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Transport Statement Jepco Norfolk House Farm Gedney Marsh Spalding PE 12 9PB, UK

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1. INTRODUCTION

This report has been prepared in support of a planning application for a new Agri tech development at JE Piccaver (Jepco) Lincolnshire.

JEPKO occupies over three hundred hectares of essentially flat and fertile land approximately 2.5km from the Lincolnshire coast and the Wash, an expansive protected area designated as a Special Area of Conservation, Special Protection Area and Site of Special Scientific Interest bordering the site to the North and East.



Figure 1 Site Location

Jepco intend to undertake a state-of-the-art Agri Tech development on circa 15 ha of their land adjacent to Norfolk House Farm on the B1359 to enhance their existing operations and increase yields in an economically and environmentally sustainable manner.

This Transport Assessment has been prepared in accordance with good practice guidance, published by both the Department for Transport (DfT) and Ministry of Housing, Communities and Local Government (MHCLG). The above guidance indicates that the assessment should set out the baseline conditions against which effects should be fully assessed. It also states that the TA should include details of the lawful uses of the Site.

It is intended that ten hectares of land will be converted to enable undercover growing within glasshouses and to support same with an integrated preparation, processing, storage and dispatch facility and the associated required infrastructure. The overall scope can therefore be sub divided into the following components:

- Main Glasshouse Area containing Hydroponic Growing System.
- Glasshouse Annex containing Seeding and Germination processes
- Main Pack Building.
- Administration and Welfare Building
- Main Plant Room
- External Roads & Hardstandings
- Landscaping

2. DESCRIPTION OF EXISTING HIGHWAY ACCESS

The subject site is accessed from a narrow farm access road from the B1359 as per figure 2 below which will require an upgrade to make it suitable for the proposed usage.



Figure 2 Existing Site Entrance

The present arrangement is used only for occasional entrance and generally for internal movements on the site with harvested crop being moved into the Norfolk House Farm infrastructure for processing, packing and dispatch.

At present all pedestrian, car and HGV traffic enters the Jepco holding at the Norfolk House site with little other than internal staff and product movements beyond this point. The creation of the additional pack house on the new site will necessitate the provision of an additional access point to eliminate cross traffic through the Norfolk House Farm yard.

[illegible]

There is a restriction on the Western side of the existing road in that it is bounded by Norfolk House Farm Cottages restricting the potential to expand in this direction. Hence the entrance expansion shall be in an Easterly direction with the entering lane expanding to 8300mm wide to allow entering vehicles negotiate the turn without crossing the centre line of the B1359 and avoiding vehicles leaving the site. The exit lane will be set at 4000mm wide to facilitate the exiting HGVs turn right without affecting incoming traffic. This extended width private road way shall extend 61.7m into the site where it shall reduce to 7.6m wide as per figure 4.

A Stop sign and associated line marking shall be applied to the exit lane. Further, at the junction with the B1359 a sign restricting HGVs to right turning only along with the requisite Stop sign shall be installed.

It is however anticipated that all HGVs travelling to and from the site shall approach and leave Westerly along the B1359 towards the A17 and thus access the National Road network.

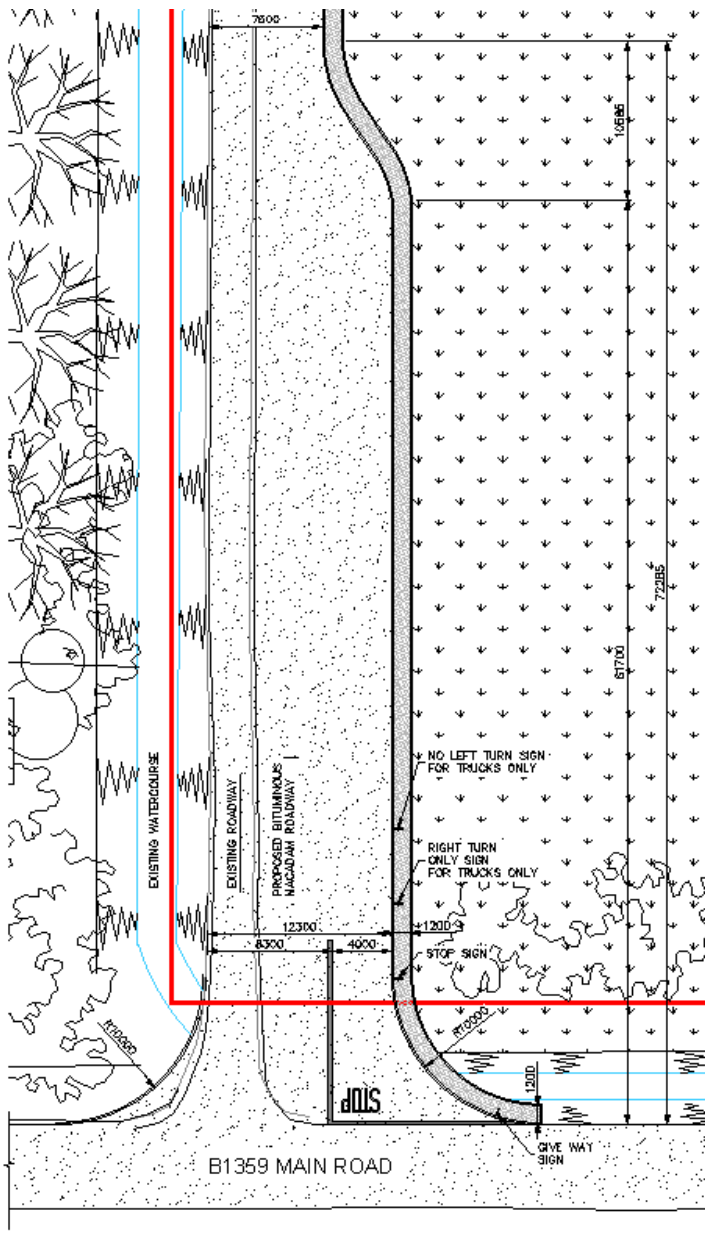


Figure 4 Proposed Site Entrance

4. DESCRIPTION OF EXISTING HIGHWAY NETWORK

The site is accessed by a local road system consisting exclusively of B standard roads which pass through small village areas on relatively restricted routes. The key aspect in the transportation to and from the site is access to the A17 which at present can be achieved through one of three routes, Gedney Drove End, Black Barn or Gedney Dyke as noted on Figure 5 below.

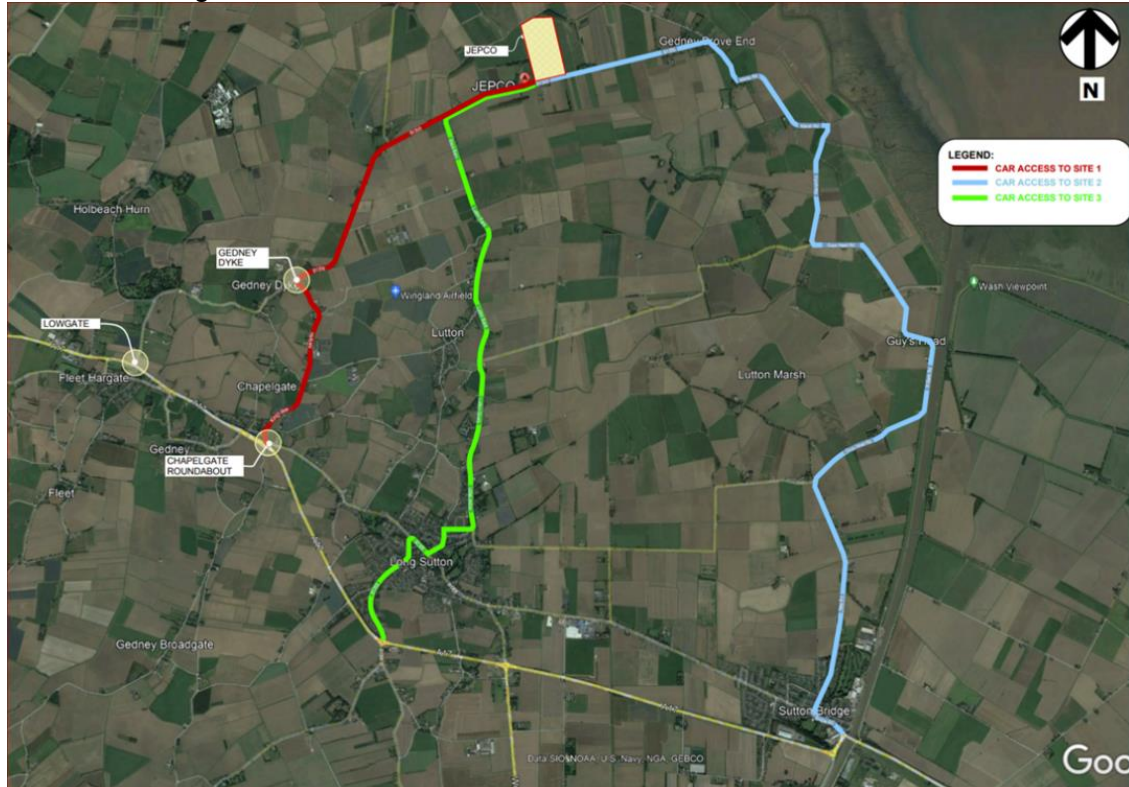


Figure 5 Route Options to A17

The Gedney Drove End route as indicated in cyan is the longest route with significant turns ultimately taking traffic through the built up area of Sutton bridge with a significant T junction central in the town as indicated on figure 5 which presents a particular restriction on traffic as it rejoins the B1359 before accessing the A17 at the roundabout at Sutton bridge as per figure 6

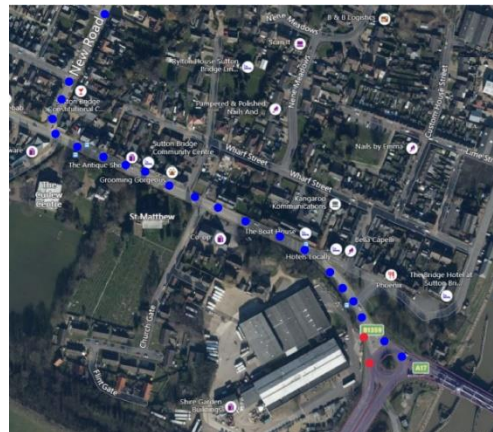


Figure 6 Sutton Bridge

The route through Black Barn as indicated in green represents a more direct route and ultimately arrives in Long Sutton from where two options are available to access the A17. The first at Long Sutton services represents the most convenient with a single junction at Roman Bank to be negotiated as per figure 7 or the alternative more circuitous route through Long Sutton to the Cowpers Gate roundabout which is routed through the main commercial and residential centre of the Village as per figure 5.

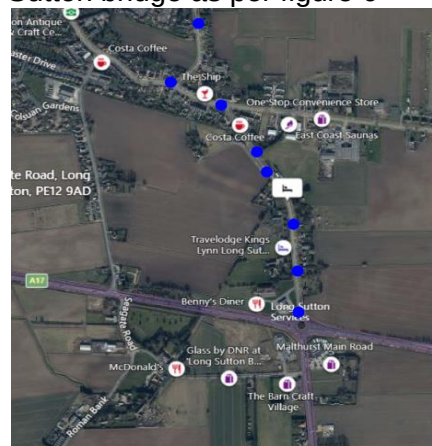


Figure 7 Long Sutton

Of the three the shortest and most convenient route is Westwards through Gedney Dyke and onwards to the Chapelgate roundabout. On this route there is a single left turn in Chapelgate before entering the Roundabout on the A17 where Southbound traffic can pick up the A10 at Kings Lynn and from there pick up the M11 at Cambridge and Northbound traffic can pick up the A1151 and hence A16 at Spalding to gain access to the A1(M).



Figure 8 Chapelgate

Traffic can additionally head through Gedney Dyke and on towards Lowgate where the A17 can be accessed by a T junction. The nature of this junction does at present lead to some traffic delays as vehicles turning North onto same and vehicles turning East from same currently experience some difficulty in crossing the carriageway leading to congestion at this point.

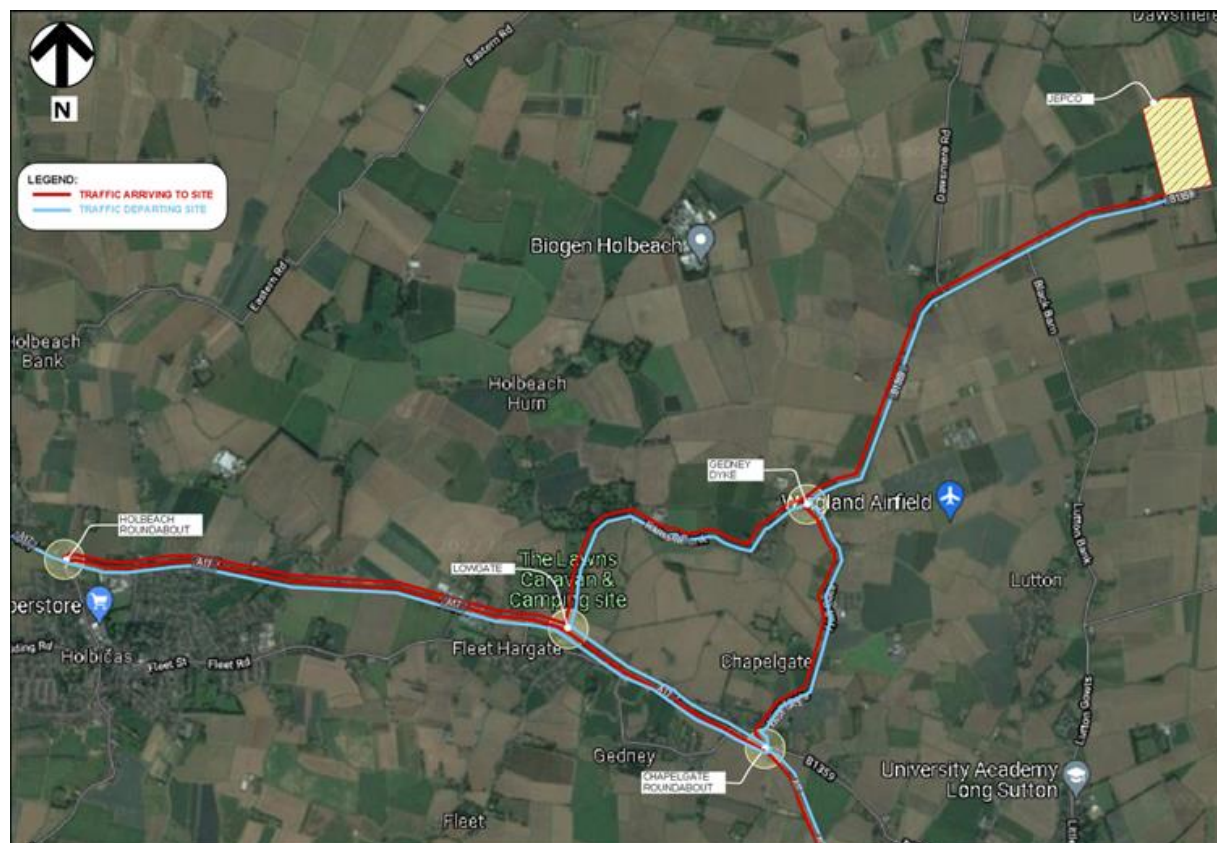


Figure 9 Gedney Dyke Access Routes

5. EXISTING SITE TRAFFIC

A traffic survey was undertaken on the 8th of December 2021 for 7 days with three recording locations.

1. Local to Jepco Site Access
2. Gedney Drove End
3. Gedney Dyke

In addition historic traffic data was obtained from Lincolnshire County Council for the years 2010 – 2019 recorded at the junction of the B1359 and Middle Drove as indicated at point 4. This data represented the daily average traffic volumes in both directions over the subject year.

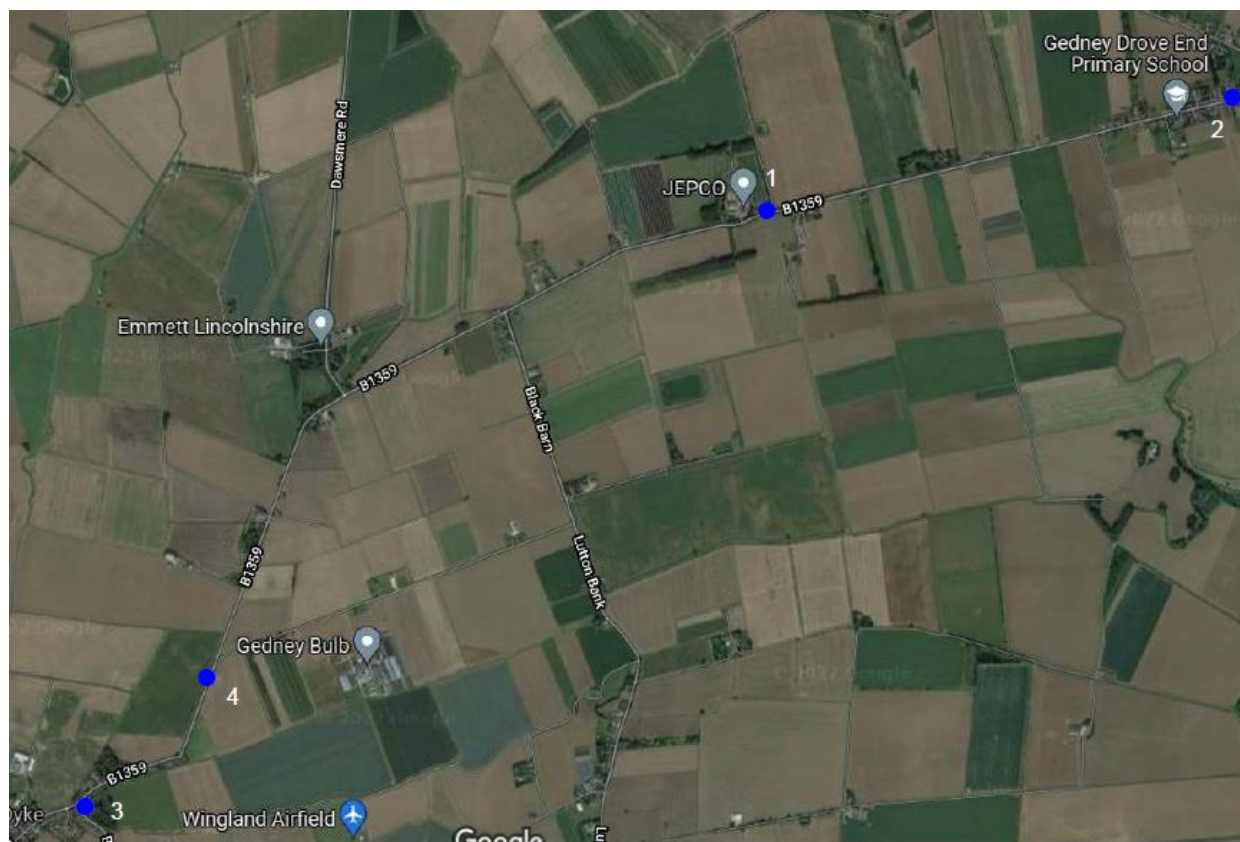


Figure 10 Traffic Survey Data.

The results of the surveys are recorded in Appendices 1, 2, 3 and 4, and summarised below.

1) Adjacent to Jepco Site

Hour Starting Total	Day of Week							W'Day	7 Day
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	13-Dec	14-Dec	08-Dec	09-Dec	10-Dec	11-Dec	12-Dec		
	665	601	539	588	627	500	394	604	559

Class Summary		C	EB	WB
Light	C1	76%	74%	79%
	C2	20%	23%	18%
Medium	C3	1%	1%	1%
Heavy	C11	1%	0%	1%
	C12	1%	2%	1%

2) Gedney Drove End

Hour Starting Total	Day of Week							W'Day 894	7 Day 827
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	13-Dec	14-Dec	08-Dec	09-Dec	10-Dec	11-Dec	12-Dec		
	928	871	839	865	965	750	573		

Class Summary		C	EB	WB
Light	C1	80%	81%	78%
	C2	18%	17%	18%
Medium	C5	1%	1%	0%
Heavy	C11	1%	0%	2%
	C12	1%	1%	1%

3) Gedney Dyke

Hour Starting Total	Day of Week							W'Day 2537	7 Day 2305
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	13-Dec	14-Dec	08-Dec	09-Dec	10-Dec	11-Dec	12-Dec		
	2717	2529	2321	2476	2644	1940	1507		

Class Summary		C	EB	WB
Light	C1	76%	76%	76%
	C2	20%	20%	19%
Medium	C3	1%	1%	2%
	C5	1%	1%	0%
Heavy	C6	0%	0%	0%
	C11	1%	0%	1%
	C12	1%	1%	1%

4) Historic Lincolnshire Information

count point_id	year	region_name	local_authority	road_name	road_type	pedal cycles	two wheeled motor vehicles	cars and taxis	buses and coaches	lgvs	hgvs 2 rigid axle	hgvs 3 rigid axle	hgvs 4 or more rigid axle	hgvs 3/4 articulated axle	hgvs 5 articulated axle	hgvs 6 articulated axle	all_hgvs	all_motor_ vehicles
951448	2010	East Midlands	Lincolnshire	81359	Minor	10	3	708	8	157	45	2	2	97	15	8	169	1045
951448	2011	East Midlands	Lincolnshire	81359	Minor	14	5	651	3	130	20	7	0	95	28	20	170	959
951448	2012	East Midlands	Lincolnshire	81359	Minor	6	0	654	5	144	45	8	3	35	14	7	112	915
951448	2013	East Midlands	Lincolnshire	81359	Minor	13	6	501	2	108	33	7	7	10	3	15	76	693
951448	2015	East Midlands	Lincolnshire	81359	Minor	8	2	601	4	150	19	2	9	51	12	20	113	871
951448	2016	East Midlands	Lincolnshire	81359	Minor	9	3	564	2	147	34	3	5	6	14	17	78	794
951448	2017	East Midlands	Lincolnshire	81359	Minor	4	5	545	9	203	49	3	1	63	34	32	181	943
951448	2018	East Midlands	Lincolnshire	81359	Minor	14	2	597	4	174	46	3	1	30	25	24	128	906
951448	2019	East Midlands	Lincolnshire	81359	Minor	12	11	651	8	211	39	10	6	5	19	24	102	983

6. RECORDED INJURY ACCIDENT STATISTICS

There have been no recorded accidents on the road associated with the existing site accesses within the past three years. The recorded accident statistics indicate that the existing site access does not present a traffic hazard.

7. VISIBILITY AT THE HIGHWAY EGRESS POSITION

The B1359 is subject to the national speed limit of 60 mph in the vicinity of the site access which requires a visibility distance of 160m. A traffic survey undertaken at the site entrance location (Appendix 1) in December 2021 recorded an average West Bound speed of 49.9mph with an 85 percentile speed of 58.8 mph confirming the design speed for the entrance. Please refer to drawing no 20008-20-DR-0028 and figure 11 below outlining the achievement of required sight distances. In addition the proximity of the driveway to the Eastern most Norfolk House Farm Cottage has the potential to cause issue with private cars reversing blind onto the roadway. It would be prudent to locate a Convex Pole mounted mirror at this entrance to alter entering and exiting HGV drivers to the potential for private cars entering the road from this location and alter the residents to the proximity of such traffic.

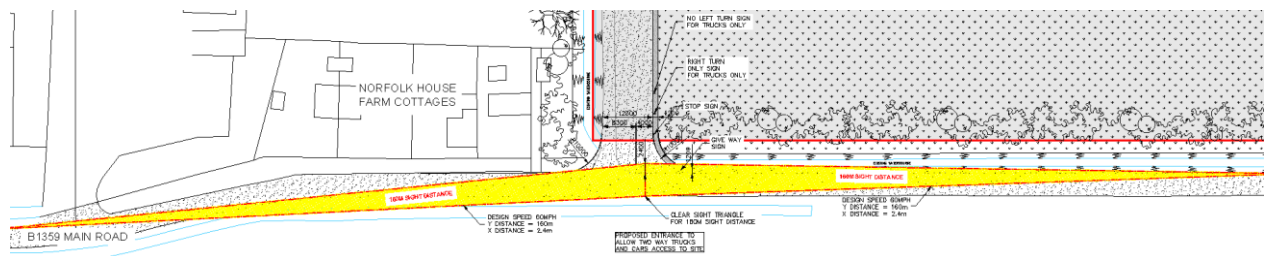


Figure 11 Site Visibility

8. PREDICTED SITE TRAFFIC

The expanded entrance shall be used by all vehicles entering the site including staff cars, delivery and dispatch vehicles in addition access will also remain to the yard at Norfolk House Farm. On entering the site all vehicles will proceed Northwards along the widened access road and to a variety of selected locations depending on employment.

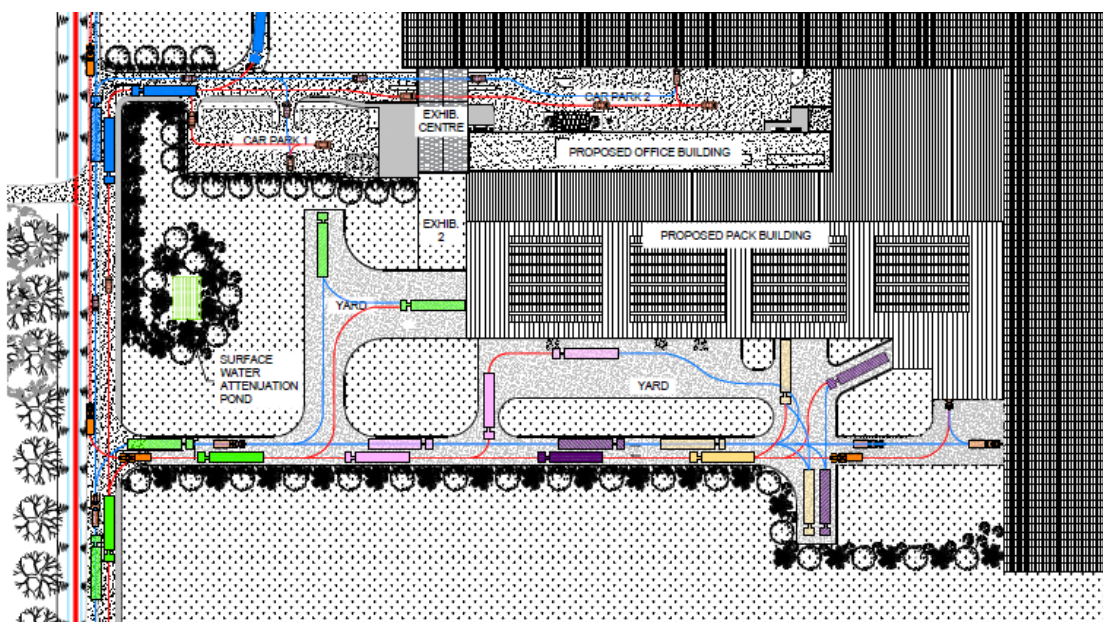


Figure 12 Site Traffic Movements

rg No 20008-20 -Dr-0029(extract in figures 12 above and 13 below) outline the various routes, volumes and times of the individual vehicle types which dissipates in type and volume the further North one moves along the access road.

The main vehicle activity occurs in the Southern service yard which caters for the main operational functions of the plant. All deliveries required for the processes will occur through this area including the seeds and medium deliveries to the glass house annex, the delivery of imported product from

VEHICLE MOVEMENTS			
FREQUENCY	TIMES	ROUTES	PURPOSE
A) DISPATCH VEHICLES			
APPROX 12-15 PER DAY	GENERALLY 0800-1000HRS 1100-1200HRS DAILY	ENTRY  EXIT 	OUTLOADING+ DISPATCH OF FINISHED GOODS PACKED SALADS ON PALLETS
B) RAW MATERIAL VEHICLES			
APPROX 2 PER DAY	GENERALLY 0800-1700HRS DAILY	ENTRY  EXIT 	DELIVERY OF SEEDS + GROWING MEDIUM+IMPORTED FINISHED GOODS
C) PACKAGING DELIVERY VEHICLES			
APPROX 2 PER DAY	GENERALLY 0800-1700HRS DAILY	ENTRY  EXIT 	DELIVERY OF PACKAGING MATERIALS AND PALLETS
D) ORGANIC WASTE MATERIAL VEHICLES			
APPROX 1 PER DAY	GENERALLY 0800-1700HRS DAILY	ENTRY  EXIT 	TRACTOR PROPELLED TRAILERS REMOVING ORGANIC WASTE FROM DRAINAGE FLUMES
E) PACKAGING WASTE VEHICLES			
APPROX 1 PER WEEK	GENERALLY 0800-1700HRS	ENTRY  EXIT 	VEHICLES REMOVE PACKAGING WASTE COMPACTORS
F) SERVICE VEHICLES			
APPROX 1 PER WEEK	GENERALLY 0800-1700HRS	ENTRY  EXIT 	VEHICLES SERVICING ENERGY CENTRE
G) PERSONAL VEHICLES			
APPROX 30 PER DAY	GENERALLY 0800-.....HRS DAILY	ENTRY  EXIT 	PRODUCTION STAFF

alternative Jepco sites and the packaging, crates and pallets required in the process. In addition, the waste generated in the process shall also be collected centrally and dispatched from this yard area. Firstly, organic waste washed from the floors of the process building shall be drained to the waste area adjoining the Intake Dock where it shall be screened, scraped, and elevated to be deposited into farm trailers which shall then be transported around the Jepco holdings and spread over the fields as fertiliser. Packaging waste including cardboard and plastics shall be compacted within the individual packaging waste areas and placed into a compactor skip which shall be removed from site by a registered contractor weekly. In addition, the main Dispatch Vehicles shall operate from the loading docks on the Western end of the Pack house and shall collect and distribute the finished product to the National Road network via the internal road system.

Figure 13 Site Traffic Movements

The second exit off the main internal site road shall give access to the Main Office and Administration building Entrance and Car Park. All staff cars. Motorbikes and bicycles along with any pedestrian traffic shall use this route which is accessible for pedestrians either through the Norfolk House Farm yard or from the Main B1359 road via a new footpath alongside the widened roadway.

Finally, service vehicles required to access the main plant rooms and associated areas along the Western Elevation of the building, shall continue Northwards along the existing repaved site road to the North Western Corner of the site where they shall turn through 180 degrees and proceed to the Service yard area. The existing site road will not be widened to preserve the tree line adjacent to same and this area of the network will be a one way system with the existing trucks re joining the network at the car park exit and heading southwards to the Main site exit.

8.1 On Site Car Parking

Although the development covers an extensive area, as can be seen from the foregoing information a substantial proportion is unstaffed or lightly staffed, as most of the growing and harvesting process is automated with human intervention at the critical points only. The table below outlines the proposed staffing of the facility.

