | 0 | 0 |
| 09:00 | 6 | 0 | 5 | 1 | 0 | 0 |
| 10:00 | 7 | 0 | 5 | 2 | 0 | 0 |
| 11:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 12:00 | 5 | 0 | 5 | 0 | 0 | 0 |
| 13:00 | 3 | 0 | 2 | 1 | 0 | 0 |
| 14:00 | 2 | 0 | 1 | 1 | 0 | 0 |
| 15:00 | 10 | 0 | 10 | 0 | 0 | 0 |
| 16:00 | 8 | 0 | 8 | 0 | 0 | 0 |
| 17:00 | 8 | 0 | 5 | 3 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 60 | 0 | 51 | 9 | 0 | 0 |
| 16H(6-22) | 68 | 0 | 58 | 10 | 0 | 0 |
| 18H(6-24) | 68 | 0 | 58 | 10 | 0 | 0 |
| 24H(0-24) | 71 | 0 | 61 | 10 | 0 | 0 |
| **AM Peak** | 10:00 | 11:00 | 07:00 | 10:00 | 11:00 | 11:00 |
| | 7 | 0 | 7 | 2 | 0 | 0 |
| **PM Peak** | 15:00 | 23:00 | 15:00 | 17:00 | 23:00 | 23:00 |
| | 10 | 0 | 10 | 3 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

# Vicarage Drove, Bicker Bar ATC

**Site No.** 620901 **Site Ref.** 620901
**Site 01**
**Classification Report** **24 May 2023** **Channel:** Northbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/Van | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 08:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 09:00 | 1 | 0 | 0 | 1 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 12:00 | 5 | 0 | 3 | 2 | 0 | 0 |
| 13:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 14:00 | 5 | 0 | 4 | 1 | 0 | 0 |
| 15:00 | 4 | 0 | 4 | 0 | 0 | 0 |
| 16:00 | 8 | 0 | 7 | 1 | 0 | 0 |
| 17:00 | 7 | 1 | 5 | 1 | 0 | 0 |
| 18:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 19:00 | 1 | 0 | 0 | 1 | 0 | 0 |
| 20:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 39 | 1 | 32 | 6 | 0 | 0 |
| 16H(6-22) | 41 | 1 | 33 | 7 | 0 | 0 |
| 18H(6-24) | 41 | 1 | 33 | 7 | 0 | 0 |
| 24H(0-24) | 41 | 1 | 33 | 7 | 0 | 0 |
| AM Peak | 11:00 | 11:00 | 11:00 | 09:00 | 11:00 | 11:00 |
| | 2 | 0 | 2 | 1 | 0 | 0 |
| PM Peak | 16:00 | 17:00 | 16:00 | 12:00 | 23:00 | 23:00 |
| | 8 | 1 | 7 | 2 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No.** 620901 **Site Ref.** 620901
**Site 01**
**Classification Report** **24 May 2023** **Channel:** Southbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/Van | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 6 | 0 | 5 | 1 | 0 | 0 |
| 07:00 | 8 | 0 | 8 | 0 | 0 | 0 |
| 08:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 09:00 | 4 | 0 | 2 | 2 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 5 | 0 | 4 | 1 | 0 | 0 |
| 12:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 13:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 14:00 | 4 | 0 | 3 | 1 | 0 | 0 |
| 15:00 | 2 | 1 | 0 | 0 | 1 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 18:00 | 2 | 0 | 1 | 1 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 33 | 1 | 26 | 5 | 1 | 0 |
| 16H(6-22) | 39 | 1 | 31 | 6 | 1 | 0 |
| 18H(6-24) | 39 | 1 | 31 | 6 | 1 | 0 |
| 24H(0-24) | 39 | 1 | 31 | 6 | 1 | 0 |
| AM Peak | 07:00 | 11:00 | 07:00 | 09:00 | 11:00 | 11:00 |
| | 8 | 0 | 8 | 2 | 0 | 0 |
| PM Peak | 14:00 | 15:00 | 14:00 | 18:00 | 15:00 | 23:00 |
| | 4 | 1 | 3 | 1 | 1 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No.** 620901 **Site Ref.** 620901
**Site 01**
**Classification Report** **24 May 2023** **Channel:** Total Flow

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/Van | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 6 | 0 | 5 | 1 | 0 | 0 |
| 07:00 | 9 | 0 | 9 | 0 | 0 | 0 |
| 08:00 | 4 | 0 | 4 | 0 | 0 | 0 |
| 09:00 | 5 | 0 | 2 | 3 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 7 | 0 | 6 | 1 | 0 | 0 |
| 12:00 | 7 | 0 | 5 | 2 | 0 | 0 |
| 13:00 | 6 | 0 | 6 | 0 | 0 | 0 |
| 14:00 | 9 | 0 | 7 | 2 | 0 | 0 |
| 15:00 | 6 | 1 | 4 | 0 | 1 | 0 |
| 16:00 | 8 | 0 | 7 | 1 | 0 | 0 |
| 17:00 | 8 | 1 | 6 | 1 | 0 | 0 |
| 18:00 | 3 | 0 | 2 | 1 | 0 | 0 |
| 19:00 | 1 | 0 | 0 | 1 | 0 | 0 |
| 20:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 72 | 2 | 58 | 11 | 1 | 0 |
| 16H(6-22) | 80 | 2 | 64 | 13 | 1 | 0 |
| 18H(6-24) | 80 | 2 | 64 | 13 | 1 | 0 |
| 24H(0-24) | 80 | 2 | 64 | 13 | 1 | 0 |
| AM Peak | 07:00 | 11:00 | 07:00 | 09:00 | 11:00 | 11:00 |
| | 9 | 0 | 9 | 3 | 0 | 0 |
| PM Peak | 14:00 | 17:00 | 16:00 | 14:00 | 15:00 | 23:00 |
| | 9 | 1 | 7 | 2 | 1 | 0 |

**PCC Traffic Information Consultancy Ltd.**

## Vicarage Drove, Bicker Bar ATC

**Site Ref. 620901** **Site No. 620901**
**Site 01**
**Speed Report (Speed Limit 60 Mph)** **18 May 2023** **Channel: Northbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 >=65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00** | 2 | | 15 | | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00** | 1 | | 22 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00** | 3 | | 18 | | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00** | 2 | | 15 | | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00** | 2 | | 17 | | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13:00** | 3 | | 21 | | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **14:00** | 5 | | 22 | | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **15:00** | 4 | | 15 | | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:00** | 7 | | 20 | | 0 | 1 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:00** | 3 | | 16 | | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18:00** | 1 | | 22 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19:00** | 1 | | 18 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **20:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **21:00** | 1 | | 18 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **22:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 33 | 24 | 19 | 5 | 2 | 7 | 11 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16H(6-22)** | 35 | 24 | 18 | 5 | 2 | 7 | 13 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18H(6-24)** | 35 | 24 | 18 | 5 | 2 | 7 | 13 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **24H(0-24)** | 35 | 24 | 18 | 5 | 2 | 7 | 13 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **AM Peak** | 10:00 | - | 09:00 | - | 10:00 | 11:00 | 11:00 | 10:00 | - | - | - | - | - | - | - | - | - |
| | 3 | 0 | 22 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PM Peak** | 16:00 | - | 18:00 | - | 15:00 | 15:00 | 16:00 | 16:00 | 15:00 | 16:00 | - | - | - | - | - | - | - |
| | 7 | 0 | 22 | 0 | 1 | 2 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No. 620901** **Site Ref. 620901**
**Site 01**
**Speed Report (Speed Limit 60 Mph)** **18 May 2023** **Channel: Southbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 >=65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00** | 5 | | 23 | | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00** | 8 | | 23 | | 0 | 0 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00** | 3 | | 19 | | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00** | 2 | | 25 | | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00** | 1 | | 32 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00** | 5 | | 21 | | 0 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13:00** | 1 | | 22 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **14:00** | 3 | | 21 | | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **15:00** | 3 | | 17 | | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:00** | 1 | | 32 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18:00** | 2 | | 15 | | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **20:00** | 1 | | 32 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **21:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **22:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 29 | 29 | 21 | 7 | 0 | 5 | 9 | 6 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16H(6-22)** | 35 | 29 | 22 | 7 | 0 | 5 | 10 | 9 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18H(6-24)** | 35 | 29 | 22 | 7 | 0 | 5 | 10 | 9 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **24H(0-24)** | 35 | 29 | 22 | 7 | 0 | 5 | 10 | 9 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **AM Peak** | 07:00 | - | 10:00 | - | - | 08:00 | 07:00 | 07:00 | 07:00 | 10:00 | - | - | - | - | - | - | - |
| | 8 | 0 | 32 | 0 | 0 | 1 | 2 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PM Peak** | 12:00 | - | 20:00 | - | - | 12:00 | 15:00 | 13:00 | 12:00 | 20:00 | - | - | - | - | - | - | - |
| | 5 | 0 | 32 | 0 | 0 | 2 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No. 620901** **Site Ref. 620901**
**Site 01**
**Speed Report (Speed Limit 60 Mph)** **18 May 2023** **Channel: Total Flow**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 >=65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00** | 5 | | 23 | | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00** | 10 | 24 | 21 | 4 | 0 | 1 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00** | 3 | | 19 | | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00** | 3 | | 24 | | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00** | 4 | | 21 | | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00** | 2 | | 15 | | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00** | 7 | | 20 | | 0 | 3 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13:00** | 4 | | 21 | | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **14:00** | 8 | | 21 | | 0 | 1 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **15:00** | 7 | | 16 | | 1 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:00** | 7 | | 20 | | 0 | 1 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:00** | 4 | | 20 | | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18:00** | 3 | | 17 | | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19:00** | 1 | | 18 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **20:00** | 1 | | 32 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **21:00** | 1 | | 18 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **22:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 62 | 27 | 20 | 7 | 2 | 12 | 20 | 15 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16H(6-22)** | 70 | 27 | 20 | 7 | 2 | 12 | 23 | 18 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18H(6-24)** | 70 | 27 | 20 | 7 | 2 | 12 | 23 | 18 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **24H(0-24)** | 70 | 27 | 20 | 7 | 2 | 12 | 23 | 18 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **AM Peak** | 07:00 | 07:00 | 09:00 | 07:00 | 10:00 | 11:00 | 07:00 | 07:00 | 07:00 | 10:00 | - | - | - | - | - | - | - |
| | 10 | 24 | 24 | 4 | 1 | 1 | 3 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PM Peak** | 14:00 | - | 20:00 | - | 15:00 | 12:00 | 16:00 | 16:00 | 15:00 | 20:00 | - | - | - | - | - | - | - |
| | 8 | 0 | 32 | 0 | 1 | 3 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

# Vicarage Drove, Bicker Bar ATC

**Site Ref.** 620901 **Site No.** 620901
**Site 01**
**Speed Report (Speed Limit 60 Mph)** **19 May 2023** **Channel:** Northbound

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 >=65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00** | 1 | | 22 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00** | 1 | | 18 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00** | 2 | | 15 | | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00** | 6 | | 13 | | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00** | 7 | | 16 | | 1 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00** | 1 | | 12 | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00** | 9 | | 15 | | 2 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13:00** | 12 | 20 | 18 | 3 | 1 | 1 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **14:00** | 5 | | 19 | | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **15:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:00** | 1 | | 22 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19:00** | 1 | | 12 | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **20:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **21:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **22:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 44 | 21 | 16 | 5 | 4 | 14 | 16 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16H(6-22)** | 46 | 22 | 16 | 5 | 4 | 15 | 16 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18H(6-24)** | 46 | 22 | 16 | 5 | 4 | 15 | 16 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **24H(0-24)** | 46 | 22 | 16 | 5 | 4 | 15 | 16 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **AM Peak** | 10:00 | - | 06:00 | - | 10:00 | 09:00 | 10:00 | 10:00 | - | - | - | - | - | - | - | - | - |
| | 7 | 0 | 22 | 0 | 1 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PM Peak** | 13:00 | 13:00 | 17:00 | 13:00 | 12:00 | 12:00 | 13:00 | 13:00 | 14:00 | - | - | - | - | - | - | - | - |
| | 12 | 20 | 22 | 3 | 2 | 2 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No.** 620901 **Site Ref.** 620901
**Site 01**
**Speed Report (Speed Limit 60 Mph)** **19 May 2023** **Channel:** Southbound

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 >=65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00** | 7 | | 23 | | 0 | 0 | 2 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00** | 4 | | 25 | | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00** | 5 | | 16 | | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00** | 5 | | 15 | | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00** | 5 | | 25 | | 0 | 1 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00** | 4 | | 10 | | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00** | 7 | | 17 | | 0 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13:00** | 3 | | 19 | | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **14:00** | 4 | | 21 | | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **15:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:00** | 1 | | 18 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19:00** | 1 | | 12 | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **20:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **21:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **22:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 38 | 26 | 19 | 8 | 2 | 10 | 14 | 4 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16H(6-22)** | 46 | 26 | 19 | 7 | 2 | 11 | 16 | 8 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18H(6-24)** | 46 | 26 | 19 | 7 | 2 | 11 | 16 | 8 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **24H(0-24)** | 46 | 26 | 19 | 7 | 2 | 11 | 16 | 8 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **AM Peak** | 06:00 | - | 10:00 | - | 11:00 | 11:00 | 08:00 | 06:00 | 10:00 | 10:00 | 06:00 | - | - | - | - | - | - |
| | 7 | 0 | 25 | 0 | 2 | 2 | 4 | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PM Peak** | 12:00 | - | 14:00 | - | - | 12:00 | 14:00 | 14:00 | 14:00 | - | - | - | - | - | - | - | - |
| | 7 | 0 | 21 | 0 | 0 | 4 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No.** 620901 **Site Ref.** 620901
**Site 01**
**Speed Report (Speed Limit 60 Mph)** **19 May 2023** **Channel:** Total Flow

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 >=65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00** | 8 | | 23 | | 0 | 0 | 2 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00** | 5 | | 23 | | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00** | 7 | | 16 | | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00** | 11 | 17 | 14 | 2 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00** | 12 | 27 | 20 | 8 | 1 | 4 | 1 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00** | 5 | | 11 | | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00** | 16 | 21 | 16 | 5 | 2 | 6 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13:00** | 15 | 21 | 18 | 3 | 1 | 1 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **14:00** | 9 | | 20 | | 0 | 1 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **15:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:00** | 1 | | 18 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:00** | 1 | | 22 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19:00** | 2 | | 13 | | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **20:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **21:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **22:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 82 | 23 | 17 | 6 | 6 | 24 | 30 | 13 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16H(6-22)** | 92 | 24 | 18 | 6 | 6 | 26 | 32 | 18 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18H(6-24)** | 92 | 24 | 18 | 6 | 6 | 26 | 32 | 18 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **24H(0-24)** | 92 | 24 | 18 | 6 | 6 | 26 | 32 | 18 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **AM Peak** | 10:00 | 10:00 | 07:00 | 10:00 | 11:00 | 09:00 | 08:00 | 06:00 | 10:00 | 10:00 | 06:00 | - | - | - | - | - | - |
| | 12 | 27 | 23 | 8 | 2 | 7 | 5 | 5 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PM Peak** | 12:00 | 13:00 | 17:00 | 12:00 | 12:00 | 12:00 | 13:00 | 13:00 | 14:00 | - | - | - | - | - | - | - | - |
| | 16 | 21 | 22 | 5 | 2 | 6 | 9 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

## Vicarage Drove, Bicker Bar ATC

**Site Ref. 620901 Site No. 620901**
**Site 01**
**Speed Report (Speed Limit 60 Mph) 20 May 2023 Channel: Northbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 >=65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00** | 1 | | 18 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00** | 1 | | 18 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00** | 2 | | 20 | | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00** | 6 | | 19 | | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00** | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13:00** | 3 | | 14 | | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **14:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **15:00** | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:00** | 4 | | 17 | | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:00** | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18:00** | 2 | | 15 | | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **20:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **21:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **22:00** | 1 | | 12 | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 21 | 26 | 19 | 7 | 1 | 4 | 9 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16H(6-22)** | 22 | 26 | 19 | 7 | 1 | 4 | 10 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18H(6-24)** | 23 | 26 | 19 | 7 | 1 | 5 | 10 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **24H(0-24)** | 23 | 26 | 19 | 7 | 1 | 5 | 10 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **AM Peak** | 11:00 | - | 10:00 | - | - | 11:00 | 11:00 | 11:00 | 11:00 | - | - | - | - | - | - | - | - |
| | 6 | 0 | 20 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PM Peak** | 16:00 | - | 17:00 | - | 13:00 | 22:00 | 16:00 | 16:00 | 17:00 | - | - | - | - | - | - | - | - |
| | 4 | 0 | 28 | 0 | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No. 620901 64.98716 Site Ref. 620901**
**Site 01**
**Speed Report (Speed Limit 60 Mph) 20 May 2023 Channel: Southbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 >=65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00** | 5 | | 25 | | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00** | 4 | | 22 | | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00** | 1 | | 22 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00** | 2 | | 30 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| **11:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00** | 1 | | 32 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13:00** | 2 | | 18 | | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **14:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **15:00** | 1 | | 22 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:00** | 5 | | 23 | | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18:00** | 1 | | 8 | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **20:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **21:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **22:00** | 1 | | 8 | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 17 | 27 | 23 | 5 | 1 | 1 | 4 | 7 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| **16H(6-22)** | 22 | 29 | 23 | 6 | 1 | 1 | 5 | 9 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| **18H(6-24)** | 23 | 29 | 22 | 7 | 2 | 1 | 5 | 9 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| **24H(0-24)** | 23 | 29 | 22 | 7 | 2 | 1 | 5 | 9 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| **AM Peak** | 06:00 | - | 10:00 | - | - | - | 10:00 | 07:00 | 06:00 | 06:00 | - | 10:00 | - | - | - | - | - |
| | 5 | 0 | 30 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| **PM Peak** | 16:00 | - | 12:00 | - | 22:00 | 16:00 | 13:00 | 16:00 | 16:00 | 16:00 | - | - | - | - | - | - | - |
| | 5 | 0 | 32 | 0 | 1 | 1 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No. 620901 Site Ref. 620901**
**Site 01**
**Speed Report (Speed Limit 60 Mph) 20 May 2023 Channel: Total Flow**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 >=65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00** | 6 | | 23 | | 0 | 0 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00** | 5 | | 21 | | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00** | 1 | | 22 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00** | 4 | | 25 | | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| **11:00** | 6 | | 19 | | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00** | 2 | | 30 | | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13:00** | 5 | | 16 | | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **14:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **15:00** | 2 | | 25 | | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:00** | 9 | | 21 | | 0 | 2 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:00** | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18:00** | 3 | | 13 | | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **20:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **21:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **22:00** | 2 | | 10 | | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 38 | 27 | 21 | 7 | 2 | 5 | 13 | 9 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| **16H(6-22)** | 44 | 28 | 21 | 7 | 2 | 5 | 15 | 11 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| **18H(6-24)** | 46 | 27 | 20 | 7 | 3 | 6 | 15 | 11 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| **24H(0-24)** | 46 | 27 | 20 | 7 | 3 | 6 | 15 | 11 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| **AM Peak** | 11:00 | - | 10:00 | - | - | 11:00 | 11:00 | 07:00 | 11:00 | 06:00 | - | 10:00 | - | - | - | - | - |
| | 6 | 0 | 25 | 0 | 0 | 1 | 3 | 3 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| **PM Peak** | 16:00 | - | 12:00 | - | 22:00 | 16:00 | 13:00 | 16:00 | 17:00 | 16:00 | - | - | - | - | - | - | - |
| | 9 | 0 | 30 | 0 | 1 | 2 | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

## Vicarage Drove, Bicker Bar ATC

**Site Ref. 620901** **Site No. 620901**
**Site 01**
**Speed Report (Speed Limit 60 Mph)** **21 May 2023** **Channel: Northbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 >=65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00** | 2 | | 18 | | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00** | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00** | 3 | | 16 | | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00** | 2 | | 13 | | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00** | 3 | | 9 | | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00** | 1 | | 18 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **14:00** | 3 | | 16 | | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **15:00** | 1 | | 18 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19:00** | 1 | | 12 | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **20:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **21:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **22:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 16 | 19 | 15 | 4 | 2 | 6 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16H(6-22)** | 17 | 19 | 15 | 4 | 2 | 7 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18H(6-24)** | 17 | 19 | 15 | 4 | 2 | 7 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **24H(0-24)** | 17 | 19 | 15 | 4 | 2 | 7 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **AM Peak** | 11:00 | - | 08:00 | - | 11:00 | 10:00 | 09:00 | - | 08:00 | - | - | - | - | - | - | - | - |
| | 3 | 0 | 28 | 0 | 2 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PM Peak** | 14:00 | - | 15:00 | - | - | 14:00 | 15:00 | 14:00 | - | - | - | - | - | - | - | - | - |
| | 3 | 0 | 18 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No. 620901** **Site Ref. 620901**
**Site 01**
**Speed Report (Speed Limit 60 Mph)** **21 May 2023** **Channel: Southbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 >=65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00** | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00** | 1 | | 18 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00** | 1 | | 22 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00** | 2 | | 18 | | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00** | 4 | | 21 | | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00** | 2 | | 15 | | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **14:00** | 4 | | 24 | | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **15:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19:00** | 1 | | 22 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **20:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **21:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **22:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 13 | 25 | 21 | 5 | 0 | 1 | 6 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16H(6-22)** | 15 | 25 | 20 | 4 | 0 | 1 | 7 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18H(6-24)** | 15 | 25 | 20 | 4 | 0 | 1 | 7 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **24H(0-24)** | 16 | 26 | 21 | 5 | 0 | 1 | 7 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **AM Peak** | 09:00 | - | 05:00 | - | - | 11:00 | 09:00 | 09:00 | 09:00 | - | - | - | - | - | - | - | - |
| | 4 | 0 | 28 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PM Peak** | 14:00 | - | 14:00 | - | - | - | 14:00 | 19:00 | 14:00 | - | - | - | - | - | - | - | - |
| | 4 | 0 | 24 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No. 620901** **Site Ref. 620901**
**Site 01**
**Speed Report (Speed Limit 60 Mph)** **21 May 2023** **Channel: Total Flow**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 >=65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00** | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00** | 1 | | 18 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00** | 3 | | 19 | | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00** | 3 | | 21 | | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00** | 7 | | 19 | | 0 | 1 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00** | 2 | | 13 | | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00** | 5 | | 12 | | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00** | 1 | | 18 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **14:00** | 7 | | 20 | | 0 | 2 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **15:00** | 1 | | 18 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19:00** | 2 | | 17 | | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **20:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **21:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **22:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 29 | 23 | 18 | 6 | 2 | 7 | 12 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16H(6-22)** | 32 | 23 | 18 | 6 | 2 | 8 | 13 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18H(6-24)** | 32 | 23 | 18 | 6 | 2 | 8 | 13 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **24H(0-24)** | 33 | 24 | 18 | 6 | 2 | 8 | 13 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **AM Peak** | 09:00 | - | 05:00 | - | 11:00 | 11:00 | 09:00 | 09:00 | 09:00 | - | - | - | - | - | - | - | - |
| | 7 | 0 | 28 | 0 | 2 | 2 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PM Peak** | 14:00 | - | 14:00 | - | - | 14:00 | 15:00 | 14:00 | 14:00 | - | - | - | - | - | - | - | - |
| | 7 | 0 | 20 | 0 | 0 | 2 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

# Vicarage Drove, Bicker Bar ATC

**Site Ref. 620901** **Site No. 620901**
**Site 01**
**Speed Report (Speed Limit 60 Mph)** **22 May 2023** **Channel: Northbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 >=65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00** | 1 | | 12 | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00** | 1 | | 18 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00** | 1 | | 18 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00** | 3 | | 21 | | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00** | 3 | | 23 | | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00** | 4 | | 16 | | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00** | 4 | | 19 | | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00** | 4 | | 18 | | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13:00** | 7 | | 17 | | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **14:00** | 2 | | 18 | | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **15:00** | 5 | | 18 | | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:00** | 7 | | 18 | | 0 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:00** | 2 | | 20 | | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18:00** | 1 | | 22 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19:00** | 1 | | 18 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **20:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **21:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **22:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 43 | 22 | 18 | 4 | 1 | 4 | 26 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16H(6-22)** | 45 | 22 | 18 | 4 | 1 | 4 | 28 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18H(6-24)** | 45 | 22 | 18 | 4 | 1 | 4 | 28 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **24H(0-24)** | 46 | 22 | 18 | 4 | 1 | 5 | 28 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **AM Peak** | 11:00 | - | 09:00 | - | 10:00 | 10:00 | 11:00 | 09:00 | 08:00 | - | - | - | - | - | - | - | - |
| | 4 | 0 | 23 | 0 | 1 | 1 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PM Peak** | 16:00 | - | 18:00 | - | - | 16:00 | 13:00 | 16:00 | 15:00 | - | - | - | - | - | - | - | - |
| | 7 | 0 | 22 | 0 | 0 | 1 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No. 620901** **Site Ref. 620901**
**Site 01**
**Speed Report (Speed Limit 60 Mph)** **22 May 2023** **Channel: Southbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 >=65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00** | 2 | | 25 | | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00** | 2 | | 18 | | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00** | 5 | | 23 | | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00** | 6 | | 24 | | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00** | 3 | | 26 | | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00** | 5 | | 14 | | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00** | 3 | | 24 | | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00** | 2 | | 23 | | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13:00** | 7 | | 22 | | 0 | 0 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **14:00** | 2 | | 25 | | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **15:00** | 3 | | 26 | | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:00** | 2 | | 25 | | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18:00** | 2 | | 23 | | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **20:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **21:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **22:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 40 | 28 | 23 | 5 | 2 | 1 | 6 | 19 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16H(6-22)** | 42 | 27 | 22 | 5 | 2 | 1 | 8 | 19 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18H(6-24)** | 42 | 27 | 22 | 5 | 2 | 1 | 8 | 19 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **24H(0-24)** | 44 | 28 | 22 | 5 | 2 | 1 | 8 | 20 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **AM Peak** | 08:00 | - | 09:00 | - | 10:00 | 10:00 | 06:00 | 07:00 | 08:00 | - | - | - | - | - | - | - | - |
| | 6 | 0 | 26 | 0 | 2 | 1 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PM Peak** | 13:00 | - | 15:00 | - | - | - | 13:00 | 18:00 | 13:00 | 16:00 | - | - | - | - | - | - | - |
| | 7 | 0 | 26 | 0 | 0 | 0 | 3 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No. 620901** **Site Ref. 620901**
**Site 01**
**Speed Report (Speed Limit 60 Mph)** **22 May 2023** **Channel: Total Flow**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 >=65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00** | 3 | | 21 | | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00** | 3 | | 17 | | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00** | 6 | | 22 | | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00** | 9 | | 23 | | 0 | 0 | 3 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00** | 6 | | 24 | | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00** | 9 | | 15 | | 3 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00** | 7 | | 21 | | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00** | 6 | | 19 | | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13:00** | 14 | 22 | 19 | 3 | 0 | 1 | 9 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **14:00** | 4 | | 21 | | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **15:00** | 8 | | 21 | | 0 | 1 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:00** | 9 | | 20 | | 0 | 1 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:00** | 2 | | 20 | | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18:00** | 3 | | 23 | | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19:00** | 1 | | 18 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **20:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **21:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **22:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 83 | 25 | 20 | 5 | 3 | 5 | 32 | 29 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16H(6-22)** | 87 | 25 | 20 | 5 | 3 | 5 | 36 | 29 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18H(6-24)** | 87 | 25 | 20 | 5 | 3 | 5 | 36 | 29 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **24H(0-24)** | 90 | 25 | 20 | 5 | 3 | 6 | 36 | 30 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **AM Peak** | 10:00 | - | 09:00 | - | 10:00 | 10:00 | 11:00 | 10:00 | 08:00 | - | - | - | - | - | - | - | - |
| | 9 | 0 | 24 | 0 | 3 | 2 | 3 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PM Peak** | 13:00 | 13:00 | 18:00 | 13:00 | - | 16:00 | 13:00 | 18:00 | 13:00 | 16:00 | - | - | - | - | - | - | - |
| | 14 | 22 | 23 | 3 | 0 | 1 | 9 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

## Vicarage Drove, Bicker Bar ATC

**Site Ref. 620901 Site No. 620901**
**Site 01**
**Speed Report (Speed Limit 60 Mph) 23 May 2023 Channel: Northbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 >=65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00** | 1 | | 22 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00** | 1 | | 12 | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00** | 2 | | 15 | | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00** | 1 | | 12 | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00** | 2 | | 23 | | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00** | 1 | | 18 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00** | 2 | | 10 | | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13:00** | 1 | | 18 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **14:00** | 2 | | 18 | | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **15:00** | 7 | | 20 | | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:00** | 8 | | 19 | | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:00** | 7 | | 18 | | 1 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19:00** | 1 | | 18 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **20:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **21:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **22:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 33 | 23 | 18 | 4 | 2 | 4 | 17 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16H(6-22)** | 35 | 22 | 18 | 4 | 2 | 5 | 18 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18H(6-24)** | 35 | 22 | 18 | 4 | 2 | 5 | 18 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **24H(0-24)** | 36 | 23 | 18 | 5 | 2 | 5 | 18 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **AM Peak** | 10:00 | - | 10:00 | - | - | 09:00 | 11:00 | 02:00 | 10:00 | - | - | - | - | - | - | - | - |
| | 2 | 0 | 23 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PM Peak** | 16:00 | - | 15:00 | - | 17:00 | 17:00 | 16:00 | 15:00 | 17:00 | - | - | - | - | - | - | - | - |
| | 8 | 0 | 20 | 0 | 1 | 1 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No. 620901 64.98716 Site Ref. 620901**
**Site 01**
**Speed Report (Speed Limit 60 Mph) 23 May 2023 Channel: Southbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 >=65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00** | 1 | | 32 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00** | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00** | 5 | | 22 | | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00** | 5 | | 25 | | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00** | 3 | | 26 | | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00** | 5 | | 25 | | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00** | 5 | | 19 | | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00** | 3 | | 16 | | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13:00** | 2 | | 28 | | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **14:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **15:00** | 3 | | 21 | | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:00** | 1 | | 32 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19:00** | 1 | | 8 | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **20:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **21:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **22:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 27 | 29 | 23 | 6 | 0 | 4 | 6 | 5 | 9 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16H(6-22)** | 33 | 29 | 22 | 6 | 1 | 4 | 8 | 6 | 11 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18H(6-24)** | 33 | 29 | 22 | 6 | 1 | 4 | 8 | 6 | 11 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **24H(0-24)** | 35 | 29 | 23 | 6 | 1 | 4 | 8 | 6 | 12 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **AM Peak** | 10:00 | - | 02:00 | - | - | 10:00 | 10:00 | 10:00 | 09:00 | 02:00 | 09:00 | - | - | - | - | - | - |
| | 5 | 0 | 32 | 0 | 0 | 1 | 2 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PM Peak** | 15:00 | - | 17:00 | - | 19:00 | 12:00 | 12:00 | 15:00 | 13:00 | 17:00 | - | - | - | - | - | - | - |
| | 3 | 0 | 32 | 0 | 1 | 1 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No. 620901 Site Ref. 620901**
**Site 01**
**Speed Report (Speed Limit 60 Mph) 23 May 2023 Channel: Total Flow**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 >=65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00** | 2 | | 27 | | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00** | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00** | 6 | | 21 | | 0 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00** | 7 | | 22 | | 0 | 2 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00** | 3 | | 26 | | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00** | 6 | | 23 | | 0 | 2 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00** | 7 | | 20 | | 0 | 1 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00** | 1 | | 18 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00** | 5 | | 14 | | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13:00** | 3 | | 24 | | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **14:00** | 2 | | 18 | | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **15:00** | 10 | 23 | 21 | 3 | 0 | 0 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:00** | 8 | | 19 | | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:00** | 8 | | 20 | | 1 | 1 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19:00** | 2 | | 13 | | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **20:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **21:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **22:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 60 | 27 | 20 | 7 | 2 | 8 | 23 | 13 | 11 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16H(6-22)** | 68 | 27 | 20 | 7 | 3 | 9 | 26 | 14 | 13 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18H(6-24)** | 68 | 27 | 20 | 7 | 3 | 9 | 26 | 14 | 13 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **24H(0-24)** | 71 | 27 | 20 | 7 | 3 | 9 | 26 | 15 | 14 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **AM Peak** | 10:00 | - | 05:00 | - | - | 09:00 | 10:00 | 10:00 | 10:00 | 02:00 | 09:00 | - | - | - | - | - | - |
| | 7 | 0 | 28 | 0 | 0 | 2 | 3 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PM Peak** | 15:00 | 15:00 | 13:00 | 15:00 | 19:00 | 12:00 | 16:00 | 15:00 | 13:00 | 17:00 | - | - | - | - | - | - | - |
| | 10 | 23 | 24 | 3 | 1 | 2 | 6 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

## Vicarage Drove, Bicker Bar ATC

**Site Ref. 620901** **Site No. 620901**
**Site 01**
**Speed Report (Speed Limit 60 Mph)** **24 May 2023** **Channel: Northbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 >=65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00** | 1 | | 18 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00** | 2 | | 15 | | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00** | 1 | | 12 | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00** | 2 | | 20 | | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00** | 5 | | 15 | | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13:00** | 3 | | 23 | | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **14:00** | 5 | | 16 | | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **15:00** | 4 | | 19 | | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:00** | 8 | | 20 | | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:00** | 7 | | 23 | | 1 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18:00** | 1 | | 22 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19:00** | 1 | | 18 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **20:00** | 1 | | 48 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| **21:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **22:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 39 | 24 | 19 | 5 | 2 | 4 | 17 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16H(6-22)** | 41 | 24 | 20 | 4 | 2 | 4 | 18 | 13 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| **18H(6-24)** | 41 | 24 | 20 | 4 | 2 | 4 | 18 | 13 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| **24H(0-24)** | 41 | 24 | 20 | 4 | 2 | 4 | 18 | 13 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| **AM Peak** | 11:00 | - | 11:00 | - | - | 09:00 | 11:00 | 11:00 | - | - | - | - | - | - | - | - | - |
| | 2 | 0 | 20 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PM Peak** | 16:00 | - | 20:00 | - | 17:00 | 12:00 | 16:00 | 16:00 | 17:00 | - | - | - | 20:00 | - | - | - | - |
| | 8 | 0 | 48 | 0 | 1 | 2 | 4 | 4 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No. 620901** **Site Ref. 620901**
**Site 01**
**Speed Report (Speed Limit 60 Mph)** **24 May 2023** **Channel: Southbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 >=65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00** | 6 | | 24 | | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00** | 8 | | 25 | | 0 | 0 | 2 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00** | 2 | | 25 | | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00** | 4 | | 28 | | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00** | 5 | | 22 | | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00** | 2 | | 25 | | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13:00** | 3 | | 23 | | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **14:00** | 4 | | 19 | | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **15:00** | 2 | | 10 | | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:00** | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18:00** | 2 | | 30 | | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **20:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **21:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **22:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 33 | 29 | 23 | 6 | 1 | 2 | 6 | 11 | 9 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16H(6-22)** | 39 | 29 | 24 | 5 | 1 | 2 | 7 | 13 | 12 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18H(6-24)** | 39 | 29 | 24 | 5 | 1 | 2 | 7 | 13 | 12 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **24H(0-24)** | 39 | 29 | 24 | 5 | 1 | 2 | 7 | 13 | 12 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **AM Peak** | 07:00 | - | 09:00 | - | - | 11:00 | 07:00 | 11:00 | 07:00 | 08:00 | 09:00 | - | - | - | - | - | - |
| | 8 | 0 | 28 | 0 | 0 | 1 | 2 | 2 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PM Peak** | 14:00 | - | 18:00 | - | 15:00 | 15:00 | 14:00 | 13:00 | 17:00 | - | 18:00 | - | - | - | - | - | - |
| | 4 | 0 | 30 | 0 | 1 | 1 | 3 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No. 620901** **Site Ref. 620901**
**Site 01**
**Speed Report (Speed Limit 60 Mph)** **24 May 2023** **Channel: Total Flow**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 >=65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00** | 6 | | 24 | | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00** | 9 | | 24 | | 0 | 0 | 3 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00** | 4 | | 20 | | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00** | 5 | | 25 | | 0 | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00** | 7 | | 22 | | 0 | 1 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00** | 7 | | 18 | | 0 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13:00** | 6 | | 23 | | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **14:00** | 9 | | 17 | | 1 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **15:00** | 6 | | 16 | | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:00** | 8 | | 20 | | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:00** | 8 | | 23 | | 1 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18:00** | 3 | | 28 | | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19:00** | 1 | | 18 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **20:00** | 1 | | 48 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| **21:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **22:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 72 | 27 | 21 | 6 | 3 | 6 | 23 | 24 | 12 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16H(6-22)** | 80 | 27 | 22 | 6 | 3 | 6 | 25 | 26 | 15 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 |
| **18H(6-24)** | 80 | 27 | 22 | 6 | 3 | 6 | 25 | 26 | 15 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 |
| **24H(0-24)** | 80 | 27 | 22 | 6 | 3 | 6 | 25 | 26 | 15 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 |
| **AM Peak** | 07:00 | - | 09:00 | - | - | 11:00 | 07:00 | 11:00 | 07:00 | 08:00 | 09:00 | - | - | - | - | - | - |
| | 9 | 0 | 25 | 0 | 0 | 1 | 3 | 3 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PM Peak** | 14:00 | - | 20:00 | - | 17:00 | 12:00 | 14:00 | 13:00 | 17:00 | - | 18:00 | - | 20:00 | - | - | - | - |
| | 9 | 0 | 48 | 0 | 1 | 2 | 7 | 6 | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

## Bicker Drove, Bicker Bar ATC

**Site No.** 620902 **Site Ref.** 620902
**Site 02**
**Vehicle Count Report** **Week Begin: 18 May 2023** **Channel:** Westbound

| | Thu May 18 | Fri May 19 | Sat May 20 | Sun May 21 | Mon May 22 | Tue May 23 | Wed May 24 | 5-Day Ave. | 7-Day Ave. |
|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 1 |
| 06:00 | 6 | 8 | 5 | 3 | 3 | 6 | 8 | 6 | 6 |
| 07:00 | 13 | 10 | 7 | 2 | 6 | 8 | 9 | 9 | 8 |
| 08:00 | 5 | 7 | 2 | 4 | 6 | 7 | 3 | 6 | 5 |
| 09:00 | 1 | 11 | 2 | 6 | 1 | 7 | 6 | 5 | 5 |
| 10:00 | 3 | 9 | 2 | 0 | 3 | 6 | 1 | 4 | 3 |
| 11:00 | 0 | 5 | 2 | 3 | 4 | 2 | 6 | 3 | 3 |
| 12:00 | 3 | 6 | 3 | 0 | 2 | 3 | 1 | 3 | 3 |
| 13:00 | 3 | 2 | 4 | 1 | 6 | 1 | 5 | 3 | 3 |
| 14:00 | 6 | 6 | 2 | 6 | 4 | 4 | 7 | 5 | 5 |
| 15:00 | 4 | 1 | 1 | 1 | 3 | 4 | 3 | 3 | 2 |
| 16:00 | 1 | 3 | 6 | 4 | 3 | 1 | 1 | 2 | 3 |
| 17:00 | 1 | 0 | 1 | 3 | 1 | 2 | 2 | 1 | 1 |
| 18:00 | 6 | 1 | 2 | 1 | 5 | 3 | 4 | 4 | 3 |
| 19:00 | 0 | 2 | 1 | 2 | 1 | 2 | 2 | 1 | 1 |
| 20:00 | 1 | 1 | 3 | 3 | 0 | 0 | 2 | 1 | 1 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | |
| 12H(7-19) | 46 | 61 | 34 | 31 | 44 | 48 | 48 | 49 | 45 |
| 16H(6-22) | 53 | 72 | 43 | 39 | 48 | 56 | 60 | 58 | 53 |
| 18H(6-24) | 53 | 72 | 44 | 39 | 48 | 56 | 61 | 58 | 53 |
| 24H(0-24) | 53 | 72 | 45 | 40 | 50 | 58 | 61 | 59 | 54 |
| AM Peak | 07:00 | 09:00 | 07:00 | 09:00 | 08:00 | 07:00 | 07:00 | 07:00 | 07:00 |
| | 13 | 11 | 7 | 6 | 6 | 8 | 9 | 9 | 8 |
| PM Peak | 18:00 | 14:00 | 16:00 | 14:00 | 13:00 | 15:00 | 14:00 | 14:00 | 14:00 |
| | 6 | 6 | 6 | 6 | 6 | 4 | 7 | 5 | 5 |

PCC Traffic Information Consultancy Ltd.

**Site No.** 620902 **Site Ref.** 620902
**Site 02**
**Vehicle Count Report** **Week Begin: 18 May 2023** **Channel:** Eastbound

| | Thu May 18 | Fri May 19 | Sat May 20 | Sun May 21 | Mon May 22 | Tue May 23 | Wed May 24 | 5-Day Ave. | 7-Day Ave. |
|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 |
| 07:00 | 5 | 2 | 4 | 4 | 2 | 4 | 3 | 3 | 3 |
| 08:00 | 1 | 5 | 2 | 3 | 1 | 1 | 4 | 2 | 2 |
| 09:00 | 4 | 9 | 3 | 3 | 7 | 4 | 2 | 5 | 5 |
| 10:00 | 4 | 9 | 3 | 5 | 2 | 3 | 2 | 4 | 4 |
| 11:00 | 2 | 4 | 6 | 3 | 4 | 1 | 4 | 3 | 3 |
| 12:00 | 3 | 9 | 3 | 1 | 5 | 4 | 5 | 5 | 4 |
| 13:00 | 2 | 12 | 5 | 1 | 6 | 1 | 4 | 5 | 4 |
| 14:00 | 6 | 4 | 1 | 4 | 3 | 3 | 6 | 4 | 4 |
| 15:00 | 9 | 3 | 1 | 1 | 7 | 10 | 5 | 7 | 5 |
| 16:00 | 8 | 2 | 5 | 3 | 7 | 7 | 8 | 6 | 6 |
| 17:00 | 4 | 1 | 2 | 3 | 4 | 6 | 11 | 5 | 4 |
| 18:00 | 2 | 0 | 3 | 1 | 3 | 1 | 3 | 2 | 2 |
| 19:00 | 2 | 3 | 1 | 2 | 3 | 7 | 4 | 4 | 3 |
| 20:00 | 2 | 1 | 2 | 3 | 0 | 0 | 2 | 1 | 1 |
| 21:00 | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| **Total** | | | | | | | | | |
| 12H(7-19) | 50 | 60 | 38 | 32 | 51 | 45 | 57 | 53 | 48 |
| 16H(6-22) | 55 | 65 | 44 | 38 | 55 | 53 | 64 | 58 | 53 |
| 18H(6-24) | 55 | 65 | 44 | 38 | 55 | 53 | 65 | 59 | 54 |
| 24H(0-24) | 55 | 65 | 45 | 38 | 55 | 54 | 65 | 59 | 54 |
| AM Peak | 07:00 | 10:00 | 11:00 | 10:00 | 09:00 | 09:00 | 11:00 | 09:00 | 09:00 |
| | 5 | 9 | 6 | 5 | 7 | 4 | 4 | 5 | 5 |
| PM Peak | 15:00 | 13:00 | 16:00 | 14:00 | 16:00 | 15:00 | 17:00 | 15:00 | 16:00 |
| | 9 | 12 | 5 | 4 | 7 | 10 | 11 | 7 | 6 |

PCC Traffic Information Consultancy Ltd.

**Site No.** 620902 **Site Ref.** 620902
**Site 02**
**Vehicle Count Report** **Week Begin: 18 May 2023** **Channel:** Total Flow

| | Thu May 18 | Fri May 19 | Sat May 20 | Sun May 21 | Mon May 22 | Tue May 23 | Wed May 24 | 5-Day Ave. | 7-Day Ave. |
|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 1 |
| 06:00 | 6 | 9 | 6 | 4 | 4 | 7 | 8 | 7 | 6 |
| 07:00 | 18 | 12 | 11 | 6 | 8 | 12 | 12 | 12 | 11 |
| 08:00 | 6 | 12 | 4 | 7 | 7 | 8 | 7 | 8 | 7 |
| 09:00 | 5 | 20 | 5 | 9 | 8 | 11 | 8 | 10 | 9 |
| 10:00 | 7 | 18 | 5 | 5 | 5 | 9 | 3 | 8 | 7 |
| 11:00 | 2 | 9 | 8 | 6 | 8 | 3 | 10 | 6 | 7 |
| 12:00 | 6 | 15 | 6 | 1 | 7 | 7 | 6 | 8 | 7 |
| 13:00 | 5 | 14 | 9 | 2 | 12 | 2 | 9 | 8 | 8 |
| 14:00 | 12 | 10 | 3 | 10 | 7 | 7 | 13 | 10 | 9 |
| 15:00 | 13 | 4 | 2 | 2 | 10 | 14 | 8 | 10 | 8 |
| 16:00 | 9 | 5 | 11 | 7 | 10 | 8 | 9 | 8 | 8 |
| 17:00 | 5 | 1 | 3 | 6 | 5 | 8 | 13 | 6 | 6 |
| 18:00 | 8 | 1 | 5 | 2 | 8 | 4 | 7 | 6 | 5 |
| 19:00 | 2 | 5 | 2 | 4 | 4 | 9 | 6 | 5 | 5 |
| 20:00 | 3 | 2 | 5 | 6 | 0 | 0 | 4 | 2 | 3 |
| 21:00 | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 |
| 22:00 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| **Total** | | | | | | | | | |
| 12H(7-19) | 96 | 121 | 72 | 63 | 95 | 93 | 105 | 102 | 92 |
| 16H(6-22) | 108 | 137 | 87 | 77 | 103 | 109 | 124 | 116 | 106 |
| 18H(6-24) | 108 | 137 | 88 | 77 | 103 | 109 | 126 | 117 | 107 |
| 24H(0-24) | 108 | 137 | 90 | 78 | 105 | 112 | 126 | 118 | 108 |
| AM Peak | 07:00 | 09:00 | 07:00 | 09:00 | 11:00 | 07:00 | 07:00 | 07:00 | 07:00 |
| | 18 | 20 | 11 | 9 | 8 | 12 | 12 | 12 | 11 |
| PM Peak | 15:00 | 12:00 | 16:00 | 14:00 | 13:00 | 15:00 | 17:00 | 15:00 | 14:00 |
| | 13 | 15 | 11 | 10 | 12 | 14 | 13 | 10 | 9 |

PCC Traffic Information Consultancy Ltd.

# Bicker Drove, Bicker Bar ATC

**Site No.** 620902 **Site Ref.** 620902
**Site 02**
**Classification Report** **Week Begin: 18 May 2023** **Channel:** Westbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/IVan | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| Thu 18 May | 53 | 2 | 38 | 12 | 1 | 0 |
| Fri 19 May | 72 | 0 | 60 | 8 | 4 | 0 |
| Sat 20 May | 45 | 1 | 34 | 9 | 1 | 0 |
| Sun 21 May | 40 | 2 | 34 | 4 | 0 | 0 |
| Mon 22 May | 50 | 0 | 41 | 8 | 1 | 0 |
| Tue 23 May | 58 | 1 | 48 | 7 | 2 | 0 |
| Wed 24 May | 61 | 1 | 45 | 14 | 1 | 0 |
| 5 Day Ave. | 59 | 1 | 46 | 10 | 2 | 0 |
| 7 Day Ave. | 54 | 1 | 43 | 9 | 1 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No.** 620902 **Site Ref.** 620902
**Site 02**
**Classification Report** **Week Begin: 18 May 2023** **Channel:** Eastbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/IVan | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| Thu 18 May | 55 | 2 | 42 | 11 | 0 | 0 |
| Fri 19 May | 65 | 0 | 53 | 6 | 6 | 0 |
| Sat 20 May | 45 | 1 | 37 | 7 | 0 | 0 |
| Sun 21 May | 38 | 2 | 31 | 5 | 0 | 0 |
| Mon 22 May | 55 | 0 | 40 | 12 | 3 | 0 |
| Tue 23 May | 54 | 4 | 43 | 5 | 2 | 0 |
| Wed 24 May | 65 | 2 | 50 | 11 | 2 | 0 |
| 5 Day Ave. | 59 | 2 | 46 | 9 | 3 | 0 |
| 7 Day Ave. | 54 | 2 | 42 | 8 | 2 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No.** 620902 **Site Ref.** 620902
**Site 02**
**Classification F Site No.** **Week Begin: 18 May 2023** **Channel:** Total Flow

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/IVan | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| Thu 18 May | 108 | 4 | 80 | 23 | 1 | 0 |
| Fri 19 May | 137 | 0 | 113 | 14 | 10 | 0 |
| Sat 20 May | 90 | 2 | 71 | 16 | 1 | 0 |
| Sun 21 May | 78 | 4 | 65 | 9 | 0 | 0 |
| Mon 22 May | 105 | 0 | 81 | 20 | 4 | 0 |
| Tue 23 May | 112 | 5 | 91 | 12 | 4 | 0 |
| Wed 24 May | 126 | 3 | 95 | 25 | 3 | 0 |
| 5 Day Ave. | 118 | 2 | 92 | 19 | 4 | 0 |
| 7 Day Ave. | 108 | 3 | 85 | 17 | 3 | 0 |

**PCC Traffic Information Consultancy Ltd.**

# Bicker Drove, Bicker Bar ATC

**Site No.** 620902 **Site Ref.** 620902

**Site 02**

**Speed Report (Speed Limit 60 Mph)** **Week Begin: 18 May 2023**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Thu 18 May** | 53 | 34 | 28 | 7 | 0 | 2 | 5 | 12 | 15 | 12 | 4 | 3 | 0 |
| **Fri 19 May** | 72 | 30 | 24 | 6 | 2 | 5 | 16 | 14 | 24 | 5 | 5 | 1 | 0 |
| **Sat 20 May** | 45 | 34 | 28 | 7 | 0 | 1 | 5 | 8 | 19 | 5 | 4 | 2 | 1 |
| **Sun 21 May** | 40 | 33 | 26 | 7 | 0 | 3 | 6 | 10 | 13 | 2 | 5 | 1 | 0 |
| **Mon 22 May** | 50 | 34 | 28 | 6 | 0 | 2 | 4 | 8 | 22 | 8 | 4 | 2 | 0 |
| **Tue 23 May** | 58 | 35 | 27 | 8 | 1 | 2 | 5 | 18 | 15 | 8 | 8 | 1 | 0 |
| **Wed 24 May** | 61 | 37 | 28 | 8 | 1 | 1 | 8 | 11 | 15 | 12 | 9 | 2 | 2 |
| **5 Day Ave.** | 59 | 34 | 27 | 7 | 1 | 2 | 8 | 13 | 18 | 9 | 6 | 2 | 0 |
| **7 Day Ave.** | 54 | 34 | 27 | 7 | 1 | 2 | 7 | 12 | 18 | 7 | 6 | 2 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No.** 620902 **Site Ref.** 620902

**Site 02**

**Speed Report (Speed Limit 60 Mph)** **Week Begin: 18 May 2023**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Thu 18 May** | 55 | 31 | 23 | 8 | 3 | 4 | 10 | 16 | 11 | 10 | 1 | 0 | 0 |
| **Fri 19 May** | 65 | 28 | 22 | 6 | 0 | 11 | 8 | 24 | 17 | 4 | 1 | 0 | 0 |
| **Sat 20 May** | 45 | 31 | 24 | 8 | 0 | 5 | 7 | 17 | 7 | 5 | 4 | 0 | 0 |
| **Sun 21 May** | 38 | 30 | 22 | 7 | 2 | 3 | 10 | 11 | 6 | 4 | 2 | 0 | 0 |
| **Mon 22 May** | 55 | 29 | 24 | 6 | 0 | 1 | 14 | 16 | 17 | 7 | 0 | 0 | 0 |
| **Tue 23 May** | 54 | 28 | 22 | 5 | 1 | 3 | 14 | 22 | 9 | 3 | 2 | 0 | 0 |
| **Wed 24 May** | 65 | 29 | 24 | 5 | 0 | 5 | 12 | 25 | 17 | 3 | 2 | 0 | 0 |
| **5 Day Ave.** | 59 | 29 | 23 | 6 | 1 | 5 | 12 | 21 | 14 | 5 | 1 | 0 | 0 |
| **7 Day Ave.** | 54 | 29 | 23 | 6 | 1 | 5 | 11 | 19 | 12 | 5 | 2 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No.** 620902 **Site Ref.** 620902

**Site 02**

**Speed Report (Speed Limit 60 Mph)** **Week Begin: 18 May 2023**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Thu 18 May** | 108 | 33 | 25 | 8 | 3 | 6 | 15 | 28 | 26 | 22 | 5 | 3 | 0 |
| **Fri 19 May** | 137 | 29 | 23 | 6 | 2 | 16 | 24 | 38 | 41 | 9 | 6 | 1 | 0 |
| **Sat 20 May** | 90 | 33 | 26 | 8 | 0 | 6 | 12 | 25 | 26 | 10 | 8 | 2 | 1 |
| **Sun 21 May** | 78 | 31 | 24 | 7 | 2 | 6 | 16 | 21 | 19 | 6 | 7 | 1 | 0 |
| **Mon 22 May** | 105 | 32 | 26 | 6 | 0 | 3 | 18 | 24 | 39 | 15 | 4 | 2 | 0 |
| **Tue 23 May** | 112 | 32 | 25 | 8 | 2 | 5 | 19 | 40 | 24 | 11 | 10 | 1 | 0 |
| **Wed 24 May** | 126 | 34 | 26 | 8 | 1 | 6 | 20 | 36 | 32 | 15 | 11 | 2 | 2 |
| **5 Day Ave.** | 118 | 32 | 25 | 7 | 2 | 7 | 19 | 33 | 32 | 14 | 7 | 2 | 0 |
| **7 Day Ave.** | 108 | 32 | 25 | 7 | 1 | 7 | 18 | 30 | 30 | 13 | 7 | 2 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Channel: Westbound**

| Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 =>65 |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |

**Channel: Eastbound**

| Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 =>65 |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 1 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |

**Channel: Total Flow**

| Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 =>65 |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 1 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |

# Bicker Drove, Bicker Bar ATC

**Site No.** 620902 **Site Ref.** 620902
**Site 02**
**Classification Report** **18 May 2023** **Channel:** Westbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/IVan | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 6 | 0 | 4 | 2 | 0 | 0 |
| 07:00 | 13 | 0 | 10 | 3 | 0 | 0 |
| 08:00 | 5 | 0 | 4 | 1 | 0 | 0 |
| 09:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 10:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 3 | 0 | 2 | 1 | 0 | 0 |
| 13:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 14:00 | 6 | 0 | 4 | 1 | 1 | 0 |
| 15:00 | 4 | 0 | 2 | 2 | 0 | 0 |
| 16:00 | 1 | 0 | 0 | 1 | 0 | 0 |
| 17:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 18:00 | 6 | 2 | 3 | 1 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 46 | 2 | 33 | 10 | 1 | 0 |
| 16H(6-22) | 53 | 2 | 38 | 12 | 1 | 0 |
| 18H(6-24) | 53 | 2 | 38 | 12 | 1 | 0 |
| 24H(0-24) | 53 | 2 | 38 | 12 | 1 | 0 |
| AM Peak | 07:00 | 11:00 | 07:00 | 07:00 | 11:00 | 11:00 |
| | 13 | 0 | 10 | 3 | 0 | 0 |
| PM Peak | 18:00 | 18:00 | 14:00 | 15:00 | 14:00 | 23:00 |
| | 6 | 2 | 4 | 2 | 1 | 0 |



**Site No.** 620902 **Site Ref.** 620902
**Site 02**
**Classification Report** **18 May 2023** **Channel:** Eastbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/IVan | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 5 | 0 | 5 | 0 | 0 | 0 |
| 08:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 09:00 | 4 | 0 | 4 | 0 | 0 | 0 |
| 10:00 | 4 | 0 | 4 | 0 | 0 | 0 |
| 11:00 | 2 | 0 | 0 | 2 | 0 | 0 |
| 12:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 13:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 14:00 | 6 | 0 | 3 | 3 | 0 | 0 |
| 15:00 | 9 | 1 | 5 | 3 | 0 | 0 |
| 16:00 | 8 | 0 | 6 | 2 | 0 | 0 |
| 17:00 | 4 | 0 | 3 | 1 | 0 | 0 |
| 18:00 | 2 | 1 | 1 | 0 | 0 | 0 |
| 19:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 20:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 21:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 50 | 2 | 37 | 11 | 0 | 0 |
| 16H(6-22) | 55 | 2 | 42 | 11 | 0 | 0 |
| 18H(6-24) | 55 | 2 | 42 | 11 | 0 | 0 |
| 24H(0-24) | 55 | 2 | 42 | 11 | 0 | 0 |
| AM Peak | 07:00 | 11:00 | 07:00 | 11:00 | 11:00 | 11:00 |
| | 5 | 0 | 5 | 2 | 0 | 0 |
| PM Peak | 15:00 | 18:00 | 16:00 | 15:00 | 23:00 | 23:00 |
| | 9 | 1 | 6 | 3 | 0 | 0 |



