

# Heckington Fen Solar Park

EN010123

## Outline Construction Environmental Management Plan

Applicant: Ecotricity (Heck Fen Solar) Limited

Document Reference: 7.7

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

Deadline 5: 13th February 2024

Document Revision: 6

February 2024

### Track Changes



## OUTLINE CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

Document Properties		
Regulation Reference	Regulation 5(2)(q)	
Planning Inspectorate Scheme Reference	EN010123	
Application Document Reference	7.7	
Title	Outline Construction Environmental Management Plan	
Prepared By	Heckington Fen Energy Park Project Team (Pegasus)	
Version History		
Version	Date	Version Status
Rev 1	February 2023	Application Version
Rev 2	March 2023	Additional submission- s55 response
Rev 3	August 2023	Change Application
Rev 4	November 2023	Deadline 2
Rev 5	December 2023	Deadline 3
<u>Rev 6</u>	<u>February 2024</u>	<u>Deadline 5</u>

# Outline Construction Environmental Management Plan.

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

On Behalf of Ecotricity (Heck Fen Solar) Limited.

Date: ~~December 2023~~ February 2024 | Pegasus Ref: P20-2370 TRO2

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## Document Management.

Version	Date	Author	Checked/ Approved by:	Reason for revision
-	February 2023	LD	KS	-
Revision 2	March 2023	HT	LD/KS	Additional Submission- response to s55
Revision 3	August 2023	LD	KS	Change Application
Revision 4	November 2023	LD	KS	Deadline 2
Revision 5	December 2023	HT	IH	Deadline 3
<u>Revision 6</u>	<u>February 2024</u>	<u>LD</u>	<u>KS</u>	<u>Deadline 5</u>



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# 1. Introduction

- 1.1. This Outline Construction Environmental Management Plan (oCEMP) has been prepared by Pegasus Group on behalf of Ecotricity (Heck Fen Solar) Limited (the Applicant). It is provided as part of a Development Consent Order (DCO) application for ground mounted solar panels, energy storage facility, below ground grid connection to, and extension to Bicker Fen Substation and all associated infrastructure works. The proposed development comprises a number of parts, but can be summarised into three main sections:
  1. the 'Energy Park' which includes the solar panels, energy storage and associated equipment on the main site listed below.
  2. the Grid Connection, and
  3. extension works at National Grid's Bicker Fen Substation.
- 1.2. This report identifies necessary mitigation measures to reduce or prevent potential effects upon the environment and nearby sensitive receptors during the construction phase of the development. It should be read in conjunction with the Outline Construction Traffic Management Plan (oCTMP) (document reference 7.10) submitted with the DCO. Both the oCEMP and the oCTMP will be further developed once the appointment of the Contractor(s) for the project has been confirmed and a detailed construction programme has been developed. The final CEMP will be in accordance with this outline plan but tailored to the relevant phase of works and will be submitted in accordance with the relevant triggers in Schedule 2 of the DCO (document reference 3.1). The number of phases will be determined by the undertaker prior to commencement of the DCO and notified to the relevant planning authority under Requirement 3 of Schedule 2 of the DCO (document reference 3.1); at this stage it is expected that the National Grid extension works (Work No. 6B and 6C) will be a standalone phase meaning that National Grid will submit the final control plans for their respective works.
- 1.3. The Proposed Development is located at land at Six Hundreds Farm, Six Hundreds Drove, East Heckington, Sleaford, Lincolnshire. The grid connection extends from Six Hundreds Farm to National Grid's Bicker Fen Substation 5.5km to the south (as the crow flies).
- 1.4. A Development Consent Order (document reference 3.1) has been prepared, alongside an Environmental Statement (document reference 6.1) for the submission to the Planning Inspectorate on behalf of the Secretary of State for the above Development. If approved the Development could start construction in 2025 and be operational in 2027. This Outline Construction Environmental Management Plan forms the starting point for the final CEMP which will provide a code of construction practice for the construction phase of the proposed development.
- 1.5. The Proposed Development will be set up and managed with consideration to the following principles: to be considerate of people and the environment; kept clean; be a good neighbour; be respectful, safe and responsible.
- 1.6. Contractors, delivery drivers and visitors will be advised of the measures set out within the final approved CEMP (and the final approved CTMP) prior to visiting the site.



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

#### **oCEMP Structure**

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

- a. Transport and Access – covered in **Sections 2 to 7**.
- b. Landscape and Visual Amenity – covered in **Section 7** summarised from information provided by Pegasus Group.
- c. Residential Amenity – covered in **Section 7** summarised from information provided by Pegasus Group.
- d. Ecology and Ornithology – covered in **Section 7** summarised from information provided by Ecotricity.
- e. Hydrology, Hydrogeology, Flood Risk and Drainage – covered in **Section 7** summarised from information provided by JBA Consulting.
- f. Cultural Heritage – covered in **Section 7** summarised from information provided by Pegasus Group.
- g. Socio-Economics – covered in **Section 7** summarised from information provided by Pegasus Group.
- h. Noise and Vibration – covered in **Section 7** summarised from information provided by Hoare Lea and Ecotricity.
- i. Lighting – covered in **Section 7** summarised from information provided by Ecotricity.
- j. Waste Management – covered in **Section 7** summarised from information provided by Ecotricity.
- k. Climate Change – covered in **Section 7** summarised from information provided by Land Use Consultants Limited.
- l. Air Quality – covered in **Section 7** summarised from information provided by Hoare Lea.
- m. Land Use and Agriculture – covered in **Section 7** summarised from information provided by Kernon Countryside Consultants.
- n. Glint and Glare – covered in **Section 7** summarised from information provided by Wardell Armstrong.
- o. Miscellaneous Issues – covered in **Section 7** summarised from information provided by Pegasus Group.



## 2. Site Characteristics

### Site Location and Description

- 2.1. The Energy Park comprises fields to the north of the A17 within the vicinity of East Heckington. It is bound by undeveloped parcels of land and the Head Dike to the north, Sidebar Lane and undeveloped land to the west, the A17 to the south and Holland Dike to the east. The cable route comprises further agricultural fields and will require the crossing of infrastructure such as the A17, the railway, the South Forty Foot Drain, a gas pipeline and other roads and watercourses. The existing National Grid Bicker Fen Substation is located to the north-west of Bicker and is also bound by undeveloped fields and the Bicker Fen Wind Farm.
- 2.2. Planning permission for a wind farm at the site was previously granted consent and the highway authority offered no objection to those proposals. The form and location of the access arrangements agreed as part of the wind farm have been taken into consideration for the development of the Energy Park.
- 2.3. A site location plan is included at **Figure 2.1** ~~and which shows~~ the local highway network. The proposed indicative site layout is included within the wider submission.

### Local Highway Network – Energy Park Access

#### A17

- 2.4. The A17 is a single carriageway road which is routed between Newark-on-Trent to the north and Kings Lynn to the south. Locally, the A17 provides a connection between Sleaford and Boston and Spalding. It links with the A52 at a roundabout junction approximately seven kilometres south of the proposed Energy Park access and with the A15 at a roundabout junction approximately 15 kilometres north of the access. The road is subject to a 50mph speed limit within the vicinity of the Energy Park frontage.
- 2.5. The carriageway measures approximately eight metres wide at the Energy Park frontage. A footway measuring approximately two metres wide is located on the southern side of the carriageway between the Four Winds Service Station in the east to The Heathers House to the west.
- 2.6. The A17, A52, and A15 are all principal routes that are used by Heavy Goods Vehicles (HGVs) on a regular basis.

### Local Highway Network – Cable Route Access

#### Triton Knoll Access ~~Road~~Track

- ~~2.7.~~ The Triton Knoll access ~~road~~track is located approximately 660 metres south of ~~the lane leading to~~ Royalty ~~Farm~~Lane, to the south of ~~the~~ South Forty Foot Drain. It measures around 35 metres wide at the bellmouth ~~with the A17~~ and tapers to around ~~seven~~5.5 metres wide ~~within the site.~~ There are no footways located along the Triton Knoll access track.
- ~~2.7.~~ The Triton Knoll access track is a private, single carriageway road which is around 4.5 kilometres long. The road ~~was completed in 2019 to enable construction vehicles to access Triton Knoll Substation from the A17.~~

#### Access Road North of South Forty Foot Drain

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

#### Royalty Lane

- 2.9. The lane that runs to Royalty Farm from the A17 is a no through road located to the south of South Forty Foot Drain and is subject to the national speed limit (60mph). It measures around five metres wide for the first 200 metres before narrowing to around 2.5 metres wide. There are no footways located along the lane. It should be noted that the name of the lane is spelt a number of ways including Royalty Lane, Royalty Lane, and Royalty Farm Lane.
- 2.10. Close to Royalty Lane is the Swineshead Bridge railway crossing – noting the level crossing and reduced speed limit – drivers are advised to take extra care when crossing the railway line.

#### **Local Highway Network – National Grid Substation Access**

- 2.11. In order to avoid, as much as possible, HGVs associated with the construction of the Project using Cowbridge Road, the Applicant and National Grid Electricity Transmission Plc (NGET) have agreed (through the form of a private agreement, with the relevant commitment reflected in this Outline Construction Traffic Management Plan submitted at Deadline 5) that HGVs associated with the construction of the Bicker Fen National Grid Substation extension works (Work No. 6A, 6B and 6C) will be routed via the Triton Knoll access track. HGVs will also use Doubletwelves Drove, Bicker Drove (north of Vicarage Drove), and Vicarage Drove, which connect to the Triton Knoll access track. The Applicant and National Grid will not use the A52 access road, Ing Drove, Bicker Drove (south of Vicarage Drove) or Cowbridge Road for use by HGVs, otherwise than in the event of an emergency or as a result of matters outside of its control (including, but not limited to, the Triton Knoll access track being blocked or impassable). The Triton Knoll access track is shown on **Figure 2.1**. It should be noted that National Grid can utilise the Triton Knoll access track route only because it sits within the proposed DCO order limits, and only for the purposes of its construction of the substation extension works in the Order (Work No. 6B and 6C), and in connection with no other works or projects. All other vehicles accessing the existing Bicker Fen National Grid Substation for other operational or construction purposes (now and in the future), except for the Bicker Fen National Grid Substation extension works (Work No. 6B and 6C) in the proposed Order, will not benefit from the necessary access rights to utilise the Triton Knoll access track and will access the Bicker Fen National Grid Substation from the existing routes.

#### A52

- 2.11.2.12. 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

[2.12-2.13.](#) 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

[2.13-2.14.](#) 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.

### Doubletwelves Drove

[2.15.](#) Doubletwelves Drove is a single carriageway road which is subject to the national speed limit (60mph). It connects the Triton Knoll Access track and Bicker Drove and serves a number of field accesses. The carriageway measures around four metres wide and does not have any footways. Grass verges and ditches are located on both sides of the carriageway.

### Bicker Drove

[2.14.](#) 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. It serves a number of field accesses and farm buildings, and access to some of the wind turbines forming part of the Bicker Fen Wind Farm.

### Vicarage Drove

[2.15-2.16.](#) 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**

[2.16-2.17.](#) 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**.

[2.17-2.18.](#) 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.

[2.18-2.19.](#) 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

~~2.19~~2.20. Public Right of Way (PRoW) footpath Heck/15/1 is located along the northern boundary of the Energy Park site. The footpath follows field boundaries along the Head Dike from the B1395 Sidebar Lane in the west towards Maryland Bank in the east. Access onto the Head Dike raised bank is no longer possible with a bridge crossing the drainage ditch no longer in existence.

~~2.20~~2.21. 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

~~2.21~~2.22. 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.

~~2.22~~. 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.

2.23. 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.

2.24. 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.

2.25. 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 [track](#) and National Grid Bicker Fen Substation access road junction, along [Doubletwelves Drove](#), Ing Drove, Cowbridge Road, Bicker Drove and Vicarage Drove. This confirms that there have been no recorded incidents within the most recent five-year period at the junctions and along the route to the substation from the access road junction.

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

### 3. Development Proposals and Construction Phasing

#### Development Proposals

##### Proposed Energy Park

- 3.1. The proposed development comprises the construction, operation (including maintenance) and decommissioning of ground mounted solar PV panel arrays, an energy storage facility and supporting infrastructure. The connecting cable route extends from the Energy Park to the connection point at the National Grid Bicker Fen Substation, around nine kilometres to the south of the approximate centre of the Energy Park. National Grid Bicker Fen Substation will be extended as part of the scheme to connect the electricity generated by the Proposed Development into the National Grid infrastructure system. Further details of the proposal and the technology used together with the proposed site layout are provided separately as part of the DCO application (for example, in ES Chapter 3 (document reference 6.1.3), ES Chapter 4 (document reference 6.1.4), and the Outline Design Principles (document reference 7.1).
- 3.2. Access to the site during the construction and operational phases is proposed from the A17 to the south of the site, approximately 900 metres northwest of the junction with Six Hundreds Drove. Whilst the proposed access is under construction, a temporary construction access will be provided via an existing junction with the A17, approximately 600 metres southeast of B1395 Sidebar Lane junction.
- 3.3. Access for the construction of the cable route is proposed in three locations. Access from the north of the South Forty Foot Drain is proposed via an existing junction with the A17 located approximately 430 metres north of the junction with the A1121; and access to the south of the drain is proposed via the Triton Knoll access with the A17. Localised access is also proposed via Royalty Lane and Timms Drove. However, the Triton Knoll access will predominantly form the southern access.
- 3.4. ~~Access to the Bicker Fen Substation is currently achieved via Bicker village or via a haul road from the A52, further detailed below. This will not change as a result of the Proposed Development. Access for someAs set out at paragraph 2.12, construction vehicles associated with the extension to the Substation will continue to access via Bicker, in line with National Grid's existing arrangements. The majority of vehicles at Bicker Fen Substation will use the National Grid access road to access Triton Knoll access track. However, in the event of an emergency or as a result of matters outside of National Grid's control, vehicles associated with its works at the substation will route via the existing route from the A52, National Grid Access Road, Cowbridge Road, Bicker Drove and Vicarage Drove which ultimately provide to access to the substation. Vehicles could route through Bicker in line with National Grid's existing arrangements.~~

##### Proposed Cable Route

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

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

~~3.7.3.6.~~ The traditional trench and duct method is anticipated primarily at this stage. However, the Horizontal Directional Drilling (HDD) method is likely to be used where there are identified constraints including the A17, railway line, and South Forty Foot Drain. HDD allows for the required ductworks to be conducted and executed without the need to open, empty and backfill the traditional trenches. Crossing of the Internal Drainage Board maintained watercourses, PRoW, and landowner maintained watercourses will also be required. Further details setting out the proposed methodology for construction/ operational traffic to cross a watercourse is set out in **Appendix I – Outline Watercourse Crossing Method Statement**.

~~3.8.3.7.~~ The exact location of the cable route within the A17 highway will be identified by the contractor who will produce a cable route feasibility report prior to commencement. Appropriate street works notices will be secured and suitable traffic management and procedures will be implemented along the route to minimise disruption to background traffic on the local highway network.

~~3.9.3.8.~~ It will also be necessary for the cable to cross minor roads between the A17 in the north and the Substation, including (but not limited to) Bicker Drove, North Drove and Timms Drove.

### **Public Rights of Way**

#### Energy Park

~~3.10.3.9.~~ 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.

#### Cable Route

~~3.11.3.10.~~ There are two PRoWs along the cable route which follow the alignment of the South Forty Foot Drain. As such, they will be unaffected by the cable routing as HDD will take place with no impacts on the surfacing of the PRoW. Therefore, no PRoWs are required to be excavated or altered as a result of the cable run.

### **Construction Compounds**

#### Energy Park

~~3.12.3.11.~~ Due to the size of the Energy Park, there will be multiple construction compounds located within the site. The compounds will be of suitable size for an articulated vehicle to enter, turn and exit in a forward gear.



[3.13-3.12.](#) A temporary car parking area (including space for minibuses) will be provided on the site within the contractor's compounds, as shown on the layout plan included with the submission. Parking will therefore be contained within the site and no unnecessary parking will occur on the local highway network. The compounds will also include areas for the storage of plant and equipment. No parking by contractors, visitors or delivery vehicles will be permitted on the access track leading to the site compound during the construction phase. Visitors will be advised of the parking arrangements in advance of travelling to the site.

#### Cable Route

[3.14-3.13.](#) Two primary construction compounds have been assessed on the cable route, including one at Royalty Farm and one at Bicker Fen Substation. These will be used for primary storage of materials, such as cable drums and welfare facilities. It may be appropriate to store materials and machinery in situ overnight alongside the grid route.

[3.15-3.14.](#) All contractor vehicles will park within the site compound in a designated parking area, available for both visitors and site operatives. Signage will be erected advising / designating where parking is available.

[3.16-3.15.](#) Where possible, plant and materials will be delivered to the compound in suitable sized loads to ensure vehicles have sufficient turning areas within the confines of the site. A banksman will assist any delivery vehicles in turning / entering / exiting the site.

## 4. Construction Programme and Vehicle Movements

### Construction Phase

#### Proposed Development

- 4.1. The Applicant has confirmed that the Energy Park will take approximately 30 months to complete, split roughly into four or five construction areas across the site. The cable route and works at Bicker Fen National Grid Substation will take place within the same timeframe. Energy storage will be delivered over a two year period.
- 4.2. The construction phase includes the preparation of the Energy Park 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 National Grid Bicker Fen substation and grid connection.
- 4.3. 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

- 4.4. A maximum of up to 436 construction workers are forecast to be on site during peak times (assumed to be a six-month period) of construction, with an average of 150 workers during typical periods of construction. At peak times, it is anticipated that around 400 workers will be associated with the main solar farm construction and that around 36 will be associated with the National Grid substation works. As set out in **Section 3**, temporary construction compounds will be provided at the Energy Park and at the Bicker Fen Substation which will include car parking for contractors, ensuring that all parking associated with the construction is contained on site.
- 4.5. The location of where staff will travel from is unknown at this stage as it will depend on the appointed contractor. However, it is anticipated at this stage that any non-local workforce will stay at local accommodation and the vast majority of general operatives will be transported to the site by minibuses to minimise the impact on the local highway network. Assuming 14-seater minibuses are used, there could be around 29 crew minibuses during the peak time of construction (57 two-way trips) and around 11 crew minibuses per day (22 two-way trips) in non-peak times associated with the main solar farm construction and around three crew minibuses (six two-way trips) associated with the substation works. The number of car trips to the site will be minimised to those senior staff such as project managers and the Health and Safety Executive.
- 4.6. 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.





#### Energy Park Construction Deliveries

- 4.7. 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.
- 4.8. The route identified at **Section 5** for construction traffic means that large vehicles will only utilise A-roads for the whole construction route, with impacts on local residential areas minimised. Drivers will be advised to avoid local residential areas, for example the village of South Kyme unless absolutely necessary.
- 4.9. The Applicant has advised that following HGV movements could be associated with the construction period as set out in **Table 4.1**.

Table 4.1 Heavy Goods Vehicle Movements – Energy Park Construction Period

Activity	Type of Vehicle	Total Number of Construction Vehicles
Solar Park Components – Modules <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 (12,190 including 10% contingency)</b>

- 4.10. 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.
- 4.11. In addition to the HGV movements identified in **Table 4.1**, there will also be a small number of construction movements associated with smaller vehicles such as the collection of skips for waste management, the transport of construction workers and sub-contractors.
- 4.12. The Energy Park will be associated with fewer large, abnormal loads than the consented wind farm at the site.

<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 including 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 19 kilometres of access track (comprising 10.3 kilometres new access track and 8.7 kilometres of existing).

#### Cable Route Corridor

- 4.13. The Applicant has advised that the construction of the cable route will be associated with a number of vehicles and machinery including 21 tonne, 13 tonne and 8 tonne excavators, 9 tonne dumpers, tractors, self-propelled tracked drill rigs and a small number of 16.5 metre articulated vehicles.
- 4.14. Vehicles/machinery will generally be brought to the site at the start of the project and stored overnight within a temporary fenced area within the vicinity of where works are being carried out. Light plant, fuel and staff vehicles would return to the compound on a daily basis. As such, the Applicant has advised that there will typically only be around five vehicles moving between the main Energy Park site and the cable route corridor each day (around ten two-way movements). This could be higher or lower at times depending on the stage of construction.
- 4.15. In addition to the movements identified at **paragraph 4.14** there will also be a small number of construction movements associated with smaller vehicles such as the transport of construction workers and sub-contractors. This is assumed to be one minibus arriving and departing each day (noting that there is anticipated to be a maximum of ten staff working on the cable route).
- 4.16. The construction phase will be temporary and, alongside traffic management and mitigation measures set out below, the impact of the works on the local highway network are therefore not considered to be severe.

#### National Grid Bicker Fen Substation Extension

- ~~4.17.~~ The proposals will require an extension to the existing substation at the National Grid Bicker Fen Substation. Detailed design for the extension is ongoing by National Grid with two design options, either Air Insulated Switchgear (AIS) or a Gas Insulated Switchgear (GIS) solution. Both design options will include a new Generation Bay, control room amid a section of perimeter access road. Within the new Generation Bay will be all of the electrical equipment required for connection to the Transmission system. The new equipment will look similar to the units of equipment already installed at the National Grid Bicker Fen Substation site. If a GIS option is pursued, infrastructure will be partly housed in a barn structure.
- ~~4.18-4.17.~~ The estimated length of works is 60 weeks. National Grid has provided an estimate of the number of vehicles that could be associated with the Proposed Development. This equates to a total of 2,076 vehicles over the 60 week (360 days) period and an average of around six vehicles per day (12 two-way trips).
- ~~4.19-4.18.~~ For the heavy and slow plant such as excavators, these would be brought to the site at the start of the project and stored overnight within the vicinity of where works are being carried out. Light plant, fuel and staff vehicles would return to the compound on a daily basis.
- ~~4.20-4.19.~~ The construction phase will be temporary and, alongside traffic management and mitigation measures set out below, the impact of the works on the local highway network are therefore not considered to be severe.



## Operational Phase

### Energy Park

4.21-4.20. It is currently anticipated that once the site is operational, there will be approximately one to two visit(s) per day associated with a Shepherd (for sheep grazing on site) and for equipment maintenance. However, should replacement parts be required, or other significant maintenance require further staff onsite, there could be up to around 20 trips (40 two-way movements per day) for isolated periods of time.

4.22-4.21. The largest vehicles that are likely to be used during the operational phase is expected to be no larger than a 7.5t van or 4x4 vehicles. However, larger vehicles may be required to transport replacement parts, should it ultimately be necessary.

4.23-4.22. Whilst the contractor's compound will have been removed, space will remain within the site for such a vehicle to turn around to ensure that reversing will not occur onto the adjacent highway.

## 5. Construction Traffic Route and Access

### Energy Park Access Arrangements

#### Temporary Construction Access

- 5.1. Whilst the proposed permanent construction and operational access is under construction, temporary construction access is proposed to be provided via an existing junction with the A17, approximately 600 metres southeast of B1395 Sidebar Lane junction.
- 5.2. The existing access, adjacent to Elm Grange, is shown at **Figure 5.1**. Visibility splays of 2.4 x 215 metres can be achieved in both directions to the nearside kerb, commensurate with speeds of 60mph (notwithstanding recorded speeds of less than this).
- 5.3. Access to a new school for children with Special Educational Needs and Disabilities (SEND) is provided in this location. Any vehicle movements associated with the construction of the Energy Park will be minimised and restricted to avoid the start and end of the school day (where it is understood that the majority of pupils arrive and depart by taxi). The Site Manager will liaise with the school on a regular basis to inform them of expected vehicle movements and to manage the arrival and departure of the largest vehicles.
- 5.4. The temporary construction access will only be in place until such a time that the permanent access is completed. This is estimated to be a period of around two months.

#### Main Construction and Operational Access

- 5.5. Vehicular access to the site during the construction and operational phases is proposed via a new priority junction with the A17 to the south of the site, approximately 900 metres northwest of the junction with Six Hundred Drove. The proposed junction arrangement is illustrated at **Figure 5.2**. This is in the approximate position agreed as part of the previous wind farm planning consent at the site.
- 5.6. Following pre-application discussions with highways officers, all construction traffic (including light and heavy vehicles) will be required to make a "left in – left out" manoeuvre at the site access. Drivers will be made aware of this upon arriving and departing the site and appropriate signage will be provided at the site access.
- 5.7. The junction will provide a seven metre wide access road, wide enough to accommodate two HGVs simultaneously. A wider bellmouth of up to approximately 43 metres is proposed to connect to the A17.
- 5.8. Junction radii of 12 metres on the north-western side and ten metres on the south-eastern side will be provided to accommodate the swept path of the largest vehicles associated with the proposed Energy Park.
- 5.9. All construction vehicles will enter and exit the Energy Park in forward gear. **Figure 5.2** demonstrates the Swept Path Analysis of a 16.5 metre articulated vehicle at the access. A 16.5m articulated HGV will access the site frequently during the construction phase. A low loader will be required to transport a small number of deliveries associated with energy storage units. These deliveries will be managed to ensure that the access road is clear at all times. **Figure 5.2** confirms that a low loader can manoeuvre appropriately at the site access.

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

#### Abnormal Indivisible Loads

- 5.12. A small number of abnormal indivisible load (AIL) will be required for the on-site step-up transformers which will be the largest vehicle accessing the site from the A17. The transformers measure around 300 tonnes which could require a 74-metre-long trailer (total AIL length approximately 79 metres).
- 5.13. A swept path assessment for the proposed site access has been undertaken to confirm the temporary works required at the access to accommodate the AILs. The vehicle will need to overrun the southern verge opposite the access and a scheme of temporary works, which has been included in the DCO (document reference 3.1), is proposed here to reinforce the grass verge to accommodate the AILs.

#### **Proposed Energy Park Access Mitigation**

- 5.14. The arrival and departure of HGVs at the site will be strictly managed by the Site Manager. Drivers will adhere to a delivery schedule and will be required to call ahead to ensure that any emerging HGVs can be held within the construction compound. No HGVs will be permitted to wait on the public highway.
- 5.15. As set out above, all vehicles will only be permitted to turn left in and left out of the site access junctions and banksmen can be located at the site access, if necessary, to assist the largest vehicles exiting the site.
- 5.16. Temporary signage will be erected in the vicinity of the Site during construction phase. Diagram 7301 'WORKS TRAFFIC ONLY' in the Traffic Signs Regulations and General Directions 2016 (TSRGD) will be used to indicate that heavy construction vehicles are turning. Signage will be white text and red background 1050 x 750mm mounted in 'A' frame, as illustrated at **Appendix C**.
- 5.17. Wheel washing may be required until the internal access tracks are completed. A drive through 'dry' wheel wash will be provided within the Site close to the A17 to ensure that vehicle's wheels are clear of mud and detritus before exiting on to the local highway network.
- 5.18. The contractor will dispose of any waste material arising from the works responsibly, ensuring compliance with all legislation including, but not limited to the Waste Duty of Care Code of Practice (2018). Any HGVs transporting materials off site will be covered to reduce the propensity of dust and dirt.
- 5.19. The contact details of the contractor and those of the highway department at Lincolnshire County Council will be exchanged before commencement of the works on site.

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

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

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

#### Northern Cable Route Access

- 5.22. Access to the north of the drain is located approximately 430 metres northeast of the A17 junction with the A1121, as shown at **Figure 5.3**. The junction has been used previously for the construction of the Triton Knoll cable link and as such is considered suitable to accommodate the limited number of vehicles associated with the cable route construction.
- 5.23. All construction vehicles will enter and egress the site in a forward gear, as shown on **Figure 5.3** which shows a 16.5m HGV accessing and egressing the site from both directions. This is the largest vehicle that will need to access the site during the construction phase. **Figure 5.3** also shows that visibility splays of 2.4m x 160m to the nearside kerb in both directions can be achieved commensurate with DMRB requirements for the signed 50mph speed limit on the A17.

#### Southern (Triton Knoll) Access

- 5.24. South of the drain, access to the cable route will be taken via the existing Triton Knoll access road from the A17, around 800 metres southeast of the A17 junction with the A1121, as shown at **Figure 5.4**.
- 5.25. All construction vehicles will enter and egress the site in a forward gear, as shown on **Figure 5.4** and visibility splays of 2.4m x 160m can be achieved to the nearside kerb in both directions commensurate with DMRB requirements for the signed 50mph speed limit on the A17.

#### Royalty Lane Access

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

### Access to Bicker Fen Substation

- 5.27. Access to the Bicker Fen Substation by National Grid is currently achieved via Bicker village ~~or via and the A52 haul road from the A52, further detailed below. This will not change as a result of the Proposed Development. Access for some~~. As set out at **paragraph 2.12**, construction vehicles associated with the extension ~~to the works at Bicker Fen Substation~~ will ~~continue to access via Bicker, in line with National Grid's existing arrangements. The majority of use the Triton Knoll access track (described at paragraphs 2.7 to 2.8). However, in the event of an emergency or as a result of matters outside of National Grid's control,~~ vehicles associated with its works at the substation will ~~use the route via the existing route from the A52, National Grid haul road to access Ing Drove~~Access Road, Cowbridge Road, Bicker Drove and Vicarage Drove ~~which ultimately provide to~~ access ~~to~~ the substation.

### **Proposed Cable Route Access Mitigation**

#### Traffic Management

- 5.28. It is envisaged at this stage that the cable run will be constructed outside of the peak construction periods for the proposed Energy Park, minimising the potential for conflicts and impacts on the highway network.
- 5.29. Before construction commences a letter to the nearest properties would be issued and vehicles will be prohibited from using any private driveways to turn around.
- 5.30. Where required, suitable traffic management would be implemented to ensure safe operation and to reduce as far as reasonably practicable the impact of the cable route works on the local highway network. It may be necessary to implement some night-time closures of the A17, in order to install the cable across the carriageway.
- 5.31. There will be appropriate signing, lighting and guarding of the temporary works as per the Code of Practice "Safety at Street Works and Road Works" and Chapter 8 of the Traffic Signs Manual 1991, as required by Section 65 of the New Roads and Street Works Act, 1991.
- 5.32. Detailed traffic management layouts, site specific risk assessments and method statements would be produced and agreed with Lincolnshire County Council for all traffic management and highways related construction activities. The precise nature and locations of signage would be agreed with Lincolnshire County Council and will remain in place for the duration of the construction period.
- 5.33. The following traffic management measures could be implemented along the cable route, depending on the nature of the carriageway within which the works are taking place, and whether the cable will be laid within the carriageway or where the cable route crosses the highway:
- Give and Take:*
- 5.34. On roads along the route where the speed limit is 30mph or less, a give and take arrangement will be implemented whereby traffic gives way to oncoming vehicles past the works.

#### *Stop/Go boards:*



- 5.35. On roads along the route where the speed limit does not exceed 60mph (and where adequate visibility and lighting is available), stop/go boards shall be used to manage the flow of traffic past the cable works. Use of Stop/Go boards would be restricted to daylight hours.
- 5.36. Where manually rotated signs are in use and the operatives are not in direct line of sight, then two-way radio communication between operators must be used.

*Temporary traffic signals:*

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

*Road closure:*

- 5.38. Whilst this would be avoided, where possible, if it becomes necessary a Temporary Traffic Regulation Order (TTRO) could be applied for by the contractor to close a road or part of a road along the construction route.
- 5.39. If necessary, pedestrian access to properties within the affected road/s will be maintained at all times.
- 5.40. Appropriate traffic control signage will be agreed and provided as part of any of the above traffic management measures, in line with the Traffic Signs Regulations and General Directions (TSRGD) 2016 and Traffic Signs Manual Chapter 8.

### **Construction Traffic Routing**

#### Energy Park Construction Traffic Routing

- 5.41. The Applicant has confirmed that the solar farm components could be imported to the UK via Immingham. It is therefore likely that construction traffic will arrive at the site from the west via the A17, as shown at **Figure 2.1**.
- 5.42. In order to prevent construction traffic crossing opposing traffic on the A17, any vehicles approaching from the east (right in movements) will be required to turn at the roundabout junction with the A15 and A17 at Sleaford to the west of the site.
- 5.43. Vehicles leaving the site will only be permitted to turn left out. Therefore, any vehicle wishing to continue its journey to the west will be required to turn at the roundabout between the A17 and A52 at Bicker to the east or continue on routes to the east of the site such as the A52 and A15.

#### National Grid Substation Construction Traffic Routing

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

~~5.44. In order to avoid, as much as possible, HGVs associated with the construction of the Project using Cowbridge Road, the Applicant and National Grid Electricity Transmission Plc (NGET)~~

have agreed (through the form of a private agreement, with the relevant commitment reflected in this Outline Construction Traffic Management Plan submitted at Deadline 5) that HGVs associated with the construction of the Bicker Fen National Grid Substation extension works (Work No. 6A, 6B and 6C) will be routed via the Triton Knoll access track. HGVs will also use Doubletwelves Drove, Bicker Drove (north of Vicarage Drove), and Vicarage Drove, which connect to the Triton Knoll access track. The Applicant and National Grid will not use the A52 access road, Ing Drove, Bicker Drove (south of Vicarage Drove) or Cowbridge Road for use by HGVs, otherwise than in the event of an emergency or as a result of matters outside of its control (including, but not limited to, the Triton Knoll access track being blocked or impassable). The Triton Knoll access track is shown on **Figure 2.1**. It should be noted that National Grid can utilise the Triton Knoll access track route only because it sits within the proposed DCO order limits, and only for the purposes of its construction of the substation extension works in the Order (Work No. 6B and 6C), and in connection with no other works or projects. All other vehicles accessing the existing Bicker Fen National Grid Substation for other operational or construction purposes (now and in the future), except for the Bicker Fen National Grid Substation extension works (Work No. 6B and 6C) in the proposed Order, will not benefit from the necessary access rights to utilise the Triton Knoll access track and will access the Bicker Fen National Grid Substation from the existing routes.

#### National Grid Construction Routing Principles

- 5.45. Construction vehicles will only access the site via the designated construction route identified in this draft oCEMP. This route will ensure, as far as practicable, that heavy construction vehicles associated with the site will not unnecessarily pass through small villages in the vicinity of the site, such as South Kyme.
- 5.46. All roads along the designated routes are already used by HGVs. The local highway network within the immediate vicinity of the site is generally comprised of distributor roads, is not subject to any weight or height restrictions and is suitable to accommodate all types of vehicles including maximum articulated delivery vehicles. The route is therefore considered suitable for use by the relatively low number of HGVs that will be associated with the limited temporary construction period, details of which are set out at **Section 4**. 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.
- 5.47. Drivers will be informed of the route prior to arriving at and / or departing from the Site. Drivers will be advised not to use Sat-Navs to reach the Site.

#### **Abnormal Indivisible Loads**

- 5.48. An initial ALL assessment has been completed by Collett & Sons Ltd to consider the routing of a transformer in a Girder Bridge configuration from Immingham Port to the proposed site access location. This report confirms that in principle, there are no issues associated with ALLs accessing the site. However, the routing of ALLs will be subject to a detailed route assessment in due course.
- 5.49. All temporary works, such as removal of street furniture, will be subject to discussion with relevant authorities and form part of a delivery plan for each abnormal load. Each delivery will be planned in advance, escorted and managed such that any impacts are minimised. Such arrangements will be procured through standard processes with the relevant planning authority at the appropriate time.



**Beacon Fen Energy Park**

5.50. In the event that the phase of works has the potential for construction traffic to overlap with construction traffic for the Beacon Fen Energy Park project, the Applicant will notify Beacon Fen Energy Park Limited prior to submission of the final plan for approval under Requirement 14.



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

### Security & Segregation

- 6.1. The Principal Contractor(s) will ensure their active works areas are fully enclosed with Heras fence (as a minimum) and controlled access gates, so the active work areas are completely autonomous from any surrounding areas, clearly defined and separated before any works commence on-site, to ensure they are fully secured from trespassers / members of the public / children. Any off-site work areas (such as highway works) will be secured with traffic barriers as a minimum.
- 6.2. Visitors will be directed (by signage at the entrance gate and by any personnel at the site gates) to the site office accessed via clearly defined pedestrian routes. Visitors will sign in and be inducted (as appropriate for the nature of their visit) by the Site Manager, prior to being permitted on-site.

### Deliveries

- 6.3. Deliveries to site will be directed onto site by relevant signage. A banksman will be used if required, and drivers will be asked to report to the office during working hours.
- 6.4. All materials will be stored on site in areas designated – these areas will move as and when the route of build dictates. All plant delivered to site will be offloaded on site.
- 6.5. Delivery vehicles will not be permitted to wait, queue, or circulate on the public highway when the development site is not open for deliveries.

### Working Hours

- 6.6. Core working hours are proposed to be 08:00 to 18:00, Monday to Friday and 08:00 to 13:00 on Saturdays unless in exceptional circumstances where the need arises, for example to ensure the continuous drilling of a HDD can be completed, as these cannot be stopped part way through. This may result in some night-time working. Some start up and closing down time may be required outside of these hours, for example between 07:00 – 08:00 and 18:00 – 19:00, which is likely to include teams arriving and leaving site. Equipment likely to cause a disturbance would not be used during these hours.
- 6.7. Until the new access from the A17 has been completed, the existing site entrance at Elm Grange will be used. Construction activities onto the Energy Park will be timed to avoid drop-off and pick-up of school students – e.g. between 09:00 – 09:30 and between 14:30 – 14:40. Further detail on transport timings is available in the outline Construction Traffic Management Plan.

### Mobile Plant Certification

- 6.8. All plant will have the appropriate certification and checks with copies held on file on site.
- 6.9. Regular inspections of all plant will be carried out with copies held on file. All mobile plant will be stored within the site when not in use.



### **Protection of the Public**

- 6.10. Construction risks to the public associated with this project will be covered as part of the Construction Phase Plan (CPP) developed for the project. The Principal Contractor(s) will be vigilant to the possibility of works areas being accessed by unauthorised persons and ensure that a high standard of housekeeping practices are implemented across the site to ensure they reduce the risk of potential injury to trespassers, if they manage to gain access to the site.
- 6.11. All materials, plant and tools will be fully secured/supervised when not in use and particularly at the end of the working day. Material storage/compound areas will also be fully secured inside the site.

### **Liaison with Public**

- 6.12. A display board will be prominently displayed at the development site. All boards will detail the nature of the works being undertaken, a contact name, telephone number (including a telephone number to be used outside normal working hours), and a postal address where any enquiries can be sent.
- 6.13. The telephone number provided to local residents and businesses will be maintained at all times whilst the development works are taking place in order to respond to any enquiries and complaints.
- 6.14. Complaints resulting from the site should be addressed to the Site Manager.
- 6.15. Regular communication with neighbouring residents will be maintained throughout the duration of the works to provide updates on the scheduled works and any changes that may occur as a result of unforeseen circumstances.
- 6.16. A complaints register will be kept and will include complainant's details, date and time of the complaint, cause(s) of the complaint, action taken to resolve the complaint, date and time of action taken to resolve the complaint, and reasons for any unresolved complaints.

### **Signage**

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

### **Inductions**

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



### **Carriageway Cleaning**

- 6.20. Pro-active measures will be undertaken to prevent spoil from vehicles leaving site during the works being deposited on the local highway network.
- 6.21. All construction vehicles gaining access and egress to the site will be via the construction access. There will be potential for delivery vehicles and other site traffic to carry mud and silt onto the public roads when exiting the site. This will be regularly monitored by site management team and if required wheel wash facilities will be located adjacent to the exit and will be used to wash down the wheels of vehicles prior to leaving the site to avoid the risk of mud/debris being deposited on the public highway. In addition to wheel wash facilities, the development will be able to call in a road sweeper to deal with any incidents involving mud being transferred onto the public highway.
- 6.22. If complaints arise or incidents of mud deposits occur, these will be investigated immediately, and appropriate action taken.

