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Key Plan



Legend

- Highway Boundary

Existing island shifted north

Signalised Tiger Crossing

The Grove

Active travel proposals to tie into proposed on-site provision detailed on LIN-BWB-HWY-XX-DR-C-0111

Existing footway to be widened to 2m

Footway to shared surface transition

Tiger crossing

Shared surface widened to 3m

Widen central refuge to 3m to make suitable for cyclists.

Medical Centre

BUS STOP

BUS STOP

PO4	24.12.24	Planning issue	JL	KJ
For details of previous issue / revisions, refer to revision P03				
Rev	Date	Details of issue / revision	Drw	Rev

Issues & Revisions

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Hargreaves Land Ltd.

Project Title
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APPENDICES

Appendix 1: Indicative Masterplan

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Appendix 2: Scoping Correspondence

TRANSPORT & INFRASTRUCTURE PLANNING

Hargreaves Land Limited
Lincolnshire Lakes
Scunthorpe, North Lincolnshire
Transport Scoping Note

TRANSPORT & INFRASTRUCTURE PLANNING

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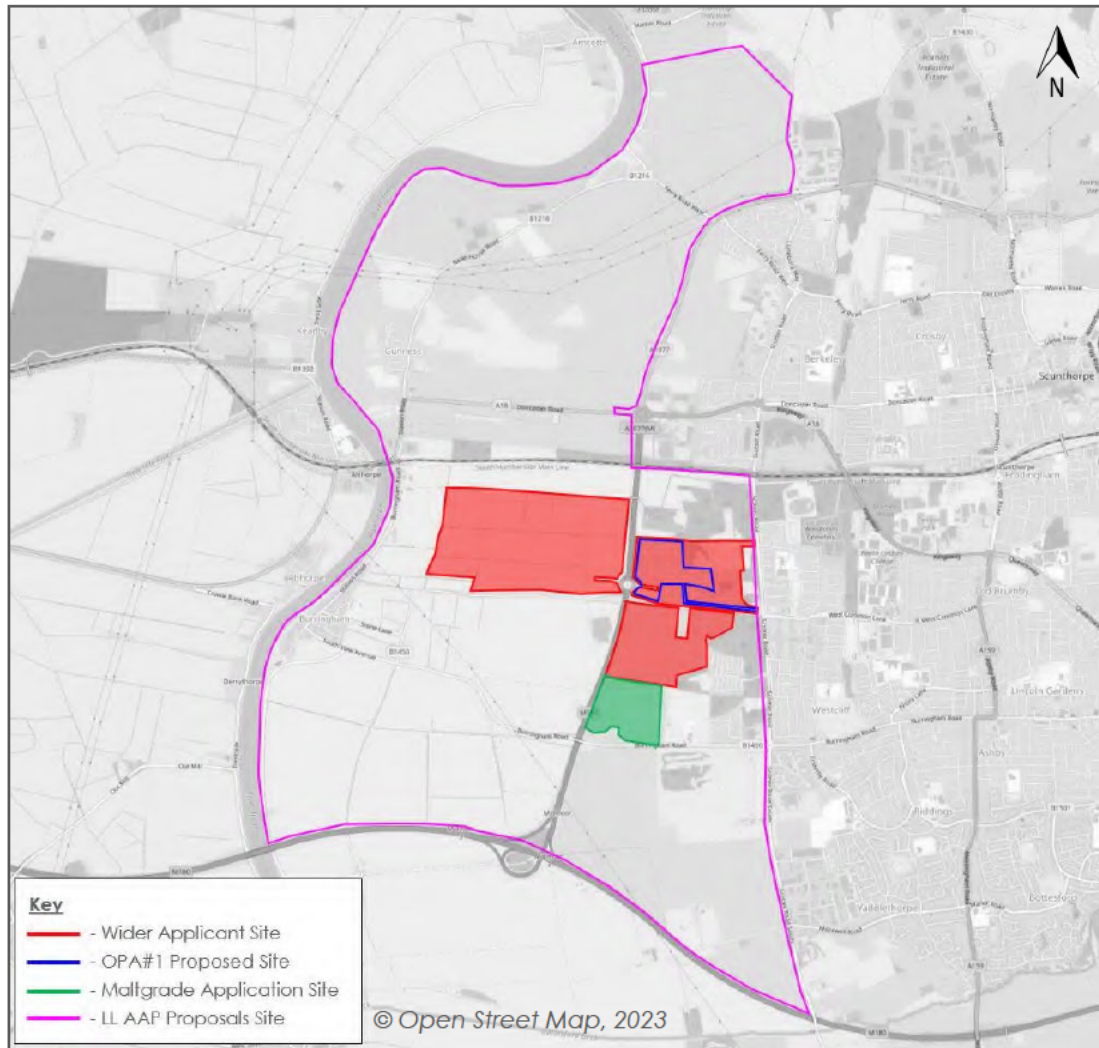
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1. INTRODUCTION

Instruction

- 1.1 BWB Consulting Limited (BWB) have been appointed by Hargreaves Land Limited (the applicant) to prepare this Transport Scoping Note (TSN) associated with their proposals for a proposed residential development located on land to the east of A1077 in Scunthorpe, North Lincolnshire (the 'site').
- 1.2 The Lincolnshire Lakes Area Action Plan (AAP) (adopted May 2016) splits the Lincolnshire Lakes (LL) site into six Strategic Site Allocations as presented in **Appendix 1**. The emerging Local Plan (Submission and Examination, 2022) separates LL into two Strategic Allocations (Northern and Southern), also as presented in **Appendix 1**. The Northern Strategic Allocation is being delivered by Hargreaves Land Limited with the Southern Strategic Allocation being delivered separately.
- 1.3 The applicant is preparing an Outline Planning Application (known as OPA#1) which will be located within the Northern Strategic Allocation (or Village 1 as part of the AAP).
- 1.4 When the report is referring to the 'Wider Lincolnshire Lakes' development (or Wider LL development) it is referring to both the Northern and Southern Strategic Allocations (or the six Strategy Allocations as part of the AAP).
- 1.5 The AAP proposed a total of 6,304 dwellings across LL. The total amount of employment floorspace to be generated is not set out within the AAP however for the purposes of this TSN this is assumed as 120,000sqm of flexible B2 and B8 floorspace.
- 1.6 As part of pre-application discussions with North Lincolnshire Council (NLC) Highways Team in August 2023, it was agreed that this TSN would bring forward two strategies of development. The two strategies are provided below, covering the wider site in its entirety, together with a first parcel of land:
 - Wider Lincolnshire Lakes (LL) Development:
 - Residential Use (5,705 Dwellings - calculated as the AAP figure [6,304] minus the Maltgrade proposal [599] – further detail set out below).
 - Flexible B2 and B8 Employment Use (120,000sq.m).
 - Outline Planning Application #1 ("OPA#1" Development):
 - Residential Use (430 Dwellings).
- 1.7 Both strategies provided above will be assessed separately throughout this TSN. The proposed site layout plan for the OPA#1 is provided as **Appendix 2**.
- 1.8 **Figure 1** below displays the indicative location/extent of the Wider LL (North) Proposed Development and OPA#1 of the Wider LL (North) Proposed Development.

Figure 1: Extent of LL Wider Site and LL OPA#1



1.10 The purpose of this TSN is to agree the methodology for the Transport Assessment (TA) prior to undertaking the technical assessment to ensure that the traffic and transport implications of the proposed development can be assessed to the satisfaction of NLC Highways and National Highways (NH).

1.11 The level of car (including accessible and electric vehicle charge points) and cycle parking will be assessed in the TA against the local parking standards as set out in NLC's 'Parking Provision Guidelines for New & Change of Use Developments'. Where operational information is available, the level of car parking will be justified on a first principles basis.

Scoping Note Structure

1.12 This Transport Scoping Note is structured as follows:

- **Section 2:** sets out the approach to the peak hour trip rate;
- **Section 3:** describes the development proposals for the Wider LL Development;

- **Section 4:** sets out the peak hour trip generation for the Wider LL Development;
- **Section 5:** sets out the internalisation exercise involving residential, school and shopping trips;
- **Section 6:** describes the methodology used to distribute the Wider LL Development;
- **Section 7:** considers the junctions which will require capacity assessment through Wider LL Development;
- **Section 8:** describes the development proposals for OPA#1 of the Wider LL Development;
- **Section 9** sets out the peak hour trip generation for OPA#1 of the Wider LL Development and describes the methodology used to distribute the Wider LL Development; and
- **Section 10:** considers the junctions which will require capacity assessment for OPA#1 of the Wider LL Development.

2. VEHICLE TRIP RATES

Introduction

- 2.1 This section sets out the methodology used to estimate weekday peak period vehicle trip rates and traffic generations associated with each element/land use of the proposed development.
- 2.2 The industry standard TRICS database has been used to identify survey sites for the individual land uses proposed across the development, which in turn have been used to calculate weekday peak period vehicle trip rates (per 100sq.m gross floor area - GFA - for the employment uses, and per unit for the residential element) and applied accordingly to estimate the traffic generation.
- 2.3 The following sets out the TRICS approach to estimating the trip generation for B2, B8 and residential land uses proposed across both parcels.

B2 Use Class

- 2.4 TRICS has been interrogated to identify sites of a similar nature to the proposed development and the following criteria was applied to the TRICS category "02 – Employment, C – Industrial Unit":
 - Survey sites in Greater London and Ireland were excluded;
 - Suburban Area, Edge of Town and Neighbourhood Centre survey sites were included;
 - Only weekday surveys were included; and
 - Sites surveyed during COVID have been removed.
- 2.5 Following the application of the above filtering criteria there were found to be 21 suitable surveys sites, details of these are presented in the full TRICS printout provided in **Appendix 3**.
- 2.6 A summary of the average vehicle trip rates (per 100sq.m GFA) for the proposed B2 during the weekday morning and evening peaks is shown in **Table 1** below.

Table 1: B2 TRICS Total Vehicle Trip Rates

Weekday Peak Hour	Arrivals	Departures	2-Way
06:00 - 07:00	0.314	0.033	0.347
07:00 - 08:00	0.304	0.038	0.342
08:00 - 09:00	0.272	0.06	0.332
16:00 - 17:00	0.058	0.325	0.383
17:00 - 18:00	0.072	0.222	0.294
18:00 - 19:00	0.038	0.099	0.137

Note: All trip rates (per 100 sq.m GFA).

2.7 The weekday B2 land use AM and PM peak hour is 06:00–07:00 and 16:00–17:00 respectively.

B8 Use Class

2.8 TRICS has been interrogated to identify sites of a similar nature to the proposed development and the following criteria was applied to the TRICS category “02 – Employment, F – Warehousing (Commercial)”:

- Survey sites in Greater London and Ireland were excluded;
- Suburban Area, Edge of Town and Neighbourhood Centre survey sites were included;
- Only weekday surveys were included; and
- Sites surveyed during COVID have been removed.

2.9 Following the application of the above filtering criteria there were found to be 14 suitable surveys sites, details of these are presented in the full TRICS printout provided in **Appendix 4**.

2.10 A summary of the average vehicle trip rates (per 100sq.m GFA) for the proposed B8 use during the weekday morning and evening peak hours is shown in **Table 2** below.

Table 2: B8 TRICS Total Vehicle Trip Rates

Weekday Peak Hour	Arrivals	Departures	2-Way
06:00 - 07:00	0.098	0.144	0.242
07:00 - 08:00	0.124	0.067	0.191
08:00 - 09:00	0.122	0.075	0.197
16:00 - 17:00	0.076	0.114	0.190
17:00 - 18:00	0.084	0.126	0.210
18:00 - 19:00	0.046	0.094	0.140

Note: All trip rates (per 100 sq.m GFA).

2.11 The weekday B8 land use AM and PM peak hour is 06:00–07:00 and 17:00–18:00 respectively.

Residential Use Class

2.12 TRICS has been interrogated to identify sites of a similar nature to the proposed development and the following criteria was applied to the TRICS category “03 – Residential, A – Houses Privately Owned”:

- Survey sites in Greater London and Ireland were excluded;
- Suburban Area, Edge of Town and Neighbourhood Centre survey sites were included;

- No. of Dwellings selected between the range of 500 to 4334;
- Only weekday surveys were included; and
- Sites surveyed during COVID have been removed.

2.13 Following the application of the above filtering criteria there were found to be 5 suitable surveys sites, details of these are presented in the full TRICS printout provided in **Appendix 5**.

2.14 A summary of the average vehicle trip rates (per dwelling) for the proposed residential use during the weekday morning and evening peak hours is shown in **Table 3** below.

Table 3: Residential TRICS Total Vehicle Trip Rates

Weekday Peak Hour	Arrivals	Departures	2-Way
06:00 - 07:00	0.000	0.000	0.000
07:00 - 08:00	0.079	0.321	0.400
08:00 - 09:00	0.167	0.431	0.598
16:00 - 17:00	0.279	0.157	0.436
17:00 - 18:00	0.376	0.172	0.548
18:00 - 19:00	0.312	0.159	0.471

Note: All trip rates (per dwelling).

2.15 The weekday residential AM and PM peak hour occurs between 08:00–09:00 and 17:00–18:00 respectively.

3. WIDER LL DEVELOPMENT PROPOSALS

Introduction

- 3.1 The Wider LL development proposals comprise of both residential and employment land uses, split to the east and the west by the M181/A1077 roundabout. To the east of the roundabout, there is expected to be residential use to the north and south of Brumby Common Lane. To the west of the roundabout M181/A1077 roundabout, there is expected to be residential and employment land use, with flexible B2 / B8 use expected to be provided.
- 3.2 **Figure 1** provided within **Section 1** demonstrates the Wider LL development, in reference to the Lincolnshire Lakes Area Action Plan. The figures and information within this section is based on the Lincolnshire Lakes Area Action Plan.

Residential Element

- 3.3 The Wider LL development, as set out within the AAP, will provide up to a total of 6,304 dwellings.
- 3.4 Within the Southern Strategic Allocation (therefore outside the applicant's ownership), a full planning application (on Maltgrade owned land) has been submitted by Keepmoat (referred to as the 'Maltgrade application') for part of the Plot 6 and half of Plot 2 of the AAP for 599 dwellings. Of the 6,304 houses to be delivered as part of the Wider Lincolnshire Lakes, 599 dwellings are set to be delivered as part of the Maltgrade application (which is currently pending consideration under application reference PA/2023/1124 and can be considered in the TA for this scheme as a future commitment).
- 3.5 Therefore, there is expected to be a further 5,705 dwellings to be delivered across the Wider LL development, as a worst-case scenario from a residential perspective. That does not include for the 599 dwellings considered in the Maltgrade application because this has been assessed separately in the above planning application.

Employment Element

- 3.6 As part of the Wider LL development proposals, it is expected that the proposed employment land use will be flexible B2/B8 use.
- 3.7 This will provide up to 120,000sqm of flexible B2/B8 use floorspace within the proposed 'Mixed Use Area' of the Northern Strategic Allocation to the west of the M181/A1077 roundabout.
- 3.8 The proposed development as above will be applied to the trip rates to generate the likely vehicle trips which are set out in **Section 4**.

Primary Schools

- 3.9 In addition to above, three primary schools are proposed within the wider development which consist of one three-form entry and two two-form entry schools. The associated

trip generation of the schools has been based on the anticipated number of pupils/staff and is therefore considered further within **Section 5**.

4. WIDER LL DEVELOPMENT VEHICLE TRIP GENERATION

Introduction

4.1 When reviewing the individual land use weekday AM and PM peak hours, the peak hours occur at different periods. However, to determine the development weekday AM and PM peak hours the following assessment has been carried out.

Development Peak Hour

4.2 The proposals are for residential use and flexible B2 / B8 uses, the Tennent/businesses are unknown for the potential employment units and therefore the split between B2 and B8 uses cannot be determined. To establish the development weekday peak hour for the proposals, and the highest development trip generator, the trip rates have been added together for the following scenarios: -

- Scenario 1: 100% B2 + Residential.
- Scenario 2: 100% B8 + Residential.
- Scenario 3: 50% B2 + 50% B8 + Residential.

4.3 Below sets out the 2-way B2, B8 and residential trip rates in the AM and PM periods for Scenarios 1, 2 and 3 as above to determine the worst case develop AM and PM peak hour and trip generator scenario.

Table 4: Development Vehicle Trip Rate Peak Hours

Weekday Peak Hour	Two Way Trip Rates			Scenarios		
	B2	B8	Resi	1	2	3
06:00 - 07:00	0.347	0.242	0.000	0.347	0.242	0.295
07:00 - 08:00	0.342	0.191	0.400	0.742	0.591	0.667
08:00 - 09:00	0.332	0.197	0.598	0.930	0.795	0.863
16:00 - 17:00	0.383	0.190	0.436	0.819	0.626	0.723
17:00 - 18:00	0.294	0.210	0.548	0.842	0.758	0.800
18:00 - 19:00	0.137	0.140	0.471	0.608	0.611	0.610

4.4 Therefore, the weekday development AM and PM peak hour occurs between **08:00–09:00** and **17:00–18:00** for all three scenarios and the highest trip generator is **Scenario 1 (100% B2 + Residential)**. These peak hours also coincide with the traditional background traffic peak periods, hence, are adopted moving forwards.

4.5 Therefore, the assessment will be based on 5,705 Residential units and 120,000sqm of B2 use which represents a worst-case assumption.

Residential Land Use

- 4.6 The residential peak hour development trips rates have been used to generate the vehicle trips for 5,705 dwellings.
- 4.7 **Table 5** presents the weekday peak hour trip rates and vehicle trip generation associated with the proposed residential use for 5,705 units for the wider LL development.

Table 5: Wider LL Residential Vehicle Trip Generation

Peak Hour	Residential	
	Trip Rates	Vehicle Trips
AM Arrivals	0.167	953
AM Departures	0.431	2,459
AM 2-Way	0.598	3,412
PM Arrivals	0.376	2,145
PM Departures	0.172	981
PM 2-Way	0.548	3,126

NOTE: AM Peak Hour 0800-0900: PM Peak Hour 1700-1800

- 4.8 It is estimated that the residential element of the proposed Wider LL development would generate 3,412 and 3,126 two-way vehicle trips during the weekday morning and evening peak hours respectively. However due to the other land uses proposed within the development, it is expected that a number of these trips will remain internal to the site, this is discussed further within **Section 5**.

Employment Land Use

- 4.9 It has been established that the B2 element would generate more than the B8 use during the weekday AM / PM peak hour. Therefore, the B2 trip rates have been used to represent the flexible B2/B8 element of the proposals of 120,000sq.m GFA which provides a worst-case scenario.
- 4.10 **Table 6** presents the weekday peak hour trip rates and vehicle trip generation associated with the proposed employment use for 120,000sqm GFA of flexible B2/B8 use floorspace for the wider development and assumed 100% B2 use as a worst-case assumption.

Table 6: Wider LL Employment Vehicle Trip Generation

Peak Hour	Employment (100% B2 Use)	
	Trip Rates	Vehicle Trips
AM Arrivals	0.272	326
AM Departures	0.060	72
AM 2-Way	0.332	398
PM Arrivals	0.072	86
PM Departures	0.222	266
PM 2-Way	0.294	352

NOTE: AM Peak Hour 0800-0900: PM Peak Hour 1700-1800

- 4.11 It is estimated that 100% B2 employment element of the proposed wider LL development would generate 398 and 395 two-way vehicle trips during the weekday morning and evening peak hours of the local highway network respectively.
- 4.12 **Table 7** sets out the residential, employment and total development weekday AM and PM trips for the Wider LL development.

Table 7: Wider LL Total Vehicle Trip Generation

Peak Hour	Wider LL Development Vehicle Trips		
	Residential Use	Employment Use	Total
AM Arrivals	953	326	1,279
AM Departures	2,459	72	2,531
AM 2-Way	3,412	398	3,810
PM Arrivals	2,145	86	2,231
PM Departures	981	266	1,247
PM 2-Way	3,126	352	3,478

- 4.13 It is therefore estimated that the proposed total Wider LL development would generate 3,810 and 3,478 two-way vehicle trips during the weekday morning and evening peak hours of the local highway network respectively.

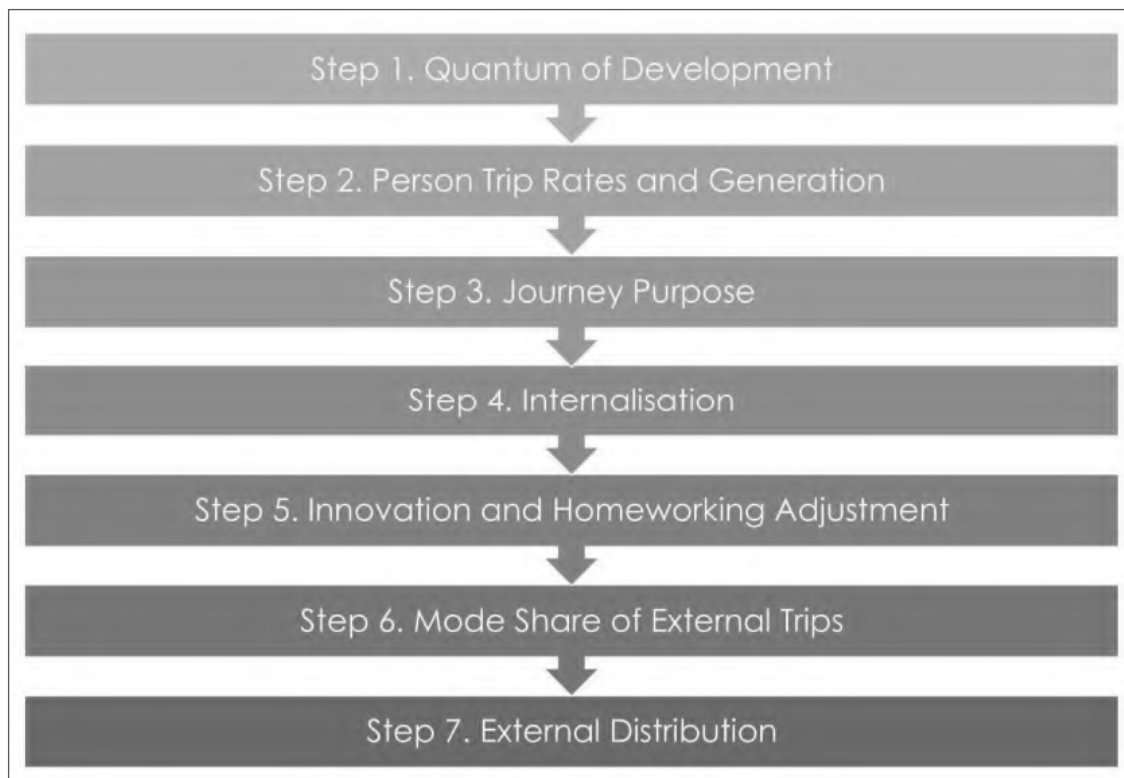
5. RESIDENTIAL FORECAST TRAVEL DEMAND

Overview

- 5.1 To assess the anticipated travel demand to, from, and within the proposed development, an internalisation forecast assessment has been undertaken. This takes into consideration the forecast level of internalisation which could occur within the residential led development, and between this and the schools and local shopping facilities also proposed.
- 5.2 Building on the above, the assessment has been used to calculate the level of travel demand to and from the site within the following traditional weekday AM and PM highway peak hours:
- Weekday AM Peak Hour: 08:00 – 09:00; and
 - Weekday PM Peak Hour 17:00 – 18:00.
- 5.3 It is noted that all calculations used within this section, including the data tables shown, are included within **Appendix 6** for reference.

Assessment Methodology

- 5.4 To assess the anticipated travel demand, a seven-step assessment methodology has been adopted to calculate the level of person trips generated by the Site. It is noted this section of the report covers Steps 1-6, with Step 7 detailed within the following section of this report.



Step 1: Quantum of Development

Non-Residential Primary Land Uses

- 5.5 The way in which the travel demand has been determined is to undertake a more detailed assessment of the 'primary' land uses where there will be a higher degree of interaction between travel demands and which relate to self-containment within the site.
- 5.6 A small number of ancillary land uses are included within the development for sports/leisure activities. These land uses will not attract a discernible number of trips from outside of the development. The travel demand methodology includes travel for all purposes and therefore travel from the new homes to these land uses are captured within the assessment as a residential trip and are not examined separately.

Employment B8/B2

- 5.7 As noted in **Section 3**, 120,000sqm of employment land uses is proposed within the Wider LL development. As a worst-case scenario, it is assumed the majority of staff based at this land use will reside outside of the wider development. Therefore, to provide a robust assessment all staff to the proposed of B8/B2 land use have been classed as external trips and have therefore been excluded from the internalisation calculations, and as such are not considered further within this section.

Schools

- 5.8 One three-form entry and two two-form entry primary schools may be proposed within the development which could equate to 1,470 pupils. With regard to the number of jobs, the School Workforce Census 2020 records 20.6 pupil to teacher ratio in primary schools and 16.6 in secondary schools. The data reports that teachers account for 48% of all workforces in schools. Given these numbers, it has been estimated that the primary schools could employ 149 members of staff.
- 5.9 It is noted that under policy SC1 with regards to education requirements, NLC's Education Department has confirmed that there is also likely to be a requirement for a Secondary School within the AAP area during the plan period (1,050 with a possible expansion requirement for up to 1,260 places in total). This has not been considered within the internalisation calculations and therefore provides a robust assessment as all secondary school trips have been considered as external trips, of which some are likely to become internalised in the future.

Retail

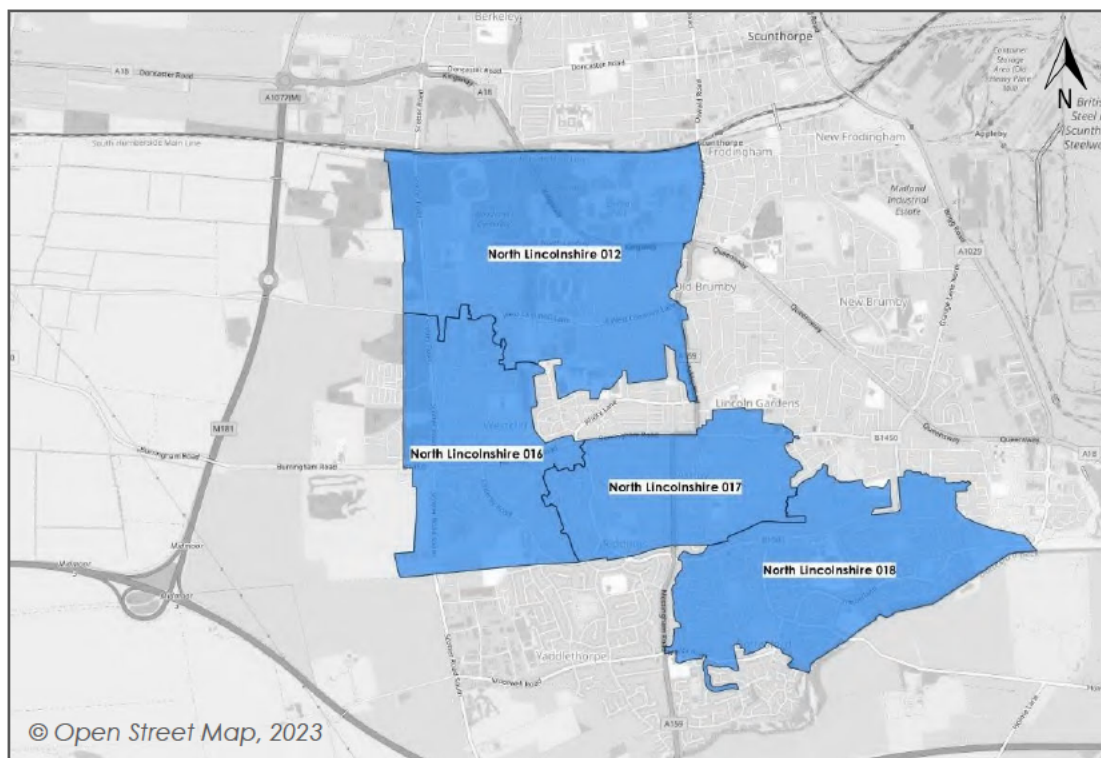
- 5.10 The development is proposing a district centre which will include 3,300sqm of supermarket/food shop land use in addition to 1,400sqm of comparison goods shops.
- 5.11 Further to this, each 'Village' parcel of the development will have its own Local Centre with retail space included. On this basis it is considered that there will be good opportunities for future residents to access retail facilities locally. Hence no off-site trips have been considered in relation to this element of the site.

Step 2: Person Trip Rates

Residential

5.12 To calculate the level of person trips generated by the proposed development land uses, the aforementioned residential trip generation (as noted in **Section 4**) has been applied to the local modal splits as per method of travel data to work data from the 2011 Census. The average modal splits from MSOAs North Lincolnshire 012, 016, 017 and 018 have been applied, of which all represent similar locations/land uses to the proposed development. **Figure 2** presents the location of these MSOA's.

Figure 2: North Lincolnshire MSOA Areas for Average Modal Split



5.13 The resultant residential person trips are shown below in **Table 8**.

Table 8: Residential Person Trips

AM (0800 to 0900 hours)			PM (1700 to 1800 hours)		
Arrive	Depart	Two-way	Arrive	Depart	Two-way
1,150	3,164	4,313	2,731	1,230	3,962

Education Person Trip Rates

5.14 To calculate the level of trips generated by the primary schools within any future development, a first principles approach is followed; it is acknowledged that the education facilities will generate trips from both pupils and staff. As per **Paragraph 5.8**, a total of 1,470 pupils and 149 staff are anticipated.

School Staff

- 5.15 It has been assumed that no staff depart during the AM peak hour, and no staff arrive during the PM peak hour. In the AM peak hour, it has been estimated that 30% of the staff will arrive during 08:00 - 09:00; this accounts for the number of teachers arriving to site prior to the peak hour and the level of other support staff that may arrive during different periods of the day.
- 5.16 In the PM peak hour, it is estimated 50% of staff will depart the school between 17:00 – 18:00; this accounts for the number of teachers who will leave before or after this time, and the level of support staff who are likely to leave the school at the same time as pupils. The staff arrival percentages are summarised in Table 9 below.

Table 9: Staff Arrival Patterns for Primary Schools

Time Period	Estimated Percentage of Staff Arriving	Estimated Percentage of Staff Departing
AM (08:00 – 09:00)	30%	0%
PM (17:00 – 18:00)	0%	50%

Pupils

- 5.17 For pupils, the arrival pattern in the AM peak hour has been estimated based upon a review of average absence statistics for primary school students in England. The statistics show that there is an average absence of 4% for primary schools.
- 5.18 It has been estimated that 5% of students will depart the school between 17:00 – 18:00, as the vast majority of students will depart at 15:00 – 16:00 with only a small percentage of students leaving after attending afterschool clubs that may run post 17:00.
- 5.19 It is noted that typically a significant percentage of pupils will attend 'breakfast clubs' (therefore arriving prior to 08:00), however, to provide a robust assessment this has not been considered within the internalisation calculations.
- 5.20 The resultant arrival percentage for students is summarised in **Table 10** below.

Table 10: Resultant pupil arrival and departure patterns

Time Period	Estimated Percentage of Pupils Arriving	Estimated Percentage of Pupils Departing
AM (08:00 – 09:00)	96%	0%
PM (17:00 – 18:00)	0%	5%

Total School Person Trip Rates

- 5.21 The application of the arrival and departure patterns for staff and pupils has been used to calculate person trip rate for the proposed schools. **Table 11** shows the resultant person trip rate and generation.

