

# Heckington Fen Solar Park

EN010123

## Outline Construction Traffic Management Plan

Applicant: Ecotricity (Heck Fen Solar) Limited

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## OUTLINE CONSTRUCTION TRAFFIC MANAGEMENT PLAN

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## **Outline Construction Traffic Management Plan.**

**Development Consent Order Application for Ground Mounted Solar Panels, Energy Storage Facility, Below Ground Grid Connection to Bicker Fen Substation and All Associated Infrastructure Works.**

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

**On Behalf of Ecotricity (Heck Fen Solar) Limited.**

Date: November 2023 | Pegasus Ref: P20-2370 TR01/E

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## Document Management.

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# 1. Introduction

- 1.1. This Outline Construction Traffic Management Plan (OCTMP) has been prepared by Pegasus Group on behalf of Ecotricity (Heck Fen Solar) Limited (the Applicant), in order to address the traffic and transportation matters associated with the construction of a new large-scale ground mounted solar photovoltaic (PV) electricity generation and energy storage facility (The Energy Park). The cable route for the grid connection and the above ground works needed for connection to the National Grid Bicker Fen Substation are also considered. The Heckington Fen Solar Park will comprise of the following three elements: the Energy Park, cable route to, and above ground works at, the National Grid Bicker Fen Substation (referred to within this document as “the Proposed Development”).
- 1.2. The site is located at land at Six Hundred Farm, Six Hundreds Drove, East Heckington, Sleaford, to the immediate north of the A17, approximately 3.7 kilometres to the east of the village of Heckington and around 8.9 kilometres to the west of Boston. 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.
- 1.3. 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, together with the proposed site layout, are provided separately as part of the Development Consent Order (DCO) application for the Proposed Development (for example, in the Environmental Statement (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).
- 1.4. Access to the Energy Park during the construction and operational phases is proposed from the A17 at the site’s southern frontage, 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.
- 1.5. 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.



- 1.6. Access to the Bicker Fen Substation by National Grid is currently achieved via Bicker village and the A52 haul road. This will not change as a result of the Proposed Development (in line with National Grid's existing arrangements) but it is anticipated that the majority of National Grid vehicles will avoid Bicker Village and will access the substation direct from the A52 and will use Ing Drove, Vicarage Drove, Bicker Drove and Cowbridge Road.
- 1.7. This OCTMP describes the arrangements that are proposed for the period of construction activities at the site and sets out the following:
  - i. Site access arrangements.
  - ii. Routing for construction traffic.
  - iii. Vehicle numbers, size and frequency.
  - iv. Details relating to the proposed cable route; and
  - v. Proposed mitigation, including condition surveys.
- 1.8. It will be the responsibility of the appointed contractor to comply with all statutory regulations and guidelines as appropriate, in relation to construction and movement activities.
- 1.9. Submission and approval of the final CTMP is secured by DCO requirement (document reference 3.1). The final CTMP 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 CTMP for their respective works.
- 1.10. The appointed contractors will be provided with a copy of the final CTMP and will adhere to it as part of the DCO consent. The CTMP will form part of the information provided as part of the construction on-site induction processes. The contact details of the contractor, including a 24-hour emergency contact number, and those of the highway department at Lincolnshire County Council (LCC) will be exchanged before commencement of the works on the site.

## 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 Donington Wind Farm.
- 2.2. 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

- 2.3. 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.
- 2.4. 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.
- 2.5. 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

- 2.6. 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

- 2.7. 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

- 2.8. 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 – National Grid Substation Access**

- 2.9. Access to the Bicker Fen Substation is currently achieved via Bicker village and the A52 haul road / Access Road (noted 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 National Grid vehicles will use the National Grid access road to access Cowbridge Road, Bicker Drove and Vicarage Drove which ultimately provide access to the substation.

### 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 B3195 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 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. Proposed Energy Park Access Arrangements

#### Temporary Construction Access

- 3.1. 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.
- 3.2. The existing access, adjacent to Elm Grange, is shown at **Figure 3.1**. 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).
- 3.3. 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.
- 3.4. 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

- 3.5. Vehicular access to the site during the construction and operational phases is proposed via a new priority junction with the A17 at the site's southern frontage, approximately 900 metres northwest of the junction with Six Hundred Drove. The proposed junction arrangement is illustrated at **Figure 3.2**. This is in the approximate position agreed as part of the previous wind farm planning consent at the site.
- 3.6. 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.
- 3.7. The junction will provide a seven metre wide access road, wide enough to accommodate two HGVs simultaneously. A wider bellmouth of up to approximately 43m is proposed to connect to the A17.
- 3.8. Junction radii of 12 metres on the northwestern side and ten metres on the southeastern side will be provided to accommodate the swept path of the largest vehicles associated with the proposed Energy Park.
- 3.9. All construction vehicles will enter and exit the Energy Park in forward gear. **Figure 3.2** 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, as set out in **Section 5**. 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 3.2** confirms that a low loader can manoeuvre appropriately at the site access.

- 3.10. 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 3.2** 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.
- 3.11. The extent of the access tracks within the site are shown on the site layout included as part of the wider submission. Tracks will be of a suitable width to accommodate HGVs and, to the extent necessary (i.e. where existing agricultural tracks need upgrading or new internal tracks are required), will be constructed using compacted material.
- 3.12. In the first instance, existing agricultural tracks will be used to access the site via the temporary construction access and a temporary track will be constructed between the temporary access point and the main construction access to enable its construction. Following construction of the main construction access, the network of tracks shown on the Indicative Site Layout (document reference 6.2.2) will be constructed in phases (to be confirmed in due course) and will remain in place throughout the construction and operational phases, as necessary.

#### Abnormal Indivisible Loads

- 3.13. 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).
- 3.14. 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.

#### Public Rights of Way

- 3.15. PRoW Heck/15/1 is not currently accessible because three footbridges over the watercourse/drains are no longer in existence. Two of these footbridges will be reinstated so that the public footpath will be useable between Sidebar Lane (to the west of the site) and the point which it meets the watercourse/drain in the north east corner of the field. The public footpath will be temporarily stopped up during construction of the development. Once reinstated following construction, this public footpath will remain open to the public at all times.

#### **Construction Compounds**

- 3.16. Due to the size of the Energy Park, there will be multiple construction compounds located within the site as shown on the Works Plan (document reference 2.2). The compounds will be of suitable size for an articulated vehicle to enter, turn and exit in a forward gear and will be constructed prior to construction works commencing in each area of the site that they are to be located. A temporary compound will be implemented from the outset whilst the temporary construction access is in use and the main construction access is under construction. Once complete, the remainder of compounds will be constructed as necessary, subject to phasing.

- 3.17. It is anticipated that construction compounds will also be constructed using compacted material appropriate to accommodate HGVs.
- 3.18. 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 tracks leading to the site compounds during the construction phase. Visitors will be advised of the parking arrangements in advance of travelling to the site.

### **Proposed Mitigation**

- 3.19. The arrival and departure of HGVs at the site will be strictly managed by the Site Manager. No HGVs will be permitted to wait on the public highway.
- 3.20. 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.
- 3.21. 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**.
- 3.22. 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.
- 3.23. 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.
- 3.24. As set out in the **Section 1** of this OCTMP, 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.

## 4. Construction Traffic Routing

### Energy Park Construction Traffic Routing

- 4.1. 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**.
- 4.2. 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.
- 4.3. 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

Construction traffic accessing the Bicker Fen 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 Cowbridge Road, Bicker Drove and Vicarage Drove, as shown at **Figure 2.1**.

### Construction Routing Principles

- 4.4. Construction vehicles will only access the Site via the designated construction route identified in this OCTMP. 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, such as South Kyme.
- 4.5. 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 number of HGVs that will be associated with the limited temporary construction period, details of which are set out at **Section 5**. Drivers will be advised to take extra care within the vicinity of the Swineshead Bridge level crossing, in particular noting the reduced speed limit in this area.
- 4.6. 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

- 4.7. The routing of AILs will be subject to a detailed route assessment in due course.



- 4.8. 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.



## 5. Energy Park and Substation Vehicle Trip Attraction

### Construction Phase

- 5.1. 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 the Energy Park will take place within the same timeframe. However, the substation works are anticipated to take around 60 weeks. The energy storage facility will be delivered over a two-year period.
- 5.2. 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 and energy storage units, extension of the substation and grid connection.
- 5.3. If considered necessary by local highway officers, construction traffic and delivery vehicles will be limited to outside of the typical network peak hours of 08:00 to 09:00 and 17:00 to 18:00. It is also proposed that construction traffic using the temporary Energy Park access will avoid the periods between 09:00 to 09:30 and 14:30 to 14:40 when students are arriving at and departing from the Elm Grange School.

### Construction Workers

- 5.4. A maximum of up to 436 construction workers are forecast to be on site during peak times during the construction period (assumed to be a six-month period), 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**, a temporary construction compound will be provided in both locations which will include car parking for contractors, ensuring that all parking associated with the construction is contained on site.
- 5.5. 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.
- 5.6. The use of minibuses will be secured as via requirement 14 of the dDCO to comply with this oCTMP. This will minimise the number of single occupancy vehicle trips by construction workers.

### Construction Deliveries

- 5.7. 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.
- 5.8. The route identified at **Section 4** for construction traffic means that large vehicles will primarily utilise A-roads for the construction route, with impacts on local residential areas minimised.
- 5.9. The Applicant has advised that the following HGV movements could be associated with the construction period as set out in **Table 5.1**.

Table 5.1 Heavy Goods Vehicle Movements – Energy Park Construction Period

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

<sup>1</sup> Assuming 930,000 modules delivered at 620 modules per container.

<sup>2</sup> Containers for energy storage, inverters, switchgear and transformers. Assuming 200 for each energy storage container and 100 for inverters and transformers.

<sup>3</sup> Steelwork for foundations for 400 containers.

<sup>4</sup> Components for 1 x 400kV substation which includes 4 high voltage substations.

<sup>5</sup> Assuming 1 HGV per container.

<sup>6</sup> Assuming 1 HGV per container.

<sup>7</sup> Blocks, tiles, doors, welfare etc for control rooms.

<sup>8</sup> Building materials for energy storage compound and substation including stone, reinforced concrete and fencing.

<sup>9</sup> Each inverter assumed to be transported individually.

<sup>10</sup> Assuming 3 x deliveries for main step-up and 4 x auxiliary deliveries.

<sup>11</sup> Assuming a crane will arrive at the site once a week for a period of 18 months.

<sup>12</sup> Assuming up to 19 kilometres of access track (comprising 10.3 kilometres of new track and 8.7 kilometres of existing).



- 5.10. 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.
- 5.11. In addition to the HGV movements identified in **Table 5.1**, 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.
- 5.12. The Energy Park will be associated with fewer large, abnormal loads than the consented wind farm at the site.

#### **National Grid Bicker Fen Substation Extension**

- 5.13. 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.
- 5.14. 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).

#### **Operational Phase**

- 5.15. It is currently anticipated that once the Energy Park is operational, there will typically be around 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.
- 5.16. The largest vehicles that are likely to be typically 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.
- 5.17. 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.



## Summary

- 5.18. It is expected that there will be approximately 34 two-way movements per day by large vehicles at the site (i.e. 17 arrivals and 17 departures) over a 30-month period and around 12 two-way movements per day at the National Grid Bicker Fen Substation extension (i.e. six arrivals and six departures). There will also be construction workers arriving at the site first thing in the morning and departing in the evening, although the numbers involved are forecast to be relatively low on a day-to-day basis and minibuses will be provided for general operatives.
- 5.19. The level of traffic during the respective construction phases is not considered to be material and it is considered that this will not have a detrimental impact on the safety or operation of the local or strategic highway network.

## 6. Condition Survey

- 6.1. A pre-commencement walk-over Condition Survey on the local highway network will be carried out to assess the baseline condition of the adopted highway before construction activities commence. At this stage it is envisaged that the extent of the survey will be the A17 in the vicinity of the temporary and permanent site access junctions, the A52 in the vicinity of the National Grid Bicker Fen Substation access road and Cowbridge Road, Vicarage Drove, Ing Drove and Bicker Drove along the Substation construction route.
- 6.2. The survey will incorporate photographic records, as appropriate. The survey will be accompanied by highway officers at Lincolnshire County Council, as required, and a date for this survey will be agreed before construction activities commence.
- 6.3. This would be followed by a further Condition Survey with a further photographic record covering the same extents as previously assessed at the end of construction activities, in order to identify and agree any remedial works reasonably attributable to construction activities. A date for this survey will be agreed once construction of the site is complete.

## 7. Construction Traffic Method Statement – Point of Connection Cable Routing

- 7.1. The development proposals comprise the laying of an underground cable between the Energy Park and a Point of Connection (PoC), approximately nine kilometres to the south of the centre of the site at the National Grid Bicker Fen Substation.
- 7.2. This Section sets out the following:
- i. Typical daily traffic movements.
  - ii. The location and layout of site compounds; and
  - iii. The need for any temporary off-site mitigation including traffic management.

### **Proposed Cable Route**

- 7.3. The cable route will follow a southerly trajectory between the site and the National Grid Bicker Fen Substation over agricultural land.
- 7.4. 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.
- 7.5. The traditional trench and duct method is anticipated primarily at this stage. However, Horizontal Directional Drilling (HDD) 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.
- 7.6. 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.
- 7.7. 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) Royalty Lane, Bicker Drove, North Drove and Timms Drove.

### **Construction Period**

- 7.8. It is anticipated that typically around 60 metres of cable will be installed per day (subject to no Engineering difficulties or solid ground) and around five days per HDD area. As such the duration of the works is expected to last around 250 working days. A maximum of 10 staff will be working on the cable run at any one time.
- 7.9. Core working hours are currently anticipated to be between the hours of 08:00 to 18:00 Monday to Friday and between 09:00 and 13:00 on Saturday. Some occasional night-time or Sunday working may also be required e.g. if a drill has been started and cannot be stopped.

### **Proposed Access to Cable Route and PoC**

- 7.10. 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 Access

- 7.11. Access to the north of the drain is located approximately 430 metres northeast of the A17 junction with the A1121, as shown at **Figure 7.1**. 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.
- 7.12. All construction vehicles will enter and egress the site in a forward gear, as shown on **Figure 7.1** 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 7.1** 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

- 7.13. 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 7.2**.
- 7.14. All construction vehicles will enter and egress the site in a forward gear, as shown on **Figure 7.2** 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

- 7.15. 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

- 7.16. Access to the Bicker Fen Substation is currently achieved via Bicker village and Vicarage Drove. This will not change as a result of the Proposed Development. Access for construction vehicles associated with the extension to the Substation will continue to access via Bicker, in line with National Grid's existing arrangements.

### **Proposed Construction Compound**

- 7.17. 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.



- 7.18. 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.
- 7.19. 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.

### **Forecast Traffic Impact**

- 7.20. 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.
- 7.21. 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.
- 7.22. In addition to the movements identified at **paragraph 7.21** 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).
- 7.23. 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.

### **Proposed Traffic Management and Mitigation Measures**

#### Traffic Management

- 7.24. 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.
- 7.25. 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.
- 7.26. 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.
- 7.27. 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.





7.28. 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.

7.29. 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:*

7.30. 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:*

7.31. 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.

7.32. 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:*

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

*Road closure:*

7.34. 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.

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

7.36. 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.

**Public Rights of Way Management**

7.37. 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 directional drilling 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.



### **Banksmen**

- 7.38. Where required, banksmen will be deployed at either end of construction areas to control site traffic on the highway. Banksmen will communicate between vehicles / site management via CB radio (to be agreed between the contractor and Highway Officers). This will ensure traffic is controlled in a 'one way only' fashion in the vicinity of construction areas.

