

Capricorn Transport Planning



KESTON FIELDS LIMITED

**PROPOSED RESIDENTIAL DEVELOPMENT
MILL GREEN ROAD, PINCHBECK**

TRANSPORT STATEMENT

| Transportation Planning | Traffic Engineering | Sustainable Travel | Road Safety |

*19 Graystones Close
West Bridgford
Nottingham
NG2 6QU*

www.capricorn-tp.co.uk

Capricorn Transport Planning

*Transport Planning
Traffic Engineering
Sustainable Travel
Road Safety*

KESTON FIELDS LIMITED

PROPOSED RESIDENTIAL DEVELOPMENT MILL GREEN ROAD, PINCHBECK

TRANSPORT STATEMENT

Date	Revision	Description	Prepared	Checked	Approved
21.07.25	-	First Issue (DRAFT)	SM	SM	SM
25.11.25	A	Submission version	SM	SM	SM

Capricorn Transport Planning Ltd
19 Graystones Close
West Bridgford
Nottingham
NG2 6QU
Mobile: 0777 334 7121
Email: sean.mcgregor@capricorn-tp.co.uk

www.capricorn-tp.co.uk

CONTENTS

	Page
1.0 INTRODUCTION	1
2.0 POLICY AND PLANNING BACKGROUND.....	5
3.0 HIGHWAY NETWORK	15
4.0 SUSTAINABLE TRAVEL OPPORTUNITIES.....	28
5.0 PROPOSED DEVELOPMENT	33
6.0 DEVELOPMENT TRIP FORECASTS.....	38
7.0 SUMMARY AND CONCLUSIONS	47

Drawings

C25007/DR001: Mill Green Road/Keston Road Junction – Visibility Splays

Appendices

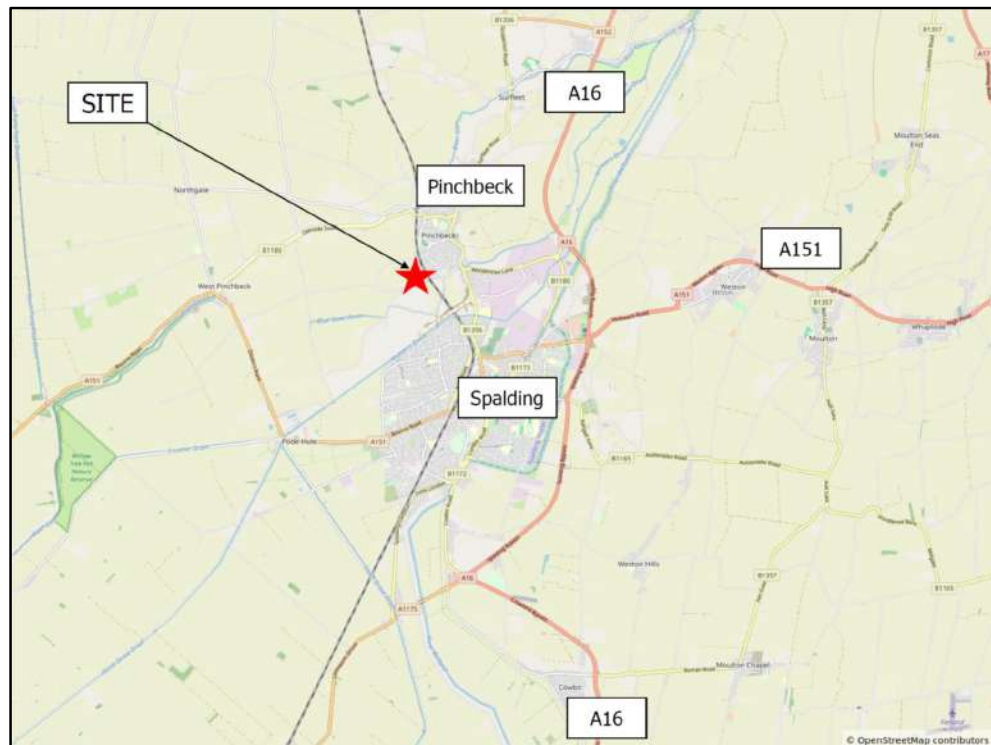
- A Proposed Site Layout
- B Traffic Surveys
- C Stopping Sight Distance Calculations
- D Swept Path Analysis
- E TRICS Outputs
- F Trip Forecasts

1.0 INTRODUCTION

1.1 Background

- 1.1.1 Capricorn Transport Planning Ltd (CTP) is appointed by Keston Fields Limite to advise on the highways and transport issues affecting a proposed residential development on land to the east of Mill Green Road, Pinchbeck.
- 1.1.2 The site lies within the recently completed Keston Fields residential development at the south-western edge of Pinchbeck village and comprises land that has been used as a construction compound during the development's construction. The village centre lies some 1.2km from the site. The nearest major town of Spalding lies just over 2km to the south-east.
- 1.1.3 **Figure 1.1** shows the location of the site relative to the wider Spalding and Pinchbeck area.

Figure 1.1: Site Location - Wider Context

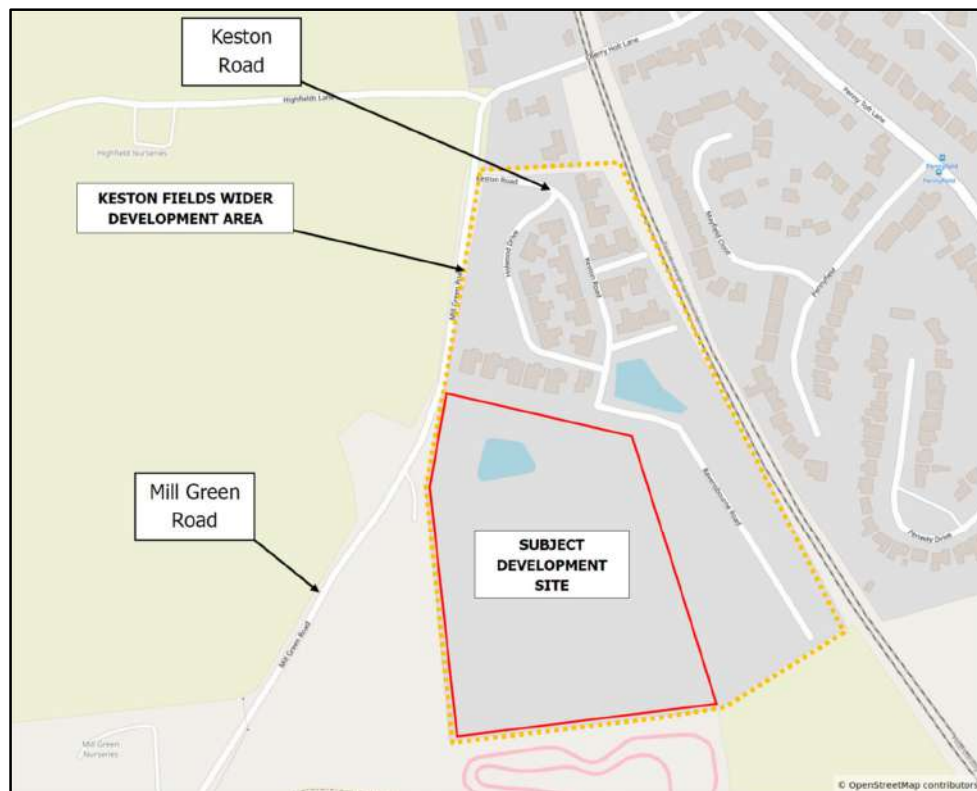


- 1.1.4 The local planning authority is South Holland District Council (SHDC) and the highway authority is Lincolnshire County Council (LCC).

1.2 Proposed Development

- 1.2.1 The development would provide 32 dwellings in addition those already constructed at Keston Fields, with vehicular access via the same residential road network and a junction that has already been constructed.
- 1.2.2 The *Proposed Site Plan* is presented in **Appendix A**. The location of the development site within the wider Keston Fields residential development area is shown on **Figure 1.2**.

Figure 1.2: Site Location - Local Context



1.3 Scope of Report

- 1.3.1 The development site has an existing planning consent for 13 dwellings. As the proposed development would now comprise 32 dwellings, this Transport Statement (TS) considers the net impact and access needs of an additional 19 dwellings over and above those already consented.
- 1.3.2 The wider Keston Fields development adjacent to the site has been constructed in accordance with a separate planning consent and has provided 100 dwellings, most of which are now occupied. The TS also considers the cumulative impact of the additional proposed development alongside the wider Keston Fields residential area.
- 1.3.3 The TS has been prepared to support a Full Planning Application (FPA) for the proposed additional development. It provides details of the site access arrangements and the traffic effects of the development.
- 1.3.4 The assessments presented in this TS have been undertaken with due regard to national Planning Practice Guidance on the preparation of Travel Plans, Transport Assessments and Statements. The TS also has due regard to advice contained within the "*Manual for Streets*" and LCC's published guidance. Relevant national and local transport and planning policies have also been considered.
- 1.3.5 This report describes the methodology and data used in the assessment and then presents the findings of the TS. It is structured as follows:
- The planning history of the site and the relevant associated planning consents are reviewed;
 - Relevant national and local planning and transport policies are identified;
 - The site and surrounding transport network are briefly described;
 - Traffic survey data collected for use in the assessment is presented and analysed;
 - A review of historic road traffic collision data and an evaluation of the scheme's road safety implications are presented;
 - Opportunities for access to the site by sustainable travel modes are considered;
 - The proposed development scheme and vehicle access strategy are described;
-

- The strategy for access to the site by pedestrians and cyclists is presented;
- The volume and distribution of traffic that would be generated by the scheme is estimated;
- The net impact of the scheme compared with previously approved development proposals is assessed.

1.3.6 This report demonstrates that:

- Satisfactorily vehicular access to the development can be achieved.
- The proposed development would be accessible by a range of sustainable travel modes and would be within walking distance of local facilities via the existing walking and cycling networks.
- The existing residential road network within Keston Fields would satisfactorily accommodate traffic and pedestrian demands and desire lines, connecting the development to the adjacent network and community.
- The volume of traffic generated by the scheme would not be significant at locations beyond the development site. The overall volume of traffic generated on the local highway network would be reduced compared with the previously approved traffic forecasts, even when the additional proposed development is taken into account.
- The scheme would therefore have no material impact on the safe and satisfactory operation of the local highway and travel networks.

1.3.7 It is concluded that the proposed development would be satisfactorily accommodated and accessed by all travel modes, in compliance with the relevant local planning and transport policies.

2.0 POLICY AND PLANNING BACKGROUND

2.1 Overview

2.1.1 The most significant transport-related policies relevant to the proposal are contained within the following documents:

- The National Planning Policy Framework (NPPF);
- The South East Lincolnshire Local Plan (SELLP);
- The Lincolnshire Local Transport Plan (LTP).

2.1.2 The following technical guidance documents have also been consulted when preparing the TA:

- *Planning Practice Guidance on Travel Plans, Transport Assessments and Statements* (2014);
- *Manual for Streets* (DfT, 2007) and *Manual for Streets 2* (CIHT, 2010);
- *Lincolnshire Development Roads and Sustainable Drainage Design Approach* (LCC);
- Relevant *Local Transport Notes* (LTNs);
- The DfT's *Design Manual for Roads and Bridges* (DMRB).

2.1.3 The relevant transport-related policies are reviewed below.

2.2 Planning Status

2.2.1 The site has Outline Planning Consent (OPC) for 13 residential dwellings with access from the Keston Fields development road now named as Farnborough Close (SHDC planning ref: H14/0078/23). This planning consent remains valid and is referred to in this report as the *Site OPC*.

2.2.2 The wider Keston Fields development has been constructed under an earlier OPC (SHDC ref: H14/0355/17) and Reserved Matters Approval (RMA). The former is referred to in this report as the *Keston Fields OPC*. The latter (SHDC ref: H14/1162/18) is referred to as the *Keston Fields RMA*.

- 2.2.3 The Site OPC will be taken into account as an extant planning consent in the TS.
- 2.2.4 The site and wider Keston Fields development form part of the former Keston Nurseries site, which was allocated as *Countryside* in the adopted SELLP. This designation has clearly been superseded by virtue of the Keston Fields and Site OPCs.
- 2.2.5 Pinchbeck village is defined in Policy 1 of the SELLP as a *Main Service Centre*. Spalding, which lies directly adjacent to Pinchbeck is defined by Policy 1 as a *Sub-Regional Centre*.

2.3 The National Planning Policy Framework (NPPF)

- 2.3.1 The NPPF was updated in December 2024 (with a further minor revision in February 2025) and sets out the Government's policies for helping to deliver sustainable development through the planning system. Local authorities are required to take these policies into account when formulating local development plans and they are also a material consideration when determining planning applications.
- 2.3.2 To ensure that sustainable development is pursued in a positive way, the NPPF's over-arching policy theme is a presumption in favour of sustainable development. Local authorities are required to approve planning applications without delay where they accord with an up-to-date development plan.
- 2.3.3 Where there is no relevant development plan policy in place, or the policies that are most important for determining the application are out-of-date, applications should be approved unless:
- application of the NPPF policies that protect areas or assets of particular importance provide a clear reason for refusal, or;
 - any adverse impacts of doing so would "*significantly and demonstrably outweigh the benefits*" when assessed against the policies in the NPPF taken as a whole.
- 2.3.4 The NPPF requires consideration of transport issues at the earliest stages of plan-making and development planning. The aims of this are to ensure that potential impacts on transport networks can be addressed and that opportunities arising from transport infrastructure and changing transport technology and use are realised. Opportunities to promote walking, cycling and public transport use should be

identified and pursued. The layout of streets, parking and other transport infrastructure should be integral to scheme design and should contribute to making high quality places.

- 2.3.5 The NPPF states that the planning system should seek to guide significant developments to locations that are or can be made sustainable, by limiting the need to travel and providing a genuine choice of travel modes. It recognises, however, that opportunities to maximise the use of sustainable travel options will vary between urban and rural locations and that this should be taken into account when making plans or decisions.

- 2.3.6 NPPF Paragraph 115 states that:

In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code⁴⁸; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

- 2.3.7 NPPF Paragraph 116 then states that:

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe, taking into account all reasonable future scenarios.

- 2.3.8 NPPF Paragraph 117 states that, within this context, developments should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

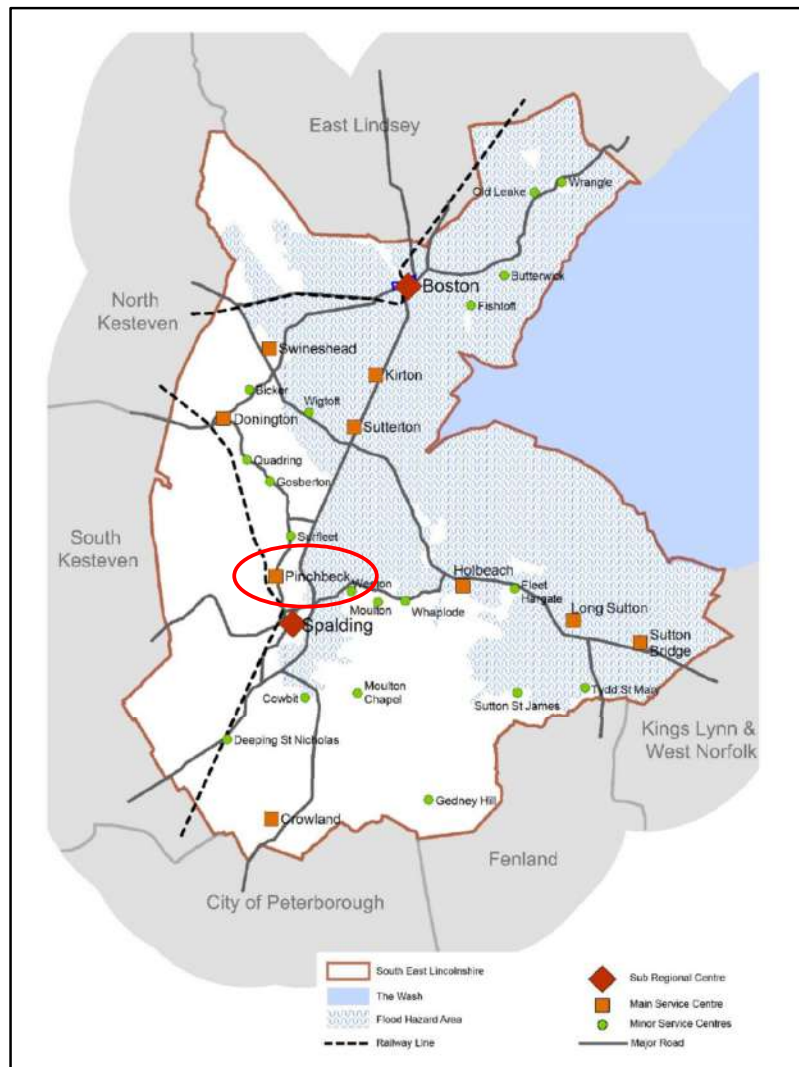
2.3.9 Developments should be supported by a “*vision led*” Transport Assessment or Statement and, where they would generate significant movement, a Travel Plan.

2.3.10 It is considered that the access arrangements for the proposed development comply with the above NPPF policies. The proposed development is of a scale that requires a Transport Statement but no separate Travel Plan. Notwithstanding this, the additional development would be covered by Travel Plan that was developed for the wider Keston Fields area.

2.4 The Local Plan

- 2.4.1 The South East Lincolnshire Local Plan (SELLP) was adopted in March 2019 and provides policies that guide sustainable development in the Boston and South Holland local authority areas. The SELLP covers the period 2011 to 2036.
- 2.4.2 The adopted Local Plan comprises the main SELLP document and a Policies Map, which shows that the site is located in the *Countryside* policy area. Pinchbeck is identified on the Local Plan "Key Diagram" as a *Main Service Centre* (see **Figure 2.1** below).

Figure 2.1: Extract from Local Plan (*South East Lincolnshire Key Diagram*)



2.4.3 The Local Plan identifies the following Strategic Priorities for transport:

- *To improve accessibility for all to jobs, services and facilities by sustainable and public transport, to make travel as easy and affordable as possible, both within the area and along key links to and from South East Lincolnshire.*
- *To improve South East Lincolnshire's highway infrastructure, to tackle congestion, improve road safety and make journeys as easy as possible particularly for those living in rural areas and to enhance efficiencies for business.*

2.4.4 The specific SELLP adopted policies of relevance to this TS are summarised below.

2.4.5 **Policy 2: Development Management.** This policy states that development proposals requiring planning permission will be permitted where they meet sustainable development considerations, including "...access and vehicle generation levels".

2.4.6 **Policy 3: Design of New Development.** This policy requires that development proposals demonstrate how the following will be secured:

- *Accessibility by a choice of travel modes including the provision of public transport, public rights of way and cycle ways.*
- *The provision of facilities for the storage of refuse/recycling bins, storage and/or parking of bicycles and layout of car parking.*
- *Ensuring public spaces are accessible to all.*

2.4.7 This TS will address the first of these issues, with the second two being addressed through the *Proposed Site Plan* and accompanying *Design and Access Statement*.

2.4.8 The justification for Policy 3 includes the following explanatory text:

A development should incorporate existing public rights of way and cycleways and where practicable extend them, to encourage residents to walk or cycle to places of work, school, local shops and services as well as open space. Such facilities should be accessible to all, including those with disabilities, older people and those with pushchairs, as well as other users with more specific needs, such as those with dementia or the visually impaired.

- 2.4.9 The development scheme lies adjacent to the existing local footway network and will be connected to it as shown on the *Proposed Site Plan* and described in the TS.
- 2.4.10 **Policy 6: Developer Contributions.** This policy applies to residential developments of 11 or more dwellings and therefore includes the proposed FPA scheme. It states that contributions will be secured through Section 106 agreements for provision of, *inter-alia*, transport infrastructure in accordance with various SELLP.
- 2.4.11 **Policy 32: Community, Health and Well-being.** This policy states that where possible and appropriate, development must protect and enhance existing PRoWs and create new links to the Public Rights of Way (PRoW) network. It must also create an environment that facilitates walking, cycling and public transport use. There are no PRoWs within or adjacent to the site, but the infrastructure already available within Keston Fields would provide adequately for movement by active and sustainable travel modes.
- 2.4.12 **Policy 33: Delivering a More Sustainable Transport Network.** This policy sets out the means by which the local planning authorities will work with LCC to make the best use of and seek improvements to transport infrastructure and services. They will do so having first considered measures to better manage the existing network and promote sustainable travel modes.
- 2.4.13 Policy 33 identifies specific road, rail, public transport and sustainable travel schemes and priorities. It states that development should contribute to delivery of the necessary transport infrastructure either directly or through developer contributions. It is considered that all necessary transport infrastructure has been provided by the wider Keston Fields development, as demonstrated by this TS.
- 2.4.14 **Policy 35: Delivering the Spalding Transport Strategy (STS).** The STS comprises various schemes including the Spalding Western Relief Road (SWRR), to be delivered by LCC with contributions from developers in the Spalding area. Policy 35 identifies the adjacent development schemes from which financial contributions towards the SWRR and STS will be sought, but also states that:

Other development proposals for sites situated outside of the designated settlement boundaries for Spalding and Pinchbeck, which would have a detrimental impact on traffic management in the Spalding area, will not be permitted without South Holland District Council securing contributions towards the Local Highway Authority's

identified off-site mitigation schemes from such proposals in accordance with the relevant provisions set out in B. of this policy.

2.4.15 The proposed development is not forecast to give rise to any material impacts within the Spalding area that would trigger a contribution in accordance with Policy 35.

2.4.16 **Policy 36: Vehicle and Cycle Parking.** This policy refers to minimum parking standards in Appendix 6 of the SELLP. Both the parking standards and policy requirements are reviewed in Section 5 of this report.

2.5 Local Transport Plan

2.5.1 The fifth Local Transport Plan (LTP5) provides LCC's highways and transport strategy for the medium-term period to 2034 and a short-term plan for 2022 to 2026. It also includes a summary of trends, issues and opportunities over the longer-term period to 2050.

2.5.2 LTP5 presents an *Integrated Transport Strategy* with 6 main *Themes*:

- Theme 1: Supporting economic growth.
- Theme 2: Future ready, green transport.
- Theme 3: Promote thriving environments.
- Theme 4: Supporting safety, security and a healthy lifestyle.
- Theme 5: Promoting high aspirations.
- Theme 6: Improve quality of life.

2.5.3 Each theme includes a series of related *Strategic Objectives* to assist with the prioritisation and delivery of transport measures. Those of greatest relevance to the TA are considered below.

2.5.4 **Theme 1** seeks to improve connectivity throughout the County and the East Midlands region and with employment opportunities.

2.5.5 **Theme 2** includes the following key *Strategic Objective*:

Deliver sustainable development by ensuring that new developments are designed to reduce the need to travel, minimise car use and support the use of more sustainable modes.

2.5.6 **Theme 4** identifies the following ways in which transport can contribute to improved health:

- Improve road safety;
- Increase confidence in a safer and more secure transport network.
- Reduce the impacts of air quality, noise and light pollution;
- Improve the health of our communities through provision for active travel.

2.5.7 **Theme 5** includes objectives of improving connectivity with education, healthcare and leisure opportunities and access to the transport system.

2.5.8 **Theme 6** is a target outcome of the preceding themes and seeks to reduce the negative impacts of transport on people's lives.

2.5.9 This TS considers how the site access and connectivity strategy can contribute to these objectives by helping local people living at the development to walk or cycle to local facilities and opportunities. The access strategy has been designed to maximise road safety for travel generated by the development across all modes.

2.5.10 The TS also considers the impact of development traffic beyond the site and demonstrates that this will not be significant.

2.5.11 LTP5 places considerable emphasis on the role of Travel Plans in achieving its objectives. A Travel Plan has been provided for the wider Keston Fields development, which will also cover the development site.

2.5.12 LTP5 is supported by separate **Transport Strategies** for the major adjacent towns of Spalding and Boston, which also support the policies of the SELLP. Whilst the TS shows that the development would not give rise to transport impacts in these areas, the various LTP strategy measures would be expected to improve access to major facilities from the surrounding villages, including Pinchbeck.

- 2.5.13 To maximise the potential benefits of the wider LTP and local initiatives, the TS shows how the development will be satisfactorily connected to the existing walking, cycling and public transport network within Pinchbeck and by public transport to Spalding and Boston.

3.0 HIGHWAY NETWORK

3.1 Site Location

3.1.1 The site is located within the Keston Fields residential development area, which in turn lies at the south-western edge of Pinchbeck village. The site is currently undeveloped but has been used as a contractors' compound during the construction of the current Keston Fields development, which is now complete and substantially occupied.

3.2 Local Highway Network

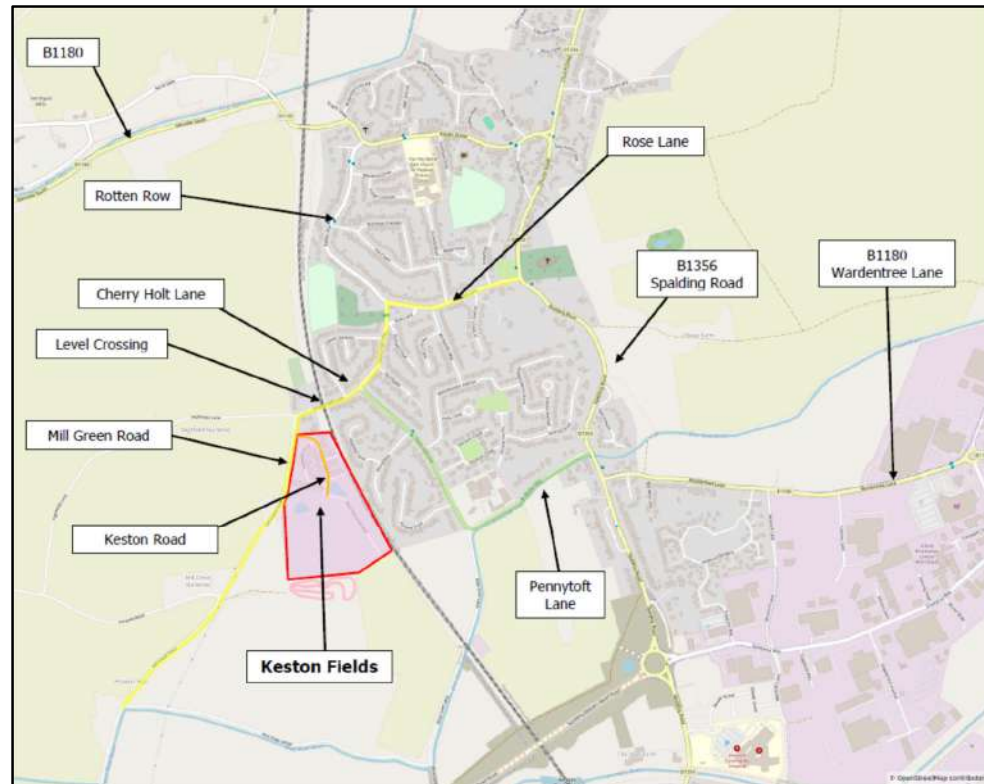
3.2.1 The site has a newly-constructed priority junction access from Farnborough Close, which currently serves only the former construction compound. However, the access has been provided to residential road design standards and can be used to serve the proposed development without substantial modifications.

3.2.2 Farnborough Close is part of the Keston Fields residential road network. It connects with Keston Road to the east of the site, which then links the development with Mill Green Road to the north.

3.2.3 The Keston Fields residential road network is understood to have been constructed to LCC's adoptable standards and is currently identified by LCC's records as having mixed maintenance responsibility and multiple maintaining parties. Mill Green Road is identified as a road maintained at public expense.

3.2.4 Keston Fields is served from a simple priority junction with Mill Green Road, which connects it with the wider road network that serves Pinchbeck and Spalding. **Figure 3.1** shows the site in the context of the local highway network.

Figure 3.1: Local Highway Network



- 3.2.5 Approximately 120m to the north-east of Keston Road, Mill Green Road crosses the Peterborough to Lincoln railway line at a level crossing, beyond which the route becomes Cherry Holt Lane and connects with the B1356 via Rose Lane. This route is highlighted on Figure 3.1 in yellow and connects the site with Pinchbeck village centre, which is approximately 1.2km travelling distance from the site.
- 3.2.6 Pennytoft Lane and Market Way provide an alternative route for traffic towards Spalding via the B1356 Spalding Road and to the A16 via the B1180 Wardentree Lane. This route is highlighted on Figure 3.1 in green.
- 3.2.7 To the west of Pinchbeck, Rotten Row connects Cherry Holt Lane with the B1180, which is part of the main road route to and from Bourne.
- 3.2.8 The site therefore has good access to the Major Road Network (MRN), which comprises the B1156, B1180 and A16.
- 3.2.9 There are no PRow routes within or adjacent to the development site or the Keston Fields area.
-

3.2.10 The local highway network of interest to this TS therefore comprises the following routes:

- Farnborough Close and Keston Road, within the Keston Fields residential area;
- Mill Green Road and Cherry Holt Lane to the north-west;
- Rose Lane, Pennytoft Lane and Market Way, which connect with the B1356;
- Rotten Row, which connects with the B1180;
- The B1356 Spalding Road to the east of Pinchbeck;
- The B1180 Wardentree Lane, which would be used by some development traffic to reach the A16.

3.2.11 The general characteristics of these routes are described below.

3.2.12 **Keston Road** is a single carriageway residential cul-de-sac road that serves the Keston Fields development via direct frontage accesses and branching side-road culs-de-sac. These include **Farnborough Close**, which provides the access to the development site.

3.2.13 Keston Road has a carriageway width of 5.0m with a single 2.0m wide footway on its western side extending to Farnborough Close and then along its northern side as far as the site access. The Keston Fields road network has a system of street lighting and the default speed limit of 30mph therefore applies.

3.2.14 Keston Road connects with **Mill Green Road** at a simple priority junction, whose layout is shown on **Figure 3.2**.

Figure 3.2: Mill Green Road/Keston Road Junction Layout



- 3.2.15 Mill Green Road is a single carriageway road with a carriageway width of 5.3m to the north of Keston Road and a single 2.0m footway on its eastern side, separated from the carriageway edge by a 1.0m wide grass verge. The footway is continued into Keston Road where a dropped-kerb crossing point with tactile paving is provided within the junction area to enable pedestrian crossing movements between the Keston Road and Mill Green Road footways. The speed limit on Mill Green Road is 30mph.
- 3.2.16 Mill Green Road crosses the railway line at the Cherry Holt level crossing, which is controlled by automatic barriers. The kerbed footway is discontinued at this point, but a reserved section of carriageway is marked for use by pedestrians and continues the route across the railway line, beyond which the footway recommences and continues towards the village centre.
- 3.2.17 To the south of Keston Road, Mill Green Road narrows to become a single-track road with a carriageway width of approximately 3.5m and grass verges to each side. There is a drainage ditch along the eastern side of the road in front of the Keston Fields development. The section of Mill Green Road south of the site serves only a small

number of residential dwellings and some agricultural and storage land uses and is rural in character. It carries very low traffic flows as shown below.