Table 11: Primary School Person Trip Rates (per pupil)

	AM (08:00 – 09:00)			PM (17:00 – 18:00)		
	Arr	Dep	Two-Way	Arr	Dep	Two-Way
Pupil Trip Rate	0.960	0.000	0.960	0.000	0.050	0.050
Staff Trip Rate	0.300	0.000	0.300	0.000	0.500	0.500
Pupil Trip Gen	1,411	0	1,411	0	74	74
Staff Trip Gen	45	0	45	0	74	74
Total Trip Gen	1,456	0	1,456	0	148	148

Step 3: Journey Purpose for Residential Trips

5.22 Once the level of person trips has been calculated for each land use, the third step of the assessment methodology is to determine a journey purpose to be assigned to reflect the nature of the trip. Five journey purposes have been identified for the assessment. These are as follows:

- Employment – journey to/from work or on business;
- Education – pupils travelling to or from school;
- Escort Education – adults or siblings not at school that are accompanying children travelling to school;
- Shopping - journey to/from local retail facilities; and
- Other Trips – A wide range of trips including recreational, holiday, visiting and leisure purposes.

5.23 For the trips originating from the new residential element within the development, the journey purpose of each trip has been proportioned between the five journey purposes by reviewing the National Travel Survey (NTS) table 'NTS0502'. The period 2015-2019 has been reviewed to avoid any Covid related anomalies.

5.24 The NTS table provides information for the journey purpose of trips based upon the start time across the day and is split into nine journey purposes. The NTS table includes more journey purposes than the five used within this assessment; on this basis the percentages outlined in the NTS table have been amalgamated to align with the journey purposes used in this assessment. The percentages of each are shown in **Table 12** below.

Table 12: NTS0502 Journey Purpose split for Two-Way AM and PM peak hours

	AM (08:00 – 09:00)	PM (17:00 – 18:00)
Employment	23%	36%
Education	29%	3%
Escort Education	23%	2%
Shopping	4%	12%
Other Trips	22%	47%
Total	100%	100%

5.25 The data provided in the NTS table does not provide an indication of the arrival and departure patterns of each journey purposes and only shows two-way trips.

5.26 The forecast travel demand assessment undertaken for the development assesses the patterns of arrivals and departures to the site in both highway peak hours. On this basis, adjustments to the NTS data have been applied to reflect the nature of trips in the AM and PM peak periods and reflect the journey purpose percentage across arrivals and departures.

Review of AM Journey Purposes

5.27 The following assumptions have been made regarding the AM (08:00 – 09:00) peak period:

- Employment – The majority of employment trips will be departing from the housing to go to work. AM arrivals have been set at 1% to account for shift workers returning home in the morning from later shifts for example.
- Education – for AM education trips, this will consist of children travelling to school. As such, it is assumed that all education trips in the AM will be departing from the housing. Therefore, for the AM the arrivals from education have been set at 0%.
- Escort Education – For escort education trips in the AM consist of parents or siblings escorting children to school and then returning or heading to another destination. Therefore, in the AM these trips would largely be to and from school so are evenly split between arrivals and departures;
- Shopping – Will comprise trips to local retail facilities and then returning again. Therefore, these trips have been evenly split between arrivals and departures; and
- Other Trips - Given the broad nature of trips encompassed by the other trips and their likely two-way nature, in the AM the other trips percentage have also been split evenly between arrivals and departures and make up the remainder of the trips not to employment, education, escort education or shopping.

Review of PM Journey Purposes

5.28 The following assumptions have been made regarding the PM (17:00 – 18:00) peak period:

- Employment – The majority of employment trips in the PM will be departing from work to go work to return home. Therefore, the PM departures have been set at 1% which is a small percentage to account for shift workers leaving for work in the evening for later shifts for example.
- Education – In the PM, there will only be a small number of education trips made due to most students leaving the school before the traditional PM peak. Of the trips that will occur in the PM peak hour, it is assumed that any remaining education trips will be departing from the school and returning home from either staff or students at after school clubs. Because of this, PM departures to education have been set to 0%.

- Escort Education – Escort education trips in the PM consist of parents or siblings escorting children from school. Therefore, in the PM the percentage of escort education trips has been split between arrivals and departures and are low as most journeys would have occurred before the PM peak hour;
- Shopping – Will comprise trips to local retail facilities and then returning again. Therefore, these trips have been evenly split between arrivals and departures; and
- Other Trips – Given the broad nature of trips encompassed by the other trips and their likely two-way nature, in the PM the other trips percentage have also been split evenly between arrivals and departures and make up the remainder of the trips not to employment, education, escort education or shopping.

Resulting Arrival and Departure Journey Purposes

5.29 Based on the two-way journey purposes and review above, the resultant journey purpose percentages used in the assessment for trips to and from the residential is shown in **Table 13** below.

Table 13: Adjusted Residential Journey Purpose Trips (Arrivals and Departures)

	AM (08:00 – 09:00)		PM (17:00 – 18:00)	
	Arrivals	Departures	Arrivals	Departures
Employment	1%	31%	51%	2%
Education	0%	39%	4%	0%
Escort Education	43%	16%	2%	4%
Shopping	8%	3%	9%	19%
Other Trips	48%	12%	35%	75%
Total	100%	100%	100%	100%

5.30 The application of the journey purpose percentages result in a number of trips associated with each journey purpose to/ from the housing as summarised in **Table 14** below.

Table 14: Resulting Residential Journey Purpose Trips

Trip Type	AM (08:00 – 09:00)			PM (17:00 – 18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Employment	10	977	987	1,380	28	1,408
Education	0	1,232	1,232	118	0	118
Escort Education	493	493	986	44	44	88
Shopping	91	91	182	239	239	478
Other Trips	557	372	929	951	920	1,871
Total	1,151	3,165	4,316	2,732	1,231	3,963

Journey Purpose of trips to and from Residential for Schools

- 5.31 Assumptions have been made about the arrival and departure patterns of both staff and students to the school. Trips to the school are defined by either education or employment journey purpose. The split between these two journey purposes is as summarised in **Table 15** below.

Table 15: School Journey Purpose Trips (From/to Residential to School)

	AM (08:00 – 09:00)		PM (17:00 – 18:00)	
	Arrivals	Departures	Arrivals	Departures
Employment (staff)	3%	0%	0%	50%
Education (pupils)	97%	0%	0%	50%
Total	100%	0%	0%	100%

Note: Total percentage is 0% for AM departures and PM arrivals due to no trips undertaken in these periods

Step 4: Internalisation

- 5.32 The next step of the assessment methodology relates to quantifying the trips that are internal to the development. With a variety of land uses proposed, there is opportunity for people to live, work, study, play and shop within the development. It is anticipated that there is likely to be high levels of trips that remain internal to the site and do not leave the site boundary during peak hours.
- 5.33 The concept of internalisation is emphasised by the principles for Garden Villages and are founded upon providing a mix of land uses including a range of employment as well as local centres and education. The basis of this is to result in a proportion of trips being captured internally within the development.

Internalisation of Employment Person Trips from the Residential Housing

- 5.34 To explore what level of commuting could be achieved within the development, Census 2011 data for a number of surrounding areas (being the same areas used to derive the residential person trip generation) local to the site of similar context has been examined that can provide an indication of the levels of internal movements that can be achieved. 2011 rather than 2021 data has been used because the findings of the latter were skewed by the Covid pandemic.
- 5.35 The areas discussed and analysed in this note are as follows, as presented in **Figure 2** above:
- North Lincolnshire 012 MSOA
 - North Lincolnshire 016 MSOA
 - North Lincolnshire 017 MSOA
 - North Lincolnshire 018 MSOA

- 5.36 The results of the analysis of the above study areas indicate a range of internalisation of journeys to work from the housing ranging between 4.3% of those travelling to work within the North Lincolnshire 018 MSOA to 8.2% for North Lincolnshire 016 MSOA.

- 5.37 The exercise resulted in an average internalisation factor of 6.8% for the number of person trips traveling to and from the development with the journey purpose of employment in the AM and PM peak hour periods.
- 5.38 As a sensitivity test, other proposed Garden Village sites have also been studied to determine the level of internalisation that could be applied, with Poundbury Urban Extension in Dorset being the highest at 36% and New Alresford in Hampshire being the lowest at 18%. As such 6.8% is relatively low and hence provides a robust internalisation factor for the assessment. Table 16 shows the number of person trips that will subsequently travel externally and the number that will stay internal when the internalisation factor is applied.

Table 16. Internalisation of Residential Person Trips to Employment

	AM (08:00 – 09:00)			PM (17:00 – 18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Internal	1	66	67	94	2	96
External	9	910	919	1,286	26	1,312
Total	10	976	986	1,380	28	1,408

Education trips as Internal / External from the Residential Housing

- 5.39 It is understood that a proportion of residents will travel externally for education to secondary school, University and colleges that are not provided on site (albeit a secondary school will likely be introduced locally at a later stage). As such the aforementioned MSOA areas were used to determine the percentage of education trips that would be external to the site. This resulted in 57% of students travelling externally.
- 5.40 **Table 17** shows the proportion of education trips that will be internal and external to the development.

Table 17. Education Person Trips from Residents Internal and External Split

	AM (08:00 – 09:00)			PM (17:00 – 18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Internal	0	534	534	51	0	51
External (i.e. Secondary School / University / College)	0	698	698	67	0	67

- 5.41 The above split is based on the number of children within the primary and secondary age groups that reside in the aforementioned MSOA areas (using 2011 Census data), along with confirmed number full time students in higher education.
- 5.42 It is anticipated that the proposed primary school will serve the new development and all primary education demand from the housing is destined for this school. On this basis,

the assessment of all education and escort education trips from the residential housing to the primary school remain as internalised trips.

5.43 **Table 18** repeats the total number of internal escort education trip generated from the housing for quick reference.

Table 18. Internal Escort Education Person Trips by Residents

	AM (08:00 – 09:00)			PM (17:00 – 18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Internal Escort Trips	493	493	986	44	44	88

Internalisation of Shopping Trips from Residential Housing

5.44 To derive an appropriate internal and external split for the AM (08:00 – 09:00) and PM (17:00 – 18:00) peak periods for shopping trips generated by the residential housing, it was assumed that the vast majority would be the onsite District Centre or shopping facilities located at the respective 'Village' Local Centres. This is particularly given that most people would avoid travelling further afield for an extended shopping trip during the peak hours given the known higher levels of traffic, and there are numerous shopping facilities proposed locally within the site (which is supported by the NTS survey which shows most shopping trips around late morning/midday).

5.45 On this basis, it has been assumed that 80% of shopping trips will be undertaken internally during the peak hour periods, with 20% travelling offsite. **Table 19** shows the proportion of education trips that will be internal and external to the development.

Table 19. Internal and External Shopping Person Trips from Residential

	AM (08:00 – 09:00)			PM (17:00 – 18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Internal	73	73	146	191	191	382
External	18	18	36	48	48	96

Internalisation of Other Person Trips from Residential Housing

5.46 For other trips generated by the residential housing, to derive an appropriate internal and external split for the AM (08:00 – 09:00) and PM (17:00 – 18:00), assumptions regarding the nature of each trip were undertaken.

5.47 Trips with the journey purposes of other trips encompasses a number of purposes for the trips. These included (but are not limited to) the following:

- Holiday Trips;
- Hospital / health related appointments;
- Sport and Leisure; and

- Recreation (such as walking dog, visiting a friend, children using a play park, etc).

- 5.48 The use of the NTS Data journey purpose split generates a number of other trips; however, it is likely that the majority of these will be local trips within the peak hours, rather than longer distance trips, particularly as residents will largely be keen to avoid the busy 'rush hour' periods for such journey purposes.
- 5.49 Two internal to external percentage splits have been applied for the AM and PM peak hour; this is due to the difference in the number of other trips generated in each assessment period. In the PM a larger proportion of trips are associated with other trips.
- 5.50 **Table 20** shows the percentage split between the internal and external trips for other trips generated by the residential housing for both the AM and PM peak hours.

Table 20. Residential 'Other' Person Trips Internal and External Split

	Internal Percentage	External Percentage
AM (08:00 – 09:00)	75%	25%
PM (17:00 – 18:00)	40%	60%

- 5.51 The application of the percentages detailed within **Table 20** results in several internal and external trips from the residential housing as shown in **Table 21**.

Table 21: Residential 'Other' Person Trips Internal and External Trips

	AM (08:00 – 09:00)			PM (17:00 – 18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Internal	418	279	697	380	368	748
External	139	93	232	571	552	1,123

Step 5: Innovation and Homeworking Trip Assignment

Overview

- 5.52 Consideration has been given to the effect of changing travel behaviour and the implications of more advanced transport and digital technologies in relation to the timeline for the build-out of the proposed development.
- 5.53 Although difficult to accurately predict the exact changes that will occur and affect the movement of people, some level of overall reduction of residential to employment trips should be applied to account for this.

Application to the Travel Demand Forecasting

- 5.54 The proposed development will be designed to support home and remote working, with high-speed internet connectivity and homes suitable for home working. This gives the opportunity to maximise the flexibility for future residents to reduce their trip-making and peak hour journeys to work.

- 5.55 There has already been a notable change in commuting in recent years post the Covid-19 pandemic. It is recognised that there will be more change in the coming years as technology, society and business continues to evolve. It is likely that more businesses will allow and support remote or agile working arrangements in the post-pandemic time.
- 5.56 The 'Characteristics of Homeworkers, Great Britain (September 2022 to January 2023)' survey, which is provided by the Office of National Statistics shows that typically 16.4% of people solely work from home whilst 24.9% practise some form of hybrid working.
- 5.57 In light of the above, a homeworking reduction percentage of 10% has been applied, which is therefore considered robust. This stage of the forecast travel demand therefore reduces the total number of trips travelling from the site to external employment by 10%. **Table 22** shows a summary of the reduction.

Table 22: Reduction of External Travel Demand as a Result of Home Working

	AM (08:00 – 09:00)			PM (17:00 – 18:00)		
	Total External Trips (Prior to reduction)	Homeworking reduction	Resultant Total External Trips	Total External Trips (Prior to reduction)	Homeworking reduction	Resultant Total External Trips
Person Trips from on-site Residential to off-site Employment	9	910	919	1,286	26	1,312
Homeworking reduction (from on-site)	-1	-91	-92	-129	-3	-131
Resultant External Person Trips from on-site Residential to off-site Employment	8	819	827	1,157	23	1,181

External Education and Employment Person Trips Arriving and Departing off-site

- 5.58 There will be a number of trips that will arrive to the site from external locations to access the schools which account for the remaining person trip generation detailed within **Step 2**.
- 5.59 As noted in Paragraph 5.7, it has been assumed that all trips to the proposed B2/B8 employment aspect of the development will originate from outside of the development; however, for simplicity, these have been considered separately, and are based on the trip generation exercise undertaken in **Section 4** (and are therefore not considered within this section). **Table 23** shows the external trips to the development's education aspects when accounting for the internalised proposed development residential related person trips.

Table 23: External Education Person Trips

	AM (08:00 – 09:00)			PM (17:00 – 18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Education	877	0	877	0	0	0

All Internal and External Person Trips

- 5.60 Using the data and calculations detailed previously within this section, the total number of internal and external person trips for the peak hours can be summarised as shown in **Table 24.**



Table 24: All Internal and External Person Trips

Land Use	AM			PM			AM			PM			AM			PM		
	Arr	Dep	TW	Arr	Dep	TW	Arr	Dep	TW	Arr	Dep	TW	Arr	Dep	TW	Arr	Dep	TW
Residential:	Internal (by Residents to local facilities)						External (by Residents to off-site facilities)						Total					
Residential - to Employment	1	66	67	94	2	96	8	819	827	1,157	23	1,181	9	885	894	1,251	25	1,276
Residential - to Education	0	534	534	51	0	51	0	698	698	67	0	67	0	1,232	1,232	118	0	118
Residential - to Escort Education	493	493	986	44	44	88	0	0	0	0	0	0	493	493	986	44	44	88
Residential – to Shopping	73	73	146	191	191	382	18	18	36	48	48	96	91	91	182	239	239	478
Residential - to Other	418	279	697	380	368	748	139	93	232	571	552	1,123	557	372	929	951	920	1,871
Residential – Total:	985	1,445	2,430	760	605	1,365	165	1,628	1,793	1,843	623	2,467	1,150	3,073	4,223	2,603	1,228	3,831
On-site Employment:	Internal (by residents working onsite)						External (from off-site to onsite employment)						Total					
Primary School (Staff)	3	0	3	0	5	5	42	0	42	0	69	69	45	0	45	0	74	74
On-site Education:	Internal (Residents to Local Schools)						External (Pupils from off-site onsite Schools)						Total					
Primary School	534	0	534	0	51	51	877	0	877	0	0	0	1,411	0	1,411	0	51	51
Escort Education:	Internal (Residents to Local Schools)						External (for Pupils from off-site onsite Schools)						Total					
Escort Education – Total:	493	493	986	44	44	88	810	810	1,620	0	0	0	1,303	1,303	2,606	44	44	88
Total Trips																		
Total			2,430			1,365	1,894	2,438	4,332	1,843	692	2,536			6,762			3,901

Step 6: Mode Share of External Trips

Mode Share Assumptions

- 5.61 To provide a representative illustration of the existing and forecast modal split anticipated at the development site, the Census Journey to Work (JTW) data has been analysed and certain assumptions have been made for non-work related journeys. These assumptions are set out in **Table 25** for each category of external journeys listed in **Table 24**.
- 5.62 For the purposes of this assessment, 'usual residents' Census data has been used to calculate the residential element of the site and the 'place of work' Census data has been used for the employment uses. Other assumptions about potential origins and destinations of these journeys are also provided.

Table 25: Modal Split Assumptions by Journey Purpose

Land Use	AM (08:00 – 09:00)			PM (17:00 – 18:00)			Modal Split
	Arr	Dep	Two-way	Arr	Dep	Two-way	
Residential:	External (by Residents to off-site facilities)						
Residential - to Employment	8	819	827	1,157	23	1181	Census - Usual Residence
Residential - to Education	0	698	698	67	0	67	30% drive, 30% passengers, 30% bus, 10% cycle,
Residential - to Shopping	18	18	36	48	48	96	Census - Usual Residence
Residential - to Other	139	93	232	571	552	1123	Census - Usual Residence
Residential Total	165	1,628	1793	1,843	623	2467	-
On-site Employment:	External (from off-site to on-site employment)						Modal Split
Primary Schools	42	0	42	0	69	69	Census - Place of Work
On-site Education:	External (Pupils from off-site to Primary School)						Modal Split
Primary Schools	877	0	877	0	0	0	Passengers as number of escort education trips, the rest: 90% bus, 10% cycle
Escort Education:	External (for Pupils from off-site to Primary School)						Modal Split
Escort Education – Total:	810	810	1620	0	0	0	100% car

5.63 The 'Residential to Education' assumptions are on the basis these trips only relate to secondary and further education; there are a number of secondary and further education facilities within a relatively short distance within the wider Scunthorpe area; and the development will be served by at least one high frequency bus service.

5.64 The modal splits of four nearby MSOA's containing similar local settlements are fairly consistent and are presented with modal splits by usual residence in **Table 26** and by

place of work in **Table 27**. Journeys with both origin and destination within the same MSOA have been excluded to derive a mode share for external trips. Average values have been calculated based on sums of people in all zones.

Table 26: Modal Split by Usual Residence

Mode (External Trips Only)	Usual Residence				
	N Lincs 012	N Lincs 016	N Lincs 017	N Lincs 018	Average
Driving a car or van	72.40%	64.93%	68.28%	76.58%	71.66%
On foot	7.05%	7.82%	8.11%	4.75%	6.59%
Bus, minibus or coach	4.15%	6.55%	4.96%	3.77%	4.63%
Passenger	7.57%	11.76%	8.29%	7.21%	8.35%
Bicycle	6.53%	5.66%	7.35%	5.49%	6.18%
Train	0.22%	0.55%	0.22%	0.25%	0.29%
Motorcycle	1.56%	1.94%	2.04%	1.64%	1.76%
Other	0.52%	0.78%	0.75%	0.30%	0.54%

Table 27: Modal Split by Place of Work

Mode (External Trips Only)	Place of Work				
	N Lincs 012	N Lincs 016	N Lincs 017	N Lincs 018	Average
Driving a car or van	78.31%	73.83%	70.77%	70.94%	74.85%
On foot	8.61%	10.21%	14.26%	15.03%	10.97%
Bus, minibus or coach	3.07%	4.11%	3.92%	3.01%	3.46%
Passenger	6.47%	7.16%	6.86%	5.41%	6.58%
Bicycle	2.23%	3.29%	1.96%	4.01%	2.55%
Train	0.14%	0.00%	0.27%	0.00%	0.13%
Motorcycle	0.65%	0.70%	0.80%	0.80%	0.71%
Other	0.51%	0.70%	1.16%	0.80%	0.74%

5.65 The above shows that 71.66% of people who travel from a local MSOA to an external zone drive a car based on Census JTW usual resident's data. For inbound trips the modal share of people driving is 74.85% based on the Census JTW place of work data.

Car Driver Trips

5.66 Using the mode shares detailed previously, the total vehicle driver trips external to the development have been derived and are detailed within **Table 28**.

Table 28: Total External Vehicle Driver Trips

	AM (08:00 – 09:00)			PM (17:00 – 18:00)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Residential – Total	119	876	995	1,292	446	1,738
Primary School Employment	31	0	31	0	52	52
Escort Education - Total	810	810	1,620	0	0	0
Total						
External Vehicle Driver Trips	960	1,686	2,646	1,292	498	1,790

5.67 As can be seen above, it is forecast that the development will generate a total of 2,646 vehicular trips in the morning peak hour and 1,790 vehicular trips in the evening peak hour (excluding trips to the B2/B8 element). These trips are external to the development and therefore would have impact on the existing highway network in the area. Internal vehicular trips will be accommodated within the site and have no impact on the highway network, they are not the subject of any further assessment.

Number of External Trips by Mode

5.68 The total number of external trips by all other modes has been derived with use of the mode shares presented in **Table 26** and **Table 27** and are shown in **Table 29** below.

Table 29: Total Trips by Mode

	AM (08:00 – 09:00)			PM (17:00 – 18:00)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Driving a car or van	960	1,686	2,646	1,292	498	1,790
On foot	15	61	76	117	49	166
Bus / coach	69	252	321	102	31	133
Passenger	827	287	1114	168	57	225
Bicycle	18	127	145	116	40	156
Train	1	3	4	5	2	7
Motorcycle	3	16	19	31	11	42
Other	1	5	6	10	4	14
Total	1,894	2,437	4,331	1,841	692	2,533

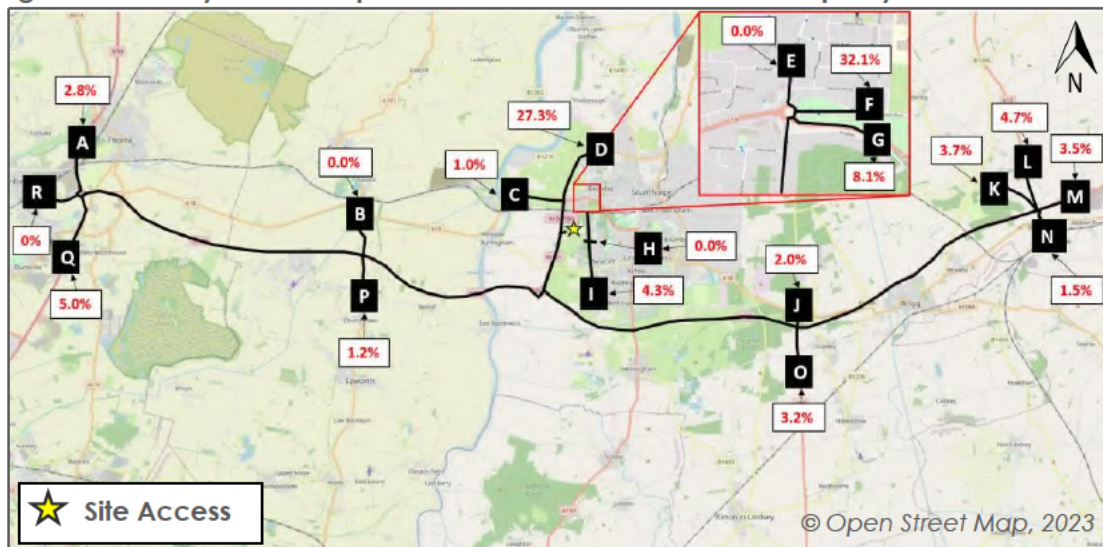
5.69 In total, up to 4,331 trips to and from the development are forecast in the morning and 2,533 trips in the evening peak hour.

6. WIDER LL DEVELOPMENT TRAFFIC DISTRIBUTION AND ASSESSMENT SCENARIOS

Journey to Work Distribution Pattern - Residential

- 6.1 The likely distribution patterns of the proposed development traffic have been determined by undertaking a gravity model exercise using the 2011 Census 'Origin-Destination' data for the local Mid-layer Super Output Area (MSOA) 'North Lincolnshire 005'. As set out in paragraph 5.34 above, 2011 rather than 2021 data has been used because the findings of the latter were skewed by the Covid pandemic.
- 6.2 Google Maps has been used to identify the fastest route for drivers between 'all other MSOAs' and 'North Lincolnshire 005' MSOA during the peak hours. The resulting distribution pattern is shown in the **Figure 2** below. The 2011 Census O-D analysis is included in **Appendix 7** for reference.

Figure 2: Journey to Work Trip Distribution Pattern to Network Periphery Points



- 6.3 **Table 30** shows a breakdown of the Journey to Work distribution proportions for each route, and the name of each route.

Table 30: Journey to Work Distribution Proportions

Point	Network Periphery Point	Traffic Distribution
A	M18 (N)	2.8%
B	A161 (N)	0.0%
C	A18 (W)	1.0%
D	A1077 (N)	27.3%
E	Scotter Road (N)	0.0%
F	Doncaster Road	32.1%
G	A18 (E)	8.1%
H	West Common Lane	0.0%
I	Scotter Road S)	4.3%

Point	Network Periphery Point	Traffic Distribution
J	A15 (N)	2.0%
K	Barnetby Top	3.7%
L	A15 (N)	4.7%
M	M180 (E)	3.5%
N	A18 (S)	1.5%
O	A15 (S)	3.2%
P	A161 (S)	1.2%
Q	M18 (S)	5.0%
R	B1538	0.0%

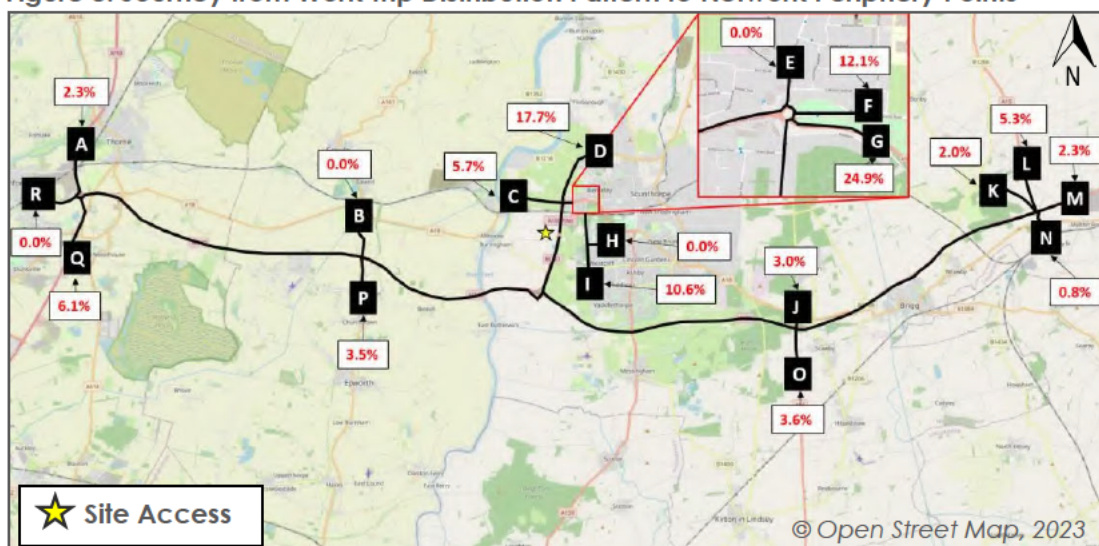
6.4 **Diagram 1 & Diagram 2** shows the Eastern and Western residential distribution and assignment pattern to be applied to the development trips.

Journey from Work Distribution Pattern - Employment

6.5 The likely distribution patterns of the proposed development traffic have been determined by undertaking a gravity model exercise using the 2011 Census 'Origin-Destination' data for the local Mid-layer Super Output Area (MSOA) 'North Lincolnshire 005'.

6.6 Google Maps has been used to identify the fastest route for drivers between 'all other MSOAs' and 'North Lincolnshire 005' MSOA during the peak hours. The resulting distribution pattern is shown in the **Figure 3** below. The 2011 Census O-D analysis is included in **Appendix 8** for reference.

Figure 3: Journey from Work Trip Distribution Pattern to Network Periphery Points



6.7 **Table 31** shows a breakdown of the Journey from Work distribution proportions for each route, and the name of each route.

Table 31: Journey from Work Distribution Proportions

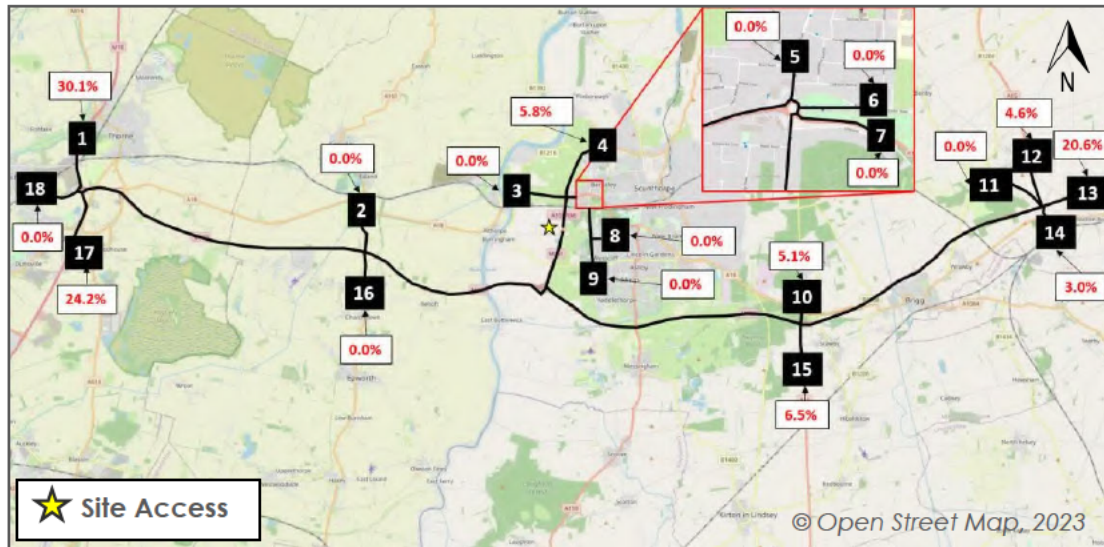
Point	Network Periphery Point	Traffic Distribution
A	M18 (N)	2.3%
B	A161 (N)	0.0%
C	A18 (W)	5.7%
D	A1077 (N)	17.7%
E	Scotter Road (N)	0.0%
F	Doncaster Road	12.1%
G	A18 (E)	24.9%
H	West Common Lane	0.0%
I	Scotter Road S)	10.6%
J	A15 (N)	3.0%
K	Barnetby Top	2.0%
L	A15 (N)	5.3%
M	M180 (E)	2.3%
N	A18 (S)	0.8%
O	A15 (S)	3.6%
P	A161 (S)	3.5%
Q	M18 (S)	6.1%
R	B1538	0.0%

6.8 **Diagram 3** shows the employment distribution and assignment pattern to be applied to the development trips.