**Site No.** 620902 **Site Ref.** 620902
**Site 02**
**Classification Report** **18 May 2023** **Channel:** Total Flow

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/IVan | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 6 | 0 | 4 | 2 | 0 | 0 |
| 07:00 | 18 | 0 | 15 | 3 | 0 | 0 |
| 08:00 | 6 | 0 | 5 | 1 | 0 | 0 |
| 09:00 | 5 | 0 | 5 | 0 | 0 | 0 |
| 10:00 | 7 | 0 | 7 | 0 | 0 | 0 |
| 11:00 | 2 | 0 | 0 | 2 | 0 | 0 |
| 12:00 | 6 | 0 | 5 | 1 | 0 | 0 |
| 13:00 | 5 | 0 | 5 | 0 | 0 | 0 |
| 14:00 | 12 | 0 | 7 | 4 | 1 | 0 |
| 15:00 | 13 | 1 | 7 | 5 | 0 | 0 |
| 16:00 | 9 | 0 | 6 | 3 | 0 | 0 |
| 17:00 | 5 | 0 | 4 | 1 | 0 | 0 |
| 18:00 | 8 | 3 | 4 | 1 | 0 | 0 |
| 19:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 20:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 21:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 96 | 4 | 70 | 21 | 1 | 0 |
| 16H(6-22) | 108 | 4 | 80 | 23 | 1 | 0 |
| 18H(6-24) | 108 | 4 | 80 | 23 | 1 | 0 |
| 24H(0-24) | 108 | 4 | 80 | 23 | 1 | 0 |
| AM Peak | 07:00 | 11:00 | 07:00 | 07:00 | 11:00 | 11:00 |
| | 18 | 0 | 15 | 3 | 0 | 0 |
| PM Peak | 15:00 | 18:00 | 15:00 | 15:00 | 14:00 | 23:00 |
| | 13 | 3 | 7 | 5 | 1 | 0 |

# Bicker Drove, Bicker Bar ATC

**Site No.** 620902 **Site Ref.** 620902
**Site 02**
**Classification Report** **19 May 2023** **Channel:** Westbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/IVan | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 8 | 0 | 7 | 1 | 0 | 0 |
| 07:00 | 10 | 0 | 5 | 5 | 0 | 0 |
| 08:00 | 7 | 0 | 6 | 1 | 0 | 0 |
| 09:00 | 11 | 0 | 10 | 0 | 1 | 0 |
| 10:00 | 9 | 0 | 8 | 0 | 1 | 0 |
| 11:00 | 5 | 0 | 4 | 0 | 1 | 0 |
| 12:00 | 6 | 0 | 5 | 0 | 1 | 0 |
| 13:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 14:00 | 6 | 0 | 6 | 0 | 0 | 0 |
| 15:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 16:00 | 3 | 0 | 2 | 1 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 19:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 20:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| **12H(7-19)** | 61 | 0 | 50 | 7 | 4 | 0 |
| **16H(6-22)** | 72 | 0 | 60 | 8 | 4 | 0 |
| **18H(6-24)** | 72 | 0 | 60 | 8 | 4 | 0 |
| **24H(0-24)** | 72 | 0 | 60 | 8 | 4 | 0 |
| **AM Peak** | 09:00 | 11:00 | 09:00 | 07:00 | 11:00 | 11:00 |
| | 11 | 0 | 10 | 5 | 1 | 0 |
| **PM Peak** | 14:00 | 23:00 | 14:00 | 16:00 | 12:00 | 23:00 |
| | 6 | 0 | 6 | 1 | 1 | 0 |



**Site No.** 620902 **Site Ref.** 620902
**Site 02**
**Classification Report** **19 May 2023** **Channel:** Eastbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/IVan | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 07:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 08:00 | 5 | 0 | 3 | 1 | 1 | 0 |
| 09:00 | 9 | 0 | 9 | 0 | 0 | 0 |
| 10:00 | 9 | 0 | 7 | 1 | 1 | 0 |
| 11:00 | 4 | 0 | 4 | 0 | 0 | 0 |
| 12:00 | 9 | 0 | 6 | 1 | 2 | 0 |
| 13:00 | 12 | 0 | 8 | 3 | 1 | 0 |
| 14:00 | 4 | 0 | 3 | 0 | 1 | 0 |
| 15:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 16:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 17:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 20:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| **12H(7-19)** | 60 | 0 | 48 | 6 | 6 | 0 |
| **16H(6-22)** | 65 | 0 | 53 | 6 | 6 | 0 |
| **18H(6-24)** | 65 | 0 | 53 | 6 | 6 | 0 |
| **24H(0-24)** | 65 | 0 | 53 | 6 | 6 | 0 |
| **AM Peak** | 10:00 | 11:00 | 09:00 | 10:00 | 10:00 | 11:00 |
| | 9 | 0 | 9 | 1 | 1 | 0 |
| **PM Peak** | 13:00 | 23:00 | 13:00 | 13:00 | 12:00 | 23:00 |
| | 12 | 0 | 8 | 3 | 2 | 0 |



**Site No.** 620902 **Site Ref.** 620902
**Site 02**
**Classification Report** **19 May 2023** **Channel:** Total Flow

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/IVan | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 9 | 0 | 8 | 1 | 0 | 0 |
| 07:00 | 12 | 0 | 7 | 5 | 0 | 0 |
| 08:00 | 12 | 0 | 9 | 2 | 1 | 0 |
| 09:00 | 20 | 0 | 19 | 0 | 1 | 0 |
| 10:00 | 18 | 0 | 15 | 1 | 2 | 0 |
| 11:00 | 9 | 0 | 8 | 0 | 1 | 0 |
| 12:00 | 15 | 0 | 11 | 1 | 3 | 0 |
| 13:00 | 14 | 0 | 10 | 3 | 1 | 0 |
| 14:00 | 10 | 0 | 9 | 0 | 1 | 0 |
| 15:00 | 4 | 0 | 4 | 0 | 0 | 0 |
| 16:00 | 5 | 0 | 4 | 1 | 0 | 0 |
| 17:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 18:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 19:00 | 5 | 0 | 5 | 0 | 0 | 0 |
| 20:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| **12H(7-19)** | 121 | 0 | 98 | 13 | 10 | 0 |
| **16H(6-22)** | 137 | 0 | 113 | 14 | 10 | 0 |
| **18H(6-24)** | 137 | 0 | 113 | 14 | 10 | 0 |
| **24H(0-24)** | 137 | 0 | 113 | 14 | 10 | 0 |
| **AM Peak** | 09:00 | 11:00 | 09:00 | 07:00 | 10:00 | 11:00 |
| | 20 | 0 | 19 | 5 | 2 | 0 |
| **PM Peak** | 12:00 | 23:00 | 12:00 | 13:00 | 12:00 | 23:00 |
| | 15 | 0 | 11 | 3 | 3 | 0 |

# Bicker Drove, Bicker Bar ATC

**Site No.** 620902 **Site Ref.** 620902
**Site 02**
**Classification Report** **20 May 2023** **Channel:** Westbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/IVan | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 5 | 0 | 5 | 0 | 0 | 0 |
| 07:00 | 7 | 0 | 5 | 2 | 0 | 0 |
| 08:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 09:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 10:00 | 2 | 0 | 1 | 1 | 0 | 0 |
| 11:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 12:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 13:00 | 4 | 0 | 2 | 2 | 0 | 0 |
| 14:00 | 2 | 1 | 1 | 0 | 0 | 0 |
| 15:00 | 1 | 0 | 0 | 1 | 0 | 0 |
| 16:00 | 6 | 0 | 4 | 1 | 1 | 0 |
| 17:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 18:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 19:00 | 1 | 0 | 0 | 1 | 0 | 0 |
| 20:00 | 3 | 0 | 2 | 1 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| **12H(7-19)** | 34 | 1 | 25 | 7 | 1 | 0 |
| **16H(6-22)** | 43 | 1 | 32 | 9 | 1 | 0 |
| **18H(6-24)** | 44 | 1 | 33 | 9 | 1 | 0 |
| **24H(0-24)** | 45 | 1 | 34 | 9 | 1 | 0 |
| **AM Peak** | 07:00 | 11:00 | 07:00 | 07:00 | 11:00 | 11:00 |
| | 7 | 0 | 5 | 2 | 0 | 0 |
| **PM Peak** | 16:00 | 14:00 | 16:00 | 13:00 | 16:00 | 23:00 |
| | 6 | 1 | 4 | 2 | 1 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No.** 620902 **Site Ref.** 620902
**Site 02**
**Classification Report** **20 May 2023** **Channel:** Eastbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/IVan | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 07:00 | 4 | 0 | 4 | 0 | 0 | 0 |
| 08:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 09:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 10:00 | 3 | 0 | 2 | 1 | 0 | 0 |
| 11:00 | 6 | 0 | 6 | 0 | 0 | 0 |
| 12:00 | 3 | 0 | 1 | 2 | 0 | 0 |
| 13:00 | 5 | 0 | 3 | 2 | 0 | 0 |
| 14:00 | 1 | 1 | 0 | 0 | 0 | 0 |
| 15:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 16:00 | 5 | 0 | 4 | 1 | 0 | 0 |
| 17:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 18:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 19:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 20:00 | 2 | 0 | 1 | 1 | 0 | 0 |
| 21:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| **12H(7-19)** | 38 | 1 | 31 | 6 | 0 | 0 |
| **16H(6-22)** | 44 | 1 | 36 | 7 | 0 | 0 |
| **18H(6-24)** | 44 | 1 | 36 | 7 | 0 | 0 |
| **24H(0-24)** | 45 | 1 | 37 | 7 | 0 | 0 |
| **AM Peak** | 11:00 | 11:00 | 11:00 | 10:00 | 11:00 | 11:00 |
| | 6 | 0 | 6 | 1 | 0 | 0 |
| **PM Peak** | 16:00 | 14:00 | 16:00 | 13:00 | 23:00 | 23:00 |
| | 5 | 1 | 4 | 2 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No.** 620902 **Site Ref.** 620902
**Site 02**
**Classification Report** **20 May 2023** **Channel:** Total Flow

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/IVan | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 6 | 0 | 6 | 0 | 0 | 0 |
| 07:00 | 11 | 0 | 9 | 2 | 0 | 0 |
| 08:00 | 4 | 0 | 4 | 0 | 0 | 0 |
| 09:00 | 5 | 0 | 5 | 0 | 0 | 0 |
| 10:00 | 5 | 0 | 3 | 2 | 0 | 0 |
| 11:00 | 8 | 0 | 8 | 0 | 0 | 0 |
| 12:00 | 6 | 0 | 4 | 2 | 0 | 0 |
| 13:00 | 9 | 0 | 5 | 4 | 0 | 0 |
| 14:00 | 3 | 2 | 1 | 0 | 0 | 0 |
| 15:00 | 2 | 0 | 1 | 1 | 0 | 0 |
| 16:00 | 11 | 0 | 8 | 2 | 1 | 0 |
| 17:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 18:00 | 5 | 0 | 5 | 0 | 0 | 0 |
| 19:00 | 2 | 0 | 1 | 1 | 0 | 0 |
| 20:00 | 5 | 0 | 3 | 2 | 0 | 0 |
| 21:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 22:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| **12H(7-19)** | 72 | 2 | 56 | 13 | 1 | 0 |
| **16H(6-22)** | 87 | 2 | 68 | 16 | 1 | 0 |
| **18H(6-24)** | 88 | 2 | 69 | 16 | 1 | 0 |
| **24H(0-24)** | 90 | 2 | 71 | 16 | 1 | 0 |
| **AM Peak** | 07:00 | 11:00 | 07:00 | 10:00 | 11:00 | 11:00 |
| | 11 | 0 | 9 | 2 | 0 | 0 |
| **PM Peak** | 16:00 | 14:00 | 16:00 | 13:00 | 16:00 | 23:00 |
| | 11 | 2 | 8 | 4 | 1 | 0 |

**PCC Traffic Information Consultancy Ltd.**

# Bicker Drove, Bicker Bar ATC

**Site No.** 620902 **Site Ref.** 620902
**Site 02**
**Classification Report** **21 May 2023** **Channel:** Westbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/IVan | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 06:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 07:00 | 2 | 0 | 1 | 1 | 0 | 0 |
| 08:00 | 4 | 0 | 4 | 0 | 0 | 0 |
| 09:00 | 6 | 0 | 5 | 1 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 14:00 | 6 | 0 | 6 | 0 | 0 | 0 |
| 15:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 16:00 | 4 | 1 | 3 | 0 | 0 | 0 |
| 17:00 | 3 | 0 | 2 | 1 | 0 | 0 |
| 18:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 19:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 20:00 | 3 | 1 | 1 | 1 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| **12H(7-19)** | 31 | 1 | 27 | 3 | 0 | 0 |
| **16H(6-22)** | 39 | 2 | 33 | 4 | 0 | 0 |
| **18H(6-24)** | 39 | 2 | 33 | 4 | 0 | 0 |
| **24H(0-24)** | 40 | 2 | 34 | 4 | 0 | 0 |
| **AM Peak** | 09:00 | 11:00 | 09:00 | 09:00 | 11:00 | 11:00 |
| | 6 | 0 | 5 | 1 | 0 | 0 |
| **PM Peak** | 14:00 | 20:00 | 14:00 | 20:00 | 23:00 | 23:00 |
| | 6 | 1 | 6 | 1 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No.** 620902 **Site Ref.** 620902
**Site 02**
**Classification Report** **21 May 2023** **Channel:** Eastbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/IVan | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 07:00 | 4 | 0 | 3 | 1 | 0 | 0 |
| 08:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 09:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 10:00 | 5 | 0 | 4 | 1 | 0 | 0 |
| 11:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 12:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 13:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 14:00 | 4 | 0 | 3 | 1 | 0 | 0 |
| 15:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 16:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 17:00 | 3 | 1 | 2 | 0 | 0 | 0 |
| 18:00 | 1 | 0 | 0 | 1 | 0 | 0 |
| 19:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 20:00 | 3 | 1 | 1 | 1 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| **12H(7-19)** | 32 | 1 | 27 | 4 | 0 | 0 |
| **16H(6-22)** | 38 | 2 | 31 | 5 | 0 | 0 |
| **18H(6-24)** | 38 | 2 | 31 | 5 | 0 | 0 |
| **24H(0-24)** | 38 | 2 | 31 | 5 | 0 | 0 |
| **AM Peak** | 10:00 | 11:00 | 10:00 | 10:00 | 11:00 | 11:00 |
| | 5 | 0 | 4 | 1 | 0 | 0 |
| **PM Peak** | 14:00 | 20:00 | 16:00 | 20:00 | 23:00 | 23:00 |
| | 4 | 1 | 3 | 1 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No.** 620902 **Site Ref.** 620902
**Site 02**
**Classification Report** **21 May 2023** **Channel:** Total Flow

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/IVan | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 06:00 | 4 | 0 | 4 | 0 | 0 | 0 |
| 07:00 | 6 | 0 | 4 | 2 | 0 | 0 |
| 08:00 | 7 | 0 | 7 | 0 | 0 | 0 |
| 09:00 | 9 | 0 | 8 | 1 | 0 | 0 |
| 10:00 | 5 | 0 | 4 | 1 | 0 | 0 |
| 11:00 | 6 | 0 | 6 | 0 | 0 | 0 |
| 12:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 13:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 14:00 | 10 | 0 | 9 | 1 | 0 | 0 |
| 15:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 16:00 | 7 | 1 | 6 | 0 | 0 | 0 |
| 17:00 | 6 | 1 | 4 | 1 | 0 | 0 |
| 18:00 | 2 | 0 | 1 | 1 | 0 | 0 |
| 19:00 | 4 | 0 | 4 | 0 | 0 | 0 |
| 20:00 | 6 | 2 | 2 | 2 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| **12H(7-19)** | 63 | 2 | 54 | 7 | 0 | 0 |
| **16H(6-22)** | 77 | 4 | 64 | 9 | 0 | 0 |
| **18H(6-24)** | 77 | 4 | 64 | 9 | 0 | 0 |
| **24H(0-24)** | 78 | 4 | 65 | 9 | 0 | 0 |
| **AM Peak** | 09:00 | 11:00 | 09:00 | 07:00 | 11:00 | 11:00 |
| | 9 | 0 | 8 | 2 | 0 | 0 |
| **PM Peak** | 14:00 | 20:00 | 14:00 | 20:00 | 23:00 | 23:00 |
| | 10 | 2 | 9 | 2 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

# Bicker Drove, Bicker Bar ATC

**Site No.** 620902 **Site Ref.** 620902
**Site 02**
**Classification Report** **22 May 2023** **Channel:** Westbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/IVan | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 2 | 0 | 1 | 1 | 0 | 0 |
| 06:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 07:00 | 6 | 0 | 5 | 1 | 0 | 0 |
| 08:00 | 6 | 0 | 6 | 0 | 0 | 0 |
| 09:00 | 1 | 0 | 0 | 1 | 0 | 0 |
| 10:00 | 3 | 0 | 2 | 1 | 0 | 0 |
| 11:00 | 4 | 0 | 3 | 1 | 0 | 0 |
| 12:00 | 2 | 0 | 1 | 1 | 0 | 0 |
| 13:00 | 6 | 0 | 5 | 0 | 1 | 0 |
| 14:00 | 4 | 0 | 4 | 0 | 0 | 0 |
| 15:00 | 3 | 0 | 2 | 1 | 0 | 0 |
| 16:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 17:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 18:00 | 5 | 0 | 4 | 1 | 0 | 0 |
| 19:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| **12H(7-19)** | 44 | 0 | 36 | 7 | 1 | 0 |
| **16H(6-22)** | 48 | 0 | 40 | 7 | 1 | 0 |
| **18H(6-24)** | 48 | 0 | 40 | 7 | 1 | 0 |
| **24H(0-24)** | 50 | 0 | 41 | 8 | 1 | 0 |
| **AM Peak** | 08:00 | 11:00 | 08:00 | 11:00 | 11:00 | 11:00 |
| | 6 | 0 | 6 | 1 | 0 | 0 |
| **PM Peak** | 13:00 | 23:00 | 13:00 | 18:00 | 13:00 | 23:00 |
| | 6 | 0 | 5 | 1 | 1 | 0 |



**Site No.** 620902 **Site Ref.** 620902
**Site 02**
**Classification Report** **22 May 2023** **Channel:** Eastbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/IVan | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 07:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 08:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 09:00 | 7 | 0 | 3 | 3 | 1 | 0 |
| 10:00 | 2 | 0 | 1 | 1 | 0 | 0 |
| 11:00 | 4 | 0 | 4 | 0 | 0 | 0 |
| 12:00 | 5 | 0 | 4 | 1 | 0 | 0 |
| 13:00 | 6 | 0 | 3 | 2 | 1 | 0 |
| 14:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 15:00 | 7 | 0 | 4 | 2 | 1 | 0 |
| 16:00 | 7 | 0 | 6 | 1 | 0 | 0 |
| 17:00 | 4 | 0 | 3 | 1 | 0 | 0 |
| 18:00 | 3 | 0 | 2 | 1 | 0 | 0 |
| 19:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| **12H(7-19)** | 51 | 0 | 36 | 12 | 3 | 0 |
| **16H(6-22)** | 55 | 0 | 40 | 12 | 3 | 0 |
| **18H(6-24)** | 55 | 0 | 40 | 12 | 3 | 0 |
| **24H(0-24)** | 55 | 0 | 40 | 12 | 3 | 0 |
| **AM Peak** | 09:00 | 11:00 | 11:00 | 09:00 | 09:00 | 11:00 |
| | 7 | 0 | 4 | 3 | 1 | 0 |
| **PM Peak** | 16:00 | 23:00 | 16:00 | 15:00 | 15:00 | 23:00 |
| | 7 | 0 | 6 | 2 | 1 | 0 |



**Site No.** 620902 **Site Ref.** 620902
**Site 02**
**Classification Report** **22 May 2023** **Channel:** Total Flow

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/IVan | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 2 | 0 | 1 | 1 | 0 | 0 |
| 06:00 | 4 | 0 | 4 | 0 | 0 | 0 |
| 07:00 | 8 | 0 | 7 | 1 | 0 | 0 |
| 08:00 | 7 | 0 | 7 | 0 | 0 | 0 |
| 09:00 | 8 | 0 | 3 | 4 | 1 | 0 |
| 10:00 | 5 | 0 | 3 | 2 | 0 | 0 |
| 11:00 | 8 | 0 | 7 | 1 | 0 | 0 |
| 12:00 | 7 | 0 | 5 | 2 | 0 | 0 |
| 13:00 | 12 | 0 | 8 | 2 | 2 | 0 |
| 14:00 | 7 | 0 | 7 | 0 | 0 | 0 |
| 15:00 | 10 | 0 | 6 | 3 | 1 | 0 |
| 16:00 | 10 | 0 | 9 | 1 | 0 | 0 |
| 17:00 | 5 | 0 | 4 | 1 | 0 | 0 |
| 18:00 | 8 | 0 | 6 | 2 | 0 | 0 |
| 19:00 | 4 | 0 | 4 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| **12H(7-19)** | 95 | 0 | 72 | 19 | 4 | 0 |
| **16H(6-22)** | 103 | 0 | 80 | 19 | 4 | 0 |
| **18H(6-24)** | 103 | 0 | 80 | 19 | 4 | 0 |
| **24H(0-24)** | 105 | 0 | 81 | 20 | 4 | 0 |
| **AM Peak** | 11:00 | 11:00 | 11:00 | 09:00 | 09:00 | 11:00 |
| | 8 | 0 | 7 | 4 | 1 | 0 |
| **PM Peak** | 13:00 | 23:00 | 16:00 | 15:00 | 13:00 | 23:00 |
| | 12 | 0 | 9 | 3 | 2 | 0 |

# Bicker Drove, Bicker Bar ATC

**Site No.** 620902 **Site Ref.** 620902
**Site 02**
**Classification Report** **23 May 2023** **Channel:** Westbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/IVan | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 06:00 | 6 | 0 | 5 | 1 | 0 | 0 |
| 07:00 | 8 | 0 | 7 | 1 | 0 | 0 |
| 08:00 | 7 | 1 | 3 | 2 | 1 | 0 |
| 09:00 | 7 | 0 | 7 | 0 | 0 | 0 |
| 10:00 | 6 | 0 | 5 | 1 | 0 | 0 |
| 11:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 12:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 13:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 14:00 | 4 | 0 | 3 | 1 | 0 | 0 |
| 15:00 | 4 | 0 | 4 | 0 | 0 | 0 |
| 16:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 17:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 18:00 | 3 | 0 | 2 | 0 | 1 | 0 |
| 19:00 | 2 | 0 | 1 | 1 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| **12H(7-19)** | 48 | 1 | 40 | 5 | 2 | 0 |
| **16H(6-22)** | 56 | 1 | 46 | 7 | 2 | 0 |
| **18H(6-24)** | 56 | 1 | 46 | 7 | 2 | 0 |
| **24H(0-24)** | 58 | 1 | 48 | 7 | 2 | 0 |
| **AM Peak** | 07:00 | 08:00 | 09:00 | 08:00 | 08:00 | 11:00 |
| | 8 | 1 | 7 | 2 | 1 | 0 |
| **PM Peak** | 15:00 | 23:00 | 15:00 | 19:00 | 18:00 | 23:00 |
| | 4 | 0 | 4 | 1 | 1 | 0 |



**Site No.** 620902 **Site Ref.** 620902
**Site 02**
**Classification Report** **23 May 2023** **Channel:** Eastbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/IVan | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 07:00 | 4 | 0 | 4 | 0 | 0 | 0 |
| 08:00 | 1 | 0 | 0 | 1 | 0 | 0 |
| 09:00 | 4 | 0 | 4 | 0 | 0 | 0 |
| 10:00 | 3 | 0 | 2 | 1 | 0 | 0 |
| 11:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 12:00 | 4 | 0 | 4 | 0 | 0 | 0 |
| 13:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 14:00 | 3 | 0 | 2 | 1 | 0 | 0 |
| 15:00 | 10 | 0 | 9 | 0 | 1 | 0 |
| 16:00 | 7 | 0 | 6 | 0 | 1 | 0 |
| 17:00 | 6 | 0 | 4 | 2 | 0 | 0 |
| 18:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 19:00 | 7 | 4 | 3 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| **12H(7-19)** | 45 | 0 | 38 | 5 | 2 | 0 |
| **16H(6-22)** | 53 | 4 | 42 | 5 | 2 | 0 |
| **18H(6-24)** | 53 | 4 | 42 | 5 | 2 | 0 |
| **24H(0-24)** | 54 | 4 | 43 | 5 | 2 | 0 |
| **AM Peak** | 09:00 | 11:00 | 09:00 | 10:00 | 11:00 | 11:00 |
| | 4 | 0 | 4 | 1 | 0 | 0 |
| **PM Peak** | 15:00 | 19:00 | 15:00 | 17:00 | 16:00 | 23:00 |
| | 10 | 4 | 9 | 2 | 1 | 0 |



**Site No.** 620902 **Site Ref.** 620902
**Site 02**
**Classification Report** **23 May 2023** **Channel:** Total Flow

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/IVan | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 06:00 | 7 | 0 | 6 | 1 | 0 | 0 |
| 07:00 | 12 | 0 | 11 | 1 | 0 | 0 |
| 08:00 | 8 | 1 | 3 | 3 | 1 | 0 |
| 09:00 | 11 | 0 | 11 | 0 | 0 | 0 |
| 10:00 | 9 | 0 | 7 | 2 | 0 | 0 |
| 11:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 12:00 | 7 | 0 | 7 | 0 | 0 | 0 |
| 13:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 14:00 | 7 | 0 | 5 | 2 | 0 | 0 |
| 15:00 | 14 | 0 | 13 | 0 | 1 | 0 |
| 16:00 | 8 | 0 | 7 | 0 | 1 | 0 |
| 17:00 | 8 | 0 | 6 | 2 | 0 | 0 |
| 18:00 | 4 | 0 | 3 | 0 | 1 | 0 |
| 19:00 | 9 | 4 | 4 | 1 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| **12H(7-19)** | 93 | 1 | 78 | 10 | 4 | 0 |
| **16H(6-22)** | 109 | 5 | 88 | 12 | 4 | 0 |
| **18H(6-24)** | 109 | 5 | 88 | 12 | 4 | 0 |
| **24H(0-24)** | 112 | 5 | 91 | 12 | 4 | 0 |
| **AM Peak** | 07:00 | 08:00 | 09:00 | 08:00 | 08:00 | 11:00 |
| | 12 | 1 | 11 | 3 | 1 | 0 |
| **PM Peak** | 15:00 | 19:00 | 15:00 | 17:00 | 18:00 | 23:00 |
| | 14 | 4 | 13 | 2 | 1 | 0 |

# Bicker Drove, Bicker Bar ATC

**Site No.** 620902 **Site Ref.** 620902
**Site 02**
**Classification Report** **24 May 2023** **Channel:** Westbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/IVan | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 8 | 0 | 7 | 1 | 0 | 0 |
| 07:00 | 9 | 0 | 8 | 1 | 0 | 0 |
| 08:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 09:00 | 6 | 0 | 3 | 3 | 0 | 0 |
| 10:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 11:00 | 6 | 0 | 4 | 2 | 0 | 0 |
| 12:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 13:00 | 5 | 0 | 3 | 1 | 1 | 0 |
| 14:00 | 7 | 0 | 3 | 4 | 0 | 0 |
| 15:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 16:00 | 1 | 1 | 0 | 0 | 0 | 0 |
| 17:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 18:00 | 4 | 0 | 2 | 2 | 0 | 0 |
| 19:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 20:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 48 | 1 | 33 | 13 | 1 | 0 |
| 16H(6-22) | 60 | 1 | 44 | 14 | 1 | 0 |
| 18H(6-24) | 61 | 1 | 45 | 14 | 1 | 0 |
| 24H(0-24) | 61 | 1 | 45 | 14 | 1 | 0 |
| AM Peak | 07:00 | 11:00 | 07:00 | 09:00 | 11:00 | 11:00 |
| | 9 | 0 | 8 | 3 | 0 | 0 |
| PM Peak | 14:00 | 16:00 | 15:00 | 14:00 | 13:00 | 23:00 |
| | 7 | 1 | 3 | 4 | 1 | 0 |

PCC Traffic Information Consultancy Ltd.

**Site No.** 620902 **Site Ref.** 620902
**Site 02**
**Classification Report** **24 May 2023** **Channel:** Eastbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/IVan | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 08:00 | 4 | 0 | 3 | 1 | 0 | 0 |
| 09:00 | 2 | 0 | 1 | 1 | 0 | 0 |
| 10:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 11:00 | 4 | 0 | 1 | 2 | 1 | 0 |
| 12:00 | 5 | 0 | 3 | 1 | 1 | 0 |
| 13:00 | 4 | 0 | 4 | 0 | 0 | 0 |
| 14:00 | 6 | 0 | 4 | 2 | 0 | 0 |
| 15:00 | 5 | 0 | 5 | 0 | 0 | 0 |
| 16:00 | 8 | 1 | 7 | 0 | 0 | 0 |
| 17:00 | 11 | 0 | 10 | 1 | 0 | 0 |
| 18:00 | 3 | 1 | 2 | 0 | 0 | 0 |
| 19:00 | 4 | 0 | 2 | 2 | 0 | 0 |
| 20:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 21:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 1 | 0 | 0 | 1 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 57 | 2 | 45 | 8 | 2 | 0 |
| 16H(6-22) | 64 | 2 | 50 | 10 | 2 | 0 |
| 18H(6-24) | 65 | 2 | 50 | 11 | 2 | 0 |
| 24H(0-24) | 65 | 2 | 50 | 11 | 2 | 0 |
| AM Peak | 11:00 | 11:00 | 08:00 | 11:00 | 11:00 | 11:00 |
| | 4 | 0 | 3 | 2 | 1 | 0 |
| PM Peak | 17:00 | 18:00 | 17:00 | 19:00 | 12:00 | 23:00 |
| | 11 | 1 | 10 | 2 | 1 | 0 |

PCC Traffic Information Consultancy Ltd.

**Site No.** 620902 **Site Ref.** 620902
**Site 02**
**Classification Report** **24 May 2023** **Channel:** Total Flow

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/IVan | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 8 | 0 | 7 | 1 | 0 | 0 |
| 07:00 | 12 | 0 | 11 | 1 | 0 | 0 |
| 08:00 | 7 | 0 | 6 | 1 | 0 | 0 |
| 09:00 | 8 | 0 | 4 | 4 | 0 | 0 |
| 10:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 11:00 | 10 | 0 | 5 | 4 | 1 | 0 |
| 12:00 | 6 | 0 | 4 | 1 | 1 | 0 |
| 13:00 | 9 | 0 | 7 | 1 | 1 | 0 |
| 14:00 | 13 | 0 | 7 | 6 | 0 | 0 |
| 15:00 | 8 | 0 | 8 | 0 | 0 | 0 |
| 16:00 | 9 | 2 | 7 | 0 | 0 | 0 |
| 17:00 | 13 | 0 | 12 | 1 | 0 | 0 |
| 18:00 | 7 | 1 | 4 | 2 | 0 | 0 |
| 19:00 | 6 | 0 | 4 | 2 | 0 | 0 |
| 20:00 | 4 | 0 | 4 | 0 | 0 | 0 |
| 21:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 22:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 23:00 | 1 | 0 | 0 | 1 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 105 | 3 | 78 | 21 | 3 | 0 |
| 16H(6-22) | 124 | 3 | 94 | 24 | 3 | 0 |
| 18H(6-24) | 126 | 3 | 95 | 25 | 3 | 0 |
| 24H(0-24) | 126 | 3 | 95 | 25 | 3 | 0 |
| AM Peak | 07:00 | 11:00 | 07:00 | 11:00 | 11:00 | 11:00 |
| | 12 | 0 | 11 | 4 | 1 | 0 |
| PM Peak | 17:00 | 16:00 | 17:00 | 14:00 | 13:00 | 23:00 |
| | 13 | 2 | 12 | 6 | 1 | 0 |

PCC Traffic Information Consultancy Ltd.

# Bicker Drove, Bicker Bar ATC

**Site Ref.** 620902 **Site No.** 620902
**Site 02**
**Speed Report (Speed Limit 60 Mph)** **18 May 2023** **Channel:** Westbound

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 =>65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 6 | | 32 | | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 13 | 34 | 29 | 4 | 0 | 0 | 1 | 3 | 3 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 5 | | 23 | | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 1 | | 32 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 3 | | 28 | | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 3 | | 23 | | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 3 | | 27 | | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 6 | | 27 | | 0 | 1 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 4 | | 31 | | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 1 | | 32 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 6 | | 22 | | 0 | 1 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| 12H(7-19) | 46 | 34 | 27 | 7 | 0 | 2 | 5 | 11 | 13 | 9 | 4 | 2 | 0 | 0 | 0 | 0 | 0 |
| 16H(6-22) | 53 | 34 | 28 | 7 | 0 | 2 | 5 | 12 | 15 | 12 | 4 | 3 | 0 | 0 | 0 | 0 | 0 |
| 18H(6-24) | 53 | 34 | 28 | 7 | 0 | 2 | 5 | 12 | 15 | 12 | 4 | 3 | 0 | 0 | 0 | 0 | 0 |
| 24H(0-24) | 53 | 34 | 28 | 7 | 0 | 2 | 5 | 12 | 15 | 12 | 4 | 3 | 0 | 0 | 0 | 0 | 0 |
| AM Peak | 07:00 | 07:00 | 09:00 | 07:00 | - | - | 10:00 | 08:00 | 07:00 | 07:00 | - | 07:00 | - | - | - | - | - |
| | 13 | 34 | 32 | 4 | 0 | 0 | 1 | 3 | 3 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| PM Peak | 18:00 | - | 17:00 | - | - | 18:00 | 18:00 | 18:00 | 18:00 | 17:00 | 15:00 | - | - | - | - | - | - |
| | 6 | 0 | 32 | 0 | 0 | 1 | 1 | 1 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |

PCC Traffic Information Consultancy Ltd.

**Site No.** 620902 **Site Ref.** 620902
**Site 02**
**Speed Report (Speed Limit 60 Mph)** **18 May 2023** **Channel:** Eastbound

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 =>65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 5 | | 22 | | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 1 | | 22 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 4 | | 25 | | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 4 | | 20 | | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 2 | | 17 | | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 3 | | 21 | | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 2 | | 23 | | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 6 | | 27 | | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 9 | | 23 | | 1 | 1 | 0 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 8 | | 27 | | 0 | 1 | 1 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 4 | | 19 | | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 2 | | 20 | | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 2 | | 25 | | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 2 | | 27 | | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 1 | | 12 | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| 12H(7-19) | 50 | 31 | 23 | 8 | 3 | 3 | 10 | 14 | 10 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16H(6-22) | 55 | 31 | 23 | 8 | 3 | 4 | 10 | 16 | 11 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18H(6-24) | 55 | 31 | 23 | 8 | 3 | 4 | 10 | 16 | 11 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 24H(0-24) | 55 | 31 | 23 | 8 | 3 | 4 | 10 | 16 | 11 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| AM Peak | 07:00 | - | 09:00 | - | 10:00 | 11:00 | 07:00 | 09:00 | 10:00 | 09:00 | 07:00 | - | - | - | - | - | - |
| | 5 | 0 | 25 | 0 | 1 | 1 | 3 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Peak | 15:00 | - | 20:00 | - | 18:00 | 21:00 | 17:00 | 15:00 | 14:00 | 16:00 | - | - | - | - | - | - | - |
| | 9 | 0 | 27 | 0 | 1 | 1 | 3 | 3 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

PCC Traffic Information Consultancy Ltd.

**Site No.** 620902 **Site Ref.** 620902
**Site 02**
**Speed Report (Speed Limit 60 Mph)** **18 May 2023** **Channel:** Total Flow

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 =>65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 6 | | 32 | | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 18 | 34 | 28 | 7 | 0 | 0 | 4 | 4 | 3 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 6 | | 23 | | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 5 | | 27 | | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 7 | | 23 | | 1 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 2 | | 17 | | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 6 | | 22 | | 0 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 5 | | 26 | | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 12 | 31 | 27 | 4 | 0 | 1 | 0 | 3 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 13 | 33 | 26 | 7 | 1 | 1 | 0 | 4 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 9 | | 27 | | 0 | 1 | 1 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 5 | | 21 | | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 8 | | 22 | | 1 | 1 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 2 | | 25 | | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 3 | | 27 | | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 1 | | 12 | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| 12H(7-19) | 96 | 33 | 25 | 8 | 3 | 5 | 15 | 25 | 23 | 18 | 5 | 2 | 0 | 0 | 0 | 0 | 0 |
| 16H(6-22) | 108 | 33 | 25 | 8 | 3 | 6 | 15 | 28 | 26 | 22 | 5 | 3 | 0 | 0 | 0 | 0 | 0 |
| 18H(6-24) | 108 | 33 | 25 | 8 | 3 | 6 | 15 | 28 | 26 | 22 | 5 | 3 | 0 | 0 | 0 | 0 | 0 |
| 24H(0-24) | 108 | 33 | 25 | 8 | 3 | 6 | 15 | 28 | 26 | 22 | 5 | 3 | 0 | 0 | 0 | 0 | 0 |
| AM Peak | 07:00 | 07:00 | 06:00 | 07:00 | 10:00 | 11:00 | 07:00 | 08:00 | 07:00 | 07:00 | 07:00 | 07:00 | - | - | - | - | - |
| | 18 | 34 | 32 | 7 | 1 | 1 | 4 | 4 | 3 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 |
| PM Peak | 15:00 | 15:00 | 20:00 | 15:00 | 18:00 | 21:00 | 17:00 | 15:00 | 14:00 | 16:00 | 15:00 | - | - | - | - | - | - |
| | 13 | 33 | 27 | 7 | 1 | 1 | 3 | 4 | 5 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |

PCC Traffic Information Consultancy Ltd.

## Bicker Drove, Bicker Bar ATC

**Site Ref.** 620902 **Site No.** 620902
**Site 02**
**Speed Report (Speed Limit 60 Mph)** **19 May 2023** **Channel:** Westbound

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 =>65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 8 | | 31 | | 0 | 0 | 1 | 1 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 10 | 33 | 29 | 4 | 0 | 0 | 0 | 2 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 7 | | 19 | | 1 | 1 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 11 | 22 | 19 | 3 | 0 | 1 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 9 | | 24 | | 0 | 1 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 5 | | 18 | | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 6 | | 26 | | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 2 | | 28 | | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 6 | | 22 | | 0 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 3 | | 29 | | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 2 | | 15 | | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 61 | 29 | 23 | 6 | 1 | 5 | 15 | 12 | 21 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16H(6-22)** | 72 | 30 | 24 | 6 | 2 | 5 | 16 | 14 | 24 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 0 |
| **18H(6-24)** | 72 | 30 | 24 | 6 | 2 | 5 | 16 | 14 | 24 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 0 |
| **24H(0-24)** | 72 | 30 | 24 | 6 | 2 | 5 | 16 | 14 | 24 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 0 |
| **AM Peak** | 09:00 | 07:00 | 06:00 | 07:00 | 08:00 | 10:00 | 09:00 | 09:00 | 10:00 | 08:00 | 07:00 | 06:00 | - | - | - | - | - |
| | 11 | 33 | 31 | 4 | 1 | 1 | 5 | 5 | 6 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| **PM Peak** | 14:00 | - | 16:00 | - | 19:00 | 14:00 | 12:00 | 19:00 | 14:00 | 12:00 | 16:00 | - | - | - | - | - | - |
| | 6 | 0 | 29 | 0 | 1 | 2 | 2 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |

PCC Traffic Information Consultancy Ltd.

**Site No.** 620902 **Site Ref.** 620902
**Site 02**
**Speed Report (Speed Limit 60 Mph)** **19 May 2023** **Channel:** Eastbound

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 =>65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 2 | | 30 | | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 5 | | 26 | | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 9 | | 22 | | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 9 | | 21 | | 0 | 2 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 4 | | 22 | | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 9 | | 19 | | 0 | 3 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 12 | 28 | 23 | 5 | 0 | 2 | 1 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 4 | | 20 | | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 3 | | 24 | | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 2 | | 27 | | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 1 | | 22 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 3 | | 17 | | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 60 | 28 | 22 | 6 | 0 | 10 | 7 | 23 | 15 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16H(6-22)** | 65 | 28 | 22 | 6 | 0 | 11 | 8 | 24 | 17 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18H(6-24)** | 65 | 28 | 22 | 6 | 0 | 11 | 8 | 24 | 17 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **24H(0-24)** | 65 | 28 | 22 | 6 | 0 | 11 | 8 | 24 | 17 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **AM Peak** | 10:00 | - | 07:00 | - | - | 10:00 | 10:00 | 09:00 | 10:00 | 08:00 | 08:00 | - | - | - | - | - | - |
| | 9 | 0 | 30 | 0 | 0 | 2 | 2 | 9 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PM Peak** | 13:00 | 13:00 | 20:00 | 13:00 | - | 12:00 | 12:00 | 13:00 | 13:00 | 16:00 | - | - | - | - | - | - | - |
| | 12 | 28 | 28 | 5 | 0 | 3 | 2 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

PCC Traffic Information Consultancy Ltd.

**Site No.** 620902 **Site Ref.** 620902
**Site 02**
**Speed Report (Speed Limit 60 Mph)** **19 May 2023** **Channel:** Total Flow

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 =>65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 9 | | 30 | | 0 | 0 | 1 | 1 | 3 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 12 | 33 | 29 | 4 | 0 | 0 | 0 | 2 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 12 | 31 | 22 | 8 | 1 | 2 | 2 | 3 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 20 | 24 | 21 | 3 | 0 | 1 | 5 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 18 | 28 | 22 | 6 | 0 | 3 | 4 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 9 | | 20 | | 0 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 15 | 29 | 22 | 7 | 0 | 3 | 4 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 14 | 28 | 24 | 5 | 0 | 2 | 1 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 10 | 28 | 21 | 7 | 0 | 4 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 4 | | 25 | | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 5 | | 29 | | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 1 | | 22 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 5 | | 17 | | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 2 | | 28 | | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 121 | 29 | 23 | 6 | 1 | 15 | 22 | 35 | 36 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16H(6-22)** | 137 | 29 | 23 | 6 | 2 | 16 | 24 | 38 | 41 | 9 | 6 | 1 | 0 | 0 | 0 | 0 | 0 |
| **18H(6-24)** | 137 | 29 | 23 | 6 | 2 | 16 | 24 | 38 | 41 | 9 | 6 | 1 | 0 | 0 | 0 | 0 | 0 |
| **24H(0-24)** | 137 | 29 | 23 | 6 | 2 | 16 | 24 | 38 | 41 | 9 | 6 | 1 | 0 | 0 | 0 | 0 | 0 |
| **AM Peak** | 09:00 | 07:00 | 06:00 | 08:00 | 08:00 | 10:00 | 11:00 | 09:00 | 10:00 | 08:00 | 07:00 | 06:00 | - | - | - | - | - |
| | 20 | 33 | 30 | 8 | 1 | 3 | 5 | 14 | 9 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| **PM Peak** | 12:00 | 12:00 | 16:00 | 12:00 | 19:00 | 14:00 | 12:00 | 13:00 | 13:00 | 12:00 | 16:00 | - | - | - | - | - | - |
| | 15 | 29 | 29 | 7 | 1 | 4 | 4 | 4 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |

PCC Traffic Information Consultancy Ltd.

PCC Traffic Information Consultancy

# Bicker Drove, Bicker Bar ATC

**Site Ref.** 620902 **Site No.** 620902
**Site 02**
**Speed Report (Speed Limit 60 Mph)** **20 May 2023** **Channel:** Westbound

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 =>65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 1 | | 32 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 5 | | 32 | | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 7 | | 30 | | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 2 | | 25 | | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 2 | | 25 | | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 2 | | 28 | | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 2 | | 30 | | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 3 | | 32 | | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 4 | | 24 | | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 2 | | 33 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 15:00 | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 6 | | 25 | | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 1 | | 18 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 2 | | 28 | | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 1 | | 22 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 3 | | 26 | | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 1 | | 22 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| 12H(7-19) | 34 | 33 | 27 | 6 | 0 | 1 | 5 | 4 | 16 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 |
| 16H(6-22) | 43 | 35 | 28 | 7 | 0 | 1 | 5 | 7 | 19 | 4 | 4 | 2 | 1 | 0 | 0 | 0 | 0 |
| 18H(6-24) | 44 | 34 | 28 | 7 | 0 | 1 | 5 | 8 | 19 | 4 | 4 | 2 | 1 | 0 | 0 | 0 | 0 |
| 24H(0-24) | 45 | 34 | 28 | 7 | 0 | 1 | 5 | 8 | 19 | 5 | 4 | 2 | 1 | 0 | 0 | 0 | 0 |
| AM Peak | 07:00 | - | 06:00 | - | - | - | 10:00 | 11:00 | 07:00 | 07:00 | 11:00 | 06:00 | - | - | - | - | - |
| | 7 | 0 | 32 | 0 | 0 | 0 | 1 | 1 | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| PM Peak | 16:00 | - | 14:00 | - | - | 16:00 | 17:00 | 22:00 | 16:00 | - | 16:00 | 12:00 | 14:00 | - | - | - | - |
| | 6 | 0 | 33 | 0 | 0 | 1 | 1 | 1 | 3 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 |

PCC Traffic Information Consultancy Ltd.

**Site No.** 620902 64.98716 **Site Ref.** 620902
**Site 02**
**Speed Report (Speed Limit 60 Mph)** **20 May 2023** **Channel:** Eastbound

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 =>65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 1 | | 32 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 1 | | 18 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 4 | | 29 | | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 2 | | 28 | | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 3 | | 19 | | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 3 | | 26 | | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 6 | | 24 | | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 3 | | 29 | | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 5 | | 20 | | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 1 | | 38 | | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 1 | | 32 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 5 | | 21 | | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 2 | | 25 | | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 3 | | 19 | | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 1 | | 22 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 2 | | 23 | | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 2 | | 20 | | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| 12H(7-19) | 38 | 32 | 24 | 8 | 0 | 5 | 5 | 13 | 7 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16H(6-22) | 44 | 31 | 24 | 7 | 0 | 5 | 7 | 17 | 7 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18H(6-24) | 44 | 31 | 24 | 7 | 0 | 5 | 7 | 17 | 7 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 24H(0-24) | 45 | 31 | 24 | 8 | 0 | 5 | 7 | 17 | 7 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| AM Peak | 11:00 | - | 00:00 | - | - | 09:00 | 11:00 | 09:00 | 08:00 | 11:00 | 10:00 | - | - | - | - | - | - |
| | 6 | 0 | 32 | 0 | 0 | 1 | 3 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Peak | 16:00 | - | 14:00 | - | - | 13:00 | 21:00 | 20:00 | 17:00 | 15:00 | 14:00 | - | - | - | - | - | - |
| | 5 | 0 | 38 | 0 | 0 | 2 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |

PCC Traffic Information Consultancy Ltd.

**Site No.** 620902 **Site Ref.** 620902
**Site 02**
**Speed Report (Speed Limit 60 Mph)** **20 May 2023** **Channel:** Total Flow

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 =>65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 2 | | 33 | | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 6 | | 30 | | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 11 | 33 | 29 | 4 | 0 | 0 | 0 | 2 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 4 | | 26 | | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 5 | | 22 | | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 5 | | 26 | | 0 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 8 | | 26 | | 0 | 0 | 3 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 6 | | 31 | | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 9 | | 21 | | 0 | 2 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 3 | | 35 | | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| 15:00 | 2 | | 30 | | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 11 | 28 | 23 | 5 | 0 | 2 | 2 | 2 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 3 | | 23 | | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 5 | | 22 | | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 2 | | 23 | | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 5 | | 25 | | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 2 | | 20 | | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 1 | | 22 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| 12H(7-19) | 72 | 33 | 26 | 7 | 0 | 6 | 10 | 17 | 23 | 7 | 7 | 1 | 1 | 0 | 0 | 0 | 0 |
| 16H(6-22) | 87 | 33 | 26 | 7 | 0 | 6 | 12 | 24 | 26 | 8 | 8 | 2 | 1 | 0 | 0 | 0 | 0 |
| 18H(6-24) | 88 | 33 | 26 | 7 | 0 | 6 | 12 | 25 | 26 | 8 | 8 | 2 | 1 | 0 | 0 | 0 | 0 |
| 24H(0-24) | 90 | 33 | 26 | 8 | 0 | 6 | 12 | 25 | 26 | 10 | 8 | 2 | 1 | 0 | 0 | 0 | 0 |
| AM Peak | 07:00 | 07:00 | 00:00 | 07:00 | - | 09:00 | 11:00 | 09:00 | 07:00 | 07:00 | 10:00 | 06:00 | - | - | - | - | - |
| | 11 | 33 | 33 | 4 | 0 | 1 | 3 | 3 | 4 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| PM Peak | 16:00 | 16:00 | 14:00 | 16:00 | - | 16:00 | 16:00 | 20:00 | 16:00 | 15:00 | 16:00 | 12:00 | 14:00 | - | - | - | - |
| | 11 | 28 | 35 | 5 | 0 | 2 | 2 | 3 | 4 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 |

PCC Traffic Information Consultancy Ltd.

## Bicker Drove, Bicker Bar ATC

**Site Ref.** 620902 **Site No.** 620902
**Site 02**
**Speed Report (Speed Limit 60 Mph)** **21 May 2023** **Channel:** Westbound

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 =>65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 3 | | 31 | | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 2 | | 30 | | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 4 | | 23 | | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 6 | | 23 | | 0 | 1 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 3 | | 17 | | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 1 | | 38 | | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 6 | | 25 | | 0 | 0 | 1 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 4 | | 23 | | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 3 | | 26 | | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 2 | | 25 | | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 3 | | 34 | | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 31 | 29 | 24 | 5 | 0 | 3 | 5 | 9 | 10 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16H(6-22)** | 39 | 33 | 25 | 7 | 0 | 3 | 6 | 10 | 12 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 |
| **18H(6-24)** | 39 | 33 | 25 | 7 | 0 | 3 | 6 | 10 | 12 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 |
| **24H(0-24)** | 40 | 33 | 26 | 7 | 0 | 3 | 6 | 10 | 13 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 |
| **AM Peak** | 09:00 | - | 06:00 | - | - | 11:00 | 11:00 | 09:00 | 09:00 | 07:00 | 08:00 | - | - | - | - | - | - |
| | 6 | 0 | 31 | 0 | 0 | 1 | 1 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PM Peak** | 14:00 | - | 13:00 | - | - | - | 16:00 | 14:00 | 17:00 | 19:00 | 20:00 | 20:00 | - | - | - | - | - |
| | 6 | 0 | 38 | 0 | 0 | 0 | 2 | 3 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |

PCC Traffic Information Consultancy Ltd.

**Site No.** 620902 **Site Ref.** 620902
**Site 02**
**Speed Report (Speed Limit 60 Mph)** **21 May 2023** **Channel:** Eastbound

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 =>65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 1 | | 32 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 4 | | 25 | | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 3 | | 23 | | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 3 | | 19 | | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 5 | | 20 | | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 3 | | 16 | | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 1 | | 22 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 1 | | 38 | | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 4 | | 20 | | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 1 | | 22 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 3 | | 24 | | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 3 | | 21 | | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 1 | | 22 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 2 | | 20 | | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 3 | | 26 | | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 32 | 28 | 22 | 6 | 2 | 2 | 9 | 10 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16H(6-22)** | 38 | 30 | 22 | 7 | 2 | 3 | 10 | 11 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18H(6-24)** | 38 | 30 | 22 | 7 | 2 | 3 | 10 | 11 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **24H(0-24)** | 38 | 30 | 22 | 7 | 2 | 3 | 10 | 11 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **AM Peak** | 10:00 | - | 06:00 | - | 08:00 | 11:00 | 11:00 | 07:00 | 10:00 | 08:00 | - | - | - | - | - | - | - |
| | 5 | 0 | 32 | 0 | 1 | 1 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PM Peak** | 14:00 | - | 13:00 | - | 14:00 | 20:00 | 19:00 | 17:00 | 20:00 | 16:00 | 20:00 | - | - | - | - | - | - |
| | 4 | 0 | 38 | 0 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |

PCC Traffic Information Consultancy Ltd.

**Site No.** 620902 **Site Ref.** 620902
**Site 02**
**Speed Report (Speed Limit 60 Mph)** **21 May 2023** **Channel:** Total Flow

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 =>65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 4 | | 31 | | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 6 | | 27 | | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 7 | | 23 | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 9 | | 21 | | 0 | 1 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 5 | | 20 | | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 6 | | 17 | | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 1 | | 22 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 2 | | 38 | | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 10 | 28 | 23 | 5 | 1 | 0 | 2 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 2 | | 25 | | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 7 | | 23 | | 0 | 0 | 3 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 6 | | 24 | | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 2 | | 25 | | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 4 | | 22 | | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 6 | | 30 | | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 63 | 29 | 23 | 6 | 2 | 5 | 14 | 19 | 15 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16H(6-22)** | 77 | 31 | 24 | 7 | 2 | 6 | 16 | 21 | 18 | 6 | 7 | 1 | 0 | 0 | 0 | 0 | 0 |
| **18H(6-24)** | 77 | 31 | 24 | 7 | 2 | 6 | 16 | 21 | 18 | 6 | 7 | 1 | 0 | 0 | 0 | 0 | 0 |
| **24H(0-24)** | 78 | 31 | 24 | 7 | 2 | 6 | 16 | 21 | 19 | 6 | 7 | 1 | 0 | 0 | 0 | 0 | 0 |
| **AM Peak** | 09:00 | - | 06:00 | - | 08:00 | 11:00 | 11:00 | 09:00 | 07:00 | 08:00 | 08:00 | - | - | - | - | - | - |
| | 9 | 0 | 31 | 0 | 1 | 2 | 3 | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PM Peak** | 14:00 | 14:00 | 13:00 | 14:00 | 14:00 | 20:00 | 16:00 | 14:00 | 17:00 | 19:00 | 20:00 | 20:00 | - | - | - | - | - |
| | 10 | 28 | 38 | 5 | 1 | 1 | 3 | 4 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |

PCC Traffic Information Consultancy Ltd.

# Bicker Drove, Bicker Bar ATC

**Site Ref.** 620902 **Site No.** 620902
**Site 02**
**Speed Report (Speed Limit 60 Mph)** **22 May 2023** **Channel:** Westbound

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 =>65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 2 | | 20 | | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 3 | | 31 | | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 6 | | 29 | | 0 | 0 | 0 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 6 | | 32 | | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 3 | | 26 | | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 4 | | 19 | | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 2 | | 25 | | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 6 | | 23 | | 0 | 0 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 4 | | 28 | | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 3 | | 32 | | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 3 | | 36 | | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 5 | | 27 | | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| 12H(7-19) | 44 | 33 | 28 | 6 | 0 | 1 | 4 | 8 | 18 | 8 | 3 | 2 | 0 | 0 | 0 | 0 | 0 |
| 16H(6-22) | 48 | 34 | 28 | 6 | 0 | 1 | 4 | 8 | 21 | 8 | 4 | 2 | 0 | 0 | 0 | 0 | 0 |
| 18H(6-24) | 48 | 34 | 28 | 6 | 0 | 1 | 4 | 8 | 21 | 8 | 4 | 2 | 0 | 0 | 0 | 0 | 0 |
| 24H(0-24) | 50 | 34 | 28 | 6 | 0 | 2 | 4 | 8 | 22 | 8 | 4 | 2 | 0 | 0 | 0 | 0 | 0 |
| **AM Peak** | 08:00 | - | 08:00 | - | - | 11:00 | 11:00 | 07:00 | 08:00 | 08:00 | 07:00 | 08:00 | - | - | - | - | - |
| | 6 | 0 | 32 | 0 | 0 | 1 | 2 | 2 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| **PM Peak** | 13:00 | - | 16:00 | - | - | - | 13:00 | 13:00 | 14:00 | 18:00 | 16:00 | 15:00 | - | - | - | - | - |
| | 6 | 0 | 36 | 0 | 0 | 0 | 1 | 4 | 4 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |

PCC Traffic Information Consultancy Ltd.

