Linchfield Road (SKPR-330) Market Deeping

Rosconn Group

Sustainable Transport Strategy Note

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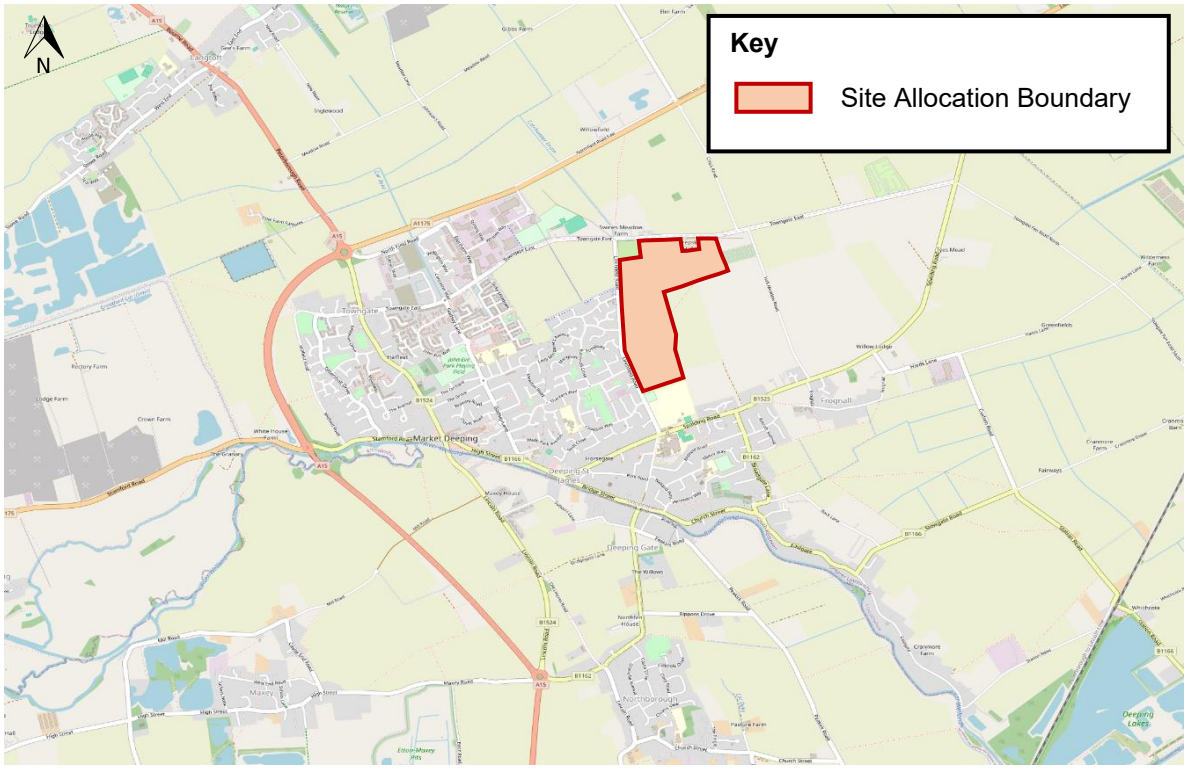
1 Introduction

Background

1.1 Rappor Consultants Ltd (hereby referred to as Rappor) has been instructed by the Rosconn Group to prepare this Sustainable Transport Strategy for the promotion of the land east of Linchfield Road, Market Deeping site, through the Regulation 18 consultation stage of the emerging South Kesteven Local Plan 2023 - 2043.

1.2 The site location is shown in **Figure 1.1**. The site has been included as part of allocation 'SKPR-330: Land East of Linchfield Road, Market Deeping' in the Draft South Kesteven Local Plan. SKPR-330 is proposed as a new allocation of up to 840 homes to meet the minimum housing requirement for South Kesteven over the plan period. The extent of the allocation site is shown in Figure 1.1.



Source: OpenStreetMap

Figure 1.1 | Site Allocation Boundary Plan

1.3 Paragraph 109 of the National Planning Policy Framework (NPPF, 2024) requires a vision-led approach to the earliest stage of plan making and development proposals stating:

> *"Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places".*

1.4 The glossary also defines a vision-led approach to planning and assessment as:

> *"**Vision-led approach**: an approach to transport planning based on setting outcomes for a development based on achieving well-designed, sustainable and popular places,*

and providing the transport solutions to deliver those outcomes as opposed to predicting future demand to provide capacity (often referred to as 'predict and provide')".

1.5 The site's location is vital to why residential development here will meet sustainable transport objectives of reducing car use in favour of promoting sustainable modes of travel, whereby future residents can and prefer to live their lives without the need to rely on the private car. In turn, this will help to deliver a new development where the private car does not dominate the site.

1.6 This Sustainable Transport Strategy aims to capture the multifaceted benefits resulting from a new residential-led development providing new homes close to existing services and facilities that would meet many of the day-to-day needs of its residents.

1.7 The sustainable transport strategy challenges the historical approach of planning transport networks that focus on 'highways' and will instead embrace a holistic 'vision-led' approach, seeking wider mobility objectives and priorities for sustainable travel modes. This is in recognition of the key transport themes presented as part of the Integrated Transport Strategy in the Lincolnshire County Council Local Transport Plan 5 (2022), as follows:

- **Supporting Economic Growth**, to *'ensure a resilient and reliable transport system for the movement of people, goods and services'*.
- **Future Ready, Green Transport**, to *'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'.*
- **Promote Thriving Environments**, to *'provide sustainable access to Lincolnshire's wonderful environment and heritage'.*
- **Supporting Safety, Security and a Healthy Lifestyle**, to *'improve the health of our communities through the provision for active travel'.*
- **Promoting High Aspirations**, to *'improve the accessibility of the transport system and in particular access onto public transport'.*
- **Improve Quality of Life**, to *'improve the quality of place and reduce the overall negative impacts of transport on people's lives'.*

Structure of the Strategy

1.8 The purpose of this Sustainable Transport Strategy is to provide additional evidence to supplement the Local Plan demonstrating the soundness of the allocation. The note contains an evaluation the sustainable accessibility of the site and accordance with local policy, identifies opportunities to improve sustainable mode access for local journeys and sets out the access strategy and how it meets the requirements for safe and suitable access in accordance with NPPF.

1.9 The structure of this sustainable transport strategy is as follows:

a) **Section 2** summarises the existing sustainable transport accessibility of the site.
b) **Section 3** provides a review of relevant national and local policies.
c) **Section 4** summarises the transport vision.

d) **Section 5** discusses the active travel and public transport opportunities for the proposed development and the surrounding area.
e) **Section 6** sets out the access strategy and traffic impact assessment.
f) **Section 7** concludes the strategy.

2 Existing Sustainable Mode Accessibility

Site Context

2.1 The development site is located in Market Deeping, a market town and civil parish within the South Kesteven district, located in the south of Lincolnshire, approximately 13.5km northwest of Peterborough. The site comprised of arable land located approximately 1.5km northeast of the town of Market Deeping.

2.2 The site is bound to the north by Towngate East; to the east by arable land; to the south by Deeping Skate Park and arable land; and to the west by Linchfield Road. Market Deeping has a range of services, amenities and infrastructure, all within walking and cycling distance of the site which is set out in the following section.

2.3 The remainder of this section summarises the walking, cycling, and public transport networks, as well as a review of the local highway network close to the site.

Local Facilities

2.4 The Institution of Highways and Transportation (now the Chartered Institution of Highways and Transportation) guidance document 'Providing for Journeys on Foot' (2000) suggests an acceptable walking distance of 1.0km for commuting purposes and a preferred maximum walking distance of 2.0km.

2.5 The Local Transport Note (LTN) 1/20: Cycle Infrastructure Design, produced by the Department for Transport, states the following at paragraph 2.2.2:

> *'Two out of every three personal trips are less than five miles in length - an achievable distance to cycle for most people.'*

2.6 Cycling has the potential to substitute for short car trips, further facilitating sustainable travel, particularly those trips under five miles (8.0km) and trips of 30 - 40 mins are considered acceptable for commuting purposes.

2.7 As previously mentioned, the site is located in close proximity to a range of facilities and amenities within Market Deeping. A summary of the local facilities within walking and cycling distance of the site is listed in **Table 2.1** below. Distances have been measured from the centre of the site, assuming pedestrian, cycle and vehicular access onto Linchfield Road to the west. Journey times have been derived assuming 1.4m/s for walking trips and 5m/s for cycle trips in accordance with industry standard assumptions.

Amenity / Service	Category	Walking distance from the Site	Walking Time	Cycling Time
Brewton Drive Bus Stops	Bus Stop	550m	6.5 mins	2 mins
Ermine Way Bus Stops		1,000m	12 mins	3 mins
The Deeping Shopping Centre	Retail	1,450m	17 mins	5 mins
Tesco Superstore		1,850m	22 mins	6 mins
Swines Meadow Farm Nursery		1,150m	14 mins	4 mins
Linchfield Community Primary School	Education (Primary)	850m	10 mins	3 mins
Market Deeping Community Primary School		1,350m	16 mins	4.5mins
William Hildyard Church of England Primary and Nursery School	Education (Pre-School)	1,550m	18.5 mins	5mins
Carousel Nursery		950m	11 mins	3 mins
Deepings Community Centre and Library	Community Facility	1,250m	15 mins	4 mins
Deepings Rugby Union Football Club	Leisure / Recreation	900m	11 mins	3 mins
Market Deeping BMX Track		1,550m	18.5 mins	5 mins
Northfields Industrial Estate	Employment	1,950m	23 mins	6.5 mins
The Deepings Practice and Well Pharmacy	Healthcare	1,950m	23 mins	6.5 mins
Londis & Post Office	Post Office	1,450m	17 mins	5 mins

Table 2.1 | Local Facilities within walking and cycling distance

2.8 The above local facilities are illustrated on **Figure 2.1**. The figure demonstrates that the development site is within walking and cycling distance of a wide range of services that would typically be used by residents on a daily basis. This provides a high-quality foundation upon which the sustainable credentials of the proposed development can grow.

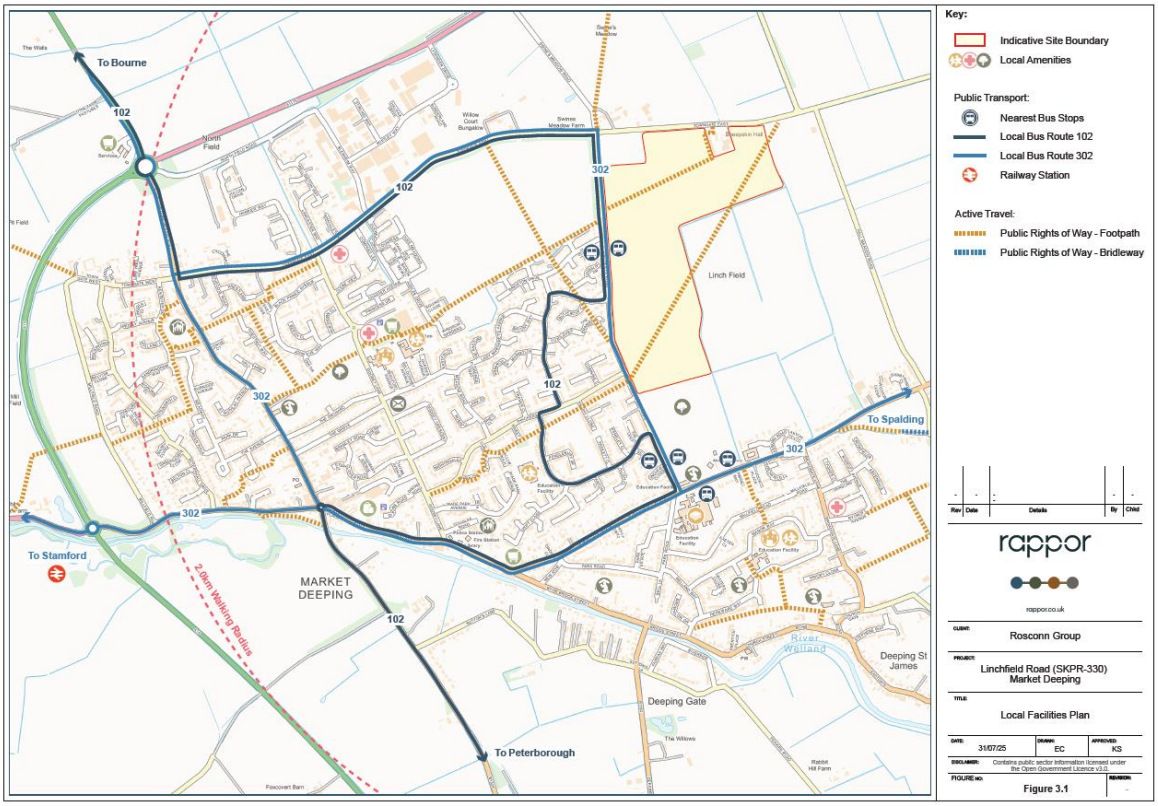


Figure 2.1 | Local Facilities within walking and cycling distance

2.9 Whilst there are a wide range of facilities within walking and cycling distance in Market Deeping, it is important to establish the quality of the existing infrastructure and routes to these amenities, particularly by non-car means. The following sets out the details of the cycling, walking, and public transport infrastructure and services adjacent the site.

Pedestrian Accessibility

2.10 Footways are provided along the western edge of Linchfield Road, linking the site to key destinations including schools, shops, and public transport stops. There is no footway on the east side of Linchfield Road and one crossing point on Linchfield Road to the north, where access is provided to the southbound bus stop on Linchfield Road as part of the new housing development on the west side of Linchfield Road.

2.11 The facilities on **Figure 2.1** are accessible by a variety of routes on foot, with dropped kerbs and tactile paving present along major desire lines, supporting accessibility for users. Street lighting is provided along Linchfield Road and adjacent residential streets, enhancing safety and visibility during hours of darkness.

2.12 In addition to the footway network, the site benefits from access to several Public Rights of Way (PRoW). Footpath DeeJ/5/1 runs through the north of the site, providing a connection between Towngate East and Linchfield Road via the site. Additionally, footpath DeeJ/2/1 runs on a north-east to south-west axis through the site, also connecting Towngate East with Linchfield Road.

2.13 Using these public rights of way, it is possible to connect into other adjacent footpaths in the town. On the west side of Linchfield Road, there are two main footpath public rights of way connections which link Linchfield Road to the east with Godsey Lane to the west. The first is located along the southern boundary of site allocation SKPR-37, and provides a continuous connection past Market Deeping Primary School and William Hildyard C of E Primary and Nursery school onto Godsey Lane near Tesco superstore. The second is located south of Thackers Way, and passes the northern boundary of Linchfield Community Primary School before connecting to Godsey Lane.

2.14 These existing public rights of way are shown on **Figure 2.1**. The nearest primary school, Linchfield Community Primary School, is located approximately 850m from the centre of the site, well within the preferred maximum walking distance for education facilities.

2.15 All facilities described in **Table 2.1** are located within walking distance of the site and are predominantly connected by the existing footway network and PRoW routes.

Cycle Accessibility

2.16 Cycling infrastructure in the vicinity of the site is currently limited, with no dedicated cycle lanes on Linchfield Road or formal shared-use paths connecting to the town centre. However, the local road network is generally low-speed, making it suitable for cyclists. Cycle parking is available at key destinations in Market Deeping, including the Tesco Superstore and Deepings Community Centre. While no National Cycle Network (NCN) routes pass directly through the town, the nearest - NCN Route 63 - is located approximately 8.0km south, near Peterborough.

2.17 Beyond Market Deeping, cyclists can access nearby settlements such as Deeping St James, Langtoft, Baston, Bourne, and Peterborough via the local road network. The most direct route to Peterborough is via the A1175 and B1525. Although these roads lack dedicated cycling infrastructure, they can be used by cyclists for commuting and leisure.

2.18 All facilities described in **Table 2.1** are within cycling distance of the site and are primarily connected by quiet residential streets. These connections support active travel and contribute to the development's sustainable transport credentials.

Public Transport Accessibility

Bus Services

2.19 The nearest bus stops to the site are located on Linchfield Road, south of Brewton Drive, approximately 500m walking distance from the centre of the site. Both bus stops are equipped with raised kerbs and flag posts. These bus stops are shown on **Figure 2.1**.

2.20 Additional bus stops are available further south on Linchfield Road, near Linchfield Close, at an approximate walking distance of 750m from the centre of the site. These stops are served by two regular bus routes - 102 and 103 - operated by Delaine Buses.

2.21 The next closest bus stops are situated on Spalding Road, west of Ermine Street, approximately 900m walking distance from the centre of the site. These stops are served by two additional regular routes - 301 and 302 - also operated by Delaine Buses.

2.22 A summary of the bus services available from these stops is presented at **Table 2.2.**

Service Number	Route	First / Last service (weekdays)	Mon-Fri Frequency	Saturday Frequency	Sunday Frequency
Brewton Drive (on Linchfield Road) bus stop					
102	Bourne - Market Deeping	09:44 / 15:44	Every 30 - 60 minutes	One service (15:45)	
103	Bourne - Peterborough	09:14 / 15:14	Every hour	No service	
Ermine Street (on Spalding Road) bus stop					
301	Stamford - Spalding	07:55 / 16:45	Every 55 - 110 minutes	Every 2 - 2.5 hours	One service (16:45)
302	Bourne - Spalding	08:08 / 17:35	Every 60 minutes	No service	

Table 2.2 | Local Bus Services (based on information from Delaine Buses)

2.23 The frequency of these bus services provides an option for future residents to sustainably access Peterborough, Spalding, Bourne, and Stamford beyond Market Deeping and all the facilities it offers, as well as the other key destinations identified above.

2.24 The existing bus stops located south of Brewton Drive on Linchfield Road offer a key opportunity to enhance sustainable transport connectivity for the proposed development. These potential improvements are discussed in **Section 5**.

Rail Services

2.25 Stamford (Lincs) Railway Station is located approximately 13.0km southwest from the centre of the site. The station is on the Birmingham to Peterborough Line and managed by East Midlands Railway. CrossCountry operate the majority of services as part of their Birmingham to Stansted Airport route, with East Midlands Railway services to Nottingham.

2.26 The CrossCounty route has a frequency of two services per hour, which increases to three service in the AM and PM peaks. The East Midlands Railway route has a frequency of one service per hour.

2.27 A summary of the destinations and journey times from rail station are set out in **Table 2.3**.

Destination	Approximate journey time from Stamford Railway Station
Stansted Airport	1 hour and 42 mins
Birmingham New Street	1 hour and 31 mins
Nottingham	1 hour and 43 mins

Table 2.3 | Rail Services from Stamford (Lincs) Railway Station

2.28 The most likely mode of travel used to access the railway station is by car. At the station, there are 79 standard car parking spaces plus four accessible car parking spaces.

2.29 Based on the existing pedestrian and cycle infrastructure, the close proximity of the site to existing facilities within Market Deeping, and the frequent rail services nearby, sustainable modes of transport are a realistic and attractive mode of transport for future residents of the site.

Highway Network

2.30 Linchfield Road serves as a local distributor road within Market Deeping, providing access to residential areas and local amenities. The road enters Market Deeping from the north, where the speed limit transitions from the national speed limit to 30 mph as it approaches the built-up area. It connects with Godsey Lane and Towngate East, facilitating movement into the town centre and surrounding neighbourhoods. Linchfield Road also links to the A1175 via Peterborough Road, offering a route towards the A15 and wider regional destinations.

2.31 The A15 is a major north-south arterial route that runs through Lincolnshire, passing just west of Market Deeping. It provides strategic connectivity between Peterborough, Bourne, Sleaford, and Lincoln, and continues northward to the Humber Bridge and Hull. Southbound, the A15 links directly to the A1(M) near Yaxley, offering access to the national motorway network. This makes the A15 a vital corridor for regional travel, freight movement, and access to employment centres across eastern England. Its proximity to Market Deeping enhances the town's accessibility and supports its role as a commuter settlement and local service hub.

Highway Safety Review

2.32 For the purposes of this Sustainable Transport Strategy, a high-level review of the number and severity of incidents that have occurred in the most recently available five-year period (2019 - 2023) has been undertaken utilising the CrashMap database. An extract from the CrashMap database for the area around the site is presented at **Figure 2.2.**

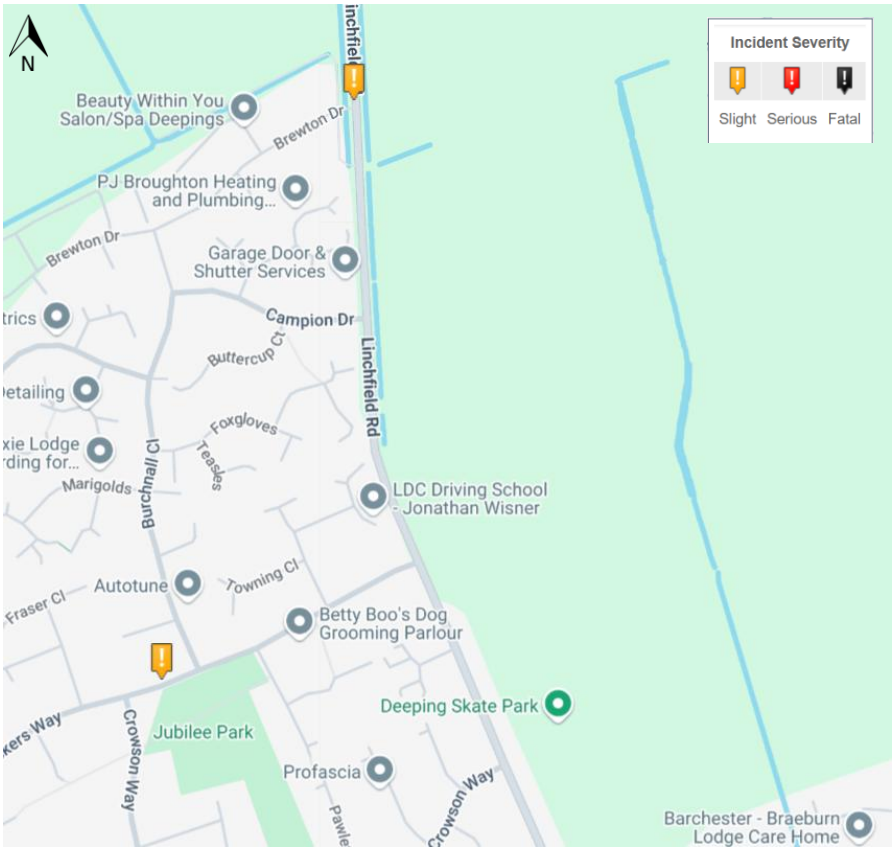


Figure 2.2 | Personal Injury Collision Data (Source: CrashMap)

2.33 **Figure 2.2** indicates that a total of one collision has occurred along the site frontage on Linchfield Road in the most recent five-year period. The incident was categorised as 'slight' in terms of severity. The incident occurred north of the Linchfield Road / Brewton Drive junction, involving two vehicles, with no pedestrian or cyclist casualties.

2.34 This review does not indicate a trend in road safety incidents involving vulnerable road users along Linchfield Road that are of concern to providing access here.

Summary

2.35 This section has demonstrated with reference to NPPF paragraph 109 that the proposed development is located in a highly sustainable location, with a wide range of facilities within walking and cycling distance, alongside well-connected bus and rail services that offer attractive connectivity to local, regional and national destinations.

3 Planning Policy Review

3.1 This section introduces the local and national transport policy objectives and provides a summary of where, within this document, the evidence for how the site meets objectives is referenced.

3.2 The relevant transport planning policies are set out in the following national and local documents:

a) National Planning Policy Framework (2024)
b) South Kesteven District Council Local Plan (2011 - 2036)
c) The Deepings Neighbourhood Plan (2021)
d) Lincolnshire County Council Local Transport Plan 5 (2022)

National Policy

National Planning Policy Framework (2024)

3.3 National guidance on planning is set out in the National Planning Policy Framework (NPPF) published in December 2024 by the Ministry of Housing, Communities and Local Government. It sets out the Government's planning policies for England and how these are expected to be applied.

3.4 In regard to promoting sustainable transport and development through regional and local planning policies, Paragraph 109 states:

> *"Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places".*

3.5 And that this should involve:

> *"b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
>
> *c) understanding and addressing the potential impacts of development on transport networks;*
>
> *d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
>
> *e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
>
> *f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."*

3.6 Paragraph 110 reiterates this stating that *"Significant development should be focused on locations which are, or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes".*

3.7 In Annex 2: Glossary, the NPPF provides the following definition for a 'vision-led' approach:

> *"Vision-led approach: an approach to transport planning based on setting outcomes for a development based on achieving well-designed, sustainable and popular places, and providing the transport solutions to deliver those outcomes as opposed to predicting future demand to provide capacity (often referred to as 'predict and provide')."*

3.8 This Sustainable Transport Strategy Note has been prepared to develop the early transport evidence base for the allocation site and consider its accordance with national and local policy objectives.

Local Policy

South Kesteven District Local Plan (2011 - 2036)

3.9 The adopted South Kesteven District Local Plan sets out the planning policies up to 2036. Policy ID2 of the adopted plan reiterates the District's commitment to offering *"a range of transport choices for the movement of people and goods, reduces the need to travel by car and encourages the use of alternatives, such as walking, cycling and public transport".*

3.10 Policy ID2 also requires all new developments to contribute to transport improvements in line with appropriate local transport plans and policies, particularly:

> *"All new developments should demonstrate that they have applied the following principles:*
>
> *a. Are located where travel can be minimised and the use of sustainable transport modes maximised;*
>
> *b. Reduce additional travel demand through the use of measures such as travel planning, safe and convenient public transport, dedicated walking and cycling links and cycle storage/parking links and integration with existing infrastructure;*
>
> *c. Seek to generate or support the level of demand required to improve, introduce or maintain public transport services, such as rail and bus services;*
>
> *d. Do not severely impact on the safety and movement of traffic on the highway network or that any such impacts can be mitigated through appropriate improvements, including the provision of new or improved highway infrastructure; and*
>
> *e. Ensure that transport is accessible to all, including appropriate provision for vehicle, powered two wheeler and cycle parking is made for residents, visitors, employees, customers, deliveries and for people with impaired mobility".*

3.11 Furthermore, Policy SP2 sets out the settlement hierarchy for the adopted Local Plan, which with reference to the Deepings states as follows:

"Development which maintains and supports the role of the three market towns of Stamford, Bourne and the Deepings, will be allowed, provided that it does not compromise their nature and character. Priority will be given to the delivery of sustainable sites within the built up part of the town and appropriate edge of settlement extensions".

3.12 Development within the Deepings that is sensitive to the local surroundings and meets the transport requirements of Policy ID2 above is therefore considered acceptable in principle, subject to further detailed transport assessment work at the appropriate stage.

The Deepings Neighbourhood Plan (2021)

3.13 The Deepings Neighbourhood Plan was adopted in June 2021 and covers the areas of Market Deeping and Deeping St James. The proposed allocation site falls within the boundary of the Neighbourhood Plan for Deeping St James.

3.14 The plan establishes a community vision, centred around embracing local characteristics of the area and providing development that positively contributes towards the town. The community objectives are as follows:

a) **A good home for everyone** – focusing on design quality, housing mix and affordability
b) **A prosperous and sustainable economy** – focusing on preserving existing community facilities and supporting new businesses and jobs that complement the existing town
c) **A distinctive local character** – to encourage new development to provide good design that helps protect the built, historic, and natural character of the Deepings.
d) **A green, clean and safe environment** – to support the development of a "Green Walk" accessible to all that will benefit health and wellbeing, improving environmental quality and enriching and enhancing existing green networks.
e) **Sustainable transport options for everyone** – to reduce the dependence on the private car and encourage people to walk, cycle and use public transport.

3.15 The Land East of Linchfield Road site is not allocated for development within the adopted Deepings Neighbourhood Plan.

3.16 Policy DNP16 sets out the expectations for new development in terms of transport, specifically:

"…development proposals will be supported where they:

1. give the highest priority to pedestrians, cyclists and other 'active travel' modes when developing or maintaining streets and roads;

2. provide a comprehensive network of accessible routes for walking and cycling which offer convenient, safe and attractive access to employment, homes, schools and other public facilities;

3. facilitate access to transport nodes such as bus stops by providing easy, clear and safe routes for walking and cycling;

4. promote 'active travel' by ensuring new developments have adequate bicycle provision;

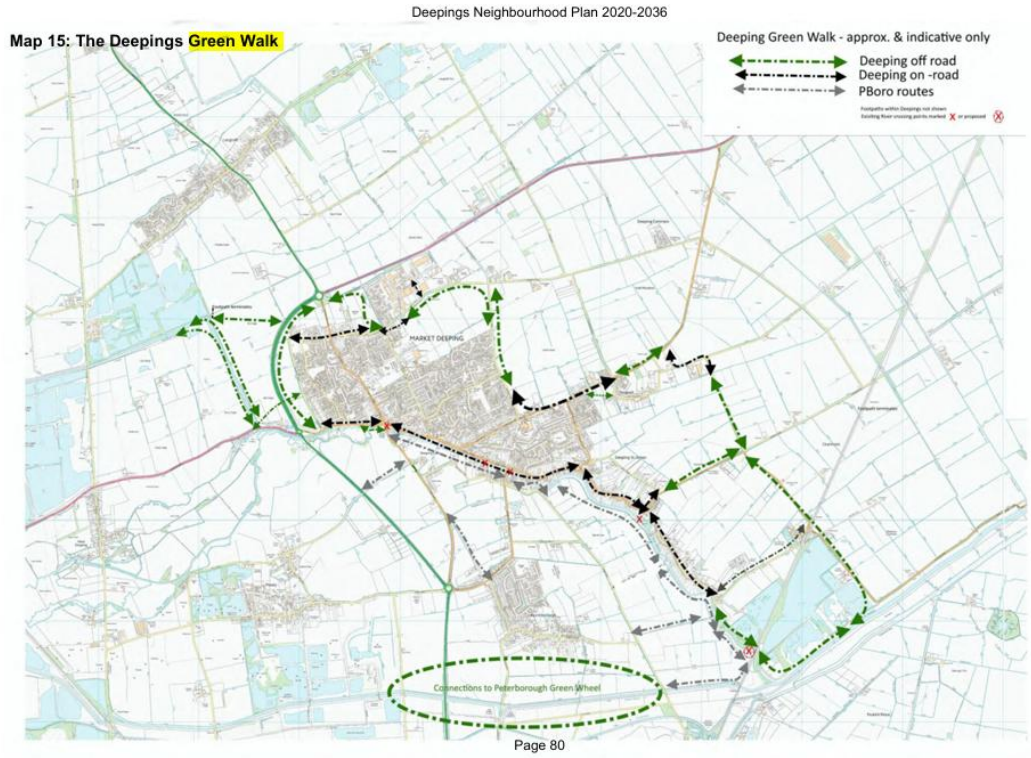
5. identify and implement measures to reduce transport severance, noise levels and air pollution;

6. take account of the suggested parking and cycle provision as included in Appendix E of the Plan".

3.17 Also relevant to the site is the desire set out in the plan to:

a) Identify improvements to pedestrian safety around the Linchfield Road / Spalding Road / Park Road junction.
b) Making progress with the Deeping "Green Walk" implementation – part of which runs along Linchfield Road.
c) Facilitating additional cycle parking and enhanced public transport opportunities within the town.

3.18 An extract of the Neighbourhood Plan showing the Green Walk aspirations is reproduced below.



3.19 This Sustainable Transport Strategy Note has taken into account the aspirations and objectives set out in the Deepings Neighbourhood Plan to formulate the transport strategy for the site.

Lincolnshire County Council Local Transport Plan 5 and Supplementary Modal Strategies

3.20 The Local Transport Plan 5 document sets out the short-term (2022-2026), medium (to 2034) and long term (to 2050) aspirations for transport and highways for Lincolnshire.

3.21 The Local Transport Plan has six key themes:

a) Supporting economic growth
b) Future ready, green transport
c) Promote thriving environments
d) Supporting safety, security and a healthy lifestyle
e) Promoting high aspirations
f) Improve quality of life

3.22 Under theme 2, the Local Transport Plan seeks the delivery of sustainable development by ensuring new developments are designed to reduce the need to travel, minimise car use and support more sustainable modes of travel whilst also supporting communities to flourish so that the need to travel long distances reduces. These aspirations are captured in Policy GREEN4.

3.23 The Local Transport Plan 5 is supported by a number of sub-strategies including (but an not exhaustive list):

a) Lincolnshire Cycling Strategy
b) Lincolnshire Walking Strategy
c) Lincolnshire Public Transport Strategy
d) Lincolnshire Local Bus Strategy

3.24 The strategies do not contain specific measures for Market Deeping and assign this responsibility to South Kesteven District Council as part of the Local Plan development. However, the common theme across all sub-strategies is the need for new development to place walking and cycling at the top of the modal hierarchy for design, also seeking to reduce the need to travel overall and provide public transport that offers a genuine alternative for some longer distance car journeys. In terms of EV, this means designing in the need for active and passive EV charging to new developments.

Summary

3.25 New developments must be located in sustainable places, including those that reduce the need to travel, especially by private car, and that can best promote walking, cycling, and public transport. Access must also be safe and suitable for all users. These policy principles alongside the recommendations within the Deepings Neighbourhood Plan have fed into Section 5 of this note which sets out the opportunities that the site allocation presents for improving sustainable transport and providing a positive contribution to the Deepings.

4 Transport Vision

4.1 To reflect the NPPF's vision-led approach to plan-making, a transport vision has been established at the earliest opportunity and is reported here.

4.2 The transport vision for the proposed development is to create a healthy, socially inclusive, and well-connected settlement where residents can easily travel within, around, and beyond the site using sustainable modes of travel. This will:

a) Help decarbonise the transport system for the surrounding area, leading to reduced greenhouse gas emissions and impacts on climate change;
b) Reduce air pollution;
c) Continue to promote physical activity through heightened active modes of travel; and
d) Reduce the number and severity of road traffic collisions.

4.3 A crucial element in achieving the vision for this development is creating a transport strategy that encourages sustainable patterns of travel and mobility. The relationship between residents and private car usage will differ significantly in the future due to evolving travel patterns, technological advancements, changing attitudes towards mobility and sustainability, and ongoing strategic sustainable improvements over time.

4.4 We are already witnessing shifts in travel-to-work behaviour due to improved technology and the growing acceptance of remote working since the COVID-19 lockdowns. To foster a healthy, socially inclusive, and well-connected environment, the future transport strategy must build upon the committed sustainable transport plans for the area and possess the flexibility to adapt to these and other transformative changes.

4.5 Fundamentally, reliance on private car use does not contribute to a healthy, socially inclusive, and well-connected community. If we aspire to create a healthy community, implementing a transport strategy that designs sustainable modes first, while enhancing connectivity with the established sustainable transport infrastructure is vital for future success.

4.6 It is essential that the vision continuously serves as a benchmark for success and encourages effective development throughout the planning and delivery process.

5 Sustainable Transport Opportunities

Site Characteristics

5.1 **Section 2** of this note demonstrated that the site is well located in relation to a wide range of local services and amenities, many of which are accessible by walking and cycling. It also confirmed that the site benefits from a number of existing infrastructure assets - including PRoW, local bus services, and proximity to key destinations - which together provide a strong foundation for sustainable travel.

5.2 The site's location offers significant potential for sustainable travel, including both active travel and public transport, supporting a shift away from car dependency and encouraging healthier, low-carbon lifestyles. This section builds on those findings by identifying opportunities to further enhance connectivity and accessibility for future residents.

Opportunities

5.3 As illustrated in **Figure 5.1**, the proposed Sustainable Transport Strategy outlines a series of targeted improvements to walking, cycling, and public transport infrastructure. These potential improvements would strengthen the site's integration with the surrounding mobility networks, promote active travel, and reduce reliance on private car use. Collectively, they support healthier, low-carbon lifestyles and align with local and national sustainable transport objectives.

5.4 The following opportunities for improvements have been identified and are illustrated on **Figure 5.1**:

- **Enhancing the existing bus stops** along Linchfield Road through the installation of sheltered waiting areas, real-time passenger information displays, and raised kerbs where appropriate, to improve accessibility and the overall user experience.
- **Explore introducing two new bus stops along Linchfield Road** to enhance overall accessibility to public transport services from the site.
- **Delivering part of the 'Deeping Green Walk' by providing a segregated footway and cycleway** within the site linking the site to the existing infrastructure south of the Skate Park, providing a safe and direct route to key amenities, including The Deepings School and connecting into the site allocation west of Linchfield Road (SKPR-37).
- **Explore pedestrian and cycle crossing improvements at the Spalding Road / Linchfield Road / Park Roud junction** to enhance safe access to primary schools.
- **Creating a dedicated pedestrian and cyclist access** from the proposed development to the existing bus stops south of Brewton Drive, encouraging active travel and improving connectivity to public transport.

- **Retaining and upgrading the existing PRoW** within the site by enhancing it into a public bridleway, thereby supporting multi-modal access and recreational use.
- **Introducing a new crossing** on Linchfield Road to improve connectivity with the wider PRoW network and ensure safe passage across the road.
- **Upgrading the existing crossing on Knight Close** and providing a new crossing on Godsey Lane to facilitate safer and more convenient access to The Deeping Shopping Centre via the existing PRoW network.
- **Improving the existing crossing on Linchfield Road near Crowson Way** to enhance access to Linchfield Community Primary School, supporting safe routes to school for children and families.
- **Enhancing sustainable mode connectivity with other allocated sites**, supporting the delivery of the Deepings Green Walk as set out in the Market Deeping Neighbourhood Plan. This includes establishing safe and attractive walking and cycling links between new development areas, existing neighbourhoods, and key destinations, contributing to a cohesive active travel network across the town.

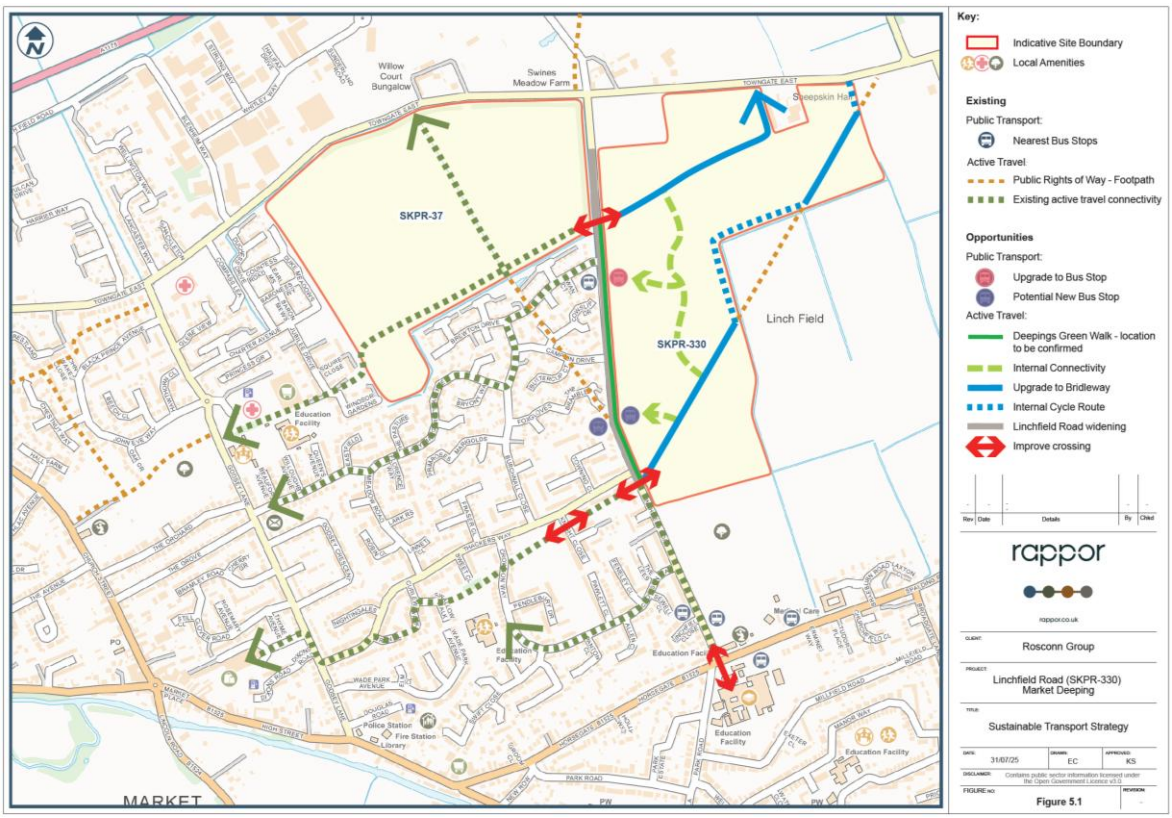


Figure 5.1 | Sustainable Transport Strategy

Summary

5.5 With reference to NPPF paragraph 109 (d, e), this section considers transport solutions during the earliest stages of plan-making, specifically realising the opportunities from existing and proposed transport infrastructure and identifying opportunities to promote walking, cycling and public transport use.

5.6 The site is well-situated within convenient walking and cycling distance of key local amenities and existing public transport infrastructure, with opportunities to enhance connectivity and accessibility further.

5.7 In support of these opportunities, a Travel Plan will be developed for the site to promote sustainable travel behaviour and reduce reliance on private car use. The Travel Plan will include a package of measures to encourage walking, cycling, and public transport use, supported by infrastructure such as secure cycle parking and electric vehicle charging points. It will also outline how travel behaviour will be promoted and monitored, including the appointment of a Travel Plan Coordinator, provision of resident travel information packs, and regular travel surveys. These measures will help deliver the transport vision and contribute to wider environmental and transport goals, in line with Lincolnshire County Council's guidance for major residential developments.

6 Site Access Feasibility

Access Arrangements

Pedestrian and Cycle Access

6.1 As part of the proposed vehicular access arrangements on Linchfield Road, new 2.0m wide footways will be delivered to enhance pedestrian safety and accessibility, as illustrated in **Appendix A**. These enhancements support active travel and align with the strategic infrastructure objectives set out in the South Kesteven Infrastructure Delivery Plan.

6.2 In addition, a segregated pedestrian and cycle track will be provided either within the site or to the east of Linchfield Road. This infrastructure will support active travel and contribute to the delivery of the Deepings Green Walk, as illustrated on **Figure 5.1**. The final alignment of the route will be confirmed through detailed design.

6.3 The main pedestrian and cycle connections to the proposed development from Market Deeping will be via the two existing Public Rights of Way (PRoW) within the site, which emerge onto Linchfield Road north of Brewton Drive and south of Thackers Way. The alignment of the existing PRoW footpaths within the site will be retained and enhanced into a public bridleway as part of the development with an internal cycle route provided where the PRoW exits the site allocation boundary as illustrated on **Figure 5.1**.

6.4 New pedestrian and cycle crossings will be incorporated on Linchfield Road to encourage active travel among residents. This shall provide an active travel corridor through the application site and a direct route from the centre of the site towards the Town Centre, which is where some of the local services and amenities are located. These routes will provide attractive and convenient ways for residents to access local amenities in Market Deeping.

Vehicular Access

6.5 The scale of the development necessitates at least two vehicular access points to ensure adequate connectivity, support network resilience, and facilitate efficient movement across the site. However, this does not preclude the inclusion of additional access points where they contribute positively to urban design.

6.6 Vehicular access to the site is assumed via two new simple priority junctions on Linchfield Road, designed with the following geometric characteristics:

a) 5.5m wide carriageway;
b) 2.0m wide footways on either side of the access; and
c) 8.0m junction radii.

6.7 Both accesses will be in the form of a simple priority junction and be situated approximately:

a) 65m north of Campion Drive; and
b) 50m south of Thackers Way.

6.8 The proposed access arrangements are illustrated in the drawings included in **Appendix A**. At this stage, it is assumed that bus services will continue to operate along Linchfield

Road rather than route directly through the site. However, if direct services through the site are considered beneficial, there is flexibility to increase the access road width to 6.5m to accommodate this. The current arrangements also incorporate widening of Linchfield Road, consistent with the recommendations outlined in the South Kesteven Infrastructure Delivery Plan, published in June 2025.

Visibility Assessment

6.9 To demonstrate that suitable visibility splays can be achieved from the site accesses in both directions along Linchfield Road, Automatic Traffic Counter (ATC) surveys were undertaken from Wednesday 11th June to Tuesday 17th June 2025 at two locations on Linchfield Road. The eighty-fifth percentile recorded speeds from the ATCs have informed the visibility splays shown on the site access drawing.

6.10 The full data and locations of the surveys is provided in **Appendix B**.

	Northern ATC		Southern ATC	
	85th %ile Speed	Distance	85th %ile Speed	Distance
Visibility	47.0 mph	134.5 m	35.5 mph	85.5 m

Table 6.1 | Visibility Splays

6.11 The drawings included in **Appendix A** illustrate that the required visibility splays can be achieved entirely within the limits of the adopted highway. However, speed survey data indicates that vehicles exceed the posted speed limit along Linchfield Road to the north of the site specifically. An appropriate mitigation strategy would be developed in consultation with the Local Highway Authority to reduce speeds in this location.

Swept Path Analysis

6.12 Swept path analysis has been carried out to confirm that refuse collection and emergency service vehicles can safely access and egress the site in a forward gear. These movements are illustrated in a drawing included in **Appendix A**.

Capacity Assessment

6.13 As discussed, the development proposes the following vehicular accesses:

a) Via a proposed priority junction (site access 01) south of Campion Drive; and
b) Via a proposed priority junction (site access 02) south of Thackers Way.

6.14 The proposed access arrangements are illustrated in **Appendix A**. To assess their performance, capacity testing has been undertaken using the industry standard software Junctions 11, based on a future assessment year of 2043, which aligns with the end of the forthcoming Local Plan period. The results demonstrate that the site accesses are capable of accommodating the proposed development without resulting in any severe or detrimental impacts on highway safety along Linchfield Road.

6.15 The full modelling outputs are provided in **Appendix C**.

Forecast Multi-modal Trip Generation

6.16 To provide an indication of the forecast multi-modal trip generation of a development of 840 dwellings, reference has been made to the industry standard TRICS database (version 7.11.4). The person trip rates are summarised in **Table 6.2**.

6.17 The full TRICS report, including site selection criteria, is included in **Appendix D**.

Time Period	Trip Rates (per dwelling)			Trip Generation (840 dwellings)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
AM Peak (08:00 - 09:00)	0.229	0.809	1.038	193	680	873
PM Peak (17:00 - 18:00)	0.596	0.278	0.874	501	234	735

Table 6.2 | Person Trip Rates and Forecast Trip Generation

6.18 **Table 6.2** indicates that the allocation of 840 dwellings is forecast to generate a total of 873 all-mode two-way trips in the morning peak hour and a total of 735 all-mode two-way trips in the evening peak hour.

6.19 To provide a breakdown of these trips by mode of travel, 2011 Census data for the Middle Layer Super Output Area (MSOA) within which the site is based, South Kesteven 014, has been used in the absence of more recent appropriate data from 2021. The mode split and resulting breakdown of trips by mode based on 2011 travel patterns are presented in **Table 6.3** below, whilst the full Census data is provided in **Appendix E**.