HGK Distribution Pattern

6.9 A review of available existing traffic data has been undertaken from the DfT website. As gravity model has been calculated based on the Average Annual Daily Flow in both directions, on an average day of the year, which is the latest available year 2022. The resulting HGK distribution pattern is shown below in **Figure 4**.

Figure 4: HGV Trip Distribution Pattern to Network Periphery Points



6.10 The proposed HGV trip distribution proportions are set out in **Table 32** below. The detailed CDP gravity calculation can be seen in **Appendix 9** for reference.

Table 32: HGV Distribution Proportions

Zone	Route Name	HGV AADT Flows	Percentage
1	M18 (N)	13,110	30.3%
4	A1077 (N)	2,512	5.8%
10	A15 (Briggate Lodge Roundabout)	2,216	5.1%
12	A15 (N)	1,984	4.6%
13	M180 (Middlegate Lane)	8,918	20.6%
14	A18 (South of Barnetby Interchange)	1,300	3.0%
15	A15 (S)	2,805	6.5%
17	M18 (S)	10,488	24.2%
Total		60,166	100%

6.11 The HGV distribution and assignment patterns can be seen in **Diagram 4** for reference.

7. WIDER LL DEVELOPMENT - CONSIDERATION OF JUNCTION CAPACITY ASSESSMENT

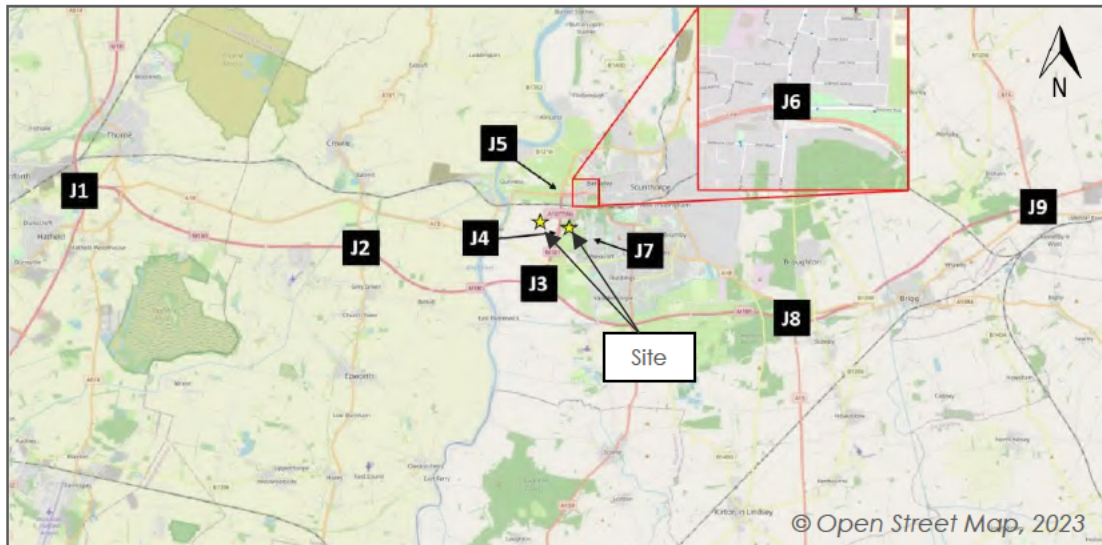
Introduction

- 7.1 It is generally considered that junction capacity assessment is required when there is expected to be an impact of 30 or more two-way vehicle movements generated by a development during the peak hours of the highway network.
- 7.2 This threshold was adopted in the (now withdrawn) Guidance on Transport Assessments produced by the DfT, however for the sake of clarity it should be noted this approach has not been adopted as a pass-or-fail requirement for determining whether capacity assessments should be undertaken. This threshold has been used to show an indication for potential junction capacity assessment.
- 7.3 It is also acknowledged that the requirement for capacity assessments is considered for each site individually, depending on the site-specific conditions and issues around that part of the network.

Study Area

- 7.4 The following junctions have been considered as part of this scoping exercise:
- Junction 1: M18 Junction 5;
 - Junction 2: M180 Junction 2;
 - Junction 3: M180 Junction 3;
 - Junction 4: Site Access (M181/A1077 Roundabout);
 - Junction 5: M181/A1077/A18 Roundabout;
 - Junction 6: Scotter Road/Doncaster Road/A18 Roundabout;
 - Junction 7: Scotter Road/ Site Access (Brumby Common Lane)/West Common Lane Junction;
 - Junction 8: M180 Junction 4; and
 - Junction 9: M180 Junction 5.
- 7.5 The location of the junctions can be seen in **Figure 5**.

Figure 5: Local Highway Network - Junction Locations



Impact on the Road Network

- 7.6 As mentioned in **Section 4**, B2 development trips are the highest generator of employment trips and are therefore the worst-case scenario. The weekday morning and evening peak hour two-way B2 development trips, in combination with the residential/school development trips have been extracted from the flow diagrams to show the number of trips at the nine junctions listed above.
- 7.7 At grade separated interchanges where development traffic passes through along the mainline, this has not been included in the calculations as the traffic would have no discernible impact on the operation of the junction as no interaction with stop lines or signals on slip road approaches.
- 7.8 The red text shows the flows that exceed 30 two-way trips, and the black text indicates the flows below 30 two-way trips. This is shown in **Table 33** below.

Table 33: Vehicular Trip Assignment

Approach Arm	Morning Peak Two Way Movements (B2 + Residential)	Evening Peak Two Way Movements (B2 + Residential)
Junction 1: M18 Junction 5		
M18 (N)	82	71
M180	240	207
M18 (S)	157	136
B1538	0	0
Junction 2: M180 Junction 2		
A161 (N)	0	0
M180 (E)	47	35
A161 (S)	47	35
M180 (W)	0	0
Junction 3: M180 Junction 3		

Approach Arm	Morning Peak Two Way Movements (B2 + Residential)	Evening Peak Two Way Movements (B2 + Residential)
M180 (N)	841	593
M180 (E)	555	389
M180 (W)	286	204
Junction 4: Site Access (M181/A1077 Roundabout)		
A1077 (N)	1230	1467
Site Access (E)	1213	821
M180 (S)	841	593
Site Access (W)	901	693
Junction 5: M181/A1077/A18 Roundabout		
A1077 (N)	792	551
A18 (E)	391	304
A1077 (S)	1230	891
A18 (W)	47	36
Junction 6: Scotter Road/Doncaster Road/A18 Roundabout		
Scotter Road (N)	0	0
Doncaster Road (E)	1335	746
A18 (E)	422	334
Scotter Road (S)	960	692
A18 (W)	998	497
Junction 7: Scotter Road/Site Access (Brumby Common Lane)/ West Common Lane Junction		
Scotter Road (N)	902	619
West Common Lane	0	0
Scotter Road (S)	155	114
Site Access (Brumby Common Lane)	973	658
Junction 8: M180 Junction 4		
M180 EB Off Slip Road	91	43
A15 (N)	63	45
M180 EB On Slip Road	0	0
M180 WB Off Slip Road	0	0
A15 (S)	98	70
M180 WB On Slip Road	71	72
Junction 9: M180 Junction 5		
M180 EB Off Slip Road	171	70
Barnetby Top	104	69
A15 (N)	144	97
M180 EB On Slip Road	0	0
M180 WB Off Slip Road	0	0
A18 (S)	42	28
M180 WB On Slip Road	120	133

- 7.9 **Diagram 5** shows the Wider LL Development total distributed development trips. The extent of the study area to be considered for the Wider LL Development will be discussed and agreed with NLC and NH.

Other Considerations

Future Year Assessment Scenario

- 7.10 The future year assessment for the local road network (NLC) will be carried out in the year of when the units will open, which is assumed at this stage to be 2026.

- 7.11 As for the strategic road network the future year assessment will be carried out in accordance with the guidelines set out by the NH, Paragraphs 101 and 102, of "The Strategic Road Network Planning for the future", a guide to working with NH on planning matters, has been used to assess the impact of the Strategic Road Network, as follows: -

101. "Assessments should be carried out for:

- the development and construction phase; and
- the opening year, assuming full build out and occupation, and
- either a date ten years after the date of registration of the associated planning application or the end of the Local Plan period (whichever is the greater). The assessment at opening will be used for the determination of impact mitigation needs whilst the latter is necessary to determine the risk which will transfer to us".

102. "We need these assessments to enable us to better plan for the future of the network, to inform an appropriate split of responsibilities between the parties involved, and to identify and plan to address any future problems before they arise. In line with the NPPF these assessments will also help us, and the LPA, to assess whether any development proposals which do not feature in an adopted or emerging Local Plan could compromise the delivery of that Plan".

- 7.12 The Department for Transport Circular 01/2022 provides further guidance and policy aims and applications. This also references the opening year assessment in paragraph 50.

- 7.13 The assessment at **Opening Year** on the SRN will be used for the determination of impact mitigation. As set out in paragraph 7.11 above, the **Opening Year** for occupation is assumed at this stage to be 2026.

- 7.14 The **Review Period** of the SRN will be either a date ten years after the date of registration of the associated planning application (2034) or the end of the Local Plan period (whichever is the greater) (North Lincolnshire Local Plan is 2022 to 2036), in this case it is 2036.

- 7.15 Background traffic growth factors will be calculated by applying factors extracted from the DfT's TEMPRO v7.2b program using the definitive NTEM v7.2b database and the current NTM AF15 dataset in line with WebTAG Unit 3.15.2 Use of TEMPRO Data. Consideration of committed development traffic, and the ultimate methodology to be used to assess the impact of the development traffic, will be given post discussion with the highway authorities.

- 7.16 A review of the latest 5-year accident data will be included in the TA for the employment users will form part of the documents in support of the planning application.

8. OPA#1 DEVELOPMENT PROPOSALS

Introduction

- 8.1 As set out above, the applicant is proposing to submit an outline planning application (known as OPA#1) for up to 430 residential dwellings on land within the Northern Strategy Allocation.
- 8.2 **Figure 6** below displays the indicative masterplan of the OPA#1 as set out in **Appendix 1**, development where vehicular access is proposed from the existing M181/A1077 roundabout. Pedestrian and cycle provision will be provided alongside to north of Brumby Common Lane

Figure 6: OPA#1 Proposals at Lincolnshire Lakes



- 8.3 There is expected to be up to 430 dwellings provided in the OPA#1 development, as a worst-case scenario.
- 8.4 The proposed development as above will be applied to the trip rates to generate the likely vehicle trips which are set out in **Section 8**.

9. OPA#1 DEVELOPMENT TRAFFIC DISTRIBUTION AND ASSESSMENT SCENARIOS

OPA#1 - Residential Land Use

- 9.1 **Table 3** in **Section 2** of this report sets out the residential peak hour development trips rates, which have been used to generate the vehicle trips for OPA#1 for up to 430 dwellings.
- 9.2 **Table 34** presents the weekday peak hour trip rates and vehicle trip generation associated with the proposed residential use for 430 units which is part of the wider LL development.

Table 34: OPA#1 Residential Vehicle Trip Generation

Peak Hour	OPA#1 Residential	
	Trip Rates	Trips
AM Arrivals	0.167	72
AM Departures	0.431	185
AM 2-Way	0.598	257
PM Arrivals	0.376	162
PM Departures	0.172	74
PM 2-Way	0.548	236

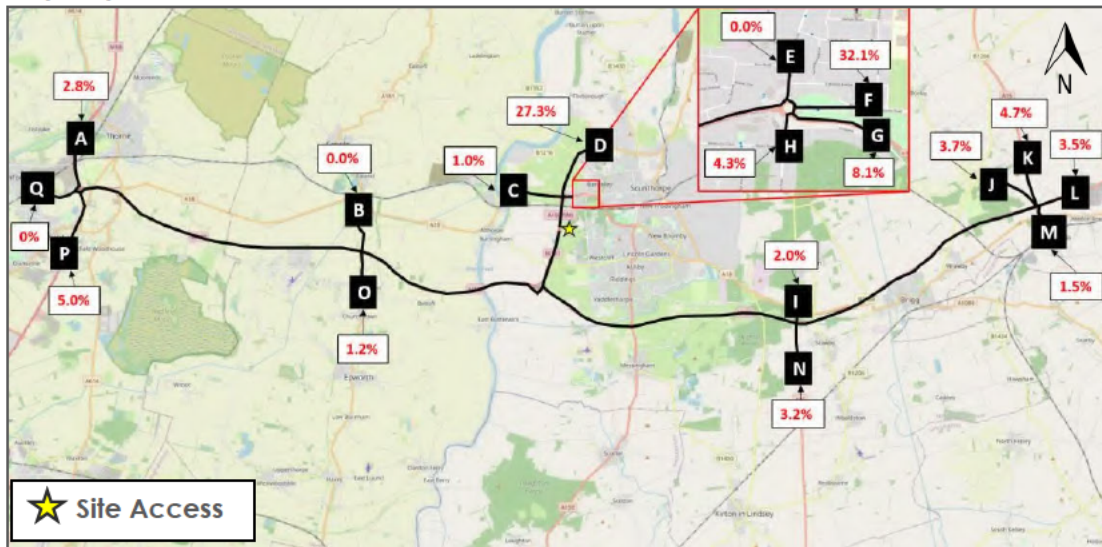
NOTE: AM Peak Hour 0800-0900; PM Peak Hour 1700-1800

- 9.3 It is estimated that OPA#1 residential element of the proposed Wider LL development would generate 257 and 236 two-way vehicle trips during the weekday morning and evening peak hours respectively.

OPA#1 Residential Journey to Work Distribution Pattern

- 9.4 The likely distribution patterns of the proposed development traffic for OPA#1 have been determined by undertaking the identical gravity model exercise using the 2011 Census 'Origin-Destination' data for the local Mid-layer Super Output Area (MSOA) 'North Lincolnshire 005', in the Wider approach.
- 9.5 Google Maps has been used to identify the fastest route for drivers between 'all other MSOAs' and 'North Lincolnshire 005' MSOA during the peak hours. The resulting distribution pattern is shown in the **Figure 7** below. The 2011 Census O-D analysis is included in **Appendix 10** for reference.

Figure 7: OPA#1 residential - Journey to Work Trip Distribution Pattern to Network Periphery Points



9.6 **Table 30** shows a breakdown of the Journey to Work distribution proportions for each route, and the name of each route.

Table 35: OPA#1 residential - Journey to Work Distribution Proportions

Point	Network Periphery Point	Traffic Distribution
A	M18 (N)	2.8%
B	A161 (N)	0.0%
C	A18 (W)	1.0%
D	A1077 (N)	27.3%
E	Scotter Road (N)	0.0%
F	Doncaster Road	32.1%
G	A18 (E)	8.1%
H	Scotter Road S)	4.3%
I	A15 (N)	2.0%
J	Barnetby Top	3.7%
K	A15 (N)	4.7%
L	M180 (E)	3.5%
M	A18 (S)	1.5%
N	A15 (S)	3.2%
O	A161 (S)	1.2%
P	M18 (S)	5.0%
Q	B1538	0.0%

9.7 **Diagram 6** shows the residential distribution and assignment pattern to be applied to the development trips.

10. OPA#1 CONSIDERATION OF JUNCTION CAPACITY ASSESSMENT

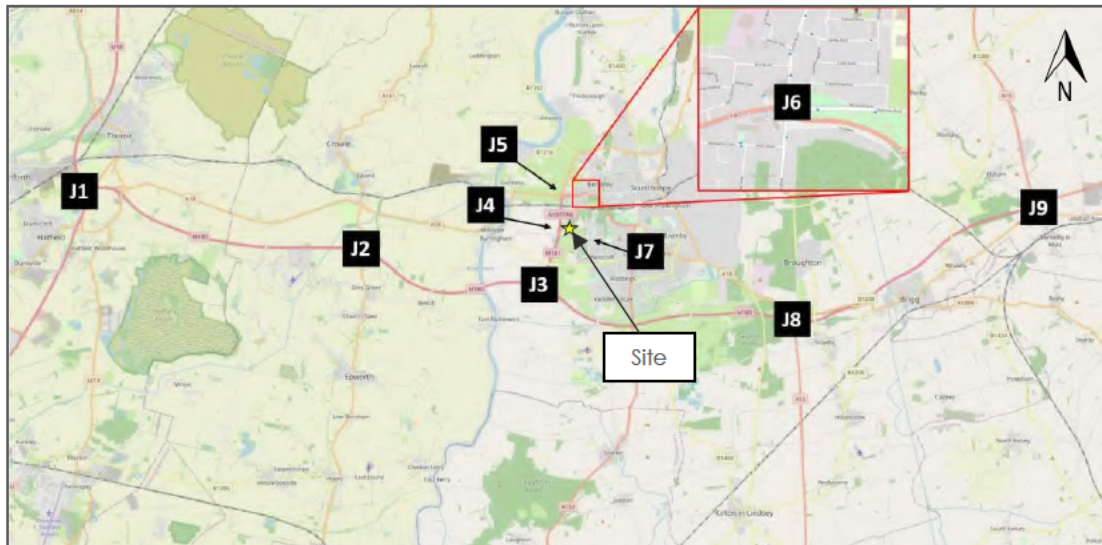
Introduction

- 10.1 It is generally considered that junction capacity assessment is required when there is expected to be an impact of 30 or more two-way vehicle movements generated by a development during the peak hours of the highway network.
- 10.2 This threshold was adopted in the (now withdrawn) Guidance on Transport Assessments produced by the DfT, however for the sake of clarity it should be noted this approach has not been adopted as a pass-or-fail requirement for determining whether capacity assessments should be undertaken. This threshold has been used to show an indication for potential junction capacity assessment.
- 10.3 It is also acknowledged that the requirement for capacity assessments is considered for each site individually, depending on the site-specific conditions and issues around that part of the network.

Study Area

- 10.4 The following junctions have been considered as part of this scoping exercise:
- Junction 1: M18 Junction 5;
 - Junction 2: M180 Junction 2;
 - Junction 3: M180 Junction 3;
 - Junction 4: Site Access (M181/A1077 Roundabout);
 - Junction 5: M181/A1077/A18 Roundabout;
 - Junction 6: Scotter Road/Doncaster Road/A18 Roundabout;
 - Junction 7: Scotter Road/Brumby Common Lane/West Common Lane Junction;
 - Junction 8: M180 Junction 4; and
 - Junction 9: M180 Junction 5.
- 10.5 The location of the junctions can be seen in **Figure 8**.

Figure 8: Local Highway Network - Junction Locations



Impact on the Road Network

- 10.6 The weekday morning and evening peak hour two-way residential development trips have been extracted from the flow diagrams to show the number of trips at the nine junctions listed above.
- 10.7 At grade separated interchanges where development traffic passes through along the mainline, this has not been included in the calculations as the traffic would have no discernible impact on the operation of the junction as no interaction with stop lines or signals on slip road approaches.
- 10.8 The red text shows the flows that exceed 30 two-way trips, and the black text indicates the flows below 30 two-way trips. This is shown in **Table 36** below.

Table 36: Vehicular Trip Assignment

Approach Arm	Morning Peak Two Way Movements (Residential)	Evening Peak Two Way Movements (Residential)
Junction 1: M18 Junction 5		
M18 (N)	7	7
M180	20	18
M18 (S)	13	12
B1538	0	0
Junction 2: M180 Junction 2		
A161 (N)	0	0
M180 (E)	3	3
A161 (S)	3	3
M180 (W)	0	0
Junction 3: M180 Junction 3		
M180 (N)	71	65
M180 (E)	47	43

Approach Arm	Morning Peak Two Way Movements (Residential)	Evening Peak Two Way Movements (Residential)
M180 (W)	23	21
Junction 4: Site Access (M181/A1077 Roundabout)		
A1077 (N)	187	171
Site Access (E)	257	236
M180 (S)	71	65
Junction 5: M181/A1077/A18 Roundabout		
A1077 (N)	71	64
A18 (E)	114	105
A1077 (S)	187	170
A18 (W)	3	2
Junction 6: Scotter Road/Doncaster Road/A18 Roundabout		
Scotter Road (N)	0	0
Doncaster Road (E)	82	76
A18 (E)	21	19
Scotter Road (S)	11	10
A18 (W)	114	105
Junction 7: Scotter Road/Brumby Common Lane/ West Common Lane Junction		
Scotter Road (N)	11	10
West Common Lane	0	0
Scotter Road (S)	11	11
Brumby Common Lane	0	0
Junction 8: M180 Junction 4		
M180 EB Off Slip Road	9	4
A15 (N)	5	4
M180 EB On Slip Road	0	0
M180 WB Off Slip Road	0	0
A15 (S)	8	8
M180 WB On Slip Road	3	6
Junction 9: M180 Junction 5		
M180 EB Off Slip Road	18	7
Barnetby Top	10	9
A15 (N)	12	11
M180 EB On Slip Road	0	0
M180 WB Off Slip Road	0	0
A18 (S)	4	4
M180 WB On Slip Road	4	10

10.9 **Diagram 7** shows the OPA#1 total distributed development trips.

10.10 The extent of the study area to be considered for OPA#1 of the Wider LL Development will be discussed and agreed with NLC and NH.

10.11 On review Junctions 3, 4, 5 and 6 exceed the 30 two-way trips.

Other Considerations

Future Year Assessment Scenario

10.12 The future year assessment for the local road network (NLC) will be carried out in the year of when the units will open, which is assumed at this stage to be 2026.

10.13 As for the strategic road network the future year assessment will be carried out in accordance with the guidelines set out by the NH as set out in **Section 7**.

10.14 The assessment at **Opening Year** on the SRN will be used for the determination of impact mitigation. As set out in paragraph 7.11 above, the **Opening Year** is assumed at this stage to be 2026.

10.15 The **Review Period** of the SRN will be either a date ten years after the date of registration of the associated planning application (2034) or the end of the Local Plan period (whichever is the greater) (North Lincolnshire Local Plan is 2022 to 2036), in this case it is 2036.

Growth Factors

10.16 Background traffic growth factors will be calculated by applying factors extracted from the DfT's TEMPRO v7.2b program using the definitive NTEM v7.2b database and the current NTM AF15 dataset in line with WebTAG Unit 3.15.2 Use of TEMPRO Data.

Committed Development and Assessment Methodology

10.17 Consideration of committed development traffic, and the ultimate methodology to be used to assess the impact of the development traffic, will be given post discussion with the highway authorities.

PIA Review

10.18 A review of the latest 5-year accident data will be included in the TA for the employment users will form part of the documents in support of the planning application.



Jack Lindsay

From: Simon Geoghegan <[REDACTED]>
Sent: 22 December 2023 17:39
To: [REDACTED]
Subject: 231212 Lincolnshire Lakes, Scunthorpe - transport scoping note

This email originated from outside of our organisation. Please exercise caution with content, links and attachments.

Paul

Thank you very much for your Transport Scoping Note sent to Louisa Simpson on December 12 2023.

It is too early for National Highways to be able to give a full review of this document so soon, but I felt it important that you have a response to tell you if you were on the right track for North Lincs or actually heading into the waters of the Humber Estuary instead; it's a bit of the latter, unfortunately.

National Highways commissioned a review of the Transport Scoping Note and we would highlight that the information presented does not accord with [DfT Circular 01/2022](#).

The world has moved on since Lincolnshire Lakes was envisaged back in 2015 and Government Policy has certainly moved as well. Currently National Highways is looking for planning applications to be in accord with the latest documents:

NPPF December 2023:

<https://www.gov.uk/government/publications/national-planning-policy-framework--2>

Planning and the strategic road network in England:

<https://nationalhighways.co.uk/our-roads/planning-and-the-strategic-road-network-in-england/>

DfT Circular 01/2022

<https://www.gov.uk/government/publications/strategic-road-network-and-the-delivery-of-sustainable-development>

Particularly we note that a vision for the development should be presented; in accordance with Circular 01/2022, any forthcoming Transport Assessment "*should start with a vision of what the development is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision*".

We note that trip rates have been presented, however, we would expect to see multi-modal (person) trip rates presented before and after the implementation of measures to maximise active and sustainable travel.

We will follow up with a detailed Technical Memorandum response in the New Year, however, I hope that this email response is useful.

Best Wishes

I am currently working from home. Communications are best sent by email.
The Telephone number given below works via the internet.
Please leave messages as email.

**Simon GP Geoghegan (he/him),
Planning and Development**

National Highways | 2 City Walk | Leeds | LS11 9AR

Tel: 0300 470 2420

Web: www.nationalhighways.co.uk

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Jack Lindsay

From: Louisa Simpson [REDACTED]
Sent: 22 January 2024 17:51
To: [REDACTED]
Subject: RE: 231212 Lincolnshire Lakes, Scunthorpe 430ho - transport scoping note

This email originated from outside of our organisation. Please exercise caution with content, links and attachments.

Good evening Amarjit,

Thank you for sending a copy of the Transport Scoping Note for a potential outline planning application for up to 430 dwellings on land to the east of the A1077 in Scunthorpe. Having reviewed the document, our comments are as follows.

Vehicle Trip Generation and Distribution

The suggested methodology for calculating the vehicle trip rates is acceptable. The TSN sets out the approach to calculating the person trip generation for the wider LL development and the OPA. It would be helpful to understand the rationale behind selecting the MSOAs to calculate the modal shift, and why a couple of areas were excluded, specifically the areas between MSOA 012 & MSOA 017 and the area to the south of MSOA 016 & MSOA 017.

The TRICS data identifies the peak hours as 08:00 – 09:00 and 17:00 – 18:00 for the residential element and 06:00 – 07:00 and 17:00 – 18:00 for the employment use. It would be worth checking the local evening peak hour from the traffic count data as there appears to be an emerging trend towards a 16:00 – 17:00 evening peak hour within Scunthorpe. This is backed up by the recent traffic counts undertaken in support of the Keepmoat Planning Application (PA/2023/1124). However, in order to ensure a robust assessment we would be prepared to accept capacity assessments for 17:00 – 18:00, if it can be demonstrated that this is the worst case scenario in terms of vehicle movements on the highway network (existing traffic flows and potential trip generation combined).

Whilst we accept that a number of residential trips will remain internal to the site, due to the other land uses proposed as part of the overall Lincolnshire Lakes development. However, to ensure a robust assessment, we would like to see some form of sensitivity testing undertaken to accommodate a worst case scenario should the internalisation of trips be over-optimistic. It would also be helpful to see the internalisation of journeys to work for all the MSOAs.

It would also be helpful to see a list of census 'origin-destination' data for the MSOAs, to support the proposed trip distribution on the wider highway network.

The construction of the southern (terminal) roundabout and the connection of both this and the northern junction into the existing highway network will affect the existing trip distribution on the local highway network. Consideration needs to be given to how this change will be accounted for.

OPA Proposals

Access arrangements

We note that the indicative masterplan shows vehicular access to the site via the northern junction, with pedestrian/cycle access to West Common Lane running adjacent to Brumby Common Lane. Whilst this may be outside of the remit of this scoping note, we do have reservations about the lack of a vehicular connection to West Common Lane. The proposed pedestrian/cycle facility will also need to be constructed to a high standard, to encourage usage. Further discussions are probably required around this issue.

Travel Planning

We would expect a framework Travel Plan to be submitted as part of the planning application. We agree with National Highway's comments as to what should be included in the Travel Plan to achieve the anticipated shift to more sustainable modes of transport. This is crucial in this instance as the proposed development is somewhat remote from the existing urban area and facilities and sustainable facilities are currently non-existent. An extremely robust travel plan will be required to achieve modal shift to active travel and public transport.

Active Travel

In addition to the comments made above, consideration will need to be given to LTN 1/20 and Active Travel England's Standing Advice Note: Active Travel and Sustainable Development, when designing active travel infrastructure both within the site and off-site.

Construction Traffic Management Plan

Whilst it would be beneficial to submit a Construction Phase Traffic Management Plan with a planning application, it is recognised that this may only be a framework version and that the final version may need to be secured via a suitably worded condition.

Junction Assessments

Whilst we broadly agree with the identified junctions for capacity assessments, we would recommend that the following should also be considered:

- A1077/B1216 signalised junction
- A1077/Scotter Road/Holyrood Drive roundabout

It would be beneficial to revisit the junction assessments previously carried out as part of previous planning applications and to support the AAP to identify where issues were identified.

Wider Lincolnshire Lakes Development

The AAP Transport and Movement Section identified a number of proposals to facilitate movement for all road users. These should be considered, along with how the proposed development could assist with the delivery of these.

Committed Development

The following sites have been granted planning permission:

- Outline planning permission for up to 144 dwellings, north of Burringham Road - [PA/2020/1333 | North Lincolnshire Planning Portal \(northlincs.gov.uk\)](#)
- Outline planning permission for up to 200 dwellings, east of Scotter Road - [PA/2020/1333 | North Lincolnshire Planning Portal \(northlincs.gov.uk\)](#)
- Outline planning permission for up to 2,500 dwellings, village centre, health care facility, community facilities and new primary school (Maltgrade) - [PA/2015/0396 | North Lincolnshire Planning Portal \(northlincs.gov.uk\)](#)

The following sites have submitted planning applications, although these have not yet been determined:

- Full planning for 599 dwellings, north of Burringham Road (part of the Maltgrade application) - [PA/2023/1124 | North Lincolnshire Planning Portal \(northlincs.gov.uk\)](#)
- Full planning for 158 dwellings, north of Burringham Road - [PA/2023/1750 | North Lincolnshire Planning Portal \(northlincs.gov.uk\)](#)
- Full planning for 81 dwellings, west of Scotter Road - [PA/2023/1585 | North Lincolnshire Planning Portal \(northlincs.gov.uk\)](#)

Kind regards

Louisa Simpson
Highway Development Services Team Leader
Communities

From: Amarjit Bilkhu [REDACTED]

Sent: Wednesday, January 17, 2024 1:58 PM

To: [REDACTED]

Subject: RE: 231212 Lincolnshire Lakes, Scunthorpe 430ho - transport scoping note

You don't often get email from amarjit.bilkhu@bwbconsulting.com. [Learn why this is important](#)

Hi Simon,

Many thanks for your response to the Transport Scoping Note.

[@louisa.simpson@northlincs.gov.uk](mailto:louisa.simpson@northlincs.gov.uk) I would be grateful if you could please let me know when we will be receiving NLC highways response for the TSN.

Once we have received the NLC response we will likely require meeting to discuss the responses and agree the next steps.

Best regards,

Amarjit Bilkhu

Technical Manager | Transport & Infrastructure Planning | BWB Consulting Limited

Whitehall Waterfront, 2 Riverside Way, Leeds, LS1 4EH

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From: Simon Geoghegan [REDACTED]

Sent: Monday, January 15, 2024 4:42 PM

[REDACTED] 430ho - transport scoping note

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All

National Highways has been reviewing the Transport Scoping Document from BWB Consulting referenced 231212. I am grateful to BWB for their submissions and cooperation through this process.

