



PROPOSED PLANT BASED PROTEIN EXTRACTION FACILITY

LAND EAST OF SURFLEET BANK, LINCOLNSHIRE

TRANSPORT STATEMENT

August 2024
jgv/24007/PE/TS/v1

Northern Transport Planning Ltd

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LAND EAST OF SURFLEET BANK, LINCOLNSHIRE

Document Status – Final

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1 TRANSPORT STATEMENT

1.1 Introduction

1.1.1 Northern Transport Planning Ltd has been appointed to provide advice on the transport implications of proposals for a plant-based Protein Extraction (PE) factory on land east of Surfleet Bank in Lincolnshire.

1.1.2 This report provides a Transport Statement to support a planning application for the proposed development.

1.2 Development Site and Location

1.2.1 The proposed development site is located east of Surfleet Bank, approximately 8.5km north of the centre of Spalding. The geographical location of the site is identified on **Plan 01**, **Plan 02** and **Plan 03**. The site is bounded to the west by Surfleet Bank, to the north and east by agricultural land, and to the south by the site of a proposed Anaerobic Digestion (AD) renewable energy plant. The site is currently used for agriculture.

1.3 Development Proposals

1.3.1 The proposed development comprises a PE factory as shown on the drawing provided as **Appendix A**. The factory will produce plant-based functional ingredients which can be used in multiple business sectors and products. The proposed development will have a total Gross Floor Area (GFA) of 5911.2sq.m.

1.3.2 Access to the proposed development site would be provided via an existing simple priority junction with Surfleet Bank, which will be improved.

1.4 Accessibility by Sustainable Modes of Transport

1.4.1 By using the journey to work 2011 census data for people who work in the area surrounding the proposed development site (the workplace zone is E02005465: South Holland 001 – data provided within **Appendix B**) the following modal split for trips to the proposed development are estimated:

Mode Type	Modal Split
Walking	7.5%
Cycling	4.5%
Public Transport and Taxi	0.8%
PTW	0.9%
Passenger in a Car or Van	5.7%
Driver of a Car or Van	80.6%
Total	100.0%

Table 1.01: National Census Weekday Modal Split

1.4.2 It is generally accepted that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2.0km, and that cycling has the potential to substitute for short car trips, particularly those under 5.0km, and to form part of a longer journey by public transport. It is recognised that for public transport to be an attractive alternative mode of transport to the private car it needs to be easily accessible on foot – ideally bus users should not have to walk more than 400m to their nearest bus stop

1.4.3 Within the site, footways, footpaths and areas of shared surface will be available providing links between the buildings, tanks and other elements of the facility and the car park, as shown on the site layout plan.

1.4.4 Covered and secure cycle parking spaces will be provided close to the entrance to the facility as part of the proposed development. Shower and changing facilities will be available.

- 1.4.5 Surfleet Bank does not benefit from footways or footpaths and street lighting is not available. Short lengths of footway are available at the nearby junction with the A16 and Gosberton Bank to assist pedestrians to cross here. It is anticipated that few trips to the site would be made on foot.
- 1.4.6 Notwithstanding the above, a 2.0km walking radius, representing approximately a 25 minute walking distance (walking at 5kph/3mph), is identified on **Plan 04**. Having regard to the availability of pedestrian infrastructure and the alignment of links for walking and barriers to movement, a small residential built-up area where future members of staff might live lies within a 2.0km walk from the site.
- 1.4.7 A 5.0km cycling radius, representing approximately a 15 minute cycle distance (cycling at 20kph/12mph), is identified on **Plan 05**. Having regard to the alignment of the links for cyclists and barriers to movement, a modest built-up area where future staff members might live lies within a 5.0km cycle ride from the site.
- 1.4.8 The nearest bus stops to the site appear to be on Newlands Road in Surfleet Seas End, approximately a 1.9km walk from the site, which is somewhat further than ideal. Also, as noted above, the pedestrian infrastructure on Surfleet Bank is not ideal for accessing these bus stops.

1.5 **Travel Plan**

- 1.5.1 Although it is not intended to operate a formal Travel Plan as part of the proposed development, the site operator will implement measures to assist staff to travel to and from the site without having to rely on the use of a single occupancy private car. Measures which will be considered include:
- Encourage cycling as a mode of transport;
 - Encourage car sharing, with priority parking for car sharers being provided;
 - Encourage the use of Electric Vehicles (EVs); and
 - The use of a minibus to collect/drop-off staff at locations within nearby conurbations such as Spalding, Holbeach, Moulton and Weston – the precise locations would be dependent on demand.

1.6 Site Access

- 1.6.1 Access to the proposed development site would be via an existing (but improved) simple priority junction with Surfleet Bank which is located approximately 50m east of the junction with the A16. The satisfactory manoeuvre of Heavy Goods Vehicles (HGVs) at the site access junction is identified on the drawing provided as **Appendix C**.

1.7 The Local Highway Network

- 1.7.1 The local highway network consists of the site access road, Surfleet Bank, the A16 and Gosberton Bank. The local highway network is identified on **Plan 03**.
- 1.7.2 Surfleet Bank is a 'C' classified road which is an adopted highway. The road is roughly aligned north-south and provides a connection between the A16 to the northwest of the site, and the commercial premises, houses, farms and fields to the east and south of the site. Surfleet Bank has a single carriageway approximately 7.3m in width in the vicinity of the site access, flanked by verges – this is suitable for the 2-way movement of all traffic. The road narrows to around 4.1m a short distance to the south of the site access – this is only suitable to allow a car/van to pass another car/van, with HGVs needing to use a passing place. The road does not benefit from street lighting. The road is subject to a 60mph speed limit but due to its narrowness and bendy alignment actual traffic speeds are considerably lower. In the vicinity of the proposed development site access, on-street parking is permitted on both sides of Surfleet Bank, but on-site observations indicate this does not occur.
- 1.7.3 Surfleet Bank connects with the A16 and Gosberton Bank at a good quality ghost island junction. On-site observations reveal the junction to operate satisfactorily, with no issues concerning highway safety or capacity being apparent.

1.7.4 The A16 is a principal distributor road which provides a connection between the A17 (and onwards to Boston) to the north and Spalding (and onwards to Peterborough) to the south. The road typically has a single 7.3m width carriageway with metre strips on both sides and flanked by verges. The road does not benefit from street lighting. The road is subject to a 60mph speed limit and on-site observations suggest traffic is travelling at or around this speed – speed cameras are used to enforce the speed limit.

1.7.5 Gosberton Bank is a 'C' classified road which is an adopted highway. The road is roughly aligned east-west and provides a connection between the A16 to the east and the commercial premises, houses, farms and fields to the west. The road has a single carriageway flanked by verges which narrows to around 4.1m width a short distance west of the A16. The road is subject to a 60mph speed limit and does not benefit from street lighting.

1.8 Highway Safety

1.8.1 Personal Injury Accident (PIA) data provided on the 'Crashmap' website for the five year period 01/01/18 to 31/12/22 in the vicinity of the proposed development site (see **Appendix D**) reveals:

- No PIAs recorded along the Surfleet Bank site frontage.
- No PIAs recorded along the Surfleet Bank junction with the A16.
- A PIA, recorded as 'serious', occurred on the A16 just south its junction with Gosberton Bank on Friday 23/07/21. The PIA involved a motorcycle overtaking a car and hitting the central refuge. The weather was fine, surface was dry and the PIA occurred during daylight hours.

1.8.2 There is nothing revealed by the PIA data to suggest that the local highway network has any particular safety issues relating to highway design, junction design or traffic volumes.

1.9 Existing Traffic Flows

1.9.1 The level of existing weekday peak period traffic using Rangell Gate has been determined from a manual classified traffic survey undertaken at the junction of Surfleet Bank/A16/Gosberton Bank Rangell Gate/Fulney Lane South on Thursday 29th February 2024 from 07:00 to 10:00 hours 15:00 to 18:00 hours. The traffic flow data is provided as **Appendix E**. A consideration of the data reveals the observed AM peak to be 07:15 to 08:15 hours and the PM peak to be 16:30 to 17:30 hours.

1.9.2 The peak observed traffic flows at Surfleet Bank/A16/Gosberton Bank are summarised in the tables below:

Highway Link	07:15 - 08:15 hours		16:30 – 17:30 hours	
	No. Vehicles	%HGV	No. Vehicles	%HGV
Surfleet Bank	11	9%	12	0%
Gosberton Bank	20	25%	25	16%
A16 (north of Gosberton Bank)	1,529	12%	1,501	8%

Table 1.02: Peak Observed Traffic Flows at Surfleet Bank/A16/Gosberton Bank

1.9.3 A consideration of the data reveals the fact that few vehicles (around one per hour) make the manoeuvre from Surfleet Bank to Gosberton Bank or vice versa.

1.10 Highway Capacity

1.10.1 Both Surfleet Bank and Gosberton Bank are very lightly trafficked and operating well within capacity.

1.10.2 The existing capacity of the A16 has been assessed by making reference to advice provided by TA 79/99 Amendment No.1 – Traffic Capacity of Urban Roads.

1.10.3 By reference to Table 2 of TA 79/99, for a 7.3m carriageway UAP1 (the highest standard of highway) the two-way capacity is 2,650vph (i.e. 1,590vph = 60%, 1,060vph = 40%). This capacity assumes an HGV percentage of up to 15%.

- 1.10.4 The estimated capacity of the A16 of 2,650vph can be compared with the existing observed peak flow of up to 1,529vph, i.e. the highway link is currently operating well within capacity.

1.11 Committed Highways Schemes and Traffic Management Schemes

- 1.11.1 We are not aware of any committed highways schemes or traffic management schemes which will significantly affect traffic conditions in the vicinity of the site and need to be considered as part of this Transport Statement.

1.12 Committed/Planned Development

- 1.12.1 Planned development which needs to be considered as part of this Transport Statement consists of the proposed Anaerobic Digestion (AD) renewable energy plant on Surfleet Bank located immediately south of the proposed development site. The Transport Statement submitted with the planning application for the proposed AD plant has forecast traffic generation associated with the site, calculated from 'first principles', of up to 11 car/van movements and around 3 HGV movements in the peak hour, and up to 84 car/van movements and 33 HGV movements per day.

- 1.12.2 A second planned development which needs to be considered is the proposed Outer Dowsing Offshore Wind (ODOW) project, which we understand will use the proposed site access junction with Surfleet Bank (as improved) for both construction and ongoing maintenance. ODOW will generate a peak 2-way traffic flow on Surfleet Bank of up to 56vpd (51 HGVs and 5 car/van movements) which would be over a 2 month construction period, i.e. a peak of around 6vph. It is anticipated that the traffic generation associated with ongoing maintenance post-construction would be imperceptible.

1.13 Traffic Associated with Existing Development

- 1.13.1 The proposed development site is currently used for agriculture and generates an insignificant level of traffic.