### **Welfare Provision and Health & Safety**

- 6.23. The Principal Contractor(s) will provide full welfare facilities in accordance with Schedule 2 of the CDM Regulations 2015 – these facilities will be in place prior to construction works commencing on-site and this will be confirmed by the Principal Designer to the Client, following review of the Construction Phase Plan. Welfare facilities shall be placed in a convenient location on site and as a minimum these will comprise an office and canteen double, a toilet block and stores.
- 6.24. Comprehensive health and safety assessments are an essential part of the construction process and would be carried out prior to construction by the contractor in accordance with legislation. A Construction, Design and Management (CDM) co-ordinator will be appointed responsible for the provision of a pre-construction information pack, as required under the Construction (Design and Management) Regulations 2015. The appointed contractor will be required to provide a construction phase plan.
- 6.25. A weekly meeting is to be held between the Client, Project Co-ordinator and designers. The Health & Safety Advisors will regularly visit site to carry out the sit Health & Safety Plan. Regular visits to the site will be carried out by our nominated Health & Safety Advisor. From these visits monitoring reports will be generated.
- 6.26. Reportable accidents and dangerous occurrences will be reported in accordance with RIDDOR.
- 6.27. It is recommended that during any groundworks, appropriately licenced contractors should be appointed, PPE/RPE should be worn as necessary by groundworkers, and a safe system of work established prior to commencement.



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

#### **Emergency Contact Details**

- 6.30. A notice displaying emergency contact details will be displayed in a prominent location onsite – such as within the site office. External notices will be placed at prominent locations around the perimeter of the site, for example near Elm Grange and Bicker Fen and along Timms Drove and Sidebar Lane where the public right of way meets the site boundary.
- 6.31. Should a pollution incident occur, the relevant external organisations would be contacted. The details will be completed on the relevant notices, for example with a spill kit, or held by the Project Manager overseeing the work. This could include:
- Environment Agency.
  - Police.
  - Fire and Rescue Service.
  - National Grid.
  - Natural England; and
  - The Local Planning Authorities of North Kesteven District Council; Boston Borough Council and Lincolnshire County Council.
- 6.32. All accidents, incidents and near misses (including spills, dust, noise pollution etc) will be reported to the Site Manager immediately. These will be recorded and investigated as appropriate. Details to be recorded will include: a description of the incident, potential contributory causes, adverse effects, measures implemented to mitigate adverse effects, and effectiveness of measures implemented to prevent incidents happening again.

#### **Fire Plan / Special Site Instructions**

- 6.33. All site personnel will be advised of escape routes and firefighting equipment at induction stage and copy of the fire plan will be kept in the site file. Hot works permits will be issued as required.
- 6.34. Site perimeter fencing must be complete and intact to ensure security of the site.
- 6.35. All site waste material to be put into skips. Site to be always kept clean of any debris. Materials to be stored neatly in the designated storage areas on site.



### **Monitoring Arrangements**

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



## 7. Environmental Control Measures

### Landscape and Visual Amenity

- 7.1. The existing structural vegetation shall be retained and protected during the construction phase by implementing exclusion zones and tree protective fencing and retained post construction.
- 7.2. The Root Protection Area (RPA) shall inform the extent of the tree protection zones to be applied during the construction phase. The tree survey shall be included within an Arboricultural Impact Assessment (AIA) and shall be accompanied by an Arboriculture Method Statement which will set out the mitigation and protection measures to be undertaken during the construction phase.
- 7.3. There is potential for loss of vegetation during the construction phase of the Proposed Development. To avoid and control the potential removal or damage to the existing and retained vegetation the proposed construction compounds and new access tracks have been designed at sufficient distance from these features to avoid encroachment into their RPA.
- 7.4. The access arrangement into the Energy Park has been carefully considered in order to utilise the existing tracks within the Energy Park, in the most efficient way, with the vehicular access formed along the least constrained section of the A17, characterised by lack of boundary vegetation and open field boundaries.
- 7.5. The existing vegetation shall be managed, in accordance with best practice, where practicable to ensure its continued presence and to aid the screening of low-level views into the Energy Park.
- 7.6. Construction compounds have been located away from large concentrations of sensitive visual receptors. As the construction work progresses, it may be possible to consider other locations within the Proposed Development, if they benefit from a stronger sense of enclosure and visual separation from the nearby roads, PRoWs, and residential receptors.
- 7.7. Construction works to be carried out in phases in order to reduce the geographical extent of the activities within the Energy Park and movement in the landscape.
- 7.8. Any artificial lighting to be set to the minimum acceptable standards in terms of lux level, current at the time. The location of the lighting columns to be considered in the context of the retained vegetation, potential effects upon the nocturnal species, and to provide maximum screening from the sensitive visual receptors.
- 7.9. Any artificial lighting is to be limited to the operational working hours only. Where security lighting is necessary this shall utilise passive infra-red (PIR) technology controlled and be triggered by movement only.
- 7.10. Lighting shall use directional fitting to reduce and minimise any potential light spill and glare. Lighting fittings shall be installed with light hoods/cowls to direct lighting below the horizontal plane. The height of the lighting units / columns to be as small as practical to reduce light spill and glare.

- 7.11. Lighting units to be directed towards the interior of the Energy Park and not outside of the boundaries of the Order Limits, see **Appendix H – Outline Artificial Light Emissions Plan** for further details on the management and control of artificial lighting at the Proposed Development.
- 7.12. It is envisaged that any construction works are unlikely to affect any of the perimeter vegetation present or abutting the boundaries of the Energy Park, taking into account the proposed offsets and tree/ hedgerow protection. Limited tree and hedgerow removal is expected to deliver the cable route corridor with woodland W7 at the Bicker Fen Substation partially removed to accommodate the Additional Works. In the unlikely event that the perimeter vegetation has to be removed / partially removed, replacement planting will be considered (as will be agreed within the Landscape Ecological Management Plan secured by Requirement 8 of the DCO (document reference 3.1)).
- 7.13. Where works in close proximity to retained trees cannot be practically avoided, these works shall be undertaken in accordance with the current best practice, defined in British Standard (BS) 5837: 2012 Trees in relation to design, demolition and construction – Recommendations and National Joint Utilities Group (NJUG) Guidelines for the Planning, Installation and Maintenance of Utility Apparatus in Proximity to Trees, or guidance applicable at the time.
- 7.14. All necessary protective fencing shall be installed prior to the commencement of any site construction works.
- 7.15. The area for the proposed Community Orchard is to be excluded from any construction works and storage to avoid compacting the soil and degrading its quality.

#### **Residential Amenity**

- 7.16. The existing structural vegetation shall be retained and protected during the construction phase by implementing exclusion zones and tree protective fencing, and retained post decommissioning.
- 7.17. The existing vegetation shall be managed, in accordance with best practice, where practicable to ensure its continued presence and to aid the screening of low-level views into the Energy Park.
- 7.18. Construction compounds have been located away from large concentrations of sensitive residential receptors. As the construction work progresses, other locations within the Proposed Development to be considered, if they benefit from a stronger sense of enclosure and visual separation from the nearby roads, PRoWs, and residential receptors.
- 7.19. Any artificial lighting to be set to the minimum acceptable standards in terms of lux level, current at the time. The location of the lighting columns to be considered in the context of the retained vegetation, potential effects upon the nocturnal species, and to provide maximum screening from the sensitive visual receptors.
- 7.20. Any artificial lighting to be limited to the construction working hours only. Where security lighting is necessary this shall utilise passive infra-red (PIR) technology controlled and be triggered by movement only.

- 7.21. Lighting shall use directional fitting to reduce and minimise any potential light spill and glare. Lighting fittings shall be installed with light hoods/cowls to direct lighting below the horizontal plane. The height of the lighting units / columns to be as small as practical to reduce light spill and glare.
- 7.22. Lighting units to be directed towards the interior of the Energy Park and not outside of the boundaries of the Order Limit, see **Appendix H – Outline Artificial Light Emissions Plan** for further details on the management and control of artificial lighting at the Proposed Development.

### **Ecology and Ornithology**

- 7.23. A series of ecological surveys have been completed for the Proposed Development, including breeding bird surveys, bats, badger, arable and aquatic flora and phase I habitat surveys.
- 7.24. The Energy Park and associated grid connection will be situated within an intensively farmed landscape of low nature conservation value. The substation extension is within the National Grid land boundary, alongside the existing Bicker Fen Substation.
- 7.25. The large fields associated with the remainder of the Proposed Development are divided by wet ditches and Internal Drainage Board managed water courses. There are no sites of international, national or local importance within or adjacent to the Energy Park Site. There is one Local Wildlife Site (The South Forty Foot Drain) along the route of the off-site grid connection. The Wash SPA/SAC is approximately 15km from the Proposed Development. It is hydrologically connected to the Proposed Development via the drainage network which all enter the South Forty Foot Drain before it discharges into the Wash SPA/SAC 16km downstream.
- 7.26. There are four blocks of native woodland within the energy park and a small number of gappy hedgerows.
- 7.27. A total of 68 breeding bird species were recorded during the breeding bird surveys of which 56 species bred. Three Schedule 1 / Annex I species was found breeding in the area during the surveys (one pair of marsh harrier, three pairs of barn owl and one pair of kingfisher) Twelve Birds of Conservation Concern (BOCC) Red List species (Stanbury *et al* 2021) were found breeding: grey partridge, lapwing, skylark, starling, mistle thrush, tree sparrow, house sparrow, yellow wagtail, greenfinch, linnet, corn bunting and yellowhammer).
- 7.28. Low-level bat foraging activity was recorded comprising up to twelve species of bat within the Energy Park and one bat roost was identified within the derelict buildings in the centre of the Energy Park.
- 7.29. There was no evidence of water vole within the Proposed Development. There was no evidence of otter within the energy park but evidence of use of the South Forty Foot Drain which crosses the Grid Connection Corridor. There is an active Badger population within and around the Energy Park but not along the Grid Connection Corridor. There is brown hare throughout the Proposed Development.

- 7.30. At the start of construction, a kick-off meeting will be held with the Site Manager, and a suitably qualified and experienced ecologist to discuss best practice and legal requirements for protected species, including badgers, bats, hares and nesting birds and ensuring existing habitats such as woodlands, hedgerows, grasslands and ditches are protected from direct damage.
- 7.31. A further survey will check the Proposed Development for signs of protected species before construction commences in that area, for example badgers so their setts can be avoided (a 30m exclusion zone for heavy machinery or vibration). Where works are required in the breeding bird season (1 March to 31 August) impacted hedgerows will be checked for presence of nesting, prior to works commencing. If breeding birds are found an exclusion zone will be enforced until the nest is vacated – the size of this zone will be determined by a qualified ornithologist.
- 7.32. A suitably experienced local ecologist will be appointed as the Ecological Clerk of Works (ECoW) to give tool box presentations to construction staff prior to construction in respect of the requirement to protect habitat and species during construction, conduct regular site visits during construction to check compliance with ecological mitigation, and to be on call through the construction period to advise and resolve any ecological risks to habitats or species.

#### **Pre-commencement Surveys**

- 7.33. Prior to commencement the following surveys will be undertaken. These surveys will ensure that information relating to priority and protected species remains current and that habitat creation and enhancement interventions are matched correctly to soil chemistry. These surveys will also form the baseline data set for the ongoing monitoring program to be undertaken at the site during its operational phase.
- 7.34. Species Surveys 2024:
- Breeding bird surveys (including specific survey methods to determine the contemporary presence/probable absence of quail<sup>13</sup>)
  - Badger Survey
  - Bat Survey (Activity and Roost)
  - Water vole and Otter
  - eDNA sampling of the onsite pond
- 7.35. Habitat Survey 2024:

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<sup>13</sup> Whilst it is considered that mitigation proposals for skylark and yellow wagtail will also address any need to mitigate for the potential loss of quail breeding habitat, should pre-commencement surveys in 2024 highlight the presence of breeding quail onsite an assessment and proposals for mitigation will be submitted to the relevant decision makers prior to commencement.

- Ditch surveys to establish ongoing maintenance and enhancement cycles for those ditches outside of IDB management.

7.36. Habitat Creation and Restoration preparatory /surveys 2024:

- Soil Sampling: Soil P, K, Mg, pH, soil organic matter, soil mineralizable nitrogen and soil plant-available phosphorus (Olsen-P) concentration (mg P L<sup>-1</sup>)
- Soil Carbon: Soil bulk density (g cm<sup>-3</sup>), soil carbon stock (t C ha<sup>-1</sup>) and Soil C/N ratio

7.37. Arboriculture Surveys 2024:

- Further arboriculture survey work to identify 'veteran tree' status (reference G39 west of Bicker Fen Substation)

### **Measures to Protect Designated Sites During Construction**

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

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

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

### **Measures to Protect Habitats During Construction**

#### Grasslands

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

#### Hedgerows

7.41. In order to minimise and avoid damage to boundary habitat from dust deposition and runoff the following measures will be implemented:

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

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

7.43. If any short section of hedgerow is to be removed during the laying of the Off-Site Grid Connection an ecological assessment by suitably qualified ecologist will be carried out prior to removal works. This works will be completed outside the bird breeding season and the hedgerow will be replanted in the next planting season following construction with the same hedgerow species, ensuring temporary loss and reinstatement does not exceed a period of 24 months.

#### Wetlands

- 7.44. The pond in the centre of the site will be protected from construction operations and the potential risk of silt run-off from the adjacent construction compound by bunding to prevent any flow into the pond.
- 7.45. Measures to limit potential negative effects as a result of possible dust deposition or silt runoff into the drainage ditches within the Energy Park Site will include :
- Erection of fencing to establish stand off from the pond and all ditches 9m from Internal Drainage Board managed ditches and 8m from all other ditches;
  - Restrict working during prolonged periods of heavy rain; and
  - If required, the installation of silt fencing.

7.46. Where the Off-Site Grid Connection corridor will cross smaller field ditches that could be excavated rather than directionally drilled, in-ditch dams will be installed to ensure no run-off of silt occurs. If ditches are holding water, and require pumping prior to cable installation an ecological survey will be carried prior to any works to ensure this method is only used where there is no risk to protected species within the ditch up-stream or downstream of the crossing.

#### Woodlands

- 7.47. The construction of the Proposed Development will not result in any loss of woodland or encroachment of woodlands, except at Bicker Fen Substation. However, there is potential for damage or compaction to tree roots when installing the fencing and array structures.
- 7.48. Root protection zones will be established in compliance with BS5837 (2012). Precautionary protection measures will be taken to fence all woodlands and individual trees to ensure no root damage and to avoid risk of accidental damage.

- 7.49. The fencing will be installed prior to construction commencing, in order to demarcate the root protection zone buffer between the woodland and construction area.
- 7.50. The construction crew will be informed that no materials should be stored, or vehicles driven within this area via a toolbox talk delivered to all key construction staff at the commencement of construction.
- 7.51. In order to minimise dust deposition and run-off which may affect the woodland habitat. The following measures will be implemented:
- Stockpiles of spoil and site materials will be stored away from woodland field boundaries; and
  - Restrictions on working close to woodlands during periods of heavy rain and the installation of silt fencing and/or temporary drainage channels if necessary.

### **Measures to Protect Species During Construction**

#### Water Vole

- 7.52. Although not recorded as present in the site prior to the crossing of watercourses which will not be directionally drilled, a water vole survey will be conducted in the appropriate season, and in sufficient time, to ensure that if water voles have colonised the area appropriate mitigation measures can be implemented.

#### Badgers

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

#### Bats

- 7.54. Whilst it is considered that there will be no significant effect upon bats during construction, a precautionary approach will be taken including:
- Fencing to protect accidental access or accidental damage to the identified bat roost in the derelict farm building in the centre of the Energy Park;

- Fencing to protect potential roost sites within trees and woodlands from accidental damage ;
- No security lighting spill onto identified bat roost sites or potential bat roosts;
- Any lighting required during directional drilling operations is temporary and directed at the working areas to avoid light spill; and
- No security lighting spill onto identified important bat foraging and commuting areas, in particular wet and water filled drainage ditches.

#### European Hare

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

- Habitat manipulation to create suitable habitat for European Hare outside construction areas prior to commencement within each area of work;
- Habitat manipulation to minimise suitability for European Hare in construction area prior to each phase on construction;
- The provision of ramps into any open excavations to allow any European Hare (particularly leverets that have fallen in to escape);
- Contractor training and induction to ensure awareness and care during installation of solar arrays and associated infrastructure;
- Adopting a speed limit of 10mph across the site to reduce the possibility of incidental mortality; and
- Any leverets (young hares can run from birth) encountered during works should be allowed to move away from works.

#### Breeding Birds

7.56. Standard Good Practice to avoid impacts to nesting birds during works, including disturbance to Schedule 1 species nesting adjacent buildings, will include:

- Appropriate timing of clearance works (i.e., outside of the breeding season between October and February inclusive) and pre-clearance nesting bird checks if required.
- Breeding bird surveys will be conducted prior to works occurring during the bird breeding season.
- In the event that any active bird nest is discovered the ecological clerk of works will be contacted immediately and if it is considered that the nest would be impacted by any scheduled works, works will be deferred within a minimum radius of the nest and the nest monitored until the nest is no longer active. The ecological clerk of works will determine the appropriate radius and period during which works will be deferred.



- Access to grass margins, ditches and woodland will be prevented by fencing to avoid accidental disturbance to nesting species.
- Access to buildings on site will be prevented by fencing to avoid accidental disturbance to nesting species.
- No development activities should be undertaken within 500m of any of the Schedule 1 / Annex I species' nest-sites during the breeding season (March–July); and
- All parts of the Proposed Development where any development work is planned to take place during March–July will be carefully surveyed for breeding Quail prior to any work commencing.

#### Wintering Birds

- 7.57. Construction works on the Energy Park Site and Off-Site Grid Connection route could potentially cause temporary disturbance to pink-footed geese, a wintering bird species contributing to the Wash Special Protection Area (SPA) designation.
- 7.58. Once the timetable for the construction of the Off-Site Grid Connection route has been agreed and the timing of landowner access is known alternative feeding areas for pink footed geese in the vicinity of the grid connection route close to Swinehead should be secured.

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

- 7.59. Sediment and surface water run-off generated during the construction phase of the Proposed Development will be managed through established good practice construction techniques. It is envisaged that this will include:
- A pre-commencement survey/visual inspection of the site's drainage network will be undertaken prior to construction to inform the ongoing management and maintenance regime.
  - During the construction phase, the appointed Ecological Clerk of Works will regularly review the weather forecast. The flow regime, water level and turbidity of these smaller field ditches will be monitored accordingly by the Ecological Clerk of Works. It is envisaged that monitoring will take the form of visual inspection/checks and, in the case of turbidity, the use of a hand-held turbidity meter, or similar. Impacts from construction works will be avoided by minimising works during periods of high precipitation.
  - SuDS, in the form of swales, will form part of the solar array infrastructure and will assist in the control of sediment and surface-water run-off.
  - All access tracks and solar array working areas will be inspected during wet periods in order to identify (i) areas where surface water run off collects and pools and (ii) areas characterised by overland surface water flows. This will facilitate the implementation of silt run-off mitigation measures on a 'dynamic' basis. Silt fences will be erected within areas considered at risk of erosion (i.e. where surface water run-off is likely to be mobilised overland).

- Silt fences will be erected within areas considered at risk of erosion (i.e. where surface water run-off is likely to be mobilised overland).
- Silt fences will be inspected daily and cleaned as required.
- Silt matting will be installed where required (e.g. within temporary drainage channels), checked daily and replaced as necessary.
- Excess silt will be deposited within designated areas at least 50m away from any on-site ditch or drain.

- 7.60. The schedule/programme of ditch/drain monitoring and implementation of construction impact mitigation measures will be agreed in consultation with the Black Sluice Internal Drainage Board.
- 7.61. The design of the Energy Park has considered landowner managed, and Internal Drainage Board ditches, and included minimum buffer zone distances of 8m and 9m respectively. Crossings will utilise existing culverts, with the exception of a new one required at the new site entrance from A17, over a landowner managed ditch. Further details setting out the proposed methodology for construction/ operational traffic to cross a watercourse is set out in **Appendix I – Outline Watercourse Crossing Method Statement**.
- 7.62. Along the grid route the cable will pass, via horizontal directional drilling,, under Internal Drainage Board ditches, as well as the South Forty Foot Drain. The impact on these features will not be significant.
- 7.63. Any works within (i) 8m of EA maintained flood defences or (ii) 9m of IDB drains shall be subject to the consent of the appropriate regulatory authority and impact mitigation measures will be provided in accordance with the conditions imposed upon any such consent.
- 7.64. Where hydrocarbons/petrochemicals are to be stored on site during construction works, they will be stored in accordance with EA pollution control regulations.
- 7.65. Drainage on the Energy Park site include (i) grassed swales within the field parcels containing the solar panels (to intercept surface water run-off and facilitate infiltration) and (ii) surface water balancing ponds/holding tanks within the on-site substation and energy storage compound. Drainage infrastructure will generally be provided at an early stage of the construction phase (i.e. such it may assist with construction impact mitigation)
- 7.66. Prior to commencement of construction works, a flood incident management plan shall be prepared in consultation with the EA and BSIDB. The plan will identify 'trigger' levels and the roles and responsibilities of construction staff/managers.

## **Cultural Heritage**

### *Archaeology*

- 7.67. There could be potential truncation or loss, through plant movements, topsoil stripping or scraping, and groundworks for installation of arrays and cabling, provision of drainage, access, and landscaping, of known and potential buried archaeological remains of prehistoric pits;

Romano-British ditches, pits, and evidence of salt-working; and a post-medieval duck decoy within the Energy Park and Cable Route Corridor.

- 7.68. An archaeological mitigation strategy is set out in the Outline Written Scheme of Investigation – Mitigation: Revision 2 (document reference 7.14/APP-245). The proposed measures are:
- Mitigation by design: for example rerouting the cable around archaeologically-sensitive areas to achieve preservation in situ;
  - Strip map record excavations in selected areas of archaeological sensitivity (Figure 10.4, Revision 2) to achieve preservation by record;
  - Archaeological watching briefs in selected areas of archaeological sensitivity (Figure 10.4, Revision 2) to achieve preservation by record; and
  - Construction control measures across the duck decoy: avoiding topsoil stripping or levelling, using lightweight plant and laying protective matting.
- 7.69. The extents of the mitigation zones and the scope and methodology of the strip map record excavations and watching briefs will be formally agreed with the LPA Archaeological Advisors through submission of detailed Written Scheme of Investigations in line with the Outline Written Scheme of Investigation – Mitigation: Revision 2 (document reference 7.14/APP-245).
- 7.70. Details of construction control measures will be formally agreed with the LPA Archaeological Advisors through discussion and, as appropriate, submission of a revised development layout/landscaping strategy and/or an Archaeological Mitigation and Management Plan.

#### *Built Heritage*

- 7.71. There could be inadvertent damage, through plant movements and other operations, to the upstanding brick-built cottages and barn of Six Hundreds Farm, the boundary wall to the west of Elm Grange, and the drainage pump at Head Dike. With the exception of the boundary wall, North Kesteven District Council consider these historic buildings/structures to be non-designated heritage assets.
- 7.72. Prior to the commencement of enabling works, historic building recording surveys will be undertaken for the brick-built cottages and barn of Six Hundreds Farm and the drainage pump at Head Dike. The surveys will be to Level 1, as outlined in Historic England's guidance *Understanding Historic Buildings: A Guide to Good Recording Practice* (2016), and will be carried out by a heritage professional, preferably a member of the Institute of Historic Building Conservation (IHBC) or the Chartered Institute for Archaeologists (CIfA).
- 7.73. Protection zones will also be implemented for the buildings at Six Hundreds Farm and the drainage pump to ensure no damage during the construction phase. The extent of each protection zone is to be agreed with the LPA Archaeological Advisors and Conservation Officers and illustrated on plans forming part of the CEMP. Each protection zone is to be enclosed with Heras fencing prior to the commencement of enabling works. All contractors to be advised not to enter the zones during the construction phase.



- 7.74. The protection zones will be inspected by the LPA Archaeological Advisors and/or Conservation Officers once the fencing has been installed. Inspection of the fencing will also be included in the lead contractor's regular site checks. Any damage to fencing must be repaired as soon as possible. Any breaches of fencing resulting in damage to the aforementioned heritage assets should be reported to the LPA.
- 7.75. There could also be truncation / loss, through plant movements, topsoil stripping or scraping, and groundworks for installation of arrays and cabling, provision of drainage, access, and landscaping, of buried archaeological remains of former outfarms; and change to the setting of designated and non-designated heritage assets, through temporary increase in construction traffic and noise levels.

### **Socio-Economic**

- 7.76. An Outline Supply, Employment and Skills Plan (OSES) (Document 7.12) has been produced and submitted with this DCO application. The OSES is applicable to the construction of the Energy Park and cable route; in summary, the OSES measures relevant to the CEMP are in relation to:
- The intention to use local labour where commercially viable and available;
  - Where practically feasible, available and cost competitive, procure goods and services, known as the supply chain, from local contractors, sub-contractors and suppliers to support local employment;
  - Recruitment and training opportunities involved in the development (construction and operation); and
  - Supporting the development of skills in the local area.

### **Noise and Vibration**

#### Construction Noise

- 7.77. Noise and vibration are likely to be generated by construction activities potentially causing annoyance at noise sensitive receptors. Construction traffic, plant and machinery noise therefore could be heard at nearby noise-sensitive receptors.
- 7.78. Construction works likely to generate substantial levels of noise, aside from potential trenchless works and HGV deliveries shall be limited to daytime hours of 08:00 to 18:00 during Monday to Friday, and 08:00 to 13:00 on Saturdays, unless otherwise agreed with the local authorities. Other construction activities unlikely to generate high noise levels (e.g. site access and inductions, light vehicle movements etc.) may continue during other day-time periods. If percussive piling is used for the support structures/foundations: when undertaken within 400 metres of residential properties, this should be further restricted to no more than two periods of four hours each with at least one hour of no piling between these four-hour periods and restricted to the hours of 08:00 to 18:00 Monday to Friday and 08:00 to 13:00 on Saturdays.

- 7.79. The Energy Park access road surface will be checked and maintained prior to use; the new main construction access route from the A17 will be constructed at an early stage of the project. Consideration will also be given to traffic routing, timing and access points to the Order limits, as construction working methods are developed. Contractors will issue a project route map and delivery schedule to control construction traffic. Management of HGVs within the Order limits and being let onto the highway network will be managed through the CTMP.
- 7.80. Best Practicable Means (BPM) will be applied, as far as reasonably practicable, during construction works to minimise noise and vibration at noise sensitive receptors, including neighbouring residential properties and other sensitive receptors arising from construction activities. These include, as appropriate:
- Reference to the guidance in BS 5228 which all contractors should be familiar with.
  - Mobile plant and stationary plant items to be routed or located to maximise separation distance from noise-sensitive receptors (where possible), accounting for site-specific constraints;
  - Select quieter plant units where possible;
  - All plant when not in use is to be switched off and unnecessary revving of engines will be avoided;
  - Operate only well-maintained construction plant selected for the specific activity; and
  - Provide site specific induction inclusive of good neighbourly behaviour and follow the Considerate Construction Scheme requirements.
- 7.81. The detailed CEMP will set out a scheme for the provision of monthly reporting of information to local residents to advise of potential noisy works that are due to take place. This will include users of public rights of way which will be informed of periods of noisy works during the construction.
- 7.82. In addition, specific engagement with Build-A-Future East Heckington will be undertaken to inform them of anticipated works periods, in particular the upgrade and temporary use of the track west of Elm Grange and any piling works within 600 metres.
- 7.83. The CEMP will also set out a scheme for the monitoring of noise complaints and reporting to the Applicant for immediate investigation and action. This would include setting up and publicising a dedicated contact point which neighbouring residents can contact in the event of a complaint.
- Further details of the management and control of construction noise is set out in **Appendix G- Outline Construction Noise Management Plan**. [Horizontal Directional Drilling Noise](#)
- 7.84. Noise from HDD or similar trenchless activities could generate noise when continuing at night and creating disturbance at nearby noise-sensitive receptors. Locations where HDD will be undertaken would be identified by the contractor prior to commencement.
- 7.85. Where possible, HDD works within 500 metres of residential receptors will be restricted to daytime working hours on weekdays (i.e. 08:00 to 18:00, Monday to Friday or 08:00 to 13:00 on Saturdays) and interrupted at night.

- 7.86. HDD locations will be chosen to maximise the separation distance with noise-sensitive locations where possible. Drilling locations within the Energy Park Site (to cross underground utilities) shall not be closer than 300 metres from properties located along the A17 and at least 500 metres from other properties. No HDD will be carried out at locations along the off-site cable route within 100 metres of a residential property.
- 7.87. The duration of any trenchless works would be minimised within practical and safety constraints.
- 7.88. If HDD work is required to continue at night, it should be controlled if possible not to exceed a level of 50dB  $L_{Aeq}$  at the closest neighbouring residential properties (or 55 dB  $L_{Aeq}$  for properties located within 200 metres of the A17). If it is not possible to control HDD noise within these limits, the following measures will be investigated:
- Use of alternative techniques such as micro-bore/pipe jacking;
  - Use of temporary noise barriers around trenchless compounds in order to provide screening for sources located at low heights (note however that it is likely to be impractical to provide noise barriers that are high enough to screen an entire HDD drilling rig, for example);
  - Monitoring noise from the works and interrupting the noisiest drilling work at night; and
  - Offering affected residents temporary re-housing for the duration of the trenchless works.

- 7.89. Local residents potentially affected will be kept informed of the likely period during which the work will take place, the times and durations of planned works and the measures that are being taken to avoid unnecessary noise. On completion of the trenchless works at a particular location, local residents will be informed that the works are complete and noise effects due to trenchless works will cease.
- 7.90. In consultation with the local authorities, noise monitoring may also be undertaken if required to control that noise from drilling at night-time periods (if relevant) does not exceed levels of 50 or 55dB  $L_{Aeq}$  during particular drilling periods at night.

### **Lighting**

- 7.91. Whilst a vast majority of construction activities can be undertaken during daylight hours, at certain times of the year some construction lighting may be required to enable work to continue. In these instances, temporary lighting will be deployed, however this will be avoided as far as practical.
- 7.92. All construction lighting will be deployed to reduce or remove impacts on human and ecological receptors:
- The use of lighting will be minimised to that required for safe site operations;
  - Lighting will utilise directional fittings to minimise outward light spill and glare; E.g., via the use of light hoods/cowls which direct light below the horizontal plane (preferably at an angle greater than 20° from horizontal); and
  - Lighting will be directed towards the middle of the site rather than towards the boundaries.
- 7.93. Further details of the management and control of artificial lighting are set out in **Appendix H- Outline Artificial Light Emissions Plan.**

### **Waste Management**

- 7.94. Waste will be generated from a variety of sources during construction, including:
- Welfare facilities.
  - Chemicals, fuels and oils.
  - Packaging.
  - Metals including breakages; and
  - Water.
- 7.95. Management and control of site waste and materials is further set out in **Appendix G – Outline Site Waste and Materials Management Plan.**



### Welfare Facilities

- 7.96. Temporary welfare facilities will be provided during the construction phase, with permanent welfare facilities provided in the control room (toilet and hand basin). The construction phase facilities will include toilets, washing and drinking water. that would be periodically emptied and taken off site by a licensed operator. All on site welfare facilities will be clearly signposted and maintained.
- 7.97. Welfare facilities would be containerised and move around the site utilising the construction compound areas.
- 7.98. Excess surface water would be collected and treated prior to discharge.
- 7.99. Other waste will be collected in marked facilities which allow segregation of waste, and protection from animals and weather. This will be collected by a licenced contractor at relevant intervals.
- 7.100. The control room will house permanent welfare facilities with waste water treated via a septic tank.
- 7.101. Where a septic tank is used, this will be emptied on a regular basis and taken away by a registered waste disposal contractor.



### Chemicals, Fuels and Oils

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

### Packaging

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

### Metals including Breakages

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

### **Water**

- 7.105. At the end of its operational life, the decommissioning of the Energy Park is considered to have similar effects upon the water environment as those during the construction stage. The potential impacts at decommissioning stage are:
- i. Potential adverse effects on drainage patterns, surface water flows and aquifer recharge;
  - ii. Potential pollution of watercourses and underlying aquifers resulting from spilled hydrocarbons/petrochemicals from plant and the mobilisation of silts and contaminants during earthworks operations;
  - iii. Potential adverse effects upon the Head Dike/Skerth Drain flood defences;
  - iv. Potential adverse effects upon flood storage and flood flows/flood routing processes as a result of works within the floodplain; and
  - v. Potential adverse effects resulting from compaction of the ground caused by plant and the temporary increase in the extent of impermeable surfaces associated with access roads and compound areas.
- 7.106. In order to mitigate the potential adverse effects a number of measures will be implemented throughout the construction phase, these are as follows;
- i. Best practice working methods to prevent both water pollution and adverse impacts upon the surface water drainage regime;
  - ii. Precautions would be in place to prevent silt laden run-off, arisings or chemicals entering watercourses;

- iii. Any surface water potentially contaminated by hydrocarbons would be passed through oil interceptors prior to discharge
- iv. Appropriate storage of hydrocarbons and petrochemicals in accordance with Control of Substances Hazardous to Health (COSHH) Regulations 2002 and Control of Pollution (Oil Storage) (England) Regulations 2001;
- v. A management system would be in place to adequately manage works within the floodplain and in the vicinity of flood defences;
- vi. Where required, cables would be laid at a sufficient depth beneath watercourses/drains to avoid causing damage to the integrity of embankments during installation.

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

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

### **Climate Change**

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

- Designing, constructing and implementing the Proposed Development in such a way as to minimise the creation of waste and, where possible, maximise the use of alternative materials with lower embodied carbon, such as locally sourced products and materials with a higher recycled content where feasible.
- Reusing suitable infrastructure and resources already available within the site where possible to minimise the use of natural resources and unnecessary materials (e.g., reusing excavated soil for fill requirements).
- Increasing recyclability by segregating construction waste to be re-used and recycled where reasonably practicable.
- Adopting the Considerate Constructors Scheme (CCS) to assist in reducing pollution, including GHGs, from the Proposed Development by employing good industry practice measures.
- Implementing staff minibuses to transport construction personnel to site or using car sharing options where possible.
- Switching vehicles and plant off when not in use and ensuring construction vehicles conform to current UK emissions standards; and
- Conducting regular planned maintenance of the construction plant and machinery to optimise efficiency.



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

- Best practice construction methods to avoid water pollution/silt laden run-off and adverse effects on the surface water drainage regime; and
- The laying of cables at sufficient depth beneath watercourses/drains to avoid causing damage to the integrity of embankments.

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

- During periods of extreme temperatures or increased precipitation, construction activities will be managed so that the hottest or wettest/coldest parts of the day are avoided to ensure worker safety, although it is noted that this may not always be possible during the construction phase; and
- The risk of overheating/hypothermia will be incorporated into the site risk assessment and the construction of the Proposed Development will comply with all relevant UK legislation related to the work environment including The Health and Safety at Work etc. Act 1974 and The Management of Health and Safety at Work Regulations 1999 (as amended). For example, this may include measures such as ensuring appropriate personal protective equipment (PPE) is worn for the site conditions and adequate water supplies are available to ensure staff stay hydrated during hotter weather.

## Transport and Access

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

## Air Quality

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

### Communications:

- Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.
- Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environment manager/engineer or the site manager.
- Display the head or regional office contact information.

### Site Management:

- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken.
- Make the complaints log available to the Local Authority when asked.
- Record any exceptional incidents that cause dust and/or air emissions, either on- or off- site, and the action taken to resolve the situation in the log book.

### Monitoring:

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



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

#### Preparing and Maintaining the Site:

- Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible.
- Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site.
- Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period.
- Avoid site runoff of water or mud.
- Keep site fencing, barriers and scaffolding clean using wet methods.
- Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If they are being re-used cover as described below.
- Cover, seed or fence stockpiles to prevent wind whipping.

#### Operating Vehicles/Machinery and Sustainable Travel:

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

#### Operations:

- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.
- Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate.
- Use enclosed chutes and conveyors and covered skips.



- Minimize drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.
- Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.

#### Waste Management:

- Avoid bonfires and burning of waste materials.

#### Earthworks:

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

#### Construction:

- Avoid scabbling (roughening of concrete surfaces) if possible.
- Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place.
- Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overflowing during delivery.
- For smaller supplies of fine powder materials, ensure bags are sealed after use and stored appropriately to prevent dust.

#### Trackout:

- Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site. This may require the sweeper being in continuous use.
- Avoid dry sweeping of large areas.
- Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport.
- Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable.
- Record all inspections of haul routes and any subsequent action in a site log book.

- Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems, or mobile water bowsers and regularly cleaned.
- Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).
- Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits.
- Access gates to be located at least 10m from receptors where possible.

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

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

#### **Land Use and Agriculture**

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

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

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

7.119. Areas for tracks and infrastructure will generally involve the need to remove topsoil and to add hardsurfacing, or concrete pads for the infrastructure. Topsoil will be stored carefully in managed bunds, so that it is available for reinstatement of these areas as part of the decommissioning phase.

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

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

## **Glint and Glare**

### Rail Receptors

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

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

### Road Receptors

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

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

### Aviation

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

- Sections of the panels and legs to be added sequentially rather than all legs being deployed in advance of panels being mounted. This is to avoid having excessive amounts of exposed steel in situ that may cause reflections. That way the panels that





have already been installed will help screen visibility to the sections of panels that are being installed; and

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

#### Dwellings

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

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

## Miscellaneous Issues

### Waste

- 7.126. There is a potential for risk to the health of sensitive receptors during the construction phase and associated waste generation, management of storage of waste and disposal of large volumes of waste. Sensitive receptors include humans, flora, fauna, and hydrological network.
- 7.127. The construction contractor will manage the construction phase and waste generation, and take into account the objectives of sustainable resource and waste management and seek to use material resources efficiently, reduce waste at source, reduce waste that requires final disposal to landfill and apply the principles of the Waste Hierarchy. This will include, where reasonably practical, working towards a cut and fill balance for excavations; segregation of materials onsite for appropriate re-use, recycling, and recovery, with landfill as a last resort. This will be achieved by a combination of the following measures:
- The construction contractor will prepare and implement a Construction Resource Management Plan (CRMP) as part of the CEMP(s) which will set out targets for fuel, waste, and energy consumption;
  - All waste transported offsite will be delivered to the appropriately licensed receivers of such materials; and
  - As part of the CRMP, the construction contractor will segregate construction waste to be re-used and recycled where reasonably practicable. All soil to be reused onsite or disposed of offsite will be appropriately characterised by the construction contractor.
- 7.128. To minimise impacts of waste on the surrounding environment, the following measures will be implemented:
- Off-site pre-fabrication, where reasonably practicable, including the use of pre-fabricated structural elements, cladding units, mechanical and electrical risers and packaged plant rooms. Pre-fabrication could be utilised for the office/warehouses and control rooms associated with the onsite substation;
  - Burning of waste or unwanted materials will not be permitted onsite;
  - All hazardous materials including chemicals, cleaning agents and solvent containing products to be properly sealed in sealed containers at the end of each day prior to storage in appropriately protected and bunded storage areas;
  - Materials requiring removal from the Order limits will be transported using licensed carriers and records kept, detailing the types and quantities of waste moved and the destinations of this waste, in accordance with the relevant regulations. An audit and careful checks will be undertaken to ensure that all carriers and facilities will be licensed, and that the appropriate permits and transfer notes are in place prior to removal of waste. Further information on these will be included within the CRMP; and
  - Prior to construction start, suitable recycling and landfill facilities with sufficient capacity to receive the quantities of construction waste expected will be identified.