**Site No.** 620902 **Site Ref.** 620902
**Site 02**
**Speed Report (Speed Limit 60 Mph)** **22 May 2023** **Channel:** Eastbound

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 =>65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 1 | | 22 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 2 | | 25 | | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 1 | | 22 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 7 | | 24 | | 0 | 0 | 2 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 2 | | 25 | | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 4 | | 25 | | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 5 | | 20 | | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 6 | | 24 | | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 3 | | 24 | | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 7 | | 24 | | 0 | 0 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 7 | | 27 | | 0 | 0 | 0 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 4 | | 25 | | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 3 | | 21 | | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 3 | | 21 | | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| 12H(7-19) | 51 | 30 | 24 | 6 | 0 | 1 | 13 | 13 | 17 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16H(6-22) | 55 | 29 | 24 | 6 | 0 | 1 | 14 | 16 | 17 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18H(6-24) | 55 | 29 | 24 | 6 | 0 | 1 | 14 | 16 | 17 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 24H(0-24) | 55 | 29 | 24 | 6 | 0 | 1 | 14 | 16 | 17 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **AM Peak** | 09:00 | - | 11:00 | - | - | - | 09:00 | 09:00 | 09:00 | 10:00 | - | - | - | - | - | - | - |
| | 7 | 0 | 25 | 0 | 0 | 0 | 2 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PM Peak** | 16:00 | - | 16:00 | - | - | 18:00 | 12:00 | 13:00 | 16:00 | 16:00 | - | - | - | - | - | - | - |
| | 7 | 0 | 27 | 0 | 0 | 1 | 3 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

PCC Traffic Information Consultancy Ltd.

**Site No.** 620902 **Site Ref.** 620902
**Site 02**
**Speed Report (Speed Limit 60 Mph)** **22 May 2023** **Channel:** Total Flow

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 =>65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 2 | | 20 | | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 4 | | 29 | | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 8 | | 28 | | 0 | 0 | 1 | 2 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 7 | | 30 | | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 8 | | 24 | | 0 | 0 | 2 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 5 | | 26 | | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 8 | | 22 | | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 7 | | 22 | | 0 | 0 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 12 | 26 | 23 | 2 | 0 | 0 | 2 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 7 | | 26 | | 0 | 0 | 1 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 10 | 29 | 26 | 3 | 0 | 0 | 2 | 2 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 10 | 34 | 30 | 4 | 0 | 0 | 0 | 2 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 5 | | 25 | | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 8 | | 25 | | 0 | 1 | 0 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 4 | | 23 | | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| 12H(7-19) | 95 | 32 | 26 | 6 | 0 | 2 | 17 | 21 | 35 | 15 | 3 | 2 | 0 | 0 | 0 | 0 | 0 |
| 16H(6-22) | 103 | 32 | 26 | 6 | 0 | 2 | 18 | 24 | 38 | 15 | 4 | 2 | 0 | 0 | 0 | 0 | 0 |
| 18H(6-24) | 103 | 32 | 26 | 6 | 0 | 2 | 18 | 24 | 38 | 15 | 4 | 2 | 0 | 0 | 0 | 0 | 0 |
| 24H(0-24) | 105 | 32 | 26 | 6 | 0 | 3 | 18 | 24 | 39 | 15 | 4 | 2 | 0 | 0 | 0 | 0 | 0 |
| **AM Peak** | 11:00 | - | 08:00 | - | - | 11:00 | 11:00 | 07:00 | 09:00 | 07:00 | 07:00 | 08:00 | - | - | - | - | - |
| | 8 | 0 | 30 | 0 | 0 | 1 | 3 | 2 | 5 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| **PM Peak** | 13:00 | 16:00 | 16:00 | 16:00 | - | 18:00 | 12:00 | 13:00 | 18:00 | 16:00 | 16:00 | 15:00 | - | - | - | - | - |
| | 12 | 34 | 30 | 4 | 0 | 1 | 3 | 7 | 4 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |

PCC Traffic Information Consultancy Ltd.

# Bicker Drove, Bicker Bar ATC

**Site Ref.** 620902 **Site No.** 620902
**Site 02**
**Speed Report (Speed Limit 60 Mph)** **23 May 2023** **Channel:** Westbound

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 =>65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 1 | | 32 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 6 | | 30 | | 0 | 0 | 0 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 8 | | 29 | | 1 | 0 | 0 | 1 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 7 | | 26 | | 0 | 0 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 7 | | 28 | | 0 | 0 | 1 | 3 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 6 | | 27 | | 0 | 0 | 1 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 2 | | 17 | | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 3 | | 26 | | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 1 | | 22 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 4 | | 21 | | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 4 | | 27 | | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 1 | | 32 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 2 | | 28 | | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 3 | | 26 | | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 2 | | 15 | | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| 12H(7-19) | 48 | 34 | 26 | 8 | 1 | 1 | 4 | 16 | 13 | 6 | 6 | 1 | 0 | 0 | 0 | 0 | 0 |
| 16H(6-22) | 56 | 35 | 26 | 8 | 1 | 2 | 5 | 18 | 14 | 7 | 8 | 1 | 0 | 0 | 0 | 0 | 0 |
| 18H(6-24) | 56 | 35 | 26 | 8 | 1 | 2 | 5 | 18 | 14 | 7 | 8 | 1 | 0 | 0 | 0 | 0 | 0 |
| 24H(0-24) | 58 | 35 | 27 | 8 | 1 | 2 | 5 | 18 | 15 | 8 | 8 | 1 | 0 | 0 | 0 | 0 | 0 |
| **AM Peak** | 07:00 | - | 02:00 | - | 07:00 | 11:00 | 10:00 | 08:00 | 10:00 | 07:00 | 07:00 | 09:00 | - | - | - | - | - |
| | 8 | 0 | 32 | 0 | 1 | 1 | 1 | 4 | 3 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 |
| **PM Peak** | 15:00 | - | 16:00 | - | - | 19:00 | 14:00 | 18:00 | 17:00 | 18:00 | - | - | - | - | - | - | - |
| | 4 | 0 | 32 | 0 | 0 | 1 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

PCC Traffic Information Consultancy Ltd.

**Site No.** 620902 64.98716 **Site Ref.** 620902
**Site 02**
**Speed Report (Speed Limit 60 Mph)** **23 May 2023** **Channel:** Eastbound

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 =>65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 1 | | 18 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 1 | | 18 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 4 | | 29 | | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 1 | | 22 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 4 | | 20 | | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 3 | | 31 | | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 4 | | 21 | | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 3 | | 23 | | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 10 | 24 | 21 | 3 | 0 | 0 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 7 | | 24 | | 0 | 0 | 1 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 6 | | 23 | | 0 | 1 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 1 | | 22 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 7 | | 17 | | 1 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| 12H(7-19) | 45 | 29 | 23 | 5 | 0 | 2 | 9 | 20 | 9 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16H(6-22) | 53 | 28 | 22 | 5 | 1 | 3 | 13 | 22 | 9 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18H(6-24) | 53 | 28 | 22 | 5 | 1 | 3 | 13 | 22 | 9 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 24H(0-24) | 54 | 28 | 22 | 5 | 1 | 3 | 14 | 22 | 9 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **AM Peak** | 09:00 | - | 10:00 | - | - | - | 09:00 | 09:00 | 10:00 | 07:00 | 10:00 | - | - | - | - | - | - |
| | 4 | 0 | 31 | 0 | 0 | 0 | 2 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PM Peak** | 15:00 | 15:00 | 13:00 | 15:00 | 19:00 | 19:00 | 15:00 | 16:00 | 17:00 | 12:00 | 16:00 | - | - | - | - | - | - |
| | 10 | 24 | 28 | 3 | 1 | 1 | 4 | 5 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |

PCC Traffic Information Consultancy Ltd.

**Site No.** 620902 **Site Ref.** 620902
**Site 02**
**Speed Report (Speed Limit 60 Mph)** **23 May 2023** **Channel:** Total Flow

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 =>65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 2 | | 25 | | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 7 | | 28 | | 0 | 0 | 1 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 12 | 35 | 29 | 6 | 1 | 0 | 0 | 2 | 2 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 8 | | 26 | | 0 | 0 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 11 | 32 | 25 | 7 | 0 | 0 | 3 | 5 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 9 | | 28 | | 0 | 0 | 1 | 1 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 3 | | 21 | | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 7 | | 23 | | 0 | 1 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 2 | | 25 | | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 7 | | 22 | | 0 | 0 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 14 | 27 | 23 | 4 | 0 | 0 | 4 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 8 | | 25 | | 0 | 0 | 1 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 8 | | 24 | | 0 | 1 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 4 | | 25 | | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 9 | | 16 | | 1 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| 12H(7-19) | 93 | 32 | 25 | 7 | 1 | 3 | 13 | 36 | 22 | 9 | 8 | 1 | 0 | 0 | 0 | 0 | 0 |
| 16H(6-22) | 109 | 32 | 24 | 7 | 2 | 5 | 18 | 40 | 23 | 10 | 10 | 1 | 0 | 0 | 0 | 0 | 0 |
| 18H(6-24) | 109 | 32 | 24 | 7 | 2 | 5 | 18 | 40 | 23 | 10 | 10 | 1 | 0 | 0 | 0 | 0 | 0 |
| 24H(0-24) | 112 | 32 | 25 | 8 | 2 | 5 | 19 | 40 | 24 | 11 | 10 | 1 | 0 | 0 | 0 | 0 | 0 |
| **AM Peak** | 07:00 | 07:00 | 07:00 | 09:00 | 07:00 | 11:00 | 09:00 | 09:00 | 10:00 | 07:00 | 07:00 | 09:00 | - | - | - | - | - |
| | 12 | 35 | 29 | 7 | 1 | 1 | 3 | 5 | 5 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 |
| **PM Peak** | 15:00 | 15:00 | 18:00 | 15:00 | 19:00 | 19:00 | 19:00 | 15:00 | 17:00 | 18:00 | 16:00 | - | - | - | - | - | - |
| | 14 | 27 | 25 | 4 | 1 | 2 | 4 | 6 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |

PCC Traffic Information Consultancy Ltd.

## Bicker Drove, Bicker Bar ATC

**Site Ref.** 620902 **Site No.** 620902
**Site 02**
**Speed Report (Speed Limit 60 Mph)** **24 May 2023** **Channel:** Westbound

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 =>65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 8 | | 33 | | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| 07:00 | 9 | | 31 | | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 3 | | 29 | | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 6 | | 33 | | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| 10:00 | 1 | | 32 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 6 | | 25 | | 0 | 0 | 2 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 1 | | 32 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 5 | | 28 | | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 7 | | 26 | | 0 | 1 | 0 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 3 | | 24 | | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 1 | | 18 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 2 | | 28 | | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 4 | | 29 | | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 2 | | 28 | | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 2 | | 23 | | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 1 | | 8 | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| 12H(7-19) | 48 | 37 | 28 | 8 | 0 | 1 | 7 | 10 | 10 | 9 | 8 | 2 | 1 | 0 | 0 | 0 | 0 |
| 16H(6-22) | 60 | 37 | 29 | 8 | 0 | 1 | 8 | 11 | 15 | 12 | 9 | 2 | 2 | 0 | 0 | 0 | 0 |
| 18H(6-24) | 61 | 37 | 28 | 8 | 1 | 1 | 8 | 11 | 15 | 12 | 9 | 2 | 2 | 0 | 0 | 0 | 0 |
| 24H(0-24) | 61 | 37 | 28 | 8 | 1 | 1 | 8 | 11 | 15 | 12 | 9 | 2 | 2 | 0 | 0 | 0 | 0 |
| AM Peak | 07:00 | - | 06:00 | - | - | - | 11:00 | 07:00 | 11:00 | 06:00 | 07:00 | 07:00 | 09:00 | - | - | - | - |
| | 9 | 0 | 33 | 0 | 0 | 0 | 2 | 3 | 2 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 |
| PM Peak | 14:00 | - | 12:00 | - | 22:00 | 14:00 | 13:00 | 14:00 | 19:00 | 14:00 | 14:00 | 18:00 | - | - | - | - | - |
| | 7 | 0 | 32 | 0 | 1 | 1 | 2 | 3 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |

PCC Traffic Information Consultancy Ltd.

**Site No.** 620902 **Site Ref.** 620902
**Site 02**
**Speed Report (Speed Limit 60 Mph)** **24 May 2023** **Channel:** Eastbound

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 =>65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 3 | | 31 | | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 4 | | 20 | | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 2 | | 27 | | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 2 | | 23 | | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 4 | | 18 | | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 5 | | 22 | | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 4 | | 24 | | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 6 | | 25 | | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 5 | | 24 | | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 8 | | 22 | | 0 | 1 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 11 | 28 | 24 | 4 | 0 | 1 | 2 | 3 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 3 | | 19 | | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 4 | | 24 | | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 2 | | 42 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 21:00 | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 1 | | 18 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| 12H(7-19) | 57 | 28 | 23 | 5 | 0 | 5 | 10 | 23 | 14 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16H(6-22) | 64 | 29 | 24 | 5 | 0 | 5 | 11 | 25 | 17 | 3 | 2 | 0 | 0 | 0 | 0 | 1 | 0 |
| 18H(6-24) | 65 | 29 | 24 | 5 | 0 | 5 | 12 | 25 | 17 | 3 | 2 | 0 | 0 | 0 | 0 | 1 | 0 |
| 24H(0-24) | 65 | 29 | 24 | 5 | 0 | 5 | 12 | 25 | 17 | 3 | 2 | 0 | 0 | 0 | 0 | 1 | 0 |
| AM Peak | 11:00 | - | 07:00 | - | - | 11:00 | 08:00 | 08:00 | 11:00 | 09:00 | 07:00 | - | - | - | - | - | - |
| | 4 | 0 | 31 | 0 | 0 | 2 | 2 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Peak | 17:00 | 17:00 | 20:00 | 17:00 | - | 18:00 | 17:00 | 16:00 | 17:00 | 12:00 | 17:00 | - | - | - | - | 20:00 | - |
| | 11 | 28 | 42 | 4 | 0 | 1 | 2 | 4 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |

PCC Traffic Information Consultancy Ltd.

**Site No.** 620902 **Site Ref.** 620902
**Site 02**
**Speed Report (Speed Limit 60 Mph)** **24 May 2023** **Channel:** Total Flow

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 =>65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 8 | | 33 | | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| 07:00 | 12 | 38 | 31 | 7 | 0 | 0 | 0 | 4 | 1 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 7 | | 24 | | 0 | 0 | 2 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 8 | | 31 | | 0 | 0 | 0 | 2 | 2 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| 10:00 | 3 | | 26 | | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 10 | 28 | 22 | 6 | 0 | 2 | 3 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 6 | | 24 | | 0 | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 9 | | 26 | | 0 | 0 | 2 | 3 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 13 | 30 | 26 | 5 | 0 | 1 | 0 | 6 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 8 | | 24 | | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 9 | | 21 | | 0 | 1 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 13 | 28 | 24 | 4 | 0 | 1 | 2 | 3 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 7 | | 25 | | 0 | 1 | 1 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 6 | | 25 | | 0 | 0 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 4 | | 33 | | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 21:00 | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 1 | | 8 | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 1 | | 18 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| 12H(7-19) | 105 | 34 | 25 | 8 | 0 | 6 | 17 | 33 | 24 | 12 | 10 | 2 | 1 | 0 | 0 | 0 | 0 |
| 16H(6-22) | 124 | 34 | 26 | 8 | 0 | 6 | 19 | 36 | 32 | 15 | 11 | 2 | 2 | 0 | 0 | 1 | 0 |
| 18H(6-24) | 126 | 34 | 26 | 8 | 1 | 6 | 20 | 36 | 32 | 15 | 11 | 2 | 2 | 0 | 0 | 1 | 0 |
| 24H(0-24) | 126 | 34 | 26 | 8 | 1 | 6 | 20 | 36 | 32 | 15 | 11 | 2 | 2 | 0 | 0 | 1 | 0 |
| AM Peak | 07:00 | 07:00 | 06:00 | 07:00 | - | 11:00 | 11:00 | 07:00 | 11:00 | 06:00 | 07:00 | 07:00 | 09:00 | - | - | - | - |
| | 12 | 38 | 33 | 7 | 0 | 2 | 3 | 4 | 3 | 3 | 4 | 1 | 1 | 0 | 0 | 0 | 0 |
| PM Peak | 17:00 | 14:00 | 20:00 | 14:00 | 22:00 | 18:00 | 17:00 | 14:00 | 17:00 | 14:00 | 17:00 | 18:00 | - | - | - | 20:00 | - |
| | 13 | 30 | 33 | 5 | 1 | 1 | 2 | 6 | 6 | 2 | 1 | 1 | 0 | 0 | 0 | 1 | 0 |

PCC Traffic Information Consultancy Ltd.

## Cowbridge Rd, Bicker Bar ATC

**Site No.** 620903 **Site Ref.** 620903
**Site 03**
**Vehicle Count Report** **Week Begin: 18 May 2023** **Channel:** Northbound

| | Thu May 18 | Fri May 19 | Sat May 20 | Sun May 21 | Mon May 22 | Tue May 23 | Wed May 24 | 5-Day Ave. | 7-Day Ave. |
|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 1 | 0 | 0 | 1 | 2 | 2 | 0 | 1 | 1 |
| 06:00 | 7 | 8 | 6 | 1 | 4 | 4 | 9 | 6 | 6 |
| 07:00 | 12 | 7 | 5 | 3 | 4 | 10 | 7 | 8 | 7 |
| 08:00 | 4 | 7 | 2 | 1 | 6 | 8 | 7 | 6 | 5 |
| 09:00 | 1 | 2 | 4 | 7 | 2 | 9 | 6 | 4 | 4 |
| 10:00 | 3 | 3 | 4 | 1 | 4 | 6 | 2 | 4 | 3 |
| 11:00 | 5 | 5 | 4 | 5 | 6 | 5 | 8 | 6 | 5 |
| 12:00 | 5 | 7 | 3 | 3 | 3 | 5 | 8 | 6 | 5 |
| 13:00 | 7 | 1 | 6 | 3 | 5 | 4 | 6 | 5 | 5 |
| 14:00 | 7 | 5 | 2 | 6 | 6 | 4 | 9 | 6 | 6 |
| 15:00 | 5 | 3 | 2 | 3 | 5 | 6 | 7 | 5 | 4 |
| 16:00 | 5 | 7 | 7 | 2 | 3 | 7 | 2 | 5 | 5 |
| 17:00 | 2 | 1 | 2 | 3 | 3 | 1 | 3 | 2 | 2 |
| 18:00 | 6 | 2 | 2 | 2 | 5 | 6 | 7 | 5 | 4 |
| 19:00 | 0 | 3 | 2 | 2 | 2 | 3 | 4 | 2 | 2 |
| 20:00 | 4 | 1 | 0 | 2 | 0 | 0 | 3 | 2 | 1 |
| 21:00 | 1 | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | |
| 12H(7-19) | 62 | 50 | 43 | 39 | 52 | 71 | 72 | 61 | 56 |
| 16H(6-22) | 74 | 63 | 53 | 44 | 59 | 80 | 88 | 73 | 66 |
| 18H(6-24) | 74 | 63 | 54 | 44 | 59 | 80 | 88 | 73 | 66 |
| 24H(0-24) | 75 | 63 | 55 | 46 | 61 | 83 | 88 | 74 | 67 |
| AM Peak | 07:00 | 06:00 | 06:00 | 09:00 | 11:00 | 07:00 | 06:00 | 07:00 | 07:00 |
| | 12 | 8 | 6 | 7 | 6 | 10 | 9 | 8 | 7 |
| PM Peak | 14:00 | 16:00 | 16:00 | 14:00 | 14:00 | 16:00 | 14:00 | 14:00 | 14:00 |
| | 7 | 7 | 7 | 6 | 6 | 7 | 9 | 6 | 6 |

PCC Traffic Information Consultancy Ltd.

**Site No.** 620903 **Site Ref.** 620903
**Site 03**
**Vehicle Count Report** **Week Begin: 18 May 2023** **Channel:** Southbound

| | Thu May 18 | Fri May 19 | Sat May 20 | Sun May 21 | Mon May 22 | Tue May 23 | Wed May 24 | 5-Day Ave. | 7-Day Ave. |
|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 1 | 1 | 1 | 0 | 2 | 1 | 1 | 1 | 1 |
| 06:00 | 1 | 1 | 2 | 2 | 1 | 4 | 4 | 2 | 2 |
| 07:00 | 5 | 3 | 5 | 3 | 4 | 7 | 5 | 5 | 5 |
| 08:00 | 3 | 5 | 2 | 1 | 1 | 4 | 4 | 3 | 3 |
| 09:00 | 6 | 4 | 4 | 8 | 9 | 5 | 4 | 6 | 6 |
| 10:00 | 2 | 7 | 9 | 7 | 4 | 3 | 4 | 4 | 5 |
| 11:00 | 6 | 7 | 7 | 2 | 6 | 3 | 2 | 5 | 5 |
| 12:00 | 4 | 3 | 3 | 2 | 5 | 5 | 8 | 5 | 4 |
| 13:00 | 8 | 12 | 6 | 3 | 6 | 4 | 6 | 7 | 6 |
| 14:00 | 5 | 4 | 4 | 4 | 5 | 5 | 7 | 5 | 5 |
| 15:00 | 12 | 5 | 2 | 1 | 9 | 12 | 7 | 9 | 7 |
| 16:00 | 8 | 2 | 4 | 4 | 7 | 11 | 10 | 8 | 7 |
| 17:00 | 3 | 5 | 3 | 3 | 3 | 7 | 10 | 6 | 5 |
| 18:00 | 4 | 0 | 2 | 1 | 4 | 3 | 4 | 3 | 3 |
| 19:00 | 3 | 3 | 1 | 1 | 3 | 6 | 3 | 4 | 3 |
| 20:00 | 2 | 2 | 1 | 2 | 0 | 0 | 2 | 1 | 1 |
| 21:00 | 1 | 0 | 2 | 2 | 0 | 2 | 1 | 1 | 1 |
| 22:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | |
| 12H(7-19) | 66 | 57 | 51 | 39 | 63 | 69 | 71 | 65 | 59 |
| 16H(6-22) | 73 | 63 | 57 | 46 | 67 | 81 | 81 | 73 | 67 |
| 18H(6-24) | 74 | 63 | 58 | 46 | 67 | 81 | 81 | 73 | 67 |
| 24H(0-24) | 75 | 64 | 60 | 47 | 69 | 83 | 82 | 75 | 69 |
| AM Peak | 11:00 | 11:00 | 10:00 | 09:00 | 09:00 | 07:00 | 07:00 | 09:00 | 09:00 |
| | 6 | 7 | 9 | 8 | 9 | 7 | 5 | 6 | 6 |
| PM Peak | 15:00 | 13:00 | 13:00 | 16:00 | 15:00 | 15:00 | 17:00 | 15:00 | 15:00 |
| | 12 | 12 | 6 | 4 | 9 | 12 | 10 | 9 | 7 |

PCC Traffic Information Consultancy Ltd.

**Site No.** 620903 **Site Ref.** 620903
**Site 03**
**Vehicle Count Report** **Week Begin: 18 May 2023** **Channel:** Total Flow

| | Thu May 18 | Fri May 19 | Sat May 20 | Sun May 21 | Mon May 22 | Tue May 23 | Wed May 24 | 5-Day Ave. | 7-Day Ave. |
|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 1 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 2 | 1 | 1 | 1 | 4 | 3 | 1 | 2 | 2 |
| 06:00 | 8 | 9 | 8 | 3 | 5 | 8 | 13 | 9 | 8 |
| 07:00 | 17 | 10 | 10 | 6 | 8 | 17 | 12 | 13 | 11 |
| 08:00 | 7 | 12 | 4 | 2 | 7 | 12 | 11 | 10 | 8 |
| 09:00 | 7 | 6 | 8 | 15 | 11 | 14 | 10 | 10 | 10 |
| 10:00 | 5 | 10 | 13 | 8 | 8 | 9 | 6 | 8 | 8 |
| 11:00 | 11 | 12 | 11 | 7 | 12 | 8 | 10 | 11 | 10 |
| 12:00 | 9 | 10 | 6 | 5 | 8 | 10 | 16 | 11 | 9 |
| 13:00 | 15 | 13 | 12 | 6 | 11 | 8 | 12 | 12 | 11 |
| 14:00 | 12 | 9 | 6 | 10 | 11 | 9 | 16 | 11 | 10 |
| 15:00 | 17 | 8 | 4 | 4 | 14 | 18 | 14 | 14 | 11 |
| 16:00 | 13 | 9 | 11 | 6 | 10 | 18 | 12 | 12 | 11 |
| 17:00 | 5 | 6 | 5 | 6 | 6 | 8 | 13 | 8 | 7 |
| 18:00 | 10 | 2 | 4 | 3 | 9 | 9 | 11 | 8 | 7 |
| 19:00 | 3 | 6 | 3 | 3 | 5 | 9 | 7 | 6 | 5 |
| 20:00 | 6 | 3 | 1 | 4 | 0 | 0 | 5 | 3 | 3 |
| 21:00 | 2 | 1 | 4 | 2 | 1 | 4 | 1 | 2 | 2 |
| 22:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | |
| 12H(7-19) | 128 | 107 | 94 | 78 | 115 | 140 | 143 | 127 | 115 |
| 16H(6-22) | 147 | 126 | 110 | 90 | 126 | 161 | 169 | 146 | 133 |
| 18H(6-24) | 148 | 126 | 112 | 90 | 126 | 161 | 169 | 146 | 133 |
| 24H(0-24) | 150 | 127 | 115 | 93 | 130 | 166 | 170 | 149 | 136 |
| AM Peak | 07:00 | 11:00 | 10:00 | 09:00 | 11:00 | 07:00 | 06:00 | 07:00 | 07:00 |
| | 17 | 12 | 13 | 15 | 12 | 17 | 13 | 13 | 11 |
| PM Peak | 15:00 | 13:00 | 13:00 | 14:00 | 15:00 | 16:00 | 14:00 | 15:00 | 16:00 |
| | 17 | 13 | 12 | 10 | 14 | 18 | 16 | 14 | 11 |

PCC Traffic Information Consultancy Ltd.

# Cowbridge Rd, Bicker Bar ATC

**Site No.** 620903 **Site Ref.** 620903
**Site 03**
**Classification Report** **Week Begin: 18 May 2023** **Channel:** Northbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/IVan | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| Thu 18 May | 75 | 2 | 59 | 11 | 2 | 1 |
| Fri 19 May | 63 | 1 | 57 | 4 | 1 | 0 |
| Sat 20 May | 55 | 1 | 44 | 7 | 3 | 0 |
| Sun 21 May | 46 | 2 | 40 | 1 | 3 | 0 |
| Mon 22 May | 61 | 0 | 53 | 7 | 1 | 0 |
| Tue 23 May | 83 | 3 | 73 | 5 | 2 | 0 |
| Wed 24 May | 88 | 4 | 68 | 12 | 4 | 0 |
| 5 Day Ave. | 74 | 2 | 62 | 8 | 2 | 0 |
| 7 Day Ave. | 67 | 2 | 56 | 7 | 2 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No.** 620903 **Site Ref.** 620903
**Site 03**
**Classification Report** **Week Begin: 18 May 2023** **Channel:** Southbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/IVan | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| Thu 18 May | 75 | 2 | 55 | 14 | 4 | 0 |
| Fri 19 May | 64 | 0 | 50 | 12 | 2 | 0 |
| Sat 20 May | 60 | 3 | 45 | 9 | 3 | 0 |
| Sun 21 May | 47 | 3 | 38 | 4 | 2 | 0 |
| Mon 22 May | 69 | 3 | 48 | 12 | 6 | 0 |
| Tue 23 May | 83 | 5 | 67 | 7 | 4 | 0 |
| Wed 24 May | 82 | 4 | 61 | 16 | 1 | 0 |
| 5 Day Ave. | 75 | 3 | 56 | 12 | 3 | 0 |
| 7 Day Ave. | 69 | 3 | 52 | 11 | 3 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No.** 620903 **Site Ref.** 620903
**Site 03**
**Classification I Site No.** **Week Begin: 18 May 2023** **Channel:** Total Flow

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/IVan | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| Thu 18 May | 150 | 4 | 114 | 25 | 6 | 1 |
| Fri 19 May | 127 | 1 | 107 | 16 | 3 | 0 |
| Sat 20 May | 115 | 4 | 89 | 16 | 6 | 0 |
| Sun 21 May | 93 | 5 | 78 | 5 | 5 | 0 |
| Mon 22 May | 130 | 3 | 101 | 19 | 7 | 0 |
| Tue 23 May | 166 | 8 | 140 | 12 | 6 | 0 |
| Wed 24 May | 170 | 8 | 129 | 28 | 5 | 0 |
| 5 Day Ave. | 149 | 5 | 118 | 20 | 5 | 0 |
| 7 Day Ave. | 136 | 5 | 108 | 17 | 5 | 0 |

**PCC Traffic Information Consultancy Ltd.**

# Cowbridge Rd, Bicker Bar ATC

**Site No.** 620903 **Site Ref.** 620903

**Site 03**

**Speed Report (Speed Limit 60 Mph)** **Week Begin: 18 May 2023** **Channel:** Northbound

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 =>65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thu 18 May | 75 | 36 | 29 | 7 | 1 | 4 | 3 | 15 | 16 | 21 | 10 | 2 | 3 | 0 | 0 | 0 | 0 |
| Fri 19 May | 63 | 34 | 28 | 6 | 1 | 3 | 4 | 7 | 25 | 16 | 3 | 1 | 3 | 0 | 0 | 0 | 0 |
| Sat 20 May | 55 | 38 | 30 | 8 | 0 | 2 | 2 | 10 | 16 | 13 | 5 | 5 | 2 | 0 | 0 | 0 | 0 |
| Sun 21 May | 46 | 35 | 30 | 5 | 0 | 0 | 2 | 4 | 20 | 13 | 3 | 2 | 2 | 0 | 0 | 0 | 0 |
| Mon 22 May | 61 | 37 | 31 | 7 | 1 | 0 | 2 | 8 | 14 | 20 | 13 | 3 | 0 | 0 | 0 | 0 | 0 |
| Tue 23 May | 83 | 36 | 28 | 7 | 3 | 4 | 4 | 16 | 15 | 26 | 11 | 2 | 1 | 1 | 0 | 0 | 0 |
| Wed 24 May | 88 | 35 | 29 | 6 | 2 | 6 | 5 | 5 | 28 | 28 | 10 | 2 | 2 | 0 | 0 | 0 | 0 |
| 5 Day Ave. | 74 | 36 | 29 | 7 | 2 | 3 | 4 | 10 | 20 | 22 | 9 | 2 | 2 | 0 | 0 | 0 | 0 |
| 7 Day Ave. | 67 | 36 | 29 | 7 | 1 | 3 | 3 | 9 | 19 | 20 | 8 | 2 | 2 | 0 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No.** 620903 **Site Ref.** 620903

**Site 03**

**Speed Report (Speed Limit 60 Mph)** **Week Begin: 18 May 2023** **Channel:** Southbound

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 =>65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thu 18 May | 75 | 36 | 27 | 10 | 2 | 9 | 7 | 10 | 19 | 13 | 11 | 3 | 0 | 1 | 0 | 0 | 0 |
| Fri 19 May | 64 | 34 | 28 | 6 | 1 | 1 | 8 | 10 | 17 | 19 | 4 | 3 | 0 | 1 | 0 | 0 | 0 |
| Sat 20 May | 60 | 37 | 28 | 9 | 2 | 3 | 7 | 11 | 15 | 10 | 5 | 5 | 1 | 1 | 0 | 0 | 0 |
| Sun 21 May | 47 | 33 | 25 | 8 | 1 | 3 | 8 | 12 | 9 | 9 | 3 | 1 | 1 | 0 | 0 | 0 | 0 |
| Mon 22 May | 69 | 37 | 29 | 8 | 1 | 4 | 2 | 14 | 15 | 17 | 12 | 3 | 1 | 0 | 0 | 0 | 0 |
| Tue 23 May | 83 | 33 | 25 | 8 | 3 | 8 | 15 | 15 | 20 | 17 | 3 | 0 | 1 | 1 | 0 | 0 | 0 |
| Wed 24 May | 82 | 36 | 28 | 8 | 1 | 6 | 8 | 14 | 19 | 20 | 7 | 4 | 3 | 0 | 0 | 0 | 0 |
| 5 Day Ave. | 75 | 35 | 27 | 8 | 2 | 6 | 8 | 13 | 18 | 17 | 7 | 3 | 1 | 1 | 0 | 0 | 0 |
| 7 Day Ave. | 69 | 35 | 27 | 8 | 2 | 5 | 8 | 12 | 16 | 15 | 6 | 3 | 1 | 1 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No.** 620903 **Site Ref.** 620903

**Site 03**

**Speed Report (Speed Limit 60 Mph)** **Week Begin: 18 May 2023** **Channel:** Total Flow

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 =>65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Thu 18 May** | 150 | 37 | 28 | 9 | 3 | 13 | 10 | 25 | 35 | 34 | 21 | 5 | 3 | 1 | 0 | 0 | 0 |
| **Fri 19 May** | 127 | 34 | 28 | 6 | 2 | 4 | 12 | 17 | 42 | 35 | 7 | 4 | 3 | 1 | 0 | 0 | 0 |
| **Sat 20 May** | 115 | 38 | 29 | 9 | 2 | 5 | 9 | 21 | 31 | 23 | 10 | 10 | 3 | 1 | 0 | 0 | 0 |
| **Sun 21 May** | 93 | 34 | 28 | 7 | 1 | 3 | 10 | 16 | 29 | 22 | 6 | 3 | 3 | 0 | 0 | 0 | 0 |
| **Mon 22 May** | 130 | 37 | 30 | 8 | 2 | 4 | 4 | 22 | 29 | 37 | 25 | 6 | 1 | 0 | 0 | 0 | 0 |
| **Tue 23 May** | 166 | 34 | 26 | 8 | 6 | 12 | 19 | 31 | 35 | 43 | 14 | 2 | 2 | 2 | 0 | 0 | 0 |
| **Wed 24 May** | 170 | 36 | 28 | 7 | 3 | 12 | 13 | 19 | 47 | 48 | 17 | 6 | 5 | 0 | 0 | 0 | 0 |
| **5 Day Ave.** | 149 | 36 | 28 | 8 | 3 | 9 | 12 | 23 | 38 | 39 | 17 | 5 | 3 | 1 | 0 | 0 | 0 |
| **7 Day Ave.** | 136 | 36 | 28 | 8 | 3 | 8 | 11 | 22 | 35 | 35 | 14 | 5 | 3 | 1 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

## Cowbridge Rd, Bicker Bar ATC

**Site No.** 620903 **Site Ref.** 620903
**Site 03**
**Classification Report** **18 May 2023** **Channel:** Northbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/Van | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 06:00 | 7 | 0 | 5 | 2 | 0 | 0 |
| 07:00 | 12 | 1 | 9 | 2 | 0 | 0 |
| 08:00 | 4 | 0 | 4 | 0 | 0 | 0 |
| 09:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 10:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 11:00 | 5 | 0 | 4 | 0 | 0 | 1 |
| 12:00 | 5 | 0 | 2 | 3 | 0 | 0 |
| 13:00 | 7 | 0 | 6 | 1 | 0 | 0 |
| 14:00 | 7 | 0 | 6 | 1 | 0 | 0 |
| 15:00 | 5 | 0 | 4 | 1 | 0 | 0 |
| 16:00 | 5 | 0 | 4 | 0 | 1 | 0 |
| 17:00 | 2 | 0 | 1 | 1 | 0 | 0 |
| 18:00 | 6 | 1 | 5 | 0 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 4 | 0 | 4 | 0 | 0 | 0 |
| 21:00 | 1 | 0 | 0 | 0 | 1 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 62 | 2 | 49 | 9 | 1 | 1 |
| 16H(6-22) | 74 | 2 | 58 | 11 | 2 | 1 |
| 18H(6-24) | 74 | 2 | 58 | 11 | 2 | 1 |
| 24H(0-24) | 75 | 2 | 59 | 11 | 2 | 1 |
| AM Peak | 07:00 | 07:00 | 07:00 | 07:00 | 11:00 | 11:00 |
| | 12 | 1 | 9 | 2 | 0 | 1 |
| PM Peak | 14:00 | 18:00 | 14:00 | 12:00 | 21:00 | 23:00 |
| | 7 | 1 | 6 | 3 | 1 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No.** 620903 **Site Ref.** 620903
**Site 03**
**Classification Report** **18 May 2023** **Channel:** Southbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/Van | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 06:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 07:00 | 5 | 0 | 4 | 1 | 0 | 0 |
| 08:00 | 3 | 0 | 1 | 2 | 0 | 0 |
| 09:00 | 6 | 0 | 6 | 0 | 0 | 0 |
| 10:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 11:00 | 6 | 0 | 3 | 2 | 1 | 0 |
| 12:00 | 4 | 0 | 3 | 0 | 1 | 0 |
| 13:00 | 8 | 0 | 7 | 1 | 0 | 0 |
| 14:00 | 5 | 0 | 3 | 2 | 0 | 0 |
| 15:00 | 12 | 1 | 8 | 3 | 0 | 0 |
| 16:00 | 8 | 0 | 6 | 1 | 1 | 0 |
| 17:00 | 3 | 0 | 2 | 1 | 0 | 0 |
| 18:00 | 4 | 1 | 3 | 0 | 0 | 0 |
| 19:00 | 3 | 0 | 2 | 1 | 0 | 0 |
| 20:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 21:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 22:00 | 1 | 0 | 0 | 0 | 1 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 66 | 2 | 48 | 13 | 3 | 0 |
| 16H(6-22) | 73 | 2 | 54 | 14 | 3 | 0 |
| 18H(6-24) | 74 | 2 | 54 | 14 | 4 | 0 |
| 24H(0-24) | 75 | 2 | 55 | 14 | 4 | 0 |
| AM Peak | 11:00 | 11:00 | 09:00 | 11:00 | 11:00 | 11:00 |
| | 6 | 0 | 6 | 2 | 1 | 0 |
| PM Peak | 15:00 | 18:00 | 15:00 | 15:00 | 22:00 | 23:00 |
| | 12 | 1 | 8 | 3 | 1 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No.** 620903 **Site Ref.** 620903
**Site 03**
**Classification Report** **18 May 2023** **Channel:** Total Flow

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/Van | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 06:00 | 8 | 0 | 6 | 2 | 0 | 0 |
| 07:00 | 17 | 1 | 13 | 3 | 0 | 0 |
| 08:00 | 7 | 0 | 5 | 2 | 0 | 0 |
| 09:00 | 7 | 0 | 7 | 0 | 0 | 0 |
| 10:00 | 5 | 0 | 5 | 0 | 0 | 0 |
| 11:00 | 11 | 0 | 7 | 2 | 1 | 1 |
| 12:00 | 9 | 0 | 5 | 3 | 1 | 0 |
| 13:00 | 15 | 0 | 13 | 2 | 0 | 0 |
| 14:00 | 12 | 0 | 9 | 3 | 0 | 0 |
| 15:00 | 17 | 1 | 12 | 4 | 0 | 0 |
| 16:00 | 13 | 0 | 10 | 1 | 2 | 0 |
| 17:00 | 5 | 0 | 3 | 2 | 0 | 0 |
| 18:00 | 10 | 2 | 8 | 0 | 0 | 0 |
| 19:00 | 3 | 0 | 2 | 1 | 0 | 0 |
| 20:00 | 6 | 0 | 6 | 0 | 0 | 0 |
| 21:00 | 2 | 0 | 1 | 0 | 1 | 0 |
| 22:00 | 1 | 0 | 0 | 0 | 1 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 128 | 4 | 97 | 22 | 4 | 1 |
| 16H(6-22) | 147 | 4 | 112 | 25 | 5 | 1 |
| 18H(6-24) | 148 | 4 | 112 | 25 | 6 | 1 |
| 24H(0-24) | 150 | 4 | 114 | 25 | 6 | 1 |
| AM Peak | 07:00 | 07:00 | 07:00 | 07:00 | 11:00 | 11:00 |
| | 17 | 1 | 13 | 3 | 1 | 1 |
| PM Peak | 15:00 | 18:00 | 13:00 | 15:00 | 16:00 | 23:00 |
| | 17 | 2 | 13 | 4 | 2 | 0 |

**PCC Traffic Information Consultancy Ltd.**

Cowbridge Rd, Bicker Bar ATC

**Site No.** 620903 **Site Ref.** 620903
**Site 03**
**Classification Report** **19 May 2023** **Channel:** Northbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/Van | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 8 | 1 | 7 | 0 | 0 | 0 |
| 07:00 | 7 | 0 | 4 | 3 | 0 | 0 |
| 08:00 | 7 | 0 | 5 | 1 | 1 | 0 |
| 09:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 10:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 11:00 | 5 | 0 | 5 | 0 | 0 | 0 |
| 12:00 | 7 | 0 | 7 | 0 | 0 | 0 |
| 13:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 14:00 | 5 | 0 | 5 | 0 | 0 | 0 |
| 15:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 16:00 | 7 | 0 | 7 | 0 | 0 | 0 |
| 17:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 18:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 19:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 20:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 21:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 50 | 0 | 45 | 4 | 1 | 0 |
| 16H(6-22) | 63 | 1 | 57 | 4 | 1 | 0 |
| 18H(6-24) | 63 | 1 | 57 | 4 | 1 | 0 |
| 24H(0-24) | 63 | 1 | 57 | 4 | 1 | 0 |
| **AM Peak** | 06:00 | 06:00 | 06:00 | 07:00 | 08:00 | 11:00 |
| | 8 | 1 | 7 | 3 | 1 | 0 |
| **PM Peak** | 16:00 | 23:00 | 16:00 | 23:00 | 23:00 | 23:00 |
| | 7 | 0 | 7 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No.** 620903 **Site Ref.** 620903
**Site 03**
**Classification Report** **19 May 2023** **Channel:** Southbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/Van | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 06:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 07:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 08:00 | 5 | 0 | 4 | 1 | 0 | 0 |
| 09:00 | 4 | 0 | 3 | 1 | 0 | 0 |
| 10:00 | 7 | 0 | 4 | 3 | 0 | 0 |
| 11:00 | 7 | 0 | 5 | 1 | 1 | 0 |
| 12:00 | 3 | 0 | 1 | 2 | 0 | 0 |
| 13:00 | 12 | 0 | 8 | 4 | 0 | 0 |
| 14:00 | 4 | 0 | 3 | 0 | 1 | 0 |
| 15:00 | 5 | 0 | 5 | 0 | 0 | 0 |
| 16:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 17:00 | 5 | 0 | 5 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 20:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 57 | 0 | 43 | 12 | 2 | 0 |
| 16H(6-22) | 63 | 0 | 49 | 12 | 2 | 0 |
| 18H(6-24) | 63 | 0 | 49 | 12 | 2 | 0 |
| 24H(0-24) | 64 | 0 | 50 | 12 | 2 | 0 |
| **AM Peak** | 11:00 | 11:00 | 11:00 | 10:00 | 11:00 | 11:00 |
| | 7 | 0 | 5 | 3 | 1 | 0 |
| **PM Peak** | 13:00 | 23:00 | 13:00 | 13:00 | 14:00 | 23:00 |
| | 12 | 0 | 8 | 4 | 1 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No.** 620903 **Site Ref.** 620903
**Site 03**
**Classification Report** **19 May 2023** **Channel:** Total Flow

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/Van | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 06:00 | 9 | 1 | 8 | 0 | 0 | 0 |
| 07:00 | 10 | 0 | 7 | 3 | 0 | 0 |
| 08:00 | 12 | 0 | 9 | 2 | 1 | 0 |
| 09:00 | 6 | 0 | 5 | 1 | 0 | 0 |
| 10:00 | 10 | 0 | 7 | 3 | 0 | 0 |
| 11:00 | 12 | 0 | 10 | 1 | 1 | 0 |
| 12:00 | 10 | 0 | 8 | 2 | 0 | 0 |
| 13:00 | 13 | 0 | 9 | 4 | 0 | 0 |
| 14:00 | 9 | 0 | 8 | 0 | 1 | 0 |
| 15:00 | 8 | 0 | 8 | 0 | 0 | 0 |
| 16:00 | 9 | 0 | 9 | 0 | 0 | 0 |
| 17:00 | 6 | 0 | 6 | 0 | 0 | 0 |
| 18:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 19:00 | 6 | 0 | 6 | 0 | 0 | 0 |
| 20:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 21:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 107 | 0 | 88 | 16 | 3 | 0 |
| 16H(6-22) | 126 | 1 | 106 | 16 | 3 | 0 |
| 18H(6-24) | 126 | 1 | 106 | 16 | 3 | 0 |
| 24H(0-24) | 127 | 1 | 107 | 16 | 3 | 0 |
| **AM Peak** | 11:00 | 06:00 | 11:00 | 10:00 | 11:00 | 11:00 |
| | 12 | 1 | 10 | 3 | 1 | 0 |
| **PM Peak** | 13:00 | 23:00 | 16:00 | 13:00 | 14:00 | 23:00 |
| | 13 | 0 | 9 | 4 | 1 | 0 |

**PCC Traffic Information Consultancy Ltd.**

Cowbridge Rd, Bicker Bar ATC

**Site No.** 620903 **Site Ref.** 620903
**Site 03**
**Classification Report** **20 May 2023** **Channel:** Northbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/Van | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 6 | 0 | 5 | 0 | 1 | 0 |
| 07:00 | 5 | 0 | 4 | 1 | 0 | 0 |
| 08:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 09:00 | 4 | 0 | 3 | 0 | 1 | 0 |
| 10:00 | 4 | 0 | 3 | 1 | 0 | 0 |
| 11:00 | 4 | 0 | 4 | 0 | 0 | 0 |
| 12:00 | 3 | 0 | 1 | 1 | 1 | 0 |
| 13:00 | 6 | 0 | 5 | 1 | 0 | 0 |
| 14:00 | 2 | 1 | 1 | 0 | 0 | 0 |
| 15:00 | 2 | 0 | 1 | 1 | 0 | 0 |
| 16:00 | 7 | 0 | 6 | 1 | 0 | 0 |
| 17:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 18:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 19:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 2 | 0 | 1 | 1 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 43 | 1 | 34 | 6 | 2 | 0 |
| 16H(6-22) | 53 | 1 | 42 | 7 | 3 | 0 |
| 18H(6-24) | 54 | 1 | 43 | 7 | 3 | 0 |
| 24H(0-24) | 55 | 1 | 44 | 7 | 3 | 0 |
| **AM Peak** | 06:00 | 11:00 | 06:00 | 10:00 | 09:00 | 11:00 |
| | 6 | 0 | 5 | 1 | 1 | 0 |
| **PM Peak** | 16:00 | 14:00 | 16:00 | 21:00 | 12:00 | 23:00 |
| | 7 | 1 | 6 | 1 | 1 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No.** 620903 **Site Ref.** 620903
**Site 03**
**Classification Report** **20 May 2023** **Channel:** Southbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/Van | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 06:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 07:00 | 5 | 1 | 3 | 1 | 0 | 0 |
| 08:00 | 2 | 0 | 1 | 0 | 1 | 0 |
| 09:00 | 4 | 0 | 4 | 0 | 0 | 0 |
| 10:00 | 9 | 0 | 7 | 2 | 0 | 0 |
| 11:00 | 7 | 0 | 6 | 0 | 1 | 0 |
| 12:00 | 3 | 0 | 1 | 1 | 1 | 0 |
| 13:00 | 6 | 0 | 4 | 2 | 0 | 0 |
| 14:00 | 4 | 2 | 2 | 0 | 0 | 0 |
| 15:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 16:00 | 4 | 0 | 2 | 2 | 0 | 0 |
| 17:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 18:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 19:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 20:00 | 1 | 0 | 0 | 1 | 0 | 0 |
| 21:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 51 | 3 | 37 | 8 | 3 | 0 |
| 16H(6-22) | 57 | 3 | 42 | 9 | 3 | 0 |
| 18H(6-24) | 58 | 3 | 43 | 9 | 3 | 0 |
| 24H(0-24) | 60 | 3 | 45 | 9 | 3 | 0 |
| **AM Peak** | 10:00 | 07:00 | 10:00 | 10:00 | 11:00 | 11:00 |
| | 9 | 1 | 7 | 2 | 1 | 0 |
| **PM Peak** | 13:00 | 14:00 | 13:00 | 16:00 | 12:00 | 23:00 |
| | 6 | 2 | 4 | 2 | 1 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No.** 620903 **Site Ref.** 620903
**Site 03**
**Classification Report** **20 May 2023** **Channel:** Total Flow

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/Van | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 06:00 | 8 | 0 | 7 | 0 | 1 | 0 |
| 07:00 | 10 | 1 | 7 | 2 | 0 | 0 |
| 08:00 | 4 | 0 | 3 | 0 | 1 | 0 |
| 09:00 | 8 | 0 | 7 | 0 | 1 | 0 |
| 10:00 | 13 | 0 | 10 | 3 | 0 | 0 |
| 11:00 | 11 | 0 | 10 | 0 | 1 | 0 |
| 12:00 | 6 | 0 | 2 | 2 | 2 | 0 |
| 13:00 | 12 | 0 | 9 | 3 | 0 | 0 |
| 14:00 | 6 | 3 | 3 | 0 | 0 | 0 |
| 15:00 | 4 | 0 | 3 | 1 | 0 | 0 |
| 16:00 | 11 | 0 | 8 | 3 | 0 | 0 |
| 17:00 | 5 | 0 | 5 | 0 | 0 | 0 |
| 18:00 | 4 | 0 | 4 | 0 | 0 | 0 |
| 19:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 20:00 | 1 | 0 | 0 | 1 | 0 | 0 |
| 21:00 | 4 | 0 | 3 | 1 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 94 | 4 | 71 | 14 | 5 | 0 |
| 16H(6-22) | 110 | 4 | 84 | 16 | 6 | 0 |
| 18H(6-24) | 112 | 4 | 86 | 16 | 6 | 0 |
| 24H(0-24) | 115 | 4 | 89 | 16 | 6 | 0 |
| **AM Peak** | 10:00 | 07:00 | 11:00 | 10:00 | 11:00 | 11:00 |
| | 13 | 1 | 10 | 3 | 1 | 0 |
| **PM Peak** | 13:00 | 14:00 | 13:00 | 16:00 | 12:00 | 23:00 |
| | 12 | 3 | 9 | 3 | 2 | 0 |

**PCC Traffic Information Consultancy Ltd.**

## Cowbridge Rd, Bicker Bar ATC

**Site No.** 620903 **Site Ref.** 620903
**Site 03**
**Classification Report** **21 May 2023** **Channel:** Northbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/Van | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 06:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 07:00 | 3 | 0 | 2 | 1 | 0 | 0 |
| 08:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 09:00 | 7 | 0 | 7 | 0 | 0 | 0 |
| 10:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 11:00 | 5 | 0 | 4 | 0 | 1 | 0 |
| 12:00 | 3 | 0 | 2 | 0 | 1 | 0 |
| 13:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 14:00 | 6 | 0 | 5 | 0 | 1 | 0 |
| 15:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 16:00 | 2 | 1 | 1 | 0 | 0 | 0 |
| 17:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 18:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 19:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 20:00 | 2 | 1 | 1 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 39 | 1 | 34 | 1 | 3 | 0 |
| 16H(6-22) | 44 | 2 | 38 | 1 | 3 | 0 |
| 18H(6-24) | 44 | 2 | 38 | 1 | 3 | 0 |
| 24H(0-24) | 46 | 2 | 40 | 1 | 3 | 0 |
| **AM Peak** | 09:00 | 11:00 | 09:00 | 07:00 | 11:00 | 11:00 |
| | 7 | 0 | 7 | 1 | 1 | 0 |
| **PM Peak** | 14:00 | 20:00 | 14:00 | 23:00 | 14:00 | 23:00 |
| | 6 | 1 | 5 | 0 | 1 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No.** 620903 **Site Ref.** 620903
**Site 03**
**Classification Report** **21 May 2023** **Channel:** Southbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/Van | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 1 | 0 | 0 | 1 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 07:00 | 3 | 0 | 2 | 1 | 0 | 0 |
| 08:00 | 1 | 0 | 0 | 1 | 0 | 0 |
| 09:00 | 8 | 1 | 7 | 0 | 0 | 0 |
| 10:00 | 7 | 0 | 5 | 0 | 2 | 0 |
| 11:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 12:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 13:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 14:00 | 4 | 0 | 4 | 0 | 0 | 0 |
| 15:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 16:00 | 4 | 0 | 3 | 1 | 0 | 0 |
| 17:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 18:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 19:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 20:00 | 2 | 1 | 1 | 0 | 0 | 0 |
| 21:00 | 2 | 1 | 1 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 39 | 1 | 33 | 3 | 2 | 0 |
| 16H(6-22) | 46 | 3 | 38 | 3 | 2 | 0 |
| 18H(6-24) | 46 | 3 | 38 | 3 | 2 | 0 |
| 24H(0-24) | 47 | 3 | 38 | 4 | 2 | 0 |
| **AM Peak** | 09:00 | 09:00 | 09:00 | 08:00 | 10:00 | 11:00 |
| | 8 | 1 | 7 | 1 | 2 | 0 |
| **PM Peak** | 16:00 | 21:00 | 14:00 | 16:00 | 23:00 | 23:00 |
| | 4 | 1 | 4 | 1 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No.** 620903 **Site Ref.** 620903
**Site 03**
**Classification Report** **21 May 2023** **Channel:** Total Flow

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/Van | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 2 | 0 | 1 | 1 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 06:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 07:00 | 6 | 0 | 4 | 2 | 0 | 0 |
| 08:00 | 2 | 0 | 1 | 1 | 0 | 0 |
| 09:00 | 15 | 1 | 14 | 0 | 0 | 0 |
| 10:00 | 8 | 0 | 6 | 0 | 2 | 0 |
| 11:00 | 7 | 0 | 6 | 0 | 1 | 0 |
| 12:00 | 5 | 0 | 4 | 0 | 1 | 0 |
| 13:00 | 6 | 0 | 6 | 0 | 0 | 0 |
| 14:00 | 10 | 0 | 9 | 0 | 1 | 0 |
| 15:00 | 4 | 0 | 4 | 0 | 0 | 0 |
| 16:00 | 6 | 1 | 4 | 1 | 0 | 0 |
| 17:00 | 6 | 0 | 6 | 0 | 0 | 0 |
| 18:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 19:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 20:00 | 4 | 2 | 2 | 0 | 0 | 0 |
| 21:00 | 2 | 1 | 1 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 78 | 2 | 67 | 4 | 5 | 0 |
| 16H(6-22) | 90 | 5 | 76 | 4 | 5 | 0 |
| 18H(6-24) | 90 | 5 | 76 | 4 | 5 | 0 |
| 24H(0-24) | 93 | 5 | 78 | 5 | 5 | 0 |
| **AM Peak** | 09:00 | 09:00 | 09:00 | 07:00 | 10:00 | 11:00 |
| | 15 | 1 | 14 | 2 | 2 | 0 |
| **PM Peak** | 14:00 | 20:00 | 14:00 | 16:00 | 14:00 | 23:00 |
| | 10 | 2 | 9 | 1 | 1 | 0 |

**PCC Traffic Information Consultancy Ltd.**

# Cowbridge Rd, Bicker Bar ATC

**Site No.** 620903 **Site Ref.** 620903
**Site 03**
**Classification Report** **22 May 2023** **Channel:** Northbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/Van | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 06:00 | 4 | 0 | 4 | 0 | 0 | 0 |
| 07:00 | 4 | 0 | 4 | 0 | 0 | 0 |
| 08:00 | 6 | 0 | 5 | 0 | 1 | 0 |
| 09:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 10:00 | 4 | 0 | 3 | 1 | 0 | 0 |
| 11:00 | 6 | 0 | 4 | 2 | 0 | 0 |
| 12:00 | 3 | 0 | 2 | 1 | 0 | 0 |
| 13:00 | 5 | 0 | 3 | 2 | 0 | 0 |
| 14:00 | 6 | 0 | 6 | 0 | 0 | 0 |
| 15:00 | 5 | 0 | 4 | 1 | 0 | 0 |
| 16:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 17:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 18:00 | 5 | 0 | 5 | 0 | 0 | 0 |
| 19:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 52 | 0 | 44 | 7 | 1 | 0 |
| 16H(6-22) | 59 | 0 | 51 | 7 | 1 | 0 |
| 18H(6-24) | 59 | 0 | 51 | 7 | 1 | 0 |
| 24H(0-24) | 61 | 0 | 53 | 7 | 1 | 0 |
| AM Peak | 11:00 | 11:00 | 08:00 | 11:00 | 08:00 | 11:00 |
| | 6 | 0 | 5 | 2 | 1 | 0 |
| PM Peak | 14:00 | 23:00 | 14:00 | 13:00 | 23:00 | 23:00 |
| | 6 | 0 | 6 | 2 | 0 | 0 |

PCC Traffic Information Consultancy Ltd.