### **Disposal of Waste**

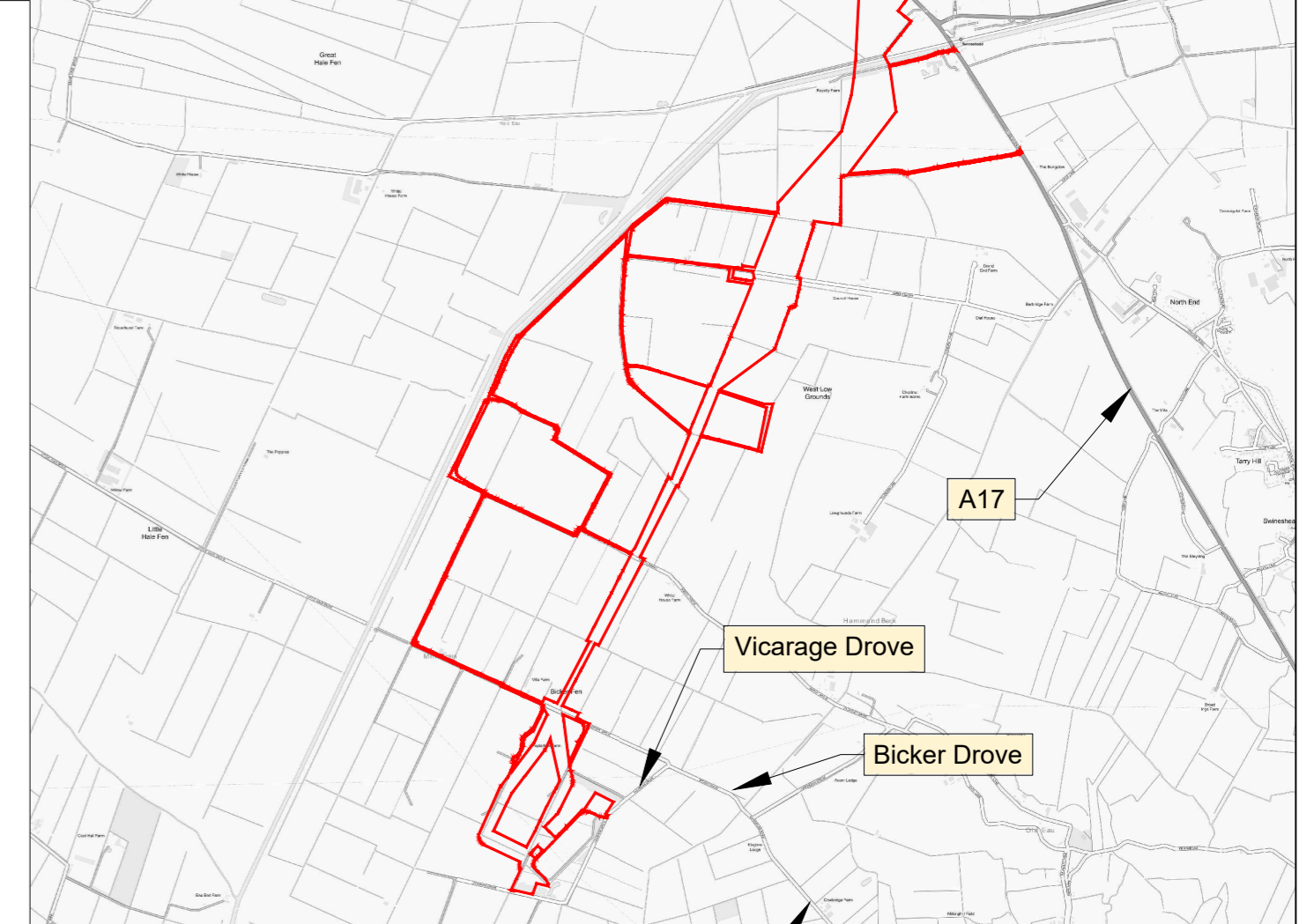
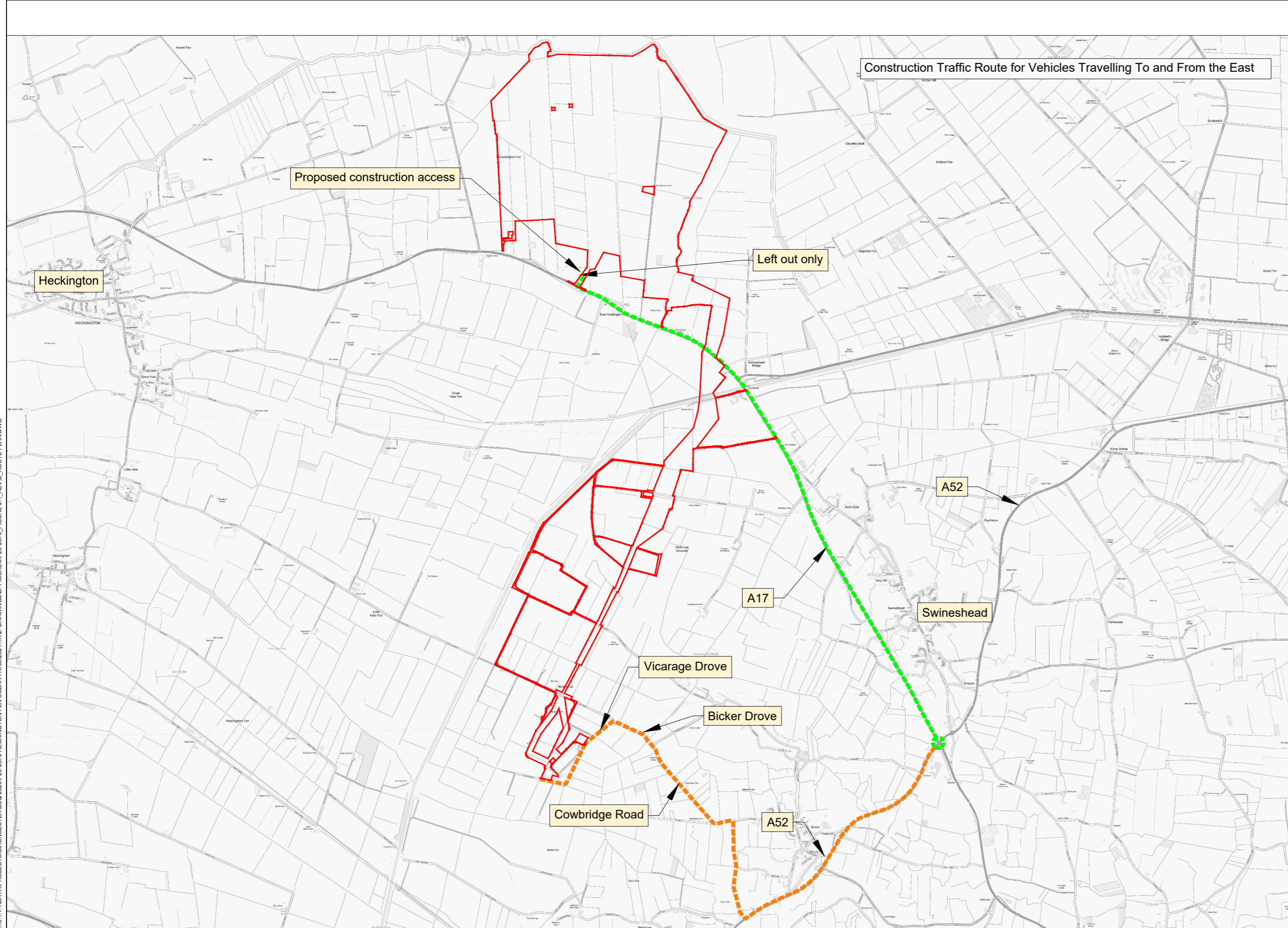
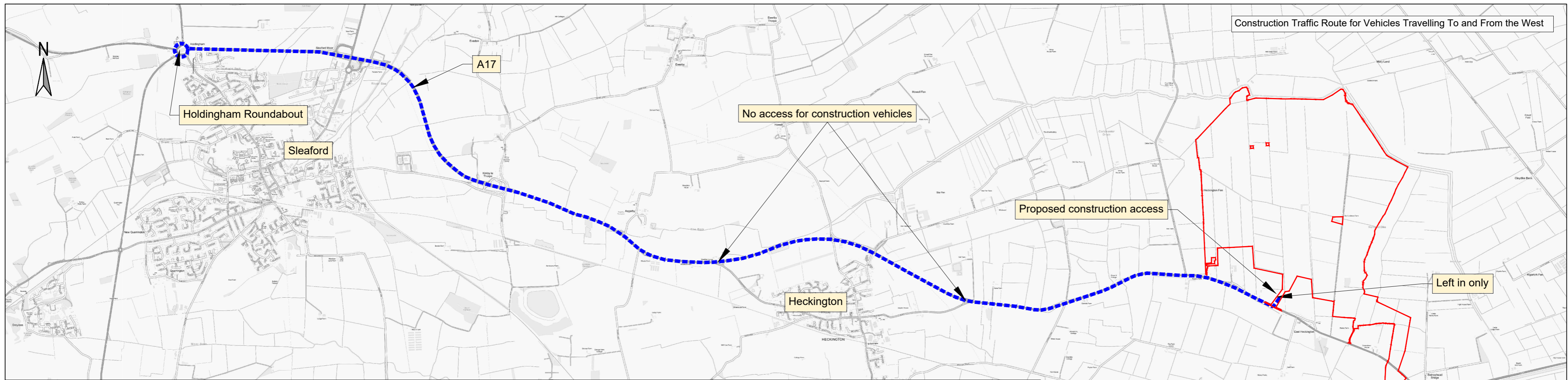
- 7.39. The contractor will dispose of any waste material arising from the works responsibly, ensuring compliance with all legislation including, but not limited to the Waste Duty of Care Code of Practice.

### **Compliance Inspections**

- 7.40. 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.



# Figures



- Key:
- DCO Application Boundary
  - Traffic Route Travelling To and From the East
  - Traffic Route Travelling To and From the West
  - National Grid Substation Extension Route

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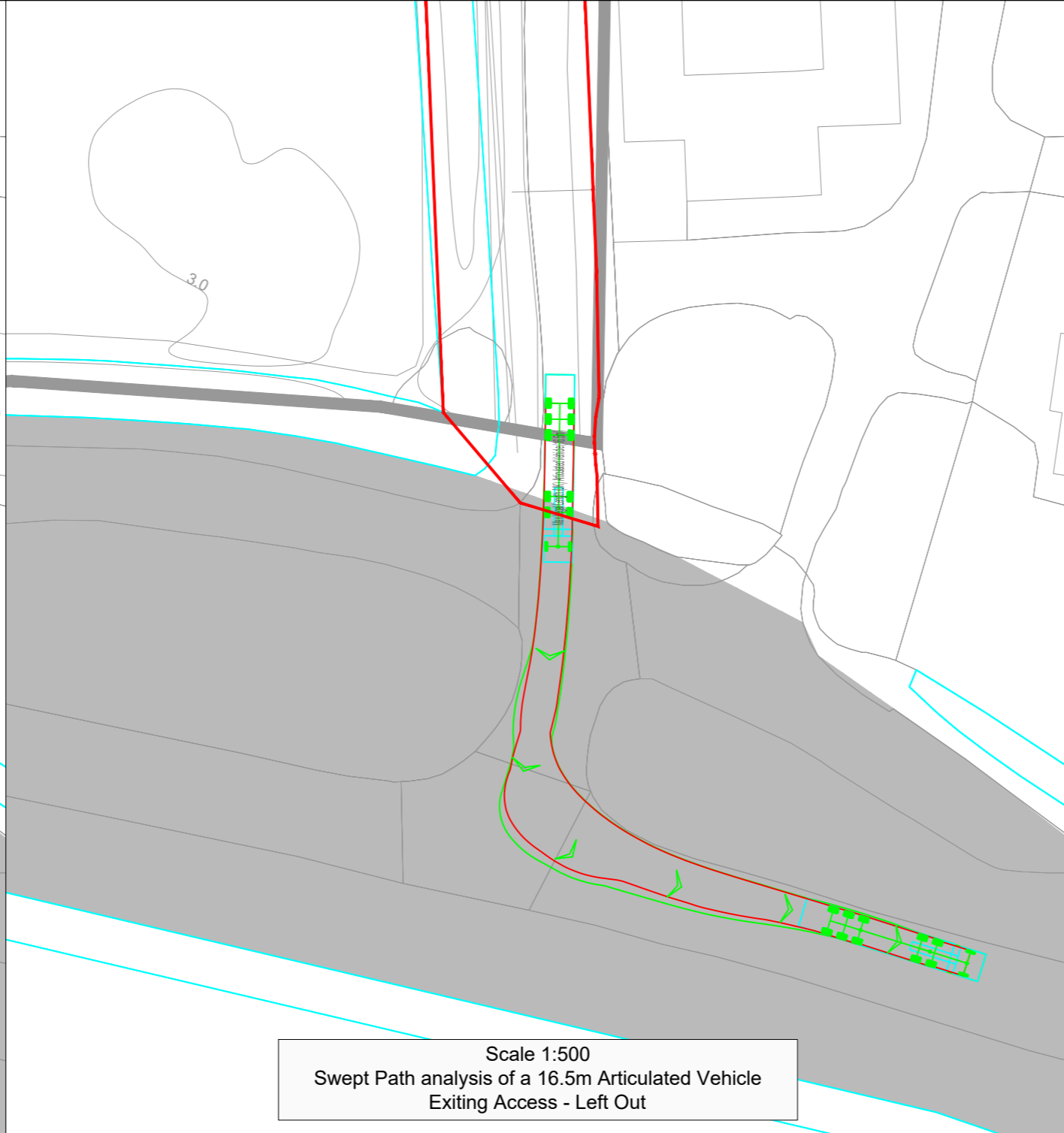
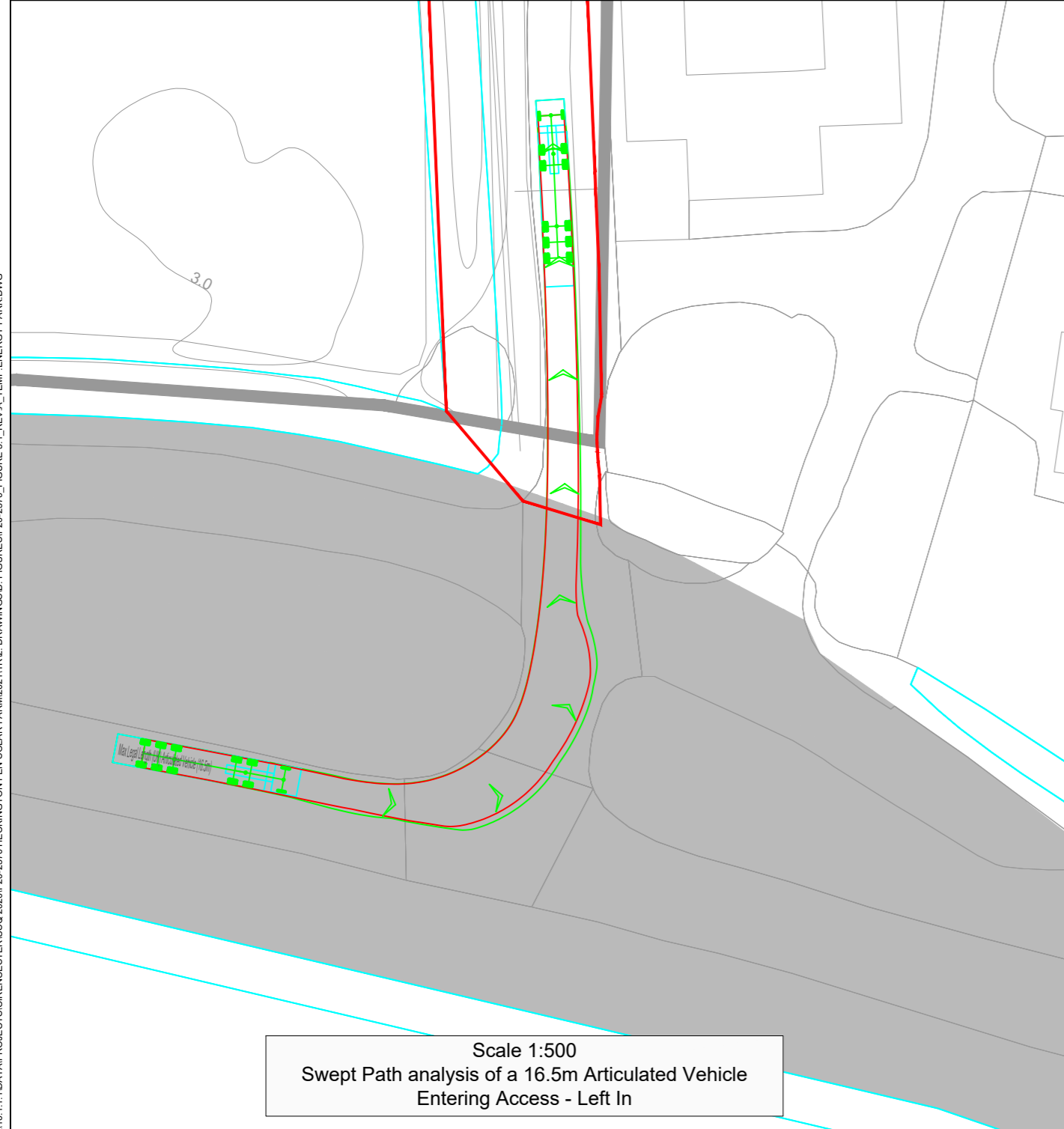
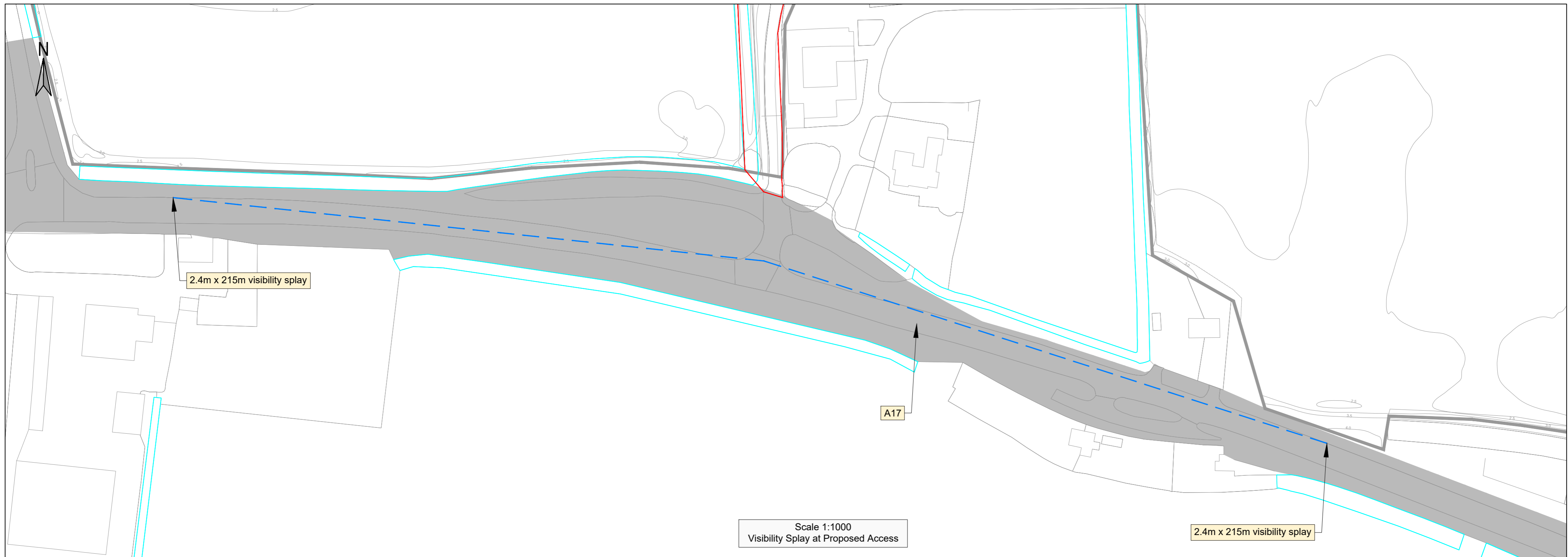


REV	DATE	BY	DESCRIPTION	CHK	APD
A	31/01/2023	JAN AG	LAYOUT AND ANNOTATION UPDATED	LD	KSS
B	21/06/2023	JAN AG	CONSTRUCTION ROUTE EXTENDED AND RED LINE UPDATED	LD	KSS

CLIENT: ECOTRICITY (HECK FEN SOLAR) LIMITED	SCALE @ A2: NOT TO SCALE	CHECKED: LB	APPROVED: KSS
PROJECT: HECKINGTON FEN ENERGY PARK	DATE: 11/05/2022	DESIGN-DRAWN: JAN	DRAWING-STATUS: FOR INFO
TITLE: SITE LOCATION AND CONSTRUCTION TRAFFIC ROUTING PLAN	PROJECT No: P20-2370	DRAWING No: FIGURE 2.1	REV: B

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M10.1.1 - DATA PROJECT SCREEN ESTERUSQ 2020/P20-2370 HECKINGTON FEN SOLAR FARM/2021/TR2 - DRAWINGS/8 - FIGURE/P20-2370 - FIGURE 2.1 - REV B - ROUTE PLANNING