Applications for the greater Lincolnshire Lakes development are numerous and confusing, so I am going to identify this as:

A site comprising in the region of 430 dwellings built to the north of Brumby Common Lane and bounded on the west by the new A1077(M) road and on the east by Scotter Road. The northern boundary appears to be a continuation of Earl Beauchamp's Warming Drain. Referenced OPA#1.

At this stage there are a number of observations we would wish to make, but I will leave you to read those in our Technical Memorandum which is attached. At this stage we only offer advice as to what we would like to read in the formal planning documents. But I am happy for this scoping exercise to continue and to work with the applicant further.

We have made comments regarding the SRN is as far as boundary treatments and drainage. The amount of Strategic Road Network remaining at the time of build out is likely to change, and a terminating roundabout is under construction; this site is likely to be mainly to the north of that but boundary lines are not yet clear.

Best Wishes

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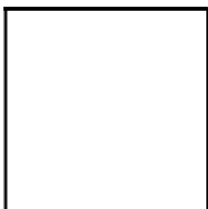
Simon GP Geoghegan (he/him),
Planning and Development
National Highways | 2 City Walk | Leeds | LS11 9AR
Tel: 0300 470 2420
Web: www.nationalhighways.co.uk

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Jack Lindsay

From: Jack Lindsay
Sent: 04 December 2024 12:18
To: [REDACTED]
Subject: RE: 241112 - Lincolnshire Lakes, Phase 1 - Update on Transport works that will support forthcoming application
Attachments: Bus Stops and Local Routes.pdf; Bus Route Map.pdf

No problem, thanks for getting back to me Louisa,

The forthcoming application (and associated TA and TP) will just be assessing the impact of Phase 1 (up to 550 dwellings and non-resi land uses). No employment (B2 / B8) type development is being considered as part of the Phase 1 application.

Yes we are using the APP resi trip rates as requested by NH.

We are in the rounds of considering what could be a suitable TP strategy. The closest existing stops to the site are on Scotter Road to the east (see attached bus stop and route maps), and an active travel connection (with improvements to crossing facilities on Scotter Road) will be proposed as part of the forthcoming application.

A vehicular through route from the M181 access roundabout, to Scotter Road, is not included in this phase of development however, so in order for a public transport service to stop on site, it will need to access / egress via the roundabout access on the M181 in the interim.

It's acknowledged that a teams meeting is scheduled for the 17th to discuss all things Highways, however I would welcome the opportunity to discuss PT provision before then if possible. If you have any time early next week (with your PT colleagues) that would be much appreciated?

Kind regards

Jack Lindsay (BA)Hons MSc MCIHT
Associate – Transport and Infrastructure Planning
5th Floor, Waterfront House, Station Street, Nottingham, NG2 3DQ
T: 0115 924 1100 | **M:** 07442 283286 | **W:** bwiconsulting.com



From: Louisa Simpson <Louisa.Simpson@northlincs.gov.uk>
Sent: 29 November 2024 13:34
To: Jack Lindsay <Jack.Lindsay@bwiconsulting.com>
Subject: RE: 241112 - Lincolnshire Lakes, Phase 1 - Update on Transport works that will support forthcoming application

This email originated from outside of our organisation. Please exercise caution with content, links and attachments.

Afternoon Jack,

Thank you for your e-mail and apologies for not responding sooner.

The previous scoping note set looked at two strategies of development:

- 1) Wider Lincolnshire Lakes development
- 2) Outline planning application (which would now be residential and the local centre uses)

Is the intention for the TA still to assess both of these?

With regards to the trip rates, I'm assuming the residential trip rates are as those shown in the table below (AAP trip rates, as recommended by National Highways) :

	Arrivals	Departures	Two- way
AM Peak	0.130	0.552	0.682
PM Peak	0.354	0.211	0.466

I'm assuming the following trip rates will be used for the employment element, as recommended by National Highways.

Table 5. The JSJV proposed vehicle trip generation analysis (120,000)

	AM Peak Period (08:00-09:00)			PM Peak Period (17:00-18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Vehicle trip rate	0.368	0.144	0.512	0.114	0.341	0.455
Veh. trip gen	442	173	614	137	409	546

I can confirm that the proposed highway assessment scenarios are acceptable, as are the identified junctions for assessment.

On a more general note, I have recently submitted our comments to the Planning Case Officer with regards to their request for Pre-app advice.

Kind regards

Louisa Simpson
Highway Development Control Team Leader
Communities
North Lincolnshire Council

From: Jack Lindsay [REDACTED]

Sent: 12 November 2024 13:13

Subject: 241112 - Lincolnshire Lakes, Phase 1 - Update on Transport works that will support forthcoming application

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Good afternoon Louisa,

I hope all is well?

You'll recall initial highways scoping discussions were carried out with my colleagues Paul Wilson and Amarjit Bilkhu in 2023 and early 2024, regarding a forthcoming planning application for Lincolnshire Lakes Phase 1.

Amarjit has since left BWB, and I am picking up the reigns.

After a period of hiatus, we've been tasked to move this forward at extreme pace and complete the Transport Assessment and Travel Plan for a planning submission in January 2025.

Ideally, we would re-enter into scoping discussions, however unfortunately time is not on our side here, so the intention is to build on the productive scoping discussions completed to date with yourselves and National Highways (NH) in order to produce a Transport Assessment in the best possible light.

To provide an update, see attached email trail with NH, essentially up to the point before the project was put on hold earlier this year.

Ultimately, we agreed the trip generation and distribution for a residential scheme at the time with NH, which we trust will also be acceptable to NLC as local highway authority so that we are using one set of (residential) trip rates and one distribution pattern. The information will be used in the forthcoming TA, however it's recently been confirmed that the application is to now include the following, the vast majority of which was not considered at scoping:

- Up to 550 dwellings – an increase from 430 considered to date
- 1,000sqm food retail
- 550sqm pub / restaurant
- 949sqm non-food retail
- 2,000sqm gym
- 1,000sqm Doctors with pharmacy
- 500sqm creche

It's noted a number of additional land uses are to be included in the permission. The proposals essentially form a 'local centre', and there will be a significant number of internal and linked trips associated with the residential proposals, together with pass by trips in the weekday peak hour periods. We will however generate trips for the above land uses using suitable TRICS trip rates, and will consider non-primary trip proportions and present realistic development trip weekday AM and PM peak scenarios based on the best evidence available (TRICS research) and our professional judgement, considering we won't unfortunately have time to re-scope.

The following highway assessment scenarios will be used to quantify the development's impact on the highway network (and ultimately identify if/where highway mitigation is required) unless we promptly hear anything to the contrary:

- *2027 (year of opening) Base + Committed
- *2027 (year of opening) Base + Committed + Development
- 2027 (year of opening) Base + Committed + Development - 'Sensitivity Test'
- *2036 (end of local plan) Base + Committed
- *2036 (end of local plan) Base + Committed + Development
- 2036 (end of local plan) Base + Committed + Development - 'Sensitivity Test'

**Committed will not include Maltgrade 2,500 dwelling development*

The committed 2,500 dwelling Maltgrade development (application reference: PA/2015/0396) is to be included as a 'sensitivity test' in both the 2027 and 2036 assessment years given it's committed status and potential impact on rerouting. We plan to simply use the information provided in the ARUP TA that supported the Maltgrade application (attached) to consider the committed highway links' impacts on rerouting of base traffic again unless we promptly hear anything to the contrary.

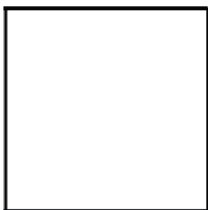
We intend to stick with the previously agreed study area for the planning application submission repeated below for ease of reference, but will take a view and comment on wider junctions where considered appropriate in the TA, considering the goal posts have changed development quantum wise:

- Junction 1: M180 Junction 3.
- Junction 2: Site Access (M181/A1077 Roundabout).
- Junction 3: M181/A1077/A18 Roundabout.
- Junction 4: Scotter Road/Doncaster Road/A18 Roundabout.
- Junction 5: Scotter Road/Brumby Common Lane/West Common Lane Junction.
- Junction 6: A1077/B1216 signalised junction.
- Junction 7: A1077/Scotter Road/Holyrood Drive roundabout.

The above is for your information, and if there are any specific elements you'd like to discuss, and / or anything that you would like to highlight to inform our assessment (relevant highway mitigation proposals etc) please don't hesitate to get in touch. We are in the rounds of considering public transport requirements, and I'll try calling at some point in the coming days to gauge your position on PT requirements. We would also happily meet with you to explore further for example but appreciate that you will no doubt be busy and we have no option but to hit the above at pace; we would be grateful to hear back from you one way or another mind. Thanks in advance

Kind regards

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Jack Lindsay

From: Simon Geoghegan [REDACTED]
Sent: 05 December 2024 16:00
To: [REDACTED]
Cc: [REDACTED]
Subject: 241112 - Lincolnshire Lakes, Phase 1 - Update on Transport works that will support forthcoming application
Attachments: NLC BWB - 20241112 - 550ho Lincolnshire Lakes - DevHU0161 004 TM Final.pdf

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Jack

Thank you for your information on 241112 - Lincolnshire Lakes, Phase 1 which was received in November 2024.

My Transport Consultants have reviewed this and would make the following comments in terms of pre-application advice.

Our review has highlighted the need for a:

- Transport Assessment;
- Travel Plan; and
- Construction Traffic Management Plan.

The impact of the development should be assessed based on relevant regional and national planning policy. In terms of the impact on the SRN, we would request that the Applicant makes reference to the following policy:

[National Planning Policy Framework 2023](#);
[Local Transport Note LTN 1/20](#), and
[DfT Circular 01/2022 – Strategic Road network and the delivery of sustainable development](#).

The Applicant should forecast the person trip generation and set out how the need to travel via private vehicles will be minimised based on Travel Plan measures. Once the residual traffic generation is determined, its impact on the operation of the SRN should then be established.

The Applicant should demonstrate to National Highways that there are no drainage, structural, boundary treatments or other constructions that would have an impact on National Highways land interests; the structural stability of the highway; and, therefore, highway safety. The Applicant should provide comprehensive assessments of the structural, environmental, geotechnical, and engineering impacts of the proposal relative to the SRN.

We have noted an apparent uplift from the previous quantum of 430 houses to 550 now, which is quite a significant difference from those calculated earlier this year.

More details are contained on the technical memorandum [TM] which is attached.

National Highways are ready to work directly with BWB in this pre-application phase, currently at no charge.

[Please note my Festive downtime is: **December 19 2024 to December 28 2024 (inclusive)**]

**Simon GP Geoghegan (he/him),
Planning and Development**

National Highways | 2 City Walk | Leeds | LS11 9AR

Web: www.nationalhighways.co.uk

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DevHU0161: Lincolnshire Lakes Phase 1 Scoping

Case ref:	DevHU0161	Document ref:	TM04	Date issued:	05/12/2024
Prepared for:	Simon Geoghegan	Prepared by:	Harry Robinson	Reviewed / approved by:	Huw Williams

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Headline Summary

Planning Outcome	Site Location
<p>The recommendation to National Highways is Pre-application scoping.</p>	

Technical Summary

This review has highlighted the need for a:

- Transport Assessment;
- Travel Plan; and
- Construction Traffic Management Plan.

The impact of the development should be assessed based on relevant regional and national planning policy. In terms of the impact on the SRN, we would request that the Applicant makes reference to the following policy:

- National Planning Policy Framework 2023;
- Local Transport Note LTN 1/20, and
- DfT Circular 01/2022 – Strategic Road network and the delivery of sustainable development.

The Applicant should forecast the person trip generation and set out how the need to travel via private vehicles will be minimised based on Travel Plan measures. Once the residual traffic generation is determined, its impact on the operation of the SRN should then be established.

The Applicant should demonstrate to National Highways that there are no drainage, structural, boundary treatments or other constructions that would have an impact on National Highways land interests; the structural stability of the highway; and, therefore, highway safety. The Applicant should provide comprehensive assessments of the structural, environmental, geotechnical, and engineering impacts of the proposal relative to the SRN.

1 Introduction

- 1.1 In December 2023, Hargreaves Land Limited [the Applicant] submitted a request for pre-application advice in the form of a Transport Scoping Note [TSN] in relation to a forthcoming outline planning application for the construction of 430 dwellings on land to the east of A1077 in Scunthorpe, North Lincolnshire. The Applicant's Transport Consultant is BWB and the Local Planning Authority [LPA] is North Lincolnshire Council [NLC]. As part of pre-application discussions with North Lincolnshire Council [NLC], it was agreed that the TSN would consider two strategies for development:
- *“Wider Lincolnshire Lakes (LL) Development:*
 - *Residential Use (5,705 Dwellings - calculated as the AAP figure [6,304] minus the Maltgrade proposal [599] – further detail set out below).*
 - *Flexible B2 and B8 Employment Use (120,000sq.m)*
 - *Outline Planning Application #1(“OPA#1” Development):*
 - *Residential Use (430 Dwellings).”*
- 1.2 Within the TSN, both strategies were assessed separately. In January 2024 National Highways reviewed both strategies and provided comments to the Applicant.
- 1.3 Since the first TSN, National Highways has also provided comments to the following:
- “Transport Technical Note – Response To National Highways Scoping Comments” [referred to as TSN 2] (March 2024); and
 - Email response to National Highways' comments made to TSN 2 (May 2024).
- 1.4 As part of the most recent technical memorandum [TM003], the JSJV confirmed that:
- After an independent analysis using our own residential person trip rates and 70% car mode share, a similar volume of residential vehicle trips in the AM and PM peak is forecast compared to that assumed as part of the AAP. JSJV/NH were inclined to consider the AAP vehicle trip rates quoted by BWB to be appropriate;
 - After review, it was noted that the AAP B2 trip rates and traffic generation were considerably higher than both those proposed by BWB and the JSJV; as a result, we agreed that the original AAP B2 trip rates may have been excessive. We also noted that, as BWB's B2 vehicle trip generation was significantly lower than the JSJV's; consequently, we could not consider BWB's B2 vehicle trip rates to be appropriate unless additional evidence is provided to justify their use.
 - BWB forecast that 12.5% of vehicle trips would route east along the M180. JSJV confirmed that this aligned with our previous analysis using National Highways' gravity model GraHAM, which forecast 13% of vehicle trips to route east along the M180.
 - The JSJV concluded that although the trip rates put forward by BWB were significantly lower in the AM peak, the variance in vehicle movements experienced at the SRN is not considered to be material.
- 1.5 Most recently, BWB has provided an email update on transport works that will support the forthcoming application.
- 1.6 On behalf of National Highways, the Jacobs SYSTRA Joint Venture [JSJV] has undertaken a review of the email update and would offer the following comments.

2 Background

Lincolnshire Lakes Area Action Plan

- 2.1 The Lincolnshire Lakes Area Action Plan [AAP] (adopted May 2016) sets out the planning policy framework within which the development will be delivered. BWB notes the emerging Local Plan separates Lincolnshire Lakes into two Strategic Allocations (Northern and Southern). The Northern Strategic Allocation is being delivered by Hargreaves Land Limited, with the Southern Strategic Allocation being delivered by Keepmoat Homes Ltd (AA.23.19.06/DevHU0097 Lincolnshire Lakes).
- 2.2 The wider Lincolnshire Lakes development, as set out within the AAP, will provide up to a total of 6,304 dwellings. Within the Southern Strategic Allocation, a full planning application (on Maltgrade owned land) has been submitted by Keepmoat Homes Ltd (planning ref: PA/2023/1124) for part of the Plot 6 and half of Plot 2 of the AAP for 599 dwellings.
- 2.3 **Figure 1** shows the indicative location/extent of the Wider Lincolnshire Lakes (North) and OPA#1.

Figure 1: Extent of LL Wider Site and LL OPA#1

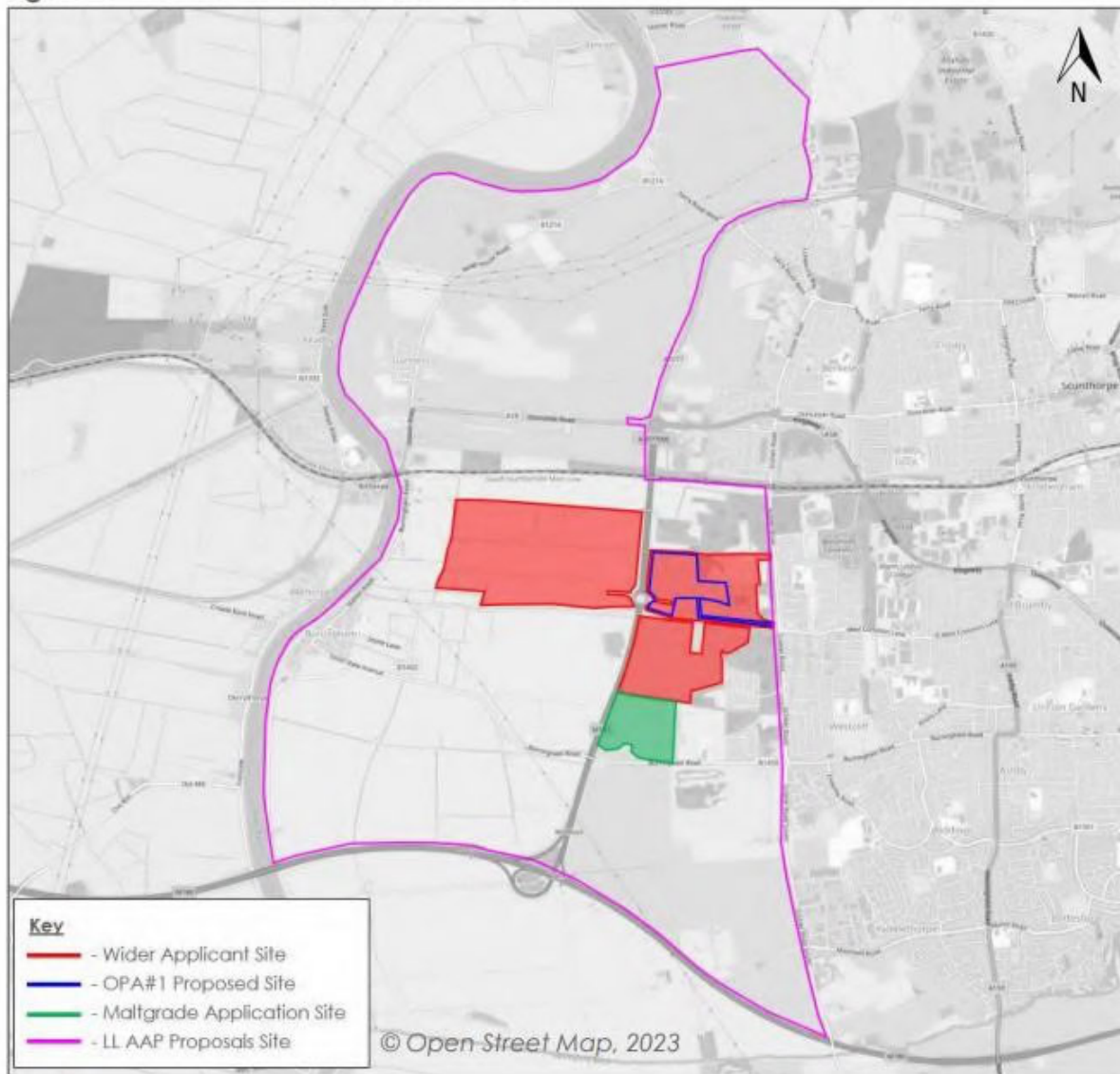


Figure 1. Northern Lincolnshire Lakes and OPA#1 (Extracted from TSN)

3 Existing Situation

3.1 The location of the application site, relative to the Strategic Road Network [SRN], is presented in **Figure 2**. The site is located approximately:

- 2.4km to the north of the M180 / M181 junction (M180 J3); and
- Adjacent to the M181 / A1077(M) roundabout.



Figure 2. Development site in relation to SRN

3.2 As part of the revised pre-application submission, BWB outline that the application will also comprise of:

- Up to 550 dwellings – an increase from the 430 considered to date;
- 1,000sqm food retail;
- 550sqm pub / restaurant;
- 949sqm non-food retail;
- 2,000sqm gym;
- 1,000sqm Doctors with pharmacy; and
- 500sqm creche.

3.3 Given the significant increase in proposed land uses as part of the site, the Applicant should ensure that the redline boundary of the site is made clear on any submitted application.

4 Transport Assessment

4.1 Due to the proximity of the site relative to the SRN, the JSJV would agree that the planning application should be accompanied by a TA; however, given the nature and

scale of development, we would also recommend that a Travel Plan and Construction Traffic management Plan also be submitted.

- 4.2 The impact of the development should be assessed based on relevant regional and national planning policy. In terms of the impact on the SRN, we would request that the Applicant makes reference to the following policy:
 - National Planning Policy Framework 2023;
 - Local Transport Note LTN 1/20, and
 - DfT Circular 01/2022 – Strategic Road network and the delivery of sustainable development.
- 4.3 In this regard, with reference to Circular 01/2022, National Highways will require that a vision for the development be set out. The vision should describe the aims of the development in terms of transport and illustrate how the Applicant will enable a reduction in the need to travel by private car and prioritise sustainable transport opportunities, ahead of capacity enhancements. Consequently, the TA may need to consider a set of scenarios to determine the optimum design and transport infrastructure to realise this vision.
- 4.4 The Applicant should put forward clear targets and commitments to manage down the traffic impact of development and maximise accessibility to and within the site by walking, wheeling, cycling, public transport and shared travel; hence, the Travel Plan should present suitable multi-modal (person) trip rates alongside any travel planning targets. The Transport Assessment should be prepared in line with Circular 01/2022, particularly paragraphs 47-54, and other pertinent and prevailing policy requirements.
- 4.5 Where an assessment indicates that the residual vehicle trip generation would have an unacceptable safety impact or the cumulative impacts on the SRN would be severe, the Applicant must identify when, in relation to the occupation of the development, transport improvements will become necessary.

Trip Generation

- 4.6 Previously, the AAP residential vehicle trip rates quoted by BWB, as shown in **Table 1**, were considered to be appropriate for the residential aspect of the proposed development after an independent review by the JSJV.

Table 1. AAP vehicle trip rates and generation

	AM Peak Period (08:00-09:00)			PM Peak Period (17:00-18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AAP trip rate	0.130	0.552	0.682	0.354	0.211	0.566
AAP trip gen	56	237	293	152	91	243

- 4.7 For the remaining aspects of the proposed development, BWB notes that TRICS will be used to inform the trip rates for the other land uses. BWB note that these non-residential uses essentially constitute a village centre, and that there are likely to be a significant number of internal and linked trips with the residential element. Such information will be available during the planning application stage, and the JSJV and National Highways will review this information when it is available.
- 4.8 The JSJV recommend that the trip rate and generation methodology used is clearly outlined, with all TRICS outputs and other associated calculations related to any trip internalisation or linked trips presented accordingly.

- 4.9 Additionally, we would recommend that the TA sets out the forecast person trip generation for the development, how the need to travel will be minimised, and the anticipated shift towards more sustainable modes. The measures and initiatives employed to achieve the mode shift should be set out in the Travel Plan and as discussed, referenced within the TA.
- 4.10 To this end, paragraph 44 states that “...promoters must put forward clear targets and commitments to manage down the traffic impact of development and maximise the accessibility of and within sites by walking, wheeling, cycling, public transport, and shared travel. Targets for achieving a modal shift to sustainable transport will need to be subject to sustained monitoring and management by an appointed travel plan coordinator.”
- 4.11 Given the above, the Applicant should forecast the person trip generation for the development, set out how the need to travel will be minimised, based upon sound, deliverable, and secured travel planning initiatives and forecast the anticipated shift towards more sustainable modes. Once the residual traffic generation is determined, its impact on the operation of the SRN should then be established.

Distribution

- 4.12 Previously, the BWB residential vehicle trip distribution, (as shown in **Figure 3**) was considered to be appropriate for the residential aspect of the proposed development after an independent review by the JSJV.

Point	Network Periphery Point	BWB Residential Traffic Distribution Pattern (Original)	BWB Revised Residential Traffic Distribution Pattern in accordance of NH comments	Difference
A	M18 (N)	2.8%	2.8%	0%
B	A161 (N)	0.0%	0.0%	0%
C	A18 (W)	1.0%	1.0%	0%
D	A1077 (N)	27.3%	22.8%	-4.5%
E	Scotter Road (N)	0.0%	0.0%	0%
F	Doncaster Road	32.1%	27.6%	-4.5%
G	A18 (E)	8.1%	8.1%	0%
H	West Common Lane	0.0%	0.0%	0%
I	Scotter Road S)	4.3%	4.3%	0%
J	A15 (N)	2.0%	2.0%	0%
K	Barnetby Top	3.7%	3.7%	0%
L	A15 (N)	4.7%	4.7%	0%
M	M180 (E)	3.5%	12.5%	+9.0%
N	A18 (S)	1.5%	1.5%	0%
O	A15 (S)	3.2%	3.2%	0%
P	A161 (S)	1.2%	1.2%	0%
Q	M18 (S)	5.0%	5.0%	0%
R	B1538	0.0%	0.0%	0%

Figure 3. BWB updated vehicle trip distribution

- 4.13 The vehicle distribution shown in **Figure 3** was presented within BWB’s email response (May 2024). The updated distribution assigns a higher percentage of trips eastwards via the M180 towards Immingham and Grimsby. The JSJV considered this approach appropriate as it aligned with our previous analysis, using National Highways’ gravity model GraHAM, which forecast a higher percentage of vehicle trips to route east along the M180.
- 4.14 Additionally, within BWB’s most recent email update, it is noted that the committed 2,500 dwelling Maltgrade development (application reference: PA/2015/0396) is to be included as a ‘sensitivity test’ in both the 2027 and 2036 assessment years given it’s committed status and potential impact on rerouting.

- 4.15 The JSJV welcomes this approach and recommends that all vehicle trip distributions are presented clearly on individual flow diagrams, including any impacts on the SRN.

Assessment Scenarios

- 4.16 BWB has proposed to use the following assessment year scenarios:

- *2027 (year of opening) Base + Committed
- *2027 (year of opening) Base + Committed + Development
- 2027 (year of opening) Base + Committed + Development - 'Sensitivity Test'
- *2036 (end of local plan) Base + Committed
- *2036 (end of local plan) Base + Committed + Development
- 2036 (end of local plan) Base + Committed + Development - 'Sensitivity Test' (inclusive of Maltgrade development)

**Committed will not include Maltgrade 2,500 dwelling development*

- 4.17 As previously noted, traffic associated with the Maltgrade development will be included within the 'sensitivity test' scenarios.

- 4.18 Whilst JSJV agree that an opening year of 2027 is acceptable, it is required that should the development be phased, these phases are tested accordingly, in adherence with paragraph 50 of Circular 01/22:

"50. An opening year assessment to include trips generated by the proposed development, forecasted growth and committed development shall be carried out to establish the residual transport impacts of a proposed development. For multi-phase developments, additional assessments shall be provided based on the opening of each phase."

- 4.19 If the opening year assessments demonstrate that a mitigation scheme is required in order to accommodate the impact of the proposed development, this would need to be assessed, agreed with National Highways and a Stage 1 Road Safety Audit undertaken prior to determination of the planning application.

Lincolnshire Lakes Remaining Trip Generation

- 4.20 The Applicant should provide a review of the total vehicle trip generation that was considered within the original AAP for the Lincolnshire Lakes Site and what percentage of this has been taken by other planning applications as well as the proposed development in question.

5 Travel Plan

- 5.1 The JSJV would note that the Travel Plan should be provided for National Highways to review. Nonetheless, we would note where a Travel Plan and a TA is required, this should support the vision of what the development is seeking to achieve.
- 5.2 The JSJV would expect the Applicant to "put forward clear targets and commitments to manage down the traffic impact of development and maximise the accessibility of and within sites by walking, wheeling, cycling, public transport and shared travel".
- 5.3 The Circular also states that "targets for achieving a modal shift to sustainable transport will need to be subject to sustained monitoring and management by an appointed travel plan coordinator" and that "advice on preparing and monitoring travel plans is contained in the planning practice guidance".
- 5.4 We would expect the Travel Plan (as a minimum) to include the following:

- Firm financial commitments with regards to funding for the measures proposed;
- Targets for mode shift and vehicular trip generation, which should be taken forward into the Transport Assessment;
- A sustained monitoring and management strategy to confirm that vehicle trip targets are being met; and
- A plan detailing the remediation process in the event that targets are not being met.

6 Construction Traffic Management Plan

6.1 Due to the proposed site location being in close proximity to the SRN, the JSJV would also recommend that a Construction Traffic Management Plan [CTMP] is submitted alongside the application. This should be provided to National Highways for review and agreement in writing prior to commencement of construction. Construction will then be expected to proceed in accordance with the approved CTMP.

6.2 The CTMP will need to include at least the following:

- A dust management plan;
- A noise management plan;
- Pollution prevention measures;
- Staffing numbers;
- Contractor parking;
- Construction traffic routes;
- Details of delivery arrangements (including for any abnormal loads); and
- Measures to limit and manage transfer of debris on to the highway.

7 Boundary Treatment

7.1 The site is located adjacent to the M181 / A1077(M) roundabout. Its western boundary is coincidental with the highway boundary.

7.2 Therefore, the Applicant should demonstrate to National Highways that there are no drainage, structural, boundary treatments or other constructions that would have an impact on National Highways land interests. It should be noted, for example, that the structural stability of the highway should not be undermined, and that surface water should not drain towards or into the highway. As stated within paragraph 57 of Circular 01/2022, for reasons of safety, liability and maintenance:

“...structures should be sited sufficiently far from the highway boundary of the SRN so that they cannot topple on to the SRN or undermine its geotechnical integrity. Alternatively, an appropriate structural assessment that accords with the DMRB must be provided. A Road Restraints Risk Assessment must also be carried out where any furniture, structures or other features would be sited adjacent to the SRN.”

7.3 Furthermore, to ensure the integrity of the highway drainage systems, paragraph 58 states:

“...no new connections into those systems from third party development and proposed drainage schemes will be accepted. Where there is already an existing informal or formal connection into the highway drainage system from a proposed development site, the right for a connection may be allowed to

continue provided that the flow, rate and quality of the discharge into the highway drainage system remains unaltered or results in a betterment. The company may require a drainage management and maintenance agreement to be entered into to secure this requirement in perpetuity.”

7.4 The JSJV would suggest therefore, that further information be provided with regards to the proposed boundary treatment between the M181 and the application site; particularly (but not exclusively), the information should consider:

- The impact of earthworks on the stability and integrity of the SRN;
- The impact of earthworks on drainage, and the drainage requirements needed to ensure that surface water does not flow from the application site on to the SRN;
- Access for maintenance of the highway boundary is maintained; and
- Boundary treatments are adequate and appropriate; particularly in regard to dazzle and distraction from opposing head lights.

Jack Lindsay

From: Louisa Simpson <Louisa.Simpson@northlincs.gov.uk>
Sent: 19 December 2024 15:52
To: Jack Lindsay
Subject: RE: 241112 - Lincolnshire Lakes, Phase 1 - Update on Transport works that will support forthcoming application

Follow Up Flag: Follow up
Flag Status: Flagged

This email originated from outside of our organisation. Please exercise caution with content, links and attachments.