Area	No	Transient	Shared With	Total No
Glasshouse	5	Y	Gemination/Seeding	5
Germination & Seeding	5	Y	Glasshouse	-
Harvesting	8	N	-	6
Low Care Production	8	N	-	8
High Care Production	8	N	-	6
Packing	6	N	-	6
Dispatch Chill	2	Y	Dispatch Loading dock	2
Dispatch Loading Dock	2	Y	Dispatch Chill	-
Packaging Store	2	Y	Pallet Store, Waste Areas	2
Pallet Store	2	Y	Pack Store Waste Areas	-
Waste Areas	2	Y	Pallet Store Pack Store	-
WIP Chill	2	Y	Intake Loading Bay	2
Intake Loading Area	2	Y	WIP Chill	-
Hygiene staff (all areas)	4	Y		4
			Total	41
Administration				
Office Staff	15	N		15
Canteen Staff	2	N		2
Management	5	N		5
Hygiene Staff (office)	2	N		2
Engineering Staff	5	N		5
			Total	29
Visitors (10%)	7	N	Total	7
			Required Facility Total	77
			Provided Facility Total	85

It should be noted that these parking numbers are worst case and in fact a number of employees share lifts to the site which would see a reduction of circa 25% of the Main Plant numbers. A shared lift scheme will be encouraged by Jepco in the operations of the site. The parking requirements are achieved in three distinct areas on the site on the Western boundary as per figure 14 below.

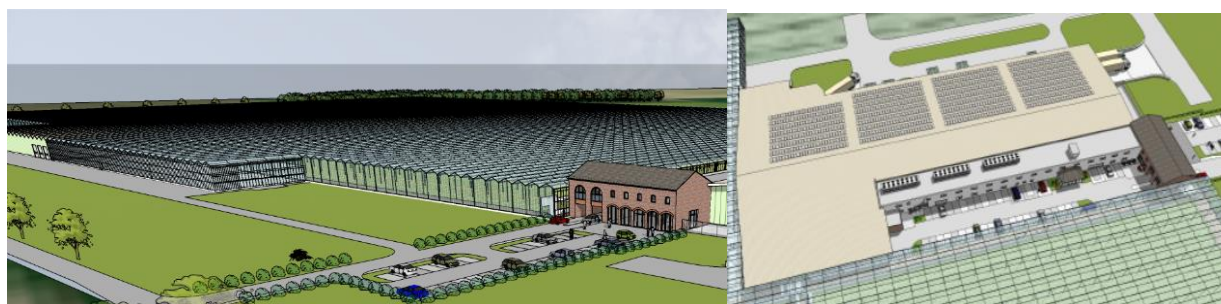


Figure 14 Car Parking Arrangements

Car park No 1 is located on the Western face of the main entrance building and is accessible from the main access road. This car park contains a total of thirty-two spaces including two disabled spaces and is intended to cater for office staff, Management, Canteen and hygiene staff and Visitors. In addition, bicycle parking will be in this area adjacent to the Main entrance building. Engineering staff parking shall be located beside the main plant room along the Western Elevation remote from this area.

General Staff parking will be located within the courtyard parking area between the two storey Administration block and the Glasshouse and contains a total of forty-seven spaces along with a single disabled space. Secure parking for sixteen staff bicycles shall also be located in this area.

8.2 Impact of Development Traffic on Local Network

The development does not represent a significant increase in type or daily volume or traffic onto the local Road networks as the proposed operations to be undertaken within the development are currently being undertaken on Norfolk House Farm, as outlined in the Planning Statement, the purpose of the development is increase yields through year-round growing. Annual traffic figures will therefore increase due to the increase in operations over the calendar 12 months, whereas peak values will not.

The potential effects and residual effects of the proposed development upon all transport modes, have been assessed using the significance criteria in figure 15. These criteria have been based on professional judgement and outline the approach to categorising the significance of effects identified, If as a worst case scenario the total traffic figures as outlined in figure 12 were applied and added to the surveyed figures at survey point 3 Gedney Marsh and 4 Middle Drove, they would conservatively add 104 combined movements to the existing total of 2537 thus representing an increase of 4% in traffic volume which would dictate that the proposed development will have a neutral effect on Gedney Dyke.

Significance Criteria	Traffic	Public transport	Walking & Cycling	Construction
Major adverse effect	>50% increase in either daily or peak hour traffic flows on any road.	>50% increase in either daily or peak hour passenger demand for public transport.	On and off-site facilities for pedestrians and cyclists significantly degraded.	>50% increase in either daily or peak hour traffic flows on any road.
Moderate adverse effect	20%-50% increase in either daily or peak hour traffic flows on any road.	20%-50% increase in either daily or peak hour passenger demand for public transport.	On and off-site facilities for pedestrians and cyclists degraded.	20%-50% increase in either daily or peak hour traffic flows on any road.
Minor adverse effect	5%-20% increase in either daily or peak hour traffic flows on any road.	5%-20% increase in either daily or peak hour passenger demand for public transport.	On-site facilities for pedestrians and cyclists degraded.	5%-20% increase in either daily or peak hour traffic flows on any road.
Neutral	<5% change in daily and peak hour traffic flows on all roads.	<5% change in daily and peak hour passenger demand for public transport.	Facilities for pedestrians and cyclists neither enhanced or degraded.	<5% change in daily and peak hour traffic flows on all roads.
Minor beneficial effect	No increase in traffic on any road with 5%-20% reduction in daily and peak hour traffic flows on one or more roads.	5%-20% reduction in daily and peak hour passenger demand for public transport.	On and off-site facilities for pedestrians and cyclists enhanced.	20%-50% reduction in either daily or peak hour traffic flows on any road.
Major beneficial effect	No increase in traffic on any road with >50% reduction in daily and peak hour traffic flows on one or more roads.	>50% reduction in daily and peak hour passenger demand for public transport.	On and off-site facilities for pedestrians and cyclists significantly enhanced.	>50% reduction in either daily or peak hour traffic flows on any road.

Figure 15

Whilst it has been demonstrated that the operations of the proposed facility will not have a detrimental effect on the village of Gedney Marsh, Jepco do recognise the concerns of the residents of Gedney Dyke regarding the current volume of traffic and have approached other farm businesses in the area in efforts to alleviate the traffic issues in Gedney Dyke.

Jepco, with their local partners have devised a scheme to construct a **New Access Road** North of Gedney Dyke and linking across to the existing private Wurth road and re-joining Roman Bank at the Hovenden Golf Club and hence joining the A17 at the Lowgate junction where the volumes and types of vehicle can be better accommodated.

In consultation with the Local Authority and the Local Residents, Jepco have made the decision to apply to South Holland District Council to make this a permanent route. They have submitted a planning application for same and have also submitted a Pre-Planning enquiry to South Holland District Council (Reference No. **PE-00342-21**), which has been followed by a full application.

The location of this proposed road is as indicated on figure 16 & 17 below

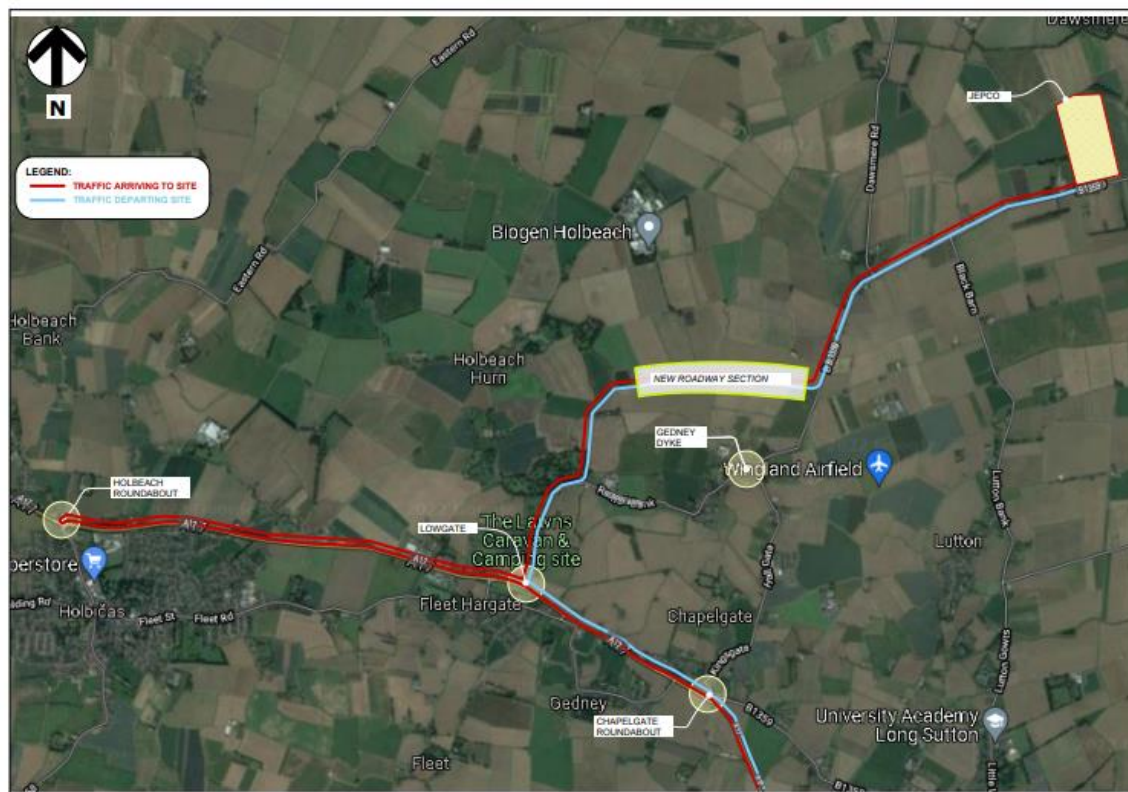


Figure 16

Jepco and their partners recognise the positive impact of this New Access Road as a permanent fixture in that it would not only give direct access for vehicles from the wider area to the A17 avoiding Gedney Dyke, but would also alleviate the significant local farm traffic through the Village during the busy growing and Harvest Seasons. It would also enhance the potential for future sustainable development in the area.

The road construction itself would be of reinforced concrete similar to the existing private road and would be open to all traffic in the area thus removing all this traffic other than the operators directly located in Gedney Dyke.

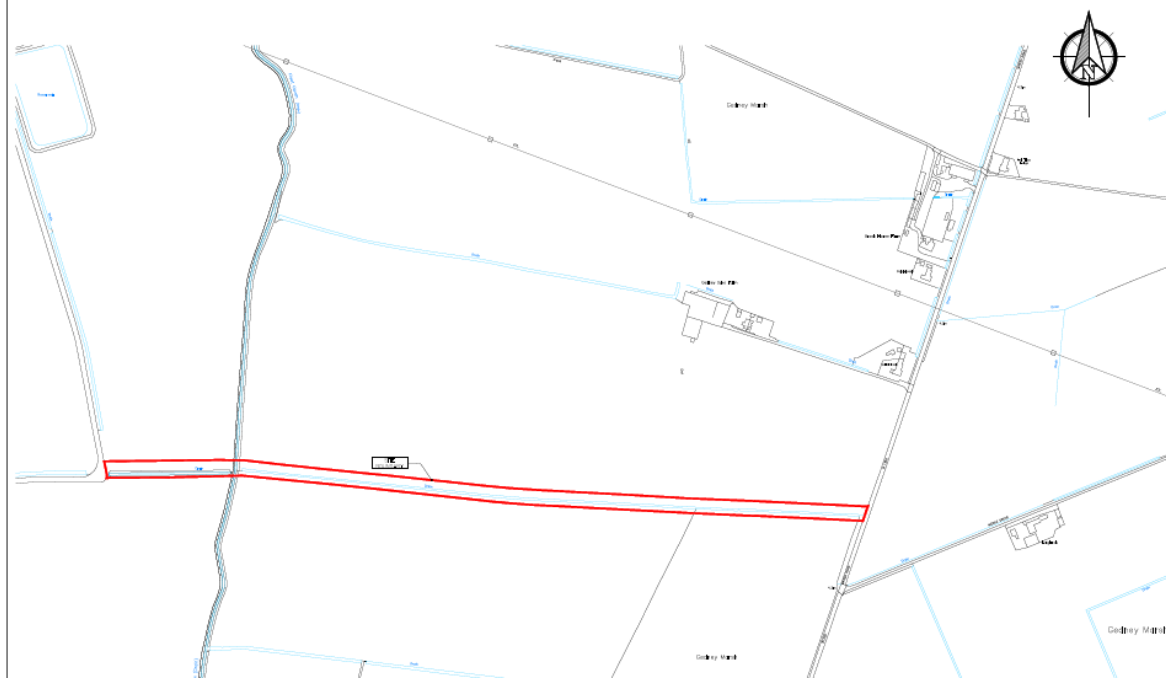


Figure 17

Given that the implementation of the new road will alter the routes of traffic in the area, further traffic surveys were undertaken in March 2022, to better understand the potential impact of the proposed New Access Road on the wider network. This survey involved a further 7-day traffic count at five further points in the area as below:

5. B1359 North of Middle Drove (Marsh Road) at the proposed junction of the B1359 and the New Access Road
6. The private road at Hovenday Golf Club at the junction with Roman Bank.
7. Roman Bank to the East of the Hovenday Golf Club junction
8. Lowgate junction at the A17
9. On the A17 south of the Lowgate junction

As per figure 18 below

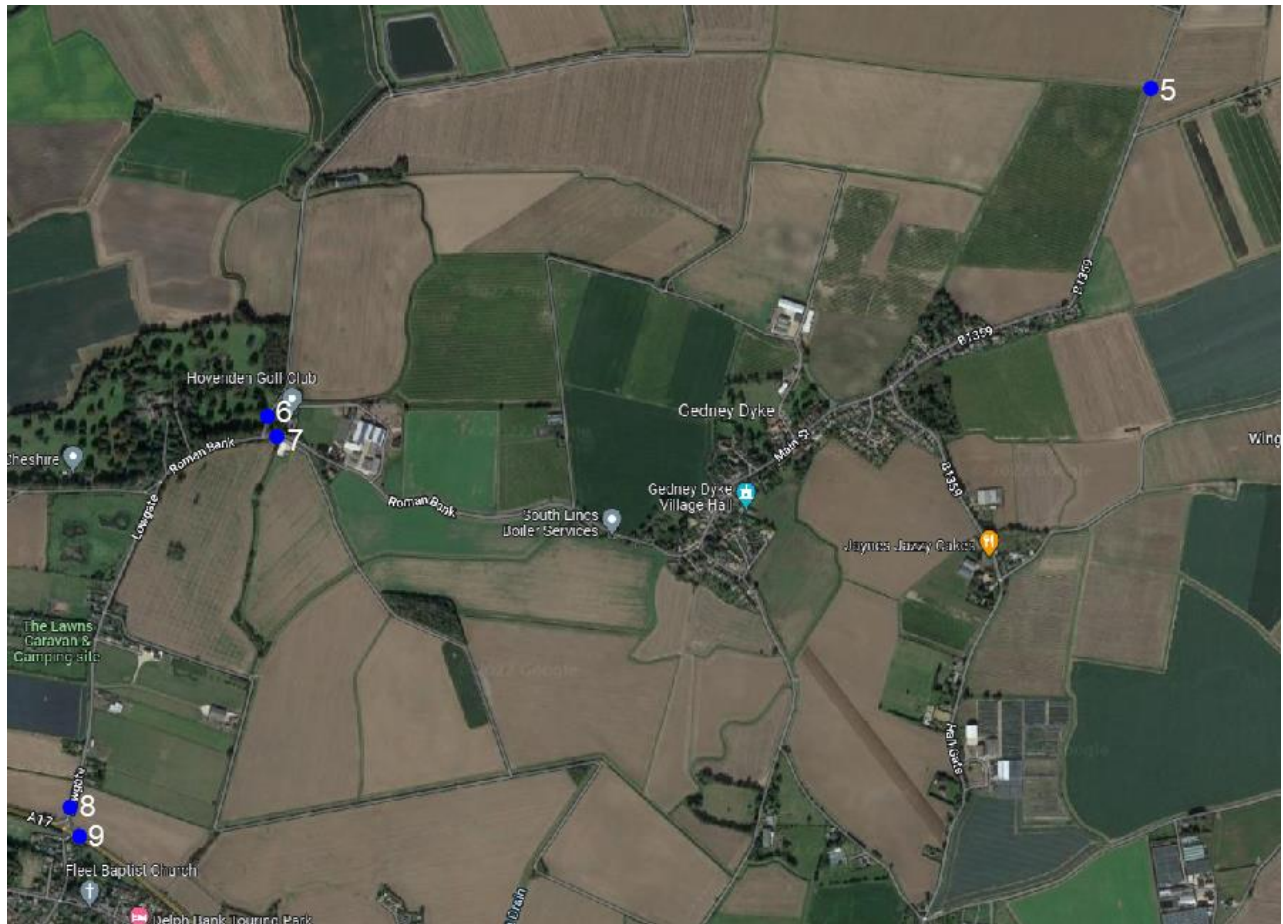


Figure 18 Traffic Survey Data

The results of the surveys are recorded in Appendices 5 to 9 inclusive and are summarised below.

5) Marsh Road

Hour Starting Total	Day of Week							W'Day Ave	7 Day Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	14-Mar	15-Mar	09-Mar	10-Mar	11-Mar	12-Mar	13-Mar		
	852	817	873	882	865	644	484	858	774

Light	C3	25%	28%	22%
	C4	61%	58%	63%
Medium	C5	5%	5%	6%
	C6	0%	0%	0%
	C7	0%	0%	0%
Heavy	C8	1%	1%	1%
	C9	0%	0%	0%
	C10	4%	4%	3%

6) Private Road Nr Roman Bank

Hour Starting	Day of Week							W'Day	7 Day
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	04-Apr	29-Mar	30-Mar	31-Mar	01-Apr	02-Apr	03-Apr		
Total	775	749	749	724	759	398	262	751	631

Light	C3	24%	19%	29%
	C4	48%	54%	43%
Medium	C5	4%	4%	4%
	C6	1%	1%	1%
	C7	0%	0%	0%
Heavy	C8	2%	2%	1%
	C9	0%	0%	0%
	C10	18%	18%	18%

7) Roman Bank

Hour Starting	Day of Week							W'Day	7 Day
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	14-Mar	15-Mar	09-Mar	10-Mar	11-Mar	12-Mar	13-Mar		
Total	789	643	984	1036	1073	738	594	905	837

Light	C3	27%	22%	34%
	C4	57%	63%	48%
Medium	C5	6%	6%	7%
	C6	1%	1%	1%
	C7	0%	0%	0%
Heavy	C8	1%	2%	1%
	C9	0%	0%	0%
	C10	2%	2%	2%

8) Lowgate

Hour Starting	Day of Week							W'Day	7 Day
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	14-Mar	15-Mar	09-Mar	10-Mar	11-Mar	12-Mar	13-Mar		
Total	1628	1660	1636	1661	1730	1174	966	1663	1494

Light	C3	24%	22%	26%
	C4	57%	60%	53%
Medium	C5	6%	5%	6%
	C6	0%	0%	1%
	C7	0%	0%	0%
Heavy	C8	2%	2%	2%
	C9	0%	0%	0%
	C10	9%	8%	10%

9) A17 – Near Lowgate

Hour Starting	Day of Week							W'Day	7 Day
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	04-Apr	29-Mar	30-Mar	31-Mar	01-Apr	02-Apr	03-Apr		
Total	21424	22708	23344	23314	25171	17336	15831	23192	21304

Light	C3	48%	40%	55%
	C4	41%	50%	32%
Medium	C5	4%	4%	4%
	C6	1%	1%	0%
	C7	0%	0%	0%
Heavy	C8	1%	1%	1%
	C9	0%	0%	0%
	C10	4%	2%	6%

Reference to section 5 and table 15, along with the survey results displayed above give a clear indication of the current traffic volumes in the general area and clearly the Gedney Dyke volumes are the most significant, thus justifying the requirement for the new access road.

Of the newly surveyed points along the proposed vehicle access route, the average 104 proposed combined movement represent the following percentage increases at each point.

Location	Current	Increase	% Increase	Comment
5. B1359	858	104	12%	Minor Adverse Effect
6. Havendon	751	104	13.80%	Minor Adverse Effect
7. Roman Bank	905	104	11.50%	Minor Adverse Effect
8. Lowgate	1663	104	6%	Minor Adverse Effect
9. A17	23192	104	0.45%	Neutral

Given that point 7, Roman Bank, will not begin the selected route to and from the facility, the main route from site to the Lowgate junction will experience an average 13% increase in traffic

to the Roman Bank junction.

Also, given the nature of the Lowgate junction as a Tee junction onto the A17, vehicles turning North onto same and vehicles turning East from same currently experience some difficulty in crossing the carriageway and hence to avoid exacerbating this issue it is intended to impose a strict traffic regime on all vehicles entering and leaving the site to ensure a minimal impact on the operations of the A17.

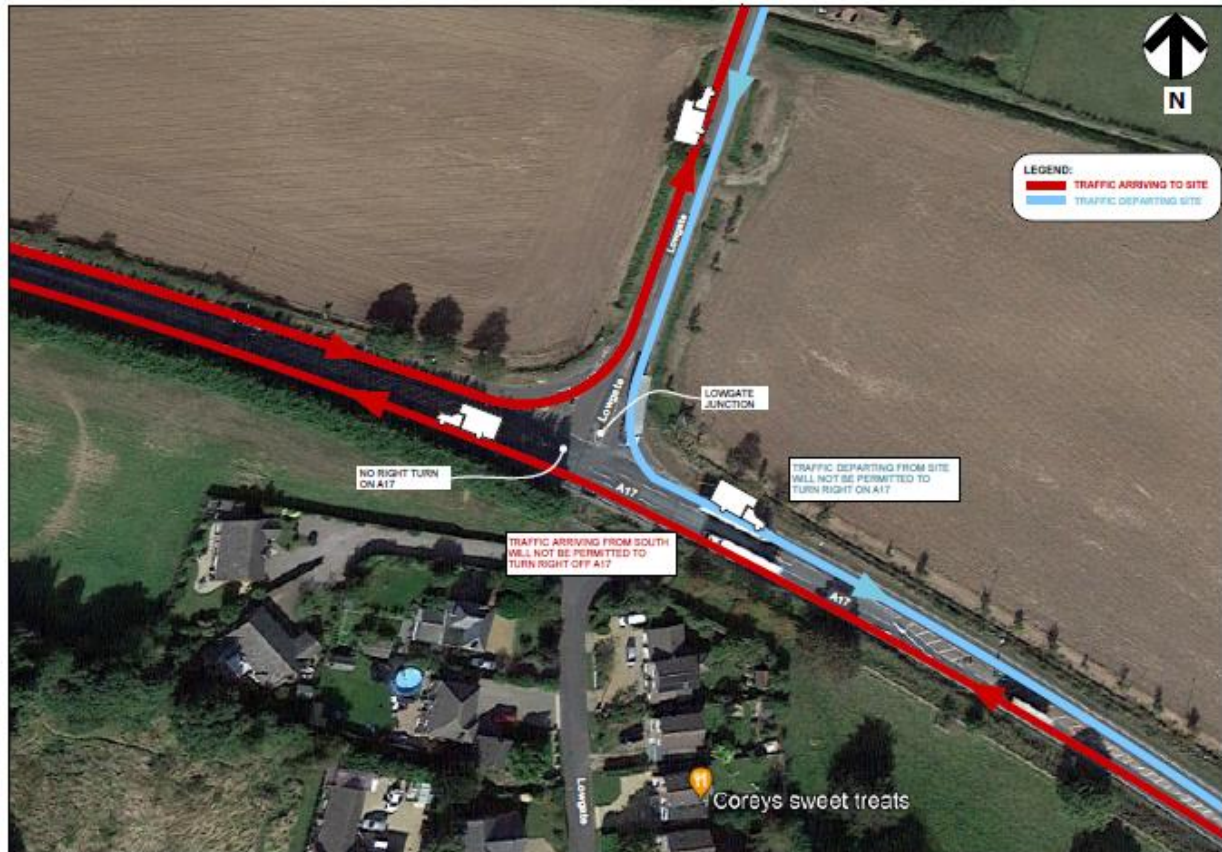


Figure 19

8.2.1 HGVs Arriving to Site

All goods vehicles arriving to the Jepco Construction site shall use the A17 corridor and exit same at the Lowgate junction. Traffic arriving from the North shall:

- Proceed Southwards through the Holbeach Roundabout at turn left at Lowgate.
- Continue onto Roman Bank and turn left onto the unnamed private road at Hovendan Golf Club.
- Follow private road and bear right until the road turns 90 degrees to the left.
- Enter temporary Haul Road created running eastwards over Fleet Haven.
- Turn left onto B1359.
- Follow B1359 and turn left into Jepco Construction Site.

Traffic arriving from the South on the A17 shall proceed Northwards past the Lowgate turn as far as the Holbeach Roundabout and then proceed South to turn left at Lowgate and thus following the same route as previous traffic.

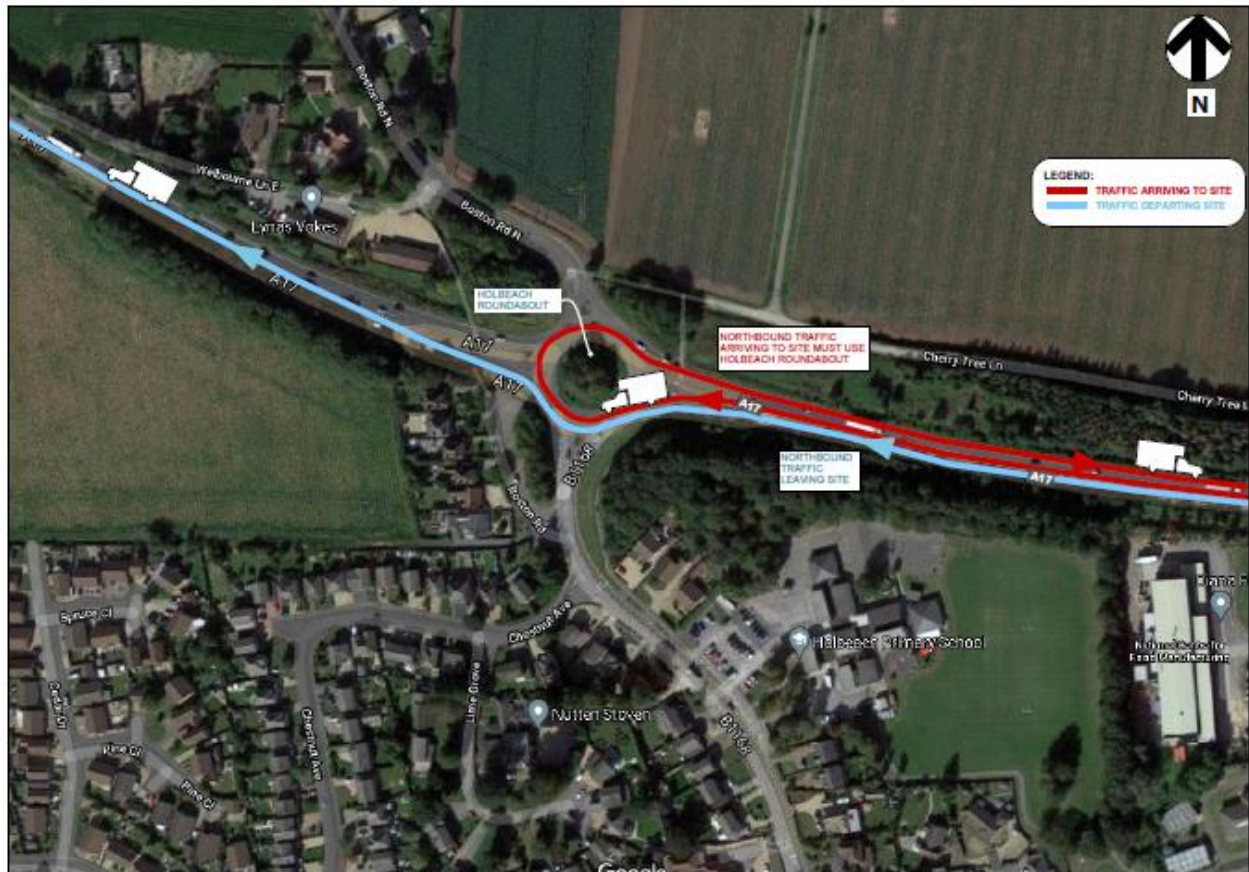


Figure 20

8.2.2 HGVs Leaving Site

All goods vehicles leaving the Jepco Construction site shall be directed to turn right only leaving the site and hence:

- Follow B1359 and turn right onto Haul Road North of Middle Drove.
- Follow Haul Road Westwards to Private road.
- Enter Private Road and bear left as far as Roman Bank.
- Turn right onto Roman Bank and proceed to Lowgate junction.
- Turn left onto A17 and proceed to Chapelgate junction.
- Southbound traffic to proceed straight on after roundabout.
- Northbound traffic to use roundabout to proceed to Northbound A17.

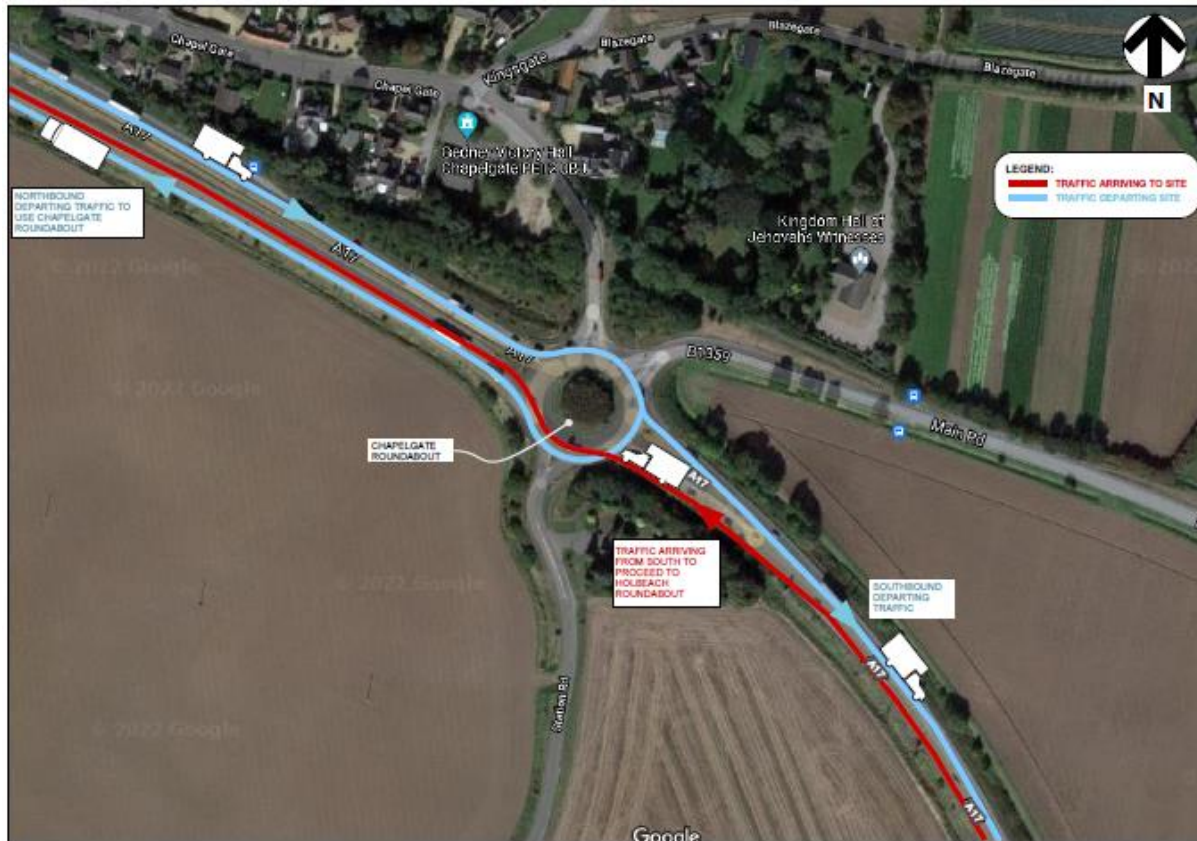


Figure 21

9. PUBLIC TRANSPORT ACCESS

Given its rural location, the site is not currently on a regular public service bus or train route.