- 3.2.18 **Cherry Holt Lane** continues the route from the level crossing towards the village centre. It is a single carriageway road with extensively developed residential dwellings and has footways on both sides beyond its junction with Laxton Gardens, some 60m east of the railway line.
- 3.2.19 **Rose Lane, Pennytoft Lane** and **Rotten Row** are also extensively developed residential roads with footways on each side. They have street lighting and are subject to a 30mph speed limit. **Market Way** has less developed urban frontages and no footways but serves residential development on its northern side. It has street lighting and is subject to a 30mph speed limit.
- 3.2.20 The **B1356 Spalding Road** is a main urban distributor road with developed frontages and footways. It has street lighting and is subject to a 30mph speed limit. It has a mini-roundabout junction with Rose Way and a simple priority junction with Market Way.
- 3.2.21 The **B1180 Wardentree Lane** is also a main urban distributor road, serving a mix of residential and industrial development and a major retail park at Benner Road. It also provides the main route between Pinchbeck and the A16.
- 3.2.22 Wardentree Lane has developed frontages and street lighting and is substantially subject to a 30mph speed limit, rising to 40mph at its junction with Atherton Gardens. It connects with Spalding Road at a traffic signal-controlled T-junction which also has pedestrian crossing facilities and advanced stop lines for cyclists.
- 3.2.23 The **A16** is a major strategic highway that links Spalding with Peterborough and Boston, via the A17 at Sutterton. It provides an eastern bypass of Spalding and has a junction with the A151, which is the main route to Holbeach and Kings Lynn (via the A17). The A16 is a modern rural single carriageway rural road without footways and is subject to the national speed limit (60mph).

3.3 Highway Network Summary

- 3.3.1 This highway network described above comprises the routes most likely to be taken by development traffic. The highway network serving Keston Fields is well developed

and provides suitable access to the village centre and Spalding via a network of urban roads with good standard footways and pedestrian crossing facilities.

- 3.3.2 The TS considers the extent to which the additional development, over and above that already approved, would give rise to material changes in traffic flow within on Mill Green Road and hence within the wider highway network considered above.

3.4 Traffic Surveys

- 3.4.1 The Design Manual for Roads and Bridges (DMRB) requires that traffic surveys be carried out during suitably representative month avoiding main holiday periods, local school holidays or half-terms and other abnormal traffic periods. Traffic data was therefore collected within school term period, during week commencing 01 July 2025.

- 3.4.2 Traffic surveys were undertaken on Mill Green Road and Keston Road as summarised below:

- A fully classified peak period turning count at the Mill Green Road/Keston Road junction;
- A vehicle speed and flow survey on Mill Green Road to the south of Keston Road.

- 3.4.3 The traffic survey data obtained is included in **Appendix B**.

3.5 Traffic Flows and Speeds

- 3.5.1 To provide traffic flow and speed data for the site access design, an Automatic Traffic Count (ATC) survey was undertaken on Mill Green Road. The ATC recorded passing traffic flows and speeds continuously over a 7-day period from Tuesday 01 to Monday 07 July 2025. The ATC site location is shown on **Figure 3.3** below (grid ref: 52.80897, -0.16887).

Figure 3.3: Location of ATC Survey, Mill Green Road, July 2025



3.5.2 The ATC recorded traffic flows, classified by type of vehicle, and traffic speeds. The peak hour traffic flows recorded on Mill Green Road northbound and southbound are summarised in **Table 3.1**.

Table 3.1: Average Weekday Peak Hour Flows - Mill Green Road, w/c 01/07/25

SITE REF	ROAD NAME	SOUTHBOUND (vehicles)		NORTHBOUND (vehicles)	
		08:00-09:00	17:00-18:00	08:00-09:00	17:00-18:00
ATC1	MILL GREEN ROAD SOUTH OF KESTON ROAD	24	22	28	23

3.5.3 The results indicate very low peak hour flows on the single-track section of Mill Green Road south of Keston Road, at up to around 30 vehicles per hour in the peak direction of travel and two-way peak hour flows of around 50 vehicles during the PM peak hour.

3.5.4 Two-way traffic flows over an average weekday (5-day week) and average day (7-day week) are as summarised in **Table 3.2**.

Table 3.2: Average Daily Flows - Mill Green Road, w/c 01/07/2025

SITE REF	ROAD NAME	DIRECTION	24-HOUR DAILY FLOWS (vehicles)	
			AVERAGE WEEKDAY	AVERAGE DAY
ATC1	MILL GREEN ROAD SOUTH OF KESTON ROAD	SOUTHBOUND	278	261
		NORTHBOUND	268	252

3.5.5 Daily two-way traffic flows on Mill Green Road were therefore similarly modest, at up to approximately 550 vehicles.

3.5.6 The 85th percentile speeds in each direction of travel on Mill Green Road were recorded by the ATC over the full 7-day survey period.

3.5.7 The DMRB (ref: CA185) normally requires that samples of at least 200 vehicles should be taken from two different weekdays during off-peak times. In this case, it was not possible to meet this requirement during a continuous off-peak period due to the very low traffic flows on Mill Green Road. However, it is clear from the data that 85th percentile speeds do not vary significantly throughout the day and that peak hour flows remain very low.

3.5.8 For this assessment, the average of 85th percentile speeds recorded in each hour across the entire ATC survey period have therefore been used. For design purposes, the maximum wet weather 85th percentile speeds were then estimated by adding a 2.5mph adjustment, as prescribed in the DMRB.

3.5.9 The resulting 85th percentile speeds and design traffic speeds are summarised in **Table 3.3**.

Table 3.3: Recorded and Design 85th Percentile Traffic Speeds

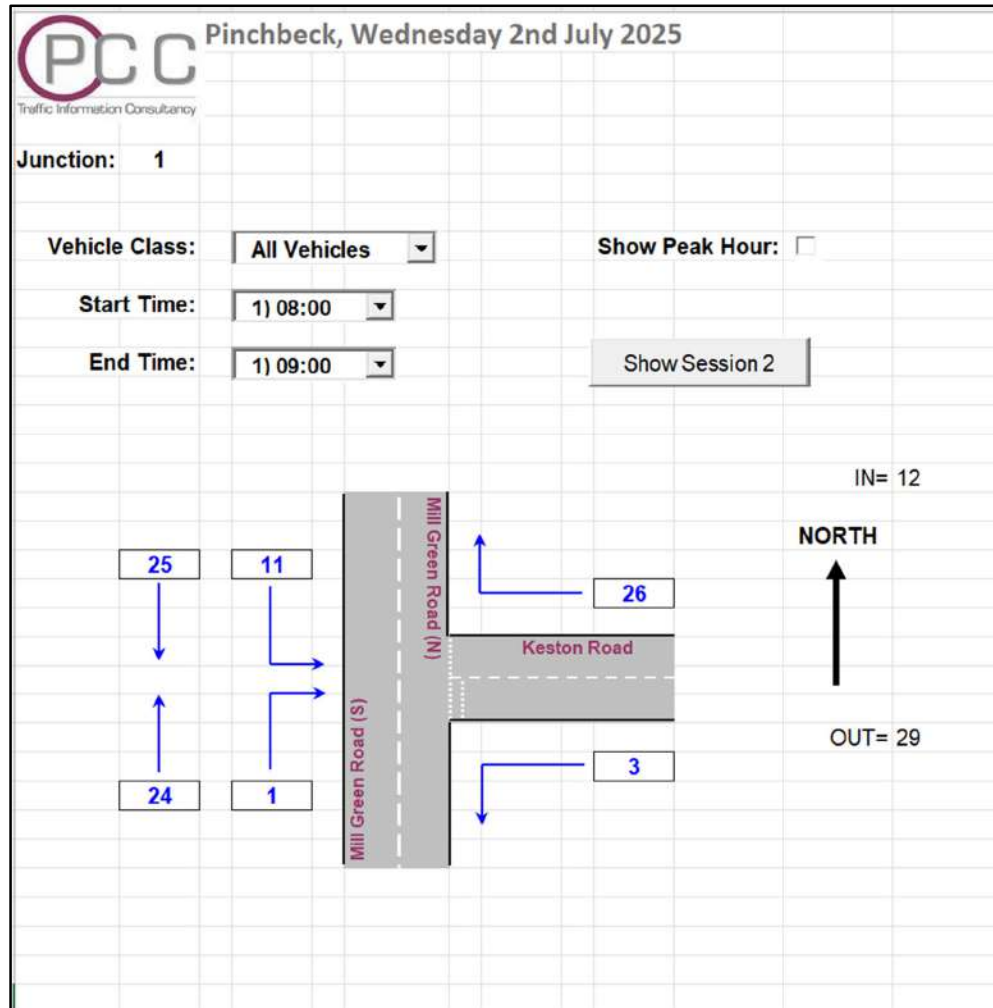
Route and Direction	Recorded 85th Percentile	Design 85th Percentile (+2.5mph wet weather correction)
Mill Green Road south of Keston Road		
S/B from Keston Road	34mph	36.5mph
N/B towards Keston Road	34mph	36.5mph

- 3.5.10 The 85th percentile speed in both directions of travel are above the 30mph speed limit but are below the equivalent DMRB and *Manual for Streets* target design speed of 60kph (37.5mph). The required visibility splays at the Mill Green Road/Keston Road junction are considered in Section 4.

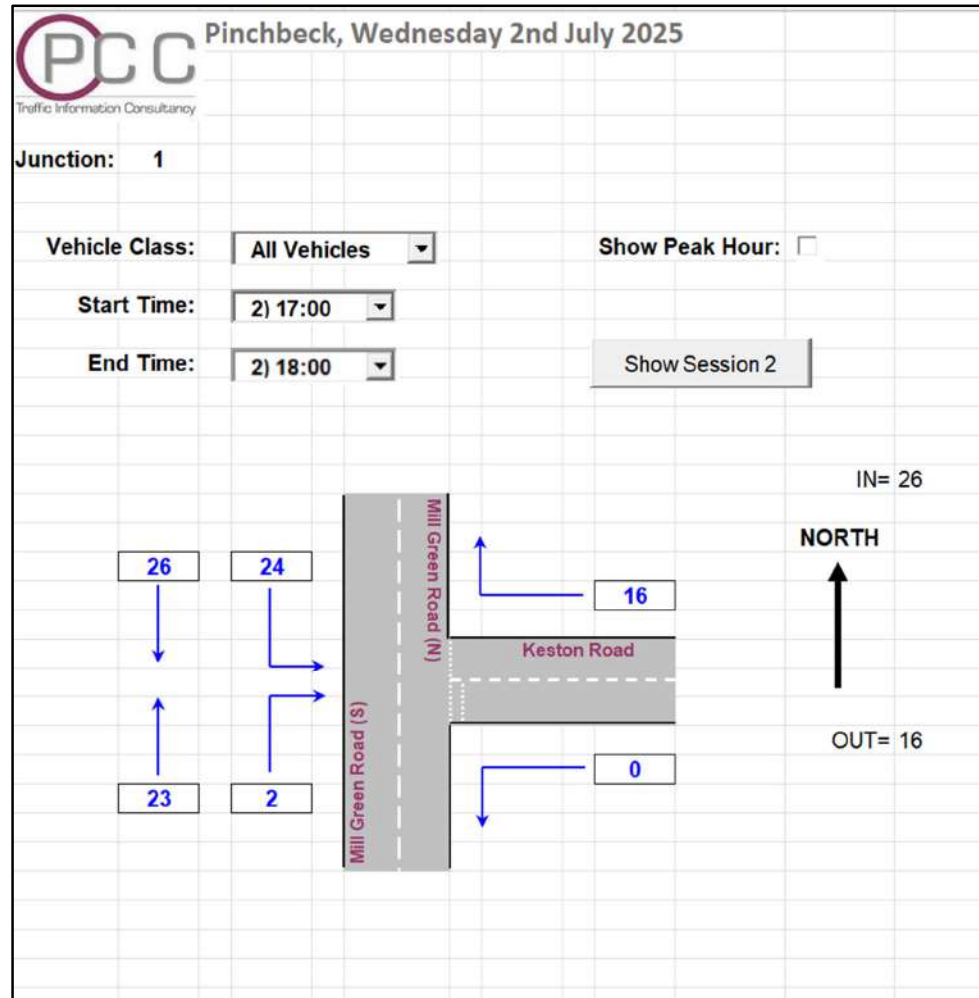
3.6 Junction Traffic Count

- 3.6.1 A Manual Classified Count (MCC) survey was undertaken to record all turning movements at the Mill Green Road/Keston Road junction during the typical weekday peak periods of 07:00-10:00; and the period 16:00-19:00 on Wednesday 02 July 2025.
- 3.6.2 The peak hour traffic total flows recorded during the usual peak hours of 08:00 to 09:00 and 17:00 to 18:00 are shown on **Figures 3.4** and **3.5** below.

Figure 3.4: Mill Green Road/Keston Road Traffic Flows
(Wednesday 02/07/25, 08:00-09:00)



**Figure 3.5: Mill Green Road/Keston Road Traffic Flows
 (Wednesday 02/07/25, 17:00-18:00)**

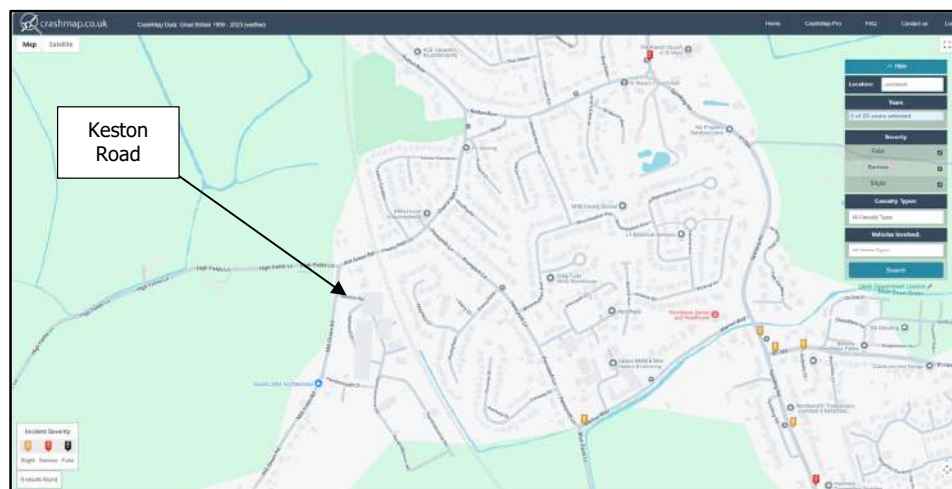


- 3.6.3 Figures 3.4 and 3.5 show that existing traffic flows turning to and from Keston Road are modest. The recorded peak hour two-way traffic flows on Keston Road were 41 vehicles during the morning peak hour and 42 vehicles during the evening peak hour. Total flows passing through the junction including Mill Green Road straight ahead movements were also modest at 49 vehicles (two-way) during both peak hours. The peak period volumes of traffic using the junction are therefore not significant.
- 3.6.4 The above traffic survey results have been used to verify the traffic generation of the existing occupied dwellings at Keston Fields and thus derive a set of trip generation rates for application to the proposed development, as described in Section 6.

3.7 Road Traffic Collision History

- 3.7.1 Records of Personal Injury Collisions (PICs) on the approaches to Keston Fields were obtained from by reference to the *Crashmap* database (www.crashmap.co.uk). The area of search also includes the level crossing to the north-east, the single-track section of Mill Green Road to the south and the routes leading east towards Spalding Road.
- 3.7.2 Crashmap data was obtained for the most recent available 5-year period (2019 to 2023). The Crashmap screenshot for this period is provided in **Figure 3.6**.

Figure 3.6: Screenshot of Local Crashmap PIC Data (2019 to 2023)



- 3.7.3 Figure 3.6 confirms that no PICs were recorded on Mill Green Road on either approach to Keston Road, nor at the railway level crossing. No PICs were recorded on Cherry Holt Lane, Rose Lane or Pennytoft Lane.
- 3.7.4 There are therefore no locations in the immediate vicinity of the site with any history of PICs that would indicate any road safety issue.
- 3.7.5 To identify any locations of concern in the wider area, cluster sites have been defined as any junction or link where 3 or more PICs and/or at least one fatal/serious injury was recorded. Collisions are defined as having occurred at a junction if they are at or within 20m of the junction control area.

- 3.7.6 Although some isolated PICs were recorded on Rotten Row, Market Way and other routes west of the B1356 Spalding Road, no PIC cluster sites meeting the above definition are identified by the Crashmap data.
- 3.7.7 Section 6 of this TS confirms that the highway network adjacent to the site would not be subject to any material increase in traffic flows as a result of the proposed additional development, which is therefore not expected to give rise to any material impact on road safety.

4.0 SUSTAINABLE TRAVEL OPPORTUNITIES

4.1 Walking

4.1.1 Guidance on walking distances to local amenities is provided in the Chartered Institution of Highways and Transportation (CIHT) document, *Providing for Journeys on Foot* (2000). The Guidelines indicate that a walking distance of 400m is acceptable for trips within town centres and that a distance of 800m is acceptable elsewhere. The corresponding walking distances for commuting trips or to/from schools are given as 500m and 1km respectively. A “preferred maximum” walking distance of 2km is identified.

4.1.2 The 2km distance was subsequently adopted in central government guidance and was incorporated into the former PPG13 advice note, which stated that:

“Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres”.

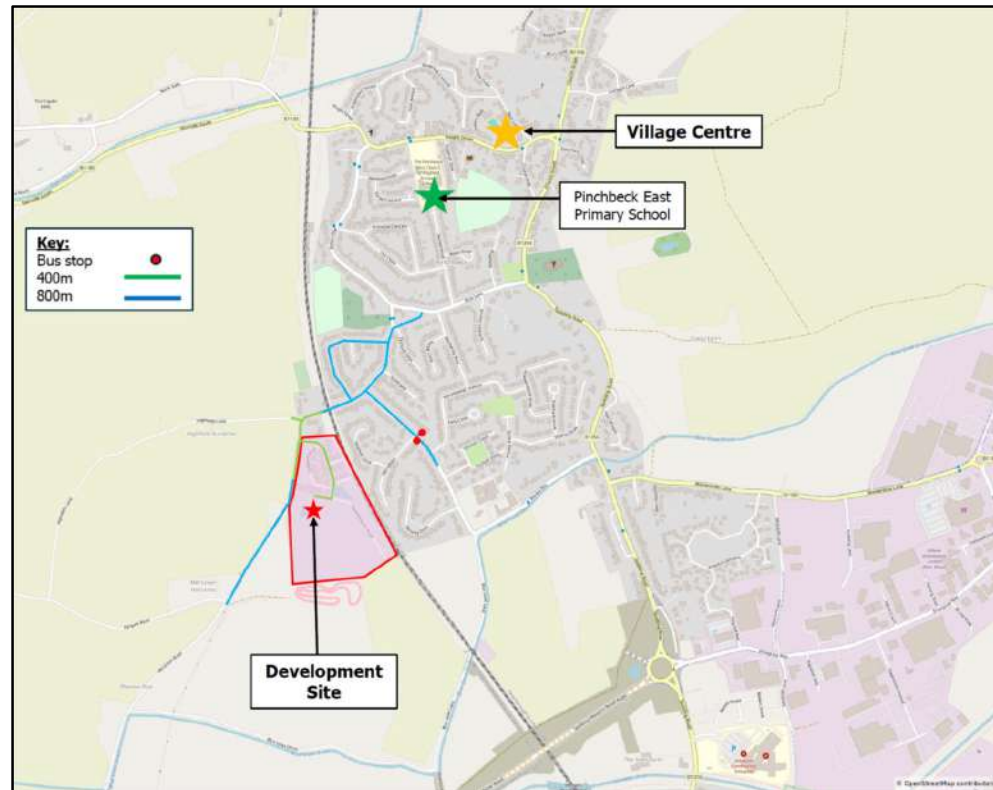
4.1.3 These guideline distances remain in use by local authorities to determine access to facilities by walking. The CIHT Guidance advises that the 400m distance is equivalent to an approximate walking time of 5 minutes and is typically adopted as the desirable maximum for access to local bus services. The corresponding walking distances of 800m and 2km are equivalent to approximate walk times of 10 minutes and 25 minutes respectively.

4.1.4 The current Manual for Streets (MfS) adopts similar guidance and in Paragraph 4.4.1 states that:

Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km.”

4.1.5 Having regard to this advice, **Figure 4.1** shows indicative walking distances of 400m and 800m from the approximate centre of the proposed development.

Figure 4.1: Walking Catchment Distances – 400m and 800m



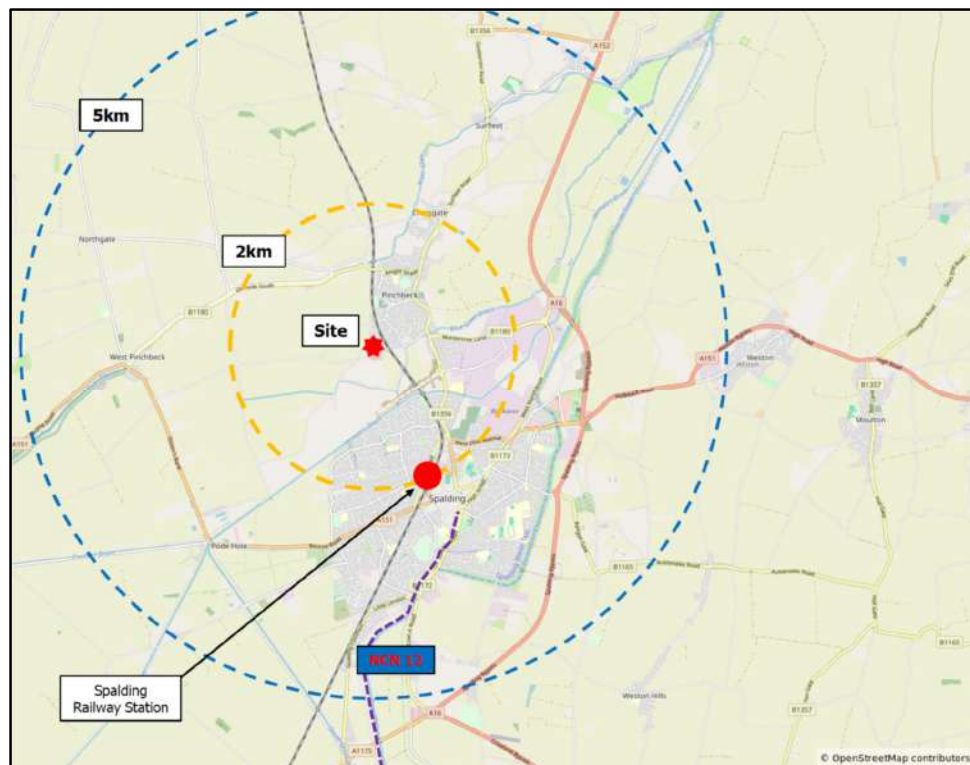
- 4.1.6 The site lies within less than 800m walking distance of the nearest bus stop, which is on Pennytoft Lane Mountbatten Avenue. The village centre and nearest local shops to the site are approximately 1.5km to the north-east of the site, and therefore within a walking distance of around 18 minutes. The village centre is therefore within the 2km preferred maximum walking distance and provides a range of shops and facilities.
- 4.1.7 The Pinchbeck East Primary School is located on Fennell Road within just over the CIHT's desirable 1km walking distance.
- 4.1.8 The development would therefore be within a reasonable walking distance of a range of essential facilities.
- 4.1.9 Most of the village facilities lie to the north of the site and would be reached using Mill Green Road, Cherry Holt Lane and Rose Lane, which have footways and dropped-kerb crossing points at various intervals. The development is therefore satisfactorily connected to local facilities via the existing footway network.

4.2 Cycling

4.2.1 Guidance in the former Planning Policy Guidance Note 13 (PPG13) included advice on cycling journey lengths. Although PPG13 has since been superseded, it is still commonly accepted that cycling offers strong potential to replace car trips for many journeys under 5km or those made as part of a multi-modal trip that includes cycling and public transport. A 5km distance is equivalent to a typical cycling time of 15 to 20 minutes.

4.2.2 **Figure 4.2** below shows an indicative 5km cycle catchment radius centred on the site, together with an indicative 2km walking or cycling radius.

Figure 4.2: Walking and Cycling Catchment Radii – 2km and 5km



4.2.3 The 5km radius includes whole of Spalding and Pinchbeck as well as the neighbouring settlements of Weston and Surfleet and a number of other surrounding smaller villages. The general topography of the surrounding area is mostly flat and therefore conducive to cycling.

- 4.2.4 The National Cycle Network (NCN) Route 12 passes through the southern part of Spalding and can be reached using the B1356 Spalding Road.
- 4.2.5 Spalding railway station is within 2km of this site and is therefore a comfortable walking or cycling distance from the development.
- 4.2.6 It is considered that there is considerable scope for local trips from the development to facilities within Pinchbeck and Spalding to be made by cycle to reach the town centre and major employment areas to the east.

4.3 Bus Services

- 4.3.1 The nearest bus stop is located on the south side of Pennytoft Lane to the south of Cherry Holt Lane and within approximately 700m of the centre of the proposed development. Alternative bus stops are available at the junction of Cherry Holt Lane with Rose Lane, within 800m of the site. Both bus stops are currently serviced by bus service B9.
- 4.3.2 A summary of the local bus service frequencies (at the date of this report) is provided in **Table 4.1**.

Table 4.1: Summary of Local Bus Services

ROUTE No.	Nearest stop	From	To	Via	Days	Weekday Service (approximate times)		
						Freq.	First out	Last return
B9	Boston Road	Boston	Spalding	Pinchbeck	Mon-Fri	60-120 mins	06:50	17:40

- 4.3.3 Route B9 provides up to an hourly service within a walk of approximately 10 minutes. The development would therefore have access to a bus service linking with the main centres of Spalding and Boston and also passing close to Spalding railway station (see below).
- 4.3.4 Additionally, *LincsBus* provides a *CallConnect* demand-responsive service between 07:00 and 19:00, Monday to Friday (08:00-18:00 on Saturdays) and can be booked online or by phone. *CallConnect* services operate in the area surrounding Pinchbeck and connect the village with smaller communities as well as Spalding itself.

4.4 Rail Services

- 4.4.1 Rail services can be accessed at Spalding railway station, which lies approximately 2km to the south-east of Keston Fields. The station lies on the Lincoln-Peterborough line and is operated by East Midlands Railway (EMR).
- 4.4.2 Spalding station is a major facility and is staffed on a part-time basis. It provides a range of facilities including a ticket office, ticket machines, waiting rooms, seating, passenger information, toilets and accessible platforms. There are 16 cycle parking stands with CCTV coverage. Taxis and bus stops are provided close to the station entrance.
- 4.4.3 At Spalding an approximately hourly train service to Lincoln and Peterborough is available. Journey times to Lincoln and Peterborough are approximately 50 and 20 minutes respectively.
- 4.4.4 A wider range of local and national rail services can also be accessed at Lincoln Central railway station or at Peterborough, both of which are served by regular East Coast Main Line (ECML) services to London, north-east England and Scotland operated by London North Eastern Railway (LNER).
- 4.4.5 Spalding station is served by bus route B9, which can be accessed within a 10-minute walk of the site as described above.

4.5 Accessibility Summary

- 4.5.1 The development site has been enabled with modern and high-quality infrastructure for access on foot. The internal footway network within Keston Fields connects with the local walking and cycling network in accordance with local and national policy requirements.
- 4.5.2 The site also has good access to the nearest existing bus services, which provide a good level of service to and from Spalding town centre.
- 4.5.3 In practice, the proposed development would generate minimal additional travel demands via the existing highway and sustainable travel networks as demonstrated in Section 6.

5.0 PROPOSED DEVELOPMENT

5.1 Scheme Content

- 5.1.1 The FPA seeks approval for additional residential development of 32 dwellings on the development as indicated on the *Site Plan* (**Appendix A**). This is a net increase of 19 dwellings compared with the 13 dwellings already permitted by the Site OPC.

5.2 Vehicular Access Strategy

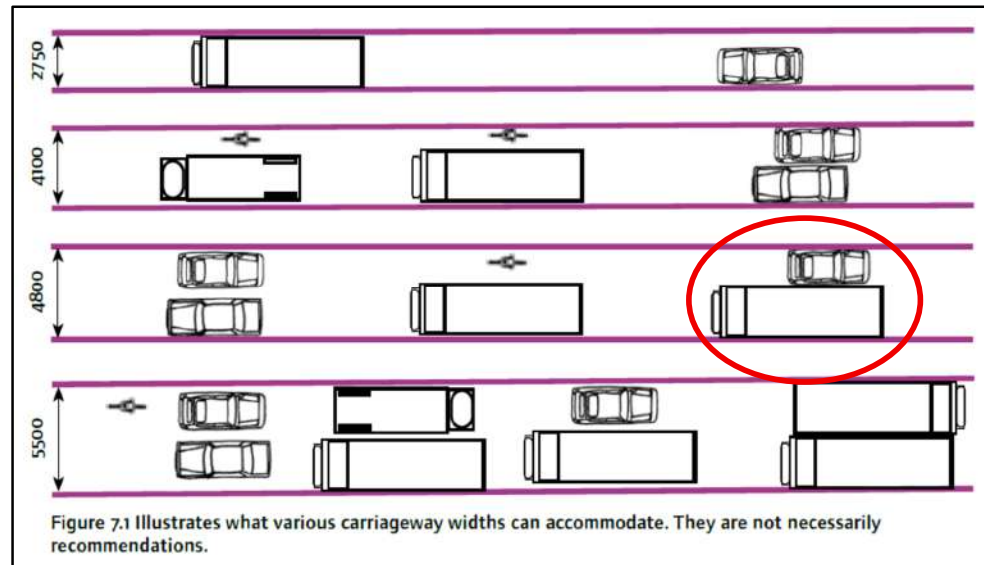
- 5.2.1 Vehicle access to the site would be from the single new access junction with Farnborough Close, which has already been constructed and has until recently been used for access to the contractors' compound area.
- 5.2.2 The scheme would have good access to the Keston Fields residential road network via Farnborough Close, Keston Road and the external highway network beyond.
- 5.2.3 Keston Road and its junction with Mill Green Road have been deemed suitable to serve up to 113 dwellings by virtue of the Keston Fields OPC and the Site OPC. Section 6 shows that the total traffic generated by up to 132 dwellings, as now proposed, would be less than that level already accepted by LCC and SHDC. It follows that the highway network will satisfactorily accommodate the total Keston Fields scheme as now proposed.
- 5.2.4 No modifications to the existing Keston Fields internal road network or the junction with Mill Green Road are therefore required to accommodate the proposed development.