**Site No.** 620903 **Site Ref.** 620903
**Site 03**
**Classification Report** **22 May 2023** **Channel:** Southbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/Van | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 06:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 07:00 | 4 | 0 | 4 | 0 | 0 | 0 |
| 08:00 | 1 | 0 | 0 | 1 | 0 | 0 |
| 09:00 | 9 | 0 | 5 | 1 | 3 | 0 |
| 10:00 | 4 | 0 | 3 | 1 | 0 | 0 |
| 11:00 | 6 | 0 | 3 | 2 | 1 | 0 |
| 12:00 | 5 | 2 | 2 | 1 | 0 | 0 |
| 13:00 | 6 | 0 | 3 | 2 | 1 | 0 |
| 14:00 | 5 | 1 | 4 | 0 | 0 | 0 |
| 15:00 | 9 | 0 | 8 | 0 | 1 | 0 |
| 16:00 | 7 | 0 | 4 | 3 | 0 | 0 |
| 17:00 | 3 | 0 | 2 | 1 | 0 | 0 |
| 18:00 | 4 | 0 | 4 | 0 | 0 | 0 |
| 19:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 63 | 3 | 42 | 12 | 6 | 0 |
| 16H(6-22) | 67 | 3 | 46 | 12 | 6 | 0 |
| 18H(6-24) | 67 | 3 | 46 | 12 | 6 | 0 |
| 24H(0-24) | 69 | 3 | 48 | 12 | 6 | 0 |
| AM Peak | 09:00 | 11:00 | 09:00 | 11:00 | 09:00 | 11:00 |
| | 9 | 0 | 5 | 2 | 3 | 0 |
| PM Peak | 15:00 | 12:00 | 15:00 | 16:00 | 15:00 | 23:00 |
| | 9 | 2 | 8 | 3 | 1 | 0 |

PCC Traffic Information Consultancy Ltd.

**Site No.** 620903 **Site Ref.** 620903
**Site 03**
**Classification Report** **22 May 2023** **Channel:** Total Flow

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/Van | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 4 | 0 | 4 | 0 | 0 | 0 |
| 06:00 | 5 | 0 | 5 | 0 | 0 | 0 |
| 07:00 | 8 | 0 | 8 | 0 | 0 | 0 |
| 08:00 | 7 | 0 | 5 | 1 | 1 | 0 |
| 09:00 | 11 | 0 | 7 | 1 | 3 | 0 |
| 10:00 | 8 | 0 | 6 | 2 | 0 | 0 |
| 11:00 | 12 | 0 | 7 | 4 | 1 | 0 |
| 12:00 | 8 | 2 | 4 | 2 | 0 | 0 |
| 13:00 | 11 | 0 | 6 | 4 | 1 | 0 |
| 14:00 | 11 | 1 | 10 | 0 | 0 | 0 |
| 15:00 | 14 | 0 | 12 | 1 | 1 | 0 |
| 16:00 | 10 | 0 | 7 | 3 | 0 | 0 |
| 17:00 | 6 | 0 | 5 | 1 | 0 | 0 |
| 18:00 | 9 | 0 | 9 | 0 | 0 | 0 |
| 19:00 | 5 | 0 | 5 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 115 | 3 | 86 | 19 | 7 | 0 |
| 16H(6-22) | 126 | 3 | 97 | 19 | 7 | 0 |
| 18H(6-24) | 126 | 3 | 97 | 19 | 7 | 0 |
| 24H(0-24) | 130 | 3 | 101 | 19 | 7 | 0 |
| AM Peak | 11:00 | 11:00 | 07:00 | 11:00 | 09:00 | 11:00 |
| | 12 | 0 | 8 | 4 | 3 | 0 |
| PM Peak | 15:00 | 12:00 | 15:00 | 13:00 | 15:00 | 23:00 |
| | 14 | 2 | 12 | 4 | 1 | 0 |

PCC Traffic Information Consultancy Ltd.

## Cowbridge Rd, Bicker Bar ATC

**Site No.** 620903 **Site Ref.** 620903
**Site 03**
**Classification Report** **23 May 2023** **Channel:** Northbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/Van | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 2 | 0 | 1 | 1 | 0 | 0 |
| 06:00 | 4 | 0 | 4 | 0 | 0 | 0 |
| 07:00 | 10 | 0 | 9 | 1 | 0 | 0 |
| 08:00 | 8 | 1 | 7 | 0 | 0 | 0 |
| 09:00 | 9 | 1 | 8 | 0 | 0 | 0 |
| 10:00 | 6 | 0 | 5 | 1 | 0 | 0 |
| 11:00 | 5 | 0 | 4 | 0 | 1 | 0 |
| 12:00 | 5 | 0 | 4 | 0 | 1 | 0 |
| 13:00 | 4 | 0 | 4 | 0 | 0 | 0 |
| 14:00 | 4 | 0 | 4 | 0 | 0 | 0 |
| 15:00 | 6 | 0 | 6 | 0 | 0 | 0 |
| 16:00 | 7 | 1 | 5 | 1 | 0 | 0 |
| 17:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 18:00 | 6 | 0 | 5 | 1 | 0 | 0 |
| 19:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 71 | 3 | 62 | 4 | 2 | 0 |
| 16H(6-22) | 80 | 3 | 71 | 4 | 2 | 0 |
| 18H(6-24) | 80 | 3 | 71 | 4 | 2 | 0 |
| 24H(0-24) | 83 | 3 | 73 | 5 | 2 | 0 |
| **AM Peak** | 07:00 | 09:00 | 07:00 | 10:00 | 11:00 | 11:00 |
| | 10 | 1 | 9 | 1 | 1 | 0 |
| **PM Peak** | 16:00 | 16:00 | 15:00 | 18:00 | 12:00 | 23:00 |
| | 7 | 1 | 6 | 1 | 1 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No.** 620903 **Site Ref.** 620903
**Site 03**
**Classification Report** **23 May 2023** **Channel:** Southbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/Van | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 06:00 | 4 | 1 | 3 | 0 | 0 | 0 |
| 07:00 | 7 | 0 | 7 | 0 | 0 | 0 |
| 08:00 | 4 | 1 | 2 | 1 | 0 | 0 |
| 09:00 | 5 | 0 | 4 | 0 | 1 | 0 |
| 10:00 | 3 | 0 | 2 | 1 | 0 | 0 |
| 11:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 12:00 | 5 | 0 | 5 | 0 | 0 | 0 |
| 13:00 | 4 | 0 | 4 | 0 | 0 | 0 |
| 14:00 | 5 | 1 | 4 | 0 | 0 | 0 |
| 15:00 | 12 | 0 | 10 | 1 | 1 | 0 |
| 16:00 | 11 | 0 | 11 | 0 | 0 | 0 |
| 17:00 | 7 | 0 | 4 | 3 | 0 | 0 |
| 18:00 | 3 | 0 | 2 | 1 | 0 | 0 |
| 19:00 | 6 | 2 | 3 | 0 | 1 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 2 | 0 | 1 | 0 | 1 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 69 | 2 | 58 | 7 | 2 | 0 |
| 16H(6-22) | 81 | 5 | 65 | 7 | 4 | 0 |
| 18H(6-24) | 81 | 5 | 65 | 7 | 4 | 0 |
| 24H(0-24) | 83 | 5 | 67 | 7 | 4 | 0 |
| **AM Peak** | 07:00 | 08:00 | 07:00 | 10:00 | 09:00 | 11:00 |
| | 7 | 1 | 7 | 1 | 1 | 0 |
| **PM Peak** | 15:00 | 19:00 | 16:00 | 17:00 | 21:00 | 23:00 |
| | 12 | 2 | 11 | 3 | 1 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No.** 620903 **Site Ref.** 620903
**Site 03**
**Classification Report** **23 May 2023** **Channel:** Total Flow

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/Van | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 3 | 0 | 2 | 1 | 0 | 0 |
| 06:00 | 8 | 1 | 7 | 0 | 0 | 0 |
| 07:00 | 17 | 0 | 16 | 1 | 0 | 0 |
| 08:00 | 12 | 2 | 9 | 1 | 0 | 0 |
| 09:00 | 14 | 1 | 12 | 0 | 1 | 0 |
| 10:00 | 9 | 0 | 7 | 2 | 0 | 0 |
| 11:00 | 8 | 0 | 7 | 0 | 1 | 0 |
| 12:00 | 10 | 0 | 9 | 0 | 1 | 0 |
| 13:00 | 8 | 0 | 8 | 0 | 0 | 0 |
| 14:00 | 9 | 1 | 8 | 0 | 0 | 0 |
| 15:00 | 18 | 0 | 16 | 1 | 1 | 0 |
| 16:00 | 18 | 1 | 16 | 1 | 0 | 0 |
| 17:00 | 8 | 0 | 5 | 3 | 0 | 0 |
| 18:00 | 9 | 0 | 7 | 2 | 0 | 0 |
| 19:00 | 9 | 2 | 6 | 0 | 1 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 4 | 0 | 3 | 0 | 1 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 140 | 5 | 120 | 11 | 4 | 0 |
| 16H(6-22) | 161 | 8 | 136 | 11 | 6 | 0 |
| 18H(6-24) | 161 | 8 | 136 | 11 | 6 | 0 |
| 24H(0-24) | 166 | 8 | 140 | 12 | 6 | 0 |
| **AM Peak** | 07:00 | 08:00 | 07:00 | 10:00 | 11:00 | 11:00 |
| | 17 | 2 | 16 | 2 | 1 | 0 |
| **PM Peak** | 16:00 | 19:00 | 16:00 | 17:00 | 21:00 | 23:00 |
| | 18 | 2 | 16 | 3 | 1 | 0 |

**PCC Traffic Information Consultancy Ltd.**

# Cowbridge Rd, Bicker Bar ATC

**Site No.** 620903 **Site Ref.** 620903
**Site 03**
**Classification Report** **24 May 2023** **Channel:** Northbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/Van | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 9 | 0 | 8 | 1 | 0 | 0 |
| 07:00 | 7 | 0 | 7 | 0 | 0 | 0 |
| 08:00 | 7 | 1 | 6 | 0 | 0 | 0 |
| 09:00 | 6 | 0 | 3 | 3 | 0 | 0 |
| 10:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 11:00 | 8 | 0 | 6 | 1 | 1 | 0 |
| 12:00 | 8 | 0 | 5 | 1 | 2 | 0 |
| 13:00 | 6 | 0 | 4 | 2 | 0 | 0 |
| 14:00 | 9 | 1 | 6 | 2 | 0 | 0 |
| 15:00 | 7 | 0 | 6 | 0 | 1 | 0 |
| 16:00 | 2 | 1 | 1 | 0 | 0 | 0 |
| 17:00 | 3 | 0 | 3 | 0 | 0 | 0 |
| 18:00 | 7 | 0 | 6 | 1 | 0 | 0 |
| 19:00 | 4 | 1 | 3 | 0 | 0 | 0 |
| 20:00 | 3 | 0 | 2 | 1 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 72 | 3 | 55 | 10 | 4 | 0 |
| 16H(6-22) | 88 | 4 | 68 | 12 | 4 | 0 |
| 18H(6-24) | 88 | 4 | 68 | 12 | 4 | 0 |
| 24H(0-24) | 88 | 4 | 68 | 12 | 4 | 0 |
| **AM Peak** | 06:00 | 08:00 | 06:00 | 09:00 | 11:00 | 11:00 |
| | 9 | 1 | 8 | 3 | 1 | 0 |
| **PM Peak** | 14:00 | 19:00 | 18:00 | 14:00 | 12:00 | 23:00 |
| | 9 | 1 | 6 | 2 | 2 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No.** 620903 **Site Ref.** 620903
**Site 03**
**Classification Report** **24 May 2023** **Channel:** Southbound

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/Van | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 06:00 | 4 | 1 | 3 | 0 | 0 | 0 |
| 07:00 | 5 | 0 | 5 | 0 | 0 | 0 |
| 08:00 | 4 | 1 | 2 | 1 | 0 | 0 |
| 09:00 | 4 | 0 | 2 | 2 | 0 | 0 |
| 10:00 | 4 | 0 | 2 | 2 | 0 | 0 |
| 11:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 12:00 | 8 | 0 | 5 | 3 | 0 | 0 |
| 13:00 | 6 | 0 | 5 | 1 | 0 | 0 |
| 14:00 | 7 | 0 | 4 | 3 | 0 | 0 |
| 15:00 | 7 | 0 | 7 | 0 | 0 | 0 |
| 16:00 | 10 | 1 | 7 | 1 | 1 | 0 |
| 17:00 | 10 | 0 | 9 | 1 | 0 | 0 |
| 18:00 | 4 | 1 | 3 | 0 | 0 | 0 |
| 19:00 | 3 | 0 | 2 | 1 | 0 | 0 |
| 20:00 | 2 | 0 | 1 | 1 | 0 | 0 |
| 21:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 71 | 3 | 53 | 14 | 1 | 0 |
| 16H(6-22) | 81 | 4 | 60 | 16 | 1 | 0 |
| 18H(6-24) | 81 | 4 | 60 | 16 | 1 | 0 |
| 24H(0-24) | 82 | 4 | 61 | 16 | 1 | 0 |
| **AM Peak** | 07:00 | 08:00 | 07:00 | 10:00 | 11:00 | 11:00 |
| | 5 | 1 | 5 | 2 | 0 | 0 |
| **PM Peak** | 17:00 | 18:00 | 17:00 | 14:00 | 16:00 | 23:00 |
| | 10 | 1 | 9 | 3 | 1 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No.** 620903 **Site Ref.** 620903
**Site 03**
**Classification Report** **24 May 2023** **Channel:** Total Flow

| | Total Volume | Bin 1 M/Cycle | Bin 2 Car/Van | Bin 3 LGV | Bin 4 HGV | Bin 5 Bus |
|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 06:00 | 13 | 1 | 11 | 1 | 0 | 0 |
| 07:00 | 12 | 0 | 12 | 0 | 0 | 0 |
| 08:00 | 11 | 2 | 8 | 1 | 0 | 0 |
| 09:00 | 10 | 0 | 5 | 5 | 0 | 0 |
| 10:00 | 6 | 0 | 4 | 2 | 0 | 0 |
| 11:00 | 10 | 0 | 8 | 1 | 1 | 0 |
| 12:00 | 16 | 0 | 10 | 4 | 2 | 0 |
| 13:00 | 12 | 0 | 9 | 3 | 0 | 0 |
| 14:00 | 16 | 1 | 10 | 5 | 0 | 0 |
| 15:00 | 14 | 0 | 13 | 0 | 1 | 0 |
| 16:00 | 12 | 2 | 8 | 1 | 1 | 0 |
| 17:00 | 13 | 0 | 12 | 1 | 0 | 0 |
| 18:00 | 11 | 1 | 9 | 1 | 0 | 0 |
| 19:00 | 7 | 1 | 5 | 1 | 0 | 0 |
| 20:00 | 5 | 0 | 3 | 2 | 0 | 0 |
| 21:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | |
| 12H(7-19) | 143 | 6 | 108 | 24 | 5 | 0 |
| 16H(6-22) | 169 | 8 | 128 | 28 | 5 | 0 |
| 18H(6-24) | 169 | 8 | 128 | 28 | 5 | 0 |
| 24H(0-24) | 170 | 8 | 129 | 28 | 5 | 0 |
| **AM Peak** | 06:00 | 08:00 | 07:00 | 09:00 | 11:00 | 11:00 |
| | 13 | 2 | 12 | 5 | 1 | 0 |
| **PM Peak** | 14:00 | 16:00 | 15:00 | 14:00 | 12:00 | 23:00 |
| | 16 | 2 | 13 | 5 | 2 | 0 |

**PCC Traffic Information Consultancy Ltd.**

## Cowbridge Rd, Bicker Bar ATC

**Site Ref. 620903** **Site No. 620903**
**Site 03**
**Speed Report (Speed Limit 60 Mph)** **18 May 2023** **Channel: Northbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 >=65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00** | 1 | | 32 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00** | 7 | | 31 | | 0 | 1 | 0 | 1 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| **07:00** | 12 | 41 | 32 | 9 | 1 | 0 | 0 | 2 | 2 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 0 |
| **08:00** | 4 | | 25 | | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00** | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00** | 3 | | 33 | | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00** | 5 | | 29 | | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00** | 5 | | 29 | | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| **13:00** | 7 | | 30 | | 0 | 0 | 0 | 2 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **14:00** | 7 | | 30 | | 0 | 1 | 0 | 1 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **15:00** | 5 | | 23 | | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:00** | 5 | | 26 | | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:00** | 2 | | 30 | | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18:00** | 6 | | 28 | | 0 | 1 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **20:00** | 4 | | 29 | | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **21:00** | 1 | | 22 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **22:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 62 | 36 | 29 | 7 | 1 | 3 | 2 | 13 | 15 | 16 | 8 | 2 | 2 | 0 | 0 | 0 | 0 |
| **16H(6-22)** | 74 | 37 | 29 | 8 | 1 | 4 | 3 | 15 | 16 | 20 | 10 | 2 | 3 | 0 | 0 | 0 | 0 |
| **18H(6-24)** | 74 | 37 | 29 | 8 | 1 | 4 | 3 | 15 | 16 | 20 | 10 | 2 | 3 | 0 | 0 | 0 | 0 |
| **24H(0-24)** | 75 | 36 | 29 | 7 | 1 | 4 | 3 | 15 | 16 | 21 | 10 | 2 | 3 | 0 | 0 | 0 | 0 |
| **AM Peak** | 07:00 | 07:00 | 10:00 | 07:00 | 07:00 | 06:00 | - | 11:00 | 08:00 | 11:00 | 07:00 | 07:00 | 07:00 | - | - | - | - |
| | 12 | 41 | 33 | 9 | 1 | 1 | 0 | 2 | 2 | 3 | 3 | 2 | 1 | 0 | 0 | 0 | 0 |
| **PM Peak** | 14:00 | - | 17:00 | - | - | 18:00 | 20:00 | 13:00 | 16:00 | 14:00 | 14:00 | - | 12:00 | - | - | - | - |
| | 7 | 0 | 30 | 0 | 0 | 1 | 1 | 2 | 3 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No. 620903** **Site Ref. 620903**
**Site 03**
**Speed Report (Speed Limit 60 Mph)** **18 May 2023** **Channel: Southbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 >=65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00** | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00** | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00** | 5 | | 26 | | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| **08:00** | 3 | | 27 | | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00** | 6 | | 28 | | 0 | 0 | 0 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00** | 2 | | 25 | | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00** | 6 | | 18 | | 0 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00** | 4 | | 34 | | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| **13:00** | 8 | | 27 | | 0 | 1 | 1 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| **14:00** | 5 | | 21 | | 0 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **15:00** | 12 | 33 | 27 | 6 | 1 | 1 | 0 | 1 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:00** | 8 | | 32 | | 0 | 0 | 0 | 1 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:00** | 3 | | 23 | | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18:00** | 4 | | 25 | | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19:00** | 3 | | 36 | | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **20:00** | 2 | | 30 | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| **21:00** | 1 | | 18 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **22:00** | 1 | | 22 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 66 | 36 | 27 | 9 | 1 | 9 | 6 | 9 | 17 | 12 | 9 | 3 | 0 | 0 | 0 | 0 | 0 |
| **16H(6-22)** | 73 | 36 | 27 | 10 | 2 | 9 | 7 | 9 | 18 | 13 | 11 | 3 | 0 | 1 | 0 | 0 | 0 |
| **18H(6-24)** | 74 | 36 | 27 | 10 | 2 | 9 | 7 | 10 | 18 | 13 | 11 | 3 | 0 | 1 | 0 | 0 | 0 |
| **24H(0-24)** | 75 | 36 | 27 | 10 | 2 | 9 | 7 | 10 | 19 | 13 | 11 | 3 | 0 | 1 | 0 | 0 | 0 |
| **AM Peak** | 11:00 | - | 09:00 | - | - | 11:00 | 11:00 | 11:00 | 09:00 | 10:00 | 09:00 | 07:00 | - | - | - | - | - |
| | 6 | 0 | 28 | 0 | 0 | 3 | 1 | 1 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| **PM Peak** | 15:00 | 15:00 | 19:00 | 15:00 | 20:00 | 14:00 | 21:00 | 22:00 | 15:00 | 16:00 | 13:00 | 12:00 | - | 20:00 | - | - | - |
| | 12 | 33 | 36 | 6 | 1 | 2 | 1 | 1 | 3 | 5 | 3 | 2 | 0 | 1 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No. 620903** **Site Ref. 620903**
**Site 03**
**Speed Report (Speed Limit 60 Mph)** **18 May 2023** **Channel: Total Flow**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 >=65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00** | 2 | | 30 | | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00** | 8 | | 31 | | 0 | 1 | 0 | 1 | 1 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| **07:00** | 17 | 41 | 31 | 10 | 1 | 1 | 1 | 3 | 2 | 1 | 4 | 3 | 1 | 0 | 0 | 0 | 0 |
| **08:00** | 7 | | 26 | | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00** | 7 | | 28 | | 0 | 0 | 0 | 1 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00** | 5 | | 30 | | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00** | 11 | 31 | 23 | 8 | 0 | 3 | 1 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00** | 9 | | 31 | | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 |
| **13:00** | 15 | 36 | 29 | 7 | 0 | 1 | 1 | 3 | 3 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| **14:00** | 12 | 34 | 26 | 8 | 0 | 3 | 1 | 1 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **15:00** | 17 | 33 | 26 | 6 | 1 | 2 | 0 | 2 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:00** | 13 | 34 | 30 | 4 | 0 | 0 | 1 | 1 | 3 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:00** | 5 | | 25 | | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18:00** | 10 | 34 | 27 | 7 | 0 | 2 | 0 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19:00** | 3 | | 36 | | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **20:00** | 6 | | 29 | | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| **21:00** | 2 | | 20 | | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **22:00** | 1 | | 22 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 128 | 36 | 28 | 9 | 2 | 12 | 8 | 22 | 32 | 28 | 17 | 5 | 2 | 0 | 0 | 0 | 0 |
| **16H(6-22)** | 147 | 37 | 28 | 9 | 3 | 13 | 10 | 24 | 34 | 33 | 21 | 5 | 3 | 1 | 0 | 0 | 0 |
| **18H(6-24)** | 148 | 37 | 28 | 9 | 3 | 13 | 10 | 25 | 34 | 33 | 21 | 5 | 3 | 1 | 0 | 0 | 0 |
| **24H(0-24)** | 150 | 37 | 28 | 9 | 3 | 13 | 10 | 25 | 35 | 34 | 21 | 5 | 3 | 1 | 0 | 0 | 0 |
| **AM Peak** | 07:00 | 07:00 | 06:00 | 07:00 | 07:00 | 11:00 | 11:00 | 11:00 | 09:00 | 11:00 | 07:00 | 07:00 | 07:00 | - | - | - | - |
| | 17 | 41 | 31 | 10 | 1 | 3 | 1 | 3 | 5 | 3 | 4 | 3 | 1 | 0 | 0 | 0 | 0 |
| **PM Peak** | 15:00 | 13:00 | 19:00 | 14:00 | 20:00 | 14:00 | 21:00 | 13:00 | 15:00 | 16:00 | 13:00 | 12:00 | 12:00 | 20:00 | - | - | - |
| | 17 | 36 | 36 | 8 | 1 | 3 | 1 | 3 | 6 | 6 | 4 | 2 | 1 | 1 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

## Cowbridge Rd, Bicker Bar ATC

**Site Ref. 620903** **Site No. 620903**
**Site 03**
**Speed Report (Speed Limit 60 Mph)** **19 May 2023** **Channel: Northbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 >=65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00** | 8 | | 30 | | 1 | 0 | 1 | 0 | 1 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 |
| **07:00** | 7 | | 36 | | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 |
| **08:00** | 7 | | 25 | | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| **09:00** | 2 | | 23 | | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00** | 3 | | 27 | | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00** | 5 | | 25 | | 0 | 1 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00** | 7 | | 26 | | 0 | 0 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13:00** | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **14:00** | 5 | | 30 | | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **15:00** | 3 | | 29 | | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:00** | 7 | | 27 | | 0 | 0 | 0 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:00** | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18:00** | 2 | | 30 | | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19:00** | 3 | | 27 | | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **20:00** | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **21:00** | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **22:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 50 | 33 | 28 | 5 | 0 | 3 | 3 | 6 | 21 | 13 | 1 | 1 | 2 | 0 | 0 | 0 | 0 |
| **16H(6-22)** | 63 | 34 | 28 | 6 | 1 | 3 | 4 | 7 | 25 | 16 | 3 | 1 | 3 | 0 | 0 | 0 | 0 |
| **18H(6-24)** | 63 | 34 | 28 | 6 | 1 | 3 | 4 | 7 | 25 | 16 | 3 | 1 | 3 | 0 | 0 | 0 | 0 |
| **24H(0-24)** | 63 | 34 | 28 | 6 | 1 | 3 | 4 | 7 | 25 | 16 | 3 | 1 | 3 | 0 | 0 | 0 | 0 |
| **AM Peak** | 06:00 | - | 07:00 | - | 06:00 | 08:00 | 09:00 | 08:00 | 11:00 | 07:00 | 06:00 | 08:00 | 07:00 | - | - | - | - |
| | 8 | 0 | 36 | 0 | 1 | 2 | 1 | 2 | 3 | 2 | 2 | 1 | 2 | 0 | 0 | 0 | 0 |
| **PM Peak** | 16:00 | - | 18:00 | - | - | - | 14:00 | 16:00 | 16:00 | 14:00 | - | - | - | - | - | - | - |
| | 7 | 0 | 30 | 0 | 0 | 0 | 1 | 2 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No. 620903** **Site Ref. 620903**
**Site 03**
**Speed Report (Speed Limit 60 Mph)** **19 May 2023** **Channel: Southbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 >=65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00** | 1 | | 38 | | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00** | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00** | 3 | | 26 | | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| **08:00** | 5 | | 28 | | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00** | 4 | | 25 | | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00** | 7 | | 32 | | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 |
| **11:00** | 7 | | 27 | | 0 | 0 | 1 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00** | 3 | | 33 | | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13:00** | 12 | 33 | 30 | 3 | 0 | 0 | 0 | 1 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **14:00** | 4 | | 24 | | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **15:00** | 5 | | 30 | | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:00** | 2 | | 23 | | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:00** | 5 | | 30 | | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19:00** | 3 | | 26 | | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **20:00** | 2 | | 20 | | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **21:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **22:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 57 | 34 | 28 | 6 | 1 | 1 | 6 | 9 | 15 | 18 | 3 | 3 | 0 | 1 | 0 | 0 | 0 |
| **16H(6-22)** | 63 | 34 | 28 | 6 | 1 | 1 | 8 | 10 | 17 | 19 | 3 | 3 | 0 | 1 | 0 | 0 | 0 |
| **18H(6-24)** | 63 | 34 | 28 | 6 | 1 | 1 | 8 | 10 | 17 | 19 | 3 | 3 | 0 | 1 | 0 | 0 | 0 |
| **24H(0-24)** | 64 | 34 | 28 | 6 | 1 | 1 | 8 | 10 | 17 | 19 | 4 | 3 | 0 | 1 | 0 | 0 | 0 |
| **AM Peak** | 11:00 | - | 05:00 | - | 07:00 | - | 10:00 | 09:00 | 11:00 | 11:00 | 08:00 | 10:00 | - | 10:00 | - | - | - |
| | 7 | 0 | 38 | 0 | 1 | 0 | 2 | 3 | 3 | 2 | 1 | 2 | 0 | 1 | 0 | 0 | 0 |
| **PM Peak** | 13:00 | 13:00 | 12:00 | 13:00 | - | 14:00 | 20:00 | 20:00 | 13:00 | 13:00 | 17:00 | - | - | - | - | - | - |
| | 12 | 33 | 33 | 3 | 0 | 1 | 1 | 1 | 4 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No. 620903** **Site Ref. 620903**
**Site 03**
**Speed Report (Speed Limit 60 Mph)** **19 May 2023** **Channel: Total Flow**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 >=65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00** | 1 | | 38 | | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00** | 9 | | 30 | | 1 | 0 | 1 | 0 | 2 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 |
| **07:00** | 10 | 43 | 33 | 10 | 1 | 0 | 0 | 0 | 3 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 0 |
| **08:00** | 12 | 31 | 26 | 5 | 0 | 2 | 0 | 4 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| **09:00** | 6 | | 24 | | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00** | 10 | 41 | 30 | 11 | 0 | 0 | 2 | 1 | 4 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 |
| **11:00** | 12 | 30 | 26 | 4 | 0 | 1 | 1 | 1 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00** | 10 | 33 | 28 | 5 | 0 | 0 | 1 | 2 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13:00** | 13 | 33 | 30 | 3 | 0 | 0 | 0 | 1 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **14:00** | 9 | | 27 | | 0 | 1 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **15:00** | 8 | | 29 | | 0 | 0 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:00** | 9 | | 26 | | 0 | 0 | 1 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:00** | 6 | | 29 | | 0 | 0 | 1 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18:00** | 2 | | 30 | | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19:00** | 6 | | 27 | | 0 | 0 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **20:00** | 3 | | 23 | | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **21:00** | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **22:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 107 | 34 | 28 | 6 | 1 | 4 | 9 | 15 | 36 | 31 | 4 | 4 | 2 | 1 | 0 | 0 | 0 |
| **16H(6-22)** | 126 | 34 | 28 | 6 | 2 | 4 | 12 | 17 | 42 | 35 | 6 | 4 | 3 | 1 | 0 | 0 | 0 |
| **18H(6-24)** | 126 | 34 | 28 | 6 | 2 | 4 | 12 | 17 | 42 | 35 | 6 | 4 | 3 | 1 | 0 | 0 | 0 |
| **24H(0-24)** | 127 | 34 | 28 | 6 | 2 | 4 | 12 | 17 | 42 | 35 | 7 | 4 | 3 | 1 | 0 | 0 | 0 |
| **AM Peak** | 11:00 | 07:00 | 05:00 | 10:00 | 07:00 | 08:00 | 10:00 | 08:00 | 11:00 | 11:00 | 06:00 | 10:00 | 07:00 | 10:00 | - | - | - |
| | 12 | 43 | 38 | 11 | 1 | 2 | 2 | 4 | 6 | 3 | 2 | 2 | 2 | 1 | 0 | 0 | 0 |
| **PM Peak** | 13:00 | 13:00 | 18:00 | 12:00 | - | 14:00 | 14:00 | 16:00 | 16:00 | 13:00 | 17:00 | - | - | - | - | - | - |
| | 13 | 33 | 30 | 5 | 0 | 1 | 2 | 2 | 5 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

# Cowbridge Rd, Bicker Bar ATC

**Site Ref. 620903 Site No. 620903**
**Site 03**
**Speed Report (Speed Limit 60 Mph) 20 May 2023 Channel: Northbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 >=65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 1 | | 22 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00** | 6 | | 33 | | 0 | 0 | 1 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| **07:00** | 5 | | 30 | | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00** | 2 | | 17 | | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00** | 4 | | 27 | | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00** | 4 | | 25 | | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00** | 4 | | 30 | | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| **12:00** | 3 | | 31 | | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| **13:00** | 6 | | 26 | | 0 | 0 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **14:00** | 2 | | 40 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| **15:00** | 2 | | 30 | | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:00** | 7 | | 33 | | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:00** | 2 | | 35 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| **18:00** | 2 | | 25 | | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19:00** | 2 | | 35 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| **20:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **21:00** | 2 | | 28 | | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **22:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:00** | 1 | | 42 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 43 | 35 | 29 | 6 | 0 | 2 | 1 | 9 | 13 | 11 | 3 | 2 | 2 | 0 | 0 | 0 | 0 |
| **16H(6-22)** | 53 | 37 | 30 | 7 | 0 | 2 | 2 | 9 | 16 | 13 | 5 | 4 | 2 | 0 | 0 | 0 | 0 |
| **18H(6-24)** | 54 | 38 | 30 | 8 | 0 | 2 | 2 | 9 | 16 | 13 | 5 | 5 | 2 | 0 | 0 | 0 | 0 |
| **24H(0-24)** | 55 | 38 | 30 | 8 | 0 | 2 | 2 | 10 | 16 | 13 | 5 | 5 | 2 | 0 | 0 | 0 | 0 |
| **AM Peak** | 06:00 | - | 06:00 | - | - | 11:00 | 06:00 | 10:00 | 10:00 | 07:00 | 06:00 | 11:00 | - | - | - | - | - |
| | 6 | 0 | 33 | 0 | 0 | 1 | 1 | 2 | 2 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| **PM Peak** | 16:00 | - | 23:00 | - | - | - | 13:00 | 12:00 | 13:00 | 16:00 | 16:00 | 23:00 | 14:00 | - | - | - | - |
| | 7 | 0 | 42 | 0 | 0 | 0 | 1 | 2 | 3 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No. 620903 64.98716 Site Ref. 620903**
**Site 03**
**Speed Report (Speed Limit 60 Mph) 20 May 2023 Channel: Southbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 >=65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00** | 1 | | 32 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00** | 2 | | 15 | | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00** | 5 | | 29 | | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| **08:00** | 2 | | 25 | | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00** | 4 | | 27 | | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00** | 9 | | 28 | | 0 | 0 | 0 | 4 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00** | 7 | | 25 | | 0 | 0 | 3 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00** | 3 | | 24 | | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13:00** | 6 | | 24 | | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **14:00** | 4 | | 28 | | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| **15:00** | 2 | | 35 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| **16:00** | 4 | | 26 | | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:00** | 3 | | 36 | | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| **18:00** | 2 | | 30 | | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19:00** | 1 | | 32 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **20:00** | 1 | | 22 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **21:00** | 2 | | 35 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| **22:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:00** | 1 | | 52 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 51 | 36 | 27 | 9 | 2 | 2 | 6 | 10 | 13 | 8 | 5 | 4 | 1 | 0 | 0 | 0 | 0 |
| **16H(6-22)** | 57 | 37 | 27 | 9 | 2 | 3 | 7 | 11 | 14 | 9 | 5 | 5 | 1 | 0 | 0 | 0 | 0 |
| **18H(6-24)** | 58 | 37 | 28 | 10 | 2 | 3 | 7 | 11 | 14 | 9 | 5 | 5 | 1 | 1 | 0 | 0 | 0 |
| **24H(0-24)** | 60 | 37 | 28 | 9 | 2 | 3 | 7 | 11 | 15 | 10 | 5 | 5 | 1 | 1 | 0 | 0 | 0 |
| **AM Peak** | 10:00 | - | 05:00 | - | 07:00 | 06:00 | 11:00 | 10:00 | 10:00 | 11:00 | 10:00 | 07:00 | - | - | - | - | - |
| | 9 | 0 | 32 | 0 | 1 | 1 | 3 | 4 | 2 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| **PM Peak** | 13:00 | - | 23:00 | - | 14:00 | 14:00 | 16:00 | 13:00 | 16:00 | 19:00 | 17:00 | 21:00 | 14:00 | 23:00 | - | - | - |
| | 6 | 0 | 52 | 0 | 1 | 1 | 1 | 3 | 2 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No. 620903 Site Ref. 620903**
**Site 03**
**Speed Report (Speed Limit 60 Mph) 20 May 2023 Channel: Total Flow**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 >=65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 2 | | 25 | | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00** | 1 | | 32 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00** | 8 | | 29 | | 0 | 1 | 2 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| **07:00** | 10 | 34 | 30 | 5 | 1 | 0 | 0 | 1 | 2 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| **08:00** | 4 | | 21 | | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00** | 8 | | 28 | | 0 | 0 | 0 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00** | 13 | 30 | 27 | 3 | 0 | 0 | 0 | 6 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00** | 11 | 34 | 27 | 7 | 0 | 1 | 3 | 1 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| **12:00** | 6 | | 28 | | 0 | 1 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| **13:00** | 12 | 28 | 25 | 4 | 0 | 0 | 2 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **14:00** | 6 | | 32 | | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 |
| **15:00** | 4 | | 32 | | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| **16:00** | 11 | 34 | 30 | 4 | 0 | 0 | 1 | 0 | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:00** | 5 | | 36 | | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 |
| **18:00** | 4 | | 27 | | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19:00** | 3 | | 34 | | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| **20:00** | 1 | | 22 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **21:00** | 4 | | 31 | | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| **22:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:00** | 2 | | 47 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 94 | 36 | 28 | 8 | 2 | 4 | 7 | 19 | 26 | 19 | 8 | 6 | 3 | 0 | 0 | 0 | 0 |
| **16H(6-22)** | 110 | 37 | 28 | 9 | 2 | 5 | 9 | 20 | 30 | 22 | 10 | 9 | 3 | 0 | 0 | 0 | 0 |
| **18H(6-24)** | 112 | 38 | 29 | 9 | 2 | 5 | 9 | 20 | 30 | 22 | 10 | 10 | 3 | 1 | 0 | 0 | 0 |
| **24H(0-24)** | 115 | 38 | 29 | 9 | 2 | 5 | 9 | 21 | 31 | 23 | 10 | 10 | 3 | 1 | 0 | 0 | 0 |
| **AM Peak** | 10:00 | 07:00 | 05:00 | 11:00 | 07:00 | 11:00 | 11:00 | 10:00 | 10:00 | 07:00 | 10:00 | 11:00 | - | - | - | - | - |
| | 13 | 34 | 32 | 7 | 1 | 1 | 3 | 6 | 4 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| **PM Peak** | 13:00 | 16:00 | 23:00 | 16:00 | 14:00 | 14:00 | 13:00 | 13:00 | 13:00 | 16:00 | 16:00 | 17:00 | 14:00 | 23:00 | - | - | - |
| | 12 | 34 | 47 | 4 | 1 | 1 | 2 | 4 | 5 | 4 | 2 | 2 | 2 | 1 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

## Cowbridge Rd, Bicker Bar ATC

**Site Ref. 620903** **Site No. 620903**
**Site 03**
**Speed Report (Speed Limit 60 Mph)** **21 May 2023** **Channel: Northbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 >=65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 1 | | 38 | | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00** | 1 | | 32 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00** | 1 | | 38 | | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00** | 3 | | 31 | | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00** | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00** | 7 | | 27 | | 0 | 0 | 1 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00** | 1 | | 18 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00** | 5 | | 26 | | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00** | 3 | | 29 | | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13:00** | 3 | | 36 | | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| **14:00** | 6 | | 31 | | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **15:00** | 3 | | 29 | | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:00** | 2 | | 30 | | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:00** | 3 | | 29 | | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| **18:00** | 2 | | 30 | | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19:00** | 2 | | 30 | | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **20:00** | 2 | | 45 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| **21:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **22:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 39 | 33 | 29 | 4 | 0 | 0 | 2 | 4 | 19 | 11 | 1 | 1 | 1 | 0 | 0 | 0 | 0 |
| **16H(6-22)** | 44 | 34 | 30 | 4 | 0 | 0 | 2 | 4 | 20 | 12 | 2 | 2 | 2 | 0 | 0 | 0 | 0 |
| **18H(6-24)** | 44 | 34 | 30 | 4 | 0 | 0 | 2 | 4 | 20 | 12 | 2 | 2 | 2 | 0 | 0 | 0 | 0 |
| **24H(0-24)** | 46 | 35 | 30 | 5 | 0 | 0 | 2 | 4 | 20 | 13 | 3 | 2 | 2 | 0 | 0 | 0 | 0 |
| **AM Peak** | 09:00 | - | 06:00 | - | - | - | 10:00 | 11:00 | 09:00 | 07:00 | 06:00 | - | - | - | - | - | - |
| | 7 | 0 | 38 | 0 | 0 | 0 | 1 | 2 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PM Peak** | 14:00 | - | 20:00 | - | - | - | - | 17:00 | 14:00 | 14:00 | 14:00 | 20:00 | 20:00 | - | - | - | - |
| | 6 | 0 | 45 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No. 620903** **Site Ref. 620903**
**Site 03**
**Speed Report (Speed Limit 60 Mph)** **21 May 2023** **Channel: Southbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 >=65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00** | 2 | | 30 | | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00** | 3 | | 28 | | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00** | 1 | | 22 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00** | 8 | | 19 | | 1 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00** | 7 | | 23 | | 0 | 1 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00** | 2 | | 20 | | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00** | 2 | | 25 | | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13:00** | 3 | | 26 | | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **14:00** | 4 | | 30 | | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| **15:00** | 1 | | 32 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:00** | 4 | | 28 | | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:00** | 3 | | 27 | | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18:00** | 1 | | 32 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19:00** | 1 | | 32 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **20:00** | 2 | | 33 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| **21:00** | 2 | | 25 | | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **22:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 39 | 32 | 25 | 7 | 1 | 2 | 7 | 11 | 8 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| **16H(6-22)** | 46 | 33 | 25 | 8 | 1 | 3 | 8 | 12 | 8 | 9 | 3 | 1 | 1 | 0 | 0 | 0 | 0 |
| **18H(6-24)** | 46 | 33 | 25 | 8 | 1 | 3 | 8 | 12 | 8 | 9 | 3 | 1 | 1 | 0 | 0 | 0 | 0 |
| **24H(0-24)** | 47 | 33 | 25 | 8 | 1 | 3 | 8 | 12 | 9 | 9 | 3 | 1 | 1 | 0 | 0 | 0 | 0 |
| **AM Peak** | 09:00 | - | 06:00 | - | 09:00 | 10:00 | 09:00 | 10:00 | 09:00 | 07:00 | 06:00 | - | - | - | - | - | - |
| | 8 | 0 | 30 | 0 | 1 | 1 | 2 | 3 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PM Peak** | 16:00 | - | 20:00 | - | - | 21:00 | 20:00 | 13:00 | 17:00 | 16:00 | 21:00 | 14:00 | 20:00 | - | - | - | - |
| | 4 | 0 | 33 | 0 | 0 | 1 | 1 | 2 | 3 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No. 620903** **Site Ref. 620903**
**Site 03**
**Speed Report (Speed Limit 60 Mph)** **21 May 2023** **Channel: Total Flow**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 >=65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 2 | | 33 | | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00** | 1 | | 32 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00** | 3 | | 32 | | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00** | 6 | | 29 | | 0 | 0 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00** | 2 | | 25 | | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00** | 15 | 28 | 23 | 6 | 1 | 1 | 3 | 2 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00** | 8 | | 22 | | 0 | 1 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00** | 7 | | 25 | | 0 | 0 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00** | 5 | | 27 | | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13:00** | 6 | | 31 | | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| **14:00** | 10 | 36 | 30 | 6 | 0 | 0 | 1 | 1 | 3 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| **15:00** | 4 | | 30 | | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:00** | 6 | | 29 | | 0 | 0 | 1 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:00** | 6 | | 28 | | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| **18:00** | 3 | | 31 | | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19:00** | 3 | | 31 | | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **20:00** | 4 | | 39 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 |
| **21:00** | 2 | | 25 | | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **22:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 78 | 33 | 27 | 6 | 1 | 2 | 9 | 15 | 27 | 19 | 2 | 2 | 1 | 0 | 0 | 0 | 0 |
| **16H(6-22)** | 90 | 34 | 28 | 7 | 1 | 3 | 10 | 16 | 28 | 21 | 5 | 3 | 3 | 0 | 0 | 0 | 0 |
| **18H(6-24)** | 90 | 34 | 28 | 7 | 1 | 3 | 10 | 16 | 28 | 21 | 5 | 3 | 3 | 0 | 0 | 0 | 0 |
| **24H(0-24)** | 93 | 34 | 28 | 7 | 1 | 3 | 10 | 16 | 29 | 22 | 6 | 3 | 3 | 0 | 0 | 0 | 0 |
| **AM Peak** | 09:00 | 09:00 | 00:00 | 09:00 | 09:00 | 10:00 | 09:00 | 11:00 | 09:00 | 07:00 | 06:00 | - | - | - | - | - | - |
| | 15 | 28 | 33 | 6 | 1 | 1 | 3 | 3 | 7 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PM Peak** | 14:00 | 14:00 | 20:00 | 14:00 | - | 21:00 | 20:00 | 17:00 | 17:00 | 16:00 | 14:00 | 20:00 | 20:00 | - | - | - | - |
| | 10 | 36 | 39 | 6 | 0 | 1 | 1 | 2 | 3 | 3 | 2 | 1 | 2 | 0 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

## Cowbridge Rd, Bicker Bar ATC

**Site Ref. 620903** **Site No. 620903**
**Site 03**
**Speed Report (Speed Limit 60 Mph)** **22 May 2023** **Channel: Northbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 >=65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00** | 2 | | 37 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| **06:00** | 4 | | 33 | | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00** | 4 | | 31 | | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00** | 6 | | 30 | | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| **09:00** | 2 | | 23 | | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00** | 4 | | 36 | | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| **11:00** | 6 | | 26 | | 1 | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00** | 3 | | 26 | | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13:00** | 5 | | 26 | | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **14:00** | 6 | | 31 | | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **15:00** | 5 | | 34 | | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:00** | 3 | | 34 | | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:00** | 3 | | 31 | | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18:00** | 5 | | 33 | | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19:00** | 2 | | 33 | | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **20:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **21:00** | 1 | | 32 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **22:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 52 | 37 | 30 | 7 | 1 | 0 | 2 | 8 | 13 | 14 | 12 | 2 | 0 | 0 | 0 | 0 | 0 |
| **16H(6-22)** | 59 | 37 | 30 | 7 | 1 | 0 | 2 | 8 | 14 | 19 | 13 | 2 | 0 | 0 | 0 | 0 | 0 |
| **18H(6-24)** | 59 | 37 | 30 | 7 | 1 | 0 | 2 | 8 | 14 | 19 | 13 | 2 | 0 | 0 | 0 | 0 | 0 |
| **24H(0-24)** | 61 | 37 | 31 | 7 | 1 | 0 | 2 | 8 | 14 | 20 | 13 | 3 | 0 | 0 | 0 | 0 | 0 |
| **AM Peak** | 11:00 | - | 05:00 | - | 11:00 | - | 08:00 | 11:00 | 07:00 | 10:00 | 11:00 | 10:00 | - | - | - | - | - |
| | 6 | 0 | 37 | 0 | 1 | 0 | 1 | 2 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| **PM Peak** | 14:00 | - | 15:00 | - | - | - | 12:00 | 13:00 | 14:00 | 18:00 | 15:00 | - | - | - | - | - | - |
| | 6 | 0 | 34 | 0 | 0 | 0 | 1 | 3 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No. 620903** **Site Ref. 620903**
**Site 03**
**Speed Report (Speed Limit 60 Mph)** **22 May 2023** **Channel: Southbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 >=65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00** | 2 | | 30 | | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00** | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00** | 4 | | 24 | | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| **08:00** | 1 | | 18 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00** | 9 | | 27 | | 0 | 0 | 0 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00** | 4 | | 28 | | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00** | 6 | | 25 | | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00** | 5 | | 22 | | 0 | 2 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13:00** | 6 | | 29 | | 0 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **14:00** | 5 | | 31 | | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| **15:00** | 9 | | 30 | | 0 | 0 | 0 | 1 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:00** | 7 | | 32 | | 0 | 0 | 0 | 1 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| **17:00** | 3 | | 39 | | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| **18:00** | 4 | | 38 | | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| **19:00** | 3 | | 29 | | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **20:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **21:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **22:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 63 | 37 | 29 | 8 | 1 | 4 | 2 | 13 | 13 | 14 | 12 | 3 | 1 | 0 | 0 | 0 | 0 |
| **16H(6-22)** | 67 | 37 | 29 | 8 | 1 | 4 | 2 | 14 | 14 | 16 | 12 | 3 | 1 | 0 | 0 | 0 | 0 |
| **18H(6-24)** | 67 | 37 | 29 | 8 | 1 | 4 | 2 | 14 | 14 | 16 | 12 | 3 | 1 | 0 | 0 | 0 | 0 |
| **24H(0-24)** | 69 | 37 | 29 | 8 | 1 | 4 | 2 | 14 | 15 | 17 | 12 | 3 | 1 | 0 | 0 | 0 | 0 |
| **AM Peak** | 09:00 | - | 05:00 | - | 07:00 | 11:00 | 11:00 | 09:00 | 09:00 | 11:00 | 10:00 | 07:00 | - | - | - | - | - |
| | 9 | 0 | 30 | 0 | 1 | 1 | 1 | 3 | 4 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| **PM Peak** | 15:00 | - | 17:00 | - | - | 12:00 | - | 13:00 | 15:00 | 15:00 | 14:00 | 17:00 | 18:00 | - | - | - | - |
| | 9 | 0 | 39 | 0 | 0 | 2 | 0 | 3 | 4 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No. 620903** **Site Ref. 620903**
**Site 03**
**Speed Report (Speed Limit 60 Mph)** **22 May 2023** **Channel: Total Flow**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 >=65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00** | 4 | | 34 | | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| **06:00** | 5 | | 32 | | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00** | 8 | | 28 | | 1 | 0 | 0 | 2 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| **08:00** | 7 | | 28 | | 0 | 0 | 2 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| **09:00** | 11 | 29 | 26 | 3 | 0 | 0 | 0 | 5 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00** | 8 | | 32 | | 0 | 0 | 0 | 2 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| **11:00** | 12 | 33 | 25 | 8 | 1 | 1 | 1 | 2 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00** | 8 | | 24 | | 0 | 2 | 1 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13:00** | 11 | 33 | 28 | 6 | 0 | 0 | 0 | 6 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **14:00** | 11 | 37 | 31 | 6 | 0 | 1 | 0 | 0 | 3 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| **15:00** | 14 | 36 | 31 | 5 | 0 | 0 | 0 | 1 | 5 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:00** | 10 | 38 | 33 | 5 | 0 | 0 | 0 | 1 | 3 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 |
| **17:00** | 6 | | 35 | | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| **18:00** | 9 | | 35 | | 0 | 0 | 0 | 0 | 1 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 |
| **19:00** | 5 | | 30 | | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **20:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **21:00** | 1 | | 32 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **22:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 115 | 38 | 29 | 8 | 2 | 4 | 4 | 21 | 26 | 28 | 24 | 5 | 1 | 0 | 0 | 0 | 0 |
| **16H(6-22)** | 126 | 37 | 30 | 8 | 2 | 4 | 4 | 22 | 28 | 35 | 25 | 5 | 1 | 0 | 0 | 0 | 0 |
| **18H(6-24)** | 126 | 37 | 30 | 8 | 2 | 4 | 4 | 22 | 28 | 35 | 25 | 5 | 1 | 0 | 0 | 0 | 0 |
| **24H(0-24)** | 130 | 37 | 30 | 8 | 2 | 4 | 4 | 22 | 29 | 37 | 25 | 6 | 1 | 0 | 0 | 0 | 0 |
| **AM Peak** | 11:00 | 11:00 | 05:00 | 11:00 | 11:00 | 11:00 | 08:00 | 09:00 | 09:00 | 11:00 | 11:00 | 10:00 | - | - | - | - | - |
| | 12 | 33 | 34 | 8 | 1 | 1 | 2 | 5 | 4 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| **PM Peak** | 15:00 | 16:00 | 17:00 | 13:00 | - | 12:00 | 12:00 | 13:00 | 15:00 | 18:00 | 16:00 | 17:00 | 18:00 | - | - | - | - |
| | 14 | 38 | 35 | 6 | 0 | 2 | 1 | 6 | 5 | 5 | 4 | 1 | 1 | 0 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

# Cowbridge Rd, Bicker Bar ATC

**Site Ref. 620903 Site No. 620903**
**Site 03**
**Speed Report (Speed Limit 60 Mph) 23 May 2023 Channel: Northbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 >=65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00** | 1 | | 38 | | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00** | 2 | | 27 | | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00** | 4 | | 35 | | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| **07:00** | 10 | 34 | 30 | 4 | 0 | 0 | 1 | 2 | 1 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| **08:00** | 8 | | 22 | | 1 | 2 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00** | 9 | | 27 | | 1 | 0 | 2 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| **10:00** | 6 | | 27 | | 0 | 0 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00** | 5 | | 29 | | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00** | 5 | | 26 | | 0 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13:00** | 4 | | 25 | | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **14:00** | 4 | | 24 | | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **15:00** | 6 | | 33 | | 0 | 0 | 0 | 1 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:00** | 7 | | 28 | | 1 | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:00** | 1 | | 32 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18:00** | 6 | | 28 | | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19:00** | 3 | | 36 | | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| **20:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **21:00** | 2 | | 38 | | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **22:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 71 | 35 | 27 | 7 | 3 | 4 | 4 | 15 | 14 | 21 | 8 | 1 | 0 | 1 | 0 | 0 | 0 |
| **16H(6-22)** | 80 | 36 | 28 | 7 | 3 | 4 | 4 | 15 | 15 | 25 | 10 | 2 | 1 | 1 | 0 | 0 | 0 |
| **18H(6-24)** | 80 | 36 | 28 | 7 | 3 | 4 | 4 | 15 | 15 | 25 | 10 | 2 | 1 | 1 | 0 | 0 | 0 |
| **24H(0-24)** | 83 | 36 | 28 | 7 | 3 | 4 | 4 | 16 | 15 | 26 | 11 | 2 | 1 | 1 | 0 | 0 | 0 |
| **AM Peak** | 07:00 | 07:00 | 02:00 | 07:00 | 09:00 | 08:00 | 09:00 | 10:00 | 11:00 | 07:00 | 11:00 | 07:00 | - | 09:00 | - | - | - |
| | 10 | 34 | 38 | 4 | 1 | 2 | 2 | 2 | 2 | 4 | 1 | 1 | 0 | 1 | 0 | 0 | 0 |
| **PM Peak** | 16:00 | - | 21:00 | - | 16:00 | 13:00 | - | 14:00 | 18:00 | 16:00 | 21:00 | - | 19:00 | - | - | - | - |
| | 7 | 0 | 38 | 0 | 1 | 1 | 0 | 3 | 2 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No. 620903 64.98716 Site Ref. 620903**
**Site 03**
**Speed Report (Speed Limit 60 Mph) 23 May 2023 Channel: Southbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 >=65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00** | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00** | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00** | 4 | | 18 | | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00** | 7 | | 28 | | 1 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| **08:00** | 4 | | 19 | | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00** | 5 | | 22 | | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00** | 3 | | 31 | | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00** | 3 | | 26 | | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00** | 5 | | 29 | | 0 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13:00** | 4 | | 28 | | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **14:00** | 5 | | 23 | | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **15:00** | 12 | 28 | 22 | 6 | 0 | 1 | 5 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:00** | 11 | 31 | 26 | 5 | 0 | 0 | 1 | 5 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:00** | 7 | | 30 | | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| **18:00** | 3 | | 26 | | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19:00** | 6 | | 21 | | 1 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **20:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **21:00** | 2 | | 18 | | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **22:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 69 | 33 | 25 | 8 | 2 | 6 | 10 | 14 | 16 | 16 | 3 | 0 | 1 | 1 | 0 | 0 | 0 |
| **16H(6-22)** | 81 | 33 | 24 | 8 | 3 | 8 | 15 | 15 | 18 | 17 | 3 | 0 | 1 | 1 | 0 | 0 | 0 |
| **18H(6-24)** | 81 | 33 | 24 | 8 | 3 | 8 | 15 | 15 | 18 | 17 | 3 | 0 | 1 | 1 | 0 | 0 | 0 |
| **24H(0-24)** | 83 | 33 | 25 | 8 | 3 | 8 | 15 | 15 | 20 | 17 | 3 | 0 | 1 | 1 | 0 | 0 | 0 |
| **AM Peak** | 07:00 | - | 10:00 | - | 07:00 | 08:00 | 11:00 | 09:00 | 11:00 | 10:00 | 07:00 | - | 07:00 | - | - | - | - |
| | 7 | 0 | 31 | 0 | 1 | 2 | 1 | 3 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| **PM Peak** | 15:00 | 16:00 | 17:00 | 15:00 | 19:00 | 15:00 | 15:00 | 16:00 | 17:00 | 16:00 | 13:00 | - | - | 17:00 | - | - | - |
| | 12 | 31 | 30 | 6 | 1 | 1 | 5 | 5 | 3 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No. 620903 Site Ref. 620903**
**Site 03**
**Speed Report (Speed Limit 60 Mph) 23 May 2023 Channel: Total Flow**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 >=65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00** | 2 | | 33 | | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00** | 3 | | 27 | | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00** | 8 | | 26 | | 0 | 2 | 1 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| **07:00** | 17 | 36 | 29 | 7 | 1 | 0 | 1 | 4 | 2 | 5 | 2 | 1 | 1 | 0 | 0 | 0 | 0 |
| **08:00** | 12 | 31 | 21 | 10 | 1 | 4 | 1 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00** | 14 | 32 | 25 | 7 | 1 | 1 | 2 | 5 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| **10:00** | 9 | | 28 | | 0 | 0 | 1 | 2 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00** | 8 | | 28 | | 0 | 0 | 1 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00** | 10 | 33 | 28 | 6 | 0 | 2 | 0 | 0 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13:00** | 8 | | 26 | | 0 | 2 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **14:00** | 9 | | 23 | | 1 | 0 | 1 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **15:00** | 18 | 33 | 26 | 8 | 0 | 1 | 5 | 3 | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:00** | 18 | 33 | 27 | 6 | 1 | 0 | 1 | 5 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:00** | 8 | | 31 | | 0 | 0 | 0 | 2 | 3 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| **18:00** | 9 | | 27 | | 0 | 0 | 1 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19:00** | 9 | | 26 | | 1 | 0 | 2 | 1 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| **20:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **21:00** | 4 | | 28 | | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **22:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 140 | 34 | 26 | 8 | 5 | 10 | 14 | 29 | 30 | 37 | 11 | 1 | 1 | 2 | 0 | 0 | 0 |
| **16H(6-22)** | 161 | 34 | 26 | 8 | 6 | 12 | 19 | 30 | 33 | 42 | 13 | 2 | 2 | 2 | 0 | 0 | 0 |
| **18H(6-24)** | 161 | 34 | 26 | 8 | 6 | 12 | 19 | 30 | 33 | 42 | 13 | 2 | 2 | 2 | 0 | 0 | 0 |
| **24H(0-24)** | 166 | 34 | 26 | 8 | 6 | 12 | 19 | 31 | 35 | 43 | 14 | 2 | 2 | 2 | 0 | 0 | 0 |
| **AM Peak** | 07:00 | 07:00 | 02:00 | 08:00 | 09:00 | 08:00 | 09:00 | 09:00 | 11:00 | 07:00 | 07:00 | 07:00 | 07:00 | 09:00 | - | - | - |
| | 17 | 36 | 33 | 10 | 1 | 4 | 2 | 5 | 3 | 5 | 2 | 1 | 1 | 1 | 0 | 0 | 0 |
| **PM Peak** | 16:00 | 15:00 | 17:00 | 15:00 | 19:00 | 13:00 | 15:00 | 16:00 | 16:00 | 16:00 | 21:00 | - | 19:00 | 17:00 | - | - | - |
| | 18 | 33 | 31 | 8 | 1 | 2 | 5 | 5 | 4 | 6 | 2 | 0 | 1 | 1 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