Figure 22 Local Bus Route 505

It is however accessible through a combination of regular and on call services.

The Stagecoach operated Route 505 is a regular route which runs between Spalding and Kings Lynn approx. every 30mins from 0700hrs to 1930 hrs daily.

At Chapelgate Gedney, Holbeach and Long Sutton, the 505 service links to the Call Connect area, which is an on demand bus service run by Lincolnshire County Council. The Call Connect buses serve hamlets, villages and market towns throughout Lincolnshire and neighbouring counties, and offer passengers the flexibility to connect to their local communities and other transport options.

This means its routes can differ each day depending on the bookings made by passengers. Journey requests can be made by telephone or online. In addition to the network of on demand bookable bus services, Call Connect also provides a number of more traditional timetabled bus services. Designed to improve transport in rural communities and market towns and enhance

connectivity. Call Connect offers passengers the freedom to request a bus online or by phone at times to meet their needs.



Anyone can use the Call Connect bus service for any reason and as frequently as required. The service is operated using fully accessible minibuses and most services operate between 7am-7pm Monday to Friday and 7:30am-6:30pm Saturday. The Call Connect minibus will pick up and set down at designated locations in each village or town. Registration to the service is free but patrons must be registered to book a journey. Once registered, transport bookings and cancellations can be made using this online portal or by phone.

Figure 23 Call Connect Area

Although not as convenient as a walk on walk off service, Call connect does offer a viable option for staff members using public transport from Spalding and Kings Lynn or anywhere between to access the site.

9.1 EMERGENCY ACCESS

The proposed widening of the entrance roadway provided clear and simple access for both Fire and general emergency services to the site. In addition, the surrounding perimeter roadway gives clear access to 70% of the overall footprint and of the operational building.

10. CONCLUSIONS

In Conclusion it may be stated that the newly designed entrance to the Jepco site will facilitate the safe entry and egress of all vehicles to and from the new site.

It can be seen from drawing no 20008-20-dr-0028 and figure 11 that the required sight distances are achievable for the road design speeds on the B1359 Road at the egress position.

There have been no recorded accidents on the B1359 associated with the existing site access within the past three years which indicates that the existing site access does not have a safety problem.

A traffic count was carried out in December 2021 at three individual points surrounding the site which was supported by historical data from Lincolnshire County Council. The critical point of Gedney Dyke will experience an increase in traffic flows of 4% as a result of the development, which being less than 5% represents a neutral effect on the Village.

Jepco recognise and appreciate the concerns of the local community regarding the extant traffic volumes through the village of Gedney Dyke. In developing the implementation phase of this and future projects they have recognised the positive impact to the community of making a proposed haul road a permanent access route and having submitted a Pre-Planning enquiry for same, are now submitting a full application which would be intended to complete prior to operation of the main Facility.



APPENDIX 1

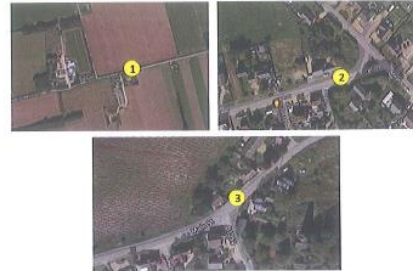
SITE No1 GEDNEY DROVE END VILLAGE (LOCAL TO SITE ENTRANCE)



ATC Report: Gedney, Spalding

1. Gedney Drove End Village

Site	Gedney Drove End Village
Location	Spalding
Site No	1
Directions	EB WB
Start	08-Dec-21



Job No	GBStH2299
Client	Aurelija Padreziene - Maceo Design & Management Ltd
Site	Gedney Drove End Village
Location	Spalding
Site No	1
Start Date	08-Dec-21
Description	Volume Summary
Direction	EB



Hour Starting	Day of Week							W'Day Ave	7 Day Ave
	Mon 13-Dec	Tue 14-Dec	Wed 08-Dec	Thu 09-Dec	Fri 10-Dec	Sat 11-Dec	Sun 12-Dec		
AM Peak	38	32	30	36	35	24	22		
PM Peak	50	50	41	51	51	40	33	445	413
00:00	0	1	1	2	0	1	2	1	1
01:00	1	0	0	1	2	3	5	1	2
02:00	0	1	0	0	1	3	1	0	1
03:00	0	0	0	1	0	2	0	0	0
04:00	0	0	0	0	1	0	1	0	0
05:00	0	2	1	1	1	1	1	1	1
06:00	7	5	3	7	4	2	0	5	4
07:00	18	18	16	14	16	6	7	16	14
08:00	28	32	21	28	28	13	7	27	22
09:00	31	29	27	22	35	18	14	29	25
10:00	38	21	25	28	23	23	19	27	25
11:00	24	30	30	36	20	24	22	28	27
12:00	39	30	27	30	37	32	28	33	32
13:00	26	34	31	22	32	39	33	29	31
14:00	39	46	32	36	35	27	27	38	35
15:00	50	50	38	38	51	40	31	45	43
16:00	43	47	41	51	51	32	22	47	41
17:00	46	41	38	35	47	28	12	41	35
18:00	27	20	24	32	30	27	21	27	26
19:00	16	20	18	18	28	14	15	20	18
20:00	14	7	11	6	17	17	12	11	12
21:00	7	6	14	12	10	8	11	10	10
22:00	5	8	5	5	9	7	3	6	6
23:00	4	1	2	3	3	2	1	3	2
Total	463	449	405	428	481	369	295	445	413

7-19	409	398	350	372	405	309	243	387	355
6-22	453	436	396	415	464	350	281	433	399
6-24	462	445	403	423	476	359	285	442	408
0-24	463	449	405	428	481	369	295	445	413

GBStH2299 Gedney.xlsm Volume Summary 17/02/2022

Job No	GBStH2299
Client	Aurelija Padreziene - Maceo Design & Management Ltd
Site	Gedney Drove End Village
Location	Spalding
Site No	1
Start Date	08-Dec-21
Description	Volume Summary
Direction	WB



Hour Starting	Day of Week							W'Day Ave	7 Day Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	13-Dec	14-Dec	08-Dec	09-Dec	10-Dec	11-Dec	12-Dec		
AM Peak	52	47	55	62	47	45	30		
PM Peak	39	39	46	36	41	32	32	448	414
00:00	0	0	0	0	1	1	0	0	0
01:00	0	0	0	0	0	2	3	0	1
02:00	0	0	1	3	0	0	0	1	1
03:00	2	0	1	2	0	0	0	1	1
04:00	1	2	3	2	3	1	0	2	2
05:00	9	6	10	10	11	4	3	9	8
06:00	26	19	22	20	18	9	4	21	17
07:00	42	35	39	40	40	16	10	39	32
08:00	52	47	55	62	47	34	12	53	44
09:00	33	33	35	46	39	45	27	37	37
10:00	40	35	23	21	32	31	30	30	30
11:00	33	36	14	32	35	36	30	30	31
12:00	37	39	46	19	32	32	20	35	32
13:00	24	32	37	27	41	26	20	32	30
14:00	39	23	29	33	31	28	15	31	28
15:00	30	31	32	36	40	21	32	34	32
16:00	37	31	25	26	34	27	19	31	28
17:00	15	24	21	22	27	18	18	22	21
18:00	13	12	21	19	20	17	9	17	16
19:00	14	8	7	8	15	12	10	10	11
20:00	12	5	5	3	8	7	5	7	6
21:00	4	1	4	2	5	8	6	3	4
22:00	2	0	4	3	2	3	1	2	2
23:00	0	3	0	1	3	3	4	1	2
Total	465	422	434	437	484	381	278	448	414

7-19	395	378	377	383	418	331	242	390	361
6-22	451	411	415	416	464	367	267	431	399
6-24	453	414	419	420	469	373	272	435	403
0-24	465	422	434	437	484	381	278	448	414

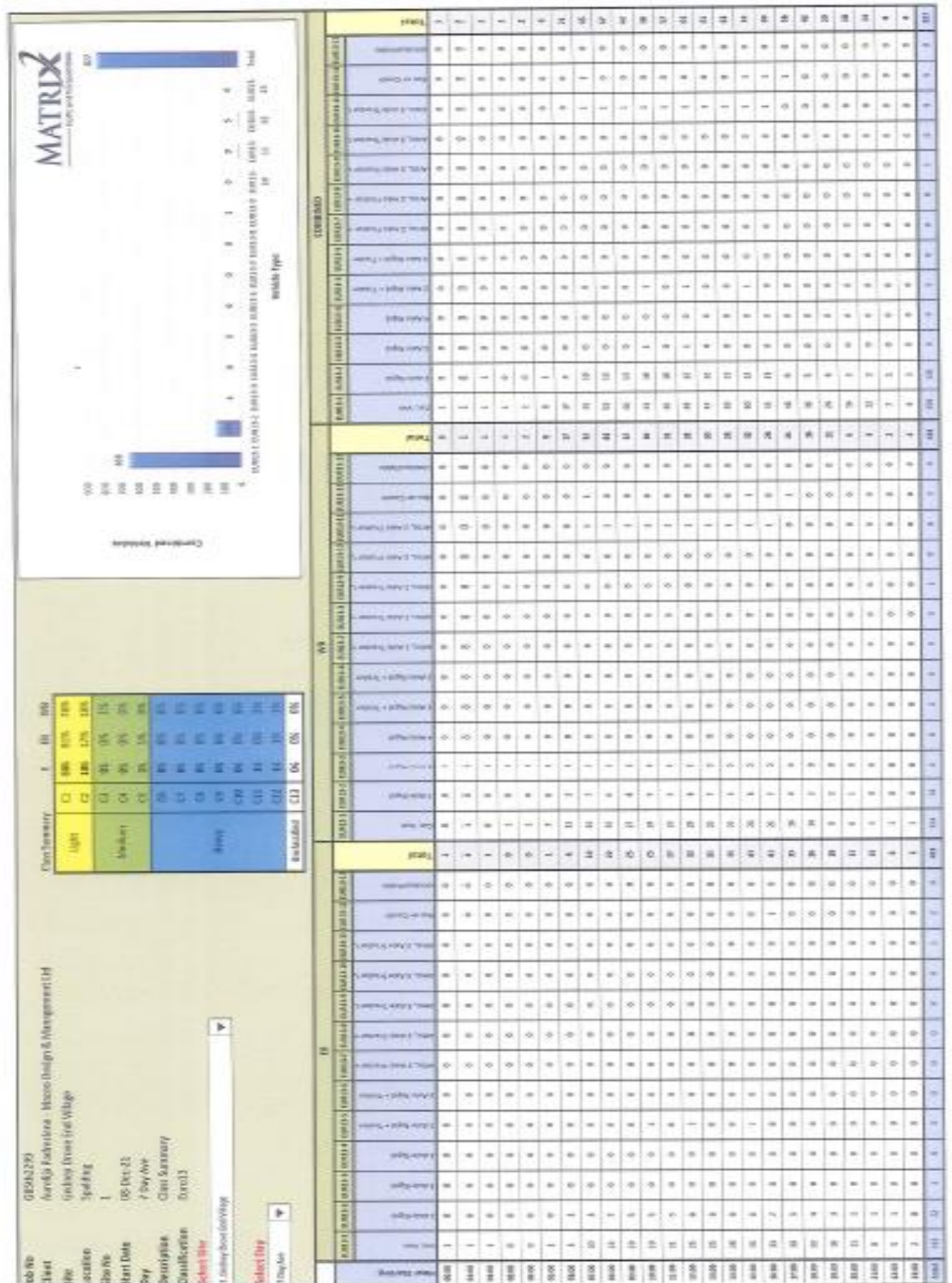
GBStH2299 Gedneyxism Volume Summary 17/02/2022

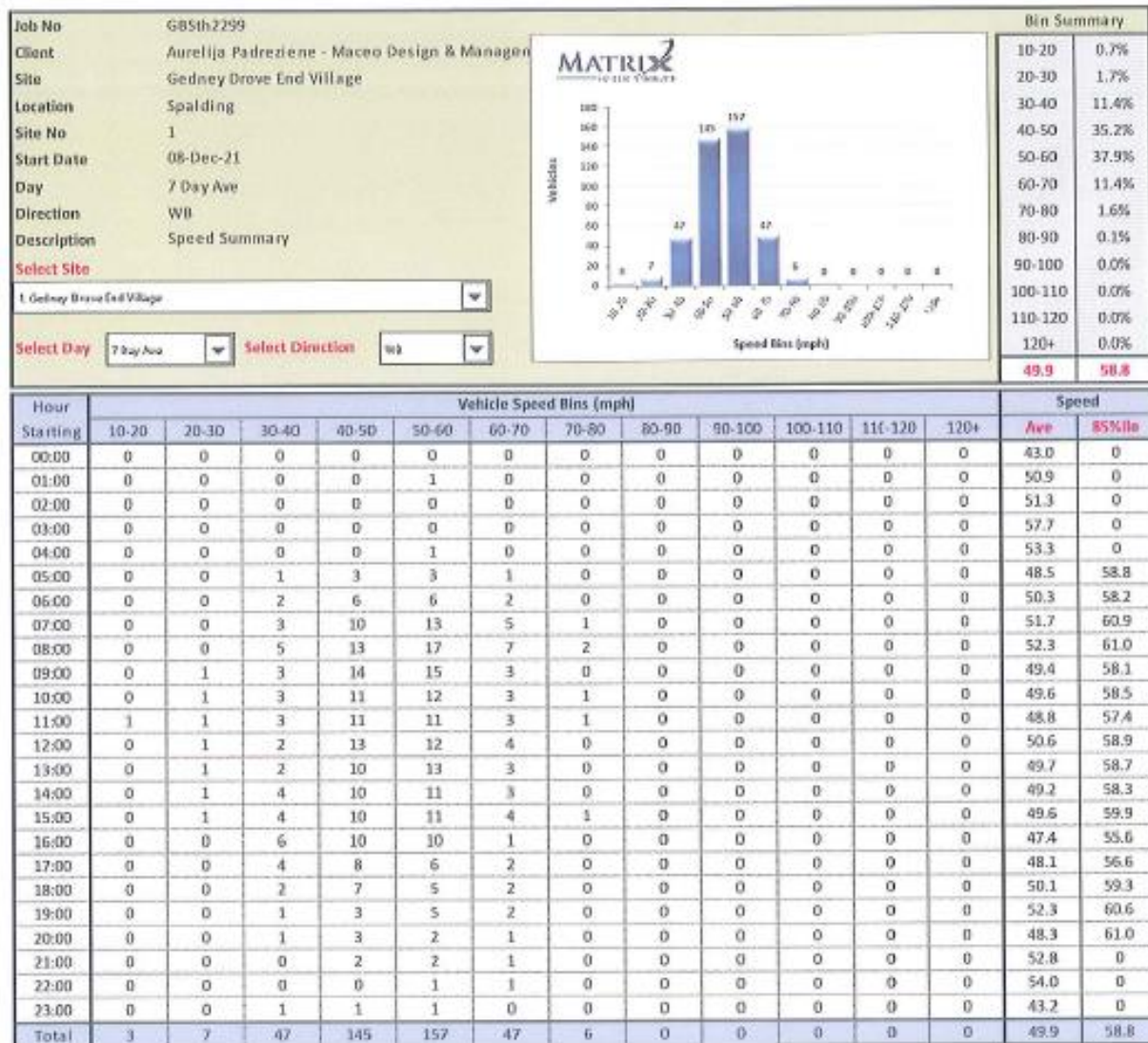
Job No	GB5th2299
Client	Aurelija Padreziene - Maceo Design & Management Ltd
Site	Gedney Drove End Village
Location	Spalding
Site No	1
Start Date	08-Dec-21
Description	Volume Summary
Direction	Combined

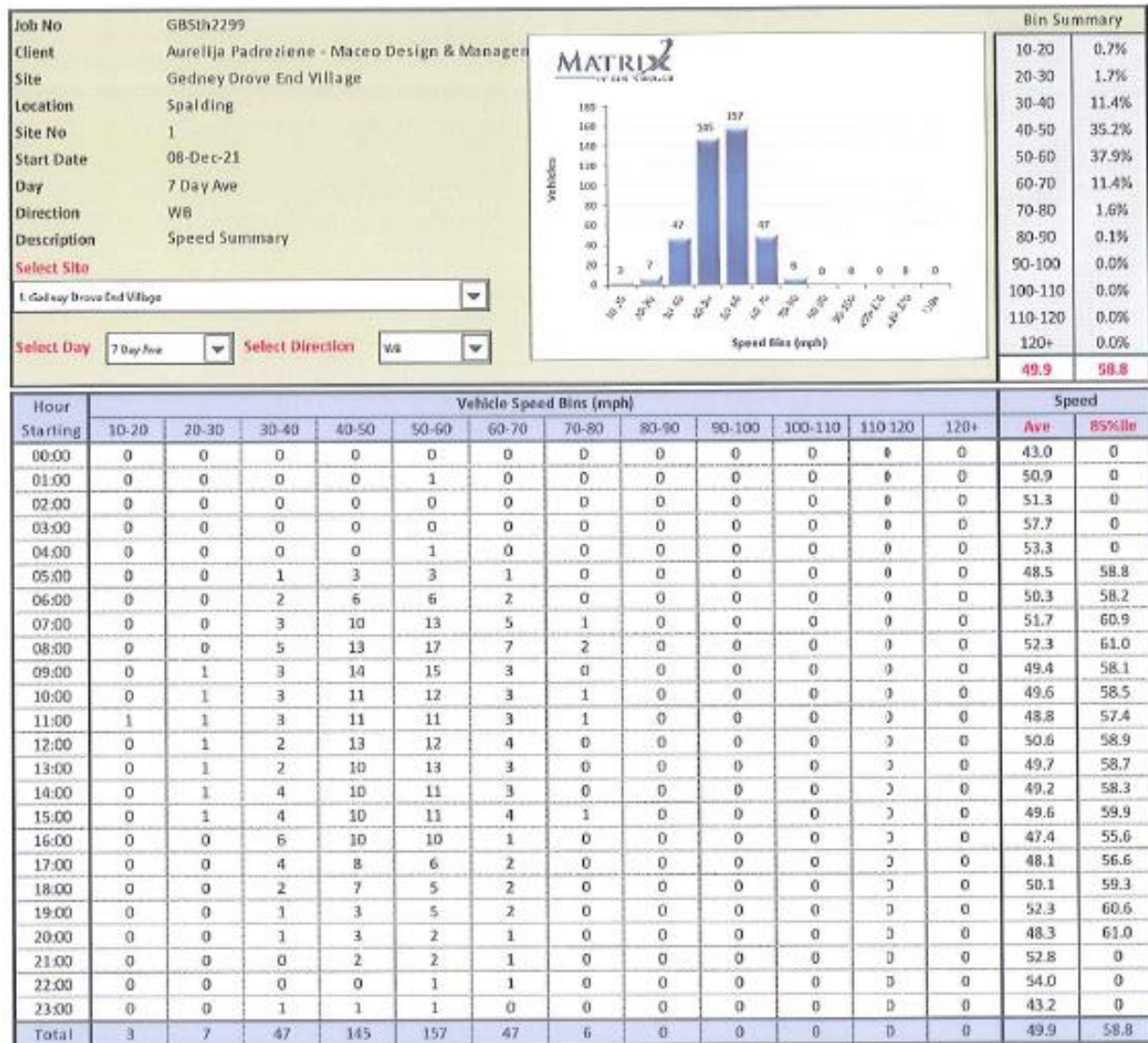


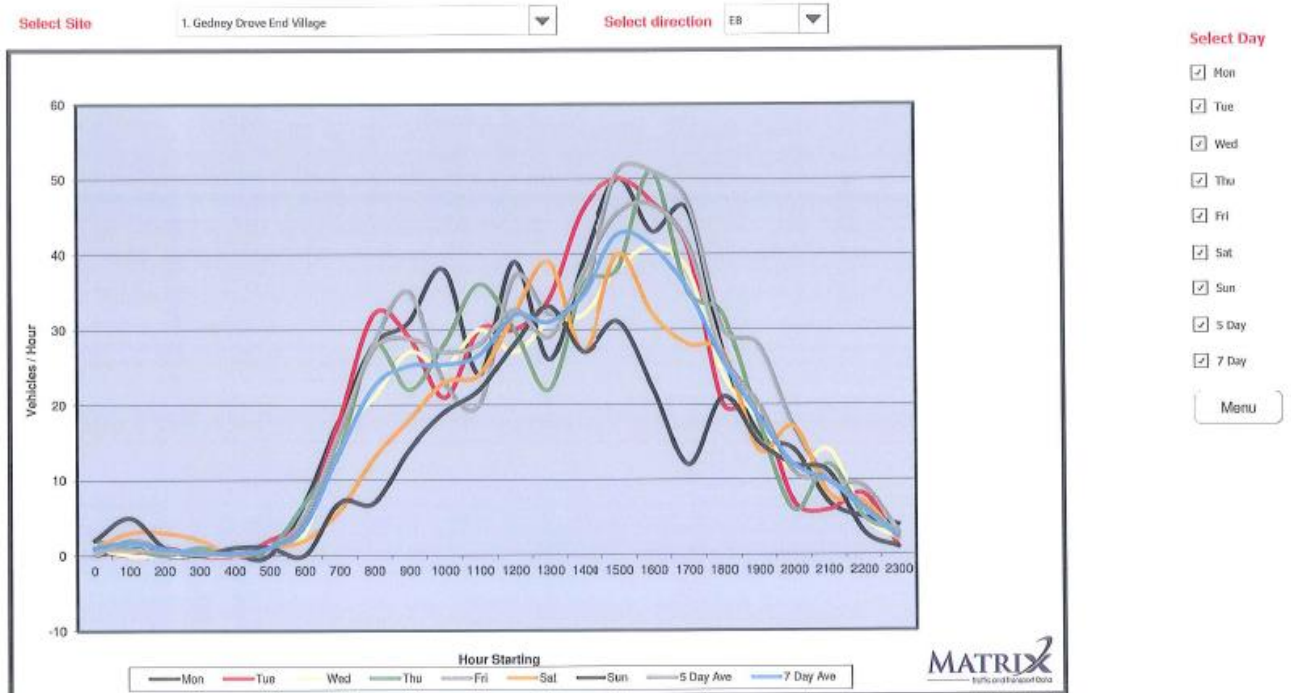
Hour Starting	Day of Week							W'Day Ave	7 Day Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	13-Dec	14-Dec	08-Dec	09-Dec	10-Dec	11-Dec	12-Dec		
AM Peak	80	79	76	90	75	63	52		
PM Peak	80	81	73	77	91	65	63	894	827
00:00	0	1	1	2	1	2	2	1	1
01:00	1	0	0	1	2	5	8	1	2
02:00	0	1	1	3	1	3	1	1	1
03:00	2	0	1	3	0	2	0	1	1
04:00	1	2	3	2	4	1	1	2	2
05:00	9	8	11	11	12	5	4	10	9
06:00	33	24	25	27	22	11	4	26	21
07:00	60	53	55	54	56	22	17	56	45
08:00	80	79	76	90	75	47	19	80	67
09:00	64	62	62	68	74	63	41	66	62
10:00	78	56	48	49	55	54	49	57	56
11:00	57	66	44	68	55	60	52	58	57
12:00	76	69	73	49	69	64	48	67	64
13:00	50	66	68	49	73	65	53	61	61
14:00	78	69	61	69	66	55	42	69	63
15:00	80	81	70	74	91	61	63	79	74
16:00	80	78	66	77	85	59	41	77	69
17:00	61	65	59	57	74	46	30	63	56
18:00	40	32	45	51	50	44	30	44	42
19:00	30	28	25	26	43	26	25	30	29
20:00	26	12	16	9	25	24	17	18	18
21:00	11	7	18	14	15	16	17	13	14
22:00	7	8	9	8	11	10	4	9	8
23:00	4	4	2	4	6	5	5	4	4
Total	928	871	839	865	965	750	573	894	827

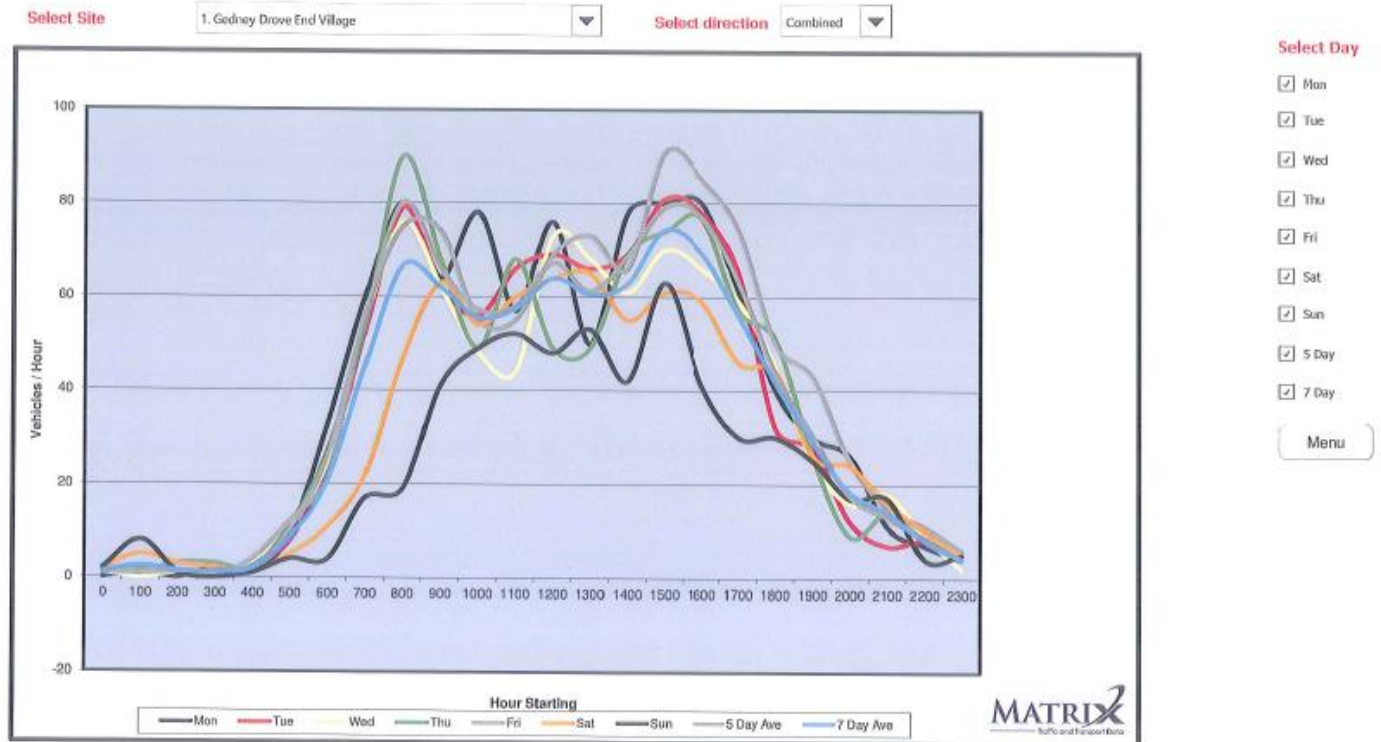
7-19	804	776	727	755	823	640	485	777	716
6-22	904	847	811	831	928	717	548	864	798
6-24	915	859	822	843	945	732	557	877	810
0-24	928	871	839	865	965	750	573	894	827













APPENDIX 2

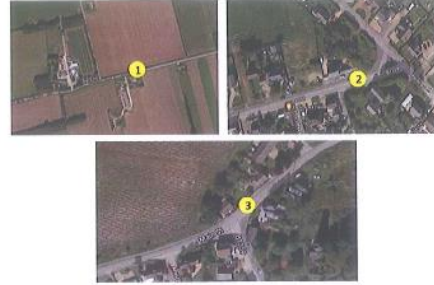
SITE NO2 MAIN ROAD, GEDNEY DROVE END



ATC Report: Gedney, Spalding

2. Main Road, Gedney Drove End

Site	Main Road, Gedney Drove End
Location	Spalding
Site No	2
Directions	EB WB
Start	08-Dec-21





Job No	GB5th2299
Client	Aurelija Padrezlene - Maceo Design & Management Ltd
Site	Main Road, Gedney Drove End
Location	Spalding
Site No	2
Start Date	08-Dec-21
Description	Volume Summary
Direction	EB



Hour Starting	Day of Week							W'Day Ave	7 Day Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	13-Dec	14-Dec	08-Dec	09-Dec	10-Dec	11-Dec	12-Dec		
AM Peak	26	34	22	26	28	24	19		
PM Peak	38	38	34	31	37	26	22	310	287
00:00	1	1	1	0	0	1	3	1	1
01:00	0	0	0	0	1	0	3	0	1
02:00	0	0	0	2	0	1	0	0	0
03:00	0	1	0	1	0	1	0	0	0
04:00	0	0	0	0	1	0	0	0	0
05:00	2	3	2	3	1	1	1	2	2
06:00	12	3	4	6	6	4	0	6	5
07:00	11	11	10	12	16	9	5	12	11
08:00	26	34	19	26	19	8	7	25	20
09:00	24	16	22	18	28	11	17	22	19
10:00	26	18	20	23	18	24	19	21	21
11:00	16	26	21	25	16	17	17	21	20
12:00	38	22	21	23	24	22	15	26	24
13:00	22	27	25	15	22	26	22	22	23
14:00	31	32	17	31	28	18	20	28	25
15:00	36	38	34	28	37	21	19	35	30
16:00	33	38	19	25	22	22	14	27	25
17:00	26	17	18	19	28	20	8	22	19
18:00	16	14	10	16	13	20	15	14	15
19:00	10	10	10	14	19	11	4	13	11
20:00	7	4	5	1	10	8	10	5	6
21:00	2	3	6	6	6	5	3	5	4
22:00	1	4	3	3	5	3	3	3	3
23:00	2	1	2	0	1	1	0	1	1
Total	342	323	269	297	321	254	205	310	287

7-19	305	293	236	261	271	218	178	273	252
6-22	336	313	261	288	312	246	195	302	279
6-24	339	318	266	291	318	250	198	306	283
0-24	342	323	269	297	321	254	205	310	287

Job No	GBStH2299
Client	Aurelija Padreziene - Maceo Design & Management Ltd
Site	Main Road, Gedney Drove End
Location	Spalding
Site No	2
Start Date	08-Dec-21
Description	Volume Summary
Direction	WB