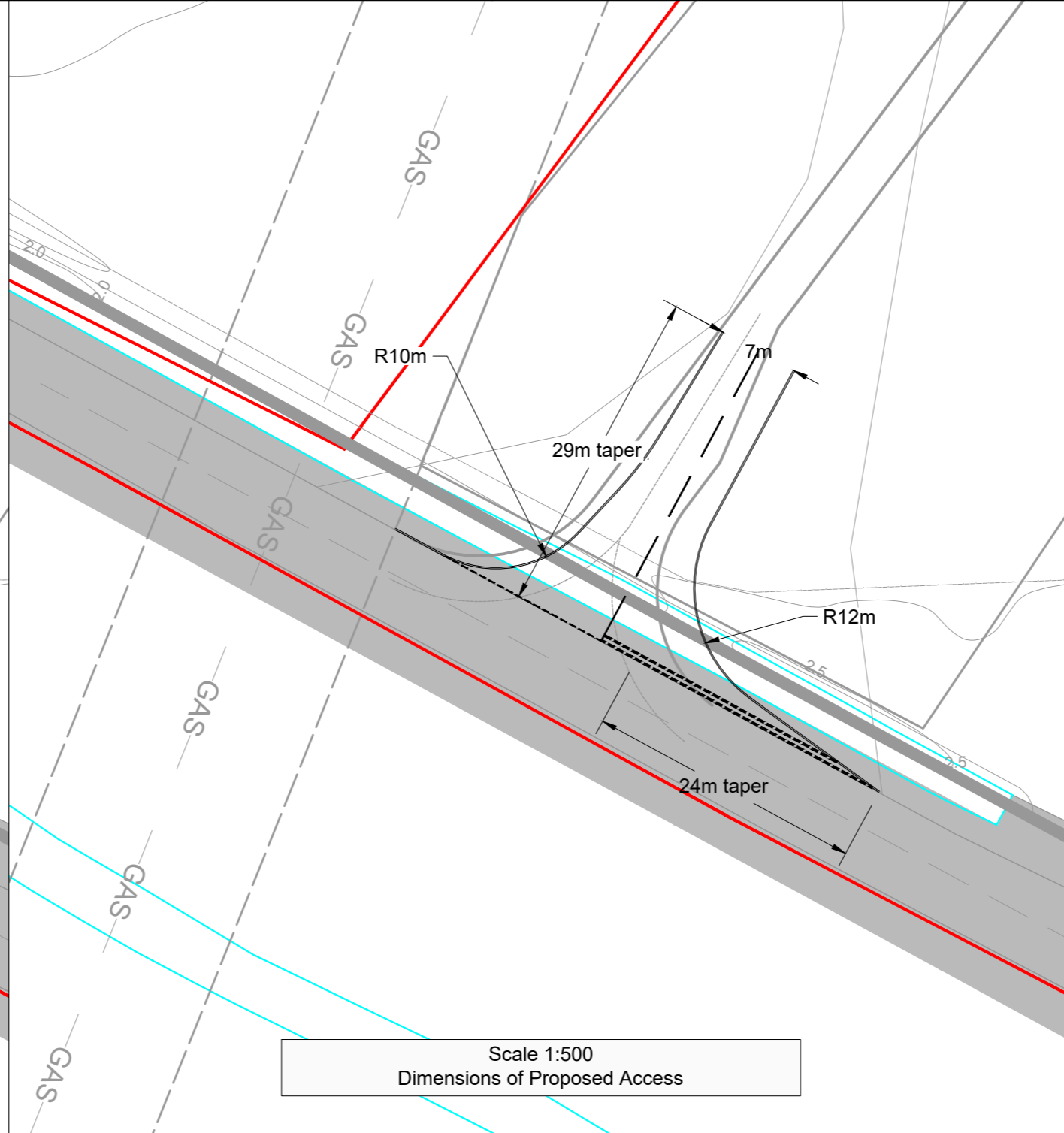
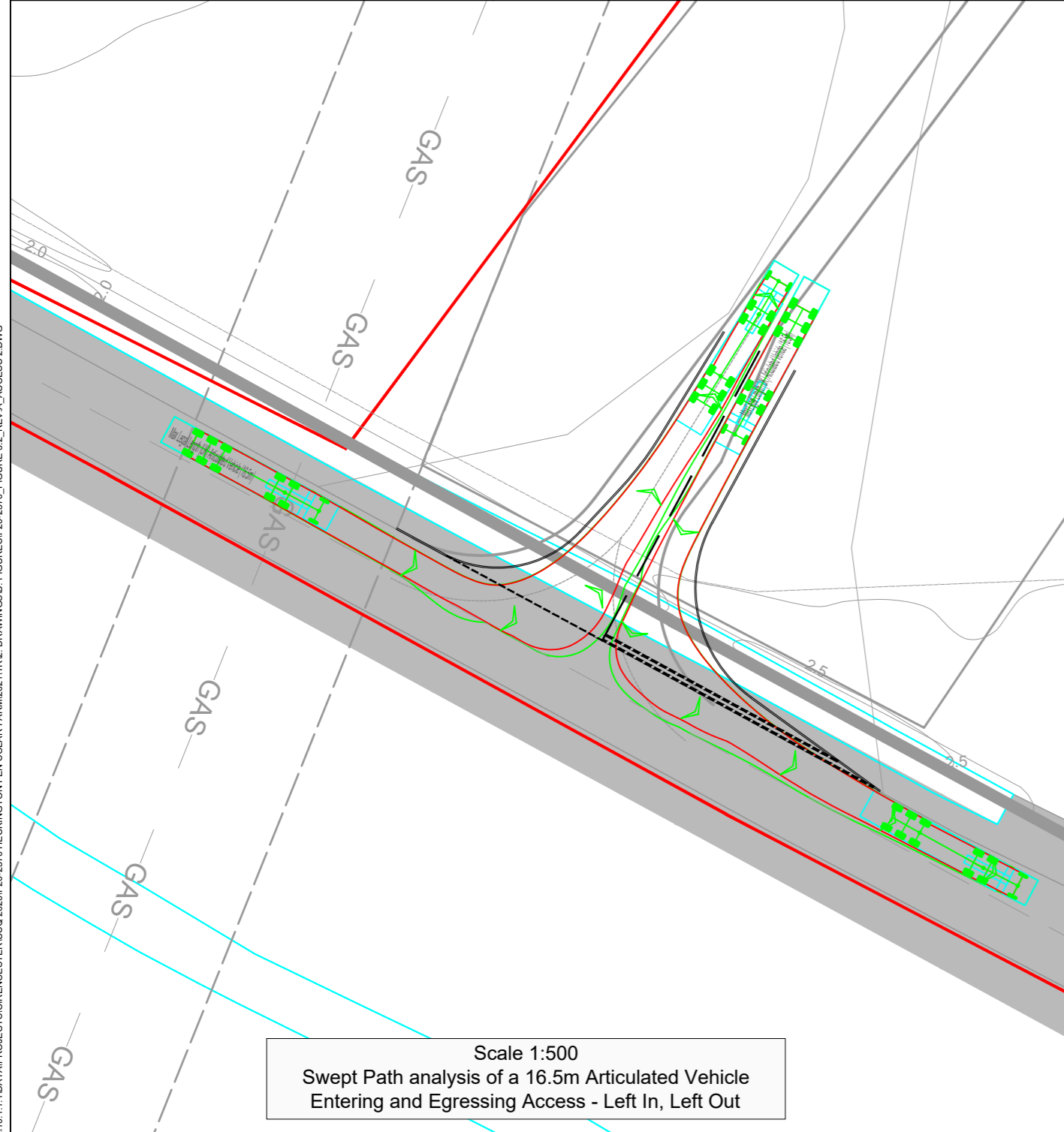
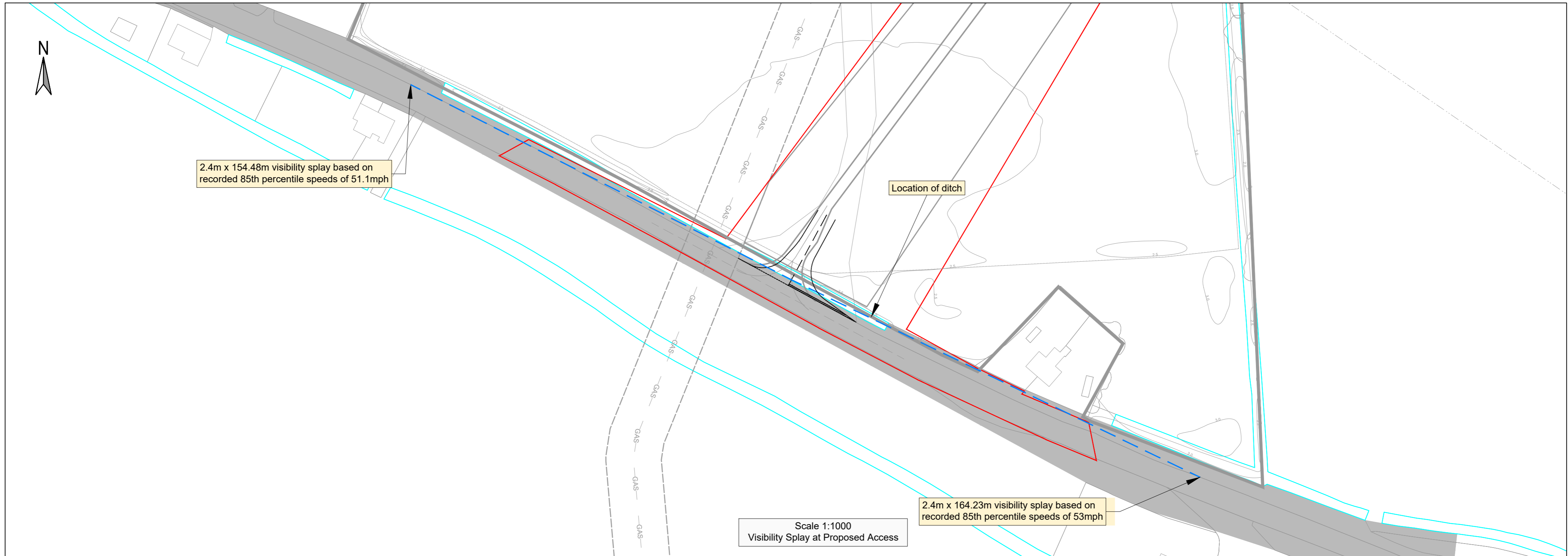
**Key:**

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

First Floor, South Wing, Equinox North Great Park Road, Almondsbury, Bristol, BS32 4QL  01454 625945 www.pegasusgroup.co.uk Planning   Design   Environment   Economics				REV A	DATE 31/01/2023	BY JAN	DESCRIPTION LAYOUT UPDATED	CHK LD	APD KSS
CLIENT: <b>ECOTRICITY (HECK FEN SOLAR) LIMITED</b>				SCALE @ A2: <b>AS SHOWN</b>		CHECKED: <b>KSS</b>		APPROVED: <b>KSS</b>	
PROJECT: <b>HECKINGTON FEN SOLAR FARM</b>				DATE: <b>19/10/2021</b>		DESIGN-DRAWN: <b>JAN</b>		DRAWING-STATUS: <b>SK</b>	
TITLE: <b>TEMPORARY ENERGY PARK ACCESS ARRANGEMENTS</b>				PROJECT No: <b>P20-2370</b>		DRAWING No: <b>FIGURE 3.1</b>		REV: <b>A</b>	

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\\10.1.1\DATA\PROJECT\SCHEMESTER\USC 2020\F00-2370 HECKINGTON FEN SOLAR FARM\2021\TR2 DRAWINGS\8 FIGURE3.1\_REV.A\_TEMP ENERGY PARK.DWG



**Key:**

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

Max Legal Length (UK) Articulated Vehicle (16.5m)  
 Overall Length 2.550m  
 Overall Width 3.681m  
 Overall Body Height 0.411m  
 Min Body Ground Clearance 2.500m  
 Max Track Width 6.00s  
 Lock to lock time 6.00s  
 Kerb to Kerb Turning Radius 6.530m

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PROJECT: HECKINGTON FEN SOLAR FARM				DATE: 11/05/2022		DESIGN-DRAWN: JAN		DRAWING-STATUS: SK	
TITLE: PERMANENT ENERGY PARK ACCESS ARRANGEMENT				PROJECT No: P20-2370		DRAWING No: FIGURE 3.2		REV: A	

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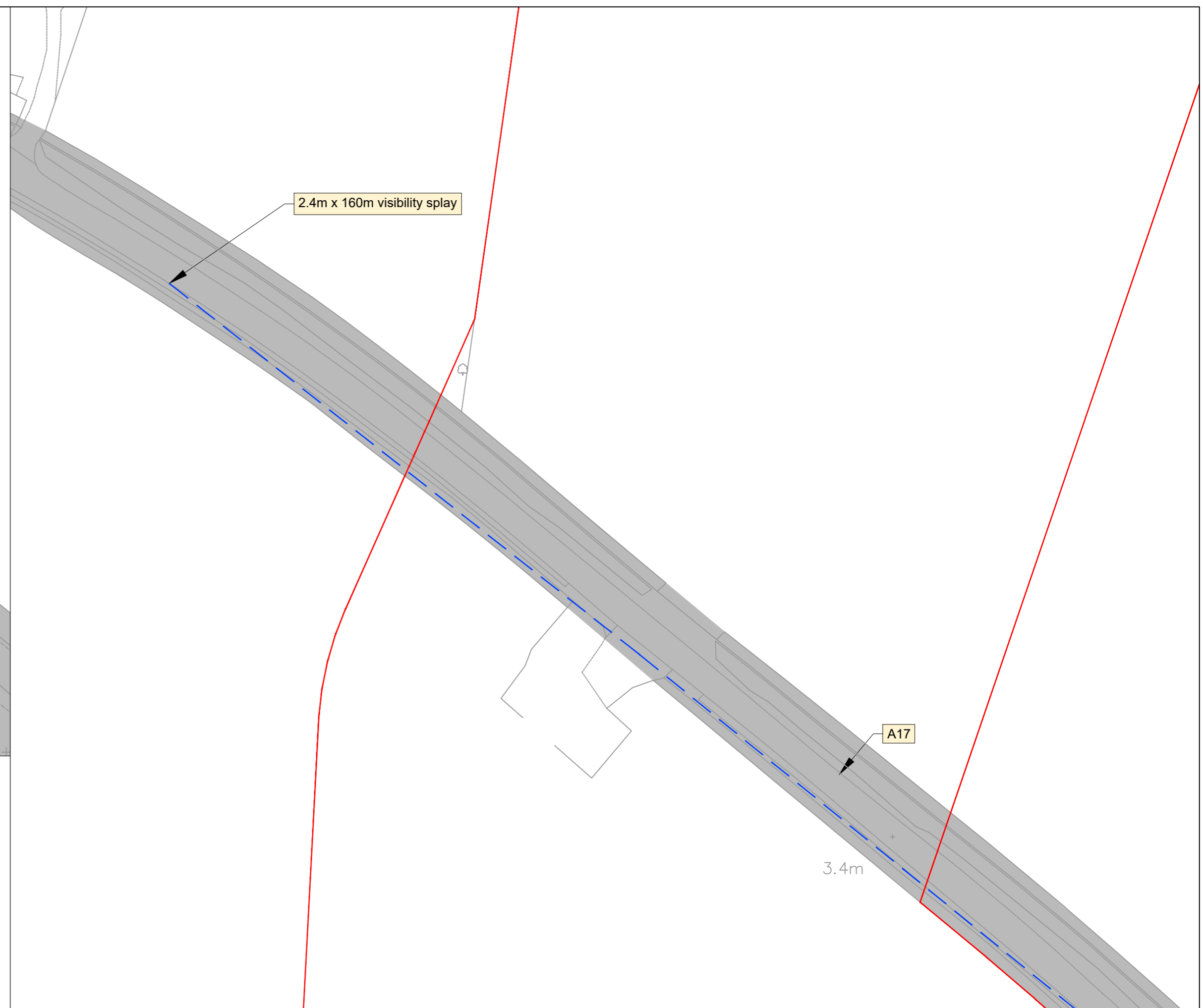
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Scale 1:500  
Swept Path of a 16m Low Loader Entering Access

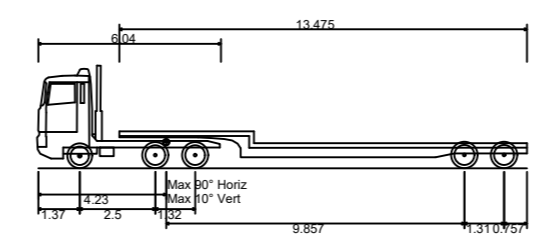


Scale 1:500  
Swept Path of a 16m Low Loader Egressing Access



Scale 1:1000  
Visibility Splay at Site Access

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

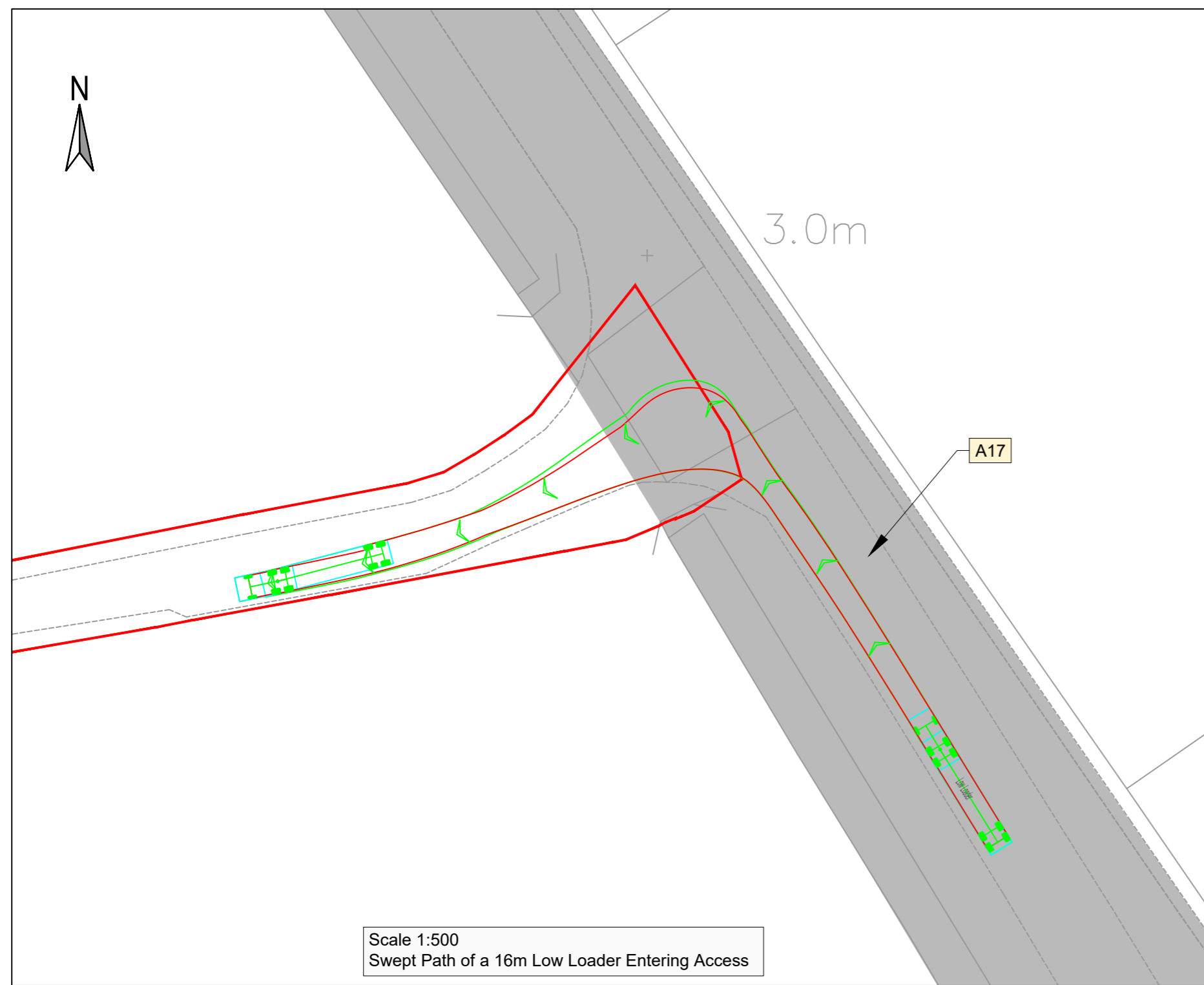


Low Loader  
Overall Length 16.154m  
Overall Width 2.520m  
Overall Body Height 3.393m  
Min Body Ground Clearance 0.318m  
Max Track Width 2.500m  
Lock to lock time 6.00s  
Kerb to Kerb Turning Radius 6.990m

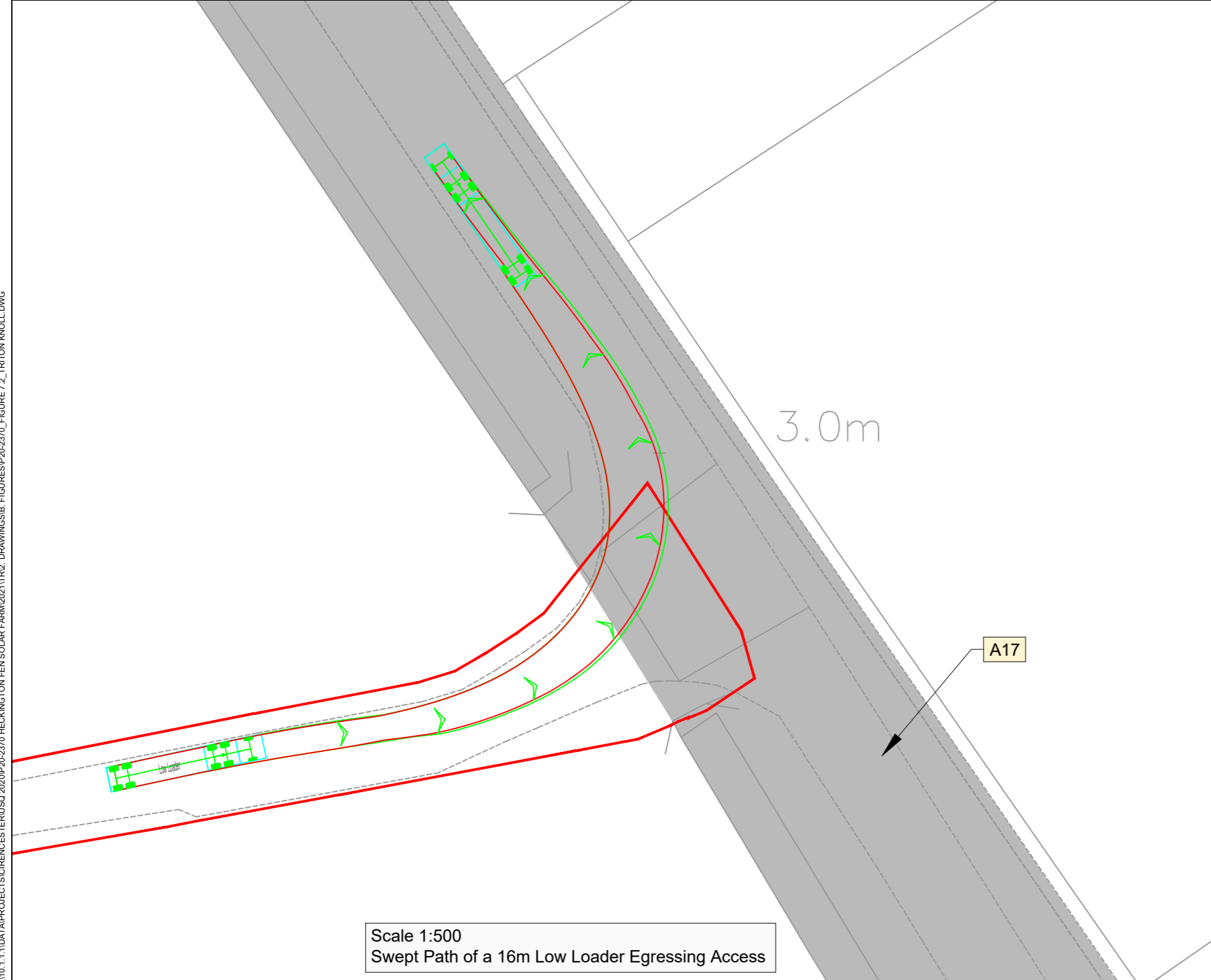
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PROJECT: HECKINGTON FEN ENERGY PARK				DATE: 31/01/2023		DESIGN-DRAWN: JAN		DRAWING-STATUS: SK	
TITLE: SWEPT PATH ANALYSIS OF A 16m LOW LOADER AT NORTHERN CABLE ACCESS WITH A17				PROJECT No: P20-2370		DRAWING No: FIGURE 7.1		REV:	