5.3 Internal Road Layout

- 5.3.1 The internal road layout is shown on the *Site Plan* and will be designed in detail with due regard to the principles of the MfS and LCC's *Streetscape Design Manual*.
- 5.3.2 The development would be served by completing the cul-de-sac road that extends from Farnborough Close into the former construction compound. The access road would be completed to an adoptable standard and would serve dwellings directly. A turning head at its southern end has been designed to accommodate the swept path of a large refuse collection vehicle (see below).

- 5.3.3 The *Manual for Streets* shows that a carriageway width of 4.8m is required for a car to pass a large vehicle. The relevant extract from the Manual for Streets is provided as **Figure 5.1** below.

Figure 5.1: Extract from Manual for Streets – Carriageway Widths



- 5.3.4 A carriageway width of 5.0m is proposed for the access roads, consistent with the carriageway widths provided on Farnborough Close, Keston Road and other roads within Keston Fields. Large vehicles are not expected to access the site regularly, other than to collect refuse. This standard of provision would therefore accommodate the modest number of vehicles that would be generated by the scheme without any significant conflicts. Vehicle tracking analysis presented below also shows that this width would be sufficient to accommodate the design refuse collection vehicle.
- 5.3.5 A single footway of 2.0m in width would also be provided along the site access road to connect with the existing facilities on Farnborough Close and Keston Road as described below.

5.4 Visibility Splays

- 5.4.1 A speed limit of 30mph is currently in force on Mill Green Road at the site frontage. Section 3 has shown that the 85th percentile design speeds (taking into account wet weather corrections) are below 37.5mph (60kph). In accordance with the LCC *Streetscape Design Manual*, the corresponding visibility standards have therefore been determined in accordance with *Manual for Streets* (MfS) parameters.

- 5.4.2 Following MfS guidance, the design speed for vehicle speeds of up to 37.5mph would be 60kph for which the MfS Stopping Sight Distance (SSD), or y-distance, is 59m. However, the SSD requirement specific to recorded 85th percentile speeds can be calculated using the methodology set out in Chapter 10 of the *Manual for Streets 2* (MfS2), using MfS parameters for driver reaction time and vehicle deceleration rates. These calculations are summarised below.
- 5.4.3 The traffic surveys described in Section 3 provide 85th percentile speeds on each approach are as summarised previously in Table 3.3, with wet weather-corrected design speeds as follows:
- Southbound = 36.5mph
 - Northbound = 36.5mph
- 5.4.4 SSD values appropriate to these speeds have been calculated as set out in **Appendix C** and the resulting SSD values are as follows:
- Southbound = 56.7m
 - Northbound = 56.5m
- 5.4.5 **Drawing C25007/DR001** shows that the following visibility splays are available at a set-back (x-distance) of 2.4m along the centre-line of Keston Road from the channel line of the Mill Green Road:
- Southbound = 2.4m x 56m
 - Northbound = 2.4m x 59m
- 5.4.6 In practice, southbound vehicle speeds approaching Keston Road are likely to be lower than those recorded further south, due to the bend in the alignment of Mill Green Road as it passes High Fields Lane. The available visibility splay between southbound traffic and the minor road is therefore considered to be adequate.
- 5.4.7 The available visibility splays have previously been accepted by LCC as suitable for the Keston Fields development as currently approved. Section 6 confirms that the traffic generated by the expanded development as now proposed would not exceed that originally accepted. Therefore, there would be no intensification of use at the
-

Keston Road junction and the previously-approved visibility splays therefore remain acceptable.

5.5 Vehicle Swept Paths

- 5.5.1 Swept path analysis has been undertaken by the scheme designer using a standard refuse collection vehicle. The swept paths of the design vehicle plots are included **Appendix D** and confirm that the required manoeuvres can be undertaken satisfactorily to enable the vehicle to enter and leave the development in a forward gear.
- 5.5.2 The proposed turning head and junction with Farnborough Close would accommodate vehicle manoeuvring satisfactorily without wheels over-running kerbs and footways.

5.6 Access for Non-Motorised Modes

- 5.6.1 The additional development would generate minimal demand for pedestrian movement to access local facilities. However, the existing footway infrastructure within Keston Fields would support safe pedestrian movement to the main trip attractors within walking distance, as identified in Section 4.
- 5.6.2 To further reduce walking distances, a surfaced footpath connecting the site to the footway on the southern side of the Mill Green Road/Keston Road junction is also proposed, as indicated on the site layout plan.
- 5.6.3 Local facilities can be reached using the existing footway on the western side of Keston Road and the existing crossing at the junction with Mill Green Road. From this point, pedestrians would use the eastern footway alongside Mill Green Road to cross the railway at the level crossing. Beyond this point, there are numerous opportunities to cross Cherry Holt Lane to access the opposite footway.
- 5.6.4 Observations suggest that traffic flows on the roads connecting with the village centre are modest and that crossing movements can generally be undertaken by most pedestrians without undue difficulty.

5.7 Vehicle Parking

- 5.7.1 The NPPF requires local authorities to set car parking standards for new development, taking into account:

- The development's accessibility;
- Development type and mix;
- Availability of/opportunity to provide public transport;
- Local car ownership levels;
- Need provide for plug-in charging of low-emission vehicles.

5.7.2 The LCC *Development Roads and Sustainable Drainage Design Approach* document provides guidance on parking provision for all forms of development. For residential developments, the guideline standards are as follows:

- Houses and flats: 2 spaces for a dwelling with 3 or less bedrooms and 3 spaces for dwellings with 4 or more bedrooms.

5.7.3 Policy 36 and Appendix 6 of the SELLP also set out the local requirements for parking provision, which are the same as those summarised in the above LCC guidance. The proposed development layout would provide off-street parking spaces in accordance with these rates.

5.7.4 On-plot cycle parking is to be accommodated within garages, where provided, or in a secure storage shed inside the dwelling curtilage otherwise.

6.0 DEVELOPMENT TRIP FORECASTS

6.1 Methodology

- 6.1.1 The *Keston Fields OPC* was supported by a Transport Assessment (TA) undertaken by ADC Infrastructure (ADC) and dated 29/03/17. The TA includes traffic generation forecasts for the 100 dwellings that have now been completed. Those forecasts and the underlying ADC trip rates have been used to confirm the benchmark traffic scenario that was previously accepted by LCC and against which the impact of the proposed additional development must therefore be assessed.
- 6.1.2 The proposed additional development comprises 32 dwellings, which would increase the total number of dwellings within Keston Fields to 132.
- 6.1.3 This TS considers the traffic generation of the development at Keston Fields as now proposed (132 dwellings) using up to date trip generation rates derived from the following sources:
- The TRICS database;
 - The traffic survey undertaken at the Mill Green Road/Keston Road junction as presented in Section 3.
- 6.1.4 The resulting traffic forecasts for the expanded development are then compared with the benchmark forecast for the combined Keston Fields and Site OPCs as derived from the original TA.
- 6.1.5 The assessments are presented in detail below.

6.2 Approved Traffic Generation Forecasts

- 6.2.1 The original TA by ADC used 85th percentile trip rates derived from the TRICS database (v. 7.3.2), which are reproduced in **Table 6.1**.

Table 6.1: Residential Vehicle Trips/Dwelling (ADC, 29/03/17)

Time Period	Arrival	Departure	Two-Way
AM (08:00-09:00)	0.177	0.523	0.700
PM (17:00-18:00)	0.439	0.274	0.713

- 6.2.2 These trip rates were applied to the proposed development of 100 dwellings and the resulting traffic generation forecasts are presented in **Table 6.2** below.

Table 6.2: Traffic Generation of 100 Dwellings – Vehicles (ADC, 29/03/17)

Time Period	Arrival	Departure	Two-Way
AM (08:00-09:00)	18	52	70
PM (17:00-18:00)	44	27	71

* Totals may not sum exactly due to rounding of decimal places.

- 6.2.3 The *Site OPC* permits a further 13 dwellings at this site. This proposal was accepted by LCC without submission of a further TA or TS. Using the original TA trip rates, the two-way traffic generation of Keston Fields would increase to the levels shown in **Table 6.3** as a result of the Site OPC.

Table 6.3: Traffic Generation of 113 Dwellings – Vehicles (ADC, 29/03/17)

Time Period	Arrival	Departure	Two-Way
AM (08:00-09:00)	20	59	79
PM (17:00-18:00)	50	31	81

* Totals may not sum exactly due to rounding of decimal places.

- 6.2.4 Table 6.3 therefore provides the *Approved Traffic Forecast* by virtue of the Keston Fields and Site OPCs. Notwithstanding this, the trip rates used by ADC are now considered high relative to those indicated by the current version of TRICS, as demonstrated below.

6.3 Updated TRICS Assessment

6.3.1 Updated trip generation rates have been derived from the current version of TRICS (v.7.11.4). The TRICS interrogation adopts the following main assumptions:

- Residential/Private-owned houses;
- Vehicle traffic surveys;
- All regions included;
- Range of sites – from 65 to 195 dwellings (50% either side of proposed quantum of approximately 130 dwellings as recommended in the *TRICS Good Practice Guide*);
- Weekday surveys only;
- Date range from 01/01/16 to 18/09/24;
- Locations: *Suburban Area, Edge of Town & Neighbourhood Centres*;
- Location sub-categories: *Residential Zone* only;
- Three sites removed due to the surveys having been undertaken during a period of COVID-19 restrictions.

6.3.2 The full TRICS output is provided in **Appendix E**. The resulting peak hour trip rates are presented in **Table 6.4**.

Table 6.4: Residential Vehicle Trips/Dwelling (TRICS v7.11.4)

Time Period	Arrival	Departure	Two-Way
AM (08:00-09:00)	0.138	0.357	0.495
PM (17:00-18:00)	0.316	0.146	0.462

6.3.3 The updated trip generation rates are significantly lower than those used in the original TA (from Table 6.1).

6.3.4 Using the TRICS cross-test facility provides an indication of the bias or weighting of individual sites within the sample. **Table 6.5** presents cross-test results for the AM and PM peak hours, which are below 10% in all cases. These results suggest that the

trips rates are reasonably consistent between the sites in the sample and therefore suitable for use.

Table 6.5: TRICS Assessment - Cross-Test Results (TRICS v7.11.4)

Time Period	Arrival	Departure	Two-Way
AM (08:00-09:00)	1.5%	2.0%	0.4%
PM (17:00-18:00)	2.8%	5.8%	2.2%

- 6.3.5 Applying the trip rates from Table 6.4 to a development of 132 dwellings as now proposed would result in updated traffic generation forecasts for Keston Fields as presented in **Table 6.6**.

Table 6.6: Traffic Generation of 132 Dwellings – Vehicles (TRICS v7.11.4)

Time Period	Arrival	Departure	Two-Way
AM (08:00-09:00)	18	47	65
PM (17:00-18:00)	42	19	61

* Totals may not sum exactly due to rounding of decimal places.

- 6.3.6 These updated figures are significantly lower than the *Approved Traffic Forecast* from Table 6.3, despite the development as now proposed comprising an additional 19 dwellings more than the approved total.

6.4 Surveyed Traffic Generation

- 6.4.1 Alternative traffic generation forecasts have been derived using the traffic survey data collected at the Keston Road junction with Mill Green Lane during July 2023, as presented in Section 3. At the time of the survey, 80 dwellings within Keston Fields were observed to be occupied and no significant construction vehicle movements were noted. This survey data is therefore considered to provide a more accurate representation of the development's traffic generation than a TRICS sample.
- 6.4.2 For the 80 dwellings occupied at the time of the traffic survey, a set of trip rates has been calculated, as detailed in **Appendix F**. The resulting surveyed trip rates are summarised in **Table 6.7**. They are higher than those derived from the current version of TRICS but remain significantly lower than the original TA trip rates.

Table 6.7: Residential Vehicle Trips/Dwelling (Traffic Survey, 02/07/25)

Time Period	Arrival	Departure	Two-Way
AM (08:00-09:00)	0.150	0.363	0.513
PM (17:00-18:00)	0.325	0.200	0.525

- 6.4.3 Applying the trip rates from Table 6.7 to the now proposed development of 132 dwellings provides a local traffic generation forecast for Keston Fields as presented in **Table 6.8**.

Table 6.8: Traffic Generation of 132 Dwellings – Vehicles (Traffic Survey, 02/07/25)

Time Period	Arrival	Departure	Two-Way
AM (08:00-09:00)	20	48	68
PM (17:00-18:00)	43	26	69

* Totals may not sum exactly due to rounding of decimal places.

- 6.4.4 This *Updated Local Forecast* is lower than the *Approved Traffic Forecast* from Table 6.3, despite the higher number of dwellings now proposed.
- 6.4.5 **Table 6.9** below provides a summary of the difference between the *Approved Traffic Forecast* for the total consented development (113 dwellings) and the *Updated Local Forecast* for the expanded development (132 dwellings).

Table 6.9: Comparison of Approved and Updated Local Traffic Forecasts

TIME PERIOD	APPROVED DEVELOPMENT (ADC ESTIMATED) 113 DWELLINGS			EXPANDED DEVELOPMENT (CTP SURVEYED) 130 DWELLINGS			DIFFERENCE		
	ARR	DEP	2-WAY	ARR	DEP	2-WAY	ARR	DEP	2-WAY
AM (08:00-09:00)	20	59	79	20	48	68	0	-11	-11
PM (17:00-18:00)	50	31	81	43	26	69	-7	-5	-11

- 6.4.6 Table 6.9 confirms that the expanded development would generate fewer vehicle trips than those previously estimated for the currently approved development. Therefore, the proposed increase in the total number of dwellings at Keston Fields would have no material impact on the satisfactory operation of the Keston Fields internal road system or the adjacent highway network.

6.5 Trip Distribution

- 6.5.1 The distribution of development traffic on the highway network has been estimated from the traffic survey data collected at the Mill Green Road/Keston Road junction, as set of in **Appendix F**.
- 6.5.2 Table 6.10 compares the resulting observed trip distribution on Mill Green Road to the north and south with the original estimated TA trip distribution used by ADC.

Table 6.10: Comparison of Approved and New Local Trip Distribution

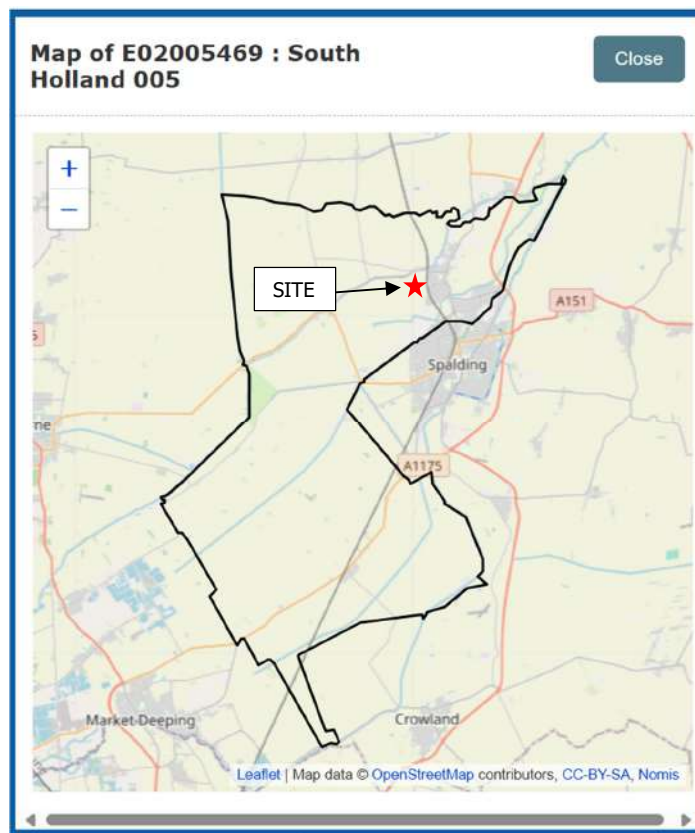
TIME PERIOD	SURVEYED DISTRIBUTION			TA DISTRIBUTION (ADC)		
	NORTH	SOUTH	TOTAL	NORTH	SOUTH	TOTAL
AM (08:00-09:00)	90%	10%	100%	90%	10%	100%
PM (17:00-18:00)	95%	5%	100%	90%	10%	100%
AVERAGE	<i>93%</i>	<i>7%</i>	100%	<i>90%</i>	<i>10%</i>	100%

- 6.5.3 It can be seen that the observed and previously estimated trip distributions are comparable. The 2025 traffic survey confirms that the majority of traffic would use Mill Green Road to the north, with only a very modest proportion using the single-track section to the south. The observed proportion on this southern section would generally be lower than that allowed for in ADC's TA. In combination with lower total traffic generation forecasts, this will result in a reduced traffic impact on Mill Green Road to the south of the development than previously assessed (noting also that the previous forecast was found to be acceptable).

6.6 Modal Split

- 6.6.1 The modal split of development trips has been estimated using data available from the 2021 National Census "*Method used to Travel to work*" data (TS061) statistics.
- 6.6.2 The development site is located within the South Holland 005 Middle-Layer Super-Output Area (MSOA). Travel to work data for this area has therefore been used to represent the trip characteristics of the proposed development. The MSOA boundaries are shown on **Figure 6.1**.

Figure 6.1: South Holland 005 MSOA Boundary (Source: NOMIS)



- 6.6.3 The MSOA boundary includes the established Pinchbeck village residential area to the north and east. It is therefore considered that the modal split of trips generated within this area would be similar to that of the proposed residential development.
- 6.6.4 A summary of the resulting modal split is presented in **Table 6.11** below.

Table 6.11: Modal Split Summary (2021 Census)

From National Census 2021: TS061 "Method used to travel to work"		PERSONS BY CATEGORY	MODAL SPLIT (% of trips made)
CAT	Group	E02005469: South Holland 005	
-	All Usual Residents Aged 16 to 74 in employment	3,887	-
1	Work Mainly at or From Home	774	-
2	Underground, Metro, Light Rail, Tram	2	0.1%
3	Train	16	0.5%
4	Bus, Minibus or Coach	16	0.5%
5	Taxi	10	0.3%
6	Motorcycle, Scooter or Moped	18	0.6%
7	Driving a Car or Van	2,596	83.4%
8	Passenger in a Car or Van	173	5.6%
9	Bicycle	92	3.0%
10	On Foot	158	5.1%
11	Other Method of Travel to Work	32	1.0%
Total		4488	3887
Total Travelling (i.e. - exc. cat 1)		3113	100.0%

- 6.6.5 The results overall show that the local MSOA has a high level of sustainable travel mode use. Together, the bus, rail, walking, car share and cycle modes account for approximately 15% of all trips. Of these, walking accounts for the highest modal share at around 5%. Cycling has a modest modal share of approximately 3%.
- 6.6.6 It is therefore considered that there is potential for a proportion of development trips to be made by non-car means, particularly active travel modes, subject to satisfactory connections with the sustainable travel network as proposed.
- 6.6.7 Applying the South Holland 005 MSOA modal split percentages in Table 6.11 to the vehicle trip generation forecasts for the expanded Keston Fields development from Table 6.8 provides an estimate of base-line person trips generated by the proposed development. It is assumed that the total number of two-way vehicles forecast in Table 6.8 are "car driver" trips.

- 6.6.8 The resulting forecast base-line modal split of development trips is presented in **Table 6.12.**

Table 6.12: Base-Line Development Person Trips by Mode

MODE OF TRAVEL	MODE SHARE	2-WAY PERSON TRIPS	
		AM PEAK HOUR	PM PEAK HOUR
Underground, Metro, Light Rail, Tram	0.1%	0	0
Train	0.5%	0	0
Bus, Minibus or Coach	0.5%	0	0
Taxi	0.3%	0	0
Motorcycle, Scooter or Moped	0.6%	0	0
<i>Driving a Car or Van</i>	<i>83.4%</i>	<i>68</i>	<i>69</i>
Passenger in a Car or Van	5.6%	5	5
Bicycle	3.0%	2	2
On Foot	5.1%	4	4
Other Method of Travel to Work	1.0%	1	1
Total	100.0%	82	83

**Column totals may not sum exactly due to rounding of decimal places.*

- 6.6.9 It can be seen that the volume of additional pedestrian trips generated by the expanded development at the proposed site access points (comprising walk, bus and rail modes) would be low at up to 4 trips per peak hour. The demand for additional crossing movements on Keston Road, Mill Green Road and Cherry Holt Lane would therefore be insignificant and would not give rise to a material increase in the risk of conflicts with vehicles.
- 6.6.10 It is therefore considered that the development's forecast pedestrian demands can be safely accommodated by the existing highway infrastructure within Keston Fields and in the village area beyond.

7.0 SUMMARY AND CONCLUSIONS

7.1 Summary

- 7.1.1 Capricorn Transport Planning Ltd (CTP) has been appointed by Keston Fields Limited to prepare a Transport Statement (TS) in support of a proposed additional residential development on land within Keston Fields to the east of Mill Green Road, Pinchbeck. The site has previously been used as a contractors' compound during the construction of Keston Fields, which now provides 100 dwellings and is substantially occupied.
- 7.1.2 Keston Fields lies within the South Holland District Council (SHDC) planning authority area. The local highway authority is Lincolnshire County Council (LCC).
- 7.1.3 The development site has an extant Outline Planning Consent (OPC) for a further 13 dwellings. A Full Planning Application (FPA) is now to be submitted for a development of 32 dwellings, a net increase of 19 above that currently approved.
- 7.1.4 This report presents the TS that supports the FPA. It considers the highways and transport issues arising from the additional development, including its traffic impacts and access arrangements.
- 7.1.5 Keston Fields lies to the south-west of Pinchbeck village centre and is connected to it by Mill Green Road, Cherry Holt Lane and Rose Lane. To the east of the village, the B1356 connects Pinchbeck with Spalding and with the A16 strategic route via the Wardentree Lane corridor.
- 7.1.6 The proposed development would be served from the existing Keston Fields residential road network via Keston Road and an existing access from Farnborough Close, which has been provided to LCC residential road standards.
- 7.1.7 The FPA would increase the total number of dwellings at Keston Fields to 132, all of which would be accessed from Keston Road and its simple priority junction with Mill Green Road. This existing junction provides visibility splays appropriate to surveyed traffic speeds on Mill Green Road and has been constructed to allow access by service vehicles.
- 7.1.8 Pedestrians and cyclists would be able to reach the development safely using the existing 2.0m wide footway alongside Farnborough Close and Keston Road. Dropped-

kerb crossing facilities are provided at the Mill Green Road/Keston Road junction to enable pedestrians to reach the existing footway network alongside Mill Green Road and Cherry Holt Lane. An additional footpath would be provided to connect the site directly more directly with the Mill Green Road/Keston Road junction and further reduce walking distances.

7.1.9 The existing Keston Fields infrastructure and proposed additional improvements would more than accommodate the modest additional crossing demand generated by the proposed development.

7.1.10 Car and cycle parking provision within the development would be provided in accordance with LCC and SHDC requirements.

7.1.11 The TA has reviewed the development proposal against the requirements of the National Planning Policy Framework (NPPF), the Local Plan and the Local Transport Plan. It demonstrates that the scheme complies fully with the transport-related requirements of these policies.

7.1.12 A review of the site's accessibility by sustainable travel modes shows that:

- The proposed development would be within walking distance of local shops and facilities in Pinchbeck village centre.
- Bus stops would be reached within 800m walking distance of the site. The village centre could be reached within a walking distance of under 2km as recommended in national guidance. Spalding railway station is also within a 2km distance of the site.
- The proposed development is within a comfortable cycling distance of the entire Spalding urban area, which includes a wide range of local amenities and major employment, education and retail opportunities.
- Local bus route B9 provides regular services to Spalding and Boston throughout the working day.
- National and local rail services to Lincoln, Nottingham, Peterborough, Grantham and other major destinations can be accessed at Spalding railway station, which can be reached on foot, by cycle or using local bus services.

- 7.1.13 Records of personal injury collisions show no evidence of road-safety related-issues in the vicinity of the site, the Mill Green Road/Keston Road junction or the routes leading towards the village centre.
- 7.1.14 Trip generation forecasts were provided within the Transport Assessment (TA) that supported the original OPC for Keston Fields (100 dwellings), based on a set of trip generation rates obtained from the TRICS database and accepted by LCC. The trip generation of an additional 13 dwellings at the site, based on the same trip rates, are also deemed to have been accepted by LCC by virtue of the extant OPC for the site that was subsequently granted.
- 7.1.15 The original TA trip rates have been used to derive an *Approved Traffic Forecast* for the 113 dwellings currently permitted. This has been compared with an *Updated Local Forecast* for the 132 dwellings now proposed, based on updated trip rates obtained from traffic survey data for Keston Fields obtained in 2025.
- 7.1.16 This *Updated Local Forecast* for the 132 dwellings now proposed is lower than the *Approved Traffic Forecast* for the consented 113 dwellings. This is because the local surveyed trip generation rates obtained for Keston Fields are significantly lower than those published in the original TA and previously accepted by LCC.
- 7.1.17 Therefore, the proposed increase in the total number of dwellings at Keston Fields would have no material impact on the satisfactory operation of the Keston Fields internal road system or the adjacent highway network.

7.2 Conclusions

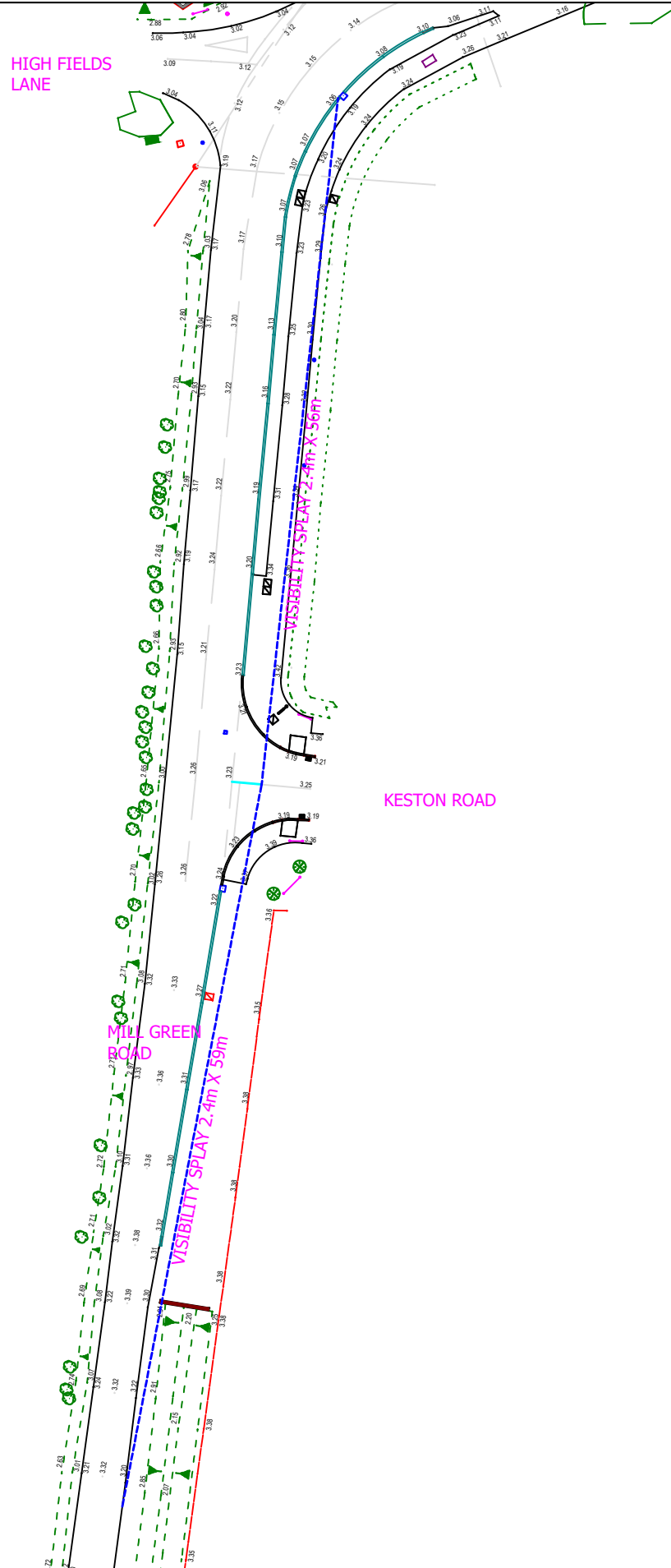
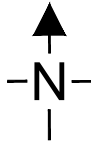
- 7.2.1 The TS demonstrates that:
- Satisfactorily vehicular access to the development can be achieved.
 - The proposed development would be accessible by a range of sustainable travel modes and would be within walking distance of local facilities via the existing walking and cycling networks.
 - The existing residential road network within Keston Fields would satisfactorily accommodate traffic and pedestrian demands and desire lines, connecting the development to the adjacent network and community.

- The volume of traffic generated by the scheme would not be significant at locations beyond the development site. The overall volume of traffic generated on the local highway network would be reduced compared with the previously approved traffic forecasts, even when the additional proposed development is taken into account.
- The scheme would therefore have no material impact on the safe and satisfactory operation of the local highway and travel networks.

7.2.2 The proposed development would therefore be satisfactorily accommodated and accessed by all travel modes, in compliance with the relevant local planning and transport policies.

7.2.3 This report is therefore submitted to LCC and SHDC for agreement so that the FPA can be approved at the earliest opportunity.