Hour Starting	Day of Week							W'Day Ave	7 Day Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	13-Dec	14-Dec	08-Dec	09-Dec	10-Dec	11-Dec	12-Dec		
AM Peak	33	27	33	36	31	29	22		
PM Peak	34	27	34	27	31	26	20	294	272
00:00	0	0	0	0	0	1	1	0	0
01:00	0	0	0	0	0	2	3	0	1
02:00	0	0	0	2	0	0	0	0	0
03:00	0	0	1	2	0	1	0	1	1
04:00	0	1	2	1	1	0	0	1	1
05:00	5	4	4	4	3	2	1	4	3
06:00	10	3	10	8	8	7	1	8	7
07:00	20	15	20	25	17	11	5	19	16
08:00	33	26	33	36	31	14	9	32	26
09:00	21	20	20	25	22	20	10	22	20
10:00	25	24	15	11	30	29	20	21	22
11:00	28	27	13	26	19	22	22	23	22
12:00	34	26	34	15	19	26	16	26	24
13:00	14	27	14	25	29	15	8	22	19
14:00	33	19	21	25	25	20	18	25	23
15:00	24	23	21	27	31	13	20	25	23
16:00	34	27	20	18	20	18	13	24	21
17:00	5	16	13	16	21	13	14	14	14
18:00	10	6	12	12	11	9	7	10	10
19:00	12	6	7	4	6	5	6	7	7
20:00	11	2	4	3	6	7	5	5	5
21:00	1	2	4	4	5	6	4	3	4
22:00	2	0	2	2	1	2	4	1	2
23:00	1	4	0	0	1	3	2	1	2
Total	323	278	270	291	306	246	189	294	272

7-19	281	256	236	261	275	210	162	262	240
6-22	315	269	261	280	300	235	178	285	263
6-24	318	273	263	282	302	240	184	288	266
0-24	323	278	270	291	306	246	189	294	272



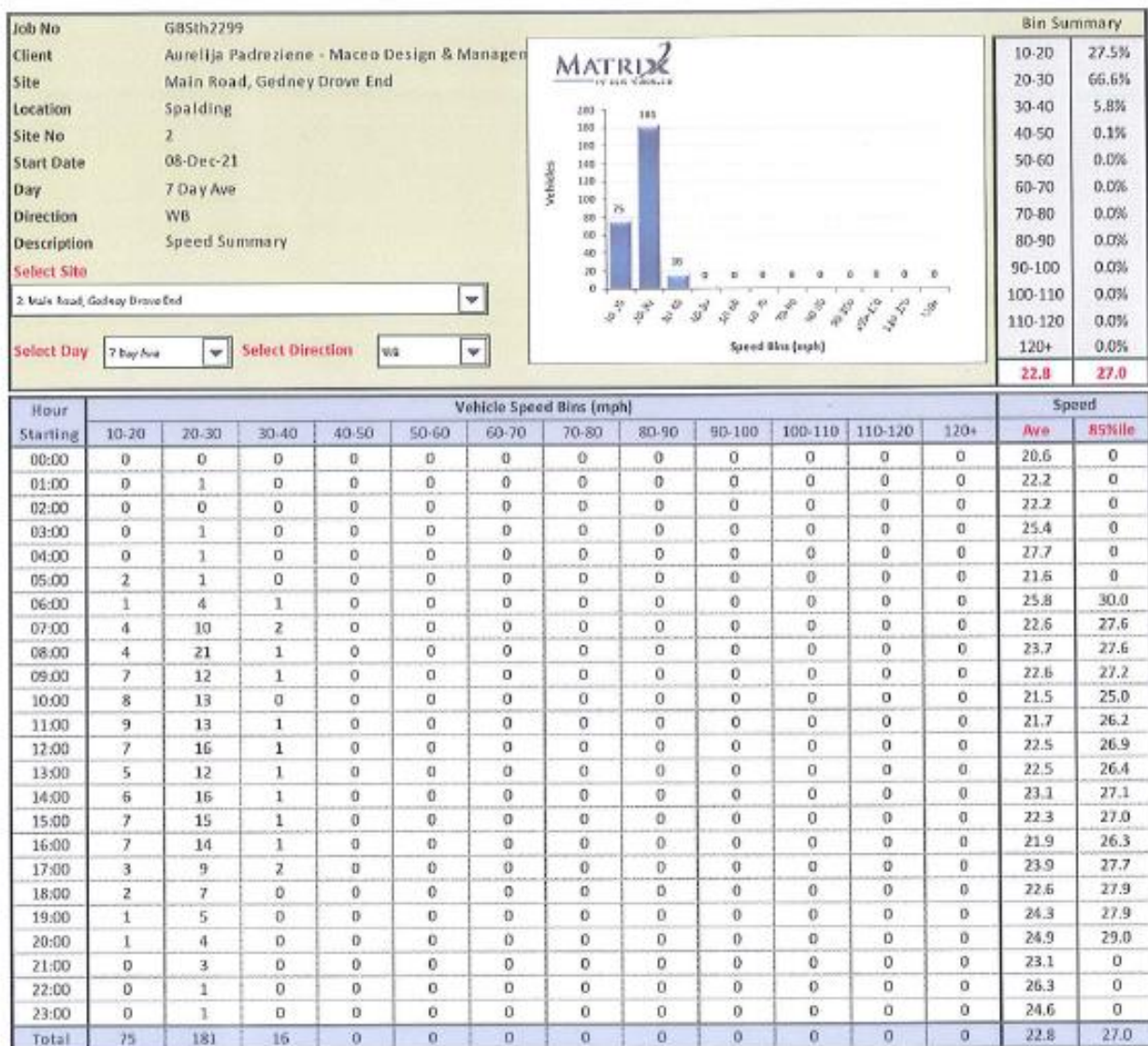
Job No	GBStH2299
Client	Aurellja Padreziene - Maceo Design & Management Ltd
Site	Main Road, Gedney Drove End
Location	Spalding
Site No	2
Start Date	08-Dec-21
Description	Volume Summary
Direction	Combined

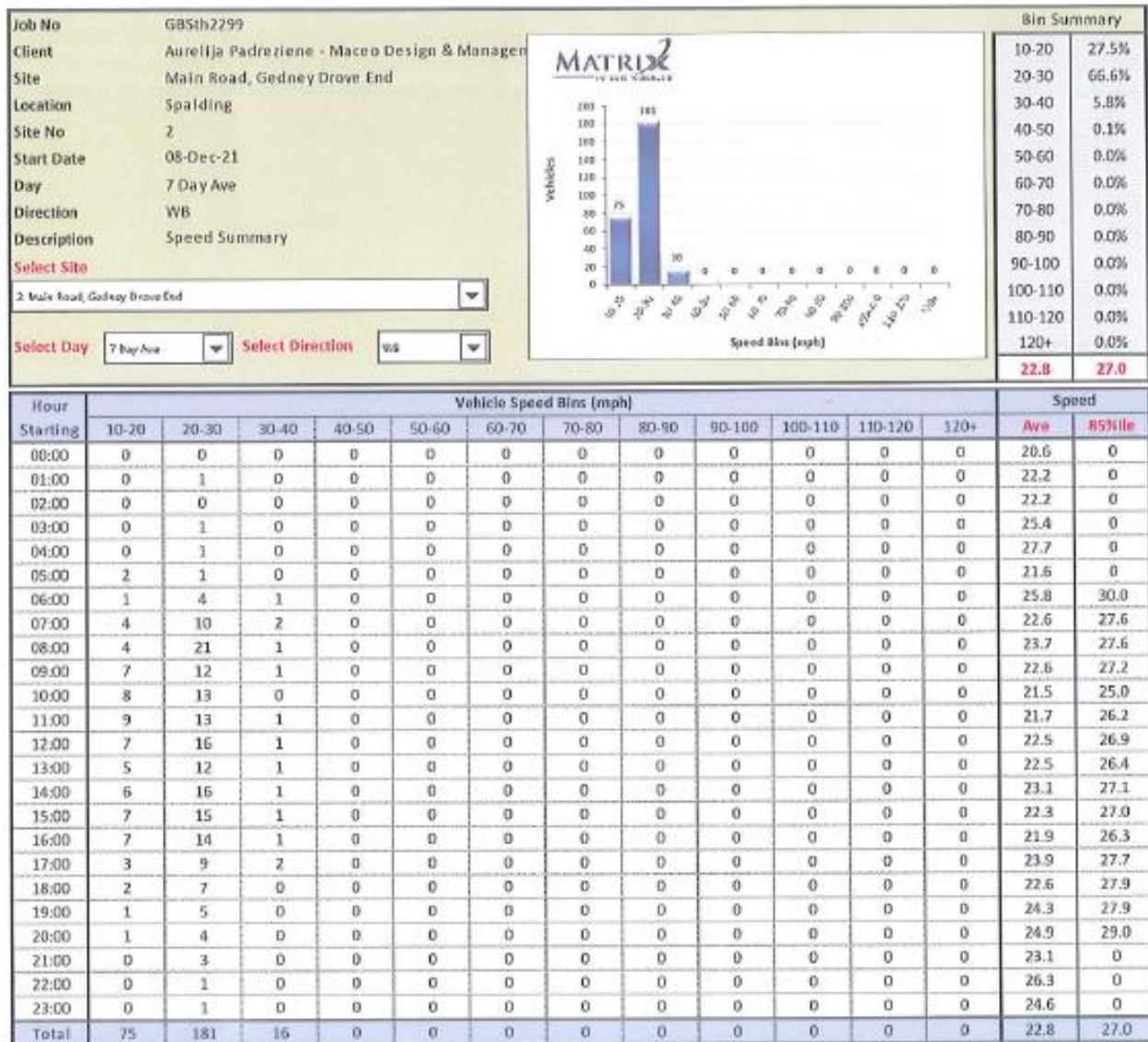


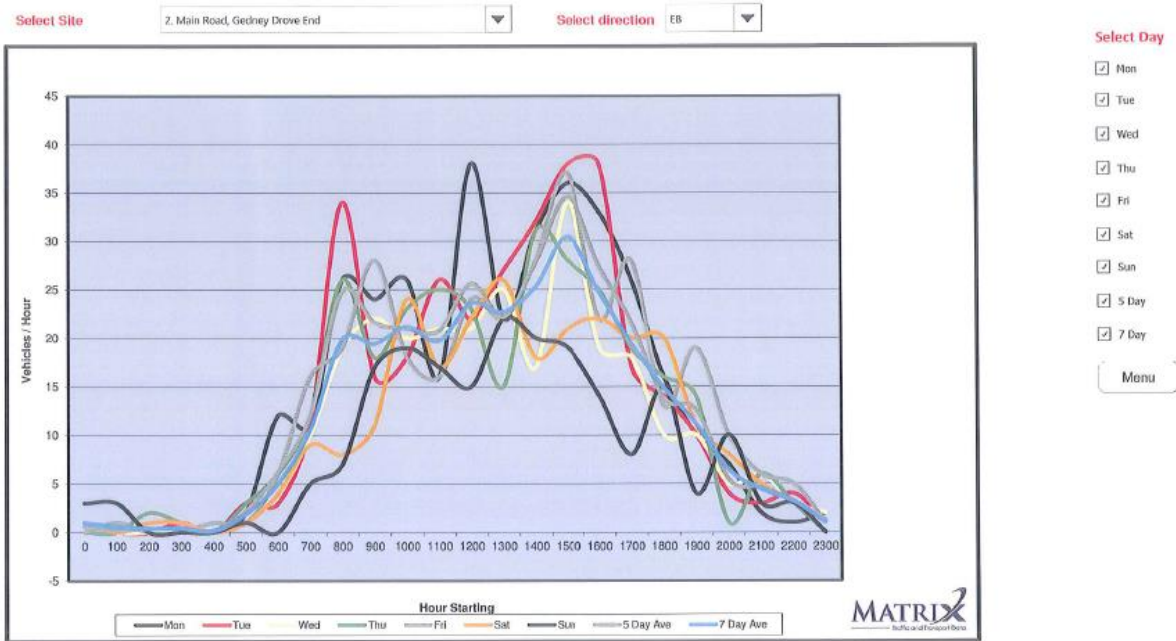
Hour Starting	Day of Week							W'Day Ave	7 Day Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	13-Dec	14-Dec	08-Dec	09-Dec	10-Dec	11-Dec	12-Dec		
AM Peak	59	60	52	62	50	53	39		
PM Peak	72	65	55	56	68	48	39	604	559
00:00	1	1	1	0	0	2	4	1	1
01:00	0	0	0	0	1	2	6	0	1
02:00	0	0	0	4	0	1	0	1	1
03:00	0	1	1	3	0	2	0	1	1
04:00	0	1	2	1	2	0	0	1	1
05:00	7	7	6	7	4	3	2	6	5
06:00	22	6	14	14	14	11	1	14	12
07:00	31	26	30	37	33	20	10	31	27
08:00	59	60	52	62	50	22	16	57	46
09:00	45	36	42	43	50	31	27	43	39
10:00	51	47	35	34	48	53	39	42	43
11:00	44	53	34	51	35	39	39	43	42
12:00	72	48	55	38	43	48	31	51	48
13:00	36	54	39	40	51	41	30	44	42
14:00	64	51	38	56	53	38	38	52	48
15:00	60	61	55	55	68	34	39	60	53
16:00	67	65	39	43	42	40	27	51	46
17:00	31	33	31	35	49	33	22	36	33
18:00	26	20	22	28	24	29	22	24	24
19:00	22	16	17	18	25	16	10	20	18
20:00	18	6	9	4	16	15	15	11	12
21:00	3	5	10	10	11	11	7	8	8
22:00	3	4	5	5	6	5	7	5	5
23:00	3	5	2	0	2	4	2	2	3
Total	665	601	539	588	627	500	394	604	559

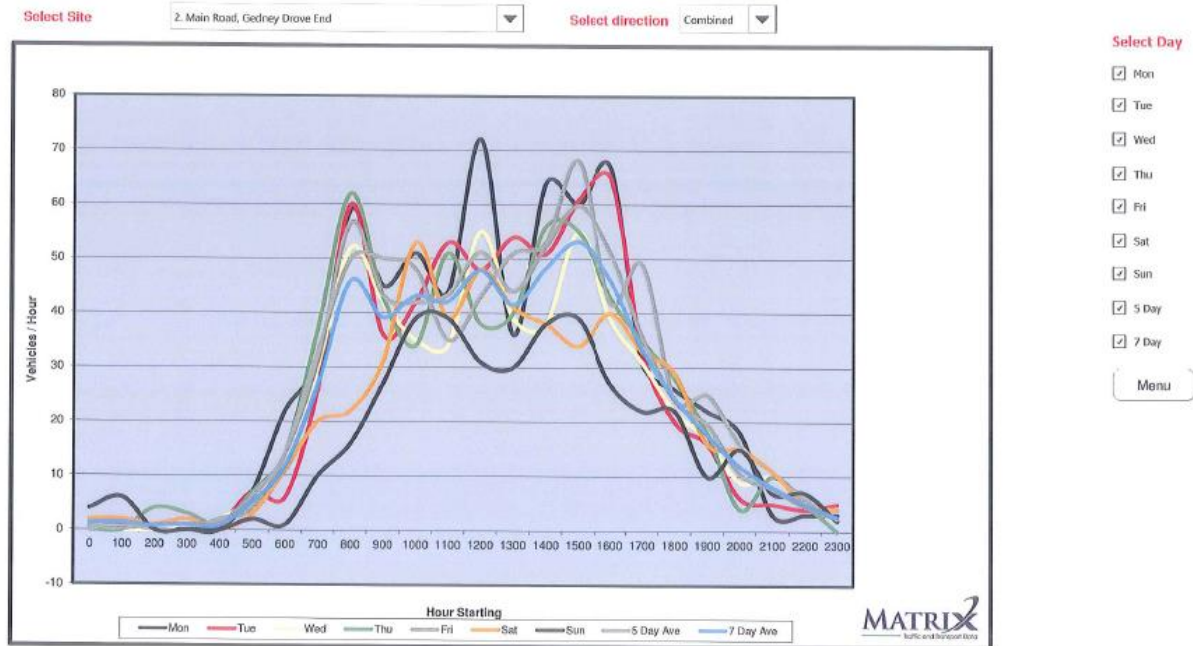
7-19	586	549	472	522	546	428	340	535	492
6-22	651	582	522	568	612	481	373	587	541
6-24	657	591	529	573	620	490	382	594	549
0-24	665	601	539	588	627	500	394	604	559













APPENDIX 3

SITE No3 ROMAN BANK, GEDNEY DYKE



ATC Report: Gedney, Spalding

3. Roman Bank, Gedney Dyke

Site	Roman Bank, Gedney Dyke
Location	Spalding
Site No	3
Directions	EB WB
Start	08-Dec-21



Job No	GBStH2299
Client	Aurelija Padreziene - Maceo Design & Management Ltd
Site	Roman Bank, Gedney Dyke
Location	Spalding
Site No	3
Start Date	08-Dec-21
Description	Volume Summary
Direction	EB



Hour Starting	Day of Week							W'Day Ave	7 Day Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	13-Dec	14-Dec	08-Dec	09-Dec	10-Dec	11-Dec	12-Dec		
AM Peak	114	107	84	93	88	72	71		
PM Peak	148	144	107	133	138	101	83	1276	1161
00:00	1	4	3	3	2	4	7	3	3
01:00	1	1	0	2	3	3	12	1	3
02:00	0	2	0	3	2	6	2	1	2
03:00	0	1	0	4	0	4	0	1	1
04:00	1	1	2	0	3	0	2	1	1
05:00	3	9	5	5	5	3	3	5	5
06:00	40	36	23	33	25	12	0	31	24
07:00	68	69	66	65	67	24	18	67	54
08:00	97	107	73	92	85	33	21	91	73
09:00	93	84	81	66	88	41	40	82	70
10:00	114	58	76	78	72	70	53	80	74
11:00	72	93	84	93	65	72	71	81	79
12:00	108	100	81	89	97	85	75	95	91
13:00	85	98	84	80	97	97	83	89	89
14:00	115	112	93	98	104	70	78	104	96
15:00	148	137	101	117	138	101	79	128	117
16:00	129	144	107	133	128	79	54	128	111
17:00	115	90	88	91	115	77	31	100	87
18:00	67	55	64	77	69	71	54	66	65
19:00	42	42	41	46	66	39	29	47	44
20:00	34	20	22	11	42	33	30	26	27
21:00	19	18	40	30	28	20	25	27	26
22:00	10	15	11	15	22	17	11	15	14
23:00	8	2	5	5	5	6	2	5	5
Total	1370	1298	1150	1236	1328	967	780	1276	1161

7-19	1211	1147	998	1079	1125	820	657	1112	1005
6-22	1346	1263	1124	1199	1285	924	741	1244	1126
6-24	1364	1280	1140	1219	1313	947	754	1263	1145
0-24	1370	1298	1150	1236	1328	967	780	1276	1161

GBStH2299 Gedney.xlsm Volume Summary 17/02/2022

Job No	GBStH2299
Client	Aurelija Padrezienė - Maceo Design & Management Ltd
Site	Roman Bank, Gedney Dyke
Location	Spalding
Site No	3
Start Date	08-Dec-21
Description	Volume Summary
Direction	WB



Hour Starting	Day of Week							W'Day Ave	7 Day Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	13-Dec	14-Dec	08-Dec	09-Dec	10-Dec	11-Dec	12-Dec		
AM Peak	134	120	140	155	125	102	78		
PM Peak	132	110	114	109	128	94	82	1261	1144
00:00	0	1	0	0	3	4	3	1	2
01:00	0	0	0	0	1	5	7	0	2
02:00	0	0	2	9	0	1	0	2	2
03:00	4	1	3	7	0	1	1	3	2
04:00	2	8	10	5	7	3	0	6	5
05:00	29	19	24	22	25	12	14	24	21
06:00	60	52	55	48	47	24	9	52	42
07:00	103	93	100	110	96	37	18	100	80
08:00	134	120	140	155	125	74	38	135	112
09:00	87	91	86	112	96	102	56	94	90
10:00	95	104	64	60	91	79	78	83	82
11:00	107	101	57	93	85	92	73	89	87
12:00	109	110	114	66	88	94	57	97	91
13:00	76	100	80	85	109	72	50	90	82
14:00	124	75	84	90	98	75	48	94	85
15:00	107	91	88	109	128	55	82	105	94
16:00	132	107	92	101	105	65	51	107	93
17:00	59	76	63	78	78	48	47	71	64
18:00	33	33	56	36	51	44	24	42	40
19:00	39	19	20	18	33	26	25	26	26
20:00	28	12	14	11	21	21	15	17	17
21:00	9	6	10	14	16	19	16	11	13
22:00	7	4	9	8	6	11	7	7	7
23:00	3	8	0	3	7	9	8	4	5
Total	1347	1231	1171	1240	1316	973	727	1261	1144

7-19	1166	1101	1024	1095	1150	837	622	1107	999
6-22	1302	1190	1123	1186	1267	927	687	1214	1097
6-24	1312	1202	1132	1197	1280	947	702	1225	1110
0-24	1347	1231	1171	1240	1316	973	727	1261	1144

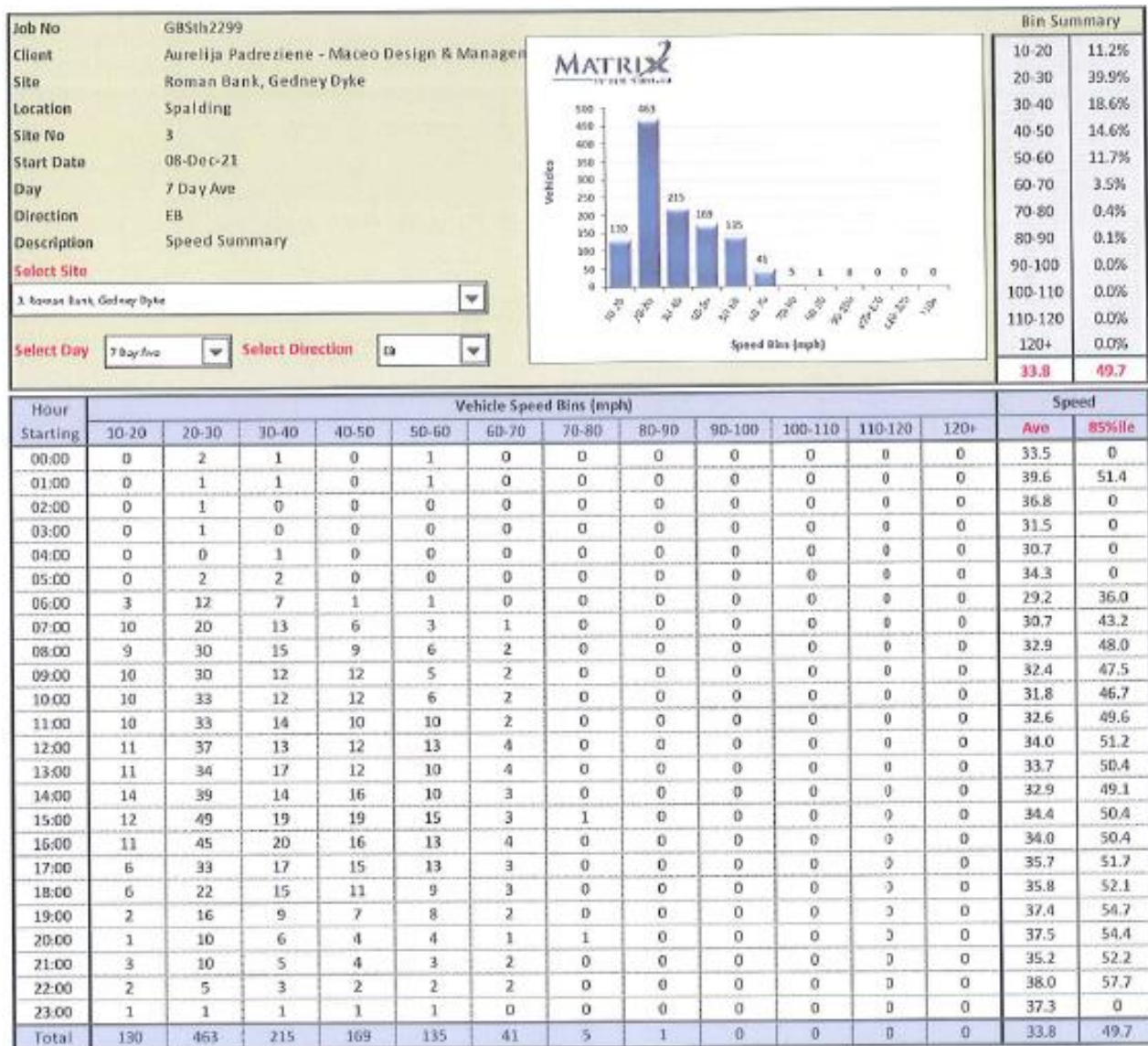
Job No	GBStH2299
Client	Aurelija Padreziene - Maceo Design & Management Ltd
Site	Roman Bank, Gedney Dyke
Location	Spalding
Site No	3
Start Date	08-Dec-21
Description	Volume Summary
Direction	Combined

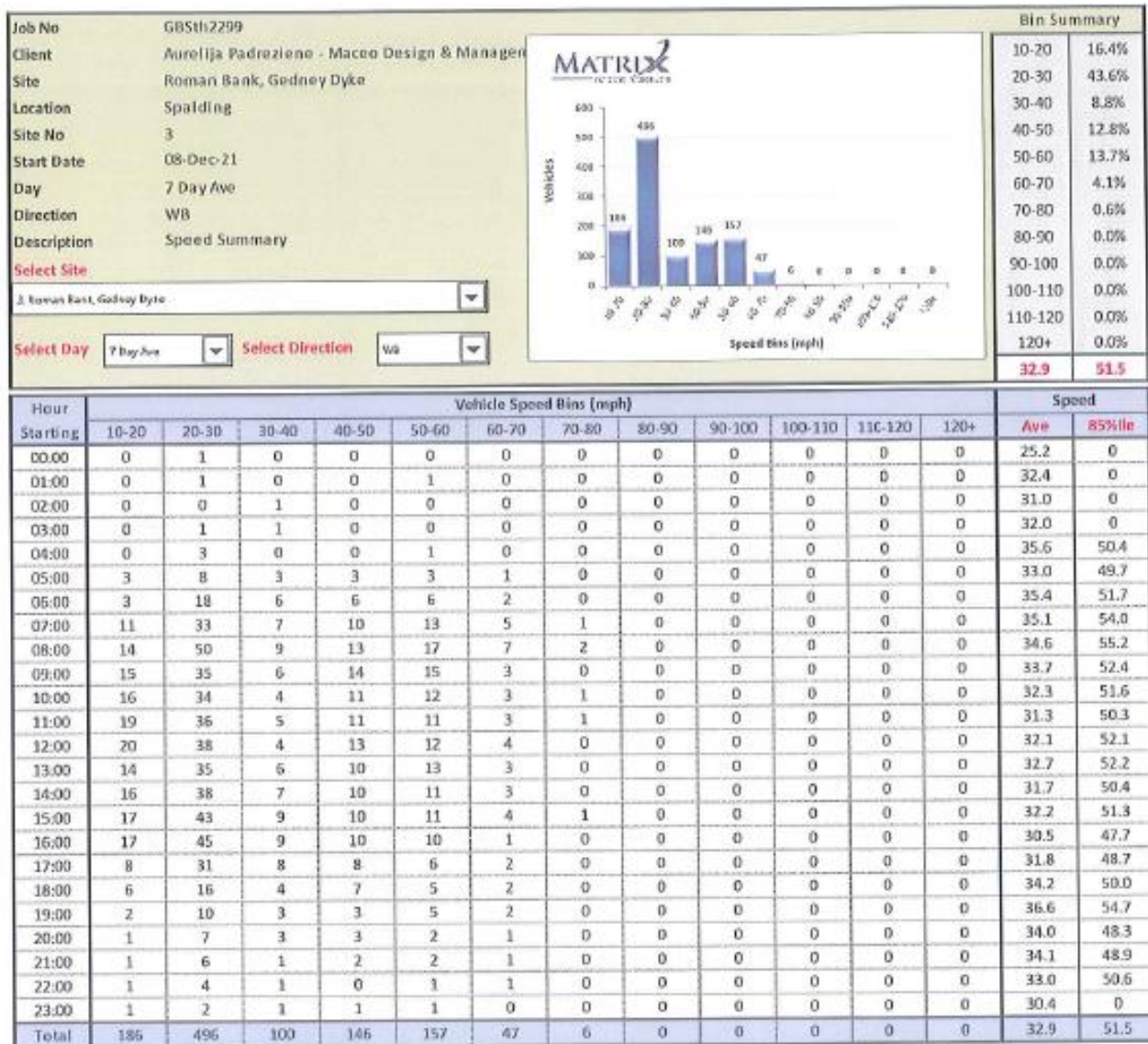


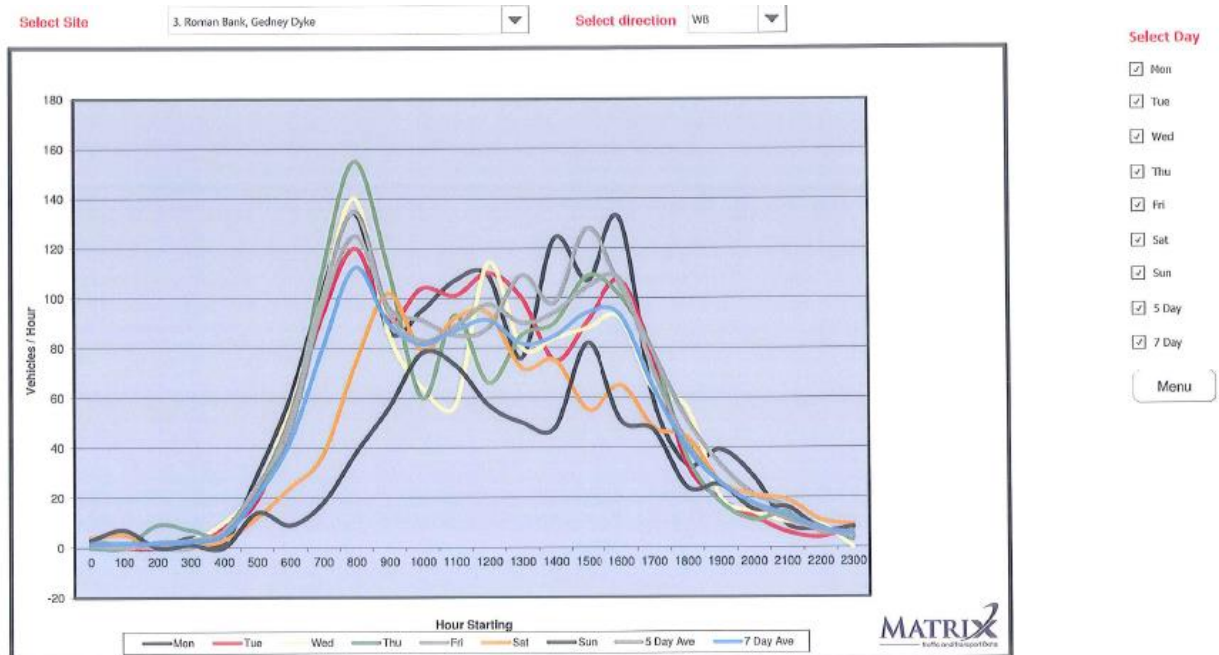
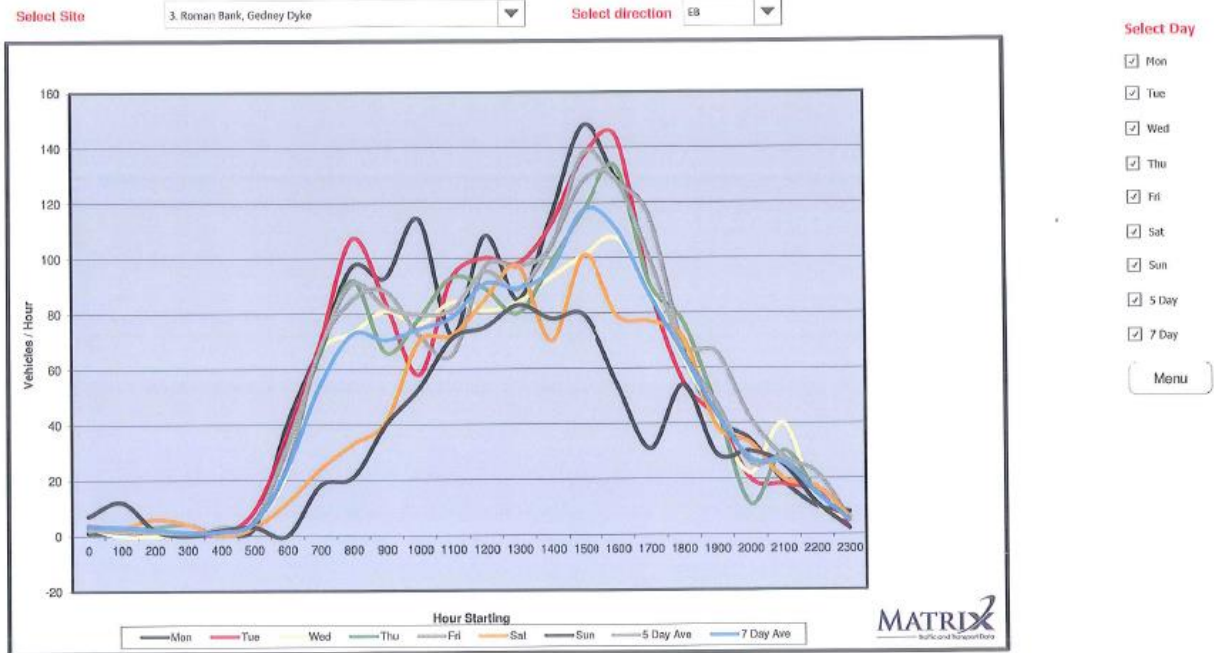
Hour Starting	Day of Week							W'Day Ave	7 Day Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	13-Dec	14-Dec	08-Dec	09-Dec	10-Dec	11-Dec	12-Dec		
AM Peak	231	227	213	247	210	164	144		
PM Peak	261	251	199	234	266	179	161	2537	2305
00:00	1	5	3	3	5	8	10	3	5
01:00	1	1	0	2	4	8	19	2	5
02:00	0	2	2	12	2	7	2	4	4
03:00	4	2	3	11	0	5	1	4	4
04:00	3	9	12	5	10	3	2	8	6
05:00	32	28	29	27	30	15	17	29	25
06:00	100	88	78	81	72	36	9	84	66
07:00	171	162	166	175	163	61	36	167	133
08:00	231	227	213	247	210	107	59	226	185
09:00	180	175	167	178	184	143	96	177	160
10:00	209	162	140	138	163	149	131	162	156
11:00	179	194	141	186	150	164	144	170	165
12:00	217	210	195	155	185	179	132	192	182
13:00	161	198	164	165	206	169	133	179	171
14:00	239	187	177	188	202	145	126	199	181
15:00	255	228	189	226	266	156	161	233	212
16:00	261	251	199	234	233	144	105	236	204
17:00	174	166	151	169	193	125	78	171	151
18:00	100	88	120	113	120	115	78	108	105
19:00	81	61	61	64	99	65	54	73	69
20:00	62	32	36	22	63	54	45	43	45
21:00	28	24	50	44	44	39	41	38	39
22:00	17	19	20	23	28	28	18	21	22
23:00	11	10	5	8	12	15	10	9	10
Total	2717	2529	2321	2476	2644	1940	1507	2537	2305