1.14 Proposed Development Traffic Generation

1.14.1 The proposed development comprises the provision of a factory with a total 5,911.2sq.m. GFA of floorspace. The level of weekday traffic associated with this level of development has been calculated using average vehicular trip rates contained in the TRICS (Version 7.11.2) trip rate database Industrial Unit category. The TRICS data is provided as **Appendix F**.

1.14.2 The traffic generation calculations are summarised in the table below.

Land Use	AM Peak		PM Peak		Daily	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Industrial Unit – Trip Rate per 100sq.m.	0.500	0.044	0.047	0.390	2.231	2.158
Trips associated with a 5,911.2sq.m. Industrial Unit	30	3	3	23	132	128

Table 1.03: Weekday Vehicle Trips Generated by the Proposed Development

1.14.3 Using the TRICS data it is forecast that the proposed development would generate up to 33vph and around 260 vehicle movements per day.

1.15 Traffic Distribution and Assignment

1.15.1 All HGV movements associated with the site would be via Surfleet Bank to/from the junction with A16. The developer would be willing to agree with the Local Highway Authority on the route used via a Delivery Management Plan, which could be Conditioned.

1.15.2 In the months of July, August and September, when material is harvested, it is likely that vegetable matter will be delivered to the proposed factory direct from fields within a 10mile (16km) radius of the site. This might require the use of local roads by tractors with trailers, however these vehicles would already be using the local roads to transport the harvest so there would be no practical increase in traffic associated with the proposed development.

1.15.3 We have been advised that during the remaining 9 months of the year, the vegetable matter will be delivered from a cold store at Moulton Seas End, which is some 6km southeast of the site. The delivery vehicles will travel to the site from Moulton Seas End via local roads then via the A17, A16 and Surfleet Bank.

1.15.4 The majority of car/LGV movements associated with the site are likely to be via Surfleet Bank to/from the junction with A16, though any staff who live locally could travel via Surfleet Bank south of the site or via Gosberton Bank to the west.

1.16 Car Parking

1.16.1 A total of 35 car parking spaces are proposed. In addition there will be space for the parking of HGVs, as shown on the site layout plan.

1.16.2 The proposed development will have a total GFA of 5,911.2sq.m. The South East Lincolnshire parking standard for cars is one space per 65sq.m. of General Industrial. Using this standard equates to a total requirement for 91 car parking spaces for the proposed development, i.e. a material proposed shortfall in car parking spaces.

1.16.3 The operator of the factory, however, is confident that the proposed provision for car parking will be sufficient to cater for the future demand for parking by staff and visitors.

1.17 Traffic Impact

1.17.1 It is generally accepted that an increase of over 30 vehicles per hour, i.e. one vehicle every two minutes, is a useful 'rule of thumb' for considering materiality and triggering a requirement for a formal assessment.

1.17.2 The proposed development would generate up to 33 car/van movements per hour in the peak periods. Having regard to the suitable design of the site access junction, the modest levels of traffic generation and the low levels of traffic currently using Surfleet Bank, there is no reason to consider that the site access arrangements will not operate safely or within capacity after development.

- 1.17.3 There is no reason to consider that such an increase in traffic would have any implications for highway capacity or road safety on the local highway network beyond the site access junction, even allowing for the traffic associated with committed/planned development in the area.

1.18 National Planning Policy Framework

- 1.18.1 Paragraph 111 of the NPPF states:

“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.”

- 1.18.2 The following comment is relevant in relation to the above:

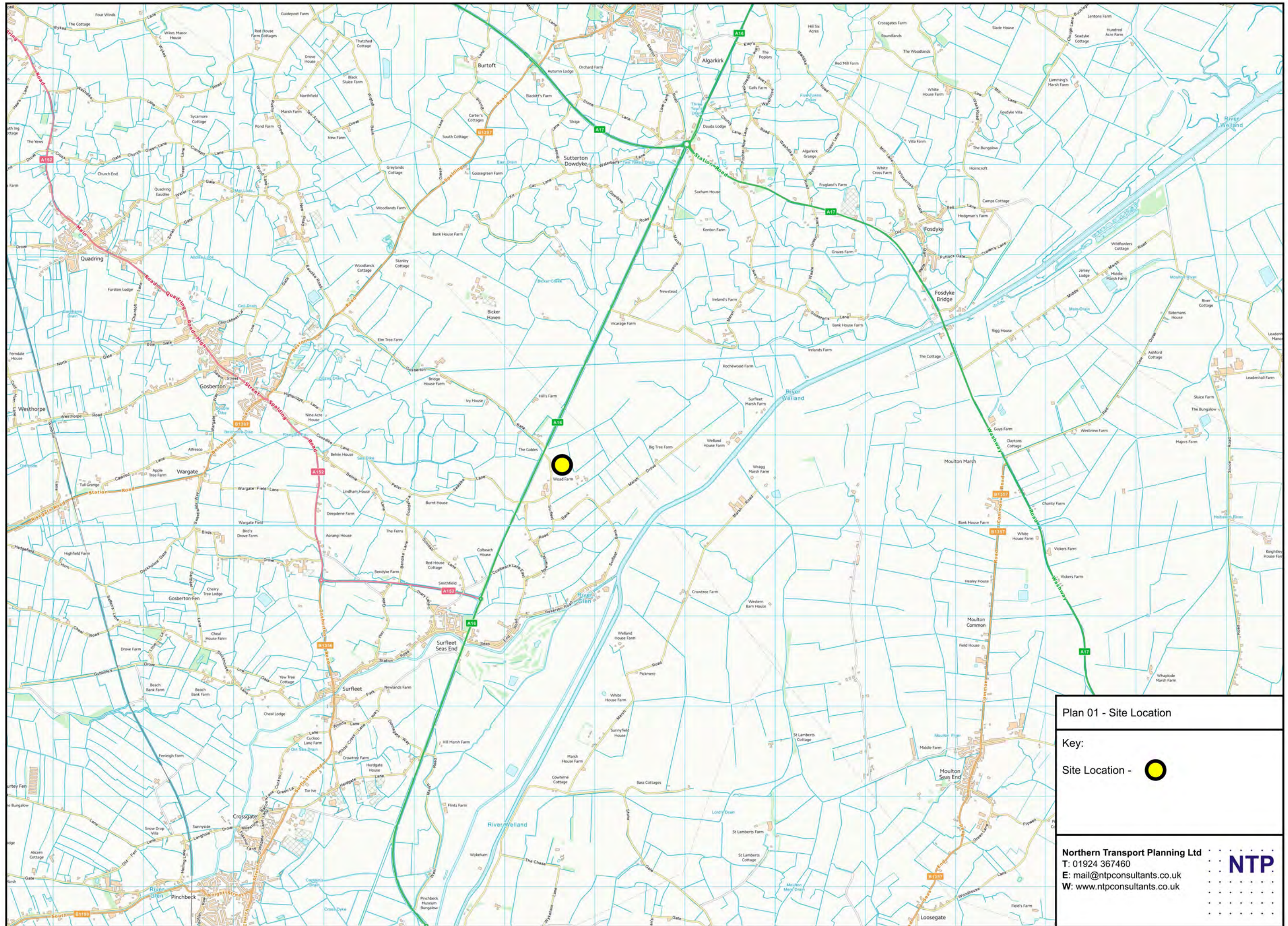
- Impact of development – the analysis provided within this Transport Statement demonstrates that the traffic generated by the proposed development would not have a severe impact on the operation of the local highway network.

1.19 Overall Conclusion

- 1.19.1 Having regard to the above it is concluded that the proposed development is satisfactory from a transport policy, traffic and highways viewpoint.



PLANS



Plan 01 - Site Location

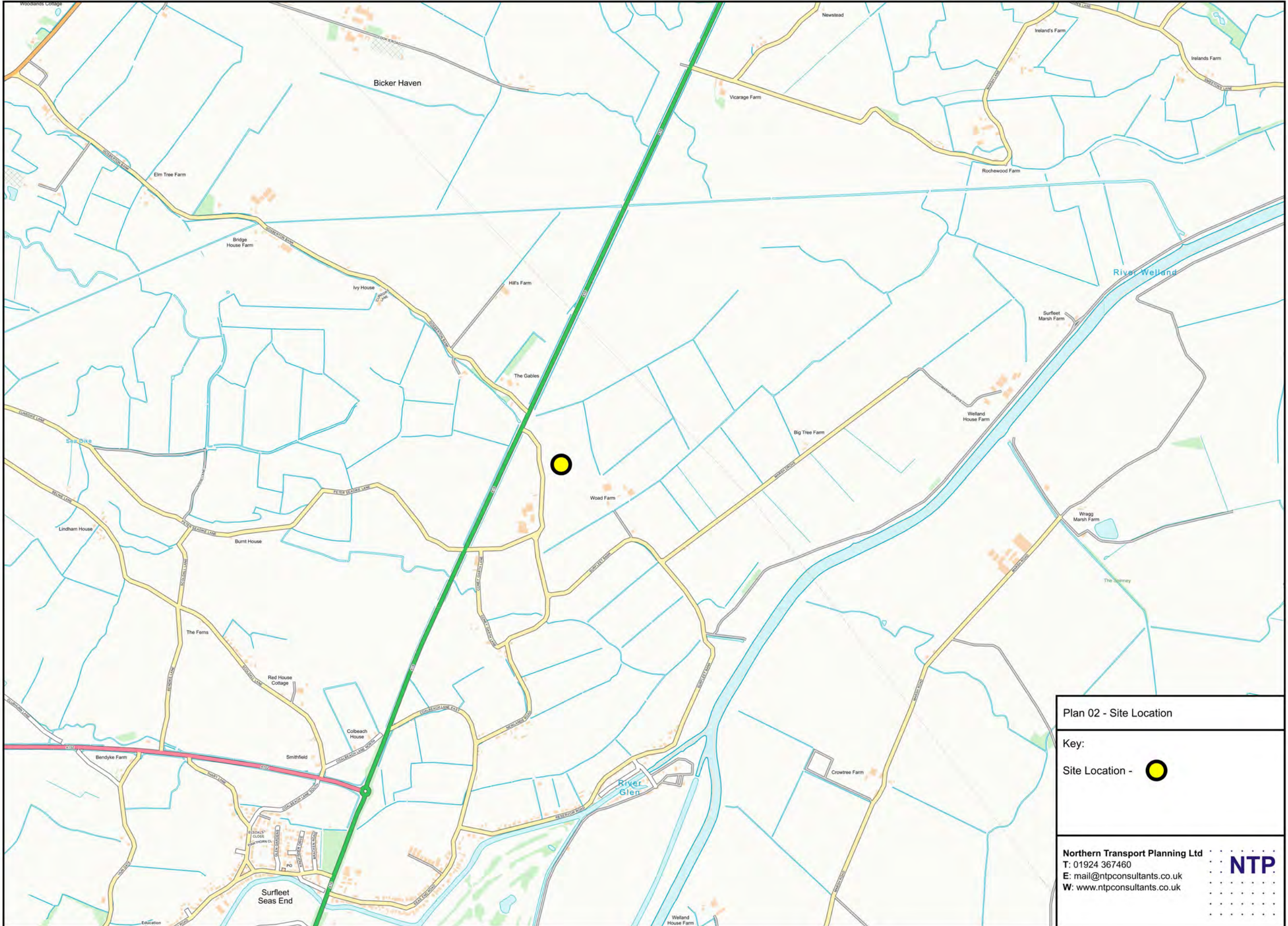
Key:

Site Location -



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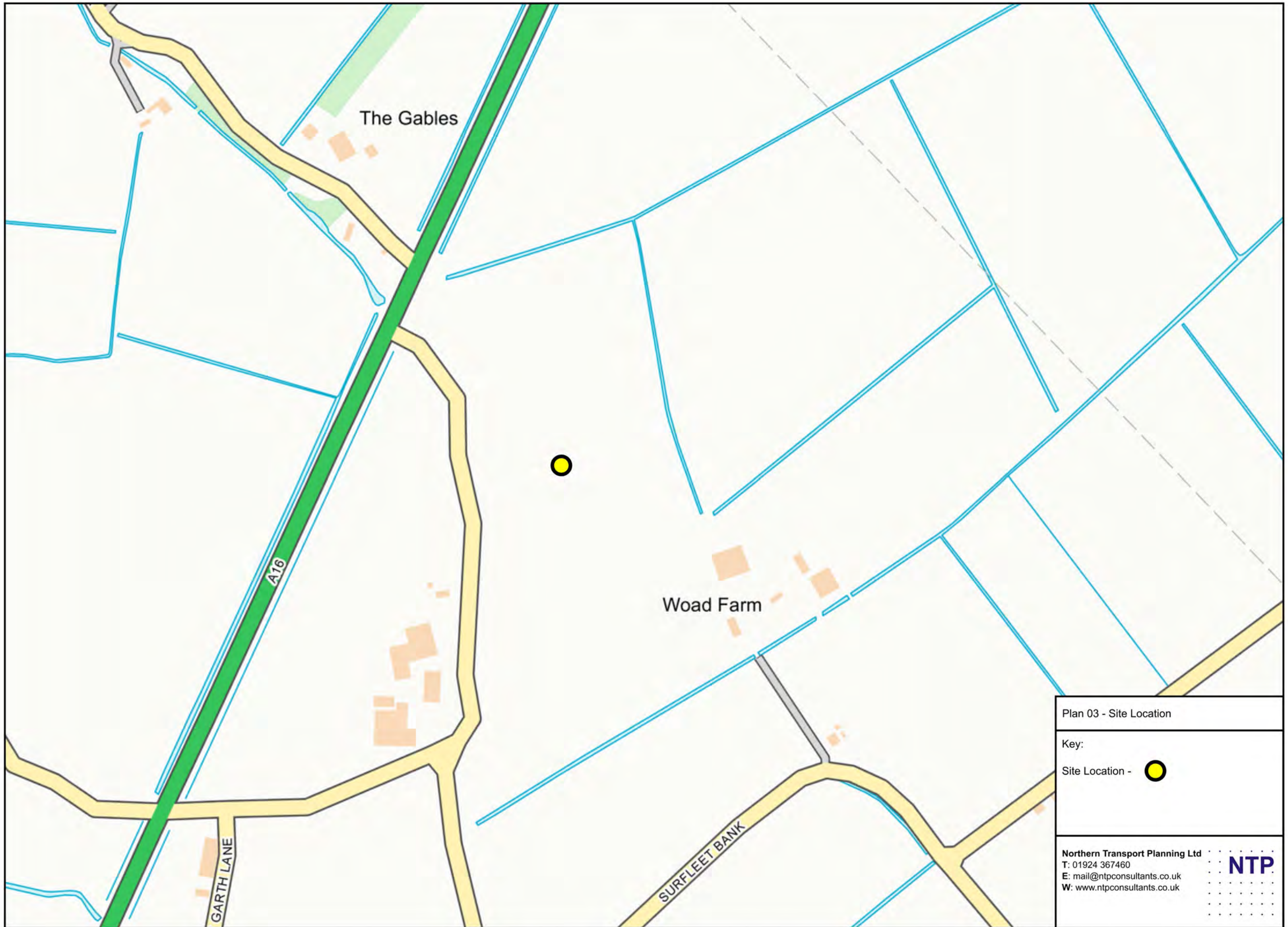




Plan 02 - Site Location

Key:

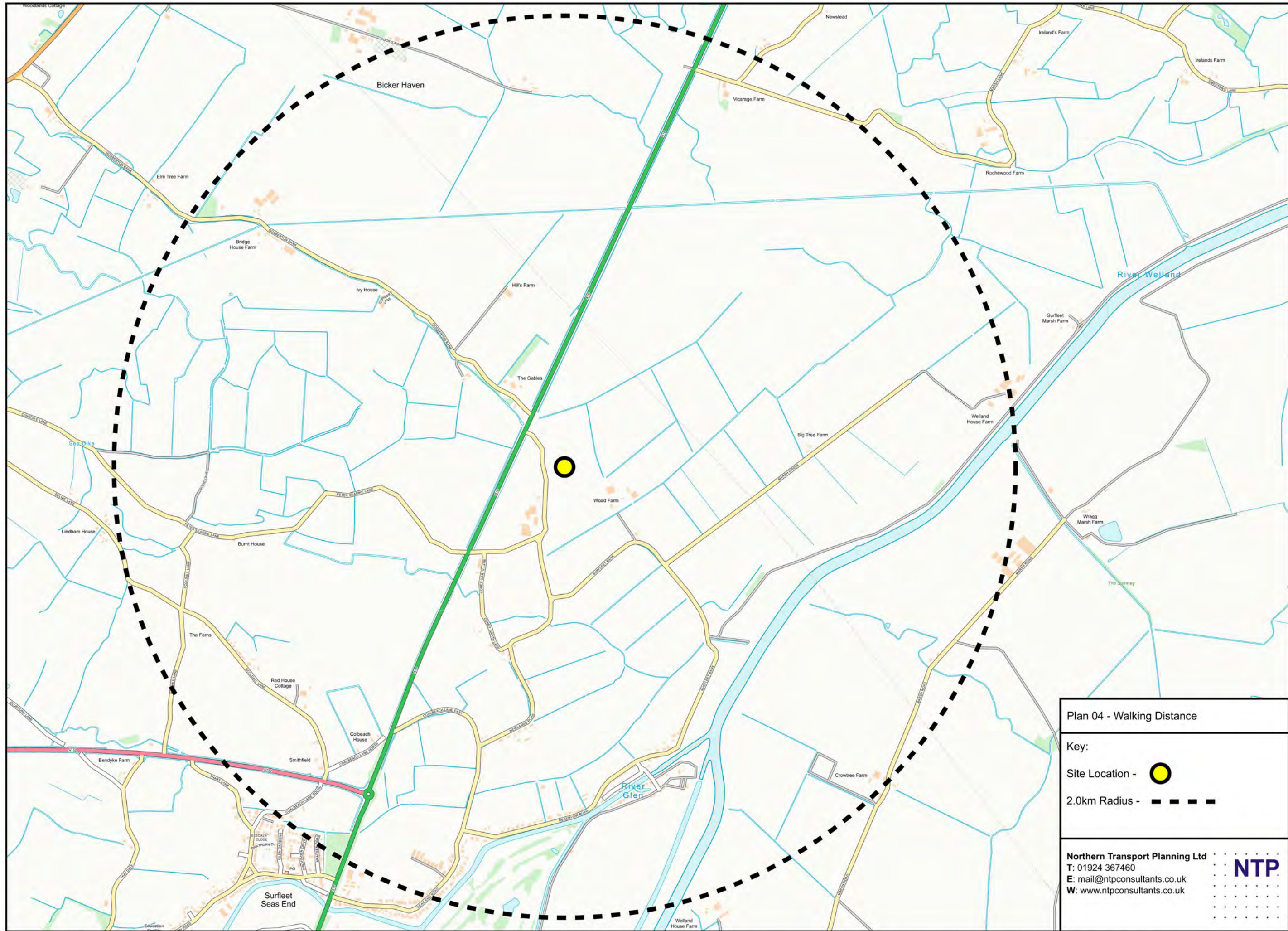
Site Location - 



Plan 03 - Site Location

Key:

Site Location - 

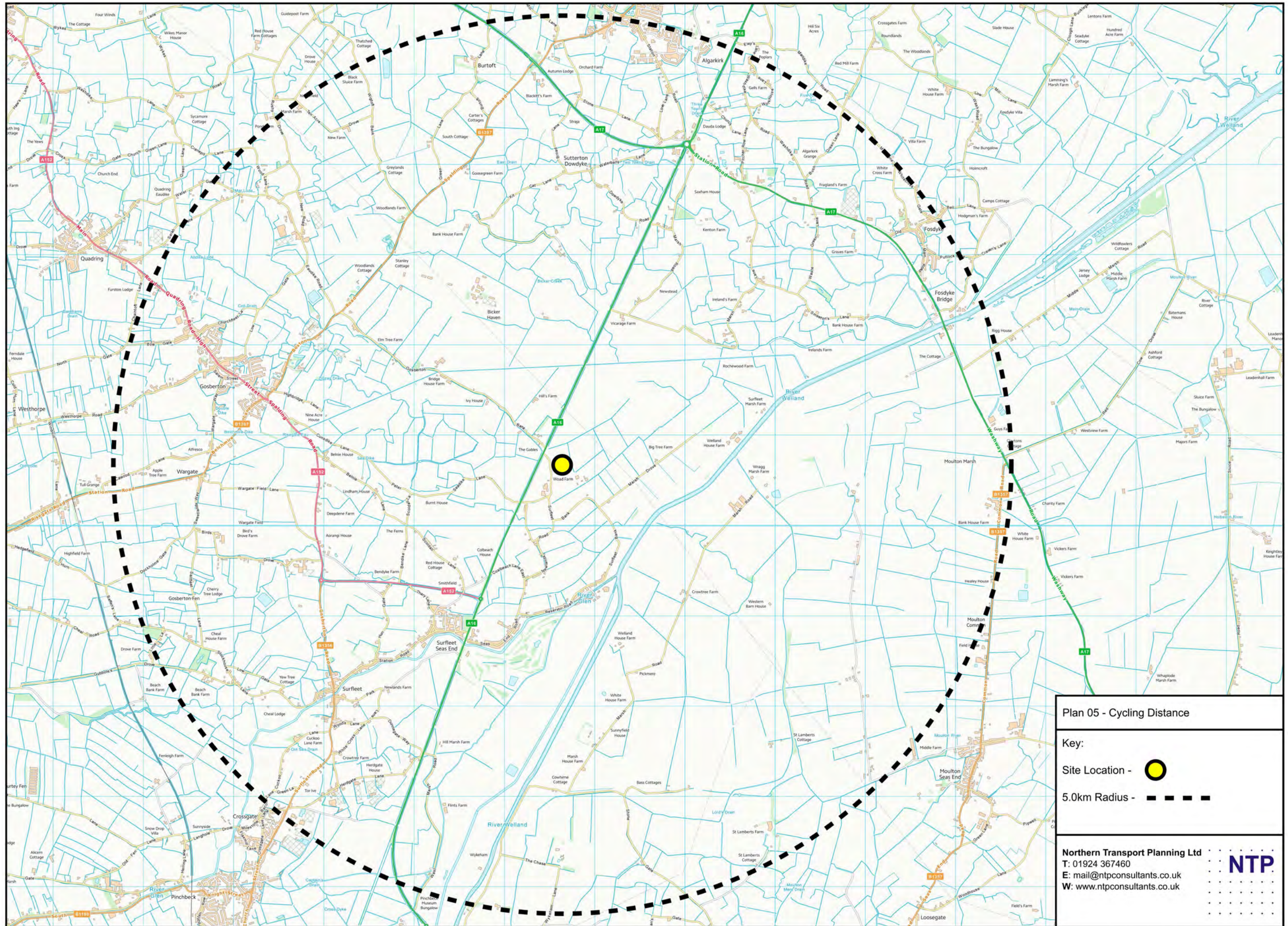


Plan 04 - Walking Distance

- Key:
- Site Location - 
 - 2.0km Radius - 

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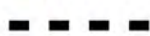




Plan 05 - Cycling Distance

Key:

Site Location - 

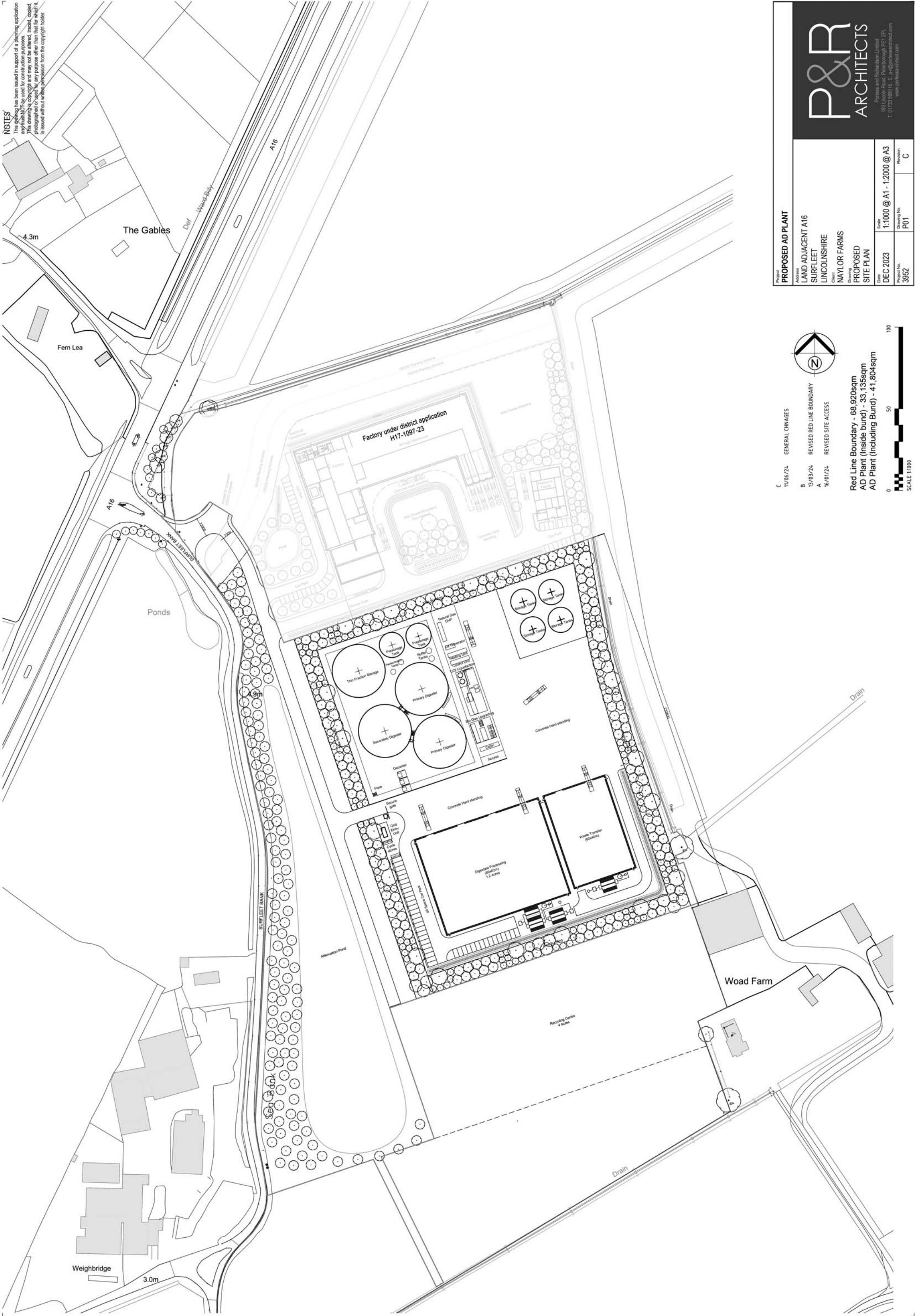
5.0km Radius - 

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APPENDIX A

NOTES
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C

11/06/24

GENERAL CHANGES

B

13/03/24

REVISED RED LINE BOUNDARY

A

16/01/24

REVISED SITE ACCESS

N

050

100

SCALE 1:1000

Red Line Boundary - 68,920sqm
AD Plant (Inside bund) - 33,135sqm
AD Plant (Including Bund) - 41,804sqm

Project

PROPOSED AD PLANT

Address

LAND ADJACENT A16
SURFLEET
LINCOLNSHIRE
NAYLOR FARMS

Date

DEC 2023

Scale

1:1000 @ A1 - 1:2000 @ A3

Project No.

3952

Drawing No.

P01

Revision

C

P&R

ARCHITECTS

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183 Lincoln Road, Peterborough PE1 2PL
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APPENDIX B

WP703EW - Method of travel to work (2001 specification) (Workplace population)

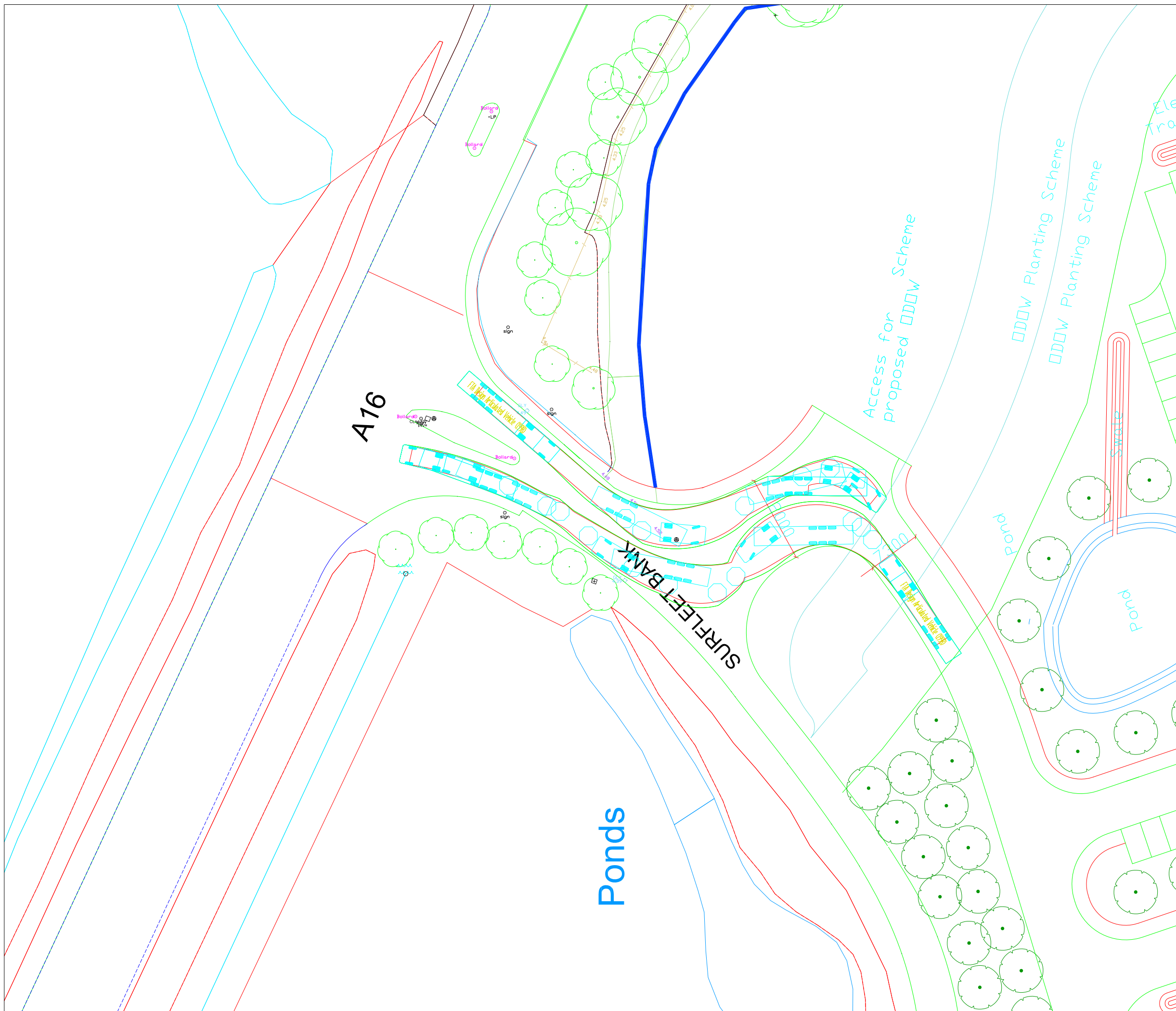
ONS Crown Copyright Reserved [from Nomis on 4 August 2024]

population	All usual residents aged 16 to 74 in employment in the area the week before the census
units	Persons
area type	2011 super output areas - middle layer
area name	E02005465 : South Holland 001