## Cowbridge Rd, Bicker Bar ATC

**Site Ref. 620903** **Site No. 620903**
**Site 03**
**Speed Report (Speed Limit 60 Mph)** **24 May 2023** **Channel: Northbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 >=65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00** | 9 | | 35 | | 0 | 0 | 0 | 0 | 1 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 |
| **07:00** | 7 | | 32 | | 0 | 0 | 0 | 0 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00** | 7 | | 28 | | 0 | 2 | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| **09:00** | 6 | | 32 | | 0 | 1 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 |
| **10:00** | 2 | | 33 | | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00** | 8 | | 30 | | 0 | 0 | 1 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00** | 8 | | 26 | | 0 | 1 | 0 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13:00** | 6 | | 28 | | 0 | 0 | 2 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **14:00** | 9 | | 23 | | 1 | 1 | 1 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **15:00** | 7 | | 27 | | 0 | 1 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:00** | 2 | | 25 | | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:00** | 3 | | 31 | | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18:00** | 7 | | 29 | | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| **19:00** | 4 | | 25 | | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **20:00** | 3 | | 27 | | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **21:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **22:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 72 | 35 | 28 | 6 | 1 | 6 | 5 | 4 | 24 | 22 | 7 | 2 | 1 | 0 | 0 | 0 | 0 |
| **16H(6-22)** | 88 | 35 | 29 | 6 | 2 | 6 | 5 | 5 | 28 | 28 | 10 | 2 | 2 | 0 | 0 | 0 | 0 |
| **18H(6-24)** | 88 | 35 | 29 | 6 | 2 | 6 | 5 | 5 | 28 | 28 | 10 | 2 | 2 | 0 | 0 | 0 | 0 |
| **24H(0-24)** | 88 | 35 | 29 | 6 | 2 | 6 | 5 | 5 | 28 | 28 | 10 | 2 | 2 | 0 | 0 | 0 | 0 |
| **AM Peak** | 06:00 | - | 06:00 | - | - | 08:00 | 11:00 | - | 11:00 | 06:00 | 09:00 | 08:00 | 09:00 | - | - | - | - |
| | 9 | 0 | 35 | 0 | 0 | 2 | 1 | 0 | 3 | 5 | 2 | 1 | 1 | 0 | 0 | 0 | 0 |
| **PM Peak** | 14:00 | - | 17:00 | - | 19:00 | 15:00 | 13:00 | 12:00 | 18:00 | 15:00 | 19:00 | 18:00 | - | - | - | - | - |
| | 9 | 0 | 31 | 0 | 1 | 1 | 2 | 2 | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No. 620903** **Site Ref. 620903**
**Site 03**
**Speed Report (Speed Limit 60 Mph)** **24 May 2023** **Channel: Southbound**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 >=65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00** | 1 | | 18 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00** | 4 | | 27 | | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00** | 5 | | 30 | | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| **08:00** | 4 | | 25 | | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00** | 4 | | 29 | | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| **10:00** | 4 | | 33 | | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| **11:00** | 2 | | 23 | | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00** | 8 | | 31 | | 0 | 0 | 0 | 1 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13:00** | 6 | | 28 | | 0 | 1 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **14:00** | 7 | | 27 | | 0 | 1 | 0 | 2 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| **15:00** | 7 | | 33 | | 0 | 0 | 0 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:00** | 10 | 28 | 24 | 4 | 0 | 1 | 1 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:00** | 10 | 34 | 30 | 4 | 0 | 0 | 1 | 3 | 1 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| **18:00** | 4 | | 20 | | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19:00** | 3 | | 23 | | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **20:00** | 2 | | 40 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| **21:00** | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **22:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 71 | 35 | 28 | 7 | 0 | 6 | 6 | 13 | 16 | 18 | 6 | 4 | 2 | 0 | 0 | 0 | 0 |
| **16H(6-22)** | 81 | 36 | 28 | 8 | 1 | 6 | 7 | 14 | 19 | 20 | 7 | 4 | 3 | 0 | 0 | 0 | 0 |
| **18H(6-24)** | 81 | 36 | 28 | 8 | 1 | 6 | 7 | 14 | 19 | 20 | 7 | 4 | 3 | 0 | 0 | 0 | 0 |
| **24H(0-24)** | 82 | 36 | 28 | 8 | 1 | 6 | 8 | 14 | 19 | 20 | 7 | 4 | 3 | 0 | 0 | 0 | 0 |
| **AM Peak** | 07:00 | - | 10:00 | - | 06:00 | 08:00 | 11:00 | 09:00 | 08:00 | 09:00 | 10:00 | 09:00 | 10:00 | - | - | - | - |
| | 5 | 0 | 33 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 |
| **PM Peak** | 17:00 | 17:00 | 20:00 | 16:00 | - | 18:00 | 19:00 | 16:00 | 12:00 | 15:00 | 12:00 | 17:00 | 20:00 | - | - | - | - |
| | 10 | 34 | 40 | 4 | 0 | 1 | 1 | 5 | 3 | 5 | 2 | 1 | 1 | 0 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

**Site No. 620903** **Site Ref. 620903**
**Site 03**
**Speed Report (Speed Limit 60 Mph)** **24 May 2023** **Channel: Total Flow**

| | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <10Mph | Bin 2 10-<15 | Bin 3 15-<20 | Bin 4 20-<25 | Bin 5 25-<30 | Bin 6 30-<35 | Bin 7 35-<40 | Bin 8 40-<45 | Bin 9 45-<50 | Bin 10 50-<55 | Bin 11 55-<60 | Bin 12 60-<65 | Bin 13 >=65 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00** | 1 | | 18 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00** | 13 | 37 | 32 | 5 | 1 | 0 | 0 | 0 | 2 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 |
| **07:00** | 12 | 36 | 31 | 5 | 0 | 1 | 0 | 0 | 3 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| **08:00** | 11 | 33 | 27 | 6 | 0 | 3 | 0 | 0 | 3 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| **09:00** | 10 | 39 | 30 | 8 | 0 | 1 | 1 | 1 | 2 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 |
| **10:00** | 6 | | 33 | | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| **11:00** | 10 | 33 | 28 | 4 | 0 | 0 | 2 | 0 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00** | 16 | 34 | 28 | 6 | 0 | 1 | 0 | 3 | 6 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13:00** | 12 | 33 | 27 | 6 | 0 | 1 | 2 | 0 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **14:00** | 16 | 30 | 25 | 5 | 1 | 2 | 1 | 3 | 6 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| **15:00** | 14 | 34 | 30 | 4 | 0 | 1 | 0 | 0 | 4 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:00** | 12 | 30 | 24 | 7 | 0 | 1 | 2 | 5 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:00** | 13 | 34 | 30 | 4 | 0 | 0 | 1 | 3 | 2 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| **18:00** | 11 | 29 | 26 | 3 | 0 | 1 | 1 | 2 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| **19:00** | 7 | | 24 | | 1 | 0 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **20:00** | 5 | | 32 | | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| **21:00** | 1 | | 28 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **22:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **23:00** | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | | | | | | | | | | | | | | | | | |
| **12H(7-19)** | 143 | 35 | 28 | 7 | 1 | 12 | 11 | 17 | 40 | 40 | 13 | 6 | 3 | 0 | 0 | 0 | 0 |
| **16H(6-22)** | 169 | 36 | 28 | 7 | 3 | 12 | 12 | 19 | 47 | 48 | 17 | 6 | 5 | 0 | 0 | 0 | 0 |
| **18H(6-24)** | 169 | 36 | 28 | 7 | 3 | 12 | 12 | 19 | 47 | 48 | 17 | 6 | 5 | 0 | 0 | 0 | 0 |
| **24H(0-24)** | 170 | 36 | 28 | 7 | 3 | 12 | 13 | 19 | 47 | 48 | 17 | 6 | 5 | 0 | 0 | 0 | 0 |
| **AM Peak** | 06:00 | 09:00 | 10:00 | 09:00 | 06:00 | 08:00 | 11:00 | 09:00 | 11:00 | 06:00 | 06:00 | 09:00 | 10:00 | - | - | - | - |
| | 13 | 39 | 33 | 8 | 1 | 3 | 2 | 1 | 4 | 6 | 3 | 1 | 1 | 0 | 0 | 0 | 0 |
| **PM Peak** | 14:00 | 12:00 | 20:00 | 16:00 | 19:00 | 14:00 | 16:00 | 16:00 | 14:00 | 15:00 | 12:00 | 18:00 | 20:00 | - | - | - | - |
| | 16 | 34 | 32 | 7 | 1 | 2 | 2 | 5 | 6 | 8 | 3 | 1 | 1 | 0 | 0 | 0 | 0 |

**PCC Traffic Information Consultancy Ltd.**

# Appendix C


**1. Temporary Construction Traffic signage (Diagram 7301 'WORKS TRAFFIC' in the TSRGD)**

# Appendix D

# APPENDIX 15.2 - CONSTRUCTION DUST RISK ASSESSMENT

| Document Properties | | |
|---|---|---|
| **Regulation Reference** | Regulation 5(2)(a) | |
| **Planning Inspectorate Scheme Reference** | EN010123 | |
| **Application Document Reference** | 6.3.15.2 APFP Regulation 5(2)(a) | |
| **Title** | APPENDIX 15.2 – CONSTRUCTION DUST RISK ASSESSMENT | |
| **Prepared By** | Heckington Fen Energy Park Project Team | |
| **Version History** | | |
| **Version** | **Date** | **Version Status** |
| Rev 1 | 21/12/2022 | Application Version |

HOARE LEA

# Heckington Fen Solar Farm. Lincolnshire.

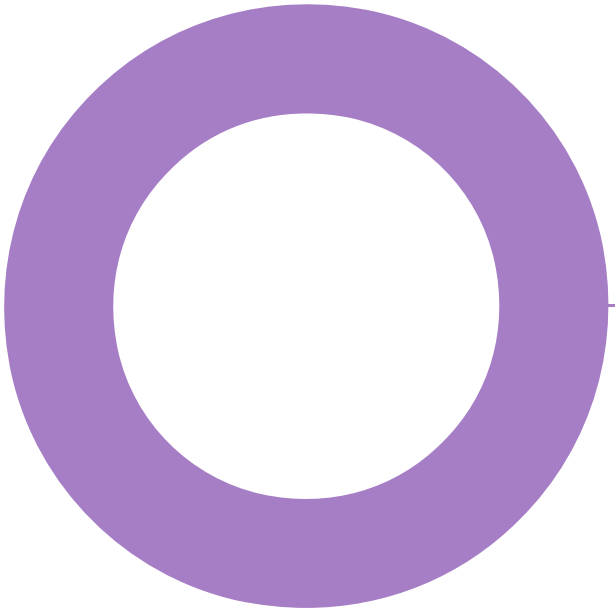
## Ecotricity (Heck Fen Solar) Ltd.

**AIR QUALITY**

APPENDIX - 15.2

CONSTRUCTION DUST RISK ASSESSMENT

REVISION 01 – 21 DECEMBER 2022



## Audit sheet.

| Rev. | Date | Description of change / purpose of issue | Prepared | Reviewed | Authorised |
|---|---|---|---|---|---|
| 00 | 04/11/2022 | First Draft | AJ | LB | KW |
| 01 | 21/12/2022 | First Issue | AJ | LB | CE |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |



Project number: 10/13713
Document reference: AQ Appendix 15.2-R01-20221221.docx

# Contents.

# Appendix 15.2 – Construction Dust Risk Assessment.

## Methodology.

The assessment of construction dust impacts has been undertaken in line with the Institute of Air Quality Management (IAQM) methodology[1]. Activities on the proposed construction site have been divided into four types to reflect their different potential impacts. These are:

- Demolition – Any activity involved with the removal of an existing structure (or structures), its modification or refurbishment;
- Earthworks – Covers the processes of soil-stripping, ground-levelling, excavation and landscaping;
- Construction- Any activity involved with the provision of new structure (or structures), its modification or refurbishment; and
- Trackout – The transport of dust and dirt from the construction/demolition site onto the public road network where it may be deposited and re-suspended by vehicles using the network. This arises when Heavy Duty Vehicles (HDVs) leave the construction/demolition site with dusty materials which may then spill onto the road, and/or when HDVs transfer dust and dirt onto the road after having travelled over muddy ground on site.

The risk of dust emissions was assessed for each activity with respect to:

- Potential loss of amenity due to dust soiling;
- The risk of health effects due to a significant increase in exposure to $PM_{10}$; and
- Harm to ecological receptors.

At this stage, the Proposed Development has been considered as a whole as a worst case approach. This assessment may be refined further when construction phasing information becomes available.

The first stage of the assessment involves screening to determine whether there are any sensitive receptors within the threshold distances defined by the IAQM guidance[1]. A detailed assessment of the impact of dust from construction sites will be required where:

- A 'human receptor' is located within 350 metres (m) of the boundary of the Site or within 50 m of the route(s) used by construction vehicles on the public highway, up to 500 m from the Site entrance; and
- An 'ecological receptor' is located within 50 m of the boundary of the Site or within 50 m of the route(s) used by construction vehicles on the public highway, up to 500 m from the Site entrance.

The magnitude of dust emission for each activity is determined on the basis of the guidance, indicative thresholds, information available relating to the project and expert judgement. The risk of dust impacts arising is based upon the relationship between the dust emission magnitude and the sensitivity of the area. The risk of dust impacts is then used to determine the mitigation requirements. Following the implementation of the appropriate mitigation, residual effects are considered to be not significant.

Table A15.1 to Table A15.3 illustrate how the sensitivity of the area may be determined for dust soiling, human health and ecological impacts respectively. It should be noted that the highest level of sensitivity relevant to the site from each table should be considered, as recommended by the IAQM[1].

**Table A15.1**: Sensitivity of the Area to Dust Soiling Effects on People and Property

| Receptor Sensitivity | Number of Receptors | Distance from Source (m) | | | |
|---|---|---|---|---|---|
| | | <20 | <50 | <100 | <350 |
| High | >100 | High | High | Medium | Low |

| Receptor Sensitivity | Number of Receptors | Distance from Source (m) | | | |
|---|---|---|---|---|---|
| | | <20 | <50 | <100 | <350 |
| | 10 – 100 | High | Medium | Low | Low |
| | 1 – 10 | Medium | Low | Low | Low |
| Medium | >1 | Medium | Low | Low | Low |
| Low | >1 | Low | Low | Low | Low |

**Table A15.2:** Sensitivity of the Area to Human Health Effects

| Receptor Sensitivity | Annual Mean $PM_{10}$ Concentration | Number of Receptors | Distance from the Source (m) | | | | |
|---|---|---|---|---|---|---|---|
| | | | <20 | <50 | <100 | <200 | <350 |
| High | >32 µg/m$^3$ | >100 | High | High | High | Medium | Low |
| | | 10 – 100 | High | High | Medium | Low | Low |
| | | 1 – 10 | High | Medium | Low | Low | Low |
| | 28 – 32 µg/m$^3$ | >100 | High | High | Medium | Low | Low |
| | | 10 – 100 | High | Medium | Low | Low | Low |
| | | 1 – 10 | High | Medium | Low | Low | Low |
| | 24 – 28 µg/m$^3$ | >100 | High | Medium | Low | Low | Low |
| | | 10 – 100 | High | Medium | Low | Low | Low |
| | | 1 – 10 | Medium | Low | Low | Low | Low |
| | <24 µg/m$^3$ | >100 | Medium | Low | Low | Low | Low |
| | | 10 – 100 | Low | Low | Low | Low | Low |
| | | 1 – 10 | Low | Low | Low | Low | Low |
| Medium | >32 µg/m$^3$ | >10 | High | Medium | Low | Low | Low |
| | | 1 – 10 | Medium | Low | Low | Low | Low |
| | 28 – 32 µg/m$^3$ | >10 | Medium | Low | Low | Low | Low |
| | | 1 – 10 | Low | Low | Low | Low | Low |
| | 24 – 28 µg/m$^3$ | >10 | Low | Low | Low | Low | Low |
| | | 1 – 10 | Low | Low | Low | Low | Low |
| | <24 µg/m$^3$ | >10 | Low | Low | Low | Low | Low |
| | | 1 – 10 | Low | Low | Low | Low | Low |
| Low | - | 1 | Low | Low | Low | Low | Low |

Table A15.3: Sensitivity of the area to Ecological Impacts

| Receptor Sensitivity | Distance from Source | |
|---|---|---|
| | <20 | <50 |
| High | High | Medium |
| Medium | Medium | Low |
| Low | Low | Low |

Table A15.4 to Table A15.7 illustrate how the dust emission magnitude should be combined with the sensitivity of the area to determine the risk of impacts with no mitigation measures applied. In the absence of any site-specific information, a higher risk category will be applied to represent a worst-case scenario.

**Table A15.4**: Risk of Dust Impacts – Demolition

| Sensitivity of Area | Dust Emission Magnitude | | |
|---|---|---|---|
| | Large | Medium | Small |
| High | High Risk | Medium Risk | Medium Risk |
| Medium | High Risk | Medium Risk | Low Risk |
| Low | Medium Risk | Low Risk | Negligible |

**Table A15.5**: Risk of Dust Impacts – Earthworks

| Sensitivity of Area | Dust Emission Magnitude | | |
|---|---|---|---|
| | Large | Medium | Small |
| High | High Risk | Medium Risk | Low Risk |
| Medium | Medium Risk | Medium Risk | Low Risk |
| Low | Low Risk | Low Risk | Negligible |

**Table A15.6**: Risk of Dust Impacts – Construction

| Sensitivity of Area | Dust Emission Magnitude | | |
|---|---|---|---|
| | Large | Medium | Small |
| High | High Risk | Medium Risk | Low Risk |
| Medium | Medium Risk | Medium Risk | Low Risk |
| Low | Low Risk | Low Risk | Negligible |

**Table A15.7:** Risk of Dust Impacts – Trackout

| Sensitivity of Area | Dust Emission Magnitude | | |
|---|---|---|---|
| | Large | Medium | Small |
| High | High Risk | Medium Risk | Low Risk |
| Medium | Medium Risk | Low Risk | Negligible |
| Low | Low Risk | Low Risk | Negligible |

## Assessment Screening.

There are human receptors within 350 m of the Site and a local wildlife area within 50 m of the Site boundary and within 50 m of the route(s) used by construction vehicles on the public highway, up to 500 m from the Site entrance.

The closest ecological receptor to the Site is "South Forty Foot Drain". This is a river, classified as a local wildlife site (LWS), that runs through part of the Site boundary. This has been identified and requested for inclusion by Lincolnshire Wildlife Trust (LWT).

### Potential Dust Emission Magnitude

The potential magnitude of dust emissions from demolition, construction, earthworks and trackout has been assessed, as identified in Table A15.8.

**Table A15.8:** Predicted Magnitude of Dust Emissions

| Activity | Magnitude | Justification |
|---|---|---|
| Demolition | Small | The Site currently consists of mostly empty farmland with few hard-standing structures that would require demolition, which is expected to be less than 20,000 $m^3$ in volume. As such, the magnitude of dust emissions from demolition will be small. |
| Earthworks | Large | The total site area is greater than IAQM threshold for large potential for dust emission magnitude of 10,000 $m^2$. The soil type at the Site is loamy and clayey[2] which has a high potential for dust emission. As such, the magnitude of dust emissions from earthworks is expected to be large. |
| Construction | Small | As construction will involve a few hard standing structures and electrical equipment, the construction volume is expected to be less than 25,000 $m^3$. This will primarily involve the installation of solar modules which are not anticipated to have a high potential for dust. As such, the magnitude of dust emissions from construction is expected to be small. |
| Trackout | Medium | There are expected to be an average of 10 HDV construction vehicles per day during the construction phase of the Development. The Site is expected to have a large area of unpaved road length. As such, the magnitude of dust emissions from trackout is expected to be medium. |

### Sensitivity of the Study Area

The sensitivity of the area takes into account the following factors:

- The specific sensitivities of receptors in the area;
- The proximity and number of those receptors;
- In the case of $PM_{10}$, the local background concentration; and
- Site-specific factors, such as whether there are natural shelters, such as trees or other vegetation, to reduce the risk of wind-blown dust.

The sensitivity of the area and the factors considered are detailed in Table A15.9 with the demolition and construction distance band criteria illustrated in Figure A15.1, below. The entire Site boundary area has been considered for determining the significance and the sensitivity of the surrounding area as a worst-case scenario.

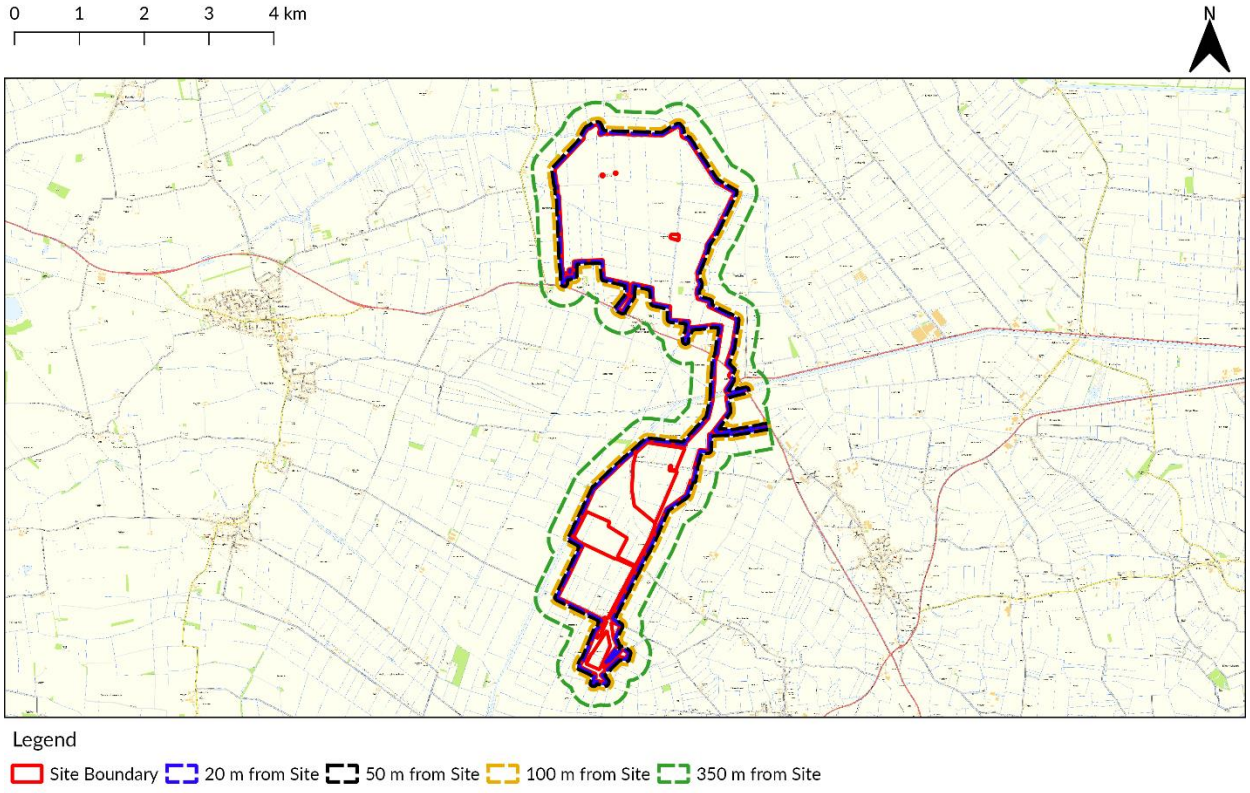



**Figure A15.1:** IAQM Demolition and Construction Dust Distance Criteria from Site boundary for the whole Site boundary. Contains OS Data © Crown Copyright and Database rights 2022.

**Table A15.9:** Sensitivity of the Area

| Sensitivity Type | Factors | Sensitivity of Area | |
|---|---|---|---|
| | | On–Site* | Trackout |
| Dust Soiling | There are 1-10 residential properties within 20 m of the Site boundary. Within 350 m of the whole Site boundary, there are approximately 10-100 residential buildings which would be classified as high sensitivity receptors. Additionally, there are approximately 1-10 commercial buildings, which are classified as low sensitivity receptors. As such the Sensitivity of the area to dust emissions from on-site activities for these stages will be medium. | Medium | Medium |

| Sensitivity Type | Factors | Sensitivity of Area | |
|---|---|---|---|
| | | On–Site* | Trackout |
| | For trackout, within 20 m of the roadside up to 500 m from the Site there are approximately 10-100 residential buildings which would be classified as high sensitivity receptors. Additionally, there are approximately 1-10 commercial buildings, which are classified as low sensitivity receptors. As such the Sensitivity of the area to dust emissions from trackout for these stages will be medium. | | |
| Human Health | The background concentration of $PM_{10}$ around the Site is between 15.2-16.0 µg/$m^3$. There are 1-10 residential properties within 20 m of the Site boundary. Within 350 m there are approximately 10-100 residential buildings which would be classified as high sensitivity receptors. Additionally, there are approximately 1-10 commercial buildings. As such the Sensitivity of the area to human-health impacts of $PM_{10}$ from on-site activities for these stages will be low.<br><br>For trackout, within 20 m of the roadside up to 500 m from the Site there are approximately 10-100 residential buildings which would be classified as high sensitivity receptors. Additionally, there are approximately 1-10 commercial buildings. As such the Sensitivity of the area to human-health impacts of $PM_{10}$ from trackout for these stages will be low. | Low | Low |
| Ecology | South Forty Foot Drain is an ecological receptor that is within the Site boundary. It is an artificially created river for land irrigation for the surrounding farms. It is not designated as a protected site by Natural England, but it has been requested for inclusion by LWT.<br><br>The Environment Agency's water catchment data explorer has identified South Forty Foot Drain as having "moderate" ecological status[3], with poor biological quality and high levels of pollutants. This is due to the high levels of pollution already in the river from farm discharge and sewage.<br>In line with the IAQM, local designations are considered to be low sensitivity receptors. . | Low | Low |
| *'On-Site' refers to the demolition, earthworks and construction activities within the site boundary. | | | |

### Risk of Dust Impacts

The outcomes of the assessments of potential magnitude of dust emissions and the sensitivity of the area are combined to determine the risk of impact. This risk is then used to inform the selection of appropriate mitigation. Table A15.10 details the risk of dust impacts for demolition, earthworks, construction and trackout activities.

**Table A15.10:** Summary of Unmitigated Dust Risks

| Potential Impact | Sensitivity – Onsite Activity | Sensitivity - Trackout | Magnitude | | | |
|---|---|---|---|---|---|---|
| | | | Demolition | Earthworks | Construction | Trackout |
| | | | Small | Large | Small | Medium |
| Dust Soiling Impacts | Medium | Medium | Low Risk | Medium Risk | Low Risk | Low Risk |
| Human Health Impacts | Low | Low | Negligible | Low Risk | Negligible | Low Risk |
| Ecological Impacts | Low | Low | Negligible | Low Risk | Negligible | Low Risk |

## Mitigation

This Construction Dust Risk Assessment has been used to inform appropriate mitigation measures during the construction phase, as detailed in the Outline Construction Environmental Management Plan (CEMP) (document reference 7.7) and the decommissioning stage as detailed in the Outline Decommissioning and Restoration Plan (DRP) (document reference 7.8).

# References.

[1] Institute of Air Quality Management (2016) Guidance on the assessment of dust from demolition and construction v1.1 – [online], (Last accessed: 20/12/2022), Available at: iaqm.co.uk/text/guidance/construction-dust-2014.pdf
[2] Cranfield Soil and Agrifood Institute Soilscapes map – [online], (last accessed: 04/08/2022), Available at: http://www.landis.org.uk/soilscapes/
[3] Environment Agency (2022) Catchment Data Explorer – [online], (Last accessed: 31/10/2022), Available at: https://environment.data.gov.uk/catchment-planning/WaterBody/GB205030051515

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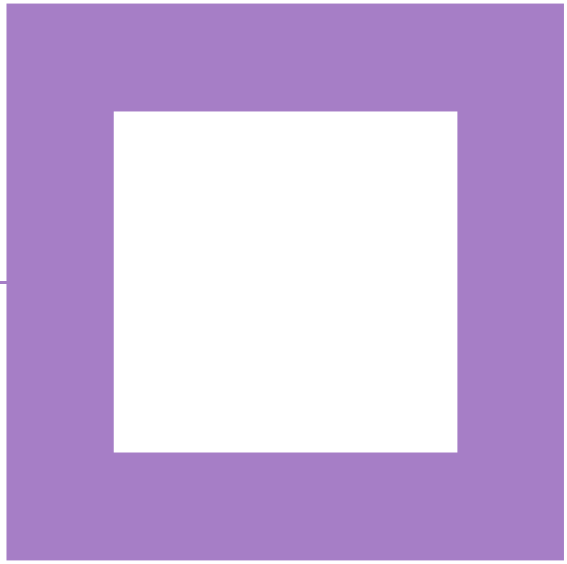

# Appendix E

# Appendix E: Outline Soil Management Plan for the Energy Park Site

| **Document Properties** | | |
|---|---|---|
| **Regulation Reference** | Regulation 5(2)(q) | |
| **Planning Inspectorate Scheme Reference** | EN010123 | |
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| **Prepared By** | Heckington Fen Energy Project Team (Kernon Countryside Consultants Ltd) | |
| **Version History** | | |
| **Version** | **Date** | **Version Status** |
| Rev 1 | February 2023 | Application Version |

# HECKINGTON FEN
# ENERGY PARK

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# OUTLINE
# SOIL MANAGEMENT PLAN
# FOR THE ENERGY PARK

**February 2023**

# HECKINGTON FEN
# ENERGY PARK

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# OUTLINE
# SOIL MANAGEMENT PLAN
# FOR THE ENERGY PARK
# February 2023



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# 1 INTRODUCTION



**Appendices**

# 1 INTRODUCTION

1.1 This document provides an outline Soil Management Plan (oSMP) for the Heckington Fen Energy Park project (hereafter referred to as "the Energy Park").

1.2 The measures proposed within the oSMP will be considered prior to the commencement of construction works. If necessary, a detailed SMP will be prepared prior to the start of works and in accordance with this oSMP.

1.3 This oSMP covers the principal construction activities envisaged at the time of preparing the Environmental Statement (ES).

1.4 The appointed construction contractor will be responsible for working in accordance with the environmental controls documented in this oSMP, pursuant to the DCO. The overall responsibility for implementation of the detailed SMP will lie with the appointed contractor as a contractual responsibility to the Applicant, as the Applicant is ultimately responsible for compliance with the Requirements of the DCO.

1.5 The oSMP currently covers the 524 ha of the Energy Park site.

1.6 This oSMP focuses on the areas required temporarily during construction, the access tracks and areas associated with the fixed equipment, the solar arrays, on-site trenching and site fencing.

**Purpose of this document**

1.7 The objective of the oSMP is to identify the importance and sensitivity of the soil resource and to provide specific guidance to ensure that there is no significant adverse effect on the soil resource as a result of the Proposed Development.

1.8 The oSMP is structured as follows:

(i) section 2 sets out the scope of the oSMP;
(ii) section 3 describes the soil resources and characteristics;
(iii) section 4 sets out key principles;
(iv) sections 5-9 set out the soil management requirements for key aspects of the Proposed Development:

- section 5: temporary access areas and compounds;
- section 6: access tracks and fixed equipment;
- section 7: the solar arrays;
- section 8: on-site trenching;

- section 9: site fencing;

(v) section 10 sets out monitoring and aftercare.

1.9 This oSMP draws on professional experience with the installation of solar panels. It also draws on experience with the installation of underground services (especially pipelines), and with soil movement and restoration of agricultural land in connection with roads, quarries and golf courses.

## 2 SCOPE OF THE OSMP

2.1 The oSMP sets out a soil resources report including:

- the distribution of the Agricultural Land Classification (ALC);
- the extent and depth of topsoil units; and
- the distribution of different soil types.

2.2 Construction of the Energy Park will require vehicular movement over land (trafficking) for construction, and in places the movement of soils (to create fixed bases, tracks and to trench-in cables). This oSMP sets out:

- a description of the soil types and their resilience to being trafficked or moved;
- an outline description of proposed access routes and details of how access will be managed to minimise impacts on soils;
- a description of works to install panels and how soil damage will be minimised and ameliorated; and
- a methodology for monitoring soil condition, and criteria against which compliance will be assessed.

2.3 The installation of the solar panel framework, and the assembly of the panels, does not require the movement of soils. Those works should not, therefore, result in localised disturbance or effects on soils or agricultural land quality. The oSMP, however, covers vehicle movements and related impacts, as these may affect soils (as distinct from land quality).

2.4 Trenching works to connect the panels to the infrastructure do have the potential to cause localised effects on soils. Whilst such works will not result in adverse effects on the agricultural land classification, localised damage will be minimised by good practice. This oSMP sets out soil resilience, best practice and monitoring criteria.

2.5 In localised areas there is a need for access tracks or bases for infrastructure and equipment. In those localised areas soil will need to be stripped and moved, for stockpiling for subsequent restoration. This oSMP sets out:

- a description of the soil types and their resilience to being stripped and handled;
- an outline map showing the areas proposed for being moved, soil thickness and type;
- a methodology for creating and managing stockpiles of soil;
- an outline methodology for testing soils prior to restoration, and a methodology for respreading and ameliorating compaction at restoration.

2.6 This oSMP focuses on the construction phase and immediate aftercare. There is no requirement for an oSMP for the operational phase, as there should be no requirement to disturb or move soils.

2.7 This oSMP does not cover the ecological areas in any depth because there will be no stripping or movement of soils.

# 3 SOIL RESOURCES AND CHARACTERISTICS

**Climatic Conditions**

3.1 The climatic data for the area, using the climate data set for ALC, shows annual rainfall between 575 and 590mm across the Site.

3.2 Soils are at field capacity, i.e. replete with water, for usually 107 days per year, mostly during the period from autumn to early spring. This is the period when soils are most susceptible to damage because they are saturated.

**Agricultural Land Quality**

3.3 A soil survey and ALC survey (part detailed, part semi-detailed) have been carried out across the area within the Order limits. No survey has as yet been carried out of the connecting cable route.

3.4 The results of the ALC survey are set out in an **Appendix A**.

**Extent and Depth of Topsoil Units and Soil Types**

3.5 As set out in the ALC, the soils across the site are variable. The site is generally flat, and the entire site is covered with soils of the Wallasea 2 Association. These soils are extensive on reclaimed marine alluvium in the marshlands of Lincolnshire. The soils are clayey with a greyish brown topsoil over greyish or grey and ochreous mottled subsurface horizons. The soils respond to drainage and, if undrained, are wet for longer periods in the winter.

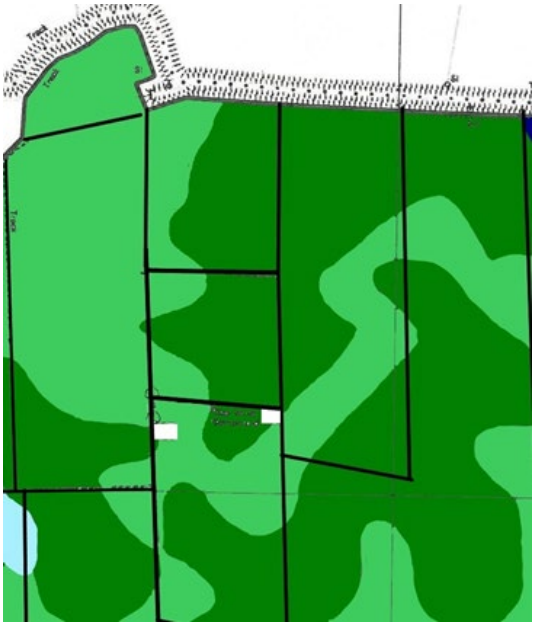
3.6 The texture of the soil varies from medium silty clay loam through heavy clay loams to silty clay, and shows a complex mix of soil textures and drainage status.

3.7 The variability of the soils over short distances could make for variable and therefore challenging conditions. The variability is evident on the 2022 aerial photograph below.

*Insert 1: 2022 Aerial Photograph*


3.8 Soil variability is readily seen from the air, but is not easily seen on the ground as the land is flat. An extract from the ALC map and a Google Earth image are below.

*Inserts 2 and 3: Google Earth and Extract from ALC*



3.9 In practical terms, however, there is not a significant difference between the workability of the soils over the Energy Park site.

3.10 The description of the soils, which are all from the Wallasea 2 Association, is provided in **Appendix B**, taken from the soil memoire. This identifies the ideal landwork season in a normal year, as follows (see the top row).

*Insert 4: Landwork Table*

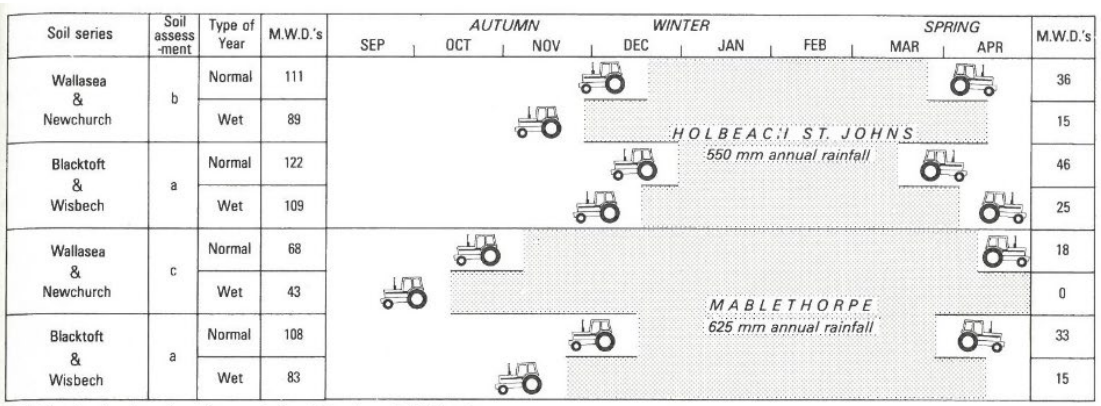



Figure 71. The effects of soil and climate on landwork, Wallasea 2 association

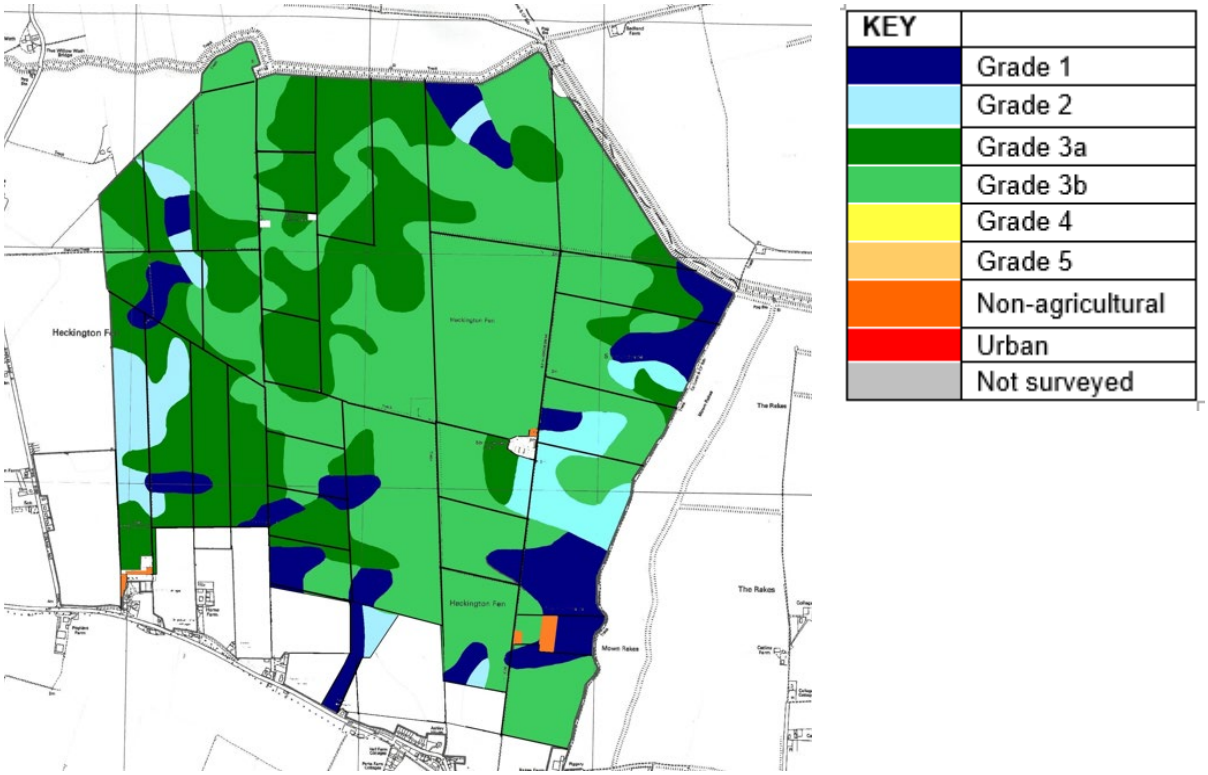
**Propensity to Damage**

3.11 The Institute of Environmental Management and Assessment (IEMA) have produced a Guide "A New Perspective on Land and Soil in Environmental Impact Assessment" (2022). Table 4 in the guidance identifies that clay and heavy clay loam soils where the Field Capacity Days (FCD) is less than 150 (as here) have a medium resilience to structural damage.

3.12 The IEMA guide identifies that lighter soils, including medium clay loams, are of medium resilience where the FCD is less than 225. Here, where the FCD is 104 - 111 days, these soils will be at low risk of structural damage. This describes most of the soils on the Energy Park site.

3.13 The pattern of soils and land quality distribution is complex, as shown on the aerial image above. However, the soils that will be least prone to compaction if trafficked in the wetter mid-winter months are the lighter soils which generally correlate to the soils along the eastern and western boundaries, where there are patches of Grades 2 and 3a on the ALC plan, a copy of which is reproduced below.

*Insert 5: The ALC Plan*




3.14 Landwork in all areas between mid-December and late March will need to be carried out carefully, otherwise there may be a need for restorative soil husbandry in the spring.

# 4 KEY PRINCIPLES

**Overview**

4.1 For much of the installation process there is no requirement to move or disturb soils. Soils will need to be moved and disturbed to create temporary working compounds, and to create the tracks and small fixed infrastructure bases. Soils will need to be disturbed to enable cables to be laid, but the soils will be reinserted shortly after they are lifted out (i.e. this is a swift process).

4.2 For the majority of the Proposed Development soils do not need to be disturbed. The effects on agricultural land quality and soil structure are therefore limited to the effects of vehicles passage. This is agricultural land, so it is already subject to regular vehicle passage. Therefore, the key consideration is to ensure that soils are passed over by vehicles (trafficked) when the soils are in a suitable condition, and that if any localised damage or compaction occurs (which is common with normal farming operations too), it is ameliorated suitably.

4.3 The key principles for successfully avoiding damage to soils are:

- timing;
- retaining soil profiles;
- avoiding compaction;
- ameliorating compaction; and
- storing soils for subsequent reuse.

**Timing**

4.4 The most important management decision/action to avoid adverse effects on soils is the timing of works. If the construction work takes place when soil conditions are sufficiently dry, then damage from vehicle trafficking and trenching will be minimal.

4.5 The soils are relatively resilient to vehicle passage for much of the year. Under the ALC the field capacity period, i.e. the days in the year when soils are saturated, is about 107 days per year. The soil memoire for the Wallasea 2 Association (**Appendix B**) identifies limited opportunities for landwork between mid-December and mid to late March.

4.6 The soils are generally resilient, and any damage from vehicle trafficking can generally be made good by mechanical husbandry once the soils start to dry in the spring.

4.7 The following photograph shows areas of archaeological excavation having been dug post-harvest and restored. The soils will be indistinguishable from the surrounding land once a cultivator or combined seed drill has passed over the land.

*Insert 6: Restored Archaeological Trench (January 2023)*

4.8 Vehicle trafficking of the central part of the site, where the soils are mostly Subgrade 3b, should be carefully managed between mid-December and mid-March.

4.9 Between those times there is an increased risk of creating localised damage to soil structure from vehicle passage. There are obviously a great number of variables, such as recent rainfall pattern, whether the ground is frozen or has standing water, inevitable variations in soil condition across single fields, and the size and type of machinery driving onto the land.

4.10 As a general rule any activity that requires soil to be dug up and moved, such as cabling works, should be avoided during that period or done with great care. Soils handled when wet tend to lose some of their structure, and this results in them taking longer to recover after movement, and potentially needing restorative works (e.g. ripping with tines) to speed recovery of damaged soil structure. They will, however, recover with time.

4.11 In localised instances where it is not possible to avoid undertaking construction activities when soils are wet and topsoil damage occurs then soils can be recovered by normal agricultural management, using normal agricultural cultivation equipment (subsoiler, harrows, power harrows etc) once soils have dried adequately for this to take place. There may be localised wet areas in otherwise dry fields, for example, which are difficult to avoid.

**Retaining Soil Profiles**

4.12 The successful installation of cabling requires a trench to be dug into the ground. Topsoils vary across the Order Limits, but the coverage is generally 30cm, with subsoils below that being generally similar to depth. As set out in the BRE Agricultural Good Practice Guidance for Solar Farms (extract at **Appendix C**) at page 3:

> "**When excavating cable trenches, storing and replacing topsoil and subsoil separately and in the right order is important to avoid long-term unsightly impacts on soil and vegetation structure. Good practice at this stage will yield longer-term benefits in terms of productivity and optimal grazing conditions**".

4.13 In those areas where the soil is dug up (trenching and for compounds and access roads), the soils should be returned in as close to the same order, and in similar profiles, as it was removed.

**Avoiding Compaction**

4.14 This oSMP sets out when soils should generally be suitable for being trafficked. There may be periods within this window, however, when periodic rainfall events result in soils becoming liable to damage from being trafficked or worked. In these (likely rare) situations, work should stop until soils have dried, usually within 48 hours of heavy rain stopping.

**Ameliorating Compaction**

4.15 If localised compaction occurs during construction, it should be ameliorated. This can normally be achieved with standard agricultural cultivation equipment, such as subsoilers (if required), power harrows and rolls.

4.16 The amount of restorative work will vary depending upon the localised impact. Consequently, where the surface has become muddy, for example in the photograph below, this can be recovered once the soil has dried, with a tine harrow and, as needed, a roller or crumbler bar.

*Inserts 7 and 8: Inter-row Ground Restoration*

4.17 The type of machinery involved is shown below. This shows farming and horticultural versions.

*Inserts 9 – 12: Type of Machinery Involved*

4.18 If there are any areas within the Energy Park where there has been localised damage to the soils due to vehicle passage, for example a low wet area within a field which despite best efforts could not be avoided, this should be made good and reseeded at the end of the installation stage. This is not uncommon: most farmers will have times when they have to travel around the farm in a tractor in conditions where the tyres make deep impacts. This can happen during harvest time, for example, especially of late crops or in very wet harvest seasons. Whilst this is avoided so far as possible, it occurs and the effects are made good when conditions are suitable.

4.19 With these soils, including the slowly permeable clayey soils, these areas will readily restore. The ruts need to be harrowed level when the ground is dry, and then they will naturally restore.

4.20 Accordingly the ground surface should be generally levelled prior to any seeking or reseeding.

**Storing Soil and Restoring Soil**

4.21 The quantities of soil involved are limited and topsoil mounds would be a maximum of 1m high. This will not result in the soil becoming anaerobic even in storage in a bund for 40 years. Advice on the stockpiling of soils taken from the Construction Code of Practice for the Sustainable Use of Soils on Construction Sites (Defra, 2009) is reproduced in **Appendix D**. These areas will need to be managed at least annually during the life of the Proposed Development to prevent the establishment of woody growth or brambles, in accordance with the oLEMP.

4.22 The following photograph, from January 2023, shows topsoil being stored next to the temporary access track for the Viking Link cable works to the immediate east of the Energy Park.

*Insert 13: Temporary Topsoil Storage (January 2023)*

4.23 The mound should be kept clear of woody vegetation. It is acceptable to sow the mound with grass seed.

4.24 The mound should not be moved for restoration unless the soil is sufficiently dry. Testing to the centre of the mound with a soil auger should take place before the soil is moved.

# 5 TEMPORARY ACCESS AREAS AND COMPOUNDS

**The Areas**

5.1 The temporary access areas, and the temporary working compounds, are shown on the Plans in **Appendix E**.

**Construction Methodology**

5.2 These areas are intended for short-term construction activity only.

5.3 The top 10-15cm of topsoil is removed by machinery and stored in a low bund alongside the track or working yard area. Then a membrane is laid down. Onto this is placed a mix of as-dug stone topped, if needed, with smaller stone which is spread and rolled level. At the end of the construction, the stone is dug up and removed, the membrane removed, the area is loosened by a subsoiler or plough, and the topsoil spread back over before being harrowed with standard agricultural machinery. It can then be reseeded.

5.4 This is shown below.

*Inserts 14 and 15: Topsoil and Matted Track*

**Soil Management**

5.5 Construction will commence when soils are suitably dry to be moved without smearing. This will normally be after mid to late March. In wet years this may be later.

5.6 Areas for temporary works, including any site compound or access track if required, will be stripped to a depth of circa 10 - 15cm. The soil will be stockpiled to the side of the area ready for restoration. This should take place in dry conditions.

5.7 The area will then be covered with suitable permeable matting to prevent stones from mixing with the soil. Stone will then be laid on the matting to create the temporary working area.

5.8 For restoration the stone and matting will be removed. A soil advisor should review this area once the matting is removed. If required they will advise whether there needs to be any loosening of the area before the topsoil is replaced over the top. The area will then be harrowed with standard agricultural spring-tine harrows or a power harrow, to loosen the topsoil and level the area. The area can then be sown to grass.

*Inserts 16 and 17: Harrows and Power Harrows*

5.9 Horticultural-scale equipment is available that could run between the strings of PV panels if necessary.

# 6 ACCESS TRACKS AND FIXED EQUIPMENT

**The Areas**

6.1 The access tracks, infrastructure of solar panels are located as shown on the Plan in **Appendix E**.

**Construction Methodology**

6.2 The access tracks are created by stripping off some or all of the topsoil and then adding an aggregate-based surface. Usually, the aggregate will be placed onto a permeable membrane, which allows water penetration but which prevents the aggregate from mixing with the topsoils or upper subsoils.

6.3 The topsoil will be stored in mounds normally up to 3m high, as described below. A typical mound is shown below, with a maximum height limit to ensure that soils in the centre remain aerobic. The topsoil will be stored in the centre of the site next to the Energy Storage Compound.

*Insert 18: Typical Soil Bund (Manor Farm Soil, Llanvapley)*

6.4 This soil is therefore kept in a suitable condition for reinstatement once the access track has been removed at the end of the development, as described below. Extracts from the Defra Construction Code of Practice are set out in **Appendix D**.

6.5 The small areas of fixed equipment normally stand on concrete shoes. As these areas will be restored in the future, the construction is carried out as follows:

(i) topsoil to c 10-15cm is removed. This will be stored in a bund no more than 2m high at an agreed location, for use in future restoration;

(ii) the base of stone is then added, and forming put around before concrete is poured to create the pad;
(iii) the equipment is then placed on top;
(iv) further security fencing is added once the cabling and connections are complete.

6.6 There may be alternative fixings in some locations, for example where legs are pile driven. They will create no greater damage, and may be possible without the need to move soils.

6.7 The inverters and other heavy equipment is delivered to the Order Limits and taken to the concrete pad areas by suitable agricultural equipment or along the access tracks.

**Soil Management**

6.8 Soil should be stripped in layers when the soil is sufficiently dry and does not smear. This is a judgement that is easily made. If the soils can be rolled into a sausage shape in the hand which is not crumbly, or if rubbing a thumb across the surface causes a smudged smooth surface (a smear), the soil is too wet to strip or move. Topsoil depths vary but a stripping depth of 30cm will be a suitable maximum depth for topsoil in most cases, although rarely will it need to be stripped to such a depth.

6.9 Soil stripping should be carried out in accordance with Defra "Construction Code of Practice for the Sustainable Use of Soils on Construction Sites" (Defra, 2009).

6.10 The removed soil should be stored in bunds in accordance with the Construction Code of Practice. The detailed SMP will need to identify the location for a number of central storage areas, or more numerous smaller bunds. Bund heights of circa 3 metres maximum will normally be suitable.

6.11 In the unlikely event that excavation below topsoil depth is required, then subsoils should be stored in separate bunds to topsoils.

6.12 These areas need to be managed at least annually to prevent the growth of woody vegetation, such as brambles or shrubs.

6.13 At the decommissioning stage, it will also be important to move the soil when it is in a suitable condition. To allow time for the bund to dry out after the winter, moving the bund should not occur before the beginning of May.

6.14 The concrete bases will need to be broken up. This will most likely involve breaking with a pneumatic drill or back-actor bucket to crack the base, after which it can be dug up and loaded onto trailers and removed.

6.15 The ground beneath the base may then benefit from being subsoiled, to break any compaction. This can be done by standard tractor-mounted equipment, such as the following examples.

*Inserts 19 and 20: Tractor Mounted Equipment*

6.16 About 4 weeks before restoration takes place the bunds should be strimmed and any grass and weed growth removed, and the remaining vegetation should be killed with a weedkiller. This will aid restoration and prevent weed spread.

6.17 The soil can then be spread over the subsoiled base and made good with standard spring-tine harrow or power harrow machinery.

# 7 SOLAR ARRAYS

**The Areas**

7.1 The PV Arrays will be distributed across the Solar PV Site as shown on the Plan in **Appendix E**.

**Construction Methodology**

7.2 The process involves the following stages:

(i) marking-out and laying out of the framework. For this a vehicle needs to drive across the field possibly with a trailer, from which the legs are off-loaded by hand, or by use of a Bobcat such as that shown below delivering legs;

*Insert 21: Bobcat Delivering Legs*


(ii) pile driving in the legs. This involves a pile driver, knocking the legs down to a depth up to 3m. The machinery is shown below;

*Inserts 22 – 24: Pile Driving in the Legs*

(iii) the frame is then constructed. The frame is brought onsite, bolted together, and the panels bolted on, as per the series of photographs below.