DRAWINGS



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

--	--	--	--	--

REV	DESCRIPTION	DATE	BY	AUTH
-----	-------------	------	----	------

Capricorn Transport Planning

19 Graystones Close
West Bridgford
Nottingham
NG2 6QU

T : 0777 334 7121
www.capricorn-tp.co.uk

CLIENT
KESTON FIELDS LIMITED

PROJECT
KESTON FIELDS
MILL GREEN ROAD, PINCHBECK

TITLE
MILL GREEN ROAD/KESTON ROAD
JUNCTION: VISIBILITY SPLAYS

DRAWN SAM	AUTHORISED SM	SCALE 1:500	SHEET SIZE A3	DATE 17.07.25
PROJECT NO. C25007		DRAWING NO. DR001		REV -

APPENDIX A

PROPOSED SITE LAYOUT



House Type Schedule								
Unit Type	Tenure	Type	No.	Beds	Gross internal areas EXCLUDING garages			
					GIA m2 per unit	GIA ft2 per unit	Total GIA m2	Total GIA ft2
A	Market	Bungalow	3	3	136.8	1,472.5	410.4	4,417.5
B	Market	Bungalow	7	3	129.4	1,392.9	905.8	9,750.0
C	Market	Bungalow	4	3	138.0	1,485.4	552.0	5,941.7
D	Market	Two storey	14	3	97.2	1,046.3	1,360.8	14,647.5
E	Market	Two storey	1	3	138.0	1,485.4	138.0	1,485.4
H	Market	Two storey	3	3	102.2	1,100.1	306.6	3,300.2
			32				3,673.6	39,542.3
D	Affordable	Two storey	1	3	97.2	1,046.3	97.2	1,046.3
F	Affordable	Two storey	4	2	72.0	775.0	288.0	3,100.0
G	Affordable	Two storey (flats)	0	1	53.0	570.5	0.0	0.0
I	Affordable	1.5 storey	3	1	52.9	569.4	158.7	1,708.2
			8				543.9	5,854.5
		Site Total	40				4,217.5	45,396.8

Materials Key
2 material variations, as shown below:

- Roof covering — Primary facing material
- Dark grey fibre cement roof tile — Light buff brick
- Concrete pantile roof — Red multi brick

Boundary Treatments Key

- 1.8m high brick wall (to match brickwork of dwelling)
- 1.8m high close boarded fence
- 1.2m high post & rail fence

Notes

Copyright
© Robert Doughty Consultancy Limited.
All rights described in the Copyright, Designs and Patents Act 1988 have been asserted.

Ordinance Survey Map
© Crown Copyright. OS Licence No: AR 100010613.

Dimensions
All dimensions shown are for the purposes of obtaining the relevant planning permission only. It should not be used for construction and accordingly, risk identification under the Construction (Design & Management) Regulations 2015 has not been undertaken.

CDM 2015
This drawing is for illustrative purposes and/or obtaining the relevant planning permission only. It should not be used for construction and accordingly, risk identification under the Construction (Design & Management) Regulations 2015 has not been undertaken.

B WW Additional detail added. Areas measured. 20.11.25

A WW Revisions following client meeting 10.09.25

Rev	By	Description	Date
Current revision checked by: -			

rdc
Robert Doughty Consultancy

32 High Street, Helpingham
Sleaford, Lincolnshire, NG34 0RA

Tel: 01529 421646
Email: admin@rdc-landplan.co.uk
Web: www.rdc-landplan.co.uk

Client
Keston Fields Limited

Project
Keston Fields
Pinchbeck, Spalding

Drawing
Proposed Site Plan

Scale @ A1 1: 500	Date 12/08/25
Drawn By WW	Checked By -
Job Number 1662-1	Status SK
Purpose of Issue Discussion	

Drawing No.
1662-1_SK_SP03

Rev
B

Post development area measurements

	Area (m2)	Area (ha)
Red line	20,750	2.0750
Buildings	4,355	0.4355
Spine road & footway	2,215	0.2215
Shared surface & driveways	3,790	0.3790
SuDS (attenuation pond & swales)	1,970	0.1970
Rear gardens	5,295	0.5295
Flowering lawn mix (ONG)	1,175	0.1175
Front gardens/ verge areas	1,950	0.1950
Total (to match red line area)	20,750	2.0750

Individual trees 18no

APPENDIX B

TRAFFIC SURVEYS



	Tue Jul 01	Wed Jul 02	Thu Jul 03	Fri Jul 04	Sat Jul 05	Sun Jul 06	Mon Jul 07	5-Day Ave.	7-Day Ave.
00:00	1	1	0	0	0	1	0	0	0
01:00	0	0	1	0	0	1	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	3	1	0	0	0	0	2	1	1
04:00	1	2	0	1	0	0	1	1	1
05:00	0	1	2	1	2	1	7	2	2
06:00	8	8	9	7	3	5	11	9	7
07:00	17	22	18	24	6	3	18	20	15
08:00	30	26	26	17	12	8	23	24	20
09:00	29	18	12	16	15	16	26	20	19
10:00	20	14	19	17	13	18	21	18	17
11:00	21	15	21	16	18	30	13	17	19
12:00	20	20	21	18	22	28	22	20	22
13:00	22	19	19	18	13	32	18	19	20
14:00	17	26	19	17	12	16	20	20	18
15:00	22	16	26	24	13	21	19	21	20
16:00	25	23	28	18	18	11	19	23	20
17:00	23	25	18	21	10	9	23	22	18
18:00	13	18	15	16	9	13	11	15	14
19:00	7	11	7	10	17	12	11	9	11
20:00	3	11	7	4	4	8	5	6	6
21:00	6	9	2	3	6	5	1	4	5
22:00	4	3	5	8	7	3	1	4	4
23:00	0	1	1	1	1	0	1	1	1
Total									
12H(7-19)	259	242	242	222	161	205	233	240	223
16H(6-22)	283	281	267	246	191	235	261	268	252
18H(6-24)	287	285	273	255	199	238	263	273	257
24H(0-24)	292	290	276	257	201	241	273	278	261
AM Peak	08:00 30	08:00 26	08:00 26	07:00 24	11:00 18	11:00 30	09:00 26	08:00 24	08:00 20
PM Peak	16:00 25	14:00 26	16:00 28	15:00 24	12:00 22	13:00 32	17:00 23	16:00 23	12:00 22

Site No. 1

Site Ref. 7061

Vehicle Count Report

Week Begin: 01 July 2025

Channel: Northbound

	Tue Jul 01	Wed Jul 02	Thu Jul 03	Fri Jul 04	Sat Jul 05	Sun Jul 06	Mon Jul 07	5-Day Ave.	7-Day Ave.
00:00	0	0	0	1	0	0	0	0	0
01:00	0	0	1	0	0	0	1	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	1	0	0	0	0	0	0	0	0
04:00	1	3	1	1	1	1	0	1	1
05:00	4	4	6	4	1	1	10	6	4
06:00	6	1	3	4	0	2	4	4	3
07:00	13	16	11	15	8	3	15	14	12
08:00	43	21	23	22	10	9	32	28	23
09:00	24	19	18	20	11	17	18	20	18
10:00	21	11	15	16	16	21	14	15	16
11:00	18	18	24	21	16	35	23	21	22
12:00	21	19	10	13	14	22	22	17	17
13:00	24	27	20	12	14	23	22	21	20
14:00	16	18	12	23	21	20	19	18	18
15:00	21	16	24	21	17	24	19	20	20
16:00	15	29	20	20	10	14	21	21	18
17:00	29	24	19	14	12	11	28	23	20
18:00	10	17	14	15	10	11	14	14	13
19:00	7	16	9	11	4	9	5	10	9
20:00	4	7	9	3	8	10	7	6	7
21:00	3	9	4	5	9	2	4	5	5
22:00	3	2	3	6	3	4	1	3	3
23:00	1	0	1	1	1	1	2	1	1
Total									
12H(7-19)	255	235	210	212	159	210	247	232	218
16H(6-22)	275	268	235	235	180	233	267	256	242
18H(6-24)	279	270	239	242	184	238	270	260	246
24H(0-24)	285	277	247	248	186	240	281	268	252
AM Peak	08:00 43	08:00 21	11:00 24	08:00 22	11:00 16	11:00 35	08:00 32	08:00 28	08:00 23
PM Peak	17:00 29	16:00 29	15:00 24	14:00 23	14:00 21	15:00 24	17:00 28	17:00 23	15:00 20

Site No. 1

Site Ref. 7061

Vehicle Count Report

Week Begin: 01 July 2025

Channel: Total Flow

	Tue Jul 01	Wed Jul 02	Thu Jul 03	Fri Jul 04	Sat Jul 05	Sun Jul 06	Mon Jul 07	5-Day Ave.	7-Day Ave.
00:00	1	1	0	1	0	1	0	1	1
01:00	0	0	2	0	0	1	1	1	1
02:00	0	0	0	0	0	0	0	0	0
03:00	4	1	0	0	0	0	2	1	1
04:00	2	5	1	2	1	1	1	2	2
05:00	4	5	8	5	3	2	17	8	6
06:00	14	9	12	11	3	7	15	12	10
07:00	30	38	29	39	14	6	33	34	27
08:00	73	47	49	39	22	17	55	53	43
09:00	53	37	30	36	26	33	44	40	37
10:00	41	25	34	33	29	39	35	34	34
11:00	39	33	45	37	34	65	36	38	41
12:00	41	39	31	31	36	50	44	37	39
13:00	46	46	39	30	27	55	40	40	40
14:00	33	44	31	40	33	36	39	37	37
15:00	43	32	50	45	30	45	38	42	40
16:00	40	52	48	38	28	25	40	44	39
17:00	52	49	37	35	22	20	51	45	38
18:00	23	35	29	31	19	24	25	29	27
19:00	14	27	16	21	21	21	16	19	19
20:00	7	18	16	7	12	18	12	12	13
21:00	9	18	6	8	15	7	5	9	10
22:00	7	5	8	14	10	7	2	7	8
23:00	1	1	2	2	2	1	3	2	2
Total									
12H(7-19)	514	477	452	434	320	415	480	471	442
16H(6-22)	558	549	502	481	371	468	528	524	494
18H(6-24)	566	555	512	497	383	476	533	533	503
24H(0-24)	577	567	523	505	387	481	554	545	513
AM Peak	08:00 73	08:00 47	08:00 49	08:00 39	11:00 34	11:00 65	08:00 55	08:00 53	08:00 43
PM Peak	17:00 52	16:00 52	15:00 50	15:00 45	12:00 36	13:00 55	17:00 51	17:00 45	15:00 40

Site No. 1

Site Ref. 7061

Classification Report

Week Begin: 01 July 2025

Channel: Southbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
Tue 1 Jul	292	10	208	66	8	0
Wed 2 Jul	290	7	216	57	10	0
Thu 3 Jul	276	9	214	50	3	0
Fri 4 Jul	257	4	197	49	7	0
Sat 5 Jul	201	6	167	24	4	0
Sun 6 Jul	241	2	213	26	0	0
Mon 7 Jul	273	5	218	45	5	0
5 Day Ave.	278	7	211	53	7	0
7 Day Ave.	261	6	205	45	5	0

HGV+BUS

7	2%
5	2%

PCC Traffic Information Consultancy Ltd.

Site No. 1

Site Ref. 7061

Classification Report

Week Begin: 01 July 2025

Channel: Northbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
Tue 1 Jul	285	17	189	71	8	0
Wed 2 Jul	277	8	200	61	8	0
Thu 3 Jul	247	11	185	51	0	0
Fri 4 Jul	248	10	174	59	5	0
Sat 5 Jul	186	10	150	23	3	0
Sun 6 Jul	240	3	211	22	4	0
Mon 7 Jul	281	10	211	51	9	0
5 Day Ave.	268	11	192	59	6	0
7 Day Ave.	252	10	189	48	5	0

HGV+BUS

6	2%
5	2%

PCC Traffic Information Consultancy Ltd.

Site No. 1

Site Ref. 7061

Classification I Site No.

Week Begin: 01 July 2025

Channel: Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
Tue 1 Jul	577	27	397	137	16	0
Wed 2 Jul	567	15	416	118	18	0
Thu 3 Jul	523	20	399	101	3	0
Fri 4 Jul	505	14	371	108	12	0
Sat 5 Jul	387	16	317	47	7	0
Sun 6 Jul	481	5	424	48	4	0
Mon 7 Jul	554	15	429	96	14	0
5 Day Ave.	545	18	402	112	13	0
7 Day Ave.	513	16	393	94	11	0

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
Tue 1 Jul	292	34	28	6	0	7	23	50	100	85	20	7	0	0	0	0	0
Wed 2 Jul	290	35	29	7	1	10	18	52	85	78	33	11	2	0	0	0	0
Thu 3 Jul	276	34	28	6	0	7	14	48	104	79	18	5	1	0	0	0	0
Fri 4 Jul	257	34	28	6	2	6	13	41	84	86	20	4	1	0	0	0	0
Sat 5 Jul	201	34	28	6	0	9	14	31	79	49	14	4	0	1	0	0	0
Sun 6 Jul	241	34	28	6	1	4	15	36	103	61	18	3	0	0	0	0	0
Mon 7 Jul	273	35	28	6	2	6	13	46	105	64	32	4	1	0	0	0	0
5 Day Ave.	278	34	28	6	1	7	16	47	96	78	25	6	1	0	0	0	0
7 Day Ave.	261	34	28	6	1	7	16	43	94	72	22	5	1	0	0	0	0

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
Tue 1 Jul	285	35	28	7	5	10	19	45	94	73	31	6	2	0	0	0	0
Wed 2 Jul	277	36	29	6	2	4	13	38	93	79	39	7	2	0	0	0	0
Thu 3 Jul	247	35	28	6	3	10	6	45	84	66	25	6	1	0	0	1	0
Fri 4 Jul	248	35	29	6	2	5	8	47	84	65	27	7	3	0	0	0	0
Sat 5 Jul	186	33	27	6	1	8	10	33	84	32	15	2	1	0	0	0	0
Sun 6 Jul	240	33	28	6	3	5	6	53	96	60	13	4	0	0	0	0	0
Mon 7 Jul	281	34	28	6	4	11	15	43	104	71	24	6	2	1	0	0	0
5 Day Ave.	268	35	28	6	3	8	12	44	92	71	29	6	2	0	0	0	0
7 Day Ave.	252	34	28	6	3	8	11	43	91	64	25	5	2	0	0	0	0

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
Tue 1 Jul	577	34	28	6	5	17	42	95	194	158	51	13	2	0	0	0	0
Wed 2 Jul	567	36	29	7	3	14	31	90	178	157	72	18	4	0	0	0	0
Thu 3 Jul	523	34	28	6	3	17	20	93	188	145	43	11	2	0	0	1	0
Fri 4 Jul	505	35	29	6	4	11	21	88	168	151	47	11	4	0	0	0	0
Sat 5 Jul	387	34	27	6	1	17	24	64	163	81	29	6	1	1	0	0	0
Sun 6 Jul	481	34	28	6	4	9	21	89	199	121	31	7	0	0	0	0	0
Mon 7 Jul	554	35	28	6	6	17	28	89	209	135	56	10	3	1	0	0	0
5 Day Ave.	545	35	28	6	4	15	28	91	187	149	54	13	3	0	0	0	0
7 Day Ave.	513	34	28	6	4	15	27	87	186	135	47	11	2	0	0	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	1	0	1	0	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	3	0	3	0	0	0
04:00	1	0	1	0	0	0
05:00	0	0	0	0	0	0
06:00	8	1	4	3	0	0
07:00	17	0	9	8	0	0
08:00	30	1	24	3	2	0
09:00	29	2	15	12	0	0
10:00	20	0	11	7	2	0
11:00	21	2	16	3	0	0
12:00	20	1	15	4	0	0
13:00	22	1	15	4	2	0
14:00	17	0	14	3	0	0
15:00	22	1	13	8	0	0
16:00	25	0	17	7	1	0
17:00	23	0	22	1	0	0
18:00	13	1	12	0	0	0
19:00	7	0	6	0	1	0
20:00	3	0	2	1	0	0
21:00	6	0	5	1	0	0
22:00	4	0	3	1	0	0
23:00	0	0	0	0	0	0
Total						
12H(7-19)	259	9	183	60	7	0
16H(6-22)	283	10	200	65	8	0
18H(6-24)	287	10	203	66	8	0
24H(0-24)	292	10	208	66	8	0
AM Peak	08:00 30	11:00 2	08:00 24	09:00 12	10:00 2	11:00 0
PM Peak	16:00 25	18:00 1	17:00 22	15:00 8	13:00 2	23:00 0

Site No. 1

Site Ref. 7061

Classification Report

01 Jul 2025

Channel: Northbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	0	0	0	0	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	1	0	1	0	0	0
04:00	1	1	0	0	0	0
05:00	4	0	3	0	1	0
06:00	6	2	2	2	0	0
07:00	13	0	7	6	0	0
08:00	43	1	29	11	2	0
09:00	24	2	11	10	1	0
10:00	21	1	13	6	1	0
11:00	18	2	14	1	1	0
12:00	21	0	12	8	1	0
13:00	24	2	17	5	0	0
14:00	16	1	12	2	1	0
15:00	21	0	13	8	0	0
16:00	15	1	7	7	0	0
17:00	29	1	25	3	0	0
18:00	10	0	9	1	0	0
19:00	7	1	6	0	0	0
20:00	4	0	3	1	0	0
21:00	3	1	2	0	0	0
22:00	3	1	2	0	0	0
23:00	1	0	1	0	0	0
Total						
12H(7-19)	255	11	169	68	7	0
16H(6-22)	275	15	182	71	7	0
18H(6-24)	279	16	185	71	7	0
24H(0-24)	285	17	189	71	8	0
AM Peak	08:00 43	11:00 2	08:00 29	08:00 11	08:00 2	11:00 0
PM Peak	17:00 29	13:00 2	17:00 25	15:00 8	14:00 1	23:00 0

Site No. 1

Site Ref. 7061

Classification Report

01 Jul 2025

Channel: Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	1	0	1	0	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	4	0	4	0	0	0
04:00	2	1	1	0	0	0
05:00	4	0	3	0	1	0
06:00	14	3	6	5	0	0
07:00	30	0	16	14	0	0
08:00	73	2	53	14	4	0
09:00	53	4	26	22	1	0
10:00	41	1	24	13	3	0
11:00	39	4	30	4	1	0
12:00	41	1	27	12	1	0
13:00	46	3	32	9	2	0
14:00	33	1	26	5	1	0
15:00	43	1	26	16	0	0
16:00	40	1	24	14	1	0
17:00	52	1	47	4	0	0
18:00	23	1	21	1	0	0
19:00	14	1	12	0	1	0
20:00	7	0	5	2	0	0
21:00	9	1	7	1	0	0
22:00	7	1	5	1	0	0
23:00	1	0	1	0	0	0
Total						
12H(7-19)	514	20	352	128	14	0
16H(6-22)	558	25	382	136	15	0
18H(6-24)	566	26	388	137	15	0
24H(0-24)	577	27	397	137	16	0
AM Peak	08:00	11:00	08:00	09:00	08:00	11:00
	73	4	53	22	4	0
PM Peak	17:00	13:00	17:00	15:00	13:00	23:00
	52	3	47	16	2	0

	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	1	0	1	0	0	0
04:00	2	1	0	1	0	0
05:00	1	0	1	0	0	0
06:00	8	1	5	2	0	0
07:00	22	0	16	4	2	0
08:00	26	0	18	8	0	0
09:00	18	0	14	4	0	0
10:00	14	1	11	2	0	0
11:00	15	0	8	5	2	0
12:00	20	0	14	5	1	0
13:00	19	0	18	1	0	0
14:00	26	1	20	4	1	0
15:00	16	0	10	4	2	0
16:00	23	0	16	6	1	0
17:00	25	1	19	5	0	0
18:00	18	1	13	3	1	0
19:00	11	0	10	1	0	0
20:00	11	1	10	0	0	0
21:00	9	0	8	1	0	0
22:00	3	0	2	1	0	0
23:00	1	0	1	0	0	0
Total						
12H(7-19)	242	4	177	51	10	0
16H(6-22)	281	6	210	55	10	0
18H(6-24)	285	6	213	56	10	0
24H(0-24)	290	7	216	57	10	0
AM Peak	08:00 26	10:00 1	08:00 18	08:00 8	11:00 2	11:00 0
PM Peak	14:00 26	20:00 1	14:00 20	16:00 6	15:00 2	23:00 0

Site No. 1

Site Ref. 7061

Classification Report

02 Jul 2025

Channel: Northbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	0	0	0	0	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	3	1	0	2	0	0
05:00	4	1	2	1	0	0
06:00	1	0	1	0	0	0
07:00	16	0	8	7	1	0
08:00	21	1	12	8	0	0
09:00	19	0	13	5	1	0
10:00	11	1	8	2	0	0
11:00	18	0	12	5	1	0
12:00	19	0	14	4	1	0
13:00	27	0	22	3	2	0
14:00	18	0	16	2	0	0
15:00	16	0	15	1	0	0
16:00	29	0	19	9	1	0
17:00	24	1	18	5	0	0
18:00	17	0	13	3	1	0
19:00	16	2	12	2	0	0
20:00	7	1	5	1	0	0
21:00	9	0	8	1	0	0
22:00	2	0	2	0	0	0
23:00	0	0	0	0	0	0
Total						
12H(7-19)	235	3	170	54	8	0
16H(6-22)	268	6	196	58	8	0
18H(6-24)	270	6	198	58	8	0
24H(0-24)	277	8	200	61	8	0
AM Peak	08:00 21	10:00 1	09:00 13	08:00 8	11:00 1	11:00 0
PM Peak	16:00 29	19:00 2	13:00 22	16:00 9	13:00 2	23:00 0

Site No. 1

Site Ref. 7061

Classification Report

02 Jul 2025

Channel: Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	1	0	1	0	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	1	0	1	0	0	0
04:00	5	2	0	3	0	0
05:00	5	1	3	1	0	0
06:00	9	1	6	2	0	0
07:00	38	0	24	11	3	0
08:00	47	1	30	16	0	0
09:00	37	0	27	9	1	0
10:00	25	2	19	4	0	0
11:00	33	0	20	10	3	0
12:00	39	0	28	9	2	0
13:00	46	0	40	4	2	0
14:00	44	1	36	6	1	0
15:00	32	0	25	5	2	0
16:00	52	0	35	15	2	0
17:00	49	2	37	10	0	0
18:00	35	1	26	6	2	0
19:00	27	2	22	3	0	0
20:00	18	2	15	1	0	0
21:00	18	0	16	2	0	0
22:00	5	0	4	1	0	0
23:00	1	0	1	0	0	0
Total						
12H(7-19)	477	7	347	105	18	0
16H(6-22)	549	12	406	113	18	0
18H(6-24)	555	12	411	114	18	0
24H(0-24)	567	15	416	118	18	0
AM Peak	08:00 47	10:00 2	08:00 30	08:00 16	11:00 3	11:00 0
PM Peak	16:00 52	20:00 2	13:00 40	16:00 15	18:00 2	23:00 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	1	0	1	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	9	0	8	1	0	0
07:00	18	0	12	5	1	0
08:00	26	1	20	5	0	0
09:00	12	0	9	3	0	0
10:00	19	0	14	5	0	0
11:00	21	0	15	5	1	0
12:00	21	2	15	4	0	0
13:00	19	0	14	5	0	0
14:00	19	2	12	5	0	0
15:00	26	0	20	6	0	0
16:00	28	3	23	2	0	0
17:00	18	0	16	2	0	0
18:00	15	1	13	0	1	0
19:00	7	0	6	1	0	0
20:00	7	0	6	1	0	0
21:00	2	0	2	0	0	0
22:00	5	0	5	0	0	0
23:00	1	0	1	0	0	0
Total						
12H(7-19)	242	9	183	47	3	0
16H(6-22)	267	9	205	50	3	0
18H(6-24)	273	9	211	50	3	0
24H(0-24)	276	9	214	50	3	0
AM Peak	08:00 26	08:00 1	08:00 20	11:00 5	11:00 1	11:00 0
PM Peak	16:00 28	16:00 3	16:00 23	15:00 6	18:00 1	23:00 0

Site No. 1

Site Ref. 7061

Classification Report

03 Jul 2025

Channel: Northbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	0	0	0	0	0	0
01:00	1	0	1	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	1	1	0	0	0	0
05:00	6	1	4	1	0	0
06:00	3	1	2	0	0	0
07:00	11	0	5	6	0	0
08:00	23	1	15	7	0	0
09:00	18	0	13	5	0	0
10:00	15	0	9	6	0	0
11:00	24	1	18	5	0	0
12:00	10	0	9	1	0	0
13:00	20	1	18	1	0	0
14:00	12	0	10	2	0	0
15:00	24	1	15	8	0	0
16:00	20	1	14	5	0	0
17:00	19	1	18	0	0	0
18:00	14	1	11	2	0	0
19:00	9	0	9	0	0	0
20:00	9	0	7	2	0	0
21:00	4	1	3	0	0	0
22:00	3	0	3	0	0	0
23:00	1	0	1	0	0	0
Total						
12H(7-19)	210	7	155	48	0	0
16H(6-22)	235	9	176	50	0	0
18H(6-24)	239	9	180	50	0	0
24H(0-24)	247	11	185	51	0	0
AM Peak	11:00 24	11:00 1	11:00 18	08:00 7	11:00 0	11:00 0
PM Peak	15:00 24	21:00 1	17:00 18	15:00 8	23:00 0	23:00 0

Site No. 1

Site Ref. 7061

Classification Report

03 Jul 2025

Channel: Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	0	0	0	0	0	0
01:00	2	0	2	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	1	1	0	0	0	0
05:00	8	1	6	1	0	0
06:00	12	1	10	1	0	0
07:00	29	0	17	11	1	0
08:00	49	2	35	12	0	0
09:00	30	0	22	8	0	0
10:00	34	0	23	11	0	0
11:00	45	1	33	10	1	0
12:00	31	2	24	5	0	0
13:00	39	1	32	6	0	0
14:00	31	2	22	7	0	0
15:00	50	1	35	14	0	0
16:00	48	4	37	7	0	0
17:00	37	1	34	2	0	0
18:00	29	2	24	2	1	0
19:00	16	0	15	1	0	0
20:00	16	0	13	3	0	0
21:00	6	1	5	0	0	0
22:00	8	0	8	0	0	0
23:00	2	0	2	0	0	0
Total						
12H(7-19)	452	16	338	95	3	0
16H(6-22)	502	18	381	100	3	0
18H(6-24)	512	18	391	100	3	0
24H(0-24)	523	20	399	101	3	0
AM Peak	08:00 49	08:00 2	08:00 35	08:00 12	11:00 1	11:00 0
PM Peak	15:00 50	16:00 4	16:00 37	15:00 14	18:00 1	23:00 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	1	1	0	0	0	0
05:00	1	0	1	0	0	0
06:00	7	0	6	1	0	0
07:00	24	1	16	6	1	0
08:00	17	0	13	4	0	0
09:00	16	0	13	3	0	0
10:00	17	0	14	3	0	0
11:00	16	0	14	2	0	0
12:00	18	0	15	2	1	0
13:00	18	1	12	4	1	0
14:00	17	0	14	3	0	0
15:00	24	0	16	6	2	0
16:00	18	0	16	2	0	0
17:00	21	0	15	5	1	0
18:00	16	0	13	2	1	0
19:00	10	0	8	2	0	0
20:00	4	1	2	1	0	0
21:00	3	0	2	1	0	0
22:00	8	0	7	1	0	0
23:00	1	0	0	1	0	0
Total						
12H(7-19)	222	2	171	42	7	0
16H(6-22)	246	3	189	47	7	0
18H(6-24)	255	3	196	49	7	0
24H(0-24)	257	4	197	49	7	0
AM Peak	07:00 24	07:00 1	07:00 16	07:00 6	07:00 1	11:00 0
PM Peak	15:00 24	20:00 1	16:00 16	15:00 6	15:00 2	23:00 0

Site No. 1

Site Ref. 7061

Classification Report

04 Jul 2025

Channel: Northbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	1	0	1	0	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	1	1	0	0	0	0
05:00	4	1	2	1	0	0
06:00	4	0	3	1	0	0
07:00	15	0	6	9	0	0
08:00	22	0	16	5	1	0
09:00	20	0	12	7	1	0
10:00	16	0	13	3	0	0
11:00	21	1	15	3	2	0
12:00	13	0	13	0	0	0
13:00	12	0	9	3	0	0
14:00	23	1	14	7	1	0
15:00	21	1	17	3	0	0
16:00	20	1	11	8	0	0
17:00	14	2	10	2	0	0
18:00	15	1	12	2	0	0
19:00	11	0	8	3	0	0
20:00	3	0	3	0	0	0
21:00	5	1	3	1	0	0
22:00	6	0	5	1	0	0
23:00	1	0	1	0	0	0
Total						
12H(7-19)	212	7	148	52	5	0
16H(6-22)	235	8	165	57	5	0
18H(6-24)	242	8	171	58	5	0
24H(0-24)	248	10	174	59	5	0
AM Peak	08:00 22	11:00 1	08:00 16	07:00 9	11:00 2	11:00 0
PM Peak	14:00 23	17:00 2	15:00 17	16:00 8	14:00 1	23:00 0

Site No. 1

Site Ref. 7061

Classification Report

04 Jul 2025

Channel: Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	1	0	1	0	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	2	2	0	0	0	0
05:00	5	1	3	1	0	0
06:00	11	0	9	2	0	0
07:00	39	1	22	15	1	0
08:00	39	0	29	9	1	0
09:00	36	0	25	10	1	0
10:00	33	0	27	6	0	0
11:00	37	1	29	5	2	0
12:00	31	0	28	2	1	0
13:00	30	1	21	7	1	0
14:00	40	1	28	10	1	0
15:00	45	1	33	9	2	0
16:00	38	1	27	10	0	0
17:00	35	2	25	7	1	0
18:00	31	1	25	4	1	0
19:00	21	0	16	5	0	0
20:00	7	1	5	1	0	0
21:00	8	1	5	2	0	0
22:00	14	0	12	2	0	0
23:00	2	0	1	1	0	0
Total						
12H(7-19)	434	9	319	94	12	0
16H(6-22)	481	11	354	104	12	0
18H(6-24)	497	11	367	107	12	0
24H(0-24)	505	14	371	108	12	0
AM Peak	08:00 39	04:00 2	11:00 29	07:00 15	11:00 2	11:00 0
PM Peak	15:00 45	17:00 2	15:00 33	16:00 10	15:00 2	23:00 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	2	0	2	0	0	0
06:00	3	1	2	0	0	0
07:00	6	0	4	2	0	0
08:00	12	0	11	1	0	0
09:00	15	0	14	0	1	0
10:00	13	0	11	2	0	0
11:00	18	0	16	1	1	0
12:00	22	1	18	3	0	0
13:00	13	0	10	3	0	0
14:00	12	0	11	1	0	0
15:00	13	0	11	1	1	0
16:00	18	0	18	0	0	0
17:00	10	1	8	1	0	0
18:00	9	1	5	3	0	0
19:00	17	2	11	3	1	0
20:00	4	0	4	0	0	0
21:00	6	0	5	1	0	0
22:00	7	0	5	2	0	0
23:00	1	0	1	0	0	0
Total						
12H(7-19)	161	3	137	18	3	0
16H(6-22)	191	6	159	22	4	0
18H(6-24)	199	6	165	24	4	0
24H(0-24)	201	6	167	24	4	0
AM Peak	11:00 18	06:00 1	11:00 16	10:00 2	11:00 1	11:00 0
PM Peak	12:00 22	19:00 2	16:00 18	19:00 3	19:00 1	23:00 0