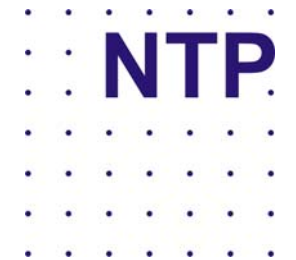
Method of travel to work	2011
All categories: Method of travel to work (2001 specification)	2,457
Work mainly at or from home	614
Underground, metro, light rail or tram	0
Train	1
Bus, minibus or coach	13
Taxi	1
Motorcycle, scooter or moped	17
Driving a car or van	1,477
Passenger in a car or van	105
Bicycle	82
On foot	137
Other method of travel to work	10

Walking	137	7.47%
Cycling	82	4.47%
Public Transport and Taxi	15	0.82%
PTW	17	0.93%
Passenger in a Car or Van	105	5.73%
Driving a Car or Van	1,477	80.58%
	1,833	100.00%

APPENDIX C



Notes



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Client

Project	
---------	--

SURFLEET

Title

HGV AUTOTRACK MANOEUVRES

Scale
1:500

Sheet
A3

Drawn
JV

Chkd
AK

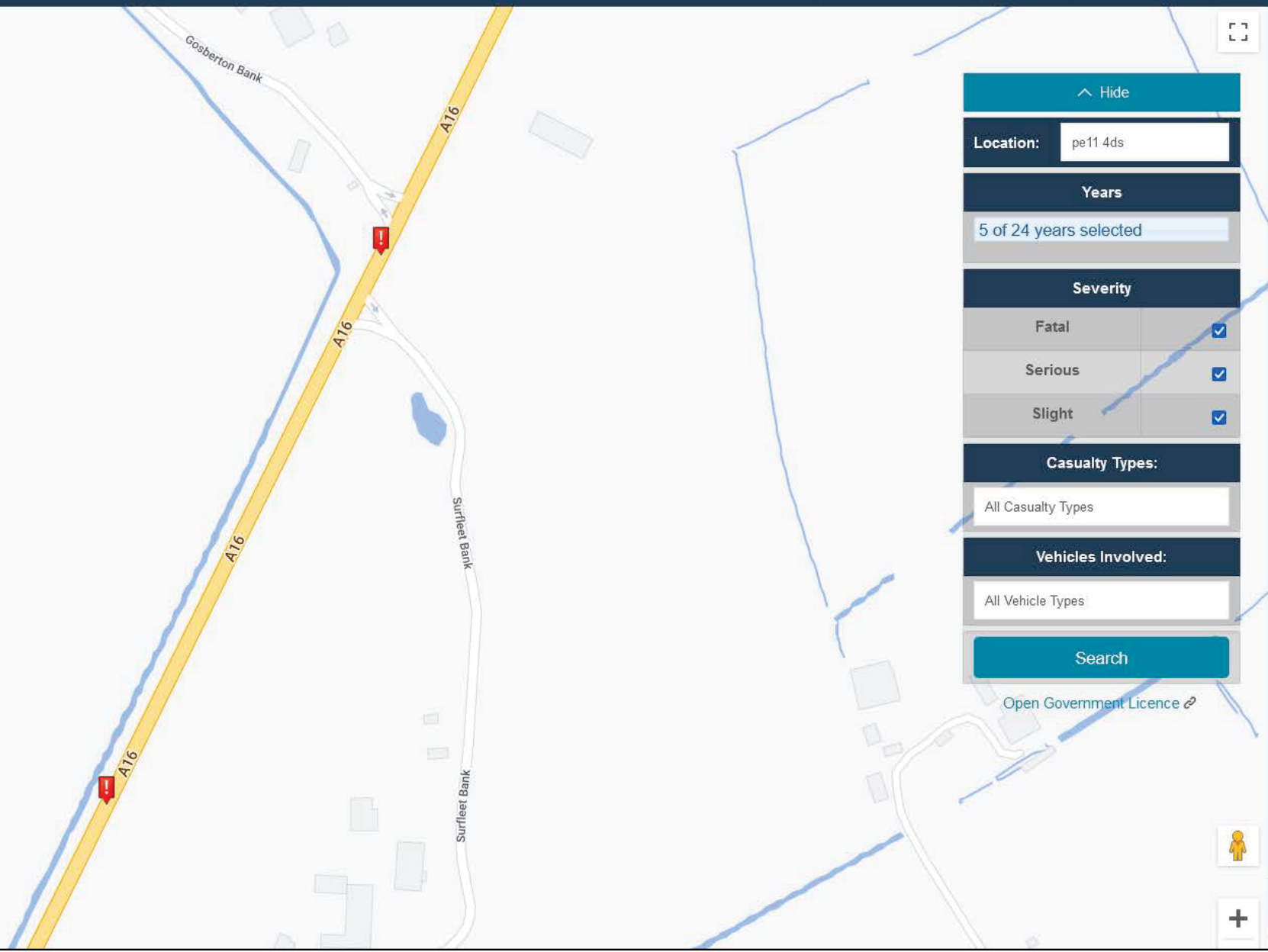
Drawing No.

NTP24007-01

Rev

APPENDIX D

Map Satellite



Incident Severity

Slight Serious Fatal

2 results found



Validated Data

Crash Date: Friday, July 23, 2021

Time of Crash: 06:30:00

Crash Reference: 2021320411832

Highest Injury Severity: Serious

Road Number: A16

Casualties: 1

Highway Authority: Lincolnshire

Vehicles: 1

Local Authority: South Holland

OS Grid Reference: 527445 330829

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 60

Light Conditions: Daylight: regardless of presence of streetlights

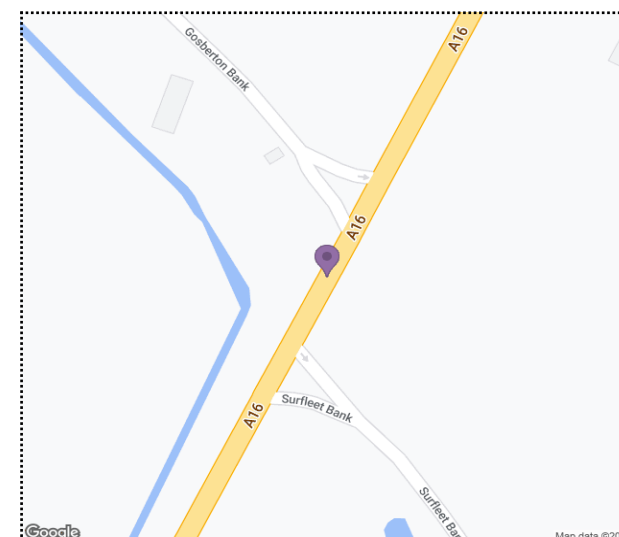
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: Central refuge - no other controls

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Friday, July 23, 2021

Time of Crash: 06:30:00

Crash Reference: 2021320411832

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 50cc and up to 125cc	1	Male	16 - 20	Vehicle is passing another moving vehicle on its offside	Nearside	Commuting to/from work	Bollard/Refuge	None

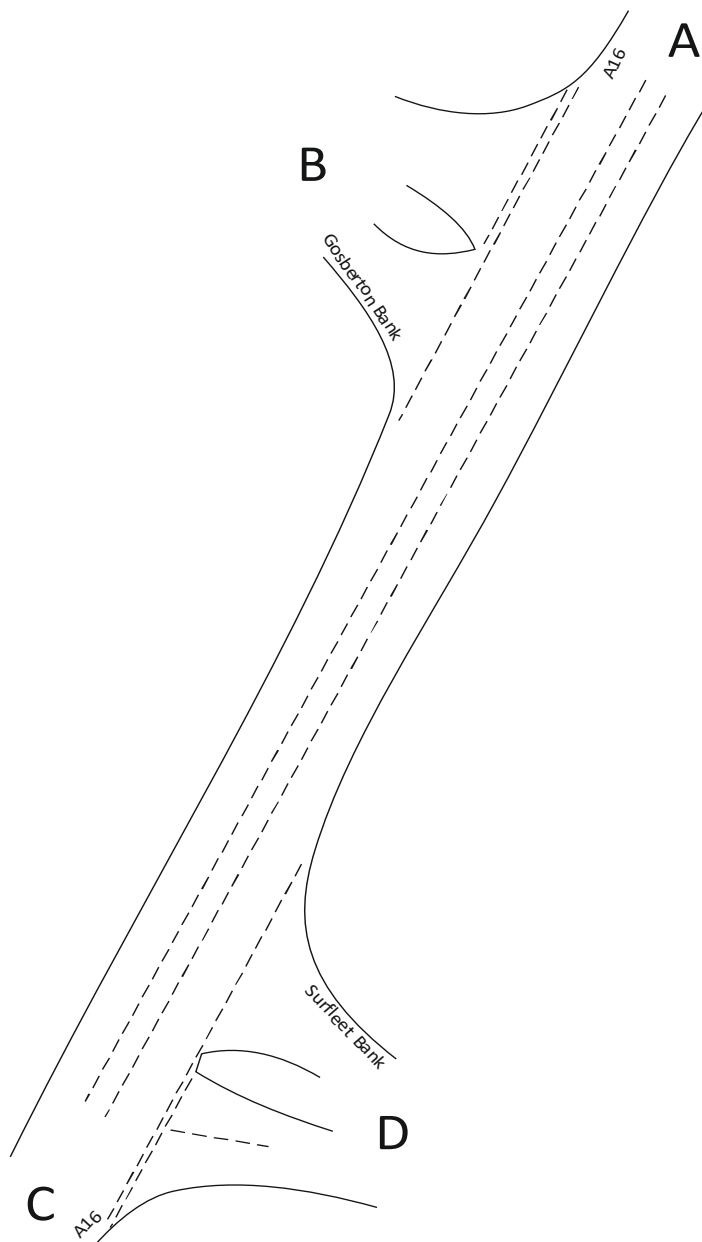
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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APPENDIX E



For and on behalf of:



SURFLEET

Thursday 29 February 2024

0700-1000
1500-1800

Drawing N^o: 27634- 01

Site: 1

Location: A16 /
Gosberton Bank /
Surfleet Bank

MANUAL CLASSIFIED COUNTS



JOB REF: 27634

JOB NAME: SURFLEET

SITE: 1

LOCATION: A16 / GOSBERTON BANK / SURFLEET BANK

DATE: 29/02/2024

DAY: THURSDAY

TIME	A - D FROM A16 (N) TO SURFLEET BANK								A - C FROM A16 (N) TO A16 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	108	45	9	9	5	0	0	176
07:15	1	0	0	0	0	0	0	1	152	43	5	15	0	1	0	216
07:30	1	1	0	0	0	0	0	2	128	31	10	17	2	0	0	188
07:45	1	0	0	0	0	0	0	1	155	42	5	7	0	0	0	209
H/TOT	3	1	0	0	0	0	0	4	543	161	29	48	7	1	0	789
08:00	0	1	0	0	0	0	0	1	138	39	11	18	0	1	0	207
08:15	0	0	0	1	0	0	0	1	145	33	13	18	0	0	0	209
08:30	1	0	0	0	0	0	0	1	130	33	7	15	2	1	0	188
08:45	1	0	0	0	0	0	0	1	111	26	10	14	0	0	0	161
H/TOT	2	1	0	1	0	0	0	4	524	131	41	65	2	2	0	765
09:00	0	1	0	0	0	0	0	1	86	31	16	22	0	0	0	155
09:15	1	1	0	0	0	0	0	2	83	35	3	25	1	0	0	147
09:30	0	0	0	0	0	0	0	0	108	27	15	20	0	1	0	171
09:45	0	1	0	1	0	0	0	2	87	22	12	12	1	0	0	134
H/TOT	1	3	0	1	0	0	0	5	364	115	46	79	2	1	0	607
P/TOT	6	5	0	2	0	0	0	13	1431	407	116	192	11	4	0	2161