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

*Waste Hierarchy*

- 7.130. The Waste (England and Wales) Regulations 2011 place a duty on all persons who produce, keep or manage waste to apply the 'Waste Hierarchy' in order to minimise waste production at every stage of the development. The 'Waste Hierarchy' promotes selection of the Best Practicable Environmental Option (BPEO) and preferred option for management of waste.
- 7.131. The core waste management principles of prevention, reuse, recycle, recover and disposal as defined in the 'Waste Hierarchy' will be embedded within the CEMP(s), produced prior to construction.
- 7.132. The separation of waste will be carried out at the source in order to maximise opportunities for reuse and recycling. Segregation of waste will require training, monitoring and enforcement.
- 7.133. All areas used for temporary storage of waste within the Order limits will comply with Defra and the Environment Agency (EA) guidelines relevant at the point of construction and will be clearly signed.
- 7.134. Waste storage facilities will be provided at source using the best environmental options available. Any hazardous or special waste will be stored in separate, secure containers and clearly identified as such.

*Waste Disposal*

- 7.135. Disposal activities will also be carried out in accordance with the relevant Pollution Prevention Guidelines (or any relevant successive guidance in place) in order to ensure compliance with current waste legislation.
- 7.136. All waste transported offsite will be delivered to the appropriately licenced receivers of such materials. Waste transportation will take place at regular intervals to avoid the accrual of waste.

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

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

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

#### *Waste from Welfare and Domestic Facilities*

- 7.140. Temporary welfare facilities will be provided during the construction phase. These facilities will include toilets, washing and drinking water. This will include a septic tank that will be periodically emptied and taken offsite by a licensed waste operator. All onsite welfare facilities will be clearly signposted and maintained.
- 7.141. Where excess surface water occurs from the area of the buildings, this will be collected and treated in a Sustainable Drainage System (SuDS), prior to discharge.
- 7.142. Effluent and waste from onsite construction personnel will be treated at a package sewage treatment plant or a septic tank.
- 7.143. Where a septic tank is used, this will be emptied on a regular basis and taken away by a registered waste disposal contractor.
- 7.144. Collection facilities for other domestic refuse will be provided to segregate waste. These facilities will be clearly marked, positioned in appropriate locations and protected from the weather and animals.

#### Major Accidents and Disasters

- 7.145. There is potential for Major Accidents and Disasters and the health and safety of workers during the construction phase. The outline Energy Storage Safety Management Plan (oESSMP) (document reference 7.11) has been submitted as part of the DCO application and sets out the measures proposed to mitigate and manage all foreseeable hazards associated with the Energy Storage Systems, within the relevant regulatory frameworks. An ESSMP will be prepared in accordance with the oESSMP prior to commencement of the ESS, as secured by DCO requirement (document reference 3.1).
- 7.146. An Emergency Response Plan will be provided as part of the ESSMP (as noted in the oESSMP), containing information on water supplies, drainage plans, hazards associated with lithium-ion batteries, isolation of electrical sources to enable fire-fighting activities, measures to extinguish or cool batteries involved in fire, management of toxic or flammable gases, minimisation of the environmental impact of an incident, containment of fire water run-off, handling and responsibility for disposal of damaged batteries and establishment of regular onsite training exercises. A copy of this information could be included in an Information Box available onsite.

- 7.147. To minimise risks to health and safety all works will be undertaken in accordance with relevant Health and Safety legislation and guidance.
- 7.148. Details of fire, police, emergency services and hospitals will be publicised and included in the induction.
- 7.149. During construction, all works will be subject to relevant risk assessments and will be required and produced by the contractor prior to construction minimising the risk of major accidents and disasters on site.
- 7.150. The overall responsibility will be with the construction contractor. Specific responsibilities and details will be confirmed in the CEMP(s).

#### Telecommunications, Television Reception and Utilities

- 7.151. There is a risk of utilities to be affected through damage caused as a result of excavation and engineering operations.
- 7.152. Precautionary measures have been included as part of the embedded mitigation for the Proposed Development. These include:
- Locating the Proposed Development outside of utilities' protected zones;
  - The use of ground penetrating radar before excavation to identify any unknown utilities;
  - Consultation and agreement of methods prior to works commencing. The protective provisions to the DCO make provision for consultation and/or agreement in relation to works with the potential to impact utilities prior to works commencing; and
  - Infrastructure that crosses the Proposed Development has been mapped and avoided through the design.
- 7.153. The overall responsibility will be with the construction contractor. Specific responsibilities and details will be confirmed in the CEMP(s).

#### Electric, Magnetic and Electromagnetic Fields

- 7.154. There is a risk of microshocks and other indirect effects of public exposure to electric fields.
- 7.155. Cabling within the Order limits is proposed to be buried underground, thereby reducing Electromagnetic Fields (EMF) and the need for surface cable protection. Underground cables produce no external electrical field. Underground cables at voltages up to and including 132kv are not capable of exceeding International Commission on Non-Ionizing Radiation Protection (ICNIRP) exposure guidelines<sup>14</sup> for EMFs.

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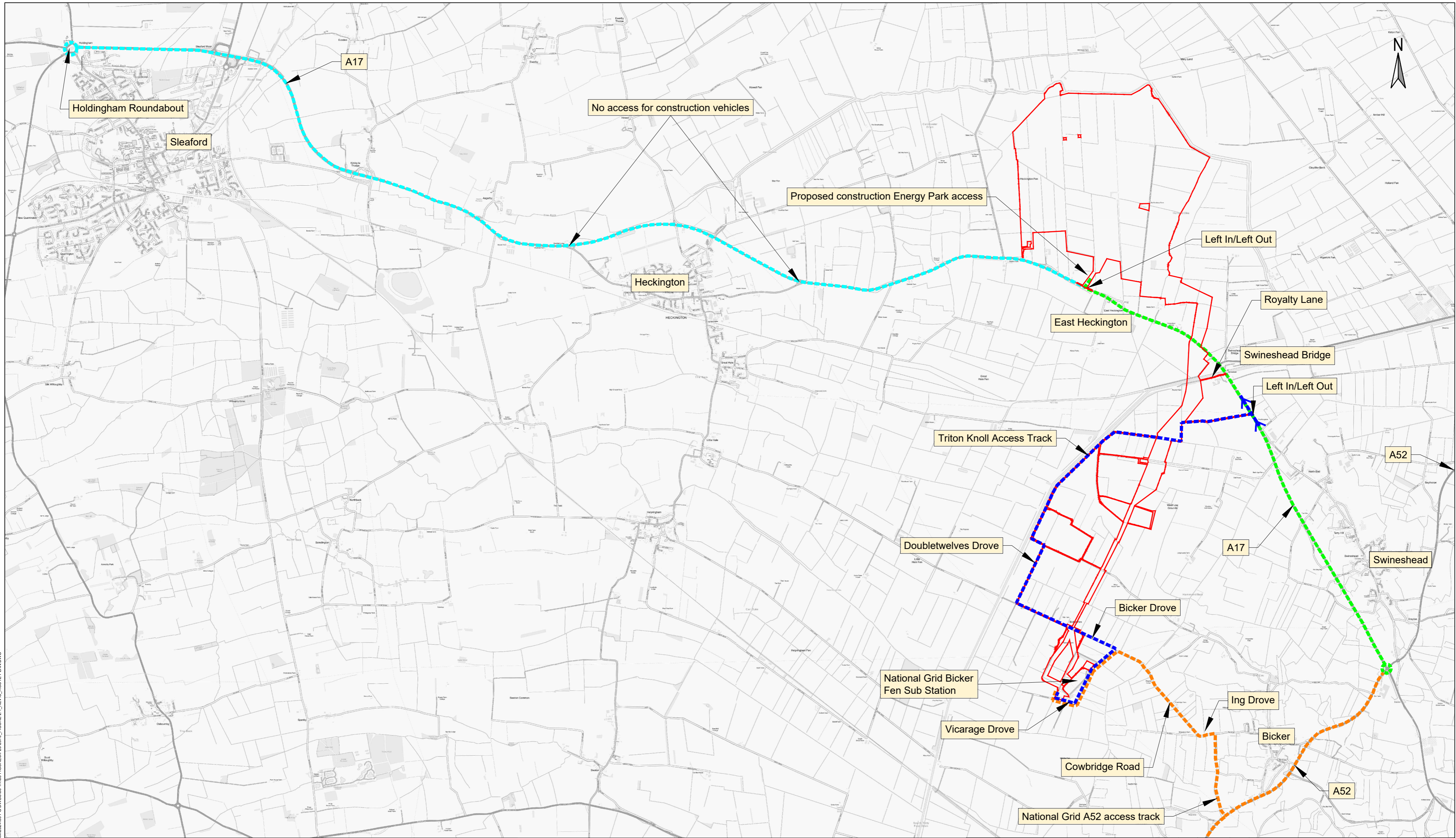
<sup>14</sup> ICNIRP (1998) ICNIRP Guidelines for Limiting Exposure to Time-Varying Electric, Magnetic and Electromagnetic Fields (up to 300 GHz).



- 7.156. During the construction phase, the 400kV underground cable will not produce any significant EMFs until the Proposed Development is generating electricity when it is operational. The 400kV underground cable will be buried at a minimum depth of 1m and will not exceed (ICNIRP) exposure guidelines for EMFs.
- 7.157. The overall responsibility will be with the construction contractor. Specific responsibilities and details will be confirmed in the CEMP(s).



# Figures

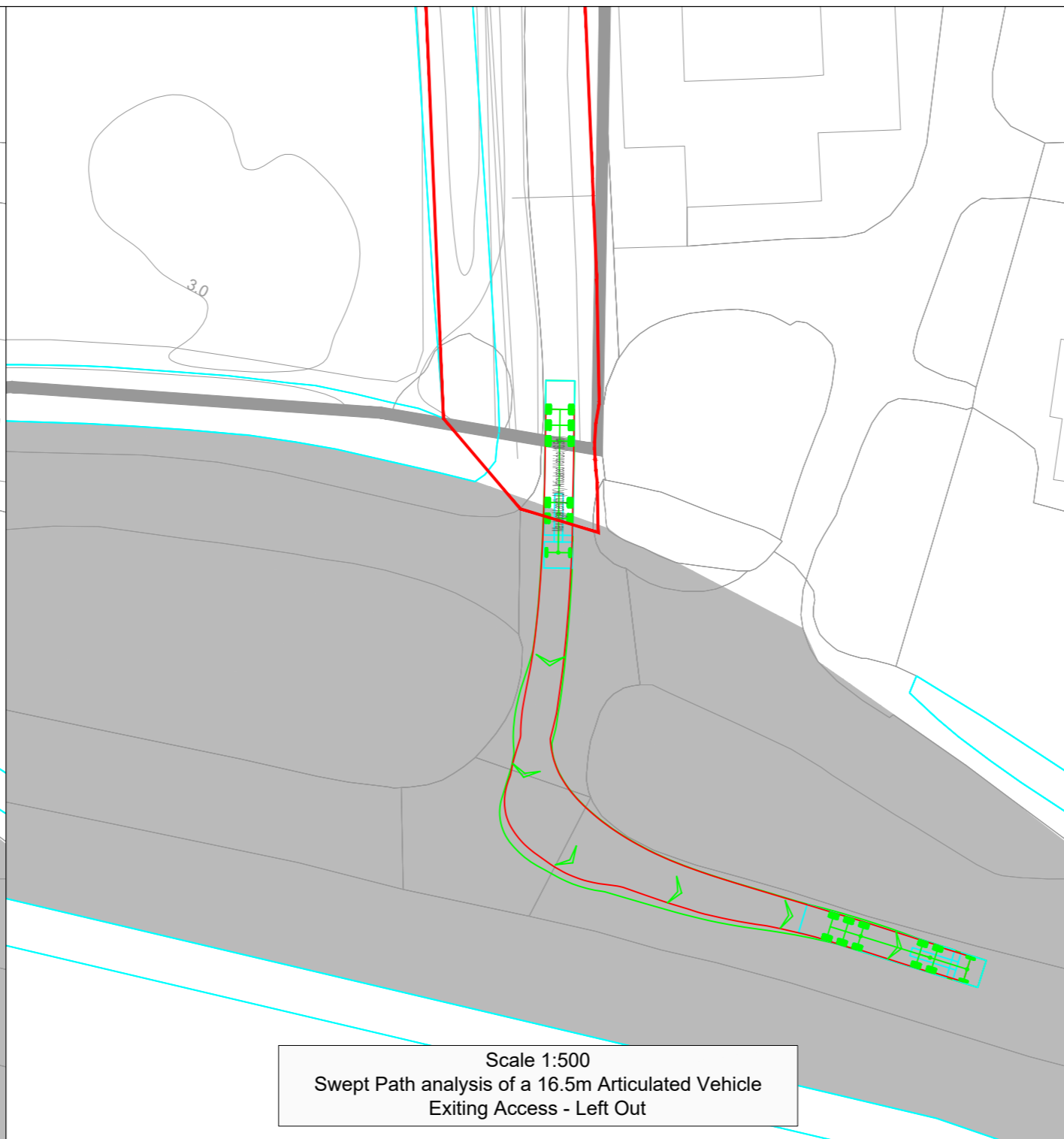
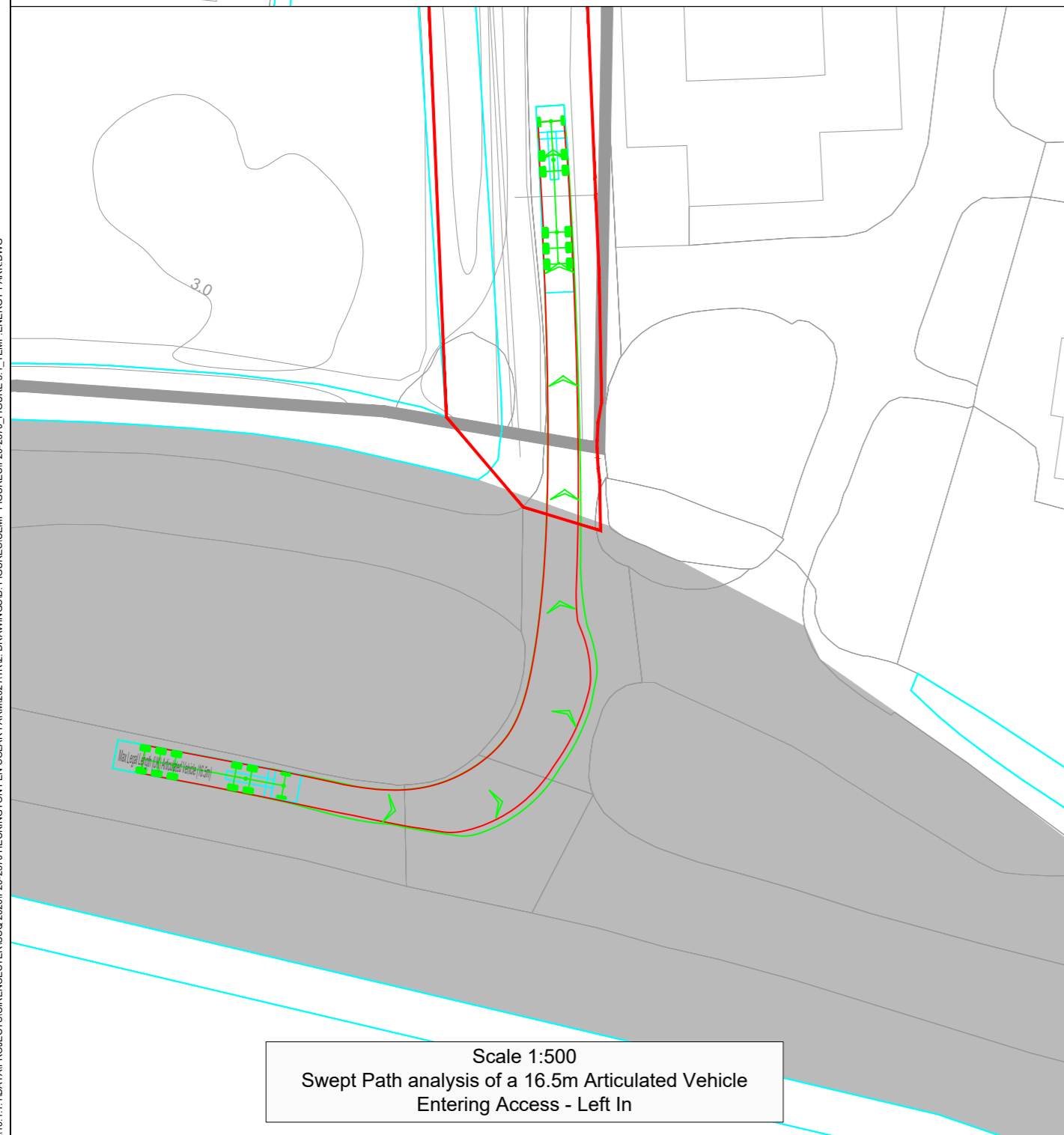
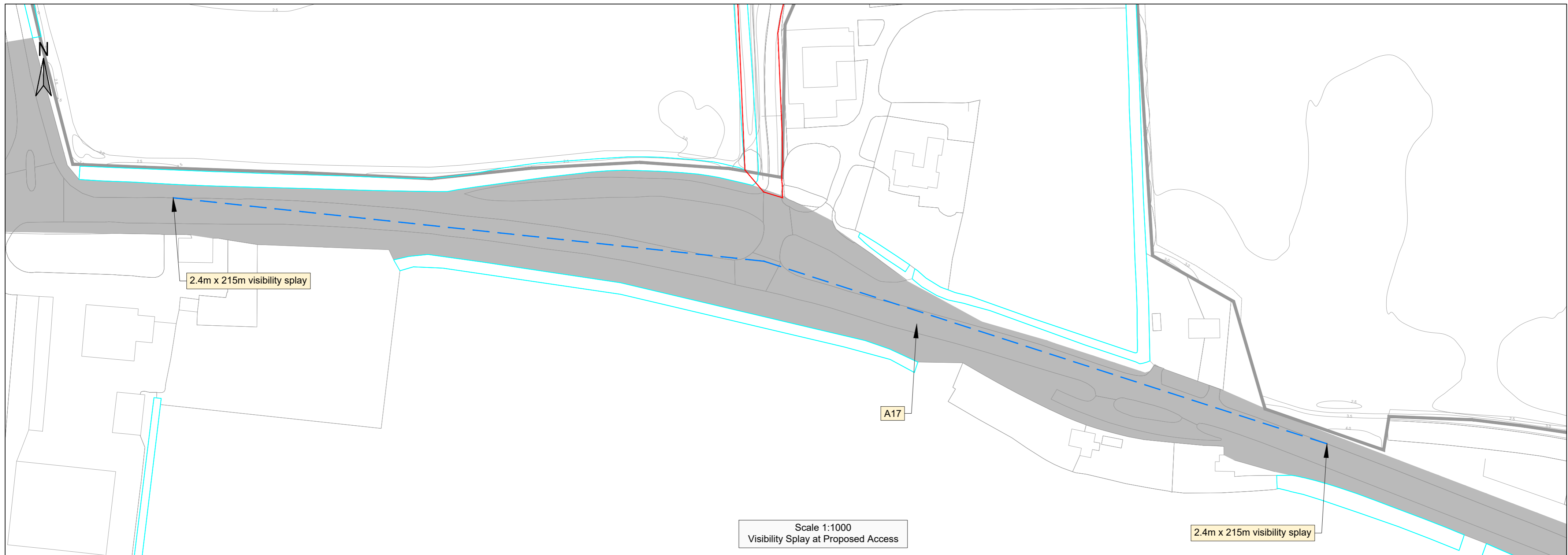


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- Key:**
- DCO Application Boundary
  - Energy Park Construction Traffic Route - Egress
  - Energy Park Construction Traffic Route - Access
  - NGET Construction Traffic route for National Grid Bicker Substation Extension (not to be used by Ecotricity)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

First Floor, South Wing, Equinox North Great Park Road, Almondsbury, Bristol, BS32 4QL  01454 625945 www.pegasusgroup.co.uk Planning   Design   Environment   Economics				<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>REV</th> <th>DATE</th> <th>BY</th> <th>DESCRIPTION</th> <th>CHK</th> <th>APD</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>31/01/2023</td> <td>JAN</td> <td>LAYOUT AND ANNOTATION UPDATED</td> <td>LD</td> <td>KSS</td> </tr> <tr> <td>B</td> <td>21/06/2023</td> <td>AG</td> <td>CONSTRUCTION ROUTE EXTENDED AND RED LINE UPDATED</td> <td>LD</td> <td>KSS</td> </tr> <tr> <td>C</td> <td>30/01/2024</td> <td>JAN</td> <td>TRITON KNOLL ROUTE ADDED</td> <td>LD</td> <td>KSS</td> </tr> </tbody> </table>	REV	DATE	BY	DESCRIPTION	CHK	APD	A	31/01/2023	JAN	LAYOUT AND ANNOTATION UPDATED	LD	KSS	B	21/06/2023	AG	CONSTRUCTION ROUTE EXTENDED AND RED LINE UPDATED	LD	KSS	C	30/01/2024	JAN	TRITON KNOLL ROUTE ADDED	LD	KSS
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TITLE: <b>SITE LOCATION AND CONSTRUCTION TRAFFIC ROUTING PLAN</b>		PROJECT No: <b>P20-2370</b>		DRAWING No: <b>FIGURE 2.1</b>		REV: <b>C</b>																						
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**Key:**

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

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REV	DATE	BY	DESCRIPTION	CHK	APD									
<p>CLIENT: ECOTRICITY (HECK FEN SOLAR) LIMITED</p> <p>PROJECT: HECKINGTON FEN SOLAR FARM</p> <p>TITLE: TEMPORARY ENERGY PARK ACCESS ARRANGEMENTS</p>	<p>SCALE @ A2: AS SHOWN</p> <p>DATE: 31/01/2023</p> <p>PROJECT No: P20-2370</p>	<p>CHECKED: KSS</p> <p>DESIGN-DRAWN: JAN</p> <p>DRAWING No: FIGURE 5.1</p>	<p>APPROVED: KSS</p> <p>DRAWING-STATUS: SK</p> <p>REV:</p>											

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I:\1.1 - DATA\PROJECT\SCHEMESTER\USC 2020\P20-2370 HECKINGTON FEN SOLAR FARM\2021\TR2 - DRAWINGS\8 FIGURE 5.1\_TEMP ENERGY PARK.DWG



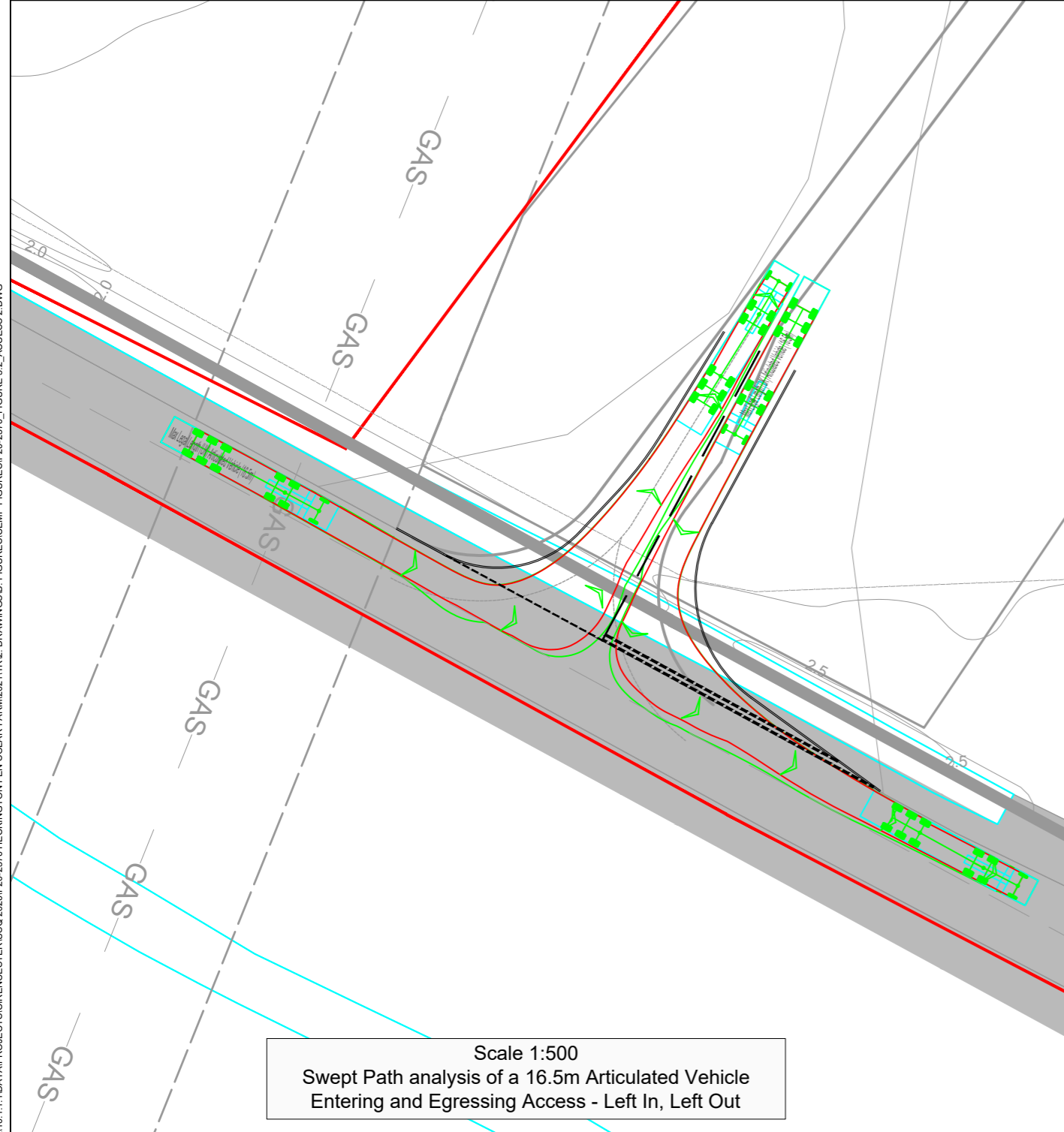
2.4m x 154.48m visibility splay based on recorded 85th percentile speeds of 51.1mph

Location of ditch

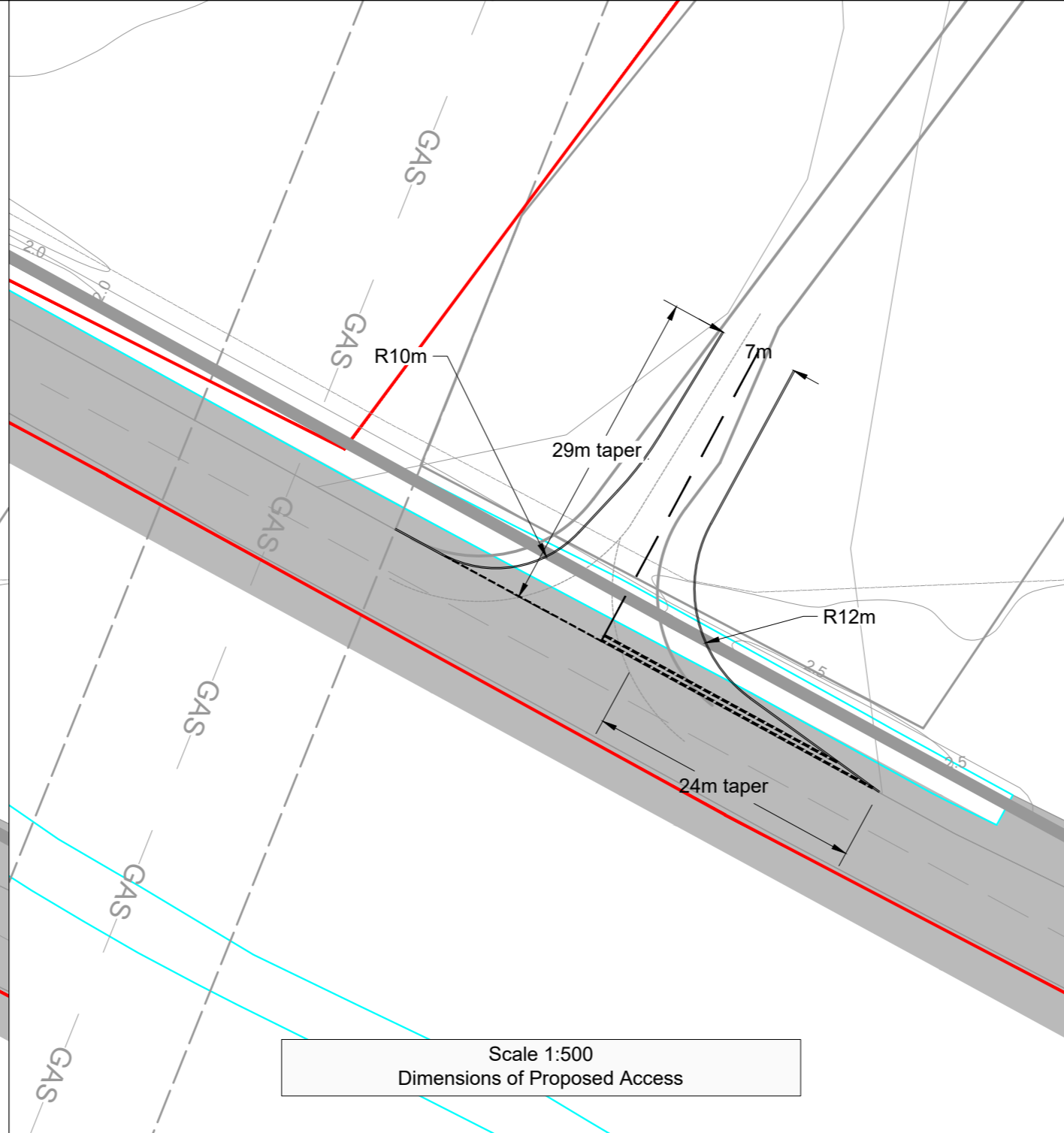
2.4m x 164.23m visibility splay based on recorded 85th percentile speeds of 53mph

Scale 1:1000  
Visibility Splay at Proposed Access

\\10.1.1\DATA\PROJECT\SCHEMESTER\USQ 2020\P20-2370\HECKINGTON FEN SOLAR FARM\2021\TR2\_DRAWINGS\8 FIGURE 5.2\_ACCESS 2.DWG

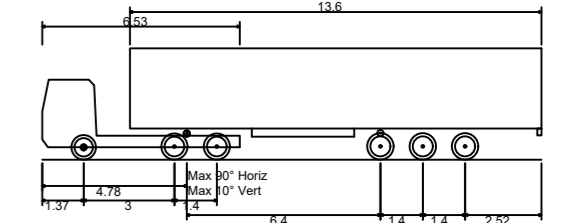


Scale 1:500  
Swept Path analysis of a 16.5m Articulated Vehicle  
Entering and Egressing Access - Left In, Left Out



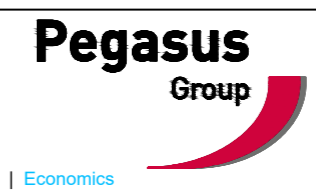
Scale 1:500  
Dimensions of Proposed Access

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



Max Legal Length (UK) Articulated Vehicle (16.5m)  
 Overall Length 16.500m  
 Overall Width 2.550m  
 Overall Body Height 3.681m  
 Min Body Ground Clearance 0.411m  
 Max Track Width 2.500m  
 Lock to lock time 6.00s  
 Kerb to Kerb Turning Radius 6.530m

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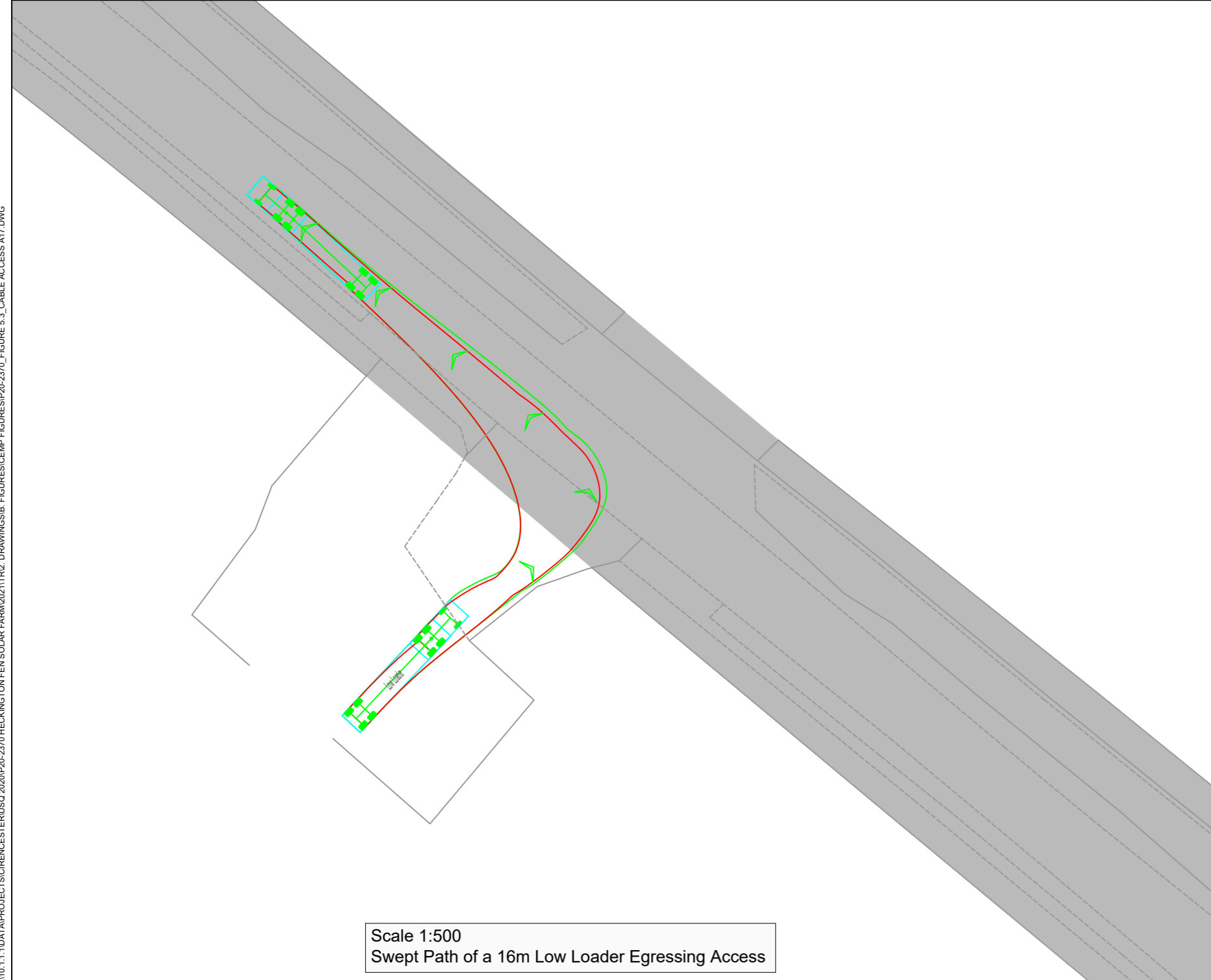


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PROJECT: HECKINGTON FEN SOLAR FARM			DATE: 31/01/2023	DESIGN-DRAWN: JAN	DRAWING-STATUS: SK
TITLE: PERMANENT ENERGY PARK ACCESS ARRANGEMENT			PROJECT No: P20-2370	DRAWING No: FIGURE 5.2	REV: 

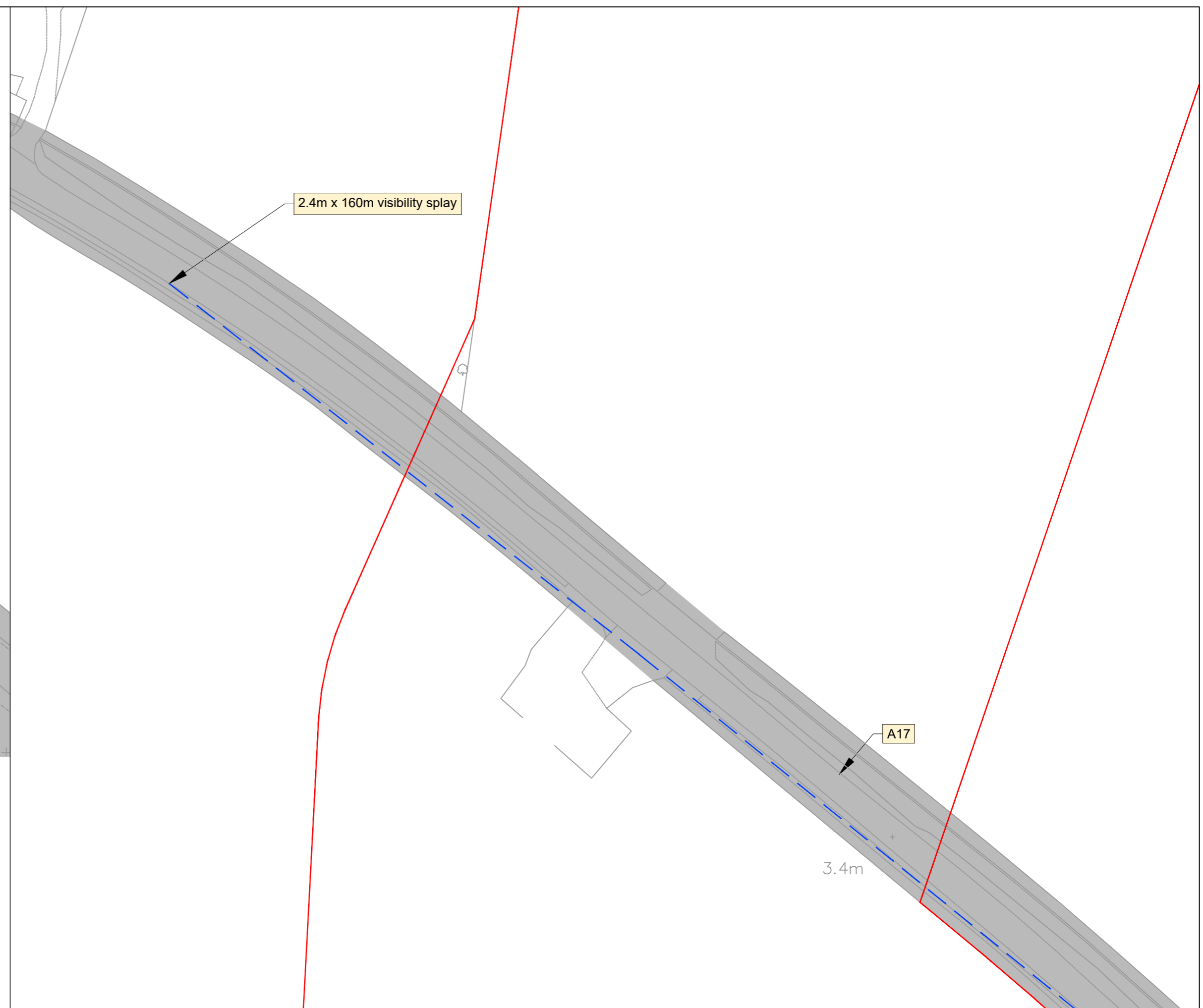
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Scale 1:500  
Swept Path of a 16m Low Loader Entering Access