6.20 As there is no rail station within Market Deeping, trips by rail are assumed to make their journey to the nearest rail station by car. For robustness, those classified as not in employment have been removed from the Census data. The mode shares reported below are from 2011, and do not take into account the potential travel pattern changes associated with the transport interventions reported in **Section 5**.

Mode of Travel	Mode Share	Forecast Trips by Mode			
		AM Peak		PM Peak	
		Arr.	Dep.	Arr.	Dep.
Driving a car or van	82%	149	526	387	181
Passenger in a car or van	6%	10	37	27	13
Bus	4%	7	23	17	8
Motorcycle, scooter or moped	1%	2	5	4	2
Bicycle	2%	5	16	12	5
On foot	5%	10	35	26	12
Other	0%	0	2	1	1
Total	**100%**	**193**	**680**	**501**	**234**

Table 6.3 | Trip Generation by Mode of Transport (2011 Census Mode Split)

6.21 **Table 6.3** indicates that the most significant mode of travel was vehicle driver in 2011, and that applying this modal share to the proposed allocation of 840 dwellings results in 675 two-way trips forecast in the AM peak hour and 568 in the PM peak hour.

6.22 The most popular form of active travel in 2011 was walking, with 5% of journeys on foot. The additional volumes of pedestrians and cyclist trips generated by the proposed development are of a magnitude that would be able to be accommodated by the existing sustainable travel networks and improvements identified.

Vehicular Trip Destinations

6.23 To provide an indication of the potential destinations of vehicular trips generated by the allocation, reference has been made to 2011 Census Journey to Work travel patterns for the MSOA South Kesteven 014, which includes the town of Market Deeping.

6.24 The data has been filtered to identify where the residents with the area were travelling by car. These proportions have been applied to the car trips identified above to provide an indication of the likely destinations of off-site car trips. This is illustrated in **Figure 6.1**.

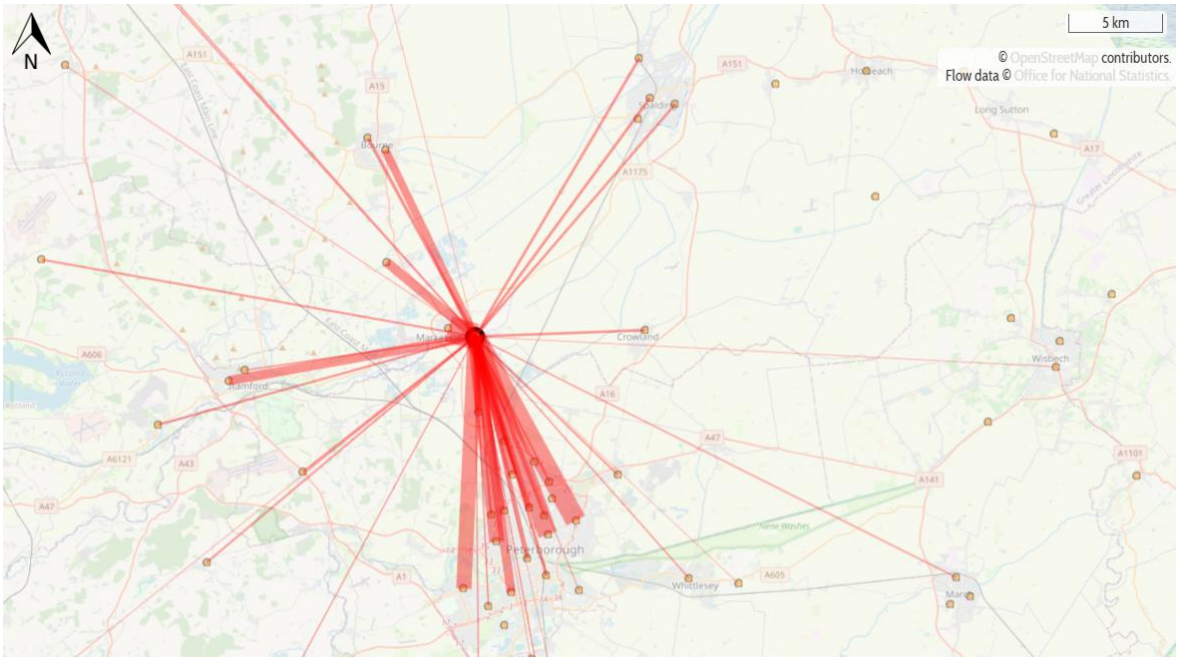


Figure 6.1 | Extract from DataShine Commute

6.25 As part of the further assessment and promotion of the site, opportunities will be explored to provide sustainable travel alternatives to these destinations to reduce local impacts on the network.

Potential Routing of Trips

6.26 To identify the local routes that these trips may use, reference has been made to Google Maps, in July 2025 to identify the quickest available route to these destinations from the access points.

6.27 Assessment of the quickest routes from Market Deeping to these locations indicates there are eleven main routes which vehicles will use within the study area. These main routes are illustrated in **Figure 6.2**.

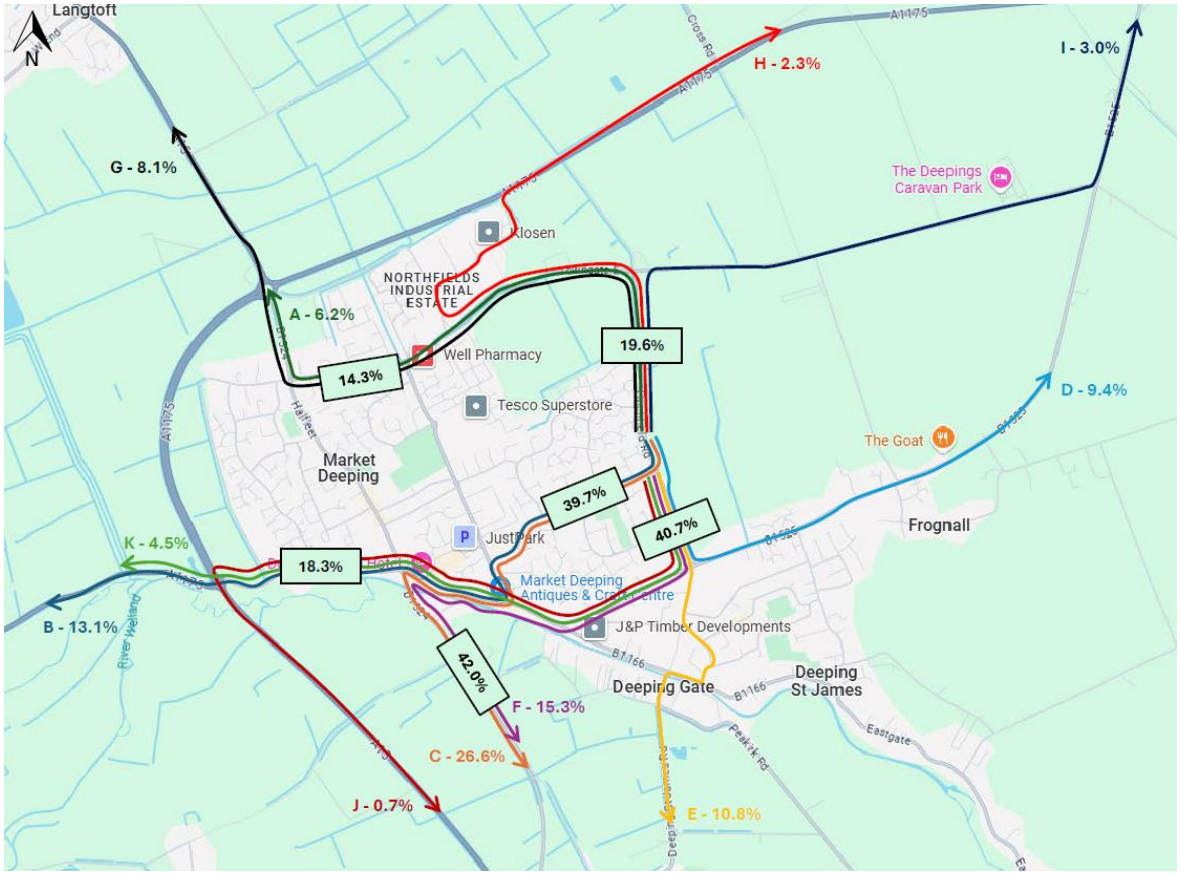


Figure 6.2 | Vehicular Trip Assignment Routes

6.28 It should be noted that South Kesteven District Council are in the process of producing the Transport Evidence Base for the review of the Local Plan. This will likely consider the cumulative impacts of all allocations in the area using more comprehensive strategic modelling tools.

6.29 The information in this note provides an early indication of the scope of network impacted by development in this location specifically. It is intended to complement the emerging early evidence base work, not replace or contradict subsequent publications which explore impacts to a greater degree of detail.

Summary

6.30 With reference to paragraph 115(b) of the NPPF, safe and suitable access to the site can be achieved for all users with the access strategy proposed. Furthermore, with reference to paragraph 109, the assessment of multi-modal trips and the assignment of vehicular trips to the network set out in this section ensures that potential transport issues are being considered at the earliest stages of plan making, particularly paragraph 109(c) which involves understanding potential impacts of development on transport networks.

7 Summary and Conclusions

Summary

7.1 Rappor has been appointed by Rosconn Group to prepare a Sustainable Transport Strategy Note in support of the allocation of up to 840 dwellings on Land East of Linchfield Road, Market Deeping through the South Kesteven Local Plan review.

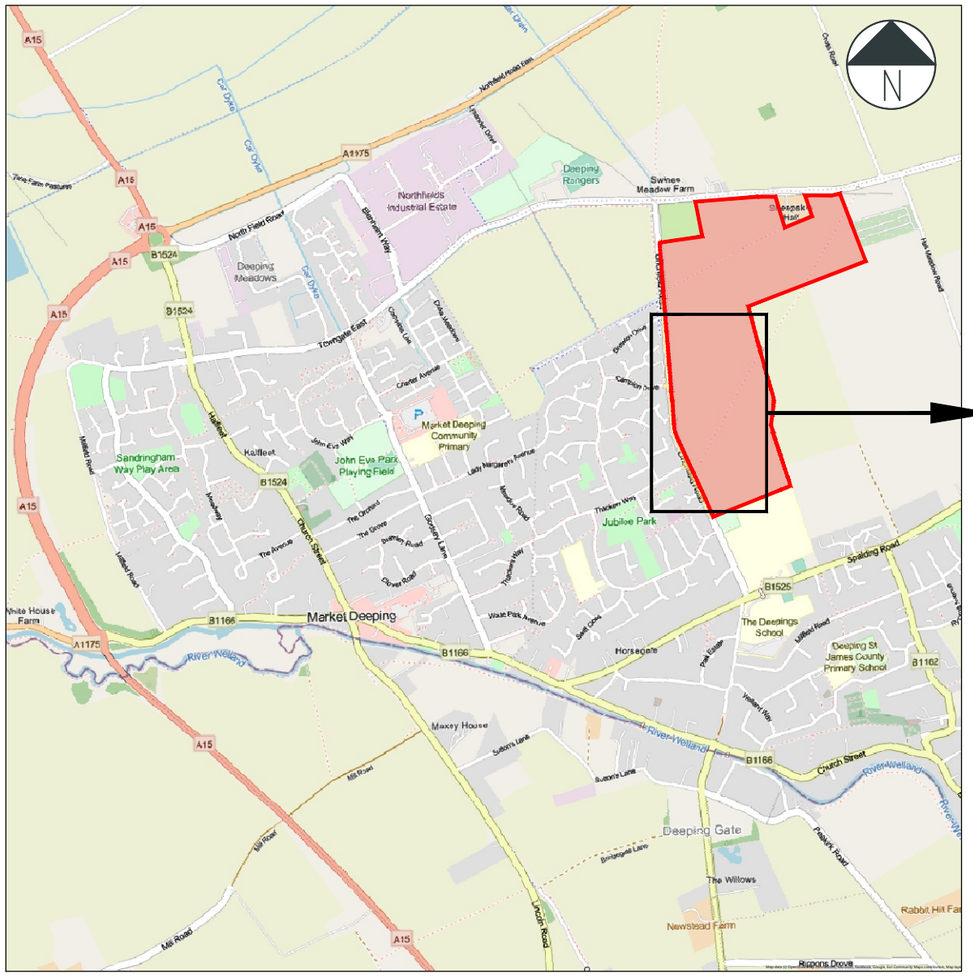
7.2 This note has demonstrated:

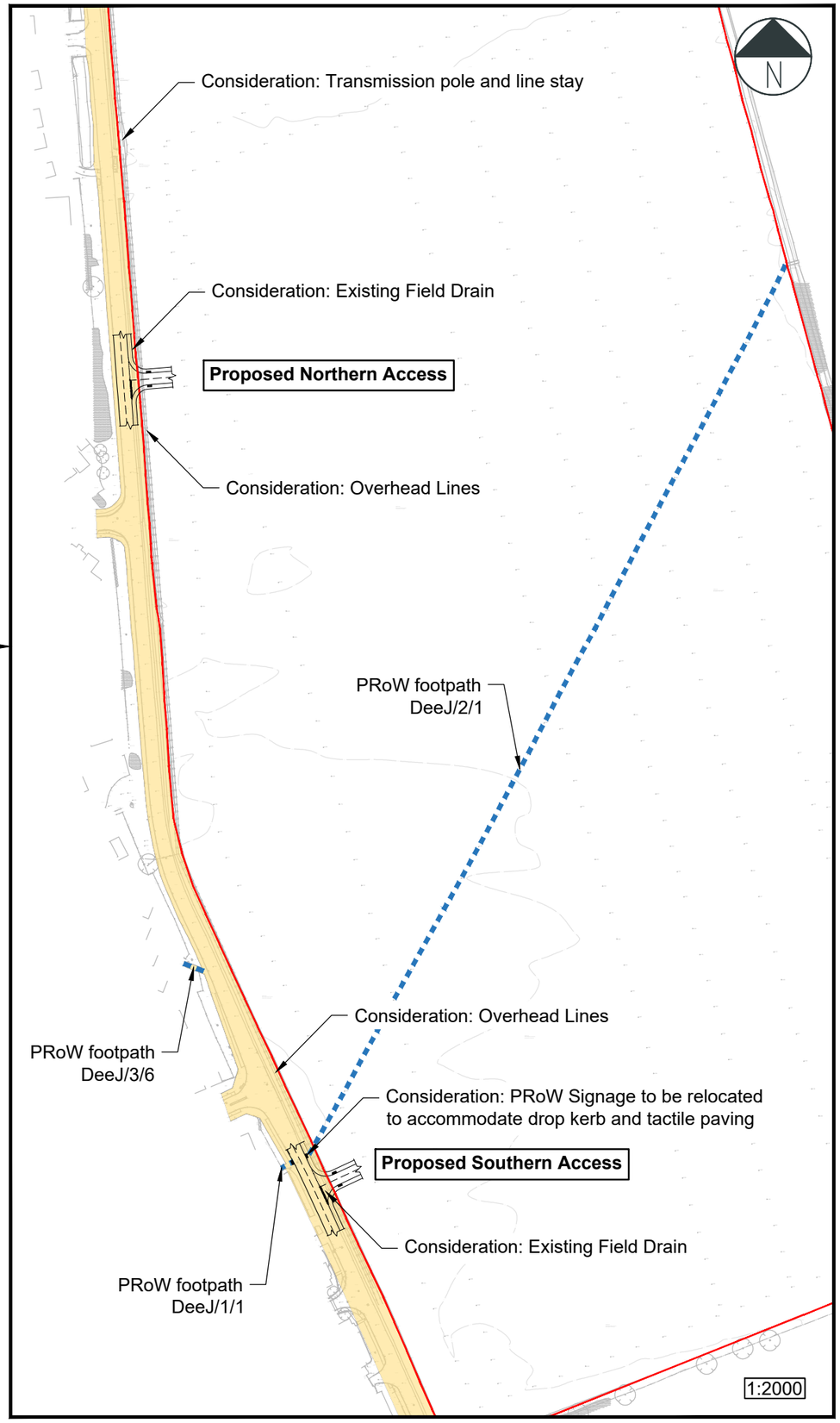
a) The site has available access points on Linchfield Road, with adequate visibility, from the existing public highway that is capable of serving the proposed development;
b) The site is well-positioned within walking and cycling distance of a broad range of services and facilities, including education, healthcare, employment, green spaces, community facilities, and retail outlets.
c) No significant or evidenced highway issues have been identified that would constrain the development of the site or compromise the safety or operation of the local highway network;
d) The proposed accesses to the site would not result in any adverse impacts on the highway network, and therefore does not conflict with local or national policy objectives relating to transport and accessibility; and
e) The site benefits from connectivity to existing walking, cycling and public transport networks, presenting opportunities to further enhance the quality of connections into the town centre and incorporate aspirations set out in the Deepings Neighbourhood Plan.

Conclusions

7.3 This document has demonstrated that the site can be considered a sustainable location, and that safe and suitable access can be provided for all users with no adverse impact on the existing highway network. As such, there are no transport reasons why the site should not be allocated in the emerging Local Plan.

Appendix A - Proposed Access Arrangement Drawings





Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. The topographical survey was received from Interlocks Surveys Limited, drawing number 250272.1, dated 01.07.2025.
3. Highway boundary information has been provided by Lincolnshire County Council, 24.02.25, and has been overlaid by Rappor onto the Topographical Survey on a best fits basis.
4. Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.
5. The layout is subject to detailed design, ground investigations & earth modelling, road safety audit, and utilities & services.
6. Use of the drawing does not absolve the client from their responsibilities in regards to health & safety and CDM regulations.

Key:

Indicative Highway Boundary

Existing Public Right of Way (PRoW)

Rev	Date	Details	By	Chkd	Appd
P01	12.08.25	Northern Access location revised	EC	KS	KS
-	28.07.25	First Issue	EC	KS	KS

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rappor.co.uk

CLIENT: Rosconn Group

PROJECT: Linchfield Road (SKPR-330) Market Deeping

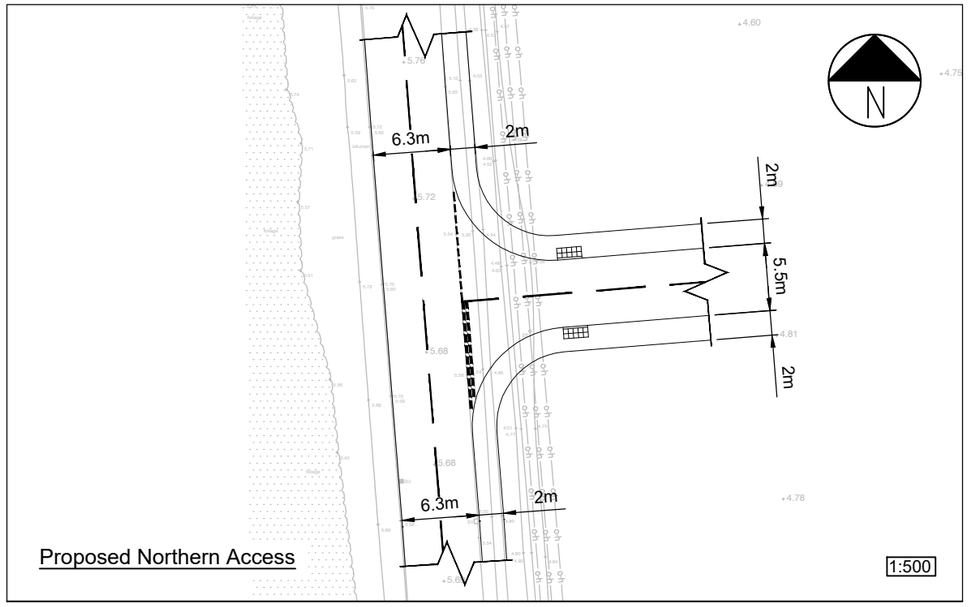
TITLE: Proposed Access Arrangement 1 of 3

STATUS: For Information

Scale @ A3 AS SHOWN

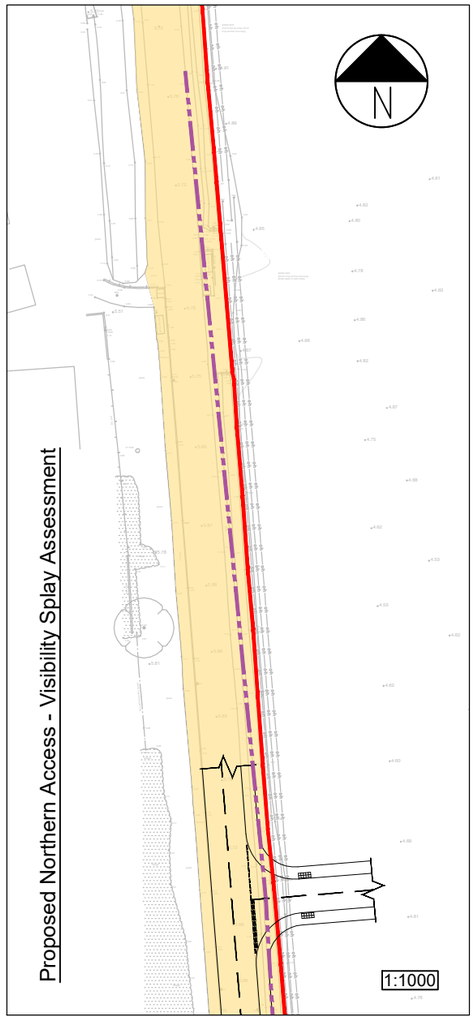
DRAWING NO: 250435-RAP-XX-XX-DR-TP-3200

REVISION: P01



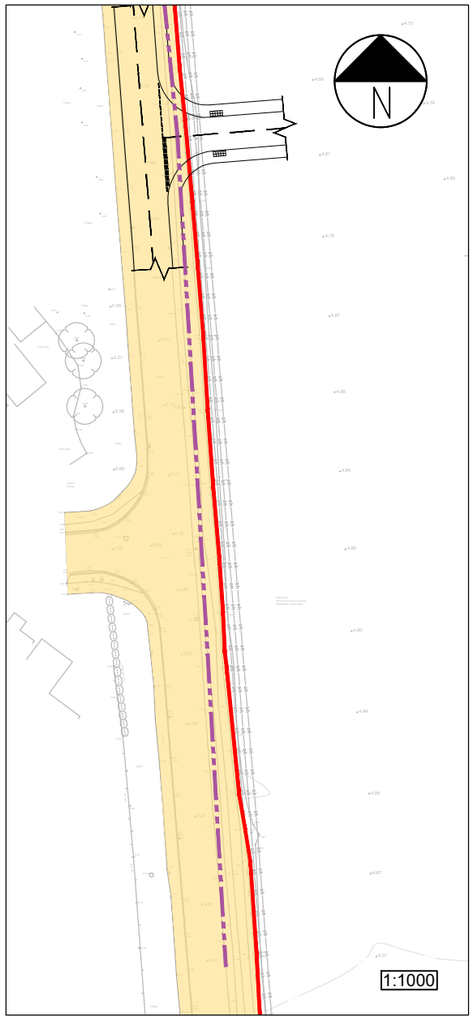
Proposed Northern Access

1:500



Proposed Northern Access - Visibility Splay Assessment

1:1000



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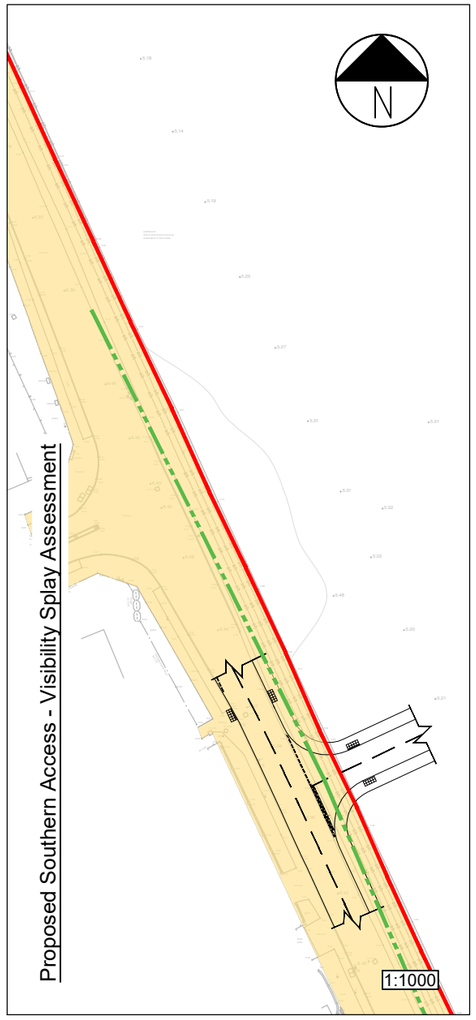
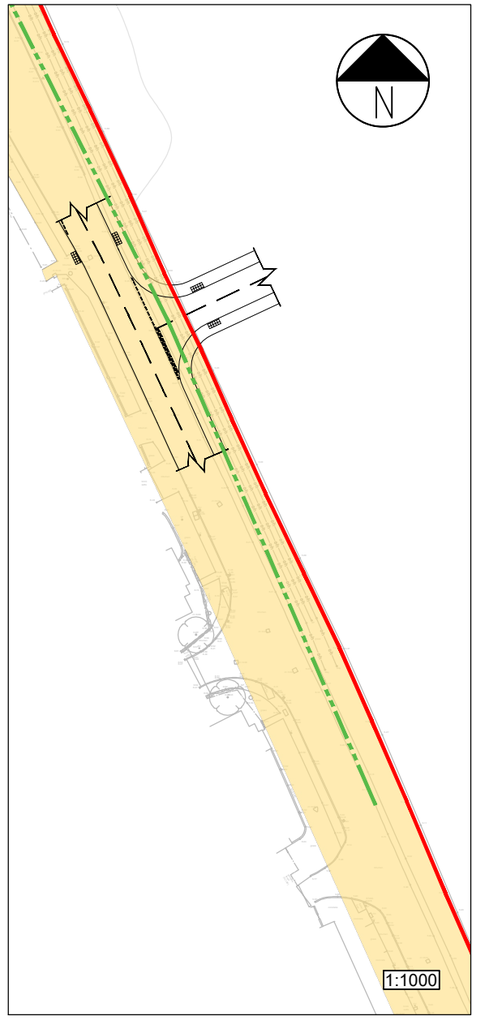


Proposed Southern Access - Visibility Splay Assessment

1:1000



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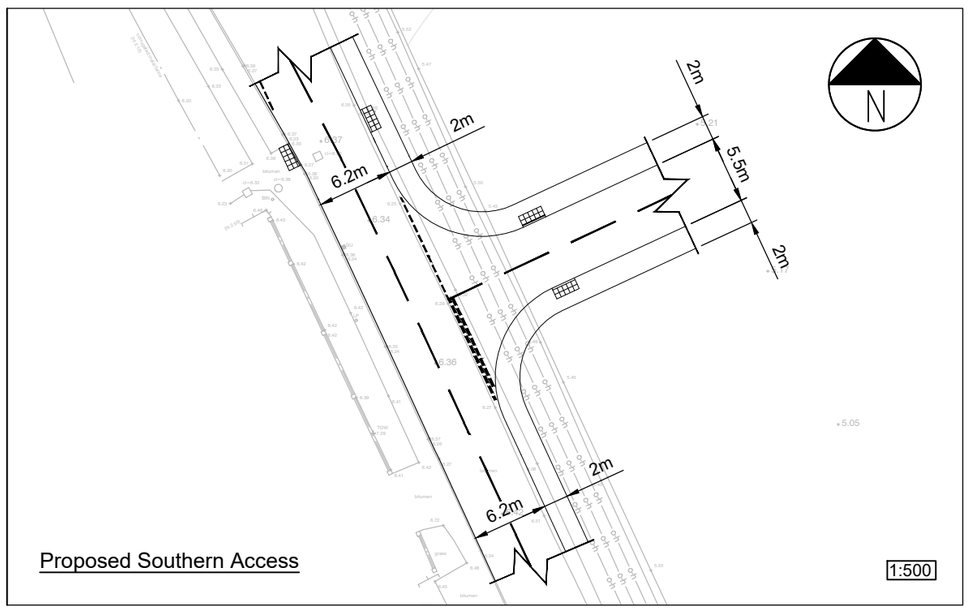

Proposed Southern Access

1:500

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7. At this stage, it is assumed that bus services will continue to operate along Linchfield Road rather than route directly through the site. However, if direct services through the site are considered beneficial, there's flexibility to increase the access road width to 6.5m to accommodate this.

Key:

- Adopted Highway Boundary
- 2.4m x 135.5m Visibility Splay (47mph)
- 2.4m x 85.5m Visibility Splay (35.5mph)

Rev	Date	Details	By	Chkd	Appd
P01	12.08.25	Northern Access location revised	EC	KS	KS
-	28.07.25	First Issue	EC	KS	KS

rappor

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CLIENT: Rosconn Group

PROJECT: Linchfield Road (SKPR-330)
Market Deeping

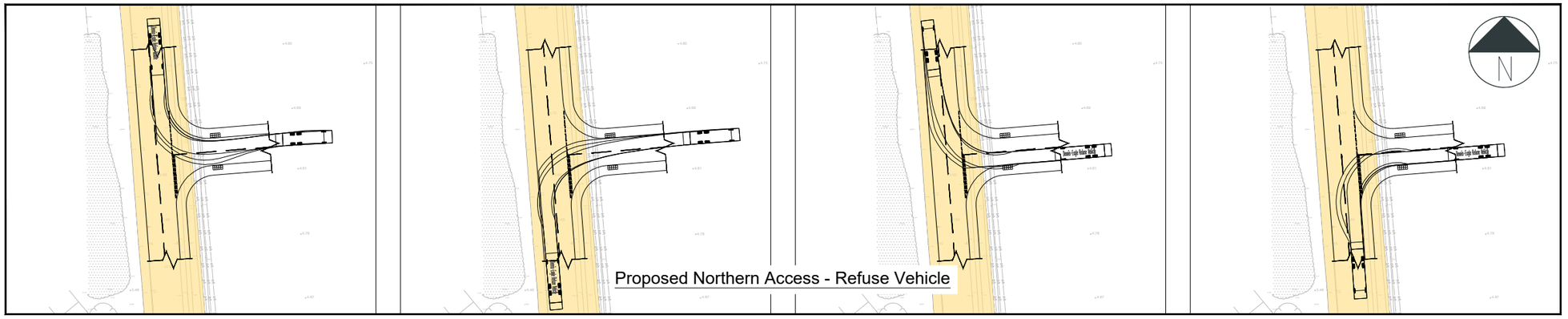
TITLE: Proposed Access Arrangement
2 of 3

STATUS: For Information

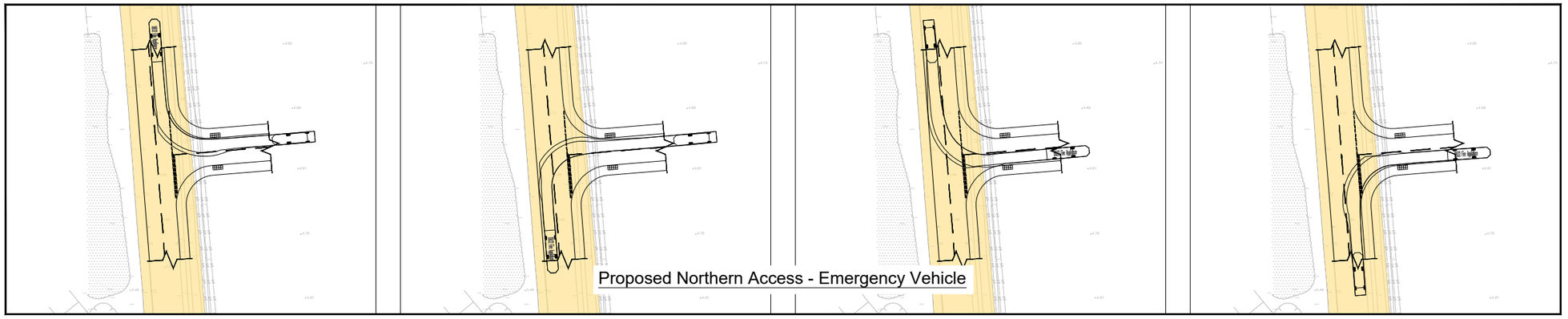
Scale @ A3: AS SHOWN

DRAWING NO: 250435-RAP-XX-XX-DR-TP-3201

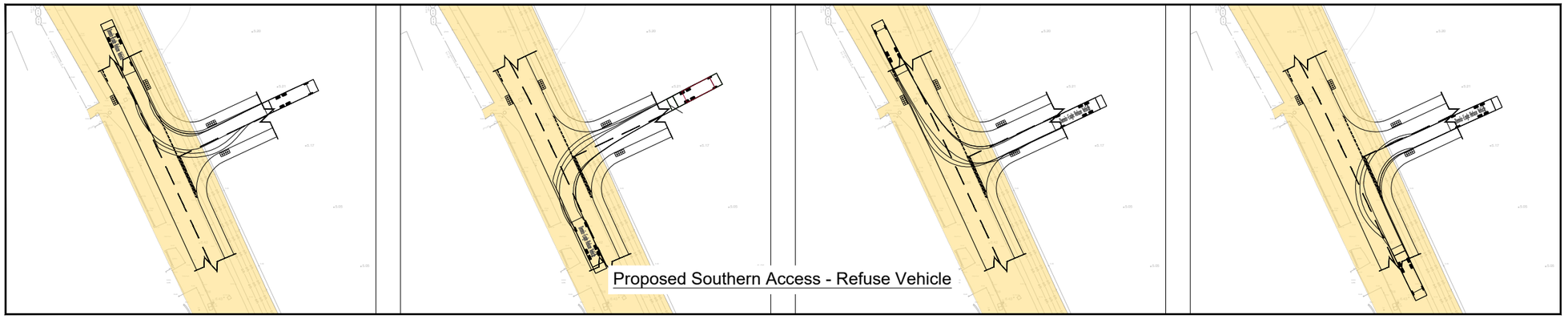
REVISION: P01



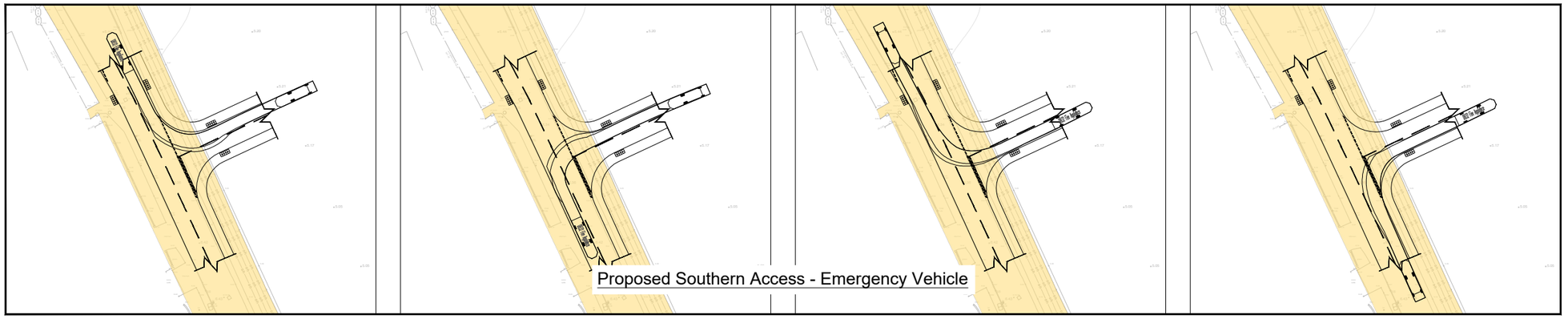
Proposed Northern Access - Refuse Vehicle



Proposed Northern Access - Emergency Vehicle



Proposed Southern Access - Refuse Vehicle



Proposed Southern Access - Emergency Vehicle

Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
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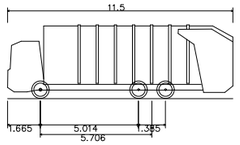
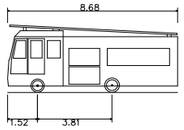
Vehicle Profile:



Dennis–Eagle Refuse Vehicle	
Overall Length	11.500m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.310m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m



DB32 Fire Appliance	
Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m

Rev	Date	Details	By	Chkd	Appd
P01	12.08.25	Northern Access location revised	EC	KS	KS
-	28.07.25	First Issue	EC	KS	KS

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CLIENT:
Rosconn Group

PROJECT:
Linchfield Road (SKPR-330)
Market Deeping

TITLE:
Proposed Access Arrangement
3 of 3

STATUS: For Information

Scale @ A3: 1:1000

DRAWING NO: 250435-RAP-XX-XX-DR-TP-3202

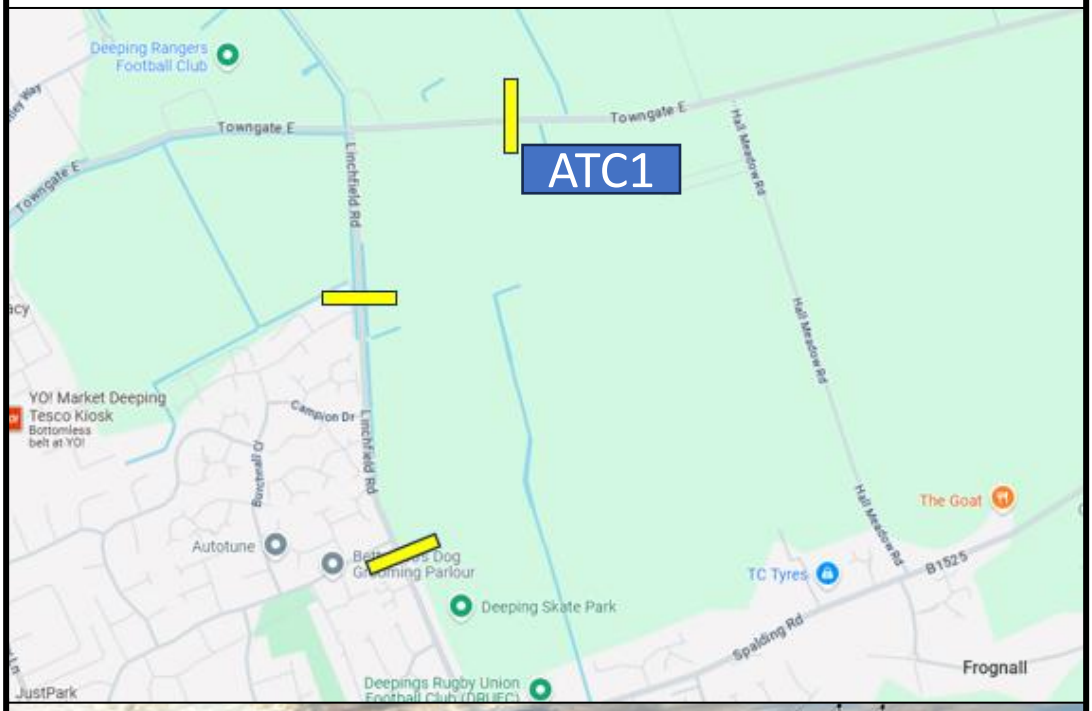
REVISION: P01

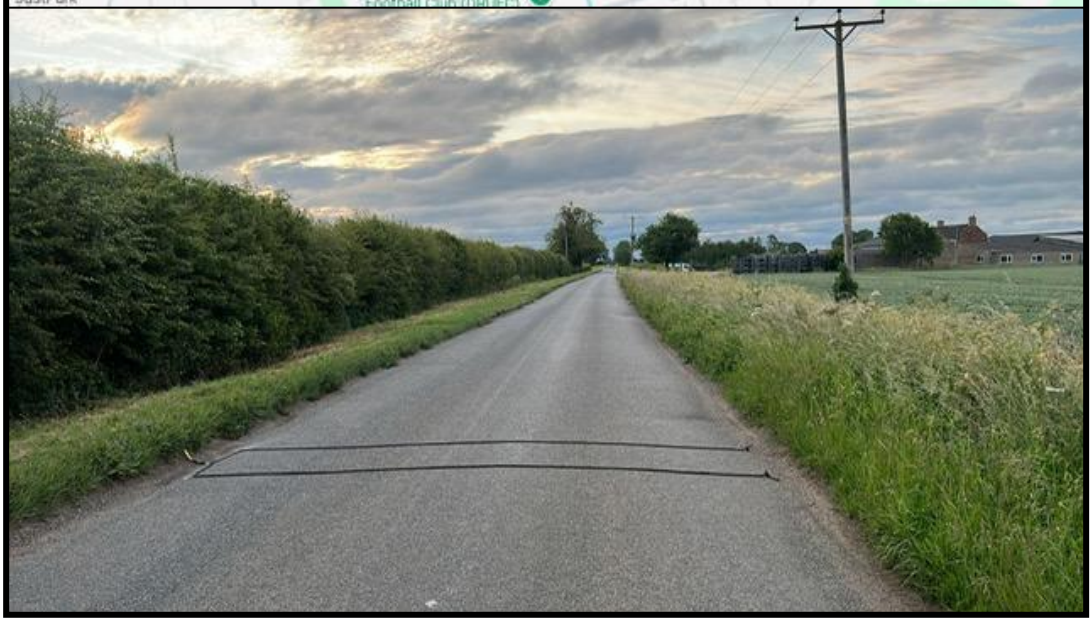
Appendix B - Traffic Surveys

CHARGE SURVEYS

Survey Type: Automatic Traffic Counter

Location: Market Deeping, Peterborough





CHARGE SURVEYS

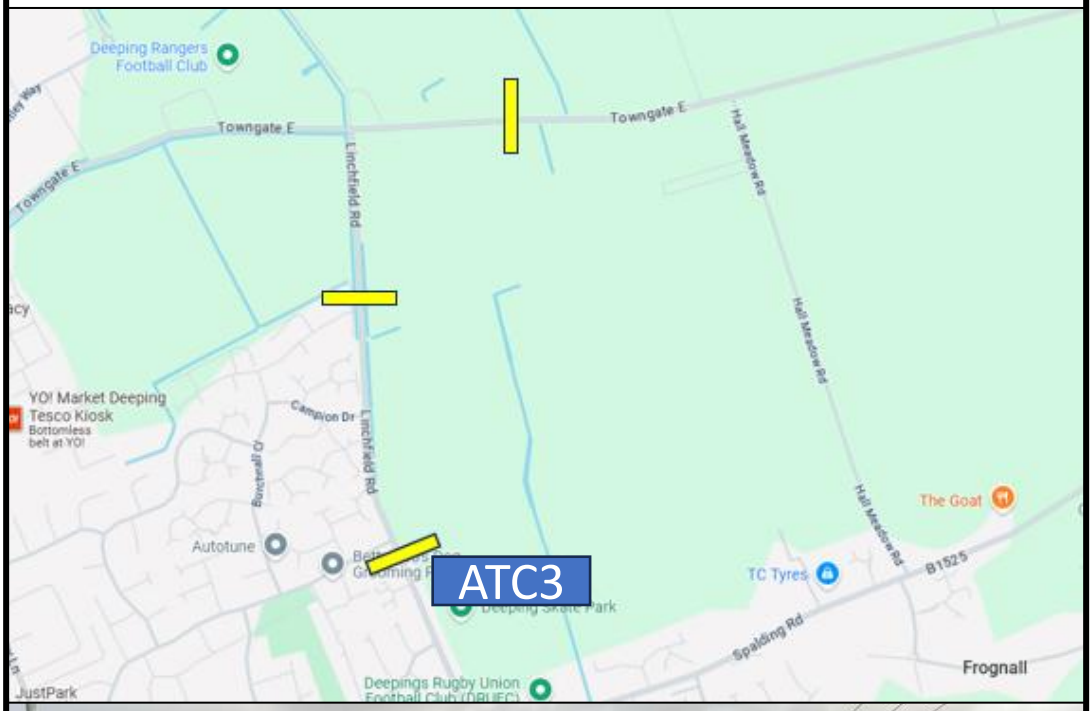
Survey Type: Automatic Traffic Counter

Location: Market Deeping, Peterborough

CHARGE SURVEYS

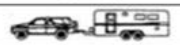
Survey Type: Automatic Traffic Counter

Location: Market Deeping, Peterborough



CHARGE SURVEYS

SITE: ATC 1 - Towngate E, Peterborough (52.687836, -0.297271)

Class		Axles	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	d(1)>=1.7m, d(1)<=3.2m & axles=2		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		
3	TB2	2	2	Two axle truck or Bus	d(1)>3.2m & axles=2		Medium
4	TB3	3	2	Three axle truck or Bus	axles=3 & groups=2		
5	T4	>3	2	Four axle truck	axles>3 & groups=2		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	d(1)>3.2m, axles=3 & groups=3		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 5 & groups>2		
9	ART6	>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	axles=6 & groups>2 or axles>6 & groups=3		
10	BD	>6	4	B-Double or Heavy truck and trailer	groups=4 & axles>6		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	groups=5,6 & axles>6		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	groups>6 & axles>6		
14	M/C	2	1 OR 2	Motorcycle	d(1)>=1.18m, d(1)<=1.7m & axles=2		Light
15	CYCLE	2	1 OR 2	Cycle	d(1)<1.18 & axles=2		

	Eastbound	Westbound
Total	**6660**	**6167**
Mean Speed	**44.8**	**45**
85%	**52.7**	**53.5**

CHARGE SURVEYS

SITE: ATC 1 - Towngate E, Peterborough

LOCATION: Attached to hedgerow

GRID REFERENCE: 52.687836, -0.297271

DIRECTION: EASTBOUND

SPEED LIMIT: NSL

11 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.4	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.5	-
0500	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	48.6	-
0600	28	25	0	1	0	2	0	0	0	0	0	0	0	0	0	47.1	55.4
0700	57	51	0	5	0	0	0	0	0	0	0	0	0	0	1	44.7	54.9
0800	64	58	0	3	1	0	0	0	0	0	0	0	0	0	2	43.7	52.1
0900	66	59	0	5	0	0	0	0	0	0	0	0	0	0	2	41.3	48.7
1000	55	46	0	6	1	1	0	0	0	0	0	0	0	1	0	40.3	46.7
1100	57	48	0	8	0	0	0	0	1	0	0	0	0	0	0	42.3	50.7
1200	63	56	0	5	0	0	0	0	0	0	0	0	0	2	0	42.1	48.9
1300	64	58	0	5	0	0	0	0	0	0	0	0	0	1	0	42.3	49
1400	59	48	0	10	0	0	0	0	0	0	0	0	0	1	0	40.6	50.6
1500	100	83	0	15	1	0	0	0	0	0	0	0	0	1	0	44.3	51.4
1600	103	96	0	2	1	0	0	0	0	0	0	0	0	2	2	44.6	52.2
1700	97	86	0	9	0	0	0	0	0	0	0	0	0	1	1	44.5	52.3
1800	66	61	0	4	0	0	0	0	0	0	0	0	0	1	0	46.6	56.2
1900	55	50	0	4	0	0	0	0	0	0	0	0	0	1	0	45.1	52.3
2000	31	27	0	4	0	0	0	0	0	0	0	0	0	0	0	45.5	55
2100	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	47.1	54.8
2200	13	11	0	1	0	0	0	0	0	0	0	0	0	1	0	44.9	60.1
2300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	50.4	-
07-19	**851**	**750**	**0**	**77**	**4**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**10**	**8**	**43.3**	**51**
06-22	**980**	**867**	**0**	**86**	**4**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**11**	**8**	**43.7**	**51.4**
06-00	**996**	**881**	**0**	**87**	**4**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**12**	**8**	**43.7**	**51.4**
00-00	**1008**	**892**	**0**	**88**	**4**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**12**	**8**	**43.7**	**51.6**