MANUAL CLASSIFIED COUNTS



JOB REF: 27634

JOB NAME: SURFLEET

SITE: 1

LOCATION: A16 / GOSBERTON BANK / SURFLEET BANK

DATE: 29/02/2024

DAY: THURSDAY

TIME	A - D FROM A16 (N) TO SURFLEET BANK								A - C FROM A16 (N) TO A16 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:00	1	1	0	0	0	0	0	2	83	29	7	14	1	0	0	134
15:15	0	0	0	0	0	0	0	0	93	26	14	14	0	0	0	147
15:30	0	0	0	0	0	0	0	0	100	27	8	13	0	0	0	148
15:45	1	0	0	0	0	0	0	1	84	26	3	12	0	0	0	125
H/TOT	2	1	0	0	0	0	0	3	360	108	32	53	1	0	0	554
16:00	0	1	0	0	0	0	0	1	89	30	3	11	0	0	0	133
16:15	0	0	0	0	0	0	0	0	126	24	4	8	0	0	0	162
16:30	0	0	0	0	0	0	0	0	142	23	3	10	0	1	0	179
16:45	1	0	0	0	0	0	0	1	117	17	3	5	0	0	0	142
H/TOT	1	1	0	0	0	0	0	2	474	94	13	34	0	1	0	616
17:00	1	0	0	0	0	0	0	1	97	22	3	5	0	1	0	128
17:15	0	0	0	0	0	0	0	0	137	10	1	9	1	0	0	158
17:30	1	0	0	0	0	0	0	1	142	6	0	13	0	0	0	161
17:45	0	0	0	0	0	0	0	0	116	16	3	12	0	0	0	147
H/TOT	2	0	0	0	0	0	0	2	492	54	7	39	1	1	0	594
P/TOT	5	2	0	0	0	0	0	7	1326	256	52	126	2	2	0	1764

MANUAL CLASSIFIED COUNTS



JOB REF: 27634

JOB NAME: SURFLEET

SITE: 1

LOCATION: A16 / GOSBERTON BANK / SURFLEET BANK

DATE: 29/02/2024

DAY: THURSDAY

TIME	A - B								B - A							
	FROM A16 (N) TO GOSBERTON BANK								FROM GOSBERTON BANK TO A16 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:30	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
08:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
08:30	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1
08:45	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1
H/TOT	2	2	0	0	0	0	0	4	3	1	0	0	0	0	0	4
09:00	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1
09:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
09:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
H/TOT	2	1	0	0	0	0	0	3	3	0	1	0	0	0	0	4
P/TOT	5	3	0	0	0	0	0	8	10	1	1	0	0	0	0	12

MANUAL CLASSIFIED COUNTS



JOB REF: 27634

JOB NAME: SURFLEET

SITE: 1

LOCATION: A16 / GOSBERTON BANK / SURFLEET BANK

DATE: 29/02/2024

DAY: THURSDAY

TIME	A - B								B - A							
	FROM A16 (N) TO GOSBERTON BANK								FROM GOSBERTON BANK TO A16 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
15:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
15:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:45	1	0	0	0	0	0	0	1	1	2	1	0	0	0	0	4
H/TOT	3	1	0	0	0	0	0	4	3	2	1	0	0	0	0	6
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:30	1	1	0	0	0	0	0	2	0	0	0	2	0	0	0	2
16:45	3	0	0	2	0	0	0	5	0	1	0	0	0	0	0	1
H/TOT	5	2	0	2	0	0	0	9	0	1	0	2	0	0	0	3
17:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	1	0	0	0	0	0	1	1	1	0	0	0	0	0	2
H/TOT	0	1	0	0	0	0	0	1	3	2	0	0	0	0	0	5
P/TOT	8	4	0	2	0	0	0	14	6	5	1	2	0	0	0	14

MANUAL CLASSIFIED COUNTS



JOB REF: 27634

JOB NAME: SURFLEET

SITE: 1

LOCATION: A16 / GOSBERTON BANK / SURFLEET BANK

DATE: 29/02/2024

DAY: THURSDAY

TIME	B - D FROM GOSBERTON BANK TO SURFLEET BANK								B - C FROM GOSBERTON BANK TO A16 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
07:45	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	3
H/TOT	1	0	0	0	0	0	0	1	4	0	1	1	0	0	0	6
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
08:30	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	3
08:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	5	1	0	1	0	0	0	7
09:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
09:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	0	1	1	1	0	0	0	3
P/TOT	3	0	0	0	0	0	0	3	9	2	2	3	0	0	0	16

MANUAL CLASSIFIED COUNTS



JOB REF: 27634

JOB NAME: SURFLEET

SITE: 1

LOCATION: A16 / GOSBERTON BANK / SURFLEET BANK

DATE: 29/02/2024

DAY: THURSDAY

TIME	B - D FROM GOSBERTON BANK TO SURFLEET BANK								B - C FROM GOSBERTON BANK TO A16 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:00	1	0	0	0	0	0	0	1	1	0	1	0	0	0	0	2
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	2	0	2	0	0	0	0	4
16:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:45	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1
H/TOT	0	1	0	0	0	0	0	1	5	1	1	0	0	0	0	7
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
P/TOT	1	1	0	0	0	0	0	2	7	2	3	0	0	0	0	12

MANUAL CLASSIFIED COUNTS



JOB REF: 27634

JOB NAME: SURFLEET

SITE: 1

LOCATION: A16 / GOSBERTON BANK / SURFLEET BANK

DATE: 29/02/2024

DAY: THURSDAY

TIME	C - B FROM A16 (S) TO GOSBERTON BANK								C - A FROM A16 (S) TO A16 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	1	0	0	0	0	1	74	26	8	8	0	0	0	116
07:15	1	0	1	0	0	0	0	2	102	30	16	12	0	0	0	160
07:30	2	0	0	0	0	0	0	2	127	33	14	18	0	0	0	192
07:45	1	0	2	0	0	0	0	3	122	29	7	10	0	1	0	169
H/TOT	4	0	4	0	0	0	0	8	425	118	45	48	0	1	0	637
08:00	0	0	0	0	0	0	0	0	127	26	7	14	1	0	0	175
08:15	0	0	0	0	0	0	0	0	88	31	8	18	0	0	0	145
08:30	0	0	1	1	0	0	0	2	79	19	11	17	0	0	0	126
08:45	1	0	1	0	0	0	0	2	78	22	12	17	3	1	0	133
H/TOT	1	0	2	1	0	0	0	4	372	98	38	66	4	1	0	579
09:00	3	0	0	0	0	0	0	3	73	36	10	18	2	1	0	140
09:15	0	0	1	0	0	0	0	1	65	24	2	9	0	0	0	100
09:30	0	0	0	0	0	0	0	0	99	21	8	14	0	0	0	142
09:45	0	0	0	1	0	0	0	1	72	28	9	11	0	1	0	121
H/TOT	3	0	1	1	0	0	0	5	309	109	29	52	2	2	0	503
P/TOT	8	0	7	2	0	0	0	17	1106	325	112	166	6	4	0	1719

MANUAL CLASSIFIED COUNTS



JOB REF: 27634

JOB NAME: SURFLEET

SITE: 1

LOCATION: A16 / GOSBERTON BANK / SURFLEET BANK

DATE: 29/02/2024

DAY: THURSDAY

TIME	C - B FROM A16 (S) TO GOSBERTON BANK								C - A FROM A16 (S) TO A16 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:00	1	0	0	0	0	0	0	1	100	22	10	8	1	1	0	142
15:15	1	0	0	0	0	0	0	1	109	31	8	7	0	0	0	155
15:30	3	0	0	0	0	0	0	3	102	34	12	6	0	0	0	154
15:45	2	0	1	0	0	0	0	3	132	27	7	7	0	0	0	173
H/TOT	7	0	1	0	0	0	0	8	443	114	37	28	1	1	0	624
16:00	0	0	0	0	0	0	0	0	149	45	6	8	1	1	0	210
16:15	2	0	0	0	0	0	0	2	169	24	8	11	0	0	0	212
16:30	2	1	0	0	0	0	0	3	158	38	12	13	2	1	0	224
16:45	3	0	0	0	0	0	0	3	138	32	4	12	0	0	0	186
H/TOT	7	1	0	0	0	0	0	8	614	139	30	44	3	2	0	832
17:00	0	0	0	0	0	0	0	0	167	33	5	10	1	1	0	217
17:15	3	0	0	0	0	0	0	3	197	36	3	11	1	0	0	248
17:30	1	0	0	0	0	0	0	1	160	22	4	3	1	0	0	190
17:45	0	0	0	0	0	0	0	0	162	11	5	3	2	0	0	183
H/TOT	4	0	0	0	0	0	0	4	686	102	17	27	5	1	0	838
P/TOT	18	1	1	0	0	0	0	20	1743	355	84	99	9	4	0	2294

MANUAL CLASSIFIED COUNTS



JOB REF: 27634

JOB NAME: SURFLEET

SITE: 1

LOCATION: A16 / GOSBERTON BANK / SURFLEET BANK

DATE: 29/02/2024

DAY: THURSDAY

TIME	C - D								D - C							
	FROM A16 (S) TO SURFLEET BANK								FROM SURFLEET BANK TO A16 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
08:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
08:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
08:45	1	1	0	0	0	0	0	2	1	0	0	1	0	0	0	2
H/TOT	2	1	0	1	0	0	0	4	1	0	0	1	1	0	0	3
09:00	0	0	0	1	0	0	0	1	1	0	1	0	0	0	0	2
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	2	0	1	0	0	0	0	3	2	0	0	1	0	0	0	3
09:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
H/TOT	2	0	1	1	0	0	0	4	3	0	2	1	0	0	0	6
P/TOT	4	1	1	2	0	0	0	8	6	1	2	2	1	0	0	12