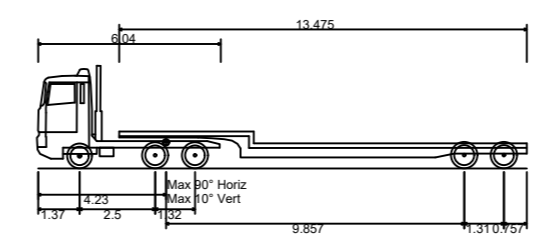


Scale 1:500  
Swept Path of a 16m Low Loader Egressing Access




Scale 1:1000  
Visibility Splay at Site Access

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

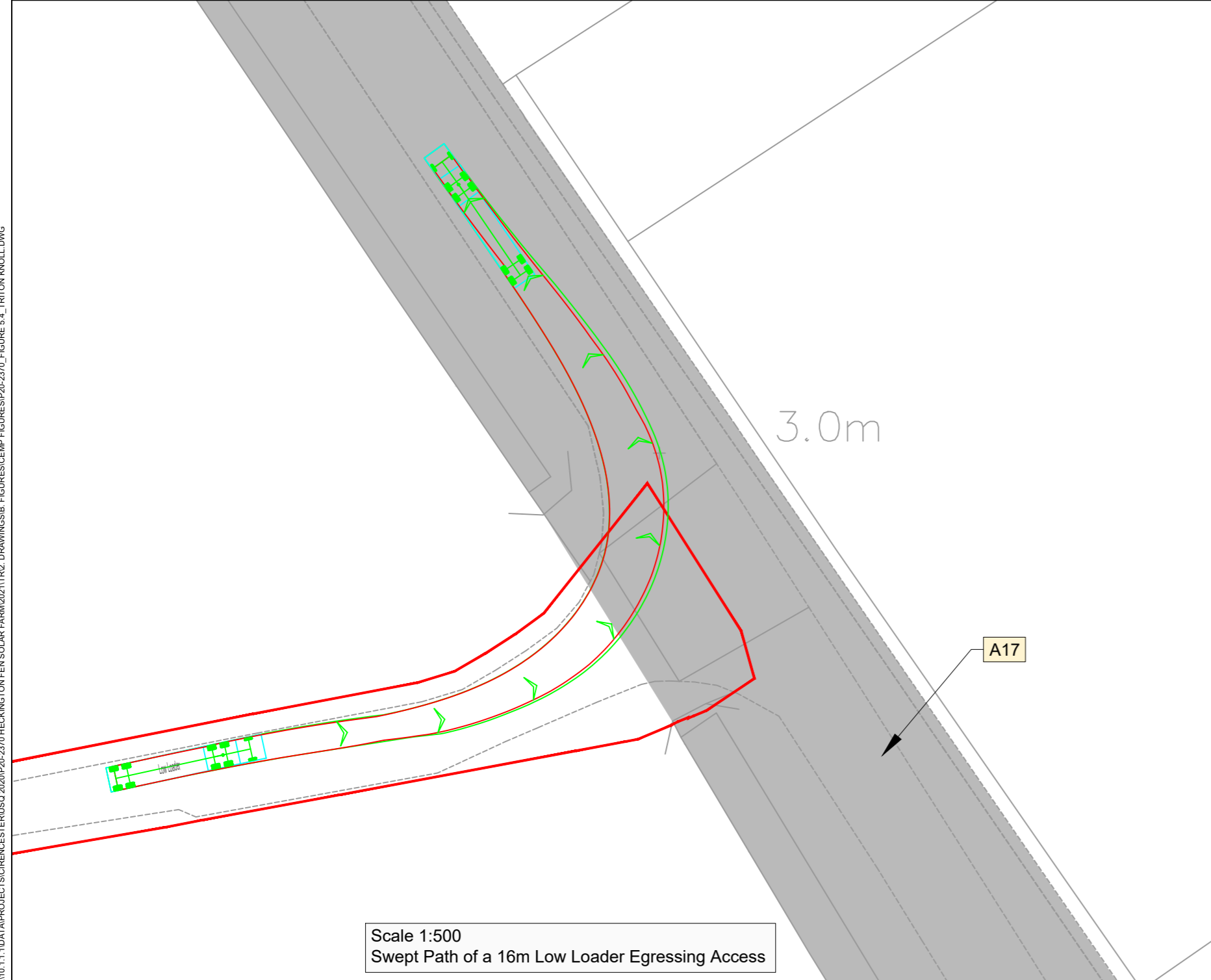
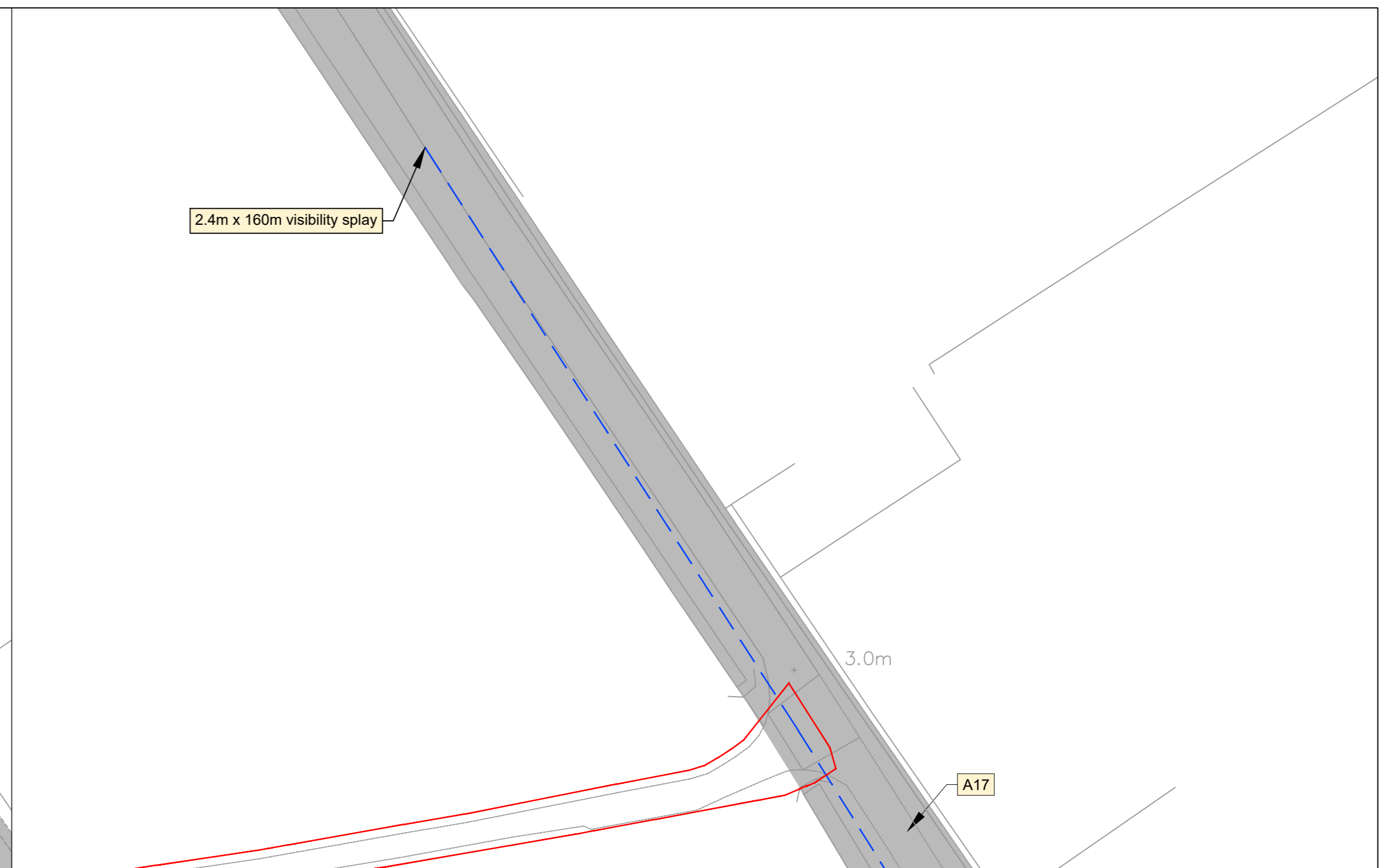
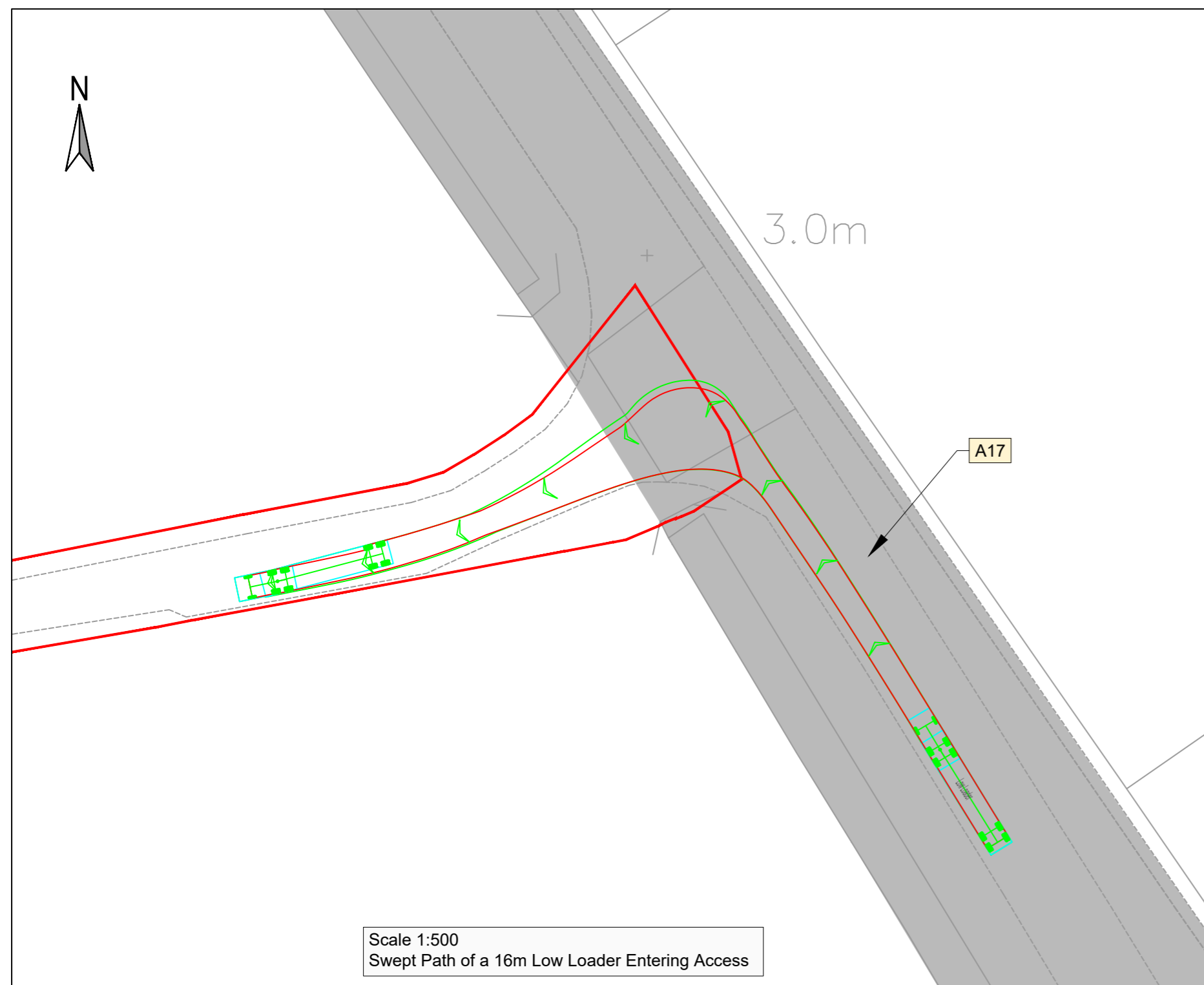


Low Loader  
 Overall Length 16.154m  
 Overall Width 2.520m  
 Overall Body Height 3.393m  
 Min Body Ground Clearance 0.318m  
 Max Track Width 2.500m  
 Lock to lock time 6.00s  
 Kerb to Kerb Turning Radius 6.990m

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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 5.3		REV:	

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**Key:**

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

Scale 1:1000  
Visibility Splay at Site Access

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

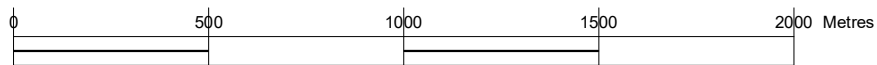
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PROJECT: HECKINGTON FEN ENERGY PARK				DATE: 31/01/2023		DESIGN-DRAWN: JAN		DRAWING-STATUS: SK	
TITLE: SWEPT PATH ANALYSIS OF A 16m LOW LOADER AT TRITON KNOLL ACCESS				PROJECT No: P20-2370		DRAWING No: FIGURE 5.4		REV:	

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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

PAGE: 1  
DATE PRINTED: 13/04/2022  
CURRENT DATADATE: 31/03/2022

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

PAGE: 2  
DATE PRINTED: 13/04/2022

CURRENT DATADATE: 31/03/2022



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

PAGE: 3  
DATE PRINTED: 13/04/2022  
CURRENT DATADATE: 31/03/2022

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

PAGE: 4  
 DATE PRINTED: 13/04/2022  
 CURRENT DATADATE: 31/03/2022

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

PAGE: 5  
DATE PRINTED: 13/04/2022  
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

PAGE: 6  
DATE PRINTED: 13/04/2022  
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

PAGE: 8  
DATE PRINTED: 13/04/2022  
CURRENT DATADATE: 31/03/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: XXXXXXXXXX  
 -----

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

PARISH : HECKINGTON DIVISION: DISTRICT: North

POLICE SECTOR : Sleaford SEVERITY: Fatal  
 POLICE DIVISION : West

LOCATION : 50M WEST OF EAST HECKINGTON

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

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

NUMBER OF VEHICLES : 2  
 NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 81 Male Fatal In Vehicle 1

PAGE: 9  
 DATE PRINTED: 13/04/2022  
 CURRENT DATADATE: 31/03/2022

## 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 Ovrtrkg 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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CURRENT DATADATE: 31/03/2022

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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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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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  
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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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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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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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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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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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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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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

PAGE: 24  
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

	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%

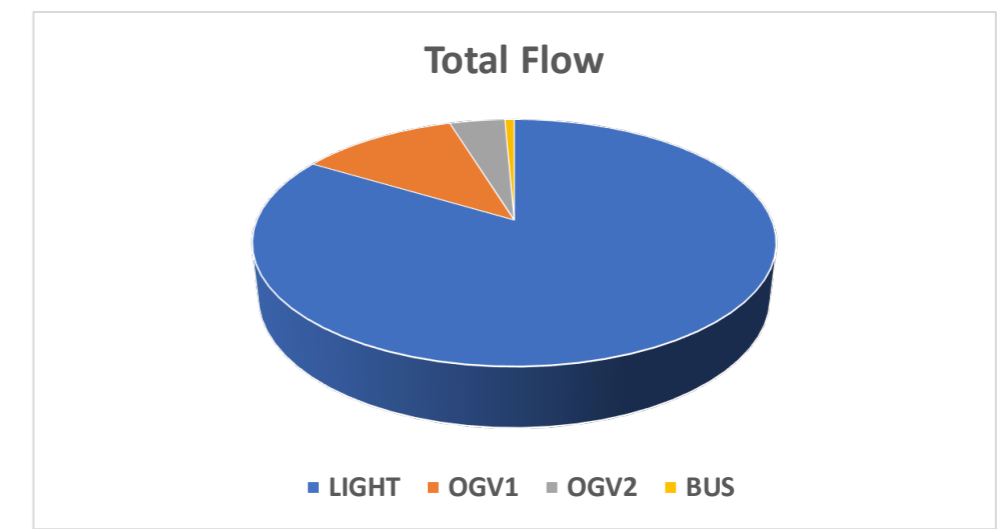
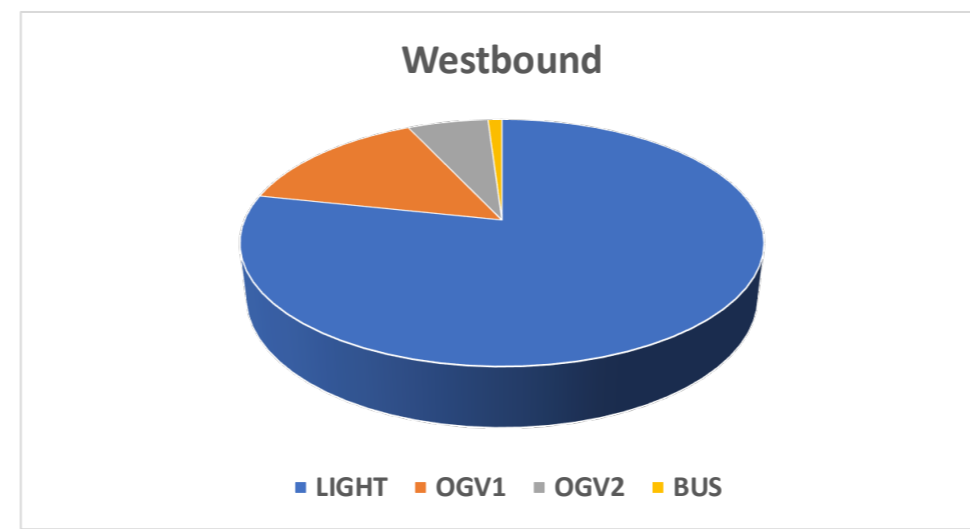
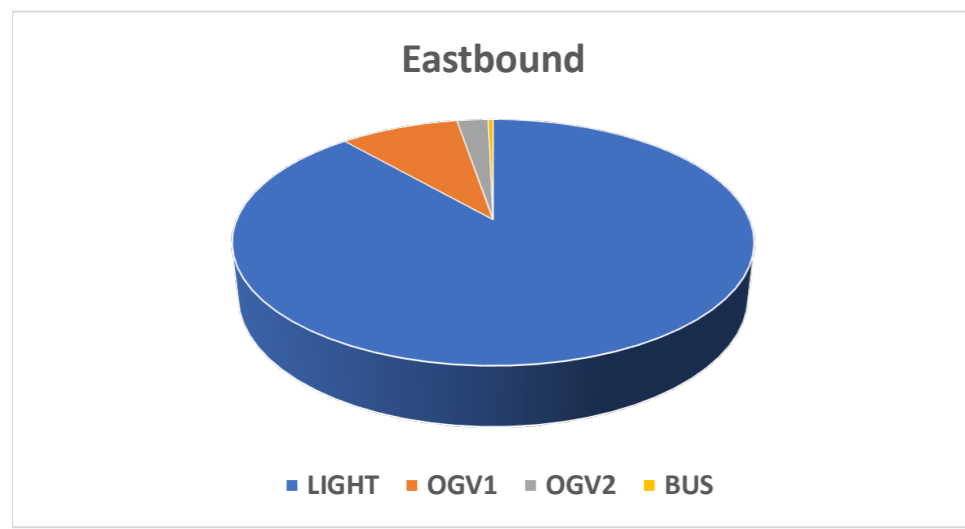
	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 24 Mar 2022	100.0%	72.0%	17.8%	8.8%	1.4%
Fri 25 Mar 2022	100.0%	75.4%	16.4%	6.9%	1.3%
Sat 26 Mar 2022	100.0%	82.7%	12.7%	4.1%	0.5%
Sun 27 Mar 2022	100.0%	85.5%	10.6%	3.5%	0.4%
Mon 28 Mar 2022	100.0%	76.7%	15.5%	6.6%	1.1%
Tue 29 Mar 2022	100.0%	79.0%	14.2%	5.8%	1.0%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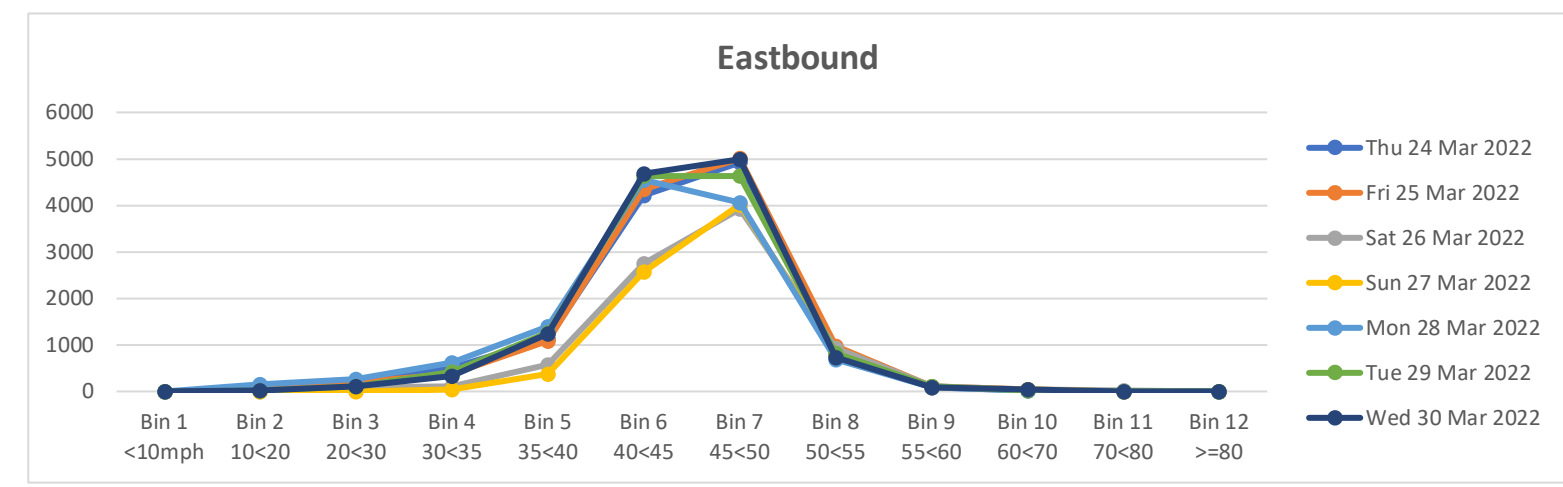


East Heckington ATC, A17 (Eastern Site)

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

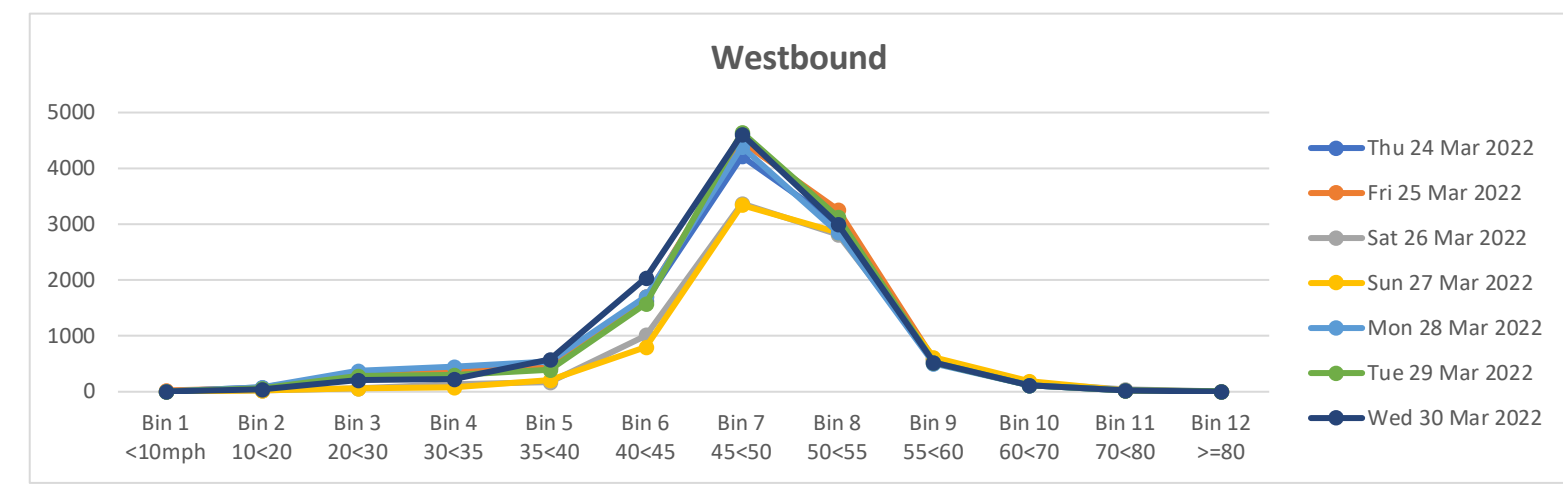
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Direction: Westbound

	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

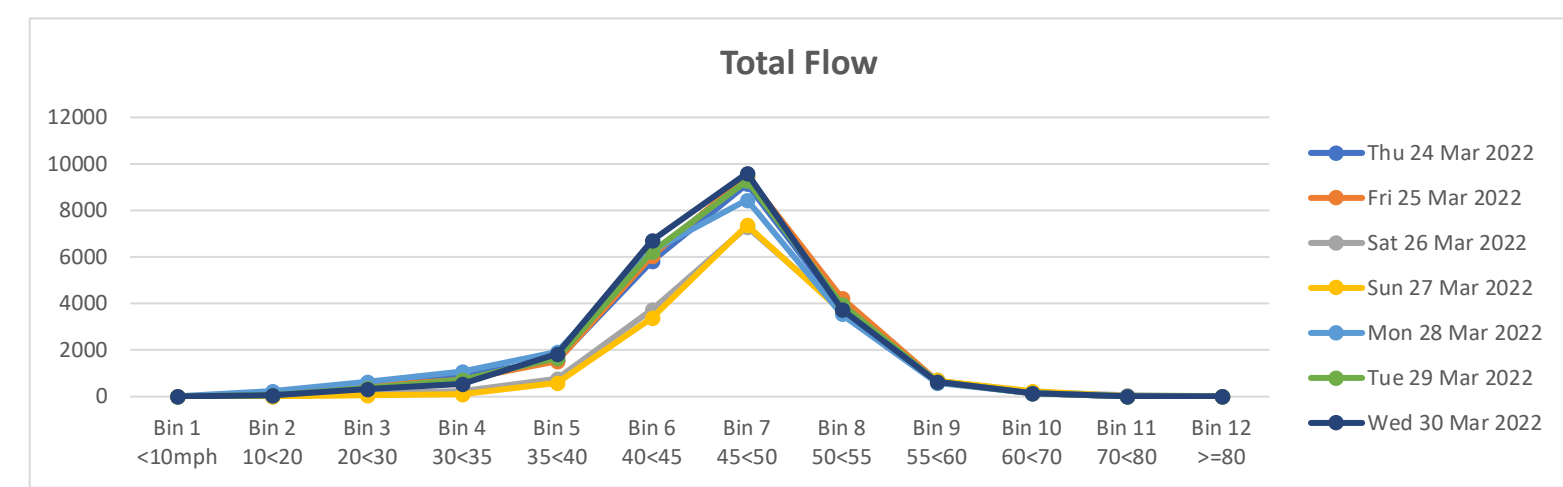
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Direction: Total Flow

	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

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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	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

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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	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

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

360 TSL Ltd

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	67	40	14	12	1
01:00	75	35	10	30	0
02:00	86	42	11	31	2
03:00	103	58	10	34	1
04:00	197	125	20	46	6
05:00	388	262	67	54	5
06:00	490	317	111	54	8
07:00	694	517	133	38	6
08:00	678	479	140	50	9
09:00	675	458	145	61	11
10:00	596	409	107	59	21
11:00	646	442	120	73	11
12:00	639	460	107	62	10
13:00	698	486	154	46	12
14:00	758	556	144	44	14
15:00	753	538	151	51	13
16:00	836	632	151	46	7
17:00	843	693	118	29	3
18:00	578	467	78	29	4
19:00	372	297	47	25	3
20:00	258	208	30	18	2
21:00	166	126	21	15	4
22:00	110	77	12	21	0
23:00	86	47	17	22	0
<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
	694	517	145	73	21
<b>PM Peak</b>	17:00	17:00	13:00	12:00	14:00
	843	693	154	62	14

360 TSL Ltd

Direction: Total Flow

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

360 TSL Ltd

# East Heckington ATC, A17 (Eastern Site)

Direction: Eastbound

25/03/2022

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	128	123	2	3	0
01:00	99	82	8	8	1
02:00	73	60	6	6	1
03:00	71	58	9	3	1
04:00	198	179	14	4	1
05:00	373	333	32	4	4
06:00	727	658	64	4	1
07:00	1016	894	106	8	8
08:00	812	694	97	19	2
09:00	709	565	101	38	5
10:00	741	614	83	40	4
11:00	689	573	83	28	5
12:00	703	563	95	40	5
13:00	755	635	79	35	6
14:00	847	728	90	26	3
15:00	827	706	83	36	2
16:00	758	664	84	8	2
17:00	714	643	60	11	0
18:00	634	592	31	10	1
19:00	451	406	37	8	0
20:00	309	291	17	1	0
21:00	230	212	12	6	0
22:00	199	182	12	4	1
23:00	115	106	7	2	0
<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
	1016	894	106	40	8
<b>PM Peak</b>	14:00	14:00	12:00	12:00	13:00
	847	728	95	40	6

360 TSL Ltd

Direction: Westbound

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

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	198	161	13	22	2
01:00	160	108	16	32	4
02:00	158	100	16	41	1
03:00	182	125	27	29	1
04:00	381	294	42	42	3
05:00	723	579	76	56	12
06:00	1218	1003	164	47	4
07:00	1691	1389	235	50	17
08:00	1468	1153	224	72	19
09:00	1366	1023	223	101	19
10:00	1441	1137	197	93	14
11:00	1474	1164	215	75	20
12:00	1561	1230	236	80	15
13:00	1554	1233	231	77	13
14:00	1691	1377	236	65	13
15:00	1631	1309	224	86	12
16:00	1648	1381	223	30	14
17:00	1473	1299	149	22	3
18:00	1171	1047	98	21	5
19:00	779	672	82	19	6
20:00	591	519	53	18	1
21:00	386	337	28	21	0
22:00	307	262	26	18	1
23:00	204	167	22	15	0
<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
	1691	1389	235	101	20
<b>PM Peak</b>	14:00	16:00	12:00	15:00	12:00
	1691	1381	236	86	15

360 TSL Ltd

# East Heckington ATC, A17 (Eastern Site)

Direction: Eastbound

26/03/2022

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	84	70	7	6	1
01:00	74	66	4	4	0
02:00	70	57	11	2	0
03:00	64	49	7	8	0
04:00	84	63	12	9	0
05:00	160	140	15	4	1
06:00	287	258	23	4	2
07:00	348	297	47	4	0
08:00	455	399	50	4	2
09:00	615	549	50	15	1
10:00	643	583	50	7	3
11:00	634	563	51	20	0
12:00	648	581	51	15	1
13:00	595	539	40	16	0
14:00	548	505	38	4	1
15:00	556	500	49	7	0
16:00	538	494	37	7	0
17:00	541	493	41	5	2
18:00	512	482	24	6	0
19:00	308	285	22	1	0
20:00	280	257	18	5	0
21:00	250	229	18	3	0
22:00	136	122	9	4	1
23:00	116	105	6	4	1
<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

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. Rows include hourly data from 00:00 to 23:00 and summary rows for 12H(7-19), 16H(6-22), 18H(6-24), 24H(0-24), AM Peak, and PM Peak.

Direction: Westbound

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. Rows include hourly data from 00:00 to 23:00 and summary rows for 12H(7-19), 16H(6-22), 18H(6-24), 24H(0-24), AM Peak, and PM Peak.

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. Rows include hourly data from 00:00 to 23:00 and summary rows for 12H(7-19), 16H(6-22), 18H(6-24), 24H(0-24), AM Peak, and PM Peak.

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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%

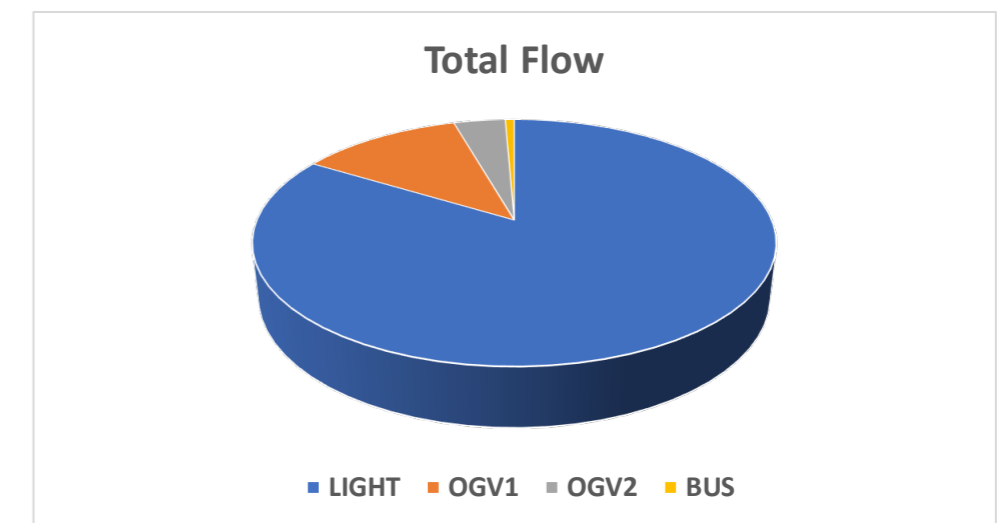
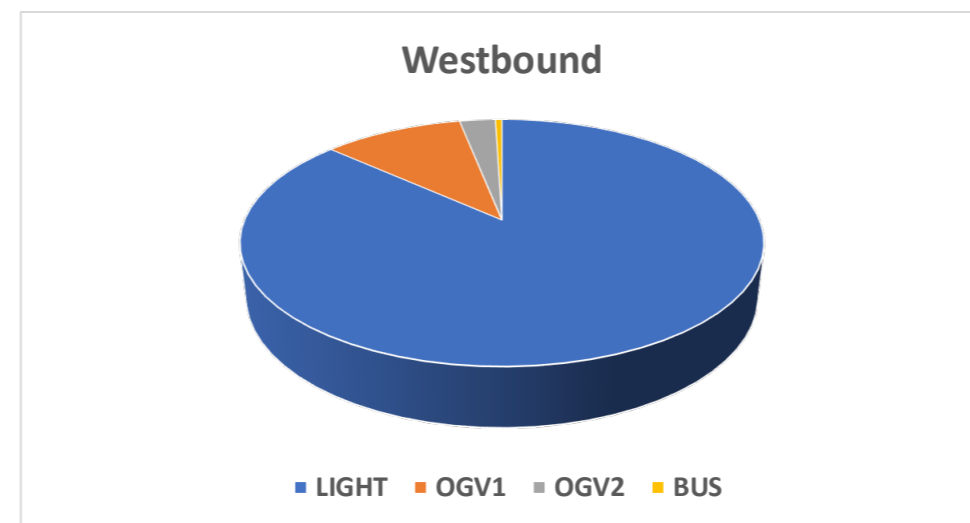
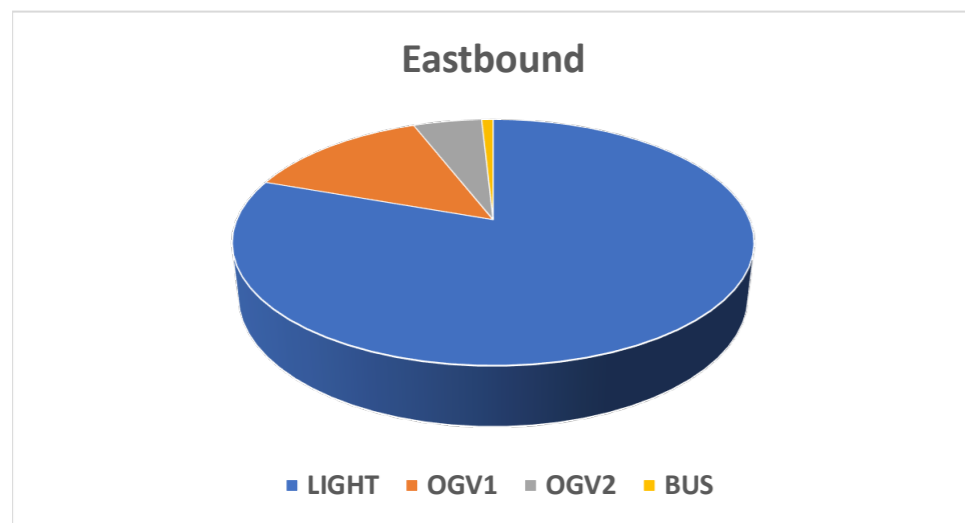
	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 24 Mar 2022	100.0%	84.0%	12.0%	3.4%	0.6%
Fri 25 Mar 2022	100.0%	85.5%	11.0%	2.8%	0.7%
Sat 26 Mar 2022	100.0%	89.1%	8.9%	1.7%	0.3%
Sun 27 Mar 2022	100.0%	91.2%	7.3%	1.4%	0.2%
Mon 28 Mar 2022	100.0%	85.4%	11.0%	3.2%	0.5%
Tue 29 Mar 2022	100.0%	86.3%	10.3%	2.8%	0.6%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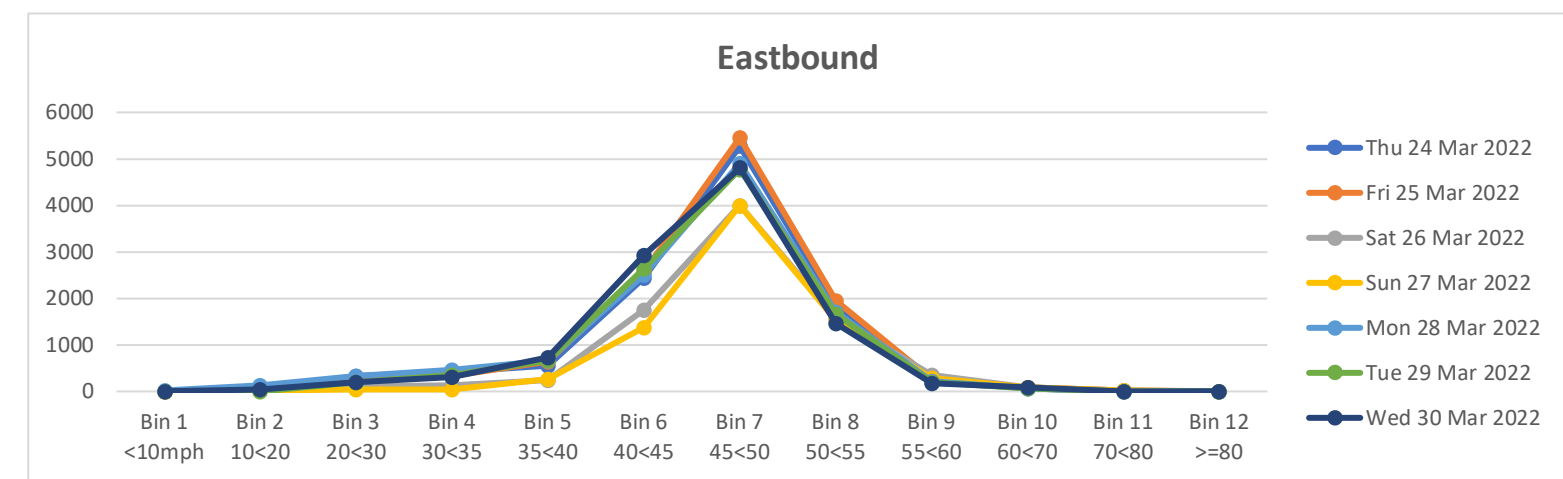


East Heckington, A17 (Middle Site)