12 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	45.3	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	57.4	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	47	-
0500	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	47.2	-
0600	36	30	0	2	0	4	0	0	0	0	0	0	0	0	0	49.3	56.9
0700	58	49	0	8	0	0	0	0	0	0	0	0	0	0	1	45.4	52.9
0800	87	76	0	8	1	1	0	0	0	0	0	0	0	0	1	42.7	50.8
0900	56	51	0	4	1	0	0	0	0	0	0	0	0	0	0	41.9	49.3
1000	65	52	0	13	0	0	0	0	0	0	0	0	0	0	0	42.1	49.6
1100	86	68	0	11	1	2	0	0	0	0	0	0	0	2	2	41.6	50.5
1200	74	66	0	6	0	0	0	0	0	0	0	0	0	0	2	42	49.1
1300	68	62	0	2	0	0	0	0	0	2	0	0	0	1	1	43	52.2
1400	69	61	0	4	1	1	0	0	0	1	0	0	0	0	1	41	49.8
1500	82	70	0	11	1	0	0	0	0	0	0	0	0	0	0	43.8	50.3
1600	91	81	0	7	0	0	0	0	0	0	0	0	0	2	1	43.8	50.3
1700	93	86	2	2	0	0	0	0	0	0	0	0	0	3	0	44.7	52.4
1800	67	65	0	2	0	0	0	0	0	0	0	0	0	0	0	45.3	52.6
1900	42	42	0	0	0	0	0	0	0	0	0	0	0	0	0	46.8	55.7
2000	34	29	0	3	0	0	0	1	0	0	0	0	0	1	0	46.2	55.7
2100	19	17	0	2	0	0	0	0	0	0	0	0	0	0	0	48.3	62.4
2200	8	6	0	1	0	0	0	0	0	0	0	0	0	1	0	48.5	-
2300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	43.4	-
07-19	**896**	**787**	**2**	**78**	**5**	**4**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**8**	**9**	**43.1**	**50.8**
06-22	**1027**	**905**	**2**	**85**	**5**	**8**	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**9**	**9**	**43.7**	**51.3**
06-00	**1038**	**914**	**2**	**86**	**5**	**8**	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**10**	**9**	**43.7**	**51.6**
00-00	**1047**	**922**	**2**	**87**	**5**	**8**	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**10**	**9**	**43.8**	**51.6**

13 June 2025

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp

[--		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	58.6	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	51.9	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.3	-
0500	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	46.3	-
0600	26	21	0	3	0	2	0	0	0	0	0	0	0	0	0	49.7	57.5
0700	51	41	0	8	0	0	0	0	0	0	0	0	0	1	1	46.4	55.1
0800	76	67	0	9	0	0	0	0	0	0	0	0	0	0	0	45.8	53.5
0900	58	53	0	4	0	0	0	0	0	0	0	0	0	0	1	44.5	51.6
1000	51	48	0	3	0	0	0	0	0	0	0	0	0	0	0	43.7	52.2
1100	67	57	0	6	0	0	0	2	0	0	0	0	0	2	0	45.2	50.9
1200	67	58	0	8	0	0	0	0	0	0	0	0	0	1	0	43	51
1300	77	68	0	7	0	0	0	0	0	0	0	0	0	1	1	44.8	53.1
1400	69	57	0	10	0	0	0	0	0	0	0	0	0	1	1	43.2	50.6
1500	78	62	0	12	1	0	0	0	0	0	0	0	0	3	0	46.2	55
1600	100	89	1	6	0	0	0	1	0	0	0	0	0	2	1	47.7	52.9
1700	89	81	0	6	0	0	0	0	0	0	0	0	0	1	1	46.5	55.1
1800	71	66	0	4	0	0	0	0	0	0	0	0	0	0	1	44.1	53.5
1900	45	40	0	3	1	0	0	0	0	0	0	0	0	1	0	46.6	55.3
2000	36	32	0	4	0	0	0	0	0	0	0	0	0	0	0	49	58.5
2100	22	21	0	1	0	0	0	0	0	0	0	0	0	0	0	45.6	54.6
2200	21	19	0	1	0	0	0	0	0	0	0	0	0	1	0	49.1	65.8
2300	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	46.4	-
07-19	**854**	**747**	**1**	**83**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**12**	**7**	**45.2**	**52.9**
06-22	**983**	**861**	**1**	**94**	**2**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**13**	**7**	**45.6**	**53.6**
06-00	**1010**	**886**	**1**	**95**	**2**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**14**	**7**	**45.6**	**53.6**
00-00	**1021**	**897**	**1**	**95**	**2**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**14**	**7**	**45.7**	**53.8**

14 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	46.1	-
0100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	61.5	-
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	51.3	-

0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	58.9	-
0600	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	47.7	-
0700	21	17	0	4	0	0	0	0	0	0	0	0	0	0	0	47.6	57.9
0800	43	41	1	1	0	0	0	0	0	0	0	0	0	0	0	43.6	50.9
0900	56	55	1	0	0	0	0	0	0	0	0	0	0	0	0	44.4	52.4
1000	89	84	0	2	0	0	0	0	0	0	0	0	0	1	2	43	50.1
1100	81	68	0	5	0	0	0	0	0	0	0	0	0	8	0	43.3	50.1
1200	71	68	0	0	0	0	1	0	0	0	0	0	0	1	1	44.2	50.6
1300	72	64	0	7	0	0	0	0	0	0	0	0	0	1	0	45.5	53.1
1400	70	68	0	2	0	0	0	0	0	0	0	0	0	0	0	44.6	51.9
1500	78	72	0	3	0	0	0	0	0	0	0	0	0	2	1	45.6	53.5
1600	62	57	1	3	0	0	0	0	0	0	0	0	0	1	0	46.1	53.4
1700	54	48	0	4	0	0	0	0	0	0	0	0	0	2	0	47.9	58.4
1800	54	52	0	2	0	0	0	0	0	0	0	0	0	0	0	47	54.2
1900	39	35	0	1	0	1	0	0	0	0	0	0	0	2	0	45.3	50.9
2000	25	24	0	0	0	0	0	0	0	0	0	0	0	0	1	48.5	60.5
2100	32	31	0	0	0	0	0	0	0	0	0	0	0	1	0	45.9	52.3
2200	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	52.1	-
2300	14	13	0	1	0	0	0	0	0	0	0	0	0	0	0	45.8	56.2
07-19	**751**	**694**	**3**	**33**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**4**	**45**	**51.9**
06-22	**855**	**790**	**3**	**36**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**5**	**45.1**	**52**
06-00	**876**	**809**	**3**	**38**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**5**	**45.2**	**52.2**
00-00	**886**	**819**	**3**	**38**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**5**	**45.3**	**52.6**

15 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	46.8	-
0100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	46.7	-
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	37.2	-
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	38.9	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	50.8	-
0600	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	45.4	-
0700	9	7	0	0	0	0	0	0	0	0	0	0	0	0	2	41.9	-

0800	16	13	0	1	0	0	0	0	0	0	0	0	0	0	2	41.7	53.1
0900	29	27	0	0	0	0	0	0	0	0	0	0	0	0	2	41.4	50.9
1000	66	57	0	4	0	0	0	0	0	0	0	0	0	3	2	43.8	51.4
1100	80	75	0	3	0	0	0	0	0	0	0	0	0	0	2	43.4	51.6
1200	72	65	1	3	0	0	0	0	0	0	0	0	0	3	0	43.6	50.8
1300	81	78	0	2	0	1	0	0	0	0	0	0	0	0	0	44.3	51.8
1400	59	58	0	1	0	0	0	0	0	0	0	0	0	0	0	48	53.4
1500	58	55	0	1	0	0	0	0	0	0	0	0	0	2	0	50.8	60.1
1600	55	50	0	2	0	0	0	0	0	0	0	0	0	1	2	44.1	53.9
1700	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	45.7	56.9
1800	33	27	0	3	0	0	0	0	0	0	0	0	0	0	3	43.5	54.9
1900	33	30	0	1	2	0	0	0	0	0	0	0	0	0	0	45.4	53.8
2000	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	45.8	53.6
2100	22	18	0	1	0	0	0	0	0	0	0	0	0	2	1	47.5	57.8
2200	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	53.5	-
2300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	47.3	-
07-19	**588**	**542**	**1**	**20**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**15**	**44.8**	**52.8**
06-22	**667**	**613**	**1**	**23**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**16**	**45**	**53.1**
06-00	**676**	**620**	**1**	**25**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**16**	**45.1**	**53.2**
00-00	**694**	**638**	**1**	**25**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**16**	**45.1**	**53.2**

16 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	52.3	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.5	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	58.8	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.6	-
0400	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	46.6	-
0500	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	47	-
0600	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	48.9	60.4
0700	55	42	0	11	1	0	0	0	0	0	0	0	0	0	1	47.6	57.5
0800	83	71	0	9	0	0	0	0	0	0	0	0	0	0	3	41.7	52.4
0900	60	49	0	6	0	1	0	0	0	0	0	0	0	3	1	44.4	52
1000	51	41	0	8	0	0	0	0	0	0	0	0	0	0	2	43.3	50
1100	67	56	1	7	0	0	0	0	0	0	0	0	0	1	2	42.8	49
1200	77	68	0	7	0	0	0	0	0	0	0	0	0	1	1	42.6	50.6

1300	61	56	0	5	0	0	0	0	0	0	0	0	0	0	0	44.3	51.4
1400	67	59	0	6	0	0	1	0	0	0	0	0	0	1	0	45.4	54.1
1500	77	68	0	8	0	0	0	0	0	0	0	0	0	0	1	44.2	51.1
1600	91	79	0	9	0	1	0	1	0	0	0	0	0	0	1	47	52.8
1700	103	98	0	5	0	0	0	0	0	0	0	0	0	0	0	47.1	53
1800	63	56	0	3	1	0	0	0	0	0	0	0	0	2	1	45.2	53.5
1900	41	40	0	1	0	0	0	0	0	0	0	0	0	0	0	45.7	56.4
2000	32	30	0	2	0	0	0	0	0	0	0	0	0	0	0	50.4	62
2100	26	24	0	1	0	0	0	0	0	0	0	0	0	1	0	45.9	59.9
2200	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	43.2	55.6
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	63.4	-
07-19	**855**	**743**	**1**	**84**	**2**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**8**	**13**	**44.7**	**52.3**
06-22	**973**	**855**	**1**	**89**	**2**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**9**	**13**	**45**	**52.9**
06-00	**986**	**868**	**1**	**89**	**2**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**9**	**13**	**45**	**52.9**
00-00	**1002**	**881**	**1**	**92**	**2**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**9**	**13**	**45.1**	**52.9**

17 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	52.1	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	46.3	-
0500	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	48.5	-
0600	25	21	0	3	0	0	0	0	0	0	0	0	0	1	0	48.6	57.3
0700	51	44	0	7	0	0	0	0	0	0	0	0	0	0	0	47.8	55.6
0800	83	73	1	9	0	0	0	0	0	0	0	0	0	0	0	43.6	52.7
0900	56	51	1	4	0	0	0	0	0	0	0	0	0	0	0	43	51.7
1000	62	58	0	2	0	1	0	0	0	0	0	0	0	1	0	42	52.6
1100	52	43	0	8	0	0	0	0	0	1	0	0	0	0	0	42.5	49
1200	66	57	0	7	0	1	0	0	0	0	0	0	0	1	0	44.9	52
1300	59	51	0	7	0	0	0	0	0	0	0	0	0	1	0	43.4	51.1
1400	75	62	0	10	0	0	0	0	0	0	0	0	0	3	0	43.9	51.1
1500	77	65	0	11	0	0	0	0	0	0	0	0	0	0	1	45	54.9
1600	87	80	0	6	0	0	0	0	0	0	0	0	0	0	1	46.4	56.3
1700	92	87	0	1	0	0	0	0	0	0	0	0	0	2	2	47.3	55.5

1800	63	58	0	4	0	0	0	0	0	0	0	0	0	0	1	45.1	53.1
1900	45	41	1	1	0	0	0	0	0	0	0	0	0	2	0	45.6	53.6
2000	43	39	0	3	0	0	0	0	0	0	0	0	0	0	1	43.7	53.1
2100	37	35	0	1	0	0	0	0	0	0	0	0	0	1	0	47.3	58
2200	11	10	0	0	0	0	0	0	0	0	0	0	0	1	0	43.9	49.5
2300	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	47.2	-
07-19	**823**	**729**	**2**	**76**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**8**	**5**	**44.7**	**53.1**
06-22	**973**	**865**	**3**	**84**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**12**	**6**	**44.9**	**53.2**
06-00	**990**	**881**	**3**	**84**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**13**	**6**	**44.9**	**53.2**
00-00	**1002**	**892**	**3**	**85**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**13**	**6**	**44.9**	**53.2**

SITE: ATC 1 - Towngate E, Peterborough LOCATION: Attached to hedgerow

GRID REFERENCE: 52.687836, -0.297271 DIRECTION: EASTBOUND SPEED LIMIT: NSL

11 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	35.4	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	34.5	-
0500	10	0	0	0	1	0	2	1	3	3	0	0	0	0	0	0	48.6	-
0600	28	0	0	0	1	1	6	9	7	4	0	0	0	0	0	0	47.1	55.4
0700	57	0	1	1	0	8	16	17	9	5	0	0	0	0	0	0	44.7	54.9
0800	64	1	1	2	0	5	20	22	9	3	0	0	1	0	0	0	43.7	52.1
0900	66	1	1	1	3	12	23	16	7	1	1	0	0	0	0	0	41.3	48.7
1000	55	0	1	0	5	10	19	16	4	0	0	0	0	0	0	0	40.3	46.7
1100	57	0	1	2	2	11	13	15	11	2	0	0	0	0	0	0	42.3	50.7
1200	63	0	0	1	1	7	29	18	6	1	0	0	0	0	0	0	42.1	48.9
1300	64	0	0	1	2	8	28	16	7	2	0	0	0	0	0	0	42.3	49
1400	59	0	1	0	8	14	12	14	8	2	0	0	0	0	0	0	40.6	50.6
1500	100	0	0	0	6	17	23	32	16	1	3	2	0	0	0	0	44.3	51.4
1600	103	1	1	0	3	9	32	26	23	7	1	0	0	0	0	0	44.6	52.2
1700	97	1	2	1	1	4	31	33	21	2	1	0	0	0	0	0	44.5	52.3
1800	66	0	0	0	0	3	23	19	11	10	0	0	0	0	0	0	46.6	56.2
1900	55	0	0	0	1	5	18	17	10	3	1	0	0	0	0	0	45.1	52.3
2000	31	0	0	0	1	4	10	6	7	3	0	0	0	0	0	0	45.5	55
2100	15	0	0	0	1	1	3	3	5	1	1	0	0	0	0	0	47.1	54.8
2200	13	0	1	0	0	3	2	3	1	2	0	0	1	0	0	0	44.9	60.1
2300	3	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	50.4	-
07-19	**851**	**4**	**9**	**9**	**31**	**108**	**269**	**244**	**132**	**36**	**6**	**2**	**1**	**0**	**0**	**0**	**43.3**	**51**
06-22	**980**	**4**	**9**	**9**	**35**	**119**	**306**	**279**	**161**	**47**	**8**	**2**	**1**	**0**	**0**	**0**	**43.7**	**51.4**
06-00	**996**	**4**	**10**	**9**	**36**	**122**	**308**	**282**	**162**	**50**	**9**	**2**	**2**	**0**	**0**	**0**	**43.7**	**51.4**
00-00	**1008**	**4**	**10**	**9**	**37**	**124**	**310**	**283**	**165**	**53**	**9**	**2**	**2**	**0**	**0**	**0**	**43.7**	**51.6**

12 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	45.3	-
0100	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	57.4	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	47	-
0500	4	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0	47.2	-
0600	36	0	0	0	0	1	5	16	8	5	1	0	0	0	0	0	49.3	56.9
0700	58	1	0	0	0	7	17	18	11	2	1	1	0	0	0	0	45.4	52.9
0800	87	0	1	1	5	7	33	23	15	2	0	0	0	0	0	0	42.7	50.8
0900	56	0	1	0	1	13	17	17	6	1	0	0	0	0	0	0	41.9	49.3
1000	65	0	0	1	1	15	21	18	8	1	0	0	0	0	0	0	42.1	49.6
1100	86	0	4	2	4	8	30	24	11	3	0	0	0	0	0	0	41.6	50.5
1200	74	1	1	0	1	12	27	24	6	2	0	0	0	0	0	0	42	49.1
1300	68	0	2	1	5	5	17	22	12	4	0	0	0	0	0	0	43	52.2
1400	69	0	1	0	9	8	27	14	8	2	0	0	0	0	0	0	41	49.8
1500	82	0	0	1	0	8	31	29	9	4	0	0	0	0	0	0	43.8	50.3
1600	91	0	3	1	2	4	26	38	12	4	1	0	0	0	0	0	43.8	50.3
1700	93	0	1	0	3	11	20	35	17	4	2	0	0	0	0	0	44.7	52.4
1800	67	0	0	0	1	9	15	27	11	2	1	1	0	0	0	0	45.3	52.6
1900	42	0	0	0	1	1	13	15	6	5	1	0	0	0	0	0	46.8	55.7
2000	34	0	0	0	0	4	11	9	6	2	1	1	0	0	0	0	46.2	55.7
2100	19	0	0	0	1	1	4	6	4	0	3	0	0	0	0	0	48.3	62.4
2200	8	0	1	0	0	0	0	3	0	3	0	1	0	0	0	0	48.5	-
2300	3	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	43.4	-
07-19	**896**	**2**	**14**	**7**	**32**	**107**	**281**	**289**	**126**	**31**	**5**	**2**	**0**	**0**	**0**	**0**	**43.1**	**50.8**
06-22	**1027**	**2**	**14**	**7**	**34**	**114**	**314**	**335**	**150**	**43**	**11**	**3**	**0**	**0**	**0**	**0**	**43.7**	**51.3**
06-00	**1038**	**2**	**15**	**7**	**34**	**115**	**314**	**340**	**150**	**46**	**11**	**4**	**0**	**0**	**0**	**0**	**43.7**	**51.6**
00-00	**1047**	**2**	**15**	**7**	**34**	**116**	**316**	**342**	**152**	**48**	**11**	**4**	**0**	**0**	**0**	**0**	**43.8**	**51.6**

13 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	58.6	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-

0200	2	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	51.9	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	35.3	-	
0500	7	0	0	0	0	0	4	0	2	1	0	0	0	0	0	0	46.3	-	
0600	26	0	0	0	0	1	5	8	5	5	2	0	0	0	0	0	49.7		57.5
0700	51	1	1	0	0	3	13	14	14	5	0	0	0	0	0	0	46.4		55.1
0800	76	0	2	0	0	4	19	30	13	7	1	0	0	0	0	0	45.8		53.5
0900	58	0	1	0	0	7	16	21	10	2	1	0	0	0	0	0	44.5		51.6
1000	51	0	0	0	1	7	18	14	8	3	0	0	0	0	0	0	43.7		52.2
1100	67	0	0	1	0	5	18	29	12	0	2	0	0	0	0	0	45.2		50.9
1200	67	0	0	1	3	11	21	19	7	4	1	0	0	0	0	0	43		51
1300	77	0	2	0	2	5	23	27	13	2	2	0	1	0	0	0	44.8		53.1
1400	69	0	2	0	3	7	25	20	8	2	1	1	0	0	0	0	43.2		50.6
1500	78	0	0	1	1	10	17	23	15	7	4	0	0	0	0	0	46.2		55
1600	100	0	0	1	0	7	14	42	27	5	3	1	0	0	0	0	47.7		52.9
1700	89	0	1	0	0	6	26	26	21	6	3	0	0	0	0	0	46.5		55.1
1800	71	0	1	0	1	11	20	24	9	4	1	0	0	0	0	0	44.1		53.5
1900	45	0	0	0	0	5	16	9	9	6	0	0	0	0	0	0	46.6		55.3
2000	36	0	0	0	0	2	5	13	10	5	1	0	0	0	0	0	49		58.5
2100	22	0	0	0	0	3	5	8	4	2	0	0	0	0	0	0	45.6		54.6
2200	21	0	0	0	1	3	3	5	5	1	0	2	1	0	0	0	49.1		65.8
2300	6	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	46.4	-	
07-19	**854**	**1**	**10**	**4**	**11**	**83**	**230**	**289**	**157**	**47**	**19**	**2**	**1**	**0**	**0**	**0**	**45.2**		**52.9**
06-22	**983**	**1**	**10**	**4**	**11**	**94**	**261**	**327**	**185**	**65**	**22**	**2**	**1**	**0**	**0**	**0**	**45.6**		**53.6**
06-00	**1010**	**1**	**10**	**4**	**12**	**98**	**265**	**334**	**192**	**66**	**22**	**4**	**2**	**0**	**0**	**0**	**45.6**		**53.6**
00-00	**1021**	**1**	**10**	**4**	**12**	**99**	**269**	**335**	**194**	**69**	**22**	**4**	**2**	**0**	**0**	**0**	**45.7**		**53.8**

14 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	4	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0	46.1	-	
0100	3	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	61.5	-	
0200	2	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	51.3	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	58.9	-	
0600	8	0	0	0	0	1	1	4	1	1	0	0	0	0	0	0	47.7	-	
0700	21	0	0	0	0	2	3	10	3	2	0	1	0	0	0	0	47.6		57.9
0800	43	0	0	1	0	7	14	13	6	1	1	0	0	0	0	0	43.6		50.9
0900	56	0	0	0	1	10	12	20	9	4	0	0	0	0	0	0	44.4		52.4

1000	89	1	0	1	2	10	37	23	13	1	0	1	0	0	0	0	43	50.1
1100	81	0	0	1	1	11	27	28	11	2	0	0	0	0	0	0	43.3	50.1
1200	71	0	1	1	1	8	17	30	9	3	1	0	0	0	0	0	44.2	50.6
1300	72	0	0	0	2	8	18	21	18	5	0	0	0	0	0	0	45.5	53.1
1400	70	0	0	0	3	4	24	23	10	5	1	0	0	0	0	0	44.6	51.9
1500	78	0	1	2	1	3	19	25	21	6	0	0	0	0	0	0	45.6	53.5
1600	62	0	0	0	1	9	11	24	13	3	0	1	0	0	0	0	46.1	53.4
1700	54	0	0	0	1	6	10	19	7	5	5	1	0	0	0	0	47.9	58.4
1800	54	0	0	0	1	4	14	17	13	3	1	1	0	0	0	0	47	54.2
1900	39	0	1	0	0	5	10	11	7	3	1	1	0	0	0	0	45.3	50.9
2000	25	0	1	0	1	0	4	9	4	3	3	0	0	0	0	0	48.5	60.5
2100	32	0	1	0	0	1	10	12	6	1	0	0	1	0	0	0	45.9	52.3
2200	7	0	0	0	0	2	1	0	1	2	0	0	1	0	0	0	52.1	-
2300	14	0	0	0	1	1	4	3	3	2	0	0	0	0	0	0	45.8	56.2
07-19	**751**	**1**	**2**	**6**	**14**	**82**	**206**	**253**	**133**	**40**	**9**	**5**	**0**	**0**	**0**	**0**	**45**	**51.9**
06-22	**855**	**1**	**5**	**6**	**15**	**89**	**231**	**289**	**151**	**48**	**13**	**6**	**1**	**0**	**0**	**0**	**45.1**	**52**
06-00	**876**	**1**	**5**	**6**	**16**	**92**	**236**	**292**	**155**	**52**	**13**	**6**	**2**	**0**	**0**	**0**	**45.2**	**52.2**
00-00	**886**	**1**	**5**	**6**	**16**	**93**	**237**	**293**	**157**	**56**	**13**	**7**	**2**	**0**	**0**	**0**	**45.3**	**52.6**

15 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	5	0	0	0	0	0	1	3	0	1	0	0	0	0	0	0	46.8	-
0100	4	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	46.7	-
0200	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	37.2	-
0300	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	38.9	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	5	0	0	0	0	0	1	1	1	2	0	0	0	0	0	0	50.8	-
0600	5	0	0	0	1	1	0	1	1	0	1	0	0	0	0	0	45.4	-
0700	9	0	1	0	1	1	2	1	2	1	0	0	0	0	0	0	41.9	-
0800	16	0	1	1	0	1	6	4	2	1	0	0	0	0	0	0	41.7	53.1
0900	29	0	1	1	2	3	9	8	4	1	0	0	0	0	0	0	41.4	50.9
1000	66	0	3	0	0	9	20	19	10	4	0	1	0	0	0	0	43.8	51.4
1100	80	0	1	1	2	9	24	29	11	2	1	0	0	0	0	0	43.4	51.6
1200	72	0	0	0	4	11	22	24	5	4	2	0	0	0	0	0	43.6	50.8
1300	81	0	0	1	0	12	25	23	16	3	1	0	0	0	0	0	44.3	51.8
1400	59	0	0	0	0	1	15	23	15	4	0	0	0	1	0	0	48	53.4
1500	58	0	0	0	0	3	9	12	19	11	3	0	1	0	0	0	50.8	60.1
1600	55	0	2	0	3	6	14	17	7	3	2	1	0	0	0	0	44.1	53.9
1700	30	0	0	0	0	2	14	3	6	3	1	1	0	0	0	0	45.7	56.9

1800	33	0	2	1	2	1	7	12	5	2	1	0	0	0	0	0	43.5	54.9
1900	33	0	0	0	0	4	12	8	6	1	2	0	0	0	0	0	45.4	53.8
2000	19	0	0	0	0	3	6	2	7	0	1	0	0	0	0	0	45.8	53.6
2100	22	1	1	0	0	1	2	7	7	1	0	1	1	0	0	0	47.5	57.8
2200	8	0	0	0	0	0	0	2	4	1	0	1	0	0	0	0	53.5	-
2300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	47.3	-
07-19	**588**	**0**	**11**	**5**	**14**	**59**	**167**	**175**	**102**	**39**	**11**	**3**	**1**	**1**	**0**	**0**	**44.8**	**52.8**
06-22	**667**	**1**	**12**	**5**	**15**	**68**	**187**	**193**	**123**	**41**	**15**	**4**	**2**	**1**	**0**	**0**	**45**	**53.1**
06-00	**676**	**1**	**12**	**5**	**15**	**68**	**187**	**196**	**127**	**42**	**15**	**5**	**2**	**1**	**0**	**0**	**45.1**	**53.2**
00-00	**694**	**1**	**12**	**5**	**15**	**70**	**192**	**202**	**129**	**45**	**15**	**5**	**2**	**1**	**0**	**0**	**45.1**	**53.2**

16 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	52.3	-
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	36.5	-
0200	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	58.8	-
0300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	31.6	-
0400	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	46.6	-
0500	8	0	0	0	0	1	2	2	2	1	0	0	0	0	0	0	47	-
0600	19	0	0	0	0	3	3	4	4	3	2	0	0	0	0	0	48.9	60.4
0700	55	0	1	0	1	3	10	21	10	8	1	0	0	0	0	0	47.6	57.5
0800	83	1	4	1	4	14	17	21	14	6	1	0	0	0	0	0	41.7	52.4
0900	60	0	1	0	1	8	19	14	13	1	3	0	0	0	0	0	44.4	52
1000	51	0	0	2	1	3	20	17	5	2	1	0	0	0	0	0	43.3	50
1100	67	0	1	1	1	12	21	22	5	2	1	1	0	0	0	0	42.8	49
1200	77	0	0	3	2	11	23	26	10	2	0	0	0	0	0	0	42.6	50.6
1300	61	0	0	0	0	10	20	19	9	3	0	0	0	0	0	0	44.3	51.4
1400	67	0	0	0	3	9	19	15	14	3	4	0	0	0	0	0	45.4	54.1
1500	77	0	1	0	1	9	24	25	16	1	0	0	0	0	0	0	44.2	51.1
1600	91	0	0	1	2	2	15	39	24	7	1	0	0	0	0	0	47	52.8
1700	103	0	0	0	2	2	28	40	22	5	4	0	0	0	0	0	47.1	53
1800	63	1	1	0	1	4	18	16	18	3	1	0	0	0	0	0	45.2	53.5
1900	41	0	0	0	1	7	11	10	4	5	3	0	0	0	0	0	45.7	56.4
2000	32	0	0	0	0	3	4	12	6	3	3	0	0	0	1	0	50.4	62
2100	26	0	1	0	0	5	6	7	1	3	1	2	0	0	0	0	45.9	59.9
2200	12	0	0	1	1	2	3	1	3	0	1	0	0	0	0	0	43.2	55.6
2300	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	63.4	-
07-19	**855**	**2**	**9**	**8**	**19**	**87**	**234**	**275**	**160**	**43**	**17**	**1**	**0**	**0**	**0**	**0**	**44.7**	**52.3**
06-22	**973**	**2**	**10**	**8**	**20**	**105**	**258**	**308**	**175**	**57**	**26**	**3**	**0**	**0**	**1**	**0**	**45**	**52.9**

06-00	**986**	**2**	**10**	**9**	**21**	**107**	**261**	**309**	**178**	**57**	**28**	**3**	**0**	**0**	**1**	**0**	**45**	**52.9**
00-00	**1002**	**2**	**10**	**9**	**21**	**110**	**264**	**312**	**183**	**59**	**28**	**3**	**0**	**0**	**1**	**0**	**45.1**	**52.9**

17 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	4	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	52.1	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	46.3	-
0500	6	0	0	0	0	0	2	2	0	2	0	0	0	0	0	0	48.5	-
0600	25	0	0	0	0	2	3	8	8	4	0	0	0	0	0	0	48.6	57.3
0700	51	0	0	0	0	3	13	15	13	7	0	0	0	0	0	0	47.8	55.6
0800	83	0	0	1	3	10	31	20	12	6	0	0	0	0	0	0	43.6	52.7
0900	56	0	0	0	4	7	24	10	7	3	0	1	0	0	0	0	43	51.7
1000	62	0	2	0	6	9	17	14	12	2	0	0	0	0	0	0	42	52.6
1100	52	0	0	1	2	10	14	18	5	2	0	0	0	0	0	0	42.5	49
1200	66	0	0	0	4	8	13	28	8	2	3	0	0	0	0	0	44.9	52
1300	59	0	0	0	4	9	14	21	11	0	0	0	0	0	0	0	43.4	51.1
1400	75	0	0	0	2	11	26	22	10	3	1	0	0	0	0	0	43.9	51.1
1500	77	0	2	0	4	6	18	26	13	7	0	1	0	0	0	0	45	54.9
1600	87	0	1	1	4	2	22	33	11	9	2	2	0	0	0	0	46.4	56.3
1700	92	0	0	2	1	4	23	26	23	10	3	0	0	0	0	0	47.3	55.5
1800	63	0	1	0	2	7	20	15	12	5	0	0	1	0	0	0	45.1	53.1
1900	45	0	0	0	4	5	5	16	13	1	1	0	0	0	0	0	45.6	53.6
2000	43	0	1	0	1	8	13	8	10	1	1	0	0	0	0	0	43.7	53.1
2100	37	0	0	1	2	2	8	10	6	5	2	1	0	0	0	0	47.3	58
2200	11	0	0	0	0	0	7	3	1	0	0	0	0	0	0	0	43.9	49.5
2300	6	0	0	0	0	2	1	0	2	0	0	1	0	0	0	0	47.2	-
07-19	**823**	**0**	**6**	**5**	**36**	**86**	**235**	**248**	**137**	**56**	**9**	**4**	**1**	**0**	**0**	**0**	**44.7**	**53.1**
06-22	**973**	**0**	**7**	**6**	**43**	**103**	**264**	**290**	**174**	**67**	**13**	**5**	**1**	**0**	**0**	**0**	**44.9**	**53.2**
06-00	**990**	**0**	**7**	**6**	**43**	**105**	**272**	**293**	**177**	**67**	**13**	**6**	**1**	**0**	**0**	**0**	**44.9**	**53.2**
00-00	**1002**	**0**	**7**	**6**	**43**	**105**	**275**	**296**	**181**	**69**	**13**	**6**	**1**	**0**	**0**	**0**	**44.9**	**53.2**

Grand Total

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp

[--		6 12	12 19	19 25	25 31	31 37	37 43	43 50	50 56	56 62	62 68	68 75	75 81	81 87	87 93	93 99		85
--	6660	11	69	46	178	717	1863	2063	1161	399	111	31	9	1	1	0	44.8	52.7

SITE: ATC 1 - Towngate E, Peterborough

LOCATION: Attached to hedgerow

GRID REFERENCE: 52.687836, -0.297271

DIRECTION: EASTBOUND

SPEED LIMIT: NSL

	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Averages	
	11-Jun	12-Jun	13-Jun	14-Jun	15-Jun	16-Jun	17-Jun	1-5.	1-7.
Hour									
0000-0100	1	1	1	4	5	2	4	1.8	2.6
0100-0200	0	1	0	3	4	1	0	0.4	1.3
0200-0300	0	0	2	2	2	1	0	0.6	1
0300-0400	0	0	0	0	2	1	0	0.2	0.4
0400-0500	1	3	1	0	0	3	2	2	1.4
0500-0600	10	4	7	1	5	8	6	7	5.9
0600-0700	28	36	26	8	5	19	25	26.8	21
0700-0800	57	58	51	21	9	55	51	54.4	43.1
0800-0900	64	**87**	**76**	43	16	**83**	**83**	78.6	64.6
0900-1000	**66**	56	58	56	29	60	56	59.2	54.4
1000-1100	55	65	51	**89**	66	51	62	56.8	62.7
1100-1200	57	86	67	81	**80**	67	52	65.8	70
1200-1300	63	74	67	71	72	77	66	69.4	70
1300-1400	64	68	77	72	**81**	61	59	65.8	68.9
1400-1500	59	69	69	70	59	67	75	67.8	66.9
1500-1600	100	82	78	**78**	58	77	77	82.8	78.6
1600-1700	**103**	91	**100**	62	55	91	87	94.4	84.1
1700-1800	97	**93**	89	54	30	**103**	**92**	94.8	79.7
1800-1900	66	67	71	54	33	63	63	66	59.6
1900-2000	55	42	45	39	33	41	45	45.6	42.9
2000-2100	31	34	36	25	19	32	43	35.2	31.4
2100-2200	15	19	22	32	22	26	37	23.8	24.7
2200-2300	13	8	21	7	8	12	11	13	11.4
2300-2400	3	3	6	14	1	1	6	3.8	4.9
Totals									
0700-1900	851	896	854	751	588	855	823	855.8	802.6
0600-2200	980	1027	983	855	667	973	973	987.2	922.6
0600-0000	996	1038	1010	876	676	986	990	1004	938.9
0000-0000	1008	1047	1021	886	694	1002	1002	1016	951.4
AM Peak	900	800	800	1000	1100	800	800		
	66	87	76	89	80	83	83		
PM Peak	1600	1700	1600	1500	1300	1700	1700		
	103	93	100	78	81	103	92		

CHARGE SURVEYS

SITE: ATC 1 - Towngate E, Peterborough

LOCATION: Attached to hedgerow

GRID REFERENCE: 52.687836, -0.297271

DIRECTION: WESTBOUND

SPEED LIMIT: NSL

11 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	43.4	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	54.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	43.2	-
0500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	49.9	-
0600	18	13	0	4	0	0	0	1	0	0	0	0	0	0	0	46.7	58.5
0700	52	42	0	10	0	0	0	0	0	0	0	0	0	0	0	48.8	59.7
0800	88	71	0	13	0	0	1	2	0	0	0	0	0	0	1	47.6	54.6
0900	59	52	0	4	0	0	0	0	1	0	0	0	0	0	2	41.7	52.6
1000	61	47	0	8	3	0	0	0	0	0	0	0	0	1	2	41	50.9
1100	51	46	0	5	0	0	0	0	0	0	0	0	0	0	0	45.3	51.9
1200	50	41	0	7	1	0	0	0	0	0	0	0	0	1	0	41.3	48.3
1300	48	43	0	4	0	0	0	0	0	0	0	0	0	1	0	42.7	51.2
1400	71	60	0	9	0	0	0	0	0	0	0	0	0	2	0	41.2	51
1500	80	67	1	11	0	1	0	0	0	0	0	0	0	0	0	44.3	51.5
1600	74	64	0	9	0	0	0	0	0	0	0	0	0	0	1	45.7	54.7
1700	75	68	0	5	0	0	0	1	0	0	0	0	0	0	1	46.1	53.8
1800	60	52	0	6	0	0	0	0	0	0	0	0	0	0	2	46.9	56.3
1900	60	39	0	1	0	0	0	0	0	0	0	0	0	18	2	42.3	53.3
2000	25	21	0	4	0	0	0	0	0	0	0	0	0	0	0	49.2	61.3
2100	16	11	0	4	0	0	0	0	0	0	0	0	0	1	0	47.1	59.7
2200	16	15	0	0	0	0	0	0	0	0	0	0	0	1	0	41.8	54
2300	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	46.7	-
07-19	**769**	**653**	**1**	**91**	**4**	**1**	**1**	**3**	**1**	**0**	**0**	**0**	**0**	**5**	**9**	**44.5**	**53.5**
06-22	**888**	**737**	**1**	**104**	**4**	**1**	**1**	**4**	**1**	**0**	**0**	**0**	**0**	**24**	**11**	**44.6**	**53.7**
06-00	**910**	**757**	**1**	**105**	**4**	**1**	**1**	**4**	**1**	**0**	**0**	**0**	**0**	**25**	**11**	**44.6**	**53.7**
00-00	**917**	**763**	**1**	**106**	**4**	**1**	**1**	**4**	**1**	**0**	**0**	**0**	**0**	**25**	**11**	**44.6**	**53.7**

12 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	63.7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.9	-
0500	5	3	0	1	0	0	0	0	0	0	0	0	0	1	0	43.8	-
0600	16	11	0	5	0	0	0	0	0	0	0	0	0	0	0	47.8	59.5
0700	69	59	0	10	0	0	0	0	0	0	0	0	0	0	0	45.8	56
0800	92	79	1	11	0	0	0	1	0	0	0	0	0	0	0	46.4	53.1
0900	62	52	0	10	0	0	0	0	0	0	0	0	0	0	0	46.7	54.6
1000	39	35	0	4	0	0	0	0	0	0	0	0	0	0	0	44.8	52.7
1100	68	55	0	10	0	1	0	0	0	1	0	0	0	1	0	42.1	51.6
1200	80	65	0	12	0	0	0	0	0	2	0	0	0	0	1	41.4	48.7
1300	55	49	0	4	0	0	0	0	0	1	0	0	0	1	0	43.8	51.4
1400	77	63	0	9	1	0	0	0	0	2	0	0	0	0	2	42.2	51.6
1500	80	68	1	10	0	1	0	0	0	0	0	0	0	0	0	47	56.4
1600	86	76	0	7	0	0	1	0	0	0	0	0	0	1	1	45.1	52.3
1700	64	61	0	2	0	0	0	1	0	0	0	0	0	0	0	46.3	54.4
1800	60	56	1	2	0	0	0	0	0	0	0	0	0	0	1	45.8	55.2
1900	44	41	0	3	0	0	0	0	0	0	0	0	0	0	0	44.2	51.7
2000	32	30	0	1	0	0	0	1	0	0	0	0	0	0	0	45.9	56.2
2100	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	43.5	50.8
2200	10	9	0	0	0	0	0	0	0	0	0	0	0	0	1	43.9	-
2300	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	45.3	-
07-19	**832**	**718**	**3**	**91**	**1**	**2**	**1**	**2**	**0**	**6**	**0**	**0**	**0**	**3**	**5**	**44.8**	**53.1**
06-22	**947**	**823**	**3**	**100**	**1**	**2**	**1**	**3**	**0**	**6**	**0**	**0**	**0**	**3**	**5**	**44.8**	**53.2**
06-00	**961**	**835**	**3**	**101**	**1**	**2**	**1**	**3**	**0**	**6**	**0**	**0**	**0**	**3**	**6**	**44.8**	**53.2**
00-00	**968**	**840**	**3**	**102**	**1**	**2**	**1**	**3**	**0**	**6**	**0**	**0**	**0**	**4**	**6**	**44.8**	**53.2**

13 June 2025

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp

[--		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	43.3	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	73.1	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	52.6	-
0600	16	12	0	4	0	0	0	0	0	0	0	0	0	0	0	49.6	61
0700	55	46	0	9	0	0	0	0	0	0	0	0	0	0	0	50.4	59.6
0800	76	71	0	4	0	0	0	0	0	0	0	0	0	0	1	48.6	57.2
0900	68	53	0	14	0	0	0	0	0	0	0	0	0	0	1	44.5	53.3
1000	50	45	0	3	0	0	0	1	0	0	0	0	0	0	1	42.3	49.3
1100	62	56	0	5	0	0	0	0	0	0	0	0	0	0	1	44.7	54.6
1200	69	59	0	10	0	0	0	0	0	0	0	0	0	0	0	44	52.5
1300	63	58	0	4	1	0	0	0	0	0	0	0	0	0	0	42.2	50.3
1400	73	64	0	8	0	0	0	0	0	0	0	0	0	0	1	41.2	49.4
1500	89	71	1	12	0	0	0	0	0	0	0	0	0	2	3	43.7	52.3
1600	69	58	0	7	0	0	0	0	0	0	0	0	0	2	2	46	55.9
1700	64	60	1	3	0	0	0	0	0	0	0	0	0	0	0	48.9	55.7
1800	64	58	0	6	0	0	0	0	0	0	0	0	0	0	0	47.5	56.1
1900	42	41	0	1	0	0	0	0	0	0	0	0	0	0	0	47.8	57.1
2000	38	37	0	1	0	0	0	0	0	0	0	0	0	0	0	47	57.1
2100	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	41.9	47.7
2200	12	11	0	0	0	0	0	0	0	0	0	0	0	1	0	47.2	59.8
2300	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	50.9	-
07-19	**802**	**699**	**2**	**85**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**10**	**45.3**	**53.6**
06-22	**913**	**804**	**2**	**91**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**10**	**45.5**	**53.9**
06-00	**932**	**822**	**2**	**91**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**10**	**45.6**	**54**
00-00	**938**	**826**	**2**	**93**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**10**	**45.6**	**54.1**

14 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	8	5	1	1	0	0	0	0	0	0	0	0	0	1	0	51	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	50.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-

0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	43.1	-
0600	8	5	0	3	0	0	0	0	0	0	0	0	0	0	0	50.2	-
0700	22	19	0	2	0	0	0	0	0	0	0	0	0	0	1	45	52.7
0800	41	37	1	3	0	0	0	0	0	0	0	0	0	0	0	44	50.5
0900	67	61	0	4	0	0	0	0	0	0	0	0	0	0	2	41.1	50.4
1000	66	65	0	1	0	0	0	0	0	0	0	0	0	0	0	44.2	54.4
1100	70	64	0	6	0	0	0	0	0	0	0	0	0	0	0	46.5	54.5
1200	61	57	0	3	0	0	0	0	0	0	0	0	0	1	0	45.1	54.5
1300	70	59	0	10	0	0	0	0	0	0	0	0	0	1	0	46.3	53.6
1400	66	62	0	3	0	0	0	0	0	0	0	0	0	1	0	45.9	52.1
1500	60	56	0	3	0	0	0	0	0	0	0	0	0	1	0	46.7	55.3
1600	60	52	1	3	0	1	1	0	0	0	0	0	0	2	0	44.2	52
1700	47	44	0	3	0	0	0	0	0	0	0	0	0	0	0	47.9	55.8
1800	53	46	0	4	0	1	0	0	0	0	0	0	0	2	0	48.4	55.2
1900	46	45	0	0	0	0	0	0	0	0	0	0	0	0	1	43.6	52.6
2000	27	26	0	1	0	0	0	0	0	0	0	0	0	0	0	46.4	58.7
2100	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	45.8	55.2
2200	12	11	0	0	0	0	0	0	0	0	0	0	0	0	1	37.2	44.8
2300	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	51.8	-
07-19	**683**	**622**	**2**	**45**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**3**	**45.4**	**53.2**
06-22	**785**	**719**	**2**	**49**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**4**	**45.4**	**53.4**
06-00	**804**	**737**	**2**	**49**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**5**	**45.3**	**53.4**
00-00	**816**	**746**	**3**	**50**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**5**	**45.4**	**53.4**

15 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	55.2	-
0100	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	45.3	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	55.5	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	62.8	-
0600	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	47.8	-
0700	15	12	0	0	1	0	0	0	0	0	0	0	0	2	0	42.1	48.9
0800	17	14	0	2	0	0	0	0	0	0	0	0	0	0	1	44.8	53
0900	38	35	0	1	0	0	0	0	0	0	0	0	0	0	2	41.9	53.1

1000	58	54	0	2	0	0	1	0	0	0	0	0	0	0	1	44.4	53.4
1100	75	66	0	3	0	1	0	1	0	0	0	0	0	2	2	43.4	50.8
1200	80	76	0	2	0	0	0	0	0	0	0	0	0	1	1	42.6	50.8
1300	63	61	0	1	0	0	0	0	0	0	0	0	0	1	0	44.4	52.4
1400	49	45	0	3	0	0	0	0	0	0	0	0	0	1	0	46.7	55.1
1500	52	45	0	3	0	0	0	0	0	0	0	0	0	4	0	45.9	54.7
1600	47	45	0	1	0	0	0	0	0	0	0	0	0	0	1	43.9	51.1
1700	22	20	0	0	0	0	0	0	0	0	0	0	0	1	1	45.8	52.3
1800	27	25	0	2	0	0	0	0	0	0	0	0	0	0	0	46.9	54.9
1900	41	38	0	3	0	0	0	0	0	0	0	0	0	0	0	46.7	52.7
2000	14	13	0	0	0	0	0	0	0	0	0	0	0	0	1	42.8	49.6
2100	13	12	0	0	0	0	0	0	0	0	0	0	0	0	1	42.2	58.6
2200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	45.6	-
2300	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	47.8	-
07-19	**543**	**498**	**0**	**20**	**1**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**12**	**9**	**44.3**	**52.6**
06-22	**616**	**565**	**1**	**23**	**1**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**12**	**11**	**44.4**	**52.6**
06-00	**624**	**572**	**1**	**24**	**1**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**12**	**11**	**44.4**	**52.6**
00-00	**636**	**584**	**1**	**24**	**1**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**12**	**11**	**44.5**	**53.1**