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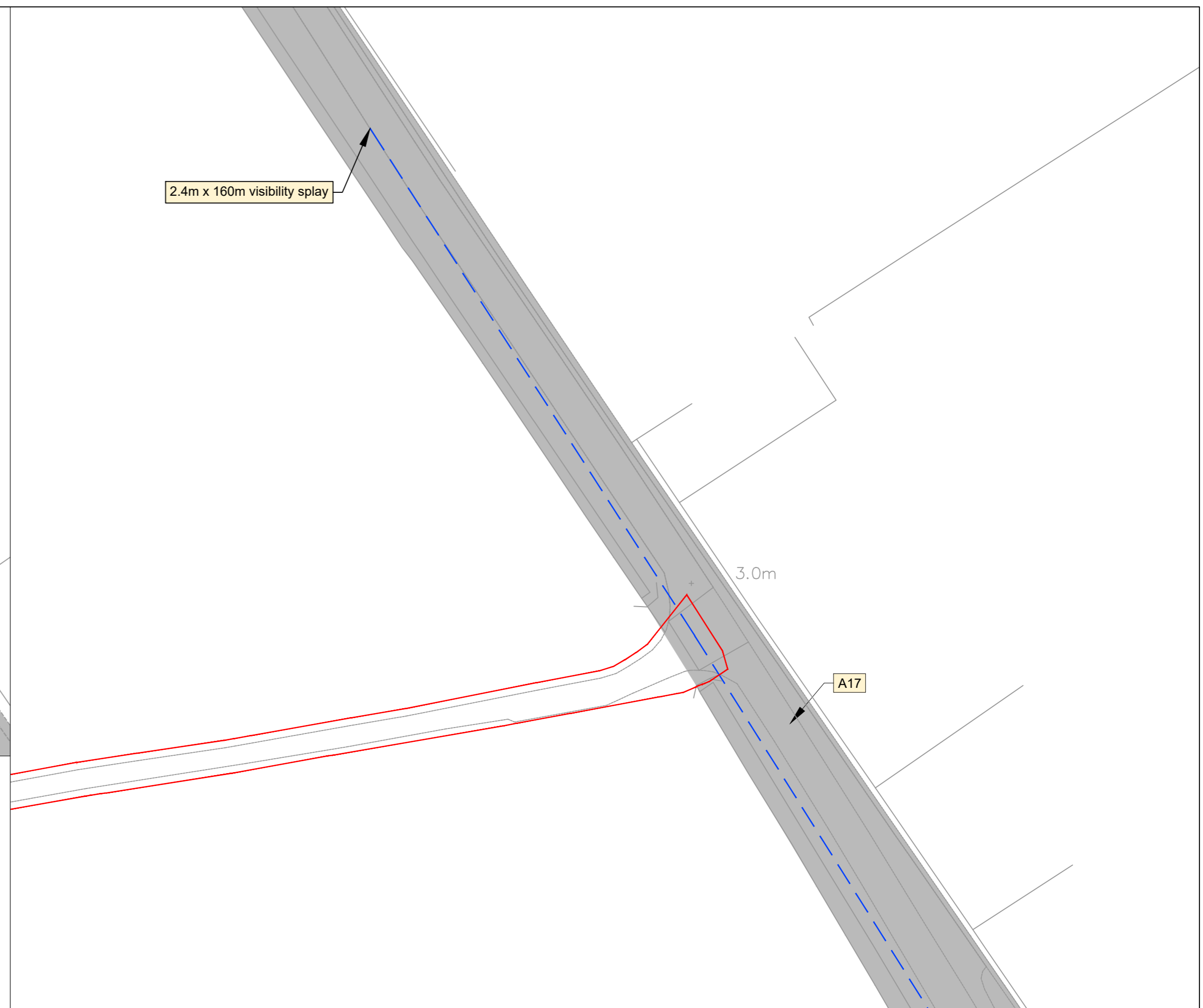
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Scale 1:500  
Swept Path of a 16m Low Loader Entering Access



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



2.4m x 160m visibility splay

3.0m

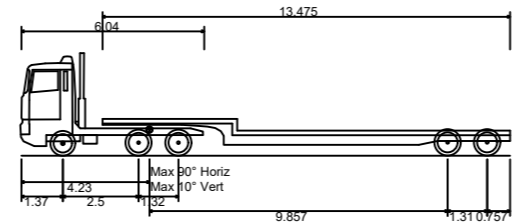
A17

Scale 1:1000  
Visibility Splay at Site Access

2.4m x 160m visibility splay

Drain

- 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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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 7.2		REV:	

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# Appendix A



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

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]  
-----

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

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DATE PRINTED: 13/04/2022  
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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]  
-----

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

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]  
-----

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

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: XXXXXXXXXX  
 -----

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

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]  
-----

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

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CURRENT DATADATE: 31/03/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

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

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CURRENT DATADATE: 31/03/2022



LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]  
-----

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

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DATE PRINTED: 13/04/2022  
CURRENT DATADATE: 31/03/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]  
-----

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

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]  
-----

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 NEAR SIDE 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

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]  
 -----

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 Waiting 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

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]  
-----

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 Ovrtdg 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

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

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

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: XXXXXXXXXX  
 -----

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

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## LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]  
-----

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

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: XXXXXXXXXX  
 -----

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

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 CURRENT DATADATE: 31/03/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

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

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DATE PRINTED: 13/04/2022  
CURRENT DATADATE: 31/03/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]  
-----

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

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DATE PRINTED: 13/04/2022  
CURRENT DATADATE: 31/03/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]  
-----

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 STOP 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

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DATE PRINTED: 13/04/2022

CURRENT DATADATE: 31/03/2022

ACCIDENT REFERENCE: [REDACTED]

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

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DATE PRINTED: 13/04/2022  
CURRENT DATADATE: 31/03/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]  
-----

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

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DATE PRINTED: 13/04/2022  
CURRENT DATADATE: 31/03/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]  
-----

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 TRAVELLING ALONG A17 WHEN HE REACHED THE JUNCTION WITH A1121  
V1 TURNED IN FRONT 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

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CURRENT DATADATE: 31/03/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]  
-----

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

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DATE PRINTED: 13/04/2022  
CURRENT DATADATE: 31/03/2022



LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]  
-----

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

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DATE PRINTED: 13/04/2022

CURRENT DATADATE: 31/03/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]  
-----

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

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DATE PRINTED: 13/04/2022

CURRENT DATADATE: 31/03/2022

Date / Time	Reference	Location	Severity	Conditions Weather/ Road	Involvement	Causation Factors
19/04/2017 05:30	██████	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 19:00	██████	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 05:14	██████	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 12:55	██████	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 10:30	██████	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 11:25	██████	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 17:34	████████	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 01:30	████████	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 13:00	████████	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 07:55	████████	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 08:20	████████	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 10:55	████████	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	████████	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 18:10	████████	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 15:10	████████	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 19:15	████████	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 22:49	████████	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 08:48	████████	Junction of A17 and A1121	Slight	Fine / Dry	2 Vehicles	Vehicle 1 turning right appears to have collided with vehicle 2.
17/09/2018 08:23	████████	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 17:25	████████	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 18:23	████████	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 16:54	████████	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 15:46	████████	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

Direction: Westbound

Direction: Total Flow

Table with columns: 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.

Table with columns: 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.

Table with columns: 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.

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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

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

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%	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%

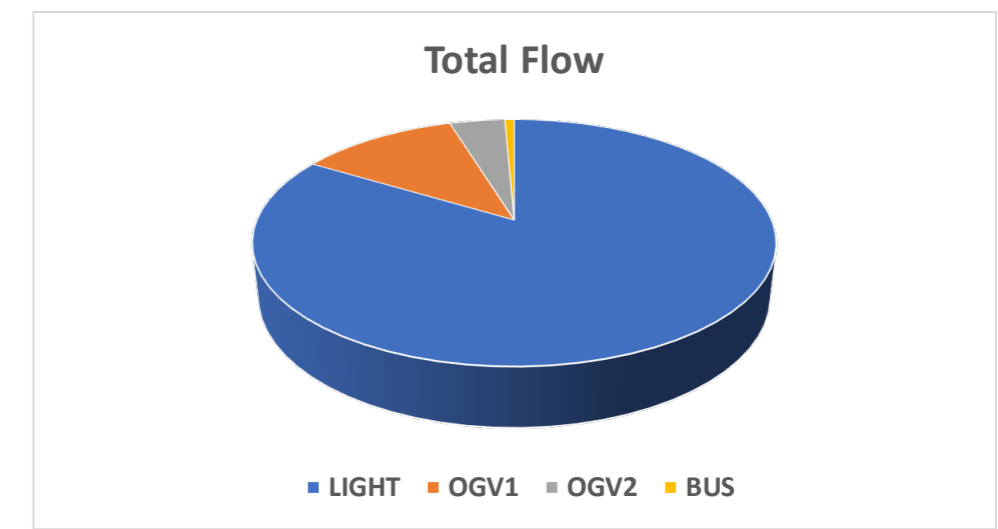
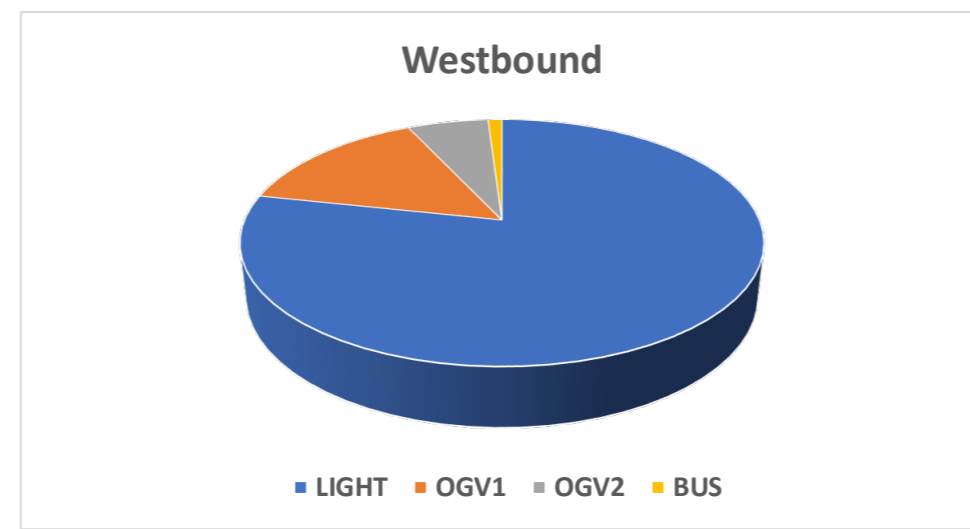
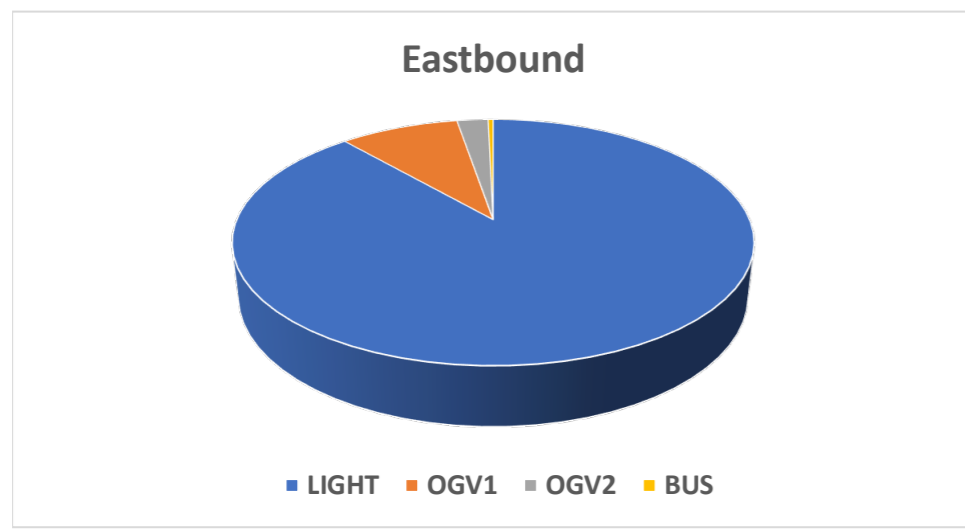
	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 24 Mar 2022	100.0%	72.0%	17.8%	8.8%	1.4%
Fri 25 Mar 2022	100.0%	75.4%	16.4%	6.9%	1.3%
Sat 26 Mar 2022	100.0%	82.7%	12.7%	4.1%	0.5%
Sun 27 Mar 2022	100.0%	85.5%	10.6%	3.5%	0.4%
Mon 28 Mar 2022	100.0%	76.7%	15.5%	6.6%	1.1%
Tue 29 Mar 2022	100.0%	79.0%	14.2%	5.8%	1.0%
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%

	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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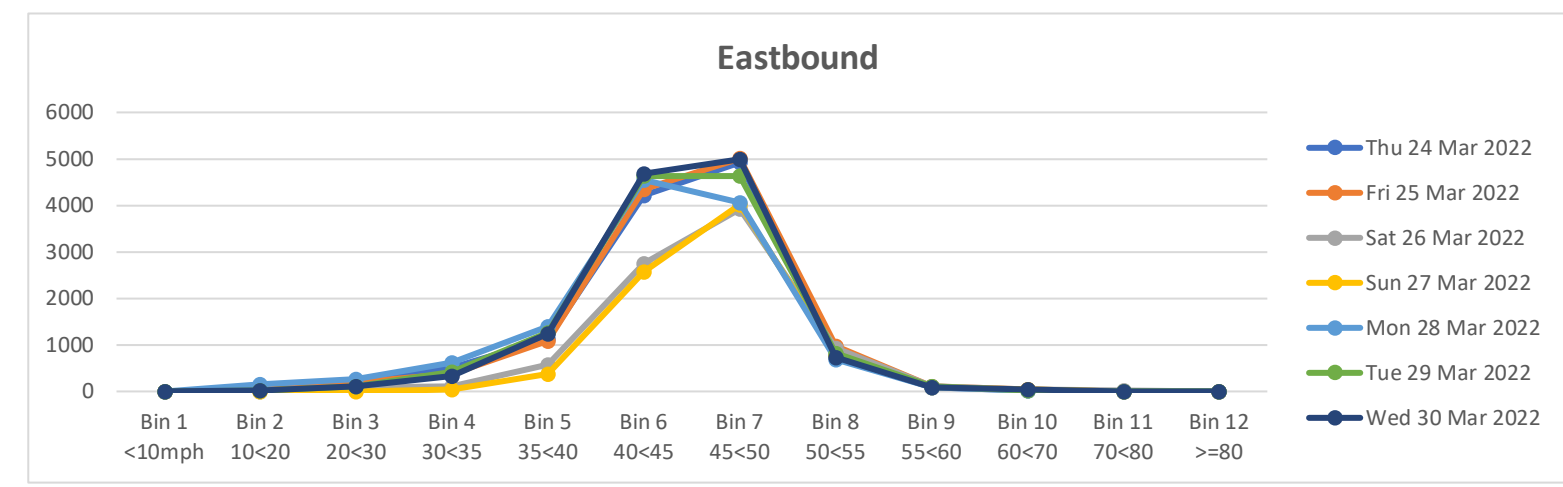


East Heckington ATC, A17 (Eastern Site)

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

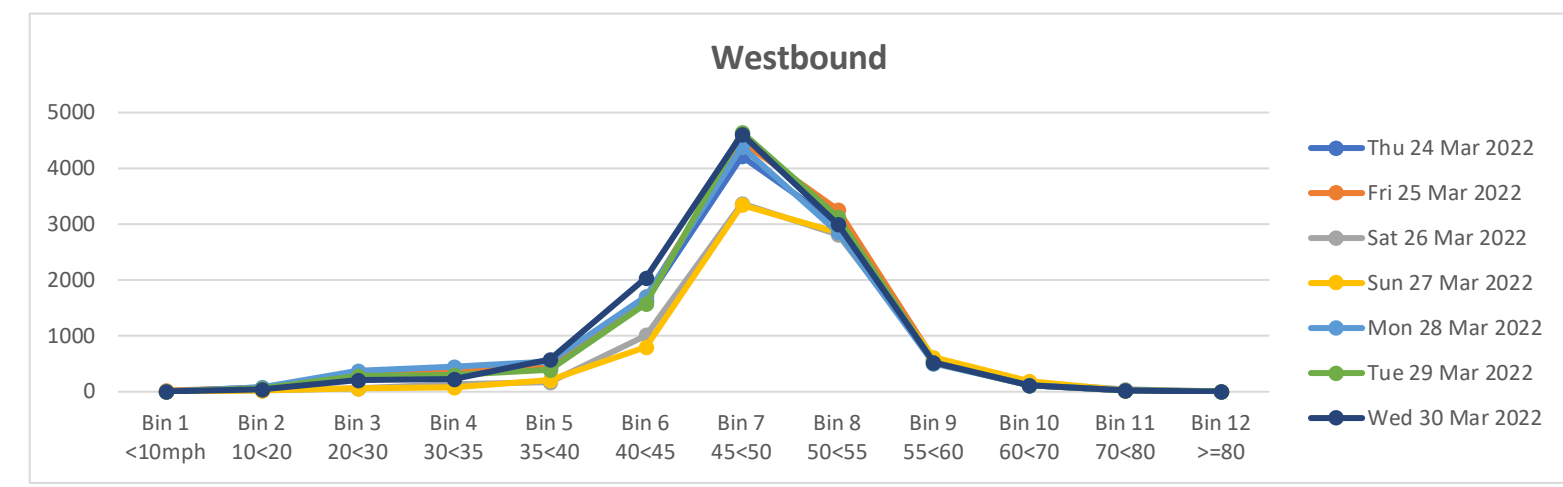
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Direction: Westbound

	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

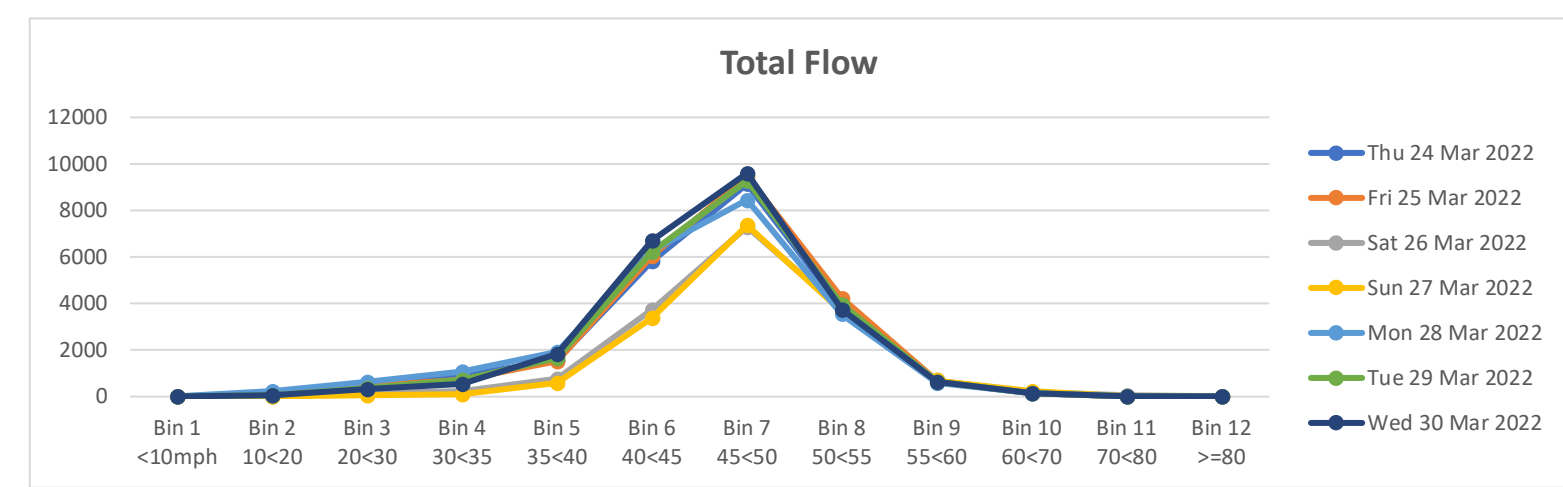
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Direction: Total Flow