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

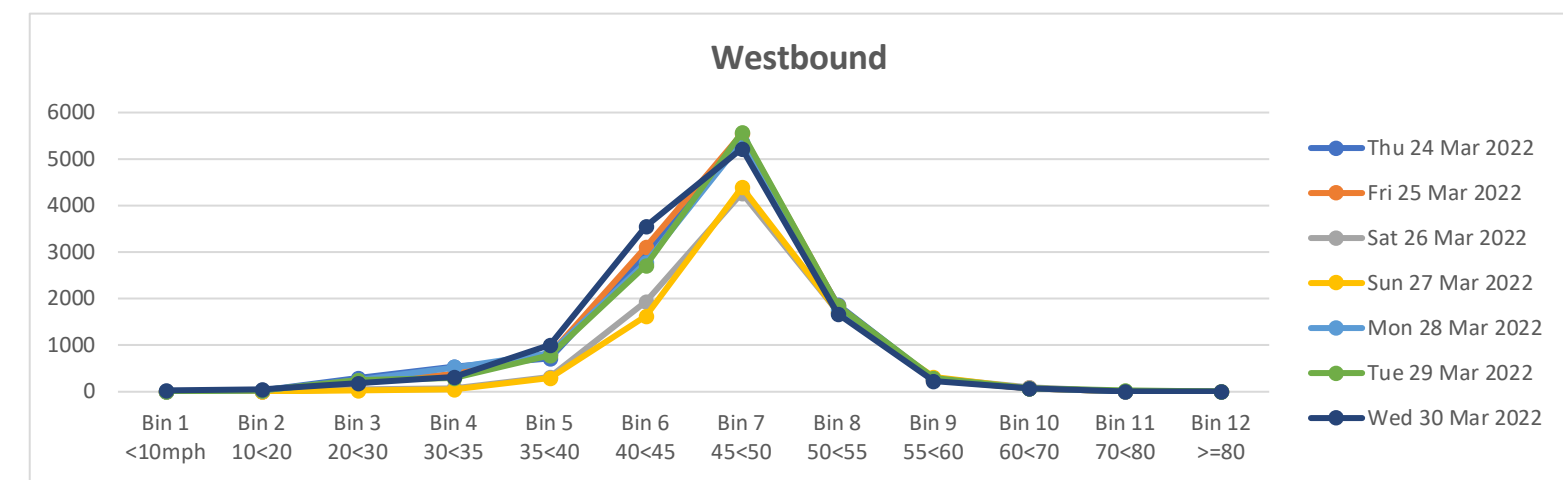
360 TSL Ltd



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	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

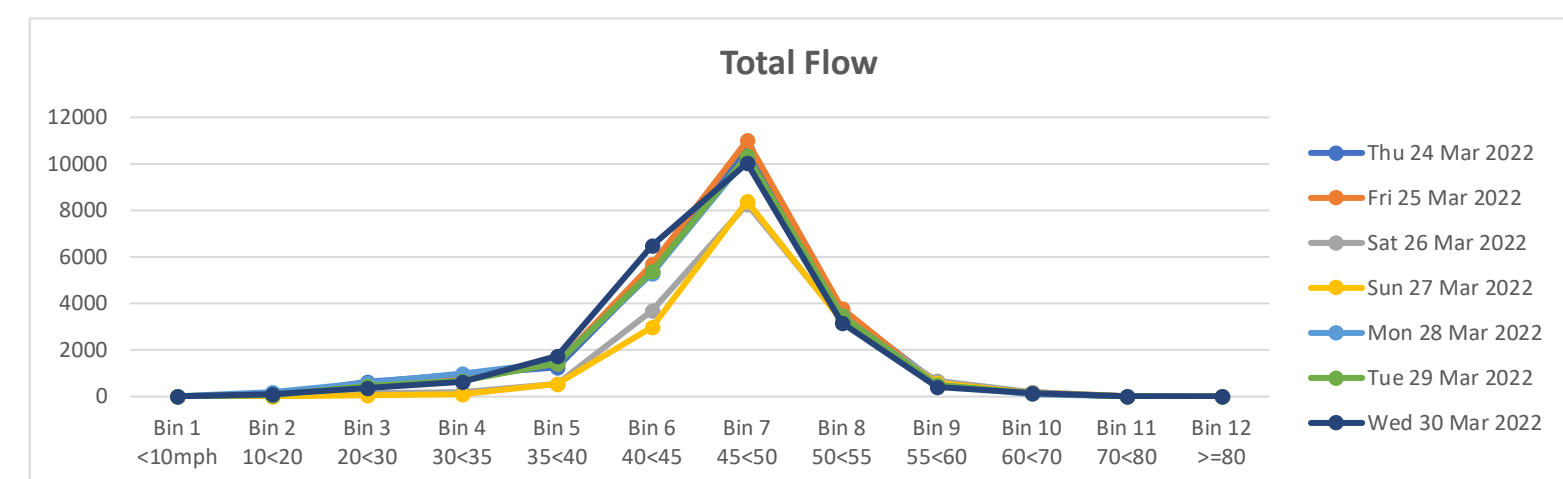
360 TSL Ltd



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	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

360 TSL Ltd



## East Heckington, A17 (Middle Site)

Direction: Eastbound

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

360 TSL Ltd

Direction: Westbound

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

360 TSL Ltd

Direction: Total Flow

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

360 TSL Ltd

## East Heckington, A17 (Middle Site)

Direction: Eastbound

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

360 TSL Ltd

Direction: Westbound

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

360 TSL Ltd

Direction: Total Flow

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

360 TSL Ltd

### East Heckington, A17 (Middle Site)

Direction: Eastbound

24/03/2022

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

360 TSL Ltd

Direction: Westbound

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

360 TSL Ltd

Direction: Total Flow

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

360 TSL Ltd

# East Heckington, A17 (Middle Site)

Direction: Eastbound

25/03/2022

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	78	51	8	18	1
01:00	73	55	11	5	2
02:00	65	45	9	10	1
03:00	55	34	13	7	1
04:00	147	113	17	12	5
05:00	292	223	45	15	9
06:00	629	486	103	33	7
07:00	907	711	150	37	9
08:00	826	646	140	34	6
09:00	707	546	101	49	11
10:00	758	616	91	45	6
11:00	725	595	93	31	6
12:00	767	616	104	38	9
13:00	794	662	92	34	6
14:00	829	682	103	38	6
15:00	880	733	111	32	4
16:00	734	625	89	17	3
17:00	698	590	85	22	1
18:00	598	516	50	26	6
19:00	410	328	56	26	0
20:00	289	250	26	13	0
21:00	191	150	21	19	1
22:00	175	151	16	8	0
23:00	90	74	9	7	0
<b>Total</b>					
<b>12H(7-19)</b>	9223	7538	1209	403	73
<b>16H(6-22)</b>	10742	8752	1415	494	81
<b>18H(6-24)</b>	11007	8977	1440	509	81
<b>24H(0-24)</b>	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>					
<b>12H(7-19)</b>	9597	8179	1119	229	70
<b>16H(6-22)</b>	10969	9389	1246	255	79
<b>18H(6-24)</b>	11198	9581	1267	271	79
<b>24H(0-24)</b>	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>					
<b>12H(7-19)</b>	18820	15717	2328	632	143
<b>16H(6-22)</b>	21711	18141	2661	749	160
<b>18H(6-24)</b>	22205	18558	2707	780	160
<b>24H(0-24)</b>	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 <b>1046</b>	07:00 <b>857</b>	08:00 <b>173</b>	09:00 <b>42</b>	06:00 <b>13</b>
<b>PM Peak</b>	12:00 <b>770</b>	12:00 <b>602</b>	16:00 <b>106</b>	12:00 <b>59</b>	13:00 <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 <b>836</b>	07:00 <b>747</b>	11:00 <b>84</b>	11:00 <b>27</b>	11:00 <b>8</b>
<b>PM Peak</b>	17:00 <b>897</b>	17:00 <b>786</b>	15:00 <b>133</b>	13:00 <b>36</b>	12:00 <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 <b>1882</b>	07:00 <b>1604</b>	08:00 <b>248</b>	11:00 <b>68</b>	11:00 <b>19</b>
<b>PM Peak</b>	16:00 <b>1581</b>	17:00 <b>1322</b>	16:00 <b>234</b>	12:00 <b>77</b>	13:00 <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>					
<b>12H(7-19)</b>	8469	6549	1369	462	89
<b>16H(6-22)</b>	9833	7628	1556	552	97
<b>18H(6-24)</b>	10087	7826	1579	585	97
<b>24H(0-24)</b>	10594	8162	1662	665	105
<b>AM Peak</b>	07:00 1060	07:00 827	07:00 188	10:00 46	08:00 15
<b>PM Peak</b>	17:00 722	17:00 581	16:00 106	12:00 60	13:00 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>					
<b>12H(7-19)</b>	9276	8012	1007	198	59
<b>16H(6-22)</b>	10617	9186	1131	234	66
<b>18H(6-24)</b>	10853	9393	1144	249	67
<b>24H(0-24)</b>	11890	10256	1230	331	73
<b>AM Peak</b>	07:00 812	07:00 713	11:00 91	04:00 24	10:00 10
<b>PM Peak</b>	16:00 875	16:00 752	15:00 118	13:00 24	13:00 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>					
<b>12H(7-19)</b>	17745	14561	2376	660	148
<b>16H(6-22)</b>	20450	16814	2687	786	163
<b>18H(6-24)</b>	20940	17219	2723	834	164
<b>24H(0-24)</b>	22484	18418	2892	996	178
<b>AM Peak</b>	07:00 1872	07:00 1540	07:00 268	10:00 70	10:00 21
<b>PM Peak</b>	16:00 1579	16:00 1316	16:00 212	12:00 70	13:00 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>					
<b>12H(7-19)</b>	8592	6790	1276	444	82
<b>16H(6-22)</b>	9868	7796	1459	519	94
<b>18H(6-24)</b>	10113	8002	1478	538	95
<b>24H(0-24)</b>	10768	8473	1578	614	103
<b>AM Peak</b>	07:00 <b>960</b>	07:00 <b>758</b>	08:00 <b>175</b>	09:00 <b>57</b>	07:00 <b>14</b>
<b>PM Peak</b>	16:00 <b>779</b>	16:00 <b>646</b>	14:00 <b>108</b>	14:00 <b>45</b>	12:00 <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>					
<b>12H(7-19)</b>	9564	8290	1025	209	40
<b>16H(6-22)</b>	10920	9469	1163	248	40
<b>18H(6-24)</b>	11111	9633	1180	258	40
<b>24H(0-24)</b>	12356	10715	1272	320	49
<b>AM Peak</b>	11:00 <b>841</b>	11:00 <b>731</b>	09:00 <b>94</b>	11:00 <b>22</b>	11:00 <b>5</b>
<b>PM Peak</b>	16:00 <b>920</b>	17:00 <b>834</b>	15:00 <b>107</b>	14:00 <b>27</b>	13:00 <b>10</b>

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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>					
<b>12H(7-19)</b>	18156	15080	2301	653	122
<b>16H(6-22)</b>	20788	17265	2622	767	134
<b>18H(6-24)</b>	21224	17635	2658	796	135
<b>24H(0-24)</b>	23124	19188	2850	934	152
<b>AM Peak</b>	07:00 <b>1789</b>	07:00 <b>1481</b>	09:00 <b>250</b>	10:00 <b>70</b>	08:00 <b>16</b>
<b>PM Peak</b>	16:00 <b>1699</b>	16:00 <b>1454</b>	14:00 <b>206</b>	14:00 <b>72</b>	13:00 <b>14</b>

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### 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%

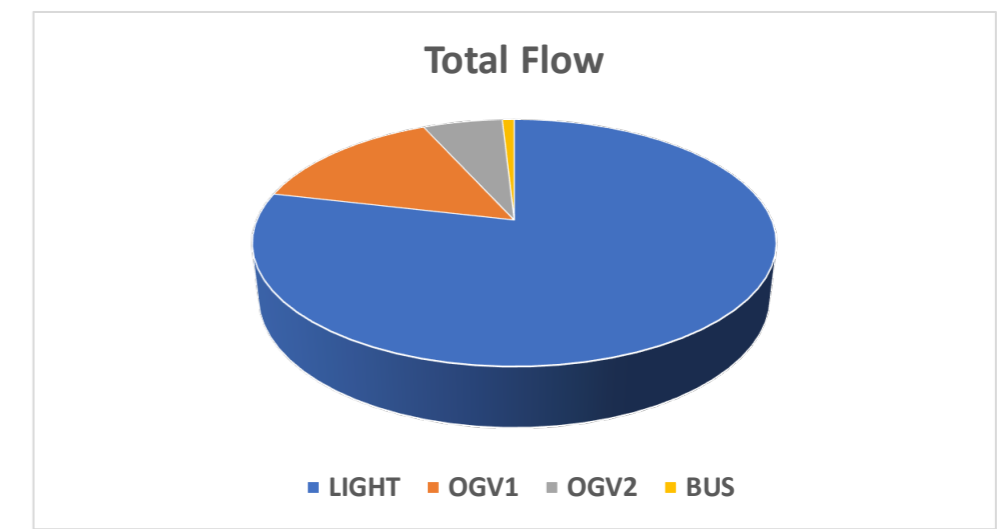
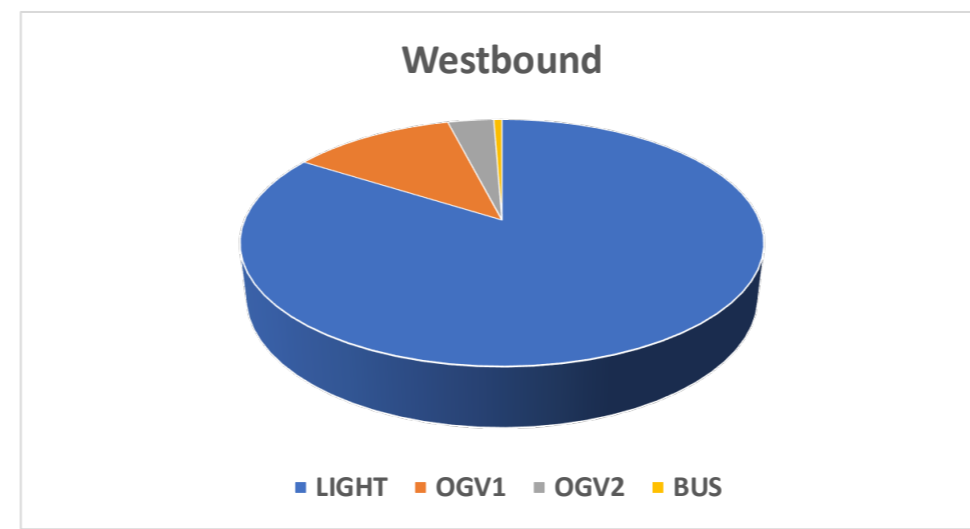
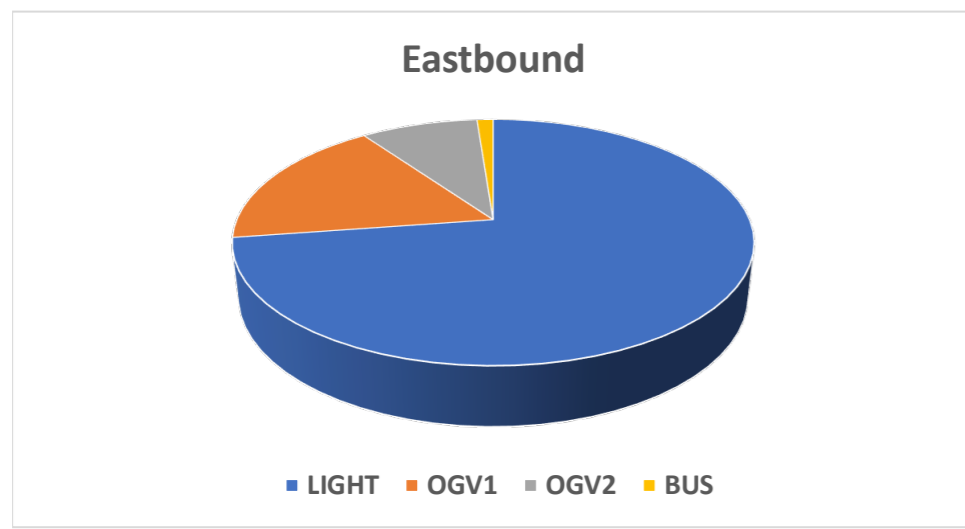
	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 24 Mar 2022	100.0%	82.1%	13.1%	4.0%	0.8%
Fri 25 Mar 2022	100.0%	82.9%	12.8%	3.6%	0.8%
Sat 26 Mar 2022	100.0%	85.8%	11.2%	2.7%	0.3%
Sun 27 Mar 2022	100.0%	87.7%	9.8%	2.2%	0.2%
Mon 28 Mar 2022	100.0%	82.1%	13.4%	3.9%	0.6%
Tue 29 Mar 2022	100.0%	83.0%	12.6%	3.7%	0.7%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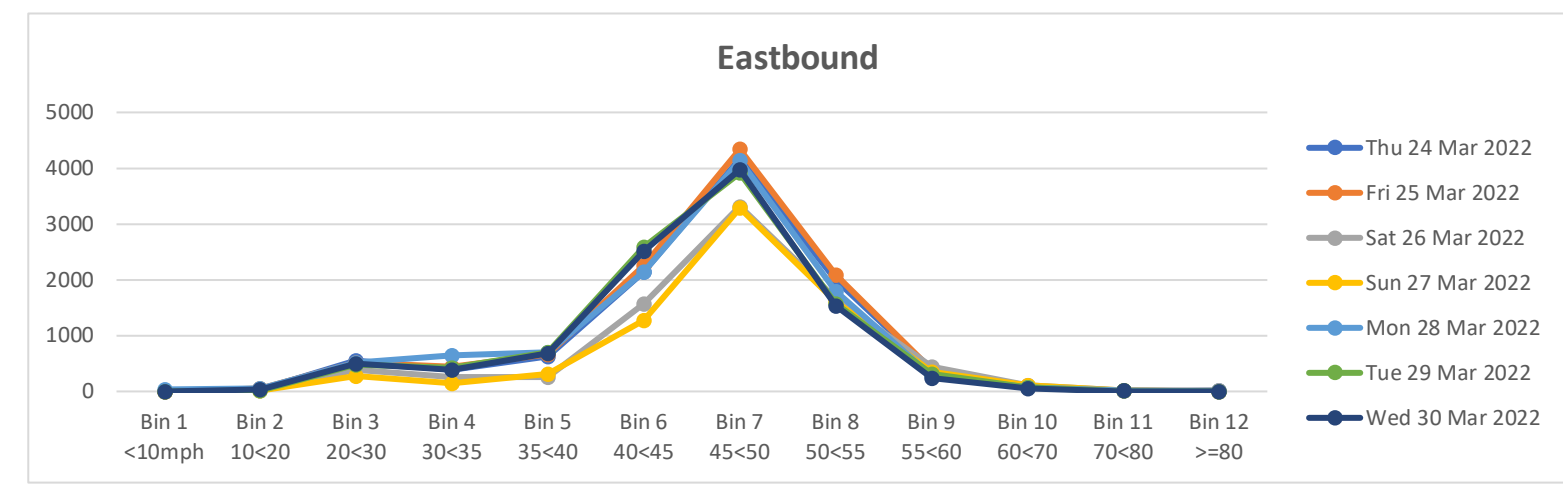


East Heckington ATC, A17 (Western Site)

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

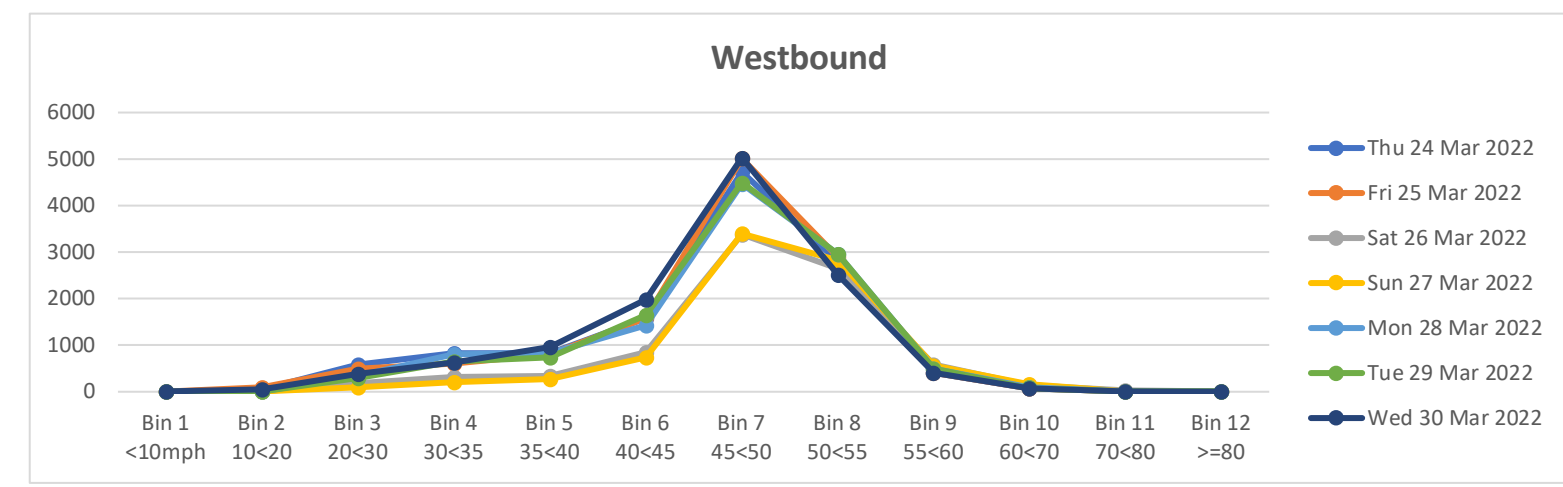
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Direction: Westbound

	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

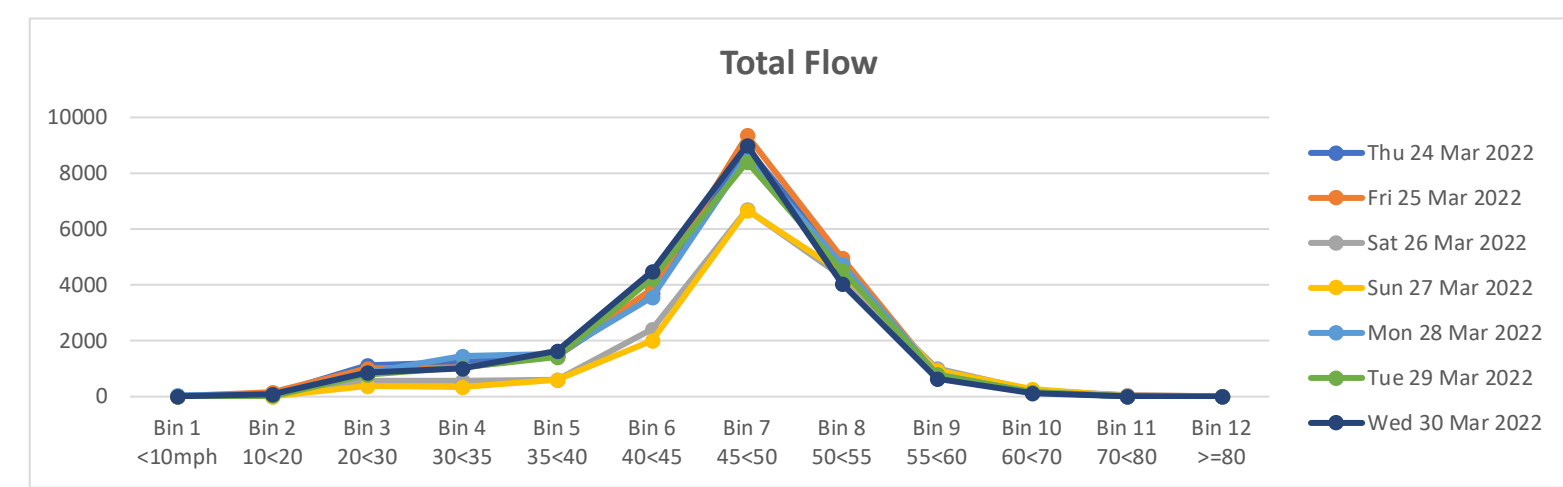
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Direction: Total Flow

	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

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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	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

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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	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

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

360 TSL Ltd

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	68	41	10	16	1
01:00	92	56	8	27	1
02:00	108	77	7	22	2
03:00	120	87	9	23	1
04:00	239	189	16	29	5
05:00	509	439	40	29	1
06:00	625	528	69	26	2
07:00	764	656	89	15	4
08:00	775	656	96	18	5
09:00	784	640	113	25	6
10:00	662	532	97	25	8
11:00	689	520	117	41	11
12:00	652	507	103	35	7
13:00	721	556	130	20	15
14:00	796	631	142	16	7
15:00	783	632	127	19	5
16:00	902	740	140	14	8
17:00	903	798	94	10	1
18:00	623	560	51	11	1
19:00	390	338	39	12	1
20:00	263	226	25	11	1
21:00	179	146	18	11	4
22:00	136	119	10	7	0
23:00	106	85	11	10	0
<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
	784	656	117	41	11
<b>PM Peak</b>	17:00	17:00	14:00	12:00	13:00
	903	798	142	35	15

360 TSL Ltd

Direction: Total Flow

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

360 TSL Ltd

### East Heckington ATC, A17 (Western Site)

Direction: Eastbound

25/03/2022

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	63	23	11	28	1
01:00	52	18	11	21	2
02:00	53	23	11	16	3
03:00	50	24	15	9	2
04:00	106	41	22	38	5
05:00	233	126	51	46	10
06:00	550	348	120	74	8
07:00	870	608	182	63	17
08:00	727	484	170	59	14
09:00	665	449	129	72	15
10:00	707	519	114	65	9
11:00	673	499	112	55	7
12:00	739	544	124	59	12
13:00	735	560	117	49	9
14:00	755	565	131	53	6
15:00	781	597	124	57	3
16:00	740	607	99	27	7
17:00	681	552	90	35	4
18:00	599	496	63	36	4
19:00	375	290	52	32	1
20:00	291	236	36	18	1
21:00	180	124	25	29	2
22:00	157	119	18	19	1
23:00	83	51	15	17	0
<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>					
<b>12H(7-19)</b>	6509	5376	854	253	26
<b>16H(6-22)</b>	7468	6100	993	344	31
<b>18H(6-24)</b>	7688	6276	1017	362	33
<b>24H(0-24)</b>	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>					
<b>12H(7-19)</b>	6728	5879	728	107	14
<b>16H(6-22)</b>	7628	6625	856	131	16
<b>18H(6-24)</b>	7811	6779	869	147	16
<b>24H(0-24)</b>	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>					
<b>12H(7-19)</b>	13237	11255	1582	360	40
<b>16H(6-22)</b>	15096	12725	1849	475	47
<b>18H(6-24)</b>	15499	13055	1886	509	49
<b>24H(0-24)</b>	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>					
12H(7-19)	5948	5043	673	208	24
16H(6-22)	6989	5870	815	278	26
18H(6-24)	7172	6006	834	304	28
24H(0-24)	7400	6141	881	348	30
<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>					
12H(7-19)	6629	5937	606	72	14
16H(6-22)	7718	6865	739	98	16
18H(6-24)	7886	6988	764	117	17
24H(0-24)	8283	7268	814	182	19
<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>					
12H(7-19)	12577	10980	1279	280	38
16H(6-22)	14707	12735	1554	376	42
18H(6-24)	15058	12994	1598	421	45
24H(0-24)	15683	13409	1695	530	49
<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>					
<b>12H(7-19)</b>	8547	6165	1589	682	111
<b>16H(6-22)</b>	9708	6949	1813	816	130
<b>18H(6-24)</b>	9932	7104	1842	854	132
<b>24H(0-24)</b>	10400	7379	1940	940	141
<b>AM Peak</b>	07:00 1052	07:00 786	07:00 214	10:00 67	09:00 18
<b>PM Peak</b>	16:00 703	16:00 518	16:00 126	12:00 81	12:00 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>					
<b>12H(7-19)</b>	8900	7301	1262	278	59
<b>16H(6-22)</b>	10209	8409	1411	323	66
<b>18H(6-24)</b>	10392	8548	1431	346	67
<b>24H(0-24)</b>	11424	9375	1528	450	71
<b>AM Peak</b>	07:00 856	07:00 771	11:00 115	11:00 32	11:00 8
<b>PM Peak</b>	17:00 870	17:00 726	16:00 147	13:00 37	13:00 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>					
<b>12H(7-19)</b>	17447	13466	2851	960	170
<b>16H(6-22)</b>	19917	15358	3224	1139	196
<b>18H(6-24)</b>	20324	15652	3273	1200	199
<b>24H(0-24)</b>	21824	16754	3468	1390	212
<b>AM Peak</b>	07:00 1908	07:00 1557	07:00 294	11:00 96	11:00 21
<b>PM Peak</b>	16:00 1525	17:00 1228	16:00 273	12:00 108	12:00 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>					
12H(7-19)	8176	5752	1657	657	110
16H(6-22)	9368	6542	1873	829	124
18H(6-24)	9600	6692	1908	874	126
24H(0-24)	10084	6932	2021	989	142
<b>AM Peak</b>	07:00	07:00	07:00	06:00	09:00
	<b>1047</b>	<b>767</b>	<b>218</b>	<b>76</b>	<b>17</b>
<b>PM Peak</b>	16:00	17:00	16:00	12:00	16:00
	<b>703</b>	<b>535</b>	<b>129</b>	<b>84</b>	<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>					
12H(7-19)	8778	7298	1166	251	63
16H(6-22)	10132	8469	1308	285	70
18H(6-24)	10353	8644	1331	308	70
24H(0-24)	11365	9433	1427	425	80
<b>AM Peak</b>	08:00	08:00	11:00	10:00	07:00
	<b>838</b>	<b>735</b>	<b>109</b>	<b>32</b>	<b>6</b>
<b>PM Peak</b>	16:00	17:00	16:00	13:00	14:00
	<b>836</b>	<b>696</b>	<b>139</b>	<b>40</b>	<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>					
12H(7-19)	16954	13050	2823	908	173
16H(6-22)	19500	15011	3181	1114	194
18H(6-24)	19953	15336	3239	1182	196
24H(0-24)	21449	16365	3448	1414	222
<b>AM Peak</b>	07:00	07:00	07:00	09:00	09:00
	<b>1869</b>	<b>1495</b>	<b>297</b>	<b>91</b>	<b>18</b>
<b>PM Peak</b>	16:00	17:00	16:00	12:00	16:00
	<b>1539</b>	<b>1231</b>	<b>268</b>	<b>109</b>	<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>					
<b>12H(7-19)</b>	8052	5732	1549	655	116
<b>16H(6-22)</b>	9206	6491	1781	802	132
<b>18H(6-24)</b>	9400	6603	1809	854	134
<b>24H(0-24)</b>	9929	6859	1922	1000	148
<b>AM Peak</b>	07:00 915	07:00 659	08:00 204	11:00 67	08:00 19
<b>PM Peak</b>	16:00 709	16:00 521	14:00 124	12:00 60	14:00 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>					
<b>12H(7-19)</b>	9390	8124	1005	202	59
<b>16H(6-22)</b>	10711	9255	1148	243	65
<b>18H(6-24)</b>	10909	9427	1164	252	66
<b>24H(0-24)</b>	12018	10301	1273	372	72
<b>AM Peak</b>	07:00 808	07:00 691	07:00 94	11:00 32	10:00 10
<b>PM Peak</b>	16:00 944	17:00 857	15:00 107	13:00 15	13:00 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>					
<b>12H(7-19)</b>	17442	13856	2554	857	175
<b>16H(6-22)</b>	19917	15746	2929	1045	197
<b>18H(6-24)</b>	20309	16030	2973	1106	200
<b>24H(0-24)</b>	21947	17160	3195	1372	220
<b>AM Peak</b>	07:00 1723	07:00 1350	08:00 288	11:00 99	08:00 21
<b>PM Peak</b>	16:00 1653	16:00 1365	13:00 214	12:00 74	13:00 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 | Site No.

Week Begin: 18 May 2023

Channel: Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
Thu 18 May	70	3	50	17	0	0
Fri 19 May	92	0	70	12	10	0
Sat 20 May	46	0	35	11	0	0
Sun 21 May	33	0	32	1	0	0
Mon 22 May	90	0	72	17	1	0
Tue 23 May	71	0	61	10	0	0
Wed 24 May	80	2	64	13	1	0
5 Day Ave.	81	1	63	14	2	0
7 Day Ave.	69	1	55	12	2	0

PCC Traffic Information Consultancy Ltd.



# Vicarage Drove, Bicker Bar ATC

Site No. 620901

Site Ref. 620901

Site 01

Speed Report (Speed Limit 60 Mph)

Week Begin: 18 May 2023

Channel: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Thu 18 May	35	24	18	5	2	7	13	9	3	1	0	0	0	0	0	0	0
Fri 19 May	46	22	16	5	4	15	16	10	1	0	0	0	0	0	0	0	0
Sat 20 May	23	26	19	7	1	5	10	2	5	0	0	0	0	0	0	0	0
Sun 21 May	17	19	15	4	2	7	6	1	1	0	0	0	0	0	0	0	0
Mon 22 May	46	22	18	4	1	5	28	10	2	0	0	0	0	0	0	0	0
Tue 23 May	36	23	18	5	2	5	18	9	2	0	0	0	0	0	0	0	0
Wed 24 May	41	24	20	4	2	4	18	13	3	0	0	0	1	0	0	0	0
5 Day Ave.	41	23	18	5	2	7	19	10	2	0	0	0	0	0	0	0	0
7 Day Ave.	35	23	18	5	2	7	16	8	2	0	0	0	0	0	0	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 620901

Site Ref. 620901

Site 01

Speed Report (Speed Limit 60 Mph)

Week Begin: 18 May 2023

Channel: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Thu 18 May	35	29	22	7	0	5	10	9	6	5	0	0	0	0	0	0	0
Fri 19 May	46	26	19	7	2	11	16	8	6	2	1	0	0	0	0	0	0
Sat 20 May	23	29	22	7	2	1	5	9	2	3	0	1	0	0	0	0	0
Sun 21 May	16	26	21	5	0	1	7	4	4	0	0	0	0	0	0	0	0
Mon 22 May	44	28	22	5	2	1	8	20	11	2	0	0	0	0	0	0	0
Tue 23 May	35	29	23	6	1	4	8	6	12	2	2	0	0	0	0	0	0
Wed 24 May	39	29	24	5	1	2	7	13	12	2	2	0	0	0	0	0	0



5 Day Ave.	40	28	22	6	1	5	10	11	9	3	1	0	0	0	0	0	0
7 Day Ave.	34	28	22	6	1	4	9	10	8	2	1	0	0	0	0	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 620901 Site Ref. 620901  
 Site 01  
 Speed Report (Speed Limit 60 Mph)

Week Begin: 18 May 2023

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Thu 18 May	70	27	20	7	2	12	23	18	9	6	0	0	0	0	0	0	0
Fri 19 May	92	24	18	6	6	26	32	18	7	2	1	0	0	0	0	0	0
Sat 20 May	46	27	20	7	3	6	15	11	7	3	0	1	0	0	0	0	0
Sun 21 May	33	24	18	6	2	8	13	5	5	0	0	0	0	0	0	0	0
Mon 22 May	90	25	20	5	3	6	36	30	13	2	0	0	0	0	0	0	0
Tue 23 May	71	27	20	7	3	9	26	15	14	2	2	0	0	0	0	0	0
Wed 24 May	80	27	22	6	3	6	25	26	15	2	2	0	1	0	0	0	0
5 Day Ave.	81	26	20	6	3	12	28	21	12	3	1	0	0	0	0	0	0
7 Day Ave.	69	26	20	6	3	10	24	18	10	2	1	0	0	0	0	0	0

PCC Traffic Information Consultancy Ltd.



## Vicarage Drive, Bicker Bar ATC

Site No. 620901 Site Ref. 620901

Site 01

Classification Report

18 May 2023

Channel: Northbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/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	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 M/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	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 M/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	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.



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 Exp/V/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	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	0
<b>PM Peak</b>	13:00	23:00	13:00	13:00	14:00	23:00
12	0	9	3	1	0	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 Exp/V/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	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	0
<b>PM Peak</b>	12:00	23:00	12:00	13:00	12:00	23:00
7	0	6	1	1	0	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 Exp/V/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	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	0
<b>PM Peak</b>	12:00	23:00	12:00	13:00	12:00	23:00
16	0	13	4	2	0	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 Cav/Min	Bin 3 GV	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	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 Cav/Min	Bin 3 GV	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	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 Cav/Min	Bin 3 GV	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	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 M/Cycle	Bin 2 Exp/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	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 M/Cycle	Bin 2 Exp/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	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 M/Cycle	Bin 2 Exp/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	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 M/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 M/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 M/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 M/Cycle	Bin 2 Exp/V/Min	Bin 3 GV	Bin 4 KEY	Bin 5 Bus
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	0	0
07:00	1	0	1	0	0
08:00	2	0	2	0	0
09:00	1	0	0	1	0
10:00	0	0	0	0	0
11:00	2	0	2	0	0
12:00	5	0	3	2	0
13:00	3	0	3	0	0
14:00	5	0	4	1	0
15:00	4	0	4	0	0
16:00	8	0	7	1	0
17:00	7	1	5	1	0
18:00	1	0	1	0	0
19:00	1	0	0	1	0
20:00	1	0	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	32	6	0
16H(6-22)	41	1	33	7	0
18H(6-24)	41	1	33	7	0
24H(0-24)	41	1	33	7	0
<b>AM Peak</b>	11:00	11:00	11:00	09:00	11:00
2	0	2	1	0	0
<b>PM Peak</b>	16:00	17:00	16:00	12:00	23:00
8	1	7	2	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 620901 Site Ref. 620901

Site 01

Classification Report 24 May 2023 Channel: Southbound

Total Volume	Bin 1 M/Cycle	Bin 2 Exp/V/Min	Bin 3 GV	Bin 4 KEY	Bin 5 Bus
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	6	0	5	1	0
07:00	8	0	8	0	0
08:00	2	0	2	0	0
09:00	4	0	2	2	0
10:00	0	0	0	0	0
11:00	5	0	4	1	0
12:00	2	0	2	0	0
13:00	3	0	3	0	0
14:00	4	0	3	1	0
15:00	2	1	0	0	1
16:00	0	0	0	0	0
17:00	1	0	1	0	0
18:00	2	0	1	1	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
<b>Total</b>					
12H(7-19)	33	1	26	5	1
16H(6-22)	39	1	31	6	1
18H(6-24)	39	1	31	6	1
24H(0-24)	39	1	31	6	1
<b>AM Peak</b>	07:00	11:00	07:00	09:00	11:00
8	0	8	2	0	0
<b>PM Peak</b>	14:00	15:00	14:00	18:00	15:00
4	1	3	1	1	0

PCC Traffic Information Consultancy Ltd.

Site No. 620901 Site Ref. 620901

Site 01

Classification Report 24 May 2023 Channel: Total Flow

Total Volume	Bin 1 M/Cycle	Bin 2 Exp/V/Min	Bin 3 GV	Bin 4 KEY	Bin 5 Bus
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	6	0	5	1	0
07:00	9	0	9	0	0
08:00	4	0	4	0	0
09:00	5	0	2	3	0
10:00	0	0	0	0	0
11:00	7	0	6	1	0
12:00	7	0	5	2	0
13:00	6	0	6	0	0
14:00	9	0	7	2	0
15:00	6	1	4	0	1
16:00	8	0	7	1	0
17:00	8	1	6	1	0
18:00	3	0	2	1	0
19:00	1	0	0	1	0
20:00	1	0	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)	72	2	58	11	1
16H(6-22)	80	2	64	13	1
18H(6-24)	80	2	64	13	1
24H(0-24)	80	2	64	13	1
<b>AM Peak</b>	07:00	11:00	07:00	09:00	11:00
9	0	9	3	0	0
<b>PM Peak</b>	14:00	17:00	16:00	14:00	15:00
9	1	7	2	1	0

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Table with 11 columns for days of the week and 24 hourly rows (00:00 to 23:00). It includes a summary section for Total (12H, 16H, 18H, 24H) and AM/PM Peak periods.