16 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	72.3	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	34.8	-
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	45.4	-
0400	2	1	0	0	0	0	0	0	0	0	0	0	0	1	0	45.1	-
0500	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	46.2	-
0600	24	19	0	4	1	0	0	0	0	0	0	0	0	0	0	48.9	57.2
0700	67	56	0	10	0	0	0	0	0	0	0	0	0	0	1	48	58.2
0800	80	74	0	6	0	0	0	0	0	0	0	0	0	0	0	47.5	57.2
0900	61	49	0	8	0	0	0	1	0	0	0	0	0	3	0	44.3	52.4
1000	49	42	0	6	1	0	0	0	0	0	0	0	0	0	0	41.7	51.1
1100	73	60	1	9	0	0	0	0	0	0	0	0	0	2	1	44.8	54.9
1200	63	56	0	6	0	0	0	0	0	0	0	0	0	0	1	44.2	52.4
1300	49	40	0	8	0	0	0	0	0	0	0	0	0	1	0	43.3	52.7
1400	54	45	1	7	0	0	0	0	0	0	0	0	0	1	0	43.9	52.1
1500	76	69	0	6	0	0	0	0	0	0	0	0	0	0	1	43.8	51.4

1600	63	57	0	4	0	0	0	0	0	0	0	0	0	0	2	44.7	52.9
1700	82	73	0	5	0	0	0	0	0	0	0	0	0	3	1	44.8	53.6
1800	58	54	0	4	0	0	0	0	0	0	0	0	0	0	0	46.9	53.5
1900	40	34	0	5	0	0	0	0	0	0	0	0	0	0	1	47.3	57.1
2000	40	37	1	2	0	0	0	0	0	0	0	0	0	0	0	47	55.9
2100	19	18	0	0	0	0	0	0	0	0	0	0	0	1	0	47.4	56.7
2200	7	6	0	0	0	0	0	0	0	0	0	0	0	0	1	39.8	-
2300	5	4	0	0	0	0	0	0	0	0	0	0	0	1	0	52.2	-
07-19	**775**	**675**	**2**	**79**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**10**	**7**	**45**	**53.1**
06-22	**898**	**783**	**3**	**90**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**11**	**8**	**45.3**	**53.9**
06-00	**910**	**793**	**3**	**90**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**12**	**9**	**45.3**	**53.9**
00-00	**923**	**802**	**3**	**93**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**13**	**9**	**45.3**	**53.9**

17 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	53.4	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	55	-
0400	3	2	0	0	0	0	0	0	0	0	0	0	0	1	0	43.3	-
0500	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	56.3	-
0600	16	8	0	8	0	0	0	0	0	0	0	0	0	0	0	47.6	61.8
0700	55	44	0	9	0	0	0	0	1	0	0	0	0	0	1	46.5	55.2
0800	100	84	1	12	1	0	0	0	0	0	0	0	0	0	2	42.3	52.4
0900	67	59	0	8	0	0	0	0	0	0	0	0	0	0	0	44.1	52.3
1000	59	46	2	10	1	0	0	0	0	0	0	0	0	0	0	41.4	48.5
1100	59	49	0	8	1	0	0	0	0	1	0	0	0	0	0	41.9	49.5
1200	60	53	0	7	0	0	0	0	0	0	0	0	0	0	0	43.3	50.9
1300	52	44	0	5	0	0	0	0	0	0	0	0	0	2	1	42.4	50.3
1400	66	62	0	4	0	0	0	0	0	0	0	0	0	0	0	46.1	56
1500	77	59	0	15	0	0	0	0	0	0	0	0	0	1	2	42.3	50.8
1600	80	72	0	7	0	0	0	0	0	0	0	0	0	1	0	45.4	53.3
1700	77	73	0	3	0	0	0	0	0	0	0	0	0	0	1	48.1	55
1800	65	59	0	5	0	0	0	0	0	0	0	0	0	1	0	48	56.2
1900	52	49	0	2	0	0	0	0	0	0	0	0	0	0	1	44.8	55.4
2000	30	29	0	0	0	0	0	0	0	0	0	0	0	0	1	44.7	55.7
2100	32	27	0	1	0	0	0	0	0	0	0	0	0	3	1	44.4	54.9

2200	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	44.9	-
2300	5	4	0	0	0	0	0	0	0	0	0	0	0	1	0	49.2	-
07-19	**817**	**704**	**3**	**93**	**3**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**5**	**7**	**44.3**	**52.7**
06-22	**947**	**817**	**3**	**104**	**3**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**8**	**10**	**44.4**	**53**
06-00	**959**	**828**	**3**	**104**	**3**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**9**	**10**	**44.5**	**53**
00-00	**969**	**835**	**3**	**106**	**3**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**10**	**10**	**44.5**	**53.2**

CHARGE SURVEYS

SITE: ATC 1 - Towngate E, Peterborough

LOCATION: Attached to hedgerow

GRID REFERENCE: 52.687836, -0.297271

DIRECTION: WESTBOUND

SPEED LIMIT: NSL

11 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	43.4	-
0100	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	54.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	43.2	-
0500	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	49.9	-
0600	18	0	0	0	2	1	2	7	3	2	1	0	0	0	0	0	46.7	58.5
0700	52	0	0	1	1	4	5	21	5	13	2	0	0	0	0	0	48.8	59.7
0800	88	0	2	0	1	1	16	34	26	6	1	1	0	0	0	0	47.6	54.6
0900	59	1	2	0	3	11	17	11	8	5	1	0	0	0	0	0	41.7	52.6
1000	61	3	0	4	2	5	23	14	7	3	0	0	0	0	0	0	41	50.9
1100	51	0	0	0	2	6	13	13	14	2	0	0	1	0	0	0	45.3	51.9
1200	50	0	1	1	2	10	17	12	4	2	1	0	0	0	0	0	41.3	48.3
1300	48	0	0	0	6	3	17	12	6	3	1	0	0	0	0	0	42.7	51.2
1400	71	0	0	2	9	14	14	18	13	1	0	0	0	0	0	0	41.2	51
1500	80	0	0	0	2	16	22	24	6	7	2	1	0	0	0	0	44.3	51.5
1600	74	0	0	0	3	12	13	24	13	6	2	1	0	0	0	0	45.7	54.7
1700	75	0	1	0	3	2	22	25	14	6	1	1	0	0	0	0	46.1	53.8
1800	60	0	2	1	1	2	13	15	16	8	2	0	0	0	0	0	46.9	56.3
1900	60	2	2	0	1	9	19	13	7	6	0	0	1	0	0	0	42.3	53.3
2000	25	0	0	0	1	2	5	7	4	4	0	1	1	0	0	0	49.2	61.3
2100	16	0	0	0	1	2	3	4	4	0	1	1	0	0	0	0	47.1	59.7
2200	16	0	1	0	1	2	6	1	3	1	1	0	0	0	0	0	41.8	54
2300	6	0	0	0	0	1	0	3	2	0	0	0	0	0	0	0	46.7	-
07-19	**769**	**4**	**8**	**9**	**35**	**86**	**192**	**223**	**132**	**62**	**13**	**4**	**1**	**0**	**0**	**0**	**44.5**	**53.5**
06-22	**888**	**6**	**10**	**9**	**40**	**100**	**221**	**254**	**150**	**74**	**15**	**6**	**3**	**0**	**0**	**0**	**44.6**	**53.7**
06-00	**910**	**6**	**11**	**9**	**41**	**103**	**227**	**258**	**155**	**75**	**16**	**6**	**3**	**0**	**0**	**0**	**44.6**	**53.7**
00-00	**917**	**6**	**11**	**9**	**41**	**103**	**230**	**259**	**156**	**77**	**16**	**6**	**3**	**0**	**0**	**0**	**44.6**	**53.7**

12 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	63.7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	35.9	-
0500	5	0	1	0	0	0	0	2	2	0	0	0	0	0	0	0	43.8	-
0600	16	0	0	0	0	1	4	6	2	2	1	0	0	0	0	0	47.8	59.5
0700	69	0	1	3	2	2	17	18	16	9	1	0	0	0	0	0	45.8	56
0800	92	0	0	0	1	6	22	36	20	5	2	0	0	0	0	0	46.4	53.1
0900	62	0	0	0	0	7	16	18	13	7	0	1	0	0	0	0	46.7	54.6
1000	39	0	0	0	1	7	8	14	7	2	0	0	0	0	0	0	44.8	52.7
1100	68	0	1	1	4	15	17	17	11	1	1	0	0	0	0	0	42.1	51.6
1200	80	0	0	1	5	16	27	20	9	2	0	0	0	0	0	0	41.4	48.7
1300	55	0	0	1	1	5	20	17	11	0	0	0	0	0	0	0	43.8	51.4
1400	77	1	1	2	2	7	30	21	8	5	0	0	0	0	0	0	42.2	51.6
1500	80	0	0	0	1	10	16	23	17	10	2	0	1	0	0	0	47	56.4
1600	86	0	1	0	0	8	23	32	18	4	0	0	0	0	0	0	45.1	52.3
1700	64	0	0	0	1	2	21	25	8	7	0	0	0	0	0	0	46.3	54.4
1800	60	1	0	0	1	7	14	15	15	6	0	1	0	0	0	0	45.8	55.2
1900	44	2	0	0	0	4	11	19	4	3	1	0	0	0	0	0	44.2	51.7
2000	32	0	0	0	1	2	9	10	5	3	2	0	0	0	0	0	45.9	56.2
2100	23	0	0	0	0	3	12	4	3	0	0	1	0	0	0	0	43.5	50.8
2200	10	0	1	0	0	2	2	1	2	1	1	0	0	0	0	0	43.9	-
2300	4	0	0	0	0	1	2	0	0	1	0	0	0	0	0	0	45.3	-
07-19	**832**	**2**	**4**	**8**	**19**	**92**	**231**	**256**	**153**	**58**	**6**	**2**	**1**	**0**	**0**	**0**	**44.8**	**53.1**
06-22	**947**	**4**	**4**	**8**	**20**	**102**	**267**	**295**	**167**	**66**	**10**	**3**	**1**	**0**	**0**	**0**	**44.8**	**53.2**
06-00	**961**	**4**	**5**	**8**	**20**	**105**	**271**	**296**	**169**	**68**	**11**	**3**	**1**	**0**	**0**	**0**	**44.8**	**53.2**
00-00	**968**	**4**	**6**	**8**	**20**	**106**	**271**	**298**	**171**	**68**	**12**	**3**	**1**	**0**	**0**	**0**	**44.8**	**53.2**

13 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	43.3	-
0100	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	73.1	-

0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	4	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0		52.6	-
0600	16	0	0	0	0	1	3	5	3	2	2	0	0	0	0	0		49.6	61
0700	55	0	0	0	0	5	6	16	14	9	2	2	1	0	0	0		50.4	59.6
0800	76	0	1	0	1	2	13	24	22	11	2	0	0	0	0	0		48.6	57.2
0900	68	1	0	0	2	7	21	23	10	3	0	1	0	0	0	0		44.5	53.3
1000	50	0	1	2	2	3	20	16	4	2	0	0	0	0	0	0		42.3	49.3
1100	62	0	1	0	2	8	19	15	9	7	1	0	0	0	0	0		44.7	54.6
1200	69	0	0	0	2	8	21	23	9	6	0	0	0	0	0	0		44	52.5
1300	63	0	0	4	1	7	25	15	10	0	1	0	0	0	0	0		42.2	50.3
1400	73	1	1	0	5	13	18	25	10	0	0	0	0	0	0	0		41.2	49.4
1500	89	2	1	2	2	12	23	22	16	6	3	0	0	0	0	0		43.7	52.3
1600	69	2	1	0	2	6	13	23	12	5	3	1	0	1	0	0		46	55.9
1700	64	0	0	0	0	4	10	23	18	6	2	0	0	1	0	0		48.9	55.7
1800	64	0	0	0	1	5	10	26	12	8	1	0	1	0	0	0		47.5	56.1
1900	42	0	0	0	0	2	12	15	6	4	3	0	0	0	0	0		47.8	57.1
2000	38	0	0	0	1	4	11	9	7	3	3	0	0	0	0	0		47	57.1
2100	15	0	0	0	1	3	3	8	0	0	0	0	0	0	0	0		41.9	47.7
2200	12	0	0	0	0	1	5	3	1	1	1	0	0	0	0	0		47.2	59.8
2300	7	0	0	0	0	1	1	1	2	1	0	1	0	0	0	0		50.9	-
07-19	**802**	**6**	**6**	**8**	**20**	**80**	**199**	**251**	**146**	**63**	**15**	**4**	**2**	**2**	**0**	**0**		**45.3**	**53.6**
06-22	**913**	**6**	**6**	**8**	**22**	**90**	**228**	**288**	**162**	**72**	**23**	**4**	**2**	**2**	**0**	**0**		**45.5**	**53.9**
06-00	**932**	**6**	**6**	**8**	**22**	**92**	**234**	**292**	**165**	**74**	**24**	**5**	**2**	**2**	**0**	**0**		**45.6**	**54**
00-00	**938**	**6**	**6**	**8**	**22**	**92**	**235**	**293**	**166**	**76**	**24**	**6**	**2**	**2**	**0**	**0**		**45.6**	**54.1**

14 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	8	0	0	0	0	0	1	2	3	1	1	0	0	0	0	0	51	-
0100	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	50.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	3	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	43.1	-
0600	8	0	0	0	0	0	1	4	1	2	0	0	0	0	0	0	50.2	-
0700	22	1	0	0	0	2	4	7	7	1	0	0	0	0	0	0	45	52.7
0800	41	0	0	0	1	6	12	16	4	2	0	0	0	0	0	0	44	50.5
0900	67	0	2	4	5	9	13	22	10	2	0	0	0	0	0	0	41.1	50.4

1000	66	0	0	0	1	7	27	18	7	5	1	0	0	0	0	0	44.2	54.4
1100	70	0	0	0	2	6	17	21	15	8	0	1	0	0	0	0	46.5	54.5
1200	61	1	0	0	1	7	17	17	11	7	0	0	0	0	0	0	45.1	54.5
1300	70	0	0	0	1	4	16	28	18	3	0	0	0	0	0	0	46.3	53.6
1400	66	0	0	0	0	3	22	23	16	2	0	0	0	0	0	0	45.9	52.1
1500	60	0	1	0	0	5	11	22	14	7	0	0	0	0	0	0	46.7	55.3
1600	60	0	0	0	2	7	23	17	7	3	1	0	0	0	0	0	44.2	52
1700	47	0	0	0	0	3	11	16	10	4	2	0	1	0	0	0	47.9	55.8
1800	53	0	0	0	1	0	11	21	14	4	0	2	0	0	0	0	48.4	55.2
1900	46	1	0	2	1	3	13	14	11	1	0	0	0	0	0	0	43.6	52.6
2000	27	0	0	0	1	4	6	9	2	4	1	0	0	0	0	0	46.4	58.7
2100	21	0	0	0	0	2	8	5	4	2	0	0	0	0	0	0	45.8	55.2
2200	12	0	1	0	1	3	5	2	0	0	0	0	0	0	0	0	37.2	44.8
2300	7	0	0	0	0	0	2	2	0	2	1	0	0	0	0	0	51.8	-
07-19	**683**	**2**	**3**	**4**	**14**	**59**	**184**	**228**	**133**	**48**	**4**	**3**	**1**	**0**	**0**	**0**	**45.4**	**53.2**
06-22	**785**	**3**	**3**	**6**	**16**	**68**	**212**	**260**	**151**	**57**	**5**	**3**	**1**	**0**	**0**	**0**	**45.4**	**53.4**
06-00	**804**	**3**	**4**	**6**	**17**	**71**	**219**	**264**	**151**	**59**	**6**	**3**	**1**	**0**	**0**	**0**	**45.3**	**53.4**
00-00	**816**	**3**	**4**	**6**	**17**	**71**	**222**	**266**	**156**	**60**	**7**	**3**	**1**	**0**	**0**	**0**	**45.4**	**53.4**

15 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	5	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	55.2	-
0100	5	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	45.3	-
0200	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	55.5	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	62.8	-
0600	5	0	0	0	0	1	0	1	2	1	0	0	0	0	0	0	47.8	-
0700	15	0	0	0	1	4	2	7	0	1	0	0	0	0	0	0	42.1	48.9
0800	17	1	0	0	0	0	4	6	6	0	0	0	0	0	0	0	44.8	53
0900	38	1	1	1	1	5	12	10	5	2	0	0	0	0	0	0	41.9	53.1
1000	58	1	0	0	3	6	19	13	10	4	1	1	0	0	0	0	44.4	53.4
1100	75	2	1	0	0	10	27	21	9	4	0	0	1	0	0	0	43.4	50.8
1200	80	1	0	0	3	16	26	21	9	3	1	0	0	0	0	0	42.6	50.8
1300	63	0	0	0	3	10	16	21	10	1	1	1	0	0	0	0	44.4	52.4
1400	49	0	0	0	2	1	16	12	13	4	1	0	0	0	0	0	46.7	55.1
1500	52	0	0	0	1	7	11	17	11	5	0	0	0	0	0	0	45.9	54.7
1600	47	1	0	0	2	6	11	18	6	2	1	0	0	0	0	0	43.9	51.1
1700	22	0	1	0	0	1	5	6	8	1	0	0	0	0	0	0	45.8	52.3

1800	27	0	0	0	0	2	8	7	7	2	1	0	0	0	0	0	46.9	54.9
1900	41	0	0	0	1	0	11	16	11	2	0	0	0	0	0	0	46.7	52.7
2000	14	0	1	0	0	2	3	6	1	1	0	0	0	0	0	0	42.8	49.6
2100	13	0	2	0	0	2	3	1	3	2	0	0	0	0	0	0	42.2	58.6
2200	5	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	45.6	-
2300	3	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	47.8	-
07-19	**543**	**7**	**3**	**1**	**16**	**68**	**157**	**159**	**94**	**29**	**6**	**2**	**1**	**0**	**0**	**0**	**44.3**	**52.6**
06-22	**616**	**7**	**6**	**1**	**17**	**73**	**174**	**183**	**111**	**35**	**6**	**2**	**1**	**0**	**0**	**0**	**44.4**	**52.6**
06-00	**624**	**7**	**6**	**1**	**17**	**73**	**176**	**187**	**113**	**35**	**6**	**2**	**1**	**0**	**0**	**0**	**44.4**	**52.6**
00-00	**636**	**7**	**6**	**1**	**17**	**74**	**176**	**192**	**115**	**37**	**8**	**2**	**1**	**0**	**0**	**0**	**44.5**	**53.1**

16 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	72.3	-
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	34.8	-
0300	2	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	45.4	-
0400	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	45.1	-
0500	7	0	0	0	0	0	2	3	2	0	0	0	0	0	0	0	46.2	-
0600	24	0	0	0	1	2	2	5	10	3	1	0	0	0	0	0	48.9	57.2
0700	67	0	1	0	2	6	8	19	18	10	2	1	0	0	0	0	48	58.2
0800	80	0	1	0	1	5	16	28	15	8	6	0	0	0	0	0	47.5	57.2
0900	61	0	0	1	2	6	20	15	17	0	0	0	0	0	0	0	44.3	52.4
1000	49	0	0	2	3	6	18	11	8	1	0	0	0	0	0	0	41.7	51.1
1100	73	0	2	0	2	8	22	21	8	7	1	1	1	0	0	0	44.8	54.9
1200	63	0	1	0	2	5	19	23	9	4	0	0	0	0	0	0	44.2	52.4
1300	49	0	2	1	2	7	9	15	8	5	0	0	0	0	0	0	43.3	52.7
1400	54	0	0	0	2	6	17	17	9	2	1	0	0	0	0	0	43.9	52.1
1500	76	1	0	0	2	13	17	28	11	2	2	0	0	0	0	0	43.8	51.4
1600	63	2	0	0	1	5	16	25	8	5	1	0	0	0	0	0	44.7	52.9
1700	82	0	1	0	1	11	27	23	10	6	3	0	0	0	0	0	44.8	53.6
1800	58	0	0	0	1	2	18	19	13	4	1	0	0	0	0	0	46.9	53.5
1900	40	1	0	0	0	1	9	14	7	8	0	0	0	0	0	0	47.3	57.1
2000	40	0	0	0	0	4	10	12	8	4	1	1	0	0	0	0	47	55.9
2100	19	0	0	0	1	3	3	5	3	2	1	0	0	1	0	0	47.4	56.7
2200	7	0	1	0	1	0	2	1	1	1	0	0	0	0	0	0	39.8	-
2300	5	0	0	0	0	0	1	2	0	0	2	0	0	0	0	0	52.2	-
07-19	**775**	**3**	**8**	**4**	**21**	**80**	**207**	**244**	**134**	**54**	**17**	**2**	**1**	**0**	**0**	**0**	**45**	**53.1**
06-22	**898**	**4**	**8**	**4**	**23**	**90**	**231**	**280**	**162**	**71**	**20**	**3**	**1**	**1**	**0**	**0**	**45.3**	**53.9**

06-00	**910**	**4**	**9**	**4**	**24**	**90**	**234**	**283**	**163**	**72**	**22**	**3**	**1**	**1**	**0**	**0**	**45.3**	**53.9**
00-00	**923**	**4**	**9**	**4**	**24**	**92**	**236**	**288**	**165**	**73**	**22**	**4**	**1**	**1**	**0**	**0**	**45.3**	**53.9**

17 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	53.4	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	55	-
0400	3	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	43.3	-
0500	4	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	56.3	-
0600	16	0	0	0	1	1	3	6	1	3	1	0	0	0	0	0	47.6	61.8
0700	55	1	0	0	2	3	12	13	17	5	2	0	0	0	0	0	46.5	55.2
0800	100	3	2	4	7	6	21	34	17	6	0	0	0	0	0	0	42.3	52.4
0900	67	0	0	0	2	6	28	19	8	4	0	0	0	0	0	0	44.1	52.3
1000	59	0	1	2	0	13	19	17	5	1	1	0	0	0	0	0	41.4	48.5
1100	59	0	2	0	1	12	19	17	6	1	0	1	0	0	0	0	41.9	49.5
1200	60	0	0	1	1	6	26	17	6	2	0	1	0	0	0	0	43.3	50.9
1300	52	1	1	1	1	6	17	15	8	2	0	0	0	0	0	0	42.4	50.3
1400	66	0	0	0	1	6	19	19	11	9	1	0	0	0	0	0	46.1	56
1500	77	2	0	1	5	9	24	21	14	1	0	0	0	0	0	0	42.3	50.8
1600	80	0	0	0	2	7	22	26	21	1	1	0	0	0	0	0	45.4	53.3
1700	77	1	0	0	1	2	13	27	23	6	3	0	0	1	0	0	48.1	55
1800	65	0	0	0	1	6	10	22	16	5	4	1	0	0	0	0	48	56.2
1900	52	1	0	0	1	5	19	12	7	7	0	0	0	0	0	0	44.8	55.4
2000	30	1	0	1	1	4	4	10	5	4	0	0	0	0	0	0	44.7	55.7
2100	32	0	1	0	3	4	8	6	7	2	1	0	0	0	0	0	44.4	54.9
2200	7	0	0	0	0	1	2	2	2	0	0	0	0	0	0	0	44.9	-
2300	5	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	49.2	-
07-19	**817**	**8**	**6**	**9**	**24**	**82**	**230**	**247**	**152**	**43**	**12**	**3**	**0**	**1**	**0**	**0**	**44.3**	**52.7**
06-22	**947**	**10**	**7**	**10**	**30**	**96**	**264**	**281**	**172**	**59**	**14**	**3**	**0**	**1**	**0**	**0**	**44.4**	**53**
06-00	**959**	**10**	**7**	**10**	**30**	**97**	**267**	**284**	**176**	**60**	**14**	**3**	**0**	**1**	**0**	**0**	**44.5**	**53**
00-00	**969**	**10**	**7**	**10**	**31**	**97**	**267**	**285**	**181**	**63**	**14**	**3**	**0**	**1**	**0**	**0**	**44.5**	**53.2**

Grand Total

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp

[--		6 12	12 19	19 25	25 31	31 37	37 43	43 50	50 56	56 62	62 68	68 75	75 81	81 87	87 93	93 99		85
--	6167	40	49	46	172	635	1637	1881	1110	454	103	27	9	4	0	0	45	53.5

SITE: ATC 1 - Towngate E, Peterborough

LOCATION: Attached to hedgerow

GRID REFERENCE: 52.687836, -0.297271

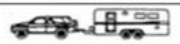
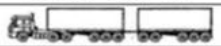
DIRECTION: WESTBOUND

SPEED LIMIT: NSL

	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Averages	
	11-Jun	12-Jun	13-Jun	14-Jun	15-Jun	16-Jun	17-Jun	1-5.	1-7.
Hour									
0000-0100	2	0	1	8	5	0	0	0.6	2.3
0100-0200	2	1	1	1	5	1	2	1.4	1.9
0200-0300	0	0	0	0	1	1	0	0.2	0.3
0300-0400	0	0	0	0	0	2	1	0.6	0.4
0400-0500	1	1	0	0	0	2	3	1.4	1
0500-0600	2	5	4	3	1	7	4	4.4	3.7
0600-0700	18	16	16	8	5	24	16	18	14.7
0700-0800	52	69	55	22	15	67	55	59.6	47.9
0800-0900	**88**	**92**	**76**	41	17	**80**	**100**	87.2	70.6
0900-1000	59	62	68	67	38	61	67	63.4	60.3
1000-1100	61	39	50	66	58	49	59	51.6	54.6
1100-1200	51	68	62	**70**	**75**	73	59	62.6	65.4
1200-1300	50	80	69	61	**80**	63	60	64.4	66.1
1300-1400	48	55	63	**70**	63	49	52	53.4	57.1
1400-1500	71	77	73	66	49	54	66	68.2	65.1
1500-1600	**80**	80	**89**	60	52	76	77	80.4	73.4
1600-1700	74	**86**	69	60	47	63	**80**	74.4	68.4
1700-1800	75	64	64	47	22	**82**	77	72.4	61.6
1800-1900	60	60	64	53	27	58	65	61.4	55.3
1900-2000	60	44	42	46	41	40	52	47.6	46.4
2000-2100	25	32	38	27	14	40	30	33	29.4
2100-2200	16	23	15	21	13	19	32	21	19.9
2200-2300	16	10	12	12	5	7	7	10.4	9.9
2300-2400	6	4	7	7	3	5	5	5.4	5.3
Totals									
0700-1900	769	832	802	683	543	775	817	799	745.9
0600-2200	888	947	913	785	616	898	947	918.6	856.3
0600-0000	910	961	932	804	624	910	959	934.4	871.4
0000-0000	917	968	938	816	636	923	969	943	881
AM Peak	800	800	800	1100	1100	800	800		
	88	92	76	70	75	80	100		
PM Peak	1500	1600	1500	1300	1200	1700	1600		
	80	86	89	70	80	82	80		

CHARGE SURVEYS

SITE: ATC 2 - Linchfield Road, Peterborough (52.684622, -0.301577)

Class		Axles	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	d(1)>=1.7m, d(1)<=3.2m & axles=2		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		
3	TB2	2	2	Two axle truck or Bus	d(1)>3.2m & axles=2		Medium
4	TB3	3	2	Three axle truck or Bus	axles=3 & groups=2		
5	T4	>3	2	Four axle truck	axles>3 & groups=2		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	d(1)>3.2m, axles=3 & groups=3		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 5 & groups>2		
9	ART6	>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	axles=6 & groups>2 or axles>6 & groups=3		
10	BD	>6	4	B-Double or Heavy truck and trailer	groups=4 & axles>6		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	groups=5,6 & axles>6		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	groups>6 & axles>6		
14	M/C	2	1 OR 2	Motorcycle	d(1)>=1.18m, d(1)<=1.7m & axles=2		Light
15	CYCLE	2	1 OR 2	Cycle	d(1)<1.18 & axles=2		

	Northbound	Southbound
Total	**10927**	**9441**
Mean Speed	**38.5**	**36.1**
85%	**47**	**43.6**

CHARGE SURVEYS

SITE: ATC 2 - Linchfield Road, Peterborough

LOCATION: Attached to footpath

GRID REFERENCE: 52.684622, -0.301577

DIRECTION: NORTHBOUND

SPEED LIMIT: 30

11 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	39.5	-
0100	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	40.3	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	50.6	-
0400	5	4	0	0	0	0	0	0	0	0	0	0	0	0	1	37.3	-
0500	30	24	0	3	0	0	0	0	0	0	0	0	0	2	1	45.9	55.4
0600	35	32	0	3	0	0	0	0	0	0	0	0	0	0	0	41.4	53.4
0700	122	107	0	13	0	0	0	1	0	0	0	0	0	0	1	39.6	49.1
0800	179	169	0	8	1	0	0	0	0	0	0	0	0	0	1	39.8	47.1
0900	110	101	1	5	0	0	0	0	0	0	0	0	0	0	3	36.4	44.6
1000	97	84	0	7	1	0	0	0	0	0	0	0	0	1	4	35.8	44.1
1100	104	99	0	4	0	0	0	0	1	0	0	0	0	0	0	36.9	45
1200	80	73	0	7	0	0	0	0	0	0	0	0	0	0	0	37.5	45.3
1300	110	98	1	7	1	0	0	0	0	0	0	0	0	3	0	36.9	42.7
1400	101	93	0	7	0	0	0	0	0	0	0	0	0	1	0	38.7	46.7
1500	146	137	1	7	0	0	0	0	0	0	0	0	0	1	0	37.4	44.6
1600	129	118	0	7	1	0	0	0	0	0	0	0	0	2	1	39.9	46.9
1700	143	123	1	13	0	0	0	0	0	0	0	0	0	6	0	40.2	47.1
1800	117	112	0	5	0	0	0	0	0	0	0	0	0	0	0	42.2	49.8
1900	100	93	0	5	0	0	0	0	0	0	0	0	0	2	0	40	48.7
2000	57	50	0	6	0	1	0	0	0	0	0	0	0	0	0	38.9	46.1
2100	23	22	0	1	0	0	0	0	0	0	0	0	0	0	0	39.1	50.1
2200	11	10	0	0	0	0	0	0	0	0	0	0	0	1	0	36.9	52.4
2300	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	47.5	-
07-19	**1438**	**1314**	**4**	**90**	**4**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**14**	**10**	**38.6**	**46.6**
06-22	**1653**	**1511**	**4**	**105**	**4**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**16**	**10**	**38.8**	**46.9**
06-00	**1672**	**1529**	**4**	**105**	**4**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**17**	**10**	**38.8**	**46.9**
00-00	**1713**	**1562**	**4**	**109**	**4**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**19**	**12**	**38.9**	**47.1**

12 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	36.6	-
0100	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	41.3	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	52.2	-
0400	5	3	0	1	0	0	0	0	0	0	0	0	0	0	1	42.8	-
0500	20	16	0	2	0	0	0	0	0	0	0	0	0	1	1	46.7	55.9
0600	39	36	0	1	0	0	0	0	0	0	0	0	0	0	2	41.8	54.5
0700	132	118	0	10	0	0	0	0	0	0	0	0	0	2	2	38.3	47.9
0800	182	169	0	10	1	0	0	1	0	0	0	0	0	0	1	37.8	44.9
0900	110	101	0	6	1	0	0	0	0	0	0	0	0	1	1	36.4	45.6
1000	96	84	0	10	0	0	0	0	0	0	0	0	0	2	0	37.7	45.3
1100	103	85	0	12	1	0	0	0	0	0	0	0	0	2	3	37	45.2
1200	97	89	0	5	1	1	0	0	0	0	0	0	0	0	1	37.5	44.7
1300	98	87	0	9	0	0	0	1	0	0	0	0	0	1	0	37.3	46.5
1400	107	94	1	11	1	0	0	0	0	0	0	0	0	0	0	38.8	46.3
1500	143	124	1	14	0	0	0	0	0	0	0	0	0	2	2	40.2	47.1
1600	107	96	0	8	0	0	0	0	0	0	0	0	0	1	2	39.9	48.5
1700	129	123	0	4	0	0	0	0	0	0	0	0	0	2	0	39.1	47.4
1800	116	110	0	6	0	0	0	0	0	0	0	0	0	0	0	40.5	48.9
1900	66	61	0	3	0	0	0	0	0	0	0	0	0	1	1	40.2	47.5
2000	71	64	1	3	0	0	0	0	0	0	0	0	0	2	1	39.9	47.8
2100	34	33	0	0	0	0	0	0	0	0	0	0	0	0	1	38.6	47.6
2200	6	4	0	1	0	0	0	0	0	0	0	0	0	1	0	39.9	-
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	38.6	-
07-19	**1420**	**1280**	**2**	**105**	**5**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**13**	**12**	**38.5**	**46.4**
06-22	**1630**	**1474**	**3**	**112**	**5**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**16**	**17**	**38.7**	**46.6**
06-00	**1640**	**1482**	**3**	**113**	**5**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**17**	**17**	**38.7**	**46.8**
00-00	**1671**	**1506**	**3**	**117**	**5**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**18**	**19**	**38.8**	**47**

13 June 2025

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp

[--		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35	-
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	38.8	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	59.9	-
0400	6	5	0	0	0	0	0	0	0	0	0	0	0	0	1	40.8	-
0500	18	16	0	1	0	0	0	0	0	0	0	0	0	0	1	42.2	52
0600	33	32	0	0	0	0	0	0	0	0	0	0	0	0	1	40.4	53.6
0700	113	92	1	16	0	0	0	0	0	0	0	0	0	3	1	39.8	48.3
0800	176	159	3	13	1	0	0	0	0	0	0	0	0	0	0	39.6	46.8
0900	134	126	0	6	0	0	0	0	0	0	0	0	0	0	2	36.4	44.6
1000	105	98	0	4	0	0	0	0	0	0	0	0	0	3	0	37.9	44.6
1100	99	89	0	7	0	0	0	1	0	0	0	0	0	0	2	37.4	46.6
1200	104	95	0	7	0	0	0	0	0	0	0	0	0	2	0	38.6	47
1300	102	92	0	5	1	0	0	0	0	0	0	0	0	3	1	37.1	45.1
1400	108	98	0	8	0	0	0	0	0	0	0	0	0	1	1	39.1	47.3
1500	157	144	0	11	0	0	0	0	0	0	0	0	0	1	1	39.9	48.1
1600	130	118	0	10	0	0	0	0	0	0	0	0	0	2	0	41.6	48.7
1700	166	153	1	10	0	0	0	0	0	0	0	0	0	1	1	39.9	48.8
1800	126	118	1	5	0	0	0	0	0	0	0	0	0	1	1	38.2	46.4
1900	81	74	0	6	0	0	0	0	0	0	0	0	0	0	1	36.8	44.9
2000	43	37	0	6	0	0	0	0	0	0	0	0	0	0	0	41.9	53
2100	37	36	0	0	0	0	0	0	0	0	0	0	0	0	1	37.6	46.7
2200	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	39.8	50.6
2300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	40.1	-
07-19	**1520**	**1382**	**6**	**102**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**17**	**10**	**38.9**	**46.8**
06-22	**1714**	**1561**	**6**	**114**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**17**	**13**	**38.9**	**46.9**
06-00	**1734**	**1580**	**6**	**115**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**17**	**13**	**38.9**	**46.9**
00-00	**1764**	**1607**	**6**	**116**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**17**	**15**	**39**	**47**

14 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	47	-
0100	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	47.8	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-

0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	36.8	-
0400	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	48.8	-
0500	9	6	0	1	0	0	0	1	0	0	0	0	0	1	0	46.8	-
0600	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	42.3	49.6
0700	42	36	0	3	1	0	0	0	0	0	0	0	0	1	1	40.6	50.1
0800	86	83	0	3	0	0	0	0	0	0	0	0	0	0	0	37.8	46.1
0900	92	85	0	7	0	0	0	0	0	0	0	0	0	0	0	38.1	44.2
1000	145	136	0	6	0	0	0	0	0	0	0	0	0	0	3	37.5	46.2
1100	137	129	4	2	0	0	0	1	0	0	0	0	0	0	1	37	44.6
1200	121	113	0	4	3	0	0	0	0	0	0	0	0	0	1	33.9	41.7
1300	120	113	0	5	0	0	0	0	0	0	0	0	0	1	1	36	46.4
1400	89	84	0	3	0	0	0	0	0	0	0	0	0	2	0	38.5	45.6
1500	85	81	0	3	0	0	0	0	0	0	0	0	0	0	1	40	52
1600	91	87	0	2	0	0	0	1	0	0	0	0	0	1	0	40.9	48.2
1700	86	79	1	5	0	0	0	0	0	0	0	0	0	1	0	39.8	48
1800	71	67	0	4	0	0	0	0	0	0	0	0	0	0	0	41.2	49.3
1900	54	50	0	2	0	0	0	0	0	0	0	0	0	2	0	37.4	45.4
2000	43	38	0	3	0	0	0	0	0	0	0	0	0	0	2	39.3	47
2100	38	36	0	1	0	0	0	0	0	0	0	0	0	1	0	39.8	52
2200	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	43.6	52.3
2300	13	11	0	2	0	0	0	0	0	0	0	0	0	0	0	39.6	52.4
07-19	**1165**	**1093**	**5**	**47**	**4**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**6**	**8**	**38**	**46.2**
06-22	**1315**	**1231**	**5**	**54**	**4**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**9**	**10**	**38.1**	**46.6**
06-00	**1345**	**1259**	**5**	**56**	**4**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**9**	**10**	**38.2**	**46.8**
00-00	**1367**	**1276**	**5**	**59**	**4**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**10**	**10**	**38.4**	**47.1**

15 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	43.8	-
0100	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	47.3	-
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	36.1	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	46.6	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	51.9	-
0500	5	4	0	0	0	0	0	0	0	0	0	0	0	1	0	47.3	-
0600	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	46.9	-
0700	14	12	0	0	0	0	0	0	0	0	0	0	0	1	1	37	47.9

0800	38	38	0	0	0	0	0	0	0	0	0	0	0	0	0	42.2	52.5
0900	78	72	1	2	0	0	0	0	0	0	0	0	0	2	1	37.1	45.8
1000	110	96	0	8	0	0	0	0	0	0	0	0	0	1	5	37.3	46.4
1100	125	120	0	5	0	0	0	0	0	0	0	0	0	0	0	38.3	47
1200	99	94	0	3	0	0	0	0	0	0	0	0	0	1	1	37.1	45
1300	108	101	0	6	0	0	0	0	0	0	0	0	0	1	0	39.2	46.4
1400	83	79	1	3	0	0	0	0	0	0	0	0	0	0	0	39.4	47.9
1500	96	90	0	1	0	0	0	0	0	0	0	0	0	5	0	42	49.1
1600	73	67	0	3	0	0	0	0	0	0	0	0	0	2	1	39	49.8
1700	64	58	0	3	0	0	0	0	0	0	0	0	0	2	1	40.1	50.1
1800	56	54	0	0	1	0	0	0	0	0	0	0	0	0	1	38.4	48.5
1900	54	53	0	1	0	0	0	0	0	0	0	0	0	0	0	41.1	50.9
2000	41	40	0	1	0	0	0	0	0	0	0	0	0	0	0	39.8	52
2100	19	16	0	0	0	0	0	0	0	0	0	0	0	2	1	36.3	50.9
2200	10	8	0	1	0	0	0	0	0	0	0	0	0	1	0	40.9	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	49.7	-
07-19	**944**	**881**	**2**	**34**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**11**	**38.8**	**47.6**
06-22	**1066**	**997**	**2**	**37**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**12**	**39**	**47.9**
06-00	**1078**	**1007**	**2**	**38**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**12**	**39.1**	**48.1**
00-00	**1097**	**1024**	**2**	**39**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**12**	**39.2**	**48.3**

16 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	47.4	-
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	42.9	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	50	-
0400	6	4	0	1	0	0	0	0	0	0	0	0	0	0	1	44.5	-
0500	19	17	0	1	0	0	0	0	0	0	0	0	0	1	0	45.5	62.3
0600	28	25	0	2	0	0	0	0	0	0	0	0	0	0	1	41.3	53.2
0700	123	104	1	15	0	0	0	1	0	0	0	0	0	0	2	39.2	47.6
0800	174	158	2	11	0	0	0	0	0	0	0	0	0	1	2	38	46.6
0900	113	102	0	6	0	0	0	0	0	0	0	0	0	3	2	36.3	42.8
1000	124	111	0	10	0	0	0	0	0	0	0	0	0	0	3	34.3	40.7
1100	85	82	0	3	0	0	0	0	0	0	0	0	0	0	0	32.4	38.9
1200	100	93	0	7	0	0	0	0	0	0	0	0	0	0	0	31.3	35.9

1300	86	81	0	5	0	0	0	0	0	0	0	0	0	0	0	32	37.9
1400	93	84	1	6	0	0	0	0	0	0	0	0	0	1	1	36.8	44.9
1500	134	118	2	11	1	0	0	1	0	0	0	0	0	0	1	37.8	44.5
1600	126	120	0	6	0	0	0	0	0	0	0	0	0	0	0	39.8	47.7
1700	153	143	1	7	1	0	0	0	0	0	0	0	0	1	0	39.6	48.9
1800	98	94	0	2	0	0	0	0	0	0	0	0	0	1	1	39.3	48.1
1900	83	77	0	2	0	0	0	0	0	0	0	0	0	3	1	41.1	50.2
2000	40	38	0	1	0	0	0	0	0	0	0	0	0	1	0	43.1	50.9
2100	20	17	0	1	0	0	0	0	0	0	0	0	0	2	0	41.7	53.7
2200	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	39.6	48.2
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	-
07-19	**1409**	**1290**	**7**	**89**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**7**	**12**	**36.8**	**45.2**
06-22	**1580**	**1447**	**7**	**95**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**13**	**14**	**37.3**	**45.7**
06-00	**1597**	**1464**	**7**	**95**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**13**	**14**	**37.3**	**45.7**
00-00	**1626**	**1489**	**7**	**97**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**14**	**15**	**37.5**	**46.1**

17 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	44.4	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	55	-
0400	7	6	0	0	0	0	0	0	0	0	0	0	0	0	1	37.2	-
0500	19	15	0	1	0	0	0	0	0	0	0	0	0	2	1	41.5	52.9
0600	37	34	0	2	0	0	0	0	0	0	0	0	0	0	1	40.6	50.6
0700	117	106	0	9	0	0	0	1	0	0	0	0	0	0	1	37.8	48.6
0800	180	168	1	10	0	0	0	0	0	0	0	0	0	0	1	38	45.1
0900	134	123	1	6	1	0	0	0	0	0	0	0	0	2	1	37.2	43.7
1000	117	106	1	8	0	1	0	0	0	0	0	0	0	0	1	36.1	43.2
1100	84	73	0	8	1	0	0	0	0	0	0	0	0	0	2	35.3	42.8
1200	97	90	0	7	0	0	0	0	0	0	0	0	0	0	0	35.6	44.1
1300	105	92	0	11	0	0	0	0	0	0	0	0	0	2	0	37.9	46.3
1400	101	88	0	11	0	0	0	0	0	0	0	0	0	1	1	37.4	45.2
1500	132	124	2	3	0	0	0	0	0	0	0	0	0	1	2	39.5	49.5
1600	141	132	1	6	1	0	0	0	0	0	0	0	0	0	1	39	46.4
1700	122	110	0	9	0	0	0	0	0	0	0	0	0	2	1	39.8	46.9

1800	118	107	0	6	0	0	0	0	0	0	0	0	0	3	2	39.2	47.6
1900	74	70	0	2	0	0	0	0	0	0	0	0	0	2	0	37.9	47.9
2000	59	58	0	0	0	0	0	0	0	0	0	0	0	1	0	37.5	45.1
2100	27	25	0	2	0	0	0	0	0	0	0	0	0	0	0	38.3	48.9
2200	10	8	0	0	0	0	0	0	0	0	0	0	0	2	0	34.1	-
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	36.1	-
07-19	**1448**	**1319**	**6**	**94**	**3**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**11**	**13**	**37.9**	**45.6**
06-22	**1645**	**1506**	**6**	**100**	**3**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**14**	**14**	**37.9**	**45.9**
06-00	**1659**	**1518**	**6**	**100**	**3**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**16**	**14**	**37.9**	**45.9**
00-00	**1689**	**1543**	**6**	**101**	**3**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**18**	**16**	**38**	**46.1**

CHARGE SURVEYS

SITE: ATC 2 - Linchfield Road, Peterborough LOCATION: Attached to footpath

GRID REFERENCE: 52.684622, -0.301577 DIRECTION: NORTHBOUND SPEED LIMIT: 30

11 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	39.5	-
0100	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	40.3	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	50.6	-
0400	5	0	1	0	0	0	2	2	0	0	0	0	0	0	0	0	37.3	-
0500	30	1	0	0	3	1	5	11	5	1	1	1	1	0	0	0	45.9	55.4
0600	35	0	0	2	4	5	10	8	3	2	1	0	0	0	0	0	41.4	53.4
0700	122	1	0	0	19	33	37	16	8	7	1	0	0	0	0	0	39.6	49.1
0800	179	0	1	3	13	58	50	38	8	6	2	0	0	0	0	0	39.8	47.1
0900	110	0	3	1	21	43	21	16	3	1	1	0	0	0	0	0	36.4	44.6
1000	97	0	4	3	16	38	17	15	2	2	0	0	0	0	0	0	35.8	44.1
1100	104	0	0	2	22	37	21	16	6	0	0	0	0	0	0	0	36.9	45
1200	80	0	0	4	16	20	24	11	3	2	0	0	0	0	0	0	37.5	45.3
1300	110	0	0	1	21	43	31	8	3	3	0	0	0	0	0	0	36.9	42.7
1400	101	0	0	3	16	24	34	17	4	2	0	1	0	0	0	0	38.7	46.7
1500	146	0	0	4	28	41	44	24	4	1	0	0	0	0	0	0	37.4	44.6
1600	129	1	0	2	9	36	45	24	7	3	1	1	0	0	0	0	39.9	46.9
1700	143	1	2	2	9	38	42	36	8	2	1	1	0	0	0	1	40.2	47.1
1800	117	0	0	1	8	22	35	33	13	4	0	1	0	0	0	0	42.2	49.8
1900	100	0	0	1	14	27	23	22	10	2	1	0	0	0	0	0	40	48.7
2000	57	0	0	2	6	15	20	8	3	2	1	0	0	0	0	0	38.9	46.1
2100	23	0	0	1	5	6	5	3	1	1	0	1	0	0	0	0	39.1	50.1
2200	11	0	1	0	1	5	1	1	2	0	0	0	0	0	0	0	36.9	52.4
2300	8	0	0	0	1	1	3	0	1	0	1	0	0	1	0	0	47.5	-
07-19	**1438**	**3**	**10**	**26**	**198**	**433**	**401**	**254**	**69**	**33**	**6**	**4**	**0**	**0**	**0**	**1**	**38.6**	**46.6**
06-22	**1653**	**3**	**10**	**32**	**227**	**486**	**459**	**295**	**86**	**40**	**9**	**5**	**0**	**0**	**0**	**1**	**38.8**	**46.9**
06-00	**1672**	**3**	**11**	**32**	**229**	**492**	**463**	**296**	**89**	**40**	**10**	**5**	**0**	**1**	**0**	**1**	**38.8**	**46.9**
00-00	**1713**	**4**	**12**	**32**	**233**	**494**	**472**	**309**	**96**	**41**	**11**	**6**	**1**	**1**	**0**	**1**	**38.9**	**47.1**