Hi Jack,

Thanks for the e-mail below.

In addition to the committed developments identified, there are a couple of live planning applications which should be considered. These are:

[PA/2024/172 | North Lincolnshire Planning Portal](#) – outline planning for up to 19,000sq m of employment. Land to the north of Gallagher Retail Park, Scunthorpe

[PA/2023/1750 | North Lincolnshire Planning Portal](#) – 158 dwellings. Land to the north of Burringham Road, Scunthorpe

With regards to Berkeley Circle, although there is currently congestion there at peak hours this is to be expected as it is the main route from the west in/out of Scunthorpe. A number of improvement schemes have been identified over the years, although we currently don't have a preferred option. There is the potential that once the connections to the A1077 (M) via the southern and/or northern roundabouts are constructed and operational, this may alleviate some of the existing issues at Berkeley Circle, by providing alternative route to/from the west. The £2.9m LEP funding that is referred to, was diverted towards the construction of the northern roundabout.

Kind regards

Louisa Simpson
Highway Development Control Team Leader
Communities
North Lincolnshire Council

From: [REDACTED] 14:44
To: Louisa Simpson ; [REDACTED]
[REDACTED] 1 - Update on Transport works that will support forthcoming application

CAUTION: External Email. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Good afternoon James / Louisa,

Many thanks for your time yesterday, very useful.

As discussed, James if you could please review the implications of rerouting service no. 35 into the site, and identify likely S106 contribution requirements to facilitate this, that would be much appreciated.

Louisa, re. committed developments, we've included committed development traffic flows for the sites in the attached plan. These are sites where there are traffic flow diagrams in their respective TAs that route through our study area (the numbers relate to the attached excel spreadsheet – Com Dev 6 refers to the 81 dwellings proposed on [land South of Silica Lodge Garden Centre](#)). Are there any additional that we need to specifically include? Note we have reviewed the attached committed development list, and as mentioned previously the Maltgrade 2,500 dwellings is included in the sensitivity test.

Also, are you able to share the latest re. committed highway improvements at Berkeley Roundabout? Appreciate time has moved on since it was written in 2016, however the Malgrate TA stated the below:

The impact of development on the Berkeley Circle junction has been assessed. Improvement schemes are being considered as part of the Gallagher scheme committed development. In addition, NLC have provisionally secured £2.9 million from the Greater Lincolnshire LEP for improvements to Berkeley Circle in 2016/17. Therefore the impact of the development with a proposed junction improvement layout has been assessed. Pell Frishcman have been developing the highway improvement scheme design with a number of options proposed. The latest plans (titled 'option 2') received from NLC on the 16/12/14 have been assessed. These comprise Doncaster Road and Kingsway merging at a signalised junction and the existing 5-arm roundabout becoming a 4-arm roundabout. Both the roundabout and the new signalised T junction have been assessed and the outputs are summarised in the tables below.

Kind regards

Jack Lindsay (BA)Hons MSc MCIHT
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5th Floor, Waterfront House, Station Street, Nottingham, NG2 3DQ
T: 0115 924 1100 | M: 07442 283286 | W: bwbconsulting.com



From: Jack Lindsay
Sent: 04 December 2024 12:18
To: 'Louisa Simpson'
Cc: Paul Wilson ; Kim Carter ; Olivier Sanga
Subject: RE: 241112 - Lincolnshire Lakes, Phase 1 - Update on Transport works that will support forthcoming application

No problem, thanks for getting back to me Louisa,

The forthcoming application (and associated TA and TP) will just be assessing the impact of Phase 1 (up to 550 dwellings and non-resi land uses). No employment (B2 / B8) type development is being considered as part of the Phase 1 application.

Yes we are using the APP resi trip rates as requested by NH.

We are in the rounds of considering what could be a suitable TP strategy. The closest existing stops to the site are on Scotter Road to the east (see attached bus stop and route maps), and an active travel connection (with improvements to crossing facilities on Scotter Road) will be proposed as part of the forthcoming application.

A vehicular through route from the M181 access roundabout, to Scotter Road, is not included in this phase of development however, so in order for a public transport service to stop on site, it will need to access / egress via the roundabout access on the M181 in the interim.

It's acknowledged that a teams meeting is scheduled for the 17th to discuss all things Highways, however I would welcome the opportunity to discuss PT provision before then if possible. If you have any time early next week (with your PT colleagues) that would be much appreciated?

Kind regards

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From: Louisa Simpson <Louisa.Simpson@northlincs.gov.uk>
Sent: 29 November 2024 13:34
To: Jack Lindsay <[REDACTED]>
Subject: RE: 241112 - Lincolnshire Lakes, Phase 1 - Update on Transport works that will support forthcoming application

This email originated from outside of our organisation. Please exercise caution with content, links and attachments.

Afternoon Jack,

Thank you for your e-mail and apologies for not responding sooner.

The previous scoping note set looked at two strategies of development:

- 1) Wider Lincolnshire Lakes development
- 2) Outline planning application (which would now be residential and the local centre uses)

Is the intention for the TA still to assess both of these?

With regards to the trip rates, I'm assuming the residential trip rates are as those shown in the table below (AAP trip rates, as recommended by National Highways) :

	Arrivals	Departures	Two-way
AM Peak	0.130	0.552	0.682
PM Peak	0.354	0.211	0.466

I'm assuming the following trip rates will be used for the employment element, as recommended by National Highways.

Table 5. The JSJV proposed vehicle trip generation analysis (120,000)

	AM Peak Period (08:00-09:00)			PM Peak Period (17:00-18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Vehicle trip rate	0.368	0.144	0.512	0.114	0.341	0.455
Veh. trip gen	442	173	614	137	409	546

I can confirm that the proposed highway assessment scenarios are acceptable, as are the identified junctions for assessment.

On a more general note, I have recently submitted our comments to the Planning Case Officer with regards to their request for Pre-app advice.

Kind regards

Louisa Simpson
 Highway Development Control Team Leader
 Communities
 North Lincolnshire Council

From: Jack Lindsay <[REDACTED]>
Sent: 12 November 2024 13:13
To: Louisa Simpson <Louisa.Simpson@northlincs.gov.uk>
Cc: [REDACTED]

Subject: 241112 - Lincolnshire Lakes, Phase 1 - Update on Transport works that will support forthcoming application

You don't often get email from jack.lindsay@bwbconsulting.com. [Learn why this is important](#)

CAUTION: External Email. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Good afternoon Louisa,

I hope all is well?

You'll recall initial highways scoping discussions were carried out with my colleagues Paul Wilson and Amarjit Bilkhu in 2023 and early 2024, regarding a forthcoming planning application for Lincolnshire Lakes Phase 1.

Amarjit has since left BWB, and I am picking up the reigns.

After a period of hiatus, we've been tasked to move this forward at extreme pace and complete the Transport Assessment and Travel Plan for a planning submission in January 2025.

Ideally, we would re-enter into scoping discussions, however unfortunately time is not on our side here, so the intention is to build on the productive scoping discussions completed to date with yourselves and National Highways (NH) in order to produce a Transport Assessment in the best possible light.

To provide an update, see attached email trail with NH, essentially up to the point before the project was put on hold earlier this year.

Ultimately, we agreed the trip generation and distribution for a residential scheme at the time with NH, which we trust will also be acceptable to NLC as local highway authority so that we are using one set of (residential) trip rates and one distribution pattern. The information will be used in the forthcoming TA, however it's recently been confirmed that the application is to now include the following, the vast majority of which was not considered at scoping:

- Up to 550 dwellings – an increase from 430 considered to date
- 1,000sqm food retail
- 550sqm pub / restaurant
- 949sqm non-food retail
- 2,000sqm gym
- 1,000sqm Doctors with pharmacy
- 500sqm creche

It's noted a number of additional land uses are to be included in the permission. The proposals essentially form a 'local centre', and there will be a significant number of internal and linked trips associated with the residential proposals, together with pass by trips in the weekday peak hour periods. We will however generate trips for the above land uses using suitable TRICS trip rates, and will consider non-primary trip proportions and present realistic development trip weekday AM and PM peak scenarios based on the best evidence available (TRICS research) and our professional judgement, considering we won't unfortunately have time to re-scope.

The following highway assessment scenarios will be used to quantify the development's impact on the highway network (and ultimately identify if/where highway mitigation is required) unless we promptly hear anything to the contrary:

- *2027 (year of opening) Base + Committed
- *2027 (year of opening) Base + Committed + Development
- 2027 (year of opening) Base + Committed + Development - 'Sensitivity Test'
- *2036 (end of local plan) Base + Committed
- *2036 (end of local plan) Base + Committed + Development
- 2036 (end of local plan) Base + Committed + Development - 'Sensitivity Test'

**Committed will not include Maltgrade 2,500 dwelling development*

The committed 2,500 dwelling Maltgrade development (application reference: PA/2015/0396) is to be included as a 'sensitivity test' in both the 2027 and 2036 assessment years given it's committed status and potential impact on rerouting. We plan to simply use the information provided in the ARUP TA that supported the Maltgrade application (attached) to consider the committed highway links' impacts on rerouting of base traffic again unless we promptly hear anything to the contrary.

We intend to stick with the previously agreed study area for the planning application submission repeated below for ease of reference, but will take a view and comment on wider junctions where considered appropriate in the TA, considering the goal posts have changed development quantum wise:

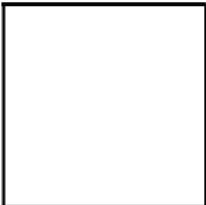
- Junction 1: M180 Junction 3.
- Junction 2: Site Access (M181/A1077 Roundabout).
- Junction 3: M181/A1077/A18 Roundabout.

- Junction 4: Scotter Road/Doncaster Road/A18 Roundabout.
- Junction 5: Scotter Road/Brumby Common Lane/West Common Lane Junction.
- Junction 6: A1077/B1216 signalised junction.
- Junction 7: A1077/Scotter Road/Holyrood Drive roundabout.

The above is for your information, and if there are any specific elements you'd like to discuss, and / or anything that you would like to highlight to inform our assessment (relevant highway mitigation proposals etc) please don't hesitate to get in touch. We are in the rounds of considering public transport requirements, and I'll try calling at some point in the coming days to gauge your position on PT requirements. We would also happily meet with you to explore further for example but appreciate that you will no doubt be busy and we have no option but to hit the above at pace; we would be grateful to hear back from you one way or another mind. Thanks in advance

Kind regards

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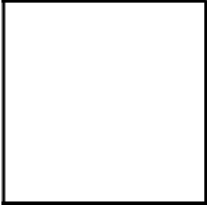
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Jack Lindsay

From: James Lawson [REDACTED]
Sent: 23 December 2024 14:13
To: Jack Lindsay
Cc: Louisa Simpson
Subject: FW: Lincolnshire Lakes Development

Follow Up Flag: Follow up
Flag Status: Flagged

This email originated from outside of our organisation. Please exercise caution with content, links and attachments.

Hi Jack

Please see the below email from Stagecoach.

The service cost is significantly higher than I would have expected due to the need for extra resource. Currently, this is estimated to be [REDACTED] per annum for the service 35 service extension.

Let me know if you need anything further.

Many thanks

James Lawson

Senior Public Transport Officer

North Lincolnshire Council

Communities

01724 296946

From: Dave Skepper
Sent: 23 December 2024 11:44
To: James Lawson
Cc: Jenny Couch ; Abigail Burrige
Subject: Re: Lincolnshire Lakes Development

CAUTION: External Email. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Good morning, James

Thanks for the email below regarding the Lincolnshire Lakes Development.

Unfortunately, the link will not open to the outline plan; I think I need authorisation? However, from your email, my understanding is there will be restricted access to the new site, which means buses will need to divert from the M181 roundabout on Doncaster Road, go down to the site, turn around, and return to the same roundabout.

It's disappointing to hear planning permission has been given for house building before the Scotter Road link is constructed. Over the last fifteen years or so, we have discussed many times that the best way of serving Lincolnshire Lakes and Gallagher Retail Park is to push a link through from Scotter Road so buses can provide a logical route in both directions. Also, we have suggested building should start adjacent to Scotter Road in the first phase, so new residents can be served by the existing bus network at Westcliff, which would be within walking distance.

We know from experience, bus passengers dislike 'spur' routes where the bus needs to leave the main route and travel down to a dead end before turning around and coming back; such spurs are frustrating for through passengers who are already on the bus and see the diversion as an unnecessary delay to their journeys.

Against the above background, I agree diverting Service 35 is probably the least damaging option for the existing bus network, but the route change is likely to generate complaints from through

customers and may lead to a reduction in passenger numbers; this is especially the case where people have a choice of using the bus or other travel means.

As you know, the existing bus service is a one bus working but the vehicle cycle is fairly tight; adding the extra resource to serve Lincolnshire Lakes will actually help punctuality. Although there will only be a small increase in mileage, the extra time required to deliver the extended route will require an additional bus and driver resource; the additional cost will be circa £240k per year and this sum will need indexing linking to inflation to maintain its value until the delivery date of the scheme. The cost can be offset by any generated revenue from the revised service.

There will need to be some capital provision for new bus stop and shelter infrastructure.

Also, we probably need to reserve an amount for publicity and marketing. New home welcome packs cost around £5 to produce; these usually contain complimentary vouchers for some weekly tickets to encourage new residents to try the bus service; a Scunthorpe Megarider is currently £18, and a Megarider Connect valid for the whole Service 35 route is [REDACTED]

I hope all the above helps but if you have any queries, please let me know.

Kind regards

Dave

Dave Skepper

Commercial Director

Stagecoach East Midlands

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From: James Lawson <James.Lawson@northlincs.gov.uk>

Sent: 10 December 2024 09:37

To: Dave Skepper <Dave.Skepper@stagecoachbus.com>

Cc: Jenny Couch <Jenny.Couch@northlincs.gov.uk>; Abigail Burridge <Abigail.Burridge@northlincs.gov.uk>

Subject: Lincolnshire Lakes Development

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Good morning, Dave

I wanted to update you on the recent meeting regarding the Lincolnshire Lakes development.

This phase of the development will include 550 homes, but access will initially be limited to the M181 roundabout. Access from Scotter Road is not expected for several years. The development will feature bus stops and a turning circle.

The anticipated opening for this development is late 2026 to early 2027.

Given this, it seems logical to extend the 35 route (see attached Site Plan).

Could you please provide an initial estimate for this extension? Let's say we do all runs to and from the new estate. May provide an opportunity to extend operating hours to 6-7PM.

I need to submit costings and proposals by the new year if possible.

I also welcome any alternative proposals you might have.

Kind regards

James Lawson
Senior Public Transport Officer
North Lincolnshire Council
Communities

01724 296946

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Appendix 3: Traffic Survey Data

Lincolnshire Lakes
Classified Junction Count

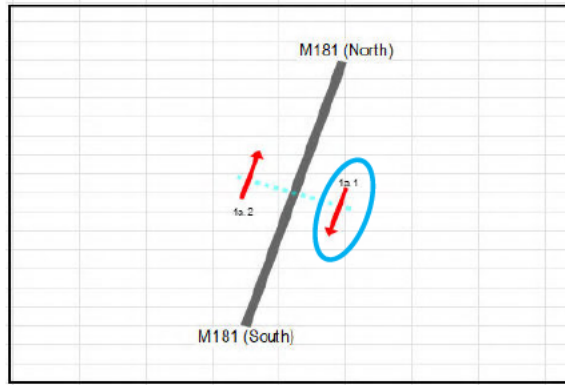
Site 1 of 10
M181 (North)
M181 (South)

Lat/Long
lat 53.558217° lon -0.709866°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 1a.1: Southbound from M181 (North) to M181 (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	120	0	34	8	17	0	180	205.50
0715 - 0730	0	1	107	0	25	3	22	0	158	187.50
0730 - 0745	0	0	99	2	38	1	14	0	154	172.70
0745 - 0800	0	1	91	0	35	1	15	0	143	162.40
Hourly Total	0	3	417	2	132	13	68	0	635	728.10
Hourly Average	0.00	0.75	104.25	0.50	33.00	3.25	17.00	0.00	158.75	182.03
0800 - 0815	0	1	93	1	26	9	19	0	149	177.60
0815 - 0830	0	0	91	0	20	3	18	0	132	156.90
0830 - 0845	0	0	55	1	17	1	22	1	97	127.10
0845 - 0900	0	1	62	1	29	4	18	1	116	141.80
Hourly Total	0	2	301	3	92	17	77	2	494	603.40
Hourly Average	0.00	0.50	75.25	0.75	23.00	4.25	19.25	0.50	123.50	150.85
0900 - 0915	0	0	59	1	24	5	15	0	104	126.00
0915 - 0930	0	0	84	0	24	6	30	1	145	188.00
0930 - 0945	0	0	62	1	21	6	17	1	108	134.10
0945 - 1000	0	0	53	1	21	7	20	0	102	131.50
Hourly Total	0	0	258	3	90	24	82	2	459	579.60
Hourly Average	0.00	0.00	64.50	0.75	22.50	6.00	20.50	0.50	114.75	144.90
Session Total	0	5	976	8	314	54	227	4	1588	1911.10
Session Average	0.00	0.42	81.33	0.67	26.17	4.50	18.92	0.33	132.33	159.26
PCU	0	1	374	3	119	32	152	0	681	670
HGV						14	66		80	670
Vehicles	0	2	374	3	119	14	66	0	578	670

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1a.1: Southbound from M181 (North) to M181 (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	145	0	46	4	15	0	210	231.50
1615 - 1630	0	0	142	1	30	1	18	0	192	215.90
1630 - 1645	0	0	142	2	32	2	20	0	198	225.00
1645 - 1700	0	0	123	0	35	3	10	0	171	185.50
Hourly Total	0	0	552	3	143	10	63	0	771	857.90
Hourly Average	0.00	0.00	138.00	0.75	35.75	2.50	15.75	0.00	192.75	214.48
1700 - 1715	0	0	120	0	26	5	12	0	163	181.10
1715 - 1730	0	0	146	0	18	2	13	0	179	196.90
1730 - 1745	0	0	105	0	13	1	5	0	124	131.00
1745 - 1800	0	0	98	1	11	1	8	0	119	129.90
Hourly Total	0	0	469	1	68	9	38	0	585	638.90
Hourly Average	0.00	0.00	117.25	0.25	17.00	2.25	9.50	0.00	146.25	159.73
1800 - 1815	0	1	89	0	13	0	4	0	107	111.60
1815 - 1830	0	1	81	1	8	1	9	0	101	112.60
1830 - 1845	0	0	58	0	7	1	3	0	69	73.40
1845 - 1900	0	1	54	0	15	0	8	0	78	87.80
Hourly Total	0	3	282	1	43	2	24	0	355	385.40
Hourly Average	0.00	0.75	70.50	0.25	10.75	0.50	6.00	0.00	88.75	96.35
Session Total	0	3	1303	5	254	21	125	0	1711	1882.20
Session Average	0.00	0.25	108.58	0.42	21.17	1.75	10.42	0.00	142.58	156.85
PCU	0	0	552	3	143	23	145	0	866	858
HGV						10	63		73	858
Vehicles	0	0	552	3	143	10	63	0	771	858

Lincolnshire Lakes
Classified Junction Count

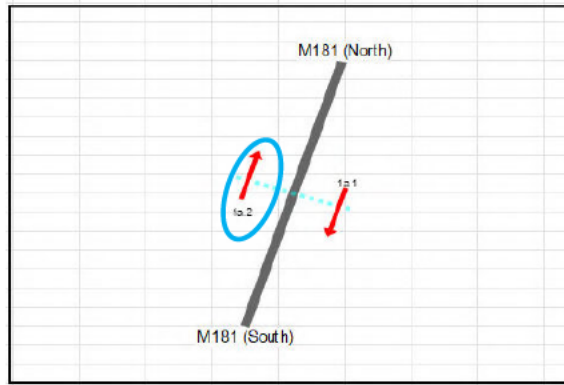
Site 1 of 10
M181 (North)
M181 (South)

Lat/Long
lat 53.558217° lon -0.709866°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 1a.2: Northbound from M181 (South) to M181 (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	17	0	4	1	5	0	27	34.00
0715 - 0730	0	0	11	0	6	1	6	1	25	34.30
0730 - 0745	0	0	31	0	2	1	6	1	41	50.30
0745 - 0800	0	0	38	0	7	2	6	0	53	61.80
Hourly Total	0	0	97	0	19	5	23	2	146	180.40
Hourly Average	0.00	0.00	24.25	0.00	4.75	1.25	5.75	0.50	36.50	45.10
0800 - 0815	0	0	20	1	4	0	2	0	27	29.60
0815 - 0830	0	0	22	1	6	1	4	0	34	39.70
0830 - 0845	0	0	21	0	6	0	4	0	31	36.20
0845 - 0900	0	0	24	0	3	0	6	1	34	42.80
Hourly Total	0	0	87	2	19	1	16	1	126	148.30
Hourly Average	0.00	0.00	21.75	0.50	4.75	0.25	4.00	0.25	31.50	37.08
0900 - 0915	0	0	25	0	3	2	7	0	37	47.10
0915 - 0930	0	0	10	0	4	2	4	0	20	26.20
0930 - 0945	0	0	9	0	2	0	5	0	16	22.50
0945 - 1000	0	0	17	0	2	1	4	0	24	29.70
Hourly Total	0	0	61	0	11	5	20	0	97	125.50
Hourly Average	0.00	0.00	15.25	0.00	2.75	1.25	5.00	0.00	24.25	31.38
Session Total	0	0	245	2	49	11	59	3	369	454.20
Session Average	0.00	0.00	20.42	0.17	4.08	0.92	4.92	0.25	30.75	37.85
PCU	0	0	111	2	19	9	41	2	185	181
HGV						4	18		22	181
Vehicles	0	0	111	2	19	4	18	1	155	181

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1a.2: Northbound from M181 (South) to M181 (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	19	0	5	0	3	0	27	30.90
1615 - 1630	0	0	24	0	5	0	1	0	30	31.30
1630 - 1645	0	0	19	0	7	0	1	0	27	28.30
1645 - 1700	0	0	24	0	8	0	3	0	35	38.90
Hourly Total	0	0	86	0	25	0	8	0	119	129.40
Hourly Average	0.00	0.00	21.50	0.00	6.25	0.00	2.00	0.00	29.75	32.35
1700 - 1715	0	0	16	0	6	0	2	0	24	26.60
1715 - 1730	0	0	32	0	2	0	3	0	37	40.90
1730 - 1745	0	0	26	0	1	1	4	0	32	37.70
1745 - 1800	0	0	21	0	6	0	2	0	29	31.60
Hourly Total	0	0	95	0	15	1	11	0	122	136.80
Hourly Average	0.00	0.00	23.75	0.00	3.75	0.25	2.75	0.00	30.50	34.20
1800 - 1815	0	0	13	0	3	1	3	0	20	24.40
1815 - 1830	0	0	15	0	2	0	1	0	18	19.30
1830 - 1845	0	0	9	0	3	0	4	0	16	21.20
1845 - 1900	0	0	16	0	2	1	3	0	22	26.40
Hourly Total	0	0	53	0	10	2	11	0	76	91.30
Hourly Average	0.00	0.00	13.25	0.00	2.50	0.50	2.75	0.00	19.00	22.83
Session Total	0	0	234	0	50	3	30	0	317	357.50
Session Average	0.00	0.00	19.50	0.00	4.17	0.25	2.50	0.00	26.42	29.79
PCU	0	0	86	0	25	0	18	0	129	129
HGV						0	8		8	129
Vehicles	0	0	86	0	25	0	8	0	119	129

Lincolnshire Lakes
Classified Junction Count

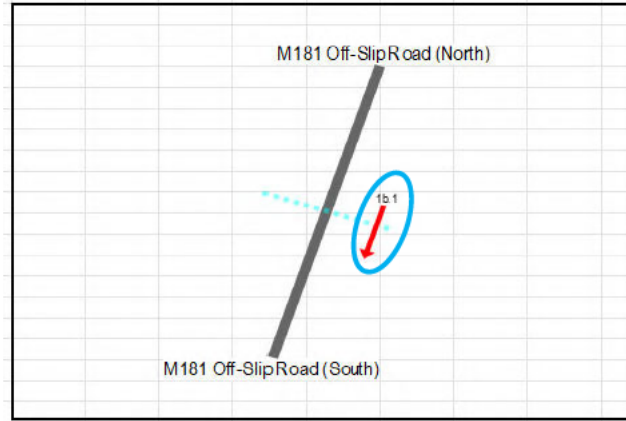
Site 2 of 10
M181 Off-Slip Road (North)
M181 Off-Slip Road (South)

Lat/Long
lat 53.558186° lon -0.709576°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 1b.1: Southbound from M181 Off-Slip Road (North) to M181 Off-Slip Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	15	0	8	1	2	0	26	29.10
0715 - 0730	0	0	14	0	3	0	4	0	21	26.20
0730 - 0745	0	0	25	0	11	1	6	0	43	51.30
0745 - 0800	0	0	13	0	6	3	7	0	29	39.60
Hourly Total	0	0	67	0	28	5	19	0	119	146.20
Hourly Average	0.00	0.00	16.75	0.00	7.00	1.25	4.75	0.00	29.75	36.55
0800 - 0815	0	0	15	0	11	1	11	0	38	52.80
0815 - 0830	0	0	18	0	10	1	4	0	33	38.70
0830 - 0845	0	1	15	0	8	2	3	0	29	33.30
0845 - 0900	0	0	24	1	6	1	3	0	35	39.40
Hourly Total	0	1	72	1	35	5	21	0	135	164.20
Hourly Average	0.00	0.25	18.00	0.25	8.75	1.25	5.25	0.00	33.75	41.05
0900 - 0915	0	0	14	0	4	0	2	0	20	22.60
0915 - 0930	0	0	16	0	4	1	6	0	27	35.30
0930 - 0945	0	0	21	0	3	2	3	0	29	33.90
0945 - 1000	0	0	10	0	4	1	5	0	20	27.00
Hourly Total	0	0	61	0	15	4	16	0	96	118.80
Hourly Average	0.00	0.00	15.25	0.00	3.75	1.00	4.00	0.00	24.00	29.70
Session Total	0	1	200	1	78	14	56	0	350	429.20
Session Average	0.00	0.08	16.67	0.08	6.50	1.17	4.67	0.00	29.17	35.77
PCU	0	0	71	0	38	14	64	0	187	182
HGV	0	0	0	0	0	6	28	0	34	182
Vehicles	0	0	71	0	38	6	28	0	143	182

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1b.1: Southbound from M181 Off-Slip Road (North) to M181 Off-Slip Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	33	1	5	1	4	0	44	49.70
1615 - 1630	0	0	25	0	9	1	1	0	36	37.80
1630 - 1645	0	0	35	1	7	0	5	0	48	54.50
1645 - 1700	0	0	37	0	5	0	1	0	43	44.30
Hourly Total	0	0	130	2	26	2	11	0	171	186.30
Hourly Average	0.00	0.00	32.50	0.50	6.50	0.50	2.75	0.00	42.75	46.58
1700 - 1715	0	0	53	0	4	0	1	0	58	59.30
1715 - 1730	0	0	39	0	3	0	3	0	45	48.90
1730 - 1745	0	0	16	0	3	1	3	0	23	27.40
1745 - 1800	0	0	25	0	2	0	1	0	28	29.30
Hourly Total	0	0	133	0	12	1	8	0	154	164.90
Hourly Average	0.00	0.00	33.25	0.00	3.00	0.25	2.00	0.00	38.50	41.23
1800 - 1815	0	3	22	0	6	0	3	0	34	36.10
1815 - 1830	0	0	20	0	3	1	3	0	27	31.40
1830 - 1845	0	0	12	0	2	1	0	0	15	15.50
1845 - 1900	0	0	10	0	1	0	3	0	14	17.90
Hourly Total	0	3	64	0	12	2	9	0	90	100.90
Hourly Average	0.00	0.75	16.00	0.00	3.00	0.50	2.25	0.00	22.50	25.23
Session Total	0	3	327	2	50	5	28	0	415	452.10
Session Average	0.00	0.25	27.25	0.17	4.17	0.42	2.33	0.00	34.58	37.68
PCU	0	0	130	2	26	5	25	0	188	186
HGV	0	0	0	0	0	2	11	0	13	186
Vehicles	0	0	130	2	26	2	11	0	171	186

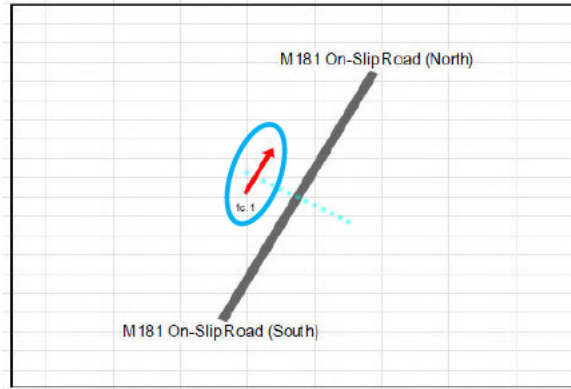
Lincolnshire Lakes
Classified Junction Count

Site 3 of 10
M181 On-Slip Road (North)
M181 On-Slip Road (South)

Lat/Long
lat 53.559671° lon -0.709516°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C



0700 - 1000 (Weekday AM Peak)

TIME	Movement 1c.1: Northbound from M181 On-Slip Road (South) to M181 On-Slip Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	78	1	39	5	21	0	144	173.80
0715 - 0730	0	0	75	1	49	9	21	0	155	186.80
0730 - 0745	0	0	131	1	46	8	23	0	209	242.90
0745 - 0800	0	0	188	0	47	7	19	0	261	289.20
Hourly Total	0	0	472	3	181	29	84	0	769	892.70
Hourly Average	0.00	0.00	118.00	0.75	45.25	7.25	21.00	0.00	192.25	223.18
0800 - 0815	0	0	122	1	52	10	21	0	206	238.30
0815 - 0830	0	0	153	0	55	8	16	0	232	256.80
0830 - 0845	0	1	132	3	47	6	22	0	211	242.00
0845 - 0900	0	0	122	1	30	9	13	1	176	198.40
Hourly Total	0	1	529	5	184	33	72	1	825	935.50
Hourly Average	0.00	0.25	132.25	1.25	46.00	8.25	18.00	0.25	206.25	233.88
0900 - 0915	0	0	76	2	31	6	22	0	137	168.60
0915 - 0930	0	0	88	3	38	4	22	0	155	185.60
0930 - 0945	0	0	81	1	29	4	19	0	134	160.70
0945 - 1000	0	0	94	0	26	4	21	0	145	174.30
Hourly Total	0	0	339	6	124	18	84	0	571	689.20
Hourly Average	0.00	0.00	84.75	1.50	31.00	4.50	21.00	0.00	142.75	172.30
Session Total	0	1	1340	14	489	80	240	1	2165	2517.40
Session Average	0.00	0.08	111.67	1.17	40.75	6.67	20.00	0.08	180.42	209.78
PCU	0	0	594	2	200	76	182	0	1054	1027
HGV						33	79		112	1027
Vehicles	0	0	594	2	200	33	79	0	908	1027