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Table with 11 columns for days of the week and 24 hourly rows (00:00 to 23:00). It includes a summary section for Total (12H, 16H, 18H, 24H) and AM/PM Peak periods.

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Table with 11 columns for days of the week and 24 hourly rows (00:00 to 23:00). It includes a summary section for Total (12H, 16H, 18H, 24H) and AM/PM Peak periods.

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# 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

	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.

	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.

	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.

	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.

	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.

	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 17 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, summary statistics for 12H(7-19), 16H(6-22), 18H(6-24), and 24H(0-24), and AM/PM peak data.

Table with 17 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, summary statistics for 12H(7-19), 16H(6-22), 18H(6-24), and 24H(0-24), and AM/PM peak data.

Table with 17 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, summary statistics for 12H(7-19), 16H(6-22), 18H(6-24), and 24H(0-24), and AM/PM peak data.





	Thu 18	Fri 19	Sat 20	Sun 21	Mon 22	Tue 23	Wed 24	7-Day Ave.	7-Day Ave.
00:00	0	0	1	1	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	1	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	1	0	0	1	2	2	0	1	1
06:00	7	8	6	1	4	4	9	6	6
07:00	12	7	5	3	4	10	7	8	7
08:00	4	7	2	1	6	8	7	6	5
09:00	1	2	4	7	2	9	6	4	4
10:00	3	3	4	1	4	6	2	4	3
11:00	5	5	4	5	6	5	8	6	5
12:00	5	7	3	3	3	5	8	6	5
13:00	7	1	6	3	5	4	6	5	5
14:00	7	5	2	6	6	4	9	6	6
15:00	5	3	2	3	5	6	7	5	4
16:00	5	7	7	2	3	7	2	5	5
17:00	2	1	2	3	3	1	3	2	2
18:00	6	2	2	2	5	6	7	5	4
19:00	0	3	2	2	2	3	4	2	2
20:00	4	1	0	2	0	0	3	2	1
21:00	1	1	2	0	1	2	0	1	1
22:00	0	0	0	0	0	0	0	0	0
23:00	0	0	1	0	0	0	0	0	0
<b>Total</b>									
12H(7-19)	62	50	43	39	52	71	72	61	56
16H(6-22)	74	63	53	44	59	80	88	73	66
18H(6-24)	74	63	54	44	59	80	88	73	66
24H(0-24)	75	63	55	46	61	83	88	74	67
<b>AM Peak</b>	07:00 12	06:00 8	06:00 6	09:00 7	11:00 6	07:00 10	06:00 9	07:00 8	07:00 7
<b>PM Peak</b>	14:00 7	16:00 7	16:00 7	14:00 6	14:00 6	16:00 7	14:00 9	14:00 6	14:00 6

PCC Traffic Information Consultancy Ltd.

	Thu 18	Fri 19	Sat 20	Sun 21	Mon 22	Tue 23	Wed 24	7-Day Ave.	7-Day Ave.
00:00	0	0	1	1	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	1	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	1	1	1	0	2	1	1	1	1
06:00	1	1	2	2	1	4	4	2	2
07:00	5	3	5	3	4	7	5	5	5
08:00	3	5	2	1	1	4	4	3	3
09:00	6	4	4	8	9	5	4	6	6
10:00	2	7	9	7	4	3	4	4	5
11:00	6	7	7	2	6	3	2	5	5
12:00	4	3	3	2	5	5	8	5	4
13:00	8	12	6	3	6	4	6	7	6
14:00	5	4	4	4	5	5	7	5	5
15:00	12	5	2	1	9	12	7	9	7
16:00	8	2	4	4	7	11	10	8	7
17:00	3	5	3	3	3	7	10	6	5
18:00	4	0	2	1	4	3	4	3	3
19:00	3	3	1	1	3	6	3	4	3
20:00	2	2	1	2	0	0	2	1	1
21:00	1	0	2	2	0	2	1	1	1
22:00	1	0	0	0	0	0	0	0	0
23:00	0	0	1	0	0	0	0	0	0
<b>Total</b>									
12H(7-19)	66	57	51	39	63	69	71	65	59
16H(6-22)	73	63	57	46	67	81	81	73	67
18H(6-24)	74	63	58	46	67	81	81	73	67
24H(0-24)	75	64	60	47	69	83	82	75	69
<b>AM Peak</b>	11:00 6	11:00 7	10:00 9	09:00 8	09:00 9	07:00 7	07:00 5	09:00 6	09:00 6
<b>PM Peak</b>	15:00 12	13:00 12	13:00 6	16:00 4	15:00 9	15:00 12	17:00 10	15:00 9	15:00 7

PCC Traffic Information Consultancy Ltd.

	Thu 18	Fri 19	Sat 20	Sun 21	Mon 22	Tue 23	Wed 24	7-Day Ave.	7-Day Ave.
00:00	0	0	2	2	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	2	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	2	1	1	1	4	3	1	2	2
06:00	8	9	8	3	5	8	13	9	8
07:00	17	10	10	6	8	17	12	13	11
08:00	7	12	4	2	7	12	11	10	8
09:00	7	6	8	15	11	14	10	10	10
10:00	5	10	13	8	8	9	6	8	8
11:00	11	12	11	7	12	8	10	11	10
12:00	9	10	6	5	8	10	16	11	9
13:00	15	13	12	6	11	8	12	12	11
14:00	12	9	6	10	11	9	16	11	10
15:00	17	8	4	4	14	18	14	14	11
16:00	13	9	11	6	10	18	12	12	11
17:00	5	6	5	6	6	8	13	8	7
18:00	10	2	4	3	9	9	11	8	7
19:00	3	6	3	3	5	9	7	6	5
20:00	6	3	1	4	0	0	5	3	3
21:00	2	1	4	2	1	4	1	2	2
22:00	1	0	0	0	0	0	0	0	0
23:00	0	0	2	0	0	0	0	0	0
<b>Total</b>									
12H(7-19)	128	107	94	78	115	140	143	127	115
16H(6-22)	147	126	110	90	126	161	169	146	133
18H(6-24)	148	126	112	90	126	161	169	146	133
24H(0-24)	150	127	115	93	130	166	170	149	136
<b>AM Peak</b>	07:00 17	11:00 12	10:00 13	09:00 15	11:00 12	07:00 17	06:00 13	07:00 13	07:00 11
<b>PM Peak</b>	15:00 17	13:00 13	13:00 12	14:00 10	15:00 14	16:00 18	14:00 16	15:00 14	16:00 11

PCC Traffic Information Consultancy Ltd.



# Cowbridge Rd, Bicker Bar ATC

Site No. 620903

Site Ref. 620903

Site 03

Classification Report

Week Begin: 18 May 2023

Channel: Northbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
Thu 18 May	75	2	59	11	2	1
Fri 19 May	63	1	57	4	1	0
Sat 20 May	55	1	44	7	3	0
Sun 21 May	46	2	40	1	3	0
Mon 22 May	61	0	53	7	1	0
Tue 23 May	83	3	73	5	2	0
Wed 24 May	88	4	68	12	4	0
5 Day Ave.	74	2	62	8	2	0
7 Day Ave.	67	2	56	7	2	0

PCC Traffic Information Consultancy Ltd.

Site No. 620903

Site Ref. 620903

Site 03

Classification Report

Week Begin: 18 May 2023

Channel: Southbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
Thu 18 May	75	2	55	14	4	0
Fri 19 May	64	0	50	12	2	0
Sat 20 May	60	3	45	9	3	0
Sun 21 May	47	3	38	4	2	0
Mon 22 May	69	3	48	12	6	0
Tue 23 May	83	5	67	7	4	0
Wed 24 May	82	4	61	16	1	0
5 Day Ave.	75	3	56	12	3	0
7 Day Ave.	69	3	52	11	3	0

PCC Traffic Information Consultancy Ltd.

Site No. 620903

Site Ref. 620903

Site 03

Classification I Site No.

Week Begin: 18 May 2023

Channel: Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
Thu 18 May	150	4	114	25	6	1
Fri 19 May	127	1	107	16	3	0
Sat 20 May	115	4	89	16	6	0
Sun 21 May	93	5	78	5	5	0
Mon 22 May	130	3	101	19	7	0
Tue 23 May	166	8	140	12	6	0
Wed 24 May	170	8	129	28	5	0
5 Day Ave.	149	5	118	20	5	0
7 Day Ave.	136	5	108	17	5	0

PCC Traffic Information Consultancy Ltd.

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 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	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 LGV	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 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	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/V/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/V/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/V/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/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	1	0	1	0	0	0
07:00	3	0	2	1	0	0
08:00	1	0	1	0	0	0
09:00	7	0	7	0	0	0
10:00	1	0	1	0	0	0
11:00	5	0	4	0	1	0
12:00	3	0	2	0	1	0
13:00	3	0	3	0	0	0
14:00	6	0	5	0	1	0
15:00	3	0	3	0	0	0
16:00	2	1	1	0	0	0
17:00	3	0	3	0	0	0
18:00	2	0	2	0	0	0
19:00	2	0	2	0	0	0
20:00	2	1	1	0	0	0
21:00	0	0	0	0	0	0
22:00	0	0	0	0	0	0
23:00	0	0	0	0	0	0
<b>Total</b>						
12H(7-19)	39	1	34	1	3	0
16H(6-22)	44	2	38	1	3	0
18H(6-24)	44	2	38	1	3	0
24H(0-24)	46	2	40	1	3	0
<b>AM Peak</b>	09:00	11:00	09:00	07:00	11:00	11:00
	7	0	7	1	1	0
<b>PM Peak</b>	14:00	20:00	14:00	23:00	14:00	23:00
	6	1	5	0	1	0

PCC Traffic Information Consultancy Ltd.

Site No. 620903 Site Ref. 620903

Site 03

Classification Report

21 May 2023

Channel: Southbound

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

PCC Traffic Information Consultancy Ltd.

Site No. 620903 Site Ref. 620903

Site 03

Classification Report

21 May 2023

Channel: Total Flow

	Total Volume	Bin 1 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	3	0	3	0	0	0
07:00	6	0	4	2	0	0
08:00	2	0	1	1	0	0
09:00	15	1	14	0	0	0
10:00	8	0	6	0	2	0
11:00	7	0	6	0	1	0
12:00	5	0	4	0	1	0
13:00	6	0	6	0	0	0
14:00	10	0	9	0	1	0
15:00	4	0	4	0	0	0
16:00	6	1	4	1	0	0
17:00	6	0	6	0	0	0
18:00	3	0	3	0	0	0
19:00	3	0	3	0	0	0
20:00	4	2	2	0	0	0
21:00	2	1	1	0	0	0
22:00	0	0	0	0	0	0
23:00	0	0	0	0	0	0
<b>Total</b>						
12H(7-19)	78	2	67	4	5	0
16H(6-22)	90	5	76	4	5	0
18H(6-24)	90	5	76	4	5	0
24H(0-24)	93	5	78	5	5	0
<b>AM Peak</b>	09:00	09:00	09:00	07:00	10:00	11:00
	15	1	14	2	2	0
<b>PM Peak</b>	14:00	20:00	14:00	16:00	14:00	23:00
	10	2	9	1	1	0

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 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	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 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	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 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	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	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/V/Min	Bin 3 LGV	Bin 4 LGV	Bin 5 Bus
00:00	0	0	0	0	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	0	0	0	0	0	0
05:00	0	0	0	0	0	0
06:00	9	0	8	1	0	0
07:00	7	0	7	0	0	0
08:00	7	1	6	0	0	0
09:00	6	0	3	3	0	0
10:00	2	0	2	0	0	0
11:00	8	0	6	1	1	0
12:00	8	0	5	1	2	0
13:00	6	0	4	2	0	0
14:00	9	1	6	2	0	0
15:00	7	0	6	0	1	0
16:00	2	1	1	0	0	0
17:00	3	0	3	0	0	0
18:00	7	0	6	1	0	0
19:00	4	1	3	0	0	0
20:00	3	0	2	1	0	0
21:00	0	0	0	0	0	0
22:00	0	0	0	0	0	0
23:00	0	0	0	0	0	0
Total						
12H(7-19)	72	3	55	10	4	0
16H(6-22)	88	4	68	12	4	0
18H(6-24)	88	4	68	12	4	0
24H(0-24)	88	4	68	12	4	0
AM Peak	06:00	08:00	06:00	09:00	11:00	11:00
	9	1	8	3	1	0
PM Peak	14:00	19:00	18:00	14:00	12:00	23:00
	9	1	6	2	2	0

PCC Traffic Information Consultancy Ltd.

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

	Total Volume	Bin 1 W/Cycle	Bin 2 Exp/V/Min	Bin 3 LGV	Bin 4 LGV	Bin 5 Bus
00:00	0	0	0	0	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	0	0	0	0	0	0
05:00	1	0	1	0	0	0
06:00	4	1	3	0	0	0
07:00	5	0	5	0	0	0
08:00	4	1	2	1	0	0
09:00	4	0	2	2	0	0
10:00	4	0	2	2	0	0
11:00	2	0	2	0	0	0
12:00	8	0	5	3	0	0
13:00	6	0	5	1	0	0
14:00	7	0	4	3	0	0
15:00	7	0	7	0	0	0
16:00	10	1	7	1	1	0
17:00	10	0	9	1	0	0
18:00	4	1	3	0	0	0
19:00	3	0	2	1	0	0
20:00	2	0	1	1	0	0
21:00	1	0	1	0	0	0
22:00	0	0	0	0	0	0
23:00	0	0	0	0	0	0
Total						
12H(7-19)	71	3	53	14	1	0
16H(6-22)	81	4	60	16	1	0
18H(6-24)	81	4	60	16	1	0
24H(0-24)	82	4	61	16	1	0
AM Peak	07:00	08:00	07:00	10:00	11:00	11:00
	5	1	5	2	0	0
PM Peak	17:00	18:00	17:00	14:00	16:00	23:00
	10	1	9	3	1	0

PCC Traffic Information Consultancy Ltd.

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

	Total Volume	Bin 1 W/Cycle	Bin 2 Exp/V/Min	Bin 3 LGV	Bin 4 LGV	Bin 5 Bus
00:00	0	0	0	0	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	0	0	0	0	0	0
05:00	1	0	1	0	0	0
06:00	13	1	11	1	0	0
07:00	12	0	12	0	0	0
08:00	11	2	8	1	0	0
09:00	10	0	5	5	0	0
10:00	6	0	4	2	0	0
11:00	10	0	8	1	1	0
12:00	16	0	10	4	2	0
13:00	12	0	9	3	0	0
14:00	16	1	10	5	0	0
15:00	14	0	13	0	1	0
16:00	12	2	8	1	1	0
17:00	13	0	12	1	0	0
18:00	11	1	9	1	0	0
19:00	7	1	5	1	0	0
20:00	5	0	3	2	0	0
21:00	1	0	1	0	0	0
22:00	0	0	0	0	0	0
23:00	0	0	0	0	0	0
Total						
12H(7-19)	143	6	108	24	5	0
16H(6-22)	169	8	128	28	5	0
18H(6-24)	169	8	128	28	5	0
24H(0-24)	170	8	129	28	5	0
AM Peak	06:00	08:00	07:00	09:00	11:00	11:00
	13	2	12	5	1	0
PM Peak	14:00	16:00	15:00	14:00	12:00	23:00
	16	2	13	5	2	0

PCC Traffic Information Consultancy Ltd.

Table with columns: Total Volume, 85th Percentile, Mean Average, Standard Deviation, and 13 speed bins (Bin 1 to Bin 13).

PCC Traffic Information Consultancy Ltd.

Table with columns: Total Volume, 85th Percentile, Mean Average, Standard Deviation, and 13 speed bins (Bin 1 to Bin 13).

PCC Traffic Information Consultancy Ltd.

Table with columns: Total Volume, 85th Percentile, Mean Average, Standard Deviation, and 13 speed bins (Bin 1 to Bin 13).

PCC Traffic Information Consultancy Ltd.









	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-15	Bin 3 15-20	Bin 4 20-25	Bin 5 25-30	Bin 6 30-35	Bin 7 35-40	Bin 8 40-45	Bin 9 45-50	Bin 10 50-55	Bin 11 55-60	Bin 12 60-65	Bin 13 >=65
00:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	37			0	0	0	0	0	1	0	1	0	0	0	0	0
06:00	4	33			0	0	0	0	1	2	1	1	0	0	0	0	0
07:00	4	31			0	0	0	0	0	1	1	1	0	0	0	0	0
08:00	6	30			0	0	1	1	1	1	1	1	0	0	0	0	0
09:00	2	23			0	0	0	2	0	0	0	0	0	0	0	0	0
10:00	4	36			0	0	0	0	0	2	1	1	0	0	0	0	0
11:00	6	26			1	0	0	2	1	0	2	0	0	0	0	0	0
12:00	3	26			0	0	0	1	0	1	0	0	0	0	0	0	0
13:00	5	26			0	0	0	3	1	1	0	0	0	0	0	0	0
14:00	6	31			0	0	0	0	3	2	1	0	0	0	0	0	0
15:00	5	34			0	0	0	0	1	1	3	0	0	0	0	0	0
16:00	3	34			0	0	0	0	1	0	2	0	0	0	0	0	0
17:00	3	31			0	0	0	0	1	2	0	0	0	0	0	0	0
18:00	5	33			0	0	0	0	1	3	1	0	0	0	0	0	0
19:00	2	33			0	0	0	0	0	2	0	0	0	0	0	0	0
20:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	1	32			0	0	0	0	0	1	0	0	0	0	0	0	0
22:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
Total																	
12H(7-19)	52	37	30	7	1	0	2	8	13	14	12	2	0	0	0	0	0
16H(6-22)	59	37	30	7	1	0	2	8	14	19	13	2	0	0	0	0	0
18H(5-24)	59	37	30	7	1	0	2	8	14	19	13	2	0	0	0	0	0
24H(0-24)	61	37	31	7	1	0	2	8	14	20	13	3	0	0	0	0	0
AM Peak	11:00	-	05:00	-	11:00	-	08:00	11:00	07:00	10:00	11:00	10:00	-	-	-	-	-
	6	0	37	0	1	0	1	2	2	2	2	1	0	0	0	0	0
PM Peak	14:00	-	15:00	-	-	-	12:00	13:00	14:00	15:00	-	-	-	-	-	-	-
	6	0	34	0	0	0	1	3	3	3	0	0	0	0	0	0	0

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	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-15	Bin 3 15-20	Bin 4 20-25	Bin 5 25-30	Bin 6 30-35	Bin 7 35-40	Bin 8 40-45	Bin 9 45-50	Bin 10 50-55	Bin 11 55-60	Bin 12 60-65	Bin 13 >=65
00:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	30			0	0	0	0	1	1	0	0	0	0	0	0	0
06:00	1	28			0	0	0	0	1	0	0	0	0	0	0	0	0
07:00	4	24			1	0	0	2	0	0	0	1	0	0	0	0	0
08:00	1	18			0	0	1	0	0	0	0	0	0	0	0	0	0
09:00	9	27			0	0	0	3	4	2	0	0	0	0	0	0	0
10:00	4	28			0	0	0	2	1	0	1	0	0	0	0	0	0
11:00	6	25			0	1	1	0	2	2	0	0	0	0	0	0	0
12:00	5	22			0	0	2	0	1	0	0	0	0	0	0	0	0
13:00	6	29			0	0	0	3	0	1	2	0	0	0	0	0	0
14:00	5	31			0	1	0	0	0	1	3	0	0	0	0	0	0
15:00	9	30			0	0	0	1	4	3	1	0	0	0	0	0	0
16:00	7	32			0	0	0	1	2	1	2	1	0	0	0	0	0
17:00	3	30			0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	4	38			0	0	0	0	0	2	1	0	1	0	0	0	0
19:00	3	29			0	0	0	1	0	2	0	0	0	0	0	0	0
20:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
Total																	
12H(7-19)	63	37	29	8	1	4	2	13	13	14	12	3	1	0	0	0	0
16H(6-22)	67	37	29	8	1	4	2	14	14	16	12	3	1	0	0	0	0
18H(5-24)	67	37	29	8	1	4	2	14	14	16	12	3	1	0	0	0	0
24H(0-24)	69	37	29	8	1	4	2	14	15	17	12	3	1	0	0	0	0
AM Peak	09:00	-	05:00	-	07:00	11:00	11:00	09:00	09:00	11:00	10:00	07:00	-	-	-	-	-
	9	0	30	0	1	1	1	3	4	2	1	1	0	0	0	0	0
PM Peak	15:00	-	17:00	-	-	12:00	-	13:00	15:00	14:00	17:00	18:00	-	-	-	-	-
	9	0	39	0	0	2	0	3	4	3	3	1	1	0	0	0	0

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	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-15	Bin 3 15-20	Bin 4 20-25	Bin 5 25-30	Bin 6 30-35	Bin 7 35-40	Bin 8 40-45	Bin 9 45-50	Bin 10 50-55	Bin 11 55-60	Bin 12 60-65	Bin 13 >=65
00:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	34			0	0	0	0	1	2	0	0	0	0	0	0	0
06:00	5	32			0	0	0	0	2	2	1	0	0	0	0	0	0
07:00	8	28			1	0	0	2	2	1	1	1	0	0	0	0	0
08:00	7	28			0	0	2	1	1	1	1	1	0	0	0	0	0
09:00	11	29	26	3	0	0	0	5	4	2	0	0	0	0	0	0	0
10:00	8	32			0	0	0	2	1	2	2	1	0	0	0	0	0
11:00	12	25	24	8	-1	1	1	14	3	2	2	0	0	0	0	0	0
12:00	8	33			0	0	0	1	1	3	0	0	0	0	0	0	0
13:00	11	33	28	6	0	0	0	6	1	2	2	0	0	0	0	0	0
14:00	11	37	31	6	0	1	0	0	3	3	4	0	0	0	0	0	0
15:00	14	36	31	5	0	0	0	1	5	4	4	0	0	0	0	0	0
16:00	10	38			0	0	0	1	3	1	4	1	0	0	0	0	0
17:00	6	35			0	0	0	0	1	2	2	1	0	0	0	0	0
18:00	9	35			0	0	0	0	1	5	2	0	1	0	0	0	0
19:00	5	30			0	0	0	1	0	4	0	0	0	0	0	0	0
20:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	1	32			0	0	0	0	0	1	0	0	0	0	0	0	0
22:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
Total																	
12H(7-19)	115	38	29	8	2	4	4	21	26	28	24	5	1	0	0	0	0
16H(6-22)	126	37	30	8	2	4	4	22	28	35	25	5	1	0	0	0	0
18H(5-24)	126	37	30	8	2	4	4	22	28	35	25	5	1	0	0	0	0
24H(0-24)	130	37	30	8	2	4	4	22	29	37	25	6	1	0	0	0	0
AM Peak	11:00	11:00	05:00	11:00	11:00	11:00	08:00	09:00	09:00	11:00	11:00	10:00	-	-	-	-	-
	12																

Table with 15 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, summary statistics (Total, 12H, 16H, 18H, 24H), and AM/PM Peak periods.

PCC Traffic Information Consultancy Ltd.

Table with 15 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, summary statistics (Total, 12H, 16H, 18H, 24H), and AM/PM Peak periods.

PCC Traffic Information Consultancy Ltd.

Table with 15 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, summary statistics (Total, 12H, 16H, 18H, 24H), and AM/PM Peak periods.

PCC Traffic Information Consultancy Ltd.

Time	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13	
					<10Mph	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	>65	
00:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	9	35			0	0	0	0	1	5	2	0	1	0	0	0	0	0
07:00	7	32			0	0	0	0	0	4	4	1	0	0	0	0	0	0
08:00	7	28			0	2	0	0	1	3	0	1	0	0	0	0	0	0
09:00	6	32			0	1	0	0	2	2	0	1	0	0	0	0	0	0
10:00	2	33			0	0	0	0	0	2	0	0	0	0	0	0	0	0
11:00	8	30			0	0	1	0	3	3	1	0	0	0	0	0	0	0
12:00	8	26			0	1	0	2	3	1	1	0	0	0	0	0	0	0
13:00	6	28			0	0	2	0	1	2	1	0	0	0	0	0	0	0
14:00	9	23			1	1	1	1	4	0	1	0	0	0	0	0	0	0
15:00	7	27			0	1	0	0	3	3	0	0	0	0	0	0	0	0
16:00	2	25			0	0	1	0	0	1	0	0	0	0	0	0	0	0
17:00	3	31			0	0	0	0	1	2	0	0	0	0	0	0	0	0
18:00	7	29			0	0	0	1	4	1	0	1	0	0	0	0	0	0
19:00	4	25			1	0	0	1	0	1	1	0	0	0	0	0	0	0
20:00	3	27			0	0	0	0	3	0	0	0	0	0	0	0	0	0
21:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	72	35	28	6	1	6	5	4	24	22	7	2	1	0	0	0	0	0
12H(7-19)	88	35	29	6	2	6	5	5	28	28	10	2	2	0	0	0	0	0
16H(6-22)	88	35	29	6	2	6	5	5	28	28	10	2	2	0	0	0	0	0
18H(6-24)	88	35	29	6	2	6	5	5	28	28	10	2	2	0	0	0	0	0
24H(0-24)	88	35	29	6	2	6	5	5	28	28	10	2	2	0	0	0	0	0
AM Peak	06:00	-	06:00	-	-	08:00	11:00	-	11:00	06:00	09:00	08:00	09:00	-	-	-	-	-
	9	0	35	0	0	2	1	0	3	5	2	1	1	0	0	0	0	0
PM Peak	14:00	-	17:00	-	19:00	15:00	13:00	12:00	18:00	15:00	18:00	18:00	-	-	-	-	-	-
	9	0	31	0	1	1	2	2	4	3	1	1	0	0	0	0	0	0

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Time	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13	
					<10Mph	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	>65	
00:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	18			0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:00	4	27			1	0	0	0	1	1	1	1	0	0	0	0	0	0
07:00	5	30			0	1	0	0	1	1	1	1	0	0	0	0	0	0
08:00	4	25			0	1	0	0	2	1	0	0	0	0	0	0	0	0
09:00	4	29			0	0	1	1	0	1	0	1	0	0	0	0	0	0
10:00	4	33			0	0	1	0	1	0	1	0	1	0	0	0	0	0
11:00	2	23			0	0	1	0	1	0	0	0	0	0	0	0	0	0
12:00	8	31			0	0	0	1	3	2	0	0	0	0	0	0	0	0
13:00	6	28			0	1	0	0	2	3	0	0	0	0	0	0	0	0
14:00	7	27			0	1	0	2	2	0	1	1	0	0	0	0	0	0
15:00	7	33			0	0	0	0	1	5	1	0	0	0	0	0	0	0
16:00	10	28	24	4	0	1	1	5	1	2	0	0	0	0	0	0	0	0
17:00	10	34	30	4	0	0	1	3	1	3	1	1	1	0	0	0	0	0
18:00	4	20			0	1	1	1	1	0	0	0	0	0	0	0	0	0
19:00	3	23			0	0	1	1	1	0	0	0	0	0	0	0	0	0
20:00	2	40			0	0	0	0	0	1	0	0	1	0	0	0	0	0
21:00	1	28			0	0	0	0	1	0	0	0	0	0	0	0	0	0
22:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	71	35	28	7	0	6	6	13	16	18	6	4	2	0	0	0	0	0
12H(7-19)	81	36	28	8	1	6	7	14	19	20	7	4	3	0	0	0	0	0
16H(6-22)	81	36	28	8	1	6	7	14	19	20	7	4	3	0	0	0	0	0
18H(6-24)	81	36	28	8	1	6	7	14	19	20	7	4	3	0	0	0	0	0
24H(0-24)	82	36	28	8	1	6	8	14	19	20	7	4	3	0	0	0	0	0
AM Peak	07:00	-	10:00	-	06:00	08:00	11:00	09:00	08:00	09:00	10:00	09:00	10:00	-	-	-	-	-
	5	0	33	0	1	1	1	1	2	1	1	1	1	0	0	0	0	0
PM Peak	17:00	17:00	20:00	16:00	-	18:00	19:00	16:00	12:00	15:00	12:00	17:00	20:00	-	-	-	-	-
	10	34	40	4	0	1	1	5	3	5	2	1	1	0	0	0	0	0

PCC Traffic Information Consultancy Ltd.

Time	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13	
					<10Mph	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	>65	
00:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	18			0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:00	13	37	32	5	1	0	0	0	2	6	3	0	1	0	0	0	0	0
07:00	12	36	31	5	0	1	0	0	3	5	2	1	0	0	0	0	0	0
08:00	11	33	27	6	0	3	0	0	3	4	0	1	0	0	0	0	0	0
09:00	10	39	30	8	0	1	1	1	2	1	2	1	1	0	0	0	0	0
10:00	6	33			0	0	1	0	1	2	1	0	1	0	0	0	0	0
11:00	10	33	28	4	0	0	2	0	4	3	1	0	0	0	0	0	0	0
12:00	16	34	28	6	0	1	0	3	6	3	3	0	0	0	0	0	0	0
13:00	12	33	27	6	0	1	2	0	3	5	1	0	0	0	0	0	0	0
14:00	16	30	25	5	1	2	1	3	6	0	2	1	0	0	0	0	0	0
15:00	14	34	30	4	0	1	0	0	4	8	1	0	0	0	0	0	0	0
16:00	12	30	24	7	0	0	0	2	5	1	3	0	0	0	0	0	0	0
17:00	13	34	30	4	0	0	1	3	2	5	0	1	1	0	0	0	0	0
18:00	11	29	26	3	0	1	1											



## Appendix C



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



## Appendix D

**APPENDIX 15.2 - CONSTRUCTION DUST RISK ASSESSMENT**

<b>Document Properties</b>		
<b>Regulation Reference</b>	Regulation 5(2)(a)	
<b>Planning Inspectorate Scheme Reference</b>	EN010123	
<b>Application Document Reference</b>	6.3.15.2 APFP Regulation 5(2)(a)	
<b>Title</b>	APPENDIX 15.2 – CONSTRUCTION DUST RISK ASSESSMENT	
<b>Prepared By</b>	Heckington Fen Energy Park Project Team	
<b>Version History</b>		
<b>Version</b>	<b>Date</b>	<b>Version Status</b>
Rev 1	21/12/2022	Application Version

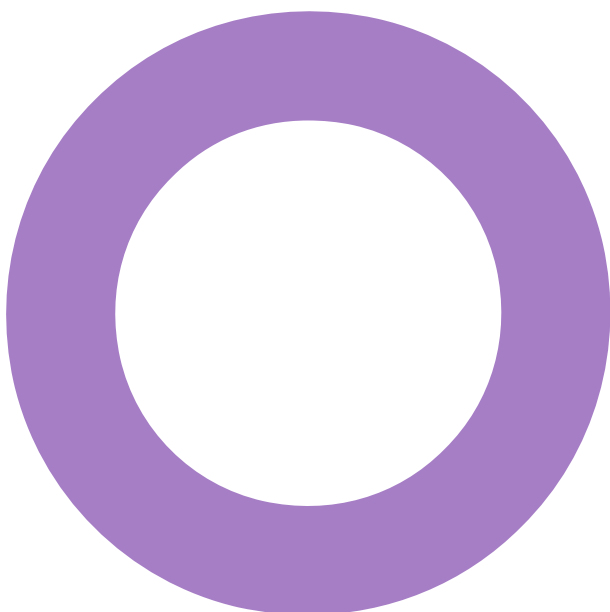
**Heckington Fen Solar Farm.  
Lincolnshire.**  
**Ecotricity (Heck Fen Solar) Ltd.**

**AIR QUALITY**

APPENDIX - 15.2

CONSTRUCTION DUST RISK ASSESSMENT

REVISION 01 - 21 DECEMBER 2022





## Audit sheet.

Rev.	Date	Description of change / purpose of issue	Prepared	Reviewed	Authorised
00	04/11/2022	First Draft	AJ	LB	KW
01	21/12/2022	First Issue	AJ	LB	CE

This document has been prepared for Ecotricity (Heck Fen Solar) Ltd only and solely for the purposes expressly defined herein. We owe no duty of care to any third parties in respect of its content. Therefore, unless expressly agreed by us in signed writing, we hereby exclude all liability to third parties, including liability for negligence, save only for liabilities that cannot be so excluded by operation of applicable law. The consequences of climate change and the effects of future changes in climatic conditions cannot be accurately predicted. This report has been based solely on the specific design assumptions and criteria stated herein.

Project number: 10/13713  
Document reference: AQ Appendix 15.2-R01-20221221.docx

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## Appendix 15.2 – Construction Dust Risk Assessment.

### Methodology.

The assessment of construction dust impacts has been undertaken in line with the Institute of Air Quality Management (IAQM) methodology<sup>1</sup>. Activities on the proposed construction site have been divided into four types to reflect their different potential impacts. These are:

- Demolition – Any activity involved with the removal of an existing structure (or structures), its modification or refurbishment;
- Earthworks – Covers the processes of soil-stripping, ground-levelling, excavation and landscaping;
- Construction- Any activity involved with the provision of new structure (or structures), its modification or refurbishment; and
- Trackout – The transport of dust and dirt from the construction/demolition site onto the public road network where it may be deposited and re-suspended by vehicles using the network. This arises when Heavy Duty Vehicles (HDVs) leave the construction/demolition site with dusty materials which may then spill onto the road, and/or when HDVs transfer dust and dirt onto the road after having travelled over muddy ground on site.

The risk of dust emissions was assessed for each activity with respect to:

- Potential loss of amenity due to dust soiling;
- The risk of health effects due to a significant increase in exposure to PM<sub>10</sub>; and
- Harm to ecological receptors.

At this stage, the Proposed Development has been considered as a whole as a worst case approach. This assessment may be refined further when construction phasing information becomes available.

The first stage of the assessment involves screening to determine whether there are any sensitive receptors within the threshold distances defined by the IAQM guidance<sup>1</sup>. A detailed assessment of the impact of dust from construction sites will be required where:

- A 'human receptor' is located within 350 metres (m) of the boundary of the Site or within 50 m of the route(s) used by construction vehicles on the public highway, up to 500 m from the Site entrance; and
- An 'ecological receptor' is located within 50 m of the boundary of the Site or within 50 m of the route(s) used by construction vehicles on the public highway, up to 500 m from the Site entrance.

The magnitude of dust emission for each activity is determined on the basis of the guidance, indicative thresholds, information available relating to the project and expert judgement. The risk of dust impacts arising is based upon the relationship between the dust emission magnitude and the sensitivity of the area. The risk of dust impacts is then used to determine the mitigation requirements. Following the implementation of the appropriate mitigation, residual effects are considered to be not significant.

Table A15.1 to Table A15.3 illustrate how the sensitivity of the area may be determined for dust soiling, human health and ecological impacts respectively. It should be noted that the highest level of sensitivity relevant to the site from each table should be considered, as recommended by the IAQM<sup>1</sup>.

**Table A15.1: Sensitivity of the Area to Dust Soiling Effects on People and Property**

Receptor Sensitivity	Number of Receptors	Distance from Source (m)			
		<20	<50	<100	<350
High	>100	High	High	Medium	Low

Receptor Sensitivity	Number of Receptors	Distance from Source (m)			
		<20	<50	<100	<350
	10 – 100	High	Medium	Low	Low
	1 – 10	Medium	Low	Low	Low
Medium	>1	Medium	Low	Low	Low
Low	>1	Low	Low	Low	Low

Table A15.2: Sensitivity of the Area to Human Health Effects

Receptor Sensitivity	Annual Mean PM <sub>10</sub> Concentration	Number of Receptors	Distance from the Source (m)				
			<20	<50	<100	<200	<350
High	>32 µg/m <sup>3</sup>	>100	High	High	High	Medium	Low
		10 – 100	High	High	Medium	Low	Low
		1 – 10	High	Medium	Low	Low	Low
	28 – 32 µg/m <sup>3</sup>	>100	High	High	Medium	Low	Low
		10 – 100	High	Medium	Low	Low	Low
		1 – 10	High	Medium	Low	Low	Low
	24 – 28 µg/m <sup>3</sup>	>100	High	Medium	Low	Low	Low
		10 – 100	High	Medium	Low	Low	Low
		1 – 10	Medium	Low	Low	Low	Low
	<24 µg/m <sup>3</sup>	>100	Medium	Low	Low	Low	Low
		10 – 100	Low	Low	Low	Low	Low
		1 – 10	Low	Low	Low	Low	Low
Medium	>32 µg/m <sup>3</sup>	>10	High	Medium	Low	Low	Low
		1 – 10	Medium	Low	Low	Low	Low
	28 – 32 µg/m <sup>3</sup>	>10	Medium	Low	Low	Low	Low
		1 – 10	Low	Low	Low	Low	Low
	24 – 28 µg/m <sup>3</sup>	>10	Low	Low	Low	Low	Low
		1 – 10	Low	Low	Low	Low	Low
<24 µg/m <sup>3</sup>	>10	Low	Low	Low	Low	Low	
	1 – 10	Low	Low	Low	Low	Low	
Low	-	1	Low	Low	Low	Low	Low

Table A15.3: Sensitivity of the area to Ecological Impacts

Receptor Sensitivity	Distance from Source	
	<20	<50
High	High	Medium
Medium	Medium	Low
Low	Low	Low

Table A15.4 to Table A15.7 illustrate how the dust emission magnitude should be combined with the sensitivity of the area to determine the risk of impacts with no mitigation measures applied. In the absence of any site-specific information, a higher risk category will be applied to represent a worst-case scenario.

Table A15.4: Risk of Dust Impacts – Demolition

Sensitivity of Area	Dust Emission Magnitude		
	Large	Medium	Small
High	High Risk	Medium Risk	Medium Risk
Medium	High Risk	Medium Risk	Low Risk
Low	Medium Risk	Low Risk	Negligible

Table A15.5: Risk of Dust Impacts – Earthworks

Sensitivity of Area	Dust Emission Magnitude		
	Large	Medium	Small
High	High Risk	Medium Risk	Low Risk
Medium	Medium Risk	Medium Risk	Low Risk
Low	Low Risk	Low Risk	Negligible

Table A15.6: Risk of Dust Impacts – Construction

Sensitivity of Area	Dust Emission Magnitude		
	Large	Medium	Small
High	High Risk	Medium Risk	Low Risk
Medium	Medium Risk	Medium Risk	Low Risk
Low	Low Risk	Low Risk	Negligible

**Table A15.7: Risk of Dust Impacts – Trackout**

Sensitivity of Area	Dust Emission Magnitude		
	Large	Medium	Small
High	High Risk	Medium Risk	Low Risk
Medium	Medium Risk	Low Risk	Negligible
Low	Low Risk	Low Risk	Negligible

### Assessment Screening.

There are human receptors within 350 m of the Site and a local wildlife area within 50 m of the Site boundary and within 50 m of the route(s) used by construction vehicles on the public highway, up to 500 m from the Site entrance.

The closest ecological receptor to the Site is “South Forty Foot Drain”. This is a river, classified as a local wildlife site (LWS), that runs through part of the Site boundary. This has been identified and requested for inclusion by Lincolnshire Wildlife Trust (LWT).

### Potential Dust Emission Magnitude

The potential magnitude of dust emissions from demolition, construction, earthworks and trackout has been assessed, as identified in Table A15.8.