	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

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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	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
<b>Total</b>					
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
<b>AM Peak</b>	07:00	07:00	08:00	11:00	10:00
	<b>1094</b>	<b>967</b>	<b>127</b>	<b>62</b>	<b>10</b>
<b>PM Peak</b>	16:00	16:00	15:00	12:00	13:00
	<b>821</b>	<b>703</b>	<b>93</b>	<b>39</b>	<b>9</b>

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
<b>Total</b>					
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
<b>AM Peak</b>	07:00	07:00	09:00	11:00	10:00
	<b>694</b>	<b>517</b>	<b>145</b>	<b>73</b>	<b>21</b>
<b>PM Peak</b>	17:00	17:00	13:00	12:00	14:00
	<b>843</b>	<b>693</b>	<b>154</b>	<b>62</b>	<b>14</b>

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
<b>Total</b>					
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
<b>AM Peak</b>	07:00	07:00	08:00	11:00	10:00
	<b>1788</b>	<b>1484</b>	<b>267</b>	<b>135</b>	<b>31</b>
<b>PM Peak</b>	16:00	16:00	15:00	12:00	13:00
	<b>1657</b>	<b>1335</b>	<b>244</b>	<b>101</b>	<b>21</b>

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
<b>Total</b>					
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
<b>AM Peak</b>	07:00	07:00	07:00	10:00	07:00
	<b>1016</b>	<b>894</b>	<b>106</b>	<b>40</b>	<b>8</b>
<b>PM Peak</b>	14:00	14:00	12:00	12:00	13:00
	<b>847</b>	<b>728</b>	<b>95</b>	<b>40</b>	<b>6</b>

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
<b>Total</b>					
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
<b>AM Peak</b>	11:00	11:00	11:00	09:00	08:00
	<b>785</b>	<b>591</b>	<b>132</b>	<b>63</b>	<b>17</b>
<b>PM Peak</b>	16:00	16:00	13:00	15:00	16:00
	<b>890</b>	<b>717</b>	<b>152</b>	<b>50</b>	<b>12</b>

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
<b>Total</b>					
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
<b>AM Peak</b>	07:00	07:00	07:00	09:00	11:00
	<b>1691</b>	<b>1389</b>	<b>235</b>	<b>101</b>	<b>20</b>
<b>PM Peak</b>	14:00	16:00	12:00	15:00	12:00
	<b>1691</b>	<b>1381</b>	<b>236</b>	<b>86</b>	<b>15</b>

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
<b>Total</b>					
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
<b>AM Peak</b>	10:00	10:00	11:00	11:00	10:00
	<b>643</b>	<b>583</b>	<b>51</b>	<b>20</b>	<b>3</b>
<b>PM Peak</b>	12:00	12:00	12:00	13:00	17:00
	<b>648</b>	<b>581</b>	<b>51</b>	<b>16</b>	<b>2</b>

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
<b>Total</b>					
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
<b>AM Peak</b>	11:00	11:00	11:00	07:00	06:00
	<b>698</b>	<b>598</b>	<b>86</b>	<b>31</b>	<b>5</b>
<b>PM Peak</b>	12:00	12:00	13:00	12:00	18:00
	<b>662</b>	<b>569</b>	<b>90</b>	<b>14</b>	<b>4</b>

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
<b>Total</b>					
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
<b>AM Peak</b>	11:00	11:00	11:00	09:00	06:00
	<b>1332</b>	<b>1161</b>	<b>137</b>	<b>37</b>	<b>7</b>
<b>PM Peak</b>	12:00	12:00	13:00	12:00	17:00
	<b>1310</b>	<b>1150</b>	<b>130</b>	<b>29</b>	<b>5</b>

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
<b>Total</b>					
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
<b>AM Peak</b>	11:00	11:00	10:00	04:00	03:00
	<b>629</b>	<b>591</b>	<b>36</b>	<b>5</b>	<b>1</b>
<b>PM Peak</b>	12:00	12:00	12:00	14:00	12:00
	<b>686</b>	<b>629</b>	<b>50</b>	<b>8</b>	<b>2</b>

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
<b>Total</b>					
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
<b>AM Peak</b>	11:00	11:00	11:00	10:00	04:00
	<b>756</b>	<b>664</b>	<b>68</b>	<b>26</b>	<b>2</b>
<b>PM Peak</b>	12:00	12:00	19:00	12:00	16:00
	<b>680</b>	<b>615</b>	<b>66</b>	<b>16</b>	<b>4</b>

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
<b>Total</b>					
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
<b>AM Peak</b>	11:00	11:00	11:00	10:00	04:00
	<b>1385</b>	<b>1255</b>	<b>102</b>	<b>27</b>	<b>2</b>
<b>PM Peak</b>	12:00	12:00	13:00	12:00	12:00
	<b>1366</b>	<b>1244</b>	<b>105</b>	<b>21</b>	<b>4</b>

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
<b>Total</b>					
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
<b>AM Peak</b>	07:00	07:00	10:00	10:00	11:00
	<b>1160</b>	<b>1065</b>	<b>109</b>	<b>31</b>	<b>9</b>
<b>PM Peak</b>	16:00	16:00	12:00	14:00	13:00
	<b>769</b>	<b>669</b>	<b>92</b>	<b>50</b>	<b>7</b>

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
<b>Total</b>					
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
<b>AM Peak</b>	11:00	07:00	11:00	09:00	07:00
	<b>786</b>	<b>633</b>	<b>121</b>	<b>51</b>	<b>8</b>
<b>PM Peak</b>	17:00	17:00	15:00	13:00	12:00
	<b>877</b>	<b>710</b>	<b>148</b>	<b>50</b>	<b>16</b>

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
<b>Total</b>					
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
<b>AM Peak</b>	07:00	07:00	11:00	10:00	11:00
	<b>1939</b>	<b>1698</b>	<b>220</b>	<b>82</b>	<b>17</b>
<b>PM Peak</b>	17:00	17:00	15:00	13:00	13:00
	<b>1566</b>	<b>1309</b>	<b>224</b>	<b>96</b>	<b>21</b>

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
<b>Total</b>					
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
<b>AM Peak</b>	07:00	07:00	07:00	10:00	10:00
	<b>1235</b>	<b>1132</b>	<b>88</b>	<b>15</b>	<b>5</b>
<b>PM Peak</b>	16:00	17:00	16:00	14:00	14:00
	<b>756</b>	<b>674</b>	<b>71</b>	<b>25</b>	<b>6</b>

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
<b>Total</b>					
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
<b>AM Peak</b>	08:00	08:00	11:00	11:00	11:00
	<b>758</b>	<b>627</b>	<b>103</b>	<b>47</b>	<b>11</b>
<b>PM Peak</b>	16:00	16:00	16:00	13:00	13:00
	<b>839</b>	<b>653</b>	<b>149</b>	<b>68</b>	<b>14</b>

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
<b>Total</b>					
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
<b>AM Peak</b>	07:00	07:00	07:00	11:00	10:00
	<b>1981</b>	<b>1751</b>	<b>189</b>	<b>60</b>	<b>14</b>
<b>PM Peak</b>	16:00	17:00	16:00	13:00	16:00
	<b>1595</b>	<b>1327</b>	<b>220</b>	<b>83</b>	<b>17</b>

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
<b>Total</b>					
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
<b>AM Peak</b>	07:00	07:00	08:00	11:00	08:00
	<b>1056</b>	<b>964</b>	<b>98</b>	<b>23</b>	<b>6</b>
<b>PM Peak</b>	16:00	16:00	13:00	14:00	14:00
	<b>817</b>	<b>764</b>	<b>50</b>	<b>13</b>	<b>3</b>

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
<b>Total</b>					
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
<b>AM Peak</b>	07:00	07:00	11:00	11:00	07:00
	<b>802</b>	<b>662</b>	<b>102</b>	<b>48</b>	<b>11</b>
<b>PM Peak</b>	17:00	17:00	15:00	12:00	15:00
	<b>862</b>	<b>736</b>	<b>143</b>	<b>43</b>	<b>12</b>

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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
<b>Total</b>					
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
<b>AM Peak</b>	07:00	07:00	08:00	11:00	07:00
	<b>1858</b>	<b>1626</b>	<b>194</b>	<b>71</b>	<b>16</b>
<b>PM Peak</b>	16:00	17:00	13:00	12:00	15:00
	<b>1646</b>	<b>1428</b>	<b>185</b>	<b>53</b>	<b>14</b>

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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

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

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%	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%

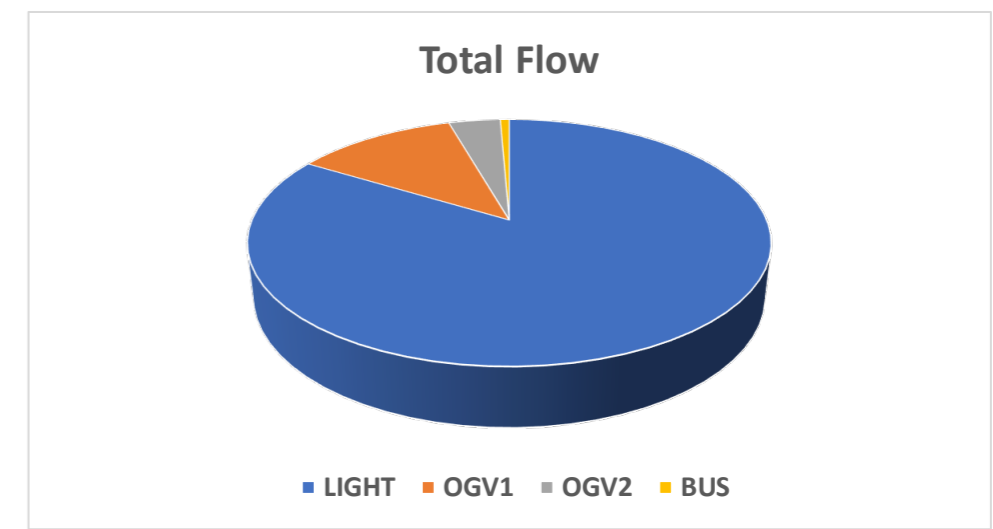
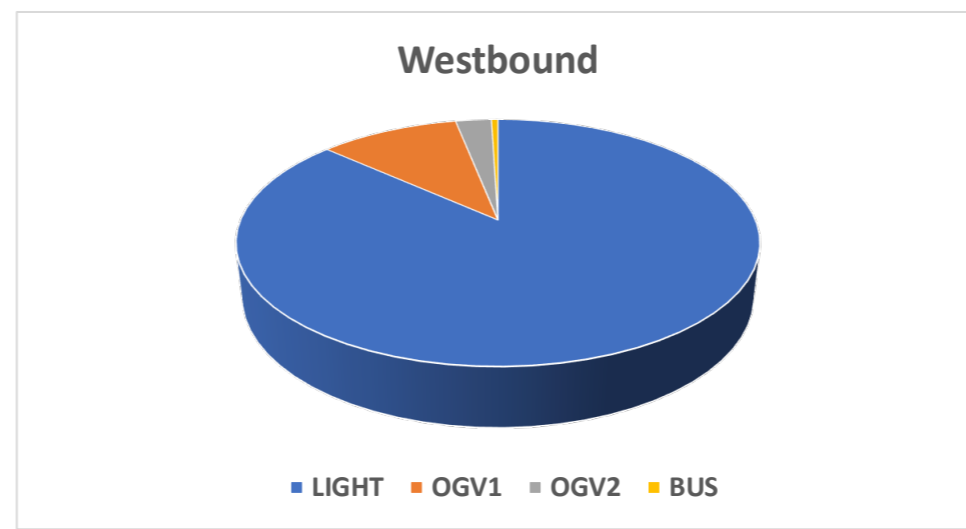
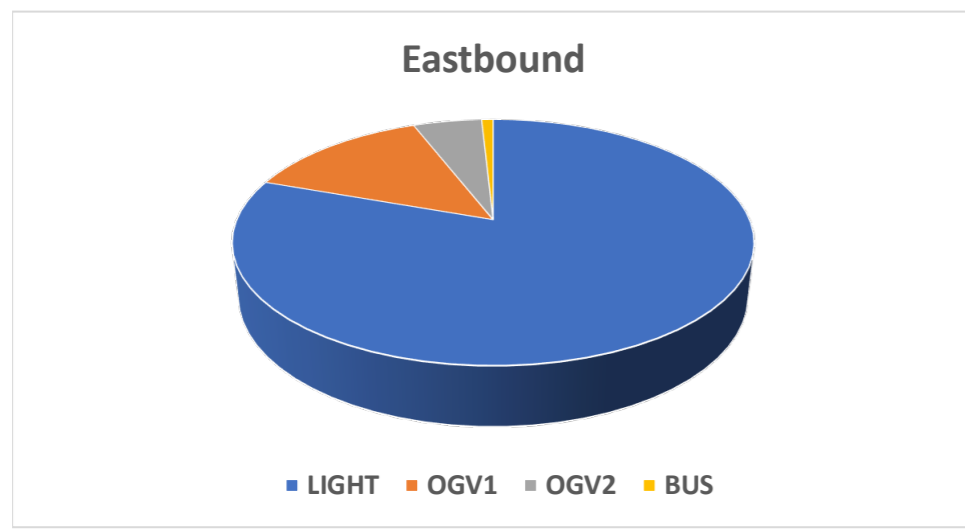
	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 24 Mar 2022	100.0%	84.0%	12.0%	3.4%	0.6%
Fri 25 Mar 2022	100.0%	85.5%	11.0%	2.8%	0.7%
Sat 26 Mar 2022	100.0%	89.1%	8.9%	1.7%	0.3%
Sun 27 Mar 2022	100.0%	91.2%	7.3%	1.4%	0.2%
Mon 28 Mar 2022	100.0%	85.4%	11.0%	3.2%	0.5%
Tue 29 Mar 2022	100.0%	86.3%	10.3%	2.8%	0.6%
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%

	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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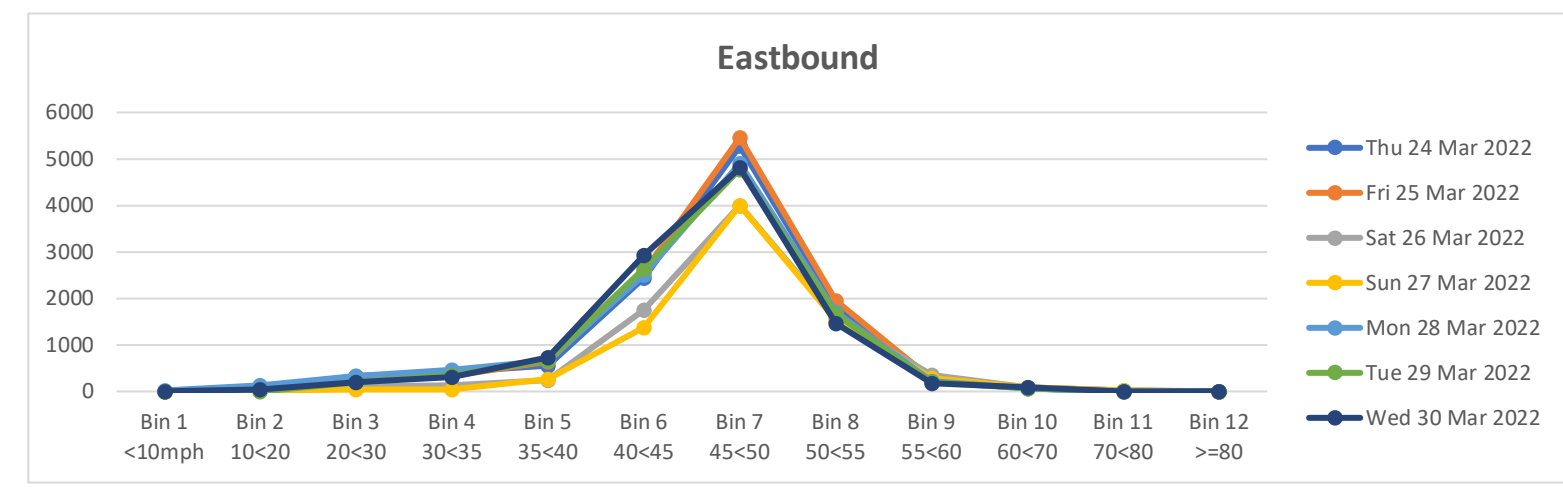


East Heckington, A17 (Middle Site)

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

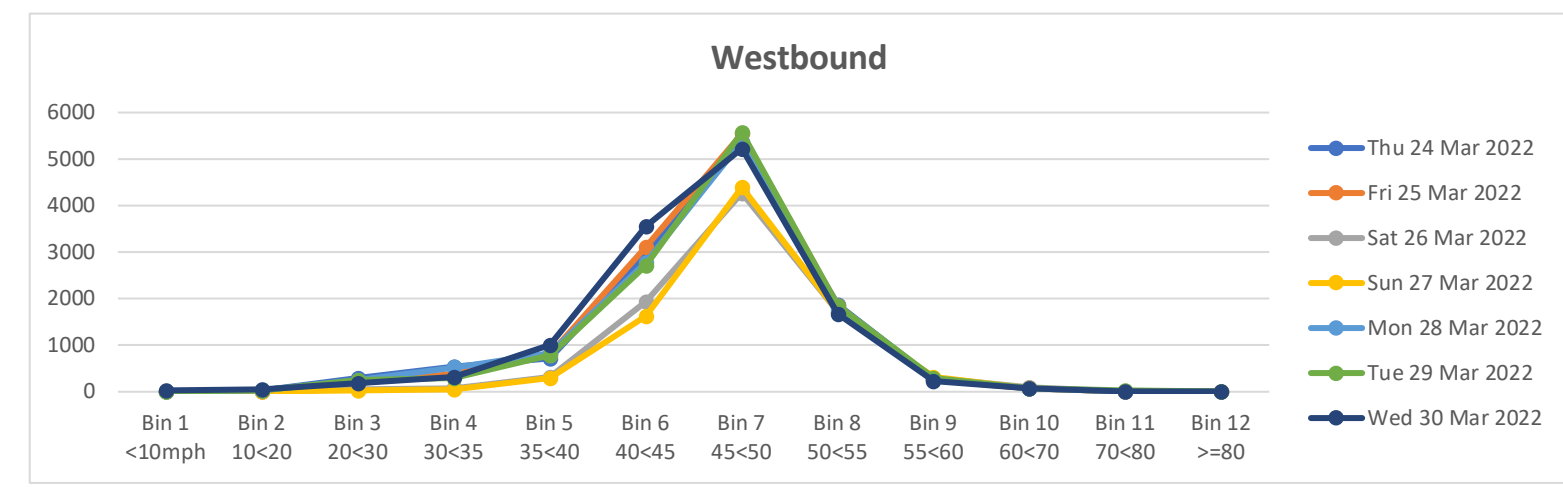
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Direction: Westbound