12 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	36.6	-
0100	3	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	41.3	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	52.2	-
0400	5	0	1	0	0	0	2	1	0	0	1	0	0	0	0	0	42.8	-
0500	20	1	0	0	0	1	4	7	4	2	0	1	0	0	0	0	46.7	55.9
0600	39	0	2	0	6	3	11	9	3	3	2	0	0	0	0	0	41.8	54.5
0700	132	1	1	3	20	36	30	30	10	1	0	0	0	0	0	0	38.3	47.9
0800	182	0	1	3	21	64	58	31	2	1	1	0	0	0	0	0	37.8	44.9
0900	110	2	0	2	19	44	24	11	4	4	0	0	0	0	0	0	36.4	45.6
1000	96	0	0	2	13	35	25	17	2	2	0	0	0	0	0	0	37.7	45.3
1100	103	0	1	6	12	40	25	12	4	3	0	0	0	0	0	0	37	45.2
1200	97	0	1	1	21	28	29	10	6	0	0	1	0	0	0	0	37.5	44.7
1300	98	0	1	3	25	17	30	15	5	2	0	0	0	0	0	0	37.3	46.5
1400	107	0	0	1	11	34	34	19	6	2	0	0	0	0	0	0	38.8	46.3
1500	143	1	1	0	11	33	51	32	12	2	0	0	0	0	0	0	40.2	47.1
1600	107	0	2	2	9	30	28	22	7	6	1	0	0	0	0	0	39.9	48.5
1700	129	0	1	6	15	26	45	26	7	2	0	0	0	1	0	0	39.1	47.4
1800	116	0	0	0	14	29	35	23	12	2	0	1	0	0	0	0	40.5	48.9
1900	66	0	1	1	5	16	18	19	4	1	1	0	0	0	0	0	40.2	47.5
2000	71	0	1	0	6	18	22	18	5	0	1	0	0	0	0	0	39.9	47.8
2100	34	1	1	1	2	9	8	9	2	1	0	0	0	0	0	0	38.6	47.6
2200	6	0	1	0	0	1	1	2	0	1	0	0	0	0	0	0	39.9	-
2300	4	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	38.6	-
07-19	**1420**	**4**	**9**	**29**	**191**	**416**	**414**	**248**	**77**	**27**	**2**	**2**	**0**	**1**	**0**	**0**	**38.5**	**46.4**
06-22	**1630**	**5**	**14**	**31**	**210**	**462**	**473**	**303**	**91**	**32**	**6**	**2**	**0**	**1**	**0**	**0**	**38.7**	**46.6**
06-00	**1640**	**5**	**15**	**31**	**212**	**463**	**474**	**307**	**91**	**33**	**6**	**2**	**0**	**1**	**0**	**0**	**38.7**	**46.8**
00-00	**1671**	**6**	**16**	**32**	**212**	**465**	**481**	**315**	**98**	**35**	**7**	**3**	**0**	**1**	**0**	**0**	**38.8**	**47**

13 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	35	-

0200	3	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	38.8	-	
0300	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	59.9	-	
0400	6	0	1	0	0	1	1	2	1	0	0	0	0	0	0	0	40.8	-	
0500	18	1	0	0	2	1	4	5	5	0	0	0	0	0	0	0	42.2		52
0600	33	0	1	1	4	7	8	5	5	1	1	0	0	0	0	0	40.4		53.6
0700	113	1	1	1	12	21	44	23	6	4	0	0	0	0	0	0	39.8		48.3
0800	176	0	0	0	20	54	51	36	7	7	1	0	0	0	0	0	39.6		46.8
0900	134	0	3	2	25	44	38	18	3	1	0	0	0	0	0	0	36.4		44.6
1000	105	0	0	3	9	42	31	13	6	1	0	0	0	0	0	0	37.9		44.6
1100	99	0	2	0	24	25	25	18	2	3	0	0	0	0	0	0	37.4		46.6
1200	104	0	0	0	20	29	29	18	5	3	0	0	0	0	0	0	38.6		47
1300	102	1	1	2	20	31	24	16	6	0	1	0	0	0	0	0	37.1		45.1
1400	108	1	0	0	13	32	33	18	9	2	0	0	0	0	0	0	39.1		47.3
1500	157	0	0	3	15	46	50	27	8	6	1	0	1	0	0	0	39.9		48.1
1600	130	0	0	1	10	25	48	32	6	8	0	0	0	0	0	0	41.6		48.7
1700	166	0	1	0	12	56	48	32	12	2	3	0	0	0	0	0	39.9		48.8
1800	126	1	0	2	18	44	32	19	6	3	1	0	0	0	0	0	38.2		46.4
1900	81	1	0	4	15	26	21	10	3	0	1	0	0	0	0	0	36.8		44.9
2000	43	0	0	1	5	9	10	10	4	3	0	1	0	0	0	0	41.9		53
2100	37	1	0	0	9	11	9	3	2	1	0	0	1	0	0	0	37.6		46.7
2200	15	0	0	0	2	5	3	3	2	0	0	0	0	0	0	0	39.8		50.6
2300	5	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	40.1	-	
07-19	**1520**	**4**	**8**	**14**	**198**	**449**	**453**	**270**	**76**	**40**	**7**	**0**	**1**	**0**	**0**	**0**	**38.9**		**46.8**
06-22	**1714**	**6**	**9**	**20**	**231**	**502**	**501**	**298**	**90**	**45**	**9**	**1**	**2**	**0**	**0**	**0**	**38.9**		**46.9**
06-00	**1734**	**6**	**9**	**20**	**233**	**509**	**505**	**303**	**92**	**45**	**9**	**1**	**2**	**0**	**0**	**0**	**38.9**		**46.9**
00-00	**1764**	**7**	**10**	**20**	**237**	**512**	**511**	**310**	**99**	**46**	**9**	**1**	**2**	**0**	**0**	**0**	**39**		**47**

14 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	5	0	0	0	0	1	0	2	2	0	0	0	0	0	0	0	47	-	
0100	4	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0	47.8	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		-
0300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	36.8	-	
0400	3	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	48.8	-	
0500	9	0	0	0	1	1	2	1	1	2	0	1	0	0	0	0	46.8	-	
0600	15	0	0	0	1	4	2	7	0	1	0	0	0	0	0	0	42.3		49.6
0700	42	1	0	0	3	12	10	8	8	0	0	0	0	0	0	0	40.6		50.1
0800	86	0	0	4	17	26	16	15	5	1	0	2	0	0	0	0	37.8		46.1
0900	92	0	0	2	10	28	34	15	2	1	0	0	0	0	0	0	38.1		44.2

1000	145	1	1	3	18	56	37	15	9	5	0	0	0	0	0	0	37.5	46.2
1100	137	1	0	4	26	42	41	14	7	1	0	1	0	0	0	0	37	44.6
1200	121	0	8	6	31	34	28	11	2	0	0	1	0	0	0	0	33.9	41.7
1300	120	3	3	8	14	44	23	16	8	0	0	0	1	0	0	0	36	46.4
1400	89	0	0	1	10	30	25	21	2	0	0	0	0	0	0	0	38.5	45.6
1500	85	0	1	4	11	15	30	10	9	4	0	1	0	0	0	0	40	52
1600	91	0	0	1	9	18	33	20	7	3	0	0	0	0	0	0	40.9	48.2
1700	86	0	0	1	14	21	24	16	8	0	0	1	1	0	0	0	39.8	48
1800	71	0	0	2	6	15	24	15	6	2	0	0	1	0	0	0	41.2	49.3
1900	54	0	0	2	10	21	8	11	1	0	1	0	0	0	0	0	37.4	45.4
2000	43	1	1	2	3	9	16	6	3	1	0	0	1	0	0	0	39.3	47
2100	38	0	1	1	7	8	7	7	6	1	0	0	0	0	0	0	39.8	52
2200	17	0	0	0	0	4	5	2	5	1	0	0	0	0	0	0	43.6	52.3
2300	13	0	0	0	1	4	5	1	2	0	0	0	0	0	0	0	39.6	52.4
07-19	**1165**	**6**	**13**	**36**	**169**	**341**	**325**	**176**	**73**	**17**	**0**	**6**	**3**	**0**	**0**	**0**	**38**	**46.2**
06-22	**1315**	**7**	**15**	**41**	**190**	**383**	**358**	**207**	**83**	**20**	**1**	**6**	**4**	**0**	**0**	**0**	**38.1**	**46.6**
06-00	**1345**	**7**	**15**	**41**	**191**	**391**	**368**	**210**	**90**	**21**	**1**	**6**	**4**	**0**	**0**	**0**	**38.2**	**46.8**
00-00	**1367**	**7**	**16**	**41**	**192**	**394**	**371**	**214**	**93**	**27**	**1**	**7**	**4**	**0**	**0**	**0**	**38.4**	**47.1**

15 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	5	0	0	0	0	2	0	1	2	0	0	0	0	0	0	0	43.8	-
0100	5	0	0	0	0	1	1	0	3	0	0	0	0	0	0	0	47.3	-
0200	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	36.1	-
0300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	46.6	-
0400	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	51.9	-
0500	5	0	0	0	1	1	1	1	0	0	0	0	0	1	0	0	47.3	-
0600	8	0	0	0	0	1	2	0	5	0	0	0	0	0	0	0	46.9	-
0700	14	0	1	0	3	4	2	3	0	1	0	0	0	0	0	0	37	47.9
0800	38	0	0	0	5	4	13	9	4	3	0	0	0	0	0	0	42.2	52.5
0900	78	0	0	2	15	28	19	7	5	2	0	0	0	0	0	0	37.1	45.8
1000	110	3	2	4	17	27	30	18	8	1	0	0	0	0	0	0	37.3	46.4
1100	125	0	0	5	17	41	31	21	5	4	1	0	0	0	0	0	38.3	47
1200	99	0	1	3	14	33	27	16	5	0	0	0	0	0	0	0	37.1	45
1300	108	0	0	0	18	23	41	16	7	2	1	0	0	0	0	0	39.2	46.4
1400	83	0	0	1	19	15	21	19	5	3	0	0	0	0	0	0	39.4	47.9
1500	96	0	0	0	9	20	27	27	6	4	2	0	1	0	0	0	42	49.1
1600	73	0	2	2	12	19	16	11	7	2	2	0	0	0	0	0	39	49.8
1700	64	2	1	0	9	13	19	9	7	2	1	1	0	0	0	0	40.1	50.1

1800	56	0	2	2	7	14	15	11	2	3	0	0	0	0	0	0	38.4	48.5
1900	54	0	0	2	5	13	15	10	5	3	1	0	0	0	0	0	41.1	50.9
2000	41	0	0	0	8	14	8	4	5	0	2	0	0	0	0	0	39.8	52
2100	19	1	1	0	4	6	3	1	2	0	0	1	0	0	0	0	36.3	50.9
2200	10	0	0	0	4	2	0	1	1	1	1	0	0	0	0	0	40.9	-
2300	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	49.7	-
07-19	**944**	**5**	**9**	**19**	**145**	**241**	**261**	**167**	**61**	**27**	**7**	**1**	**1**	**0**	**0**	**0**	**38.8**	**47.6**
06-22	**1066**	**6**	**10**	**21**	**162**	**275**	**289**	**182**	**78**	**30**	**10**	**2**	**1**	**0**	**0**	**0**	**39**	**47.9**
06-00	**1078**	**6**	**10**	**21**	**166**	**277**	**289**	**184**	**80**	**31**	**11**	**2**	**1**	**0**	**0**	**0**	**39.1**	**48.1**
00-00	**1097**	**6**	**10**	**21**	**168**	**281**	**291**	**188**	**86**	**31**	**11**	**2**	**1**	**1**	**0**	**0**	**39.2**	**48.3**

16 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	47.4	-
0200	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	42.9	-
0300	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	50	-
0400	6	0	1	0	0	0	1	2	1	1	0	0	0	0	0	0	44.5	-
0500	19	0	0	0	1	2	8	3	2	0	1	2	0	0	0	0	45.5	62.3
0600	28	0	1	0	1	8	6	6	5	1	0	0	0	0	0	0	41.3	53.2
0700	123	0	2	2	18	29	34	27	9	2	0	0	0	0	0	0	39.2	47.6
0800	174	1	0	2	29	47	57	31	7	0	0	0	0	0	0	0	38	46.6
0900	113	1	1	0	20	49	28	10	4	0	0	0	0	0	0	0	36.3	42.8
1000	124	2	0	4	30	55	22	8	2	0	0	1	0	0	0	0	34.3	40.7
1100	85	0	0	6	34	29	12	2	1	1	0	0	0	0	0	0	32.4	38.9
1200	100	0	0	7	45	39	5	3	1	0	0	0	0	0	0	0	31.3	35.9
1300	86	0	0	11	28	33	12	2	0	0	0	0	0	0	0	0	32	37.9
1400	93	0	1	1	21	30	18	16	6	0	0	0	0	0	0	0	36.8	44.9
1500	134	0	1	3	13	46	43	20	7	1	0	0	0	0	0	0	37.8	44.5
1600	126	0	0	1	15	36	35	28	8	3	0	0	0	0	0	0	39.8	47.7
1700	153	0	0	1	22	45	35	28	20	1	1	0	0	0	0	0	39.6	48.9
1800	98	1	1	1	13	19	33	22	6	1	0	0	1	0	0	0	39.3	48.1
1900	83	0	1	2	6	19	24	18	11	1	0	1	0	0	0	0	41.1	50.2
2000	40	0	0	0	2	8	16	7	2	2	2	0	0	1	0	0	43.1	50.9
2100	20	0	1	0	2	4	6	4	1	0	1	1	0	0	0	0	41.7	53.7
2200	16	0	0	0	4	4	5	1	1	0	0	0	1	0	0	0	39.6	48.2
2300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	28.9	-
07-19	**1409**	**5**	**6**	**39**	**288**	**457**	**334**	**197**	**71**	**9**	**1**	**1**	**1**	**0**	**0**	**0**	**36.8**	**45.2**
06-22	**1580**	**5**	**9**	**41**	**299**	**496**	**386**	**232**	**90**	**13**	**4**	**3**	**1**	**1**	**0**	**0**	**37.3**	**45.7**

06-00	**1597**	**5**	**9**	**41**	**304**	**500**	**391**	**233**	**91**	**13**	**4**	**3**	**2**	**1**	**0**	**0**	**37.3**	**45.7**
00-00	**1626**	**5**	**10**	**41**	**305**	**502**	**401**	**240**	**95**	**14**	**5**	**5**	**2**	**1**	**0**	**0**	**37.5**	**46.1**

17 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	3	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	44.4	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	55	-
0400	7	0	1	0	1	2	1	0	2	0	0	0	0	0	0	0	37.2	-
0500	19	1	0	0	2	3	5	2	6	0	0	0	0	0	0	0	41.5	52.9
0600	37	0	1	0	3	12	5	10	3	3	0	0	0	0	0	0	40.6	50.6
0700	117	0	5	2	21	28	31	14	11	3	1	0	1	0	0	0	37.8	48.6
0800	180	0	1	2	23	63	57	24	6	4	0	0	0	0	0	0	38	45.1
0900	134	0	0	4	20	48	40	14	5	3	0	0	0	0	0	0	37.2	43.7
1000	117	1	1	2	20	45	33	13	2	0	0	0	0	0	0	0	36.1	43.2
1100	84	1	1	0	21	32	18	11	0	0	0	0	0	0	0	0	35.3	42.8
1200	97	0	1	1	32	25	20	16	2	0	0	0	0	0	0	0	35.6	44.1
1300	105	0	0	2	11	40	32	13	5	2	0	0	0	0	0	0	37.9	46.3
1400	101	1	0	3	17	28	30	17	3	2	0	0	0	0	0	0	37.4	45.2
1500	132	1	1	2	16	29	44	20	18	0	1	0	0	0	0	0	39.5	49.5
1600	141	1	0	0	15	49	39	28	5	4	0	0	0	0	0	0	39	46.4
1700	122	0	0	1	14	25	50	22	6	3	1	0	0	0	0	0	39.8	46.9
1800	118	1	4	0	11	32	35	23	9	1	1	0	0	0	1	0	39.2	47.6
1900	74	0	0	2	11	30	15	8	6	1	0	1	0	0	0	0	37.9	47.9
2000	59	0	0	1	10	25	11	10	2	0	0	0	0	0	0	0	37.5	45.1
2100	27	0	0	2	3	9	4	6	3	0	0	0	0	0	0	0	38.3	48.9
2200	10	0	1	1	3	2	0	2	0	0	1	0	0	0	0	0	34.1	-
2300	4	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	36.1	-
07-19	**1448**	**6**	**14**	**19**	**221**	**444**	**429**	**215**	**72**	**22**	**4**	**0**	**1**	**0**	**1**	**0**	**37.9**	**45.6**
06-22	**1645**	**6**	**15**	**24**	**248**	**520**	**464**	**249**	**86**	**26**	**4**	**1**	**1**	**0**	**1**	**0**	**37.9**	**45.9**
06-00	**1659**	**6**	**16**	**25**	**252**	**523**	**465**	**252**	**86**	**26**	**5**	**1**	**1**	**0**	**1**	**0**	**37.9**	**45.9**
00-00	**1689**	**7**	**17**	**25**	**255**	**529**	**471**	**255**	**96**	**26**	**5**	**1**	**1**	**0**	**1**	**0**	**38**	**46.1**

Grand Total

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp

[--		6 12	12 19	19 25	25 31	31 37	37 43	43 50	50 56	56 62	62 68	68 75	75 81	81 87	87 93	93 99		85
--	10927	42	91	212	1602	3177	2998	1831	663	220	49	25	11	4	1	1	38.5	47

SITE: ATC 2 - Linchfield Road, Peterborough | LOCATION: Attached to footpath

GRID REFERENCE: 52.684622, -0.301577 | DIRECTION: NORTHBOUND | SPEED LIMIT: 30

	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Averages	
	11-Jun	12-Jun	13-Jun	14-Jun	15-Jun	16-Jun	17-Jun	1-5.	1-7.
Hour									
0000-0100	3	2	0	5	5	0	3	1.6	2.6
0100-0200	2	3	2	4	5	1	0	1.6	2.4
0200-0300	0	0	3	0	2	2	0	1	1
0300-0400	1	1	1	1	1	1	1	1	1
0400-0500	5	5	6	3	1	6	7	5.8	4.7
0500-0600	30	20	18	9	5	19	19	21.2	17.1
0600-0700	35	39	33	15	8	28	37	34.4	27.9
0700-0800	122	132	113	42	14	123	117	121.4	94.7
0800-0900	**179**	**182**	**176**	86	38	**174**	**180**	178.2	145
0900-1000	110	110	134	92	78	113	134	120.2	110.1
1000-1100	97	96	105	**145**	110	124	117	107.8	113.4
1100-1200	104	103	99	137	**125**	85	84	95	105.3
1200-1300	80	97	104	**121**	99	100	97	95.6	99.7
1300-1400	110	98	102	120	**108**	86	105	100.2	104.1
1400-1500	101	107	108	89	83	93	101	102	97.4
1500-1600	**146**	**143**	157	85	96	134	132	142.4	127.6
1600-1700	129	107	130	91	73	126	**141**	126.6	113.9
1700-1800	143	129	**166**	86	64	**153**	122	142.6	123.3
1800-1900	117	116	126	71	56	98	118	115	100.3
1900-2000	100	66	81	54	54	83	74	80.8	73.1
2000-2100	57	71	43	43	41	40	59	54	50.6
2100-2200	23	34	37	38	19	20	27	28.2	28.3
2200-2300	11	6	15	17	10	16	10	11.6	12.1
2300-2400	8	4	5	13	2	1	4	4.4	5.3
Totals									
0700-1900	1438	1420	1520	1165	944	1409	1448	1447	1334.9
0600-2200	1653	1630	1714	1315	1066	1580	1645	1644.4	1514.7
0600-0000	1672	1640	1734	1345	1078	1597	1659	1660.4	1532.1
0000-0000	1713	1671	1764	1367	1097	1626	1689	1692.6	1561
AM Peak	800	800	800	1000	1100	800	800		
	179	182	176	145	125	174	180		
PM Peak	1500	1500	1700	1200	1300	1700	1600		
	146	143	166	121	108	153	141		

CHARGE SURVEYS

SITE: ATC 2 - Linchfield Road, Peterborough

LOCATION: Attached to footpath

GRID REFERENCE: 52.684622, -0.301577

DIRECTION: SOUTHBOUND

SPEED LIMIT: 30

11 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	36.7	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	38.1	-
0500	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	37.8	-
0600	11	9	0	0	0	1	0	1	0	0	0	0	0	0	0	40.2	53.1
0700	58	47	0	10	0	0	0	1	0	0	0	0	0	0	0	36.3	44
0800	110	99	1	7	1	0	0	1	0	0	0	0	0	0	1	35.5	42.4
0900	66	60	1	4	0	0	0	0	0	0	0	0	0	0	1	34.3	40.8
1000	90	80	0	6	2	0	0	0	0	0	0	0	0	0	2	33.4	41.9
1100	75	68	0	6	0	0	0	0	0	0	0	0	0	0	1	34.2	41.8
1200	94	86	0	6	0	1	0	0	1	0	0	0	0	0	0	35.9	42.9
1300	76	74	0	1	0	0	0	0	0	0	0	0	0	0	1	35	41.4
1400	102	94	0	3	1	0	0	0	0	0	0	0	0	1	3	35.2	43.4
1500	146	135	0	10	0	0	1	0	0	0	0	0	0	0	0	35.8	42.7
1600	168	158	0	8	0	0	0	0	0	0	0	0	0	1	1	36.8	43.7
1700	172	159	0	8	0	2	0	1	0	0	0	0	0	2	0	35.9	43.4
1800	135	128	0	6	0	0	0	0	0	0	0	0	0	0	1	36.1	43.7
1900	94	88	0	4	0	0	0	0	0	0	0	0	0	0	2	35.7	44.1
2000	54	49	0	3	0	0	0	0	0	0	0	0	0	2	0	35.7	42.8
2100	41	35	0	4	0	0	0	0	0	0	0	0	0	1	1	35.8	44.5
2200	14	11	0	2	0	0	0	0	0	0	0	0	0	0	1	36.3	54.5
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	45	-
07-19	**1292**	**1188**	**2**	**75**	**4**	**3**	**1**	**3**	**1**	**0**	**0**	**0**	**0**	**4**	**11**	**35.6**	**42.9**
06-22	**1492**	**1369**	**2**	**86**	**4**	**4**	**1**	**4**	**1**	**0**	**0**	**0**	**0**	**7**	**14**	**35.6**	**43.2**
06-00	**1510**	**1384**	**2**	**88**	**4**	**4**	**1**	**4**	**1**	**0**	**0**	**0**	**0**	**7**	**15**	**35.6**	**43.3**
00-00	**1519**	**1393**	**2**	**88**	**4**	**4**	**1**	**4**	**1**	**0**	**0**	**0**	**0**	**7**	**15**	**35.6**	**43.3**

12 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	39.5	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	57.5	-
0500	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	15.8	-
0600	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	42.7	52.5
0700	43	37	0	6	0	0	0	0	0	0	0	0	0	0	0	37.8	44.9
0800	117	104	0	8	1	0	0	2	0	0	0	0	0	0	2	35.5	43
0900	61	55	1	4	0	0	0	0	0	0	0	0	0	1	0	37.5	45
1000	85	75	1	6	0	0	0	0	0	0	0	0	0	2	1	36.4	43.7
1100	79	68	0	8	0	0	0	0	0	0	0	0	0	0	3	34.6	41
1200	91	81	0	6	0	0	0	1	0	0	0	0	0	1	2	34.5	41.6
1300	75	70	0	4	0	0	0	0	0	0	0	0	0	1	0	36.1	43.9
1400	96	91	0	3	0	0	0	0	0	0	0	0	0	1	1	34.1	41
1500	137	125	0	11	0	0	0	0	0	0	0	0	0	0	1	37.3	44.3
1600	130	123	0	4	0	0	0	0	0	0	0	0	0	0	3	36.9	44.1
1700	161	156	0	5	0	0	0	0	0	0	0	0	0	0	0	36.3	43.3
1800	97	96	0	1	0	0	0	0	0	0	0	0	0	0	0	36.6	43.2
1900	78	72	1	3	0	0	0	0	0	0	0	0	0	2	0	36.1	42.3
2000	63	62	0	0	0	0	0	1	0	0	0	0	0	0	0	38.1	46.9
2100	44	43	0	0	0	0	0	0	0	0	0	0	0	0	1	35	44
2200	21	20	0	0	0	0	0	0	0	0	0	0	0	1	0	40.1	51.7
2300	8	6	0	1	0	0	0	0	0	0	0	0	0	1	0	36.6	-
07-19	**1172**	**1081**	**2**	**66**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**6**	**13**	**36.1**	**43.3**
06-22	**1373**	**1274**	**3**	**69**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**8**	**14**	**36.2**	**43.3**
06-00	**1402**	**1300**	**3**	**70**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**10**	**14**	**36.3**	**43.5**
00-00	**1408**	**1304**	**3**	**70**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**12**	**14**	**36.3**	**43.6**

13 June 2025

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp

[--		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.5	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.3	-
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	38	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.8	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	-
0500	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	51.8	-
0600	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	42.8	-
0700	46	37	0	8	1	0	0	0	0	0	0	0	0	0	0	38.7	45.4
0800	92	83	0	7	0	0	0	0	0	0	0	0	0	1	1	38.2	45.8
0900	82	76	0	5	0	0	0	0	0	0	0	0	0	1	0	36.5	43.2
1000	87	81	0	6	0	0	0	0	0	0	0	0	0	0	0	36.1	43.5
1100	86	75	0	8	0	0	0	0	0	0	0	0	0	1	2	36	44.1
1200	103	94	0	6	1	0	0	0	1	0	0	0	0	1	0	35.3	43.4
1300	124	116	1	7	0	0	0	0	0	0	0	0	0	0	0	36	42.5
1400	120	115	1	3	0	1	0	0	0	0	0	0	0	0	0	37	43.9
1500	147	130	0	14	0	0	0	0	0	0	0	0	0	1	2	35.9	43.6
1600	156	146	0	7	0	0	0	0	0	0	0	0	0	1	2	36.6	44.7
1700	139	132	0	6	0	0	0	1	0	0	0	0	0	0	0	37.5	45.3
1800	141	134	0	4	0	1	0	0	0	0	0	0	0	0	2	35.7	43.3
1900	87	83	0	3	0	0	0	0	0	0	0	0	0	0	1	37.2	46
2000	86	80	0	6	0	0	0	0	0	0	0	0	0	0	0	37.3	45.8
2100	36	35	0	1	0	0	0	0	0	0	0	0	0	0	0	34.6	42.5
2200	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	36.4	45.8
2300	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	39.7	-
07-19	**1323**	**1219**	**2**	**81**	**2**	**2**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**6**	**9**	**36.5**	**44.1**
06-22	**1542**	**1427**	**2**	**91**	**2**	**2**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**6**	**10**	**36.6**	**44.3**
06-00	**1572**	**1456**	**2**	**92**	**2**	**2**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**6**	**10**	**36.6**	**44.3**
00-00	**1580**	**1463**	**2**	**93**	**2**	**2**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**6**	**10**	**36.6**	**44.3**

14 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	7	4	1	1	0	0	0	0	0	0	0	0	0	1	0	44.5	-
0100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	42.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-

0400	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	39	-
0500	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	39.8	-
0600	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	45.8	-
0700	16	13	0	2	0	0	0	0	0	0	0	0	0	0	1	31.2	41.2
0800	45	42	0	3	0	0	0	0	0	0	0	0	0	0	0	39.4	45.2
0900	70	64	0	3	0	1	0	0	0	0	0	0	0	0	2	33.7	40.2
1000	100	96	0	3	0	0	0	0	0	0	0	0	0	0	1	36.5	44.1
1100	97	88	0	8	0	0	0	1	0	0	0	0	0	0	0	35.9	43.8
1200	103	101	0	2	0	0	0	0	0	0	0	0	0	0	0	34.1	39.6
1300	105	101	0	3	0	0	0	0	0	0	0	0	0	1	0	36.7	43.6
1400	96	91	0	2	0	0	0	0	0	0	0	0	0	1	2	35.7	44.5
1500	105	102	0	2	0	0	0	0	0	0	0	0	0	0	1	35.8	42.4
1600	87	81	0	3	0	0	0	0	0	0	0	0	0	3	0	37.7	45.2
1700	77	73	0	2	0	0	0	0	0	0	0	0	0	1	1	38	46.3
1800	72	69	1	1	0	0	0	1	0	0	0	0	0	0	0	38	45
1900	58	54	0	3	0	0	0	0	0	0	0	0	0	1	0	35.4	43.2
2000	44	42	0	1	0	0	0	0	0	0	0	0	0	1	0	37.7	48.3
2100	30	29	0	1	0	0	0	0	0	0	0	0	0	0	0	35.7	44.5
2200	16	14	0	1	0	0	0	0	0	0	0	0	0	0	1	37.7	49
2300	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	36.9	41.5
07-19	**973**	**921**	**1**	**34**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**6**	**8**	**36.2**	**43.6**
06-22	**1107**	**1047**	**1**	**40**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**8**	**8**	**36.2**	**43.7**
06-00	**1140**	**1077**	**1**	**42**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**8**	**9**	**36.3**	**43.7**
00-00	**1158**	**1092**	**2**	**43**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**9**	**9**	**36.4**	**43.8**

15 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	14	12	0	2	0	0	0	0	0	0	0	0	0	0	0	37.5	42.7
0100	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	42.6	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	48.8	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	52.2	-
0600	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	38	-
0700	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	39	51.7
0800	22	18	0	4	0	0	0	0	0	0	0	0	0	0	0	37.9	47.2
0900	32	27	0	1	0	0	0	0	0	0	0	0	0	3	1	35.9	44.7

1000	71	67	0	4	0	0	0	0	0	0	0	0	0	0	0	35.5	42.8
1100	89	83	1	3	0	0	0	0	0	0	0	0	0	0	2	35.2	43.1
1200	92	88	0	2	0	0	0	0	0	0	0	0	0	0	2	35.4	42.8
1300	93	89	0	2	0	0	0	0	0	0	0	0	0	2	0	35.8	42.5
1400	90	83	0	2	0	0	0	0	0	0	0	0	0	4	1	37.4	44.7
1500	83	77	0	1	0	0	0	0	0	0	0	0	0	4	1	37.1	44.3
1600	83	79	0	2	0	0	0	0	0	0	0	0	0	2	0	38.1	45.2
1700	56	52	0	1	0	0	0	0	0	0	0	0	0	2	1	38.7	48.2
1800	48	44	0	4	0	0	0	0	0	0	0	0	0	0	0	38.8	45.9
1900	66	61	0	3	0	0	0	0	0	0	0	0	0	1	1	37.7	45.4
2000	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	35.8	43.6
2100	18	17	0	0	0	0	0	0	0	0	0	0	0	0	1	32.3	41.2
2200	14	13	0	1	0	0	0	0	0	0	0	0	0	0	0	36.8	40.7
2300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	39.3	-
07-19	**771**	**718**	**1**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**8**	**36.7**	**44.2**
06-22	**884**	**825**	**1**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**10**	**36.7**	**44.1**
06-00	**903**	**843**	**1**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**10**	**36.7**	**44.1**
00-00	**929**	**867**	**1**	**33**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**10**	**36.8**	**44.2**

16 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	38.7	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	25.1	-
0300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33.9	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	40	-
0500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	43.5	-
0600	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	44.5	48.2
0700	44	38	1	4	0	0	0	0	0	0	0	0	0	0	1	36.9	42.6
0800	105	99	0	4	0	0	0	1	0	0	0	0	0	0	1	35.4	44.2
0900	58	48	1	9	0	0	0	0	0	0	0	0	0	0	0	35.6	44.5
1000	75	70	0	5	0	0	0	0	0	0	0	0	0	0	0	33.6	40
1100	91	88	0	2	0	0	0	0	0	0	0	0	0	0	1	30.5	35.1
1200	103	95	1	6	0	0	0	0	0	0	0	0	0	0	1	31.6	36.6
1300	84	74	1	8	0	0	0	0	0	0	0	0	0	1	0	31.3	35.3
1400	99	93	0	2	0	0	0	0	0	0	0	0	0	3	1	35.4	41
1500	113	105	0	7	0	0	0	0	0	0	0	0	0	1	0	35.5	42.2

1600	150	139	1	10	0	0	0	0	0	0	0	0	0	0	0	36	42.4
1700	180	167	1	9	0	1	0	0	0	0	0	0	0	2	0	37.4	44.5
1800	106	101	0	2	0	0	0	0	0	0	0	0	0	1	2	35.5	42.5
1900	75	74	0	1	0	0	0	0	0	0	0	0	0	0	0	37.7	47.5
2000	79	74	0	4	0	0	0	0	0	0	0	0	0	1	0	37.6	44.5
2100	42	38	0	0	0	1	0	1	0	0	0	0	0	2	0	34.3	43.2
2200	22	20	0	1	0	0	0	0	0	0	0	0	0	0	1	37.2	46.1
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	-
07-19	**1208**	**1117**	**6**	**68**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**8**	**7**	**34.8**	**41.5**
06-22	**1417**	**1315**	**6**	**74**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**11**	**7**	**35.2**	**42.3**
06-00	**1443**	**1339**	**6**	**75**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**11**	**8**	**35.2**	**42.5**
00-00	**1455**	**1350**	**6**	**76**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**11**	**8**	**35.2**	**42.5**

17 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	42.1	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	40.2	-
0600	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	39.9	47.9
0700	53	46	0	6	0	0	0	0	0	0	0	0	0	0	1	36	42.7
0800	100	89	0	8	0	0	0	1	0	0	0	0	0	0	2	36.1	44
0900	66	57	1	6	1	0	0	0	0	0	0	0	0	1	0	34.7	42.2
1000	66	60	0	5	0	1	0	0	0	0	0	0	0	0	0	34.9	42.5
1100	86	78	0	8	0	0	0	0	0	0	0	0	0	0	0	33	38.2
1200	107	100	0	6	0	0	0	0	0	0	0	0	0	0	1	34.6	40.6
1300	81	73	0	5	0	0	0	0	0	0	0	0	0	1	2	34.9	42.8
1400	112	104	1	3	0	0	0	0	0	0	0	0	0	1	3	33.9	38.6
1500	103	97	0	6	0	0	0	0	0	0	0	0	0	0	0	37.9	45.9
1600	133	122	1	8	0	0	0	0	0	0	0	0	0	1	1	38.3	46.5
1700	153	142	0	6	0	1	0	1	0	0	0	0	0	1	2	37	44.3
1800	102	97	0	5	0	0	0	0	0	0	0	0	0	0	0	36.3	42.1
1900	84	82	0	1	0	0	0	0	0	0	0	0	0	1	0	35.3	45.3
2000	60	58	0	1	0	0	0	0	0	0	0	0	0	1	0	35.2	44.3
2100	44	40	0	1	0	0	0	0	0	0	0	0	0	1	2	37	48.5

2200	12	10	0	1	0	0	0	0	0	0	0	0	0	0	1	36.2	51.5
2300	8	6	0	0	0	0	0	0	0	0	0	0	0	2	0	37.7	-
07-19	**1162**	**1065**	**3**	**72**	**1**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**5**	**12**	**35.8**	**43.2**
06-22	**1366**	**1261**	**3**	**75**	**1**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**8**	**14**	**35.8**	**43.6**
06-00	**1386**	**1277**	**3**	**76**	**1**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**10**	**15**	**35.9**	**43.7**
00-00	**1392**	**1283**	**3**	**76**	**1**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**10**	**15**	**35.9**	**43.7**

CHARGE SURVEYS

SITE: ATC 2 - Linchfield Road, Peterborough LOCATION: Attached to footpath

GRID REFERENCE: 52.684622, -0.301577 DIRECTION: SOUTHBOUND SPEED LIMIT: 30

11 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	36.7	-
0100	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	30.9	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	38.1	-
0500	3	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	37.8	-
0600	11	0	0	1	2	1	1	4	2	0	0	0	0	0	0	0	40.2	53.1
0700	58	0	0	0	11	27	10	8	2	0	0	0	0	0	0	0	36.3	44
0800	110	0	2	2	28	34	30	11	1	1	1	0	0	0	0	0	35.5	42.4
0900	66	1	0	2	22	19	16	5	1	0	0	0	0	0	0	0	34.3	40.8
1000	90	3	0	1	34	24	21	6	1	0	0	0	0	0	0	0	33.4	41.9
1100	75	0	1	1	19	34	11	8	1	0	0	0	0	0	0	0	34.2	41.8
1200	94	0	0	2	23	37	19	11	1	1	0	0	0	0	0	0	35.9	42.9
1300	76	0	1	2	21	25	20	6	0	1	0	0	0	0	0	0	35	41.4
1400	102	1	0	1	29	32	25	12	1	1	0	0	0	0	0	0	35.2	43.4
1500	146	0	0	3	35	52	39	13	3	0	1	0	0	0	0	0	35.8	42.7
1600	168	0	1	0	35	61	43	24	4	0	0	0	0	0	0	0	36.8	43.7
1700	172	1	1	7	33	60	45	21	4	0	0	0	0	0	0	0	35.9	43.4
1800	135	0	1	2	28	53	30	17	2	1	1	0	0	0	0	0	36.1	43.7
1900	94	2	0	5	23	25	23	10	2	4	0	0	0	0	0	0	35.7	44.1
2000	54	0	0	2	14	16	15	2	5	0	0	0	0	0	0	0	35.7	42.8
2100	41	1	0	1	13	7	11	5	2	0	1	0	0	0	0	0	35.8	44.5
2200	14	1	1	1	3	1	2	3	0	2	0	0	0	0	0	0	36.3	54.5
2300	4	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	45	-
07-19	**1292**	**6**	**7**	**23**	**318**	**458**	**309**	**142**	**21**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**35.6**	**42.9**
06-22	**1492**	**9**	**7**	**32**	**370**	**507**	**359**	**163**	**32**	**9**	**4**	**0**	**0**	**0**	**0**	**0**	**35.6**	**43.2**
06-00	**1510**	**10**	**8**	**33**	**373**	**508**	**363**	**167**	**33**	**11**	**4**	**0**	**0**	**0**	**0**	**0**	**35.6**	**43.3**
00-00	**1519**	**10**	**8**	**33**	**375**	**511**	**366**	**168**	**33**	**11**	**4**	**0**	**0**	**0**	**0**	**0**	**35.6**	**43.3**

12 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	3	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	39.5	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	28.4	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	57.5	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.8	-
0600	16	0	0	0	1	3	6	2	3	1	0	0	0	0	0	0	42.7	52.5
0700	43	0	0	0	9	12	13	5	3	1	0	0	0	0	0	0	37.8	44.9
0800	117	0	3	2	25	45	26	11	4	1	0	0	0	0	0	0	35.5	43
0900	61	0	0	1	13	19	19	3	6	0	0	0	0	0	0	0	37.5	45
1000	85	1	0	1	19	31	20	10	1	1	1	0	0	0	0	0	36.4	43.7
1100	79	0	4	0	17	34	18	3	3	0	0	0	0	0	0	0	34.6	41
1200	91	1	1	1	24	36	21	4	3	0	0	0	0	0	0	0	34.5	41.6
1300	75	0	0	1	19	33	11	6	4	1	0	0	0	0	0	0	36.1	43.9
1400	96	0	1	2	29	40	16	7	0	1	0	0	0	0	0	0	34.1	41
1500	137	1	0	2	25	41	41	21	5	1	0	0	0	0	0	0	37.3	44.3
1600	130	1	2	0	26	37	41	18	3	2	0	0	0	0	0	0	36.9	44.1
1700	161	0	0	5	38	52	44	13	8	1	0	0	0	0	0	0	36.3	43.3
1800	97	0	0	1	23	30	30	8	4	0	0	1	0	0	0	0	36.6	43.2
1900	78	1	0	0	20	29	20	3	4	0	0	0	1	0	0	0	36.1	42.3
2000	63	0	0	2	11	18	19	7	5	1	0	0	0	0	0	0	38.1	46.9
2100	44	1	0	1	13	14	8	5	1	1	0	0	0	0	0	0	35	44
2200	21	0	1	0	6	3	1	5	3	1	0	0	1	0	0	0	40.1	51.7
2300	8	0	1	0	1	0	4	2	0	0	0	0	0	0	0	0	36.6	-
07-19	**1172**	**4**	**11**	**16**	**267**	**410**	**300**	**109**	**44**	**9**	**1**	**1**	**0**	**0**	**0**	**0**	**36.1**	**43.3**
06-22	**1373**	**6**	**11**	**19**	**312**	**474**	**353**	**126**	**57**	**12**	**1**	**1**	**1**	**0**	**0**	**0**	**36.2**	**43.3**
06-00	**1402**	**6**	**13**	**19**	**319**	**477**	**358**	**133**	**60**	**13**	**1**	**1**	**2**	**0**	**0**	**0**	**36.3**	**43.5**
00-00	**1408**	**6**	**14**	**19**	**321**	**478**	**358**	**133**	**61**	**14**	**1**	**1**	**2**	**0**	**0**	**0**	**36.3**	**43.6**

13 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	36.5	-
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	34.3	-

0200	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	38	-	
0300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	37.8	-	
0400	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	29.1	-	
0500	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	51.8	-	
0600	10	0	0	0	1	3	1	2	2	1	0	0	0	0	0	0	42.8	-	
0700	46	0	0	0	3	19	14	7	2	1	0	0	0	0	0	0	38.7		45.4
0800	92	0	1	0	15	24	25	23	3	1	0	0	0	0	0	0	38.2		45.8
0900	82	0	0	1	23	19	29	6	4	0	0	0	0	0	0	0	36.5		43.2
1000	87	0	0	0	25	32	17	8	3	2	0	0	0	0	0	0	36.1		43.5
1100	86	0	2	3	19	25	23	10	3	1	0	0	0	0	0	0	36		44.1
1200	103	0	0	0	36	30	23	11	2	1	0	0	0	0	0	0	35.3		43.4
1300	124	0	0	4	26	45	37	9	0	2	0	1	0	0	0	0	36		42.5
1400	120	0	0	1	30	34	35	13	7	0	0	0	0	0	0	0	37		43.9
1500	147	2	1	2	31	50	39	18	4	0	0	0	0	0	0	0	35.9		43.6
1600	156	1	1	3	31	56	38	18	7	1	0	0	0	0	0	0	36.6		44.7
1700	139	0	0	1	32	42	33	19	11	1	0	0	0	0	0	0	37.5		45.3
1800	141	1	2	3	32	53	30	15	2	3	0	0	0	0	0	0	35.7		43.3
1900	87	1	0	3	22	19	22	11	5	3	1	0	0	0	0	0	37.2		46
2000	86	0	0	1	20	23	24	14	3	0	1	0	0	0	0	0	37.3		45.8
2100	36	0	0	0	14	11	8	1	1	1	0	0	0	0	0	0	34.6		42.5
2200	20	0	0	0	5	7	5	1	2	0	0	0	0	0	0	0	36.4		45.8
2300	10	0	0	1	2	2	3	1	0	0	0	0	1	0	0	0	39.7	-	
07-19	**1323**	**4**	**7**	**18**	**303**	**429**	**343**	**157**	**48**	**13**	**0**	**1**	**0**	**0**	**0**	**0**	**36.5**		**44.1**
06-22	**1542**	**5**	**7**	**22**	**360**	**485**	**398**	**185**	**59**	**18**	**2**	**1**	**0**	**0**	**0**	**0**	**36.6**		**44.3**
06-00	**1572**	**5**	**7**	**23**	**367**	**494**	**406**	**187**	**61**	**18**	**2**	**1**	**1**	**0**	**0**	**0**	**36.6**		**44.3**
00-00	**1580**	**5**	**7**	**23**	**369**	**496**	**407**	**189**	**62**	**18**	**2**	**1**	**1**	**0**	**0**	**0**	**36.6**		**44.3**

14 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	7	0	0	0	1	1	1	2	0	2	0	0	0	0	0	0	44.5	-	
0100	4	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	42.5	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		-
0400	4	0	0	0	1	2	0	0	0	1	0	0	0	0	0	0	39	-	
0500	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	39.8	-	
0600	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	45.8	-	
0700	16	1	1	0	6	4	3	1	0	0	0	0	0	0	0	0	31.2		41.2
0800	45	0	0	0	1	17	16	9	2	0	0	0	0	0	0	0	39.4		45.2
0900	70	1	1	0	22	27	15	3	1	0	0	0	0	0	0	0	33.7		40.2

1000	100	1	0	1	25	24	33	14	1	1	0	0	0	0	0	0	36.5	44.1
1100	97	0	0	0	26	38	18	11	4	0	0	0	0	0	0	0	35.9	43.8
1200	103	0	0	3	32	43	20	3	2	0	0	0	0	0	0	0	34.1	39.6
1300	105	0	0	0	29	30	30	13	2	1	0	0	0	0	0	0	36.7	43.6
1400	96	3	0	0	25	30	21	13	4	0	0	0	0	0	0	0	35.7	44.5
1500	105	1	0	0	30	33	32	5	3	0	1	0	0	0	0	0	35.8	42.4
1600	87	0	0	0	20	20	27	15	5	0	0	0	0	0	0	0	37.7	45.2
1700	77	0	1	0	11	30	16	12	7	0	0	0	0	0	0	0	38	46.3
1800	72	0	0	1	10	24	21	13	1	2	0	0	0	0	0	0	38	45
1900	58	0	0	0	18	20	12	6	2	0	0	0	0	0	0	0	35.4	43.2
2000	44	0	0	3	8	13	11	4	3	1	0	1	0	0	0	0	37.7	48.3
2100	30	0	0	2	8	10	5	3	1	1	0	0	0	0	0	0	35.7	44.5
2200	16	0	1	1	1	3	7	1	2	0	0	0	0	0	0	0	37.7	49
2300	17	0	0	2	3	4	6	1	0	0	0	0	0	1	0	0	36.9	41.5
07-19	**973**	**7**	**3**	**5**	**237**	**320**	**252**	**112**	**32**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**36.2**	**43.6**
06-22	**1107**	**7**	**3**	**10**	**271**	**363**	**280**	**127**	**38**	**6**	**1**	**1**	**0**	**0**	**0**	**0**	**36.2**	**43.7**
06-00	**1140**	**7**	**4**	**13**	**275**	**370**	**293**	**129**	**40**	**6**	**1**	**1**	**0**	**1**	**0**	**0**	**36.3**	**43.7**
00-00	**1158**	**7**	**4**	**13**	**277**	**375**	**298**	**131**	**41**	**9**	**1**	**1**	**0**	**1**	**0**	**0**	**36.4**	**43.8**