*Inserts 25 - 27: Constructing the Frame*

7.3 For much of the year this stage of the installation should create no soil structural damage, as shown below.

*Inserts 28 and 29: Ground After Construction*

**Soil Management**

7.4 Installation of panels should take place so far as possible when soil conditions are suitable (i.e. the soil is not so wet that vehicles cause tyre marks, such as shown below, deeper than about 10cm when travelling across the land).

*Insert 30: Track Marks*

7.5 In most years work access to the land is not restricted between mid to late March and mid-December. Between those periods the ground conditions will normally be resilient to vehicle trafficking.

7.6 Between mid-December and mid to late March the soils are more likely to be saturated and the propensity to being damaged, albeit in a way capable of rectification, is greatest. As a general rule, the eastern and western parts of the Energy Park site are the areas least susceptible to damage from being driven over during this mid-winter period.

7.7 If ground conditions are suitable legs can be installed in winter, as the following photograph shows (this is a site near Retford following heavy rain, photographed January 2023).

*Insert 31: Legs Being Installed January 2023*

7.8 Occasionally in this country we experience prolonged rainfall in the summer months that saturate soils. If following a rainfall incident installation is causing rutting deeper than 10cm, activity should ideally stop to allow soils to dry. The delay can only be judged on an individual basis, because there are so many variables.

7.9 It is very unlikely that trafficking during construction when soils are relatively dry will result in compaction sufficient to require amelioration. However, if rutting has resulted the soil should be levelled by standard agricultural cultivation equipment such as tine harrows, once the conditions suit, and prior to seeding. This can be done with standard agricultural machinery, or with small horticultural-grade machinery such as is shown below.

*Inserts 32 and 33: Horticultural Machinery*

7.10 The objective is to get the surface to a level tilth for seeding/reseeding as necessary, as was shown earlier and is shown below.

*Inserts 34 and 35: Inter-row Ground Restoration*

7.11 Grass growth will then recover or establish rapidly.

7.12 If for operational reasons trafficking of soils does cause surface damage, that can be restored. It is also unlikely to result in any structural damage long term. The apparent soil damage shown in Insert 34 above, with a wider view below, is shown in the subsequent photo from seven years later. We have reviewed the soils and there has been no long-term soil damage or ALC downgrading.

*Inserts 36 and 37: Winter Installation (2015) and Operational Site (2022)*

7.13 Where there is surface damage at this level, there may be a need for harrowing or shallow subsoiling to be carried out the following spring, prior to surface cultivation and seeding.

# 8 INSTALLATION OF ON-SITE TRENCHING

**The Areas**

8.1 This section refers to the cabling running within the Energy Park, including the Low Voltage Distribution Cables.

**Construction Methodology**

8.2 Cabling is done mostly with either a mini digger or a trenching machine. Trenches are typically at depths of up to 1.2m where soil depth permits, although the CCTV trenching around the periphery could be shallower. An example trench, with the topsoil, placed on one side (0-20/25cm) and subsoil on the other (below 20-25cm), is shown below, and with the soil put back after cable installation.

*Inserts 38 and 39: Cable Installation*

8.3 The type of machinery used for trenching is shown below, taken from the BRE National Solar Centre "Agricultural Good Practice Guidance for Solar Farms" (2013) (this is reproduced as **Appendix C**).

*Insert 40: Machinery Used*

Cable trenching, showing topsoil stripped and set to one side, with subsoil placed on the other side ready for reinstatement (photo courtesy of British Solar Renewables)

8.4 The trenches are narrow (a maximum of 1m), and in most cases, it is not considered likely that any grass seed will be needed. The grass in the topsoil will recover rapidly as the following photograph, taken 4 weeks after the trenches were back-filled, shows.

*Insert 41: Grass After 4 Weeks*

*(These photos were taken on heavy, clay soils with poorly draining subsoil, and the work was photographed in July and August 2015.)*

**Soil Management**

8.5 All trenching work will be carried out when the topsoil is dry and not plastic (i.e. it can be moulded into shapes in the hand).

8.6 The top 30cm will be dug off and placed on one side of the trench, for subsequent restoration. There is no need to strip the grass first.

8.7 The subsoils will then be dug out and placed on the other side of the trench, as per the example below.

*Insert 42: Subsoils Dug out of the Trench*


8.8 Once the cable has been laid, the subsoils will be placed back in the trench. Where there is a clear colour difference within the subsoils, so far as practicable the lower subsoil will

be put back first and the upper subsoil above that, which is likely to happen anyway as the lower soil is at the top of the pile.

8.9 The subsoils if dry and blocky may be pressed down by the bucket to speed settlement.

8.10 The topsoil will then be returned onto the top of the trench. It is possible that the topsoil will sit 5-10cm higher than the surrounding level initially. This should be left to allow it to settle naturally as the soils become wetter.

8.11 If there is a surplus of topsoil this may be because the lower subsoils were dry and blocky and there are considerable gaps in the soil. These will naturally restore once the lower soils become wet again. If the trench backfilling will result in the soil being more than 5-10cm proud of surrounding levels, which is unlikely but possible, the topsoil should not be piled higher. It should be left to the side, and the digger would return once the trench has settled and add the rest of the topsoil onto the trench at that point.

8.12 Any excess topsoil should not be piled higher than 5 – 10cm above ground level.

8.13 If considered appropriate, a suitable grass seed mix could be spread by hand over any parts of the trenches that would seem likely to benefit from extra grass.

# 9 SITE FENCING

## The Areas

9.1 Fence designs can vary, but they all involve a post being inserted into the ground. Pole mounted internal facing closed circuit television (CCTV) systems installed at a height of up to 3.5m are also likely to be deployed around the perimeter of the operational areas. Access gates will be of similar construction and height as the perimeter fencing.

## Construction Methodology

9.2 The site fencing is likely to be metal mesh or deer fencing. This can be erected at any time, if soil conditions allow. The following photographs show fencing installed early in the process.

*Inserts 43 and 44: The Fencing*

9.3 Similarly CCTV poles are inserted in the same way.

*Inserts 45 and 46: CCTV Poles and Fencing*


**Soil Management**

9.4 If the movement of vehicles is not causing significant rutting (i.e. more than 10cm), then fencing could be erected outside of the key working period.

9.5 Any rutting that results from fencing can be made good with standard agricultural equipment.

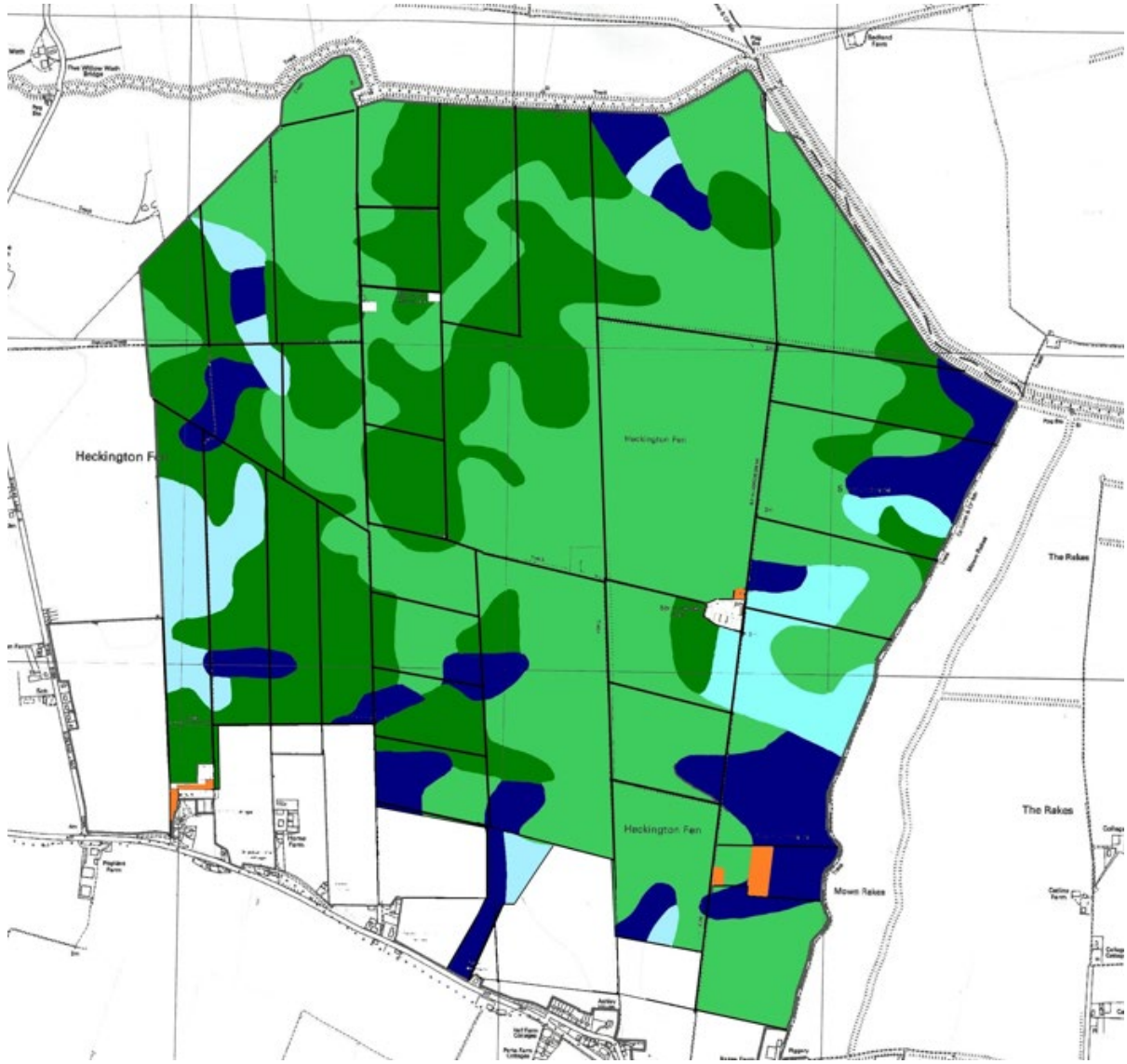
# 10 MONITORING AND AFTERCARE

10.1 The grassland under the PV panels will be managed by sheep grazing. Areas of grassland not grazed will be managed in line with the LEMP and CEMP, as secured by DCO requirement.

10.2 There is no requirement for annual monitoring or reviews of aftercare in respect of soil management.

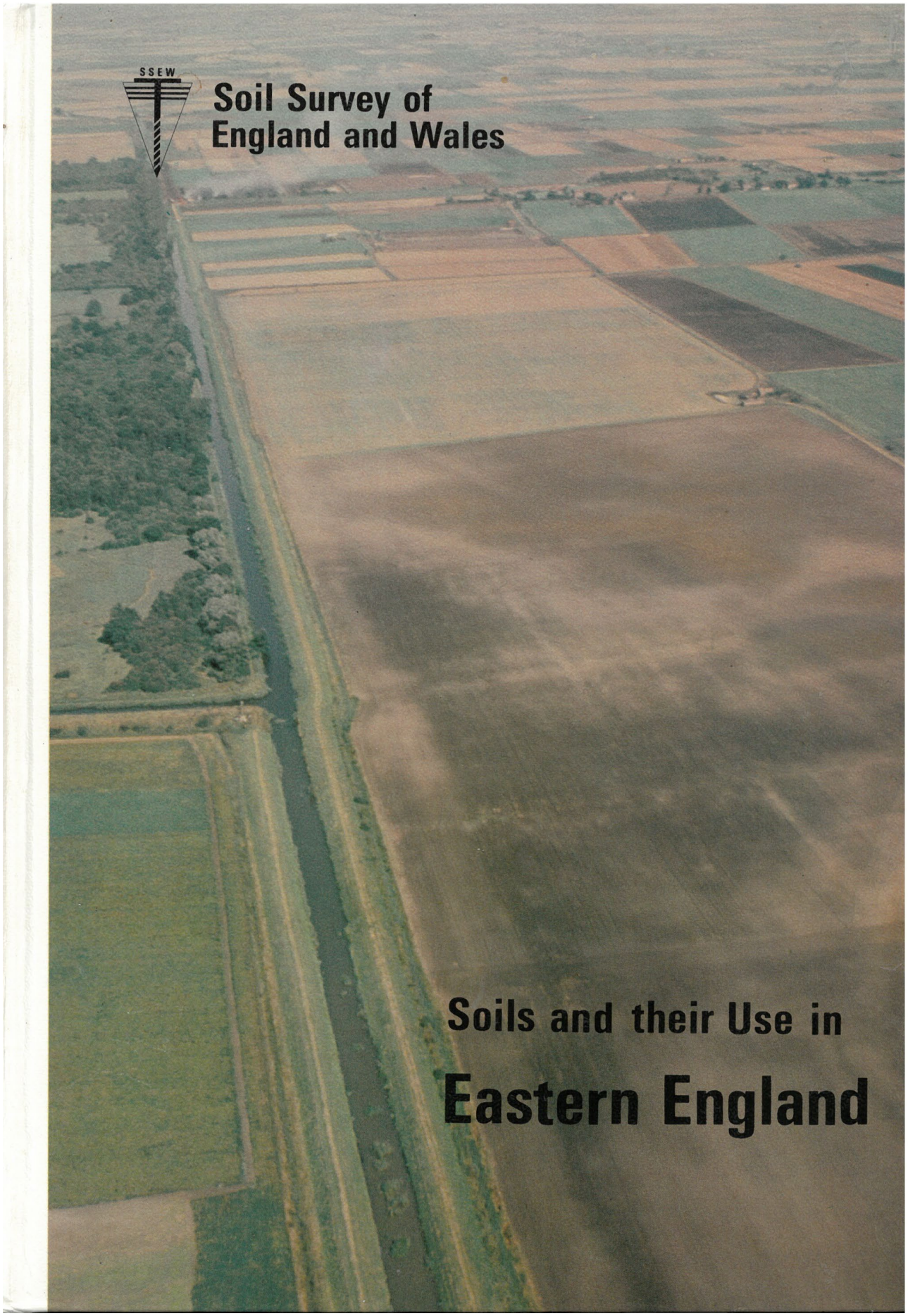
**Appendix A**

**Plan KCC3076/07**




| KEY | | Ha | % | PLAN | KCC3076/07 | | |
|---|---|---|---|---|---|---|---|
| | Grade 1 | 58 | 11.1 | TITLE | Agricultural Land Classification | | |
| | Grade 2 | 39 | 7.4 | SITE | Heckington Fen | | |
| | Grade 3a | 160 | 30.5 | CLIENT | Ecotricity Group | | |
| | Grade 3b | 265 | 50.6 | NUMBER | KCC3076/07 01/23hr | | |
| | Grade 4 | | | DATE | January 2023 | SCALE | NTS |
| | Grade 5 | | | KERNON COUNTRYSIDE CONSULTANTS LTD<br>GREENACRES BARN, PURTON STOKE, SWINDON,<br>WILTSHIRE, SN5 4LL<br>Tel 01793 771 333 Email: info@kernon.co.uk<br> | | |
| | Non-agricultural | 2 | 0.4 | | | | |
| | Urban | | | | | | |
| | Not surveyed | | | | | | |

## Appendix B
## Description of Soil Types


SSEW
Soil Survey of
England and Wales
Soils and their Use in
Eastern England

and if sequentially direct drilled the soils benefit from being loosened periodically. Shallow cultivations and minimum tillage techniques are commonplace. Some land is affected by salinity which, followed by leaching, has led to clay deflocculation, and the stopping of drains by dispersed clay, eventually causing patchy waterlogging and crop failure on arable land. Grassland productivity is limited by summer drought but, because of the poaching risk, grazing by cattle is restricted to the summer months. Occasional liming is needed, but manganese deficiency can occur in over-limed spots. The soils contain little phosphorus but reserves of potassium and magnesium are large.

## § 133. WALLASEA 2 ASSOCIATION
813g

This association is extensive on reclaimed marine alluvium in the marshlands of Lincolnshire (Fig.45), Cambridgeshire and Norfolk, and is also present in Romney Marsh, the Essex marshes and in Holderness. The land is generally level but there are occasional ridges on the sites of former creeks. The soils are mainly Wallasea series, pelo-alluvial gley soils; Newchurch series, pelo-calcareous alluvial gley soils; Blacktoft series, gleyic brown calcareous soils; and Wisbech series, calcareous alluvial gley soils. Wallasea and Newchurch soils are clayey with a greyish brown topsoil over greyish or grey and ochreous mottled subsurface horizons; Newchurch series is calcareous. Blacktoft soils are calcareous and fine silty with grey colours and mottling in the subsoil. Wisbech soils are also calcareous, but have greyish and mottled coarse silty horizons below the plough layer, often with sedimentary laminations. Wallasea series predominates and Newchurch, Blacktoft and Wisbech soils are common. Dymchurch (Clayden and Hollis 1984), Snargate (§ 114), Agney, (§ 104) Stockwith (§ 46), Tanvats (§ 114) and Paglesham (Sturdy 1976) series also occur. Brief descriptions of the principal soils are given elsewhere in the text. Wallasea series in § 125, Newchurch series in § 28, Blacktoft series in § 28 and Wisbech series in § 104.

Wallasea soils consistently constitute over half of the association, but the proportion of other soils varies widely throughout the country. Generally, Wisbech and Blacktoft series are found on or near former creeks (rodhams), with Wallasea and Newchurch soils in the intervening areas. The incidence of creek ridges, and so the proportion of coarser soils, increases seawards where Blacktoft soils cover a third of the land, except in Lincolnshire where the similar Agney series is more common. The proportion of the less common Wisbech soils also increases seawards. Inland towards high ground, clayey soils are predominant, Wallasea soils being most common in Lincolnshire and Cambridgeshire, but in Norfolk, Newchurch and Wallasea soils are co-dominant. In places in Lincolnshire, Wallasea soils have developed from former Downholland soils (§ 48) from which topsoil organic matter has been lost by oxidation. Wisbech soils are rare in north Lincolnshire

and non-calcareous soils, including Pepperthorpe (§ 125) and Tanvats series, become more common. Near Huttoft, where islands of Devensian till rise through the alluvium, some Holderness soils (§ 75) are included. Creek ridges are uncommon in Essex and Wisbech soils are rare. Calcareous fine silty Agney soils cover one sixth of the land and non-calcareous Tanvats and Paglesham soils also occur. Locally there are a few saline soils and, where leaching has occurred, subsoil structure has deteriorated causing silting of drains, waterlogging and reduced crop yields.

### Key to component soil series

| | | |
|---|---|---|
| | Subsoils non-calcareous above 40 cm | 1 |
| | Subsoils calcareous above 40 cm | 2 |
| 1. | Clayey | WALLASEA |
| | Fine silty | Tanvats |
| | Fine loamy over clayey | Paglesham |
| | Fine silty over clayey | Pepperthorpe |
| 2. | Silty throughout | 3 |
| | With clayey horizons | 5 |
| 3. | Coarse silty | WISBECH |
| | Fine silty | 4 |
| 4. | Subsoil faintly mottled above 60 cm or distinctly mottled between 40 and 80 cm | BLACKTOFT |
| | Prominently mottled or greyish above 40 cm | Agney |
| 5. | Clayey throughout | NEWCHURCH |
| | Silty over clayey | Stockwith |

### Soil water regime

Most of the land is pump-drained and the more permeable Blacktoft and Wisbech soils are well drained (Wetness Class I). Wallasea and Newchurch soils are less permeable but respond to underdrainage; drained soils are occasionally waterlogged (Wetness Class II) but undrained soils are waterlogged for long periods in winter (Wetness Class III or IV). Droughtiness assessments for selected crops are given in Table 38. Droughtiness slightly restricts the growth of arable crops in Wallasea and Newchurch soils. Wisbech soils have large available water reserves and are non-droughty whilst Blacktoft soils are intermediate in droughtiness. Grassland suffers from drought on all soils in south Lincolnshire, Norfolk and Essex but growth is less restricted in the higher rainfall area of north Lincolnshire.

### Cultivation and cropping

The effects of soil and climate on the time available for landwork is shown in Figure 71. With adequate underdrainage, Wallasea and Newchurch soils are moderately easy to work. There are adequate days for safe cultivation in autumn and spring, but in north

Lincolnshire the moist climate reduces the opportunity for spring cultivation, particularly in wet years, and the soils are marginal for spring-sown crops. The land is generally used for winter cereals and ley grassland, but sugar beet, peas and field brassicas are grown in the drier districts. The use of heavy machinery often causes topsoil compaction and surface wetness on the heavier soils especially Wallasea series though they can be direct drilled very successfully if subsoiled periodically. Newchurch soils which are calcareous have a more stable structure. Wisbech and Blacktoft soils are less suitable for direct drilling because of the problems associated with this system on silty soils.

**Table 38**
**Profile Available Water (A.P. mm), Crop-adjusted Mean Moisture Deficit (M.D. mm) and Droughtiness Class for extensive crops–Wallasea 2 Association**

| Location<br>Grid Ref. | **Wallasea series**<br>Holbeach St Johns<br>TF350180 | **Newchurch series**<br>Holbeach St Johns<br>TF350180 | **Blacktoft series**<br>Holbeach St Johns<br>TF350180 | **Wisbech series**<br>Holbeach St Johns<br>TF350180 |
|---|---|---|---|---|
| **Winter wheat** | | | | |
| A.P. | 160 | 150 | 190 | 270 |
| M.D. | 126 | 126 | 126 | 126 |
| Droughtiness | slightly droughty | slightly droughty | non-droughty | non-droughty |
| **Spring barley** | | | | |
| A.P. | 160 | 150 | 190 | 270 |
| M.D. | 119 | 119 | 119 | 119 |
| Droughtiness | slightly droughty | slightly droughty | non-droughty | non-droughty |
| **Potatoes** | | | | |
| A.P. | 115 | 115 | 140 | 200 |
| M.D. | 127 | 127 | 127 | 127 |
| Droughtiness | moderately droughty | moderately droughty | slightly droughty | non-droughty |
| **Sugar beet** | | | | |
| A.P. | 195 | 180 | 235 | 335 |
| M.D. | 127 | 127 | 127 | 127 |
| Droughtiness | non-droughty | non-droughty | non-droughty | non-droughty |
| **Oilseed rape** | | | | |
| A.P. | 160 | 150 | 190 | 270 |
| M.D. | 109 | 109 | 109 | 109 |
| Droughtiness | non-droughty | slightly droughty | non-droughty | non-droughty |

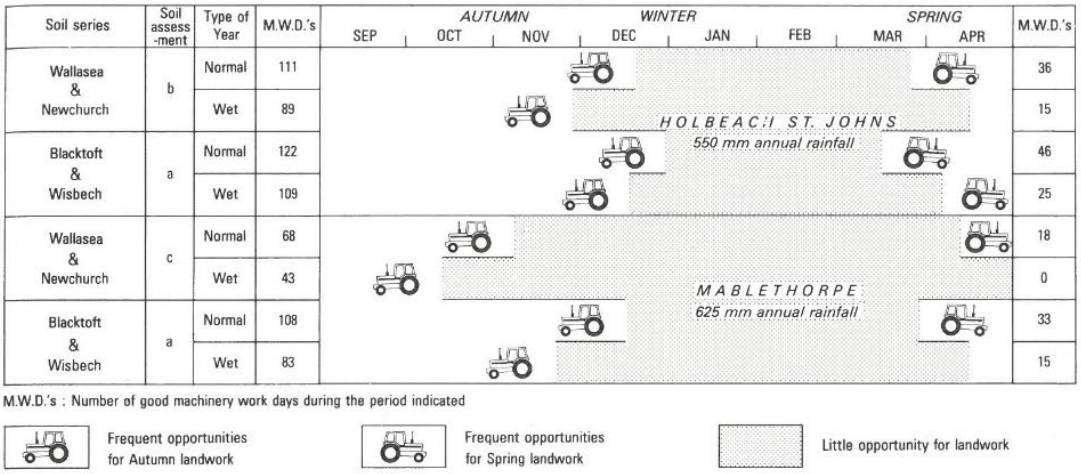



Figure 71. The effects of soil and climate on landwork, Wallasea 2 association

## § 134. WANTAGE 1 ASSOCIATION
(342c)

This association consists of greyish, well drained silty soils on the Lower Chalk mainly in south Oxfordshire, north Wiltshire, Kent and Buckinghamshire. In Bedfordshire, Hertfordshire, and Cambridgeshire the association occurs in small patches. North of Luton it forms a narrow strip of gently sloping land at the foot of the chalk escarpment. Near Luton the soils form the side of a ridge and the association continues sporadically to the south-west, fronting the Chiltern Hills (Avery 1964). The principal soil is Wantage series (§ 135), loamy grey rendzinas with an extremely calcareous silty clay loam subsoil and chalk at moderate depth. The land is affected locally by springs and winterbournes so Burwell (§ 113) soils are found on valley floors and on gentle slopes. Shallow Upton soils, grey rendzinas, are confined to convex valley sides below the main Chalk scarp.

The soils of the association are predominantly well drained (Wetness Class I), but there are patches of less permeable Burwell soils on some valley floors and flat valley sides which when field drainage is effected are largely well drained (Wetness Class I).

The main crops are cereals, grown continuously or in rotation. Yields of winter wheat are consistently high and those of spring barley about average. The soils are easy to work and any surface capping usually breaks up as the soil dries. There is adequate time for autumn and spring landwork. There is little risk of poaching in grassland but there is some drought limitation on the shallowest soils. The association is fully described by Jarvis, M.G. *et al.* (1984).

**Appendix C**
**Agricultural Good Practice Guidance for Solar Farms (2013)**

bre

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nsc

# Agricultural Good Practice Guidance for Solar Farms

NFU

EUROPEAN UNION
Investing in Your Future

European Regional
Development Fund 2007-2013

BRE
NATIONAL
SOLAR
CENTRE

**Principal Author and Editor** Dr Jonathan Scurlock, National Farmers Union

This document should be cited as: BRE (2014) Agricultural Good Practice Guidance for Solar Farms. Ed J Scurlock

**BRE National Solar Centre would like to sincerely thank colleagues from the following organisations who have made significant contributions to the development of this guidance:**

**With thanks to:**

Marcus Dixon and Neil Macdonald of British Solar Renewables; Liza Gray of Lightsource; Julie Rankin and Amy Thorley of Lark Energy; Kate Covill of Orta Solar; Ben Cosh of TGC Renewables; Ben Thompson of Foresight Group; Simon Stonehouse of Natural England; Leonie Greene of the Solar Trade Association; and Tom Fullick, Gary Ford and Richard Wordsworth of the NFU.

**With thanks to NSC Founding Partners:**

## Context

This document describes experience and principles of good practice to date for the management of small livestock in solar farms established on agricultural land, derelict/marginal land and previously-developed land.

Proposed for publication as an appendix to existing best practice guidelines by the BRE National Solar Centre[1], it should be read in conjunction with BRE (2014) Biodiversity Guidance for Solar Developments (eds. G.E. Parker and L. Greene).

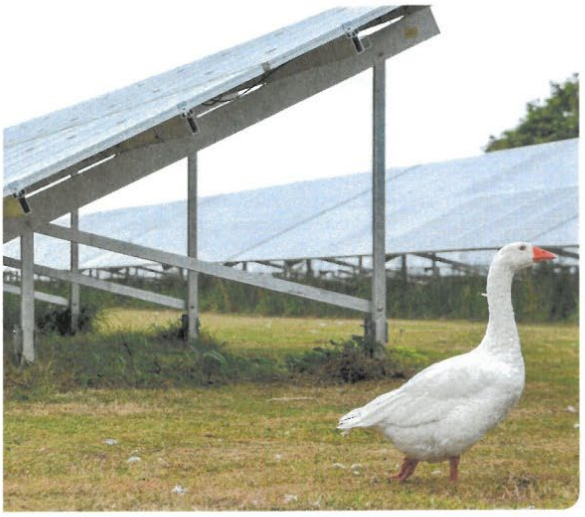
The guidance presented here has been developed with, and endorsed by, a number of leading UK solar farm developers and organisations concerned with agriculture and land management.

## Introduction

Field-scale arrays of ground-mounted PV modules, or "solar farms", are a relatively recent development, seen in Britain only since 2011, although they have been deployed in Germany and other European countries since around 2005. In accordance with the "10 Commitments" of good practice established by the Solar Trade Association[2], the majority of solar farm developers actively encourage multi-purpose land use, through continued agricultural activity or agri-environmental measures that support biodiversity, yielding both economic and ecological benefits.

It is commonly proposed in planning applications for solar farms that the land between and underneath the rows of PV modules should be available for grazing of small livestock. Larger farm animals such as horses and cattle are considered unsuitable since they have the weight and strength to dislodge standard mounting systems, while pigs or goats may cause damage to cabling, but sheep and free-ranging poultry have already been successfully employed to manage grassland in solar farms while demonstrating dual-purpose land use.

Opportunities for cutting hay or silage, or strip cropping of high-value vegetables or non-food crops such as lavender, are thought to be fairly limited and would need careful layout with regard to the proposed size of machinery and its required turning space. However, other productive options such as bee-keeping have already been demonstrated. In some cases, solar farms may actually enhance the agricultural value of land, where marginal or previously-developed land (e.g. an old airfield site) has been brought back into more productive grazing management. It is desirable that the terms of a solar farm agreement should include a grazing plan that ensures the continuation of access to the land by the farmer, ideally in a form that that enables the claiming of Basic Payment Scheme agricultural support (see page 2).



[1] BRE (2013) Planning guidance for the development of large scale ground mounted solar PV systems. www.bre.co.uk/nsc

[2] STA "Solar Farms: 10 Commitments" http://www.solar-trade.org.uk/solarFarms.cfm

## Conservation grazing for biodiversity

As suggested in the Biodiversity Guidance described above, low intensity grazing can provide a cost-effective way of managing grassland in solar farms while increasing its conservation value, as long as some structural diversity is maintained. A qualified ecologist could assist with the development of a conservation grazing regime that is suited to the site's characteristics and management objectives, for incorporation into the biodiversity management plan.

Avoiding grazing in either the spring or summer will favour early or late flowering species, respectively, allowing the development of nectar and seeds while benefiting invertebrates, ground nesting birds and small mammals. Hardy livestock breeds are better suited to such autumn and winter grazing, when the forage is less nutritious and the principal aim is to prevent vegetation from overshadowing the leading (lower) edges of the PV modules (typically about 800-900mm high). Other habitat enhancements may be confined to non-grazed field margins (if provision is made for electric or temporary fencing) as well as hedgerows and selected field corners.

## Agricultural grazing for maximum production

The developer, landowner and/or agricultural tenant/licensee may choose to graze livestock at higher stocking densities throughout the year over much of the solar farm, especially where the previous land use suggested higher yields or pasture quality. Between 4 and 8 sheep/hectare may be achievable (or 2-3 sheep/ha on newly-established pasture), similar to stocking rates on conventional grassland, i.e. between about March and November in the southwest and May to October in North-East England.

The most common practice is likely to be the use of solar farms as part of a grazing plan for fattening/finishing of young hill-bred 'store' lambs for sale to market. Store lambs are those newly-weaned animals that have not yet put on enough weight for slaughter, often sold by hill farmers in the Autumn for finishing in the lowlands. Some hardier breeds of sheep may be able to produce and rear lambs successfully under the shelter of solar farms, but there is little experience of this yet. Pasture management interventions such as 'topping' (mowing) may be required occasionally or in certain areas, in order to avoid grass getting into unsuitable condition for the sheep (e.g. too long, or starting to set seed).

Smaller solar parks can provide a light/shade environment for free-ranging poultry (this is now recognised by the RSPCA Freedom Foods certification scheme) – experience to date suggests there is little risk of roosting birds fouling the modules. Broiler (meat) chickens, laying hens and geese will all keep the grass down, and flocks may need to be rotated to allow recovery of vegetation. Stocking density of up to 2000 birds per hectare is allowed, so a 5 megawatt solar farm on 12 hectares would provide ranging for 24,000 birds.

## Solar farm design and layout

In most solar farms, the PV modules are mounted on metal frames anchored by driven or screw piles, causing minimal ground disturbance and occupying less than 1% of the land area. The rest of the infrastructure typically disturbs less than 5% of the ground, and some 25-40% of the ground surface is over-sailed by the modules or panel. Therefore 95% of a field utilised for solar farm development is still accessible for vegetation growth, and can support agricultural activity as well as wildlife, for a lifespan of typically 25 years.

As described above, the layout of rows of modules and the width of field margins should anticipate future maintenance costs, taking into account the size, reach and turning circle of machinery and equipment that might be used for 'topping' (mowing), collecting forage grass, spot-weeding (e.g. of 'injurious' weeds like ragwort and dock) and re-seeding. Again, in anticipation of reverting the field to its original use after 25 years, many agri-environmental measures may be better located around field margins and/or where specifically recommended by local ecologists. All European farmers are obliged to maintain land in "good agricultural and environmental condition" under the Common Agricultural Policy rules of 'cross compliance', so it is important to demonstrate sound stewardship of the land for the lifetime of a solar farm project, from initial design to eventual remediation.

The depth of buried cables, armouring of rising cables, and securing of loose wires on the backs of modules all need to be taken into consideration where agricultural machinery and livestock will be present. Cables need to be buried according to national regulations and local DNO requirements, deep enough to avoid the risk of being disturbed by farming practice – for example, disc harrowing and re-seeding may till the soil to a depth of typically 100-150 mm, or a maximum of 200 mm. British Standard BS 7671 ("Wiring Regulations") describes the principles of appropriate depth for buried cables, cable conduits and cable trench marking. Note also that stony land may present a risk of stone-throw where inappropriate grass management machinery is used (e.g. unguarded cylinder mowers).

## Eligibility for CAP support and greening measures

From 2015, under the Common Agricultural Policy, farmers will be applying for the new Basic Payment Scheme (BPS) of area-based farm support funding. It has been proposed that the presence of sheep grazing could be accepted as proof that the land is available for agriculture, and therefore eligible to receive BPS, but final details are still awaited from Defra at the time of writing. Farmers must have the land "at their disposal" in order to claim BPS, and solar farm agreements should be carefully drafted in order to demonstrate this (BPS cannot be claimed if the land is actually rented out). Ineligible land taken up by mountings and hard standing should be deducted from BPS claims, and in the year of construction larger areas may be temporarily ineligible if they are not available for agriculture.

Defra has not yet provided full details on BPS 'greening' measures, but some types of Ecological Focus Areas may be possibly located within solar farms, probably around the margins, including grazed buffer strips and ungrazed fallow land, both sown with wildflowers. Note that where the agreed biodiversity management plan excludes all forms of grazing, the land will become ineligible for BPS, and this may have further implications for the landowner, such as for inheritance tax.

## Long-term management, permanent grassland and SSSI designation

Since solar farms are likely to be in place typically for 25 years, the land could pass on to a succeeding generation of farmers or new owners, and the vegetation and habitat within the fenced area is expected to gradually change with time. According to Natural England, there is little additional risk that the flora and fauna would assume such quality and interest that the solar farm might be designated a SSSI (Site of Special Scientific Interest) compared with a similarly-managed open field. However, there could be a possible conflict with planning conditions to return the land to its original use at the end of the project, e.g. if this is specified as 'cropland' rather than more generically as 'for agricultural purposes'. If the pasture within a solar farm were considered to have become a permanent grassland, it may be subject to regulations requiring an Environmental Impact Assessment to restore the original land use, although restoration clauses in the original planning consent may take precedence here. It is proposed that temporary (arable) grassland should be established on the majority of the land area that lies between the rows of modules. This would be managed in 'improved' condition by periodic harrowing and re-seeding (e.g. every 5 years), typically using a combination disc harrow and seed drill.

Other measures to maintain the productivity of grassland, without the need for mechanised cultivations or total reseeding, could include: maintaining optimum soil fertility and pH to encourage productive grass species; seasonally variable stocking rates to prevent over/under-grazing with the aim of preventing grass from seeding and becoming unpalatable. Non-tillage techniques to optimise grass sward content might include the use of a sward/grass harrow and air-seeder to revive tired pastures. When applying soil conditioners (e.g. lime), fertilisers or other products, consideration should be taken to prevent damage to or soiling of the solar modules.

## Good practice in construction and neighbourliness

Consideration should also be given to best practice during construction and installation, and ensuring that the future agricultural management of the land (such as a change from arable cropping to lamb production) fits into the local rural economy. Site access should follow strictly the proposed traffic management plan, and careful attention to flood and mud management in accordance with the Flood Risk Assessment (e.g. controlling run-off by disrupting drainage along wheelings), will also ensure that the landowner remains on good terms with his/her neighbours.

Time of year should be taken into account for agricultural and biodiversity operations such as prior seeding of pasture grasses and wildflowers. Contractors should consider avoiding soil compaction and damage to land drains, e.g. by using low ground pressure tyres or tracked vehicles. Likewise, when excavating cable trenches, storing and replacing topsoil and subsoil separately and in the right order is important to avoid long-term unsightly impacts on soil and vegetation structure. Good practice at this stage will yield longer-term benefits in terms of productivity and optimal grazing conditions.

## Evidence base and suggested research needs

A number of preliminary studies on the quantity and quality of forage available in solar farms have suggested that overall production is very little different from open grassland under similar conditions. A more comprehensive and independent evidence base could be established through a programme of directed research, e.g. by consultants (such as ADAS) or interested university groups (e.g. Exeter University departments of geography and biosciences), perhaps in association with seed suppliers and other stakeholders. Productivity of grasses could be compared between partial shade beneath the solar modules and unshaded areas between the rows. Alternatively daily live weight gain could be compared between two groups of fattening lambs (both under the same husbandry regime) on similar blocks of land, with and without solar modules present.

Case Steiger Quadtrac used to deliver inverters and other heavy equipment to site under soft ground conditions (photo courtesy of British Solar Renewables)

Cable trenching, showing topsoil stripped and set to one side, with subsoil placed on the other side ready for reinstatement (photo courtesy of British Solar Renewables)

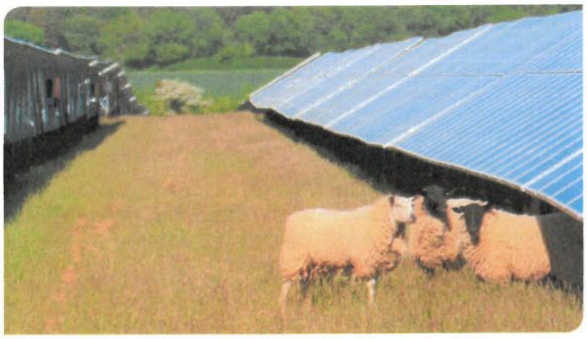
# Agricultural case studies

## Benbole Farm, Wadebridge, Cornwall

One of the first solar farms developed in Britain in 2011, this 1.74 megawatt installation on a four-hectare site is well screened by high hedges and grazed by a flock of more than 20 geese. A community scheme implemented by the solar farm developers enabled local residents to benefit from free domestic solar panels and other green energy projects.

## Higher Hill, Butleigh, Somerset

Angus Macdonald, a third-generation farmer, installed a five megawatt solar farm on his own land. Located near Glastonbury, the site has been grazed by sheep since its inception in 2011.

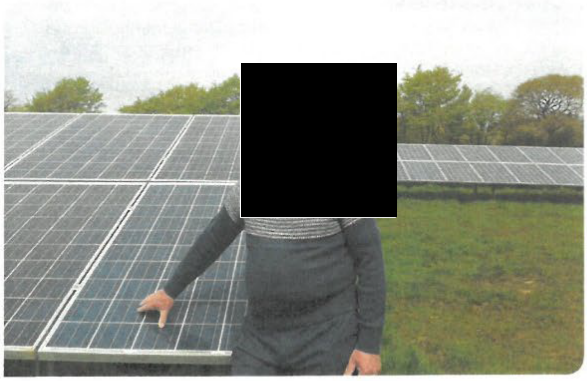


## Eastacombe Farm, Holsworthy, Devon

This farm has been in the Petherick family for four generations, but they were struggling to survive with a small dairy herd. In 2011/12, a solar developer helped them convert eight hectares of the lower-grade part of their land into a 3.6 megawatt solar farm with sheep grazing, which has diversified the business, guaranteeing its future for the next generation of farmers.

## Newlands Farm, Axminster, Devon

Devon sheep farmer Gilbert Churchill chose to supplement his agricultural enterprise by leasing 13 hectares of grazing land for a 4.2 megawatt solar PV development, which was completed in early 2013. According to Mr Churchill, the additional income stream is "a lifeline" that "will safeguard the farm's survival for the future".



## Trevemper Farm, Newquay, Cornwall

In 2011, the Trewithen Estate worked with a solar developer to build a 1.7 megawatt solar farm on 6 hectares of this south-facing block of land, which had good proximity to a grid connection. During the 25-year lease, the resident tenant farmer is still able to graze the land with sheep at his normal stocking density, and is also paid an annual fee to manage the pasture.

## Yeowood Solar Farm, North Somerset

Completed in 2012, this 1.3 megawatt installation on 4 hectares of land surrounds a poultry farm of 24,000 laying hens, which are free to roam the land between and underneath the rows of solar modules, as well as other fields. The Ford family, farm owners, also grow the energy crop miscanthus to heat their eco-friendly public swimming pool and office units.

## Wyld Meadow Farm, Bridport, Dorset

Farmers Clive and Jo Sage continue to graze their own-brand Poll Dorset sheep on this 4.8 megawatt solar farm, established on 11 hectares in 2012. The solar farm was designed to have very low visual impact locally, with an agreement to ensure livestock grazing throughout the project's lifetime.

## Wymeswold Solar Farm, Leicestershire

The author pictured in July 2014 at Britain's largest connected solar farm. At 33 megawatts, this development provides enough energy to power 8,500 homes. Built on a disused airfield in 2013, this extensive installation over 61 hectares (150 acres) received no objections during planning and is grazed by the landowner's sheep – just visible in the background.

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**BRE Trust**
The BRE Trust uses profits made by BRE Group to fund new research and education programmes, that will help it meet its goal of 'building a better world together'.

## Appendix D
## Defra Construction Code of Practice for the Sustainable Use of soils on Construction Sites (extracts only)

www.defra.gov.uk

# Construction Code of Practice for the Sustainable Use of Soils on Construction Sites

BIS | Department for Business Innovation & Skills

wrap Material change for a better environment

defra
Department for Environment Food and Rural Affairs

## 5.4 Soil stockpiling

### Why?

1. Soil often has to be stripped or excavated during the construction process. In order to enable its reuse on site at a later stage, soil needs to be stored in temporary stockpiles to minimise the surface area occupied, and to prevent damage from the weather and other construction activities.

### How?

2. The main aim when temporarily storing soil in stockpiles is to maintain soil quality and minimise damage to the soil's physical (structural) condition so that it can be easily reinstated once respread. In addition, stockpiling soil should not cause soil erosion, pollution to watercourses or increase flooding risk to the surrounding area.

3. When soil is stored for longer than a few weeks, the soil in the core of the stockpile becomes anaerobic and certain temporary chemical and biological changes take place. These changes are usually reversed when the soil is respread to normal depths. However, the time it takes for these changes to occur very much depends on the physical condition of the soil.

4. Handling soil to create stockpiles invariably damages the physical condition of the soil to a greater or lesser extent. If stockpiling is done incorrectly the physical condition of the soil can be damaged irreversibly, resulting in a loss of a valuable resource and potentially significant costs to the project. The Soil Resource Survey and Soil Resource Plan should set out any limitations that the soil may possess, with respect to handling, stripping and stockpiling.

5. The size and height of the stockpile will depend on several factors, including the amount of space available, the nature and composition of the soil, the prevailing weather conditions at the time of stripping and any planning conditions associated with the development. Stockpile heights of 3-4m are commonly used for topsoil that can be stripped and stockpiled in a dry state but heights may need to be greater where storage space is limited.

6. Soil moisture and soil consistency (plastic or non-plastic) are major factors when deciding on the size and height of the stockpile, and the method of formation. As a general rule, if the soil is dry (e.g. drier than the plastic limit) when it goes into the stockpile, the vast majority of it should remain dry during storage, and thereby enable dry soil to be excavated and respread at the end of the storage period. Soil in a dry and non-plastic state is less prone to compaction, tends to retain a proportion of its structure, will respread easily and break down into a suitable tilth for landscaping. Any anaerobic soil also usually becomes re-aerated in a matter of days.

7. Soil stockpiled wet or when plastic in consistency is easily compacted by the weight of soil above it and from the machinery handling it. In a compacted state, soil in the core of the stockpile remains wet and anaerobic for the duration of the storage period, is difficult to handle and respread and does not usually break down into a suitable tilth. A period of further drying and cultivation is then required before the soil becomes re-aerated and acceptable for landscaping.

**Stockpiling methods**

8. There are two principal methods for forming soil stockpiles, based on their soil moisture and consistency.

9. Method 1 should be applied to soil that is in a dry and non-plastic state. The aim is to create a large core of dry soil, and to restrict the amount of water that can get into the stockpile during the storage period. Dry soil that is stored in this manner can remain so for a period of years and it is reuseable within days of respreading.

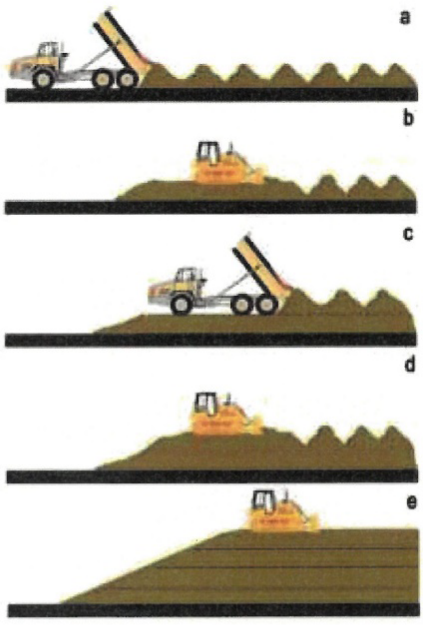
10. Method 2 should be applied if the construction programme or prevailing weather conditions result in soil having to be stockpiled when wet and/or plastic in consistency. This method minimises the amount of compaction, while at the same time maximising the surface area of the stockpile to enable the soil to dry out further. It also allows the soil to be heaped up into a 'Method 1' type stockpile, once it has dried out.

## Soil stockpiling

Soil should be stored in an area of the site where it can be left undisturbed and will not interfere with site operations. Ground to be used for storing the topsoil should be cleared of vegetation and any waste arising from the development (e.g. building rubble and fill materials). Topsoil should first be stripped from any land to be used for storing subsoil.

**Method 1 – Dry non-plastic soils**

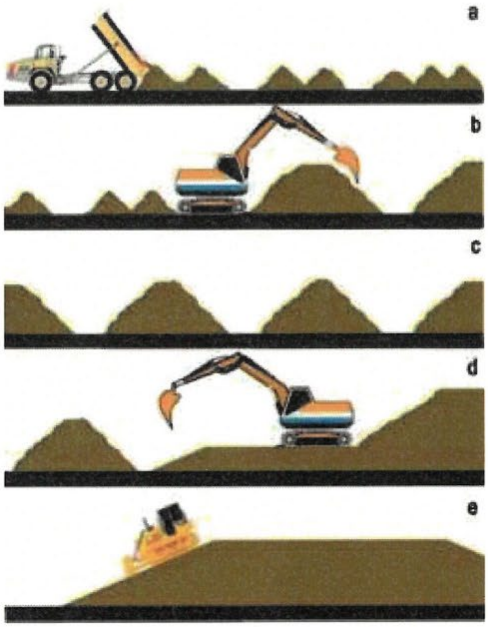
The soil is loose-tipped in heaps from a dump truck (a), starting at the furthest point in the storage area and working back toward the access point. When the entire storage area has been filled with heaps, a tracked machine (excavator or dozer) levels them (b) and firms the surface in order for a second layer of heaps to be tipped. This sequence is repeated (c & d) until the stockpile reaches its planned height. To help shed rainwater and prevent ponding and infiltration a tracked machine compacts and re-grades the sides and top of the stockpile (e) to form a smooth gradient.



**Method 2 – Wet plastic soils**

The soil is tipped in a line of heaps to form a 'windrow', starting at the furthest point in the storage area and working back toward the access point (a). Any additional windrows are spaced sufficiently apart to allow tracked plant to gain access between them so that the soil can be heaped up to a maximum height of 2m (b).
To avoid compaction, no machinery, even tracked plant, traverses the windrow.

Once the soil has dried out and is non-plastic in consistency (this usually requires several weeks of dry and windy or warm weather), the windrows are combined to form larger stockpiles, using a tracked excavator (d). The surface of the stockpile is then regraded and compacted (e) by a tracked machine (dozer or excavator) to reduce rainwater infiltration.




**Stockpile location and stability**

11. Stockpiles should not be positioned within the root or crown spread of trees, or adjacent to ditches, watercourses or existing or future excavations. Soil will have a natural angle of repose of up to 40° depending on texture and moisture content but, if stable stockpiles are to be formed, slope angles will normally need to be less than that. For stockpiles that are to be grass seeded and maintained, a maximum side slope of 1 in 2 (25°) is appropriate.

**Stockpile protection and maintenance**

12. Once the stockpile has been completed the area should be cordoned off with secure fencing to prevent any disturbance or contamination by other construction activities. If the soil is to be stockpiled for more than six months, the surface of the stockpiles should be seeded with a grass/clover mix to minimise soil erosion and to help reduce infestation by nuisance weeds that might spread seed onto adjacent land.

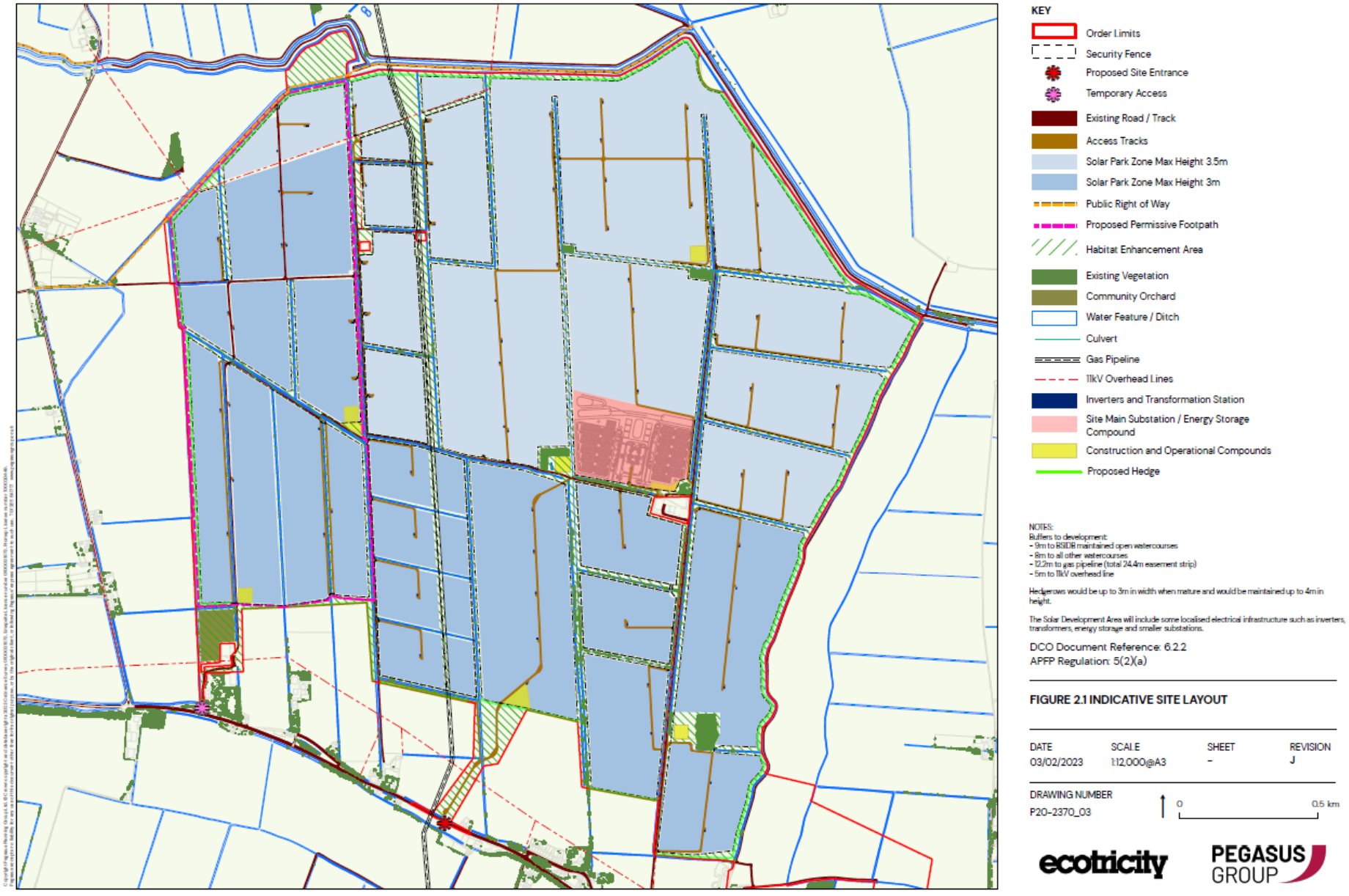
13. Management of weeds that do appear should be undertaken during the summer months, either by spraying to kill them or by mowing or strimming to prevent their seeds being shed.

*Clearly defined stockpiling of different soil materials*

*Long term stockpile of stripped topsoil left with only weed vegetation*

## Appendix E

## Proposed Layout


KEY
Order Limits
Security Fence
Proposed Site Entrance
Temporary Access
Existing Road / Track
Access Tracks
Solar Park Zone Max Height 3.5m
Solar Park Zone Max Height 3m
Public Right of Way
Proposed Permissive Footpath
Habitat Enhancement Area
Existing Vegetation
Community Orchard
Water Feature / Ditch
Culvert
Gas Pipeline
11kV Overhead Lines
Inverters and Transformation Station
Site Main Substation / Energy Storage Compound
Construction and Operational Compounds
Proposed Hedge
NOTES:
Buffers to development:
- 9m to RSIDB maintained open watercourses
- 8m to all other watercourses
- 12.2m to gas pipeline (total 24.4m easement strip)
- 5m to 11kV overhead line
Hedgerows would be up to 3m in width when mature and would be maintained up to 4m in height.
The Solar Development Area will include some localised electrical infrastructure such as inverters, transformers, energy storage and smaller substations.
DCO Document Reference: 6.2.2
APFP Regulation: 5(2)(a)
FIGURE 2.1 INDICATIVE SITE LAYOUT
DATE
03/02/2023
SCALE
1:12,000@A3
SHEET
-
REVISION
J
DRAWING NUMBER
P20-2370_03
0
0.5 km
ecotricity
PEGASUS GROUP

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# Appendix F

# Appendix F: Outline Soil Management Plan for the Offsite Grid Route Corridor

| Document Properties | | |
|---|---|---|
| **Regulation Reference** | Regulation 5(2)(q) | |
| **Planning Inspectorate Scheme Reference** | EN010123 | |
| **Application Document Reference** | 7.7 | |
| **Title** | Appendix F: Outline Soil Management Plan for the Offsite Grid Route Corridor | |
| **Prepared By** | Heckington Fen Energy Project Team<br>(Kernon Countryside Consultants Ltd) | |
| **Version History** | | |
| **Version** | **Date** | **Version Status** |
| Rev 1 | February 2023 | Application Version |

# HECKINGTON FEN
# ENERGY PARK

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# OUTLINE
# SOIL MANAGEMENT PLAN
# (OFFSITE GRID ROUTE CORRIDOR)

**February 2023**

# HECKINGTON FEN
# ENERGY PARK

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# OUTLINE
# SOIL MANAGEMENT PLAN
# (OFFSITE GRID ROUTE CORRIDOR)

**February 2023**



**Authorised By ……..**

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# 1 INTRODUCTION



**Annexes**

# 1 INTRODUCTION

1.1 This document provides an outline Soil Management Plan (SMP) for the Heckington Fen Offsite Grid Connection Route Corridor “the Route”.

1.2 The Route will connect from the Heckington Fen Energy Park to the extension at the existing substation on Bicker Fen.

1.3 The Route needs to cross under roads, rivers and a railway, and there are therefore construction areas where deep excavations and boring machinery will be involved.

1.4 There will be a need for some fixed above ground infrastructure along the route. This will be located at field edges, as far as possible, so as not to disrupt the ongoing agricultural use of the land, which will return once installation is complete.