	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

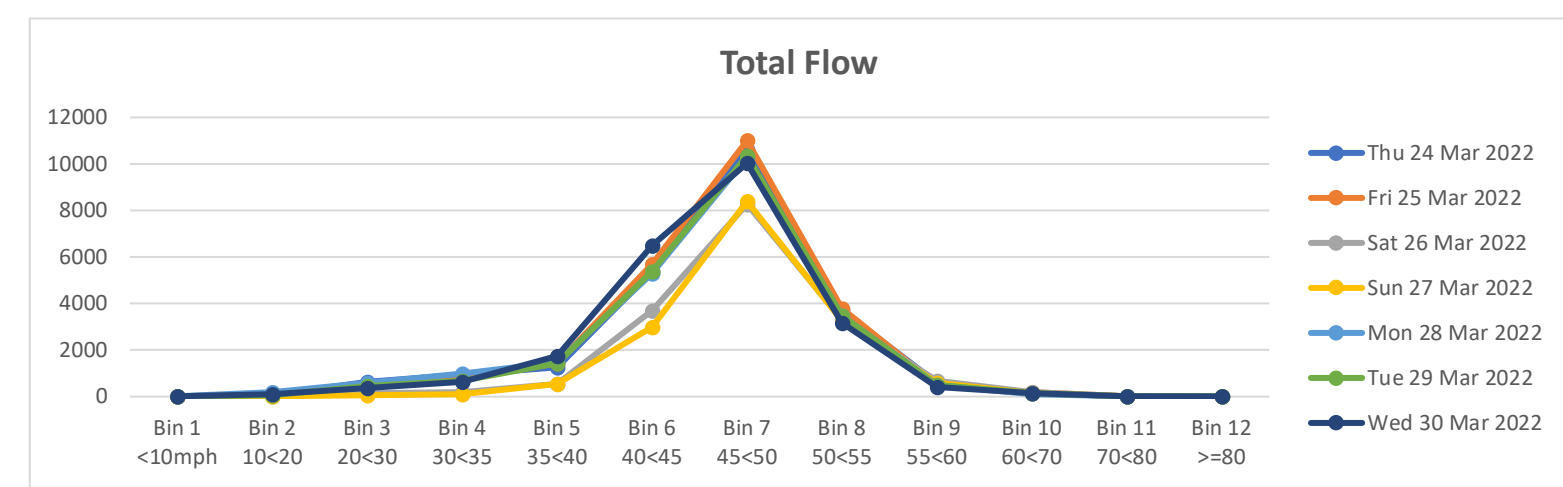
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Direction: Total Flow

	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

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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	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

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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	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

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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	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
<b>Total</b>					
<b>12H(7-19)</b>	9000	7087	1388	429	96
<b>16H(6-22)</b>	10407	8187	1591	526	103
<b>18H(6-24)</b>	10676	8392	1623	556	105
<b>24H(0-24)</b>	11279	8790	1726	646	117
<b>AM Peak</b>	07:00 <b>1037</b>	07:00 <b>805</b>	07:00 <b>187</b>	11:00 <b>53</b>	07:00 <b>13</b>
<b>PM Peak</b>	16:00 <b>825</b>	16:00 <b>672</b>	16:00 <b>124</b>	14:00 <b>46</b>	15:00 <b>10</b>

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
<b>Total</b>					
<b>12H(7-19)</b>	9265	7754	1187	261	63
<b>16H(6-22)</b>	10748	9049	1330	303	66
<b>18H(6-24)</b>	10984	9256	1346	316	66
<b>24H(0-24)</b>	12103	10168	1447	417	71
<b>AM Peak</b>	09:00 <b>810</b>	09:00 <b>663</b>	09:00 <b>111</b>	09:00 <b>33</b>	10:00 <b>9</b>
<b>PM Peak</b>	17:00 <b>959</b>	17:00 <b>870</b>	16:00 <b>123</b>	12:00 <b>29</b>	12:00 <b>9</b>

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
<b>Total</b>					
<b>12H(7-19)</b>	18265	14841	2575	690	159
<b>16H(6-22)</b>	21155	17236	2921	829	169
<b>18H(6-24)</b>	21660	17648	2969	872	171
<b>24H(0-24)</b>	23382	18958	3173	1063	188
<b>AM Peak</b>	07:00 <b>1781</b>	07:00 <b>1430</b>	07:00 <b>276</b>	11:00 <b>83</b>	07:00 <b>19</b>
<b>PM Peak</b>	16:00 <b>1762</b>	16:00 <b>1468</b>	16:00 <b>247</b>	12:00 <b>74</b>	13:00 <b>17</b>

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
<b>Total</b>					
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
<b>AM Peak</b>	07:00	07:00	07:00	09:00	09:00
	<b>907</b>	<b>711</b>	<b>150</b>	<b>49</b>	<b>11</b>
<b>PM Peak</b>	15:00	15:00	15:00	12:00	12:00
	<b>880</b>	<b>733</b>	<b>111</b>	<b>38</b>	<b>9</b>

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
<b>Total</b>					
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
<b>AM Peak</b>	11:00	11:00	11:00	10:00	10:00
	<b>851</b>	<b>714</b>	<b>105</b>	<b>25</b>	<b>11</b>
<b>PM Peak</b>	16:00	16:00	15:00	14:00	12:00
	<b>910</b>	<b>787</b>	<b>124</b>	<b>32</b>	<b>8</b>

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
<b>Total</b>					
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
<b>AM Peak</b>	07:00	07:00	08:00	09:00	10:00
	<b>1675</b>	<b>1395</b>	<b>217</b>	<b>71</b>	<b>17</b>
<b>PM Peak</b>	15:00	15:00	15:00	14:00	12:00
	<b>1723</b>	<b>1422</b>	<b>235</b>	<b>70</b>	<b>17</b>

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
<b>Total</b>					
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
<b>AM Peak</b>	10:00	10:00	09:00	06:00	07:00
	<b>665</b>	<b>599</b>	<b>72</b>	<b>21</b>	<b>7</b>
<b>PM Peak</b>	12:00	12:00	12:00	12:00	17:00
	<b>684</b>	<b>590</b>	<b>72</b>	<b>20</b>	<b>5</b>

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
<b>Total</b>					
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
<b>AM Peak</b>	11:00	11:00	11:00	10:00	03:00
	<b>744</b>	<b>678</b>	<b>59</b>	<b>13</b>	<b>3</b>
<b>PM Peak</b>	12:00	12:00	13:00	13:00	13:00
	<b>684</b>	<b>616</b>	<b>67</b>	<b>13</b>	<b>3</b>

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
<b>Total</b>					
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
<b>AM Peak</b>	11:00	11:00	11:00	06:00	07:00
	<b>1363</b>	<b>1212</b>	<b>128</b>	<b>31</b>	<b>8</b>
<b>PM Peak</b>	12:00	12:00	12:00	12:00	13:00
	<b>1368</b>	<b>1206</b>	<b>131</b>	<b>28</b>	<b>5</b>

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
<b>Total</b>					
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
<b>AM Peak</b>	11:00	11:00	10:00	10:00	03:00
	<b>619</b>	<b>561</b>	<b>53</b>	<b>12</b>	<b>2</b>
<b>PM Peak</b>	12:00	12:00	12:00	18:00	17:00
	<b>698</b>	<b>617</b>	<b>68</b>	<b>20</b>	<b>5</b>

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
<b>Total</b>					
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
<b>AM Peak</b>	11:00	11:00	08:00	03:00	01:00
	<b>779</b>	<b>728</b>	<b>48</b>	<b>8</b>	<b>1</b>
<b>PM Peak</b>	12:00	12:00	13:00	23:00	12:00
	<b>695</b>	<b>658</b>	<b>46</b>	<b>10</b>	<b>2</b>

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
<b>Total</b>					
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
<b>AM Peak</b>	11:00	11:00	10:00	08:00	03:00
	<b>1398</b>	<b>1289</b>	<b>98</b>	<b>18</b>	<b>2</b>
<b>PM Peak</b>	12:00	12:00	12:00	18:00	14:00
	<b>1393</b>	<b>1275</b>	<b>99</b>	<b>26</b>	<b>6</b>

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
<b>Total</b>					
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
<b>AM Peak</b>	07:00	07:00	08:00	09:00	06:00
	<b>1046</b>	<b>857</b>	<b>173</b>	<b>42</b>	<b>13</b>
<b>PM Peak</b>	12:00	12:00	16:00	12:00	13:00
	<b>770</b>	<b>602</b>	<b>106</b>	<b>59</b>	<b>9</b>

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
<b>Total</b>					
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
<b>AM Peak</b>	07:00	07:00	11:00	11:00	11:00
	<b>836</b>	<b>747</b>	<b>84</b>	<b>27</b>	<b>8</b>
<b>PM Peak</b>	17:00	17:00	15:00	13:00	12:00
	<b>897</b>	<b>786</b>	<b>133</b>	<b>36</b>	<b>8</b>

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
<b>Total</b>					
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
<b>AM Peak</b>	07:00	07:00	08:00	11:00	11:00
	<b>1882</b>	<b>1604</b>	<b>248</b>	<b>68</b>	<b>19</b>
<b>PM Peak</b>	16:00	17:00	16:00	12:00	13:00
	<b>1581</b>	<b>1322</b>	<b>234</b>	<b>77</b>	<b>17</b>

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
<b>Total</b>					
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
<b>AM Peak</b>	07:00	07:00	07:00	10:00	08:00
	1060	827	188	46	15
<b>PM Peak</b>	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
<b>Total</b>					
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
<b>AM Peak</b>	07:00	07:00	11:00	04:00	10:00
	812	713	91	24	10
<b>PM Peak</b>	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
<b>Total</b>					
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
<b>AM Peak</b>	07:00	07:00	07:00	10:00	10:00
	1872	1540	268	70	21
<b>PM Peak</b>	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
<b>Total</b>					
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
<b>AM Peak</b>	07:00	07:00	08:00	09:00	07:00
	<b>960</b>	<b>758</b>	<b>175</b>	<b>57</b>	<b>14</b>
<b>PM Peak</b>	16:00	16:00	14:00	14:00	12:00
	<b>779</b>	<b>646</b>	<b>108</b>	<b>45</b>	<b>7</b>

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
<b>Total</b>					
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
<b>AM Peak</b>	11:00	11:00	09:00	11:00	11:00
	<b>841</b>	<b>731</b>	<b>94</b>	<b>22</b>	<b>5</b>
<b>PM Peak</b>	16:00	17:00	15:00	14:00	13:00
	<b>920</b>	<b>834</b>	<b>107</b>	<b>27</b>	<b>10</b>

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
<b>Total</b>					
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
<b>AM Peak</b>	07:00	07:00	09:00	10:00	08:00
	<b>1789</b>	<b>1481</b>	<b>250</b>	<b>70</b>	<b>16</b>
<b>PM Peak</b>	16:00	16:00	14:00	14:00	13:00
	<b>1699</b>	<b>1454</b>	<b>206</b>	<b>72</b>	<b>14</b>

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

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

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%	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%

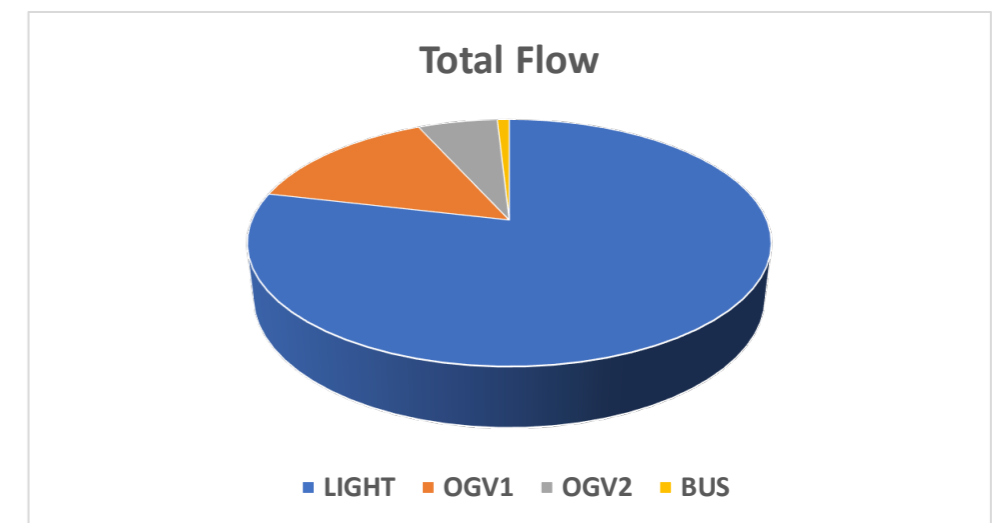
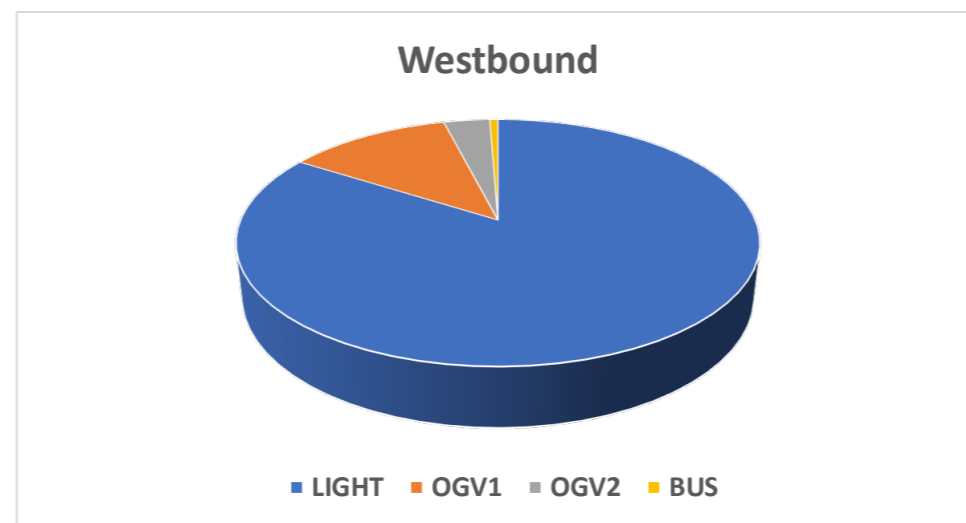
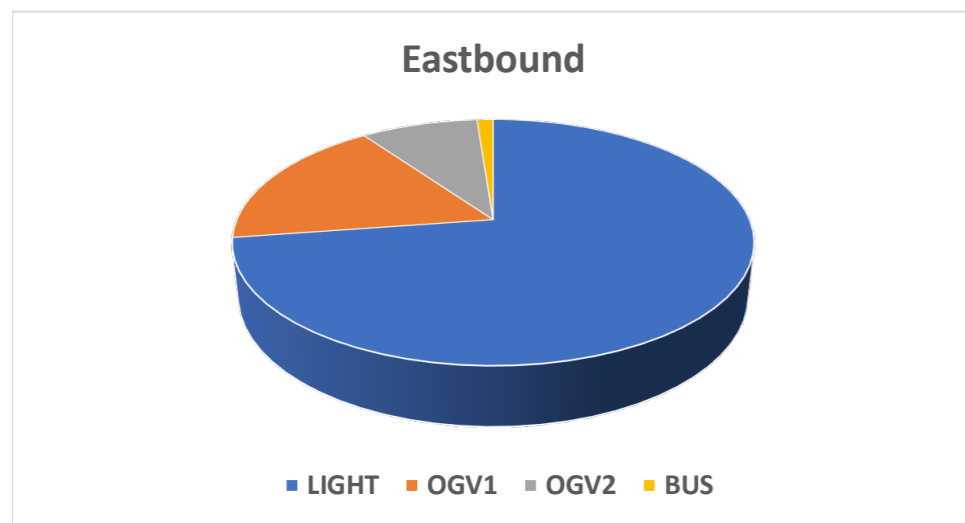
	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 24 Mar 2022	100.0%	82.1%	13.1%	4.0%	0.8%
Fri 25 Mar 2022	100.0%	82.9%	12.8%	3.6%	0.8%
Sat 26 Mar 2022	100.0%	85.8%	11.2%	2.7%	0.3%
Sun 27 Mar 2022	100.0%	87.7%	9.8%	2.2%	0.2%
Mon 28 Mar 2022	100.0%	82.1%	13.4%	3.9%	0.6%
Tue 29 Mar 2022	100.0%	83.0%	12.6%	3.7%	0.7%
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%

	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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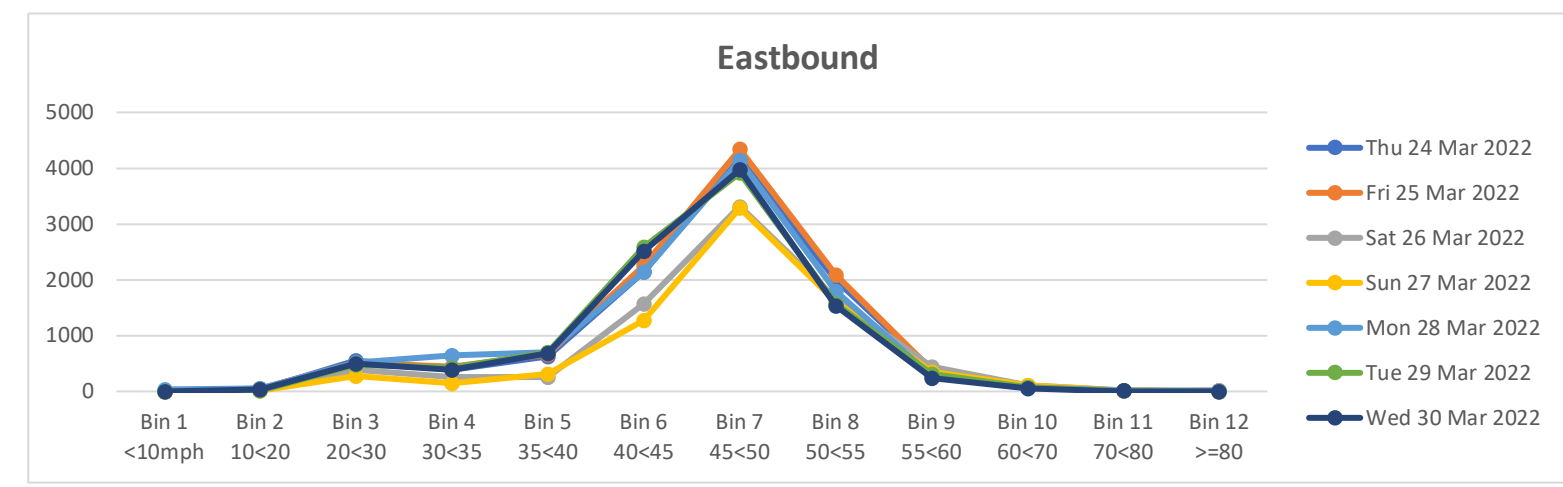


East Heckington ATC, A17 (Western Site)

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

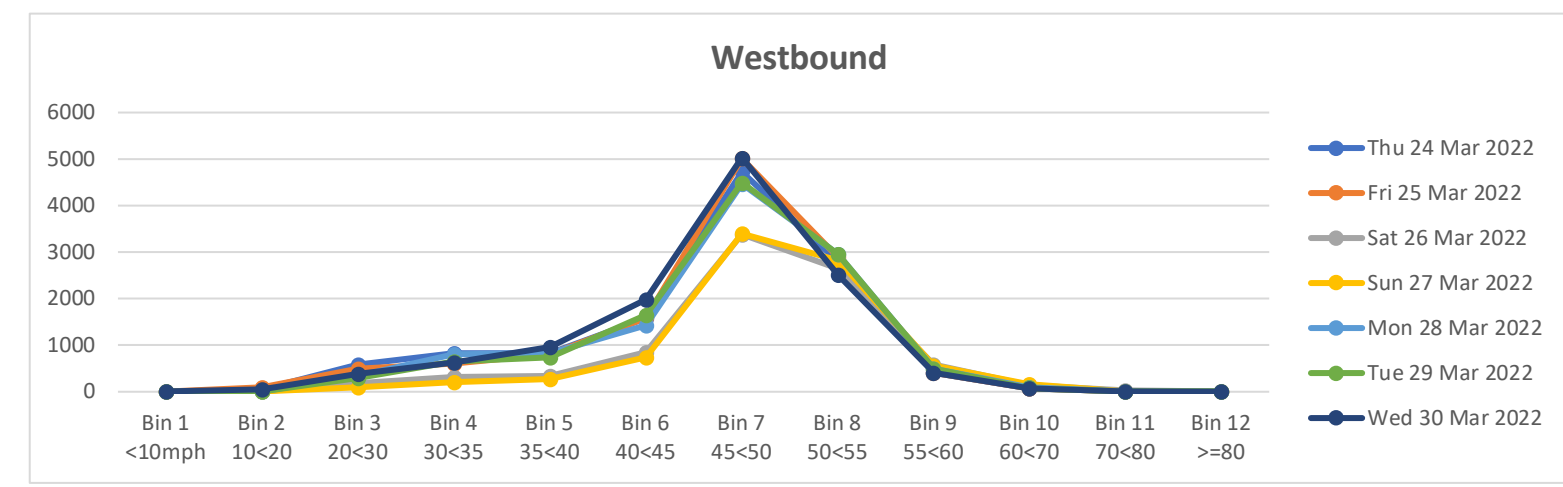
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Direction: Westbound