15 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	14	0	0	0	3	3	7	0	1	0	0	0	0	0	0	0	37.5	42.7
0100	7	0	0	0	0	2	2	1	1	1	0	0	0	0	0	0	42.6	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	3	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	48.8	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	2	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	52.2	-
0600	5	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	38	-
0700	12	0	0	0	3	2	3	2	2	0	0	0	0	0	0	0	39	51.7
0800	22	1	0	0	2	8	4	5	2	0	0	0	0	0	0	0	37.9	47.2
0900	32	0	1	0	8	10	7	4	0	2	0	0	0	0	0	0	35.9	44.7
1000	71	0	0	1	19	25	18	7	1	0	0	0	0	0	0	0	35.5	42.8
1100	89	0	1	5	20	33	17	10	2	1	0	0	0	0	0	0	35.2	43.1
1200	92	0	3	4	17	39	18	4	6	1	0	0	0	0	0	0	35.4	42.8
1300	93	0	0	0	27	32	25	7	1	0	1	0	0	0	0	0	35.8	42.5
1400	90	1	0	0	19	27	24	15	3	0	0	0	0	1	0	0	37.4	44.7
1500	83	0	1	0	18	24	26	10	3	1	0	0	0	0	0	0	37.1	44.3
1600	83	0	0	0	10	29	28	13	0	3	0	0	0	0	0	0	38.1	45.2
1700	56	0	2	0	6	20	12	10	3	3	0	0	0	0	0	0	38.7	48.2

1800	48	0	0	0	7	13	20	5	2	0	1	0	0	0	0	0	38.8	45.9
1900	66	0	1	1	11	15	26	10	2	0	0	0	0	0	0	0	37.7	45.4
2000	24	0	0	0	8	7	6	3	0	0	0	0	0	0	0	0	35.8	43.6
2100	18	0	1	2	3	9	2	1	0	0	0	0	0	0	0	0	32.3	41.2
2200	14	0	0	0	1	9	3	0	1	0	0	0	0	0	0	0	36.8	40.7
2300	5	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	39.3	-
07-19	**771**	**2**	**8**	**10**	**156**	**262**	**202**	**92**	**25**	**11**	**2**	**0**	**0**	**1**	**0**	**0**	**36.7**	**44.2**
06-22	**884**	**2**	**10**	**13**	**178**	**294**	**240**	**106**	**27**	**11**	**2**	**0**	**0**	**1**	**0**	**0**	**36.7**	**44.1**
06-00	**903**	**2**	**10**	**13**	**179**	**304**	**246**	**107**	**28**	**11**	**2**	**0**	**0**	**1**	**0**	**0**	**36.7**	**44.1**
00-00	**929**	**2**	**10**	**13**	**182**	**309**	**255**	**111**	**31**	**13**	**2**	**0**	**0**	**1**	**0**	**0**	**36.8**	**44.2**

16 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	5	0	0	0	0	2	2	0	1	0	0	0	0	0	0	0	38.7	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	25.1	-
0300	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	33.9	-
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	40	-
0500	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	43.5	-
0600	13	0	0	0	0	1	4	7	1	0	0	0	0	0	0	0	44.5	48.2
0700	44	0	1	0	6	15	16	3	3	0	0	0	0	0	0	0	36.9	42.6
0800	105	0	2	5	26	37	17	11	6	1	0	0	0	0	0	0	35.4	44.2
0900	58	0	0	0	21	17	10	7	2	1	0	0	0	0	0	0	35.6	44.5
1000	75	0	0	1	29	30	10	2	3	0	0	0	0	0	0	0	33.6	40
1100	91	1	0	4	50	28	7	1	0	0	0	0	0	0	0	0	30.5	35.1
1200	103	1	0	3	44	43	11	1	0	0	0	0	0	0	0	0	31.6	36.6
1300	84	0	0	6	34	35	8	1	0	0	0	0	0	0	0	0	31.3	35.3
1400	99	0	1	0	19	48	20	8	3	0	0	0	0	0	0	0	35.4	41
1500	113	0	0	2	37	32	29	10	1	1	1	0	0	0	0	0	35.5	42.2
1600	150	0	0	3	39	48	43	10	6	1	0	0	0	0	0	0	36	42.4
1700	180	0	0	0	36	66	44	27	4	2	0	0	0	0	1	0	37.4	44.5
1800	106	1	1	2	22	45	22	9	3	0	1	0	0	0	0	0	35.5	42.5
1900	75	0	0	0	14	25	18	13	4	1	0	0	0	0	0	0	37.7	47.5
2000	79	0	0	0	14	29	23	7	3	1	1	1	0	0	0	0	37.6	44.5
2100	42	0	0	0	17	15	4	4	0	2	0	0	0	0	0	0	34.3	43.2
2200	22	0	1	0	5	4	8	3	1	0	0	0	0	0	0	0	37.2	46.1
2300	4	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	35.2	-
07-19	**1208**	**3**	**5**	**26**	**363**	**444**	**237**	**90**	**31**	**6**	**2**	**0**	**0**	**0**	**1**	**0**	**34.8**	**41.5**
06-22	**1417**	**3**	**5**	**26**	**408**	**514**	**286**	**121**	**39**	**10**	**3**	**1**	**0**	**0**	**1**	**0**	**35.2**	**42.3**

06-00	**1443**	**3**	**6**	**26**	**415**	**519**	**294**	**125**	**40**	**10**	**3**	**1**	**0**	**0**	**1**	**0**	**35.2**	**42.5**
00-00	**1455**	**3**	**6**	**26**	**417**	**522**	**299**	**126**	**41**	**10**	**3**	**1**	**0**	**0**	**1**	**0**	**35.2**	**42.5**

17 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	4	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	42.1	-
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	32.3	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	40.2	-
0600	16	0	0	0	2	5	3	4	2	0	0	0	0	0	0	0	39.9	47.9
0700	53	0	1	1	11	18	16	4	2	0	0	0	0	0	0	0	36	42.7
0800	100	1	1	2	24	29	26	14	2	0	1	0	0	0	0	0	36.1	44
0900	66	0	0	1	22	20	18	5	0	0	0	0	0	0	0	0	34.7	42.2
1000	66	0	0	0	24	20	13	8	1	0	0	0	0	0	0	0	34.9	42.5
1100	86	0	0	1	34	37	10	4	0	0	0	0	0	0	0	0	33	38.2
1200	107	1	0	2	28	38	32	4	1	1	0	0	0	0	0	0	34.6	40.6
1300	81	1	1	1	21	29	18	8	2	0	0	0	0	0	0	0	34.9	42.8
1400	112	2	1	1	32	50	19	4	3	0	0	0	0	0	0	0	33.9	38.6
1500	103	0	0	0	18	33	28	20	4	0	0	0	0	0	0	0	37.9	45.9
1600	133	0	1	2	21	41	31	27	8	2	0	0	0	0	0	0	38.3	46.5
1700	153	3	0	1	23	55	41	24	6	0	0	0	0	0	0	0	37	44.3
1800	102	0	0	1	20	40	28	10	2	0	0	1	0	0	0	0	36.3	42.1
1900	84	1	0	0	24	31	13	12	2	1	0	0	0	0	0	0	35.3	45.3
2000	60	0	0	2	18	21	9	7	2	1	0	0	0	0	0	0	35.2	44.3
2100	44	1	1	1	7	17	6	6	2	2	1	0	0	0	0	0	37	48.5
2200	12	0	1	1	2	3	1	2	2	0	0	0	0	0	0	0	36.2	51.5
2300	8	0	0	0	2	2	1	3	0	0	0	0	0	0	0	0	37.7	-
07-19	**1162**	**8**	**5**	**13**	**278**	**410**	**280**	**132**	**31**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**35.8**	**43.2**
06-22	**1366**	**10**	**6**	**16**	**329**	**484**	**311**	**161**	**39**	**7**	**2**	**1**	**0**	**0**	**0**	**0**	**35.8**	**43.6**
06-00	**1386**	**10**	**7**	**17**	**333**	**489**	**313**	**166**	**41**	**7**	**2**	**1**	**0**	**0**	**0**	**0**	**35.9**	**43.7**
00-00	**1392**	**10**	**7**	**17**	**334**	**490**	**315**	**168**	**41**	**7**	**2**	**1**	**0**	**0**	**0**	**0**	**35.9**	**43.7**

Grand Total

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp

[--		6 12	12 19	19 25	25 31	31 37	37 43	43 50	50 56	56 62	62 68	68 75	75 81	81 87	87 93	93 99		85
--	9441	43	56	144	2275	3181	2298	1026	310	82	15	5	3	2	1	0	36.1	43.6

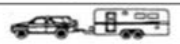
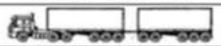
SITE: ATC 2 - Linchfield Road, Peterborough | LOCATION: Attached to footpath

GRID REFERENCE: 52.684622, -0.301577 | DIRECTION: SOUTHBOUND | SPEED LIMIT: 30

	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Averages	
	11-Jun	12-Jun	13-Jun	14-Jun	15-Jun	16-Jun	17-Jun	1-5.	1-7.
Hour									
0000-0100	2	3	1	7	14	5	4	3	5.1
0100-0200	2	0	1	4	7	0	1	0.8	2.1
0200-0300	0	1	2	0	0	1	0	0.8	0.6
0300-0400	0	0	1	0	3	3	0	0.8	1
0400-0500	2	1	1	4	0	1	0	1	1.3
0500-0600	3	1	2	3	2	2	1	1.8	2
0600-0700	11	16	10	2	5	13	16	13.2	10.4
0700-0800	58	43	46	16	12	44	53	48.8	38.9
0800-0900	**110**	**117**	**92**	45	22	**105**	**100**	104.8	84.4
0900-1000	66	61	82	70	32	58	66	66.6	62.1
1000-1100	90	85	87	**100**	71	75	66	80.6	82
1100-1200	75	79	86	97	**89**	91	86	83.4	86.1
1200-1300	94	91	103	103	92	103	107	99.6	99
1300-1400	76	75	124	105	**93**	84	81	88	91.1
1400-1500	102	96	120	96	90	99	112	105.8	102.1
1500-1600	146	137	147	**105**	83	113	103	129.2	119.1
1600-1700	168	130	**156**	87	83	150	133	147.4	129.6
1700-1800	**172**	**161**	139	77	56	**180**	**153**	161	134
1800-1900	135	97	141	72	48	106	102	116.2	100.1
1900-2000	94	78	87	58	66	75	84	83.6	77.4
2000-2100	54	63	86	44	24	79	60	68.4	58.6
2100-2200	41	44	36	30	18	42	44	41.4	36.4
2200-2300	14	21	20	16	14	22	12	17.8	17
2300-2400	4	8	10	17	5	4	8	6.8	8
Totals									
0700-1900	1292	1172	1323	973	771	1208	1162	1231.4	1128.7
0600-2200	1492	1373	1542	1107	884	1417	1366	1438	1311.6
0600-0000	1510	1402	1572	1140	903	1443	1386	1462.6	1336.6
0000-0000	1519	1408	1580	1158	929	1455	1392	1470.8	1348.7
AM Peak	800	800	800	1000	1100	800	800		
	110	117	92	100	89	105	100		
PM Peak	1700	1700	1600	1500	1300	1700	1700		
	172	161	156	105	93	180	153		

CHARGE SURVEYS

SITE: ATC 3 - Linchfield Road, Peterborough (52.679166, -0.300170)

Class		Axles	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	d(1)>=1.7m, d(1)<=3.2m & axles=2		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		
3	TB2	2	2	Two axle truck or Bus	d(1)>3.2m & axles=2		Medium
4	TB3	3	2	Three axle truck or Bus	axles=3 & groups=2		
5	T4	>3	2	Four axle truck	axles>3 & groups=2		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	d(1)>3.2m, axles=3 & groups=3		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 5 & groups>2		
9	ART6	>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	axles=6 & groups>2 or axles>6 & groups=3		
10	BD	>6	4	B-Double or Heavy truck and trailer	groups=4 & axles>6		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	groups=5,6 & axles>6		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	groups>6 & axles>6		
14	M/C	2	1 OR 2	Motorcycle	d(1)>=1.18m, d(1)<=1.7m & axles=2		Light
15	CYCLE	2	1 OR 2	Cycle	d(1)<1.18 & axles=2		

	Northbound	Southbound
Total	**12098**	**11117**
Mean Speed	**29.9**	**29.6**
85%	**35.5**	**35.1**

CHARGE SURVEYS

SITE: ATC 3 - Linchfield Road, Peterborough

LOCATION: Attached to lamppost

GRID REFERENCE: 52.679166, -0.300170

DIRECTION: NORTHBOUND

SPEED LIMIT: 30

11 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	30	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.6	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	40.1	-
0400	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	26	-
0500	17	14	0	1	0	0	0	0	0	0	0	0	0	1	1	34.8	43.3
0600	20	18	0	2	0	0	0	0	0	0	0	0	0	0	0	32.9	41.7
0700	81	78	0	3	0	0	0	0	0	0	0	0	0	0	0	30.3	35
0800	171	159	0	11	0	0	0	0	0	0	0	0	0	1	0	29.3	34.2
0900	100	94	0	5	0	0	0	0	0	0	0	0	0	0	1	28.1	33.5
1000	100	91	0	5	1	0	0	0	0	0	0	0	0	1	2	29.4	34.8
1100	106	95	0	9	0	0	0	0	1	0	0	0	0	0	1	30.1	35.9
1200	93	83	0	8	0	0	0	0	0	0	0	0	0	2	0	30.8	37.4
1300	110	100	0	5	1	0	0	0	0	0	0	0	0	3	1	29.3	33.4
1400	93	83	0	8	0	0	0	0	0	0	0	0	0	0	2	29.3	35.2
1500	190	176	2	7	1	0	0	0	0	0	0	0	0	1	3	27.8	31.4
1600	175	155	1	12	1	0	0	0	0	0	0	0	0	3	3	30	35.9
1700	185	168	0	10	0	0	0	0	0	0	0	0	0	5	2	29.3	34.7
1800	149	138	1	8	0	0	0	0	0	0	0	0	0	1	1	30.4	35.8
1900	127	117	0	6	0	1	0	0	0	0	0	0	0	3	0	31.3	36.4
2000	85	78	0	4	0	0	0	0	0	0	0	0	0	1	2	30.2	34.7
2100	41	40	0	1	0	0	0	0	0	0	0	0	0	0	0	30.4	35.4
2200	19	17	0	1	0	0	0	0	0	0	0	0	0	0	1	30.4	39.6
2300	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	36.1	-
07-19	**1553**	**1420**	**4**	**91**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**17**	**16**	**29.4**	**34.6**
06-22	**1826**	**1673**	**4**	**104**	**4**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**21**	**18**	**29.7**	**34.9**
06-00	**1853**	**1698**	**4**	**105**	**4**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**21**	**19**	**29.7**	**35**
00-00	**1881**	**1721**	**4**	**107**	**4**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**22**	**21**	**29.8**	**35**

12 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	34.7	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	45.8	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	46.2	-
0400	4	1	0	2	0	0	0	0	0	0	0	0	0	0	1	39.7	-
0500	17	14	0	1	0	0	0	0	0	0	0	0	0	1	1	33.5	41.2
0600	22	19	0	1	0	0	0	0	0	0	0	0	0	0	2	31.2	39.4
0700	92	85	1	4	0	0	0	0	0	0	0	0	0	1	1	30.1	35.1
0800	167	151	0	13	1	0	0	0	0	0	0	0	0	1	1	30	35
0900	104	95	0	7	1	0	0	0	0	0	0	0	0	0	1	30.6	35.5
1000	108	95	1	9	0	0	0	0	0	0	0	0	0	1	2	27.8	33.1
1100	103	91	0	9	1	0	0	0	0	0	0	0	0	0	2	28.9	34.1
1200	107	97	1	1	1	1	0	0	0	0	0	0	0	3	3	30.2	36.4
1300	118	107	0	8	0	2	0	0	0	0	0	0	0	1	0	30.5	35.7
1400	107	98	1	8	0	0	0	0	0	0	0	0	0	0	0	31.4	36.9
1500	169	152	1	10	1	1	0	0	0	0	0	0	0	0	4	30.1	36.2
1600	156	145	0	7	0	0	0	0	0	0	0	0	0	2	2	31	36.3
1700	169	161	1	5	0	0	0	0	0	0	0	0	0	2	0	31.4	36.6
1800	145	143	0	2	0	0	0	0	0	0	0	0	0	0	0	31.6	38.3
1900	97	93	0	3	0	0	0	0	0	0	0	0	0	1	0	30.8	37.6
2000	93	84	2	2	0	0	0	0	0	0	0	0	0	2	3	31.3	36.8
2100	52	52	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2	35.1
2200	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4	36.6
2300	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	-
07-19	**1545**	**1420**	**6**	**83**	**5**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**16**	**30.4**	**36**
06-22	**1809**	**1668**	**8**	**89**	**5**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**21**	**30.5**	**36.1**
06-00	**1832**	**1691**	**8**	**89**	**5**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**21**	**30.5**	**36.1**
00-00	**1860**	**1713**	**8**	**92**	**5**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**23**	**30.5**	**36.2**

13 June 2025

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp

[--		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85
0000	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	29.1	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	-
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	49.4	-
0400	4	3	0	0	0	0	0	0	0	0	0	0	0	0	1	30.6	-
0500	12	10	0	1	0	0	0	0	0	0	0	0	0	0	1	32.6	42.8
0600	13	12	0	0	0	0	0	0	0	0	0	0	0	0	1	31.7	40.2
0700	64	50	0	13	0	0	0	0	0	0	0	0	0	1	0	31.6	36.4
0800	191	176	0	14	1	0	0	0	0	0	0	0	0	0	0	28.7	33.8
0900	124	117	0	6	0	0	0	0	0	0	0	0	0	0	1	29.5	34
1000	111	103	0	3	0	0	0	0	0	0	0	0	0	3	2	30.3	35.6
1100	115	104	0	6	0	0	0	0	0	0	0	0	0	1	4	29.6	36.4
1200	120	107	0	8	0	0	0	0	0	0	0	0	0	5	0	31.9	37.9
1300	104	96	1	4	0	0	0	0	1	0	0	0	0	1	1	30.7	37
1400	112	95	0	12	0	0	0	0	0	0	0	0	0	2	3	30.6	37.5
1500	201	186	0	11	0	1	0	0	0	0	0	0	0	1	2	30.2	34.6
1600	161	144	0	11	0	0	0	0	0	0	0	0	0	4	2	29.8	36.1
1700	194	184	0	7	0	0	0	0	0	0	0	0	0	1	2	28.2	33.4
1800	165	158	1	5	0	0	0	0	0	0	0	0	0	0	1	28.9	34.5
1900	98	90	0	6	0	1	0	0	0	0	0	0	0	0	1	28.7	34.3
2000	71	70	0	1	0	0	0	0	0	0	0	0	0	0	0	29.9	34.2
2100	53	52	0	0	0	0	0	0	0	0	0	0	0	0	1	28.6	34.4
2200	20	19	0	1	0	0	0	0	0	0	0	0	0	0	0	31	37.7
2300	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	-
07-19	**1662**	**1520**	**2**	**100**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**19**	**18**	**29.8**	**35.3**
06-22	**1897**	**1744**	**2**	**107**	**1**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**19**	**21**	**29.7**	**35.3**
06-00	**1926**	**1772**	**2**	**108**	**1**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**19**	**21**	**29.7**	**35.3**
00-00	**1948**	**1790**	**2**	**110**	**1**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**19**	**23**	**29.8**	**35.5**

14 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	31.7	-
0100	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	34.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-

0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	-
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	-
0500	7	4	0	2	0	0	1	0	0	0	0	0	0	0	0	34.4	-
0600	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	38.2
0700	31	27	0	3	1	0	0	0	0	0	0	0	0	0	0	32.4	37.7
0800	78	74	0	4	0	0	0	0	0	0	0	0	0	0	0	29.2	35.4
0900	106	100	0	4	0	0	0	0	0	0	0	0	0	0	2	28.9	34
1000	139	130	0	6	0	1	0	0	0	0	0	0	0	0	2	27.7	33.8
1100	134	127	1	5	0	0	0	1	0	0	0	0	0	0	0	27.4	33
1200	133	129	0	3	0	0	0	0	0	0	0	0	0	0	1	28.6	34.9
1300	123	116	0	3	0	0	0	0	0	0	0	0	0	2	2	32	37.4
1400	104	102	0	1	0	0	0	0	0	0	0	0	0	1	0	30.1	34.8
1500	99	95	0	2	0	0	0	0	0	0	0	0	0	1	1	30.8	37
1600	118	111	0	3	0	0	0	1	0	0	0	0	0	3	0	30.4	36.1
1700	105	98	0	5	0	1	0	0	0	0	0	0	0	1	0	30.6	36.4
1800	102	96	1	5	0	0	0	0	0	0	0	0	0	0	0	30	35.8
1900	78	74	0	4	0	0	0	0	0	0	0	0	0	0	0	28.4	32.2
2000	60	56	0	2	0	0	0	0	0	0	0	0	0	0	2	29.6	35.9
2100	36	36	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	38.8
2200	32	32	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	37.1
2300	24	23	0	1	0	0	0	0	0	0	0	0	0	0	0	28.8	34.5
07-19	**1272**	**1205**	**2**	**44**	**1**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**8**	**8**	**29.6**	**35.2**
06-22	**1458**	**1383**	**2**	**50**	**1**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**8**	**10**	**29.6**	**35.1**
06-00	**1514**	**1438**	**2**	**51**	**1**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**8**	**10**	**29.6**	**35.1**
00-00	**1537**	**1455**	**2**	**56**	**1**	**2**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**8**	**10**	**29.6**	**35.2**

15 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	-
0100	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	34.6	-
0200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5	-
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	36	-
0400	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	-
0500	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	-
0600	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	37.9	-
0700	11	10	1	0	0	0	0	0	0	0	0	0	0	0	0	31.2	38

0800	36	36	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	38.9
0900	68	63	0	2	0	1	0	0	0	0	0	0	0	1	1	28.5	35.5
1000	104	97	0	4	0	0	0	0	0	0	0	0	0	2	1	29.6	36
1100	126	117	0	7	0	0	0	0	0	0	0	0	0	1	1	30.5	35.1
1200	106	99	0	5	0	0	0	0	0	0	0	0	0	0	2	28.1	32.4
1300	114	103	0	9	0	0	0	0	0	0	0	0	0	1	1	29.5	34
1400	110	105	1	3	0	0	0	0	0	0	0	0	0	1	0	30.5	36
1500	101	95	0	3	0	0	0	0	0	0	0	0	0	2	1	31.7	36.6
1600	93	88	0	2	0	0	0	0	0	0	0	0	0	2	1	30.7	35.9
1700	94	93	0	0	0	1	0	0	0	0	0	0	0	0	0	30.9	36.4
1800	72	68	0	3	0	0	0	0	0	0	0	0	0	0	1	32.2	38.5
1900	89	83	0	3	0	1	0	0	0	0	0	0	0	1	1	31.3	37.4
2000	64	59	0	3	0	0	0	0	0	0	0	0	0	0	2	30.9	38.2
2100	35	34	0	0	0	0	0	0	0	0	0	0	0	0	1	31	38.7
2200	16	14	0	1	0	0	0	0	0	0	0	0	0	1	0	32.5	46
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	-
07-19	**1035**	**974**	**2**	**38**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**9**	**30.3**	**35.8**
06-22	**1230**	**1156**	**2**	**45**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**13**	**30.4**	**36**
06-00	**1250**	**1174**	**2**	**46**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**13**	**30.5**	**36**
00-00	**1280**	**1203**	**2**	**47**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**13**	**30.5**	**36**

16 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38.9	-
0400	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	24.9	-
0500	11	10	0	0	0	0	0	0	0	0	0	0	0	1	0	35.7	48.4
0600	16	12	0	3	0	0	0	0	0	0	0	0	0	0	1	32.8	40.7
0700	88	79	1	6	0	0	0	1	0	0	0	0	0	0	1	29.5	35.2
0800	166	152	0	11	0	0	0	0	0	0	0	0	0	0	3	28.5	33.9
0900	98	88	2	6	0	0	0	0	0	0	0	0	0	1	1	28.4	33
1000	114	102	0	9	0	0	0	1	0	0	0	0	0	0	2	29.1	34.6
1100	85	79	0	4	0	0	1	1	0	0	0	0	0	0	0	27.3	33.8
1200	101	94	0	5	0	0	0	0	0	0	0	0	0	1	1	29.5	33.2

1300	110	99	0	9	0	1	1	0	0	0	0	0	0	0	0	28.2	33.9
1400	102	91	1	7	0	0	0	0	0	0	0	0	0	1	2	27.9	33.9
1500	166	151	1	7	1	0	0	1	0	0	0	0	0	2	3	28	33.1
1600	168	151	0	13	1	0	0	0	0	0	0	0	0	1	2	29.8	34.4
1700	183	173	1	5	0	0	0	0	0	0	0	0	0	2	2	30.5	35.5
1800	123	118	0	4	0	0	0	0	0	0	0	0	0	0	1	30.6	35.7
1900	94	88	0	2	0	0	0	0	0	0	0	0	0	2	2	31.4	38.4
2000	70	66	1	0	0	0	0	0	0	0	0	0	0	1	2	30.7	35.8
2100	36	33	0	2	0	0	0	0	0	0	0	0	0	1	0	31.8	35
2200	22	21	0	1	0	0	0	0	0	0	0	0	0	0	0	29.9	33.7
2300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28.1	-
07-19	**1504**	**1377**	**6**	**86**	**2**	**1**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**8**	**18**	**29**	**34.2**
06-22	**1720**	**1576**	**7**	**93**	**2**	**1**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**12**	**23**	**29.3**	**34.6**
06-00	**1745**	**1600**	**7**	**94**	**2**	**1**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**12**	**23**	**29.3**	**34.6**
00-00	**1762**	**1615**	**7**	**94**	**2**	**1**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**13**	**24**	**29.4**	**34.6**

17 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	35.3	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39.1	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	42.4	-
0400	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	24.4	-
0500	10	8	0	0	0	0	0	0	0	0	0	0	0	1	1	32.6	-
0600	15	14	0	0	0	0	0	0	0	0	0	0	0	0	1	31.1	37.5
0700	81	71	1	5	0	0	0	2	0	0	0	0	0	0	2	32.5	39
0800	161	150	0	10	0	1	0	0	0	0	0	0	0	0	0	31.2	37.1
0900	112	97	1	10	1	0	0	0	0	0	0	0	0	1	2	30.3	35.9
1000	119	106	1	10	0	0	0	0	0	0	0	0	0	1	1	30.3	35.5
1100	96	82	0	8	1	0	0	1	0	0	0	0	0	0	4	29.8	35.2
1200	103	93	0	10	0	0	0	0	0	0	0	0	0	0	0	31	35.7
1300	110	101	0	8	0	0	0	0	0	0	0	0	0	1	0	30.7	37
1400	110	98	0	9	0	1	0	1	0	0	0	0	0	0	1	29.2	33.7
1500	164	152	2	7	0	1	0	0	0	0	0	0	0	0	2	29.4	34.5
1600	182	167	0	10	1	0	0	0	0	0	0	0	0	2	2	29.9	35.3
1700	175	165	0	8	0	0	0	0	0	0	0	0	0	1	1	28.7	34.5

1800	151	140	0	9	0	0	0	0	0	0	0	0	0	0	2	30.4	35.3
1900	97	92	0	2	0	0	0	0	0	0	0	0	0	2	1	29.9	35.8
2000	75	71	0	1	0	0	0	0	0	0	0	0	0	1	2	28.5	33
2100	38	37	0	1	0	0	0	0	0	0	0	0	0	0	0	30.7	36.7
2200	18	17	0	0	0	0	0	0	0	0	0	0	0	1	0	29.7	37.7
2300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	-
07-19	**1564**	**1422**	**5**	**104**	**3**	**3**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**6**	**17**	**30.2**	**35.3**
06-22	**1789**	**1636**	**5**	**108**	**3**	**3**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**9**	**21**	**30.1**	**35.3**
06-00	**1812**	**1658**	**5**	**108**	**3**	**3**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**10**	**21**	**30.1**	**35.3**
00-00	**1830**	**1672**	**5**	**109**	**3**	**3**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**11**	**23**	**30.1**	**35.5**

CHARGE SURVEYS

SITE: ATC 3 - Linchfield Road, Peterborough LOCATION: Attached to lamppost

GRID REFERENCE: 52.679166, -0.300170 DIRECTION: NORTHBOUND SPEED LIMIT: 30

11 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	5	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	30	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	29.6	-
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	37	-
0300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	40.1	-
0400	3	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	26	-
0500	17	1	0	2	3	4	5	1	0	0	1	0	0	0	0	0	34.8	43.3
0600	20	0	1	2	6	6	4	1	0	0	0	0	0	0	0	0	32.9	41.7
0700	81	1	1	2	43	29	5	0	0	0	0	0	0	0	0	0	30.3	35
0800	171	1	0	29	85	44	10	2	0	0	0	0	0	0	0	0	29.3	34.2
0900	100	1	1	26	43	26	2	1	0	0	0	0	0	0	0	0	28.1	33.5
1000	100	0	5	14	48	27	5	1	0	0	0	0	0	0	0	0	29.4	34.8
1100	106	0	2	12	48	33	10	1	0	0	0	0	0	0	0	0	30.1	35.9
1200	93	1	0	8	42	27	13	2	0	0	0	0	0	0	0	0	30.8	37.4
1300	110	0	1	13	64	26	6	0	0	0	0	0	0	0	0	0	29.3	33.4
1400	93	1	2	20	37	29	3	0	0	1	0	0	0	0	0	0	29.3	35.2
1500	190	0	4	47	106	28	5	0	0	0	0	0	0	0	0	0	27.8	31.4
1600	175	2	2	20	83	50	16	2	0	0	0	0	0	0	0	0	30	35.9
1700	185	1	5	31	86	55	5	1	1	0	0	0	0	0	0	0	29.3	34.7
1800	149	2	0	17	68	43	18	1	0	0	0	0	0	0	0	0	30.4	35.8
1900	127	0	2	13	43	55	13	1	0	0	0	0	0	0	0	0	31.3	36.4
2000	85	1	1	12	27	39	4	1	0	0	0	0	0	0	0	0	30.2	34.7
2100	41	0	0	5	18	15	3	0	0	0	0	0	0	0	0	0	30.4	35.4
2200	19	1	0	1	10	4	1	2	0	0	0	0	0	0	0	0	30.4	39.6
2300	8	0	0	0	2	3	2	0	1	0	0	0	0	0	0	0	36.1	-
07-19	**1553**	**10**	**23**	**239**	**753**	**417**	**98**	**11**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**29.4**	**34.6**
06-22	**1826**	**11**	**27**	**271**	**847**	**532**	**122**	**14**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**29.7**	**34.9**
06-00	**1853**	**12**	**27**	**272**	**859**	**539**	**125**	**16**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**29.7**	**35**
00-00	**1881**	**13**	**28**	**275**	**866**	**546**	**132**	**17**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**29.8**	**35**

12 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	34.7	-
0100	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	28.4	-
0200	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	45.8	-
0300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	46.2	-
0400	4	0	1	0	0	0	1	1	0	1	0	0	0	0	0	0	39.7	-
0500	17	1	0	1	3	6	5	1	0	0	0	0	0	0	0	0	33.5	41.2
0600	22	0	2	0	9	6	5	0	0	0	0	0	0	0	0	0	31.2	39.4
0700	92	0	1	8	51	27	4	1	0	0	0	0	0	0	0	0	30.1	35.1
0800	167	1	4	20	74	55	13	0	0	0	0	0	0	0	0	0	30	35
0900	104	1	0	11	48	33	11	0	0	0	0	0	0	0	0	0	30.6	35.5
1000	108	0	9	21	53	21	3	0	1	0	0	0	0	0	0	0	27.8	33.1
1100	103	0	2	14	59	23	4	1	0	0	0	0	0	0	0	0	28.9	34.1
1200	107	1	1	16	45	31	10	3	0	0	0	0	0	0	0	0	30.2	36.4
1300	118	0	2	8	60	35	10	3	0	0	0	0	0	0	0	0	30.5	35.7
1400	107	0	0	9	48	38	9	3	0	0	0	0	0	0	0	0	31.4	36.9
1500	169	1	7	23	61	60	13	4	0	0	0	0	0	0	0	0	30.1	36.2
1600	156	1	2	12	64	59	15	2	1	0	0	0	0	0	0	0	31	36.3
1700	169	0	2	10	75	65	16	1	0	0	0	0	0	0	0	0	31.4	36.6
1800	145	1	0	18	49	54	19	4	0	0	0	0	0	0	0	0	31.6	38.3
1900	97	1	1	9	44	27	13	1	1	0	0	0	0	0	0	0	30.8	37.6
2000	93	3	1	3	35	39	11	0	1	0	0	0	0	0	0	0	31.3	36.8
2100	52	0	0	6	28	15	1	2	0	0	0	0	0	0	0	0	30.2	35.1
2200	17	0	0	4	8	3	1	1	0	0	0	0	0	0	0	0	29.4	36.6
2300	6	0	0	0	2	2	1	1	0	0	0	0	0	0	0	0	33.7	-
07-19	**1545**	**6**	**30**	**170**	**687**	**501**	**127**	**22**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30.4**	**36**
06-22	**1809**	**10**	**34**	**188**	**803**	**588**	**157**	**25**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30.5**	**36.1**
06-00	**1832**	**10**	**34**	**192**	**813**	**593**	**159**	**27**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30.5**	**36.1**
00-00	**1860**	**11**	**35**	**193**	**817**	**602**	**166**	**31**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**30.5**	**36.2**

13 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	29.1	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-

0200	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	32.6	-	
0300	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	49.4	-	
0400	4	0	1	0	1	1	1	0	0	0	0	0	0	0	0	0	30.6	-	
0500	12	0	1	2	2	2	4	1	0	0	0	0	0	0	0	0	32.6		42.8
0600	13	0	1	1	4	5	1	1	0	0	0	0	0	0	0	0	31.7		40.2
0700	64	0	1	1	29	27	4	2	0	0	0	0	0	0	0	0	31.6		36.4
0800	191	0	1	35	99	48	8	0	0	0	0	0	0	0	0	0	28.7		33.8
0900	124	1	1	15	64	37	6	0	0	0	0	0	0	0	0	0	29.5		34
1000	111	1	1	9	57	33	8	2	0	0	0	0	0	0	0	0	30.3		35.6
1100	115	2	4	12	51	34	11	0	1	0	0	0	0	0	0	0	29.6		36.4
1200	120	0	1	9	49	38	19	3	1	0	0	0	0	0	0	0	31.9		37.9
1300	104	1	1	15	42	32	11	2	0	0	0	0	0	0	0	0	30.7		37
1400	112	1	3	17	40	34	14	3	0	0	0	0	0	0	0	0	30.6		37.5
1500	201	1	3	17	100	61	17	1	0	1	0	0	0	0	0	0	30.2		34.6
1600	161	1	3	24	67	54	11	1	0	0	0	0	0	0	0	0	29.8		36.1
1700	194	1	3	51	89	40	9	1	0	0	0	0	0	0	0	0	28.2		33.4
1800	165	1	7	32	69	43	12	1	0	0	0	0	0	0	0	0	28.9		34.5
1900	98	1	6	13	47	26	5	0	0	0	0	0	0	0	0	0	28.7		34.3
2000	71	0	0	9	37	20	1	4	0	0	0	0	0	0	0	0	29.9		34.2
2100	53	1	1	13	19	17	2	0	0	0	0	0	0	0	0	0	28.6		34.4
2200	20	0	1	1	9	6	2	1	0	0	0	0	0	0	0	0	31		37.7
2300	9	0	0	2	2	4	0	1	0	0	0	0	0	0	0	0	31.1	-	
07-19	**1662**	**10**	**29**	**237**	**756**	**481**	**130**	**16**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**29.8**		**35.3**
06-22	**1897**	**12**	**37**	**273**	**863**	**549**	**139**	**21**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**29.7**		**35.3**
06-00	**1926**	**12**	**38**	**276**	**874**	**559**	**141**	**23**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**29.7**		**35.3**
00-00	**1948**	**12**	**40**	**279**	**878**	**563**	**147**	**25**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**29.8**		**35.5**

14 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	8	0	0	1	3	2	2	0	0	0	0	0	0	0	0	0	31.7	-	
0100	4	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	34.5	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		-
0300	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	29.7	-	
0400	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	28.9	-	
0500	7	0	0	0	3	1	1	2	0	0	0	0	0	0	0	0	34.4	-	
0600	12	0	0	1	7	2	1	1	0	0	0	0	0	0	0	0	31.7		38.2
0700	31	0	0	3	7	15	5	1	0	0	0	0	0	0	0	0	32.4		37.7
0800	78	0	2	16	38	13	6	3	0	0	0	0	0	0	0	0	29.2		35.4
0900	106	1	2	23	43	34	3	0	0	0	0	0	0	0	0	0	28.9		34

1000	139	2	5	37	62	24	8	0	1	0	0	0	0	0	0	0	27.7	33.8
1100	134	3	5	34	61	25	6	0	0	0	0	0	0	0	0	0	27.4	33
1200	133	2	6	23	60	34	7	1	0	0	0	0	0	0	0	0	28.6	34.9
1300	123	2	0	9	44	49	14	3	1	0	1	0	0	0	0	0	32	37.4
1400	104	0	0	9	63	25	6	1	0	0	0	0	0	0	0	0	30.1	34.8
1500	99	1	0	8	48	28	13	1	0	0	0	0	0	0	0	0	30.8	37
1600	118	0	2	8	67	27	11	3	0	0	0	0	0	0	0	0	30.4	36.1
1700	105	0	1	18	41	36	5	3	1	0	0	0	0	0	0	0	30.6	36.4
1800	102	0	0	22	36	34	9	1	0	0	0	0	0	0	0	0	30	35.8
1900	78	0	1	16	38	21	2	0	0	0	0	0	0	0	0	0	28.4	32.2
2000	60	1	1	6	29	19	3	1	0	0	0	0	0	0	0	0	29.6	35.9
2100	36	0	1	1	17	11	4	1	1	0	0	0	0	0	0	0	31.8	38.8
2200	32	0	0	6	16	6	2	2	0	0	0	0	0	0	0	0	30.3	37.1
2300	24	0	0	5	11	7	1	0	0	0	0	0	0	0	0	0	28.8	34.5
07-19	**1272**	**11**	**23**	**210**	**570**	**344**	**93**	**17**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**29.6**	**35.2**
06-22	**1458**	**12**	**26**	**234**	**661**	**397**	**103**	**20**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**29.6**	**35.1**
06-00	**1514**	**12**	**26**	**245**	**688**	**410**	**106**	**22**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**29.6**	**35.1**
00-00	**1537**	**12**	**26**	**247**	**698**	**415**	**109**	**24**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**29.6**	**35.2**

15 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	8	0	0	1	2	5	0	0	0	0	0	0	0	0	0	0	30.7	-
0100	6	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	34.6	-
0200	5	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	28.5	-
0300	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	36	-
0400	4	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	32.6	-
0500	5	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	30.6	-
0600	7	0	0	1	1	0	2	3	0	0	0	0	0	0	0	0	37.9	-
0700	11	0	0	2	3	4	2	0	0	0	0	0	0	0	0	0	31.2	38
0800	36	0	0	5	13	11	6	1	0	0	0	0	0	0	0	0	31.4	38.9
0900	68	0	3	21	22	17	5	0	0	0	0	0	0	0	0	0	28.5	35.5
1000	104	2	2	8	55	28	9	0	0	0	0	0	0	0	0	0	29.6	36
1100	126	0	0	14	56	44	10	2	0	0	0	0	0	0	0	0	30.5	35.1
1200	106	0	5	18	61	19	2	1	0	0	0	0	0	0	0	0	28.1	32.4
1300	114	0	2	18	51	36	7	0	0	0	0	0	0	0	0	0	29.5	34
1400	110	0	2	18	44	36	7	1	1	1	0	0	0	0	0	0	30.5	36
1500	101	0	2	10	33	45	9	1	1	0	0	0	0	0	0	0	31.7	36.6
1600	93	0	1	11	42	30	6	3	0	0	0	0	0	0	0	0	30.7	35.9
1700	94	1	0	4	50	30	8	1	0	0	0	0	0	0	0	0	30.9	36.4

1800	72	1	0	3	36	19	11	1	0	1	0	0	0	0	0	0	32.2	38.5
1900	89	2	0	8	31	34	13	0	1	0	0	0	0	0	0	0	31.3	37.4
2000	64	1	2	4	31	15	9	1	0	1	0	0	0	0	0	0	30.9	38.2
2100	35	1	0	8	13	6	4	0	2	0	0	1	0	0	0	0	31	38.7
2200	16	0	0	4	6	3	1	1	0	1	0	0	0	0	0	0	32.5	46
2300	4	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	31.8	-
07-19	**1035**	**4**	**17**	**132**	**466**	**319**	**82**	**11**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**30.3**	**35.8**
06-22	**1230**	**8**	**19**	**153**	**542**	**374**	**110**	**15**	**5**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**30.4**	**36**
06-00	**1250**	**8**	**19**	**157**	**550**	**378**	**112**	**16**	**5**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**30.5**	**36**
00-00	**1280**	**8**	**19**	**161**	**559**	**390**	**117**	**16**	**5**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**30.5**	**36**

16 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	31.5	-
0300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	38.9	-
0400	3	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	24.9	-
0500	11	0	0	1	3	4	1	1	0	1	0	0	0	0	0	0	35.7	48.4
0600	16	0	1	1	2	7	5	0	0	0	0	0	0	0	0	0	32.8	40.7
0700	88	0	1	15	40	28	2	2	0	0	0	0	0	0	0	0	29.5	35.2
0800	166	1	4	31	89	31	8	1	1	0	0	0	0	0	0	0	28.5	33.9
0900	98	0	2	16	54	22	4	0	0	0	0	0	0	0	0	0	28.4	33
1000	114	3	2	19	53	29	6	2	0	0	0	0	0	0	0	0	29.1	34.6
1100	85	2	2	20	39	19	3	0	0	0	0	0	0	0	0	0	27.3	33.8
1200	101	0	0	16	50	29	5	1	0	0	0	0	0	0	0	0	29.5	33.2
1300	110	0	1	26	57	21	5	0	0	0	0	0	0	0	0	0	28.2	33.9
1400	102	1	3	20	54	18	5	1	0	0	0	0	0	0	0	0	27.9	33.9
1500	166	2	4	35	80	36	9	0	0	0	0	0	0	0	0	0	28	33.1
1600	168	0	2	19	90	47	10	0	0	0	0	0	0	0	0	0	29.8	34.4
1700	183	1	1	20	88	57	13	3	0	0	0	0	0	0	0	0	30.5	35.5
1800	123	0	3	8	59	44	8	1	0	0	0	0	0	0	0	0	30.6	35.7
1900	94	0	2	7	37	33	13	2	0	0	0	0	0	0	0	0	31.4	38.4
2000	70	1	2	9	25	25	6	1	1	0	0	0	0	0	0	0	30.7	35.8
2100	36	0	0	4	15	13	2	0	1	1	0	0	0	0	0	0	31.8	35
2200	22	0	0	1	15	5	1	0	0	0	0	0	0	0	0	0	29.9	33.7
2300	3	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	28.1	-
07-19	**1504**	**10**	**25**	**245**	**753**	**381**	**78**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**34.2**
06-22	**1720**	**11**	**30**	**266**	**832**	**459**	**104**	**14**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**29.3**	**34.6**

06-00	**1745**	**11**	**30**	**268**	**848**	**465**	**105**	**14**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**29.3**	**34.6**
00-00	**1762**	**11**	**31**	**269**	**853**	**471**	**107**	**15**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**29.4**	**34.6**

17 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	3	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	35.3	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	39.1	-
0300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	42.4	-
0400	3	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	24.4	-
0500	10	0	1	0	2	5	2	0	0	0	0	0	0	0	0	0	32.6	-
0600	15	0	1	0	7	4	2	1	0	0	0	0	0	0	0	0	31.1	37.5
0700	81	1	2	4	24	32	14	4	0	0	0	0	0	0	0	0	32.5	39
0800	161	1	1	10	74	52	19	4	0	0	0	0	0	0	0	0	31.2	37.1
0900	112	0	2	10	51	37	11	1	0	0	0	0	0	0	0	0	30.3	35.9
1000	119	1	2	12	54	41	7	2	0	0	0	0	0	0	0	0	30.3	35.5
1100	96	2	4	6	45	30	7	2	0	0	0	0	0	0	0	0	29.8	35.2
1200	103	0	1	7	49	34	10	2	0	0	0	0	0	0	0	0	31	35.7
1300	110	0	0	21	44	29	14	2	0	0	0	0	0	0	0	0	30.7	37
1400	110	1	1	11	61	29	7	0	0	0	0	0	0	0	0	0	29.2	33.7
1500	164	3	1	23	79	47	10	1	0	0	0	0	0	0	0	0	29.4	34.5
1600	182	0	2	16	97	56	9	2	0	0	0	0	0	0	0	0	29.9	35.3
1700	175	0	3	46	72	44	8	1	1	0	0	0	0	0	0	0	28.7	34.5
1800	151	1	3	17	70	44	13	2	0	1	0	0	0	0	0	0	30.4	35.3
1900	97	0	1	17	43	24	11	1	0	0	0	0	0	0	0	0	29.9	35.8
2000	75	0	4	5	45	18	3	0	0	0	0	0	0	0	0	0	28.5	33
2100	38	0	0	5	15	14	4	0	0	0	0	0	0	0	0	0	30.7	36.7
2200	18	0	0	5	4	6	3	0	0	0	0	0	0	0	0	0	29.7	37.7
2300	5	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	31.8	-
07-19	**1564**	**10**	**22**	**183**	**720**	**475**	**129**	**23**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**30.2**	**35.3**
06-22	**1789**	**10**	**28**	**210**	**830**	**535**	**149**	**25**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**30.1**	**35.3**
06-00	**1812**	**10**	**28**	**215**	**837**	**542**	**153**	**25**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**30.1**	**35.3**
00-00	**1830**	**10**	**30**	**216**	**840**	**548**	**158**	**26**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**30.1**	**35.5**

Grand Total

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp

[--		6 12	12 19	19 25	25 31	31 37	37 43	43 50	50 56	56 62	62 68	68 75	75 81	81 87	87 93	93 99		85
--	12098	77	209	1640	5511	3535	936	154	23	10	2	1	0	0	0	0	29.9	35.5