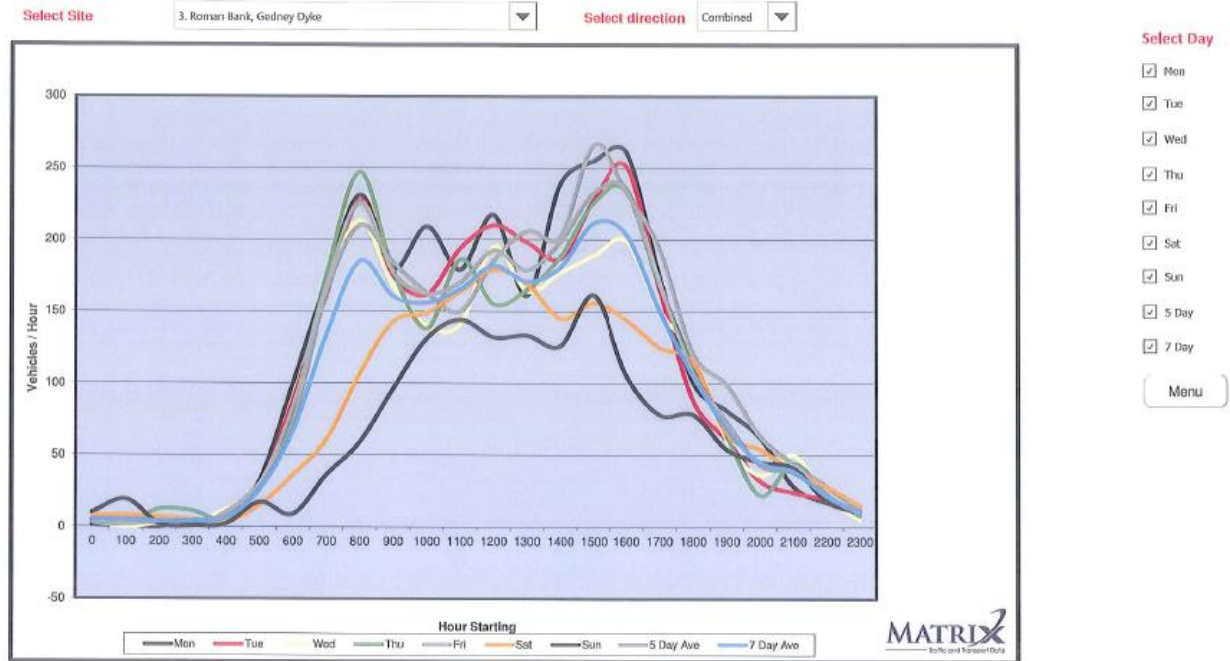
7-19	2377	2248	2022	2174	2275	1657	1279	2219	2005
6-22	2648	2453	2247	2385	2553	1851	1428	2457	2224
6-24	2676	2482	2272	2416	2593	1894	1456	2488	2256
0-24	2717	2529	2321	2476	2644	1940	1507	2537	2305

[illegible]











APPENDIX 4

LCC HISTORIC DATA

count point_id	year	region_name	local_authority	road_name	road_type	pedal cycles	two wheeled motor vehicles	cars and taxis	buses and coaches	lgvs	hgvs 2 rigid axle	hgvs 3 rigid axle	hgvs 4 or more rigid axle	hgvs 3 /4 articulated axle	hgvs 5 articulated axle	hgvs 6 articulated axle	all_hgvs	all_motor_ vehicles
951448	2010	East Midlands	Lincolnshire	B1359	Minor	10	3	708	8	157	45	2	2	97	15	8	169	1045
951448	2011	East Midlands	Lincolnshire	B1359	Minor	14	5	651	3	130	20	7	0	95	28	20	170	959
951448	2012	East Midlands	Lincolnshire	B1359	Minor	6	0	654	5	144	45	8	3	35	14	7	112	915
951448	2013	East Midlands	Lincolnshire	B1359	Minor	13	6	501	2	108	33	7	7	10	3	15	76	693
951448	2015	East Midlands	Lincolnshire	B1359	Minor	8	2	601	4	150	19	2	9	51	12	20	113	871
951448	2016	East Midlands	Lincolnshire	B1359	Minor	9	3	564	2	147	34	3	5	6	14	17	78	794
951448	2017	East Midlands	Lincolnshire	B1359	Minor	4	5	545	9	203	49	3	1	63	34	32	181	943
951448	2018	East Midlands	Lincolnshire	B1359	Minor	14	2	597	4	174	46	3	1	30	25	24	128	906
951448	2019	East Midlands	Lincolnshire	B1359	Minor	12	11	651	8	211	39	10	6	5	19	24	102	983



APPENDIX 5 MARSH ROAD

Site	Marsh Road
Location	Lincolnshire
Site No	1
Directions	NB SB
Start	09-Mar-22

MATRIX
— Traffic and Transport Data

ATC Report - Lincolnshire

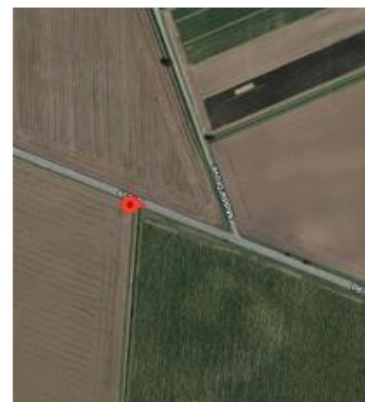
1. Marsh Road



Roman Bank



Lowgate



Marsh Road



Job No	GBStH3205
Client	Aureljia Padrezienne - Maceo Design Management Ltd
Site	Marsh Road
Location	Lincolnshire
Site No	1
Start Date	09-Mar-22
Description	Volume Summary
Direction	NB



Hour Starting	Day of Week							W'Day Ave	7 Day Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	14-Mar	15-Mar	09-Mar	10-Mar	11-Mar	12-Mar	13-Mar		
AM Peak	43	41	37	36	38	28	25		
PM Peak	42	44	49	42	39	32	30	430	389
00:00	0	0	1	0	0	4	1	0	1
01:00	0	0	0	0	0	1	0	0	0
02:00	0	0	0	0	1	0	1	0	0
03:00	0	0	1	1	0	1	0	0	0
04:00	2	4	1	2	1	1	0	2	2
05:00	4	3	1	4	2	3	1	3	3
06:00	28	19	22	25	20	5	4	23	18
07:00	29	31	31	33	25	12	5	30	24
08:00	43	41	34	36	32	11	7	37	29
09:00	21	19	37	32	26	20	11	27	24
10:00	23	26	25	25	32	16	20	26	24
11:00	26	26	26	30	38	28	25	29	28
12:00	25	26	26	25	27	32	24	26	26
13:00	30	29	24	32	37	29	30	30	30
14:00	23	18	21	30	36	29	25	26	26
15:00	27	36	48	32	31	31	16	35	32
16:00	30	31	30	42	36	27	19	34	31
17:00	42	44	49	31	39	25	11	41	34
18:00	28	16	30	33	17	23	19	25	24
19:00	11	17	5	9	20	14	9	12	12
20:00	9	12	7	5	10	6	4	9	8
21:00	6	8	12	9	5	6	4	8	7
22:00	6	2	6	6	4	6	2	5	5
23:00	1	1	3	4	0	2	2	2	2
Total	414	409	440	446	439	332	240	430	389

7-19	347	343	381	381	376	283	212	366	332
6-22	401	399	427	429	431	314	233	417	376
6-24	408	402	436	439	435	322	237	424	383
0-24	414	409	440	446	439	332	240	430	389

Job No	GBStH3205
Client	Aureljia Padrezienė - Maceo Design Management Ltd
Site	Marsh Road
Location	Lincolnshire
Site No	1
Start Date	09-Mar-22
Description	Volume Summary
Direction	SB



Hour Starting	Day of Week							W'Day Ave	7 Day Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	14-Mar	15-Mar	09-Mar	10-Mar	11-Mar	12-Mar	13-Mar		
AM Peak	47	32	35	41	40	36	27		
PM Peak	45	49	50	54	39	27	20	428	385
00:00	0	0	0	1	0	0	0	0	0
01:00	0	1	0	0	0	1	0	0	0
02:00	2	0	0	0	0	0	1	0	0
03:00	0	0	0	1	0	0	0	0	0
04:00	5	3	1	2	3	0	1	3	2
05:00	6	10	4	7	4	5	3	6	6
06:00	15	26	17	19	16	9	2	19	15
07:00	47	32	35	40	33	13	12	37	30
08:00	46	27	35	41	39	20	17	38	32
09:00	26	30	32	34	27	20	26	30	28
10:00	25	22	26	25	40	36	27	28	29
11:00	25	25	26	25	30	30	27	26	27
12:00	34	26	30	21	29	27	19	28	27
13:00	26	32	24	28	39	21	19	30	27
14:00	26	28	27	25	31	16	20	27	25
15:00	36	23	38	44	29	22	20	34	30
16:00	37	38	50	54	28	24	12	41	35
17:00	45	49	37	35	30	21	14	39	33
18:00	22	18	28	21	16	22	13	21	20
19:00	10	10	14	3	18	13	7	11	11
20:00	2	5	5	1	7	3	2	4	4
21:00	1	2	2	5	3	2	2	3	2
22:00	1	1	2	4	2	5	0	2	2
23:00	1	0	0	0	2	2	0	1	1
Total	438	408	433	436	426	312	244	428	385

7-19	395	350	388	393	371	272	226	379	342
6-22	423	393	426	421	415	299	239	416	374
6-24	425	394	428	425	419	306	239	418	377
0-24	438	408	433	436	426	312	244	428	385

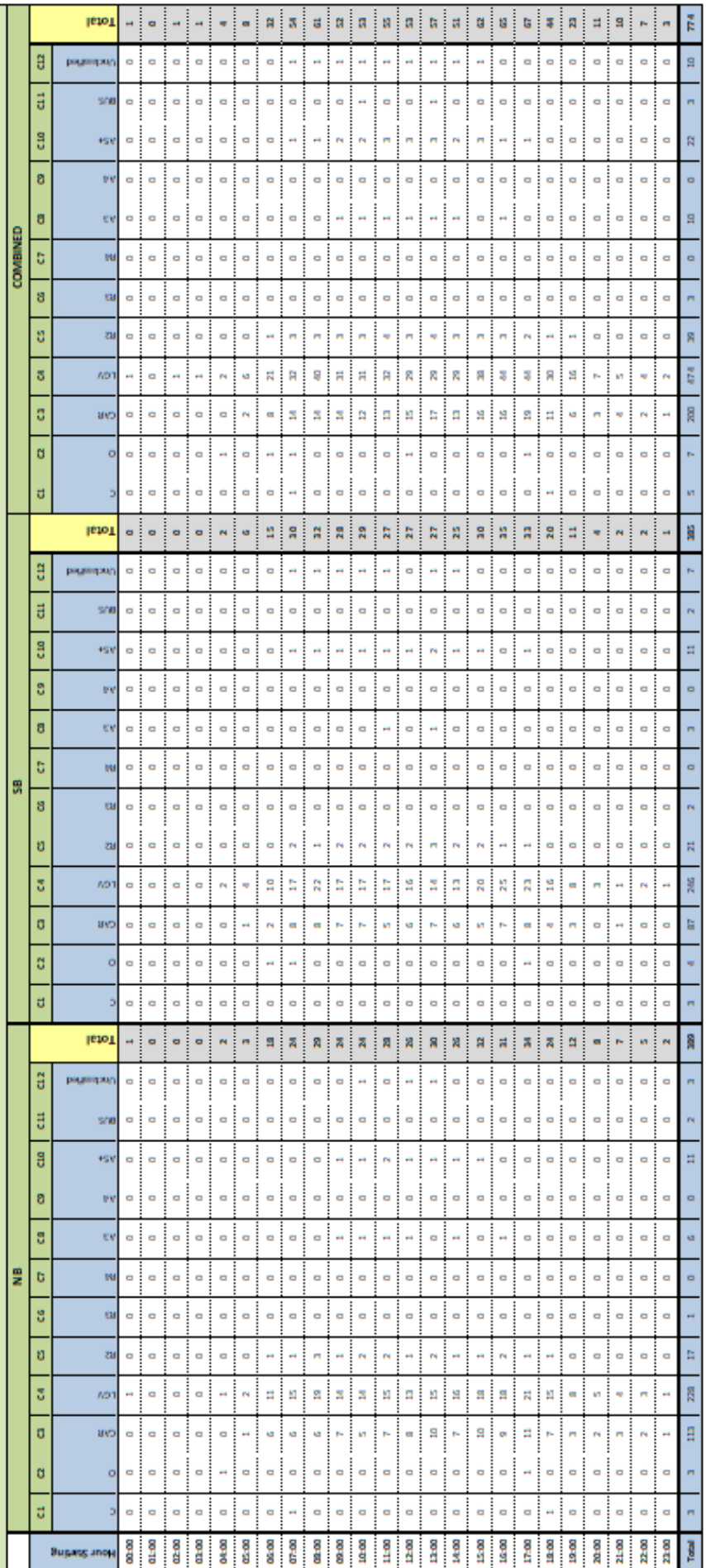


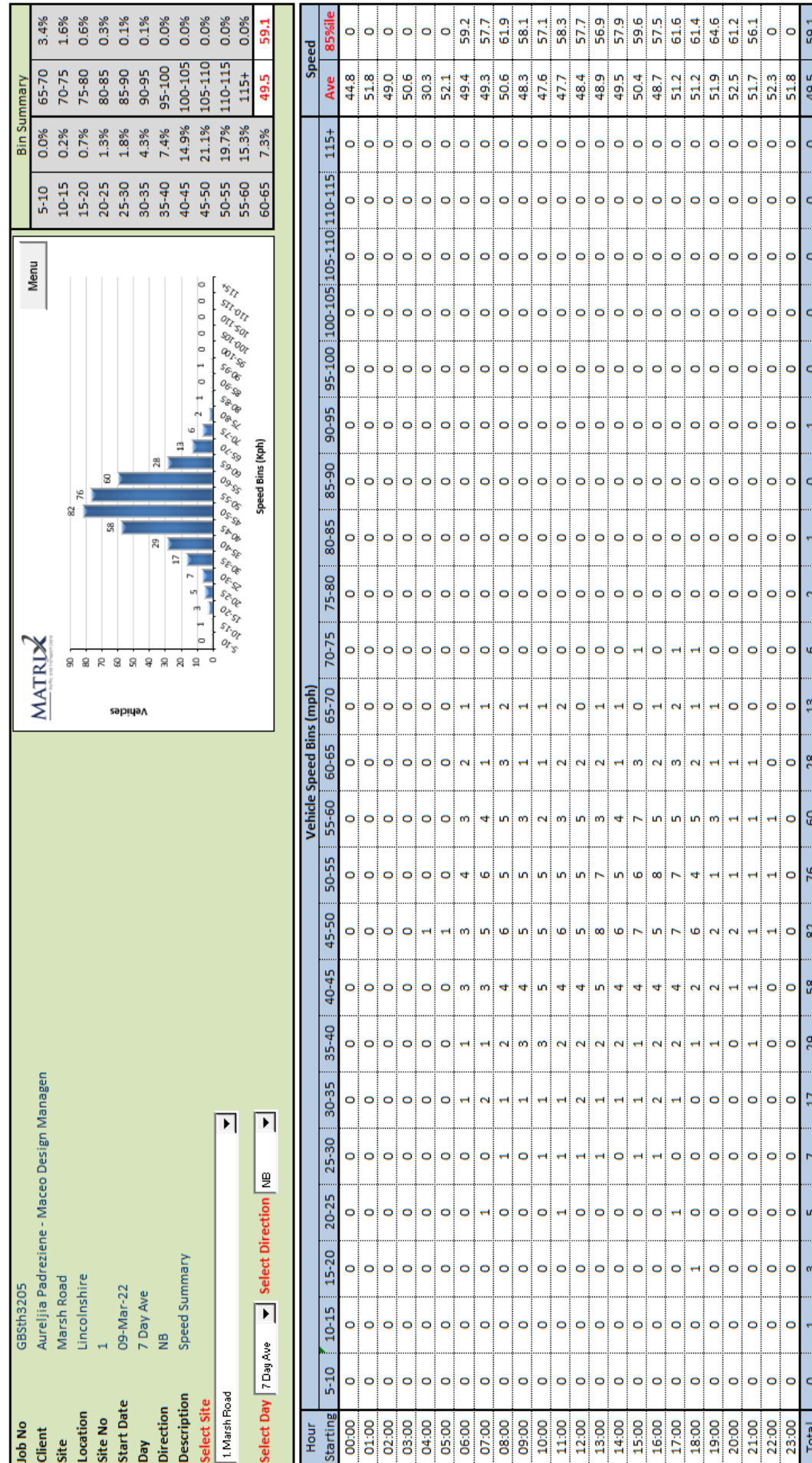
Job No	GBStH3205
Client	Aureljia Padrezienė - Maceo Design Management Ltd
Site	Marsh Road
Location	Lincolnshire
Site No	1
Start Date	09-Mar-22
Description	Volume Summary
Direction	Combined

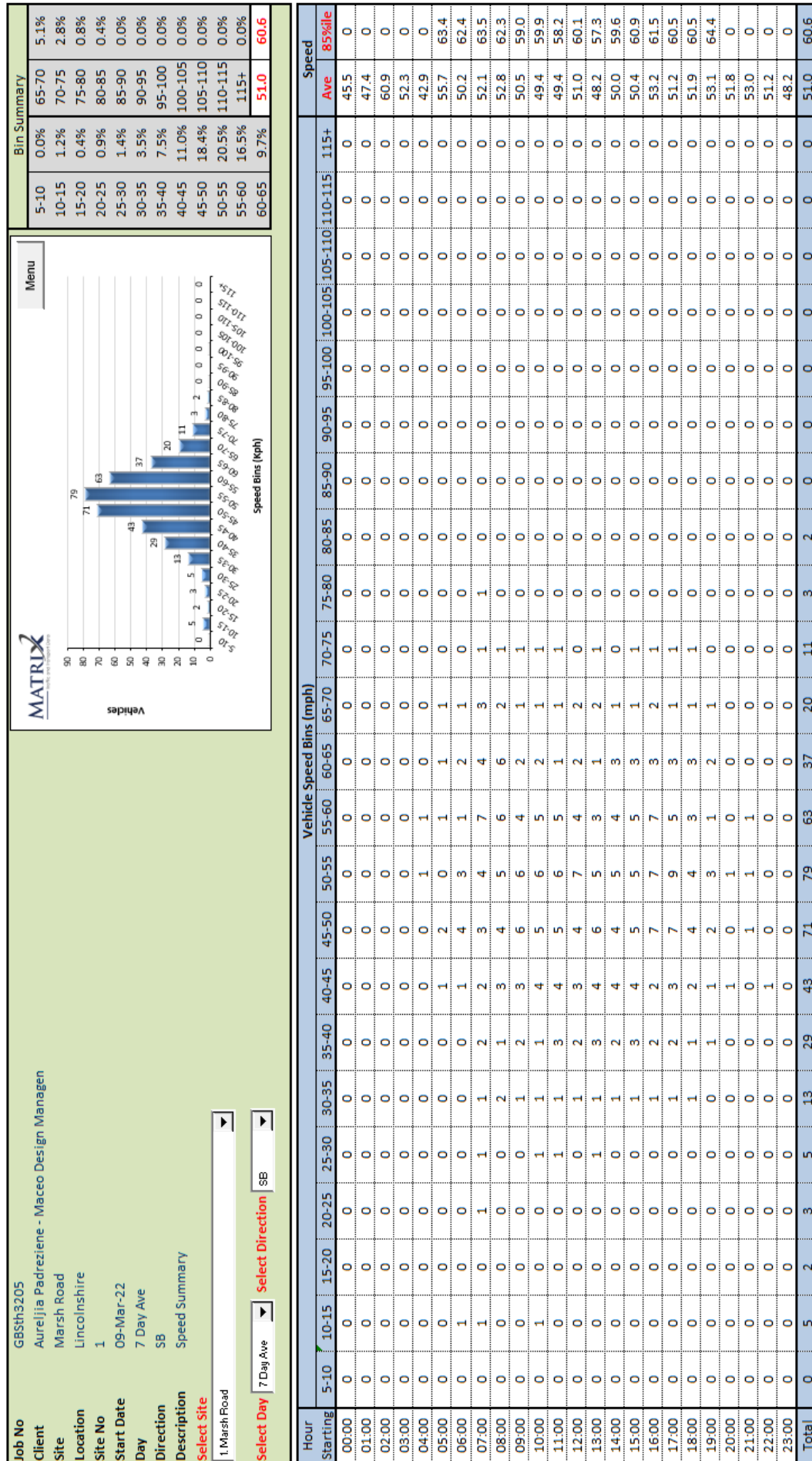


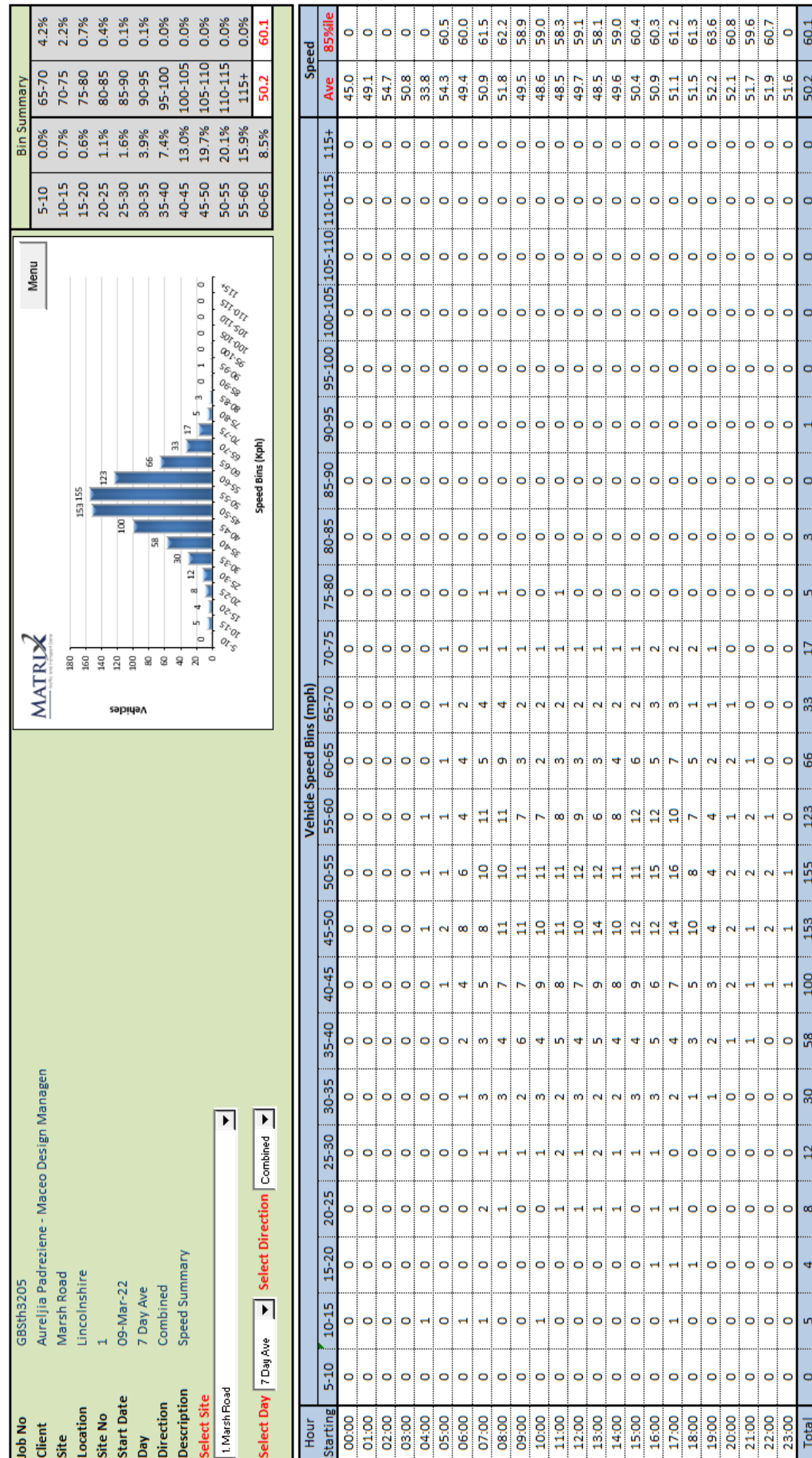
Hour Starting	Day of Week							W'Day Ave	7 Day Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	14-Mar	15-Mar	09-Mar	10-Mar	11-Mar	12-Mar	13-Mar		
AM Peak	89	68	69	77	72	58	52		
PM Peak	87	93	86	96	76	59	49	858	774
00:00	0	0	1	1	0	4	1	0	1
01:00	0	1	0	0	0	2	0	0	0
02:00	2	0	0	0	1	0	2	1	1
03:00	0	0	1	2	0	1	0	1	1
04:00	7	7	2	4	4	1	1	5	4
05:00	10	13	5	11	6	8	4	9	8
06:00	43	45	39	44	36	14	6	41	32
07:00	76	63	66	73	58	25	17	67	54
08:00	89	68	69	77	71	31	24	75	61
09:00	47	49	69	66	53	40	37	57	52
10:00	48	48	51	50	72	52	47	54	53
11:00	51	51	52	55	68	58	52	55	55
12:00	59	52	56	46	56	59	43	54	53
13:00	56	61	48	60	76	50	49	60	57
14:00	49	46	48	55	67	45	45	53	51
15:00	63	59	86	76	60	53	36	69	62
16:00	67	69	80	96	64	51	31	75	65
17:00	87	93	86	66	69	46	25	80	67
18:00	50	34	58	54	33	45	32	46	44
19:00	21	27	19	12	38	27	16	23	23
20:00	11	17	12	6	17	9	6	13	11
21:00	7	10	14	14	8	8	6	11	10
22:00	7	3	8	10	6	11	2	7	7
23:00	2	1	3	4	2	4	2	2	3
Total	852	817	873	882	865	644	484	858	774