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1c.1: Northbound from M181 On-Slip Road (South) to M181 On-Slip Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	86	0	26	4	17	0	133	157.10
1615 - 1630	0	0	103	1	22	3	14	0	143	162.70
1630 - 1645	0	1	98	0	24	3	13	0	139	156.80
1645 - 1700	0	0	114	0	35	0	12	0	161	176.60
Hourly Total	0	1	401	1	107	10	56	0	576	653.20
Hourly Average	0.00	0.25	100.25	0.25	26.75	2.50	14.00	0.00	144.00	163.30
1700 - 1715	0	0	114	0	21	3	14	0	152	171.70
1715 - 1730	0	0	122	1	23	0	11	0	157	171.30
1730 - 1745	0	1	151	1	18	1	12	2	186	203.50
1745 - 1800	0	3	136	1	21	1	14	0	176	192.90
Hourly Total	0	4	523	3	83	5	51	2	671	739.40
Hourly Average	0.00	1.00	130.75	0.75	20.75	1.25	12.75	0.50	167.75	184.85
1800 - 1815	0	0	98	1	25	1	9	1	135	148.20
1815 - 1830	0	1	99	2	14	1	5	0	122	128.40
1830 - 1845	0	1	86	0	9	2	15	1	114	134.90
1845 - 1900	0	1	76	0	7	0	16	0	100	120.20
Hourly Total	0	3	359	3	55	4	45	2	471	531.70
Hourly Average	0.00	0.75	89.75	0.75	13.75	1.00	11.25	0.50	117.75	132.93
Session Total	0	8	1283	7	245	19	152	4	1748	1924.30
Session Average	0.00	0.67	106.92	0.58	20.42	1.58	12.67	0.33	143.17	160.36
PCU	0	0	401	1	107	23	129	0	661	653
HGV						10	56		66	653
Vehicles	0	1	401	1	107	10	56	0	576	653

Lincolnshire Lakes
Classified Junction Count

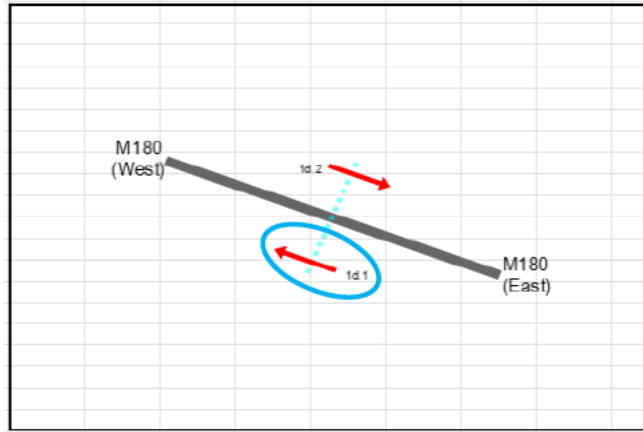
Site 4 of 10
M180 (East)
M180 (West)

Lat/Long
lat 53.556278° lon -0.710058°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 1d.1: Westbound from M180 (East) to M180 (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	95	0	68	13	45	0	221	286.00
0715 - 0730	0	0	122	0	101	13	68	0	304	398.90
0730 - 0745	0	0	151	0	102	22	70	0	345	447.00
0745 - 0800	0	0	172	0	103	13	63	0	351	439.40
Hourly Total	0	0	540	0	374	61	246	0	1221	1571.30
Hourly Average	0.00	0.00	135.00	0.00	93.50	15.25	61.50	0.00	305.25	392.83
0800 - 0815	0	1	173	0	84	22	38	1	319	379.80
0815 - 0830	0	0	163	0	93	18	58	0	332	416.40
0830 - 0845	0	0	155	0	66	9	54	1	285	360.70
0845 - 0900	0	1	127	0	53	9	64	0	254	341.10
Hourly Total	0	2	618	0	296	58	214	2	1190	1498.00
Hourly Average	0.00	0.50	154.50	0.00	74.00	14.50	53.50	0.50	297.50	374.50
0900 - 0915	0	0	147	0	54	16	51	0	268	342.30
0915 - 0930	0	0	136	0	56	9	72	0	273	371.10
0930 - 0945	0	0	155	0	58	9	60	0	282	364.50
0945 - 1000	0	0	130	0	45	15	71	1	262	362.80
Hourly Total	0	0	568	0	213	49	254	1	1085	1440.70
Hourly Average	0.00	0.00	142.00	0.00	53.25	12.25	63.50	0.25	271.25	360.18
Session Total	0	2	1726	0	883	168	714	3	3496	4510.00
Session Average	0.00	0.17	143.83	0.00	73.58	14.00	59.50	0.25	291.33	375.83
PCU	0	0	659	0	382	173	527	2	1743	1683
HGV						75	229		304	1683
Vehicles	0	1	659	0	382	75	229	1	1347	1683

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1d.1: Westbound from M180 (East) to M180 (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	115	0	32	4	31	1	184	226.70
1615 - 1630	0	1	186	0	78	5	67	0	337	426.00
1630 - 1645	0	1	197	0	40	2	75	0	315	412.90
1645 - 1700	0	2	171	0	48	1	85	0	307	416.80
Hourly Total	0	5	669	0	198	12	258	1	1143	1482.40
Hourly Average	0.00	1.25	167.25	0.00	49.50	3.00	64.50	0.25	285.75	370.60
1700 - 1715	0	0	187	0	30	5	58	1	281	359.90
1715 - 1730	0	0	138	0	38	4	87	0	267	382.10
1730 - 1745	0	8	156	0	20	8	67	0	259	345.30
1745 - 1800	0	0	123	0	26	2	54	0	205	276.20
Hourly Total	0	8	604	0	114	19	266	1	1012	1363.50
Hourly Average	0.00	2.00	151.00	0.00	28.50	4.75	66.50	0.25	253.00	340.88
1800 - 1815	0	0	129	0	15	8	61	0	213	296.30
1815 - 1830	0	1	107	0	12	3	49	0	172	236.60
1830 - 1845	0	0	101	0	11	5	46	0	163	225.30
1845 - 1900	0	1	99	0	12	3	42	0	157	212.50
Hourly Total	0	2	436	0	50	19	198	0	705	970.70
Hourly Average	0.00	0.50	109.00	0.00	12.50	4.75	49.50	0.00	176.25	242.68
Session Total	0	15	1709	0	362	50	722	2	2860	3816.60
Session Average	0.00	1.25	142.42	0.00	30.17	4.17	60.17	0.17	238.33	318.05
PCU	0	2	669	0	198	28	593	2	1492	1482
HGV						12	258		270	1482
Vehicles	0	5	669	0	198	12	258	1	1143	1482

Lincolnshire Lakes
Classified Junction Count

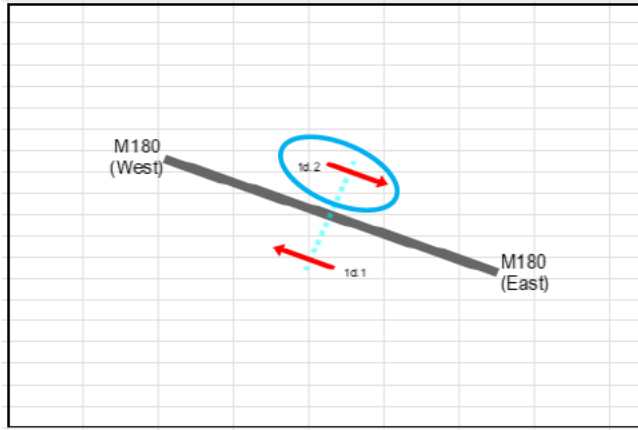
Site 4 of 10
M180 (East)
M180 (West)

Lat/Long
lat 53.556278° lon -0.710058°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 1d.2: Eastbound from M180 (West) to M180 (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	84	0	40	9	93	0	227	351.80
0715 - 0730	0	0	139	0	51	17	117	3	327	490.60
0730 - 0745	0	0	188	0	60	14	125	0	387	556.50
0745 - 0800	0	0	125	0	45	6	119	0	295	452.70
Hourly Total	0	1	536	0	196	46	454	3	1236	1851.60
Hourly Average	0.00	0.25	134.00	0.00	49.00	11.50	113.50	0.75	309.00	462.90
0800 - 0815	0	0	147	0	63	16	102	0	328	468.60
0815 - 0830	0	0	168	0	57	13	91	2	331	457.80
0830 - 0845	0	0	120	0	44	12	92	2	270	397.60
0845 - 0900	0	0	140	0	46	11	83	0	280	393.40
Hourly Total	0	0	575	0	210	52	368	4	1209	1717.40
Hourly Average	0.00	0.00	143.75	0.00	52.50	13.00	92.00	1.00	302.25	429.35
0900 - 0915	0	1	122	0	53	15	105	1	297	441.40
0915 - 0930	0	1	119	0	42	16	90	0	268	392.40
0930 - 0945	0	0	153	0	31	20	80	0	284	398.00
0945 - 1000	0	0	109	0	40	16	75	0	240	345.50
Hourly Total	0	2	503	0	166	67	350	1	1089	1577.30
Hourly Average	0.00	0.50	125.75	0.00	41.50	16.75	87.50	0.25	272.25	394.33
Session Total	0	3	1614	0	572	165	1172	8	3534	5146.30
Session Average	0.00	0.25	134.50	0.00	47.67	13.75	97.67	0.67	294.50	428.86
PCU	0	0	628	0	225	113	1005	4	1975	1936
HGV						49	437		486	1936
Vehicles	0	0	628	0	225	49	437	2	1341	1936

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1d.2: Eastbound from M180 (West) to M180 (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	2	112	0	54	10	57	0	235	312.90
1615 - 1630	0	0	205	0	63	16	75	1	360	466.50
1630 - 1645	0	4	179	0	44	15	78	1	321	428.50
1645 - 1700	0	0	205	0	62	14	69	0	350	446.70
Hourly Total	0	6	701	0	223	55	279	2	1266	1654.60
Hourly Average	0.00	1.50	175.25	0.00	55.75	13.75	69.75	0.50	316.50	413.65
1700 - 1715	0	0	149	0	51	11	54	0	265	340.70
1715 - 1730	0	0	173	0	43	12	57	0	285	365.10
1730 - 1745	0	0	176	0	34	8	56	0	274	350.80
1745 - 1800	0	0	148	0	42	8	58	0	256	335.40
Hourly Total	0	0	646	0	170	39	225	0	1080	1392.00
Hourly Average	0.00	0.00	161.50	0.00	42.50	9.75	56.25	0.00	270.00	348.00
1800 - 1815	0	0	116	0	29	5	52	0	202	272.10
1815 - 1830	0	0	89	0	30	4	49	0	172	237.70
1830 - 1845	0	0	54	0	26	6	40	0	126	181.00
1845 - 1900	0	0	45	0	20	3	31	0	99	140.80
Hourly Total	0	0	304	0	105	18	172	0	599	831.60
Hourly Average	0.00	0.00	76.00	0.00	26.25	4.50	43.00	0.00	149.75	207.90
Session Total	0	6	1651	0	498	112	676	2	2945	3878.20
Session Average	0.00	0.50	137.58	0.00	41.50	9.33	56.33	0.17	245.42	323.18
PCU	0	2	701	0	223	127	642	4	1699	2856
HGV						55	279		334	2856
Vehicles	0	6	701	0	223	55	279	2	1266	2856

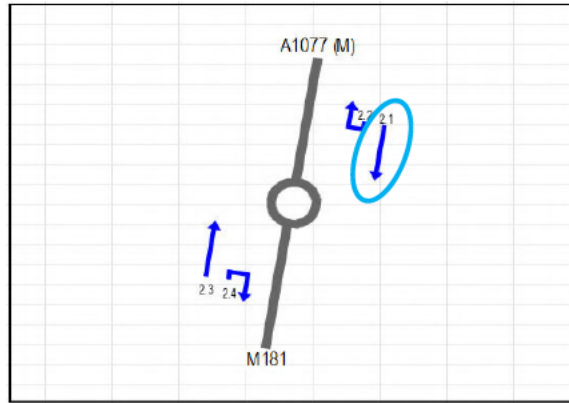
Lincolnshire Lakes
Classified Junction Count

Site 5 of 10
A1077 (M)
M181

Lat/Long
lat 53.576760° lon -0.700174°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C



0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.1: Southbound from A1077 (M) to M181								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	128	0	42	10	20	0	201	231.40
0715 - 0730	0	1	124	2	34	2	25	0	188	220.90
0730 - 0745	0	0	121	0	43	2	20	0	186	213.00
0745 - 0800	0	1	109	1	44	5	22	0	182	212.50
Hourly Total	0	3	482	3	163	19	87	0	757	877.80
Hourly Average	0.00	0.75	120.50	0.75	40.75	4.75	21.75	0.00	189.25	219.45
0800 - 0815	0	1	100	0	34	9	30	0	174	216.90
0815 - 0830	0	0	111	1	29	4	23	0	168	199.90
0830 - 0845	0	1	67	0	27	3	24	1	123	156.10
0845 - 0900	0	1	86	3	31	5	21	1	148	178.20
Hourly Total	0	3	364	4	121	21	98	2	613	751.10
Hourly Average	0.00	0.75	91.00	1.00	30.25	5.25	24.50	0.50	153.25	187.78
0900 - 0915	0	0	77	0	27	6	21	0	131	161.30
0915 - 0930	0	0	95	1	28	6	32	1	163	208.60
0930 - 0945	0	0	83	0	26	10	22	1	142	176.60
0945 - 1000	0	0	66	1	23	6	23	0	119	151.90
Hourly Total	0	0	321	2	104	28	98	2	555	698.40
Hourly Average	0.00	0.00	80.25	0.50	26.00	7.00	24.50	0.50	138.75	174.60
Session Total	0	6	1167	9	388	68	283	4	1925	2327.30
Session Average	0.00	0.50	97.25	0.75	32.33	5.67	23.58	0.33	160.42	193.94
PCU	0	1	441	2	150	46	219	0	858	842
HGV						20	95		115	842
Vehicles	0	2	441	2	150	20	95	0	710	842

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.1: Southbound from A1077 (M) to M181								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	171	1	51	6	19	0	248	275.70
1615 - 1630	0	0	166	2	42	1	21	0	232	259.80
1630 - 1645	0	0	182	2	34	3	23	0	244	275.40
1645 - 1700	0	0	155	0	43	2	11	0	211	226.30
Hourly Total	0	0	674	5	170	12	74	0	935	1037.20
Hourly Average	0.00	0.00	168.50	1.25	42.50	3.00	18.50	0.00	233.75	259.30
1700 - 1715	0	0	176	0	27	5	13	0	221	240.40
1715 - 1730	0	0	182	0	21	2	18	0	223	247.40
1730 - 1745	0	0	120	0	16	2	6	0	144	152.80
1745 - 1800	0	3	127	1	14	1	9	0	155	165.40
Hourly Total	0	3	605	1	78	10	46	0	743	806.00
Hourly Average	0.00	0.75	151.25	0.25	19.50	2.50	11.50	0.00	185.75	201.50
1800 - 1815	0	1	105	0	18	0	9	0	133	144.10
1815 - 1830	0	1	107	1	11	2	10	0	132	145.40
1830 - 1845	0	0	64	0	11	2	3	0	80	84.90
1845 - 1900	0	1	68	0	14	0	11	0	94	107.70
Hourly Total	0	3	344	1	54	4	33	0	439	482.10
Hourly Average	0.00	0.75	86.00	0.25	13.50	1.00	8.25	0.00	109.75	120.53
Session Total	0	6	1623	7	302	26	153	0	2117	2325.30
Session Average	0.00	0.50	135.25	0.58	25.17	2.17	12.75	0.00	176.42	193.78
PCU	0	0	674	5	170	28	170	0	1047	1037
HGV						12	74		86	1037
Vehicles	0	0	674	5	170	12	74	0	935	1037

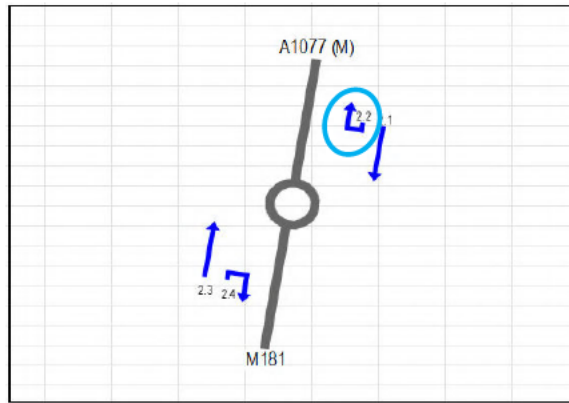
Lincolnshire Lakes
Classified Junction Count

Site 5 of 10
A1077 (M)
M181

Lat/Long
lat 53.576760° lon -0.700174°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C



0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.2: U-Turn from A1077 (M) to A1077 (M)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	2	0	0	0	0	0	2	2.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
Session Total	0	0	3	0	1	0	0	0	4	4.00
Session Average	0.00	0.00	0.25	0.00	0.08	0.00	0.00	0.00	0.33	0.33
PCU	0	0	0	0	0	0	0	0	0	0
HGV	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.2: U-Turn from A1077 (M) to A1077 (M)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	1	0	0	0	1	1.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	1	1	0	0	0	0	0	2	1.40
1730 - 1745	0	1	0	0	0	0	0	0	1	0.40
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	2	1	0	0	0	0	0	3	1.80
Hourly Average	0.00	0.50	0.25	0.00	0.00	0.00	0.00	0.00	0.75	0.45
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
Session Total	0	2	4	0	1	0	0	0	7	5.80
Session Average	0.00	0.17	0.33	0.00	0.08	0.00	0.00	0.00	0.58	0.48
PCU	0	0	1	0	1	0	0	0	2	2
HGV	0	0	0	0	0	0	0	0	0	2
Vehicles	0	0	1	0	1	0	0	0	2	2

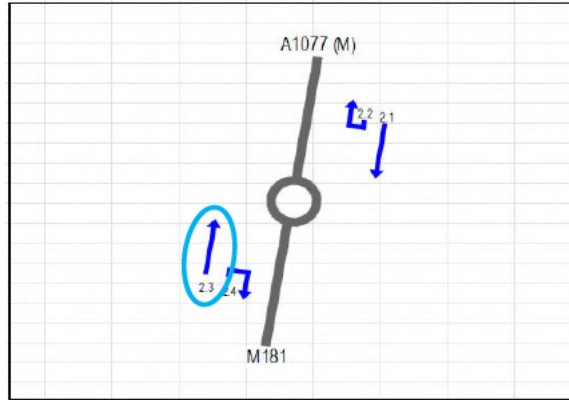
Lincolnshire Lakes
Classified Junction Count

Site 5 of 10
A1077 (M)
M181

Lat/Long
lat 53.576760° lon -0.700174°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C



0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.3: Northbound from M181 to A1077 (M)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	103	1	43	6	26	0	179	215.80
0715 - 0730	0	0	86	1	53	9	23	1	173	208.40
0730 - 0745	0	0	156	1	50	10	33	1	251	299.90
0745 - 0800	0	0	229	0	50	9	25	0	313	350.00
Hourly Total	0	0	574	3	196	34	107	2	916	1074.10
Hourly Average	0.00	0.00	143.50	0.75	49.00	8.50	26.75	0.50	229.00	268.53
0800 - 0815	0	0	134	2	60	9	23	0	228	262.40
0815 - 0830	0	0	182	1	59	10	18	0	270	298.40
0830 - 0845	0	1	153	1	53	6	28	0	242	280.80
0845 - 0900	0	0	140	3	30	9	19	2	203	234.20
Hourly Total	0	1	609	7	202	34	88	2	943	1075.80
Hourly Average	0.00	0.25	152.25	1.75	50.50	8.50	22.00	0.50	235.75	268.95
0900 - 0915	0	0	106	2	35	8	29	0	180	221.70
0915 - 0930	0	0	93	2	42	5	26	0	168	204.30
0930 - 0945	0	0	95	2	29	5	23	0	154	186.40
0945 - 1000	0	0	109	0	30	5	26	0	170	206.30
Hourly Total	0	0	403	6	136	23	104	0	672	818.70
Hourly Average	0.00	0.00	100.75	1.50	34.00	5.75	26.00	0.00	168.00	204.68
Session Total	0	1	1586	16	534	91	299	4	2531	2968.60
Session Average	0.00	0.08	132.17	1.33	44.50	7.58	24.92	0.33	210.92	247.38
PCU	0	0	701	4	219	87	228	2	1241	1211
HGV						38	99		137	1211
Vehicles	0	0	701	4	219	38	99	1	1062	1211

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.3: Northbound from M181 to A1077 (M)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	110	0	29	4	20	0	163	191.00
1615 - 1630	0	0	126	1	28	3	15	0	173	194.00
1630 - 1645	0	1	109	0	30	3	13	0	156	173.80
1645 - 1700	0	0	146	0	39	0	16	0	201	221.80
Hourly Total	0	1	491	1	126	10	64	0	693	780.60
Hourly Average	0.00	0.25	122.75	0.25	31.50	2.50	16.00	0.00	173.25	195.15
1700 - 1715	0	0	128	0	31	3	14	0	176	195.70
1715 - 1730	0	0	156	1	25	0	16	0	198	218.80
1730 - 1745	0	1	175	1	18	1	16	2	214	236.70
1745 - 1800	0	3	157	0	28	2	14	0	204	221.40
Hourly Total	0	4	616	2	102	6	60	2	792	872.60
Hourly Average	0.00	1.00	154.00	0.50	25.50	1.50	15.00	0.50	198.00	218.15
1800 - 1815	0	0	106	2	27	2	14	1	152	172.20
1815 - 1830	0	1	118	1	17	1	6	0	144	151.70
1830 - 1845	0	1	95	1	10	2	16	1	126	148.20
1845 - 1900	0	1	85	0	11	1	22	0	120	148.50
Hourly Total	0	3	404	4	65	6	58	2	542	620.60
Hourly Average	0.00	0.75	101.00	1.00	16.25	1.50	14.50	0.50	135.50	155.15
Session Total	0	8	1511	7	293	22	182	4	2027	2273.80
Session Average	0.00	0.67	125.92	0.58	24.42	1.83	15.17	0.33	168.92	189.48
PCU	0	0	491	1	126	23	147	0	789	781
HGV						10	64		74	781
Vehicles	0	1	491	1	126	10	64	0	693	781

Lincolnshire Lakes
Classified Junction Count

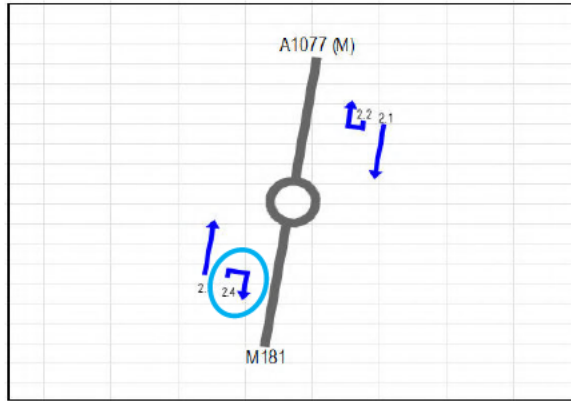
Site 5 of 10
A1077 (M)
M181

Lat/Long
lat 53.576760° lon -0.700174°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 2.4: U-Turn from M181 to M181								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	1	0	1	0	0	0	2	2.00
0830 - 0845	0	0	0	0	1	0	0	0	1	1.00
0845 - 0900	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	1	0	3	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.25	0.00	0.75	0.00	0.00	0.00	1.00	1.00
0900 - 0915	0	0	1	0	1	0	0	0	2	2.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
Session Total	0	0	5	0	4	0	0	0	9	9.00
Session Average	0.00	0.00	0.42	0.00	0.33	0.00	0.00	0.00	0.75	0.75
PCU	0	0	4	0	1	0	0	0	5	5
HGV	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	4	0	1	0	0	0	5	5

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.4: U-Turn from M181 to M181								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	1	0	1	0	0	0	2	2.00
1630 - 1645	0	0	0	0	1	0	0	0	1	1.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	2	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.00	1.00	1.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
Session Total	0	0	5	0	2	0	0	0	7	7.00
Session Average	0.00	0.00	0.42	0.00	0.17	0.00	0.00	0.00	0.58	0.58
PCU	0	0	2	0	2	0	0	0	4	4
HGV	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	2	0	2	0	0	0	4	4

Lincolnshire Lakes
Classified Junction Count

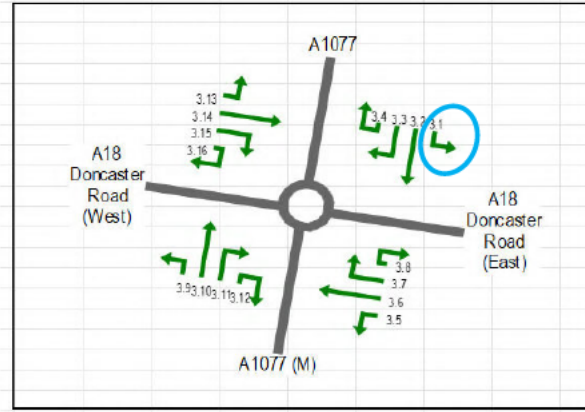
Site 6 of 10
A1077
A18 Doncaster Road (East)
A1077 (M)
A18 Doncaster Road (West)

Lat/Long
lat 53.589415° lon -0.698393°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 3.1: Left from A1077 to A18 Doncaster Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	12	0	2	0	1	0	15	16.30
0715 - 0730	0	0	11	0	7	1	0	0	19	19.50
0730 - 0745	0	0	16	0	4	0	1	1	22	24.30
0745 - 0800	0	1	21	0	6	2	2	0	32	35.00
Hourly Total	0	1	60	0	19	3	4	1	88	95.10
Hourly Average	0.00	0.25	15.00	0.00	4.75	0.75	1.00	0.25	22.00	23.78
0800 - 0815	0	0	10	0	3	1	0	0	14	14.50
0815 - 0830	0	0	20	3	3	0	1	0	27	28.30
0830 - 0845	0	0	19	0	2	0	4	0	25	30.20
0845 - 0900	0	2	25	0	5	0	1	0	33	33.10
Hourly Total	0	2	74	3	13	1	6	0	99	106.10
Hourly Average	0.00	0.50	18.50	0.75	3.25	0.25	1.50	0.00	24.75	26.53
0900 - 0915	0	0	30	0	6	1	1	0	38	39.80
0915 - 0930	0	0	36	0	2	2	0	0	40	41.00
0930 - 0945	0	0	27	0	2	0	0	0	29	29.00
0945 - 1000	0	0	24	2	5	3	1	0	35	37.80
Hourly Total	0	0	117	2	15	6	2	0	142	147.60
Hourly Average	0.00	0.00	29.25	0.50	3.75	1.50	0.50	0.00	35.50	36.90
Session Total	0	3	251	5	47	10	12	1	329	348.80
Session Average	0.00	0.25	20.92	0.42	3.92	0.83	1.00	0.08	27.42	29.07
PCU	0	0	67	3	16	7	9	2	105	102
HGV						3	4		7	102
Vehicles	0	1	67	3	16	3	4	1	95	102

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 3.1: Left from A1077 to A18 Doncaster Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	71	0	3	1	0	4	80	83.90
1615 - 1630	0	0	69	1	5	2	3	0	80	84.90
1630 - 1645	0	0	62	0	5	0	1	1	69	71.30
1645 - 1700	1	0	57	1	9	1	1	1	71	73.00
Hourly Total	1	1	259	2	22	4	5	6	300	313.10
Hourly Average	0.25	0.25	64.75	0.50	5.50	1.00	1.25	1.50	75.00	78.28
1700 - 1715	0	1	87	0	3	0	1	0	92	92.70
1715 - 1730	0	3	62	0	6	0	0	0	71	69.20
1730 - 1745	0	2	40	1	2	0	0	0	45	43.80
1745 - 1800	0	0	42	0	2	0	0	0	44	44.00
Hourly Total	0	6	231	1	13	0	1	0	252	249.70
Hourly Average	0.00	1.50	57.75	0.25	3.25	0.00	0.25	0.00	63.00	62.43
1800 - 1815	0	1	52	1	0	0	0	0	54	53.40
1815 - 1830	0	0	36	0	3	0	0	0	39	39.00
1830 - 1845	0	0	37	0	2	0	0	0	39	39.00
1845 - 1900	0	0	28	0	1	0	0	0	29	29.00
Hourly Total	0	1	153	1	6	0	0	0	161	160.40
Hourly Average	0.00	0.25	38.25	0.25	1.50	0.00	0.00	0.00	40.25	40.10
Session Total	1	8	643	4	41	4	6	6	713	723.20
Session Average	0.08	0.67	53.58	0.33	3.42	0.33	0.50	0.50	59.42	60.27
PCU	0	0	259	2	22	9	12	12	316	313
HGV						4	5		9	313
Vehicles	1	1	259	2	22	4	5	6	300	313

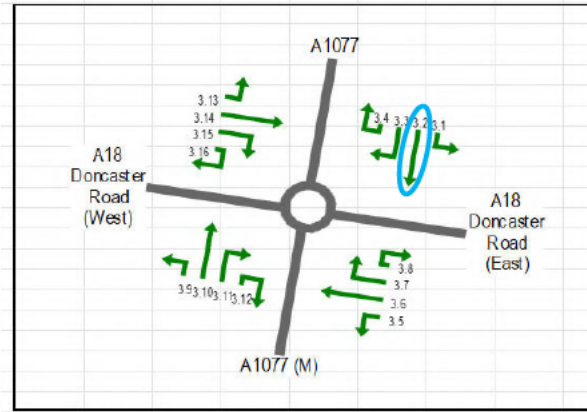
Lincolnshire Lakes
Classified Junction Count

Site 6 of 10
A1077
A18 Doncaster Road (East)
A1077 (M)
A18 Doncaster Road (West)

Lat/Long
lat 53.589415° lon -0.698393°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C



0700 - 1000 (Weekday AM Peak)

TIME	Movement 3.2: Southbound from A1077 to A1077 (M)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	32	0	3	6	16	0	57	80.80
0715 - 0730	0	0	23	1	6	0	20	0	50	76.00
0730 - 0745	0	0	23	0	5	0	19	0	47	71.70
0745 - 0800	0	1	16	0	10	3	19	0	49	74.60
Hourly Total	0	1	94	1	24	9	74	0	203	303.10
Hourly Average	0.00	0.25	23.50	0.25	6.00	2.25	18.50	0.00	50.75	75.76
0800 - 0815	0	0	31	0	8	3	28	0	70	107.90
0815 - 0830	0	0	20	0	7	2	11	0	40	55.30
0830 - 0845	0	0	16	0	8	3	20	0	47	74.50
0845 - 0900	0	0	11	0	11	3	18	0	43	67.90
Hourly Total	0	0	78	0	34	11	77	0	200	305.60
Hourly Average	0.00	0.00	19.50	0.00	8.50	2.75	19.25	0.00	50.00	76.40
0900 - 0915	0	0	16	0	16	3	16	0	51	73.30
0915 - 0930	0	0	20	0	10	2	27	1	60	97.10
0930 - 0945	0	0	26	0	6	1	18	1	52	76.90
0945 - 1000	0	0	16	0	7	2	21	0	46	74.30
Hourly Total	0	0	78	0	39	8	82	2	209	321.60
Hourly Average	0.00	0.00	19.50	0.00	9.75	2.00	20.50	0.50	52.25	80.40
Session Total	0	1	250	1	97	28	233	2	612	930.30
Session Average	0.00	0.08	20.83	0.08	8.08	2.33	19.42	0.17	51.00	77.53
PCU	0	0	90	0	30	18	177	0	316	310
HGV						8	77		85	310
Vehicles	0	1	90	0	30	8	77	0	206	310