Site No. 1

Site Ref. 7061

Classification Report

05 Jul 2025

Channel: Northbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	0	0	0	0	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	1	1	0	0	0	0
05:00	1	0	1	0	0	0
06:00	0	0	0	0	0	0
07:00	8	0	5	2	1	0
08:00	10	0	9	1	0	0
09:00	11	0	10	1	0	0
10:00	16	0	15	1	0	0
11:00	16	0	13	3	0	0
12:00	14	0	12	1	1	0
13:00	14	1	11	2	0	0
14:00	21	1	18	2	0	0
15:00	17	3	13	1	0	0
16:00	10	0	9	0	1	0
17:00	12	2	10	0	0	0
18:00	10	2	6	2	0	0
19:00	4	0	3	1	0	0
20:00	8	0	5	3	0	0
21:00	9	0	7	2	0	0
22:00	3	0	2	1	0	0
23:00	1	0	1	0	0	0
Total						
12H(7-19)	159	9	131	16	3	0
16H(6-22)	180	9	146	22	3	0
18H(6-24)	184	9	149	23	3	0
24H(0-24)	186	10	150	23	3	0
AM Peak	11:00 16	04:00 1	10:00 15	11:00 3	07:00 1	11:00 0
PM Peak	14:00 21	15:00 3	14:00 18	20:00 3	16:00 1	23:00 0

Site No. 1

Site Ref. 7061

Classification Report

05 Jul 2025

Channel: Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	0	0	0	0	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	1	1	0	0	0	0
05:00	3	0	3	0	0	0
06:00	3	1	2	0	0	0
07:00	14	0	9	4	1	0
08:00	22	0	20	2	0	0
09:00	26	0	24	1	1	0
10:00	29	0	26	3	0	0
11:00	34	0	29	4	1	0
12:00	36	1	30	4	1	0
13:00	27	1	21	5	0	0
14:00	33	1	29	3	0	0
15:00	30	3	24	2	1	0
16:00	28	0	27	0	1	0
17:00	22	3	18	1	0	0
18:00	19	3	11	5	0	0
19:00	21	2	14	4	1	0
20:00	12	0	9	3	0	0
21:00	15	0	12	3	0	0
22:00	10	0	7	3	0	0
23:00	2	0	2	0	0	0
Total						
12H(7-19)	320	12	268	34	6	0
16H(6-22)	371	15	305	44	7	0
18H(6-24)	383	15	314	47	7	0
24H(0-24)	387	16	317	47	7	0
AM Peak	11:00 34	06:00 1	11:00 29	11:00 4	11:00 1	11:00 0
PM Peak	12:00 36	18:00 3	12:00 30	18:00 5	19:00 1	23:00 0

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	1	0	1	0	0	0
01:00	1	0	0	1	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	5	1	4	0	0	0
07:00	3	0	3	0	0	0
08:00	8	0	7	1	0	0
09:00	16	0	12	4	0	0
10:00	18	0	16	2	0	0
11:00	30	0	28	2	0	0
12:00	28	0	24	4	0	0
13:00	32	0	28	4	0	0
14:00	16	1	14	1	0	0
15:00	21	0	17	4	0	0
16:00	11	0	10	1	0	0
17:00	9	0	9	0	0	0
18:00	13	0	11	2	0	0
19:00	12	0	12	0	0	0
20:00	8	0	8	0	0	0
21:00	5	0	5	0	0	0
22:00	3	0	3	0	0	0
23:00	0	0	0	0	0	0
Total						
12H(7-19)	205	1	179	25	0	0
16H(6-22)	235	2	208	25	0	0
18H(6-24)	238	2	211	25	0	0
24H(0-24)	241	2	213	26	0	0
AM Peak	11:00 30	06:00 1	11:00 28	09:00 4	11:00 0	11:00 0
PM Peak	13:00 32	14:00 1	13:00 28	15:00 4	23:00 0	23:00 0

Site No. 1

Site Ref. 7061

Classification Report

06 Jul 2025

Channel: Northbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	0	0	0	0	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	1	0	1	0	0	0
05:00	1	0	1	0	0	0
06:00	2	0	2	0	0	0
07:00	3	0	3	0	0	0
08:00	9	0	8	1	0	0
09:00	17	0	15	2	0	0
10:00	21	0	17	4	0	0
11:00	35	0	31	4	0	0
12:00	22	1	20	1	0	0
13:00	23	0	19	3	1	0
14:00	20	0	18	0	2	0
15:00	24	0	21	3	0	0
16:00	14	0	13	1	0	0
17:00	11	0	10	0	1	0
18:00	11	1	9	1	0	0
19:00	9	0	7	2	0	0
20:00	10	1	9	0	0	0
21:00	2	0	2	0	0	0
22:00	4	0	4	0	0	0
23:00	1	0	1	0	0	0
Total						
12H(7-19)	210	2	184	20	4	0
16H(6-22)	233	3	204	22	4	0
18H(6-24)	238	3	209	22	4	0
24H(0-24)	240	3	211	22	4	0
AM Peak	11:00 35	11:00 0	11:00 31	11:00 4	11:00 0	11:00 0
PM Peak	15:00 24	20:00 1	15:00 21	15:00 3	14:00 2	23:00 0

Site No. 1

Site Ref. 7061

Classification Report

06 Jul 2025

Channel: Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	1	0	1	0	0	0
01:00	1	0	0	1	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	1	0	1	0	0	0
05:00	2	0	2	0	0	0
06:00	7	1	6	0	0	0
07:00	6	0	6	0	0	0
08:00	17	0	15	2	0	0
09:00	33	0	27	6	0	0
10:00	39	0	33	6	0	0
11:00	65	0	59	6	0	0
12:00	50	1	44	5	0	0
13:00	55	0	47	7	1	0
14:00	36	1	32	1	2	0
15:00	45	0	38	7	0	0
16:00	25	0	23	2	0	0
17:00	20	0	19	0	1	0
18:00	24	1	20	3	0	0
19:00	21	0	19	2	0	0
20:00	18	1	17	0	0	0
21:00	7	0	7	0	0	0
22:00	7	0	7	0	0	0
23:00	1	0	1	0	0	0
Total						
12H(7-19)	415	3	363	45	4	0
16H(6-22)	468	5	412	47	4	0
18H(6-24)	476	5	420	47	4	0
24H(0-24)	481	5	424	48	4	0
AM Peak	11:00 65	06:00 1	11:00 59	11:00 6	11:00 0	11:00 0
PM Peak	13:00 55	20:00 1	13:00 47	15:00 7	14:00 2	23:00 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	2	0	2	0	0	0
04:00	1	0	0	1	0	0
05:00	7	0	7	0	0	0
06:00	11	1	9	1	0	0
07:00	18	2	13	3	0	0
08:00	23	0	19	4	0	0
09:00	26	0	16	9	1	0
10:00	21	0	18	3	0	0
11:00	13	0	10	2	1	0
12:00	22	1	19	2	0	0
13:00	18	0	13	5	0	0
14:00	20	0	17	2	1	0
15:00	19	0	14	4	1	0
16:00	19	0	17	2	0	0
17:00	23	1	17	4	1	0
18:00	11	0	9	2	0	0
19:00	11	0	10	1	0	0
20:00	5	0	5	0	0	0
21:00	1	0	1	0	0	0
22:00	1	0	1	0	0	0
23:00	1	0	1	0	0	0
Total						
12H(7-19)	233	4	182	42	5	0
16H(6-22)	261	5	207	44	5	0
18H(6-24)	263	5	209	44	5	0
24H(0-24)	273	5	218	45	5	0
AM Peak	09:00 26	07:00 2	08:00 19	09:00 9	11:00 1	11:00 0
PM Peak	17:00 23	17:00 1	12:00 19	13:00 5	17:00 1	23:00 0

Site No. 1

Site Ref. 7061

Classification Report

07 Jul 2025

Channel: Northbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	0	0	0	0	0	0
01:00	1	0	1	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	10	1	3	4	2	0
06:00	4	0	3	1	0	0
07:00	15	1	10	3	1	0
08:00	32	1	23	7	1	0
09:00	18	1	10	6	1	0
10:00	14	0	12	1	1	0
11:00	23	2	19	1	1	0
12:00	22	0	20	2	0	0
13:00	22	0	13	7	2	0
14:00	19	1	13	5	0	0
15:00	19	0	17	2	0	0
16:00	21	0	14	7	0	0
17:00	28	1	25	2	0	0
18:00	14	0	13	1	0	0
19:00	5	1	3	1	0	0
20:00	7	0	7	0	0	0
21:00	4	1	3	0	0	0
22:00	1	0	0	1	0	0
23:00	2	0	2	0	0	0
Total						
12H(7-19)	247	7	189	44	7	0
16H(6-22)	267	9	205	46	7	0
18H(6-24)	270	9	207	47	7	0
24H(0-24)	281	10	211	51	9	0
AM Peak	08:00 32	11:00 2	08:00 23	08:00 7	05:00 2	11:00 0
PM Peak	17:00 28	21:00 1	17:00 25	16:00 7	13:00 2	23:00 0

Site No. 1

Site Ref. 7061

Classification Report

07 Jul 2025

Channel: Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	0	0	0	0	0	0
01:00	1	0	1	0	0	0
02:00	0	0	0	0	0	0
03:00	2	0	2	0	0	0
04:00	1	0	0	1	0	0
05:00	17	1	10	4	2	0
06:00	15	1	12	2	0	0
07:00	33	3	23	6	1	0
08:00	55	1	42	11	1	0
09:00	44	1	26	15	2	0
10:00	35	0	30	4	1	0
11:00	36	2	29	3	2	0
12:00	44	1	39	4	0	0
13:00	40	0	26	12	2	0
14:00	39	1	30	7	1	0
15:00	38	0	31	6	1	0
16:00	40	0	31	9	0	0
17:00	51	2	42	6	1	0
18:00	25	0	22	3	0	0
19:00	16	1	13	2	0	0
20:00	12	0	12	0	0	0
21:00	5	1	4	0	0	0
22:00	2	0	1	1	0	0
23:00	3	0	3	0	0	0
Total						
12H(7-19)	480	11	371	86	12	0
16H(6-22)	528	14	412	90	12	0
18H(6-24)	533	14	416	91	12	0
24H(0-24)	554	15	429	96	14	0
AM Peak	08:00 55	07:00 3	08:00 42	09:00 15	11:00 2	11:00 0
PM Peak	17:00 51	17:00 2	17:00 42	13:00 12	13:00 2	23:00 0



Mill Green Road, Pinchbeck ATC

Site Ref. 1

Site No. 7061

Speed Report (Speed Limit 30 Mph)

01 Jul 2025

Channel: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	1		32		0	0	0	0	0	1	0	0	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	3		31		0	0	0	1	1	0	0	1	0	0	0	0	0
04:00	1		32		0	0	0	0	0	1	0	0	0	0	0	0	0
05:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	8		24		0	1	0	3	3	1	0	0	0	0	0	0	0
07:00	17	35	31	4	0	0	1	0	7	6	2	1	0	0	0	0	0
08:00	30	33	28	5	0	1	3	3	11	11	1	0	0	0	0	0	0
09:00	29	34	28	6	0	1	3	6	6	10	3	0	0	0	0	0	0
10:00	20	36	30	6	0	0	1	4	5	5	4	1	0	0	0	0	0
11:00	21	34	27	7	0	2	2	3	7	4	2	1	0	0	0	0	0
12:00	20	33	28	4	0	0	1	4	8	6	1	0	0	0	0	0	0
13:00	22	30	25	5	0	1	2	7	8	4	0	0	0	0	0	0	0
14:00	17	33	28	5	0	0	1	5	4	7	0	0	0	0	0	0	0
15:00	22	33	28	5	0	0	2	5	8	4	2	1	0	0	0	0	0
16:00	25	33	28	5	0	0	2	2	11	9	1	0	0	0	0	0	0
17:00	23	33	28	5	0	0	2	4	9	6	1	1	0	0	0	0	0
18:00	13	33	26	6	0	1	2	2	3	4	1	0	0	0	0	0	0
19:00	7		28		0	0	1	0	4	1	1	0	0	0	0	0	0
20:00	3		31		0	0	0	0	1	2	0	0	0	0	0	0	0
21:00	6		30		0	0	0	0	3	3	0	0	0	0	0	0	0
22:00	4		33		0	0	0	1	1	0	1	1	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)	259	34	28	6	0	6	22	45	87	76	18	5	0	0	0	0	0
16H(6-22)	283	34	28	6	0	7	23	48	98	83	19	5	0	0	0	0	0
18H(6-24)	287	34	28	6	0	7	23	49	99	83	20	6	0	0	0	0	0
24H(0-24)	292	34	28	6	0	7	23	50	100	85	20	7	0	0	0	0	0
AM Peak	08:00 30	10:00 36	04:00 32	11:00 7	- 0	11:00 2	09:00 3	09:00 6	08:00 11	08:00 11	10:00 4	11:00 1	- 0	- 0	- 0	- 0	- 0
PM Peak	16:00 25	15:00 33	22:00 33	18:00 6	- 0	18:00 1	18:00 2	13:00 7	16:00 11	16:00 9	15:00 2	22:00 1	- 0	- 0	- 0	- 0	- 0

PCC Traffic Information Consultancy Ltd.

Site No. 1

Site Ref. 7061

Speed Report (Speed Limit 30 Mph)

01 Jul 2025

Channel: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1		48		0	0	0	0	0	0	0	0	1	0	0	0	0
04:00	1		8		1	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4		26		0	0	0	2	1	1	0	0	0	0	0	0	0
06:00	6		29		0	1	0	0	2	2	0	1	0	0	0	0	0
07:00	13	35	31	4	0	0	0	3	2	5	2	1	0	0	0	0	0
08:00	43	34	29	5	0	1	2	5	17	12	5	0	1	0	0	0	0
09:00	24	32	26	6	1	1	2	5	8	5	2	0	0	0	0	0	0
10:00	21	33	27	6	0	2	2	3	7	5	1	1	0	0	0	0	0
11:00	18	31	26	4	0	2	0	4	8	3	1	0	0	0	0	0	0
12:00	21	32	27	5	0	0	3	3	8	6	1	0	0	0	0	0	0
13:00	24	32	27	5	0	1	3	2	11	5	2	0	0	0	0	0	0
14:00	16	33	27	6	0	1	3	1	5	4	2	0	0	0	0	0	0
15:00	21	35	30	5	0	0	1	4	5	7	2	2	0	0	0	0	0
16:00	15	34	29	5	1	0	1	1	4	6	2	0	0	0	0	0	0
17:00	29	36	29	6	1	0	1	6	6	9	5	1	0	0	0	0	0
18:00	10	37	32	5	0	0	0	2	2	2	4	0	0	0	0	0	0
19:00	7		25		1	0	0	2	3	0	1	0	0	0	0	0	0
20:00	4		27		0	0	0	1	2	1	0	0	0	0	0	0	0
21:00	3		23		0	0	1	1	1	0	0	0	0	0	0	0	0
22:00	3		22		0	1	0	0	2	0	0	0	0	0	0	0	0
23:00	1		38		0	0	0	0	0	0	1	0	0	0	0	0	0
Total																	
12H(7-19)	255	35	28	7	3	8	18	39	83	69	29	5	1	0	0	0	0
16H(6-22)	275	35	28	7	4	9	19	43	91	72	30	6	1	0	0	0	0
18H(6-24)	279	35	28	7	4	10	19	43	93	72	31	6	1	0	0	0	0
24H(0-24)	285	35	28	7	5	10	19	45	94	73	31	6	2	0	0	0	0
AM Peak	08:00 43	07:00 35	03:00 48	09:00 6	09:00 1	11:00 2	10:00 2	09:00 5	08:00 17	08:00 12	08:00 5	10:00 1	08:00 1	- 0	- 0	- 0	- 0
PM Peak	17:00 29	18:00 37	23:00 38	14:00 6	19:00 1	22:00 1	14:00 3	17:00 6	13:00 11	17:00 9	17:00 5	15:00 2	- 0	- 0	- 0	- 0	- 0

PCC Traffic Information Consultancy Ltd.

Site No. 1 Site Ref. 7061

Speed Report (Speed Limit 30 Mph) 01 Jul 2025 Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 ≥65
00:00	1		32		0	0	0	0	0	1	0	0	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	4		35		0	0	0	1	1	0	0	1	1	0	0	0	0
04:00	2		20		1	0	0	0	0	1	0	0	0	0	0	0	0
05:00	4		26		0	0	0	2	1	1	0	0	0	0	0	0	0
06:00	14	32	27	5	0	2	0	3	5	3	0	1	0	0	0	0	0
07:00	30	36	31	5	0	0	1	3	9	11	4	2	0	0	0	0	0
08:00	73	34	29	5	0	2	5	8	28	23	6	0	1	0	0	0	0
09:00	53	34	27	7	1	2	5	11	14	15	5	0	0	0	0	0	0
10:00	41	35	28	7	0	2	3	7	12	10	5	2	0	0	0	0	0
11:00	39	33	27	6	0	4	2	7	15	7	3	1	0	0	0	0	0
12:00	41	33	28	5	0	0	4	7	16	12	2	0	0	0	0	0	0
13:00	46	32	26	6	0	2	5	9	19	9	2	0	0	0	0	0	0
14:00	33	33	27	6	0	1	4	6	9	11	2	0	0	0	0	0	0
15:00	43	35	29	6	0	0	3	9	13	11	4	3	0	0	0	0	0
16:00	40	34	29	5	1	0	3	3	15	15	3	0	0	0	0	0	0
17:00	52	35	29	6	1	0	3	10	15	15	6	2	0	0	0	0	0
18:00	23	36	29	7	0	1	2	4	5	6	5	0	0	0	0	0	0
19:00	14	30	26	4	1	0	1	2	7	1	2	0	0	0	0	0	0
20:00	7		29		0	0	0	1	3	3	0	0	0	0	0	0	0
21:00	9		28		0	0	1	1	4	3	0	0	0	0	0	0	0
22:00	7		28		0	1	0	1	3	0	1	1	0	0	0	0	0
23:00	1		38		0	0	0	0	0	0	1	0	0	0	0	0	0
Total																	
12H(7-19)	514	34	28	6	3	14	40	84	170	145	47	10	1	0	0	0	0
16H(6-22)	558	34	28	6	4	16	42	91	189	155	49	11	1	0	0	0	0
18H(6-24)	566	34	28	6	4	17	42	92	192	155	51	12	1	0	0	0	0
24H(0-24)	577	34	28	6	5	17	42	95	194	158	51	13	2	0	0	0	0
AM Peak	08:00	07:00	03:00	09:00	09:00	11:00	09:00	09:00	08:00	08:00	08:00	10:00	08:00	-	-	-	-
	73	36	35	7	1	4	5	11	28	23	6	2	1	0	0	0	0
PM Peak	17:00	18:00	23:00	18:00	19:00	13:00	13:00	17:00	13:00	17:00	17:00	15:00	-	-	-	-	-
	52	36	38	7	1	2	5	10	19	15	6	3	0	0	0	0	0



Mill Green Road, Pinchbeck ATC

Site Ref. 1

Site No. 7061

Speed Report (Speed Limit 30 Mph)

02 Jul 2025

Channel: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	1		32		0	0	0	0	0	1	0	0	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	32			0	0	0	0	0	1	0	0	0	0	0	0	0
04:00	2	20			0	1	0	0	1	0	0	0	0	0	0	0	0
05:00	1	38			0	0	0	0	0	0	1	0	0	0	0	0	0
06:00	8	26			0	1	0	2	3	2	0	0	0	0	0	0	0
07:00	22	34	30	4	0	0	0	5	5	10	2	0	0	0	0	0	0
08:00	26	33	28	5	0	1	2	4	9	8	1	1	0	0	0	0	0
09:00	18	34	29	5	0	0	1	3	6	6	2	0	0	0	0	0	0
10:00	14	37	29	9	0	1	3	1	2	3	2	2	0	0	0	0	0
11:00	15	34	27	7	0	1	2	3	4	2	2	1	0	0	0	0	0
12:00	20	33	27	6	0	1	2	3	8	4	2	0	0	0	0	0	0
13:00	19	39	30	9	0	0	3	3	5	2	3	2	1	0	0	0	0
14:00	26	32	26	6	0	3	1	7	8	6	0	1	0	0	0	0	0
15:00	16	31	28	4	0	0	0	5	7	3	1	0	0	0	0	0	0
16:00	23	35	29	5	0	0	1	5	8	5	3	0	1	0	0	0	0
17:00	25	38	32	6	1	0	0	2	4	8	9	1	0	0	0	0	0
18:00	18	33	28	5	0	1	0	4	6	6	0	1	0	0	0	0	0
19:00	11	33	30	4	0	0	0	2	3	5	1	0	0	0	0	0	0
20:00	11	36	29	7	0	0	2	2	1	3	2	1	0	0	0	0	0
21:00	9		28		0	0	1	1	4	2	1	0	0	0	0	0	0
22:00	3		34		0	0	0	0	1	1	0	1	0	0	0	0	0
23:00	1		38		0	0	0	0	0	0	1	0	0	0	0	0	0
Total																	
12H(7-19)	242	35	29	7	1	8	15	45	72	63	27	9	2	0	0	0	0
16H(6-22)	281	35	28	7	1	9	18	52	83	75	31	10	2	0	0	0	0
18H(6-24)	285	35	29	7	1	9	18	52	84	76	32	11	2	0	0	0	0
24H(0-24)	290	35	29	7	1	10	18	52	85	78	33	11	2	0	0	0	0
AM Peak	08:00 26	10:00 37	05:00 38	10:00 9	- 0	11:00 1	10:00 3	07:00 5	08:00 9	07:00 10	11:00 2	10:00 2	- 0	- 0	- 0	- 0	- 0
PM Peak	14:00 26	13:00 39	23:00 38	13:00 9	17:00 1	14:00 3	13:00 3	14:00 7	16:00 8	17:00 8	17:00 9	13:00 2	16:00 1	- 0	- 0	- 0	- 0

PCC Traffic Information Consultancy Ltd.

Site No. 1

Site Ref. 7061

Speed Report (Speed Limit 30 Mph)

02 Jul 2025

Channel: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	21			1	0	0	0	2	0	0	0	0	0	0	0	0
05:00	4	30			0	0	1	0	0	2	1	0	0	0	0	0	0
06:00	1	32			0	0	0	0	0	1	0	0	0	0	0	0	0
07:00	16	36	30	5	0	0	0	3	5	4	4	0	0	0	0	0	0
08:00	21	34	29	5	0	1	0	4	7	6	2	1	0	0	0	0	0
09:00	19	34	28	6	0	0	1	7	5	3	3	0	0	0	0	0	0
10:00	11	32	28	4	0	1	0	1	5	3	1	0	0	0	0	0	0
11:00	18	32	29	3	0	0	0	3	10	4	0	1	0	0	0	0	0
12:00	19	34	29	5	0	0	2	2	5	8	2	0	0	0	0	0	0
13:00	27	34	28	6	0	0	2	5	10	6	4	0	0	0	0	0	0
14:00	18	32	28	4	0	0	1	3	8	5	1	0	0	0	0	0	0
15:00	16	36	31	6	0	0	3	0	3	6	3	0	1	0	0	0	0
16:00	29	35	29	6	0	1	1	4	11	7	5	0	0	0	0	0	0
17:00	24	37	31	6	1	0	1	2	5	8	5	2	0	0	0	0	0
18:00	17	38	32	5	0	0	0	1	5	6	3	2	0	0	0	0	0
19:00	16	35	30	5	0	1	1	1	5	5	2	0	1	0	0	0	0
20:00	7		31		0	0	0	0	4	2	0	1	0	0	0	0	0
21:00	9		30		0	0	0	2	3	2	2	0	0	0	0	0	0
22:00	2		35		0	0	0	0	0	1	1	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)	235	36	29	6	1	3	11	35	79	66	33	6	1	0	0	0	0
16H(6-22)	268	36	29	6	1	4	12	38	91	76	37	7	2	0	0	0	0
18H(6-24)	270	36	29	6	1	4	12	38	91	77	38	7	2	0	0	0	0
24H(0-24)	277	36	29	6	2	4	13	38	93	79	39	7	2	0	0	0	0
AM Peak	08:00 21	07:00 36	06:00 32	09:00 6	04:00 1	10:00 1	09:00 1	09:00 7	11:00 10	08:00 6	07:00 4	11:00 1	- 0	- 0	- 0	- 0	- 0
PM Peak	16:00 29	18:00 38	22:00 35	17:00 6	17:00 1	19:00 1	15:00 3	13:00 5	16:00 11	17:00 8	17:00 5	18:00 2	19:00 1	- 0	- 0	- 0	- 0

PCC Traffic Information Consultancy Ltd.

Site No. 1 Site Ref. 7061

Speed Report (Speed Limit 30 Mph)

02 Jul 2025

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 ≥65
00:00	1		32		0	0	0	0	0	1	0	0	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1		32		0	0	0	0	0	1	0	0	0	0	0	0	0
04:00	5		20		1	1	0	0	3	0	0	0	0	0	0	0	0
05:00	5		32		0	0	1	0	0	2	2	0	0	0	0	0	0
06:00	9		26		0	1	0	2	3	3	0	0	0	0	0	0	0
07:00	38	35	30	5	0	0	0	8	10	14	6	0	0	0	0	0	0
08:00	47	34	28	6	0	2	2	8	16	14	3	2	0	0	0	0	0
09:00	37	34	28	6	0	0	2	10	11	9	5	0	0	0	0	0	0
10:00	25	36	28	7	0	2	3	2	7	6	3	2	0	0	0	0	0
11:00	33	33	28	5	0	1	2	6	14	6	2	2	0	0	0	0	0
12:00	39	34	28	6	0	1	4	5	13	12	4	0	0	0	0	0	0
13:00	46	37	29	8	0	0	5	8	15	8	7	2	1	0	0	0	0
14:00	44	33	27	6	0	3	2	10	16	11	1	1	0	0	0	0	0
15:00	32	35	29	6	0	0	3	5	10	9	4	0	1	0	0	0	0
16:00	52	35	29	6	0	1	2	9	19	12	8	0	1	0	0	0	0
17:00	49	38	32	7	2	0	1	4	9	16	14	3	0	0	0	0	0
18:00	35	35	30	5	0	1	0	5	11	12	3	3	0	0	0	0	0
19:00	27	35	30	5	0	1	1	3	8	10	3	0	1	0	0	0	0
20:00	18	36	30	6	0	0	2	2	5	5	2	2	0	0	0	0	0
21:00	18	34	29	5	0	0	1	3	7	4	3	0	0	0	0	0	0
22:00	5		35		0	0	0	0	1	2	1	1	0	0	0	0	0
23:00	1		38		0	0	0	0	0	0	1	0	0	0	0	0	0
Total																	
12H(7-19)	477	36	29	7	2	11	26	80	151	129	60	15	3	0	0	0	0
16H(6-22)	549	36	29	7	2	13	30	90	174	151	68	17	4	0	0	0	0
18H(6-24)	555	36	29	7	2	13	30	90	175	153	70	18	4	0	0	0	0
24H(0-24)	567	36	29	7	3	14	31	90	178	157	72	18	4	0	0	0	0
AM Peak	08:00 47	10:00 36	03:00 32	10:00 7	04:00 1	10:00 2	10:00 3	09:00 10	08:00 16	08:00 14	07:00 6	11:00 2	- 0	- 0	- 0	- 0	- 0
PM Peak	16:00 52	17:00 38	23:00 38	13:00 8	17:00 2	14:00 3	13:00 5	14:00 10	16:00 19	17:00 16	17:00 14	18:00 3	19:00 1	- 0	- 0	- 0	- 0



Mill Green Road, Pinchbeck ATC

Site Ref. 1

Site No. 7061

Speed Report (Speed Limit 30 Mph)

03 Jul 2025

Channel: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1		18		0	0	1	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		33		0	0	0	0	1	0	1	0	0	0	0	0	0
06:00	9		29		0	0	0	2	3	4	0	0	0	0	0	0	0
07:00	18	33	29	4	0	0	0	3	7	7	0	1	0	0	0	0	0
08:00	26	34	29	4	0	1	0	3	10	10	1	1	0	0	0	0	0
09:00	12	30	26	4	0	1	1	2	5	3	0	0	0	0	0	0	0
10:00	19	34	31	4	0	0	0	1	8	7	3	0	0	0	0	0	0
11:00	21	30	27	3	0	0	3	4	10	2	2	0	0	0	0	0	0
12:00	21	34	28	6	0	1	1	4	6	7	2	0	0	0	0	0	0
13:00	19	32	26	6	0	0	2	8	4	3	1	1	0	0	0	0	0
14:00	19	30	27	3	0	1	0	5	9	2	2	0	0	0	0	0	0
15:00	26	32	26	6	0	0	5	7	7	6	1	0	0	0	0	0	0
16:00	28	33	29	5	0	2	0	1	12	12	1	0	0	0	0	0	0
17:00	18	34	30	4	0	0	0	3	8	4	1	1	1	0	0	0	0
18:00	15	33	28	5	0	1	1	2	5	5	1	0	0	0	0	0	0
19:00	7		29		0	0	0	2	1	4	0	0	0	0	0	0	0
20:00	7		30		0	0	0	0	4	2	1	0	0	0	0	0	0
21:00	2		28		0	0	0	0	2	0	0	0	0	0	0	0	0
22:00	5		30		0	0	0	1	2	1	0	1	0	0	0	0	0
23:00	1		38		0	0	0	0	0	0	1	0	0	0	0	0	0
Total																	
12H(7-19)	242	34	28	6	0	7	13	43	91	68	15	4	1	0	0	0	0
16H(6-22)	267	34	28	6	0	7	13	47	101	78	16	4	1	0	0	0	0
18H(6-24)	273	34	28	6	0	7	13	48	103	79	17	5	1	0	0	0	0
24H(0-24)	276	34	28	6	0	7	14	48	104	79	18	5	1	0	0	0	0
AM Peak	08:00	10:00	05:00	09:00	-	09:00	11:00	11:00	11:00	08:00	10:00	08:00	-	-	-	-	-
	26	34	33	4	0	1	3	4	10	10	3	1	0	0	0	0	0
PM Peak	16:00	17:00	23:00	15:00	-	16:00	15:00	13:00	16:00	16:00	14:00	22:00	17:00	-	-	-	-
	28	34	38	6	0	2	5	8	12	12	2	1	1	0	0	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 1

64.98716 Site Ref. 7061

Speed Report (Speed Limit 30 Mph)

03 Jul 2025

Channel: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1		28		0	0	0	0	1	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	1		12		0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	6		34		0	0	0	0	1	2	3	0	0	0	0	0	0
06:00	3		26		0	1	0	0	0	2	0	0	0	0	0	0	0
07:00	11	37	33	4	0	0	0	1	2	5	1	2	0	0	0	0	0
08:00	23	32	27	5	0	1	1	4	11	5	1	0	0	0	0	0	0
09:00	18	34	30	4	0	0	0	2	7	7	2	0	0	0	0	0	0
10:00	15	30	26	4	0	1	1	3	7	3	0	0	0	0	0	0	0
11:00	24	33	27	6	0	2	2	4	8	7	1	0	0	0	0	0	0
12:00	10	30	28	2	0	0	0	2	6	1	1	0	0	0	0	0	0
13:00	20	35	29	7	0	1	1	3	8	3	3	1	0	0	0	0	0
14:00	12	32	27	5	0	0	0	6	2	4	0	0	0	0	0	0	0
15:00	24	34	28	6	1	0	0	7	7	6	3	0	0	0	0	0	0
16:00	20	33	28	6	1	0	1	3	7	6	2	0	0	0	0	0	0
17:00	19	35	31	5	0	1	0	1	8	5	2	1	1	0	0	0	0
18:00	14	39	32	7	1	0	0	1	2	4	4	2	0	0	0	0	0
19:00	9		28		0	0	0	2	4	3	0	0	0	0	0	0	0
20:00	9		29		0	1	0	3	2	2	0	0	0	0	0	1	0
21:00	4		21		0	1	0	2	1	0	0	0	0	0	0	0	0
22:00	3		31		0	0	0	1	0	1	1	0	0	0	0	0	0
23:00	1		38		0	0	0	0	0	0	1	0	0	0	0	0	0
Total																	
12H(7-19)	210	35	28	6	3	6	6	37	75	56	20	6	1	0	0	0	0
16H(6-22)	235	34	28	6	3	9	6	44	82	63	20	6	1	0	0	1	0
18H(6-24)	239	35	28	6	3	9	6	45	82	64	22	6	1	0	0	1	0
24H(0-24)	247	35	28	6	3	10	6	45	84	66	25	6	1	0	0	1	0
AM Peak	11:00	07:00	05:00	11:00	-	11:00	11:00	11:00	08:00	11:00	05:00	07:00	-	-	-	-	-
	24	37	34	6	0	2	2	4	11	7	3	2	0	0	0	0	0
PM Peak	15:00	18:00	23:00	13:00	18:00	21:00	16:00	15:00	17:00	16:00	18:00	18:00	17:00	-	-	20:00	-
	24	39	38	7	1	1	1	7	8	6	4	2	1	0	0	1	0

PCC Traffic Information Consultancy Ltd.