MANUAL CLASSIFIED COUNTS



JOB REF: 27634

JOB NAME: SURFLEET

SITE: 1

LOCATION: A16 / GOSBERTON BANK / SURFLEET BANK

DATE: 29/02/2024

DAY: THURSDAY

TIME	C - D								D - C							
	FROM A16 (S) TO SURFLEET BANK								FROM SURFLEET BANK TO A16 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
16:00	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
16:15	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	1	0	0	1	2	1	1	0	0	0	0	4
17:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
17:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	1	0	0	0	0	0	2	3	0	0	0	0	0	0	3
P/TOT	2	1	0	0	1	0	0	4	8	1	1	0	0	0	0	10

MANUAL CLASSIFIED COUNTS



JOB REF: 27634

JOB NAME: SURFLEET

SITE: 1

LOCATION: A16 / GOSBERTON BANK / SURFLEET BANK

DATE: 29/02/2024

DAY: THURSDAY

TIME	D - B FROM SURFLEET BANK TO GOSBERTON BANK								D - A FROM SURFLEET BANK TO A16 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
08:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	2
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
P/TOT	1	1	0	0	0	0	0	2	5	1	0	1	0	0	0	7

MANUAL CLASSIFIED COUNTS



JOB REF: 27634

JOB NAME: SURFLEET

SITE: 1

LOCATION: A16 / GOSBERTON BANK / SURFLEET BANK

DATE: 29/02/2024

DAY: THURSDAY

TIME	D - B FROM SURFLEET BANK TO GOSBERTON BANK								D - A FROM SURFLEET BANK TO A16 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
15:30	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	4
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
17:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
P/TOT	1	0	0	0	0	0	0	1	7	4	0	0	0	0	0	11

MANUAL CLASSIFIED COUNTS



JOB REF: 27634

JOB NAME: SURFLEET

SITE: 1

LOCATION: A16 / GOSBERTON BANK / SURFLEET BANK

DATE: 29/02/2024

DAY: THURSDAY

TIME	TO ARM A A16 (N)								FROM ARM A A16 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	76	26	8	8	0	0	0	118	108	45	9	9	5	0	0	176
07:15	104	31	16	12	0	0	0	163	153	43	5	15	0	1	0	217
07:30	130	33	14	18	0	0	0	195	130	32	10	17	2	0	0	191
07:45	122	29	7	10	0	1	0	169	156	42	5	7	0	0	0	210
H/TOT	432	119	45	48	0	1	0	645	547	162	29	48	7	1	0	794
08:00	128	26	7	14	1	0	0	176	138	40	11	18	0	1	0	208
08:15	89	31	8	18	0	0	0	146	146	33	13	19	0	0	0	211
08:30	81	19	11	18	0	0	0	129	132	34	7	15	2	1	0	191
08:45	78	23	12	17	3	1	0	134	112	27	10	14	0	0	0	163
H/TOT	376	99	38	67	4	1	0	585	528	134	41	66	2	2	0	773
09:00	74	36	10	18	2	1	0	141	87	33	16	22	0	0	0	158
09:15	66	24	2	9	0	0	0	101	85	36	3	25	1	0	0	150
09:30	101	21	8	14	0	0	0	144	108	27	15	20	0	1	0	171
09:45	72	28	10	11	0	1	0	122	87	23	12	13	1	0	0	136
H/TOT	313	109	30	52	2	2	0	508	367	119	46	80	2	1	0	615
P/TOT	1121	327	113	167	6	4	0	1738	1442	415	116	194	11	4	0	2182

MANUAL CLASSIFIED COUNTS



JOB REF: 27634

JOB NAME: SURFLEET

SITE: 1

LOCATION: A16 / GOSBERTON BANK / SURFLEET BANK

DATE: 29/02/2024

DAY: THURSDAY

TIME	TO ARM A A16 (N)								FROM ARM A A16 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:00	101	22	10	8	1	1	0	143	84	30	7	14	1	0	0	136
15:15	110	32	8	7	0	0	0	157	94	26	14	14	0	0	0	148
15:30	103	36	12	6	0	0	0	157	101	28	8	13	0	0	0	150
15:45	133	29	8	7	0	0	0	177	86	26	3	12	0	0	0	127
H/TOT	447	119	38	28	1	1	0	634	365	110	32	53	1	0	0	561
16:00	149	45	6	8	1	1	0	210	89	31	3	11	0	0	0	134
16:15	171	24	8	11	0	0	0	214	127	25	4	8	0	0	0	164
16:30	158	38	12	15	2	1	0	226	143	24	3	10	0	1	0	181
16:45	139	33	4	12	0	0	0	188	121	17	3	7	0	0	0	148
H/TOT	617	140	30	46	3	2	0	838	480	97	13	36	0	1	0	627
17:00	169	34	5	10	1	1	0	220	98	22	3	5	0	1	0	129
17:15	199	37	3	11	1	0	0	251	137	10	1	9	1	0	0	158
17:30	161	22	4	3	1	0	0	191	143	6	0	13	0	0	0	162
17:45	163	12	5	3	2	0	0	185	116	17	3	12	0	0	0	148
H/TOT	692	105	17	27	5	1	0	847	494	55	7	39	1	1	0	597
P/TOT	1756	364	85	101	9	4	0	2319	1339	262	52	128	2	2	0	1785

MANUAL CLASSIFIED COUNTS



JOB REF: 27634

JOB NAME: SURFLEET

SITE: 1

LOCATION: A16 / GOSBERTON BANK / SURFLEET BANK

DATE: 29/02/2024

DAY: THURSDAY

TIME	TO ARM B GOSBERTON BANK								FROM ARM B GOSBERTON BANK							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
07:15	1	0	1	0	0	0	0	2	3	0	0	0	0	0	0	3
07:30	3	0	0	0	0	0	0	3	4	0	1	0	0	0	0	5
07:45	1	0	2	0	0	0	0	3	2	0	0	1	0	0	0	3
H/TOT	5	0	4	0	0	0	0	9	9	0	1	1	0	0	0	11
08:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:15	1	0	0	0	0	0	0	1	3	1	0	0	0	0	0	4
08:30	1	1	1	1	0	0	0	4	3	0	0	1	0	0	0	4
08:45	1	2	1	0	0	0	0	4	1	1	0	0	0	0	0	2
H/TOT	3	3	2	1	0	0	0	9	8	2	0	1	0	0	0	11
09:00	4	1	0	0	0	0	0	5	1	0	0	1	0	0	0	2
09:15	1	0	1	0	0	0	0	2	0	1	1	0	0	0	0	2
09:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
09:45	1	0	0	1	0	0	0	2	1	0	1	0	0	0	0	2
H/TOT	6	1	1	1	0	0	0	9	5	1	2	1	0	0	0	9
P/TOT	14	4	7	2	0	0	0	27	22	3	3	3	0	0	0	31

MANUAL CLASSIFIED COUNTS



JOB REF: 27634

JOB NAME: SURFLEET

SITE: 1

LOCATION: A16 / GOSBERTON BANK / SURFLEET BANK

DATE: 29/02/2024

DAY: THURSDAY

TIME	TO ARM B GOSBERTON BANK								FROM ARM B GOSBERTON BANK							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:00	1	0	0	0	0	0	0	1	3	0	1	0	0	0	0	4
15:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
15:30	4	1	0	0	0	0	0	5	1	0	1	0	0	0	0	2
15:45	3	0	1	0	0	0	0	4	1	2	1	0	0	0	0	4
H/TOT	10	1	1	0	0	0	0	12	6	2	3	0	0	0	0	11
16:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
16:15	4	1	0	0	0	0	0	5	2	0	1	0	0	0	0	3
16:30	3	2	0	0	0	0	0	5	1	0	0	2	0	0	0	3
16:45	6	0	0	2	0	0	0	8	0	3	0	0	0	0	0	3
H/TOT	13	3	0	2	0	0	0	18	5	3	1	2	0	0	0	11
17:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
17:15	3	0	0	0	0	0	0	3	0	1	0	0	0	0	0	1
17:30	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
17:45	0	1	0	0	0	0	0	1	1	1	0	0	0	0	0	2
H/TOT	4	1	0	0	0	0	0	5	3	3	0	0	0	0	0	6
P/TOT	27	5	1	2	0	0	0	35	14	8	4	2	0	0	0	28

MANUAL CLASSIFIED COUNTS



JOB REF: 27634

JOB NAME: SURFLEET

SITE: 1

LOCATION: A16 / GOSBERTON BANK / SURFLEET BANK

DATE: 29/02/2024

DAY: THURSDAY

TIME	TO ARM C A16 (S)								FROM ARM C A16 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	109	45	9	9	5	0	0	177	74	26	9	8	0	0	0	117
07:15	154	43	5	15	0	1	0	218	103	30	17	12	0	0	0	162
07:30	129	31	11	17	2	0	0	190	129	33	14	18	0	0	0	194
07:45	157	43	5	8	0	0	0	213	123	29	9	10	0	1	0	172
H/TOT	549	162	30	49	7	1	0	798	429	118	49	48	0	1	0	645
08:00	138	39	11	18	1	1	0	208	127	26	7	14	1	0	0	175
08:15	147	34	13	18	0	0	0	212	89	31	8	18	0	0	0	146
08:30	132	33	7	16	2	1	0	191	79	19	12	19	0	0	0	129
08:45	113	26	10	15	0	0	0	164	80	23	13	17	3	1	0	137
H/TOT	530	132	41	67	3	2	0	775	375	99	40	68	4	1	0	587
09:00	87	31	17	23	0	0	0	158	76	36	10	19	2	1	0	144
09:15	83	36	4	25	1	0	0	149	65	24	3	9	0	0	0	101
09:30	110	27	15	21	0	1	0	174	101	21	9	14	0	0	0	145
09:45	87	22	13	12	1	0	0	135	72	28	9	12	0	1	0	122
H/TOT	367	116	49	81	2	1	0	616	314	109	31	54	2	2	0	512
P/TOT	1446	410	120	197	12	4	0	2189	1118	326	120	170	6	4	0	1744