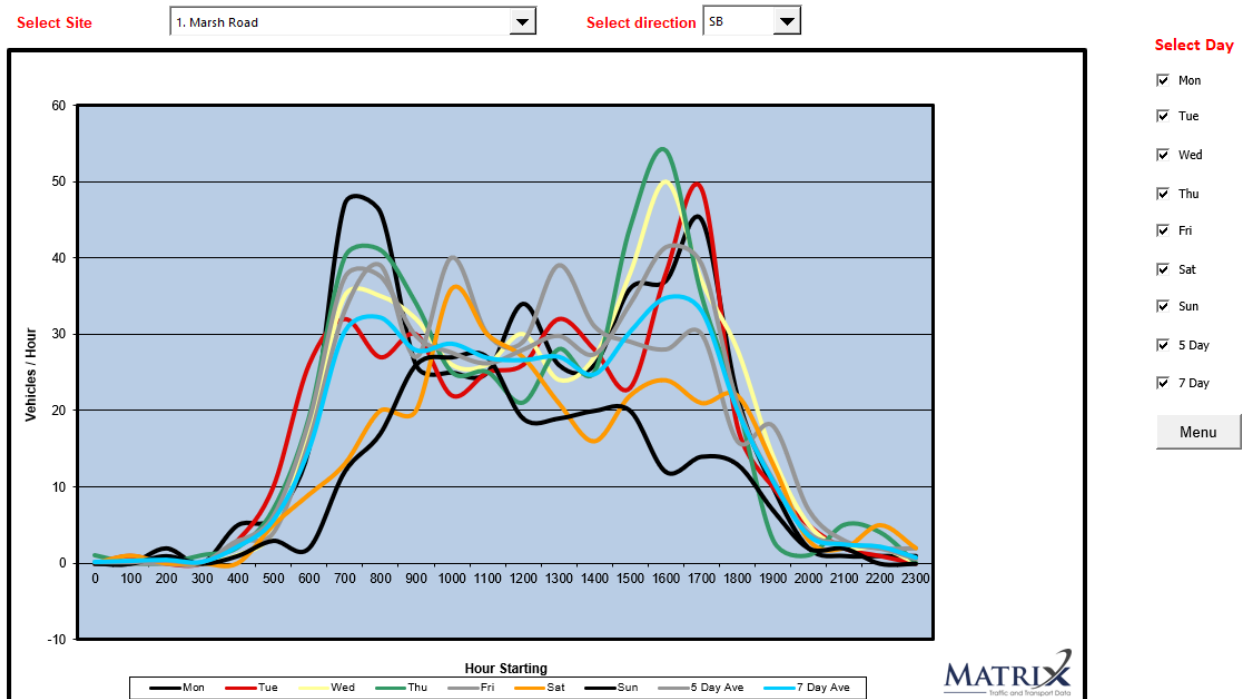
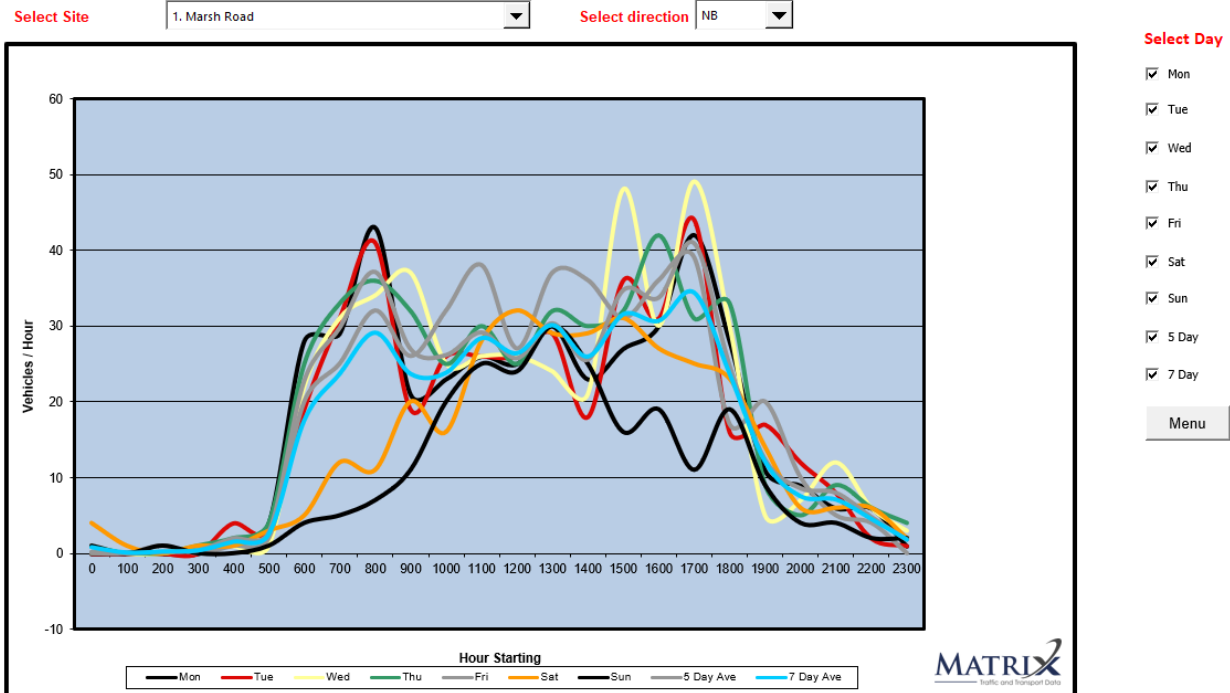
7-19	742	693	769	774	747	555	438	745	674
6-22	824	792	853	850	846	613	472	833	750
6-24	833	796	864	864	854	628	476	842	759
0-24	852	817	873	882	865	644	484	858	774

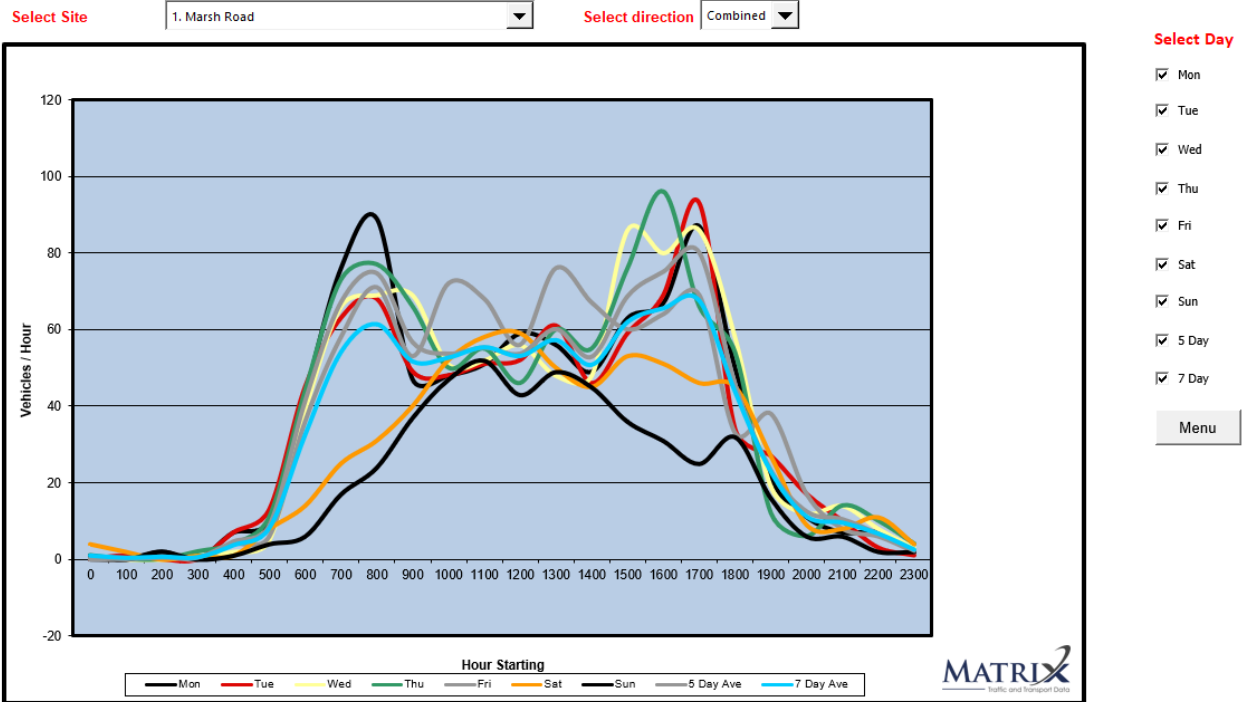














APPENDIX 6

PRIVATE ROAD NR ROMAN BANK

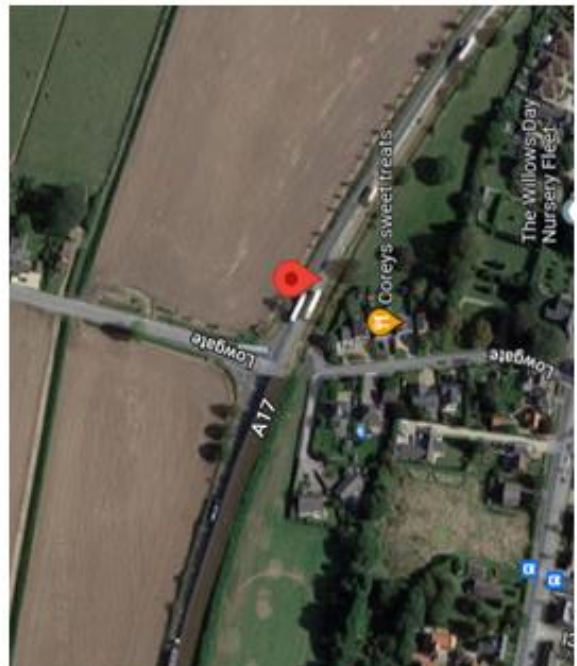


Spalding, Lincolnshire

2. Private Road Nr Roman Bank

Site	Private Road Nr Roman Bank
Location	Spalding
Site No	2
Directions	NB SB
Start	29-Mar-22

Site1: A17 Near Low Gate



Site 2: Private road Nr Roman Bank



Job No	GBSth3205 Jepco	Menu
Client	Aurelija Padreziene - Maceo Design & Management Ltd.	
Site	Private Road Nr Roman Bank	
Location	Spalding	
Site No	2	
Start Date	29-Mar-22	
Description	Volume Summary	
Direction	SB	



Hour Starting	Day of Week							W'Day Ave	7 Day Ave
	Mon 04-Apr	Tue 29-Mar	Wed 30-Mar	Thu 31-Mar	Fri 01-Apr	Sat 02-Apr	Sun 03-Apr		
AM Peak	21	21	20	18	26	21	9		
PM Peak	63	78	76	63	62	48	47	372	314
00:00	2	6	5	5	3	5	3	4	4
01:00	1	0	0	0	1	1	1	0	1
02:00	5	11	11	9	10	11	7	9	9
03:00	0	7	6	10	7	12	2	6	6
04:00	0	0	0	0	5	0	1	1	1
05:00	7	8	4	5	2	2	7	5	5
06:00	17	21	18	14	26	21	9	19	18
07:00	14	7	3	9	9	3	0	8	6
08:00	13	12	11	13	15	9	4	13	11
09:00	11	14	14	9	14	5	6	12	10
10:00	9	13	13	16	21	7	4	14	12
11:00	21	19	20	18	20	7	6	20	16
12:00	18	14	18	19	20	5	2	18	14
13:00	25	18	13	12	24	6	1	18	14
14:00	22	17	26	17	22	5	4	21	16
15:00	63	78	76	63	62	35	7	68	55
16:00	34	28	26	39	26	8	6	31	24
17:00	55	36	40	32	25	4	8	38	29
18:00	48	53	50	57	53	48	47	52	51
19:00	4	6	5	3	6	3	1	5	4
20:00	7	3	4	4	1	3	3	4	4
21:00	0	4	1	1	0	2	3	1	2
22:00	1	2	3	4	1	0	1	2	2
23:00	2	2	1	2	1	1	0	2	1
Total	379	379	368	361	374	203	133	372	314

7-19	333	309	310	304	311	142	95	313	258
6-22	361	343	338	326	344	171	111	342	285
6-24	364	347	342	332	346	172	112	346	288
0-24	379	379	368	361	374	203	133	372	314



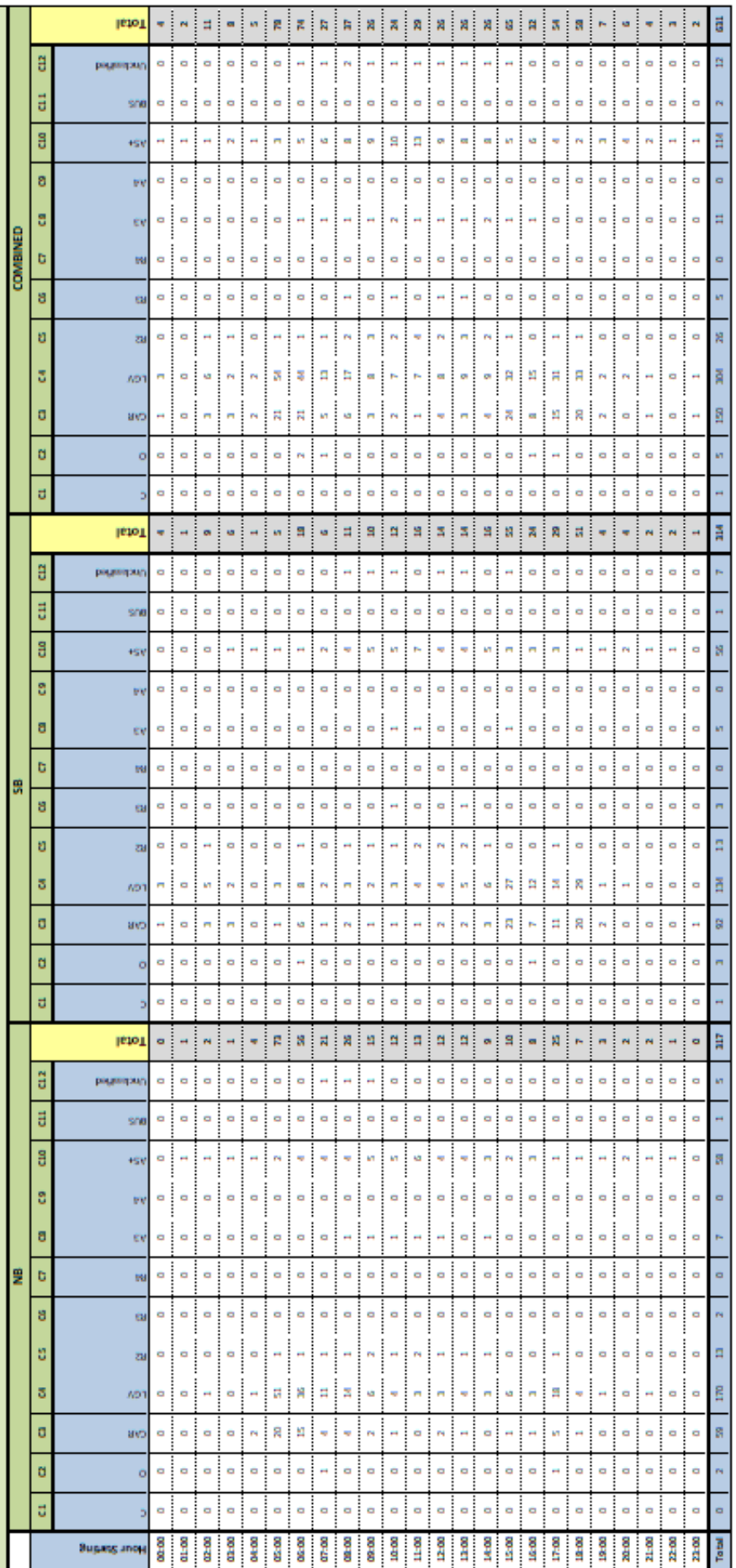
Job No	GBStH3205 Jepco	Menu
Client	Aurelija Padreziene - Maceo Design & Management Ltd.	
Site	Private Road Nr Roman Bank	
Location	Spalding	
Site No	2	
Start Date	29-Mar-22	
Description	Volume Summary	
Direction	Combined	



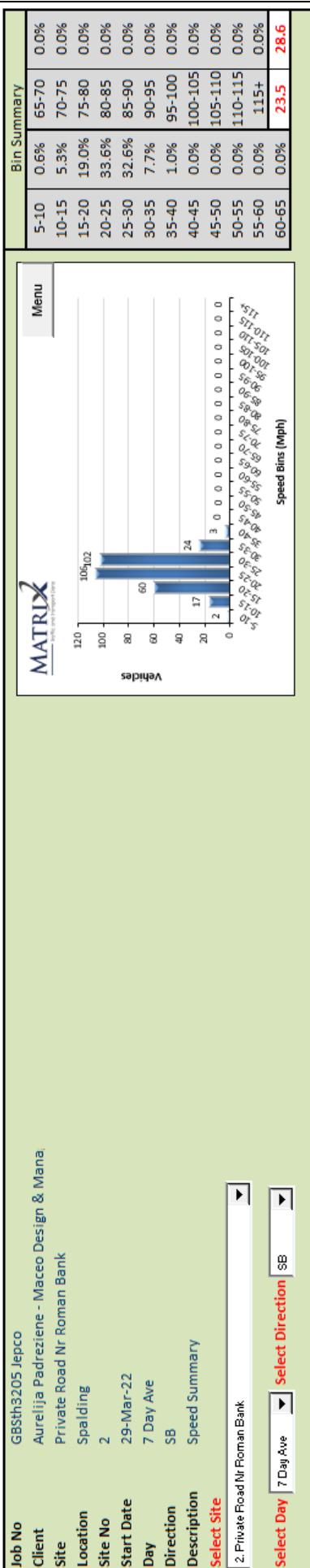
Hour Starting	Day of Week							W'Day Ave	7 Day Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	04-Apr	29-Mar	30-Mar	31-Mar	01-Apr	02-Apr	03-Apr		
AM Peak	91	88	91	84	94	62	63		
PM Peak	79	92	87	70	74	50	49	751	631
00:00	3	6	6	5	3	5	3	5	4
01:00	3	1	0	0	1	4	2	1	2
02:00	6	11	14	14	11	13	9	11	11
03:00	0	8	6	10	11	14	4	7	8
04:00	5	7	5	3	8	4	4	6	5
05:00	87	88	87	84	78	62	63	85	78
06:00	91	87	91	82	94	60	13	89	74
07:00	42	34	27	36	42	7	2	36	27
08:00	53	46	39	49	44	16	10	46	37
09:00	28	32	37	25	37	10	11	32	26
10:00	23	28	35	25	38	16	5	30	24
11:00	37	32	37	33	38	15	10	35	29
12:00	33	26	30	35	43	10	3	33	26
13:00	40	37	29	23	37	12	4	33	26
14:00	34	30	37	30	35	8	5	33	26
15:00	75	92	87	70	74	41	13	80	65
16:00	49	38	34	46	35	12	11	40	32
17:00	79	63	66	64	53	24	26	65	54
18:00	63	57	60	64	61	50	49	61	58
19:00	9	6	5	7	10	8	2	7	7
20:00	10	9	6	6	2	3	5	7	6
21:00	1	6	5	3	2	3	6	3	4
22:00	2	2	4	7	1	0	2	3	3
23:00	2	3	2	3	1	1	0	2	2
Total	775	749	749	724	759	398	262	751	631

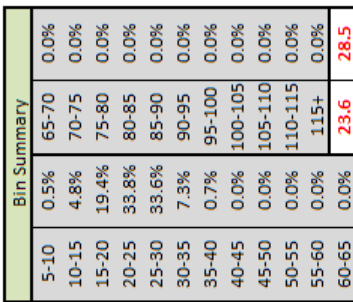
7-19	556	515	518	500	537	221	149	525	428
6-22	667	623	625	598	645	295	175	632	518
6-24	671	628	631	608	647	296	177	637	523
0-24	775	749	749	724	759	398	262	751	631

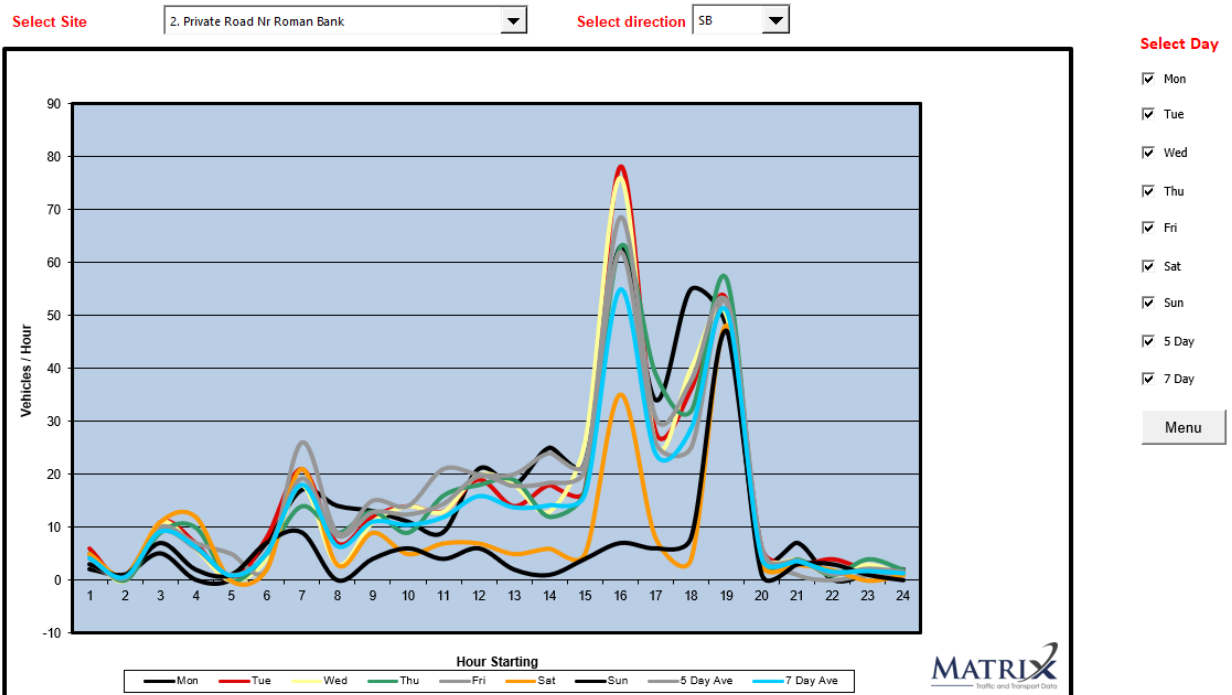
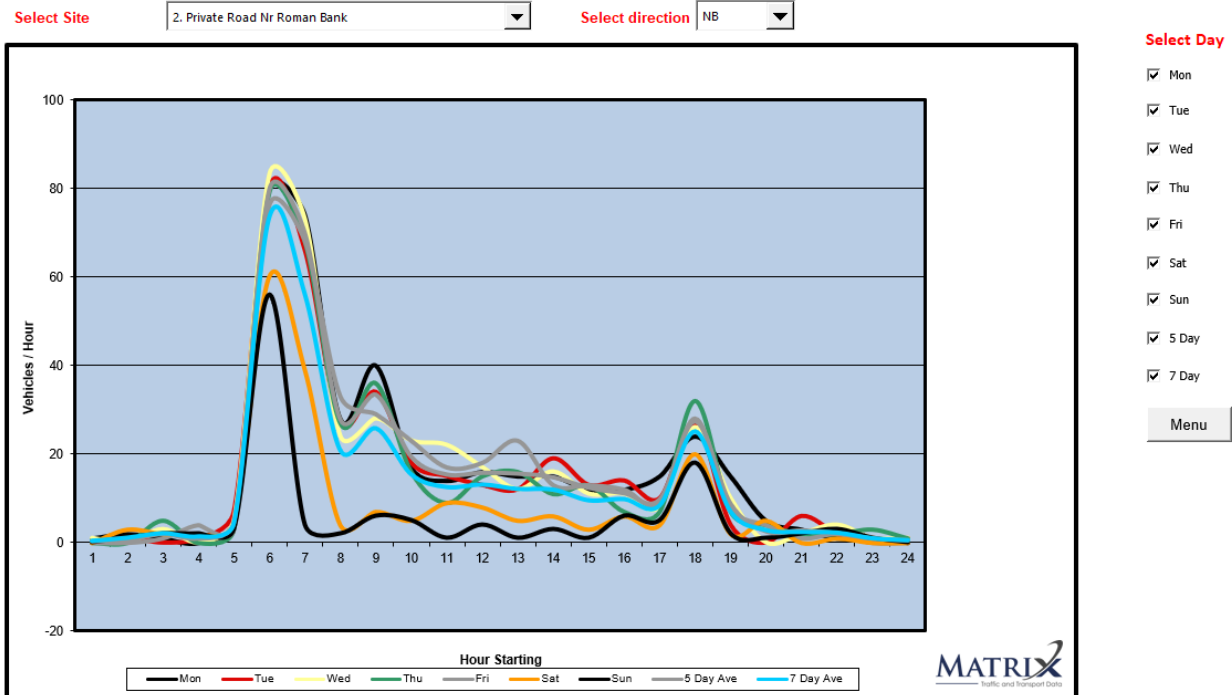
GBStH3205 Jepco (A17 & Roman Bank).xslm Volume Summary 12/04/2022

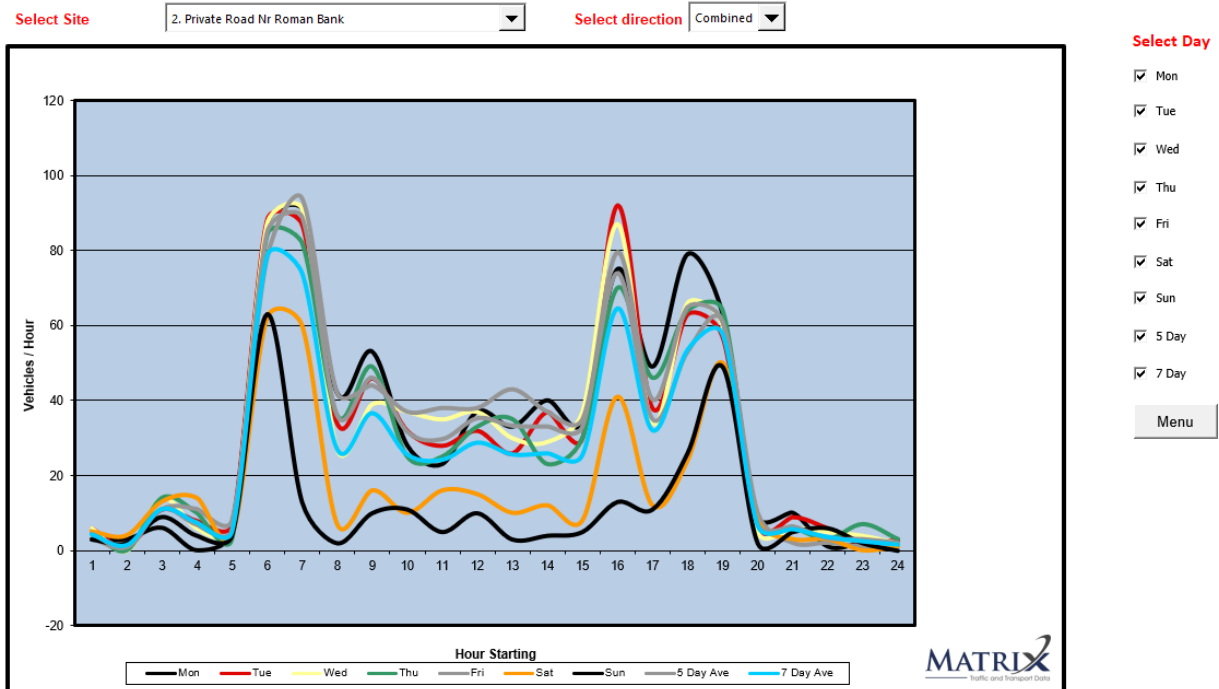


73

[illegible]









APPENDIX 7

ROMAN BANK



ATC Report - Lincolnshire

3. Roman Bank

Site	Roman Bank
Location	Lincolnshire
Site No	3
Directions	EB WB
Start	09-Mar-22

Marsh Road



Lowgate



Roman Bank



Job No	GBStH3205
Client	Aureljia Padrezienė - Maceo Design Management Ltd
Site	Roman Bank
Location	Lincolnshire
Site No	3
Start Date	09-Mar-22
Description	Volume Summary
Direction	EB



Hour Starting	Day of Week							W'Day Ave	7 Day Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	14-Mar	15-Mar	09-Mar	10-Mar	11-Mar	12-Mar	13-Mar		
AM Peak	40	40	46	48	43	38	39		
PM Peak	50	52	57	71	80	41	51	561	513
00:00	0	0	2	1	1	0	2	1	1
01:00	0	0	1	1	1	2	1	1	1
02:00	1	0	0	0	0	1	0	0	0
03:00	0	0	1	1	1	0	0	1	0
04:00	2	0	1	3	1	1	0	1	1
05:00	4	1	3	3	9	4	6	4	4
06:00	35	16	41	48	33	18	13	35	29
07:00	40	25	46	44	37	14	7	38	30
08:00	37	40	42	44	43	19	12	41	34
09:00	31	19	43	45	34	37	12	34	32
10:00	30	33	33	38	41	19	30	35	32
11:00	34	24	30	35	39	38	39	32	34
12:00	42	25	38	29	33	41	26	33	33
13:00	34	31	34	38	80	31	51	43	43
14:00	26	30	42	47	47	34	33	38	37
15:00	50	52	57	62	54	36	23	55	48
16:00	43	30	46	71	48	31	29	48	43
17:00	36	38	57	37	49	26	13	43	37
18:00	36	30	47	41	39	36	20	39	36
19:00	18	12	7	9	31	20	11	15	15
20:00	5	6	14	10	12	13	11	9	10
21:00	9	8	5	7	8	7	5	7	7
22:00	3	1	5	1	8	4	5	4	4
23:00	0	1	1	2	4	3	2	2	2
Total	516	422	596	617	653	435	351	561	513

7-19	439	377	515	531	544	362	295	481	438
6-22	506	419	582	605	628	420	335	548	499
6-24	509	421	588	608	640	427	342	553	505
0-24	516	422	596	617	653	435	351	561	513



Job No	GBStH3205
Client	Aureljia Padrezienne - Maceo Design Management Ltd
Site	Roman Bank
Location	Lincolnshire
Site No	3
Start Date	09-Mar-22
Description	Volume Summary
Direction	WB



Hour Starting	Day of Week							W'Day Ave	7 Day Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	14-Mar	15-Mar	09-Mar	10-Mar	11-Mar	12-Mar	13-Mar		
AM Peak	42	21	31	40	36	36	23		
PM Peak	17	20	41	48	47	30	33	344	324
00:00	0	0	0	0	0	2	2	0	1
01:00	0	0	0	0	0	1	0	0	0
02:00	4	0	0	0	0	1	0	1	1
03:00	2	2	2	3	1	0	0	2	1
04:00	1	0	0	4	4	0	0	2	1
05:00	3	4	5	8	8	5	2	6	5
06:00	18	8	18	19	14	5	2	15	12
07:00	30	11	28	27	26	13	9	24	21
08:00	42	18	21	26	33	17	11	28	24
09:00	21	9	24	32	23	21	21	22	22
10:00	17	15	25	38	29	36	19	25	26
11:00	16	21	31	40	36	23	23	29	27
12:00	16	18	35	14	27	30	23	22	23
13:00	12	15	22	26	32	22	20	21	21
14:00	15	20	24	27	47	18	21	27	25
15:00	17	11	37	38	39	18	18	28	25
16:00	16	16	41	48	20	20	10	28	24
17:00	13	14	25	26	19	18	11	19	18
18:00	6	13	20	22	15	21	33	15	19
19:00	12	13	13	9	19	13	11	13	13
20:00	9	10	6	2	8	5	5	7	6
21:00	3	2	10	5	6	7	1	5	5
22:00	0	1	1	3	8	5	1	3	3
23:00	0	0	0	2	6	2	0	2	1
Total	273	221	388	419	420	303	243	344	324

7-19	221	181	333	364	346	257	219	289	274
6-22	263	214	380	399	393	287	238	330	311
6-24	263	215	381	404	407	294	239	334	315
0-24	273	221	388	419	420	303	243	344	324