Site No. 1 Site Ref. 7061

Speed Report (Speed Limit 30 Mph)

03 Jul 2025

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 ≥65
00:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	2		23		0	0	1	0	1	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	1		12		0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	8		34		0	0	0	0	2	2	4	0	0	0	0	0	0
06:00	12	33	28	5	0	1	0	2	3	6	0	0	0	0	0	0	0
07:00	29	35	31	4	0	0	0	4	9	12	1	3	0	0	0	0	0
08:00	49	33	28	5	0	2	1	7	21	15	2	1	0	0	0	0	0
09:00	30	33	28	5	0	1	1	4	12	10	2	0	0	0	0	0	0
10:00	34	34	29	5	0	1	1	4	15	10	3	0	0	0	0	0	0
11:00	45	32	26	6	0	2	5	8	18	9	3	0	0	0	0	0	0
12:00	31	33	28	5	0	1	1	6	12	8	3	0	0	0	0	0	0
13:00	39	34	27	7	0	1	3	11	12	6	4	2	0	0	0	0	0
14:00	31	32	27	5	0	1	0	11	11	6	2	0	0	0	0	0	0
15:00	50	33	27	6	1	0	5	14	14	12	4	0	0	0	0	0	0
16:00	48	34	28	5	1	2	1	4	19	18	3	0	0	0	0	0	0
17:00	37	36	30	5	0	1	0	4	16	9	3	2	2	0	0	0	0
18:00	29	37	30	7	1	1	1	3	7	9	5	2	0	0	0	0	0
19:00	16	33	29	4	0	0	0	4	5	7	0	0	0	0	0	0	0
20:00	16	33	30	4	0	1	0	3	6	4	1	0	0	0	0	1	0
21:00	6		23		0	1	0	2	3	0	0	0	0	0	0	0	0
22:00	8		31		0	0	0	2	2	2	1	1	0	0	0	0	0
23:00	2		38		0	0	0	0	0	0	2	0	0	0	0	0	0
Total																	
12H(7-19)	452	34	28	6	3	13	19	80	166	124	35	10	2	0	0	0	0
16H(6-22)	502	34	28	6	3	16	19	91	183	141	36	10	2	0	0	1	0
18H(6-24)	512	34	28	6	3	16	19	93	185	143	39	11	2	0	0	1	0
24H(0-24)	523	34	28	6	3	17	20	93	188	145	43	11	2	0	0	1	0
AM Peak	08:00 49	07:00 35	05:00 34	11:00 6	- 0	11:00 2	11:00 5	11:00 8	08:00 21	08:00 15	05:00 4	07:00 3	- 0	- 0	- 0	- 0	- 0
PM Peak	15:00 50	18:00 37	23:00 38	18:00 7	18:00 1	16:00 2	15:00 5	15:00 14	16:00 19	16:00 18	18:00 5	18:00 2	17:00 2	- 0	- 0	20:00 1	- 0



Mill Green Road, Pinchbeck ATC

Site Ref. 1

Site No. 7061

Speed Report (Speed Limit 30 Mph)

04 Jul 2025

Channel: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	12			0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	1	28			0	0	0	0	1	0	0	0	0	0	0	0	0
06:00	7	28			0	0	0	3	1	3	0	0	0	0	0	0	0
07:00	24	36	30	6	0	1	2	2	7	7	4	0	1	0	0	0	0
08:00	17	34	28	5	0	0	1	6	2	6	1	1	0	0	0	0	0
09:00	16	33	28	5	0	2	0	1	6	6	1	0	0	0	0	0	0
10:00	17	36	31	5	0	0	1	2	4	6	3	1	0	0	0	0	0
11:00	16	30	26	4	0	1	1	4	7	2	1	0	0	0	0	0	0
12:00	18	33	29	5	0	0	1	4	4	8	1	0	0	0	0	0	0
13:00	18	34	30	4	0	0	1	0	7	8	2	0	0	0	0	0	0
14:00	17	31	25	5	0	1	2	4	6	4	0	0	0	0	0	0	0
15:00	24	33	28	4	0	0	1	3	11	9	0	0	0	0	0	0	0
16:00	18	32	28	4	0	0	1	3	8	5	0	1	0	0	0	0	0
17:00	21	36	31	5	0	0	0	3	4	9	5	0	0	0	0	0	0
18:00	16	34	30	4	0	0	1	3	3	7	1	1	0	0	0	0	0
19:00	10	32	28	4	1	0	0	0	5	4	0	0	0	0	0	0	0
20:00	4		19		1	0	1	1	1	0	0	0	0	0	0	0	0
21:00	3		31		0	0	0	0	2	0	1	0	0	0	0	0	0
22:00	8		28		0	0	0	1	5	2	0	0	0	0	0	0	0
23:00	1		22		0	0	0	1	0	0	0	0	0	0	0	0	0
Total																	
12H(7-19)	222	34	29	6	0	5	12	35	69	77	19	4	1	0	0	0	0
16H(6-22)	246	34	29	6	2	5	13	39	78	84	20	4	1	0	0	0	0
18H(6-24)	255	34	29	6	2	5	13	41	83	86	20	4	1	0	0	0	0
24H(0-24)	257	34	28	6	2	6	13	41	84	86	20	4	1	0	0	0	0
AM Peak	07:00 24	10:00 36	10:00 31	07:00 6	- 0	09:00 2	07:00 2	08:00 6	11:00 7	07:00 7	07:00 4	10:00 1	07:00 1	- 0	- 0	- 0	- 0
PM Peak	15:00 24	17:00 36	17:00 31	14:00 5	20:00 1	14:00 1	14:00 2	14:00 4	15:00 11	17:00 9	17:00 5	18:00 1	- 0	- 0	- 0	- 0	- 0

PCC Traffic Information Consultancy Ltd.

Site No. 1

Site Ref. 7061

Speed Report (Speed Limit 30 Mph)

04 Jul 2025

Channel: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	1	42			0	0	0	0	0	0	0	1	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	1	12			0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	4	29			0	0	0	1	2	0	1	0	0	0	0	0	0
06:00	4	34			0	0	0	0	0	3	1	0	0	0	0	0	0
07:00	15	35	31	4	0	0	0	2	4	6	2	1	0	0	0	0	0
08:00	22	31	28	3	0	0	0	6	11	3	2	0	0	0	0	0	0
09:00	20	33	28	5	0	0	1	6	5	8	0	0	0	0	0	0	0
10:00	16	36	31	5	0	0	0	1	6	5	4	0	0	0	0	0	0
11:00	21	31	27	4	0	0	0	9	7	4	1	0	0	0	0	0	0
12:00	13	40	33	7	0	0	0	2	4	3	1	1	2	0	0	0	0
13:00	12	34	30	4	0	0	1	0	4	6	1	0	0	0	0	0	0
14:00	23	33	27	6	0	0	3	6	7	5	1	1	0	0	0	0	0
15:00	21	34	29	5	1	0	0	4	6	7	2	1	0	0	0	0	0
16:00	20	35	30	5	0	1	0	3	8	4	2	1	1	0	0	0	0
17:00	14	33	28	6	0	2	0	2	3	6	1	0	0	0	0	0	0
18:00	15	34	28	6	0	0	2	2	7	1	2	1	0	0	0	0	0
19:00	11	36	30	5	0	0	1	0	5	2	3	0	0	0	0	0	0
20:00	3		34		0	0	0	0	1	0	2	0	0	0	0	0	0
21:00	5		26		1	0	0	1	1	1	1	0	0	0	0	0	0
22:00	6		24		0	1	0	2	2	1	0	0	0	0	0	0	0
23:00	1		28		0	0	0	0	1	0	0	0	0	0	0	0	0
Total																	
12H(7-19)	212	35	29	6	1	3	7	43	72	58	19	6	3	0	0	0	0
16H(6-22)	235	35	29	6	2	3	8	44	79	64	26	6	3	0	0	0	0
18H(6-24)	242	35	29	6	2	4	8	46	82	65	26	6	3	0	0	0	0
24H(0-24)	248	35	29	6	2	5	8	47	84	65	27	7	3	0	0	0	0
AM Peak	08:00 22	10:00 36	00:00 42	09:00 5	- 0	04:00 1	09:00 1	11:00 9	08:00 11	09:00 8	10:00 4	07:00 1	- 0	- 0	- 0	- 0	- 0
PM Peak	14:00 23	12:00 40	20:00 34	12:00 7	21:00 1	17:00 2	14:00 3	14:00 6	16:00 8	15:00 7	19:00 3	18:00 1	12:00 2	- 0	- 0	- 0	- 0

PCC Traffic Information Consultancy Ltd.

Site No. 1 Site Ref. 7061

Speed Report (Speed Limit 30 Mph)

04 Jul 2025

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 ≥65
00:00	1		42		0	0	0	0	0	0	0	1	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	2		13		0	2	0	0	0	0	0	0	0	0	0	0	0
05:00	5		28		0	0	0	1	3	0	1	0	0	0	0	0	0
06:00	11	34	30	4	0	0	0	3	1	6	1	0	0	0	0	0	0
07:00	39	36	30	6	0	1	2	4	11	13	6	1	1	0	0	0	0
08:00	39	34	28	6	0	0	1	12	13	9	3	1	0	0	0	0	0
09:00	36	33	28	5	0	2	1	7	11	14	1	0	0	0	0	0	0
10:00	33	37	31	6	0	0	1	3	10	11	7	1	0	0	0	0	0
11:00	37	31	26	5	0	1	1	13	14	6	2	0	0	0	0	0	0
12:00	31	35	30	4	0	0	1	6	8	11	2	1	2	0	0	0	0
13:00	30	34	30	4	0	0	2	0	11	14	3	0	0	0	0	0	0
14:00	40	32	26	6	0	1	5	10	13	9	1	1	0	0	0	0	0
15:00	45	34	29	5	1	0	1	7	17	16	2	1	0	0	0	0	0
16:00	38	34	29	5	0	1	1	6	16	9	2	2	1	0	0	0	0
17:00	35	35	30	5	0	2	0	5	7	15	6	0	0	0	0	0	0
18:00	31	35	29	6	0	0	3	5	10	8	3	2	0	0	0	0	0
19:00	21	34	29	5	1	0	1	0	10	6	3	0	0	0	0	0	0
20:00	7		25		1	0	1	1	2	0	2	0	0	0	0	0	0
21:00	8		27		1	0	0	1	3	1	2	0	0	0	0	0	0
22:00	14	30	26	4	0	1	0	3	7	3	0	0	0	0	0	0	0
23:00	2		25		0	0	0	1	1	0	0	0	0	0	0	0	0
Total																	
12H(7-19)	434	35	29	6	1	8	19	78	141	135	38	10	4	0	0	0	0
16H(6-22)	481	35	29	6	4	8	21	83	157	148	46	10	4	0	0	0	0
18H(6-24)	497	35	29	6	4	9	21	87	165	151	46	10	4	0	0	0	0
24H(0-24)	505	35	29	6	4	11	21	88	168	151	47	11	4	0	0	0	0
AM Peak	08:00	10:00	00:00	07:00	-	09:00	07:00	11:00	11:00	09:00	10:00	10:00	07:00	-	-	-	-
	39	37	42	6	0	2	2	13	14	14	7	1	1	0	0	0	0
PM Peak	15:00	17:00	12:00	14:00	21:00	17:00	14:00	14:00	15:00	15:00	17:00	18:00	12:00	-	-	-	-
	45	35	30	6	1	2	5	10	17	16	6	2	2	0	0	0	0



Mill Green Road, Pinchbeck ATC

Site Ref. 1

Site No. 7061

Speed Report (Speed Limit 30 Mph)

05 Jul 2025

Channel: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
00:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2		23		0	0	1	0	1	0	0	0	0	0	0	0	0
06:00	3		21		0	1	0	1	1	0	0	0	0	0	0	0	0
07:00	6		25		0	0	1	2	2	1	0	0	0	0	0	0	0
08:00	12	30	27	3	0	1	0	2	7	1	0	1	0	0	0	0	0
09:00	15	34	29	5	0	0	1	2	7	2	2	1	0	0	0	0	0
10:00	13	34	28	6	0	0	2	3	3	3	2	0	0	0	0	0	0
11:00	18	33	29	4	0	1	0	1	7	8	0	1	0	0	0	0	0
12:00	22	33	28	5	0	1	1	3	9	7	0	1	0	0	0	0	0
13:00	13	33	29	4	0	0	0	3	5	4	1	0	0	0	0	0	0
14:00	12	32	25	7	0	1	3	1	3	3	1	0	0	0	0	0	0
15:00	13	33	24	8	0	2	4	0	2	4	1	0	0	0	0	0	0
16:00	18	32	28	4	0	0	0	6	7	3	2	0	0	0	0	0	0
17:00	10	34	29	6	0	1	1	1	1	4	2	0	0	0	0	0	0
18:00	9		26		0	1	0	1	6	0	1	0	0	0	0	0	0
19:00	17	33	30	3	0	0	0	3	8	5	0	0	0	1	0	0	0
20:00	4		28		0	0	0	0	4	0	0	0	0	0	0	0	0
21:00	6		33		0	0	0	0	2	2	2	0	0	0	0	0	0
22:00	7		27		0	0	0	2	3	2	0	0	0	0	0	0	0
23:00	1		28		0	0	0	0	1	0	0	0	0	0	0	0	0
Total																	
12H(7-19)	161	34	28	6	0	8	13	25	59	40	12	4	0	0	0	0	0
16H(6-22)	191	34	28	6	0	9	13	29	74	47	14	4	0	1	0	0	0
18H(6-24)	199	34	28	6	0	9	13	31	78	49	14	4	0	1	0	0	0
24H(0-24)	201	34	28	6	0	9	14	31	79	49	14	4	0	1	0	0	0
AM Peak	11:00 18	09:00 34	11:00 29	10:00 6	- 0	11:00 1	10:00 2	10:00 3	11:00 7	11:00 8	10:00 2	11:00 1	- 0	- 0	- 0	- 0	- 0
PM Peak	12:00 22	17:00 34	21:00 33	15:00 8	- 0	15:00 2	15:00 4	16:00 6	12:00 9	12:00 7	21:00 2	12:00 1	- 0	19:00 1	- 0	- 0	- 0

PCC Traffic Information Consultancy Ltd.

Site No. 1

Site Ref. 7061

Speed Report (Speed Limit 30 Mph)

05 Jul 2025

Channel: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
00:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1		12		0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	1		28		0	0	0	0	1	0	0	0	0	0	0	0	0
06:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	8		30		0	0	2	0	1	2	3	0	0	0	0	0	0
08:00	10	31	27	4	0	0	0	4	3	3	0	0	0	0	0	0	0
09:00	11	31	28	3	0	0	0	2	6	3	0	0	0	0	0	0	0
10:00	16	31	28	3	0	0	0	5	7	3	0	0	1	0	0	0	0
11:00	16	31	27	4	0	1	0	4	7	3	1	0	0	0	0	0	0
12:00	14	29	27	2	0	0	0	4	8	1	1	0	0	0	0	0	0
13:00	14	30	27	3	0	1	1	2	7	2	0	1	0	0	0	0	0
14:00	21	32	27	5	0	0	2	5	9	2	3	0	0	0	0	0	0
15:00	17	30	24	6	0	4	2	1	7	0	3	0	0	0	0	0	0
16:00	10	31	28	4	0	0	1	2	4	2	1	0	0	0	0	0	0
17:00	12	31	28	3	0	1	0	2	6	1	1	0	0	0	0	0	0
18:00	10	30	25	5	1	0	1	1	5	2	0	0	0	0	0	0	0
19:00	4		32		0	0	0	0	1	3	0	0	0	0	0	0	0
20:00	8		27		0	0	1	1	4	2	0	0	0	0	0	0	0
21:00	9		31		0	0	0	0	5	2	2	0	0	0	0	0	0
22:00	3		29		0	0	0	0	2	1	0	0	0	0	0	0	0
23:00	1		28		0	0	0	0	1	0	0	0	0	0	0	0	0
Total																	
12H(7-19)	159	33	27	6	1	7	9	32	70	24	13	2	1	0	0	0	0
16H(6-22)	180	33	27	6	1	7	10	33	80	31	15	2	1	0	0	0	0
18H(6-24)	184	33	27	6	1	7	10	33	83	32	15	2	1	0	0	0	0
24H(0-24)	186	33	27	6	1	8	10	33	84	32	15	2	1	0	0	0	0
AM Peak	11:00 16	11:00 31	07:00 30	11:00 4	- 0	11:00 1	07:00 2	10:00 5	11:00 7	11:00 3	07:00 3	- 0	10:00 1	- 0	- 0	- 0	- 0
PM Peak	14:00 21	14:00 32	19:00 32	15:00 6	18:00 1	15:00 4	15:00 2	14:00 5	14:00 9	19:00 3	15:00 3	17:00 1	- 0	- 0	- 0	- 0	- 0

PCC Traffic Information Consultancy Ltd.

Site No. 1 Site Ref. 7061

Speed Report (Speed Limit 30 Mph)

05 Jul 2025

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 ≥65
00:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	12			0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	3	24			0	0	1	0	2	0	0	0	0	0	0	0	0
06:00	3	21			0	1	0	1	1	0	0	0	0	0	0	0	0
07:00	14	35	28	7	0	0	3	2	3	3	3	0	0	0	0	0	0
08:00	22	31	27	4	0	1	0	6	10	4	0	1	0	0	0	0	0
09:00	26	33	29	4	0	0	1	4	13	5	2	1	0	0	0	0	0
10:00	29	33	28	5	0	0	2	8	10	6	2	0	1	0	0	0	0
11:00	34	33	28	5	0	2	0	5	14	11	1	1	0	0	0	0	0
12:00	36	32	28	5	0	1	1	7	17	8	1	1	0	0	0	0	0
13:00	27	33	28	5	0	1	1	5	12	6	1	1	0	0	0	0	0
14:00	33	33	27	7	0	1	5	6	12	5	4	0	0	0	0	0	0
15:00	30	33	24	9	0	6	6	1	9	4	4	0	0	0	0	0	0
16:00	28	33	28	5	0	0	1	8	11	5	3	0	0	0	0	0	0
17:00	22	35	28	7	0	2	1	3	7	5	3	1	0	0	0	0	0
18:00	19	30	26	4	1	1	1	2	11	2	1	0	0	0	0	0	0
19:00	21	33	30	3	0	0	0	3	9	8	0	0	0	1	0	0	0
20:00	12	30	27	2	0	0	1	1	8	2	0	0	0	0	0	0	0
21:00	15	36	31	5	0	0	0	0	7	4	4	0	0	0	0	0	0
22:00	10	31	28	3	0	0	0	2	5	3	0	0	0	0	0	0	0
23:00	2		28		0	0	0	0	2	0	0	0	0	0	0	0	0
Total																	
12H(7-19)	320	34	27	6	1	15	22	57	129	64	25	6	1	0	0	0	0
16H(6-22)	371	34	28	6	1	16	23	62	154	78	29	6	1	1	0	0	0
18H(6-24)	383	34	28	6	1	16	23	64	161	81	29	6	1	1	0	0	0
24H(0-24)	387	34	27	6	1	17	24	64	163	81	29	6	1	1	0	0	0
AM Peak	11:00 34	07:00 35	09:00 29	07:00 7	- 0	11:00 2	07:00 3	10:00 8	11:00 14	11:00 11	07:00 3	11:00 1	10:00 1	- 0	- 0	- 0	- 0
PM Peak	12:00 36	21:00 36	21:00 31	15:00 9	18:00 1	15:00 6	15:00 6	16:00 8	12:00 17	19:00 8	21:00 4	17:00 1	- 0	19:00 1	- 0	- 0	- 0



Mill Green Road, Pinchbeck ATC

Site Ref. 1

Site No. 7061

Speed Report (Speed Limit 30 Mph)

06 Jul 2025

Channel: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	1		28		0	0	0	0	1	0	0	0	0	0	0	0	0
01:00	1		32		0	0	0	0	0	1	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1		28		0	0	0	0	1	0	0	0	0	0	0	0	0
06:00	5		28		0	1	0	0	0	4	0	0	0	0	0	0	0
07:00	3		24		0	0	1	0	2	0	0	0	0	0	0	0	0
08:00	8		32		0	0	0	0	2	5	1	0	0	0	0	0	0
09:00	16	33	29	4	0	0	1	1	8	4	2	0	0	0	0	0	0
10:00	18	32	28	4	0	1	0	2	9	5	0	1	0	0	0	0	0
11:00	30	33	28	5	1	0	2	4	14	6	2	1	0	0	0	0	0
12:00	28	34	29	5	0	0	1	3	13	7	4	0	0	0	0	0	0
13:00	32	33	28	6	0	0	2	9	12	5	3	1	0	0	0	0	0
14:00	16	31	26	5	0	1	1	3	7	4	0	0	0	0	0	0	0
15:00	21	32	27	5	0	0	2	6	7	6	0	0	0	0	0	0	0
16:00	11	33	28	5	0	1	1	0	3	5	1	0	0	0	0	0	0
17:00	9		29		0	0	0	1	5	3	0	0	0	0	0	0	0
18:00	13	30	26	4	0	0	1	5	4	2	1	0	0	0	0	0	0
19:00	12	32	29	3	0	0	1	0	7	3	1	0	0	0	0	0	0
20:00	8		29		0	0	0	1	5	1	1	0	0	0	0	0	0
21:00	5		27		0	0	1	1	2	0	1	0	0	0	0	0	0
22:00	3		28		0	0	1	0	1	0	1	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)	205	34	28	6	1	3	12	34	86	52	14	3	0	0	0	0	0
16H(6-22)	235	34	28	6	1	4	14	36	100	60	17	3	0	0	0	0	0
18H(6-24)	238	34	28	6	1	4	15	36	101	60	18	3	0	0	0	0	0
24H(0-24)	241	34	28	6	1	4	15	36	103	61	18	3	0	0	0	0	0
AM Peak	11:00 30	09:00 33	01:00 32	11:00 5	11:00 1	10:00 1	11:00 2	11:00 4	11:00 14	11:00 6	11:00 2	11:00 1	- 0	- 0	- 0	- 0	- 0
PM Peak	13:00 32	12:00 34	12:00 29	13:00 6	- 0	16:00 1	15:00 2	13:00 9	12:00 13	12:00 7	12:00 4	13:00 1	- 0	- 0	- 0	- 0	- 0

PCC Traffic Information Consultancy Ltd.

Site No. 1

64.98716 Site Ref. 7061

Speed Report (Speed Limit 30 Mph)

06 Jul 2025

Channel: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1		32		0	0	0	0	0	1	0	0	0	0	0	0	0
05:00	1		28		0	0	0	0	1	0	0	0	0	0	0	0	0
06:00	2		35		0	0	0	0	0	1	1	0	0	0	0	0	0
07:00	3		27		0	0	0	1	1	1	0	0	0	0	0	0	0
08:00	9		29		0	0	0	2	3	4	0	0	0	0	0	0	0
09:00	17	34	30	4	0	0	0	2	6	8	1	0	0	0	0	0	0
10:00	21	32	28	4	0	0	0	5	10	4	2	0	0	0	0	0	0
11:00	35	32	27	5	0	0	1	13	12	6	2	1	0	0	0	0	0
12:00	22	32	28	3	0	1	0	1	14	5	0	1	0	0	0	0	0
13:00	23	32	27	5	1	0	1	5	10	4	1	1	0	0	0	0	0
14:00	20	33	27	6	0	0	2	5	6	5	2	0	0	0	0	0	0
15:00	24	34	30	4	0	0	0	4	9	8	2	1	0	0	0	0	0
16:00	14	30	26	4	0	1	1	3	6	2	1	0	0	0	0	0	0
17:00	11	31	27	4	0	1	0	1	6	3	0	0	0	0	0	0	0
18:00	11	31	27	4	0	1	0	1	6	3	0	0	0	0	0	0	0
19:00	9		24		1	0	0	4	3	1	0	0	0	0	0	0	0
20:00	10	26	22	5	1	1	1	4	2	1	0	0	0	0	0	0	0
21:00	2		27		0	0	0	1	0	1	0	0	0	0	0	0	0
22:00	4		30		0	0	0	1	1	1	1	0	0	0	0	0	0
23:00	1		32		0	0	0	0	0	1	0	0	0	0	0	0	0
Total																	
12H(7-19)	210	33	28	5	1	4	5	43	89	53	11	4	0	0	0	0	0
16H(6-22)	233	33	28	6	3	5	6	52	94	57	12	4	0	0	0	0	0
18H(6-24)	238	33	28	6	3	5	6	53	95	59	13	4	0	0	0	0	0
24H(0-24)	240	33	28	6	3	5	6	53	96	60	13	4	0	0	0	0	0
AM Peak	11:00 35	09:00 34	06:00 35	11:00 5	- 0	- 0	11:00 1	11:00 13	11:00 12	09:00 8	11:00 2	11:00 1	- 0	- 0	- 0	- 0	- 0
PM Peak	15:00 24	15:00 34	23:00 32	14:00 6	20:00 1	20:00 1	14:00 2	14:00 5	12:00 14	15:00 8	15:00 2	15:00 1	- 0	- 0	- 0	- 0	- 0

PCC Traffic Information Consultancy Ltd.

Site No. 1 Site Ref. 7061

Speed Report (Speed Limit 30 Mph)

06 Jul 2025

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 ≥65
00:00	1		28		0	0	0	0	1	0	0	0	0	0	0	0	0
01:00	1		32		0	0	0	0	0	1	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	1	32			0	0	0	0	0	1	0	0	0	0	0	0	0
05:00	2	28			0	0	0	0	2	0	0	0	0	0	0	0	0
06:00	7	30			0	1	0	0	0	5	1	0	0	0	0	0	0
07:00	6	26			0	0	1	1	3	1	0	0	0	0	0	0	0
08:00	17	34	30	3	0	0	0	2	5	9	1	0	0	0	0	0	0
09:00	33	34	29	4	0	0	1	3	14	12	3	0	0	0	0	0	0
10:00	39	33	28	5	0	1	0	7	19	9	2	1	0	0	0	0	0
11:00	65	33	27	6	1	0	3	17	26	12	4	2	0	0	0	0	0
12:00	50	34	29	5	0	1	1	4	27	12	4	1	0	0	0	0	0
13:00	55	33	27	6	1	0	3	14	22	9	4	2	0	0	0	0	0
14:00	36	33	27	6	0	1	3	8	13	9	2	0	0	0	0	0	0
15:00	45	33	28	5	0	0	2	10	16	14	2	1	0	0	0	0	0
16:00	25	33	27	6	0	2	2	3	9	7	2	0	0	0	0	0	0
17:00	20	32	28	4	0	1	0	2	11	6	0	0	0	0	0	0	0
18:00	24	32	27	5	0	1	1	6	10	5	1	0	0	0	0	0	0
19:00	21	31	27	4	1	0	1	4	10	4	1	0	0	0	0	0	0
20:00	18	30	25	5	1	1	1	5	7	2	1	0	0	0	0	0	0
21:00	7		27		0	0	1	2	2	1	1	0	0	0	0	0	0
22:00	7		29		0	0	1	1	2	1	2	0	0	0	0	0	0
23:00	1		32		0	0	0	0	0	1	0	0	0	0	0	0	0
Total																	
12H(7-19)	415	34	28	6	2	7	17	77	175	105	25	7	0	0	0	0	0
16H(6-22)	468	34	28	6	4	9	20	88	194	117	29	7	0	0	0	0	0
18H(6-24)	476	34	28	6	4	9	21	89	196	119	31	7	0	0	0	0	0
24H(0-24)	481	34	28	6	4	9	21	89	199	121	31	7	0	0	0	0	0
AM Peak	11:00	09:00	04:00	11:00	11:00	10:00	11:00	11:00	11:00	11:00	11:00	11:00	-	-	-	-	-
	65	34	32	6	1	1	3	17	26	12	4	2	0	0	0	0	0
PM Peak	13:00	12:00	23:00	16:00	20:00	16:00	14:00	13:00	12:00	15:00	13:00	13:00	-	-	-	-	-
	55	34	32	6	1	2	3	14	27	14	4	2	0	0	0	0	0

PCC Traffic Information Consultancy Ltd.