**Table A15.8: Predicted Magnitude of Dust Emissions**

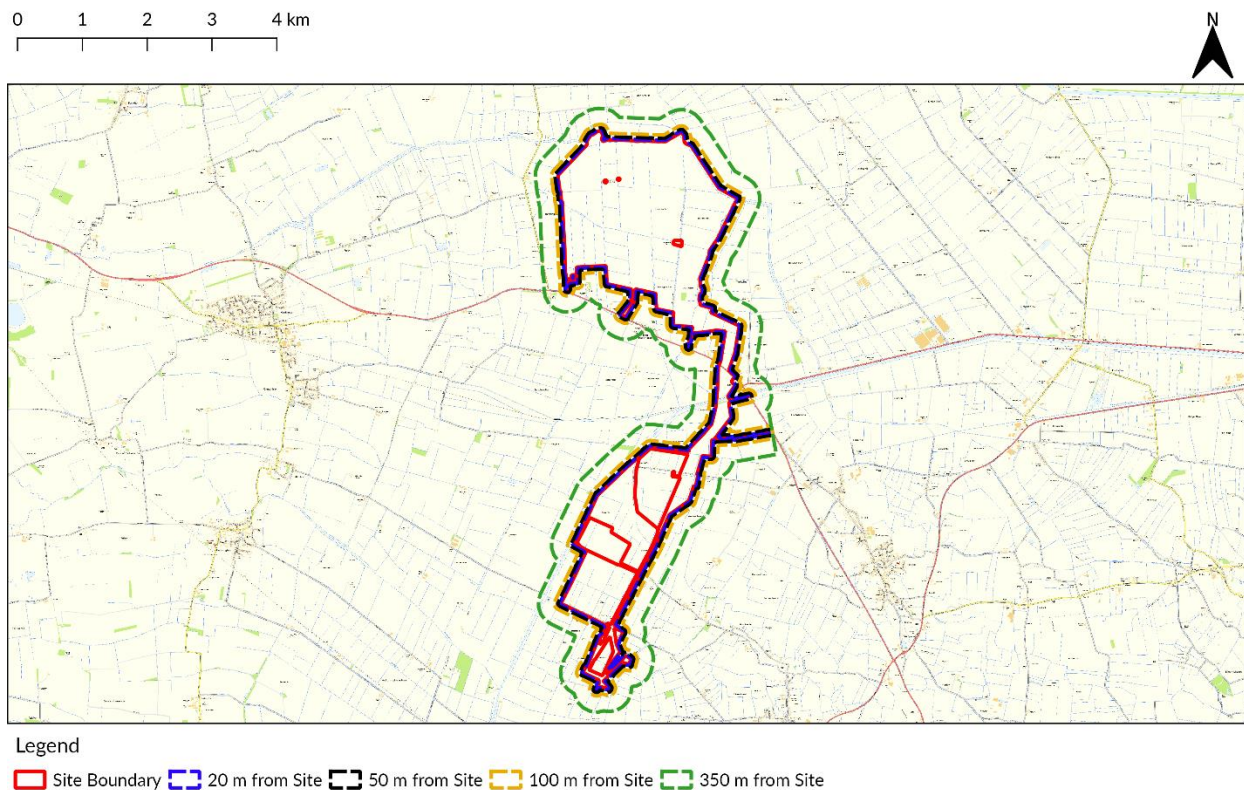
Activity	Magnitude	Justification
Demolition	Small	The Site currently consists of mostly empty farmland with few hard-standing structures that would require demolition, which is expected to be less than 20,000 m <sup>3</sup> in volume. As such, the magnitude of dust emissions from demolition will be small.
Earthworks	Large	The total site area is greater than IAQM threshold for large potential for dust emission magnitude of 10,000 m <sup>2</sup> . The soil type at the Site is loamy and clayey <sup>2</sup> which has a high potential for dust emission. As such, the magnitude of dust emissions from earthworks is expected to be large.
Construction	Small	As construction will involve a few hard standing structures and electrical equipment, the construction volume is expected to be less than 25,000 m <sup>3</sup> . This will primarily involve the installation of solar modules which are not anticipated to have a high potential for dust. As such, the magnitude of dust emissions from construction is expected to be small.
Trackout	Medium	There are expected to be an average of 10 HDV construction vehicles per day during the construction phase of the Development. The Site is expected to have a large area of unpaved road length. As such, the magnitude of dust emissions from trackout is expected to be medium.

### Sensitivity of the Study Area

The sensitivity of the area takes into account the following factors:

- The specific sensitivities of receptors in the area;
- The proximity and number of those receptors;
- In the case of PM<sub>10</sub>, the local background concentration; and
- Site-specific factors, such as whether there are natural shelters, such as trees or other vegetation, to reduce the risk of wind-blown dust.

The sensitivity of the area and the factors considered are detailed in Table A15.9 with the demolition and construction distance band criteria illustrated in Figure A15.1, below. The entire Site boundary area has been considered for determining the significance and the sensitivity of the surrounding area as a worst-case scenario.



**Figure A15.1:** IAQM Demolition and Construction Dust Distance Criteria from Site boundary for the whole Site boundary. Contains OS Data © Crown Copyright and Database rights 2022.

**Table A15.9:** Sensitivity of the Area

Sensitivity Type	Factors	Sensitivity of Area	
		On-Site*	Trackout
Dust Soiling	There are 1-10 residential properties within 20 m of the Site boundary. Within 350 m of the whole Site boundary, there are approximately 10-100 residential buildings which would be classified as high sensitivity receptors. Additionally, there are approximately 1-10 commercial buildings, which are classified as low sensitivity receptors. As such the Sensitivity of the area to dust emissions from on-site activities for these stages will be medium.	Medium	Medium

Sensitivity Type	Factors	Sensitivity of Area	
		On-Site*	Trackout
	For trackout, within 20 m of the roadside up to 500 m from the Site there are approximately 10-100 residential buildings which would be classified as high sensitivity receptors. Additionally, there are approximately 1-10 commercial buildings, which are classified as low sensitivity receptors. As such the Sensitivity of the area to dust emissions from trackout for these stages will be medium.		
Human Health	<p>The background concentration of PM<sub>10</sub> around the Site is between 15.2-16.0 µg/m<sup>3</sup>. There are 1-10 residential properties within 20 m of the Site boundary. Within 350 m there are approximately 10-100 residential buildings which would be classified as high sensitivity receptors. Additionally, there are approximately 1-10 commercial buildings. As such the Sensitivity of the area to human-health impacts of PM<sub>10</sub> from on-site activities for these stages will be low.</p> <p>For trackout, within 20 m of the roadside up to 500 m from the Site there are approximately 10-100 residential buildings which would be classified as high sensitivity receptors. Additionally, there are approximately 1-10 commercial buildings. As such the Sensitivity of the area to human-health impacts of PM<sub>10</sub> from trackout for these stages will be low.</p>	Low	Low
Ecology	<p>South Forty Foot Drain is an ecological receptor that is within the Site boundary. It is an artificially created river for land irrigation for the surrounding farms. It is not designated as a protected site by Natural England, but it has been requested for inclusion by LWT.</p> <p>The Environment Agency's water catchment data explorer has identified South Forty Foot Drain as having "moderate" ecological status<sup>3</sup>, with poor biological quality and high levels of pollutants. This is due to the high levels of pollution already in the river from farm discharge and sewage.</p> <p>In line with the IAQM, local designations are considered to be low sensitivity receptors. .</p>	Low	Low
*On-Site' refers to the demolition, earthworks and construction activities within the site boundary.			

### Risk of Dust Impacts

The outcomes of the assessments of potential magnitude of dust emissions and the sensitivity of the area are combined to determine the risk of impact. This risk is then used to inform the selection of appropriate mitigation. Table A15.10 details the risk of dust impacts for demolition, earthworks, construction and trackout activities.



**Table A15.10: Summary of Unmitigated Dust Risks**

Potential Impact	Sensitivity – Onsite Activity	Sensitivity - Trackout	Magnitude			
			Demolition	Earthworks	Construction	Trackout
			Small	Large	Small	Medium
Dust Soiling Impacts	Medium	Medium	Low Risk	Medium Risk	Low Risk	Low Risk
Human Health Impacts	Low	Low	Negligible	Low Risk	Negligible	Low Risk
Ecological Impacts	Low	Low	Negligible	Low Risk	Negligible	Low Risk

**Mitigation**

This Construction Dust Risk Assessment has been used to inform appropriate mitigation measures during the construction phase, as detailed in the Outline Construction Environmental Management Plan (CEMP) (document reference 7.7) and the decommissioning stage as detailed in the Outline Decommissioning and Restoration Plan (DRP) (document reference 7.8).

## References.

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<sup>1</sup> Institute of Air Quality Management (2016) Guidance on the assessment of dust from demolition and construction v1.1 – [online], (Last accessed: 20/12/2022), Available at: [iaqm.co.uk/text/guidance/construction-dust-2014.pdf](http://iaqm.co.uk/text/guidance/construction-dust-2014.pdf)

<sup>2</sup> Cranfield Soil and Agrifood Institute Soilscales map – [online], (last accessed: 04/08/2022), Available at: <http://www.landis.org.uk/soilscales/>

<sup>3</sup> Environment Agency (2022) Catchment Data Explorer – [online], (Last accessed: 31/10/2022), Available at: <https://environment.data.gov.uk/catchment-planning/WaterBody/GB205030051515>

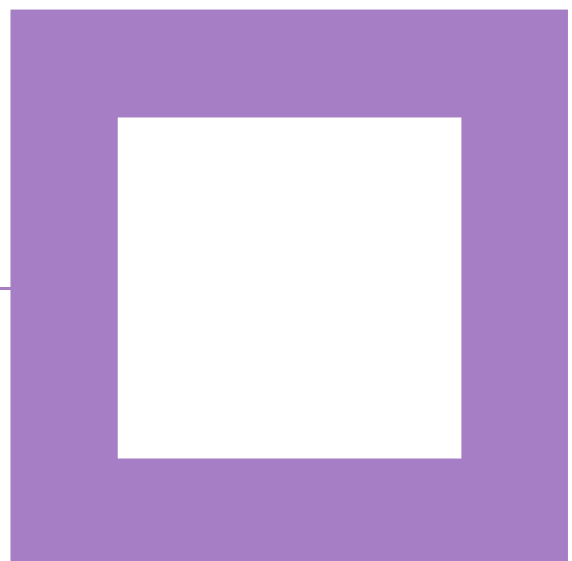


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# Appendix G

## **APPENDIX G - OUTLINE CONSTRUCTION NOISE MANAGEMENT PLAN**

<b>Document Properties</b>		
<b>Regulation Reference</b>	Regulation 5(2)(g)	
<b>Planning Inspectorate Scheme Reference</b>	EN010123	
<b>Application Document Reference</b>	7.7	
<b>Title</b>	Outline Construction Environmental Management Plan – Appendix G - Outline Construction Noise Management Plan	
<b>Prepared By</b>	Heckington Fen Energy Park Project Team	
<b>Version History</b>		
<b>Version</b>	<b>Date</b>	<b>Version Status</b>
Rev 1	March 2023	Additional submission – response to s55

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# **1 APPENDIX G - OUTLINE CONSTRUCTION NOISE MANAGEMENT PLAN**

## **1.1 INTRODUCTION**

1.1.1 This Outline Construction Noise Management Plan (oCNMP) has been prepared by Hoare Lea on behalf of Ecotricity (Heck Fen Solar) Limited (the Applicant). It should be read together with the Outline Construction Environmental Management Plan (oCEMP) (document reference 7.7) and the Outline Construction Traffic Management Plan (oCTMP) (document reference 7.10).

1.1.2 Chapter 12 of the Environmental Statement for the Proposed Development (document reference 6.1.12) assessed the potential impacts of noise and vibration from construction activities. It outlined mitigation and enhanced measures to control and minimise the associated impacts of the construction phase of the Proposed Development. The present oCEMP sets out these measures in further detail.

1.1.3 As for the oCEMP and the oCTMP, this oCNMP will be further developed once the appointment of the Contractor(s) for the project has been confirmed and a detailed construction programme has been developed. Submission and approval of the final CNMP will be linked to the approval of the CEMP which is secured by DCO requirement (document reference 3.1). Compliance with the measures in these plans would be a pre-requisite of appointment for the Contractor.

1.1.4 The contractor may also decide to apply to the relevant local authority(ies) for a consent under Section 61 of the Control of Pollution Act and agree a set of operating procedures prior to commencement of site works.

## **1.2 CONSTRUCTION CONTROL MEASURES**

1.2.1 Noise and vibration are likely to be generated by construction activities potentially causing annoyance at noise sensitive receptors. Construction traffic, plant and machinery noise therefore could be heard at nearby noise-sensitive receptors and could lead to significant effects if not suitably controlled. Some activities such as piling, Horizontal Directional Drilling (HDD) works and ground compaction could generate some vibration which may be perceptible in some cases but is considered unlikely to lead to significant effects.

### **Restrictions on working hours**

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

1.2.3 In addition, if percussive piling is used for the support structures/foundations: when undertaken within 400 metres of residential properties, this should be further restricted to no more than two periods of four hours each with at least one hour of no piling between these four-hour periods and restricted to the hours of 08:00 to 18:00 Monday to Friday and 08:00 to 12:00 on Saturdays.

### **Traffic management**

1.2.4 HGV deliveries to site will also be restricted to daytime hours of 08:00 to 18:00 during Monday to Friday, and 08:00 to 13:00 on Saturdays, unless otherwise agreed with the local authorities.

1.2.5 The Energy Park access road surface will be checked and maintained prior to use; the new main construction access route from the A17 will be constructed at an early stage of the Proposed Development.

1.2.6 Consideration will also be given to traffic routing, timing and access points to the Order limits, as construction working methods are developed. Contractors will issue a project route map and delivery schedule to control construction traffic. Management of heavy goods vehicles (HGVs) within the Order limits and being let onto the highway network will be managed through the CTMP.

### **Communication and complaint management**

1.2.7 A dedicated Site Contact will be put in place by the Contractor, to act as a liaison between the Contractor and neighbouring residents, with a specific phone number and email address which will be accessible throughout the construction period on a notice board.

1.2.8 Regular communication should be undertaken by the Site Contact so that neighbours can clearly understand the anticipated level and duration of noise and vibration throughout the construction period. Specific notice will be provided in advance to the nearest neighbours of specific noisier phases of work and likely timescales. This will include users of public rights of way which will be informed of periods of noisy works during the construction.

1.2.9 The Site Contact will have direct engagement with Build-A-Future East Heckington to inform them of anticipated works periods, in particular the upgrade and temporary use of the track west of Elm Grange and any piling works within 600 metres of the school.

1.2.10 The Site Contact will also notify the closest residents of any HDD works which is required to be undertaken outside the general day-time hours set out above: the information will include where the work will take place, the times and durations of planned works and the measures that are being taken to minimise noise levels. On completion of the works at a particular location, the same residents will be informed that the works are complete and noise effects due to trenchless works will cease.

1.2.11 Complaints relating to noise from the construction works will be received and investigated by the Site Contact with the Contractor. If considered necessary due to complaints received and the associated works likely to be ongoing over a future period, the working method / practices and machinery will be reviewed to determine if there is a reasonable alternative solution or mitigating protection measures that could be applied to further reduce noise levels.

1.2.12 The Site Contact will feedback the results of the investigations and any additional measures taken to minimise similar occurrences to the complainant.

### **Noise management**

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



1.2.14 Where possible, noise should be controlled at source whilst taking into account other safety and practical constraints. In particular, the choice of piling technique and equipment will consider using reduced noise emissions where reasonably practicable.

1.2.15 The following management and good practice measures will be put in place through staff training and induction:

- Reference the relevant guidance in BS 5228 which all contractors should be familiar with.
- All equipment will be maintained in good working order and any associated noise attenuation such as engine casing and exhaust silencers shall remain fitted at all times.
- Mobile plant and stationary plant items to be routed or located to maximise separation distance from noise-sensitive receptors (where possible), accounting for site-specific constraints.
- For activities likely to generate the highest noise levels, select quieter plant units where possible as far as is reasonably practical.
- Where flexibility exists, activities will be separated from residential neighbours by the maximum possible distances.
- All plant when not in use is to be switched off and unnecessary revving of engines will be avoided.
- Operate only well-maintained construction plant selected for the specific activity.
- Loading and unloading of vehicles and moving equipment or materials around the site are to be conducted in a manner as to minimise noise generation. Minimise drop height of materials. Vehicles should be switched off when not in use.
- No radios or similar noise-producing entertainment devices to be used outdoors at the Site.
- The use of reverse beepers shall be avoided as far as is practicable with safe operating practices, and equipment with broadband reverse alarms used in preference as much as possible.
- Site personnel to be notified of the location of the nearest noise-sensitive receptors and of the measures put in place to limit disturbance associated with construction noise.
- Provide site-specific induction inclusive of good neighbourly behaviour.

### **Trenchless work including Horizontal Directional Drilling (HDD)**

1.2.16 Locations where HDD will be undertaken would be identified by the Contractor prior to commencement. HDD locations will be chosen to maximise the separation distance with noise-sensitive locations where possible. Drilling locations within the Energy Park site shall not be closer than 300 metres from properties located along the A17 and at least 500 metres from other properties. No HDD will be carried out at locations within 100 metres of any residential property.

1.2.17 Where possible, HDD works within 300m of properties close to the A17, and within 500m of other properties, will be restricted to daytime working hours on weekdays (i.e. 08:00 to 18:00 Monday to Friday or 08:00 to 13:00 on Saturdays) and interrupted at night.

1.2.18 If this is not possible and HDD/ trenchless works is required to continue outside these hours including at night, then the following measures will be applied:

- Communication with affected residents as set out above.

- The duration of these out-of-hours works would be minimised within practical and safety constraints.
- The out-of-hours works should be controlled, if possible, not to exceed a level of 50dB  $L_{Aeq}$  at the closest neighbouring residential properties (or 55 dB  $L_{Aeq}$  for properties located within 200 metres of the A17). In consultation with the local authorities, noise monitoring may also be undertaken if required to control this in practice.
- If it is not considered possible to control out-of-hours works noise within these limits, the following measures will be investigated:
  - use of alternative techniques such as micro-bore / pipe jacking;
  - use of temporary noise barriers around trenchless compounds in order to provide screening for sources located at low heights (note however that it is likely to be impractical to provide noise barriers that are high enough to screen an entire HDD drilling rig, for example);
  - monitoring noise from the works and interrupting the noisiest drilling work at night;
  - offering affected residents temporary re-housing for the duration of the trenchless works.



# Appendix H

## APPENDIX H – OUTLINE ARTIFICIAL LIGHT EMISSIONS PLAN

Document Properties		
Regulation Reference	Regulation 5(2)(q)	
Planning Inspectorate Scheme Reference	EN010123	
Application Document Reference	7.7	
Title	Outline Construction Environmental Management Plan – Appendix H – Outline Artificial Light Emissions Plan	
Prepared By	Heckington Fen Energy Park Project Team (Pegasus)	
Version History		
Version	Date	Version Status
Rev 1	March 2023	Additional submission – response to s55
Rev 2	November 2023	Deadline 2

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# 1 OUTLINE ARTIFICIAL LIGHT EMISSIONS PLAN

## 1.1 CONTROL OF LIGHT – CONSTRUCTION PHASE AND DECOMMISSIONING PHASE

1.1.1 The detail of the construction and decommissioning phase is written with reference to **Chapter 4 - Proposed Development** (document reference 6.1.4) and **Figure 4.3 - Indicative Phasing Plan** (document reference 6.2.4).

1.1.2 Construction phase and decommissioning phase temporary site lighting, in the form of mobile lighting towers with a power output of 8 kilo vol-amperes (kVAs), will be required in areas where natural lighting is unable to reach (sheltered/confined areas) and during core working hours within winter months, artificial lighting would be provided to maintain sufficient security and health and safety for the Order Limits, whilst adopting the mitigation principles to avoid excessive glare and minimise spill of light to nearby receptors (including ecology and residents) outside of the Order Limits as far as reasonably practicable.

1.1.3 All construction and decommissioning lighting will be deployed in accordance with the following recommendations to prevent or reduce the impact on human and ecological receptors:

- a. The use of lighting will be minimised to that required for safe site operations;
- b. Lighting will utilise directional fittings to minimise outward light spill and glare (e.g. via the use of light hoods/cowls which direct light below the horizontal plane, preferably at an angle greater than 20 degrees from horizontal)
- c. Lighting will be directed away from all identified ecological receptors to ensure:
  - No lighting to spill onto identified bat sites or potential bat roosts
  - No lighting to spill on to identified important foraging areas in particular wet and water filled drainage ditches and close to derelict farm buildings.
- d. Lighting will be directed towards the interior of the Order Limits rather than towards the boundaries.

## 1.2 CONTROL OF LIGHT – OPERATIONAL PHASE

1.2.1 There is no requirement for any artificial lighting within the ground mounted solar panels or security fencing within the Energy Park once they are operational. Motion detection security lighting will be in key areas (such as the Onsite Substation, ESS area and gate entrance to the Proposed Development) to allow access for personnel before they manually turn the lighting on, to avoid permanent lighting. The proposed lighting associated with the CCTV cameras on the fence line will be infrared. There is also no requirement for operational artificial lighting along the Offsite Grid Route Corridor. Bicker Fen Substation (which is a National Grid operated asset) already has artificial lighting within its compound. This lighting will continue to operate for operational life of the proposed Energy Park at Heckington Fen. National Grid have not advised that further artificial lighting will be required within Bicker Fen Substation because of the operation of the Heckington Fen Energy Park but in the event that operational

lighting was required for the Heckington Fen bay, it would be similar in nature to that already installed and would be limited to what is necessary for the safe operation of the Bicker Fen Substation.

1.2.2 Within the Onsite Substation at the Energy Park there will be a requirement for artificial lighting. No lighting will be permanently operated. Lighting would be triggered by motion detection or manually turned on in lower light levels or in an emergency. Artificial lighting would be provided to maintain sufficient security and health and safety for the Onsite Substation, whilst adopting the mitigation principles to avoid excessive glare and minimise spill of light to nearby receptors (including ecology and residents) outside of the Order Limits as far as reasonably practicable. Due to the central location of the Onsite Substation within the Energy Park the risk of light spill for any local residents is minimal. This will only be required at night or low light levels to ensure health and safety requirements are achieved. The lighting will be manually switched on and only to be operational when maintenance staff are active within the Onsite Substation.

1.2.3 Within the Energy Storage System (ESS) area on the Energy Park, no lighting will be permanently operated. It is proposed that there will be mobile artificial lighting which will be moved around the ESS as needed for maintenance purposes and/or if needed for the health and safety of workers within this area. These temporary lights would not be operational at times when workers are not within the ESS.

1.2.4 All operational lighting will be deployed in accordance with the following recommendations to prevent or reduce the impact on human and ecological receptors:

- a. The use of lighting will be minimised to that required for safe site operations;
- b. Lighting will utilise directional fittings to minimise outward light spill and glare (e.g. via the use of light hoods/cowls which direct light below the horizontal plane, preferably at an angle greater than 20 degrees from horizontal);
- c. Directed away from known and potential bat roosts and away from identified bat foraging areas.
- d. Lighting will be directed towards the interior of the Order Limits rather than towards the boundaries.



# Appendix I



## **APPENDIX I – OUTLINE WATERCOURSE CROSSING METHOD STATEMENT**

<b>Document Properties</b>		
<b>Regulation Reference</b>	Regulation 5(2)(q)	
<b>Planning Inspectorate Scheme Reference</b>	EN010123	
<b>Application Document Reference</b>	7.7	
<b>Title</b>	Outline Construction Environmental Management Plan – Appendix I – Outline Watercourse Crossing Method Statement	
<b>Prepared By</b>	Heckington Fen Energy Park Project Team (Pegasus)	
<b>Version History</b>		
<b>Version</b>	<b>Date</b>	<b>Version Status</b>
Rev 1	March 2023	Additional submission – response to s55

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# **1 OUTLINE WATERCOURSE CROSSING METHOD STATEMENT**

## **1.1 INTRODUCTION**

1.1.1 This report provides an outline of the current proposed methodology for the intended procedure for construction/operational traffic to cross a watercourse. It also outlines the current proposed methodology for the laying of new electrical cabling required for the proposed Energy Park at Heckington Fen (the "Proposed Development") at the points where they cross an existing watercourse.

1.1.2 It is proposed that all the new cabling for the Proposed Development will be buried below ground. The necessary cabling is split into two main areas - (1) within the Energy Park, and (2) within the Offsite Cable Route Corridor whereby the new high voltage cabling will run from the Energy Park to the new generation bay at Bicker Fen substation.

## **1.2 CONSTRUCTION AND OPERATIONAL TRAFFIC**

1.2.1 The Energy Park site comprises of arable, agricultural land subdivided into rectilinear parcels by long linear drainage ditches that lie principally north-south, connected east-west by shorter ditches including Labour in Vain Drain.

1.2.2 The ditches have an engineered profile, colonised in part by emerging aquatic plant species. The Energy Park is bounded by Head Dike to the north and a smaller watercourse to the east. The locations of all of the drainage ditches within the Energy Park site are shown in Figure 2.1: Indicative Site Layout (document reference 6.2.2) within the Environmental Statement (ES).

1.2.3 Within Figure 4.2 Indicative Drill (or similar technology) Locations (document reference 6.2.4) the locations of the ditches managed by Black Sluice Internal Drainage Board (BSIDB) are identified. The remainder of the ditches within the Energy Park are managed by the landowner for land drainage.

1.2.4 In order to enable the current agricultural practice to take place within the Energy Park site there are a series of existing culverts crossing over these ditches. Farm access tracks utilise these crossing points. It is the current proposed intention that both construction and operational traffic shall move about the Energy Park site using these existing crossing points and culverts. The internal access track design will utilise these existing crossing points so far as possible.

1.2.5 If required, during the construction and operation phases of this Energy Park site, these culverts will be repaired and replaced.

1.2.6 It is currently proposed that there will need to be the creation of 2No. new culverts and the minor widening to an existing culvert within the Energy Park. These are:

- At the new access point into the Energy Park site;
- To the southeast of the eastern section of woodland – needed for the new security fence only; and
- Crossing an existing farm owned and maintained culvert to allow construction traffic to deliver the largest components for the Energy Storage System (ESS) and Onsite Substation.

1.2.7 These locations are shown on Figure 1 of this Appendix.

1.2.8 There is currently the potential of 1No. culvert to be widened on land within the Offsite Cable Route Corridor. This culvert widening is not for traffic movements but may be required if the cable entry into Bicker Fen requires an angle and depth of Horizontal Directional Drilling (HDD) that is not achievable due to space constraints and assets in this area.

- Crossing a Black Sluice Internal Drainage Board maintained drain located West of Bicker Fen near to the assigned connection Bay.

1.2.9 Construction and operational traffic required for the Offsite Cable Route Corridor will use existing highways and farm tracks to move about. To the extent further culverts are needed or works are needed to existing drainage infrastructure, this is provided for by the powers in Schedule 1 of the DCO under 'Further Associated Development'; if the works affect an ordinary watercourse, main river, or drainage authority infrastructure, these works will be subject to the procedure and approval mechanisms in the protective provisions included within the DCO.

### **1.3 LAYING OF CABLING**

1.3.1 Within the Energy Park site there are a proposed 42No watercourse and drainage ditch crossing locations. These are shown on Figure 4.2 Indicative Drill (or similar technology) Locations (document reference 6.2.4). Of these 42No. crossings, 16No. are crossing an IDB asset, the remaining are crossing drainage ditches which are maintained by the landowner.

1.3.2 Within the Offsite Cable Route Corridor there are a further 20No. indicative locations where either a watercourse or a drainage ditch will need to be crossed to lay the necessary cabling. Of these 20No. locations 8No. are IDB assets. In addition to these 8No. IDB assets, indicative drill location A9 is to pass under the South Forty Foot Drain. The South Forty Foot Drain is also a Local Wildlife Site (LWS). Figure 4.13 – Indicative HDD Crossing Sections (document reference 6.2.4) shows three HDD scenarios. One of these is the proposed HDD crossing design for South Forty Foot Drain. The ES has considered the crossing requirements at each of these indicative drill locations. These locations have been determined either through the findings of baseline assessments for the EIA or design conclusions. As it is the intention that all cabling from the Proposed Development will be underground the ES has considered the crossing requirements at each of these indicative drill locations.

1.3.3 Cabling within the Energy Park and the Offsite Cable Route Corridor is subject to detailed design and the crossing locations and number are indicative at this time. The final locations will depend on the results of ground investigations and final detailed design.

### **1.4 PROPOSED TECHNOLOGY**

1.4.1 Tables 4.2a and 4.2b within Chapter 4 of the Environmental Statement (document reference 6.1.4) indicate the locations of the watercourse/ditch crossings and the proposed design solution for crossing them. This information links to Figure 4.2 Indicative Drill (or similar technology) Locations (document reference 6.2.4).

1.4.2 The 3No. main design solutions for crossing the watercourses/drainage ditches are:

- HDD or similar trenchless technology
- Dam and Pump
- Open Cut

1.4.3 Examples of a typical directional drill crossing section is included at Figure 4.13 – Indicative HDD Crossing Sections (document reference 6.2.4). Crossing watercourses may

be possible using a dam and pump method, and an example of this is shown at Figure 4.14 – Watercourse Crossing Configuration (Dam and Pump Method) (document reference 6.2.4). Lastly an example of an open cut for a road crossing, is included at Figure 4.15 (document reference 6.2.4). For each location where a directional drill may be required a launch pit will have to be created to ensure the equipment can be used safely and the cable installed correctly. The maximum extent of these launch pits would be 30m x 30m which is anticipated for major crossings within the Offsite Cable Route Corridor (Figure 4.9: Indicative Launch Pit design (document reference 6.2.4)).

### **Horizontal Directional Drilling (HDD)**

1.4.4 HDD's (or similar technology) are utilised within the Energy Park and the Offsite Grid Route Corridor design in order to overcome a number of crossings including those considered within this method statement. Further detailed investigation is required at the indicative locations in order to determine the exact nature of the HDD drills. This will be through the engagement of a specialist HDD contractor and subsequent specialist survey post consent.

1.4.5 HDD, as the name suggests, has a directional control component that makes the system useful to the buried services and utility industries. This directional control is achieved using specially designed drill head location technology.

#### Technology Description

1.4.6 HDD is a multi-phase operation which uses a special design drilling rig which initially bores a pilot hole through the ground along a pre-determined route. The pilot bore is then expanded as necessary using various sizes and types of back-reamers to enlarge the pilot bore to the final diameter into which the cable duct will be installed. This expansion process can be completed in stages depending on how large the duct is. Normally the final diameter of the bore is between 30-50% larger than the duct that is to be installed.

1.4.7 Once the final diameter is achieved, a final back reamer is attached to the drill string which is attached via a swivel. The duct is attached with a Dee Shackle. The final pull-in installs the duct into the bore to complete the process.

1.4.8 A HDD set up comprises of a suitable HDD rig size to be able to undertake the job in hand equipped with sufficient drill rods for the length of the bore required along with a suitable drill bit for the ground conditions and bore expansion back reamers to provide the correct diameter into which the product pipe or cable will be installed.

1.4.9 The selection of drilling rig is totally dependent on the ground conditions and type, the length and diameter of the bore and the product type being installed.

1.4.10 It is usual for the drilling process to be supported using a drilling fluid system which is pumped down the drill rods to the drill head. The drilling fluid may, on shorter bores, simply comprise a flow of water. Often the drilling fluid is a specially formulated drilling mud comprising a mixture of water/bentonite/polymer additives<sup>1</sup> depending on the project circumstances.

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<sup>1</sup> Bentonite is widely used in civil engineering, often in the form of clay; bought in the form of a powder and then mixed with water, to become a clay. Within this clay, you can find very small particles that allow bentonite to make the ground waterproof. Another property of bentonite is its high viscosity. Bentonite becomes viscous in combination with water, it can absorb liquids, and as a solution it can acquire the characteristics of a gel, which makes it easy to deform and move. Bentonite is very useful as drilling fluid. It is mainly used to keep the borehole open and to transport the soil or sand from the borehole to the surface. A bentonite mixture can be thick or thin (thin usually used for sandy soils, and a thicker mixture for gravels). In addition, the thicker solution can be used as a kind of lubricant to allow steel tubes to slide through the soil, potentially for several kilometres.

1.4.11 This fluid is usually designed for three main purposes:

- Flushing the drill cuttings out of the bore during the pilot boring operation and keeping the cuttings in suspension whilst the cuttings are transported out of the bore.
- Lubricating the bore and creating a filter cake for stabilisation of the bore walls.
- Cooling of the drill bit during the pilot boring operation.

### Ground Preparation

1.4.12 Whilst in most cases HDD can be started directly into the ground, if geology is such that there is a possibility of damage or failure of the bore, it may be necessary to prepare the launch site of the HDD rig prior to commencing drilling. A full geological investigation will be completed to avoid complications on site prior to starting work.

### Drilling Options

1.4.13 There are generally two options for initiating an HDD bore: Pit launched and Surface Launched (as explained below).

#### *Pit Launched HDD*

1.4.14 This option is not as widely used for initiating an HDD bore as surface launched but does have its place in the sector due to the relatively smaller footprint for the site set-up. As the name suggests, this option utilises the HDD machine from within a start pit or shaft.

1.4.15 Where site access is limited but where there is sufficient room to excavate a small shaft, a small dimension drill rig may be positioned in the base of the excavation or shaft. Also by using this method the bore can be started on a level plane orientated more or less in the direction the bore will follow. In most cases this option is used for shorter/smaller diameter bores beneath roads and rail tracks and smaller waterways.

#### *Surface Launched HDD*

1.4.16 For surface launched HDDs the drill rig is usually larger and longer than those found in pit launch works. The rig is set up along the direction of the bore and the planned exit position with its drill rack angled between 8° and 30°.

1.4.17 Larger rigs require much larger operating sites and significantly more back-up equipment and consumables so there may be significant logistical obstacles to overcome and to maintain supplies, remove waste and access machinery etc. For this reason the launch site is to be chosen with care in consultation with expert operators.

1.4.18 Longer bores will also require significant ground area on the reception side of the bore to allow for pipeline/cable preparation and lay-out prior to installation, as well as access for the delivery of product and other equipment required during the back reaming/hole opening operations that may be necessary. The logistics of a larger diameter long HDD installation will not be underestimated.

1.4.19 All HDD operations will be carried out in accordance with best practice and relevant Health and Safety Requirements including Avoiding danger from underground services – HSG47.

### **Dam & Pump**

1.4.20 The watercourse/water within the ditch will be diverted temporarily using a suitable method for the type, water flow, and weather conditions. Figure 4.14 – Watercourse Crossing Configuration (Dam and Pump Method) (document reference 6.2.4)

1.4.21 With the watercourse suitably managed, the cable will be installed using open cut techniques.

### **Open Cut**

1.4.22 There are situations where an open cut solution for laying the cable may be possible. Such a scenario is possible when the drainage ditch is dry or when the water flow is suitably diverted. An example of an open cut for a road crossing, is included at Figure 4.15 (document reference 6.2.4).

1.4.23 In dry situations, the need for the control of water is limited to that which may ingress the excavation rather than in relation to the feature itself. Basic dewatering techniques can be put in place to establish a sump within the open trench section or joint bay and simply pump out any water to a suitable disposal point.

1.4.24 However, the fundamental need to open ground for the laying of the cable duct and its correct binding and backfill remains and is all dealt with within the confines of the open cut of the trench excavation itself.

## **1.5 PROPOSED METHODOLOGY**

### **Pre-Commencement Works**

1.5.1 Prior to any works commencing the Applicant or their contractor will liaise with the relevant asset owner or their appointed representative engineer. This is secured via the Protective Provisions contained with the Development Consent Order (Document Reference 3.1). This is in order to obtain permission for the crossing both from an engineering position but also legally via consents for permission to install across the third party asset / easement rights.

1.5.2 In broad terms, the process will involve the owner/asset engineer outlining the parameters of their asset to a level of detail that allows the Applicant to assess the impacts of the proposed crossing. Both parties will then agree the crossing design and the methodology of the installation works. This pre-commencement phase will likely involve on-site liaison to establish the exact locations of both the existing assets and proposed location of the Ecotricity assets, scanning for assets (known as CAT<sup>2</sup> scanning) and pegging out of positions may be required.

### **Construction Works**

#### **HDD**

1.5.3 The HDD Drill methodology requires a number of separate operations to complete a successful drill. To enable an estimate of a number of differing length HDDs across the project this report breaks down the elements and timings into the following tasks. The first 5 elements are common to all HDD's whatever the length or location:

- Excavate launch pit
- Excavate receive pit

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<sup>2</sup> CAT - Calibrated cable avoidance tools

## Appendix I- Outline Watercourse Crossing Method Statement

- Welding of rods 6 x 12m = 72m per day dependent on the length of the drill
- Demobilise drilling rig and associated equipment
- Reinstate drilling pits.

1.5.4 The actual drilling and bore duct installation is estimated to be between 30-50m in 1 day. The timing for drills will therefore be affected by the drill length being first over 50m increments requiring an additional day per each 50m of drilling. In relation to the welding of rods the same incremental additional day will apply over the 72m rod length.

### Dam & Pump

1.5.5 The watercourse will be diverted temporarily using a suitable method for the type, water flow and weather conditions. In order to cross the variety of unclassified and private watercourse ditches along the route the proposal is to utilise a standard Dam and Pump methodology or similar for Low waterflow (defined below). The watercourse will be dammed off via a sandbag dam and the waterflow diverted via pump from upstream to downstream.

### Temporary Watercourse Diversion:

1.5.6 The weather conditions will be assessed during the time of work and the water flow shall be visually assessed.

- **Low waterflow:** If the waterflow is low the ditch will be dammed either side of the proposed excavation using sandbags. A pump will be set up to take the flow from upstream to downstream of the crossing point. The discharge hose(s) will be directed through a filtering medium to limit silt carry over or bed disturbance before the pumped water is returned to the watercourse. Once the duct installation is complete the excavation would be backfilled and the pump and sandbags removed.
- **High waterflow Option A:** If the waterflow is high the ditch route will be temporarily diverted by excavating a route around the crossing area with the tracked machine. Sandbags will be used to dam the crossing point. Once the crossing is complete the sandbags will be removed, and the diversion would be backfilled.
- **High waterflow Option B:** using temporary "flume" pipes installed in the bed of the watercourse. A flume pipe bridge will be installed, during the preparation of the working width, adjacent to the trench line flume in order to enable passage of plant and materials along the pipeline route. For dry open cut watercourses / ditch crossings a suitably sized flume pipe will be installed over the point of the proposed crossing ensuring that it extends on each side of the trench line crossing point for a suitable distance. The flume pipe will then be bedded and packed or surrounded with soil filled sandbags to create a seal or dam across the watercourse, so that the flume pipes take all the flow. Excavation of the watercourse then proceeds beneath the trench line flume pipe. The excavated material will be stored within the working width separately from the bank material. Trench supports may be used to facilitate safe excavation.

1.5.7 The requirements of a dam and pump ditch crossing are more complex in terms of both application and plant. The need to bring in the materials and plant and build the dams to then complete the project duct install (likely at a deeper depth to pass under the ditch bed than standard) has a time implication for the completion of the crossing.