SITE: ATC 3 - Linchfield Road, Peterborough

LOCATION: Attached to lamppost

GRID REFERENCE: 52.679166, -0.300170

DIRECTION: NORTHBOUND

SPEED LIMIT: 30

	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Averages	
	11-Jun	12-Jun	13-Jun	14-Jun	15-Jun	16-Jun	17-Jun	1-5.	1-7.
Hour									
0000-0100	5	3	2	8	8	0	3	2.6	4.1
0100-0200	1	2	0	4	6	0	0	0.6	1.9
0200-0300	1	1	2	0	5	2	1	1.4	1.7
0300-0400	1	1	2	2	2	1	1	1.2	1.4
0400-0500	3	4	4	2	4	3	3	3.4	3.3
0500-0600	17	17	12	7	5	11	10	13.4	11.3
0600-0700	20	22	13	12	7	16	15	17.2	15
0700-0800	81	92	64	31	11	88	81	81.2	64
0800-0900	**171**	**167**	**191**	78	36	**166**	**161**	171.2	138.6
0900-1000	100	104	124	106	68	98	112	107.6	101.7
1000-1100	100	108	111	**139**	104	114	119	110.4	113.6
1100-1200	106	103	115	134	**126**	85	96	101	109.3
1200-1300	93	107	120	**133**	106	101	103	104.8	109
1300-1400	110	118	104	123	**114**	110	110	110.4	112.7
1400-1500	93	107	112	104	110	102	110	104.8	105.4
1500-1600	**190**	169	**201**	99	101	166	164	178	155.7
1600-1700	175	156	161	118	93	168	**182**	168.4	150.4
1700-1800	185	**169**	194	105	94	**183**	175	181.2	157.9
1800-1900	149	145	165	102	72	123	151	146.6	129.6
1900-2000	127	97	98	78	89	94	97	102.6	97.1
2000-2100	85	93	71	60	64	70	75	78.8	74
2100-2200	41	52	53	36	35	36	38	44	41.6
2200-2300	19	17	20	32	16	22	18	19.2	20.6
2300-2400	8	6	9	24	4	3	5	6.2	8.4
Totals									
0700-1900	1553	1545	1662	1272	1035	1504	1564	1565.6	1447.9
0600-2200	1826	1809	1897	1458	1230	1720	1789	1808.2	1675.6
0600-0000	1853	1832	1926	1514	1250	1745	1812	1833.6	1704.6
0000-0000	1881	1860	1948	1537	1280	1762	1830	1856.2	1728.3
AM Peak	800	800	800	1000	1100	800	800		
	171	167	191	139	126	166	161		
PM Peak	1500	1700	1500	1200	1300	1700	1600		
	190	169	201	133	114	183	182		

CHARGE SURVEYS

SITE: ATC 3 - Linchfield Road, Peterborough

LOCATION: Attached to lamppost

GRID REFERENCE: 52.679166, -0.300170

DIRECTION: SOUTHBOUND

SPEED LIMIT: 30

11 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	-
0500	11	9	0	1	0	0	0	0	0	0	0	0	0	0	1	31.6	40.5
0600	34	30	0	2	0	1	0	1	0	0	0	0	0	0	0	32.2	41.2
0700	139	120	2	14	0	0	0	0	0	0	0	0	0	0	3	28.5	33.9
0800	171	151	1	14	0	0	0	1	0	0	0	0	0	1	3	28.9	33.7
0900	86	78	1	6	0	0	0	0	0	0	0	0	0	0	1	29.5	34.7
1000	105	90	0	13	0	0	0	0	0	0	0	0	0	1	1	27.9	32.1
1100	84	77	1	6	0	0	0	0	0	0	0	0	0	0	0	29.4	35
1200	116	103	0	10	1	0	0	0	1	0	0	0	0	0	1	30	36.2
1300	76	71	0	3	0	0	1	0	0	0	0	0	0	0	1	29.4	35.4
1400	103	97	0	3	1	0	0	0	0	0	0	0	0	1	1	29.2	33.9
1500	149	138	0	8	0	0	1	0	0	0	0	0	0	0	2	29.5	34.8
1600	159	149	0	8	0	0	0	0	0	0	0	0	0	1	1	29.8	34.2
1700	188	170	0	12	1	0	0	0	0	0	0	0	0	4	1	28.8	35
1800	137	132	0	3	0	0	0	0	0	0	0	0	0	0	2	29.9	34.7
1900	104	97	0	4	0	0	0	0	0	0	0	0	0	0	3	29.7	35.9
2000	49	46	0	2	0	0	0	0	0	0	0	0	0	1	0	31.8	36.7
2100	41	35	0	5	0	0	0	0	0	0	0	0	0	1	0	31	39.3
2200	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	41.5
2300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-
07-19	**1513**	**1376**	**5**	**100**	**3**	**0**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**8**	**17**	**29.2**	**34.2**
06-22	**1741**	**1584**	**5**	**113**	**3**	**1**	**2**	**2**	**1**	**0**	**0**	**0**	**0**	**10**	**20**	**29.4**	**34.6**
06-00	**1761**	**1604**	**5**	**113**	**3**	**1**	**2**	**2**	**1**	**0**	**0**	**0**	**0**	**10**	**20**	**29.4**	**34.7**
00-00	**1776**	**1617**	**5**	**114**	**3**	**1**	**2**	**2**	**1**	**0**	**0**	**0**	**0**	**10**	**21**	**29.5**	**34.7**

12 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	55.5	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	1	0	0	0	0	0	0	0	0	0	0	0	1	0	38.9	-
0500	11	8	0	2	0	0	0	0	0	0	0	0	0	1	0	29.8	43.2
0600	45	40	1	4	0	0	0	0	0	0	0	0	0	0	0	32.2	37.5
0700	130	116	0	9	0	0	0	0	0	0	0	0	0	2	3	29.9	35.2
0800	175	163	0	8	0	0	0	0	0	0	0	0	0	1	3	29.3	34.6
0900	83	72	0	6	1	0	0	1	0	0	0	0	0	1	2	30.3	35.6
1000	96	91	1	3	0	0	0	0	0	0	0	0	0	1	0	29.8	35.8
1100	89	80	1	6	0	0	0	0	0	0	0	0	0	0	2	28.4	34.3
1200	87	81	0	5	0	0	0	0	0	0	0	0	0	1	0	29.6	35.9
1300	96	90	0	3	0	1	0	0	0	0	0	0	0	0	2	28.8	33.3
1400	109	104	0	4	0	0	0	0	0	0	0	0	0	1	0	29.4	35.6
1500	134	124	0	10	0	0	0	0	0	0	0	0	0	0	0	31.1	36.3
1600	124	116	0	5	0	0	0	0	0	0	0	0	0	2	1	30.1	35.7
1700	164	154	1	8	0	0	0	0	0	0	0	0	0	1	0	30.1	35
1800	130	129	0	1	0	0	0	0	0	0	0	0	0	0	0	29.9	35.6
1900	81	73	0	5	0	0	0	0	0	1	0	0	0	0	2	28	35.1
2000	62	60	0	1	0	0	0	0	0	0	0	0	0	1	0	31.9	39.1
2100	43	43	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	38
2200	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	34	45.5
2300	12	11	0	0	0	0	0	0	0	0	0	0	0	1	0	29.8	38.3
07-19	**1417**	**1320**	**3**	**68**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**10**	**13**	**29.8**	**35.2**
06-22	**1648**	**1536**	**4**	**78**	**1**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**11**	**15**	**29.8**	**35.5**
06-00	**1675**	**1562**	**4**	**78**	**1**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**12**	**15**	**29.9**	**35.6**
00-00	**1692**	**1575**	**4**	**80**	**1**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**14**	**15**	**29.9**	**35.6**

13 June 2025

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp

[--		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	38.1	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.5	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38.6	-
0400	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	34.3	-
0500	12	9	0	2	0	0	0	0	0	0	0	0	0	0	1	33.4	43.1
0600	32	28	0	3	0	0	0	1	0	0	0	0	0	0	0	32.4	39.8
0700	122	109	0	12	0	0	0	0	0	0	0	0	0	0	1	29.8	35.9
0800	154	142	0	9	0	0	0	0	0	0	0	0	0	2	1	29.1	34.7
0900	94	82	0	9	0	0	0	1	0	0	0	0	0	1	1	29.1	34.5
1000	111	102	0	9	0	0	0	0	0	0	0	0	0	0	0	30	35.6
1100	103	93	0	9	0	0	0	0	0	0	0	0	0	1	0	30.8	36.4
1200	93	86	0	4	0	0	0	0	1	0	0	0	0	1	1	30.7	37.1
1300	135	122	0	6	0	0	0	0	1	0	0	0	0	3	3	29.2	33.6
1400	130	117	1	8	0	0	0	0	0	0	0	0	0	2	2	30.3	36.4
1500	158	139	0	15	0	1	0	0	0	0	0	0	0	1	2	29.7	34.9
1600	155	144	0	10	0	0	0	0	0	0	0	0	0	0	1	30.1	35
1700	160	149	0	8	0	0	0	0	0	0	0	0	0	1	2	29.3	34.3
1800	160	148	0	6	0	0	0	0	0	0	0	0	0	1	5	29.6	35.1
1900	89	86	0	3	0	0	0	0	0	0	0	0	0	0	0	28.7	34.6
2000	84	77	0	7	0	0	0	0	0	0	0	0	0	0	0	31.3	37.7
2100	37	34	0	1	0	0	0	0	0	0	0	0	0	0	2	27.3	32.4
2200	19	17	0	0	0	0	0	0	0	0	0	0	0	0	2	27.6	35.2
2300	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	35.5	-
07-19	**1575**	**1433**	**1**	**105**	**0**	**1**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**13**	**19**	**29.8**	**35.2**
06-22	**1817**	**1658**	**1**	**119**	**0**	**1**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**13**	**21**	**29.8**	**35.3**
06-00	**1844**	**1683**	**1**	**119**	**0**	**1**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**13**	**23**	**29.8**	**35.3**
00-00	**1863**	**1698**	**1**	**122**	**0**	**1**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**13**	**24**	**29.8**	**35.5**

14 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	37.9	-
0100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	34.6	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	42	-
0300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	29	-

0400	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	-
0500	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	36.5	-
0600	11	9	0	2	0	0	0	0	0	0	0	0	0	0	0	29.4	37.7
0700	31	26	0	3	0	0	0	0	0	0	0	0	0	0	2	30.6	37.4
0800	70	64	0	3	0	0	0	0	0	0	0	0	0	0	3	30.5	36.9
0900	88	83	0	2	0	0	0	0	0	0	0	0	0	1	2	29.2	34.7
1000	108	102	0	4	0	0	0	1	0	0	0	0	0	0	1	30.1	37
1100	129	118	0	10	0	0	0	1	0	0	0	0	0	0	0	29.4	34
1200	121	118	0	2	0	0	0	0	0	0	0	0	0	0	1	29.4	34.5
1300	103	100	0	3	0	0	0	0	0	0	0	0	0	0	0	30.5	37.6
1400	116	111	0	3	0	0	0	0	0	0	0	0	0	1	1	29.8	36.5
1500	105	99	0	4	0	0	0	0	0	0	0	0	0	1	1	30.4	36
1600	108	103	0	4	0	0	0	0	0	0	0	0	0	1	0	30.3	35.9
1700	87	83	0	4	0	0	0	0	0	0	0	0	0	0	0	30.2	36.3
1800	86	81	0	4	0	0	0	1	0	0	0	0	0	0	0	28.8	34.4
1900	60	53	0	4	0	0	0	0	0	0	0	0	0	0	3	28.7	33.3
2000	42	39	0	2	0	0	0	0	0	0	0	0	0	0	1	28.5	34.7
2100	23	22	0	1	0	0	0	0	0	0	0	0	0	0	0	31.2	40.3
2200	22	21	0	1	0	0	0	0	0	0	0	0	0	0	0	31.5	37.9
2300	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	34.6
07-19	**1152**	**1088**	**0**	**46**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**4**	**11**	**29.9**	**35.9**
06-22	**1288**	**1211**	**0**	**55**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**4**	**15**	**29.8**	**35.8**
06-00	**1333**	**1255**	**0**	**56**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**4**	**15**	**29.8**	**35.8**
00-00	**1354**	**1276**	**0**	**56**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**4**	**15**	**29.9**	**35.9**

15 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	11	9	0	2	0	0	0	0	0	0	0	0	0	0	0	30	39.2
0100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	37.4	-
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7	-
0300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	39.1	-
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1	-
0500	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	35.8	-
0600	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	34.5	-
0700	22	17	0	1	0	0	0	0	0	0	0	0	0	1	3	29.8	36.8
0800	31	27	0	3	0	0	0	0	0	0	0	0	0	0	1	31.8	37.8
0900	58	54	0	1	0	0	0	0	0	0	0	0	0	2	1	30	37.3

1000	93	88	0	4	0	0	0	0	0	0	0	0	0	0	1	29.4	34.9
1100	108	98	0	5	0	0	0	0	0	0	0	0	0	3	2	29.8	36.5
1200	114	108	0	3	0	0	0	0	0	0	0	0	0	2	1	28.7	33.5
1300	102	98	0	4	0	0	0	0	0	0	0	0	0	0	0	29.3	33.9
1400	94	91	0	2	0	0	0	0	0	0	0	0	0	1	0	30.3	36.5
1500	90	86	0	3	0	0	0	0	0	0	0	0	0	1	0	30.9	36.6
1600	79	75	0	2	0	0	0	0	0	0	0	0	0	2	0	31.5	39.3
1700	79	73	0	4	0	0	0	0	0	0	0	0	0	0	2	29.1	36.5
1800	71	66	0	5	0	0	0	0	0	0	0	0	0	0	0	31.4	37.9
1900	70	65	0	3	0	0	0	0	0	0	0	0	0	1	1	30	35.6
2000	42	40	0	1	0	1	0	0	0	0	0	0	0	0	0	30.8	39.2
2100	27	27	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7	32.9
2200	14	13	0	1	0	0	0	0	0	0	0	0	0	0	0	27.1	30
2300	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	-
07-19	**941**	**881**	**0**	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**11**	**30**	**36.5**
06-22	**1088**	**1021**	**0**	**41**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**12**	**30**	**36.4**
06-00	**1109**	**1041**	**0**	**42**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**12**	**30**	**36.3**
00-00	**1138**	**1068**	**0**	**44**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**12**	**30.1**	**36.4**

16 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	36.5	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32	-
0400	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	37.4	-
0500	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	36.1	-
0600	37	34	0	3	0	0	0	0	0	0	0	0	0	0	0	32.2	39.5
0700	128	117	0	8	0	0	0	1	0	0	0	0	0	0	2	28.8	34.9
0800	169	152	0	8	0	0	0	0	0	0	0	0	0	1	8	27.7	33
0900	86	72	3	11	0	0	0	0	0	0	0	0	0	0	0	28.3	32.1
1000	91	83	1	6	0	0	0	0	0	0	0	0	0	1	0	29.3	34.3
1100	98	94	0	3	0	0	0	0	0	0	0	0	0	0	1	27	30.7
1200	106	99	0	7	0	0	0	0	0	0	0	0	0	0	0	28.8	33.6
1300	90	84	1	5	0	0	0	0	0	0	0	0	0	0	0	27	31.1
1400	103	95	1	4	1	0	0	0	0	0	0	0	0	1	1	27.8	32.3
1500	126	112	0	9	0	0	0	1	0	0	0	0	0	3	1	28.5	33.9

1600	131	117	2	9	0	0	0	0	0	0	0	0	0	2	1	28.9	33
1700	170	158	1	7	0	0	0	0	0	0	0	0	0	3	1	29.8	35.4
1800	98	92	0	3	0	0	0	0	0	0	0	0	0	1	2	29.2	35.2
1900	79	75	0	2	0	0	0	0	0	0	0	0	0	0	2	30.2	36
2000	61	57	0	1	0	1	0	0	0	0	0	0	0	1	1	30.9	36.7
2100	29	25	0	2	0	0	0	1	0	0	0	0	0	1	0	30.5	36.8
2200	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	31.8	42.6
2300	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	26	-
07-19	**1396**	**1275**	**9**	**80**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**12**	**17**	**28.5**	**33.3**
06-22	**1602**	**1466**	**9**	**88**	**1**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**14**	**20**	**28.8**	**33.9**
06-00	**1626**	**1489**	**9**	**89**	**1**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**14**	**20**	**28.8**	**33.9**
00-00	**1644**	**1507**	**9**	**89**	**1**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**14**	**20**	**28.9**	**34**

17 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	39.2	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-
0500	16	14	0	1	0	0	0	0	0	0	0	0	0	0	1	31.1	39.4
0600	40	38	0	1	0	0	0	0	0	0	0	0	0	0	1	31	39
0700	137	126	0	8	0	0	0	0	0	0	0	0	0	0	3	30	34.1
0800	165	150	0	9	0	0	1	1	0	0	0	0	0	0	4	29.2	35.2
0900	89	75	1	9	2	0	0	1	0	0	0	0	0	1	0	29.5	35.5
1000	77	66	0	10	0	1	0	0	0	0	0	0	0	0	0	29.4	33.7
1100	83	78	0	5	0	0	0	0	0	0	0	0	0	0	0	28.1	31.7
1200	100	90	1	8	0	0	0	0	0	0	0	0	0	0	1	29.8	35.1
1300	107	96	1	6	0	0	0	0	0	0	0	0	0	1	3	27.6	32.6
1400	105	99	0	4	0	0	0	0	0	0	0	0	0	0	2	28.2	31.1
1500	119	110	0	8	0	0	0	0	0	0	0	0	0	0	1	30.4	35.1
1600	119	111	0	7	0	0	0	0	0	0	0	0	0	0	1	31.2	37.4
1700	156	145	0	9	0	0	0	0	0	0	0	0	0	1	1	29.3	35.1
1800	119	115	0	4	0	0	0	0	0	0	0	0	0	0	0	30.1	35.1
1900	85	84	0	1	0	0	0	0	0	0	0	0	0	0	0	29.1	35.1
2000	62	57	0	2	0	0	0	0	0	0	0	0	0	2	1	28.1	33.2
2100	50	46	0	1	0	0	0	0	0	0	0	0	0	3	0	30.9	37.2

2200	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	35.3	-
2300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	-
07-19	**1376**	**1261**	**3**	**87**	**2**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**16**	**29.4**	**34.3**
06-22	**1613**	**1486**	**3**	**92**	**2**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**8**	**18**	**29.5**	**34.6**
06-00	**1627**	**1499**	**3**	**93**	**2**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**8**	**18**	**29.5**	**34.7**
00-00	**1650**	**1520**	**3**	**94**	**2**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**8**	**19**	**29.5**	**34.8**

CHARGE SURVEYS

SITE: ATC 3 - Linchfield Road, Peterborough LOCATION: Attached to lamppost

GRID REFERENCE: 52.679166, -0.300170 DIRECTION: SOUTHBOUND SPEED LIMIT: 30

11 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	26	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	33.8	-
0500	11	0	1	0	4	3	2	1	0	0	0	0	0	0	0	0	31.6	40.5
0600	34	0	0	7	11	8	5	3	0	0	0	0	0	0	0	0	32.2	41.2
0700	139	3	2	22	68	38	5	1	0	0	0	0	0	0	0	0	28.5	33.9
0800	171	3	2	22	92	46	6	0	0	0	0	0	0	0	0	0	28.9	33.7
0900	86	2	2	11	36	30	5	0	0	0	0	0	0	0	0	0	29.5	34.7
1000	105	2	0	18	60	23	2	0	0	0	0	0	0	0	0	0	27.9	32.1
1100	84	0	1	9	51	19	3	1	0	0	0	0	0	0	0	0	29.4	35
1200	116	0	1	17	56	28	13	1	0	0	0	0	0	0	0	0	30	36.2
1300	76	0	3	16	22	30	4	0	1	0	0	0	0	0	0	0	29.4	35.4
1400	103	1	0	18	55	23	3	3	0	0	0	0	0	0	0	0	29.2	33.9
1500	149	2	1	17	75	48	6	0	0	0	0	0	0	0	0	0	29.5	34.8
1600	159	0	2	20	75	50	12	0	0	0	0	0	0	0	0	0	29.8	34.2
1700	188	2	8	32	85	49	11	1	0	0	0	0	0	0	0	0	28.8	35
1800	137	1	1	15	61	51	6	2	0	0	0	0	0	0	0	0	29.9	34.7
1900	104	3	2	18	38	32	8	2	1	0	0	0	0	0	0	0	29.7	35.9
2000	49	0	1	4	15	23	3	3	0	0	0	0	0	0	0	0	31.8	36.7
2100	41	0	1	6	19	9	3	2	1	0	0	0	0	0	0	0	31	39.3
2200	15	0	0	1	6	3	4	1	0	0	0	0	0	0	0	0	32.5	41.5
2300	5	0	0	2	0	2	1	0	0	0	0	0	0	0	0	0	29.3	-
07-19	**1513**	**16**	**23**	**217**	**736**	**435**	**76**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.2**	**34.2**
06-22	**1741**	**19**	**27**	**252**	**819**	**507**	**95**	**19**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.4**	**34.6**
06-00	**1761**	**19**	**27**	**255**	**825**	**512**	**100**	**20**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.4**	**34.7**
00-00	**1776**	**19**	**28**	**255**	**831**	**516**	**103**	**21**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.5**	**34.7**

12 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	33.5	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	55.5	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	38.9	-
0500	11	0	1	1	6	1	1	1	0	0	0	0	0	0	0	0	29.8	43.2
0600	45	0	0	7	14	17	3	3	1	0	0	0	0	0	0	0	32.2	37.5
0700	130	3	2	18	51	42	12	2	0	0	0	0	0	0	0	0	29.9	35.2
0800	175	2	2	24	89	45	12	1	0	0	0	0	0	0	0	0	29.3	34.6
0900	83	0	2	7	42	23	8	1	0	0	0	0	0	0	0	0	30.3	35.6
1000	96	0	0	17	44	26	9	0	0	0	0	0	0	0	0	0	29.8	35.8
1100	89	5	4	10	45	16	8	1	0	0	0	0	0	0	0	0	28.4	34.3
1200	87	0	1	14	48	15	8	1	0	0	0	0	0	0	0	0	29.6	35.9
1300	96	3	1	20	43	20	7	1	1	0	0	0	0	0	0	0	28.8	33.3
1400	109	0	0	23	53	23	10	0	0	0	0	0	0	0	0	0	29.4	35.6
1500	134	0	0	10	66	44	13	1	0	0	0	0	0	0	0	0	31.1	36.3
1600	124	1	2	20	51	35	12	3	0	0	0	0	0	0	0	0	30.1	35.7
1700	164	1	2	16	79	50	15	1	0	0	0	0	0	0	0	0	30.1	35
1800	130	0	0	25	55	40	9	1	0	0	0	0	0	0	0	0	29.9	35.6
1900	81	3	3	18	31	18	7	1	0	0	0	0	0	0	0	0	28	35.1
2000	62	0	1	4	23	22	11	1	0	0	0	0	0	0	0	0	31.9	39.1
2100	43	0	0	7	18	10	7	1	0	0	0	0	0	0	0	0	30.6	38
2200	15	0	0	1	8	1	1	3	0	1	0	0	0	0	0	0	34	45.5
2300	12	0	2	1	4	2	3	0	0	0	0	0	0	0	0	0	29.8	38.3
07-19	**1417**	**15**	**16**	**204**	**666**	**379**	**123**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.8**	**35.2**
06-22	**1648**	**18**	**20**	**240**	**752**	**446**	**151**	**19**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.8**	**35.5**
06-00	**1675**	**18**	**22**	**242**	**764**	**449**	**155**	**22**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**29.9**	**35.6**
00-00	**1692**	**18**	**23**	**243**	**771**	**452**	**157**	**24**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**29.9**	**35.6**

13 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	38.1	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-

0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	34.5	-	
0300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	38.6	-	
0400	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	34.3	-	
0500	12	0	1	0	5	1	4	1	0	0	0	0	0	0	0	0	33.4		43.1
0600	32	0	0	6	9	8	5	4	0	0	0	0	0	0	0	0	32.4		39.8
0700	122	2	0	20	48	41	10	1	0	0	0	0	0	0	0	0	29.8		35.9
0800	154	1	5	21	74	40	12	1	0	0	0	0	0	0	0	0	29.1		34.7
0900	94	1	0	15	51	20	7	0	0	0	0	0	0	0	0	0	29.1		34.5
1000	111	0	0	21	50	30	8	1	1	0	0	0	0	0	0	0	30		35.6
1100	103	1	0	11	45	34	8	2	2	0	0	0	0	0	0	0	30.8		36.4
1200	93	0	2	5	55	19	8	4	0	0	0	0	0	0	0	0	30.7		37.1
1300	135	4	3	14	63	41	7	3	0	0	0	0	0	0	0	0	29.2		33.6
1400	130	1	2	13	61	38	12	3	0	0	0	0	0	0	0	0	30.3		36.4
1500	158	1	3	21	68	55	8	2	0	0	0	0	0	0	0	0	29.7		34.9
1600	155	1	1	18	78	45	11	1	0	0	0	0	0	0	0	0	30.1		35
1700	160	0	3	22	81	43	9	2	0	0	0	0	0	0	0	0	29.3		34.3
1800	160	1	6	20	71	46	13	2	1	0	0	0	0	0	0	0	29.6		35.1
1900	89	4	4	9	41	26	4	1	0	0	0	0	0	0	0	0	28.7		34.6
2000	84	0	1	6	40	23	11	2	1	0	0	0	0	0	0	0	31.3		37.7
2100	37	1	1	11	16	6	2	0	0	0	0	0	0	0	0	0	27.3		32.4
2200	19	0	2	5	6	4	2	0	0	0	0	0	0	0	0	0	27.6		35.2
2300	8	0	0	1	3	2	0	1	0	0	1	0	0	0	0	0	35.5	-	
07-19	**1575**	**13**	**25**	**201**	**745**	**452**	**113**	**22**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.8**		**35.2**
06-22	**1817**	**18**	**31**	**233**	**851**	**515**	**135**	**29**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.8**		**35.3**
06-00	**1844**	**18**	**33**	**239**	**860**	**521**	**137**	**30**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**29.8**		**35.3**
00-00	**1863**	**18**	**34**	**239**	**866**	**525**	**144**	**31**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**29.8**		**35.5**

14 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	6	0	0	0	3	0	1	2	0	0	0	0	0	0	0	0	37.9	-	
0100	4	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	34.6	-	
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	42	-	
0300	3	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	29	-	
0400	4	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	32.1	-	
0500	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	36.5	-	
0600	11	0	0	2	5	3	1	0	0	0	0	0	0	0	0	0	29.4		37.7
0700	31	2	0	3	10	11	5	0	0	0	0	0	0	0	0	0	30.6		37.4
0800	70	0	3	13	20	26	6	1	1	0	0	0	0	0	0	0	30.5		36.9
0900	88	1	2	14	38	27	4	2	0	0	0	0	0	0	0	0	29.2		34.7

1000	108	1	1	17	46	27	15	0	0	1	0	0	0	0	0	0	30.1	37
1100	129	0	1	21	64	34	8	1	0	0	0	0	0	0	0	0	29.4	34
1200	121	1	0	23	54	34	7	2	0	0	0	0	0	0	0	0	29.4	34.5
1300	103	0	5	16	39	26	14	2	1	0	0	0	0	0	0	0	30.5	37.6
1400	116	1	2	10	60	28	14	1	0	0	0	0	0	0	0	0	29.8	36.5
1500	105	0	2	12	47	34	7	3	0	0	0	0	0	0	0	0	30.4	36
1600	108	0	0	16	51	32	7	2	0	0	0	0	0	0	0	0	30.3	35.9
1700	87	0	1	13	42	21	8	2	0	0	0	0	0	0	0	0	30.2	36.3
1800	86	1	3	17	37	20	7	1	0	0	0	0	0	0	0	0	28.8	34.4
1900	60	3	0	6	32	15	4	0	0	0	0	0	0	0	0	0	28.7	33.3
2000	42	1	1	8	21	7	3	1	0	0	0	0	0	0	0	0	28.5	34.7
2100	23	0	0	6	7	6	2	1	0	1	0	0	0	0	0	0	31.2	40.3
2200	22	0	0	4	5	9	3	1	0	0	0	0	0	0	0	0	31.5	37.9
2300	23	0	0	3	9	10	1	0	0	0	0	0	0	0	0	0	29.7	34.6
07-19	**1152**	**7**	**20**	**175**	**508**	**320**	**102**	**17**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**29.9**	**35.9**
06-22	**1288**	**11**	**21**	**197**	**573**	**351**	**112**	**19**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**29.8**	**35.8**
06-00	**1333**	**11**	**21**	**204**	**587**	**370**	**116**	**20**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**29.8**	**35.8**
00-00	**1354**	**11**	**21**	**205**	**594**	**377**	**120**	**22**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**29.9**	**35.9**

15 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	11	0	1	1	4	3	2	0	0	0	0	0	0	0	0	0	30	39.2
0100	6	0	0	0	0	4	1	1	0	0	0	0	0	0	0	0	37.4	-
0200	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	26.7	-
0300	4	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	39.1	-
0400	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	21.1	-
0500	3	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	35.8	-
0600	8	0	0	0	3	3	1	1	0	0	0	0	0	0	0	0	34.5	-
0700	22	0	3	0	8	9	2	0	0	0	0	0	0	0	0	0	29.8	36.8
0800	31	0	1	3	7	15	5	0	0	0	0	0	0	0	0	0	31.8	37.8
0900	58	0	1	14	21	14	6	1	0	1	0	0	0	0	0	0	30	37.3
1000	93	0	1	16	47	21	8	0	0	0	0	0	0	0	0	0	29.4	34.9
1100	108	1	1	20	45	28	12	1	0	0	0	0	0	0	0	0	29.8	36.5
1200	114	0	1	26	53	25	9	0	0	0	0	0	0	0	0	0	28.7	33.5
1300	102	0	0	13	59	25	5	0	0	0	0	0	0	0	0	0	29.3	33.9
1400	94	0	0	20	34	29	11	0	0	0	0	0	0	0	0	0	30.3	36.5
1500	90	0	1	8	37	34	10	0	0	0	0	0	0	0	0	0	30.9	36.6
1600	79	0	2	8	27	24	16	2	0	0	0	0	0	0	0	0	31.5	39.3
1700	79	1	2	15	36	17	6	2	0	0	0	0	0	0	0	0	29.1	36.5

1800	71	0	1	7	28	23	10	2	0	0	0	0	0	0	0	0	31.4	37.9
1900	70	0	1	13	28	21	5	2	0	0	0	0	0	0	0	0	30	35.6
2000	42	0	0	8	20	6	6	2	0	0	0	0	0	0	0	0	30.8	39.2
2100	27	0	0	5	15	7	0	0	0	0	0	0	0	0	0	0	27.7	32.9
2200	14	0	0	2	12	0	0	0	0	0	0	0	0	0	0	0	27.1	30
2300	7	0	0	2	1	4	0	0	0	0	0	0	0	0	0	0	31.1	-
07-19	**941**	**2**	**14**	**150**	**402**	**264**	**100**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**36.5**
06-22	**1088**	**2**	**15**	**176**	**468**	**301**	**112**	**13**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**36.4**
06-00	**1109**	**2**	**15**	**180**	**481**	**305**	**112**	**13**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**36.3**
00-00	**1138**	**3**	**16**	**183**	**487**	**314**	**119**	**15**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**30.1**	**36.4**

16 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	36.5	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	32	-
0400	4	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	37.4	-
0500	9	0	0	0	4	1	2	2	0	0	0	0	0	0	0	0	36.1	-
0600	37	1	0	7	8	9	9	3	0	0	0	0	0	0	0	0	32.2	39.5
0700	128	2	3	22	63	29	9	0	0	0	0	0	0	0	0	0	28.8	34.9
0800	169	4	5	32	82	42	4	0	0	0	0	0	0	0	0	0	27.7	33
0900	86	0	0	19	49	13	4	1	0	0	0	0	0	0	0	0	28.3	32.1
1000	91	0	4	11	46	23	5	2	0	0	0	0	0	0	0	0	29.3	34.3
1100	98	1	1	30	54	10	2	0	0	0	0	0	0	0	0	0	27	30.7
1200	106	1	1	15	59	28	1	1	0	0	0	0	0	0	0	0	28.8	33.6
1300	90	3	4	18	52	12	1	0	0	0	0	0	0	0	0	0	27	31.1
1400	103	1	5	18	53	23	2	1	0	0	0	0	0	0	0	0	27.8	32.3
1500	126	1	5	20	65	27	7	1	0	0	0	0	0	0	0	0	28.5	33.9
1600	131	1	0	23	74	24	9	0	0	0	0	0	0	0	0	0	28.9	33
1700	170	1	1	20	87	49	11	1	0	0	0	0	0	0	0	0	29.8	35.4
1800	98	0	6	12	47	25	6	2	0	0	0	0	0	0	0	0	29.2	35.2
1900	79	2	1	9	34	23	8	2	0	0	0	0	0	0	0	0	30.2	36
2000	61	2	0	6	24	22	4	1	2	0	0	0	0	0	0	0	30.9	36.7
2100	29	0	0	2	16	7	3	1	0	0	0	0	0	0	0	0	30.5	36.8
2200	15	0	0	3	5	3	3	1	0	0	0	0	0	0	0	0	31.8	42.6
2300	9	0	0	3	5	1	0	0	0	0	0	0	0	0	0	0	26	-
07-19	**1396**	**15**	**35**	**240**	**731**	**305**	**61**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.5**	**33.3**
06-22	**1602**	**20**	**36**	**264**	**813**	**366**	**85**	**16**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.8**	**33.9**

06-00	**1626**	**20**	**36**	**270**	**823**	**370**	**88**	**17**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.8**	**33.9**
00-00	**1644**	**20**	**36**	**270**	**829**	**375**	**92**	**20**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.9**	**34**

17 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	4	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	39.2	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	25.2	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	29.3	-
0500	16	0	1	1	6	5	2	1	0	0	0	0	0	0	0	0	31.1	39.4
0600	40	0	1	6	14	11	7	1	0	0	0	0	0	0	0	0	31	39
0700	137	2	2	9	69	43	10	2	0	0	0	0	0	0	0	0	30	34.1
0800	165	1	4	27	80	40	11	2	0	0	0	0	0	0	0	0	29.2	35.2
0900	89	0	1	12	49	17	9	1	0	0	0	0	0	0	0	0	29.5	35.5
1000	77	0	1	11	40	17	7	1	0	0	0	0	0	0	0	0	29.4	33.7
1100	83	0	1	15	47	17	2	1	0	0	0	0	0	0	0	0	28.1	31.7
1200	100	1	1	12	50	30	5	1	0	0	0	0	0	0	0	0	29.8	35.1
1300	107	2	4	22	52	27	0	0	0	0	0	0	0	0	0	0	27.6	32.6
1400	105	1	1	14	73	14	1	1	0	0	0	0	0	0	0	0	28.2	31.1
1500	119	1	2	11	59	31	11	4	0	0	0	0	0	0	0	0	30.4	35.1
1600	119	0	3	10	56	32	12	5	1	0	0	0	0	0	0	0	31.2	37.4
1700	156	2	8	17	65	52	11	1	0	0	0	0	0	0	0	0	29.3	35.1
1800	119	0	1	19	55	34	7	2	1	0	0	0	0	0	0	0	30.1	35.1
1900	85	0	1	16	40	21	7	0	0	0	0	0	0	0	0	0	29.1	35.1
2000	62	1	2	13	31	10	5	0	0	0	0	0	0	0	0	0	28.1	33.2
2100	50	0	1	8	22	12	3	3	1	0	0	0	0	0	0	0	30.9	37.2
2200	9	0	1	1	4	0	1	1	0	0	0	1	0	0	0	0	35.3	-
2300	5	0	0	2	0	1	2	0	0	0	0	0	0	0	0	0	32.2	-
07-19	**1376**	**10**	**29**	**179**	**695**	**354**	**86**	**21**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.4**	**34.3**
06-22	**1613**	**11**	**34**	**222**	**802**	**408**	**108**	**25**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.5**	**34.6**
06-00	**1627**	**11**	**35**	**225**	**806**	**409**	**111**	**26**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**29.5**	**34.7**
00-00	**1650**	**11**	**36**	**226**	**815**	**415**	**114**	**29**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**29.5**	**34.8**

Grand Total

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp

[--		6 12	12 19	19 25	25 31	31 37	37 43	43 50	50 56	56 62	62 68	68 75	75 81	81 87	87 93	93 99		85
--	11117	100	194	1621	5193	2974	849	162	18	4	1	1	0	0	0	0	29.6	35.1

SITE: ATC 3 - Linchfield Road, Peterborough

LOCATION: Attached to lamppost

GRID REFERENCE: 52.679166, -0.300170

DIRECTION: SOUTHBOUND

SPEED LIMIT: 30

	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Averages	
	11-Jun	12-Jun	13-Jun	14-Jun	15-Jun	16-Jun	17-Jun	1-5.	1-7.
Hour									
0000-0100	1	3	2	6	11	2	4	2.4	4.1
0100-0200	0	0	0	4	6	0	1	0.2	1.6
0200-0300	0	1	1	1	3	0	0	0.4	0.9
0300-0400	0	0	1	3	4	3	0	0.8	1.6
0400-0500	3	2	3	4	2	4	2	2.8	2.9
0500-0600	11	11	12	3	3	9	16	11.8	9.3
0600-0700	34	45	32	11	8	37	40	37.6	29.6
0700-0800	139	130	122	31	22	128	137	131.2	101.3
0800-0900	**171**	**175**	**154**	70	31	**169**	**165**	166.8	133.6
0900-1000	86	83	94	88	58	86	89	87.6	83.4
1000-1100	105	96	111	108	93	91	77	96	97.3
1100-1200	84	89	103	**129**	**108**	98	83	91.4	99.1
1200-1300	116	87	93	**121**	**114**	106	100	100.4	105.3
1300-1400	76	96	135	103	102	90	107	100.8	101.3
1400-1500	103	109	130	116	94	103	105	110	108.6
1500-1600	149	134	158	105	90	126	119	137.2	125.9
1600-1700	159	124	155	108	79	131	119	137.6	125
1700-1800	**188**	**164**	160	87	79	**170**	**156**	167.6	143.4
1800-1900	137	130	**160**	86	71	98	119	128.8	114.4
1900-2000	104	81	89	60	70	79	85	87.6	81.1
2000-2100	49	62	84	42	42	61	62	63.6	57.4
2100-2200	41	43	37	23	27	29	50	40	35.7
2200-2300	15	15	19	22	14	15	9	14.6	15.6
2300-2400	5	12	8	23	7	9	5	7.8	9.9
Totals									
0700-1900	1513	1417	1575	1152	941	1396	1376	1455.4	1338.6
0600-2200	1741	1648	1817	1288	1088	1602	1613	1684.2	1542.4
0600-0000	1761	1675	1844	1333	1109	1626	1627	1706.6	1567.9
0000-0000	1776	1692	1863	1354	1138	1644	1650	1725	1588.1
AM Peak	800	800	800	1100	1100	800	800		
	171	175	154	129	108	169	165		
PM Peak	1700	1700	1800	1200	1200	1700	1700		
	188	164	160	121	114	170	156		

Appendix C - Junction 11 Output

Junctions 11

PICADY 11 - Priority Intersection Module

Filename: 250435 - Junctions 11 - Proposed Northern Access.j11
Path: C:\Users\EleanorChurch\Cotswold Transport Planning Ltd\Project 2025 - Documents\250435 - Site at Linchfield Road, Market Deeping, Cambridgeshire\06 Calculations\Junction Modelling
Report generation date: 12/08/2025 13:32:30

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
	2043 - Future Base + 100% Dev Flows											
Stream B-AC	D1	10.4	68.63	0.94	F	34.53	D2	0.5	9.77	0.35	A	7.09
Stream C-AB		0.4	5.96	0.23	A			2.0	12.39	0.62	B	
	2043 - Future Base + 50% Dev Flows											
Stream B-AC	D3	0.9	10.77	0.46	B	4.41	D4	0.2	7.19	0.17	A	2.92
Stream C-AB		0.2	5.15	0.12	A			0.6	6.63	0.31	A	

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

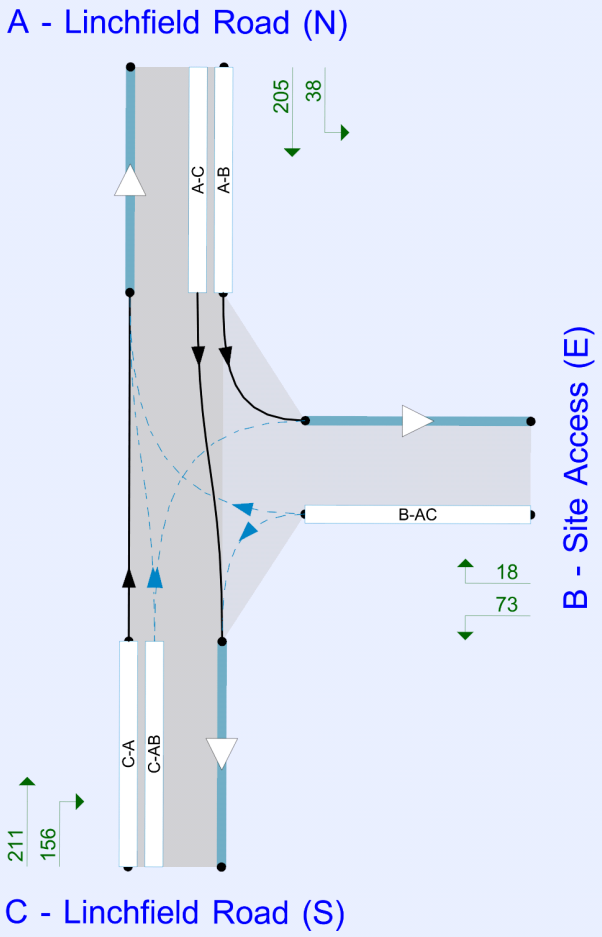
File summary

File Description

Title	Proposed Northern Access
Location	Linchfield Road, Market Deeping
Site number	
Date	22/07/2025
Version	
Status	
Identifier	
Client	Rosconn Group
Jobnumber	250435
Enumerator	AzureAD\EleanorChurch
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr)
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓		0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2043	Future Base + 100% Dev Flows	AM	ONE HOUR	08:00	09:30	15
D2	2043	Future Base + 100% Dev Flows	PM	ONE HOUR	17:00	18:30	15
D3	2043	Future Base + 50% Dev Flows	AM	ONE HOUR	08:00	09:30	15
D4	2043	Future Base + 50% Dev Flows	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2043 | Future Base + 100% Dev Flows | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Proposed Northern Access	T-Junction	Two-way	Two-way	Two-way		34.53	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	34.53	D

Arms

Arms

Arm	Name	Description	Arm type
A	Linchfield Road (N)		Major
B	Site Access (E)		Minor
C	Linchfield Road (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Linchfield Road (S)	6.30			250.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access (E)	One lane	3.32	135	135

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	610	0.110	0.277	0.174	0.396
B-C	732	0.111	0.280	-	-
C-B	719	0.275	0.275	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2043	Future Base + 100% Dev Flows	AM	ONE HOUR	08:00	09:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Linchfield Road (N)		✓	219	100.000
B - Site Access (E)		✓	526	100.000
C - Linchfield Road (S)		✓	328	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Linchfield Road (N)	B - Site Access (E)	C - Linchfield Road (S)
From	A - Linchfield Road (N)	0	29	190
	B - Site Access (E)	103	0	423
	C - Linchfield Road (S)	208	120	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Linchfield Road (N)	B - Site Access (E)	C - Linchfield Road (S)
From	A - Linchfield Road (N)	0	0	5
	B - Site Access (E)	0	0	0
	C - Linchfield Road (S)	5	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A - Linchfield Road (N)	165	165
	B - Site Access (E)	396	396
	C - Linchfield Road (S)	247	247
08:15-08:30	A - Linchfield Road (N)	197	197
	B - Site Access (E)	473	473
	C - Linchfield Road (S)	295	295
08:30-08:45	A - Linchfield Road (N)	241	241
	B - Site Access (E)	579	579
	C - Linchfield Road (S)	361	361
08:45-09:00	A - Linchfield Road (N)	241	241
	B - Site Access (E)	579	579
	C - Linchfield Road (S)	361	361
09:00-09:15	A - Linchfield Road (N)	197	197
	B - Site Access (E)	473	473
	C - Linchfield Road (S)	295	295
09:15-09:30	A - Linchfield Road (N)	165	165
	B - Site Access (E)	396	396
	C - Linchfield Road (S)	247	247

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-AC	0.94	68.63	10.4	48.2	F
C-AB	0.23	5.96	0.4	1.4	A
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	396	0.00	643	0.616	390	1.5	13.895	B
C-AB	113	0.00	771	0.147	112	0.2	5.512	A
C-A	134	0.00			134			
A-B	22	0.00			22			
A-C	143	0.00			143			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	473	0.00	631	0.750	468	2.8	21.470	C
C-AB	142	0.00	783	0.181	142	0.3	5.677	A
C-A	153	0.00			153			
A-B	26	0.00			26			
A-C	171	0.00			171			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	579	0.00	613	0.944	556	8.4	49.898	E
C-AB	186	0.00	799	0.232	185	0.4	5.945	A
C-A	176	0.00			176			
A-B	32	0.00			32			
A-C	209	0.00			209			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	579	0.00	613	0.944	571	10.4	68.629	F
C-AB	186	0.00	799	0.233	186	0.4	5.962	A
C-A	175	0.00			175			
A-B	32	0.00			32			
A-C	209	0.00			209			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	473	0.00	631	0.750	501	3.3	32.146	D
C-AB	142	0.00	783	0.182	143	0.3	5.704	A
C-A	153	0.00			153			
A-B	26	0.00			26			
A-C	171	0.00			171			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	396	0.00	643	0.616	403	1.7	15.346	C
C-AB	114	0.00	772	0.147	114	0.2	5.537	A
C-A	133	0.00			133			
A-B	22	0.00			22			
A-C	143	0.00			143			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.54	0.60	1.49	1.85	1.95			N/A	N/A
C-AB	0.21	0.00	0.00	0.21	0.21			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.75	0.09	1.46	6.67	9.39			N/A	N/A
C-AB	0.28	0.00	0.00	0.28	0.28			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	8.41	0.11	2.93	22.73	33.02			N/A	N/A
C-AB	0.40	0.03	0.26	0.47	0.49			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	10.36	0.07	1.52	30.15	48.18			N/A	N/A
C-AB	0.40	0.04	0.35	1.22	1.42			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.30	0.04	0.42	9.05	16.82			N/A	N/A
C-AB	0.29	0.00	0.00	0.29	0.29			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.67	0.03	0.32	2.97	8.62			N/A	N/A
C-AB	0.22	0.00	0.00	0.22	0.22			N/A	N/A