	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

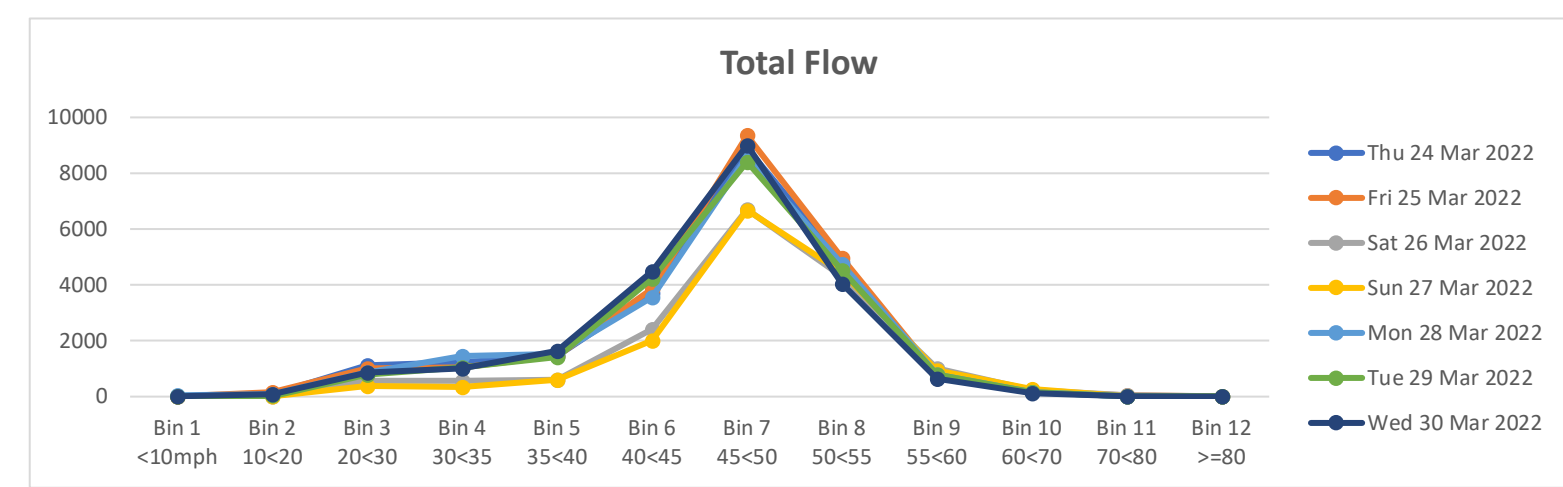
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Direction: Total Flow

	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

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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	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
<b>Total</b>					
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
<b>AM Peak</b>	07:00	07:00	07:00	11:00	09:00
	<b>981</b>	<b>671</b>	<b>224</b>	<b>85</b>	<b>18</b>
<b>PM Peak</b>	16:00	16:00	16:00	14:00	13:00
	<b>762</b>	<b>563</b>	<b>148</b>	<b>77</b>	<b>11</b>

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
<b>Total</b>					
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
<b>AM Peak</b>	09:00	07:00	11:00	11:00	11:00
	<b>784</b>	<b>656</b>	<b>117</b>	<b>41</b>	<b>11</b>
<b>PM Peak</b>	17:00	17:00	14:00	12:00	13:00
	<b>903</b>	<b>798</b>	<b>142</b>	<b>35</b>	<b>15</b>

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
<b>Total</b>					
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
<b>AM Peak</b>	07:00	07:00	07:00	11:00	11:00
	<b>1745</b>	<b>1327</b>	<b>313</b>	<b>126</b>	<b>25</b>
<b>PM Peak</b>	16:00	16:00	16:00	12:00	13:00
	<b>1664</b>	<b>1303</b>	<b>288</b>	<b>95</b>	<b>26</b>

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
<b>Total</b>					
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
<b>AM Peak</b>	07:00	07:00	07:00	06:00	07:00
	<b>870</b>	<b>608</b>	<b>182</b>	<b>74</b>	<b>17</b>
<b>PM Peak</b>	15:00	16:00	14:00	12:00	12:00
	<b>781</b>	<b>607</b>	<b>131</b>	<b>59</b>	<b>12</b>

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
<b>Total</b>					
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
<b>AM Peak</b>	08:00	08:00	11:00	11:00	10:00
	<b>803</b>	<b>679</b>	<b>110</b>	<b>32</b>	<b>12</b>
<b>PM Peak</b>	14:00	14:00	15:00	12:00	12:00
	<b>902</b>	<b>757</b>	<b>133</b>	<b>35</b>	<b>6</b>

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
<b>Total</b>					
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
<b>AM Peak</b>	07:00	07:00	08:00	09:00	09:00
	<b>1624</b>	<b>1265</b>	<b>269</b>	<b>99</b>	<b>24</b>
<b>PM Peak</b>	15:00	16:00	15:00	12:00	12:00
	<b>1665</b>	<b>1338</b>	<b>257</b>	<b>94</b>	<b>18</b>

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
<b>Total</b>					
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
<b>AM Peak</b>	10:00	10:00	11:00	06:00	07:00
	<b>650</b>	<b>565</b>	<b>89</b>	<b>37</b>	<b>5</b>
<b>PM Peak</b>	12:00	12:00	12:00	12:00	17:00
	<b>658</b>	<b>544</b>	<b>81</b>	<b>31</b>	<b>4</b>

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
<b>Total</b>					
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
<b>AM Peak</b>	11:00	11:00	11:00	03:00	10:00
	<b>714</b>	<b>635</b>	<b>69</b>	<b>18</b>	<b>3</b>
<b>PM Peak</b>	12:00	12:00	13:00	12:00	13:00
	<b>650</b>	<b>569</b>	<b>82</b>	<b>11</b>	<b>2</b>

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
<b>Total</b>					
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
<b>AM Peak</b>	11:00	11:00	11:00	06:00	07:00
	<b>1349</b>	<b>1159</b>	<b>158</b>	<b>48</b>	<b>6</b>
<b>PM Peak</b>	12:00	12:00	12:00	12:00	17:00
	<b>1308</b>	<b>1113</b>	<b>150</b>	<b>42</b>	<b>6</b>

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
<b>Total</b>					
<b>12H(7-19)</b>	5948	5043	673	208	24
<b>16H(6-22)</b>	6989	5870	815	278	26
<b>18H(6-24)</b>	7172	6006	834	304	28
<b>24H(0-24)</b>	7400	6141	881	348	30
<b>AM Peak</b>	11:00	11:00	11:00	08:00	10:00
	<b>614</b>	<b>538</b>	<b>63</b>	<b>18</b>	<b>3</b>
<b>PM Peak</b>	12:00	12:00	12:00	18:00	12:00
	<b>676</b>	<b>573</b>	<b>81</b>	<b>24</b>	<b>4</b>

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
<b>Total</b>					
<b>12H(7-19)</b>	6629	5937	606	72	14
<b>16H(6-22)</b>	7718	6865	739	98	16
<b>18H(6-24)</b>	7886	6988	764	117	17
<b>24H(0-24)</b>	8283	7268	814	182	19
<b>AM Peak</b>	11:00	11:00	11:00	03:00	08:00
	<b>786</b>	<b>715</b>	<b>64</b>	<b>19</b>	<b>2</b>
<b>PM Peak</b>	13:00	12:00	13:00	23:00	12:00
	<b>662</b>	<b>606</b>	<b>61</b>	<b>14</b>	<b>2</b>

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
<b>Total</b>					
<b>12H(7-19)</b>	12577	10980	1279	280	38
<b>16H(6-22)</b>	14707	12735	1554	376	42
<b>18H(6-24)</b>	15058	12994	1598	421	45
<b>24H(0-24)</b>	15683	13409	1695	530	49
<b>AM Peak</b>	11:00	11:00	11:00	03:00	10:00
	<b>1400</b>	<b>1253</b>	<b>127</b>	<b>26</b>	<b>3</b>
<b>PM Peak</b>	12:00	12:00	12:00	13:00	12:00
	<b>1337</b>	<b>1179</b>	<b>128</b>	<b>32</b>	<b>6</b>

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
<b>Total</b>					
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
<b>AM Peak</b>	07:00	07:00	07:00	10:00	09:00
	1052	786	214	67	18
<b>PM Peak</b>	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
<b>Total</b>					
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
<b>AM Peak</b>	07:00	07:00	11:00	11:00	11:00
	856	771	115	32	8
<b>PM Peak</b>	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
<b>Total</b>					
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
<b>AM Peak</b>	07:00	07:00	07:00	11:00	11:00
	1908	1557	294	96	21
<b>PM Peak</b>	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
<b>Total</b>					
<b>12H(7-19)</b>	8176	5752	1657	657	110
<b>16H(6-22)</b>	9368	6542	1873	829	124
<b>18H(6-24)</b>	9600	6692	1908	874	126
<b>24H(0-24)</b>	10084	6932	2021	989	142
<b>AM Peak</b>	07:00 <b>1047</b>	07:00 <b>767</b>	07:00 <b>218</b>	06:00 <b>76</b>	09:00 <b>17</b>
<b>PM Peak</b>	16:00 <b>703</b>	17:00 <b>535</b>	16:00 <b>129</b>	12:00 <b>84</b>	16:00 <b>13</b>

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
<b>Total</b>					
<b>12H(7-19)</b>	8778	7298	1166	251	63
<b>16H(6-22)</b>	10132	8469	1308	285	70
<b>18H(6-24)</b>	10353	8644	1331	308	70
<b>24H(0-24)</b>	11365	9433	1427	425	80
<b>AM Peak</b>	08:00 <b>838</b>	08:00 <b>735</b>	11:00 <b>109</b>	10:00 <b>32</b>	07:00 <b>6</b>
<b>PM Peak</b>	16:00 <b>836</b>	17:00 <b>696</b>	16:00 <b>139</b>	13:00 <b>40</b>	14:00 <b>11</b>

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
<b>Total</b>					
<b>12H(7-19)</b>	16954	13050	2823	908	173
<b>16H(6-22)</b>	19500	15011	3181	1114	194
<b>18H(6-24)</b>	19953	15336	3239	1182	196
<b>24H(0-24)</b>	21449	16365	3448	1414	222
<b>AM Peak</b>	07:00 <b>1869</b>	07:00 <b>1495</b>	07:00 <b>297</b>	09:00 <b>91</b>	09:00 <b>18</b>
<b>PM Peak</b>	16:00 <b>1539</b>	17:00 <b>1231</b>	16:00 <b>268</b>	12:00 <b>109</b>	16:00 <b>21</b>

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
<b>Total</b>					
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
<b>AM Peak</b>	07:00	07:00	08:00	11:00	08:00
	915	659	204	67	19
<b>PM Peak</b>	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
<b>Total</b>					
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
<b>AM Peak</b>	07:00	07:00	07:00	11:00	10:00
	808	691	94	32	10
<b>PM Peak</b>	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
<b>Total</b>					
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
<b>AM Peak</b>	07:00	07:00	08:00	11:00	08:00
	1723	1350	288	99	21
<b>PM Peak</b>	16:00	16:00	13:00	12:00	13:00
	1653	1365	214	74	20

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

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.

Site No. 620901 Site Ref. 620901  
 Site 01  
 Classification Report 18 May 2023 Channel: Northbound

	Total Volume	Bin 1 W/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
<b>Total</b>						
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
<b>AM Peak</b>	10:00	11:00	10:00	11:00	11:00	11:00
	3	0	2	2	0	0
<b>PM Peak</b>	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 W/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
<b>Total</b>						
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
<b>AM Peak</b>	07:00	11:00	07:00	09:00	11:00	11:00
	8	0	7	1	0	0
<b>PM Peak</b>	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 W/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
<b>Total</b>						
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
<b>AM Peak</b>	07:00	11:00	07:00	11:00	11:00	11:00
	10	0	9	2	0	0
<b>PM Peak</b>	14:00	18:00	16:00	14:00	23:00	23:00
	8	1	6	4	0	0

PCC Traffic Information Consultancy Ltd.

PCC Vicarage Drive, Bicker Bar ATC

Site No. 620901 Site Ref. 620901  
 Site 01  
 Classification Report 19 May 2023 Channel: Northbound

	Total Volume	Bin 1 W/Cycle	Bin 2 Car/Van	Bin 3 GV	Bin 4 KV	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
<b>Total</b>						
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
<b>AM Peak</b>	10:00	11:00	10:00	10:00	09:00	11:00
	7	0	4	2	2	0
<b>PM Peak</b>	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 W/Cycle	Bin 2 Car/Van	Bin 3 GV	Bin 4 KV	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
<b>Total</b>						
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
<b>AM Peak</b>	06:00	11:00	06:00	11:00	09:00	11:00
	7	0	6	1	2	0
<b>PM Peak</b>	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 W/Cycle	Bin 2 Car/Van	Bin 3 GV	Bin 4 KV	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
<b>Total</b>						
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
<b>AM Peak</b>	10:00	11:00	10:00	10:00	09:00	11:00
	12	0	8	3	4	0
<b>PM Peak</b>	12:00	23:00	12:00	13:00	12:00	23:00
	16	0	13	4	2	0

PCC Traffic Information Consultancy Ltd.

**PCC** Vicarage Drive, Bicker Bar ATC

Site No. 620901 Site Ref. 620901  
 Site 01  
 Classification Report 20 May 2023 Channel: Northbound

	Total Volume	Bin 1 W/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
<b>Total</b>						
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
<b>AM Peak</b>	11:00	11:00	11:00	10:00	11:00	11:00
	6	0	6	1	0	0
<b>PM Peak</b>	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 W/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
<b>Total</b>						
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
<b>AM Peak</b>	06:00	11:00	06:00	10:00	11:00	11:00
	5	0	5	1	0	0
<b>PM Peak</b>	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 W/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
<b>Total</b>						
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
<b>AM Peak</b>	11:00	11:00	11:00	10:00	11:00	11:00
	6	0	6	2	0	0
<b>PM Peak</b>	16:00	23:00	16:00	22:00	23:00	23:00
	9	0	7	2	0	0

PCC Traffic Information Consultancy Ltd.



PCC Vicarage Drive, Bicker Bar ATC

Site No. 620901 Site Ref. 620901  
 Site 01  
 Classification Report 21 May 2023 Channel: Northbound

	Total Volume	Bin 1 W/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
<b>Total</b>						
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
<b>AM Peak</b>	11:00	11:00	11:00	11:00	11:00	11:00
	3	0	3	0	0	0
<b>PM Peak</b>	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 W/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
<b>Total</b>						
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
<b>AM Peak</b>	09:00	11:00	09:00	07:00	11:00	11:00
	4	0	4	1	0	0
<b>PM Peak</b>	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 W/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
<b>Total</b>						
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
<b>AM Peak</b>	09:00	11:00	09:00	07:00	11:00	11:00
	7	0	7	1	0	0
<b>PM Peak</b>	14:00	23:00	14:00	23:00	23:00	23:00
	7	0	7	0	0	0

PCC Traffic Information Consultancy Ltd.

PCC Vicarage Drive, Bicker Bar ATC

Site No. 620901 Site Ref. 620901  
 Site 01  
 Classification Report 22 May 2023 Channel: Northbound

	Total Volume	Bin 1 W/Cycle	Bin 2 Car/Van	Bin 3 GV	Bin 4 KV	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
<b>Total</b>						
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
<b>AM Peak</b>	11:00	11:00	11:00	10:00	11:00	11:00
	4	0	4	1	0	0
<b>PM Peak</b>	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 W/Cycle	Bin 2 Car/Van	Bin 3 GV	Bin 4 KV	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
<b>Total</b>						
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
<b>AM Peak</b>	08:00	11:00	07:00	10:00	11:00	11:00
	6	0	5	2	0	0
<b>PM Peak</b>	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 W/Cycle	Bin 2 Car/Van	Bin 3 GV	Bin 4 KV	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
<b>Total</b>						
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
<b>AM Peak</b>	10:00	11:00	11:00	10:00	11:00	11:00
	9	0	6	3	0	0
<b>PM Peak</b>	13:00	23:00	16:00	13:00	12:00	23:00
	14	0	8	6	1	0

PCC Traffic Information Consultancy Ltd.

PCC Vicarage Drive, 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
<b>Total</b>						
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
<b>AM Peak</b>	10:00	11:00	07:00	10:00	11:00	11:00
	2	0	2	1	0	0
<b>PM Peak</b>	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
<b>Total</b>						
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
<b>AM Peak</b>	10:00	11:00	07:00	10:00	11:00	11:00
	5	0	5	1	0	0
<b>PM Peak</b>	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
<b>Total</b>						
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
<b>AM Peak</b>	10:00	11:00	07:00	10:00	11:00	11:00
	7	0	7	2	0	0
<b>PM Peak</b>	15:00	23:00	15:00	17:00	23:00	23:00
	10	0	10	3	0	0

PCC Traffic Information Consultancy Ltd.

PCC Vicarage Drive, Bicker Bar ATC

Site No. 620901 Site Ref. 620901  
 Site 01  
 Classification Report 24 May 2023 Channel: Northbound

	Total Volume	Bin 1 W/Cycle	Bin 2 Car/Van	Bin 3 GV	Bin 4 KV	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
<b>Total</b>						
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
<b>AM Peak</b>	11:00	11:00	11:00	09:00	11:00	11:00
2	0	2	1	0	0	0
<b>PM Peak</b>	16:00	17:00	16:00	12:00	23:00	23:00
8	1	7	2	0	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 W/Cycle	Bin 2 Car/Van	Bin 3 GV	Bin 4 KV	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
<b>Total</b>						
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
<b>AM Peak</b>	07:00	11:00	07:00	09:00	11:00	11:00
8	0	8	2	0	0	0
<b>PM Peak</b>	14:00	15:00	14:00	18:00	15:00	23:00
4	1	3	1	1	0	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 W/Cycle	Bin 2 Car/Van	Bin 3 GV	Bin 4 KV	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
<b>Total</b>						
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
<b>AM Peak</b>	07:00	11:00	07:00	09:00	11:00	11:00
9	0	9	3	0	0	0
<b>PM Peak</b>	14:00	17:00	16:00	14:00	15:00	23:00
9	1	7	2	1	0	0

PCC Traffic Information Consultancy Ltd.

















	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
<b>Total</b>									
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
<b>AM Peak</b>	07:00 13	09:00 11	07:00 7	09:00 6	08:00 6	07:00 8	07:00 9	07:00 9	07:00 8
<b>PM Peak</b>	18:00 6	14:00 6	16:00 6	14:00 6	13:00 6	15:00 4	14:00 7	14:00 5	14:00 5

PCC Traffic Information Consultancy Ltd.

	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
<b>Total</b>									
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
<b>AM Peak</b>	07:00 5	10:00 9	11:00 6	10:00 5	09:00 7	09:00 4	11:00 4	09:00 5	09:00 5
<b>PM Peak</b>	15:00 9	13:00 12	16:00 5	14:00 4	16:00 7	15:00 10	17:00 11	15:00 7	16:00 6

PCC Traffic Information Consultancy Ltd.

	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
<b>Total</b>									
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
<b>AM Peak</b>	07:00 18	09:00 20	07:00 11	09:00 9	11:00 8	07:00 12	07:00 12	07:00 12	07:00 11
<b>PM Peak</b>	15:00 13	12:00 15	16:00 11	14:00 10	13:00 12	15:00 14	17:00 13	15:00 10	14:00 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 Report

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
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
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
0	0	0	0

PCC Bicker Drive, 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/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	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
<b>Total</b>						
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
<b>AM Peak</b>						
07:00	13	0	10	3	0	0
<b>PM Peak</b>						
18:00	6	2	4	2	1	0

PCC Traffic Information Consultancy Ltd.