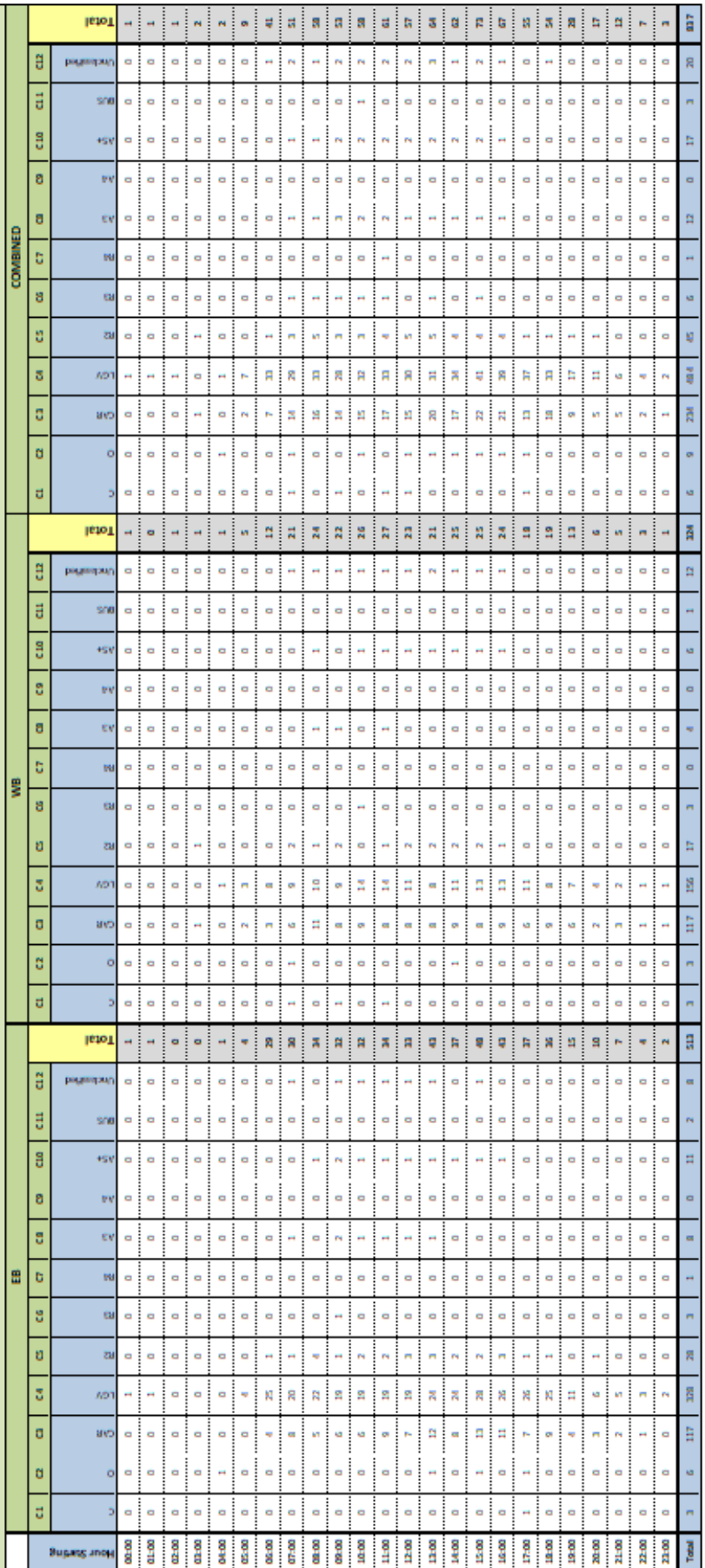


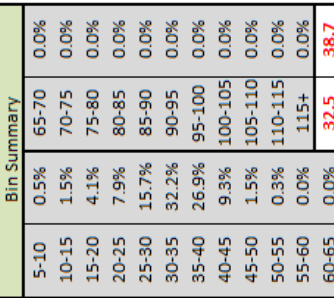
Job No	GBSt3205
Client	Aureljia Padrezienne - Maceo Design Management Ltd
Site	Roman Bank
Location	Lincolnshire
Site No	3
Start Date	09-Mar-22
Description	Volume Summary
Direction	Combined



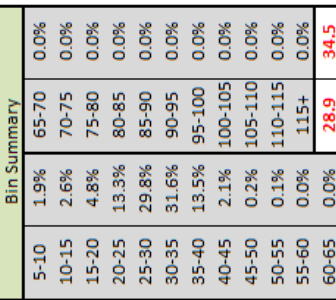
Hour Starting	Day of Week							W'Day Ave	7 Day Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	14-Mar	15-Mar	09-Mar	10-Mar	11-Mar	12-Mar	13-Mar		
AM Peak	79	58	74	77	76	61	62		
PM Peak	67	63	94	119	112	71	71	905	837
00:00	0	0	2	1	1	2	4	1	1
01:00	0	0	1	1	1	3	1	1	1
02:00	5	0	0	0	0	2	0	1	1
03:00	2	2	3	4	2	0	0	3	2
04:00	3	0	1	7	5	1	0	3	2
05:00	7	5	8	11	17	9	8	10	9
06:00	53	24	59	67	47	23	15	50	41
07:00	70	36	74	71	63	27	16	63	51
08:00	79	58	63	70	76	36	23	69	58
09:00	52	28	67	77	57	58	33	56	53
10:00	47	48	58	76	70	55	49	60	58
11:00	50	45	61	75	75	61	62	61	61
12:00	58	43	73	43	60	71	49	55	57
13:00	46	46	56	64	112	53	71	65	64
14:00	41	50	66	74	94	52	54	65	62
15:00	67	63	94	100	93	54	41	83	73
16:00	59	46	87	119	68	51	39	76	67
17:00	49	52	82	63	68	44	24	63	55
18:00	42	43	67	63	54	57	53	54	54
19:00	30	25	20	18	50	33	22	29	28
20:00	14	16	20	12	20	18	16	16	17
21:00	12	10	15	12	14	14	6	13	12
22:00	3	2	6	4	16	9	6	6	7
23:00	0	1	1	4	10	5	2	3	3
Total	789	643	984	1036	1073	738	594	905	837

7-19	660	558	848	895	890	619	514	770	712
6-22	769	633	962	1004	1021	707	573	878	810
6-24	772	636	969	1012	1047	721	581	887	820
0-24	789	643	984	1036	1073	738	594	905	837





84



Job No
GBStH3205

Client
Aurelija Padreziene - Maceo Design Managen

Site
Roman Bank

Location
Lincolnshire

Site No
3

Start Date
09-Mar-22

Day
7 Day Ave

Direction
WB

Description
Speed Summary

Select Site
3. Roman Bank

Select Day
7 Day Ave

Select Direction
WB

MATRIX

Average Annual Speed Histogram

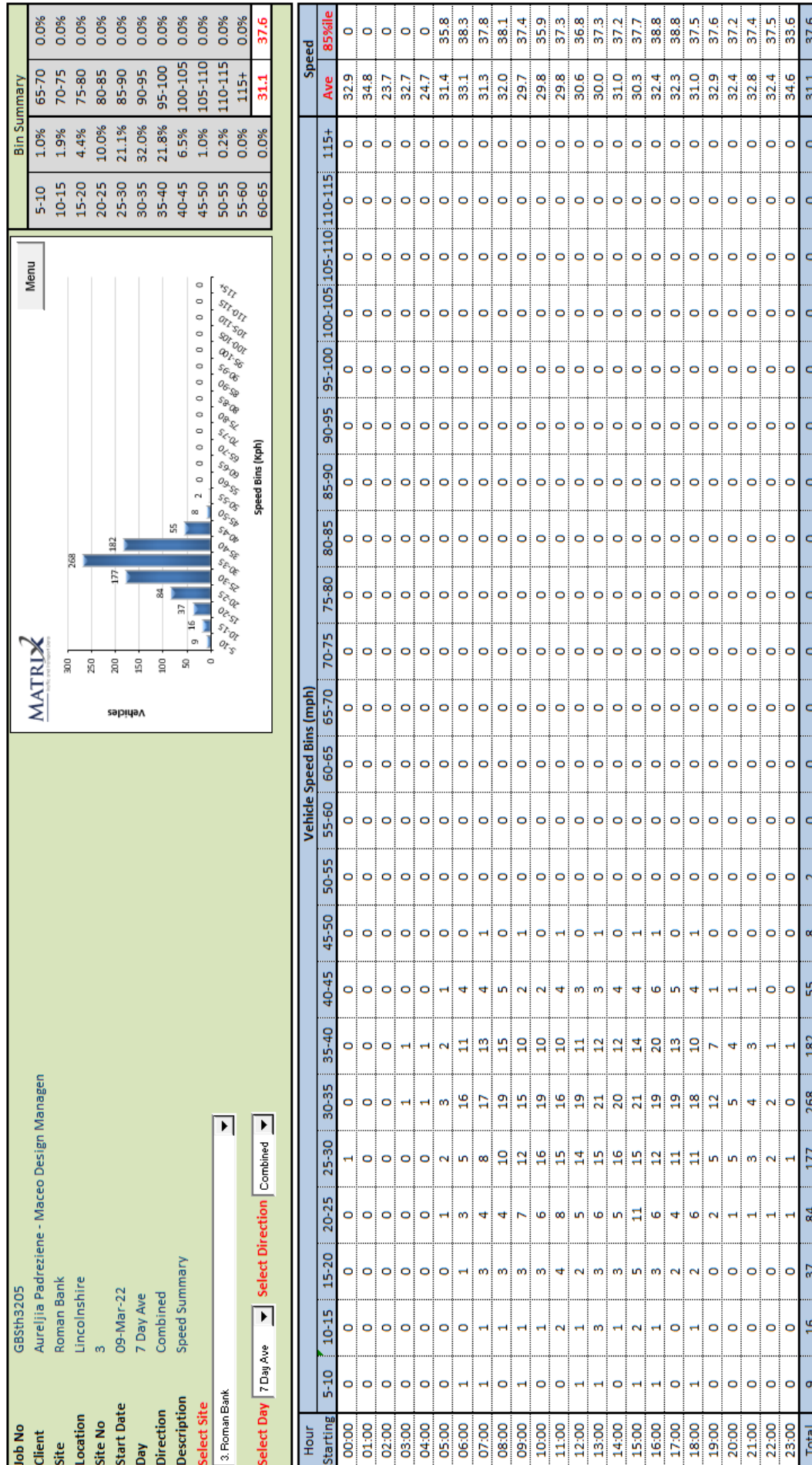
Vehicles

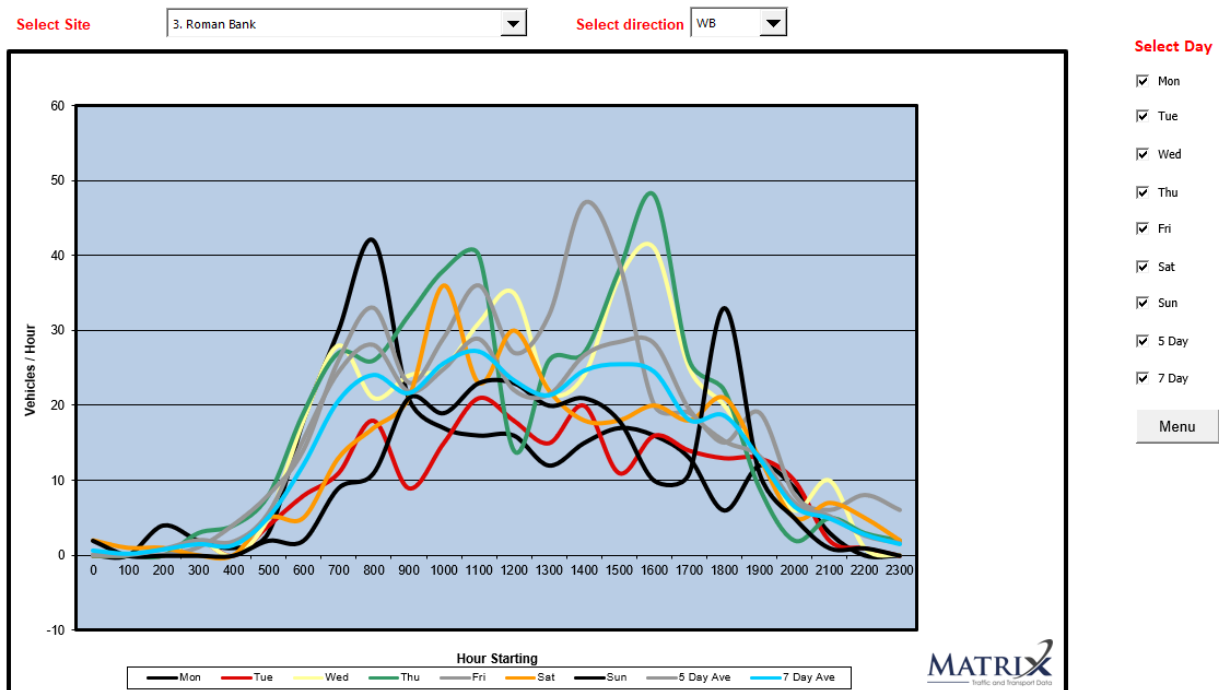
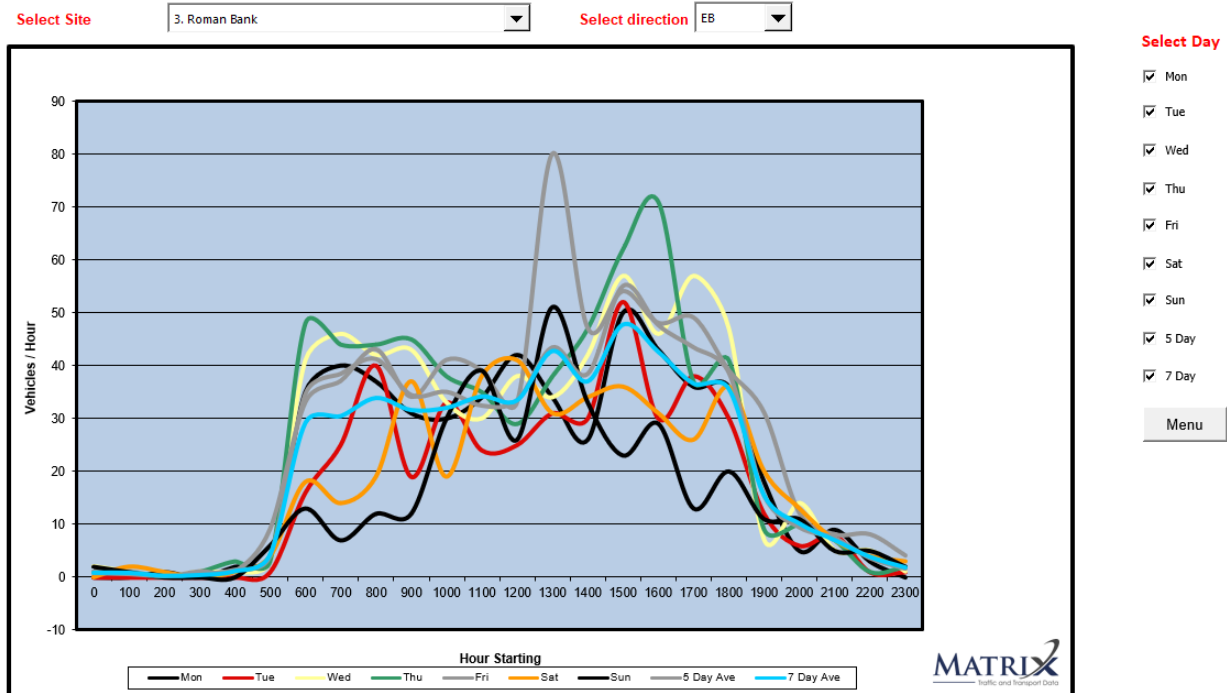
Speed Bins (kph)

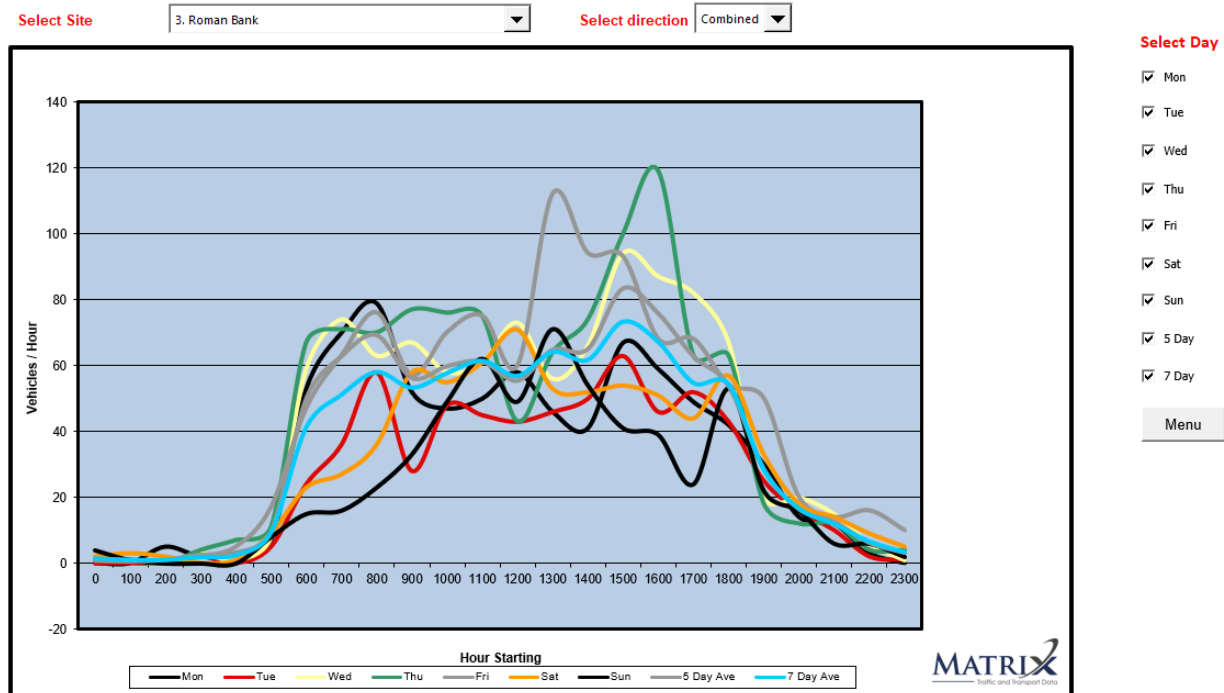
Menu

Bin Summary	
5-10	65-70
1.9%	0.0%
2.6%	0.0%
4.8%	0.0%
13.3%	0.0%
29.8%	0.0%
31.6%	0.0%
13.5%	0.0%
2.1%	0.0%
0.2%	0.0%
0.1%	0.0%
0.0%	0.0%
28.9	34.5

Hour	Starting	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115+	Ave	85%ile	Speed
00:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.6	0	0
01:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	0	0
02:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6	0	0
03:00		0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	0	0
04:00		0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	0	0
05:00		0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	0	0
06:00		0	0	1	2	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	34.9	0
07:00		0	1	2	3	4	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	35.9	0
08:00		0	0	1	2	6	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	35.4	0
09:00		1	1	2	4	6	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	34.8	0
10:00		0	0	1	3	10	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7	32.9	0
11:00		0	1	2	4	8	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9	34.1	0
12:00		1	1	1	3	7	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	34.1	0
13:00		1	2	2	3	6	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.3	33.0	0
14:00		0	1	1	3	9	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	33.4	0
15:00		0	1	1	3	8	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	34.8	0
16:00		0	0	1	3	7	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	36.4	0
17:00		0	0	0	1	7	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	34.3	0
18:00		1	0	0	3	6	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	33.9	0
19:00		0	0	0	1	3	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	35.0	0
20:00		0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.6	35.0	0
21:00		0	0	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	36.2	0
22:00		0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	0	0
23:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.0	0	0
Total		6	8	16	43	96	102	44	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	34.5	0









APPENDIX 8

LOWGATE

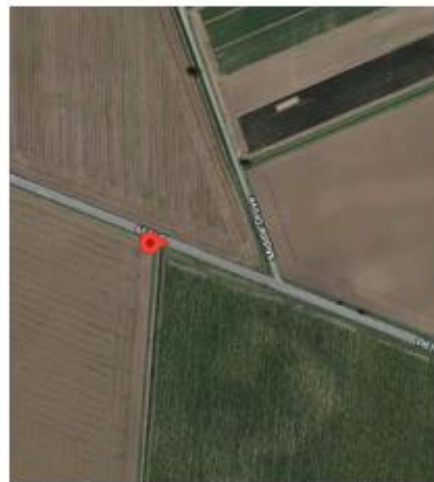


ATC Report - Lincolnshire

2. Lowgate

Site	Lowgate
Location	Lincolnshire
Site No	2
Directions	NB SB
Start	09-Mar-22

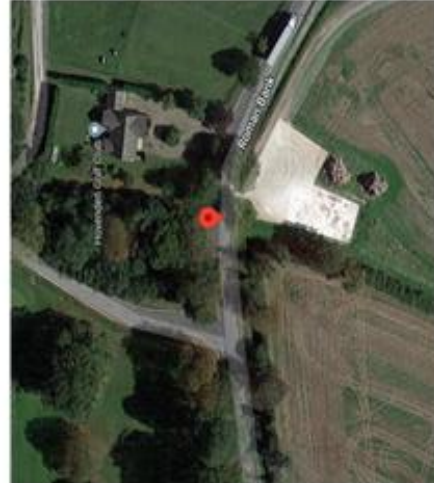
Marsh Road



Lowgate



Roman Bank



Job No	GBStH3205
Client	Aureljia Padrezienė - Maceo Design Management Ltd
Site	Lowgate
Location	Lincolnshire
Site No	2
Start Date	09-Mar-22
Description	Volume Summary
Direction	NB



Hour Starting	Day of Week							W'Day Ave	7 Day Ave
	Mon 14-Mar	Tue 15-Mar	Wed 09-Mar	Thu 10-Mar	Fri 11-Mar	Sat 12-Mar	Sun 13-Mar		
AM Peak	86	93	96	102	98	74	60		
PM Peak	75	65	83	75	96	59	55	959	858
00:00	1	0	4	2	3	3	2	2	2
01:00	2	0	2	2	2	2	3	2	2
02:00	0	1	2	2	3	1	0	2	1
03:00	0	0	2	1	2	0	2	1	1
04:00	12	6	8	11	8	6	3	9	8
05:00	76	80	83	84	83	74	60	81	77
06:00	86	83	96	102	98	45	30	93	77
07:00	67	56	70	74	66	21	10	67	52
08:00	86	93	77	82	82	23	16	84	66
09:00	52	67	62	69	47	38	18	59	50
10:00	51	62	47	47	49	29	38	51	46
11:00	53	51	43	40	44	45	48	46	46
12:00	58	52	56	46	45	59	40	51	51
13:00	47	50	37	48	92	39	55	55	53
14:00	57	58	44	53	55	42	45	53	51
15:00	69	65	63	58	55	42	31	62	55
16:00	55	46	56	75	50	31	33	56	49
17:00	75	65	83	67	96	51	43	77	69
18:00	48	35	58	61	39	41	23	48	44
19:00	21	18	17	18	36	25	20	22	22
20:00	10	10	17	14	24	17	14	15	15
21:00	12	12	10	8	15	13	8	11	11
22:00	4	2	9	8	11	8	9	7	7
23:00	3	5	3	3	4	3	1	4	3
Total	945	917	949	975	1009	658	552	959	858

7-19	718	700	696	720	720	461	400	711	631
6-22	847	823	836	862	893	561	472	852	756
6-24	854	830	848	873	908	572	482	863	767
0-24	945	917	949	975	1009	658	552	959	858

Job No	GBStH3 205
Client	Aureljia Padreziane - Maceo Design Management Ltd
Site	Lowgate
Location	Lincolnshire
Site No	2
Start Date	09-Mar-22
Description	Volume Summary
Direction	SB



Hour Starting	Day of Week							W'Day Ave	7 Day Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	14-Mar	15-Mar	09-Mar	10-Mar	11-Mar	12-Mar	13-Mar		
AM Peak	60	59	46	48	53	48	45		
PM Peak	78	84	77	73	77	57	52	704	636
00:00	1	11	7	6	5	7	5	6	6
01:00	1	0	3	2	1	2	0	1	1
02:00	10	7	10	12	8	13	1	9	9
03:00	3	10	11	12	11	6	0	9	8
04:00	1	1	3	6	7	0	2	4	3
05:00	9	11	7	13	12	12	8	10	10
06:00	35	26	28	26	26	21	12	28	25
07:00	42	30	44	36	41	19	7	39	31
08:00	60	47	32	38	53	18	16	46	38
09:00	44	59	36	45	39	22	22	45	38
10:00	35	53	42	45	49	48	45	45	45
11:00	35	49	46	48	38	41	28	43	41
12:00	46	62	42	31	44	45	35	45	44
13:00	35	27	28	29	37	30	31	31	31
14:00	39	46	41	57	65	22	26	50	42
15:00	78	84	77	73	77	36	34	78	66
16:00	59	41	62	51	40	29	19	51	43
17:00	57	65	55	54	41	39	29	54	49
18:00	53	67	62	59	62	57	52	61	59
19:00	14	19	24	16	22	18	24	19	20
20:00	11	13	7	8	13	12	5	10	10
21:00	7	5	12	8	12	9	6	9	8
22:00	5	6	4	5	10	7	4	6	6
23:00	3	4	4	6	8	3	3	5	4
Total	683	743	687	686	721	516	414	704	636

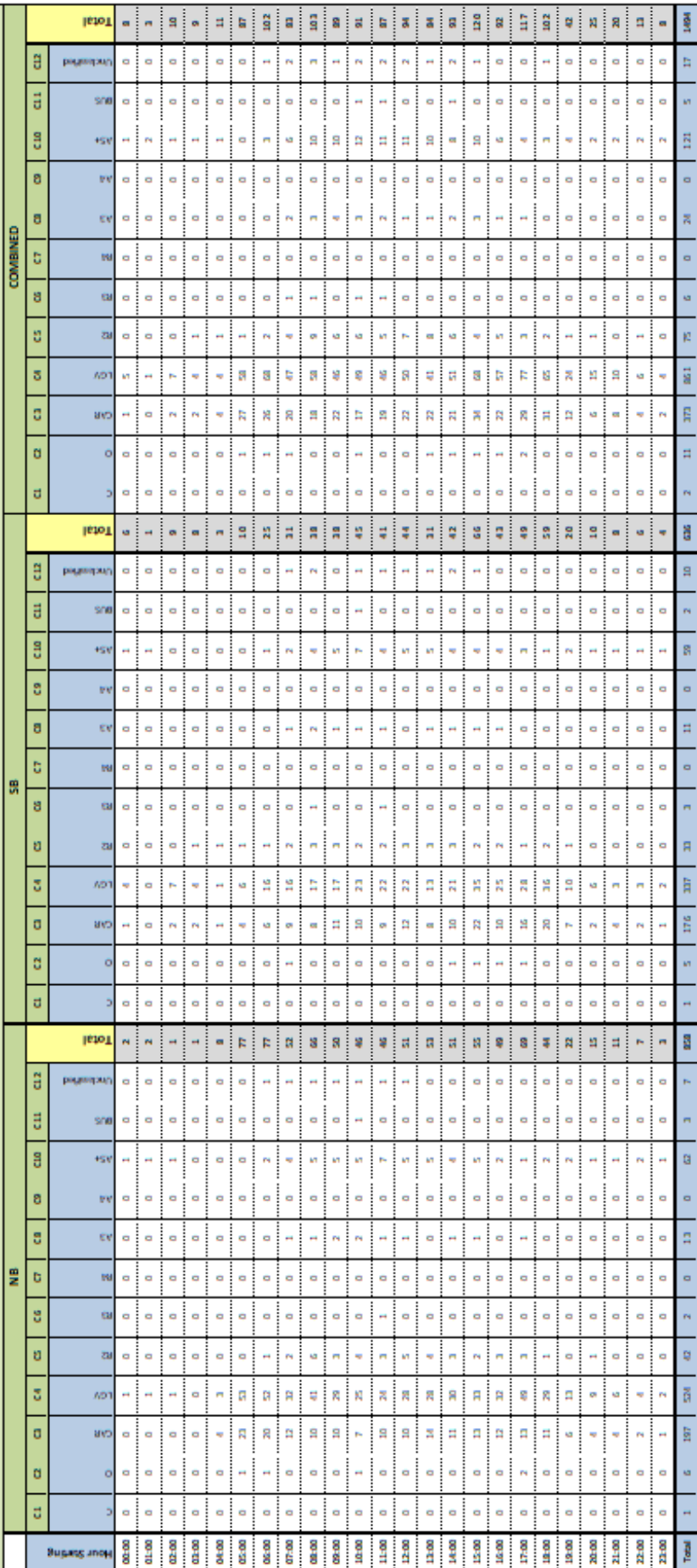
7-19	583	630	567	566	586	406	344	586	526
6-22	650	693	638	624	659	466	391	653	589
6-24	658	703	646	635	677	476	398	664	599
0-24	683	743	687	686	721	516	414	704	636

Job No	GBStH3205
Client	Aureljia Padrezienne - Maceo Design Management Ltd
Site	Lowgate
Location	Lincolnshire
Site No	2
Start Date	09-Mar-22
Description	Volume Summary
Direction	Combined



Hour Starting	Day of Week							W'Day Ave	7 Day Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	14-Mar	15-Mar	09-Mar	10-Mar	11-Mar	12-Mar	13-Mar		
AM Peak	146	140	124	128	135	86	83		
PM Peak	147	149	140	131	137	104	86	1663	1494
00:00	2	11	11	8	8	10	7	8	8
01:00	3	0	5	4	3	4	3	3	3
02:00	10	8	12	14	11	14	1	11	10
03:00	3	10	13	13	13	6	2	10	9
04:00	13	7	11	17	15	6	5	13	11
05:00	85	91	90	97	95	86	68	92	87
06:00	121	109	124	128	124	66	42	121	102
07:00	109	86	114	110	107	40	17	105	83
08:00	146	140	109	120	135	41	32	130	103
09:00	96	126	98	114	86	60	40	104	89
10:00	86	115	89	92	98	77	83	96	91
11:00	88	100	89	88	82	86	76	89	87
12:00	104	114	98	77	89	104	75	96	94
13:00	82	77	65	77	129	69	86	86	84
14:00	96	104	85	110	120	64	71	103	93
15:00	147	149	140	131	132	78	65	140	120
16:00	114	87	118	126	90	60	52	107	92
17:00	132	130	138	121	137	90	72	132	117
18:00	101	102	120	120	101	98	75	109	102
19:00	35	37	41	34	58	43	44	41	42
20:00	21	23	24	22	37	29	19	25	25
21:00	19	17	22	16	27	22	14	20	20
22:00	9	8	13	13	21	15	13	13	13
23:00	6	9	7	9	12	6	4	9	8
Total	1628	1660	1636	1661	1730	1174	966	1663	1494

7-19	1301	1330	1263	1286	1306	867	744	1297	1157
6-22	1497	1516	1474	1486	1552	1027	863	1505	1345
6-24	1512	1533	1494	1508	1585	1048	880	1526	1366
0-24	1628	1660	1636	1661	1730	1174	966	1663	1494