2043 | Future Base + 100% Dev Flows | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Proposed Northern Access	T-Junction	Two-way	Two-way	Two-way		7.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.09	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2043	Future Base + 100% Dev Flows	PM	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Linchfield Road (N)		✓	281	100.000
B - Site Access (E)		✓	181	100.000
C - Linchfield Road (S)		✓	522	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Linchfield Road (N)	B - Site Access (E)	C - Linchfield Road (S)
From	A - Linchfield Road (N)	0	76	205
	B - Site Access (E)	35	0	146
	C - Linchfield Road (S)	211	311	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Linchfield Road (N)	B - Site Access (E)	C - Linchfield Road (S)
From	A - Linchfield Road (N)	0	0	5
	B - Site Access (E)	0	0	0
	C - Linchfield Road (S)	5	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	A - Linchfield Road (N)	212	212
	B - Site Access (E)	136	136
	C - Linchfield Road (S)	393	393
17:15-17:30	A - Linchfield Road (N)	253	253
	B - Site Access (E)	163	163
	C - Linchfield Road (S)	469	469
17:30-17:45	A - Linchfield Road (N)	309	309
	B - Site Access (E)	199	199
	C - Linchfield Road (S)	575	575
17:45-18:00	A - Linchfield Road (N)	309	309
	B - Site Access (E)	199	199
	C - Linchfield Road (S)	575	575
18:00-18:15	A - Linchfield Road (N)	253	253
	B - Site Access (E)	163	163
	C - Linchfield Road (S)	469	469
18:15-18:30	A - Linchfield Road (N)	212	212
	B - Site Access (E)	136	136
	C - Linchfield Road (S)	393	393

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-AC	0.35	9.77	0.5	2.5	A
C-AB	0.62	12.39	2.0	7.4	B
C-A					
A-B					
A-C					

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	136	0.00	617	0.221	135	0.3	7.459	A
C-AB	296	0.00	761	0.389	293	0.7	7.732	A
C-A	97	0.00			97			
A-B	57	0.00			57			
A-C	154	0.00			154			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	163	0.00	597	0.273	162	0.4	8.275	A
C-AB	372	0.00	771	0.482	370	1.1	9.074	A
C-A	98	0.00			98			
A-B	68	0.00			68			
A-C	184	0.00			184			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	199	0.00	568	0.351	199	0.5	9.721	A
C-AB	488	0.00	785	0.622	485	1.9	12.094	B
C-A	87	0.00			87			
A-B	84	0.00			84			
A-C	226	0.00			226			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	199	0.00	568	0.351	199	0.5	9.767	A
C-AB	489	0.00	786	0.622	489	2.0	12.394	B
C-A	86	0.00			86			
A-B	84	0.00			84			
A-C	226	0.00			226			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	163	0.00	596	0.273	163	0.4	8.325	A
C-AB	373	0.00	772	0.483	376	1.2	9.337	A
C-A	96	0.00			96			
A-B	68	0.00			68			
A-C	184	0.00			184			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	136	0.00	616	0.221	137	0.3	7.515	A
C-AB	297	0.00	762	0.390	298	0.8	7.901	A
C-A	96	0.00			96			
A-B	57	0.00			57			
A-C	154	0.00			154			

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.28	0.00	0.00	0.28	0.28			N/A	N/A
C-AB	0.74	0.56	1.01	1.41	1.46			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.37	0.00	0.00	0.37	0.37			N/A	N/A
C-AB	1.09	0.22	1.07	1.56	1.84			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.53	0.03	0.26	0.53	0.53			N/A	N/A
C-AB	1.94	0.03	0.29	1.94	7.41			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.54	0.03	0.30	1.34	2.50			N/A	N/A
C-AB	1.99	0.03	0.29	1.99	7.23			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.38	0.00	0.00	0.38	0.38			N/A	N/A
C-AB	1.15	0.12	1.05	1.86	2.37			N/A	N/A

18:15 - 18:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.29	0.00	0.00	0.29	0.29			N/A	N/A
C-AB	0.77	0.06	0.61	1.30	1.81			N/A	N/A

2043 | Future Base + 50% Dev Flows | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Proposed Northern Access	T-Junction	Two-way	Two-way	Two-way		4.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.41	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2043	Future Base + 50% Dev Flows	AM	ONE HOUR	08:00	09:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Linchfield Road (N)		✓	205	100.000
B - Site Access (E)		✓	263	100.000
C - Linchfield Road (S)		✓	268	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Linchfield Road (N)	B - Site Access (E)	C - Linchfield Road (S)
From	A - Linchfield Road (N)	0	15	190
	B - Site Access (E)	52	0	211
	C - Linchfield Road (S)	208	60	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Linchfield Road (N)	B - Site Access (E)	C - Linchfield Road (S)
From	A - Linchfield Road (N)	0	0	5
	B - Site Access (E)	0	0	0
	C - Linchfield Road (S)	5	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A - Linchfield Road (N)	154	154
	B - Site Access (E)	198	198
	C - Linchfield Road (S)	202	202
08:15-08:30	A - Linchfield Road (N)	184	184
	B - Site Access (E)	236	236
	C - Linchfield Road (S)	241	241
08:30-08:45	A - Linchfield Road (N)	226	226
	B - Site Access (E)	290	290
	C - Linchfield Road (S)	295	295
08:45-09:00	A - Linchfield Road (N)	226	226
	B - Site Access (E)	290	290
	C - Linchfield Road (S)	295	295
09:00-09:15	A - Linchfield Road (N)	184	184
	B - Site Access (E)	236	236
	C - Linchfield Road (S)	241	241
09:15-09:30	A - Linchfield Road (N)	154	154
	B - Site Access (E)	198	198
	C - Linchfield Road (S)	202	202

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-AC	0.46	10.77	0.9	2.9	B
C-AB	0.12	5.15	0.2	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	198	0.00	650	0.305	196	0.4	7.912	A
C-AB	57	0.00	774	0.073	56	0.1	5.062	A
C-A	145	0.00			145			
A-B	11	0.00			11			
A-C	143	0.00			143			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	236	0.00	639	0.370	236	0.6	8.922	A
C-AB	71	0.00	786	0.090	71	0.1	5.089	A
C-A	170	0.00			170			
A-B	13	0.00			13			
A-C	171	0.00			171			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	290	0.00	624	0.464	288	0.8	10.709	B
C-AB	93	0.00	802	0.115	92	0.2	5.137	A
C-A	202	0.00			202			
A-B	17	0.00			17			
A-C	209	0.00			209			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	290	0.00	624	0.464	290	0.9	10.775	B
C-AB	93	0.00	802	0.116	93	0.2	5.147	A
C-A	202	0.00			202			
A-B	17	0.00			17			
A-C	209	0.00			209			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	236	0.00	639	0.370	237	0.6	8.998	A
C-AB	71	0.00	786	0.090	71	0.1	5.105	A
C-A	170	0.00			170			
A-B	13	0.00			13			
A-C	171	0.00			171			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	198	0.00	650	0.305	199	0.4	7.996	A
C-AB	57	0.00	774	0.073	57	0.1	5.077	A
C-A	145	0.00			145			
A-B	11	0.00			11			
A-C	143	0.00			143			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.43	0.00	0.00	0.43	0.43			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.58	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.13	0.03	0.25	0.46	0.48			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.85	0.03	0.26	0.85	0.85			N/A	N/A
C-AB	0.18	0.03	0.27	0.48	0.51			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.86	0.03	0.28	0.86	2.93			N/A	N/A
C-AB	0.19	0.00	0.00	0.19	0.19			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.60	0.08	0.75	1.35	1.43			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.44	0.04	0.37	1.19	1.35			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

2043 | Future Base + 50% Dev Flows | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Proposed Northern Access	T-Junction	Two-way	Two-way	Two-way		2.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.92	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2043	Future Base + 50% Dev Flows	PM	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Linchfield Road (N)		✓	243	100.000
B - Site Access (E)		✓	91	100.000
C - Linchfield Road (S)		✓	367	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Linchfield Road (N)	B - Site Access (E)	C - Linchfield Road (S)
From	A - Linchfield Road (N)	0	38	205
	B - Site Access (E)	18	0	73
	C - Linchfield Road (S)	211	156	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Linchfield Road (N)	B - Site Access (E)	C - Linchfield Road (S)
From	A - Linchfield Road (N)	0	0	5
	B - Site Access (E)	0	0	0
	C - Linchfield Road (S)	5	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	A - Linchfield Road (N)	183	183
	B - Site Access (E)	69	69
	C - Linchfield Road (S)	276	276
17:15-17:30	A - Linchfield Road (N)	218	218
	B - Site Access (E)	82	82
	C - Linchfield Road (S)	330	330
17:30-17:45	A - Linchfield Road (N)	268	268
	B - Site Access (E)	100	100
	C - Linchfield Road (S)	404	404
17:45-18:00	A - Linchfield Road (N)	268	268
	B - Site Access (E)	100	100
	C - Linchfield Road (S)	404	404
18:00-18:15	A - Linchfield Road (N)	218	218
	B - Site Access (E)	82	82
	C - Linchfield Road (S)	330	330
18:15-18:30	A - Linchfield Road (N)	183	183
	B - Site Access (E)	69	69
	C - Linchfield Road (S)	276	276

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-AC	0.17	7.19	0.2	0.5	A
C-AB	0.31	6.63	0.6	2.2	A
C-A					
A-B					
A-C					

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	0.00	635	0.108	68	0.1	6.342	A
C-AB	148	0.00	768	0.193	147	0.3	5.845	A
C-A	128	0.00			128			
A-B	29	0.00			29			
A-C	154	0.00			154			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	82	0.00	621	0.132	82	0.2	6.674	A
C-AB	186	0.00	779	0.238	185	0.4	6.130	A
C-A	144	0.00			144			
A-B	34	0.00			34			
A-C	184	0.00			184			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	100	0.00	601	0.167	100	0.2	7.188	A
C-AB	243	0.00	794	0.306	243	0.6	6.606	A
C-A	161	0.00			161			
A-B	42	0.00			42			
A-C	226	0.00			226			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	100	0.00	601	0.167	100	0.2	7.191	A
C-AB	243	0.00	795	0.306	243	0.6	6.634	A
C-A	161	0.00			161			
A-B	42	0.00			42			
A-C	226	0.00			226			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	82	0.00	621	0.132	82	0.2	6.682	A
C-AB	186	0.00	779	0.239	187	0.4	6.168	A
C-A	144	0.00			144			
A-B	34	0.00			34			
A-C	184	0.00			184			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	0.00	635	0.108	69	0.1	6.357	A
C-AB	148	0.00	769	0.193	149	0.3	5.881	A
C-A	128	0.00			128			
A-B	29	0.00			29			
A-C	154	0.00			154			

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.29	0.00	0.00	0.29	0.29			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-AB	0.39	0.00	0.00	0.39	0.39			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.20	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.57	0.03	0.26	0.57	0.57			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.20	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.57	0.03	0.35	1.22	2.21			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-AB	0.40	0.00	0.00	0.40	0.40			N/A	N/A

18:15 - 18:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.30	0.00	0.00	0.30	0.30			N/A	N/A

Junctions 11

PICADY 11 - Priority Intersection Module

Filename: 250435 - Junctions 11 - Proposed Southern Access.j11
Path: C:\Users\EleanorChurch\Cotswold Transport Planning Ltd\Project 2025 - Documents\250435 - Site at Linchfield Road, Market Deeping, Cambridgeshire\06 Calculations\Junction Modelling
Report generation date: 12/08/2025 13:44:58

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
	2043 - Future Base + 100% Dev Flows											
Stream B-AC	D1	16.5	104.92	1.00	F	52.40	D2	0.6	10.67	0.37	B	8.28
Stream C-AB		0.4	6.36	0.25	A			2.4	14.54	0.66	B	
	2043 - Future Base + 50% Dev Flows											
Stream B-AC	D3	0.9	11.94	0.49	B	4.87	D4	0.2	7.68	0.18	A	3.17
Stream C-AB		0.2	5.43	0.12	A			0.6	7.14	0.33	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

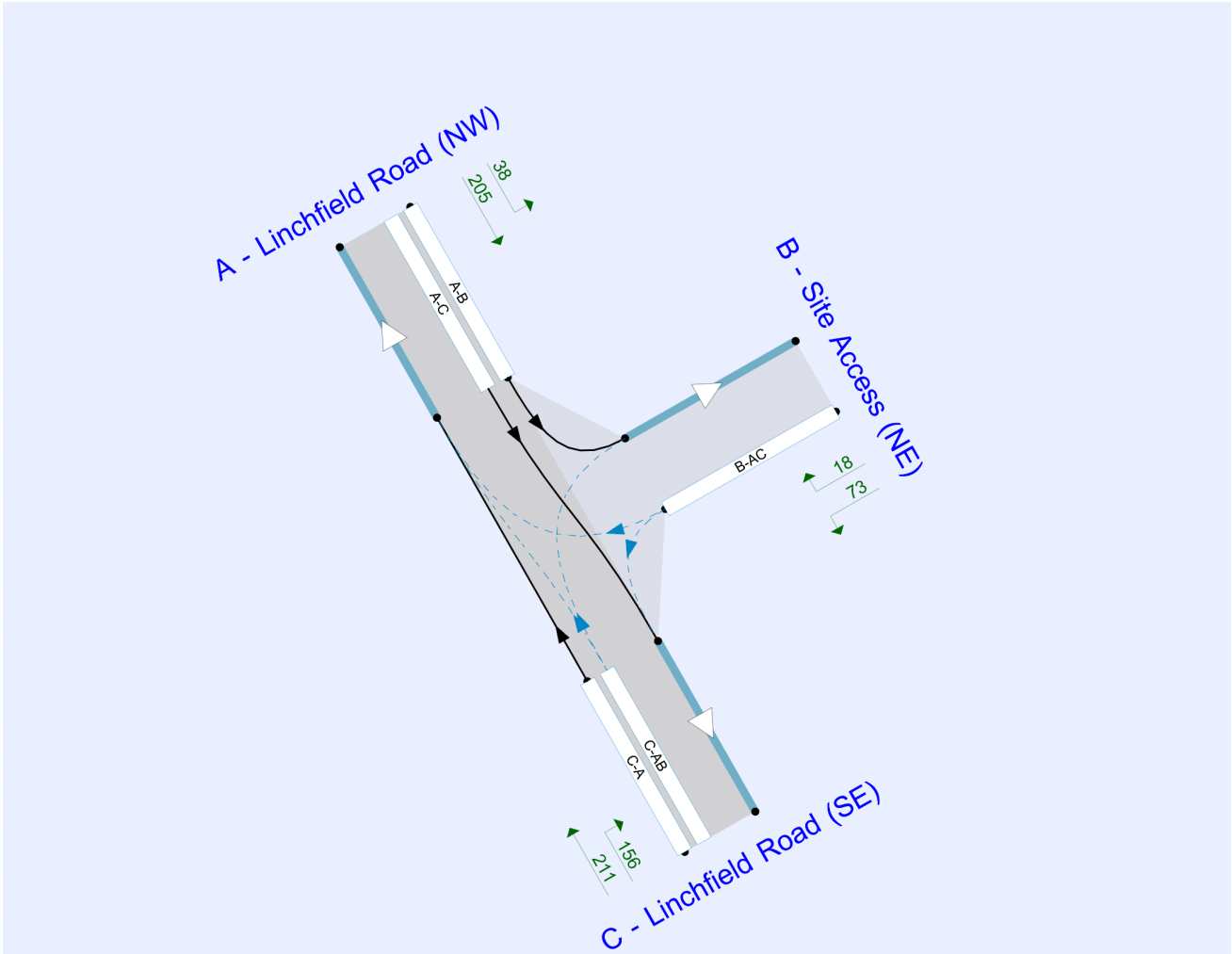
File summary

File Description

Title	Proposed Southern Access
Location	Linchfield Road, Market Deeping
Site number	
Date	22/07/2025
Version	
Status	
Identifier	
Client	Rosconn Group
Jobnumber	250435
Enumerator	AzureAD\EleanorChurch
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr)
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2043	Future Base + 100% Dev Flows	AM	ONE HOUR	08:00	09:30	15
D2	2043	Future Base + 100% Dev Flows	PM	ONE HOUR	17:00	18:30	15
D3	2043	Future Base + 50% Dev Flows	AM	ONE HOUR	08:00	09:30	15
D4	2043	Future Base + 50% Dev Flows	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2043 | Future Base + 100% Dev Flows | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Proposed Southern Access	T-Junction	Two-way	Two-way	Two-way		52.40	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	52.40	F

Arms

Arms

Arm	Name	Description	Arm type
A	Linchfield Road (NW)		Major
B	Site Access (NE)		Minor
C	Linchfield Road (SE)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Linchfield Road (SE)	6.20			175.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access (NE)	One lane	3.32	86	86

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	566	0.102	0.258	0.162	0.369
B-C	699	0.106	0.269	-	-
C-B	675	0.259	0.259	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2043	Future Base + 100% Dev Flows	AM	ONE HOUR	08:00	09:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Linchfield Road (NW)		✓	219	100.000
B - Site Access (NE)		✓	526	100.000
C - Linchfield Road (SE)		✓	328	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Linchfield Road (NW)	B - Site Access (NE)	C - Linchfield Road (SE)
From	A - Linchfield Road (NW)	0	29	190
	B - Site Access (NE)	103	0	423
	C - Linchfield Road (SE)	208	120	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Linchfield Road (NW)	B - Site Access (NE)	C - Linchfield Road (SE)
From	A - Linchfield Road (NW)	0	0	5
	B - Site Access (NE)	0	0	0
	C - Linchfield Road (SE)	5	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A - Linchfield Road (NW)	165	165
	B - Site Access (NE)	396	396
	C - Linchfield Road (SE)	247	247
08:15-08:30	A - Linchfield Road (NW)	197	197
	B - Site Access (NE)	473	473
	C - Linchfield Road (SE)	295	295
08:30-08:45	A - Linchfield Road (NW)	241	241
	B - Site Access (NE)	579	579
	C - Linchfield Road (SE)	361	361
08:45-09:00	A - Linchfield Road (NW)	241	241
	B - Site Access (NE)	579	579
	C - Linchfield Road (SE)	361	361
09:00-09:15	A - Linchfield Road (NW)	197	197
	B - Site Access (NE)	473	473
	C - Linchfield Road (SE)	295	295
09:15-09:30	A - Linchfield Road (NW)	165	165
	B - Site Access (NE)	396	396
	C - Linchfield Road (SE)	247	247

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	1.00	104.92	16.5	F
C-AB	0.25	6.36	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	396	0.00	610	0.649	389	1.8	15.843	C
C-AB	115	0.00	734	0.156	114	0.2	5.858	A
C-A	132	0.00			132			
A-B	22	0.00			22			
A-C	143	0.00			143			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	473	0.00	598	0.791	467	3.4	26.170	D
C-AB	144	0.00	747	0.193	144	0.3	6.042	A
C-A	151	0.00			151			
A-B	26	0.00			26			
A-C	171	0.00			171			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	579	0.00	581	0.997	545	11.9	67.109	F
C-AB	189	0.00	764	0.248	189	0.4	6.343	A
C-A	172	0.00			172			
A-B	32	0.00			32			
A-C	209	0.00			209			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	579	0.00	581	0.997	561	16.5	104.917	F
C-AB	189	0.00	764	0.248	189	0.4	6.363	A
C-A	172	0.00			172			
A-B	32	0.00			32			
A-C	209	0.00			209			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	473	0.00	598	0.791	521	4.5	58.095	F
C-AB	144	0.00	747	0.193	145	0.3	6.076	A
C-A	151	0.00			151			
A-B	26	0.00			26			
A-C	171	0.00			171			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	396	0.00	610	0.650	406	1.9	18.469	C
C-AB	115	0.00	734	0.157	115	0.2	5.892	A
C-A	132	0.00			132			
A-B	22	0.00			22			
A-C	143	0.00			143			

2043 | Future Base + 100% Dev Flows | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Proposed Southern Access	T-Junction	Two-way	Two-way	Two-way		8.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.28	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2043	Future Base + 100% Dev Flows	PM	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Linchfield Road (NW)		✓	281	100.000
B - Site Access (NE)		✓	181	100.000
C - Linchfield Road (SE)		✓	522	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Linchfield Road (NW)	B - Site Access (NE)	C - Linchfield Road (SE)
From	A - Linchfield Road (NW)	0	76	205
	B - Site Access (NE)	35	0	146
	C - Linchfield Road (SE)	211	311	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Linchfield Road (NW)	B - Site Access (NE)	C - Linchfield Road (SE)
From	A - Linchfield Road (NW)	0	0	5
	B - Site Access (NE)	0	0	0
	C - Linchfield Road (SE)	5	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	A - Linchfield Road (NW)	212	212
	B - Site Access (NE)	136	136
	C - Linchfield Road (SE)	393	393
17:15-17:30	A - Linchfield Road (NW)	253	253
	B - Site Access (NE)	163	163
	C - Linchfield Road (SE)	469	469
17:30-17:45	A - Linchfield Road (NW)	309	309
	B - Site Access (NE)	199	199
	C - Linchfield Road (SE)	575	575
17:45-18:00	A - Linchfield Road (NW)	309	309
	B - Site Access (NE)	199	199
	C - Linchfield Road (SE)	575	575
18:00-18:15	A - Linchfield Road (NW)	253	253
	B - Site Access (NE)	163	163
	C - Linchfield Road (SE)	469	469
18:15-18:30	A - Linchfield Road (NW)	212	212
	B - Site Access (NE)	136	136
	C - Linchfield Road (SE)	393	393

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.37	10.67	0.6	B
C-AB	0.66	14.54	2.4	B
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	136	0.00	584	0.233	135	0.3	7.995	A
C-AB	300	0.00	725	0.414	297	0.8	8.457	A
C-A	93	0.00			93			
A-B	57	0.00			57			
A-C	154	0.00			154			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	163	0.00	565	0.288	162	0.4	8.929	A
C-AB	378	0.00	736	0.513	376	1.2	10.112	B
C-A	92	0.00			92			
A-B	68	0.00			68			
A-C	184	0.00			184			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	199	0.00	537	0.371	199	0.6	10.605	B
C-AB	498	0.00	751	0.662	493	2.3	14.056	B
C-A	77	0.00			77			
A-B	84	0.00			84			
A-C	226	0.00			226			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	199	0.00	537	0.371	199	0.6	10.668	B
C-AB	499	0.00	753	0.663	499	2.4	14.545	B
C-A	76	0.00			76			
A-B	84	0.00			84			
A-C	226	0.00			226			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	163	0.00	564	0.288	163	0.4	8.998	A
C-AB	379	0.00	737	0.514	383	1.3	10.507	B
C-A	90	0.00			90			
A-B	68	0.00			68			
A-C	184	0.00			184			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	136	0.00	583	0.234	137	0.3	8.066	A
C-AB	301	0.00	725	0.415	303	0.9	8.686	A
C-A	92	0.00			92			
A-B	57	0.00			57			
A-C	154	0.00			154			

2043 | Future Base + 50% Dev Flows | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Proposed Southern Access	T-Junction	Two-way	Two-way	Two-way		4.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.87	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2043	Future Base + 50% Dev Flows	AM	ONE HOUR	08:00	09:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Linchfield Road (NW)		✓	205	100.000
B - Site Access (NE)		✓	263	100.000
C - Linchfield Road (SE)		✓	268	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Linchfield Road (NW)	B - Site Access (NE)	C - Linchfield Road (SE)
From	A - Linchfield Road (NW)	0	15	190
	B - Site Access (NE)	52	0	211
	C - Linchfield Road (SE)	208	60	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Linchfield Road (NW)	B - Site Access (NE)	C - Linchfield Road (SE)
From	A - Linchfield Road (NW)	0	0	5
	B - Site Access (NE)	0	0	0
	C - Linchfield Road (SE)	5	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A - Linchfield Road (NW)	154	154
	B - Site Access (NE)	198	198
	C - Linchfield Road (SE)	202	202
08:15-08:30	A - Linchfield Road (NW)	184	184
	B - Site Access (NE)	236	236
	C - Linchfield Road (SE)	241	241
08:30-08:45	A - Linchfield Road (NW)	226	226
	B - Site Access (NE)	290	290
	C - Linchfield Road (SE)	295	295
08:45-09:00	A - Linchfield Road (NW)	226	226
	B - Site Access (NE)	290	290
	C - Linchfield Road (SE)	295	295
09:00-09:15	A - Linchfield Road (NW)	184	184
	B - Site Access (NE)	236	236
	C - Linchfield Road (SE)	241	241
09:15-09:30	A - Linchfield Road (NW)	154	154
	B - Site Access (NE)	198	198
	C - Linchfield Road (SE)	202	202

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.49	11.94	0.9	B
C-AB	0.12	5.43	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	198	0.00	616	0.321	196	0.5	8.540	A
C-AB	57	0.00	737	0.078	57	0.1	5.349	A
C-A	144	0.00			144			
A-B	11	0.00			11			
A-C	143	0.00			143			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	236	0.00	605	0.391	236	0.6	9.720	A
C-AB	72	0.00	749	0.096	72	0.1	5.375	A
C-A	169	0.00			169			
A-B	13	0.00			13			
A-C	171	0.00			171			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	290	0.00	591	0.490	288	0.9	11.847	B
C-AB	94	0.00	767	0.123	94	0.2	5.421	A
C-A	201	0.00			201			
A-B	17	0.00			17			
A-C	209	0.00			209			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	290	0.00	591	0.490	290	0.9	11.939	B
C-AB	94	0.00	767	0.123	94	0.2	5.429	A
C-A	201	0.00			201			
A-B	17	0.00			17			
A-C	209	0.00			209			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	236	0.00	605	0.391	238	0.7	9.821	A
C-AB	72	0.00	749	0.096	72	0.2	5.392	A
C-A	169	0.00			169			
A-B	13	0.00			13			
A-C	171	0.00			171			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	198	0.00	616	0.322	199	0.5	8.644	A
C-AB	57	0.00	737	0.078	58	0.1	5.366	A
C-A	144	0.00			144			
A-B	11	0.00			11			
A-C	143	0.00			143			

2043 | Future Base + 50% Dev Flows | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Proposed Southern Access	T-Junction	Two-way	Two-way	Two-way		3.17	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.17	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2043	Future Base + 50% Dev Flows	PM	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Linchfield Road (NW)		✓	243	100.000
B - Site Access (NE)		✓	91	100.000
C - Linchfield Road (SE)		✓	367	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Linchfield Road (NW)	B - Site Access (NE)	C - Linchfield Road (SE)
From	A - Linchfield Road (NW)	0	38	205
	B - Site Access (NE)	18	0	73
	C - Linchfield Road (SE)	211	156	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Linchfield Road (NW)	B - Site Access (NE)	C - Linchfield Road (SE)
From	A - Linchfield Road (NW)	0	0	5
	B - Site Access (NE)	0	0	0
	C - Linchfield Road (SE)	5	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	A - Linchfield Road (NW)	183	183
	B - Site Access (NE)	69	69
	C - Linchfield Road (SE)	276	276
17:15-17:30	A - Linchfield Road (NW)	218	218
	B - Site Access (NE)	82	82
	C - Linchfield Road (SE)	330	330
17:30-17:45	A - Linchfield Road (NW)	268	268
	B - Site Access (NE)	100	100
	C - Linchfield Road (SE)	404	404
17:45-18:00	A - Linchfield Road (NW)	268	268
	B - Site Access (NE)	100	100
	C - Linchfield Road (SE)	404	404
18:00-18:15	A - Linchfield Road (NW)	218	218
	B - Site Access (NE)	82	82
	C - Linchfield Road (SE)	330	330
18:15-18:30	A - Linchfield Road (NW)	183	183
	B - Site Access (NE)	69	69
	C - Linchfield Road (SE)	276	276

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.18	7.68	0.2	A
C-AB	0.33	7.14	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	0.00	602	0.114	68	0.1	6.737	A
C-AB	150	0.00	731	0.205	149	0.3	6.235	A
C-A	126	0.00			126			
A-B	29	0.00			29			
A-C	154	0.00			154			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	82	0.00	588	0.139	82	0.2	7.104	A
C-AB	189	0.00	743	0.254	188	0.4	6.562	A
C-A	141	0.00			141			
A-B	34	0.00			34			
A-C	184	0.00			184			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	100	0.00	569	0.176	100	0.2	7.674	A
C-AB	248	0.00	760	0.326	247	0.6	7.112	A
C-A	156	0.00			156			
A-B	42	0.00			42			
A-C	226	0.00			226			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	100	0.00	569	0.176	100	0.2	7.681	A
C-AB	248	0.00	761	0.326	248	0.6	7.144	A
C-A	156	0.00			156			
A-B	42	0.00			42			
A-C	226	0.00			226			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	82	0.00	588	0.139	82	0.2	7.115	A
C-AB	189	0.00	744	0.254	190	0.4	6.608	A
C-A	141	0.00			141			
A-B	34	0.00			34			
A-C	184	0.00			184			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	0.00	602	0.114	69	0.1	6.756	A
C-AB	150	0.00	732	0.206	151	0.3	6.282	A
C-A	126	0.00			126			
A-B	29	0.00			29			
A-C	154	0.00			154			

Appendix D - TRICs Output

Filtering Summary

Land Use	03/A	RESIDENTIAL/HOUSES PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	6-1817 DWELLS	
Actual Trip Rate Calculation Parameter Range	8-289 DWELLS	
Date Range	Minimum: 01/01/23	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	5
	Tuesday	12
	Wednesday	3
	Thursday	2
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	3
	Edge of Town	19
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	1 - Selected
	Servicing vehicles Excluded	26 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,001 to 5,000	1
	5,001 to 10,000	5
	10,001 to 15,000	8
	15,001 to 20,000	6
	20,001 to 25,000	2
Population <5 Mile ranges selected	5,001 to 25,000	2
	25,001 to 50,000	4
	50,001 to 75,000	4
	100,001 to 125,000	3
	125,001 to 250,000	8
	250,001 to 500,000	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	5
	1.1 to 1.5	16
	1.6 to 2.0	1
PTAL Rating	No PTAL Present	22

Calculation Reference: AUDIT-701101-250602-0608

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	1 days
	ES	EAST SUSSEX	4 days
	HC	HAMPSHIRE	5 days
	HF	HERTFORDSHIRE	2 days
	KC	KENT	2 days
	SC	SURREY	2 days
	WS	WEST SUSSEX	2 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
09	NORTH		
	IM	ISLE OF MAN	3 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: 8 to 289 (units:)
Range Selected by User: 6 to 1817 (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: 01/01/23 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	5 days
Tuesday	12 days
Wednesday	3 days
Thursday	2 days

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

Selected survey types:

Manual count	22 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	19

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	22

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	1 days - Selected
Servicing vehicles Excluded	26 days - Selected

Secondary Filtering selection:

Use Class:

C3	22 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	1 days
5,001 to 10,000	5 days
10,001 to 15,000	8 days
15,001 to 20,000	6 days
20,001 to 25,000	2 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	2 days
25,001 to 50,000	4 days
50,001 to 75,000	4 days
100,001 to 125,000	3 days
125,001 to 250,000	8 days
250,001 to 500,000	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	5 days
1.1 to 1.5	16 days
1.6 to 2.0	1 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	16 days
No	6 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	22 days

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

LIST OF SITES relevant to selection parameters

Site(1):	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(2):	ES-03-A-09	Site area:	1.50 hect
Development Name:	DETACHED & SEMI-DETACHED	No of Dwellings:	47
Location:	NEWHAVEN	Housing density:	36
Postcode:	BN9 9FF	Total Bedrooms:	143
Main Location Type:	Edge of Town	Survey Date:	13/03/23
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	197
Site(3):	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
Site(4):	ES-03-A-13	Site area:	1.70 hect
Development Name:	DETACHED HOUSES	No of Dwellings:	36
Location:	HEATHFIELD	Housing density:	24
Postcode:	TN21 0UW	Total Bedrooms:	135
Main Location Type:	Edge of Town	Survey Date:	18/03/24
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	103
Site(5):	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(6):	HC-03-A-34	Site area:	8.47 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	243
Location:	EASTLEIGH	Housing density:	31
Postcode:	SO50 9RL	Total Bedrooms:	612
Main Location Type:	Edge of Town	Survey Date:	14/11/23
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	531
Site(7):	HC-03-A-35	Site area:	9.10 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	289
Location:	WATERLOOVILLE	Housing density:	36
Postcode:	PO8 9WN	Total Bedrooms:	787
Main Location Type:	Edge of Town	Survey Date:	31/10/23
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	760
Site(8):	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(9):	HC-03-A-37	Site area:	3.46 hect
Development Name:	MIXED HOUSES	No of Dwellings:	50
Location:	FLEET	Housing density:	37
Postcode:	GU52 0AF	Total Bedrooms:	143
Main Location Type:	Edge of Town	Survey Date:	27/03/24
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	103

LIST OF SITES relevant to selection parameters (Cont.)

Site(10):	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(11):	HF-03-A-05	Site area:	0.19 hect
Development Name:	TERRACED HOUSES	No of Dwellings:	8
Location:	WATFORD	Housing density:	44
Postcode:	WD19 7QY	Total Bedrooms:	24
Main Location Type:	Edge of Town	Survey Date:	05/06/23
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	16
Site(12):	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(13):	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(14):	IM-03-A-05	Site area:	2.19 hect
Development Name:	MIXED HOUSES	No of Dwellings:	45
Location:	CASTLETOWN	Housing density:	24
Postcode:	IM9 1TQ	Total Bedrooms:	175
Main Location Type:	Edge of Town	Survey Date:	21/05/24
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	55
Site(15):	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(16):	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(17):	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(18):	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

LIST OF SITES relevant to selection parameters (Cont.)

Site(19):	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(20):	SC-03-A-12	Site area:	9.38 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	252
Location:	GODALMING	Housing density:	32
Postcode:	GU7 2FL	Total Bedrooms:	691
Main Location Type:	Edge of Town	Survey Date:	12/06/24
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	560
Site(21):	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
Site(22):	WS-03-A-23	Site area:	6.64 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	197
Location:	EAST GRINSTEAD	Housing density:	38
Postcode:	RH19 4LX	Total Bedrooms:	508
Main Location Type:	Edge of Town	Survey Date:	14/05/24
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	538

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HF-03-A-06	Low Person Trips
WS-03-A-24	Low Person Trips

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.73

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	22	126	0.073	22	126	0.313	22	126	0.386
08:00 - 09:00	22	126	0.145	22	126	0.373	22	126	0.518
09:00 - 10:00	22	126	0.137	22	126	0.172	22	126	0.309
10:00 - 11:00	22	126	0.114	22	126	0.144	22	126	0.258
11:00 - 12:00	22	126	0.126	22	126	0.131	22	126	0.257
12:00 - 13:00	22	126	0.148	22	126	0.141	22	126	0.289
13:00 - 14:00	22	126	0.148	22	126	0.143	22	126	0.291
14:00 - 15:00	22	126	0.145	22	126	0.178	22	126	0.323
15:00 - 16:00	22	126	0.264	22	126	0.171	22	126	0.435
16:00 - 17:00	22	126	0.279	22	126	0.165	22	126	0.444
17:00 - 18:00	22	126	0.353	22	126	0.162	22	126	0.515
18:00 - 19:00	22	126	0.269	22	126	0.121	22	126	0.390
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.201			2.214			4.415

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.*

Parameter summary

Trip rate parameter range selected:	8 - 289 (units:)
Survey date date range:	01/01/23 - 18/09/24
Number of weekdays (Monday-Friday):	22
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	2

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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.73

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	22	126	0.101	22	126	0.549	22	126	0.650
08:00 - 09:00	22	126	0.229	22	126	0.809	22	126	1.038
09:00 - 10:00	22	126	0.216	22	126	0.274	22	126	0.490
10:00 - 11:00	22	126	0.170	22	126	0.222	22	126	0.392
11:00 - 12:00	22	126	0.201	22	126	0.215	22	126	0.416
12:00 - 13:00	22	126	0.236	22	126	0.226	22	126	0.462
13:00 - 14:00	22	126	0.236	22	126	0.217	22	126	0.453
14:00 - 15:00	22	126	0.228	22	126	0.274	22	126	0.502
15:00 - 16:00	22	126	0.597	22	126	0.293	22	126	0.890
16:00 - 17:00	22	126	0.558	22	126	0.282	22	126	0.840
17:00 - 18:00	22	126	0.596	22	126	0.278	22	126	0.874
18:00 - 19:00	22	126	0.432	22	126	0.207	22	126	0.639
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.800			3.846			7.646

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.*

Appendix E - 2011 Census Data

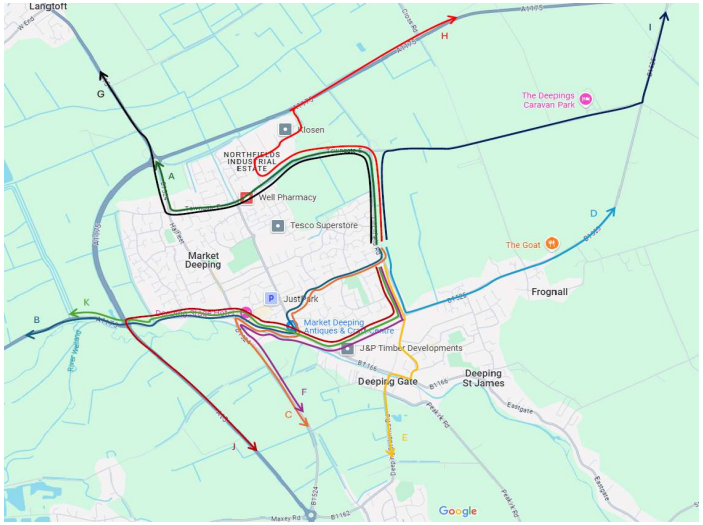
Trip Distibution and Assignment

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

Place of Work : 2011 Super Output Area - Middle Layer	Trips	Route	%
E02005488 : South Kesteven 013	190	A	5.9%
E02005488 : South Kesteven 013	190	B	5.9%
E02003250 : Peterborough 014	276	C	8.6%
E02005489 : South Kesteven 014	254	D	7.9%
E02003249 : Peterborough 013	77	C	2.4%
E02003249 : Peterborough 013	77	E	2.4%
E02003249 : Peterborough 013	77	E	2.4%
E02003254 : Peterborough 018	84	C	2.6%
E02003254 : Peterborough 018	84	C	2.6%
E02003251 : Peterborough 015	81	C	2.5%
E02003251 : Peterborough 015	81	C	2.5%
E02003242 : Peterborough 006	35	F	1.1%
E02003242 : Peterborough 006	35	F	1.1%
E02003242 : Peterborough 006	35	E	1.1%
E02005486 : South Kesteven 011	52	G	1.6%
E02005486 : South Kesteven 011	52	H	1.6%
E02005487 : South Kesteven 012	34	G	1.1%
E02005487 : South Kesteven 012	34	G	1.1%
E02005487 : South Kesteven 012	34	B	1.1%
E02006877 : Peterborough 022	33	C	1.0%
E02006877 : Peterborough 022	33	F	1.0%
E02006877 : Peterborough 022	33	F	1.0%
E02005491 : South Kesteven 016	97	B	3.0%
E02003237 : Peterborough 001	23	E	0.7%
E02003237 : Peterborough 001	23	C	0.7%
E02003237 : Peterborough 001	23	J	0.7%
E02003246 : Peterborough 010	32	F	1.0%
E02003246 : Peterborough 010	32	E	1.0%
E02003252 : Peterborough 016	23	C	0.7%
E02003252 : Peterborough 016	23	F	0.7%
E02003245 : Peterborough 009	23	C	0.7%
E02003245 : Peterborough 009	23	F	0.7%
E02005485 : South Kesteven 010	22	G	0.7%
E02005485 : South Kesteven 010	22	H	0.7%
E02003248 : Peterborough 012	12	C	0.4%
E02003248 : Peterborough 012	12	C	0.4%
E02003248 : Peterborough 012	12	F	0.4%
E02005470 : South Holland 006	15	I	0.5%
E02005470 : South Holland 006	15	I	0.5%
E02003253 : Peterborough 017	10	C	0.3%
E02003253 : Peterborough 017	10	F	0.3%
E02003253 : Peterborough 017	10	F	0.3%
E02005469 : South Holland 005	9	I	0.3%
E02005469 : South Holland 005	9	I	0.3%
E02005469 : South Holland 005	9	I	0.3%
E02005471 : South Holland 007	28	I	0.9%
E02003240 : Peterborough 004	9	B	0.3%
E02003240 : Peterborough 004	9	K	0.3%
E02003240 : Peterborough 004	9	C	0.3%
E02005475 : South Holland 011	9	I	0.3%
E02005475 : South Holland 011	9	D	0.3%
E02005475 : South Holland 011	9	E	0.3%
E02002866 : Rutland 004	13	B	0.4%
E02002866 : Rutland 004	13	F	0.4%
E02005479 : South Kesteven 004	13	G	0.4%
E02005479 : South Kesteven 004	13	K	0.4%
E02005481 : South Kesteven 006	8	G	0.3%
E02005481 : South Kesteven 006	8	B	0.3%
E02005481 : South Kesteven 006	8	K	0.3%
E02003243 : Peterborough 007	25	E	0.8%
E02003247 : Peterborough 011	12	E	0.4%
E02003247 : Peterborough 011	12	F	0.4%
E02003238 : Peterborough 002	7	A	0.2%
E02003238 : Peterborough 002	7	C	0.2%
E02003238 : Peterborough 002	7	E	0.2%
E02002863 : Rutland 001	7	K	0.2%
E02002863 : Rutland 001	7	K	0.2%
E02002863 : Rutland 001	7	B	0.2%
E02005629 : East Northamptonshire 001	7	K	0.2%
E02005629 : East Northamptonshire 001	7	K	0.2%
E02005629 : East Northamptonshire 001	7	C	0.2%
E02003241 : Peterborough 005	10	D	0.3%
E02003241 : Peterborough 005	10	D	0.3%
E02003257 : Peterborough 021	10	B	0.3%
E02003257 : Peterborough 021	10	F	0.3%
E02003754 : Huntingdonshire 002	8	E	0.3%
E02003754 : Huntingdonshire 002	8	B	0.3%
Bedfordshire	8	F	0.3%
Berkshire	7	F	0.2%
Berkshire	7	F	0.2%
Berkshire	7	F	0.2%
Bristol	2	B	0.1%
Bristol	2	K	0.1%
Bristol	2	F	0.1%
Cambridgeshire	12	F	0.4%
Cambridgeshire	12	E	0.4%
Cheshire	1	G	0.0%
Cheshire	1	B	0.0%
Cheshire	1	K	0.0%
Cornwall	1	B	0.0%
Cornwall	1	F	0.0%
Cumbria	3	G	0.1%
Derbyshire	26	G	0.8%
East Riding of Yorkshire	4	G	0.1%
East Sussex	4	C	0.1%
East Sussex	4	F	0.1%
Essex	7	C	0.2%
Essex	7	F	0.2%
Gloucestershire	1	K	0.0%

Route Summay

Route	Description
A	Towngate, B1524, and A1175
B	Thatchers Wy, Godsey Ln, B1525, and A1175
C	Thatchers Wy, Godsey Ln, B1525, and B1524
D	B1525 Spalding Rd
E	Park Rd, Welland Wy, Hereward Wy, and B1166
F	B1525, B1524, and A15
G	Towngate E, B1524, and A15
H	Towngate E, Blenheim Wy, Whitley Wy, Lysander Dr, and A1175
I	Towngate E, B1525, and A1175
J	B1525, and A15
K	Linchfield Rd, B1525, and A1175



Assignment Summary

Route	Description	Total
A	Towngate, B1524, and A1175	6.2%
B	Thatchers Wy, Godsey Ln, B1525, and A1175	13.1%
C	Thatchers Wy, Godsey Ln, B1525, and B1524	26.6%
D	B1525 Spalding Rd	9.4%
E	Park Rd, Welland Wy, Hereward Wy, and B1166	10.8%
F	B1525, B1524, and A15	15.3%
G	Towngate E, B1524, and A15	8.1%
H	Towngate E, Blenheim Wy, Whitley Wy, Lysander Dr, and A1175	2.3%
I	Towngate E, B1525, and A1175	3.0%
J	B1525, and A15	0.7%
K	Linchfield Rd, B1525, and A1175	4.5%
		100%

Trip Generation Summary

No of Units 840

Development Trips

Person Trip Rates

Time Period	Arrivals	Departures	Two-way
AM Peak (08:00 - 09:00)	0.229	0.809	**1.038**
PM Peak (17:00 - 18:00)	0.596	0.278	**0.874**

Mode Share

2011 Census Data for South Kesteven 014

QS703EW - Method of Travel to Work (2001 specification)

Method of Travel to Work	%
Driving a car or van	77%
Passenger in a car or van	5%
Bus	3%
Motorcycle, scooter or moped	1%
Bicycle	2%
On foot	5%
Other	0%
Work mainly at or from home	5%

Car Driver Mode Share 77%

Vehicular Trip Generation

Time Period	Arrivals	Departures	Two-way
AM Peak (08:00 - 09:00)	149	526	**675**
PM Peak (17:00 - 18:00)	387	181	**568**

Vehicular Trip Assignment

	AM Peak			PM Peak		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
A	9	32	42	24	11	35
B	20	69	88	51	24	74
C	40	140	180	103	48	151
D	14	49	63	36	17	53
E	16	57	73	42	20	61
F	23	81	104	59	28	87
G	12	43	55	31	15	46
H	3	12	16	9	4	13
I	4	16	20	11	5	17
J	1	4	5	3	1	4
K	7	24	30	17	8	26
Total	149	526	675	387	181	568

Gloucestershire	1	K	0.0%
Gloucestershire	1	K	0.0%
Hampshire	0	F	0.0%
Hampshire	0	F	0.0%
Hampshire	0	K	0.0%
Hertfordshire	18	F	0.5%
Hertfordshire	18	F	0.5%
Lancashire	6	G	0.2%
Lancashire	6	K	0.2%
Leicestershire	15	B	0.5%
Leicestershire	15	K	0.5%
Lincolnshire	18	B	0.6%
Lincolnshire	18	G	0.6%
Lincolnshire	18	D	0.6%
London	27	F	0.8%
London	27	F	0.8%
Middlesbrough	1	G	0.0%
Middlesbrough	1	B	0.0%
Norfolk	5	B	0.2%
Norfolk	5	E	0.2%
Norfolk	5	E	0.2%
North Yorkshire	1	G	0.0%
North Yorkshire	1	G	0.0%
Northamptonshire	7	K	0.2%
Northamptonshire	7	F	0.2%
Northamptonshire	7	E	0.2%
Northumberland	1	G	0.0%
Nottinghamshire	11	G	0.3%
Nottinghamshire	11	K	0.3%
Oxfordshire	9	F	0.3%
Oxfordshire	9	F	0.3%
Rutland	2	K	0.1%
Somerset	2	F	0.1%
South Yorkshire	2	G	0.0%
South Yorkshire	2	K	0.0%
Staffordshire	1	B	0.0%
Suffolk	11	E	0.3%
Suffolk	11	F	0.3%
Surrey	1	F	0.0%
Warwickshire	5	K	0.2%
West Dorset	1	F	0.0%
West Midlands	10	K	0.3%
West Midlands	10	F	0.3%
West Yorkshire	12	G	0.4%
West Yorkshire	12	G	0.4%
Wiltshire	10	F	0.3%
Wiltshire	10	F	0.3%
Worcestershire	5	K	0.2%
Worcestershire	5	K	0.2%
York	1	G	0.0%
Wales	8	K	0.2%
Wales	8	K	0.2%
	3,200		100%

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