1.5 This outline SMP is structured as follows:

(i) section 2 describes the route;
(ii) section 3 sets out the soil resources and characteristics;
(iii) section 4 sets out key principles;
(iv) and section 5 sets out the management required.

## 2 THE PROPOSED ROUTE

2.1 This outline SMP relates to a route to connect the proposed Energy Park to the existing substation at Bicker Fen.

2.2 A corridor is considered within the Order Limits of this DCO application and has been considered in this outline SMP, but the indicative route is shown below.

*Insert 1: Indicative Route*

2.3 The survey corridor, and photographs along the Route, are set out in **Annex A**.

2.4 The cable will be buried in a trench. At points the trench will be deep to allow for the cable to be buried under obstacles including the A17, the railway and the South Forty Foot Drain. At these points it is expected that an open cut trench will not be used, instead an alternative cabling solution will be used such as drilling the cable under these existing features.

2.5 In respect of the current use of the farmland along the Route all of it is arable farmland.

# 3 SOIL RESOURCES AND CHARACTERISTICS

**Climatic Conditions**

3.1 The climatic data for the area, using the climate data set for ALC, shows annual rainfall between 575 and 590mm across the Energy Park site and the Route.

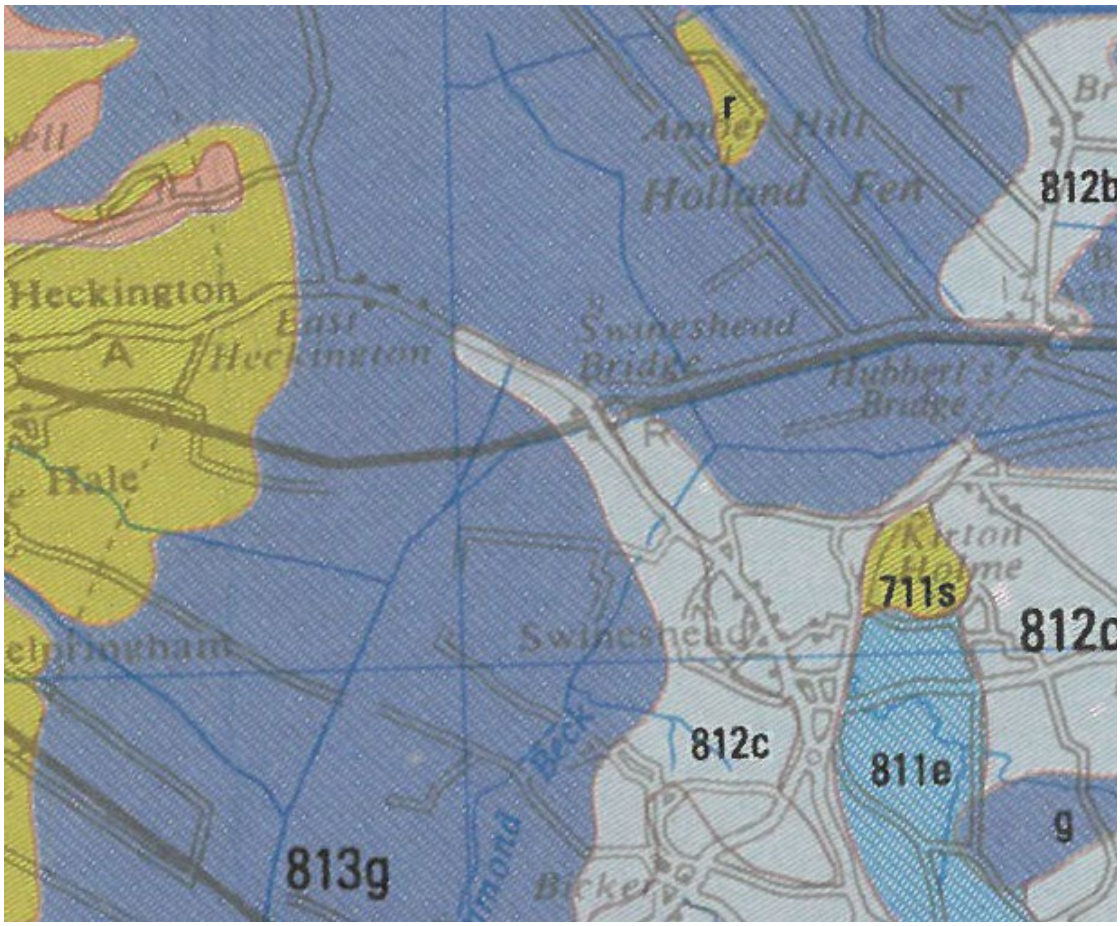
3.2 Soils are at field capacity, i.e. replete with water, for usually 107 days per year, mostly during the period from autumn to early spring. This is the period when soils are most susceptible to damage because they are saturated.

**Soil Types**

3.3 It is evident from surveys of the Energy Park site that the land quality is very variable, influenced by the historic passage of waterbodies. The aerial photographs in **Annex A** show the variability well.

3.4 The published soil map shows the area is mostly of the 813g Wallasea 2 Association, with a band of 812c Agney Association soils between the A17 and the railway, as shown below.

*Insert 2: Published Soil Map Excerpt*



**Extent and Depth of Topsoil Units and Soil Types**

3.5 It is evident from survey over the Energy Park site and nearby, and the available aerial photography, that the soils across the Energy Park site are variable. The Energy Park site is generally flat, and most is covered with soils of the Wallasea 2 Association. These soils are extensive on reclaimed marine alluvium in the marshlands of Lincolnshire. The soils are clayey with a greyish brown topsoil over greyish or grey and ochreous mottled subsurface horizons. The soils respond to drainage and, if undrained, are wet for longer periods in the winter.

3.6 The area of Agney Association are calcareous alluvial gley soils, generally well drained and silty in nature.

3.7 The texture of the Wallasea 2 soil varies from medium silty clay loam through heavy clay loams to silty clay and shows a complex mix of soil textures and drainage status.

3.8 The variability of the soils over short distances could make for variable and therefore challenging conditions. The variability is evident on the aerial photographs in **Annex A**.

3.9 The description of the soils, which are from the Wallasea 2 Association and Agney Association, are provided in **Annex B**, taken from the soil memoire. This identifies the ideal landwork season in a normal year, as follows (see the top row), for Wallasea soils. Agney soils are generally similar.

*Insert 3: Landwork Table*

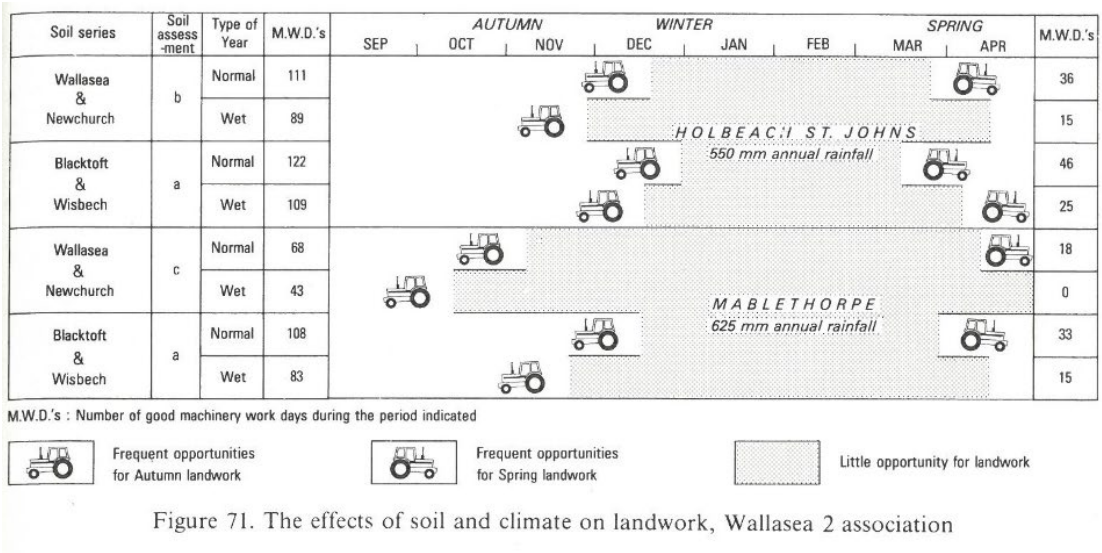



Figure 71. The effects of soil and climate on landwork, Wallasea 2 association

**Propensity to Damage**

3.10 The Institute of Environmental Management and Assessment (IEMA) have produced a Guide "A New Perspective on Land and Soil in Environmental Impact Assessment" (2022). Table 4 in the guidance identifies that clay and heavy clay loam soils where the Field

Capacity Days (FCD) is less than 150 (as here) have a medium resilience to structural damage.

3.11 The IEMA guide identifies that lighter soils, including medium clay loams, are of medium resilience where the FCD is less than 225. Here, where the FCD is 104 - 111 days, these soils will be at low risk of structural damage. This describes most of the soils along the Route.

3.12 The pattern of soils and land quality distribution is complex, as shown on the aerial images. However, the soils that will be least prone to compaction if trafficked in the wetter mid-winter months are the lighter soils.

3.13 As cable installation is a linear process, and cannot stop and start easily, the most susceptible soils dictate the methodology for the whole Route.

# 4 KEY PRINCIPLES

4.1 The installation of the cable requires soils to be disturbed and deep excavations for the trench. There will be deep engineering operations to bore under the drains, road and railway.

4.2 There are numerous buried services in this area, including the Triton Knoll cable. The installation of these services have been achieved successfully, with no evident damage to agricultural land and operations.

4.3 For successful restoration to a farming use, the key is to restore the topsoil and upper subsoil to the same profile, without compaction, as they are before construction commences. Plants will root down to about 1 – 1.2 metres, but the top 60cm is the most important for plant growth. This is usually a topsoil and upper subsoil layer.

4.4 The key principles for successfully avoiding damage to soils are:

- timing of works involving moving soils;
- storing soils;
- retaining soil profiles during restoration;
- avoiding compaction;
- ameliorating compaction.

**Timing**

4.5 The most important management decision/action to avoid adverse effects on soils is the timing of works involving moving soils. If the construction work takes place when soil conditions are sufficiently dry, then damage from vehicle trafficking, moving and trenching will be minimal.

4.6 The soils are relatively resilient to vehicle passage for much of the year. Under the ALC Guidelines the field capacity period, i.e. the days in the year when soils are saturated, is about 104 - 111 days per year. The soil memoire for the Wallasea 2 Association (**Appendix B**) identifies limited opportunities for landwork between mid-December and mid to late March. Similar periods apply to the Agney Association soils.

4.7 The soils are generally resilient, and any damage from vehicle trafficking can generally be made good by mechanical husbandry once the soils start to dry in the spring.

4.8 The period when soils are least likely to be wet is between March and November, but with seasonal variations (the English weather being unpredicatable). To the extent that it is feasible, topsoil movement should be targeted for this window. Topsoil stripping could be phased ahead of deeper trenching works.

4.9 It may not be feasible to limit trenching works to these periods. In so far as it is possible, handling of the upper subsoils (30-60cm depth) should also be carried out when the soils are not saturated. They should be stored separately to the topsoils, and if dug out when wet, allowed to dry in bunds of no more than 1 metre in height prior to storage at any greater depth

4.10 Replacement of the upper subsoil and topsoil should be undertaken in reverse order, and so far as is possible carried out when soils are dry, as they will then restore more rapidly and require less restorative mechanical work.

4.11 Guidance on stockpiling is set out in the Construction Code of Practice For the Sustainable Use of Soils on Construction Sites, Defra (2009), an extract from which is at **Annex C**.

4.12 In instances where it is not possible to avoid undertaking construction activities when soils are wet and topsoil damage occurs then soils can be recovered by normal agricultural management, using normal agricultural cultivation equipment (subsoiler, harrows, power harrows etc) once soils have dried adequately for this to take place. There may be localised wet areas in otherwise dry fields, for example, which are difficult to avoid.

**Avoiding Compaction**

4.13 This oSMP sets out when soils should generally be suitable for being trafficked. There may be periods within this window, however, when periodic rainfall events result in soils becoming liable to damage from being trafficked or worked. In these (likely rare) situations, work involving handling soils (e.g. stripping, replacing) should stop until soils have dried, usually within 48 hours of heavy rain stopping.

**Ameliorating Compaction**

4.14 If localised compaction occurs during construction, it should be ameliorated. This can normally be achieved with standard agricultural cultivation equipment, such as subsoilers (if required), power harrows and rolls.

**Storing Soil and Restoring Soil**

4.15 The quantities of soil involved are limited and topsoil mounds would be a maximum of 1m – 2m high. This will not result in the soil becoming anaerobic even in storage in a bund for more than 12 months. Advice on the stockpiling of soils taken from the Construction Code of Practice for the Sustainable Use of Soils on Construction Sites (Defra, 2009) is reproduced in **Annex C**. These areas will need to be managed during the life of the Proposed Development to prevent the establishment of woody growth or brambles.

4.16 The following photograph, from January 2023, shows topsoil being stored next to the temporary access track for the Viking Link cable works to the immediate east of the Energy Park.

*Insert 4: Temporary Topsoil Storage (January 2023)*

4.17 The mound should be kept clear of woody vegetation. It is acceptable to sow the mound with grass seed.

4.18 The mound should not be moved for restoration unless the soil is sufficiently dry. Testing the centre of the mound with a soil auger should take place before the soil is moved.

# 5 MANAGEMENT REQUIREMENTS

**Timing**

5.1 The works of soil stripping and trench excavation should be carried out, so far as possible, between March and November.

5.2 The works of trench infilling and soil restoration should be carried out, so far as possible, between March and November.

**Avoiding Drainage**

5.3 Trackways required outside the dry period should be created from laying stone onto matting, such as shown below.

*Insert 5: Trackway*


**Soil Storage**

5.4 Topsoils, upper and lower subsoils should be stored in separate bunds.

5.5 Topsoil and subsoil should only be handled when dry. Storage in bunds, such as shown above, will ensure that the soils are kept dry and remain aerobic.

**Depth of Soils**

5.6 Topsoil should be removed to a depth of 30 – 40cm, which will be clear from the colour during excavation.

5.7 The upper subsoil, a similar depth of 30cm, should be stored separately.

**Restoration**

5.8 The lower and upper subsoils should be replaced in reverse order, to restore the current profile. Topsoil should then be replaced to the depth removed, and as close as possible to the original position the soil came from.

**ANNEX A**

**Survey Notes**

## Introduction

1 The Route was the subject of a walk-over survey in January 2023. At the request of agents, no digging was permitted. The walk-over took place on Monday 16th January and Tuesday 17th January 2023.

## Photographs and Description

2 The area surveyed is shown on the aerial plans below. Only those areas where access had been granted were walked over. Other areas were inspected and photographed without going onto the ground.

3 The area surveyed, and photographs taken, are shown below. This is an approximation of the refined Route, and detailed plans should be studied for a definitive boundary. The Route is divided into sections.

## Section 1

4 Section 1 runs from the edge of the Energy Park south to the railway, as shown below.

*Insert A: Area Surveyed and Photograph Locations*

*Position 1: Rought ley grassland, likely due to the Viking Link works to the east*

*Position 2: Ploughed land east of the Viking Link construction track*

*Position 3: Cereals.  This section of the route has heavier soils and drainage, albeit after high levels of rainfall, is imperfect*

*Position 4: In plough. There are lighter patches and some variability in the soils, as seen. The soils remain loamy and moderately free draining*

*In cereals. Loamy field with variability and some low patches*

*Position 5: Stubble/fallow field, similar to the field to the north*

*Position 6: Stubble/fallow field, similar to the field to the north*

*Position 7: In cereal. This field is generally well drained except near the gateway, with friable soils*

*Position 8: Looking south over cereal field. Aside from the gateway the field was generally dry. These are the Agney Association soils.*

**Section 2**

5 Section 2 runs from the railway south through four arable fields, as shown below.

*Insert B: Area Surveyed and Photograph Locations*

*Position 9: Looking south over cereal field, previously in potatoes*

*Position 10: Looking north, currently stubble*

*Position 11: Looking north, over stubble*

*Position 12: Looking south over cereal and ploughed land*

**Section 3**

6 This covers the four fields shown below. Access was not permitted to the two northern fields at the time of survey, but it was evident that they were in a similar variable soil pattern to surrounding land.

*Insert C: Area Surveyed and Photographs Locations*


*Position 13: Looking north over cereals*

*Position 14: Looking south over cereals*

*Position 15: Looking South from North Drove*

**Section 4**

7 Section 4 runs from the field north of Bicker Drove round to the substation connection. The land within the Order Limits within the Bicker Fen substation is owned by National Grid as an operational substation. It is therefore not considered within this oSMP.

*Insert D: Area Surveyed and Photograph Locations*

*Position 16: Looking north from Bicker Drove over cultivated land*

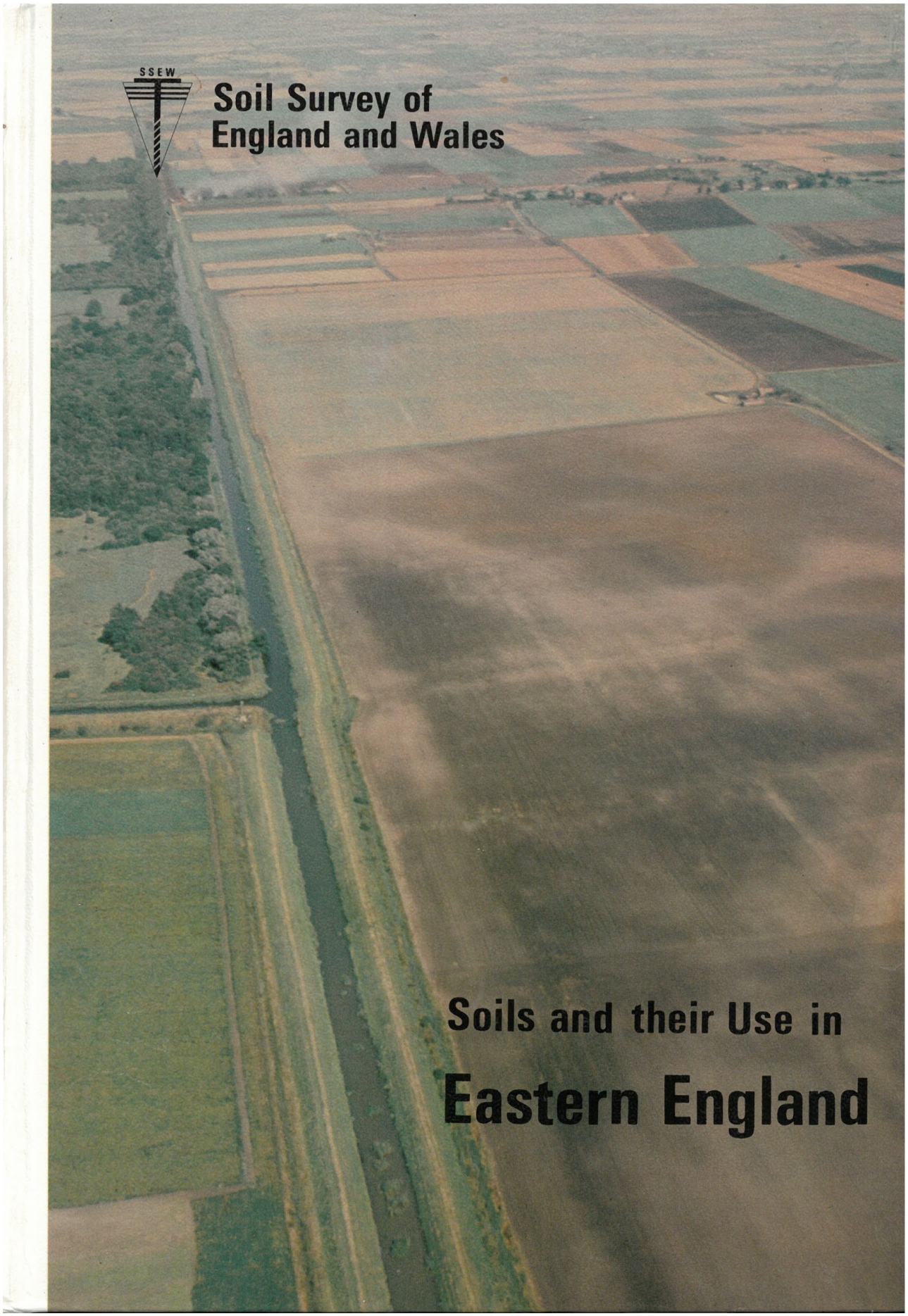
*Position 17: Looking south over the arable land.  There are cables under this field already*

*Position 18: Cereal land (left of the dyke) near to the substation*

*Position 19: Small grassland area at the substation*

## ANNEX B

## Description of Soil Types


SSEW
Soil Survey of
England and Wales
Soils and their Use in
Eastern England

series (Plate 28). The Chalk outcrop is close by and chalky Reach (§ 113) and Wilbraham series (Clayden and Hollis 1984) form up to a fifth of these parcels. Further south, near Soham, the strongly acid Mendham series (§ 91) occurs locally.

**Key to component soil series**

| | | |
|---|---|---|
| | Peat thicker than 40 cm | 1 |
| | Mineral soils; sandy | 2 |
| 1. | Amorphous peat | ADVENTURERS' |
| | Fibrous peat with grass and sedge remains | ALTCAR |
| 2. | With dark, humose or peaty topsoil | ISLEHAM |
| | With grey, distinct topsoil | Blackwood |

**Soil water regime,**

The soils are permeable and, apart from a few places where there is a clay subsoil, the land can be drained by ditches alone. With efficient arterial drainage as in much of the Fens, the soils are well-drained (Wetness Class I). The Adventurers' and Altcar soils are water-retentive and crops other than grass do not normally suffer from drought. Isleham soils, where well-drained, have less water available to plants. They are slightly droughty for cereals, moderately to very droughty for potatoes and very droughty for grass. Because they are not humose, Blackwood soils are correspondingly droughtier. The effect of drought is well shown by patchy crop growth on land with hummock and hollow microrelief, as groundwater is relatively lower in raised sandy soils than in the peaty hollows.

**Cultivation and cropping**

Where well-drained, the soils are easily worked, especially Isleham and Blackwood series which are accessible shortly after rain. There are thus few restrictions to cultivating the land and harvesting crops. These are mainly cereals, but sugar beet, potatoes and field vegetables are grown, and carrots and celery are characteristic on the peat soils. Cereals do not always finish well and sugar beet, although yielding heavily, has a low sugar content. Manganese deficiency occurs where the soils are calcareous. Wind erosion is a hazard especially in dry springs and care must be taken not to start fires as a burning peat subsoil is difficult to extinguish.

## § 11. AGNEY ASSOCIATION
812c

Agney association consists mainly of calcareous alluvial gley soils belonging to Agney and Wisbech series developed in marine alluvium on flat reclaimed land at 2 to 8 m O.D.

near the coast in parts of Humberside, Lincolnshire, Essex and Wales. The soils are stoneless and silty with brownish plough layers over greyish brown mottled horizons with blocky or relic laminar structure.

Typically, Agney association has about half Agney and one third Wisbech soils; Blacktoft (§ 28), Newchurch (§ 28), Romney (§ 28), Stockwith (§ 46), Tanvats (§ 125) and Wallasea (§ 125), and some Paglesham (Sturdy 1976) and Loggans (Staines 1979) series also occur. Brief descriptions of the two main soils are given in the Normoor association (§ 104). The degree of development of soil structure in Agney and Wisbech series depends upon the time since reclamation. On recently reclaimed land the original laminated sedimentary layers occur directly below the cultivated horizon, but on older sites, blocky soil structure has developed to 50 or 60 cm depth.

In Lincolnshire, where land has been reclaimed since 1970, around the Wash and in a small area near Boston, the association is composed consistently of Agney and Romney or Wisbech soils in a complex pattern. Many Agney soils have coarse silty layers below 50 cm depth. As elsewhere, the lighter Wisbech and Romney soils are on the sites of former creeks. In north-east Lincolnshire near Tetney and Marshchapel, there are low mounds up to 3 m above general marsh level formed by the medieval salt industry (Plate 9). The soils of these salterns are similar to Blacktoft series. Near Donna Nook, the alluvium overlies dune sand and near the coast Loggans series is included. Occasional Wallasea and Newchurch soils are also found.

In Essex the association is mainly on the Dengie peninsula and the seaward side of Foulness and Havengore Islands. On parts of the Dengie peninsula Romney and Newchurch series are common, and near the southern end of the peninsula the association is bounded to the west by shell ridges. On Foulness and Havengore islands there are a few Newchurch soils, and soils with clayey over fine silty layers are common.

**Key to component soil series**

| | | |
|---|---|---|
| | Subsoils calcareous above 40 cm | 1 |
| | Subsoils non-calcareous above 40 cm | 6 |
| 1. | Prominently mottled or greyish above 40 cm | 2 |
| | Subsoil faintly mottled within 60 cm or distinctly mottled between 40 and 80 cm | 5 |
| 2. | With silty horizons | 3 |
| | Other soils | 4 |
| 3. | Fine silty | AGNEY |
| | Coarse silty | WISBECH |
| | Silty over clayey | Stockwith |
| 4. | Sandy | Loggans |
| | Clayey | Newchurch |
| 5. | Coarse silty | Romney |
| | Fine silty | Blacktoft |

| | | |
|---|---|---|
| 6. | Fine silty | Tanvats |
| | Clayey | Wallasea |
| | Fine loamy over clayey | Paglesham |

**Soil water regime**

The soils are very porous with numerous root channels and burrows formed under saltmarsh before reclamation. The land is mostly drained by ditches and pumps and the soils are rarely waterlogged (Wetness Class I). Parts of the Dengie peninsula suffer occasional flooding through breaches of the sea defences. The available water reserves of the Agney series are large and the soil is non-droughty for cereals and sugar beet. Shallow-rooting crops such as potatoes may suffer drought. In the dry climate of Essex crops on Agney soils suffer slightly more from droughtiness than in Lincolnshire. There are only minor limitations on grassland growth and utilization in Lincolnshire, but in Essex, droughtiness checks summer growth. Wisbech soils are well suited to grassland as well as other crops, because of their large moisture reserves.

**Cultivation and cropping**

The soils are easy to cultivate, though the heavier Agney soils are less so than Wisbech soils. The laminated subsoils of recently reclaimed soils compact readily below the plough layer. There are ample days available for cultivation in autumn and spring. The soils are not well suited to direct drilling because of their high silt content and the risk of compaction.

In Lincolnshire cereals, sugar beet and potatoes are grown and the land is used extensively for field vegetables, particularly brassicas. The Agney soils are not ideal for onion crops because sticky topsoils make it difficult to get a clean crop. In Essex arable crops, including cereals, potatoes and some sugar beet are grown. Lucerne and grass are grown locally. Many parts of Foulness Island have rough grazing around military installations.

## § 12. ALTCAR 1 ASSOCIATION
1022a

The Altcar association is extensive on the Somerset Moors, in the Norfolk Fens and the Lancashire mosses. There are also small areas in Northern England, Cheshire, Staffordshire and the Welsh Borderland. It covers about 223 $km^2$ nationally, at heights usually less than 6 m O.D. The soils are formed in fen peat, one to two metres thick, most of which has been drained and reclaimed. The Altcar series (§ 10), earthy eu-fibrous peat soils in grass sedge peat, dominate with Adventurers' series (§ 10), earthy eutro-amorphous peat soils, where the subsoil is humified. The association covers 27 $km^2$ in Methwold Fens, Norfolk (Plate 7), where some land remains under semi-natural woodland but most is cultivated. Because of shrinkage and oxidation following effective

and if sequentially direct drilled the soils benefit from being loosened periodically. Shallow cultivations and minimum tillage techniques are commonplace. Some land is affected by salinity which, followed by leaching, has led to clay deflocculation, and the stopping of drains by dispersed clay, eventually causing patchy waterlogging and crop failure on arable land. Grassland productivity is limited by summer drought but, because of the poaching risk, grazing by cattle is restricted to the summer months. Occasional liming is needed, but manganese deficiency can occur in over-limed spots. The soils contain little phosphorus but reserves of potassium and magnesium are large.

## § 133. WALLASEA 2 ASSOCIATION
813g

This association is extensive on reclaimed marine alluvium in the marshlands of Lincolnshire (Fig.45), Cambridgeshire and Norfolk, and is also present in Romney Marsh, the Essex marshes and in Holderness. The land is generally level but there are occasional ridges on the sites of former creeks. The soils are mainly Wallasea series, pelo-alluvial gley soils; Newchurch series, pelo-calcareous alluvial gley soils; Blacktoft series, gleyic brown calcareous soils; and Wisbech series, calcareous alluvial gley soils. Wallasea and Newchurch soils are clayey with a greyish brown topsoil over greyish or grey and ochreous mottled subsurface horizons; Newchurch series is calcareous. Blacktoft soils are calcareous and fine silty with grey colours and mottling in the subsoil. Wisbech soils are also calcareous, but have greyish and mottled coarse silty horizons below the plough layer, often with sedimentary laminations. Wallasea series predominates and Newchurch, Blacktoft and Wisbech soils are common. Dymchurch (Clayden and Hollis 1984), Snargate (§ 114), Agney, (§ 104) Stockwith (§ 46), Tanvats (§ 114) and Paglesham (Sturdy 1976) series also occur. Brief descriptions of the principal soils are given elsewhere in the text. Wallasea series in § 125, Newchurch series in § 28, Blacktoft series in § 28 and Wisbech series in § 104.

Wallasea soils consistently constitute over half of the association, but the proportion of other soils varies widely throughout the country. Generally, Wisbech and Blacktoft series are found on or near former creeks (rodhams), with Wallasea and Newchurch soils in the intervening areas. The incidence of creek ridges, and so the proportion of coarser soils, increases seawards where Blacktoft soils cover a third of the land, except in Lincolnshire where the similar Agney series is more common. The proportion of the less common Wisbech soils also increases seawards. Inland towards high ground, clayey soils are predominant, Wallasea soils being most common in Lincolnshire and Cambridgeshire, but in Norfolk, Newchurch and Wallasea soils are co-dominant. In places in Lincolnshire, Wallasea soils have developed from former Downholland soils (§ 48) from which topsoil organic matter has been lost by oxidation. Wisbech soils are rare in north Lincolnshire

and non-calcareous soils, including Pepperthorpe (§ 125) and Tanvats series, become more common. Near Huttoft, where islands of Devensian till rise through the alluvium, some Holderness soils (§ 75) are included. Creek ridges are uncommon in Essex and Wisbech soils are rare. Calcareous fine silty Agney soils cover one sixth of the land and non-calcareous Tanvats and Paglesham soils also occur. Locally there are a few saline soils and, where leaching has occurred, subsoil structure has deteriorated causing silting of drains, waterlogging and reduced crop yields.

### Key to component soil series

| | | |
|---|---|---|
| | Subsoils non-calcareous above 40 cm | 1 |
| | Subsoils calcareous above 40 cm | 2 |
| 1. | Clayey | WALLASEA |
| | Fine silty | Tanvats |
| | Fine loamy over clayey | Paglesham |
| | Fine silty over clayey | Pepperthorpe |
| 2. | Silty throughout | 3 |
| | With clayey horizons | 5 |
| 3. | Coarse silty | WISBECH |
| | Fine silty | 4 |
| 4. | Subsoil faintly mottled above 60 cm or distinctly mottled between 40 and 80 cm | BLACKTOFT |
| | Prominently mottled or greyish above 40 cm | Agney |
| 5. | Clayey throughout | NEWCHURCH |
| | Silty over clayey | Stockwith |

### Soil water regime

Most of the land is pump-drained and the more permeable Blacktoft and Wisbech soils are well drained (Wetness Class I). Wallasea and Newchurch soils are less permeable but respond to underdrainage; drained soils are occasionally waterlogged (Wetness Class II) but undrained soils are waterlogged for long periods in winter (Wetness Class III or IV). Droughtiness assessments for selected crops are given in Table 38. Droughtiness slightly restricts the growth of arable crops in Wallasea and Newchurch soils. Wisbech soils have large available water reserves and are non-droughty whilst Blacktoft soils are intermediate in droughtiness. Grassland suffers from drought on all soils in south Lincolnshire, Norfolk and Essex but growth is less restricted in the higher rainfall area of north Lincolnshire.

### Cultivation and cropping

The effects of soil and climate on the time available for landwork is shown in Figure 71. With adequate underdrainage, Wallasea and Newchurch soils are moderately easy to work. There are adequate days for safe cultivation in autumn and spring, but in north

Lincolnshire the moist climate reduces the opportunity for spring cultivation, particularly in wet years, and the soils are marginal for spring-sown crops. The land is generally used for winter cereals and ley grassland, but sugar beet, peas and field brassicas are grown in the drier districts. The use of heavy machinery often causes topsoil compaction and surface wetness on the heavier soils especially Wallasea series though they can be direct drilled very successfully if subsoiled periodically. Newchurch soils which are calcareous have a more stable structure. Wisbech and Blacktoft soils are less suitable for direct drilling because of the problems associated with this system on silty soils.

**Table 38**
**Profile Available Water (A.P. mm), Crop-adjusted Mean Moisture Deficit (M.D. mm) and Droughtiness Class for extensive crops–Wallasea 2 Association**

| Location<br>Grid Ref. | **Wallasea series**<br>Holbeach St Johns<br>TF350180 | **Newchurch series**<br>Holbeach St Johns<br>TF350180 | **Blacktoft series**<br>Holbeach St Johns<br>TF350180 | **Wisbech series**<br>Holbeach St Johns<br>TF350180 |
|---|---|---|---|---|
| **Winter wheat** | | | | |
| A.P. | 160 | 150 | 190 | 270 |
| M.D. | 126 | 126 | 126 | 126 |
| Droughtiness | slightly droughty | slightly droughty | non-droughty | non-droughty |
| **Spring barley** | | | | |
| A.P. | 160 | 150 | 190 | 270 |
| M.D. | 119 | 119 | 119 | 119 |
| Droughtiness | slightly droughty | slightly droughty | non-droughty | non-droughty |
| **Potatoes** | | | | |
| A.P. | 115 | 115 | 140 | 200 |
| M.D. | 127 | 127 | 127 | 127 |
| Droughtiness | moderately droughty | moderately droughty | slightly droughty | non-droughty |
| **Sugar beet** | | | | |
| A.P. | 195 | 180 | 235 | 335 |
| M.D. | 127 | 127 | 127 | 127 |
| Droughtiness | non-droughty | non-droughty | non-droughty | non-droughty |
| **Oilseed rape** | | | | |
| A.P. | 160 | 150 | 190 | 270 |
| M.D. | 109 | 109 | 109 | 109 |
| Droughtiness | non-droughty | slightly droughty | non-droughty | non-droughty |

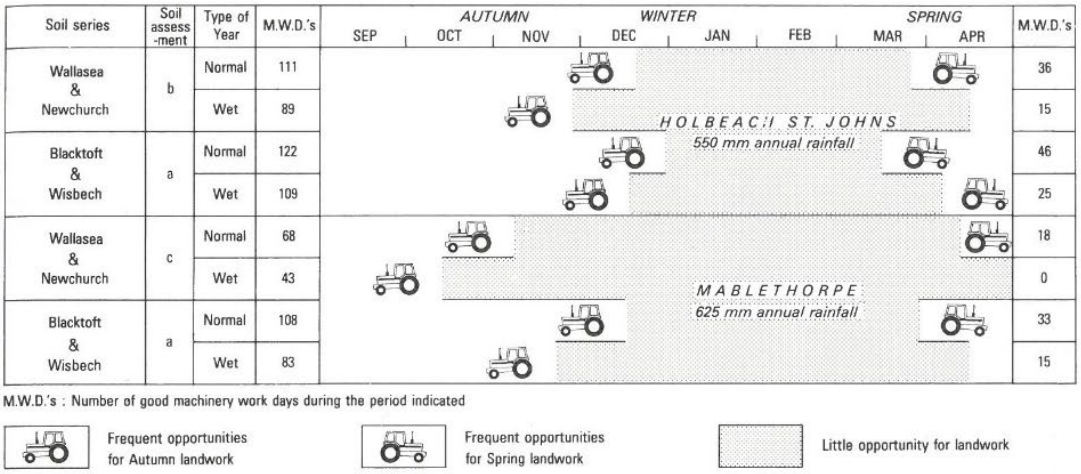



Figure 71. The effects of soil and climate on landwork, Wallasea 2 association

## § 134. WANTAGE 1 ASSOCIATION
(342c)

This association consists of greyish, well drained silty soils on the Lower Chalk mainly in south Oxfordshire, north Wiltshire, Kent and Buckinghamshire. In Bedfordshire, Hertfordshire, and Cambridgeshire the association occurs in small patches. North of Luton it forms a narrow strip of gently sloping land at the foot of the chalk escarpment. Near Luton the soils form the side of a ridge and the association continues sporadically to the south-west, fronting the Chiltern Hills (Avery 1964). The principal soil is Wantage series (§ 135), loamy grey rendzinas with an extremely calcareous silty clay loam subsoil and chalk at moderate depth. The land is affected locally by springs and winterbournes so Burwell (§ 113) soils are found on valley floors and on gentle slopes. Shallow Upton soils, grey rendzinas, are confined to convex valley sides below the main Chalk scarp.

The soils of the association are predominantly well drained (Wetness Class I), but there are patches of less permeable Burwell soils on some valley floors and flat valley sides which when field drainage is effected are largely well drained (Wetness Class I).

The main crops are cereals, grown continuously or in rotation. Yields of winter wheat are consistently high and those of spring barley about average. The soils are easy to work and any surface capping usually breaks up as the soil dries. There is adequate time for autumn and spring landwork. There is little risk of poaching in grassland but there is some drought limitation on the shallowest soils. The association is fully described by Jarvis, M.G. *et al.* (1984).

**ANNEX C**

**Defra Construction Code of Practice for the Sustainable Use of soils on Construction Sites (extracts only)**

www.defra.gov.uk

# Construction Code of Practice for the Sustainable Use of Soils on Construction Sites

BIS | Department for Business Innovation & Skills

wrap Material change for a better environment

defra
Department for Environment Food and Rural Affairs

## 5.4 Soil stockpiling

### Why?

1. Soil often has to be stripped or excavated during the construction process. In order to enable its reuse on site at a later stage, soil needs to be stored in temporary stockpiles to minimise the surface area occupied, and to prevent damage from the weather and other construction activities.

### How?

2. The main aim when temporarily storing soil in stockpiles is to maintain soil quality and minimise damage to the soil's physical (structural) condition so that it can be easily reinstated once respread. In addition, stockpiling soil should not cause soil erosion, pollution to watercourses or increase flooding risk to the surrounding area.

3. When soil is stored for longer than a few weeks, the soil in the core of the stockpile becomes anaerobic and certain temporary chemical and biological changes take place. These changes are usually reversed when the soil is respread to normal depths. However, the time it takes for these changes to occur very much depends on the physical condition of the soil.

4. Handling soil to create stockpiles invariably damages the physical condition of the soil to a greater or lesser extent. If stockpiling is done incorrectly the physical condition of the soil can be damaged irreversibly, resulting in a loss of a valuable resource and potentially significant costs to the project. The Soil Resource Survey and Soil Resource Plan should set out any limitations that the soil may possess, with respect to handling, stripping and stockpiling.

5. The size and height of the stockpile will depend on several factors, including the amount of space available, the nature and composition of the soil, the prevailing weather conditions at the time of stripping and any planning conditions associated with the development. Stockpile heights of 3-4m are commonly used for topsoil that can be stripped and stockpiled in a dry state but heights may need to be greater where storage space is limited.

6. Soil moisture and soil consistency (plastic or non-plastic) are major factors when deciding on the size and height of the stockpile, and the method of formation. As a general rule, if the soil is dry (e.g. drier than the plastic limit) when it goes into the stockpile, the vast majority of it should remain dry during storage, and thereby enable dry soil to be excavated and respread at the end of the storage period. Soil in a dry and non-plastic state is less prone to compaction, tends to retain a proportion of its structure, will respread easily and break down into a suitable tilth for landscaping. Any anaerobic soil also usually becomes re-aerated in a matter of days.

7. Soil stockpiled wet or when plastic in consistency is easily compacted by the weight of soil above it and from the machinery handling it. In a compacted state, soil in the core of the stockpile remains wet and anaerobic for the duration of the storage period, is difficult to handle and respread and does not usually break down into a suitable tilth. A period of further drying and cultivation is then required before the soil becomes re-aerated and acceptable for landscaping.

**Stockpiling methods**

8. There are two principal methods for forming soil stockpiles, based on their soil moisture and consistency.

9. Method 1 should be applied to soil that is in a dry and non-plastic state. The aim is to create a large core of dry soil, and to restrict the amount of water that can get into the stockpile during the storage period. Dry soil that is stored in this manner can remain so for a period of years and it is reuseable within days of respreading.

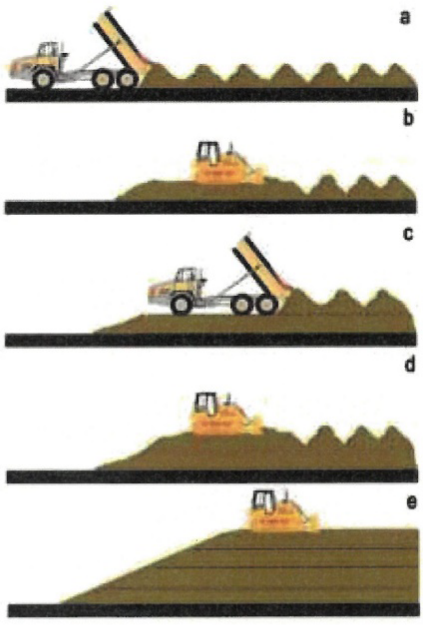
10. Method 2 should be applied if the construction programme or prevailing weather conditions result in soil having to be stockpiled when wet and/or plastic in consistency. This method minimises the amount of compaction, while at the same time maximising the surface area of the stockpile to enable the soil to dry out further. It also allows the soil to be heaped up into a 'Method 1' type stockpile, once it has dried out.

## Soil stockpiling

Soil should be stored in an area of the site where it can be left undisturbed and will not interfere with site operations. Ground to be used for storing the topsoil should be cleared of vegetation and any waste arising from the development (e.g. building rubble and fill materials). Topsoil should first be stripped from any land to be used for storing subsoil.

**Method 1 – Dry non-plastic soils**

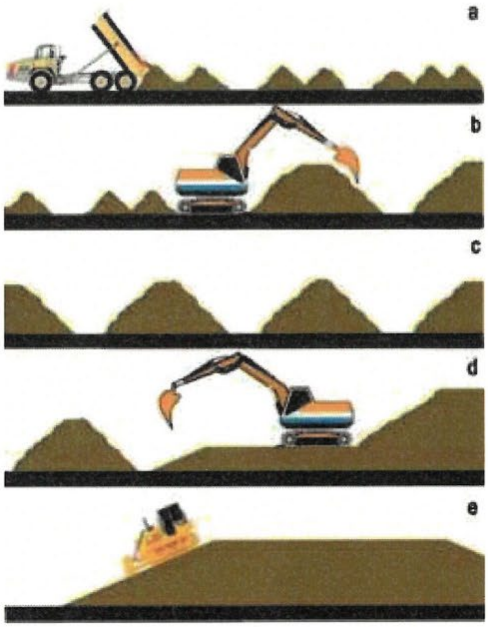
The soil is loose-tipped in heaps from a dump truck (a), starting at the furthest point in the storage area and working back toward the access point. When the entire storage area has been filled with heaps, a tracked machine (excavator or dozer) levels them (b) and firms the surface in order for a second layer of heaps to be tipped. This sequence is repeated (c & d) until the stockpile reaches its planned height. To help shed rainwater and prevent ponding and infiltration a tracked machine compacts and re-grades the sides and top of the stockpile (e) to form a smooth gradient.



**Method 2 – Wet plastic soils**

The soil is tipped in a line of heaps to form a 'windrow', starting at the furthest point in the storage area and working back toward the access point (a). Any additional windrows are spaced sufficiently apart to allow tracked plant to gain access between them so that the soil can be heaped up to a maximum height of 2m (b).
To avoid compaction, no machinery, even tracked plant, traverses the windrow.

Once the soil has dried out and is non-plastic in consistency (this usually requires several weeks of dry and windy or warm weather), the windrows are combined to form larger stockpiles, using a tracked excavator (d). The surface of the stockpile is then regraded and compacted (e) by a tracked machine (dozer or excavator) to reduce rainwater infiltration.




**Stockpile location and stability**

11. Stockpiles should not be positioned within the root or crown spread of trees, or adjacent to ditches, watercourses or existing or future excavations. Soil will have a natural angle of repose of up to 40° depending on texture and moisture content but, if stable stockpiles are to be formed, slope angles will normally need to be less than that. For stockpiles that are to be grass seeded and maintained, a maximum side slope of 1 in 2 (25°) is appropriate.

**Stockpile protection and maintenance**

12. Once the stockpile has been completed the area should be cordoned off with secure fencing to prevent any disturbance or contamination by other construction activities. If the soil is to be stockpiled for more than six months, the surface of the stockpiles should be seeded with a grass/clover mix to minimise soil erosion and to help reduce infestation by nuisance weeds that might spread seed onto adjacent land.

13. Management of weeds that do appear should be undertaken during the summer months, either by spraying to kill them or by mowing or strimming to prevent their seeds being shed.

*Clearly defined stockpiling of different soil materials*

*Long term stockpile of stripped topsoil left with only weed vegetation*

*Greenacres Barn, Stoke Common Lane, Purton Stoke, Swindon, Wiltshire SN5 4LL*
*Telephone: 01793 771333 • Email: info@kernon.co.uk • Website: www.kernon.co.uk*

# Appendix G

# APPENDIX G - OUTLINE CONSTRUCTION NOISE MANAGEMENT PLAN

| Document Properties | | |
|---|---|---|
| **Regulation Reference** | Regulation 5(2)(q) | |
| **Planning Inspectorate Scheme Reference** | EN010123 | |
| **Application Document Reference** | 7.7 | |
| **Title** | Outline Construction Environmental Management Plan – Appendix G - Outline Construction Noise Management Plan | |
| **Prepared By** | Heckington Fen Energy Park Project Team | |
| **Version History** | | |
| **Version** | **Date** | **Version Status** |
| Rev 1 | March 2023 | Additional submission – response to s55 |

# Table of Contents:

# 1 APPENDIX G - OUTLINE CONSTRUCTION NOISE MANAGEMENT PLAN

## 1.1 INTRODUCTION

1.1.1 This Outline Construction Noise Management Plan (oCNMP) has been prepared by Hoare Lea on behalf of Ecotricity (Heck Fen Solar) Limited (the Applicant). It should be read together with the Outline Construction Environmental Management Plan (oCEMP) (document reference 7.7) and the Outline Construction Traffic Management Plan (oCTMP) (document reference 7.10).

1.1.2 Chapter 12 of the Environmental Statement for the Proposed Development (document reference 6.1.12) assessed the potential impacts of noise and vibration from construction activities. It outlined mitigation and enhanced measures to control and minimise the associated impacts of the construction phase of the Proposed Development. The present oCEMP sets out these measures in further detail.

1.1.3 As for the oCEMP and the oCTMP, this oCNMP will be further developed once the appointment of the Contractor(s) for the project has been confirmed and a detailed construction programme has been developed. Submission and approval of the final CNMP will be linked to the approval of the CEMP which is secured by DCO requirement (document reference 3.1). Compliance with the measures in these plans would be a pre-requisite of appointment for the Contractor.

1.1.4 The contractor may also decide to apply to the relevant local authority(ies) for a consent under Section 61 of the Control of Pollution Act and agree a set of operating procedures prior to commencement of site works.

## 1.2 CONSTRUCTION CONTROL MEASURES

1.2.1 Noise and vibration are likely to be generated by construction activities potentially causing annoyance at noise sensitive receptors. Construction traffic, plant and machinery noise therefore could be heard at nearby noise-sensitive receptors and could lead to significant effects if not suitably controlled. Some activities such as piling, Horizontal Directional Drilling (HDD) works and ground compaction could generate some vibration which may be perceptible in some cases but is considered unlikely to lead to significant effects.

**Restrictions on working hours**

1.2.2 Construction works likely to generate substantial levels of noise, aside from potential trenchless works (including HDD), shall be limited to daytime hours of 08:00 to 18:00 during Monday to Friday, and 08:00 to 13:00 on Saturdays, unless otherwise agreed with the local authorities. Other construction activities unlikely to generate high noise levels (e.g. site access and inductions, light vehicle movements etc.) may continue during other day-time periods.

1.2.3 In addition, if percussive piling is used for the support structures/foundations: when undertaken within 400 metres of residential properties, this should be further restricted to no more than two periods of four hours each with at least one hour of no piling between these four-hour periods and restricted to the hours of 08:00 to 18:00 Monday to Friday and 08:00 to 12:00 on Saturdays.

**Traffic management**

1.2.4 HGV deliveries to site will also be restricted to daytime hours of 08:00 to 18:00 during Monday to Friday, and 08:00 to 13:00 on Saturdays, unless otherwise agreed with the local authorities.

1.2.5 The Energy Park access road surface will be checked and maintained prior to use; the new main construction access route from the A17 will be constructed at an early stage of the Proposed Development.

1.2.6 Consideration will also be given to traffic routing, timing and access points to the Order limits, as construction working methods are developed. Contractors will issue a project route map and delivery schedule to control construction traffic. Management of heavy goods vehicles (HGVs) within the Order limits and being let onto the highway network will be managed through the CTMP.

**Communication and complaint management**

1.2.7 A dedicated Site Contact will be put in place by the Contractor, to act as a liaison between the Contractor and neighbouring residents, with a specific phone number and email address which will be accessible throughout the construction period on a notice board.

1.2.8 Regular communication should be undertaken by the Site Contact so that neighbours can clearly understand the anticipated level and duration of noise and vibration throughout the construction period. Specific notice will be provided in advance to the nearest neighbours of specific noisier phases of work and likely timescales. This will include users of public rights of way which will be informed of periods of noisy works during the construction.

1.2.9 The Site Contact will have direct engagement with Build-A-Future East Heckington to inform them of anticipated works periods, in particular the upgrade and temporary use of the track west of Elm Grange and any piling works within 600 metres of the school.

1.2.10 The Site Contact will also notify the closest residents of any HDD works which is required to be undertaken outside the general day-time hours set out above: the information will include where the work will take place, the times and durations of planned works and the measures that are being taken to minimise noise levels. On completion of the works at a particular location, the same residents will be informed that the works are complete and noise effects due to trenchless works will cease.

1.2.11 Complaints relating to noise from the construction works will be received and investigated by the Site Contact with the Contractor. If considered necessary due to complaints received and the associated works likely to be ongoing over a future period, the working method / practices and machinery will be reviewed to determine if there is a reasonable alternative solution or mitigating protection measures that could be applied to further reduce noise levels.

1.2.12 The Site Contact will feedback the results of the investigations and any additional measures taken to minimise similar occurrences to the complainant.

**Noise management**

1.2.13 Best Practicable Means (BPM) will be applied, as far as reasonably practicable, during construction works to minimise noise and vibration at noise sensitive receptors, including neighbouring residential properties and other sensitive receptors arising from construction activities.

1.2.14 Where possible, noise should be controlled at source whilst taking into account other safety and practical constraints. In particular, the choice of piling technique and equipment will consider using reduced noise emissions where reasonably practicable.

1.2.15 The following management and good practice measures will be put in place through staff training and induction:

- Reference the relevant guidance in BS 5228 which all contractors should be familiar with.
- All equipment will be maintained in good working order and any associated noise attenuation such as engine casing and exhaust silencers shall remain fitted at all times.
- Mobile plant and stationary plant items to be routed or located to maximise separation distance from noise-sensitive receptors (where possible), accounting for site-specific constraints.
- For activities likely to generate the highest noise levels, select quieter plant units where possible as far as is reasonably practical.
- Where flexibility exists, activities will be separated from residential neighbours by the maximum possible distances.
- All plant when not in use is to be switched off and unnecessary revving of engines will be avoided.
- Operate only well-maintained construction plant selected for the specific activity.
- Loading and unloading of vehicles and moving equipment or materials around the site are to be conducted in a manner as to minimise noise generation. Minimise drop height of materials. Vehicles should be switched off when not in use.
- No radios or similar noise-producing entertainment devices to be used outdoors at the Site.
- The use of reverse beepers shall be avoided as far as is practicable with safe operating practices, and equipment with broadband reverse alarms used in preference as much as possible.
- Site personnel to be notified of the location of the nearest noise-sensitive receptors and of the measures put in place to limit disturbance associated with construction noise.
- Provide site-specific induction inclusive of good neighbourly behaviour.

**Trenchless work including Horizontal Directional Drilling (HDD)**

1.2.16 Locations where HDD will be undertaken would be identified by the Contractor prior to commencement. HDD locations will be chosen to maximise the separation distance with noise-sensitive locations where possible. Drilling locations within the Energy Park site shall not be closer than 300 metres from properties located along the A17 and at least 500 metres from other properties. No HDD will be carried out at locations within 100 metres of any residential property.

1.2.17 Where possible, HDD works within 300m of properties close to the A17, and within 500m of other properties, will be restricted to daytime working hours on weekdays (i.e. 08:00 to 18:00 Monday to Friday or 08:00 to 13:00 on Saturdays) and interrupted at night.

1.2.18 If this is not possible and HDD/ trenchless works is required to continue outside these hours including at night, then the following measures will be applied:

- Communication with affected residents as set out above.

- The duration of these out-of-hours works would be minimised within practical and safety constraints.
- The out-of-hours works should be controlled, if possible, not to exceed a level of 50dB $L_{Aeq}$ at the closest neighbouring residential properties (or 55 dB $L_{Aeq}$ for properties located within 200 metres of the A17). In consultation with the local authorities, noise monitoring may also be undertaken if required to control this in practice.
- If it is not considered possible to control out-of-hours works noise within these limits, the following measures will be investigated:
    - use of alternative techniques such as micro-bore / pipe jacking;
    - use of temporary noise barriers around trenchless compounds in order to provide screening for sources located at low heights (note however that it is likely to be impractical to provide noise barriers that are high enough to screen an entire HDD drilling rig, for example);
    - monitoring noise from the works and interrupting the noisiest drilling work at night;
    - offering affected residents temporary re-housing for the duration of the trenchless works.

# Appendix H

# APPENDIX H – OUTLINE ARTIFICIAL LIGHT EMISSIONS PLAN

| Document Properties | | |
|---|---|---|
| **Regulation Reference** | Regulation 5(2)(q) | |
| **Planning Inspectorate Scheme Reference** | EN010123 | |
| **Application Document Reference** | 7.7 | |
| **Title** | Outline Construction Environmental Management Plan – Appendix H – Outline Artificial Light Emissions Plan | |
| **Prepared By** | Heckington Fen Energy Park Project Team (Pegasus) | |
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| Rev 1 | March 2023 | Additional submission – response to s55 |

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# 1 OUTLINE ARTIFICIAL LIGHT EMISSIONS PLAN

## 1.1 CONTROL OF LIGHT – CONSTRUCTION PHASE

1.1.1 The detail of the construction phase is written with reference to **Chapter 4 - Proposed Development** (document reference 6.1.4) and **Figure 4.3 - Indicative Phasing Plan** (document reference 6.2.4).

1.1.2 Construction temporary site lighting, in the form of mobile lighting towers with a power output of 8 kilo vol-amperes (kVAs), will be required in areas where natural lighting is unable to reach (sheltered/confined areas) and during core working hours within winter months, artificial lighting would be provided to maintain sufficient security and health and safety for the Order Limits, whilst adopting the mitigation principles to avoid excessive glare and minimise spill of light to nearby receptors (including ecology and residents) outside of the Order Limits as far as reasonably practicable.

1.1.3 All construction lighting will be deployed in accordance with the following recommendations to prevent or reduce the impact on human and ecological receptors:

a. The use of lighting will be minimised to that required for safe site operations;

b. Lighting will utilise directional fittings to minimise outward light spill and glare (e.g. via the use of light hoods/cowls which direct light below the horizontal plane, preferably at an angle greater than 20 degrees from horizontal)

c. Lighting will be directed away from all identified ecological receptors to ensure:

- No lighting to spill onto identified bat sites or potential bat roosts
- No lighting to spill on to identified important foraging areas in particular wet and water filled drainage ditches and close to derelict farm buildings.

d. Lighting will be directed towards the interior of the Order Limits rather than towards the boundaries.