Mill Green Road, Pinchbeck ATC

Site Ref. 1

Site No. 7061

Speed Report (Speed Limit 30 Mph)

07 Jul 2025

Channel: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2		28		0	0	0	0	2	0	0	0	0	0	0	0	0
04:00	1		22		0	0	0	1	0	0	0	0	0	0	0	0	0
05:00	7		29		0	0	0	2	2	2	1	0	0	0	0	0	0
06:00	11	31	26	4	0	1	1	1	5	3	0	0	0	0	0	0	0
07:00	18	35	27	8	1	2	2	0	4	6	3	0	0	0	0	0	0
08:00	23	35	30	5	0	0	0	3	12	4	3	1	0	0	0	0	0
09:00	26	31	26	5	0	0	2	10	8	4	2	0	0	0	0	0	0
10:00	21	32	27	5	0	0	3	3	8	6	1	0	0	0	0	0	0
11:00	13	35	27	8	0	1	0	5	4	0	3	0	0	0	0	0	0
12:00	22	34	30	4	0	0	1	2	10	6	2	1	0	0	0	0	0
13:00	18	34	29	5	0	0	1	3	8	3	3	0	0	0	0	0	0
14:00	20	30	27	3	0	1	1	2	13	2	1	0	0	0	0	0	0
15:00	19	33	28	5	0	0	1	5	6	5	2	0	0	0	0	0	0
16:00	19	38	31	7	0	1	0	2	7	4	2	2	1	0	0	0	0
17:00	23	37	30	7	1	0	0	4	4	7	7	0	0	0	0	0	0
18:00	11	32	27	5	0	0	1	3	3	4	0	0	0	0	0	0	0
19:00	11	32	30	2	0	0	0	0	7	3	1	0	0	0	0	0	0
20:00	5		32		0	0	0	0	0	5	0	0	0	0	0	0	0
21:00	1		28		0	0	0	0	1	0	0	0	0	0	0	0	0
22:00	1		28		0	0	0	0	1	0	0	0	0	0	0	0	0
23:00	1		38		0	0	0	0	0	0	1	0	0	0	0	0	0
Total																	
12H(7-19)	233	35	28	7	2	5	12	42	87	51	29	4	1	0	0	0	0
16H(6-22)	261	35	28	6	2	6	13	43	100	62	30	4	1	0	0	0	0
18H(6-24)	263	35	28	6	2	6	13	43	101	62	31	4	1	0	0	0	0
24H(0-24)	273	35	28	6	2	6	13	46	105	64	32	4	1	0	0	0	0
AM Peak	09:00 26	11:00 35	08:00 30	11:00 8	07:00 1	07:00 2	10:00 3	09:00 10	08:00 12	10:00 6	11:00 3	08:00 1	- 0	- 0	- 0	- 0	- 0
PM Peak	17:00 23	16:00 38	23:00 38	16:00 7	17:00 1	16:00 1	18:00 1	15:00 5	14:00 13	17:00 7	17:00 7	16:00 2	16:00 1	- 0	- 0	- 0	- 0

PCC Traffic Information Consultancy Ltd.

Site No. 1

Site Ref. 7061

Speed Report (Speed Limit 30 Mph)

07 Jul 2025

Channel: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1		28		0	0	0	0	1	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	10	31	28	3	0	0	1	0	6	3	0	0	0	0	0	0	0
06:00	4		26		0	0	0	1	3	0	0	0	0	0	0	0	0
07:00	15	35	27	8	1	1	2	2	1	5	3	0	0	0	0	0	0
08:00	32	32	27	5	1	2	1	3	16	9	0	0	0	0	0	0	0
09:00	18	34	27	7	0	1	3	1	7	3	3	0	0	0	0	0	0
10:00	14	32	28	4	0	0	1	2	7	3	1	0	0	0	0	0	0
11:00	23	31	23	7	1	2	2	12	1	4	0	1	0	0	0	0	0
12:00	22	34	30	4	0	0	0	3	9	7	2	1	0	0	0	0	0
13:00	22	34	28	6	0	1	1	4	8	5	3	0	0	0	0	0	0
14:00	19	33	29	4	0	1	0	2	10	4	1	1	0	0	0	0	0
15:00	19	33	28	5	0	1	1	4	5	7	0	1	0	0	0	0	0
16:00	21	38	31	8	0	1	2	2	6	4	3	1	1	1	0	0	0
17:00	28	35	30	5	0	1	1	2	11	8	4	1	0	0	0	0	0
18:00	14	36	30	6	0	0	0	3	4	3	4	0	0	0	0	0	0
19:00	5		26		1	0	0	0	2	2	0	0	0	0	0	0	0
20:00	7		29		0	0	0	0	5	2	0	0	0	0	0	0	0
21:00	4		31		0	0	0	2	0	1	0	0	1	0	0	0	0
22:00	1		32		0	0	0	0	0	1	0	0	0	0	0	0	0
23:00	2		28		0	0	0	0	2	0	0	0	0	0	0	0	0
Total																	
12H(7-19)	247	35	28	7	3	11	14	40	85	62	24	6	1	1	0	0	0
16H(6-22)	267	34	28	6	4	11	14	43	95	67	24	6	2	1	0	0	0
18H(6-24)	270	34	28	6	4	11	14	43	97	68	24	6	2	1	0	0	0
24H(0-24)	281	34	28	6	4	11	15	43	104	71	24	6	2	1	0	0	0
AM Peak	08:00 32	07:00 35	05:00 28	07:00 8	11:00 1	11:00 2	09:00 3	11:00 12	08:00 16	08:00 9	09:00 3	11:00 1	- 0	- 0	- 0	- 0	- 0
PM Peak	17:00 28	16:00 38	22:00 32	16:00 8	19:00 1	17:00 1	16:00 2	15:00 4	17:00 11	17:00 8	18:00 4	17:00 1	21:00 1	16:00 1	- 0	- 0	- 0

PCC Traffic Information Consultancy Ltd.

Site No. 1 Site Ref. 7061

Speed Report (Speed Limit 30 Mph)

07 Jul 2025

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 ≥65
00:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1		28		0	0	0	0	1	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	2		28		0	0	0	0	2	0	0	0	0	0	0	0	0
04:00	1		22		0	0	0	1	0	0	0	0	0	0	0	0	0
05:00	17	33	28	4	0	0	1	2	8	5	1	0	0	0	0	0	0
06:00	15	30	26	4	0	1	1	2	8	3	0	0	0	0	0	0	0
07:00	33	35	27	8	2	3	4	2	5	11	6	0	0	0	0	0	0
08:00	55	33	28	5	1	2	1	6	28	13	3	1	0	0	0	0	0
09:00	44	33	27	6	0	1	5	11	15	7	5	0	0	0	0	0	0
10:00	35	33	27	5	0	0	4	5	15	9	2	0	0	0	0	0	0
11:00	36	32	25	7	1	3	2	17	5	4	3	1	0	0	0	0	0
12:00	44	34	30	5	0	0	1	5	19	13	4	2	0	0	0	0	0
13:00	40	34	28	6	0	1	2	7	16	8	6	0	0	0	0	0	0
14:00	39	32	28	4	0	2	1	4	23	6	2	1	0	0	0	0	0
15:00	38	34	28	6	0	1	2	9	11	12	2	1	0	0	0	0	0
16:00	40	39	31	8	0	2	2	4	13	8	5	3	2	1	0	0	0
17:00	51	37	30	7	1	1	1	6	15	15	11	1	0	0	0	0	0
18:00	25	35	29	6	0	0	1	6	7	7	4	0	0	0	0	0	0
19:00	16	33	29	4	1	0	0	0	9	5	1	0	0	0	0	0	0
20:00	12	33	31	3	0	0	0	0	5	7	0	0	0	0	0	0	0
21:00	5		31		0	0	0	2	1	1	0	0	1	0	0	0	0
22:00	2		30		0	0	0	0	1	1	0	0	0	0	0	0	0
23:00	3		31		0	0	0	0	2	0	1	0	0	0	0	0	0
Total																	
12H(7-19)	480	35	28	7	5	16	26	82	172	113	53	10	2	1	0	0	0
16H(6-22)	528	35	28	6	6	17	27	86	195	129	54	10	3	1	0	0	0
18H(6-24)	533	35	28	6	6	17	27	86	198	130	55	10	3	1	0	0	0
24H(0-24)	554	35	28	6	6	17	28	89	209	135	56	10	3	1	0	0	0
AM Peak	08:00	07:00	05:00	07:00	07:00	11:00	09:00	11:00	08:00	08:00	07:00	11:00	-	-	-	-	-
	55	35	28	8	2	3	5	17	28	13	6	1	0	0	0	0	0
PM Peak	17:00	16:00	23:00	16:00	19:00	16:00	16:00	15:00	14:00	17:00	17:00	16:00	16:00	16:00	-	-	-
	51	39	31	8	1	2	2	9	23	15	11	3	2	1	0	0	0

PCC Traffic Information Consultancy Ltd.

Junction: 1

Approach: Mill Green Road North

	To Keston Road									To Mill Green Road (S)								
TIME	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	1	0	7
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3
07:30 - 07:45	0	0	0	3	1	0	0	0	4	0	0	0	4	0	1	0	0	5
07:45 - 08:00	0	0	0	1	0	0	0	0	1	1	0	0	5	0	0	0	0	6
Hourly Total	0	0	0	4	1	0	0	0	5	1	0	0	16	2	1	1	0	21
08:00 - 08:15	0	0	0	1	0	0	0	0	1	0	0	0	2	1	1	0	0	4
08:15 - 08:30	3	0	0	2	1	0	0	0	6	1	0	0	6	2	1	0	0	10
08:30 - 08:45	0	0	0	0	1	0	0	0	1	1	0	0	4	0	0	0	0	5
08:45 - 09:00	0	0	0	1	2	0	0	0	3	0	0	0	6	0	0	0	0	6
Hourly Total	3	0	0	4	4	0	0	0	11	2	0	0	18	3	2	0	0	25
09:00 - 09:15	0	0	0	1	1	0	0	0	2	1	0	0	2	2	0	0	0	5
09:15 - 09:30	0	0	0	1	0	0	0	0	1	0	0	0	2	1	1	0	0	4
09:30 - 09:45	0	0	0	1	0	0	0	0	1	0	0	0	6	1	0	0	0	7
09:45 - 10:00	0	0	0	1	0	0	0	0	1	0	0	0	2	0	0	0	0	2
Hourly Total	0	0	0	4	1	0	0	0	5	1	0	0	12	4	1	0	0	18
TOTAL	3	0	0	12	6	0	0	0	21	4	0	0	46	9	4	1	0	64
16:00 - 16:15	0	0	0	3	1	0	0	0	4	0	0	0	2	3	0	1	0	6
16:15 - 16:30	0	0	0	4	0	0	0	0	4	0	0	0	6	1	0	0	0	7
16:30 - 16:45	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0
16:45 - 17:00	4	0	0	4	0	0	0	0	8	0	0	0	7	0	1	0	0	8
Hourly Total	4	0	0	12	2	0	0	0	18	0	0	0	15	4	1	1	0	21
17:00 - 17:15	1	0	0	5	0	0	0	0	6	0	0	0	6	3	0	0	0	9
17:15 - 17:30	0	0	0	9	1	0	0	0	10	0	0	0	3	2	0	0	0	5
17:30 - 17:45	0	0	0	4	0	0	0	0	4	0	1	0	7	0	0	0	0	8
17:45 - 18:00	0	1	0	3	0	0	0	0	4	0	1	0	3	0	0	0	0	4
Hourly Total	1	1	0	21	1	0	0	0	24	0	2	0	19	5	0	0	0	26
18:00 - 18:15	0	0	0	2	0	0	0	0	2	0	0	0	3	1	0	0	0	4
18:15 - 18:30	0	0	0	1	0	0	0	0	1	0	1	0	3	1	0	0	0	5
18:30 - 18:45	0	0	0	3	0	0	0	0	3	2	0	0	5	1	0	0	0	8
18:45 - 19:00	0	0	0	1	0	0	0	0	1	0	0	0	2	0	0	0	0	2
Hourly Total	0	0	0	7	0	0	0	0	7	2	1	0	13	3	0	0	0	19
TOTAL	5	1	0	40	3	0	0	0	49	2	3	0	47	12	1	1	0	66

Junction: 1

Approach: Keston Road

	To Mill Green Road (S)									To Mill Green Road (N)								
TIME	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
07:30 - 07:45	0	0	0	0	0	0	0	0	0	1	0	0	2	1	0	0	0	4
07:45 - 08:00	2	0	0	0	0	0	0	0	2	0	0	0	4	0	0	0	0	4
Hourly Total	2	0	0	0	0	0	0	0	2	1	0	0	10	2	0	0	0	13
08:00 - 08:15	0	0	0	1	0	0	0	0	1	1	0	0	5	0	0	0	0	6
08:15 - 08:30	0	0	0	1	0	0	0	0	1	4	0	0	5	0	0	0	0	9
08:30 - 08:45	0	0	0	0	0	0	0	0	0	1	0	0	6	0	0	0	0	7
08:45 - 09:00	0	0	0	0	1	0	0	0	1	0	0	0	3	1	0	0	0	4
Hourly Total	0	0	0	2	1	0	0	0	3	6	0	0	19	1	0	0	0	26
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
09:15 - 09:30	0	0	0	1	0	0	0	0	1	0	0	0	2	0	0	0	0	2
09:30 - 09:45	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hourly Total	1	0	0	1	0	0	0	0	2	0	0	0	7	0	0	0	0	7
TOTAL	3	0	0	3	1	0	0	0	7	7	0	0	36	3	0	0	0	46
16:00 - 16:15	1	0	0	0	1	0	0	0	2	1	0	0	6	2	0	0	0	9
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3
16:30 - 16:45	0	0	0	0	0	0	0	0	0	1	0	0	3	0	0	0	0	4
16:45 - 17:00	0	0	0	0	0	0	0	0	0	1	1	0	2	1	0	0	0	5
Hourly Total	1	0	0	0	1	0	0	0	2	3	1	0	13	4	0	0	0	21
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	0	15	0	0	0	0	16
18:00 - 18:15	0	0	0	1	0	0	0	0	1	0	0	0	5	0	0	0	0	5
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	6
18:45 - 19:00	3	1	0	0	0	0	0	0	4	1	0	0	1	0	0	0	0	2
Hourly Total	3	1	0	1	0	0	0	0	5	1	1	0	11	0	0	0	0	13
TOTAL	4	1	0	1	1	0	0	0	7	4	3	0	39	4	0	0	0	50

Junction: 1

Approach: Mill Green Road South

TIME	To Mill Green Road (N)									To Keston Road								
	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0
07:15 - 07:30	2	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	4	2	1	0	0	7	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0	0
Hourly Total	2	0	0	9	5	2	0	0	18	0	0	0	0	0	0	0	0	0
08:00 - 08:15	2	0	0	5	2	0	0	0	9	0	0	0	0	0	0	0	0	0
08:15 - 08:30	1	0	0	3	1	0	0	0	5	0	0	0	0	0	0	0	0	0
08:30 - 08:45	1	0	0	3	0	0	0	0	4	0	0	0	0	1	0	0	0	1
08:45 - 09:00	0	1	0	2	2	1	0	0	6	0	0	0	0	0	0	0	0	0
Hourly Total	4	1	0	13	5	1	0	0	24	0	0	0	0	1	0	0	0	1
09:00 - 09:15	0	0	0	4	0	1	0	0	5	0	0	0	0	0	0	0	0	0
09:15 - 09:30	1	0	0	3	1	0	0	0	5	0	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	0	2	0	1	0	0	3	0	0	0	1	0	0	0	0	1
09:45 - 10:00	1	0	0	4	1	0	0	0	6	0	0	0	0	1	0	0	0	1
Hourly Total	2	0	0	13	2	2	0	0	19	0	0	0	1	1	0	0	0	2
TOTAL	8	1	0	35	12	5	0	0	61	0	0	0	1	2	0	0	0	3
16:00 - 16:15	0	0	0	2	1	0	0	0	3	0	0	0	1	1	0	0	0	2
16:15 - 16:30	0	0	0	4	4	0	1	0	9	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	9	0	0	0	0	9	0	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	19	6	0	1	0	26	0	0	0	2	1	0	0	0	3
17:00 - 17:15	0	0	0	5	1	1	0	0	7	0	0	0	1	0	0	0	0	1
17:15 - 17:30	0	1	0	7	1	0	0	0	9	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	2	2	0	0	0	4	0	0	0	1	0	0	0	0	1
17:45 - 18:00	0	1	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	0	14	6	1	0	0	23	0	0	0	2	0	0	0	0	2
18:00 - 18:15	0	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0	0
18:15 - 18:30	1	0	0	4	0	0	0	0	5	0	0	0	0	0	0	0	0	0
18:30 - 18:45	2	0	0	4	1	0	0	0	7	0	0	0	2	0	0	0	0	2
18:45 - 19:00	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	1
Hourly Total	3	0	0	12	3	0	0	0	18	0	0	0	3	0	0	0	0	3
TOTAL	3	2	0	45	15	1	1	0	67	0	0	0	7	1	0	0	0	8

APPENDIX C

STOPPING SIGHT DISTANCE CALCULATIONS

C25007 MILL GREEN ROAD, PINCHBECK**PROPOSED RESIDENTIAL DEVELOPMENT, KESTON FIELDS****CALCULATION OF MAJOR ROAD STOPPING SIGHT DISTANCE (SSD)****MANUAL FOR STREETS 2 (SECTION 10.1) METHOD**

Desirable Minimum Approach SSD

**SOUTHBOUND - ATC1**

$$SSD = vt + (v^2 / 2(d + 0.1a))$$

v = 85th percentile speed (m/s)
 t = reaction time
 d = deceleration rate (m/s²)
 a = Gradient (%)

85th Percentile Vehicle Speed

v = 36.5 mph 2.5 mph wet weather correction (CA185)
 58.4 kph
 16.22 m/s

t = 1.5 MIS2
 d = 4.41 MIS2 (where g = 9.81 and deceleration = 0.25g)
 a = -0.18 Percent (Average)

vt = 24.33
 v² = 263.16
 2(d+0.1a) = 8.793

SSD = 54.3
 Add 2.4 for bonnet length

TOTAL = 56.7 metres required

NORTHBOUND - ATC2

$$SSD = vt + (v^2 / 2(d + 0.1a))$$

v = 85th percentile speed (m/s)
 t = reaction time
 d = deceleration rate (m/s²)
 a = Gradient (%)

85th Percentile Vehicle Speed

v = 36.5 mph 2.5 mph wet weather correction (CA185)
 58.4 kph
 16.22 m/s

t = 1.5 MIS2
 d = 4.41 MIS2 (where g = 9.81 and deceleration = 0.375g)
 a = 0.11 Percent (Average)

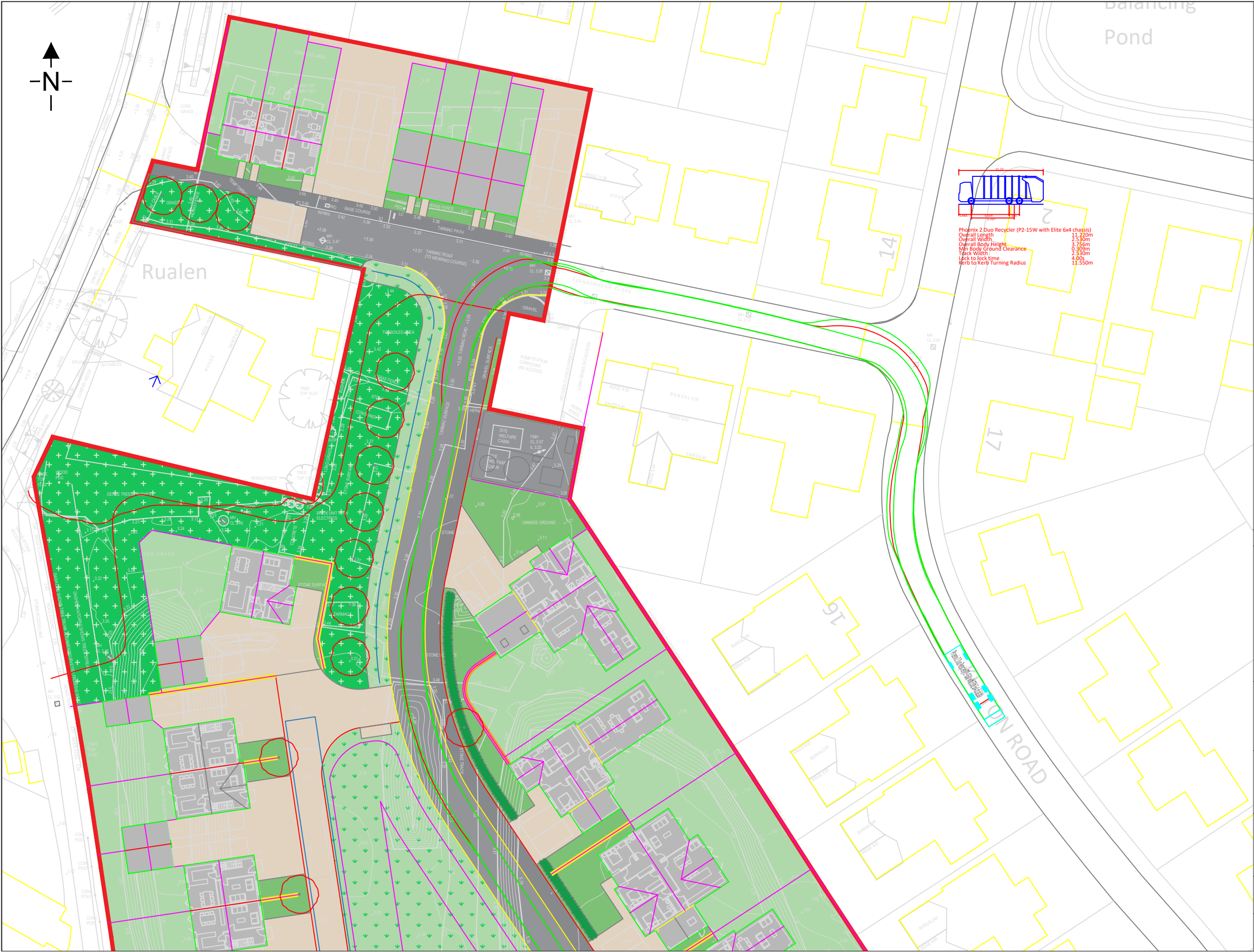
vt = 24.33
 v² = 263.16
 2(d+0.1a) = 8.850

SSD = 54.1
 Add 2.4 for bonnet length

TOTAL = 56.5 metres required

APPENDIX D

SWEPT PATH ANALYSIS



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

REV	DESCRIPTION	DATE	BY	AUTH
-----	-------------	------	----	------

Capricorn Transport Planning

19 Graystones Close
West Bridgford
Nottingham
NG2 6QU

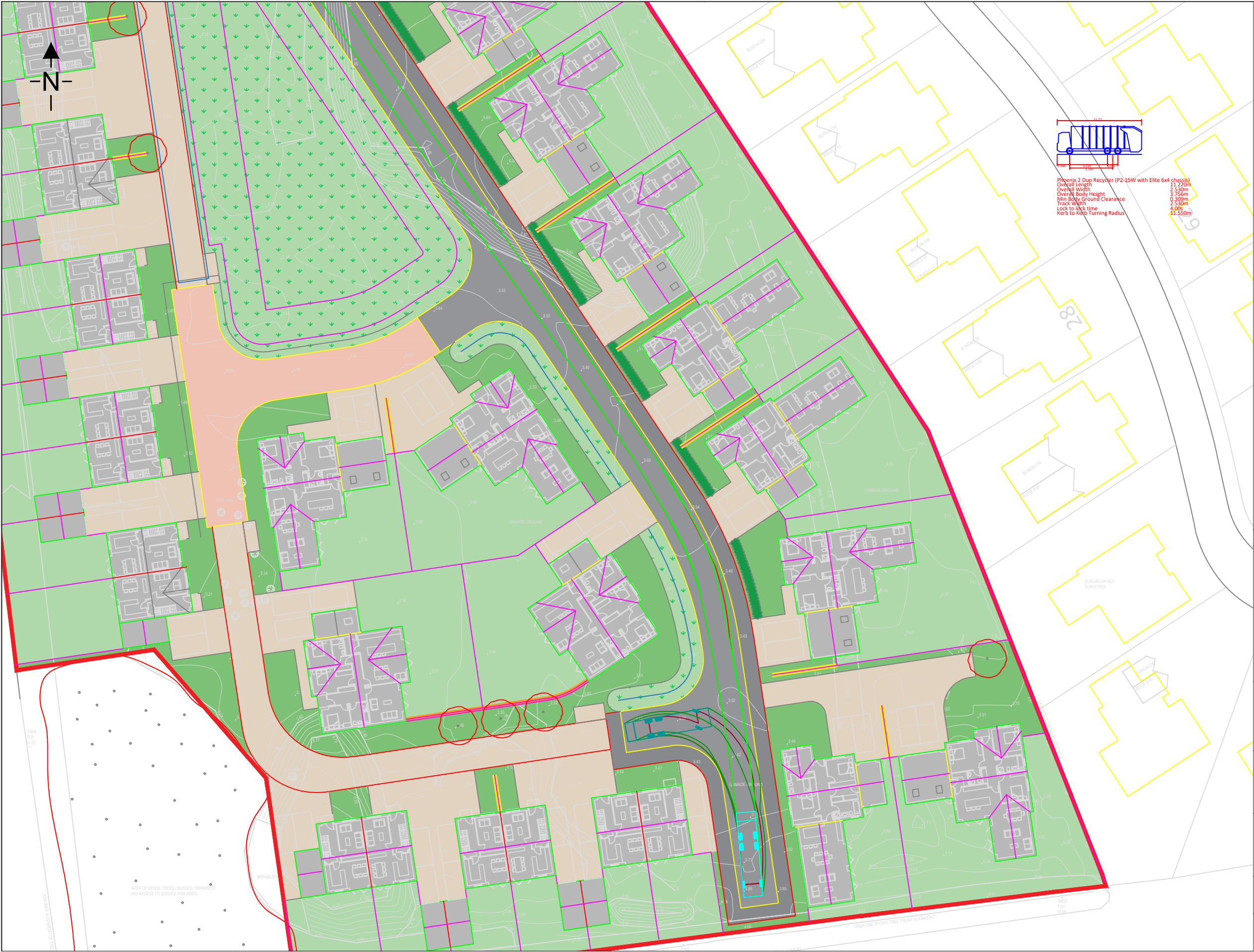
T : 0777 334 7121
www.capricorn-tp.co.uk

CLIENT
KESTON FIELDS LIMITED

PROJECT
**KESTON FIELDS
MILL GREEN ROAD, PINCHBECK**

TITLE
**VEHICLE SWEPT PATH ANALYSIS:
INBOUND (SHEET 1 OF 2)**

DRAWN SAM	AUTHORISED SM	SCALE 1:500	SHEET SIZE A3	DATE 25.11.25
PROJECT NO. C25007		DRAWING NO. DR002		REV -



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

REV	DESCRIPTION	DATE	BY	AUTH
-----	-------------	------	----	------

Capricorn Transport Planning

19 Graystones Close
West Bridgford
Nottingham
NG2 6QU

T : 0777 334 7121
www.capricorn-tp.co.uk

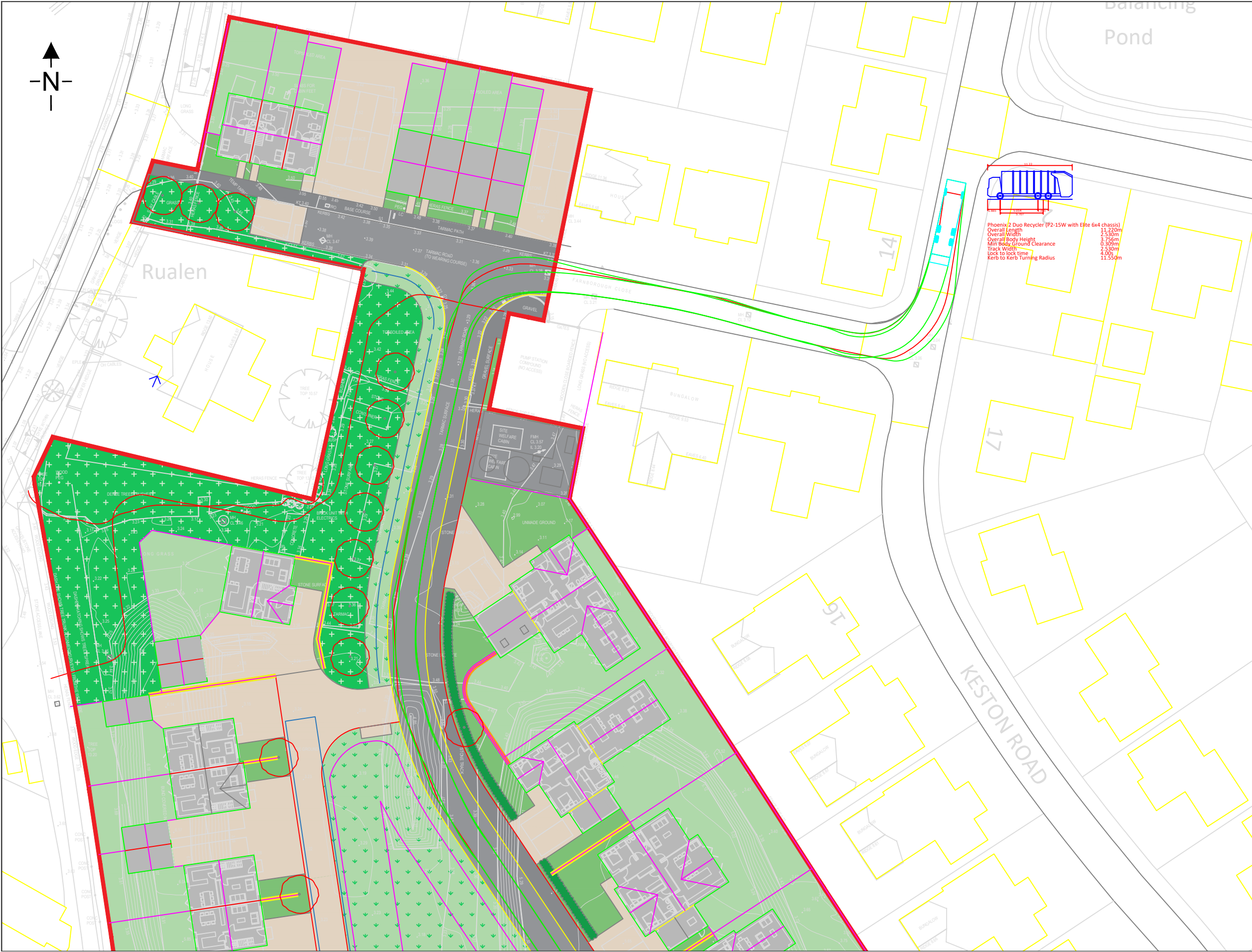


CLIENT
KESTON FIELDS LIMITED

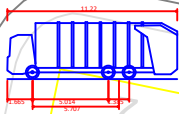
PROJECT
**KESTON FIELDS
MILL GREEN ROAD, PINCHBECK**

TITLE
**VEHICLE SWEPT PATH ANALYSIS:
INBOUND (SHEET 2 OF 2)**

DRAWN SAM	AUTHORISED SM	SCALE 1:500	SHEET SIZE A3	DATE 25.11.25
PROJECT NO. C25007		DRAWING NO. DR003		REV -



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.