### Open Cut

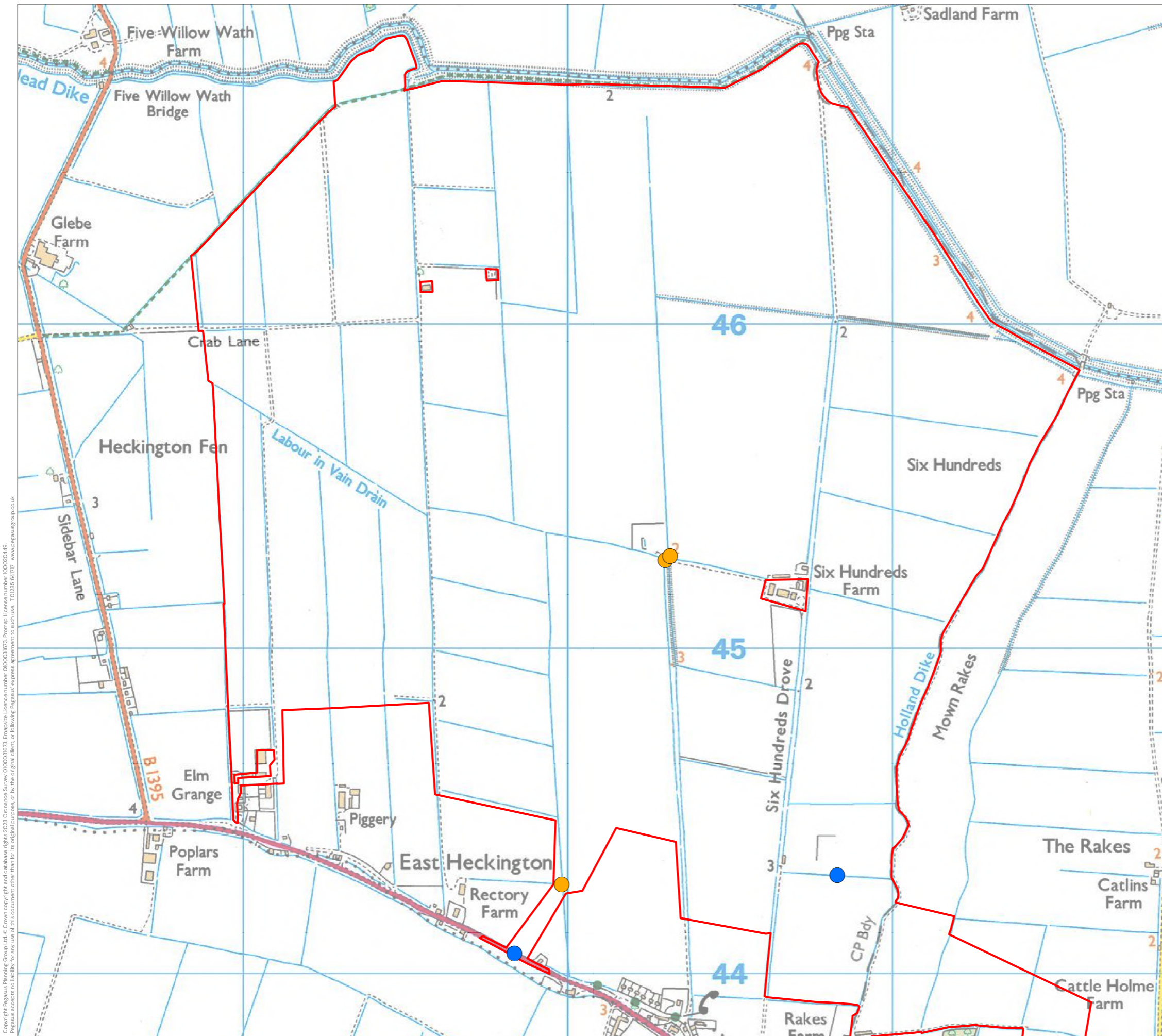
1.5.8 Trench installation methodology:



- Prior to works commencing an up to date set of services search records will be obtained to ascertain current installed services that may be present.
- CAT scan area to identify any live cables and services within the vicinity
- Mark on the ground location of a live cable and services and proposed Offsite Cable Route Corridor
- Open ground and remove the top layer of material with appropriate tools and mechanical excavator
- Dig to the appropriate trench depth
- Trench area to be scanned after every 500mm of excavating
- Install 75mm cement bound sand (CBS) bedding layers for ducts
- Install ducts in trefoil formation
- Ducts blinded to a distance of 75mm above the top ducts with CBS
- Installation of marker boards directly above CBS
- Removal of temporary works
- Reinstatement of ground to original level.

1.5.9 To accomplish an open cut crossing involving services deemed to be hazardous, such as electrical power cables or gas mains, it will be mandated that hand dig tools and techniques are used when in close proximity in order to minimise the risk of damage or disruption to the particular service(s).

**Figure 1: Indicative Locations of New and Proposed Extensions to Culverts within the Energy Park Site**



- KEY**
- Order Limits
  - Extension of Existing Culvert
  - New Culvert

DCO Document Reference: 7.7  
 APFP Regulation: 5(2)(a)  
 REV 2

**INDICATIVE LOCATIONS OF NEW AND PROPOSED EXTENSIONS TO CULVERTS WITHIN THE ENERGY PARK SITE**

DATE	SCALE	SHEET	REVISION
23/10/2023	1:12,000@A3	-	A

DRAWING NUMBER P20-2370\_93

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# Appendix J

**APPENDIX J – OUTLINE CONTAMINATED LAND & GROUNDWATER SCHEME**

<b>Document Properties</b>		
<b>Regulation Reference</b>	Regulation 5(2)(q)	
<b>Planning Inspectorate Scheme Reference</b>	EN010123	
<b>Application Document Reference</b>	7.7	
<b>Title</b>	Outline Construction Environmental Management Plan – Appendix J – Outline Contaminated Land and Groundwater Scheme	
<b>Prepared By</b>	Heckington Fen Energy Park Project Team (Ecotricity)	
<b>Version History</b>		
<b>Version</b>	<b>Date</b>	<b>Version Status</b>
Rev 1	March 2023	Additional submission – response to s55

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# **1 APPENDIX J - OUTLINE CONTAMINATED LAND & GROUNDWATER SCHEME**

## **1.1 INTRODUCTION**

1.1.1 This Outline Contaminated Land and Groundwater Scheme has been prepared by Ecotricity Generation Limited on behalf of Ecotricity (Heck Fen Solar) Limited (the Applicant). This document forms an appendix to the Outline Construction Environmental Management Plan (document reference 7.7) which is secured as a certified document (see Schedule 11) of the draft Development Consent Order (document reference 3.1).

1.1.2 A ground investigation for the Energy Park considered contamination including the collection of 20 soil samples which were subject to chemical analysis. The details are further outlined in the Ground Investigation Report (document reference 6.3.9.2) with none of the samples containing concentrations of metals, metalloids, speciated PAHs or asbestos fibres which exceeded the adopted Generic Assessment Criteria for Public Open Space. Assuming suitable precautions are undertaken, the potential risks to human health and controlled water receptors associated with the identified contaminants during the Proposed Development of the Energy Park is considered low.

1.1.3 The ground investigation report also considered the groundwater at the Energy Park, with groundwater strikes noted in most of the boreholes completed. As noted in the Flood Risk Assessment (document reference 6.3.9.1) soils are described as loamy and clayey floodplain soils of coastal flats with the potential for perched groundwater tables, which sit above the low permeability superficial deposits. Any perched groundwater is contained within the thin soil layer, is not laterally continuous and does not form an aquifer. Should dewatering be required for excavation, for example for the foundations of the substation this would be pumped and discharged where appropriate on site, likely vegetated surfaces. A Surface Water Drainage Strategy is outlined in the Flood Risk Assessment (document reference 6.3.9.1).

## **1.2 CONTAMINATED LAND**

1.2.1 In general terms, contaminated land usually means land where industrial or other human activities have resulted in the presence of substances in the ground with potential to cause harm to human health, structures, or the environment.

1.2.2 The Proposed Development is considered a greenfield development on agricultural land.

1.2.3 A ground investigation including the collection of 20 soil samples has been completed on the Energy Park site (document reference 6.3.9.2). These were subject to chemical analysis, whereby none proved concentrations which exceeded the adopted Generic Assessment Criteria for Public Open Space. These tested for:

- metals,
- metalloids,
- speciated PAHs; and
- asbestos fibres

1.2.4 Based on the findings of the investigation no remedial works are considered necessary. However, based on the findings, a number of precautionary recommendations which should be considered, have been made:

- It is recommended that during any groundworks, appropriately licenced contractors should be appointed;

- Personal Protective Equipment (PPE) should be worn as necessary by groundworkers;
- A safe system of work should be established prior to commencement;
- In the event that any unforeseen gross or widespread contamination is encountered on site, an appropriately qualified contaminated land specialist should be contacted; and
- Specialist contractors should be employed as necessary to advise on the management of unexpected contamination.

1.2.5 Assuming these precautions are undertaken, the potential risks to human health and controlled water receptors associated with the identified contaminants during the Proposed Development of the site are considered low.

1.2.6 Should contaminated land be found during construction a specialist would:

- Attend the site
- Examine the potentially contaminated materials
- Take soil samples if required
- Provide specialist advice
- Record and communicate the above with the relevant Local Planning Authority (LPA)
- Agree an appropriate course of action with the site manager.

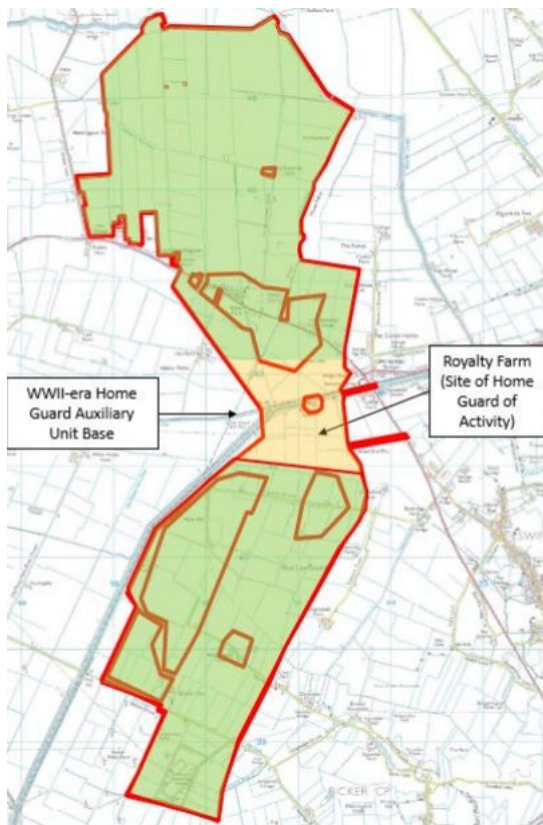
1.2.7 Prior to submission of the Development Consent Order, 962 trenches were dug across the Energy Park to check for archaeology. No evidence of ground contamination was noted during this investigation. An expended shotgun cartridge was recorded in one of the trenches. Prior to the construction of the cable route, trial trenching is proposed to take place in land along the Offsite Cable Route Corridor. Any contamination noted during the trenching works will be logged for future reference.

1.2.8 The Offsite Cable Route Corridor and the Energy Park are predominantly open agricultural fields with some crossings of assets required. The new generation bay at Bicker Fen Substation is within grassland. The risk of contamination across the Proposed Development is considered low.

1.2.9 An Unexploded Ordnance desktop study has been completed for the Proposed Development and noted, on the whole, a low risk of unexploded ordnance (document reference 6.3.18.1). The exception to this is an area of medium risk in proximity to Royalty Farm, either side of the South Forty Foot Drain as shown below:



**Plate 1: Unexploded Ordnance, green is low risk; yellow is medium risk**



1.2.10 Works within the medium risk area will follow recommendations provided in the UXO Report for open intrusive works:

- Specialist onsite support, or
- Magnetometer survey and targeted investigation – noting this is not practical in all locations due to, for example, terrain or ground conditions.

### **1.3 GROUNDWATER SCHEME**

1.3.1 Based on the findings of the Ground Investigation Report (document reference 6.3.9.2), groundwater may be encountered within shallow excavations at the Energy Park, at an approximate depth of between 1.05m and 3.5m bgl. Excavations are likely to act as a sump, potentially requiring dewatering. This should be taken into consideration when planning any excavation work.

1.3.2 An Outline Surface Water Drainage Strategy is included in the Flood Risk Assessment (6.3.9.1) whereby a 'low-key' approach is considered appropriate, in the form of:

- grassed swales within the field parcels containing the solar panels (i.e. to intercept and store surface water run-off and facilitate infiltration (subject to ground conditions));
- surface water balancing ponds/holding tanks within the On-site substation and energy storage compound.

1.3.3 For the anticipated construction activities, as detailed in Chapter 4 – Proposed Development of this ES (document reference 6.1.4), the ground surface is expected to remain above the groundwater. The completed ground investigation did encounter shallow groundwater perched within sands and gravels of the tidal flat deposits at depths of 2.5-3.0mbgl, however, these groundwater bodies are considered to be limited in extent and

volume. It is unlikely that substantial groundwater would be encountered for the majority of the works as the main groundwater body is anticipated to be >70 metres below ground level (mbgl) within the confined Kellaways Formation Aquifer.

1.3.4 Compaction of the ground caused by construction and an increase in the extent of impermeable surfaces associated with access roads and compound areas, have the potential to impact upon the rate of surface water infiltration. However, given that the underlying superficial deposits and bedrock largely constitute low permeability, unproductive aquifers, infiltration rates are not expected to be significantly affected by areas of increased hardstanding across the site.

1.3.5 Effects on groundwater quality could result from excavations and earthworks as well as spillages and leaks of fuels, oils and chemicals. This could result in potential pollution to any underlying aquifers. This may arise from runoff associated with construction activities (e.g. through generation of silt borne run-off during groundworks and accidental spills and leaks from construction plant).

1.3.6 During future piling activities associated with the Proposed Development (standard depth of 3m assumed), groundwater quality of the aquifer units may be affected where there is potential to generate viable pollutant pathways between the superficial deposits and bedrock groundwater.

1.3.7 Shallow soft clays have been identified across much of the site which would seal around the piled steel poles and reduce the potential for them to act as a vertical pathway to the underlying aquifers.

1.3.8 The potential impacts of spillages of fuels, oils and chemicals or sediment run off during construction would be controlled by the Construction and Environmental Management Plan for which this document would be appended. This is secured through a requirement in the Development Consent Order, and the outline Construction Environmental Management Plan is as a certified document as noted at Schedule 11 of the draft Development Consent Order (document reference 3.1).

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

1.3.10 In order to mitigate the potential adverse effects on the water environment, a number of measures will be implemented throughout the construction, operation and decommissioning phase, as required, these are as follows:

- Best practice working methods to prevent both water pollution and adverse impacts upon the surface water drainage regime;
- Precautions to prevent silt laden run-off, arisings or chemicals entering watercourses – this could include restricted working during periods of heavy rain and the installation of silt fencing, if required;
- Any surface water potentially contaminated by hydrocarbons would be passed through oil interceptors prior to discharge;
- Appropriate storage of hydrocarbons and petrochemicals in accordance with COSHH Regulations 2002 and Control of Pollution (Oil Storage) (England) Regulations 2001;
- A management system would be in place to adequately manage works within the floodplain and in the vicinity of flood defences;

## **APPENDIX J – OUTLINE CONTAMINATED LAND & GROUNDWATER SCHEME**

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- Where required, cables would be laid at a sufficient depth beneath watercourses/drains to avoid causing damage to the integrity of embankments during installation;
- Should dewatering be required, for example where areas are excavated for foundations of the substation, or control room these would be pumped and discharged where appropriate on site, likely vegetated surfaces; and
- Wheel cleaning is proposed to be a dry clean, rather than a vehicle washing facility, however should this become a requirement then the water will be pumped into a licenced carrier and disposed of off-site or discharged to vegetation if the quality meets Environment Agency requirements.



# Appendix K

**APPENDIX K – OUTLINE SITE WASTE AND MATERIALS MANAGEMENT PLAN**

<b>Document Properties</b>		
<b>Regulation Reference</b>	Regulation 5(2)(q)	
<b>Planning Inspectorate Scheme Reference</b>	EN010123	
<b>Application Document Reference</b>	7.7	
<b>Title</b>	Outline Construction Environmental Management Plan – Appendix K- Outline Site Waste and Materials Management Plan	
<b>Prepared By</b>	Heckington Fen Energy Park Project Team (Ecotricity)	
<b>Version History</b>		
<b>Version</b>	<b>Date</b>	<b>Version Status</b>
Rev 1	March 2023	Additional submission – response to s55
Rev 2	November 2023	Deadline 2

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# **1 OUTLINE SITE WASTE & MATERIALS MANAGEMENT PLAN**

## **1.1 INTRODUCTION**

1.1.1 This Outline Site Waste and Materials Management Plan (OSWMMP) has been prepared on behalf of the Applicant (Ecotricity (Heck Fen Solar) Limited) by Ecotricity Generation Limited. The aim is to outline how any waste produced will be managed during the construction and operation activities associated with the construction of the Heckington Fen Solar Park. This includes the proposed Energy Park, the grid connection to, and extension works at Bicker Fen Substation.

1.1.2 The exact roles and responsibilities described in the Plan are subject to the appointment of a Contractor and may change. The SWMMP will be finalised (broadly in line with the OSWMMP) by the Contractor prior to the commencement of construction taking into account a detailed scheme design and more precise information about construction methods and phasing, including the exact cable location within the Offsite Cable Route Corridor.

1.1.3 The SWMMP will be reviewed periodically and be available on site during the works.

1.1.4 The SWMMP will:

- Identify personnel with waste management responsibilities;
- Describe the proposed works;
- Outline opportunities for waste minimisation/reuse in line with the requirements of the waste hierarchy;
- Review any outline decisions taken to minimise the amount of waste produced on site; and
- Provide a forecast of waste types and estimated arisings and outline how they will be managed.

1.1.5 An overview of the content of this OSWMMP is:

- Introduction – provides background information about this document and its content;
- Project Description - provides details of the Proposed Development including outline construction details;
- Legal Requirements - outlines the legislative requirements and context for the provision of a SWMMP;
- Management Arrangements Review - sets out the key individuals involved in the construction of the Proposed Development relevant to the delivery and management of the Site Waste and Materials Management Plan;
- Waste Estimation and Design Decisions - provides an estimation of the type and quantity of waste to arise from the Proposed Development;
- Waste Management - sets out potential management measures to be undertaken during construction to minimise the amount or quantity to arise.

## **1.2 PROJECT DESCRIPTION**

1.2.1 The proposed development comprises a number of parts, but can be summarised into three main sections:

- The 'Energy Park' which includes the solar panels, energy storage and associated equipment on the main site listed below;

## APPENDIX K – OUTLINE SITE WASTE & MATERIALS MANAGEMENT PLAN

- The Grid Connection; and
- Extension works at National Grid’s Bicker Fen Substation.

1.2.2 The below table includes a structure to summarise the application for the SWMMP; the final detail will be confirmed for, and populated in, the SWMMP. The table may be broken down further to reflect each phase of construction to be defined in accordance with the Phasing Plan to be submitted pursuant to Requirement 3 of the Development Consent Order (document reference 3.1):

**Table 1: Project Details**

Project Summary	Component	Description	Further Detail
<p>Energy Park – comprising solar panels, energy storage, onsite substation, and associated infrastructure, including landscaping and community orchard</p> <p>Heckington Fen, East Heckington, Lincolnshire – approximate site centre: 520456, 345375</p> <p>Site area – approximately 524ha</p>		Start date – TBC	LPA – North Kesteven District Council – contact 01529 414155
		Completion date – TBC	Site Manager – TBC Design Team Manager – TBC
		Representative responsible for Site Waste and Material Management – TBC	Contractor – TBC
		Location of SWMMP – TBC	Sub-Contractor (if required) – TBC
		Document controller – TBC	Client – Ecotricity (Heck Fen Solar) Limited – contact TBC
<p>Cable Route – comprising a corridor for laying the cable, construction compounds and all accesses to the work areas</p> <p>Land lying with the jurisdiction of Boston Borough Council, running from the eastern boundary of the energy park, crossing Viking Link, Triton Knoll twice, A17, the railway, the high-pressure gas pipeline, various watercourses and</p>		Start date – TBC	LPA – Boston Borough Council – contact 01205 314200
		Completion date – TBC	Site Manager – TBC Design Team Manager – TBC
		Representative responsible for Site Waste and Material Management – TBC	Contractor – TBC
		Location of SWMMP – TBC	Sub-Contractor (if required) – TBC



<b>Project Summary</b>	<b>Component</b>	<b>Description</b>	<b>Further Detail</b>
other infrastructure to Bicker Fen Substation in the south. Site area – approximately 120ha		Document controller - TBC	Client – Ecotricity (Heck Fen Solar) Limited – contact TBC
Extension at Bicker Fen Substation – comprising a generation bay, laydown area, access track and associated infrastructure Land lying to the south and west of Bicker Fen Substation, with a laydown area in the north east of the site. Site area – approximately 5ha Contact details for National Grid representative also be included.		Start date – TBC	LPA – Boston Borough Council – contact 01205 314200
		Completion date – TBC	Site Manager – TBC Design Team Manager – TBC
		Representative responsible for Site Waste and Material Management – TBC	Contractor – TBC
		Location of SWMMP – TBC	Sub-Contractor (if required) – TBC
		Document Controller - TBC	Client – Ecotricity (Heck Fen Solar) Limited – contact TBC

### **1.3 LEGAL REQUIREMENTS**

1.3.1 ‘Waste’ is defined as materials that are unwanted, having been left over after the completion of a process which would otherwise be discarded. The legal definition of waste also covers substances or objects, which fall outside of the commercial cycle or out of the chain of utility. In particular, most items that are sold or taken off site for recycling are wastes, as they require treatment before they can be resold or reused.

1.3.2 In practical terms, wastes can include surplus spoil, scrap, recovered spills, unwanted surplus materials, packaging, office waste, wastewater, broken, worn-out, contaminated or otherwise spoiled plant, equipment and materials.

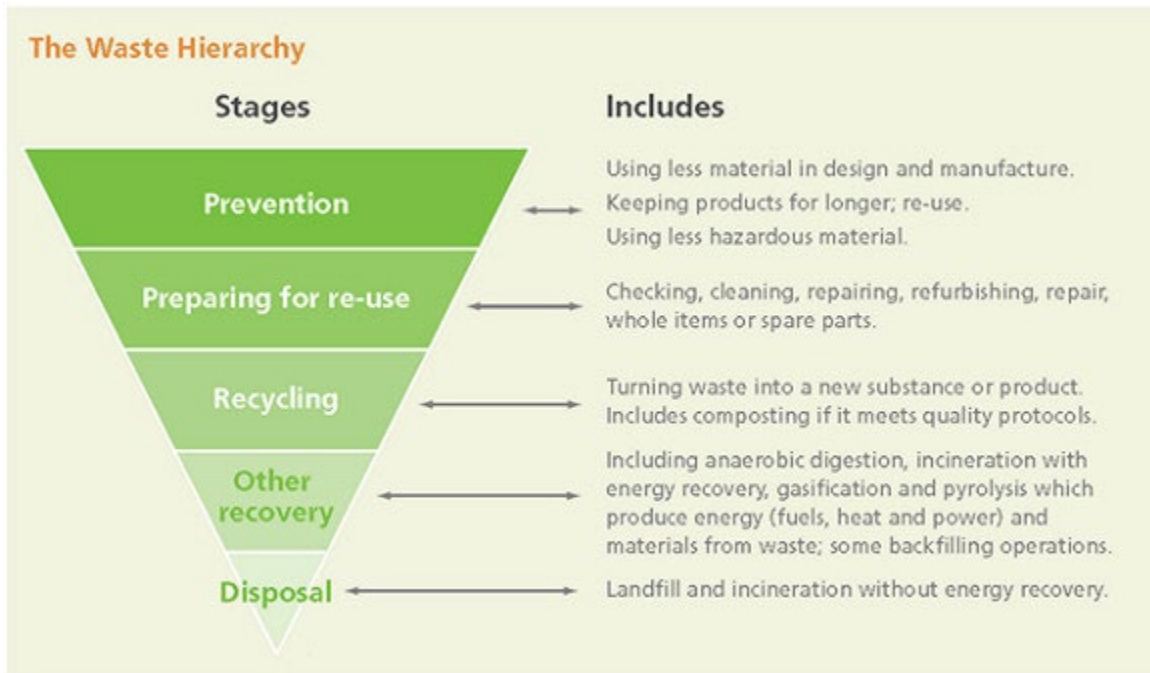
1.3.3 Waste minimisation is the process of reducing the quantity of such materials arising, requiring processing and/or disposal.

1.3.4 The priority at the Proposed Development will not be producing waste in the first place. To do this, the waste implications of the proposals need to be considered at the earliest possible stage.

1.3.5 The Overarching National Policy Statement for Energy (EN1)<sup>1</sup> considers Waste Management at 5.14 and the draft Overarching National Policy Statement for Energy (Draft EN1)<sup>2</sup> considers Resource and Waste Management at 5.15.

1.3.6 EN1 notes at 5.14.2, sustainable waste management is to be implemented through the waste hierarchy setting out the priorities that must be applied when managing waste. This is also reflected at 5.15.2 of Draft EN1 and shown below in **Plate 1- Waste Hierarchy** below.

**Plate 1- Waste Hierarchy**



1.3.7 EN1 notes that the disposal of waste should only be considered where other waste management options are not available or where it is the best overall environmental outcome.

1.3.8 Draft EN1 notes where possible applicants are encouraged to source materials from recycled or reused sources and use low carbon materials, sustainable sources and local suppliers. Furthermore, applicants are encouraged to use construction best practices in relation to storing materials to prevent waste. The use of Building Information Management tools to record the materials used on construction can help to reduce waste during the decommissioning phase.

1.3.9 EN1 notes that the applicant should set out the arrangements that are proposed for managing any waste produced and prepare a Site Waste Management Plan (the Outline being this report). The arrangements described and Management Plan should include information on the proposed waste recovery and disposal system for all waste generated by the development, and an assessment of the impact of the waste arising from development on the capacity of waste management facilities to deal with other waste arising in the area for at least five years of operation. The applicant should seek to minimise the volume of waste produced and the volume of waste sent for disposal unless it can be demonstrated that this is the best overall environmental outcome.

<sup>1</sup> Department of Energy & Climate Change, (2011); Overarching National Policy Statement for Energy (EN-1).

<sup>2</sup> Department of Energy & Climate Change, (2021); Draft Overarching National Policy Statement for Energy (EN-1)

1.3.10 The Waste Framework Directive (WFD) 2008/98/EC<sup>3</sup> is the legislative framework for the collection, transport, recovery and disposal of waste across the European community. The revised Directive (2018)<sup>4</sup> introduces new provisions in order to boost waste prevention and recycling through the adoption of the 'Waste Hierarchy', as the guiding principle to sustainable waste management.

1.3.11 In addition, Schedule 1 of the Waste (England and Wales) Regulations 2011 (as amended 2014)<sup>5</sup> translates the provisions of the Waste Framework Directive into legislation and require waste prevention programmes and waste management plans that apply the 'Waste Hierarchy'.

1.3.12 The Waste Management Plan for England (2021)<sup>6</sup> is a high-level strategy that supports the implementation of the objectives and provisions set out within the revised Waste Framework Directive, specifically Article 28 which requires that Member States must establish one or more waste management plans covering their territory.

1.3.13 The Waste (England and Wales) 2011 Regulations (as amended 2014) require that everyone involved in waste shall take all reasonable measures to apply the waste hierarchy except where, for specific waste streams, departing from the hierarchy is justified.

1.3.14 The Waste Hierarchy will be adopted throughout the construction, operation and decommissioning phases of the Proposed Development, and the producers and holder of waste will be required pursuant to the Waste (England and Wales) Regulations 2011 (as amended 2014), and formally under Section 34 of the Environmental Protection Act (1990)<sup>7</sup> to:

- Prevent illegal disposal, treatment or storage of waste;
- Handle their waste safely;
- Know whether the waste is hazardous or non-hazardous;
- Store waste securely in a manner that prevents release of the waste;
- Provide an accurate written description of the waste in order to facilitate the compliance of others with the Duty and avoidance of the offences under Section 33 of the Environmental Protection Act 1990: via a compulsory system of Controlled Waste Transfer Notes (WTNs) which controls the transfer of waste between parties; and
- Ensure anyone dealing with their waste has the necessary authorisation.

1.3.15 The Hazardous Waste Regulations (England and Wales) 2005 (amended in 2016)<sup>8</sup> places a requirement on the producer of the waste to:

- Classify the waste;

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<sup>3</sup> Directive 2008/98/EC of the European Parliament and of the Council of 19 November 2008 on Waste and repealing certain Directives (Waste Framework Directive).

<sup>4</sup> Directive 2018/851/EC of the European Parliament and of the Council of 30 May 2018 amending Directive 2008/98/EC on waste (Waste Framework Directive).

<sup>5</sup> HMSO (2011) The Waste (England and Wales) Regulations 2011. (as amended by The Waste (England and Wales) (Amendment) Regulations 2014

<sup>6</sup> Department for Environment, Food & Rural Affairs, (2021); Waste Management Plan for England, 2021.

<sup>7</sup> HMSO (1990) Environmental Protection Act 1990.

<sup>8</sup> HMSO (2016) The Hazardous Waste (England and Wales) (Amendment) Regulations 2016.

- Separate hazardous waste from other general waste streams;
- Use authorised businesses to collect, recycle or dispose of your waste; and
- Complete relevant hazardous waste consignment note.

1.3.16 Under the Control of Pollution (Amendment) Act 1989<sup>9</sup> it is a criminal offence for anyone not registered as a carrier, to transport controlled waste.

#### **1.4 MANAGEMENT ARRANGEMENTS REVIEW**

1.4.1 Prior to construction commencing in a relevant phase, Table 1 would be updated with details of the relevant contacts – for example: Client Representative; Design Team Manager; Site Manager; Document Controller; and Individual Sub-Contractor details.

1.4.2 The CEMP and SWMMP will be shared with the Contractor and Sub-Contractor prior to work commencing on site. Compliance with the measures in these plans would be a pre-requisite of appointment for the Contractor.

1.4.3 Furthermore, SWMMP requirements will be incorporated into the site induction and the Contractor will provide on-site instruction of appropriate separation, handling, recycling, re-use and return methods to be used by all parties' at all appropriate stages of the project.

1.4.4 All personnel working on the site including sub-contractors will be inducted. Induction will include showing personnel the available recycling arrangements.

1.4.5 Tool-box talks on waste and materials management will be completed monthly (or as appropriate) for all site personnel including sub-contractors.

1.4.6 An explanation of the SWMMP will also be included as part of the site induction process.

#### **1.5 WASTE ESTIMATION AND DESIGN DECISIONS**

1.5.1 At the current stage, insufficient design information is available to make accurate estimates of waste types and quantities. Estimates will be included in subsequent versions of the SWMMP as information becomes available and updated to include actual data as the project progresses.

1.5.2 The principles of the waste hierarchy (prevent, reduce, reuse, recycle, recover, disposal) will be applied to ensure best practice on site and to sustain high levels of sustainability in the development of the Proposed Development.

##### Reuse

1.5.3 Ideally materials could be re-used in their current state and form. All soil materials excavated will be stockpiled and reused on site. Waste water from dewatering will be reused on vegetation. Waste water for cleaning activities will be reused, unless contaminated, in which case it will be handled accordingly (e.g. contamination identified, and tankered offsite if necessary).

##### Recycling

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<sup>9</sup> HMSO (1989) Control of Pollution (Amendment) Act 1989

1.5.4 The aim is to re-use materials on site by recycling them into an alternative form that can be used for any construction purposes (for example aggregate or other inert wastes for road construction material or sending green waste for composting). By recycling on site as far as practicable, carbon emissions are reduced from taking materials away from the proposed development.

#### Recovery

1.5.5 This generally aims to recover energy from waste which cannot be otherwise reused or recycled. It is expected that this will include any waste materials such as hazardous liquids or solids which could be sent to energy from waste plants.

#### Disposal

1.5.6 The least preferred option is where the waste stream would be subject to a final disposal route such as landfill. Some waste streams will inevitably end up with such a solution. The placing of waste disposal contracts will, where possible, consider the implications of long distance travel in terms of health and safety risk, commercial terms and increased emissions from vehicles. Wherever possible, contracts are to be awarded as locally as possible.

## **1.6 WASTE MANAGEMENT**

### **Opportunities for Waste Minimisation**

1.6.1 The following potential opportunities for waste minimisation have been identified at this stage.

#### Design Stage

1.6.2 Waste materials expected to be generated will be evaluated for recycling or reuse on site. Pre-fabrication will be used where appropriate.

#### Construction Stage

1.6.3 Waste materials can be generated during the site preparation stage of construction and during the installation of infrastructure and erection of buildings.

1.6.4 The majority of construction equipment will be delivered to the Proposed Development for assembly and installation (mounting structures) and connection (solar panels).

1.6.5 Exact quantities and types of waste likely to be generated during the construction phase are unknown, however it is expected that waste streams could include:

- Welfare facility waste;
- Waste chemicals, fuels and oils;
- Waste metals (iron and steel);
- Waste water from dewatering of excavations;
- Waste water from cleaning activities (e.g., wheel wash);
- Packaging; and

- General construction waste (paper, cardboard, wood, etc.).

1.6.6 Destinations of the above waste streams would be, where applicable, through recycling plants, landfill sites for construction and demolition waste and landfill for hazardous waste. Local recycling plants are available at Boston and Sleaford.

1.6.7 The generation of construction-related waste can be significantly reduced through the choice of materials and other opportunities pre-construction phase will be explored as far as possible. Possibilities to reuse or recycle materials will be explored before resorting to landfill options.

1.6.8 Construction operations will also generate waste materials as a result of general handling losses and surpluses and these wastes can be mitigated through good site practices, including proper storage and handling of materials to avoid damage, and accurate quantity estimates and efficient purchasing arrangements to avoid over ordering.

1.6.9 Design considerations will seek to minimise wastage from the construction phase and are likely to follow these approaches:

- Maximise the use of reclaimed materials in the construction;
- Maximise recycling opportunities in the decommissioning phase (further details below);
- Use prefabricated and standardised components in the standard product sizes (e.g., panels, mounting structures). As these are made in factory-controlled environment, they tend to generate less waste and if standard product sizes are made use of, this minimises wastage on site.
- Segregation of construction waste on site to maximise potential for reuse/recycling;
- Use of suppliers who collect and reuse/recycle packaging materials;
- The off-site separation and recycling of materials where on-site separation is not possible; and
- Training of contractors in waste minimisation and materials reuse.

1.6.10 Toxic and/or hazardous waste must be treated by an authorised operator. Transportation of hazardous waste will also require an authorised carrier. If required, the Environment Agency will be advised in advance of any hazardous waste movements and Waste Consignment Notes (WCNs) will be purchased in advance for this type of waste transportation. These consignment notes will be held for a minimum of three years. Burning of waste or unwanted materials will not be permitted onsite. All hazardous materials including chemicals, cleaning agents and solvent containing products to be properly sealed in sealed containers at the end of each day prior to storage in appropriately protected and bunded storage areas.

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

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

1.6.13 Re-usable waste includes soil excavated for trenches, roads, compound areas and foundations. Soils are an important resource, and to minimise effects to this resource, engineers must carry out precise take off calculations. To avoid wastage, with reference to DEFRA's Soil Strategy (2009)<sup>10</sup>, stripped soils will be stored in separate resource bunds no more than 3m high, and kept grassed free from construction traffic, to ensure that the soil can be re-used elsewhere on site.

1.6.14 The primary measures to mitigate against the loss of soil resources will be to reuse as much of the surplus resources on-site and to dispose of any surplus soils thereafter in a sustainable manner (i.e., as close to the Proposed Development as possible and to an after-use appropriate to the soil's quality). However, surplus resources requiring removal off site are not expected.

1.6.15 There may be a need to remove some soils from the Order limits for treatment or disposal, if found to be contaminated and if it is not practical to treat this onsite. This would be overseen by a soil advisor specialist as outlined in the Outline Soil Management Plan appended to the oCEMP (document reference 7.7).

1.6.16 The Applicant and its contractors are aware of their duty of care in respect of offsite waste transfers and ensuring that all waste is transferred to authorised hauliers and disposal/treatment sites. All waste transported off site will be delivered to the appropriately licensed receivers of such materials. Operators receiving any waste materials resulting from the Proposed Development will be subject to their own consenting procedures.

1.6.17 Effluent and waste from onsite construction personnel will be treated at a package sewage treatment plant or a septic tank. Where a septic tank is used, this will be emptied on a regular basis and taken away by a registered waste disposal contractor.

1.6.18 As recommended by the Environment Agency, for significant construction or related activities, a management and reporting system to minimise and track the fate of construction wastes, such as that set out in PAS402:2013, or an appropriate equivalent assurance methodology should be utilised. This should ensure that any waste contractors employed are suitably responsible for ensuring waste only goes to legitimate destinations.

### Operational Stage

1.6.19 During the operational phase of the Proposed Development waste arising is expected to be substantially less than during the construction phase.

1.6.20 It is estimated there will be up to 5 permanent staff, and due to the scale of the Proposed Development maintenance personnel would be expected to be present on-site most days. Waste streams arising are expected to be minimal, and would include:

- Welfare facility waste;
- Equipment needing replacing;
- Waste metals; and

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<sup>10</sup> Safeguarding our Soils - A Strategy for England (2009) available at: <https://www.gov.uk/government/publications/safeguarding-our-soils-a-strategy-for-england>

- General waste (paper, cardboard, wood, etc.).

1.6.21 Should equipment fail and need replacement, it is anticipated that the part would be returned to the manufacturer if still under warranty for refurbishment if possible or recycled if facilities allow. Like all electrical equipment producers have legal obligations under the Waste Electrical and Electronic Equipment Directive legislation.

1.6.22 During the operational phase the industry benchmark<sup>11</sup> for key solar farm components include:

- Solar panels- 0.2% per year replacement rate;
- Solar inverters- 4.4% per year replacement rate;
- Energy storage inverters- 3.1% per year replacement rate; and
- Cable- 0.1% per year replacement rate.

1.6.23 If solar panels need to be replaced, they contain aluminium which can be recycled, and the remaining glass and silicon mix can be ground up into other building materials and industrial applications. Information obtained from GreenMatch<sup>12</sup> noted 96% of materials can be reused for produced new solar panels. The electrical infrastructure, should it need replacing is also likely to be taken apart and recycled.

1.6.24 Welfare facilities including toilets, washing and drinking water will utilise a septic tank that will be periodically emptied and taken offsite by a licensed waste operator. All onsite welfare facilities will be clearly signposted and maintained.

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

#### Decommissioning Phase

1.6.26 During the decommissioning phase it is expected that a number of waste streams will be created. They are likely to include the following:

- Solar panels and mounting structures;
- Waste materials from foundations;
- Electrical equipment;
- Energy Storage System i.e., batteries;
- Cables;
- Welfare facility waste;
- Waste chemicals, fuels and oils;
- Waste metals;

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<sup>11</sup> The industry benchmark refers to a replacement rate based on degradation of assets expected. Further information on solar panel and inverter rates can be found on the Energy Saving Trust website ( <https://energysavingtrust.org.uk/advice/solar-panels/>) Cable rate replacement is based on information from technical designers supporting the project.

<sup>12</sup> GreenMatch, The Opportunities of Solar Panel Recycling. Source: <https://www.greenmatch.co.uk/blog/2017/10/the-opportunities-of-solar-panel-recycling> Accessed March 2023



- Waste water from dewatering of excavations; and
- Wastewater from cleaning activities (e.g., wheel wash).

1.6.27 Waste during the decommissioning phase will be dealt with as part of the Outline Decommissioning and Restoration Plan (document reference 7.9), which is secured by Development Consent Order requirement, and in line with relevant legislation and guidance at that time.

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