## 1.2 CONTROL OF LIGHT – OPERATIONAL PHASE

1.2.1 There is no requirement for any artificial lighting within the ground mounted solar panels or security fencing within the Energy Park once they are operational. The proposed lighting associated with the CCTV cameras on the fence line will be infrared. There is also no requirement for operational artificial lighting along the Offsite Grid Route Corridor. Bicker Fen Substation (which is a National Grid operated asset) already has artificial lighting within its compound. This lighting will continue to operate for operational life of the proposed Energy Park at Heckington Fen. National Grid have not advised that further artificial lighting will be required within Bicker Fen Substation because of the operation of the Heckington Fen Energy Park but in the event that operational lighting was required for the Heckington Fen bay, it would be similar in nature to that already installed and would be limited to what is necessary for the safe operation of the Bicker Fen Substation.

1.2.2 Within the Onsite Substation at the Energy Park there will be a requirement for artificial lighting. Artificial lighting would be provided to maintain sufficient security and health and safety for the Onsite Substation, whilst adopting the mitigation principles to avoid excessive glare and minimise spill of light to nearby receptors (including ecology and residents) outside of the Order Limits as far as reasonably practicable. Due to the central location of the Onsite Substation within the Energy Park the risk of light spill for any local residents is minimal. This will only be required at night or low light levels to ensure health and safety requirements are achieved. The lighting will be manually switched on and only to be operational when maintenance staff are active within the Onsite Substation.

1.2.3 Within the Energy Storage System (ESS) area on the Energy Park it is proposed that there will be mobile artificial lighting which will be moved around the ESS as needed for maintenance purposes and/or if needed for the health and safety of workers within this area. These temporary lights would not be operational at times when workers are not within the ESS.

1.2.4 All operational lighting will be deployed in accordance with the following recommendations to prevent or reduce the impact on human and ecological receptors:

a. The use of lighting will be minimised to that required for safe site operations;
b. Lighting will utilise directional fittings to minimise outward light spill and glare (e.g. via the use of light hoods/cowls which direct light below the horizontal plane, preferably at an angle greater than 20 degrees from horizontal);
c. Directed away from known and potential bat roosts and away from identified bat foraging areas.
d. Lighting will be directed towards the interior of the Order Limits rather than towards the boundaries.

# Appendix I

# APPENDIX I – OUTLINE WATERCOURSE CROSSING METHOD STATEMENT

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# 1 OUTLINE WATERCOURSE CROSSING METHOD STATEMENT

## 1.1 INTRODUCTION

1.1.1 This report provides an outline of the current proposed methodology for the intended procedure for construction/operational traffic to cross a watercourse. It also outlines the current proposed methodology for the laying of new electrical cabling required for the proposed Energy Park at Heckington Fen (the "Proposed Development") at the points where they cross an existing watercourse.

1.1.2 It is proposed that all the new cabling for the Proposed Development will be buried below ground. The necessary cabling is split into two main areas - (1) within the Energy Park, and (2) within the Offsite Cable Route Corridor whereby the new high voltage cabling will run from the Energy Park to the new generation bay at Bicker Fen substation.

## 1.2 CONSTRUCTION AND OPERATIONAL TRAFFIC

1.2.1 The Energy Park site comprises of arable, agricultural land subdivided into rectilinear parcels by long linear drainage ditches that lie principally north-south, connected east-west by shorter ditches including Labour in Vain Drain.

1.2.2 The ditches have an engineered profile, colonised in part by emerging aquatic plant species. The Energy Park is bounded by Head Dike to the north and a smaller watercourse to the east. The locations of all of the drainage ditches within the Energy Park site are shown in Figure 2.1: Indicative Site Layout (document reference 6.2.2) within the Environmental Statement (ES).

1.2.3 Within Figure 4.2 Indicative Drill (or similar technology) Locations (document reference 6.2.4) the locations of the ditches managed by Black Sluice Internal Drainage Board (BSIDB) are identified. The remainder of the ditches within the Energy Park are managed by the landowner for land drainage.

1.2.4 In order to enable the current agricultural practice to take place within the Energy Park site there are a series of existing culverts crossing over these ditches. Farm access tracks utilise these crossing points. It is the current proposed intention that both construction and operational traffic shall move about the Energy Park site using these existing crossing points and culverts. The internal access track design will utilise these existing crossing points so far as possible.

1.2.5 If required, during the construction and operation phases of this Energy Park site, these culverts will be repaired and replaced.

1.2.6 It is currently proposed that there will need to be the creation of 2No. new culverts and the minor widening to an existing culvert within the Energy Park. These are:

- At the new access point into the Energy Park site;
- To the southeast of the eastern section of woodland – needed for the new security fence only; and
- Crossing an existing farm owned and maintained culvert to allow construction traffic to deliver the largest components for the Energy Storage System (ESS) and Onsite Substation.

1.2.7 These locations are shown on Figure 1 of this Appendix.

1.2.8 There is currently the potential of 1No. culvert to be widened on land within the Offsite Cable Route Corridor. This culvert widening is not for traffic movements but may be required if the cable entry into Bicker Fen requires an angle and depth of Horizontal Directional Drilling (HDD) that is not achievable due to space constraints and assets in this area.

- Crossing a Black Sluice Internal Drainage Board maintained drain located West of Bicker Fen near to the assigned connection Bay.

1.2.9 Construction and operational traffic required for the Offsite Cable Route Corridor will use existing highways and farm tracks to move about. To the extent further culverts are needed or works are needed to existing drainage infrastructure, this is provided for by the powers in Schedule 1 of the DCO under 'Further Associated Development'; if the works affect an ordinary watercourse, main river, or drainage authority infrastructure, these works will be subject to the procedure and approval mechanisms in the protective provisions included within the DCO.

## 1.3 LAYING OF CABLING

1.3.1 Within the Energy Park site there are a proposed 42No watercourse and drainage ditch crossing locations. These are shown on Figure 4.2 Indicative Drill (or similar technology) Locations (document reference 6.2.4). Of these 42No. crossings, 16No. are crossing an IDB asset, the remaining are crossing drainage ditches which are maintained by the landowner.

1.3.2 Within the Offsite Cable Route Corridor there are a further 20No. indicative locations where either a watercourse or a drainage ditch will need to be crossed to lay the necessary cabling. Of these 20No. locations 8No. are IDB assets. In addition to these 8No. IDB assets, indicative drill location A9 is to pass under the South Forty Foot Drain. The South Forty Foot Drain is also a Local Wildlife Site (LWS). Figure 4.13 – Indicative HDD Crossing Sections (document reference 6.2.4) shows three HDD scenarios. One of these is the proposed HDD crossing design for South Forty Foot Drain. The ES has considered the crossing requirements at each of these indicative drill locations. These locations have been determined either through the findings of baseline assessments for the EIA or design conclusions. As it is the intention that all cabling from the Proposed Development will be underground the ES has considered the crossing requirements at each of these indicative drill locations.

1.3.3 Cabling within the Energy Park and the Offsite Cable Route Corridor is subject to detailed design and the crossing locations and number are indicative at this time. The final locations will depend on the results of ground investigations and final detailed design.

## 1.4 PROPOSED TECHNOLOGY

1.4.1 Tables 4.2a and 4.2b within Chapter 4 of the Environmental Statement (document reference 6.1.4) indicate the locations of the watercourse/ditch crossings and the proposed design solution for crossing them. This information links to Figure 4.2 Indicative Drill (or similar technology) Locations (document reference 6.2.4).

1.4.2 The 3No. main design solutions for crossing the watercourses/drainage ditches are:

- HDD or similar trenchless technology
- Dam and Pump
- Open Cut

1.4.3 Examples of a typical directional drill crossing section is included at Figure 4.13 – Indicative HDD Crossing Sections (document reference 6.2.4). Crossing watercourses may

be possible using a dam and pump method, and an example of this is shown at Figure 4.14 – Watercourse Crossing Configuration (Dam and Pump Method) (document reference 6.2.4). Lastly an example of an open cut for a road crossing, is included at Figure 4.15 (document reference 6.2.4). For each location where a directional drill may be required a launch pit will have to be created to ensure the equipment can be used safely and the cable installed correctly. The maximum extent of these launch pits would be 30m x 30m which is anticipated for major crossings within the Offsite Cable Route Corridor (Figure 4.9: Indicative Launch Pit design (document reference 6.2.4)).

## Horizontal Directional Drilling (HDD)

1.4.4 HDD's (or similar technology) are utilised within the Energy Park and the Offsite Grid Route Corridor design in order to overcome a number of crossings including those considered within this method statement. Further detailed investigation is required at the indicative locations in order to determine the exact nature of the HDD drills. This will be through the engagement of a specialist HDD contractor and subsequent specialist survey post consent.

1.4.5 HDD, as the name suggests, has a directional control component that makes the system useful to the buried services and utility industries. This directional control is achieved using specially designed drill head location technology.

Technology Description

1.4.6 HDD is a multi-phase operation which uses a special design drilling rig which initially bores a pilot hole through the ground along a pre-determined route. The pilot bore is then expanded as necessary using various sizes and types of back-reamers to enlarge the pilot bore to the final diameter into which the cable duct will be installed. This expansion process can be completed in stages depending on how large the duct is. Normally the final diameter of the bore is between 30-50% larger than the duct that is to be installed.

1.4.7 Once the final diameter is achieved, a final back reamer is attached to the drill string which is attached via a swivel. The duct is attached with a Dee Shackle. The final pull-in installs the duct into the bore to complete the process.

1.4.8 A HDD set up comprises of a suitable HDD rig size to be able to undertake the job in hand equipped with sufficient drill rods for the length of the bore required along with a suitable drill bit for the ground conditions and bore expansion back reamers to provide the correct diameter into which the product pipe or cable will be installed.

1.4.9 The selection of drilling rig is totally dependent on the ground conditions and type, the length and diameter of the bore and the product type being installed.

1.4.10 It is usual for the drilling process to be supported using a drilling fluid system which is pumped down the drill rods to the drill head. The drilling fluid may, on shorter bores, simply comprise a flow of water. Often the drilling fluid is a specially formulated drilling mud comprising a mixture of water/bentonite/polymer additives[1] depending on the project circumstances.

[1] Bentonite is widely used in civil engineering, often in the form of clay; bought in the form of a powder and then mixed with water, to become a clay. Within this clay, you can find very small particles that allow bentonite to make the ground waterproof. Another property of bentonite is its high viscosity. Bentonite becomes viscous in combination with water, it can absorb liquids, and as a solution it can acquire the characteristics of a gel, which makes it easy to deform and move. Bentonite is very useful as drilling fluid. It is mainly used to keep the borehole open and to transport the soil or sand from the borehole to the surface. A bentonite mixture can be thick or thin (thin usually used for sandy soils, and a thicker mixture for gravels). In addition, the thicker solution can be used as a kind of lubricant to allow steel tubes to slide through the soil, potentially for several kilometres.

1.4.11 This fluid is usually designed for three main purposes:

- Flushing the drill cuttings out of the bore during the pilot boring operation and keeping the cuttings in suspension whilst the cuttings are transported out of the bore.
- Lubricating the bore and creating a filter cake for stabilisation of the bore walls.
- Cooling of the drill bit during the pilot boring operation.

Ground Preparation

1.4.12 Whilst in most cases HDD can be started directly into the ground, if geology is such that there is a possibility of damage or failure of the bore, it may be necessary to prepare the launch site of the HDD rig prior to commencing drilling. A full geological investigation will be completed to avoid complications on site prior to starting work.

Drilling Options

1.4.13 There are generally two options for initiating an HDD bore: Pit launched and Surface Launched (as explained below).

*Pit Launched HDD*

1.4.14 This option is not as widely used for initiating an HDD bore as surface launched but does have its place in the sector due to the relatively smaller footprint for the site set-up. As the name suggests, this option utilises the HDD machine from within a start pit or shaft.

1.4.15 Where site access is limited but where there is sufficient room to excavate a small shaft, a small dimension drill rig may be positioned in the base of the excavation or shaft. Also by using this method the bore can be started on a level plane orientated more or less in the direction the bore will follow. In most cases this option is used for shorter/smaller diameter bores beneath roads and rail tracks and smaller waterways.

*Surface Launched HDD*

1.4.16 For surface launched HDDs the drill rig is usually larger and longer than those found in pit launch works. The rig is set up along the direction of the bore and the planned exit position with its drill rack angled between 8° and 30°.

1.4.17 Larger rigs require much larger operating sites and significantly more back-up equipment and consumables so there may be significant logistical obstacles to overcome and to maintain supplies, remove waste and access machinery etc. For this reason the launch site is to be chosen with care in consultation with expert operators.

1.4.18 Longer bores will also require significant ground area on the reception side of the bore to allow for pipeline/cable preparation and lay-out prior to installation, as well as access for the delivery of product and other equipment required during the back reaming/hole opening operations that may be necessary. The logistics of a larger diameter long HDD installation will not be underestimated.

1.4.19 All HDD operations will be carried out in accordance with best practice and relevant Health and Safety Requirements including Avoiding danger from underground services – HSG47.

**Dam & Pump**

1.4.20 The watercourse/water within the ditch will be diverted temporarily using a suitable method for the type, water flow, and weather conditions. Figure 4.14 – Watercourse Crossing Configuration (Dam and Pump Method) (document reference 6.2.4)

1.4.21 With the watercourse suitably managed, the cable will be installed using open cut techniques.

**Open Cut**

1.4.22 There are situations where an open cut solution for laying the cable may be possible. Such a scenario is possible when the drainage ditch is dry or when the water flow is suitably diverted. An example of an open cut for a road crossing, is included at Figure 4.15 (document reference 6.2.4).

1.4.23 In dry situations, the need for the control of water is limited to that which may ingress the excavation rather than in relation to the feature itself. Basic dewatering techniques can be put in place to establish a sump within the open trench section or joint bay and simply pump out any water to a suitable disposal point.

1.4.24 However, the fundamental need to open ground for the laying of the cable duct and its correct binding and backfill remains and is all dealt with within the confines of the open cut of the trench excavation itself.

## 1.5 PROPOSED METHODOLOGY

**Pre-Commencement Works**

1.5.1 Prior to any works commencing the Applicant or their contractor will liaise with the relevant asset owner or their appointed representative engineer. This is secured via the Protective Provisions contained with the Development Consent Order (Document Reference 3.1). This is in order to obtain permission for the crossing both from an engineering position but also legally via consents for permission to install across the third party asset / easement rights.

1.5.2 In broad terms, the process will involve the owner/asset engineer outlining the parameters of their asset to a level of detail that allows the Applicant to assess the impacts of the proposed crossing. Both parties will then agree the crossing design and the methodology of the installation works. This pre-commencement phase will likely involve on-site liaison to establish the exact locations of both the existing assets and proposed location of the Ecotricity assets, scanning for assets (known as CAT[2] scanning) and pegging out of positions may be required.

**Construction Works**

HDD

1.5.3 The HDD Drill methodology requires a number of separate operations to complete a successful drill. To enable an estimate of a number of differing length HDDs across the project this report breaks down the elements and timings into the following tasks. The first 5 elements are common to all HDD's whatever the length or location:

- Excavate launch pit
- Excavate receive pit

[2] CAT - Calibrated cable avoidance tools

- Welding of rods 6 x 12m = 72m per day dependent on the length of the drill
- Demobilise drilling rig and associated equipment
- Reinstate drilling pits.

1.5.4 The actual drilling and bore duct installation is estimated to be between 30-50m in 1 day. The timing for drills will therefore be affected by the drill length being first over 50m increments requiring an additional day per each 50m of drilling. In relation to the welding of rods the same incremental additional day will apply over the 72m rod length.

Dam & Pump

1.5.5 The watercourse will be diverted temporarily using a suitable method for the type, water flow and weather conditions. In order to cross the variety of unclassified and private watercourse ditches along the route the proposal is to utilise a standard Dam and Pump methodology or similar for Low waterflow (defined below). The watercourse will be dammed off via a sandbag dam and the waterflow diverted via pump from upstream to downstream.

Temporary Watercourse Diversion:

1.5.6 The weather conditions will be assessed during the time of work and the water flow shall be visually assessed.

- **Low waterflow**: If the waterflow is low the ditch will be dammed either side of the proposed excavation using sandbags. A pump will be set up to take the flow from upstream to downstream of the crossing point. The discharge hose(s) will be directed through a filtering medium to limit silt carry over or bed disturbance before the pumped water is returned to the watercourse. Once the duct installation is complete the excavation would be backfilled and the pump and sandbags removed.
- **High waterflow Option A**: If the waterflow is high the ditch route will be temporarily diverted by excavating a route around the crossing area with the tracked machine. Sandbags will be used to dam the crossing point. Once the crossing is complete the sandbags will be removed, and the diversion would be backfilled.
- **High waterflow Option B**: using temporary "flume" pipes installed in the bed of the watercourse. A flume pipe bridge will be installed, during the preparation of the working width, adjacent to the trench line flume in order to enable passage of plant and materials along the pipeline route. For dry open cut watercourses / ditch crossings a suitably sized flume pipe will be installed over the point of the proposed crossing ensuring that it extends on each side of the trench line crossing point for a suitable distance. The flume pipe will then be bedded and packed or surrounded with soil filled sandbags to create a seal or dam across the watercourse, so that the flume pipes take all the flow. Excavation of the watercourse then proceeds beneath the trench line flume pipe. The excavated material will be stored within the working width separately from the bank material. Trench supports may be used to facilitate safe excavation.

1.5.7 The requirements of a dam and pump ditch crossing are more complex in terms of both application and plant. The need to bring in the materials and plant and build the dams to then complete the project duct install (likely at a deeper depth to pass under the ditch bed than standard) has a time implication for the completion of the crossing.

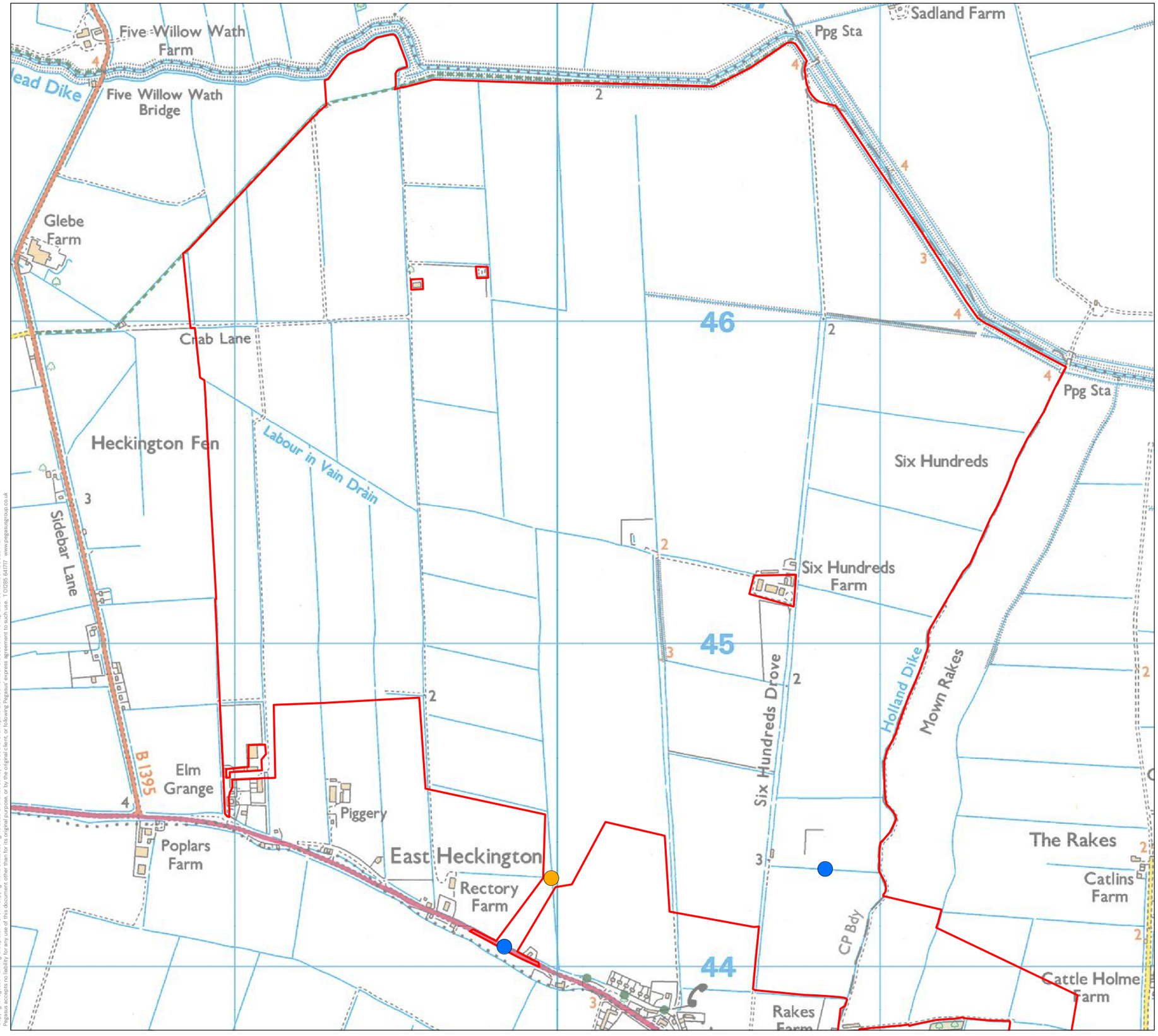
Open Cut

1.5.8 Trench installation methodology:

- Prior to works commencing an up to date set of services search records will be obtained to ascertain current installed services that may be present.
- CAT scan area to identify any live cables and services within the vicinity
- Mark on the ground location of a live cable and services and proposed Offsite Cable Route Corridor
- Open ground and remove the top layer of material with appropriate tools and mechanical excavator
- Dig to the appropriate trench depth
- Trench area to be scanned after every 500mm of excavating
- Install 75mm cement bound sand (CBS) bedding layers for ducts
- Install ducts in trefoil formation
- Ducts blinded to a distance of 75mm above the top ducts with CBS
- Installation of marker boards directly above CBS
- Removal of temporary works
- Reinstatement of ground to original level.

1.5.9 To accomplish an open cut crossing involving services deemed to be hazardous, such as electrical power cables or gas mains, it will be mandated that hand dig tools and techniques are used when in close proximity in order to minimise the risk of damage or disruption to the particular service(s).

**Figure 1: Indicative Locations of New and Proposed Extensions to Culverts within the Energy Park Site**






**KEY**

- Order Limits
- Extension of Existing Culvert
- New Culvert

DCO Document Reference: 7.7
APFP Regulation: 5(2)(q)

**INDICATIVE LOCATIONS OF NEW AND PROPOSED EXTENSIONS TO CULVERTS WITHIN THE ENERGY PARK SITE**

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# Appendix J

# APPENDIX J – OUTLINE CONTAMINATED LAND & GROUNDWATER SCHEME

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# 1 APPENDIX J - OUTLINE CONTAMINATED LAND & GROUNDWATER SCHEME

## 1.1 INTRODUCTION

1.1.1 This Outline Contaminated Land and Groundwater Scheme has been prepared by Ecotricity Generation Limited on behalf of Ecotricity (Heck Fen Solar) Limited (the Applicant). This document forms an appendix to the Outline Construction Environmental Management Plan (document reference 7.7) which is secured as a certified document (see Schedule 11) of the draft Development Consent Order (document reference 3.1).

1.1.2 A ground investigation for the Energy Park considered contamination including the collection of 20 soil samples which were subject to chemical analysis. The details are further outlined in the Ground Investigation Report (document reference 6.3.9.2) with none of the samples containing concentrations of metals, metalloids, speciated PAHs or asbestos fibres which exceeded the adopted Generic Assessment Criteria for Public Open Space. Assuming suitable precautions are undertaken, the potential risks to human health and controlled water receptors associated with the identified contaminants during the Proposed Development of the Energy Park is considered low.

1.1.3 The ground investigation report also considered the groundwater at the Energy Park, with groundwater strikes noted in most of the boreholes completed. As noted in the Flood Risk Assessment (document reference 6.3.9.1) soils are described as loamy and clayey floodplain soils of coastal flats with the potential for perched groundwater tables, which sit above the low permeability superficial deposits. Any perched groundwater is contained within the thin soil layer, is not laterally continuous and does not form an aquifer. Should dewatering be required for excavation, for example for the foundations of the substation this would be pumped and discharged where appropriate on site, likely vegetated surfaces. A Surface Water Drainage Strategy is outlined in the Flood Risk Assessment (document reference 6.3.9.1).

## 1.2 CONTAMINATED LAND

1.2.1 In general terms, contaminated land usually means land where industrial or other human activities have resulted in the presence of substances in the ground with potential to cause harm to human health, structures, or the environment.

1.2.2 The Proposed Development is considered a greenfield development on agricultural land.

1.2.3 A ground investigation including the collection of 20 soil samples has been completed on the Energy Park site (document reference 6.3.9.2). These were subject to chemical analysis, whereby none proved concentrations which exceeded the adopted Generic Assessment Criteria for Public Open Space. These tested for:

- metals,
- metalloids,
- speciated PAHs; and
- asbestos fibres

1.2.4 Based on the findings of the investigation no remedial works are considered necessary. However, based on the findings, a number of precautionary recommendations which should be considered, have been made:

- It is recommended that during any groundworks, appropriately licenced contractors should be appointed;

- Personal Protective Equipment (PPE) should be worn as necessary by groundworkers;
- A safe system of work should be established prior to commencement;
- In the event that any unforeseen gross or widespread contamination is encountered on site, an appropriately qualified contaminated land specialist should be contacted; and
- Specialist contractors should be employed as necessary to advise on the management of unexpected contamination.

1.2.5 Assuming these precautions are undertaken, the potential risks to human health and controlled water receptors associated with the identified contaminants during the Proposed Development of the site are considered low.

1.2.6 Should contaminated land be found during construction a specialist would:

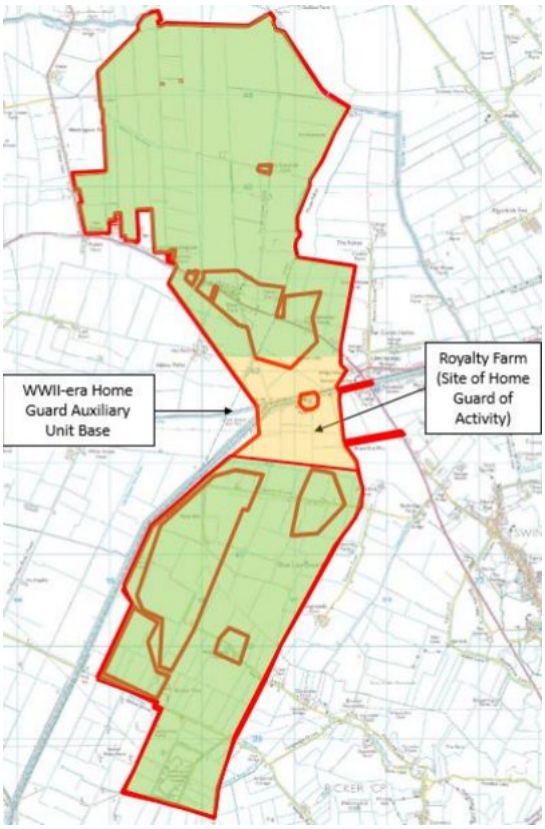
- Attend the site
- Examine the potentially contaminated materials
- Take soil samples if required
- Provide specialist advice
- Record and communicate the above with the relevant Local Planning Authority (LPA)
- Agree an appropriate course of action with the site manager.

1.2.7 Prior to submission of the Development Consent Order, 962 trenches were dug across the Energy Park to check for archaeology. No evidence of ground contamination was noted during this investigation. An expended shotgun cartridge was recorded in one of the trenches. Prior to the construction of the cable route, trial trenching is proposed to take place in land along the Offsite Cable Route Corridor. Any contamination noted during the trenching works will be logged for future reference.

1.2.8 The Offsite Cable Route Corridor and the Energy Park are predominantly open agricultural fields with some crossings of assets required. The new generation bay at Bicker Fen Substation is within grassland. The risk of contamination across the Proposed Development is considered low.

1.2.9 An Unexploded Ordnance desktop study has been completed for the Proposed Development and noted, on the whole, a low risk of unexploded ordnance (document reference 6.3.18.1). The exception to this is an area of medium risk in proximity to Royalty Farm, either side of the South Forty Foot Drain as shown below:

**Plate 1: Unexploded Ordnance, green is low risk; yellow is medium risk**




1.2.10 Works within the medium risk area will follow recommendations provided in the UXO Report for open intrusive works:

- Specialist onsite support, or
- Magnetometer survey and targeted investigation – noting this is not practical in all locations due to, for example, terrain or ground conditions.

## 1.3 GROUNDWATER SCHEME

1.3.1 Based on the findings of the Ground Investigation Report (document reference 6.3.9.2), groundwater may be encountered within shallow excavations at the Energy Park, at an approximate depth of between 1.05m and 3.5m bgl. Excavations are likely to act as a sump, potentially requiring dewatering. This should be taken into consideration when planning any excavation work.

1.3.2 An Outline Surface Water Drainage Strategy is included in the Flood Risk Assessment (6.3.9.1) whereby a 'low-key' approach is considered appropriate, in the form of:

- grassed swales within the field parcels containing the solar panels (i.e. to intercept and store surface water run-off and facilitate infiltration (subject to ground conditions));
- surface water balancing ponds/holding tanks within the On-site substation and energy storage compound.

1.3.3 For the anticipated construction activities, as detailed in Chapter 4 – Proposed Development of this ES (document reference 6.1.4), the ground surface is expected to remain above the groundwater. The completed ground investigation did encounter shallow groundwater perched within sands and gravels of the tidal flat deposits at depths of 2.5-3.0mbgl, however, these groundwater bodies are considered to be limited in extent and

volume. It is unlikely that substantial groundwater would be encountered for the majority of the works as the main groundwater body is anticipated to be >70 metres below ground level (mbgl) within the confined Kellaways Formation Aquifer.

1.3.4 Compaction of the ground caused by construction and an increase in the extent of impermeable surfaces associated with access roads and compound areas, have the potential to impact upon the rate of surface water infiltration. However, given that the underlying superficial deposits and bedrock largely constitute low permeability, unproductive aquifers, infiltration rates are not expected to be significantly affected by areas of increased hardstanding across the site.

1.3.5 Effects on groundwater quality could result from excavations and earthworks as well as spillages and leaks of fuels, oils and chemicals. This could result in potential pollution to any underlying aquifers. This may arise from runoff associated with construction activities (e.g. through generation of silt borne run-off during groundworks and accidental spills and leaks from construction plant).

1.3.6 During future piling activities associated with the Proposed Development (standard depth of 3m assumed), groundwater quality of the aquifer units may be affected where there is potential to generate viable pollutant pathways between the superficial deposits and bedrock groundwater.

1.3.7 Shallow soft clays have been identified across much of the site which would seal around the piled steel poles and reduce the potential for them to act as a vertical pathway to the underlying aquifers.

1.3.8 The potential impacts of spillages of fuels, oils and chemicals or sediment run off during construction would be controlled by the Construction and Environmental Management Plan for which this document would be appended. This is secured through a requirement in the Development Consent Order, and the outline Construction Environmental Management Plan is as a certified document as noted at Schedule 11 of the draft Development Consent Order (document reference 3.1).

1.3.9 All fuel and oil will be stored within a specified area of the construction compound. The storage will either be integrally bunded, or utilise an external bund. The bund will be impermeable to water and oil. Any contaminated run-off within the bund will be disposed of at an appropriate waste management facility. Similarly, any used (contaminated) spill kits, absorbent granules, sheets or fibres will be disposed of in accordance with the Control of Substances Hazardous to Health (COSHH) Regulations.

1.3.10 In order to mitigate the potential adverse effects on the water environment, a number of measures will be implemented throughout the construction, operation and decommissioning phase, as required, these are as follows:

- Best practice working methods to prevent both water pollution and adverse impacts upon the surface water drainage regime;
- Precautions to prevent silt laden run-off, arisings or chemicals entering watercourses – this could include restricted working during periods of heavy rain and the installation of silt fencing, if required;
- Any surface water potentially contaminated by hydrocarbons would be passed through oil interceptors prior to discharge;
- Appropriate storage of hydrocarbons and petrochemicals in accordance with COSHH Regulations 2002 and Control of Pollution (Oil Storage) (England) Regulations 2001;
- A management system would be in place to adequately manage works within the floodplain and in the vicinity of flood defences;

- Where required, cables would be laid at a sufficient depth beneath watercourses/drains to avoid causing damage to the integrity of embankments during installation;
- Should dewatering be required, for example where areas are excavated for foundations of the substation, or control room these would be pumped and discharged where appropriate on site, likely vegetated surfaces; and
- Wheel cleaning is proposed to be a dry clean, rather than a vehicle washing facility, however should this become a requirement then the water will be pumped into a licenced carrier and disposed of off-site or discharged to vegetation if the quality meets Environment Agency requirements.

# Appendix K

# APPENDIX K – OUTLINE SITE WASTE AND MATERIALS MANAGEMENT PLAN

| Document Properties | | |
|---|---|---|
| **Regulation Reference** | Regulation 5(2)(q) | |
| **Planning Inspectorate Scheme Reference** | EN010123 | |
| **Application Document Reference** | 7.7 | |
| **Title** | Outline Construction Environmental Management Plan – Appendix K- Outline Site Waste and Materials Management Plan | |
| **Prepared By** | Heckington Fen Energy Park Project Team (Ecotricity) | |
| **Version History** | | |
| **Version** | **Date** | **Version Status** |
| Rev 1 | March 2023 | Additional submission – response to s55 |

# TABLE OF CONTENTS:

# 1 OUTLINE SITE WASTE & MATERIALS MANAGEMENT PLAN

## 1.1 INTRODUCTION

1.1.1 This Outline Site Waste and Materials Management Plan (OSWMMP) has been prepared on behalf of the Applicant (Ecotricity (Heck Fen Solar) Limited) by Ecotricity Generation Limited. The aim is to outline how any waste produced will be managed during the construction and operation activities associated with the construction of the Heckington Fen Solar Park. This includes the proposed Energy Park, the grid connection to, and extension works at Bicker Fen Substation.

1.1.2 The exact roles and responsibilities described in the Plan are subject to the appointment of a Contractor and may change. The SWMMP will be finalised (broadly in line with the OSWMMP) by the Contractor prior to the commencement of construction taking into account a detailed scheme design and more precise information about construction methods and phasing, including the exact cable location within the Offsite Cable Route Corridor.

1.1.3 The SWMMP will be reviewed periodically and be available on site during the works.

1.1.4 The SWMMP will:

- Identify personnel with waste management responsibilities;
- Describe the proposed works;
- Outline opportunities for waste minimisation/reuse in line with the requirements of the waste hierarchy;
- Review any outline decisions taken to minimise the amount of waste produced on site; and
- Provide a forecast of waste types and estimated arisings and outline how they will be managed.

1.1.5 An overview of the content of this OSWMMP is:

- Introduction – provides background information about this document and its content;
- Project Description - provides details of the Proposed Development including outline construction details;
- Legal Requirements - outlines the legislative requirements and context for the provision of a SWMMP;
- Management Arrangements Review - sets out the key individuals involved in the construction of the Proposed Development relevant to the delivery and management of the Site Waste and Materials Management Plan;
- Waste Estimation and Design Decisions - provides an estimation of the type and quantity of waste to arise from the Proposed Development;
- Waste Management - sets out potential management measures to be undertaken during construction to minimise the amount or quantity to arise.

## 1.2 PROJECT DESCRIPTION

1.2.1 The proposed development comprises a number of parts, but can be summarised into three main sections:

- The 'Energy Park' which includes the solar panels, energy storage and associated equipment on the main site listed below;

- The Grid Connection; and
- Extension works at National Grid's Bicker Fen Substation.

1.2.2 The below table includes a structure to summarise the application for the SWMMP; the final detail will be confirmed for, and populated in, the SWMMP. The table may be broken down further to reflect each phase of construction to be defined in accordance with the Phasing Plan to be submitted pursuant to Requirement 3 of the Development Consent Order (document reference 3.1):

**Table 1: Project Details**

| Project Component Summary | Description | Further Detail |
|---|---|---|
| Energy Park – comprising solar panels, energy storage, onsite substation, and associated infrastructure, including landscaping and community orchard<br>Heckington Fen, East Heckington, Lincolnshire – approximate site centre: 520456, 345375<br>Site area – approximately 524ha | Start date – TBC | LPA – North Kesteven District Council – contact 01529 414155 |
| | Completion date – TBC | Site Manager – TBC<br>Design Team Manager - TBC |
| | Representative responsible for Site Waste and Material Management – TBC | Contractor – TBC |
| | Location of SWMMP – TBC | Sub-Contractor (if required) - TBC |
| | Document controller - TBC | Client – Ecotricity (Heck Fen Solar) Limited – contact TBC |
| Cable Route – comprising a corridor for laying the cable, construction compounds and all accesses to the work areas<br>Land lying with the jurisdiction of Boston Borough Council, running from the eastern boundary of the energy park, crossing Viking Link, Triton Knoll twice, A17, the railway, the high-pressure gas pipeline, various watercourses and | Start date – TBC | LPA – Boston Borough Council – contact 01205 314200 |
| | Completion date – TBC | Site Manager – TBC<br>Design Team Manager - TBC |
| | Representative responsible for Site Waste and Material Management – TBC | Contractor – TBC |
| | Location of SWMMP – TBC | Sub-Contractor (if required) - TBC |

| Project Component Summary | Description | Further Detail |
|---|---|---|
| other infrastructure to Bicker Fen Substation in the south.<br>Site area – approximately 120ha | Document controller - TBC | Client – Ecotricity (Heck Fen Solar) Limited – contact TBC |
| Extension at Bicker Fen Substation – comprising a generation bay, laydown area, access track and associated infrastructure<br>Land lying to the south and west of Bicker Fen Substation, with a laydown area in the north east of the site.<br>Site area – approximately 5ha<br>Contact details for National Grid representative also be included. | Start date – TBC | LPA – Boston Borough Council – contact 01205 314200 |
| | Completion date – TBC | Site Manager – TBC<br>Design Team Manager - TBC |
| | Representative responsible for Site Waste and Material Management – TBC | Contractor – TBC |
| | Location of SWMMP – TBC | Sub-Contractor (if required) – TBC |
| | Document Controller - TBC | Client – Ecotricity (Heck Fen Solar) Limited – contact TBC |

## 1.3 LEGAL REQUIREMENTS

1.3.1 'Waste' is defined as materials that are unwanted, having been left over after the completion of a process which would otherwise be discarded. The legal definition of waste also covers substances or objects, which fall outside of the commercial cycle or out of the chain of utility. In particular, most items that are sold or taken off site for recycling are wastes, as they require treatment before they can be resold or reused.

1.3.2 In practical terms, wastes can include surplus spoil, scrap, recovered spills, unwanted surplus materials, packaging, office waste, wastewater, broken, worn-out, contaminated or otherwise spoiled plant, equipment and materials.

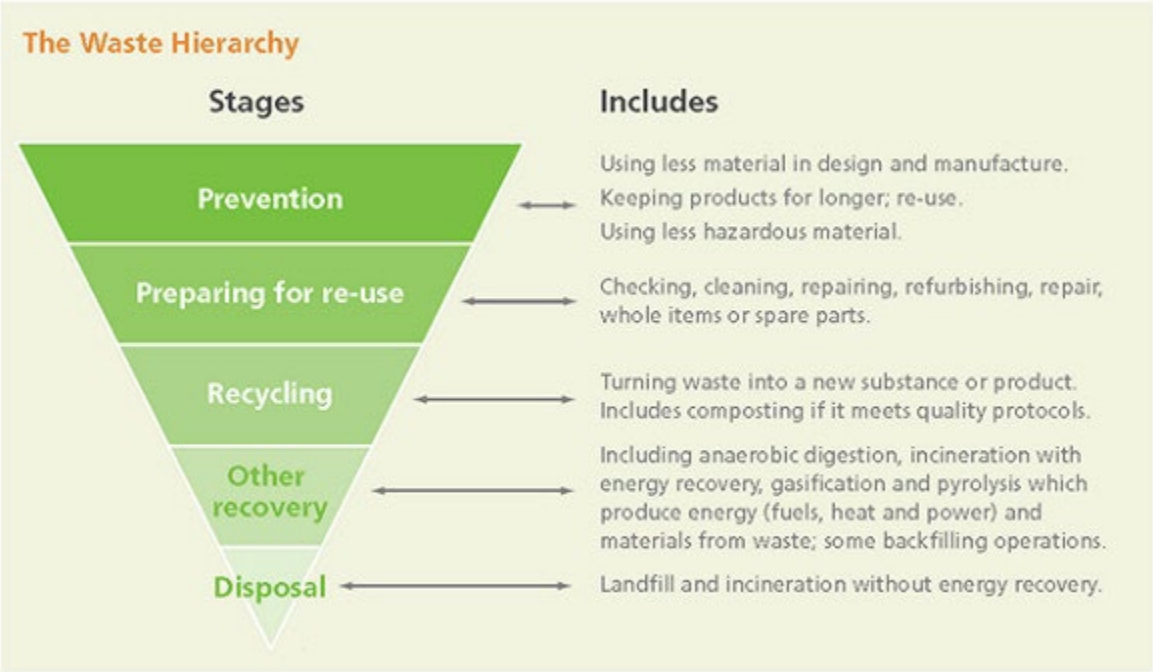
1.3.3 Waste minimisation is the process of reducing the quantity of such materials arising, requiring processing and/or disposal.

1.3.4 The priority at the Proposed Development will not be producing waste in the first place. To do this, the waste implications of the proposals need to be considered at the earliest possible stage.

1.3.5 The Overarching National Policy Statement for Energy (EN1)[1] considers Waste Management at 5.14 and the draft Overarching National Policy Statement for Energy (Draft EN1)[2] considers Resource and Waste Management at 5.15.

1.3.6 EN1 notes at 5.14.2, sustainable waste management is to be implemented through the waste hierarchy setting out the priorities that must be applied when managing waste. This is also reflected at 5.15.2 of Draft EN1 and shown below in **Plate 1- Waste Hierarchy** below.

**Plate 1- Waste Hierarchy**




1.3.7 EN1 notes that the disposal of waste should only be considered where other waste management options are not available or where it is the best overall environmental outcome.

1.3.8 Draft EN1 notes where possible applicants are encouraged to source materials from recycled or reused sources and use low carbon materials, sustainable sources and local suppliers. Furthermore, applicants are encouraged to use construction best practices in relation to storing materials to prevent waste. The use of Building Information Management tools to record the materials used on construction can help to reduce waste during the decommissioning phase.

1.3.9 EN1 notes that the applicant should set out the arrangements that are proposed for managing any waste produced and prepare a Site Waste Management Plan (the Outline being this report). The arrangements described and Management Plan should include information on the proposed waste recovery and disposal system for all waste generated by the development, and an assessment of the impact of the waste arising from development on the capacity of waste management facilities to deal with other waste arising in the area for at least five years of operation. The applicant should seek to minimise the volume of waste produced and the volume of waste sent for disposal unless it can be demonstrated that this is the best overall environmental outcome.

[1] Department of Energy & Climate Change, (2011); Overarching National Policy Statement for Energy (EN-1).

[2] Department of Energy & Climate Change, (2021); Draft Overarching National Policy Statement for Energy (EN-1)

1.3.10 The Waste Framework Directive (WFD) 2008/98/EC[3] is the legislative framework for the collection, transport, recovery and disposal of waste across the European community. The revised Directive (2018)[4] introduces new provisions in order to boost waste prevention and recycling through the adoption of the 'Waste Hierarchy', as the guiding principle to sustainable waste management.

1.3.11 In addition, Schedule 1 of the Waste (England and Wales) Regulations 2011 (as amended 2014)[5] translates the provisions of the Waste Framework Directive into legislation and require waste prevention programmes and waste management plans that apply the 'Waste Hierarchy'.

1.3.12 The Waste Management Plan for England (2021)[6] is a high-level strategy that supports the implementation of the objectives and provisions set out within the revised Waste Framework Directive, specifically Article 28 which requires that Member States must establish one or more waste management plans covering their territory.

1.3.13 The Waste (England and Wales) 2011 Regulations (as amended 2014) require that everyone involved in waste shall take all reasonable measures to apply the waste hierarchy except where, for specific waste streams, departing from the hierarchy is justified.

1.3.14 The Waste Hierarchy will be adopted throughout the construction, operation and decommissioning phases of the Proposed Development, and the producers and holder of waste will be required pursuant to the Waste (England and Wales) Regulations 2011 (as amended 2014), and formally under Section 34 of the Environmental Protection Act (1990)[7] to:

- Prevent illegal disposal, treatment or storage of waste;
- Handle their waste safely;
- Know whether the waste is hazardous or non-hazardous;
- Store waste securely in a manner that prevents release of the waste;
- Provide an accurate written description of the waste in order to facilitate the compliance of others with the Duty and avoidance of the offences under Section 33 of the Environmental Protection Act 1990: via a compulsory system of Controlled Waste Transfer Notes (WTNs) which controls the transfer of waste between parties; and
- Ensure anyone dealing with their waste has the necessary authorisation.

1.3.15 The Hazardous Waste Regulations (England and Wales) 2005 (amended in 2016)[8] places a requirement on the producer of the waste to:

- Classify the waste;

[3] Directive 2008/98/EC of the European Parliament and of the Council of 19 November 2008 on Waste and repealing certain Directives (Waste Framework Directive).

[4] Directive 2018/851/EC of the European Parliament and of the Council of 30 May 2018 amending Directive 2008/98/EC on waste (Waste Framework Directive).

[5] HMSO (2011) The Waste (England and Wales) Regulations 2011. (as amended by The Waste (England and Wales) (Amendment) Regulations 2014

[6] Department for Environment, Food & Rural Affairs, (2021); Waste Management Plan for England, 2021.

[7] HMSO (1990) Environmental Protection Act 1990.

[8] HMSO (2016) The Hazardous Waste (England and Wales) (Amendment) Regulations 2016.

- Separate hazardous waste from other general waste streams;
- Use authorised businesses to collect, recycle or dispose of your waste; and
- Complete relevant hazardous waste consignment note.

1.3.16 Under the Control of Pollution (Amendment) Act 1989[9] it is a criminal offence for anyone not registered as a carrier, to transport controlled waste.

## 1.4 MANAGEMENT ARRANGEMENTS REVIEW

1.4.1 Prior to construction commencing in a relevant phase, Table 1 would be updated with details of the relevant contacts – for example: Client Representative; Design Team Manager; Site Manager; Document Controller; and Individual Sub-Contractor details.

1.4.2 The CEMP and SWMMP will be shared with the Contractor and Sub-Contractor prior to work commencing on site. Compliance with the measures in these plans would be a pre-requisite of appointment for the Contractor.

1.4.3 Furthermore, SWMMP requirements will be incorporated into the site induction and the Contractor will provide on-site instruction of appropriate separation, handling, recycling, re-use and return methods to be used by all parties' at all appropriate stages of the project.

1.4.4 All personnel working on the site including sub-contractors will be inducted. Induction will include showing personnel the available recycling arrangements.

1.4.5 Tool-box talks on waste and materials management will be completed monthly (or as appropriate) for all site personnel including sub-contractors.

1.4.6 An explanation of the SWMMP will also be included as part of the site induction process.

## 1.5 WASTE ESTIMATION AND DESIGN DECISIONS

1.5.1 At the current stage, insufficient design information is available to make accurate estimates of waste types and quantities. Estimates will be included in subsequent versions of the SWMMP as information becomes available and updated to include actual data as the project progresses.

1.5.2 The principles of the waste hierarchy (prevent, reduce, reuse, recycle, recover, disposal) will be applied to ensure best practice on site and to sustain high levels of sustainability in the development of the Proposed Development.

Reuse

1.5.3 Ideally materials could be re-used in their current state and form. All soil materials excavated will be stockpiled and reused on site. Waste water from dewatering will be reused on vegetation. Waste water for cleaning activities will be reused, unless contaminated, in which case it will be handled accordingly (e.g. contamination identified, and tankered offsite if necessary).

Recycling

[9] HMSO (1989) Control of Pollution (Amendment) Act 1989

1.5.4 The aim is to re-use materials on site by recycling them into an alternative form that can be used for any construction purposes (for example aggregate or other inert wastes for road construction material or sending green waste for composting). By recycling on site as far as practicable, carbon emissions are reduced from taking materials away from the proposed development.

Recovery

1.5.5 This generally aims to recover energy from waste which cannot be otherwise reused or recycled. It is expected that this will include any waste materials such as hazardous liquids or solids which could be sent to energy from waste plants.

Disposal

1.5.6 The least preferred option is where the waste stream would be subject to a final disposal route such as landfill. Some waste streams will inevitably end up with such a solution. The placing of waste disposal contracts will, where possible, consider the implications of long distance travel in terms of health and safety risk, commercial terms and increased emissions from vehicles. Wherever possible, contracts are to be awarded as locally as possible.

## 1.6 WASTE MANAGEMENT

**Opportunities for Waste Minimisation**

1.6.1 The following potential opportunities for waste minimisation have been identified at this stage.

Design Stage

1.6.2 Waste materials expected to be generated will be evaluated for recycling or reuse on site. Pre-fabrication will be used where appropriate.

Construction Stage

1.6.3 Waste materials can be generated during the site preparation stage of construction and during the installation of infrastructure and erection of buildings.

1.6.4 The majority of construction equipment will be delivered to the Proposed Development for assembly and installation (mounting structures) and connection (solar panels).

1.6.5 Exact quantities and types of waste likely to be generated during the construction phase are unknown, however it is expected that waste streams could include:

- Welfare facility waste;
- Waste chemicals, fuels and oils;
- Waste metals (iron and steel);
- Waste water from dewatering of excavations;
- Waste water from cleaning activities (e.g., wheel wash);
- Packaging; and

- General construction waste (paper, cardboard, wood, etc.).

1.6.6 Destinations of the above waste streams would be, where applicable, through recycling plants, landfill sites for construction and demolition waste and landfill for hazardous waste. Local recycling plants are available at Boston and Sleaford.

1.6.7 The generation of construction-related waste can be significantly reduced through the choice of materials and other opportunities pre-construction phase will be explored as far as possible. Possibilities to reuse or recycle materials will be explored before resorting to landfill options.

1.6.8 Construction operations will also generate waste materials as a result of general handling losses and surpluses and these wastes can be mitigated through good site practices, including proper storage and handling of materials to avoid damage, and accurate quantity estimates and efficient purchasing arrangements to avoid over ordering.

1.6.9 Design considerations will seek to minimise wastage from the construction phase and are likely to follow these approaches:

- Maximise the use of reclaimed materials in the construction;
- Maximise recycling opportunities in the decommissioning phase (further details below);
- Use prefabricated and standardised components in the standard product sizes (e.g., panels, mounting structures). As these are made in factory-controlled environment, they tend to generate less waste and if standard product sizes are made use of, this minimises wastage on site.
- Segregation of construction waste on site to maximise potential for reuse/recycling;
- Use of suppliers who collect and reuse/recycle packaging materials;
- The off-site separation and recycling of materials where on-site separation is not possible; and
- Training of contractors in waste minimisation and materials reuse.

1.6.10 Toxic and/or hazardous waste must be treated by an authorised operator. Transportation of hazardous waste will also require an authorised carrier. If required, the Environment Agency will be advised in advance of any hazardous waste movements and Waste Consignment Notes (WCNs) will be purchased in advance for this type of waste transportation. These consignment notes will be held for a minimum of three years. Burning of waste or unwanted materials will not be permitted onsite. All hazardous materials including chemicals, cleaning agents and solvent containing products to be properly sealed in sealed containers at the end of each day prior to storage in appropriately protected and bunded storage areas.

1.6.11 All fuel and oil will be stored within the Order limits and contained by a small bund constructed from material sourced onsite and lined with an impermeable membrane in order to prevent any contamination of the surrounding soils, vegetation and water table, in accordance with DEFRA and Environmental Agency Oil Storage Regulations for Businesses 2015 (as amended in 2020) (or latest guidance/ legislation at the point of construction). Any contaminated runoff within the bund will be disposed of at an appropriate waste management facility.

1.6.12 Any used (contaminated) spill kits, absorbent granules, sheets or fibres must be disposed of in accordance with the COSHH Regulations (or latest guidance/legislation at the point of construction).

1.6.13 Re-usable waste includes soil excavated for trenches, roads, compound areas and foundations. Soils are an important resource, and to minimise effects to this resource, engineers must carry out precise take off calculations. To avoid wastage, with reference to DEFRA's Soil Strategy (2009)[10], stripped soils will be stored in separate resource bunds no more than 3m high, and kept grassed free from construction traffic, to ensure that the soil can be re-used elsewhere on site.

1.6.14 The primary measures to mitigate against the loss of soil resources will be to reuse as much of the surplus resources on-site and to dispose of any surplus soils thereafter in a sustainable manner (i.e., as close to the Proposed Development as possible and to an after-use appropriate to the soil's quality). However, surplus resources requiring removal off site are not expected.

1.6.15 There may be a need to remove some soils from the Order limits for treatment or disposal, if found to be contaminated and if it is not practical to treat this onsite. This would be overseen by a soil advisor specialist as outlined in the Outline Soil Management Plan appended to the oCEMP (document reference 7.7).

1.6.16 The Applicant and its contractors are aware of their duty of care in respect of offsite waste transfers and ensuring that all waste is transferred to authorised hauliers and disposal/treatment sites. All waste transported off site will be delivered to the appropriately licensed receivers of such materials. Operators receiving any waste materials resulting from the Proposed Development will be subject to their own consenting procedures.

1.6.17 Effluent and waste from onsite construction personnel will be treated at a package sewage treatment plant or a septic tank. Where a septic tank is used, this will be emptied on a regular basis and taken away by a registered waste disposal contractor.

Operational Stage

1.6.18 During the operational phase of the Proposed Development waste arising is expected to be substantially less than during the construction phase.

1.6.19 It is estimated there will be up to 5 permanent staff, and due to the scale of the Proposed Development maintenance personnel would be expected to be present on-site most days. Waste streams arising are expected to be minimal, and would include:

- Welfare facility waste;
- Equipment needing replacing;
- Waste metals; and
- General waste (paper, cardboard, wood, etc.).

1.6.20 Should equipment fail and need replacement, it is anticipated that the part would be returned to the manufacturer if still under warranty for refurbishment if possible or recycled if facilities allow. Like all electrical equipment producers have legal obligations under the Waste Electrical and Electronic Equipment Directive legislation.

[10] Safeguarding our Soils - A Strategy for England (2009) available at: https://www.gov.uk/government/publications/safeguarding-our-soils-a-strategy-for-england

1.6.21 During the operational phase the industry benchmark[11] for key solar farm components include:

- Solar panels- 0.2% per year replacement rate;
- Solar inverters- 4.4% per year replacement rate;
- Energy storage inverters- 3.1% per year replacement rate; and
- Cable- 0.1% per year replacement rate.

1.6.22 If solar panels need to be replaced, they contain aluminium which can be recycled, and the remaining glass and silicon mix can be ground up into other building materials and industrial applications. Information obtained from GreenMatch[12] noted 96% of materials can be reused for produced new solar panels. The electrical infrastructure, should it need replacing is also likely to be taken apart and recycled.

1.6.23 Welfare facilities including toilets, washing and drinking water will utilise a septic tank that will be periodically emptied and taken offsite by a licensed waste operator. All onsite welfare facilities will be clearly signposted and maintained.

1.6.24 Where excess surface water occurs from the area of the buildings, this will be collected and treated in a Sustainable Drainage System (SuDS), prior to discharge.

Decommissioning Phase

1.6.25 During the decommissioning phase it is expected that a number of waste streams will be created. They are likely to include the following:

- Solar panels and mounting structures;
- Waste materials from foundations;
- Electrical equipment;
- Energy Storage System i.e., batteries;
- Cables;
- Welfare facility waste;
- Waste chemicals, fuels and oils;
- Waste metals;
- Waste water from dewatering of excavations; and
- Wastewater from cleaning activities (e.g., wheel wash).

1.6.26 Waste during the decommissioning phase will be dealt with as part of the Outline Decommissioning and Restoration Plan (document reference 7.9), which is secured by

[11] The industry benchmark refers to a replacement rate based on degradation of assets expected. Further information on solar panel and inverter rates can be found on the Energy Saving Trust website ( https://energysavingtrust.org.uk/advice/solar-panels/) Cable rate replacement is based on information from technical designers supporting the project.

[12] GreenMatch, The Opportunities of Solar Panel Recycling. Source: https://www.greenmatch.co.uk/blog/2017/10/the-opportunities-of-solar-panel-recycling Accessed March 2023

Development Consent Order requirement, and in line with relevant legislation and guidance at that time.

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