Site No. 620902 Site Ref. 620902  
 Site 02  
 Classification Report 18 May 2023 Channel: Eastbound

	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	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
<b>Total</b>						
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
<b>AM Peak</b>						
07:00	5	0	5	2	0	0
<b>PM Peak</b>						
15:00	9	1	6	3	0	0

PCC Traffic Information Consultancy Ltd.

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/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	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
<b>Total</b>						
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
<b>AM Peak</b>						
07:00	18	0	15	3	0	0
<b>PM Peak</b>						
15:00	13	3	7	5	1	0

PCC Traffic Information Consultancy Ltd.



	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	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
<b>Total</b>						
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
<b>AM Peak</b>						
09:00	11	0	10	5	1	0
<b>PM Peak</b>						
14:00	6	0	6	1	1	0

PCC Traffic Information Consultancy Ltd.

	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	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
<b>Total</b>						
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
<b>AM Peak</b>						
10:00	9	0	9	1	1	0
<b>PM Peak</b>						
13:00	12	0	8	3	2	0

PCC Traffic Information Consultancy Ltd.

	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	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
<b>Total</b>						
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
<b>AM Peak</b>						
09:00	20	0	19	5	2	0
<b>PM Peak</b>						
12:00	15	0	11	3	3	0

PCC Traffic Information Consultancy Ltd.

PCC Bicker Drive, 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/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	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
<b>Total</b>						
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
<b>AM Peak</b>						
07:00	7	0	5	2	0	0
<b>PM Peak</b>						
16:00	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/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	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
<b>Total</b>						
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
<b>AM Peak</b>						
11:00	6	0	6	1	0	0
<b>PM Peak</b>						
16:00	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/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	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
<b>Total</b>						
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
<b>AM Peak</b>						
07:00	11	0	9	2	0	0
<b>PM Peak</b>						
16:00	11	2	8	4	1	0

PCC Traffic Information Consultancy Ltd.

	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	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
<b>Total</b>						
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
<b>AM Peak</b>	09:00	11:00	09:00	09:00	11:00	11:00
	6	0	5	1	0	0
<b>PM Peak</b>	14:00	20:00	14:00	20:00	23:00	23:00
	6	1	6	1	0	0

PCC Traffic Information Consultancy Ltd.

	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	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
<b>Total</b>						
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
<b>AM Peak</b>	10:00	11:00	10:00	10:00	11:00	11:00
	5	0	4	1	0	0
<b>PM Peak</b>	14:00	20:00	16:00	20:00	23:00	23:00
	4	1	3	1	0	0

PCC Traffic Information Consultancy Ltd.

	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	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
<b>Total</b>						
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
<b>AM Peak</b>	09:00	11:00	09:00	07:00	11:00	11:00
	9	0	8	2	0	0
<b>PM Peak</b>	14:00	20:00	14:00	20:00	23:00	23:00
	10	2	9	2	0	0

PCC Traffic Information Consultancy Ltd.

	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	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
<b>Total</b>						
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
<b>AM Peak</b>	08:00	11:00	08:00	11:00	11:00	11:00
	6	0	6	1	0	0
<b>PM Peak</b>	13:00	23:00	13:00	18:00	13:00	23:00
	6	0	5	1	1	0

PCC Traffic Information Consultancy Ltd.

	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	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
<b>Total</b>						
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
<b>AM Peak</b>	09:00	11:00	11:00	09:00	09:00	11:00
	7	0	4	3	1	0
<b>PM Peak</b>	16:00	23:00	16:00	15:00	15:00	23:00
	7	0	6	2	1	0

PCC Traffic Information Consultancy Ltd.

	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	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
<b>Total</b>						
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
<b>AM Peak</b>	11:00	11:00	11:00	09:00	09:00	11:00
	8	0	7	4	1	0
<b>PM Peak</b>	13:00	23:00	16:00	15:00	13:00	23:00
	12	0	9	3	2	0

PCC Traffic Information Consultancy Ltd.

PCC Bicker Drive, 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/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	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
<b>Total</b>						
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
<b>AM Peak</b>	07:00	08:00	09:00	08:00	08:00	11:00
	8	1	7	2	1	0
<b>PM Peak</b>	15:00	23:00	15:00	19:00	18:00	23:00
	4	0	4	1	1	0

PCC Traffic Information Consultancy Ltd.

Site No. 620902 Site Ref. 620902  
 Site 02  
 Classification Report 23 May 2023 Channel: Eastbound

	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	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
<b>Total</b>						
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
<b>AM Peak</b>	09:00	11:00	09:00	10:00	11:00	11:00
	4	0	4	1	0	0
<b>PM Peak</b>	15:00	19:00	15:00	17:00	16:00	23:00
	10	4	9	2	1	0

PCC Traffic Information Consultancy Ltd.

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/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	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
<b>Total</b>						
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
<b>AM Peak</b>	07:00	08:00	09:00	08:00	08:00	11:00
	12	1	11	3	1	0
<b>PM Peak</b>	15:00	19:00	15:00	17:00	18:00	23:00
	14	4	13	2	1	0

PCC Traffic Information Consultancy Ltd.

PCC Bicker Drive, 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/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	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
<b>Total</b>						
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
<b>AM Peak</b>						
07:00	9	0	8	3	0	0
<b>PM Peak</b>						
14:00	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/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	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
<b>Total</b>						
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
<b>AM Peak</b>						
11:00	4	0	3	2	1	0
<b>PM Peak</b>						
17:00	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/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	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
<b>Total</b>						
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
<b>AM Peak</b>						
07:00	12	0	11	4	1	0
<b>PM Peak</b>						
17:00	13	2	12	6	1	0

PCC Traffic Information Consultancy Ltd.

Table with columns: Time (00:00-23:00), Total Volume, 85th Percentile, Mean Average, Standard Deviation, and 13 speed bins (Bin 1 to Bin 13). Includes summary rows for Total, AM Peak, and PM Peak.

PCC Traffic Information Consultancy Ltd.

Table with columns: Time (00:00-23:00), Total Volume, 85th Percentile, Mean Average, Standard Deviation, and 13 speed bins (Bin 1 to Bin 13). Includes summary rows for Total, AM Peak, and PM Peak.

PCC Traffic Information Consultancy Ltd.

Table with columns: Time (00:00-23:00), Total Volume, 85th Percentile, Mean Average, Standard Deviation, and 13 speed bins (Bin 1 to Bin 13). Includes summary rows for Total, AM Peak, and PM Peak.

PCC Traffic Information Consultancy Ltd.













Table with columns: Time, Total Volume, 85th Percentile, Mean Average, Standard Deviation, and 13 speed bins (Bin 1 to Bin 13). Rows include hourly data from 00:00 to 23:00, summary rows for 12H, 16H, 18H, and 24H periods, and AM/PM Peak data.

PCC Traffic Information Consultancy Ltd.

Table with columns: Time, Total Volume, 85th Percentile, Mean Average, Standard Deviation, and 13 speed bins (Bin 1 to Bin 13). Rows include hourly data from 00:00 to 23:00, summary rows for 12H, 16H, 18H, and 24H periods, and AM/PM Peak data.

PCC Traffic Information Consultancy Ltd.

Table with columns: Time, Total Volume, 85th Percentile, Mean Average, Standard Deviation, and 13 speed bins (Bin 1 to Bin 13). Rows include hourly data from 00:00 to 23:00, summary rows for 12H, 16H, 18H, and 24H periods, and AM/PM Peak data.

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.

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.

PCC Cowbridge Rd, Bicker Bar ATC

Site No. 620903 Site Ref. 620903  
 Site 03  
 Classification Report 18 May 2023 Channel: Northbound

	Total Volume	Bin 1 W/Cycle	Bin 2 Car/V/Min	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
<b>Total</b>						
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
<b>AM Peak</b>	07:00	07:00	07:00	07:00	11:00	11:00
12	1	9	2	0	1	
<b>PM Peak</b>	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 W/Cycle	Bin 2 Car/V/Min	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
<b>Total</b>						
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
<b>AM Peak</b>	11:00	11:00	09:00	11:00	11:00	11:00
6	0	6	2	1	0	
<b>PM Peak</b>	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 W/Cycle	Bin 2 Car/V/Min	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
<b>Total</b>						
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
<b>AM Peak</b>	07:00	07:00	07:00	07:00	11:00	11:00
17	1	13	3	1	1	
<b>PM Peak</b>	15:00	18:00	13:00	15:00	16:00	23:00
17	2	13	4	2	0	

PCC Traffic Information Consultancy Ltd.

PCC Cowbridge Rd, Bicker Bar ATC

Site No. 620903 Site Ref. 620903  
 Site 03  
 Classification Report 19 May 2023 Channel: Northbound

	Total Volume	Bin 1 W/Cycle	Bin 2 Car/V/Min	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
<b>Total</b>						
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
<b>AM Peak</b>	06:00	06:00	06:00	07:00	08:00	11:00
8	1	7	3	1	0	
<b>PM Peak</b>	16:00	23:00	16:00	23:00	23:00	23:00
7	0	7	0	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 W/Cycle	Bin 2 Car/V/Min	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
<b>Total</b>						
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
<b>AM Peak</b>	11:00	11:00	11:00	10:00	11:00	11:00
7	0	5	3	1	0	0
<b>PM Peak</b>	13:00	23:00	13:00	13:00	14:00	23:00
12	0	8	4	1	0	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 W/Cycle	Bin 2 Car/V/Min	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
<b>Total</b>						
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
<b>AM Peak</b>	11:00	06:00	11:00	10:00	11:00	11:00
12	1	10	3	1	0	0
<b>PM Peak</b>	13:00	23:00	16:00	13:00	14:00	23:00
13	0	9	4	1	0	0

PCC Traffic Information Consultancy Ltd.

PCC Cowbridge Rd, Bicker Bar ATC

Site No. 620903 Site Ref. 620903  
 Site 03  
 Classification Report 20 May 2023 Channel: Northbound

	Total Volume	Bin 1 W/Cycle	Bin 2 Exp/Min	Bin 3 LGV	Bin 4 Key V	Bin 5 Bus
00:00	1	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	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
<b>Total</b>						
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
<b>AM Peak</b>	06:00	11:00	06:00	10:00	09:00	11:00
	6	0	5	1	1	0
<b>PM Peak</b>	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 W/Cycle	Bin 2 Exp/Min	Bin 3 LGV	Bin 4 Key V	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
<b>Total</b>						
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
<b>AM Peak</b>	10:00	07:00	10:00	10:00	11:00	11:00
	9	1	7	2	1	0
<b>PM Peak</b>	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 W/Cycle	Bin 2 Exp/Min	Bin 3 LGV	Bin 4 Key V	Bin 5 Bus
00:00	1	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	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
<b>Total</b>						
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
<b>AM Peak</b>	10:00	07:00	11:00	10:00	11:00	11:00
	13	1	10	3	1	0
<b>PM Peak</b>	13:00	14:00	13:00	16:00	12:00	23:00
	12	3	9	3	2	0

PCC Traffic Information Consultancy Ltd.

PCC Cowbridge Rd, Bicker Bar ATC

Site No. 620903 Site Ref. 620903  
 Site 03  
 Classification Report 21 May 2023 Channel: Northbound

Total Volume	Bin 1 W/Cycle	Bin 2 Exp/V/Min	Bin 3 LGV	Bin 4 KEV	Bin 5 Bus
00:00	1	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	1	0	1	0	0
06:00	1	0	1	0	0
07:00	3	0	2	1	0
08:00	1	0	1	0	0
09:00	7	0	7	0	0
10:00	1	0	1	0	0
11:00	5	0	4	0	1
12:00	3	0	2	0	1
13:00	3	0	3	0	0
14:00	6	0	5	0	1
15:00	3	0	3	0	0
16:00	2	1	1	0	0
17:00	3	0	3	0	0
18:00	2	0	2	0	0
19:00	2	0	2	0	0
20:00	2	1	1	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
<b>Total</b>					
12H(7-19)	39	1	34	1	3
16H(6-22)	44	2	38	1	3
18H(6-24)	44	2	38	1	3
24H(0-24)	46	2	40	1	3
<b>AM Peak</b>	09:00	11:00	09:00	07:00	11:00
	7	0	7	1	1
<b>PM Peak</b>	14:00	20:00	14:00	23:00	14:00
	6	1	5	0	1

PCC Traffic Information Consultancy Ltd.

Site No. 620903 Site Ref. 620903  
 Site 03  
 Classification Report 21 May 2023 Channel: Southbound

Total Volume	Bin 1 W/Cycle	Bin 2 Exp/V/Min	Bin 3 LGV	Bin 4 LGV	Bin 5 Bus
00:00	1	0	0	1	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	2	0	2	0	0
07:00	3	0	2	1	0
08:00	1	0	0	1	0
09:00	8	1	7	0	0
10:00	7	0	5	0	2
11:00	2	0	2	0	0
12:00	2	0	2	0	0
13:00	3	0	3	0	0
14:00	4	0	4	0	0
15:00	1	0	1	0	0
16:00	4	0	3	1	0
17:00	3	0	3	0	0
18:00	1	0	1	0	0
19:00	1	0	1	0	0
20:00	2	1	1	0	0
21:00	2	1	1	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
<b>Total</b>					
12H(7-19)	39	1	33	3	2
16H(6-22)	46	3	38	3	2
18H(6-24)	45	3	38	3	2
24H(0-24)	47	3	38	4	2
<b>AM Peak</b>	09:00	09:00	09:00	08:00	10:00
	8	1	7	1	2
<b>PM Peak</b>	16:00	21:00	14:00	16:00	23:00
	4	1	4	1	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 W/Cycle	Bin 2 Exp/V/Min	Bin 3 LGV	Bin 4 KEV	Bin 5 Bus
00:00	1	0	1	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	1	0	1	0	0
06:00	3	0	3	0	0
07:00	6	0	4	2	0
08:00	2	0	1	1	0
09:00	15	1	14	0	0
10:00	8	0	6	0	2
11:00	7	0	6	0	1
12:00	5	0	4	0	1
13:00	6	0	6	0	0
14:00	10	0	9	0	1
15:00	4	0	4	0	0
16:00	6	1	4	1	0
17:00	6	0	6	0	0
18:00	3	0	3	0	0
19:00	3	0	3	0	0
20:00	4	2	2	0	0
21:00	2	1	1	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
<b>Total</b>					
12H(7-19)	78	2	67	4	5
16H(6-22)	90	5	76	4	5
18H(6-24)	90	5	76	4	5
24H(0-24)	93	5	78	5	5
<b>AM Peak</b>	09:00	09:00	09:00	07:00	10:00
	15	1	14	2	2
<b>PM Peak</b>	14:00	20:00	14:00	16:00	14:00
	10	2	9	1	1

PCC Traffic Information Consultancy Ltd.

PCC Cowbridge Rd, Bicker Bar ATC

Site No. 620903 Site Ref. 620903  
 Site 03  
 Classification Report 22 May 2023 Channel: Northbound

	Total Volume	Bin 1 W/Cycle	Bin 2 Exp/1/Min	Bin 3 LGV	Bin 4 KEV	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
<b>Total</b>						
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
<b>AM Peak</b>	11:00	11:00	08:00	11:00	08:00	11:00
6	0	5	2	1	0	
<b>PM Peak</b>	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 W/Cycle	Bin 2 Exp/1/Min	Bin 3 LGV	Bin 4 KEV	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
<b>Total</b>						
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
<b>AM Peak</b>	09:00	11:00	09:00	11:00	09:00	11:00
9	0	5	2	3	0	
<b>PM Peak</b>	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 W/Cycle	Bin 2 Exp/1/Min	Bin 3 LGV	Bin 4 KEV	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
<b>Total</b>						
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
<b>AM Peak</b>	11:00	11:00	07:00	11:00	09:00	11:00
12	0	8	4	3	0	
<b>PM Peak</b>	15:00	12:00	15:00	13:00	15:00	23:00
14	2	12	4	1	0	

PCC Traffic Information Consultancy Ltd.

PCC 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
<b>Total</b>						
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
<b>AM Peak</b>	07:00	09:00	07:00	10:00	11:00	11:00
10	1	9	1	1	0	
<b>PM Peak</b>	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
<b>Total</b>						
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
<b>AM Peak</b>	07:00	08:00	07:00	10:00	09:00	11:00
7	1	7	1	1	1	0
<b>PM Peak</b>	15:00	19:00	16:00	17:00	21:00	23:00
12	2	11	3	1	0	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
<b>Total</b>						
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
<b>AM Peak</b>	07:00	08:00	07:00	10:00	11:00	11:00
17	2	16	2	1	0	0
<b>PM Peak</b>	16:00	19:00	16:00	17:00	21:00	23:00
18	2	16	3	1	0	0

PCC Traffic Information Consultancy Ltd.

PCC Cowbridge Rd, Bicker Bar ATC

Site No. 620903 Site Ref. 620903  
 Site 03  
 Classification Report 24 May 2023 Channel: Northbound

	Total Volume	Bin 1 W/Cycle	Bin 2 Exp/Min	Bin 3 LGV	Bin 4 Key V	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
<b>Total</b>						
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
<b>AM Peak</b>	06:00	08:00	06:00	09:00	11:00	11:00
	9	1	8	3	1	0
<b>PM Peak</b>	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 W/Cycle	Bin 2 Exp/Min	Bin 3 LGV	Bin 4 Key V	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
<b>Total</b>						
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
<b>AM Peak</b>	07:00	08:00	07:00	10:00	11:00	11:00
	5	1	5	2	0	0
<b>PM Peak</b>	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 W/Cycle	Bin 2 Exp/Min	Bin 3 LGV	Bin 4 Key V	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
<b>Total</b>						
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
<b>AM Peak</b>	06:00	08:00	07:00	09:00	11:00	11:00
	13	2	12	5	1	0
<b>PM Peak</b>	14:00	16:00	15:00	14:00	12:00	23:00
	16	2	13	5	2	0

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Table with 16 columns: Total Volume, 85th Percentile, Mean Average, Standard Deviation, and 13 bins (Bin1 to Bin13). Rows include hourly data from 00:00 to 23:00, daily totals, and AM/PM peak periods.

PCC Traffic Information Consultancy Ltd.

Table with 16 columns: Total Volume, 85th Percentile, Mean Average, Standard Deviation, and 13 bins (Bin1 to Bin13). Rows include hourly data from 00:00 to 23:00, daily totals, and AM/PM peak periods.

PCC Traffic Information Consultancy Ltd.

Table with 16 columns: Total Volume, 85th Percentile, Mean Average, Standard Deviation, and 13 bins (Bin1 to Bin13). Rows include hourly data from 00:00 to 23:00, daily totals, and AM/PM peak periods.

PCC Traffic Information Consultancy Ltd.

PDC Cowbridge Rd, Bicker Bar ATC

Site Ref. 620903 Site No. 620903

Site 03

Speed Report (Speed Limit 60 Mph)

19 May 2023

Channel: Northbound

Table with columns: Total Volume, 85th Percentile, Mean Average, Standard Deviation, and 13 speed bins (Bin 1 to Bin 13). Rows include hourly data from 00:00 to 23:00 and summary rows for 12H(7-19), 16H(6-22), 18H(5-24), 24H(0-24), AM Peak, and PM Peak.

PCC Traffic Information Consultancy Ltd.

Site No. 620903 Site Ref. 620903

Site 03

Speed Report (Speed Limit 60 Mph)

19 May 2023

Channel: Southbound

Table with columns: Total Volume, 85th Percentile, Mean Average, Standard Deviation, and 13 speed bins (Bin 1 to Bin 13). Rows include hourly data from 00:00 to 23:00 and summary rows for 12H(7-19), 16H(6-22), 18H(5-24), 24H(0-24), AM Peak, and PM Peak.

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

Table with columns: Total Volume, 85th Percentile, Mean Average, Standard Deviation, and 13 speed bins (Bin 1 to Bin 13). Rows include hourly data from 00:00 to 23:00 and summary rows for 12H(7-19), 16H(6-22), 18H(5-24), 24H(0-24), AM Peak, and PM Peak.

PCC Traffic Information Consultancy Ltd.













## Appendix C





1. Temporary Construction Traffic signage (Diagram 7301 'WORKS TRAFFIC' in the TSRGD)

**Bristol**

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Great Park Road, Almondsbury, Bristol, BS32 4QL  
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