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 3.2: Southbound from A1077 to A1077 (M)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	67	0	24	5	15	0	111	133.00
1615 - 1630	0	0	58	0	18	1	17	0	94	116.60
1630 - 1645	0	0	70	1	17	1	12	0	101	117.10
1645 - 1700	0	0	52	0	14	1	10	0	77	90.50
Hourly Total	0	0	247	1	73	8	54	0	383	457.20
Hourly Average	0.00	0.00	61.75	0.25	18.25	2.00	13.50	0.00	95.75	114.30
1700 - 1715	0	0	67	0	12	2	14	0	95	114.20
1715 - 1730	0	0	61	0	9	1	10	0	81	94.50
1730 - 1745	0	0	39	0	8	1	4	0	52	57.70
1745 - 1800	0	0	18	0	5	0	6	0	29	36.80
Hourly Total	0	0	185	0	34	4	34	0	257	303.20
Hourly Average	0.00	0.00	46.25	0.00	8.50	1.00	8.50	0.00	64.25	75.80
1800 - 1815	0	0	26	0	5	0	10	0	41	54.00
1815 - 1830	0	0	25	0	3	1	7	0	36	45.60
1830 - 1845	0	0	12	0	1	0	5	0	18	24.50
1845 - 1900	0	1	6	0	3	0	9	0	19	30.10
Hourly Total	0	1	69	0	12	1	31	0	114	154.20
Hourly Average	0.00	0.25	17.25	0.00	3.00	0.25	7.75	0.00	28.50	38.55
Session Total	0	1	501	1	119	13	119	0	754	914.60
Session Average	0.00	0.08	41.75	0.08	9.92	1.08	9.92	0.00	62.83	76.22
PCU	0	0	247	1	73	18	124	0	464	457
HGV						8	54		62	457
Vehicles	0	0	247	1	73	8	54	0	383	457

Lincolnshire Lakes
Classified Junction Count

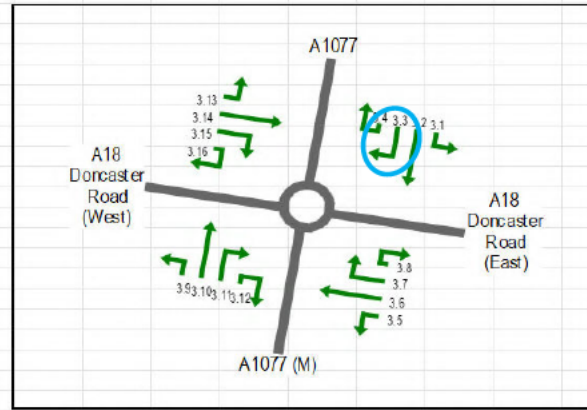
Site 6 of 10
A1077
A18 Doncaster Road (East)
A1077 (M)
A18 Doncaster Road (West)

Lat/Long
lat 53.589415° lon -0.698393°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 3.3: Right from A1077 to A18 Doncaster Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	7	0	4	0	0	0	11	11.00
0715 - 0730	0	0	12	0	1	2	1	2	18	22.30
0730 - 0745	0	0	7	0	2	2	1	0	12	14.30
0745 - 0800	0	0	10	1	1	0	0	0	12	12.00
Hourly Total	0	0	36	1	8	4	2	2	53	59.60
Hourly Average	0.00	0.00	9.00	0.25	2.00	1.00	0.50	0.50	13.25	14.90
0800 - 0815	0	1	13	1	3	0	2	0	20	22.00
0815 - 0830	0	0	17	0	5	1	2	0	25	28.10
0830 - 0845	0	0	18	0	4	1	1	0	24	25.80
0845 - 0900	0	0	2	0	4	1	2	0	9	12.10
Hourly Total	0	1	50	1	16	3	7	0	78	88.00
Hourly Average	0.00	0.25	12.50	0.25	4.00	0.75	1.75	0.00	19.50	22.00
0900 - 0915	0	0	14	0	6	0	0	0	20	20.00
0915 - 0930	0	0	10	0	5	0	1	0	16	17.30
0930 - 0945	0	0	8	0	6	1	2	0	17	20.10
0945 - 1000	0	0	7	0	4	0	0	0	11	11.00
Hourly Total	0	0	39	0	21	1	3	0	64	68.40
Hourly Average	0.00	0.00	9.75	0.00	5.25	0.25	0.75	0.00	16.00	17.10
Session Total	0	1	125	2	45	8	12	2	195	216.00
Session Average	0.00	0.08	10.42	0.17	3.75	0.67	1.00	0.17	16.25	18.00
PCU	0	0	47	2	11	7	12	0	79	76
HGV						3	5		8	76
Vehicles	0	1	47	2	11	3	5	0	69	76

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 3.3: Right from A1077 to A18 Doncaster Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	52	4	7	2	0	0	66	66.40
1615 - 1630	0	0	36	0	5	1	2	0	44	47.10
1630 - 1645	0	1	29	0	12	0	1	0	43	43.70
1645 - 1700	0	0	33	0	10	0	0	0	43	43.00
Hourly Total	0	2	150	4	34	3	3	0	196	200.20
Hourly Average	0.00	0.50	37.50	1.00	8.50	0.75	0.75	0.00	49.00	50.05
1700 - 1715	0	2	43	0	8	0	0	0	53	51.80
1715 - 1730	0	1	39	0	6	0	0	0	46	45.40
1730 - 1745	0	2	35	0	3	0	0	0	40	38.80
1745 - 1800	0	1	18	0	5	0	0	0	24	23.40
Hourly Total	0	6	135	0	22	0	0	0	163	159.40
Hourly Average	0.00	1.50	33.75	0.00	5.50	0.00	0.00	0.00	40.75	39.85
1800 - 1815	0	0	31	0	2	0	1	0	34	35.30
1815 - 1830	0	1	16	0	2	0	0	0	19	18.40
1830 - 1845	0	0	18	1	0	0	1	0	20	21.30
1845 - 1900	0	0	15	0	0	0	0	0	15	15.00
Hourly Total	0	1	80	1	4	0	2	0	88	90.00
Hourly Average	0.00	0.25	20.00	0.25	1.00	0.00	0.50	0.00	22.00	22.50
Session Total	0	9	365	5	60	3	5	0	447	449.60
Session Average	0.00	0.75	30.42	0.42	5.00	0.25	0.42	0.00	37.25	37.47
PCU	0	1	150	4	34	7	7	0	203	200
HGV						3	3		6	200
Vehicles	0	2	150	4	34	3	3	0	196	200

Lincolnshire Lakes
Classified Junction Count

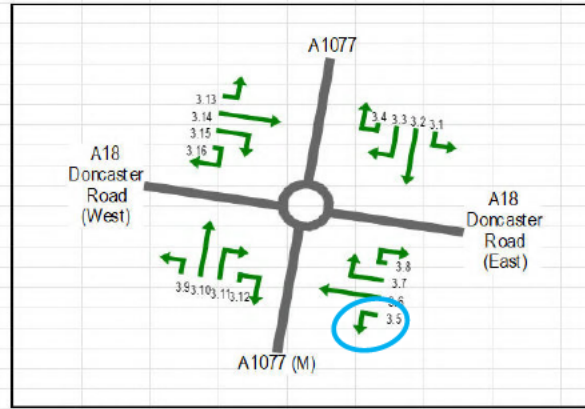
Site 6 of 10
A1077
A18 Doncaster Road (East)
A1077 (M)
A18 Doncaster Road (West)

Lat/Long
lat 53.589415° lon -0.698393°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 3.5: Left from A18 Doncaster Road (East) to A1077 (M)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	90	0	36	4	4	0	135	141.60
0715 - 0730	0	1	95	1	25	2	5	0	129	135.90
0730 - 0745	0	0	98	1	36	1	4	0	140	145.70
0745 - 0800	0	0	81	0	30	2	0	0	113	114.00
Hourly Total	0	2	364	2	127	9	13	0	517	537.20
Hourly Average	0.00	0.50	91.00	0.50	31.75	2.25	3.25	0.00	129.25	134.30
0800 - 0815	0	1	73	1	24	6	6	0	111	121.20
0815 - 0830	0	0	75	0	20	1	4	0	100	105.70
0830 - 0845	0	0	50	2	16	0	5	1	74	81.50
0845 - 0900	0	1	60	0	18	2	2	1	84	88.00
Hourly Total	0	2	258	3	78	9	17	2	369	396.40
Hourly Average	0.00	0.50	64.50	0.75	19.50	2.25	4.25	0.50	92.25	99.10
0900 - 0915	0	0	58	1	10	3	3	0	75	80.40
0915 - 0930	0	0	71	0	18	5	6	0	100	110.30
0930 - 0945	0	0	55	0	16	6	3	0	80	86.90
0945 - 1000	0	0	59	1	15	4	2	0	81	85.60
Hourly Total	0	0	243	2	59	18	14	0	336	363.20
Hourly Average	0.00	0.00	60.75	0.50	14.75	4.50	3.50	0.00	84.00	90.80
Session Total	0	4	865	7	264	36	44	2	1222	1296.80
Session Average	0.00	0.33	72.08	0.58	22.00	3.00	3.67	0.17	101.83	108.07
PCU	0	0	327	2	110	23	32	0	495	487
HGV						10	14		24	487
Vehicles	0	1	327	2	110	10	14	0	464	487

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 3.5: Left from A18 Doncaster Road (East) to A1077 (M)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	87	1	25	1	4	0	118	123.70
1615 - 1630	0	0	106	2	20	0	5	0	133	139.50
1630 - 1645	0	0	114	1	19	2	9	0	145	157.70
1645 - 1700	0	0	96	0	25	2	1	0	124	126.30
Hourly Total	0	0	403	4	89	5	19	0	520	547.20
Hourly Average	0.00	0.00	100.75	1.00	22.25	1.25	4.75	0.00	130.00	136.80
1700 - 1715	0	0	105	0	13	2	2	0	122	125.60
1715 - 1730	0	0	109	0	10	2	7	0	128	138.10
1730 - 1745	0	1	85	0	8	0	1	0	95	95.70
1745 - 1800	0	3	99	1	11	1	1	0	116	116.00
Hourly Total	0	4	398	1	42	5	11	0	461	475.40
Hourly Average	0.00	1.00	99.50	0.25	10.50	1.25	2.75	0.00	115.25	118.85
1800 - 1815	0	2	85	1	10	0	1	0	99	99.10
1815 - 1830	0	0	71	0	9	1	0	0	81	81.50
1830 - 1845	0	0	51	0	6	1	0	0	58	58.50
1845 - 1900	0	0	67	0	11	0	0	0	78	78.00
Hourly Total	0	2	274	1	36	2	1	0	316	317.10
Hourly Average	0.00	0.50	68.50	0.25	9.00	0.50	0.25	0.00	79.00	79.28
Session Total	0	6	1075	6	167	12	31	0	1297	1339.70
Session Average	0.00	0.50	89.58	0.50	13.92	1.00	2.58	0.00	108.08	111.64
PCU	0	0	403	4	89	12	44	0	551	547
HGV						5	19		24	547
Vehicles	0	0	403	4	89	5	19	0	520	547

Lincolnshire Lakes
Classified Junction Count

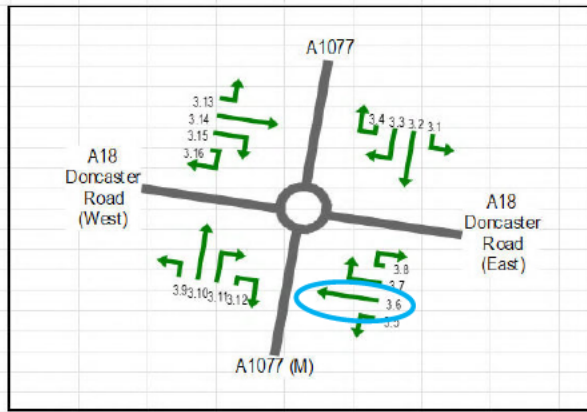
Site 6 of 10
A1077
A18 Doncaster Road (East)
A1077 (M)
A18 Doncaster Road (West)

Lat/Long
lat 53.589415° lon -0.698393°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 3.6: Westbound from A18 Doncaster Road (East) to A18 Doncaster Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	2	44	0	6	4	0	2	58	60.80
0715 - 0730	0	1	41	3	10	4	0	0	59	60.40
0730 - 0745	0	0	36	0	10	0	0	2	48	50.00
0745 - 0800	0	0	41	2	14	0	0	0	57	57.00
Hourly Total	0	3	162	5	40	8	0	4	222	228.20
Hourly Average	0.00	0.75	40.50	1.25	10.00	2.00	0.00	1.00	55.50	57.05
0800 - 0815	0	0	50	1	4	1	0	1	57	58.50
0815 - 0830	0	0	29	1	14	0	0	0	44	44.00
0830 - 0845	0	1	37	1	8	1	0	1	49	49.90
0845 - 0900	0	0	45	0	5	0	0	0	50	50.00
Hourly Total	0	1	161	3	31	2	0	2	200	202.40
Hourly Average	0.00	0.25	40.25	0.75	7.75	0.50	0.00	0.50	50.00	50.60
0900 - 0915	0	0	34	2	10	0	1	2	49	52.30
0915 - 0930	0	0	40	0	9	1	1	0	51	52.80
0930 - 0945	0	3	47	0	8	0	1	0	59	58.50
0945 - 1000	0	1	39	0	9	2	0	1	52	53.40
Hourly Total	0	4	160	2	36	3	3	3	211	217.00
Hourly Average	0.00	1.00	40.00	0.50	9.00	0.75	0.75	0.75	52.75	54.25
Session Total	0	8	483	10	107	13	3	9	633	647.60
Session Average	0.00	0.67	40.25	0.83	8.92	1.08	0.25	0.75	52.75	53.97
PCU	0	0	156	4	42	2	0	6	210	210
HGV						1	0		1	210
Vehicles	0	0	156	4	42	1	0	3	206	210

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 3.6: Westbound from A18 Doncaster Road (East) to A18 Doncaster Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	3	67	1	7	0	0	0	78	76.20
1615 - 1630	0	2	75	1	8	0	0	7	93	98.80
1630 - 1645	0	0	71	1	13	0	0	0	85	85.00
1645 - 1700	0	0	80	0	11	0	1	1	93	95.30
Hourly Total	0	5	293	3	39	0	1	8	349	355.30
Hourly Average	0.00	1.25	73.25	0.75	9.75	0.00	0.25	2.00	87.25	88.83
1700 - 1715	0	1	111	0	11	1	0	0	124	123.90
1715 - 1730	0	1	81	0	5	0	1	0	88	88.70
1730 - 1745	0	7	75	0	8	0	1	2	93	92.10
1745 - 1800	2	10	73	0	4	0	1	2	92	87.70
Hourly Total	2	19	340	0	28	1	3	4	397	392.40
Hourly Average	0.50	4.75	85.00	0.00	7.00	0.25	0.75	1.00	99.25	98.10
1800 - 1815	0	6	62	1	12	0	0	0	81	77.40
1815 - 1830	0	0	66	0	10	0	1	0	77	78.30
1830 - 1845	0	1	65	0	8	0	1	0	75	75.70
1845 - 1900	0	0	46	1	8	0	0	0	55	55.00
Hourly Total	0	7	239	2	38	0	2	0	288	286.40
Hourly Average	0.00	1.75	59.75	0.50	9.50	0.00	0.50	0.00	72.00	71.60
Session Total	2	31	872	5	105	1	6	12	1034	1034.10
Session Average	0.17	2.58	72.67	0.42	8.75	0.08	0.50	1.00	86.17	86.18
PCU	0	2	293	3	39	0	2	16	355	355
HGV						0	1		1	355
Vehicles	0	5	293	3	39	0	1	8	349	355

Lincolnshire Lakes
Classified Junction Count

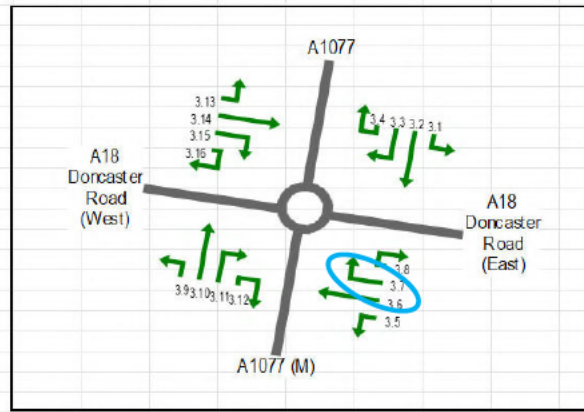
Site 6 of 10
A1077
A18 Doncaster Road (East)
A1077 (M)
A18 Doncaster Road (West)

Lat/Long
lat 53.589415° lon -0.698393°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 3.7: Right from A18 Doncaster Road (East) to A1077								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	9	0	4	1	1	0	16	17.20
0715 - 0730	0	0	18	0	4	0	3	0	25	28.90
0730 - 0745	0	0	23	0	8	0	3	1	35	39.90
0745 - 0800	0	0	25	0	11	0	4	0	40	45.20
Hourly Total	0	1	75	0	27	1	11	1	116	131.20
Hourly Average	0.00	0.25	18.75	0.00	6.75	0.25	2.75	0.25	29.00	32.80
0800 - 0815	0	1	26	0	4	0	2	0	33	35.00
0815 - 0830	0	0	29	1	7	0	0	0	37	37.00
0830 - 0845	0	0	23	0	3	0	5	0	31	37.50
0845 - 0900	0	0	21	0	7	0	2	0	30	32.60
Hourly Total	0	1	99	1	21	0	9	0	131	142.10
Hourly Average	0.00	0.25	24.75	0.25	5.25	0.00	2.25	0.00	32.75	35.53
0900 - 0915	0	0	20	1	5	2	0	0	28	29.00
0915 - 0930	0	0	25	0	6	0	0	0	31	31.00
0930 - 0945	0	0	25	0	1	1	1	0	28	29.80
0945 - 1000	0	0	17	1	2	2	0	0	22	23.00
Hourly Total	0	0	87	2	14	5	1	0	109	112.80
Hourly Average	0.00	0.00	21.75	0.50	3.50	1.25	0.25	0.00	27.25	28.20
Session Total	0	2	261	3	62	6	21	1	356	386.10
Session Average	0.00	0.17	21.75	0.25	5.17	0.50	1.75	0.08	29.67	32.18
PCU	0	0	103	1	30	0	21	2	157	157
HGV						0	9		9	157
Vehicles	0	1	103	1	30	0	9	1	145	157

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 3.7: Right from A18 Doncaster Road (East) to A1077								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	23	0	0	2	0	0	25	26.00
1615 - 1630	0	0	18	1	2	1	1	0	23	24.80
1630 - 1645	0	0	25	0	6	0	1	0	32	33.30
1645 - 1700	0	1	15	0	4	0	1	0	21	21.70
Hourly Total	0	1	81	1	12	3	3	0	101	105.80
Hourly Average	0.00	0.25	20.25	0.25	3.00	0.75	0.75	0.00	25.25	26.45
1700 - 1715	0	0	22	0	0	0	1	0	23	24.30
1715 - 1730	0	0	25	0	3	0	0	0	28	28.00
1730 - 1745	0	1	36	0	1	0	0	0	38	37.40
1745 - 1800	0	2	26	0	2	0	0	0	30	28.80
Hourly Total	0	3	109	0	6	0	1	0	119	118.50
Hourly Average	0.00	0.75	27.25	0.00	1.50	0.00	0.25	0.00	29.75	29.63
1800 - 1815	0	0	22	0	2	0	0	0	24	24.00
1815 - 1830	0	3	26	0	1	0	0	0	30	28.20
1830 - 1845	0	4	33	0	0	0	0	0	37	34.60
1845 - 1900	0	0	20	0	0	0	0	0	20	20.00
Hourly Total	0	7	101	0	3	0	0	0	111	106.80
Hourly Average	0.00	1.75	25.25	0.00	0.75	0.00	0.00	0.00	27.75	26.70
Session Total	0	11	291	1	21	3	4	0	331	331.10
Session Average	0.00	0.92	24.25	0.08	1.75	0.25	0.33	0.00	27.58	27.59
PCU	0	0	81	1	12	7	7	0	108	106
HGV						3	3		6	106
Vehicles	0	1	81	1	12	3	3	0	101	106

Lincolnshire Lakes
Classified Junction Count

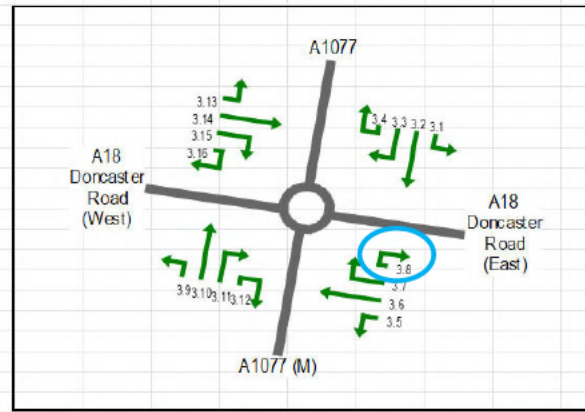
Site 6 of 10
A1077
A18 Doncaster Road (East)
A1077 (M)
A18 Doncaster Road (West)

Lat/Long
lat 53.589415° lon -0.698393°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 3.8: U-Turn from A18 Doncaster Road (East) to A18 Doncaster Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	0	0	0	0	0	0	0	0.00
Session Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PCU	0	0	0	0	0	0	0	0	0	0
HGV	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 3.8: U-Turn from A18 Doncaster Road (East) to A18 Doncaster Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	1	0	0	0	1	0	2	3.30
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	1	0	2	3.30
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.50	0.83
1700 - 1715	0	0	1	0	0	0	0	0	1	1.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	1	0	0	1	1.50
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	1	0	0	1	1.50
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.38
Session Total	0	0	2	0	0	1	1	0	4	5.80
Session Average	0.00	0.00	0.17	0.00	0.00	0.08	0.08	0.00	0.33	0.48
PCU	0	0	1	0	0	0	2	0	3	3
HGV	0	0	0	0	0	0	1	0	1	3
Vehicles	0	0	1	0	0	0	1	0	2	3

Lincolnshire Lakes
Classified Junction Count

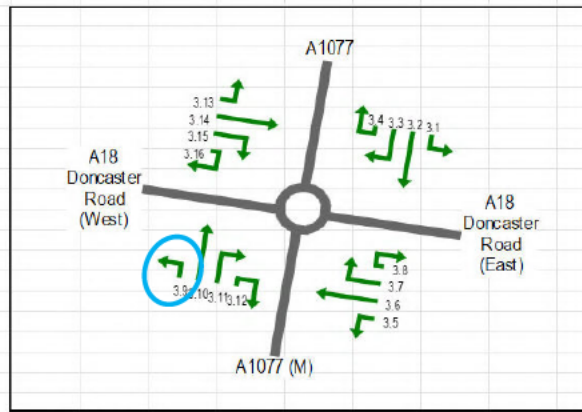
Site 6 of 10
A1077
A18 Doncaster Road (East)
A1077 (M)
A18 Doncaster Road (West)

Lat/Long
lat 53.589415° lon -0.698393°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 3.9: Left from A1077 (M) to A18 Doncaster Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	1	1	2	0	5	8.10
0715 - 0730	0	0	2	0	3	0	0	0	5	5.00
0730 - 0745	0	0	2	0	2	0	0	2	6	8.00
0745 - 0800	0	0	8	0	3	0	2	0	13	15.60
Hourly Total	0	0	13	0	9	1	4	2	29	36.70
Hourly Average	0.00	0.00	3.25	0.00	2.25	0.25	1.00	0.50	7.25	9.18
0800 - 0815	0	0	8	0	0	0	1	0	9	10.30
0815 - 0830	0	0	3	0	2	0	1	0	6	7.30
0830 - 0845	0	0	3	0	2	0	1	0	6	7.30
0845 - 0900	0	0	1	0	1	0	2	0	4	6.60
Hourly Total	0	0	15	0	5	0	5	0	25	31.50
Hourly Average	0.00	0.00	3.75	0.00	1.25	0.00	1.25	0.00	6.25	7.88
0900 - 0915	0	0	3	0	0	1	0	0	4	4.50
0915 - 0930	0	0	4	0	1	0	1	0	6	7.30
0930 - 0945	0	0	1	0	0	0	1	0	2	3.30
0945 - 1000	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	0	0	14	0	2	1	2	0	19	22.10
Hourly Average	0.00	0.00	3.50	0.00	0.50	0.25	0.50	0.00	4.75	5.53
Session Total	0	0	42	0	16	2	11	2	73	90.30
Session Average	0.00	0.00	3.50	0.00	1.33	0.17	0.92	0.17	6.08	7.53
PCU	0	0	21	0	7	0	9	4	41	41
HGV						0	4		4	41
Vehicles	0	0	21	0	7	0	4	2	34	41

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 3.9: Left from A1077 (M) to A18 Doncaster Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	4	0	3	0	0	0	7	7.00
1615 - 1630	0	0	4	0	1	0	0	0	5	5.00
1630 - 1645	0	0	5	0	3	0	0	0	8	8.00
1645 - 1700	0	0	5	0	4	0	0	0	9	9.00
Hourly Total	0	0	18	0	11	0	0	0	29	29.00
Hourly Average	0.00	0.00	4.50	0.00	2.75	0.00	0.00	0.00	7.25	7.25
1700 - 1715	0	0	4	0	4	0	1	0	9	10.30
1715 - 1730	0	0	6	0	0	0	0	0	6	6.00
1730 - 1745	0	0	12	0	0	0	0	0	12	12.00
1745 - 1800	0	0	5	0	0	1	0	0	6	6.50
Hourly Total	0	0	27	0	4	1	1	0	33	34.80
Hourly Average	0.00	0.00	6.75	0.00	1.00	0.25	0.25	0.00	8.25	8.70
1800 - 1815	0	0	4	0	1	0	0	0	5	5.00
1815 - 1830	0	0	5	0	2	0	0	0	7	7.00
1830 - 1845	0	0	6	0	0	0	0	0	6	6.00
1845 - 1900	0	0	5	0	1	0	0	0	6	6.00
Hourly Total	0	0	20	0	4	0	0	0	24	24.00
Hourly Average	0.00	0.00	5.00	0.00	1.00	0.00	0.00	0.00	6.00	6.00
Session Total	0	0	65	0	19	1	1	0	86	87.80
Session Average	0.00	0.00	5.42	0.00	1.58	0.08	0.08	0.00	7.17	7.32
PCU	0	0	18	0	11	0	0	0	29	56
HGV						0	0		0	56
Vehicles	0	0	18	0	11	0	0	0	29	56

Lincolnshire Lakes
Classified Junction Count

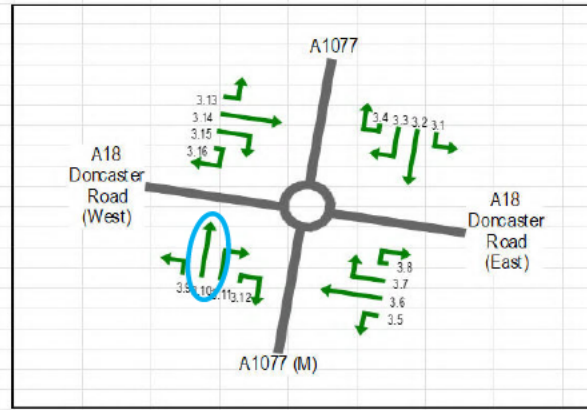
Site 6 of 10
A1077
A18 Doncaster Road (East)
A1077 (M)
A18 Doncaster Road (West)

Lat/Long
lat 53.589415° lon -0.698393°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 3.10: Northbound from A1077 (M) to A1077								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	37	1	9	4	19	0	70	96.70
0715 - 0730	0	0	26	1	20	4	18	0	69	94.40
0730 - 0745	0	0	63	0	18	2	26	0	109	143.80
0745 - 0800	0	0	92	1	16	4	18	0	131	156.40
Hourly Total	0	0	218	3	63	14	81	0	379	491.30
Hourly Average	0.00	0.00	54.50	0.75	15.75	3.50	20.25	0.00	94.75	122.83
0800 - 0815	0	0	41	2	23	3	19	0	88	114.20
0815 - 0830	0	0	47	0	29	6	15	0	97	119.50
0830 - 0845	0	1	36	0	27	4	22	0	90	120.00
0845 - 0900	0	0	36	0	9	4	16	0	65	87.80
Hourly Total	0	1	160	2	88	17	72	0	340	441.50
Hourly Average	0.00	0.25	40.00	0.50	22.00	4.25	18.00	0.00	85.00	110.38
0900 - 0915	0	0	29	0	14	4	21	0	68	97.30
0915 - 0930	0	0	22	0	17	3	20	0	62	89.50
0930 - 0945	0	0	27	2	13	2	21	0	65	93.30
0945 - 1000	0	0	30	0	9	3	18	0	60	84.90
Hourly Total	0	0	108	2	53	12	80	0	255	365.00
Hourly Average	0.00	0.00	27.00	0.50	13.25	3.00	20.00	0.00	63.75	91.25
Session Total	0	1	486	7	204	43	233	0	974	1297.80
Session Average	0.00	0.08	40.50	0.58	17.00	3.58	19.42	0.00	81.17	108.15
PCU	0	0	243	3	86	35	179	0	546	534
HGV						15	78		93	534
Vehicles	0	0	243	3	86	15	78	0	425	534

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 3.10: Northbound from A1077 (M) to A1077								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	25	0	12	3	16	0	56	78.30
1615 - 1630	0	0	17	0	7	3	14	0	41	60.70
1630 - 1645	0	0	19	1	5	1	9	0	35	47.20
1645 - 1700	0	0	35	0	9	0	14	0	58	76.20
Hourly Total	0	0	96	1	33	7	53	0	190	262.40
Hourly Average	0.00	0.00	24.00	0.25	8.25	1.75	13.25	0.00	47.50	65.60
1700 - 1715	0	0	27	0	3	1	12	0	43	59.10
1715 - 1730	0	1	27	0	4	2	11	0	45	59.70
1730 - 1745	0	2	39	1	6	1	19	0	68	92.00
1745 - 1800	0	0	23	0	8	1	14	0	46	64.70
Hourly Total	0	3	116	1	21	5	56	0	202	275.50
Hourly Average	0.00	0.75	29.00	0.25	5.25	1.25	14.00	0.00	50.50	68.88
1800 - 1815	0	0	21	0	3	2	14	0	40	59.20
1815 - 1830	0	0	13	0	5	1	5	0	24	31.00
1830 - 1845	0	0	13	0	1	0	9	0	23	34.70
1845 - 1900	0	0	14	0	2	1	17	0	34	56.60
Hourly Total	0	0	61	0	11	4	45	0	121	181.50
Hourly Average	0.00	0.00	15.25	0.00	2.75	1.00	11.25	0.00	30.25	45.38
Session Total	0	3	273	2	65	16	154	0	513	719.40
Session Average	0.00	0.25	22.75	0.17	5.42	1.33	12.83	0.00	42.75	59.95
PCU	0	0	96	1	33	16	122	0	268	262
HGV						7	53		60	262
Vehicles	0	0	96	1	33	7	53	0	190	262