Phoenix2 Duo Recycler (P2-15W with Elite 6x4 chassis)
Overall Length 11.220m
Overall Width 2.530m
Overall Body Height 3.750m
Min Body Ground Clearance 0.300m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 11.550m

REV	DESCRIPTION	DATE	BY	AUTH
-----	-------------	------	----	------

Capricorn Transport Planning

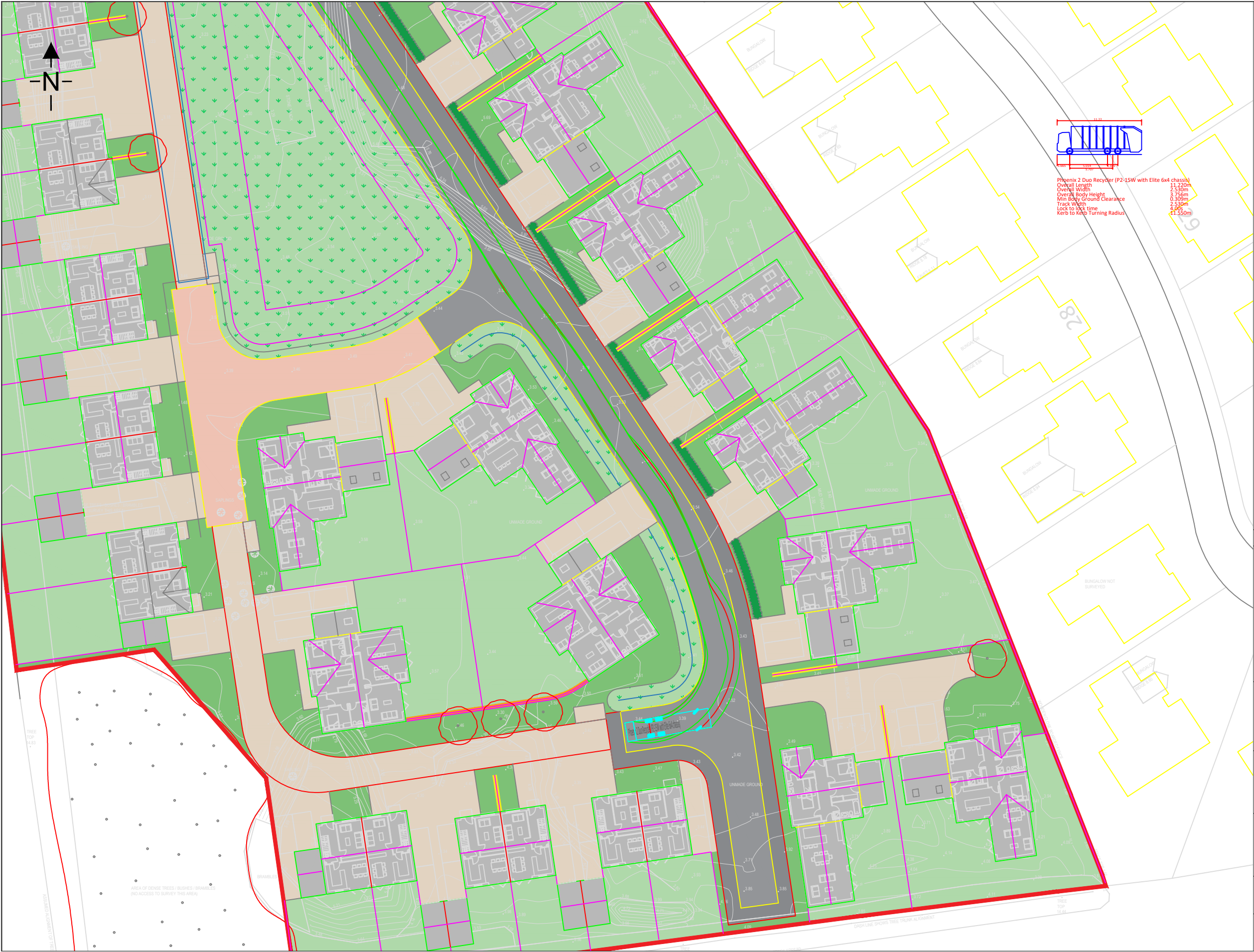
19 Graystones Close
West Bridgford
Nottingham
NG2 6QU
T : 0777 334 7121
www.capricorn-tp.co.uk

CLIENT
KESTON FIELDS LIMITED

PROJECT
**KESTON FIELDS
MILL GREEN ROAD, PINCHBECK**

TITLE
**VEHICLE SWEEP PATH ANALYSIS:
OUTBOUND (SHEET 1 OF 2)**

DRAWN SAM	AUTHORISED SM	SCALE 1:500	SHEET SIZE A3	DATE 25.11.25
PROJECT NO. C25007		DRAWING NO. DR004		REV -



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

REV	DESCRIPTION	DATE	BY	AUTH
-----	-------------	------	----	------

Capricorn Transport Planning
19 Graystones Close
West Bridgford
Nottingham
NG2 6QU
T : 0777 334 7121
www.capricorn-tp.co.uk

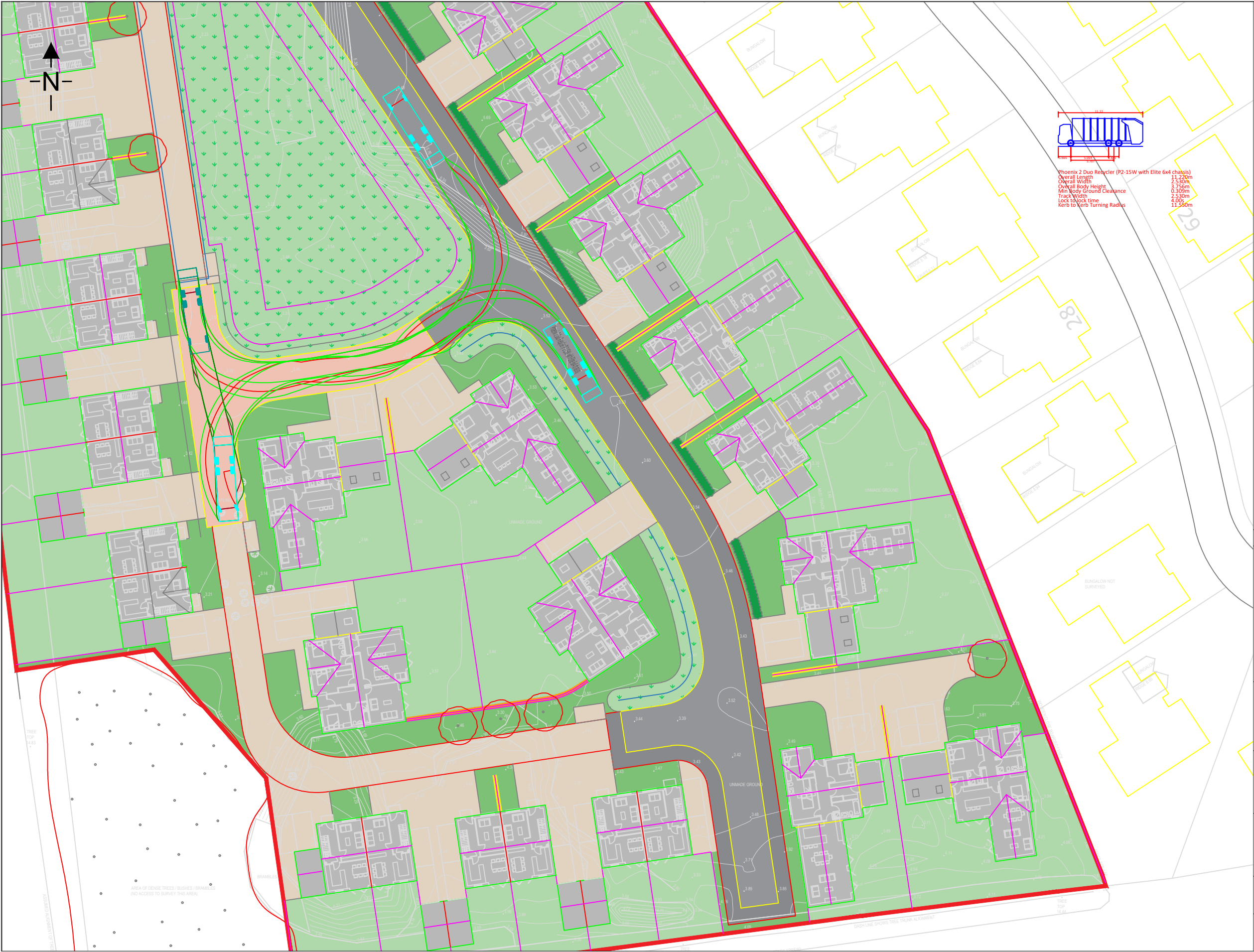


CLIENT
KESTON FIELDS LIMITED

PROJECT
**KESTON FIELDS
MILL GREEN ROAD, PINCHBECK**

TITLE
**VEHICLE SWEPT PATH ANALYSIS:
OUTBOUND (SHEET 2 OF 2)**

DRAWN SAM	AUTHORISED SM	SCALE 1:500	SHEET SIZE A3	DATE 25.11.25
PROJECT NO. C25007		DRAWING NO. DR005		REV -



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

REV	DESCRIPTION	DATE	BY	AUTH

Capricorn Transport Planning

19 Graystones Close
West Bridgford
Nottingham
NG2 6QU

T : 0777 334 7121
www.capricorn-tp.co.uk



CLIENT
KESTON FIELDS LIMITED

PROJECT
**KESTON FIELDS
MILL GREEN ROAD, PINCHBECK**

TITLE
**VEHICLE SWEPT PATH ANALYSIS:
WESTERN TURNING HEAD**

DRAWN SAM	AUTHORISED SM	SCALE 1:500	SHEET SIZE A3	DATE 25.11.25
PROJECT NO. C25007		DRAWING NO. DR006		REV -

APPENDIX E

TRICS OUTPUTS

VECTIO CONSULTING LUTTERWORTH WARWICKSHIRE

Licence No: 761101

Filtering Summary

Land Use	03/A	RESIDENTIAL/HOUSES PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	65-195 DWELLS	
Actual Trip Rate Calculation Parameter Range	65-195 DWELLS	
Date Range	Minimum: 01/01/16	Maximum: 18/09/24
Parking Spaces Range	All Surveys Included	
Parking Spaces Per Dwelling Range:	All Surveys Included	
Bedrooms Per Dwelling Range:	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Monday	8
	Tuesday	11
	Wednesday	8
	Thursday	9
	Friday	3
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	4
	Edge of Town	32
	Neighbourhood Centre (PPS6 Local Centre)	3
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	9 - Selected
	Servicing vehicles Excluded	46 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,001 to 5,000	5
	5,001 to 10,000	7
	10,001 to 15,000	14
	15,001 to 20,000	7
	20,001 to 25,000	5
	25,001 to 50,000	1
Population <5 Mile ranges selected	5,001 to 25,000	8
	25,001 to 50,000	6
	50,001 to 75,000	5
	75,001 to 100,000	2
	100,001 to 125,000	2
	125,001 to 250,000	13
	250,001 to 500,000	2
	500,001 or More	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	9
	1.1 to 1.5	27
	1.6 to 2.0	3
PTAL Rating	No PTAL Present	37
	2 Poor	2

Calculation Reference: AUDIT-761101-250623-0654

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BN BARNET	1 days
02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	4 days
	EX ESSEX	2 days
	HC HAMPSHIRE	5 days
	HF HERTFORDSHIRE	3 days
	KC KENT	3 days
	SC SURREY	1 days
	WB WEST BERKSHIRE	1 days
	WS WEST SUSSEX	5 days
04	EAST ANGLIA	
	NF NORFOLK	7 days
09	NORTH	
	DH DURHAM	1 days
	IM ISLE OF MAN	2 days
11	SCOTLAND	
	AS ABERDEENSHIRE	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 65 to 195 (units:)
 Range Selected by User: 65 to 195 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 18/09/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	8 days
Tuesday	11 days
Wednesday	8 days
Thursday	9 days
Friday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	35 days
Directional ATC Count	4 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	32
Neighbourhood Centre (PPS6 Local Centre)	3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	39
------------------	----

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	9 days - Selected
Servicing vehicles Excluded	46 days - Selected

Secondary Filtering selection:

Use Class:

C3	39 days
----	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	5 days
5,001 to 10,000	7 days
10,001 to 15,000	14 days
15,001 to 20,000	7 days
20,001 to 25,000	5 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	8 days
25,001 to 50,000	6 days
50,001 to 75,000	5 days
75,001 to 100,000	2 days
100,001 to 125,000	2 days
125,001 to 250,000	13 days
250,001 to 500,000	2 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	9 days
1.1 to 1.5	27 days
1.6 to 2.0	3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	28 days
No	11 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	37 days
2 Poor	2 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

Site(1):	AN-03-A-10	Site area:	3.50 hect
Development Name:	DETACHED & SEMI-DETACHED	No of Dwellings:	87
Location:	ANTRIM	Housing density:	37
Postcode:	BT41 4NZ	Total Bedrooms:	288
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	07/06/24
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	215
Site(2):	AS-03-A-02	Site area:	5.30 hect
Development Name:	MIXED HOUSES	No of Dwellings:	131
Location:	STONEHAVEN	Housing density:	28
Postcode:	AB39 2XZ	Total Bedrooms:	363
Main Location Type:	Edge of Town	Survey Date:	20/04/22
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	232
Site(3):	BN-03-A-03	Site area:	2.85 hect
Development Name:	MIXED HOUSES	No of Dwellings:	133
Location:	WHETSTONE	Housing density:	53
Postcode:	N20 ONT	Total Bedrooms:	368
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	10/09/19
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	2 Poor	Parking Spaces:	218
Site(4):	CT-03-A-03	Site area:	3.69 hect
Development Name:	MIXED HOUSES	No of Dwellings:	73
Location:	STOTFOLD	Housing density:	25
Postcode:	SG5 4TB	Total Bedrooms:	231
Main Location Type:	Edge of Town	Survey Date:	27/06/23
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	227
Site(5):	DH-03-A-02	Site area:	4.03 hect
Development Name:	MIXED HOUSES	No of Dwellings:	125
Location:	BISHOP AUCKLAND	Housing density:	38
Postcode:	DL14 9UG	Total Bedrooms:	423
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	27/03/17
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	124
Site(6):	DL-03-A-10	Site area:	2.90 hect
Development Name:	SEMI DETACHED & DETACHED	No of Dwellings:	65
Location:	MALAHIDE	Housing density:	28
Postcode:	K36 P798	Total Bedrooms:	219
Main Location Type:	Edge of Town	Survey Date:	20/06/18
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	213
Site(7):	ES-03-A-07	Site area:	3.49 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	91
Location:	HAILSHAM	Housing density:	35
Postcode:	BN27 4FR	Total Bedrooms:	256
Main Location Type:	Edge of Town	Survey Date:	07/11/19
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	246
Site(8):	ES-03-A-08	Site area:	3.32 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	110
Location:	BEXHILL	Housing density:	37
Postcode:	TN40 2LU	Total Bedrooms:	308
Main Location Type:	Edge of Town	Survey Date:	12/10/22
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	262
Site(9):	ES-03-A-10	Site area:	5.41 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	139
Location:	BEXHILL-ON-SEA	Housing density:	33
Postcode:	TN39 5DQ	Total Bedrooms:	388
Main Location Type:	Edge of Town	Survey Date:	28/09/23
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	375

LIST OF SITES relevant to selection parameters (Cont.)

Site(10):	ES-03-A-14	Site area:	3.40 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	120
Location:	NEAR EASTBOURNE	Housing density:	43
Postcode:	BN24 5GD	Total Bedrooms:	339
Main Location Type:	Edge of Town	Survey Date:	30/04/24
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	244
Site(11):	EX-03-A-02	Site area:	6.12 hect
Development Name:	DETACHED & SEMI-DETACHED	No of Dwellings:	97
Location:	CHIGWELL	Housing density:	20
Postcode:	IG7 5JB	Total Bedrooms:	385
Main Location Type:	Edge of Town	Survey Date:	27/11/17
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	2 Poor	Parking Spaces:	84
Site(12):	EX-03-A-03	Site area:	3.60 hect
Development Name:	MIXED HOUSES	No of Dwellings:	123
Location:	RAYLEIGH	Housing density:	53
Postcode:	SS6 9TU	Total Bedrooms:	357
Main Location Type:	Edge of Town	Survey Date:	27/09/21
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	297
Site(13):	HC-03-A-27	Site area:	2.50 hect
Development Name:	MIXED HOUSES	No of Dwellings:	73
Location:	ANDOVER	Housing density:	30
Postcode:	SP11 6ZQ	Total Bedrooms:	205
Main Location Type:	Edge of Town	Survey Date:	16/11/21
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	170
Site(14):	HC-03-A-28	Site area:	5.97 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	125
Location:	WATERLOOVILLE	Housing density:	25
Postcode:	PO8 9WN	Total Bedrooms:	359
Main Location Type:	Edge of Town	Survey Date:	08/11/21
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	323
Site(15):	HC-03-A-32	Site area:	3.29 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	105
Location:	FARNHAM	Housing density:	36
Postcode:	GU9 9GD	Total Bedrooms:	278
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	29/06/23
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	253
Site(16):	HC-03-A-36	Site area:	6.23 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	145
Location:	EMSWORTH	Housing density:	35
Postcode:	PO10 7FG	Total Bedrooms:	386
Main Location Type:	Edge of Town	Survey Date:	12/09/23
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	341
Site(17):	HC-03-A-38	Site area:	6.20 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	195
Location:	RINGWOOD	Housing density:	39
Postcode:	BH24 3FJ	Total Bedrooms:	514
Main Location Type:	Edge of Town	Survey Date:	26/06/24
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	493
Site(18):	HF-03-A-03	Site area:	5.67 hect
Development Name:	MIXED HOUSES	No of Dwellings:	160
Location:	BUNTINGFORD	Housing density:	32
Postcode:	SG9 9FX	Total Bedrooms:	510
Main Location Type:	Edge of Town	Survey Date:	08/07/19
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	632

LIST OF SITES relevant to selection parameters (Cont.)

Site(19):	HF-03-A-06	Site area:	8.00 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	180
Location:	ROYSTON	Housing density:	26
Postcode:	SG8 7FJ	Total Bedrooms:	562
Main Location Type:	Edge of Town	Survey Date:	28/11/23
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	366
Site(20):	HF-03-A-07	Site area:	6.32 hect
Development Name:	MIXED HOUSES & BUNGALOWS	No of Dwellings:	92
Location:	POTTERS BAR	Housing density:	16
Postcode:	EN6 2EE	Total Bedrooms:	280
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	25/03/24
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	318
Site(21):	IM-03-A-04	Site area:	2.30 hect
Development Name:	MIXED HOUSES	No of Dwellings:	73
Location:	DOUGLAS	Housing density:	37
Postcode:	IM2 1JS	Total Bedrooms:	219
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	20/05/24
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	115
Site(22):	IM-03-A-06	Site area:	6.90 hect
Development Name:	MIXED HOUSES	No of Dwellings:	129
Location:	RAMSEY	Housing density:	22
Postcode:	IM8 2AF	Total Bedrooms:	531
Main Location Type:	Edge of Town	Survey Date:	23/05/24
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	363
Site(23):	KC-03-A-04	Site area:	4.31 hect
Development Name:	SEMI-DETACHED & TERRACED	No of Dwellings:	110
Location:	AYLESFORD	Housing density:	32
Postcode:	ME20 6FN	Total Bedrooms:	330
Main Location Type:	Edge of Town	Survey Date:	22/09/17
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	195
Site(24):	KC-03-A-10	Site area:	3.91 hect
Development Name:	MIXED HOUSES	No of Dwellings:	106
Location:	STAPLEHURST	Housing density:	33
Postcode:	TN12 0GT	Total Bedrooms:	311
Main Location Type:	Edge of Town	Survey Date:	09/05/23
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	258
Site(25):	KC-03-A-12	Site area:	6.78 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	186
Location:	FAVERSHAM	Housing density:	36
Postcode:	ME13 7FZ	Total Bedrooms:	520
Main Location Type:	Edge of Town	Survey Date:	19/09/23
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	415
Site(26):	NF-03-A-14	Site area:	4.17 hect
Development Name:	MIXED HOUSES	No of Dwellings:	150
Location:	GREAT YARMOUTH	Housing density:	39
Postcode:	NR31 9FT	Total Bedrooms:	407
Main Location Type:	Edge of Town	Survey Date:	05/10/17
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	274
Site(27):	NF-03-A-26	Site area:	3.51 hect
Development Name:	MIXED HOUSES	No of Dwellings:	91
Location:	HOLT	Housing density:	33
Postcode:	NR25 6GA	Total Bedrooms:	277
Main Location Type:	Edge of Town	Survey Date:	22/09/21
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	232

LIST OF SITES relevant to selection parameters (Cont.)

Site(28):	NF-03-A-32	Site area:	7.30 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	164
Location:	HUNSTANTON	Housing density:	28
Postcode:	PE36 5PS	Total Bedrooms:	461
Main Location Type:	Edge of Town	Survey Date:	21/09/22
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	396
Site(29):	NF-03-A-33	Site area:	4.78 hect
Development Name:	MIXED HOUSES	No of Dwellings:	143
Location:	ATTLEBOROUGH	Housing density:	39
Postcode:	NR17 1FF	Total Bedrooms:	358
Main Location Type:	Edge of Town	Survey Date:	29/09/22
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	326
Site(30):	NF-03-A-35	Site area:	5.34 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	116
Location:	NORWICH	Housing density:	26
Postcode:	NR6 7FA	Total Bedrooms:	384
Main Location Type:	Edge of Town	Survey Date:	28/09/22
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	351
Site(31):	NF-03-A-48	Site area:	6.74 hect
Development Name:	MIXED HOUSES	No of Dwellings:	181
Location:	SWAFFHAM	Housing density:	30
Postcode:	PE37 8JE	Total Bedrooms:	487
Main Location Type:	Edge of Town	Survey Date:	19/09/19
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	541
Site(32):	NF-03-A-52	Site area:	5.31 hect
Development Name:	MIXED HOUSES	No of Dwellings:	130
Location:	KING'S LYNN	Housing density:	29
Postcode:	PE30 3FD	Total Bedrooms:	366
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	07/11/23
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	324
Site(33):	SC-03-A-11	Site area:	5.82 hect
Development Name:	MIXED HOUSES	No of Dwellings:	96
Location:	FARNHAM	Housing density:	25
Postcode:	GU9 0AX	Total Bedrooms:	272
Main Location Type:	Edge of Town	Survey Date:	14/05/24
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	252
Site(34):	WB-03-A-03	Site area:	3.90 hect
Development Name:	MIXED HOUSES	No of Dwellings:	108
Location:	READING	Housing density:	36
Postcode:	RG31 7ET	Total Bedrooms:	286
Main Location Type:	Edge of Town	Survey Date:	09/09/22
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	259
Site(35):	WS-03-A-08	Site area:	8.86 hect
Development Name:	MIXED HOUSES	No of Dwellings:	180
Location:	ANGMERING	Housing density:	41
Postcode:	BN16 4PQ	Total Bedrooms:	586
Main Location Type:	Edge of Town	Survey Date:	19/04/18
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	527
Site(36):	WS-03-A-09	Site area:	5.36 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	195
Location:	WORTHING	Housing density:	52
Postcode:	BN12 6FE	Total Bedrooms:	588
Main Location Type:	Edge of Town	Survey Date:	05/07/18
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	380

LIST OF SITES relevant to selection parameters (Cont.)

Site(37):	WS-03-A-14	Site area:	2.83 hect
Development Name:	MIXED HOUSES	No of Dwellings:	117
Location:	LITTLEHAMPTON	Housing density:	43
Postcode:	BN17 7PL	Total Bedrooms:	371
Main Location Type:	Edge of Town	Survey Date:	20/10/21
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	284
Site(38):	WS-03-A-19	Site area:	5.16 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	92
Location:	EAST GRINSTEAD	Housing density:	25
Postcode:	RH19 4LX	Total Bedrooms:	267
Main Location Type:	Edge of Town	Survey Date:	15/05/23
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	265
Site(39):	WS-03-A-22	Site area:	3.80 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	129
Location:	CHICHESTER	Housing density:	37
Postcode:	PO20 2LS	Total Bedrooms:	371
Main Location Type:	Edge of Town	Survey Date:	19/03/24
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	375

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
LU-03-A-01	Recorded during COVID restriction period
SF-03-A-09	Recorded during COVID restriction period
SF-03-A-10	Recorded during COVID restriction period

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	39	125	0.077	39	125	0.284	39	125	0.361
08:00 - 09:00	39	125	0.138	39	125	0.357	39	125	0.495
09:00 - 10:00	39	125	0.143	39	125	0.172	39	125	0.315
10:00 - 11:00	39	125	0.127	39	125	0.152	39	125	0.279
11:00 - 12:00	39	125	0.132	39	125	0.128	39	125	0.260
12:00 - 13:00	39	125	0.156	39	125	0.139	39	125	0.295
13:00 - 14:00	39	125	0.155	39	125	0.152	39	125	0.307
14:00 - 15:00	39	125	0.160	39	125	0.182	39	125	0.342
15:00 - 16:00	39	125	0.250	39	125	0.170	39	125	0.420
16:00 - 17:00	39	125	0.250	39	125	0.156	39	125	0.406
17:00 - 18:00	39	125	0.316	39	125	0.146	39	125	0.462
18:00 - 19:00	39	125	0.263	39	125	0.144	39	125	0.407
19:00 - 20:00	2	115	0.143	2	115	0.057	2	115	0.200
20:00 - 21:00	2	115	0.074	2	115	0.017	2	115	0.091
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.384			2.256			4.640

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected: 65 - 195 (units:)
 Survey date range: 01/01/16 - 18/09/24
 Number of weekdays (Monday-Friday): 43
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 9
 Surveys manually removed from selection: 3

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX F

TRAFFIC FORECASTS

C25007 KESTON FIELDS, PINCHBECK

TRANSPORT STATEMENT

TRIP RATES AND DISTRIBUTION

TRAFFIC SURVEY, WEDNESDAY 02/07/25

TIME PERIOD	TOTAL VEHICLES		
	ARR	DEP	2-WAY
AM (08:00-09:00)	12	29	41
PM (17:00-18:00)	26	16	42

80 DWELLINGS OCCUPIED ON SURVEY DATE

TIME PERIOD	VEHICLES INBOUND			VEHICLES OUTBOUND		
	NORTH	SOUTH	TOTAL	NORTH	SOUTH	TOTAL
AM (08:00-09:00)	11	1	12	26	3	29
PM (17:00-18:00)	24	2	26	16	0	16

COMPARISON OF TRIP RATES (TRICS vs. 2025 TRAFFIC SURVEY)

TRIPS/DWELLING

TIME PERIOD	TRICS (7.11.4) TRIP RATES			SURVEYED TRIP RATES		
	ARR	DEP	2-WAY	ARR	DEP	2-WAY
AM (08:00-09:00)	0.138	0.357	0.495	0.150	0.363	0.513
PM (17:00-18:00)	0.316	0.146	0.462	0.325	0.200	0.525

COMPARISON OF TRIP DISTRIBUTIONS

TIME PERIOD	SURVEYED DISTRIBUTION			TA DISTRIBUTION (ADC)		
	NORTH	SOUTH	TOTAL	NORTH	SOUTH	TOTAL
AM (08:00-09:00)	90%	10%	100%	90%	10%	100%
PM (17:00-18:00)	95%	5%	100%	90%	10%	100%
AVERAGE	<i>93%</i>	<i>7%</i>	100%	<i>90%</i>	<i>10%</i>	100%

C25007 KESTON FIELDS, PINCHBECK

TRANSPORT STATEMENT

TRAFFIC GENERATION - COMPARATIVE ASSESSMENT

COMPARISON OF TRIP RATES (2025 TRAFFIC SURVEY vs. ORIGINAL TA) TRIPS/DWELLING

TIME PERIOD	TA TRIP RATES (ADC)			SURVEYED TRIP RATES			TRICS (7.11.4) TRIP RATES		
	ARR	DEP	2-WAY	ARR	DEP	2-WAY	ARR	DEP	2-WAY
AM (08:00-09:00)	0.177	0.523	0.700	0.150	0.363	0.513	0.138	0.357	0.495
PM (17:00-18:00)	0.439	0.274	0.713	0.325	0.200	0.525	0.316	0.146	0.462

COMPARISON OF TRAFFIC GENERATION - ORIGINAL OPC

VEHICLES

100 DWELLINGS

TIME PERIOD	TA TRIP RATES (ADC)		
	ARR	DEP	2-WAY
AM (08:00-09:00)	18	52	70
PM (17:00-18:00)	44	27	71

COMPARISON OF TRAFFIC GENERATION - APPROVED TOTAL

VEHICLES

113 DWELLINGS

TIME PERIOD	TA TRIP RATES (ADC)		
	ARR	DEP	2-WAY
AM (08:00-09:00)	20	59	79
PM (17:00-18:00)	50	31	81

TRAFFIC GENERATION - TOTAL DEVELOPMENT NOW PROPOSED

VEHICLES

132 DWELLINGS

TIME PERIOD	TRICS (7.11.4) TRIP RATES		
	ARR	DEP	2-WAY
AM (08:00-09:00)	18	47	65
PM (17:00-18:00)	42	19	61

TIME PERIOD	SURVEYED TRIP RATES		
	ARR	DEP	2-WAY
AM (08:00-09:00)	20	48	68
PM (17:00-18:00)	43	26	69

TRAFFIC GENERATION - DIFFERENCE FROM APPROVED DEVELOPMENT

TIME PERIOD	APPROVED DEVELOPMENT (ADC ESTIMATED) - 113 DWELLINGS			EXPANDED DEVELOPMENT (CTP SURVEYED) - 130 DWELLINGS			DIFFERENCE		
	ARR	DEP	2-WAY	ARR	DEP	2-WAY	ARR	DEP	2-WAY
AM (08:00-09:00)	20	59	79	20	48	68	0	-11	-11
PM (17:00-18:00)	50	31	81	43	26	69	-7	-5	-11