Job No

GBStH3205

Client

Aurelija Padrezienė - Maceo Design Managen

Site

Lowgate

Location

Lincolnshire

Site No

2

Start Date

09-Mar-22

Day

7 Day Ave

Direction

NB

Description

Speed Summary

Select Site

2. Lowgate

Menu

2

4

8

31

43

115

129

240

276

5-10

10-15

15-20

20-25

25-30

30-35

35-40

40-45

45-50

50-55

55-60

60-65

65-70

70-75

75-80

80-85

85-90

90-95

95-100

100-105

105-110

110-115

115+

Speed Bins (kph)

Bin Summary

5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115+
0.2%	0.5%	0.9%	5.0%	13.4%	27.9%	32.2%	15.1%	3.6%	0.9%	0.2%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%
65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115+												
0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%												
34.9	40.7																					

Hour

Starting

5-10

10-15

15-20

20-25

25-30

30-35

35-40

40-45

45-50

50-55

55-60

60-65

65-70

70-75

75-80

80-85

85-90

90-95

95-100

100-105

105-110

110-115

115+

Vehicle Speed Bins (mph)

Speed

Ave

85%ile

35.8

0

85%

33.6

0

85%

29.9

0

85%

35.0

0

85%

34.5

39.3

85%

36.8

41.8

85%

36.2

41.0

85%

35.1

41.8

85%

35.8

41.3

85%

34.2

40.8

85%

33.6

40.4

85%

33.2

40.2

85%

33.9

39.7

85%

33.5

39.2

85%

33.7

39.2

85%

34.7

41.2

85%

35.2

40.8

85%

35.1

41.1

85%

35.9

41.2

85%

35.3

41.1

85%

34.5

39.4

85%

34.6

40.1

85%

33.8

40.6

85%

35.2

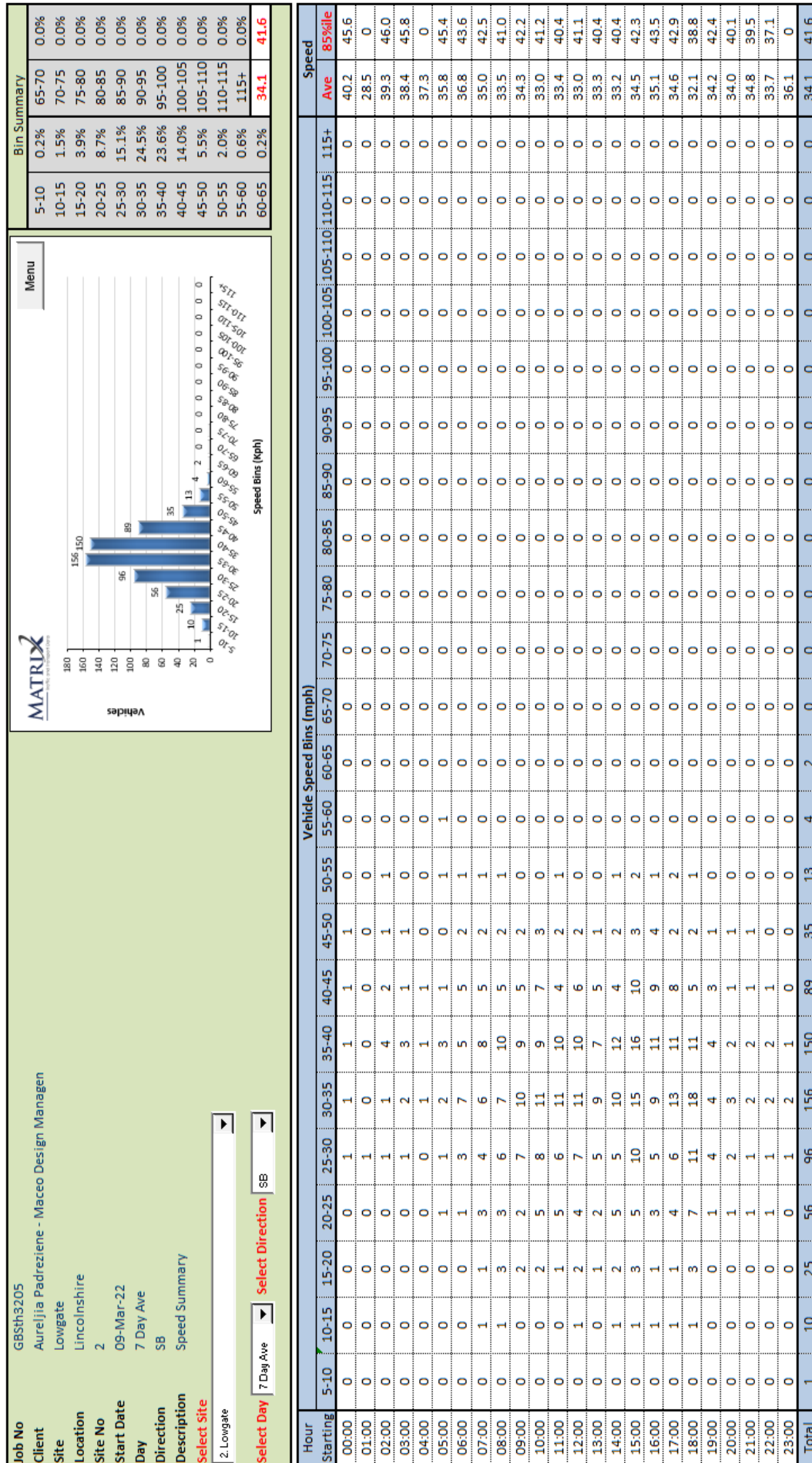
0

85%

34.9

40.7

85%





GBStH3205

Aurellia Padrezlene - Maceo Design Managen

Lowgate

Lincolnshire

2

09-Mar-22

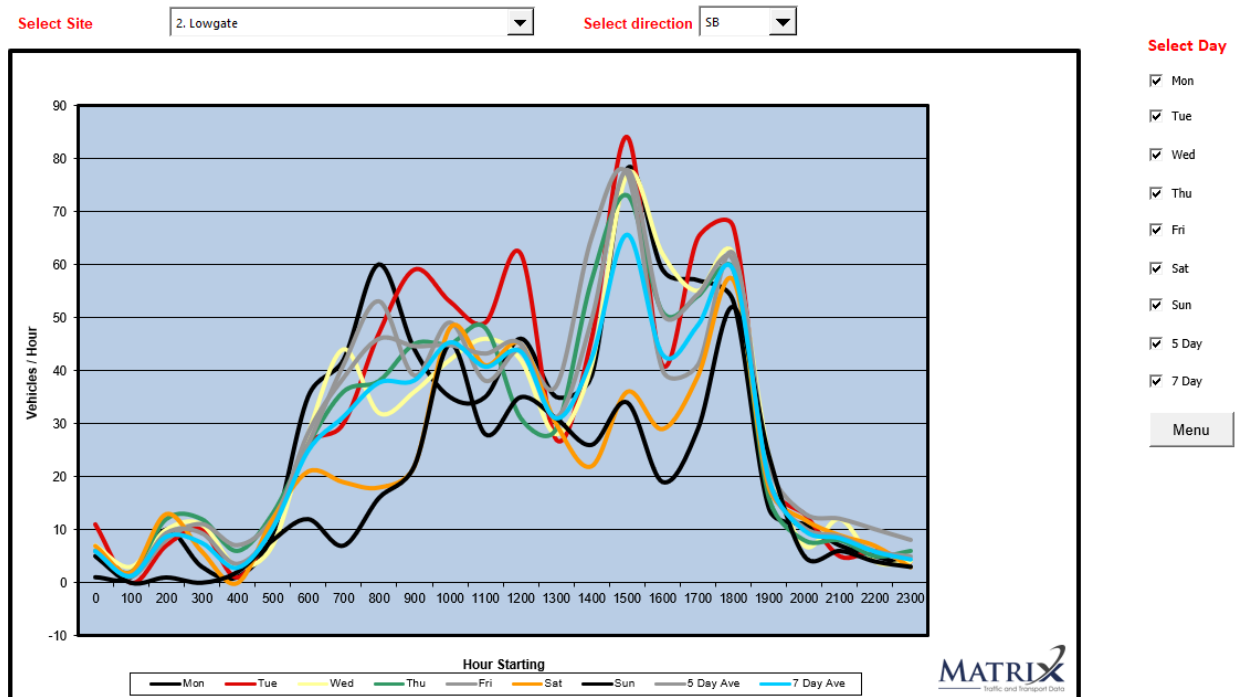
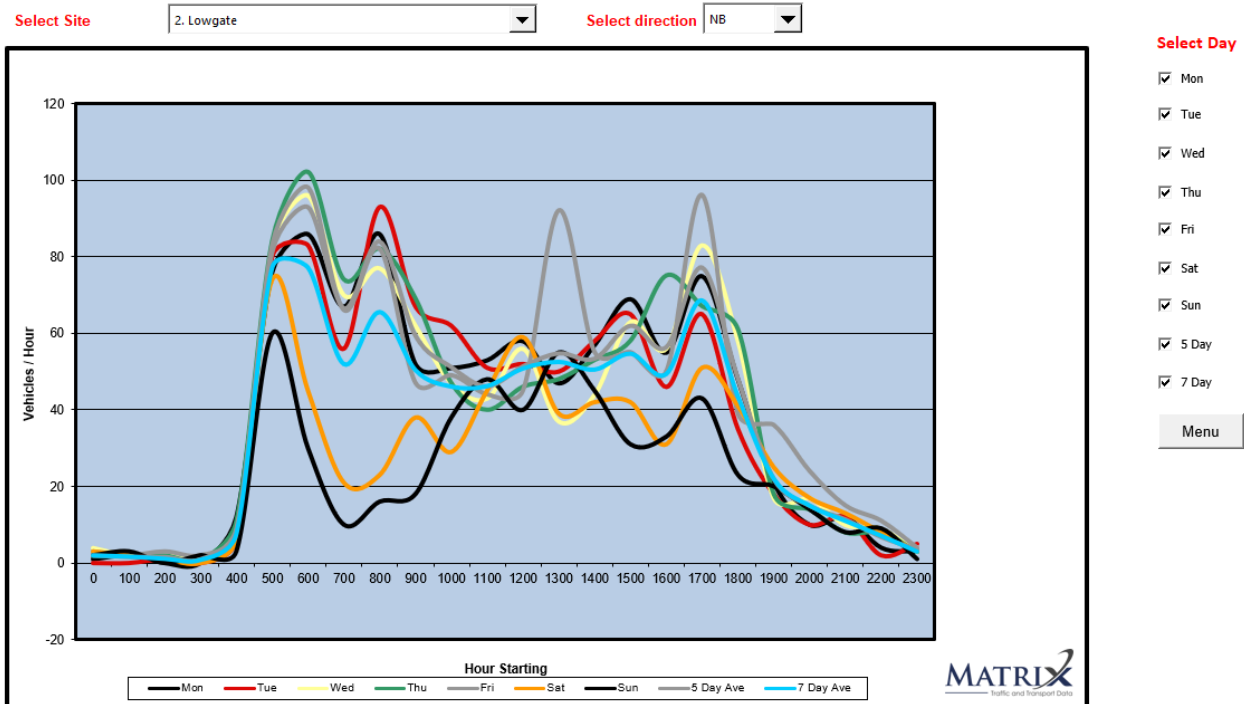
7 Day Ave

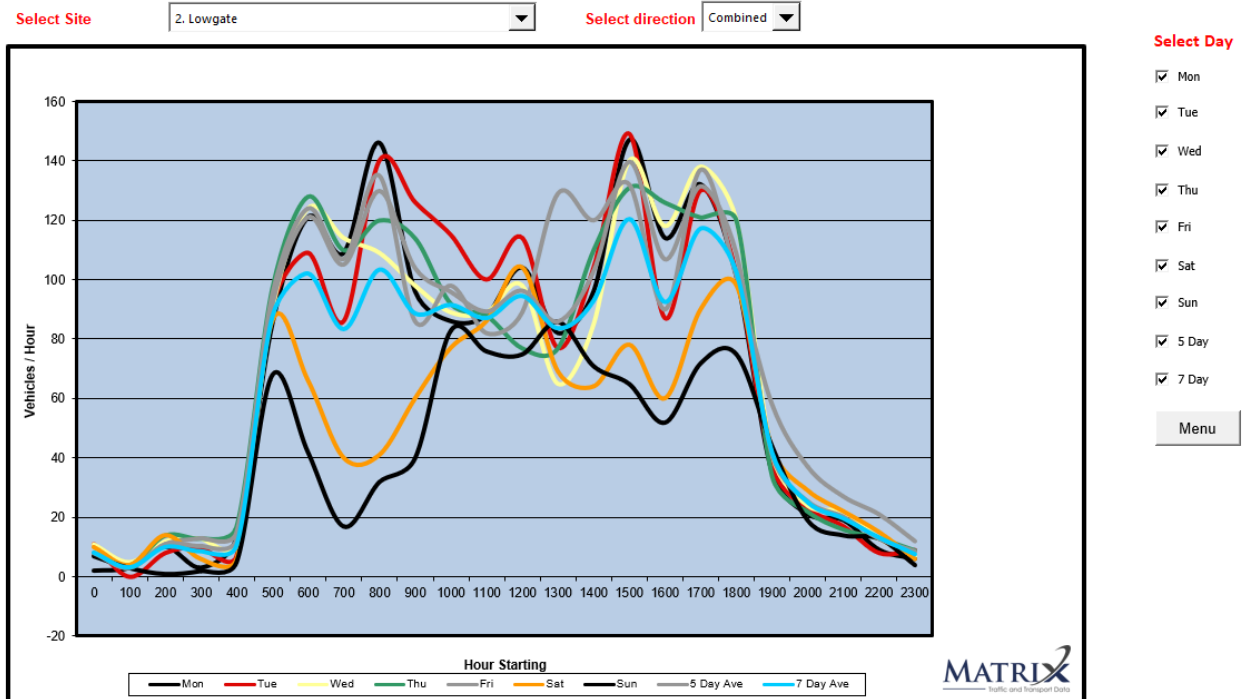
Combined

Speed Summary

Menu

</







APPENDIX 9

A17 – NEAR LOWGATE



Spalding, Lincolnshire

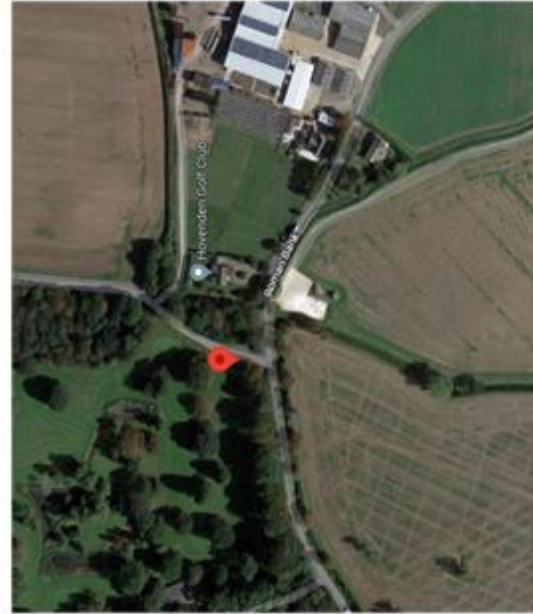
1. A17 - Near Low Gate

Site	A17 - Near Low Gate
Location	Spalding
Site No	1
Directions	EB WB
Start	29-Mar-22

Site1: A17 Near Low Gate



Site 2: Private road N r Roman Bank





Job No	GBStH3205 Jepco	Menu
Client	Aurelija Padreziene - Maceo Design & Management Ltd.	
Site	A17 - Near Low Gate	
Location	Spalding	
Site No	1	
Start Date	29-Mar-22	
Description	Volume Summary	
Direction	EB	



Hour Starting	Day of Week							W'Day Ave	7 Day Ave
	Mon 04-Apr	Tue 29-Mar	Wed 30-Mar	Thu 31-Mar	Fri 01-Apr	Sat 02-Apr	Sun 03-Apr		
AM Peak	650	862	822	818	847	751	668		
PM Peak	791	860	940	830	1009	694	653	11324	10385
00:00	35	67	74	75	96	68	72	69	70
01:00	39	54	72	75	58	54	39	60	56
02:00	28	57	87	69	77	45	34	64	57
03:00	41	77	94	89	73	39	30	75	63
04:00	97	113	131	130	135	51	31	121	98
05:00	260	310	336	365	324	160	111	319	267
06:00	463	559	559	596	541	246	153	544	445
07:00	643	775	758	806	791	368	195	755	619
08:00	632	862	822	818	700	454	297	767	655
09:00	595	695	669	705	688	636	494	670	640
10:00	650	693	752	710	749	726	660	711	706
11:00	646	702	674	788	847	751	668	731	725
12:00	703	733	731	724	1009	694	653	780	750
13:00	791	713	746	684	851	660	644	757	727
14:00	705	782	800	793	786	468	553	773	698
15:00	675	860	758	798	871	582	569	792	730
16:00	645	846	779	734	773	508	581	755	695
17:00	747	712	940	830	743	477	500	794	707
18:00	563	633	677	653	707	480	487	647	600
19:00	348	440	352	420	564	296	346	425	395
20:00	211	256	256	277	335	234	240	267	258
21:00	156	195	202	210	250	193	143	203	193
22:00	136	141	156	182	155	145	81	154	142
23:00	72	92	96	79	119	104	57	92	88
Total	9881	11367	11521	11610	12242	8439	7638	11324	10385

7-19	7995	9006	9106	9043	9515	6804	6301	8933	8253
6-22	9173	10456	10475	10546	11205	7773	7183	10371	9544
6-24	9381	10689	10727	10807	11479	8022	7321	10617	9775
0-24	9881	11367	11521	11610	12242	8439	7638	11324	10385

Job No	GBSth3205 Jepco	Menu
Client	Aurelija Padreziene - Maceo Design & Management Ltd.	
Site	A17 - Near Low Gate	
Location	Spalding	
Site No	1	
Start Date	29-Mar-22	
Description	Volume Summary	
Direction	WB	



Hour Starting	Day of Week							W'Day Ave	7 Day Ave
	Mon 04-Apr	Tue 29-Mar	Wed 30-Mar	Thu 31-Mar	Fri 01-Apr	Sat 02-Apr	Sun 03-Apr		
AM Peak	811	885	811	875	865	716	586		
PM Peak	947	887	878	850	948	747	759	11868	10919
00:00	46	60	96	88	103	79	74	79	78
01:00	45	46	68	98	77	60	42	67	62
02:00	41	61	87	82	74	59	46	69	64
03:00	59	84	103	83	76	49	39	81	70
04:00	141	123	168	150	161	64	52	149	123
05:00	376	359	441	437	401	144	112	403	324
06:00	621	593	603	626	598	236	121	608	485
07:00	771	828	811	848	823	330	171	816	655
08:00	725	885	806	875	716	461	258	801	675
09:00	696	678	717	652	743	557	438	697	640
10:00	717	700	668	657	713	658	537	691	664
11:00	811	664	730	641	865	716	586	742	716
12:00	947	686	701	689	843	744	679	773	756
13:00	837	678	663	685	948	747	704	762	752
14:00	818	656	744	747	922	659	759	777	758
15:00	780	772	865	829	942	616	700	838	786
16:00	808	887	863	850	895	581	594	861	783
17:00	627	806	878	808	864	577	613	797	739
18:00	677	623	625	645	686	465	516	651	605
19:00	361	412	402	393	512	354	430	416	409
20:00	276	280	295	326	342	251	297	304	295
21:00	188	204	220	234	290	208	217	227	223
22:00	104	137	164	155	186	161	135	149	149
23:00	71	119	105	106	149	121	73	110	106
Total	11543	11341	11823	11704	12929	8897	8193	11868	10919

7-19	9214	8863	9071	8926	9960	7111	6555	9207	8529
6-22	10660	10352	10591	10505	11702	8160	7620	10762	9941
6-24	10835	10608	10860	10766	12037	8442	7828	11021	10197
0-24	11543	11341	11823	11704	12929	8897	8193	11868	10919

Job No	GBSt3205 Jepco	Menu
Client	Aurelija Padreziene - Maceo Design & Management Ltd.	
Site	A17 - Near Low Gate	
Location	Spalding	
Site No	1	
Start Date	29-Mar-22	
Description	Volume Summary	
Direction	Combined	



Hour Starting	Day of Week							W'Day Ave	7 Day Ave
	Mon 04-Apr	Tue 29-Mar	Wed 30-Mar	Thu 31-Mar	Fri 01-Apr	Sat 02-Apr	Sun 03-Apr		
AM Peak	1457	1747	1628	1693	1712	1467	1254		
PM Peak	1650	1733	1818	1638	1852	1438	1348	23192	21304
00:00	81	127	170	163	199	147	146	148	148
01:00	84	100	140	173	135	114	81	126	118
02:00	69	118	174	151	151	104	80	133	121
03:00	100	161	197	172	149	88	69	156	134
04:00	238	236	299	280	296	115	83	270	221
05:00	636	669	777	802	725	304	223	722	591
06:00	1084	1152	1162	1222	1139	482	274	1152	931
07:00	1414	1603	1569	1654	1614	698	366	1571	1274
08:00	1357	1747	1628	1693	1416	915	555	1568	1330
09:00	1291	1373	1386	1357	1431	1193	932	1368	1280
10:00	1367	1393	1420	1367	1462	1384	1197	1402	1370
11:00	1457	1366	1404	1429	1712	1467	1254	1474	1441
12:00	1650	1419	1432	1413	1852	1438	1332	1553	1505
13:00	1628	1391	1409	1369	1799	1407	1348	1519	1479
14:00	1523	1438	1544	1540	1708	1127	1312	1551	1456
15:00	1455	1632	1623	1627	1813	1198	1269	1630	1517
16:00	1453	1733	1642	1584	1668	1089	1175	1616	1478
17:00	1374	1518	1818	1638	1607	1054	1113	1591	1446
18:00	1240	1256	1302	1298	1393	945	1003	1298	1205
19:00	709	852	754	813	1076	650	776	841	804
20:00	487	536	551	603	677	485	537	571	554
21:00	344	399	422	444	540	401	360	430	416
22:00	240	278	320	337	341	306	216	303	291
23:00	143	211	201	185	268	225	130	202	195
Total	21424	22708	23344	23314	25171	17336	15831	23192	21304

7-19	17209	17869	18177	17969	19475	13915	12856	18140	16781
6-22	19833	20808	21066	21051	22907	15933	14803	21133	19486
6-24	20216	21297	21587	21573	23516	16464	15149	21638	19972
0-24	21424	22708	23344	23314	25171	17336	15831	23192	21304





Job No

Client

Site

Location

Site No

Start Date

Day

Direction

Description

Select Site

GBSh3205 Jepco

Aurelija Padrezienė - Maceo Design & Mana

A17 - Near Low Gate

Spalding

1

29-Mar-22

7 Day Ave

EB

Speed Summary

1. A17 - Near Low Gate

Select Day

7 Day Ave

Select Direction

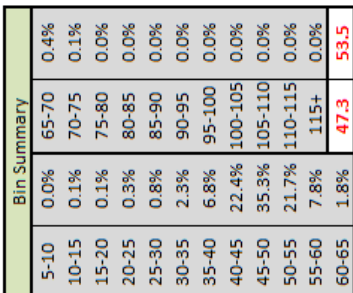
EB

Menu

<



Hour Starting	Vehicle Speed Bins (mph)																							Speed		
	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115+	Average	85%	
00:00	0	0	0	0	0	0	2	8	26	25	12	3	1	0	0	0	0	0	0	0	0	0	0	51.0	56.8	
01:00	0	0	0	0	0	0	1	7	21	21	8	3	0	0	0	0	0	0	0	0	0	0	0	51.1	56.3	
02:00	0	0	0	0	0	1	3	7	22	21	7	1	1	1	0	0	0	0	0	0	0	0	0	50.0	55.3	
03:00	0	0	0	0	0	1	2	6	24	25	9	2	0	0	0	0	0	0	0	0	0	0	0	49.9	55.1	
04:00	0	0	0	0	1	1	2	12	37	45	20	3	1	0	0	0	0	0	0	0	0	0	0	50.6	55.9	
05:00	0	0	0	0	1	5	20	73	121	81	21	3	0	1	0	0	0	0	0	0	0	0	0	47.6	53.2	
06:00	0	0	0	0	2	12	27	107	205	102	25	4	1	0	0	0	0	0	0	0	0	0	0	47.1	52.4	
07:00	0	0	0	1	6	26	62	170	245	108	29	5	1	0	0	0	1	0	0	0	0	0	0	45.9	51.5	
08:00	0	0	1	4	6	15	62	178	281	98	25	3	1	0	0	0	0	0	0	0	0	0	0	45.8	50.9	
09:00	0	0	0	3	8	23	47	153	274	108	19	4	0	0	0	0	0	0	0	0	0	0	0	45.8	51.0	
10:00	1	2	4	6	8	24	75	190	239	94	19	2	1	0	0	0	0	0	0	0	0	0	0	44.7	50.5	
11:00	1	1	2	6	13	28	74	237	260	79	12	2	0	0	0	0	0	0	0	0	0	0	0	44.2	49.6	
12:00	0	1	0	4	8	24	67	231	299	101	17	2	0	0	0	0	0	0	0	0	0	0	0	45.1	50.2	
13:00	0	0	0	2	11	14	65	219	304	109	23	3	1	0	0	0	0	0	0	0	0	0	0	45.6	50.6	
14:00	0	0	0	2	6	27	66	221	305	108	20	2	1	0	0	0	0	0	0	0	0	0	0	45.4	50.4	
15:00	0	0	0	4	12	30	60	223	303	128	22	3	1	0	0	0	0	0	0	0	0	0	0	45.5	50.9	
16:00	0	0	0	3	7	26	60	181	317	152	32	4	1	0	0	0	0	0	0	0	0	0	0	46.3	51.6	
17:00	0	1	0	2	3	14	46	154	287	177	47	8	1	0	0	0	0	0	0	0	0	0	0	47.5	52.8	
18:00	0	0	0	0	3	7	30	95	214	188	55	11	2	0	0	0	0	0	0	0	0	0	0	48.7	54.0	
19:00	0	0	0	0	1	4	9	51	146	136	49	9	2	0	0	0	0	0	0	0	0	0	0	49.8	54.9	
20:00	0	0	0	0	1	1	8	47	112	87	29	7	2	0	0	0	0	0	0	0	0	0	0	49.3	54.6	
21:00	0	0	0	0	0	1	4	36	70	74	30	5	1	0	0	0	0	0	0	0	0	0	0	49.9	55.3	
22:00	0	0	0	0	0	3	5	18	49	46	20	5	2	0	1	0	0	0	0	0	0	0	0	50.3	55.9	
23:00	0	0	0	0	1	1	3	9	28	38	20	5	1	0	0	0	0	0	0	0	0	0	0	51.1	57.1	
Total	4	8	9	38	98	289	801	2631	4188	2150	568	98	22	5	4	2	2	1	0	0	0	0	0	0	46.6	52.2



Job No	GBSth3205 Jepco		
Client	Aurelija Padreziane - Maceo Design & Mana		
Site	A17 - Near Low Gate		
Location	Spalding		
Site No	1		
Start Date	29-Mar-22		
Day	7 Day Ave		
Direction	Combined		
Description	Speed Summary		
Select site	1. A17 - Near Low Gate ▼		
Select Day	7 Day Ave ▼		
Select Direction	Combined ▼		

Hour Starting	Vehicle Speed Bins (mph)																				Speed Average 85%ile					
	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105		105-110	110-115	115+		
00:00	0	0	0	0	0	0	3	13	40	46	27	13	2	2	0	0	0	0	0	0	0	0	0	52.4	59.1	
01:00	0	0	0	0	0	0	2	9	30	43	21	8	2	1	0	0	0	0	0	0	0	0	0	52.3	57.8	
02:00	0	0	0	0	0	1	5	9	35	45	17	4	2	1	1	0	0	0	0	0	0	0	0	51.0	56.4	
03:00	0	0	0	0	1	2	4	10	35	53	22	6	1	1	1	0	0	0	0	0	0	0	0	51.2	56.4	
04:00	0	0	0	0	1	1	4	17	56	82	48	8	2	1	0	0	0	0	0	0	0	0	0	51.7	57.0	
05:00	0	0	0	0	2	12	42	119	194	148	54	14	3	2	1	0	0	0	0	0	0	0	0	48.2	54.4	
06:00	0	0	0	1	6	21	48	192	335	222	80	19	5	1	0	0	0	0	0	0	0	0	0	48.0	53.9	
07:00	0	1	0	3	12	39	98	293	432	264	104	21	4	1	0	0	1	0	0	0	0	0	0	47.1	53.5	
08:00	0	1	1	6	12	26	107	328	501	248	85	12	3	0	1	1	0	0	0	0	0	0	0	46.7	52.4	
09:00	1	1	2	7	14	38	86	301	508	248	59	15	2	0	0	0	0	0	0	0	0	0	0	46.4	52.0	
10:00	1	3	4	8	12	37	133	382	495	228	54	10	2	0	0	0	0	0	0	0	0	0	0	45.6	51.2	
11:00	1	1	3	7	19	50	154	434	509	197	53	9	2	0	0	1	0	0	0	0	0	0	0	45.1	50.7	
12:00	1	2	0	6	13	41	139	440	562	233	57	10	1	1	0	0	0	0	0	0	0	0	0	45.6	51.1	
13:00	1	1	5	5	19	38	117	388	567	258	65	13	2	1	0	0	0	0	0	0	0	0	0	46.0	51.5	
14:00	0	1	0	3	9	41	118	389	554	256	70	12	2	0	0	0	0	0	0	0	0	0	0	46.3	51.7	
15:00	0	0	2	6	22	53	109	397	560	273	74	15	2	0	0	0	0	1	0	0	0	0	0	46.1	52.0	
16:00	0	0	1	5	9	35	95	309	546	336	114	23	5	1	0	0	0	0	0	0	0	0	0	47.5	53.3	
17:00	0	2	1	7	5	28	91	269	508	359	137	33	5	1	1	0	0	0	0	0	0	0	0	48.0	54.2	
18:00	0	0	0	0	4	11	50	202	392	363	141	32	7	1	0	0	0	0	0	0	0	0	0	49.3	55.0	
19:00	0	1	1	3	6	6	17	92	246	270	123	30	8	1	1	0	0	0	0	0	0	0	0	50.4	56.4	
20:00	0	0	0	0	1	3	15	78	180	168	80	21	5	2	1	0	0	0	0	0	0	0	0	50.2	56.0	
21:00	0	0	0	0	1	3	9	60	119	128	70	19	5	2	0	0	0	0	0	0	0	0	0	50.8	57.1	
22:00	0	0	0	0	0	4	8	29	76	90	55	20	5	2	1	1	0	0	0	0	0	0	0	51.8	58.5	
23:00	0	0	0	0	1	1	4	15	48	63	43	13	3	1	1	0	0	0	0	0	0	0	0	52.1	58.4	
Total	8	15	21	68	171	480	1456	4774	7526	4621	1653	380	79	22	10	6	2	2	0	0	0	0	0	0	473	53.5