MANUAL CLASSIFIED COUNTS



JOB REF: 27634

JOB NAME: SURFLEET

SITE: 1

LOCATION: A16 / GOSBERTON BANK / SURFLEET BANK

DATE: 29/02/2024

DAY: THURSDAY

TIME	TO ARM C A16 (S)								FROM ARM C A16 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:00	85	29	8	14	1	0	0	137	101	22	10	8	1	1	0	143
15:15	93	26	14	14	0	0	0	147	110	31	8	7	0	0	0	156
15:30	103	27	9	13	0	0	0	152	106	34	12	6	0	0	0	158
15:45	84	26	3	12	0	0	0	125	134	27	8	7	0	0	0	176
H/TOT	365	108	34	53	1	0	0	561	451	114	38	28	1	1	0	633
16:00	92	30	4	11	0	0	0	137	149	45	6	8	1	1	0	210
16:15	128	25	5	8	0	0	0	166	171	24	8	11	1	0	0	215
16:30	144	23	3	10	0	1	0	181	160	39	12	13	2	1	0	227
16:45	117	18	3	5	0	0	0	143	141	32	4	12	0	0	0	189
H/TOT	481	96	15	34	0	1	0	627	621	140	30	44	4	2	0	841
17:00	98	22	3	5	0	1	0	129	168	33	5	10	1	1	0	218
17:15	139	10	1	9	1	0	0	160	200	36	3	11	1	0	0	251
17:30	142	7	0	13	0	0	0	162	161	23	4	3	1	0	0	192
17:45	116	16	3	12	0	0	0	147	162	11	5	3	2	0	0	183
H/TOT	495	55	7	39	1	1	0	598	691	103	17	27	5	1	0	844
P/TOT	1341	259	56	126	2	2	0	1786	1763	357	85	99	10	4	0	2318

MANUAL CLASSIFIED COUNTS



JOB REF: 27634

JOB NAME: SURFLEET

SITE: 1

DATE: 29/02/2024

LOCATION: A16 / GOSBERTON BANK / SURFLEET BANK

DAY: THURSDAY

TIME	TO ARM D SURFLEET BANK								FROM ARM D SURFLEET BANK							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
07:15	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	3
07:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
H/TOT	4	1	0	0	0	0	0	5	5	2	0	0	0	0	0	7
08:00	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	1
08:15	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0
08:30	1	0	0	1	0	0	0	2	1	0	0	1	0	0	0	2
08:45	2	1	0	0	0	0	0	3	1	1	0	1	0	0	0	3
H/TOT	4	2	0	2	0	0	0	8	2	1	0	2	1	0	0	6
09:00	0	1	0	1	0	0	0	2	1	0	1	0	0	0	0	2
09:15	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1
09:30	3	0	1	0	0	0	0	4	2	0	0	1	0	0	0	3
09:45	1	1	0	1	0	0	0	3	1	0	1	0	0	0	0	2
H/TOT	5	3	1	2	0	0	0	11	5	0	2	1	0	0	0	8
P/TOT	13	6	1	4	0	0	0	24	12	3	2	3	1	0	0	21

MANUAL CLASSIFIED COUNTS



JOB REF: 27634

JOB NAME: SURFLEET

SITE: 1

DATE: 29/02/2024

LOCATION: A16 / GOSBERTON BANK / SURFLEET BANK

DAY: THURSDAY

TIME	TO ARM D SURFLEET BANK							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	2	1	0	0	0	0	0	3
15:15	0	0	0	0	0	0	0	0
15:30	1	0	0	0	0	0	0	1
15:45	1	0	0	0	0	0	0	1
H/TOT	4	1	0	0	0	0	0	5
16:00	0	1	0	0	0	0	0	1
16:15	0	0	0	0	1	0	0	1
16:30	0	0	0	0	0	0	0	0
16:45	1	1	0	0	0	0	0	2
H/TOT	1	2	0	0	1	0	0	4
17:00	2	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0
17:30	1	1	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0
H/TOT	3	1	0	0	0	0	0	4
P/TOT	8	4	0	0	1	0	0	13

FROM ARM D SURFLEET BANK							TOT
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
1	0	0	0	0	0	0	1
0	1	0	0	0	0	0	1
3	2	0	0	0	0	0	5
0	0	0	0	0	0	0	0
4	3	0	0	0	0	0	7
1	0	1	0	0	0	0	2
3	1	0	0	0	0	0	4
1	0	0	0	0	0	0	1
1	0	0	0	0	0	0	1
6	1	1	0	0	0	0	8
1	1	0	0	0	0	0	2
4	0	0	0	0	0	0	4
1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	7
16	5	1	0	0	0	0	22

APPENDIX F

Calculation Reference: AUDIT-640801-240805-0809

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
04	EAST ANGLIA	
	PB PETERBOROUGH	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	BP BLACKPOOL	1 days
	EC CHESHIRE EAST	2 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	FI FIFE	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: Gross floor area
Actual Range: 1010 to 9216 (units: sqm)
Range Selected by User: 1000 to 20000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 29/06/23

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 1 days
Wednesday 1 days
Thursday 7 days
Friday 2 days

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

Selected survey types:
Manual count 11 days
Directional ATC Count 0 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:
Edge of Town 11

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:
Industrial Zone 10
Development Zone 1

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 2 days - Selected
Servicing vehicles Excluded 9 days - Selected

Secondary Filtering selection:

Use Class:
Not Known 11 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®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	3 days
10,001 to 15,000	6 days
20,001 to 25,000	1 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:

50,001 to 75,000	1 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	5 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	3 days
1.1 to 1.5	8 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:

No	11 days
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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	11 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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1	BO-02-C-01	PUMPS, MOTORS & FANS	BEDFORD
	POSTLEY ROAD		
	BEDFORD		
	KEMPSTON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1045 sqm	
	Survey date: THURSDAY	15/10/20	Survey Type: MANUAL
2	BP-02-C-01	POWDER COATINGS	BLACKPOOL
	CHORLEY ROAD		
	BLACKPOOL		
	LITTLE CARLETON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1010 sqm	
	Survey date: THURSDAY	20/06/19	Survey Type: MANUAL
3	EC-02-C-01	OFFICE FURNITURE	CHESHIRE EAST
	BRUNEL ROAD		
	MACCLESFIELD		
	LYME GREEN BUS. PARK		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	6658 sqm	
	Survey date: MONDAY	19/09/16	Survey Type: MANUAL
4	EC-02-C-02	FABRICS MANUFACTURE	CHESHIRE EAST
	CHARTER WAY		
	MACCLESFIELD		
	HURDSFIELD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3200 sqm	
	Survey date: FRIDAY	07/05/21	Survey Type: MANUAL
5	FI-02-C-02	GLASS SPECIALISTS	FIFE
	DICKSON STREET		
	DUNFERMLINE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1240 sqm	
	Survey date: THURSDAY	20/04/23	Survey Type: MANUAL
6	GS-02-C-02	MARINE ENGINE PRODUCTION	GLOUCESTERSHIRE
	DAVY WAY		
	GLOUCESTER		
	HARDWICKE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1630 sqm	
	Survey date: FRIDAY	23/04/21	Survey Type: MANUAL
7	HC-02-C-01	ENGINEERING COMPANY	HAMPSHIRE
	JAYS CLOSE		
	BASINGSTOKE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3000 sqm	
	Survey date: THURSDAY	16/06/16	Survey Type: MANUAL
8	NY-02-C-03	WORKWEAR MANUFACTURER	NORTH YORKSHIRE
	WETHERBY ROAD		
	KNARESBOROUGH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1500 sqm	
	Survey date: THURSDAY	29/06/23	Survey Type: MANUAL

Northern Transport Planning LEEDS WEST YORKSHIRE

Licence No: 640801

LIST OF SITES relevant to selection parameters (Cont.)

9	PB-02-C-01 NEWARK ROAD PETERBOROUGH FENGATE Edge of Town Industrial Zone Total Gross floor area: 1772 sqm Survey date: THURSDAY 29/09/22	STEEL FABRICATOR	PETERBOROUGH	Survey Type: MANUAL
10	VG-02-C-01 VERLON CLOSE BARRY Edge of Town Industrial Zone Total Gross floor area: 1500 sqm Survey date: THURSDAY 06/05/21	ALCOHOL ANALYSIS PRODUCTS	VALE OF GLAMORGAN	Survey Type: MANUAL
11	WK-02-C-01 CASTLE MOUND WAY RUGBY Edge of Town Industrial Zone Total Gross floor area: 9216 sqm Survey date: WEDNESDAY 10/11/21	MACHINE ENGINEERING	WARWICKSHIRE	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	4	3740	0.074	4	3740	0.000	4	3740	0.074
06:00 - 07:00	6	2972	0.140	6	2972	0.017	6	2972	0.157
07:00 - 08:00	11	2888	0.478	11	2888	0.050	11	2888	0.528
08:00 - 09:00	11	2888	0.500	11	2888	0.044	11	2888	0.544
09:00 - 10:00	11	2888	0.201	11	2888	0.104	11	2888	0.305
10:00 - 11:00	11	2888	0.157	11	2888	0.132	11	2888	0.289
11:00 - 12:00	11	2888	0.107	11	2888	0.135	11	2888	0.242
12:00 - 13:00	11	2888	0.135	11	2888	0.211	11	2888	0.346
13:00 - 14:00	11	2888	0.164	11	2888	0.223	11	2888	0.387
14:00 - 15:00	11	2888	0.107	11	2888	0.148	11	2888	0.255
15:00 - 16:00	11	2888	0.069	11	2888	0.179	11	2888	0.248
16:00 - 17:00	11	2888	0.047	11	2888	0.390	11	2888	0.437
17:00 - 18:00	11	2888	0.019	11	2888	0.406	11	2888	0.425
18:00 - 19:00	10	3053	0.020	10	3053	0.079	10	3053	0.099
19:00 - 20:00	4	3740	0.013	4	3740	0.027	4	3740	0.040
20:00 - 21:00	4	3740	0.000	4	3740	0.013	4	3740	0.013
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.231			2.158			4.389

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.

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Parameter summary

Trip rate parameter range selected:	1010 - 9216 (units: sqm)
Survey date date range:	01/01/16 - 29/06/23
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	4	3740	0.000	4	3740	0.000	4	3740	0.000
06:00 - 07:00	6	2972	0.006	6	2972	0.000	6	2972	0.006
07:00 - 08:00	11	2888	0.009	11	2888	0.009	11	2888	0.018
08:00 - 09:00	11	2888	0.013	11	2888	0.009	11	2888	0.022
09:00 - 10:00	11	2888	0.022	11	2888	0.009	11	2888	0.031
10:00 - 11:00	11	2888	0.031	11	2888	0.028	11	2888	0.059
11:00 - 12:00	11	2888	0.025	11	2888	0.025	11	2888	0.050
12:00 - 13:00	11	2888	0.019	11	2888	0.025	11	2888	0.044
13:00 - 14:00	11	2888	0.013	11	2888	0.013	11	2888	0.026
14:00 - 15:00	11	2888	0.003	11	2888	0.006	11	2888	0.009
15:00 - 16:00	11	2888	0.006	11	2888	0.006	11	2888	0.012
16:00 - 17:00	11	2888	0.006	11	2888	0.009	11	2888	0.015
17:00 - 18:00	11	2888	0.000	11	2888	0.000	11	2888	0.000
18:00 - 19:00	10	3053	0.000	10	3053	0.000	10	3053	0.000
19:00 - 20:00	4	3740	0.000	4	3740	0.000	4	3740	0.000
20:00 - 21:00	4	3740	0.000	4	3740	0.007	4	3740	0.007
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.153			0.146			0.299

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.