Lincolnshire Lakes
Classified Junction Count

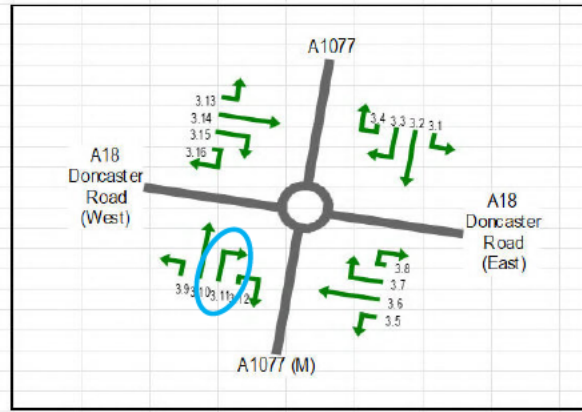
Site 6 of 10
A1077
A18 Doncaster Road (East)
A1077 (M)
A18 Doncaster Road (West)

Lat/Long
lat 53.589415° lon -0.698393°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 3.11: Right from A1077 (M) to A18 Doncaster Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	89	0	33	1	5	0	108	115.00
0715 - 0730	0	0	58	0	25	4	4	0	91	98.20
0730 - 0745	0	0	85	0	35	8	8	0	136	150.40
0745 - 0800	0	0	135	0	29	6	4	0	174	182.20
Hourly Total	0	0	347	0	122	19	21	0	509	545.80
Hourly Average	0.00	0.00	86.75	0.00	30.50	4.75	5.25	0.00	127.25	136.45
0800 - 0815	0	0	85	0	39	5	2	0	131	136.10
0815 - 0830	0	0	129	1	23	3	1	0	157	159.80
0830 - 0845	0	0	118	1	29	4	7	0	159	170.10
0845 - 0900	0	0	101	3	21	5	2	2	134	141.10
Hourly Total	0	0	433	5	112	17	12	2	581	607.10
Hourly Average	0.00	0.00	108.25	1.25	28.00	4.25	3.00	0.50	145.25	151.78
0900 - 0915	0	0	76	1	21	3	5	0	106	114.00
0915 - 0930	0	0	65	3	18	2	6	0	94	102.80
0930 - 0945	0	0	71	0	22	3	1	0	97	99.80
0945 - 1000	0	0	68	0	20	2	10	0	100	114.00
Hourly Total	0	0	280	4	81	10	22	0	397	430.60
Hourly Average	0.00	0.00	70.00	1.00	20.25	2.50	5.50	0.00	99.25	107.65
Session Total	0	0	1060	9	315	46	55	2	1487	1583.50
Session Average	0.00	0.00	89.33	0.75	26.25	3.83	4.58	0.17	123.92	131.96
PCU	0	0	434	1	126	51	35	0	646	629
HGV						22	15		37	629
Vehicles	0	0	434	1	126	22	15	0	598	629

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 3.11: Right from A1077 (M) to A18 Doncaster Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	86	0	13	1	3	0	103	107.40
1615 - 1630	0	0	99	0	22	0	2	0	123	125.60
1630 - 1645	0	1	92	0	19	1	4	0	117	122.10
1645 - 1700	0	0	103	0	29	1	0	0	133	133.50
Hourly Total	0	1	380	0	83	3	9	0	476	488.60
Hourly Average	0.00	0.25	95.00	0.00	20.75	0.75	2.25	0.00	119.00	122.15
1700 - 1715	0	0	100	0	24	0	3	0	127	130.90
1715 - 1730	0	0	120	1	18	0	2	0	141	143.60
1730 - 1745	0	0	128	0	15	0	0	2	145	147.00
1745 - 1800	0	3	120	0	17	0	0	0	140	138.20
Hourly Total	0	3	468	1	74	0	5	2	553	559.70
Hourly Average	0.00	0.75	117.00	0.25	18.50	0.00	1.25	0.50	138.25	139.93
1800 - 1815	0	0	90	2	26	0	0	0	118	118.00
1815 - 1830	0	1	94	0	10	0	0	1	106	106.40
1830 - 1845	0	1	82	2	6	2	6	1	100	109.20
1845 - 1900	0	1	65	0	11	0	7	0	84	92.50
Hourly Total	0	3	331	4	53	2	13	2	408	426.10
Hourly Average	0.00	0.75	82.75	1.00	13.25	0.50	3.25	0.50	102.00	106.53
Session Total	0	7	1179	5	210	5	27	4	1437	1474.40
Session Average	0.00	0.58	98.25	0.42	17.50	0.42	2.25	0.33	119.75	122.87
PCU	0	0	380	0	83	7	21	0	491	489
HGV						3	9		12	489
Vehicles	0	1	380	0	83	3	9	0	476	489

Lincolnshire Lakes
Classified Junction Count

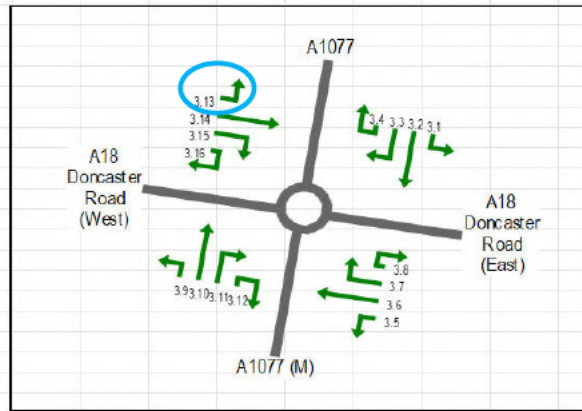
Site 6 of 10
A1077
A18 Doncaster Road (East)
A1077 (M)
A18 Doncaster Road (West)

Lat/Long
lat 53.589415° lon -0.698393°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 3.13: Left from A18 Doncaster Road (West) to A1077								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	11	0	1	0	0	0	13	12.40
0715 - 0730	0	0	24	0	2	1	1	0	28	29.80
0730 - 0745	0	0	24	1	4	0	1	0	30	31.30
0745 - 0800	0	1	38	0	13	1	1	1	55	57.20
Hourly Total	0	2	97	1	20	2	3	1	126	130.70
Hourly Average	0.00	0.50	24.25	0.25	5.00	0.50	0.75	0.25	31.50	32.68
0800 - 0815	0	0	24	0	5	1	2	0	32	35.10
0815 - 0830	0	0	40	1	6	1	1	1	50	52.80
0830 - 0845	0	0	33	0	14	0	1	0	48	49.30
0845 - 0900	0	0	39	0	3	1	2	0	45	48.10
Hourly Total	0	0	136	1	28	3	6	1	175	185.30
Hourly Average	0.00	0.00	34.00	0.25	7.00	0.75	1.50	0.25	43.75	46.33
0900 - 0915	0	0	24	1	5	1	0	1	32	33.50
0915 - 0930	1	0	15	1	5	1	1	0	24	25.00
0930 - 0945	0	0	13	1	5	1	1	0	21	22.80
0945 - 1000	0	0	20	1	3	1	0	0	25	25.50
Hourly Total	1	0	72	4	18	4	2	1	102	106.80
Hourly Average	0.25	0.00	18.00	1.00	4.50	1.00	0.50	0.25	25.50	26.70
Session Total	1	2	305	6	66	9	11	3	403	422.80
Session Average	0.08	0.17	25.42	0.50	5.50	0.75	0.92	0.25	33.58	35.23
PCU	0	0	126	2	28	7	12	4	179	176
HGV						3	5		8	176
Vehicles	0	1	126	2	28	3	5	2	167	176

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 3.13: Left from A18 Doncaster Road (West) to A1077								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	16	0	3	0	3	1	23	27.90
1615 - 1630	0	0	16	0	4	0	0	1	21	22.00
1630 - 1645	0	0	14	0	6	0	0	0	20	20.00
1645 - 1700	0	0	10	0	4	0	0	0	14	14.00
Hourly Total	0	0	56	0	17	0	3	2	78	83.90
Hourly Average	0.00	0.00	14.00	0.00	4.25	0.00	0.75	0.50	19.50	20.98
1700 - 1715	0	0	13	0	1	0	0	0	14	14.00
1715 - 1730	0	2	9	0	1	0	0	0	12	10.80
1730 - 1745	0	0	16	0	1	0	1	0	18	19.30
1745 - 1800	0	1	17	0	1	0	0	0	19	18.40
Hourly Total	0	3	55	0	4	0	1	0	63	62.50
Hourly Average	0.00	0.75	13.75	0.00	1.00	0.00	0.25	0.00	15.75	15.63
1800 - 1815	1	16	5	1	3	0	0	0	26	15.60
1815 - 1830	0	2	15	0	1	0	0	0	18	16.80
1830 - 1845	0	0	6	0	0	0	0	0	6	6.00
1845 - 1900	0	0	16	0	0	0	0	0	16	16.00
Hourly Total	1	18	42	1	4	0	0	0	66	54.40
Hourly Average	0.25	4.50	10.50	0.25	1.00	0.00	0.00	0.00	16.50	13.60
Session Total	1	21	153	1	25	0	4	2	207	200.80
Session Average	0.08	1.75	12.75	0.08	2.08	0.00	0.33	0.17	17.25	16.73
PCU	0	0	56	0	17	0	7	4	84	84
HGV						0	3		3	84
Vehicles	0	0	56	0	17	0	3	2	78	84

Lincolnshire Lakes
Classified Junction Count

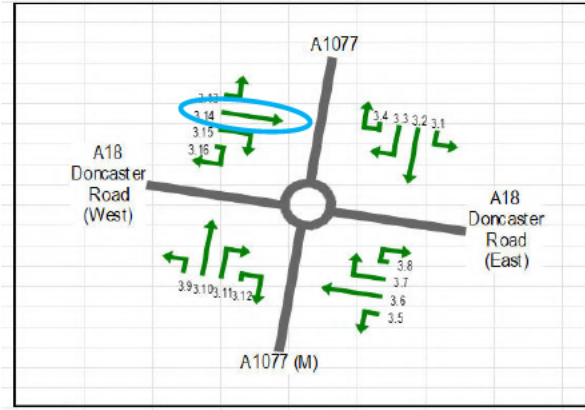
Site 6 of 10
A1077
A18 Doncaster Road (East)
A1077 (M)
A18 Doncaster Road (West)

Lat/Long
lat 53.589415° lon -0.698393°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



Movement 3.14: Eastbound from A18 Doncaster Road (West) to A18 Doncaster Road (East)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	43	0	8	0	1	0	53	53.70
0715 - 0730	0	0	42	1	8	0	1	0	52	53.30
0730 - 0745	0	0	79	0	13	1	0	0	93	93.50
0745 - 0800	0	2	89	1	15	1	1	0	109	109.60
Hourly Total	0	3	253	2	44	2	3	0	307	310.10
Hourly Average	0.00	0.75	63.25	0.50	11.00	0.50	0.75	0.00	76.75	77.53
0800 - 0815	0	1	86	1	14	0	0	1	103	103.40
0815 - 0830	0	0	91	0	7	0	0	3	101	104.00
0830 - 0845	0	3	92	2	7	1	0	5	110	113.70
0845 - 0900	0	1	91	1	7	0	0	2	102	103.40
Hourly Total	0	5	360	4	35	1	0	11	416	424.50
Hourly Average	0.00	1.25	90.00	1.00	8.75	0.25	0.00	2.75	104.00	106.13
0900 - 0915	0	1	63	0	3	1	0	1	69	69.90
0915 - 0930	0	0	57	1	6	2	0	1	67	69.00
0930 - 0945	0	0	71	0	8	0	0	1	80	81.00
0945 - 1000	0	5	58	1	7	0	3	1	75	76.90
Hourly Total	0	6	249	2	24	3	3	4	291	296.80
Hourly Average	0.00	1.50	62.25	0.50	6.00	0.75	0.75	1.00	72.75	74.20
Session Total	0	14	862	8	103	6	6	15	1014	1031.40
Session Average	0.00	1.17	71.83	0.67	8.58	0.50	0.50	1.25	84.50	85.95
PCU	0	1	345	2	49	5	2	8	412	411
HGV						2	1		3	411
Vehicles	0	3	345	2	49	2	1	4	406	411

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

Movement 3.14: Eastbound from A18 Doncaster Road (West) to A18 Doncaster Road (East)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	58	1	8	0	0	0	67	67.00
1615 - 1630	0	1	61	0	7	1	0	1	71	71.90
1630 - 1645	0	1	54	1	11	0	1	1	69	70.70
1645 - 1700	0	2	57	0	10	0	0	1	70	69.80
Hourly Total	0	4	230	2	36	1	1	3	277	279.40
Hourly Average	0.00	1.00	57.50	0.50	9.00	0.25	0.25	0.75	69.25	69.85
1700 - 1715	0	9	62	1	7	0	0	2	81	77.60
1715 - 1730	0	5	52	0	6	0	0	0	63	60.00
1730 - 1745	0	4	56	0	9	0	0	0	69	66.60
1745 - 1800	0	2	51	2	8	1	0	1	65	65.30
Hourly Total	0	20	221	3	30	1	0	3	278	269.50
Hourly Average	0.00	5.00	55.25	0.75	7.50	0.25	0.00	0.75	69.50	67.38
1800 - 1815	0	0	49	1	6	0	0	2	58	60.00
1815 - 1830	1	0	55	0	6	0	0	2	64	65.20
1830 - 1845	0	0	55	0	4	0	1	0	60	61.30
1845 - 1900	0	2	52	1	4	0	0	0	59	57.80
Hourly Total	1	2	211	2	20	0	1	4	241	244.30
Hourly Average	0.25	0.50	52.75	0.50	5.00	0.00	0.25	1.00	60.25	61.08
Session Total	1	26	662	7	86	2	2	10	796	793.20
Session Average	0.08	2.17	55.17	0.58	7.17	0.17	0.17	0.83	66.33	66.10
PCU	0	2	230	2	36	2	2	6	280	279
HGV						1	1		2	279
Vehicles	0	4	230	2	36	1	1	3	277	279

Lincolnshire Lakes
Classified Junction Count

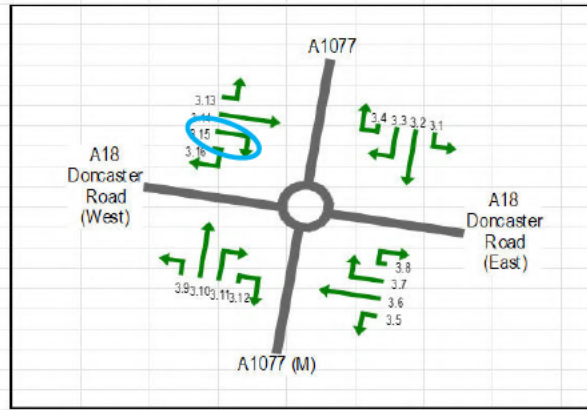
Site 6 of 10
A1077
A18 Doncaster Road (East)
A1077 (M)
A18 Doncaster Road (West)

Lat/Long
lat 53.589415° lon -0.698393°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 3.15: Right from A18 Doncaster Road (West) to A1077 (M)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	5	0	0	0	7	7.00
0715 - 0730	0	0	6	0	1	0	0	0	7	7.00
0730 - 0745	0	0	5	0	3	1	0	0	9	9.50
0745 - 0800	0	0	7	0	3	0	0	0	10	10.00
Hourly Total	0	0	20	0	12	1	0	0	33	33.50
Hourly Average	0.00	0.00	5.00	0.00	3.00	0.25	0.00	0.00	8.25	8.38
0800 - 0815	0	0	2	0	2	0	2	0	6	8.60
0815 - 0830	0	0	10	0	3	1	2	0	16	19.10
0830 - 0845	0	1	9	1	2	0	1	0	14	14.70
0845 - 0900	0	0	8	0	4	0	1	0	13	14.30
Hourly Total	0	1	29	1	11	1	6	0	49	56.70
Hourly Average	0.00	0.25	7.25	0.25	2.75	0.25	1.50	0.00	12.25	14.18
0900 - 0915	0	0	6	0	0	0	0	0	6	6.00
0915 - 0930	0	0	1	0	1	0	0	0	2	2.00
0930 - 0945	0	0	4	0	3	2	0	0	9	10.00
0945 - 1000	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	11	0	5	2	0	0	18	19.00
Hourly Average	0.00	0.00	2.75	0.00	1.25	0.50	0.00	0.00	4.50	4.75
Session Total	0	1	60	1	28	4	6	0	100	109.20
Session Average	0.00	0.08	5.00	0.08	2.33	0.33	0.50	0.00	8.33	9.10
PCU	0	0	24	0	11	5	9	0	49	47
HGV						2	4		6	47
Vehicles	0	0	24	0	11	2	4	0	41	47

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 3.15: Right from A18 Doncaster Road (West) to A1077 (M)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	12	0	5	0	0	0	17	17.00
1615 - 1630	0	0	3	0	2	0	0	0	5	5.00
1630 - 1645	0	0	4	0	2	0	1	0	7	8.30
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	20	0	9	0	1	0	30	31.30
Hourly Average	0.00	0.00	5.00	0.00	2.25	0.00	0.25	0.00	7.50	7.83
1700 - 1715	0	0	7	0	3	0	1	0	11	12.30
1715 - 1730	0	1	10	0	1	0	0	0	12	11.40
1730 - 1745	0	0	3	0	0	0	0	0	3	3.00
1745 - 1800	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	1	23	0	4	0	1	0	29	29.70
Hourly Average	0.00	0.25	5.75	0.00	1.00	0.00	0.25	0.00	7.25	7.43
1800 - 1815	0	0	3	0	1	0	0	0	4	4.00
1815 - 1830	0	0	2	0	1	0	1	0	4	5.30
1830 - 1845	0	0	1	0	2	1	0	0	4	4.50
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	6	0	4	1	1	0	12	13.80
Hourly Average	0.00	0.00	1.50	0.00	1.00	0.25	0.25	0.00	3.00	3.45
Session Total	0	1	49	0	17	1	3	0	71	74.80
Session Average	0.00	0.08	4.08	0.00	1.42	0.08	0.25	0.00	5.92	6.23
PCU	0	0	20	0	9	0	2	0	31	31
HGV						0	1		1	31
Vehicles	0	0	20	0	9	0	1	0	30	31

Lincolnshire Lakes
Classified Junction Count

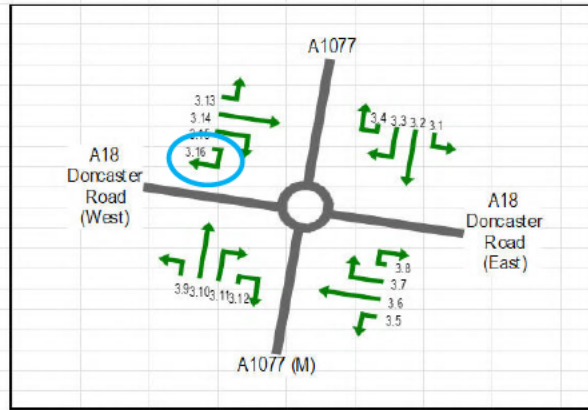
Site 6 of 10
A1077
A18 Doncaster Road (East)
A1077 (M)
A18 Doncaster Road (West)

Lat/Long
lat 53.589415° lon -0.698393°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 3.16: U-Turn from A18 Doncaster Road (West) to A18 Doncaster Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	0	1	0	1	0	0	0	2	2.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	0	1	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.00	0.00	0.00	1.00	1.00
Session Total	0	0	5	0	1	0	0	0	6	6.00
Session Average	0.00	0.00	0.42	0.00	0.08	0.00	0.00	0.00	0.50	0.50
PCU	0	0	1	0	0	0	0	0	1	1
HGV	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	1	0	0	0	0	0	1	1

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 3.16: U-Turn from A18 Doncaster Road (West) to A18 Doncaster Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	3	0	0	0	0	0	3	3.00
Session Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
PCU	0	0	3	0	0	0	0	0	3	3
HGV	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	3	0	0	0	0	0	3	3

Lincolnshire Lakes
Classified Junction Count

Site 7 of 10

Scotter Road (North)
Doncaster Road
A18 Kingsway
Scotter Road (South)
A18 Doncaster Road

Lat/Long

lat 53.590148° lon -0.683589°

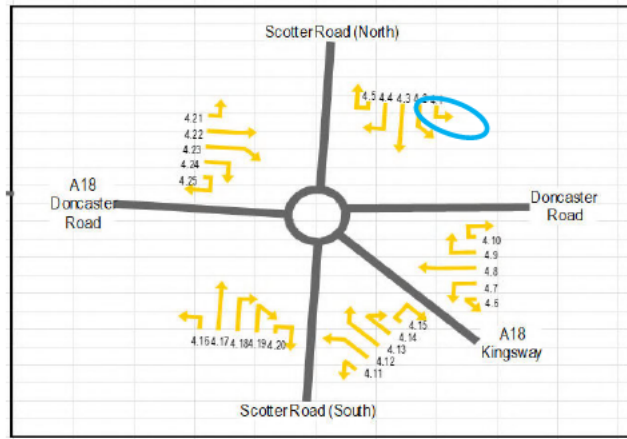
Date

Wednesday 19 June 2024

Weather

Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 4.1: Left from Scotter Road (North) to Doncaster Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	0	0	0	0	3	3.00
0715 - 0730	0	0	1	0	1	0	0	0	2	2.00
0730 - 0745	0	0	4	0	0	0	0	0	4	4.00
0745 - 0800	0	0	4	0	1	0	0	1	6	7.00
Hourly Total	0	0	12	0	2	0	0	1	15	16.00
Hourly Average	0.00	0.00	3.00	0.00	0.50	0.00	0.00	0.25	3.75	4.00
0800 - 0815	0	0	0	0	0	0	0	1	1	2.00
0815 - 0830	0	0	4	0	0	0	0	0	4	4.00
0830 - 0845	0	0	3	0	1	0	0	0	4	4.00
0845 - 0900	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	7	0	2	0	0	1	10	11.00
Hourly Average	0.00	0.00	1.75	0.00	0.50	0.00	0.00	0.25	2.50	2.75
0900 - 0915	0	0	3	0	1	0	0	0	4	4.00
0915 - 0930	0	0	3	1	1	0	0	0	5	5.00
0930 - 0945	0	0	4	0	0	0	0	0	4	4.00
0945 - 1000	0	0	4	1	2	0	0	1	8	9.00
Hourly Total	0	0	14	2	4	0	0	1	21	22.00
Hourly Average	0.00	0.00	3.50	0.50	1.00	0.00	0.00	0.25	5.25	5.50
Session Total	0	0	33	2	8	0	0	3	46	49.00
Session Average	0.00	0.00	2.75	0.17	0.67	0.00	0.00	0.25	3.83	4.08
PCU	0	0	12	0	1	0	0	4	17	17
HGV	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	12	0	1	0	0	2	15	17

Date

Wednesday 19 June 2024

Weather

Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.1: Left from Scotter Road (North) to Doncaster Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	4	0	1	0	0	0	5	5.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	7	0	1	0	0	0	8	8.00
Hourly Average	0.00	0.00	1.75	0.00	0.25	0.00	0.00	0.00	2.00	2.00
1700 - 1715	0	0	2	0	0	0	0	0	2	2.00
1715 - 1730	0	0	2	0	0	0	0	0	2	2.00
1730 - 1745	0	0	3	0	0	0	0	0	3	3.00
1745 - 1800	0	0	2	1	1	0	0	0	4	4.00
Hourly Total	0	0	9	1	1	0	0	0	11	11.00
Hourly Average	0.00	0.00	2.25	0.25	0.25	0.00	0.00	0.00	2.75	2.75
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	8	0	0	0	0	0	8	8.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	0	0	2	0	0	0	2	2.00
Hourly Total	0	0	10	0	2	0	0	0	12	12.00
Hourly Average	0.00	0.00	2.50	0.00	0.50	0.00	0.00	0.00	3.00	3.00
Session Total	0	0	26	1	4	0	0	0	31	31.00
Session Average	0.00	0.00	2.17	0.08	0.33	0.00	0.00	0.00	2.58	2.58
PCU	0	0	7	0	1	0	0	0	8	8
HGV	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	7	0	1	0	0	0	8	8

Lincolnshire Lakes
Classified Junction Count

Site 7 of 10

Scotter Road (North)
Doncaster Road
A18 Kingsway
Scotter Road (South)
A18 Doncaster Road

Lat/Long

lat 53.590148° lon -0.683589°

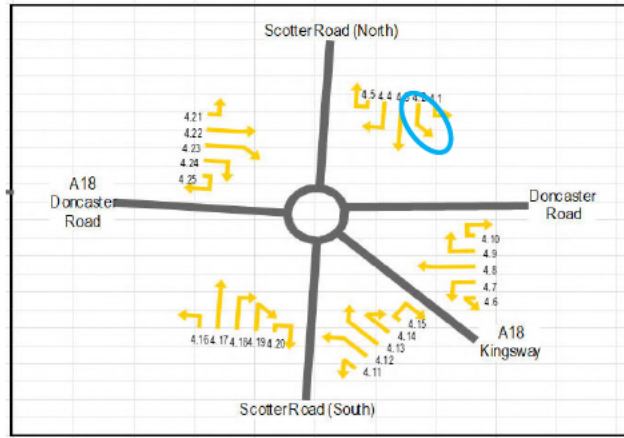
Date

Wednesday 19 June 2024

Weather

Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 4.2: Left from Scotter Road (North) to A18 Kingsway								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	18	0	1	0	1	0	20	21.30
0715 - 0730	0	0	12	0	3	0	0	1	16	17.00
0730 - 0745	0	0	18	0	0	0	0	0	18	18.00
0745 - 0800	0	0	24	1	2	0	0	0	27	27.00
Hourly Total	0	0	72	1	6	0	1	1	81	83.30
Hourly Average	0.00	0.00	18.00	0.25	1.50	0.00	0.25	0.25	20.25	20.83
0800 - 0815	0	1	30	0	2	0	0	0	33	32.40
0815 - 0830	0	0	35	1	2	0	0	0	38	38.00
0830 - 0845	0	0	35	1	3	0	0	1	40	41.00
0845 - 0900	0	0	27	0	3	0	0	0	30	30.00
Hourly Total	0	1	127	2	10	0	0	1	141	141.40
Hourly Average	0.00	0.25	31.75	0.50	2.50	0.00	0.00	0.25	35.25	35.35
0900 - 0915	0	0	20	0	0	0	0	0	20	20.00
0915 - 0930	0	0	14	0	3	0	0	0	17	17.00
0930 - 0945	0	1	21	0	4	0	0	0	26	25.40
0945 - 1000	0	0	29	0	3	0	0	0	32	32.00
Hourly Total	0	1	84	0	10	0	0	0	95	94.40
Hourly Average	0.00	0.25	21.00	0.00	2.50	0.00	0.00	0.00	23.75	23.60
Session Total	0	2	283	3	26	0	1	2	317	319.10
Session Average	0.00	0.17	23.58	0.25	2.17	0.00	0.08	0.17	26.42	26.59
PCU	0	0	107	2	6	0	0	0	115	115
HGV						0	0		0	115
Vehicles	0	1	107	2	6	0	0	0	116	115

Date

Wednesday 19 June 2024

Weather

Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.2: Left from Scotter Road (North) to A18 Kingsway								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	28	0	0	0	0	0	28	28.00
1615 - 1630	0	0	21	0	2	0	0	0	23	23.00
1630 - 1645	0	0	23	0	1	0	0	0	24	24.00
1645 - 1700	0	0	37	0	2	0	0	1	40	41.00
Hourly Total	0	0	109	0	5	0	0	1	115	116.00
Hourly Average	0.00	0.00	27.25	0.00	1.25	0.00	0.00	0.25	28.75	29.00
1700 - 1715	0	0	27	0	1	1	0	0	29	29.50
1715 - 1730	0	0	32	0	1	0	0	0	33	33.00
1730 - 1745	0	0	29	0	3	0	0	0	32	32.00
1745 - 1800	0	0	34	1	2	0	0	0	37	37.00
Hourly Total	0	0	122	1	7	1	0	0	131	131.50
Hourly Average	0.00	0.00	30.50	0.25	1.75	0.25	0.00	0.00	32.75	32.88
1800 - 1815	0	2	26	1	0	0	0	0	29	27.80
1815 - 1830	0	1	29	0	0	0	0	0	30	29.40
1830 - 1845	0	0	20	1	1	0	0	0	22	22.00
1845 - 1900	0	0	15	1	1	0	0	0	17	17.00
Hourly Total	0	3	90	3	2	0	0	0	98	96.20
Hourly Average	0.00	0.75	22.50	0.75	0.50	0.00	0.00	0.00	24.50	24.05
Session Total	0	3	321	4	14	1	0	1	344	343.70
Session Average	0.00	0.25	26.75	0.33	1.17	0.08	0.00	0.08	28.67	28.64
PCU	0	0	109	0	5	0	0	2	116	116
HGV						0	0		0	116
Vehicles	0	0	109	0	5	0	0	1	115	116

Lincolnshire Lakes
Classified Junction Count

Site 7 of 10

Scotter Road (North)
Doncaster Road
A18 Kingsway
Scotter Road (South)
A18 Doncaster Road

Lat/Long

lat 53.590148° lon -0.683589°

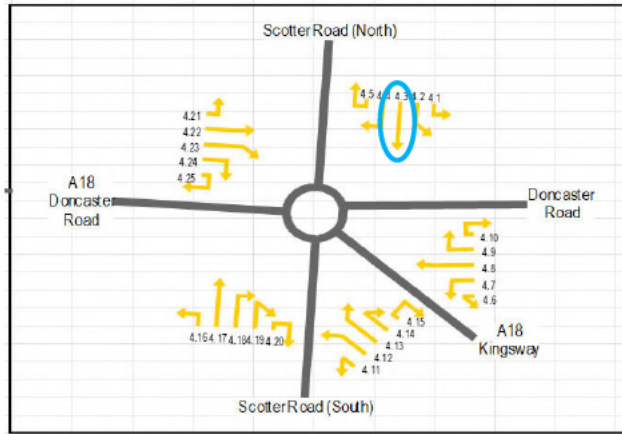
Date

Wednesday 19 June 2024

Weather

Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 4.3: Southbound from Scotter Road (North) to Scotter Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	21	1	2	2	0	0	26	27.00
0715 - 0730	0	0	28	0	6	0	0	0	34	34.00
0730 - 0745	0	0	29	0	6	0	0	0	35	35.00
0745 - 0800	0	2	37	0	9	0	0	1	49	48.80
Hourly Total	0	2	115	1	23	2	0	1	144	144.80
Hourly Average	0.00	0.50	28.75	0.25	5.75	0.50	0.00	0.25	36.00	36.20
0800 - 0815	0	0	53	3	10	1	0	1	68	69.50
0815 - 0830	0	0	46	0	9	0	0	1	56	57.00
0830 - 0845	0	0	57	2	4	0	0	0	63	63.00
0845 - 0900	0	0	50	7	6	0	0	0	63	63.00
Hourly Total	0	0	206	12	29	1	0	2	250	252.50
Hourly Average	0.00	0.00	51.50	3.00	7.25	0.25	0.00	0.50	62.50	63.13
0900 - 0915	0	0	49	2	6	0	0	4	61	65.00
0915 - 0930	0	1	23	1	5	1	0	0	31	30.90
0930 - 0945	0	0	24	1	9	1	0	0	35	35.50
0945 - 1000	0	1	43	1	5	1	1	0	52	53.20
Hourly Total	0	2	139	5	25	3	1	4	179	184.60
Hourly Average	0.00	0.50	34.75	1.25	6.25	0.75	0.25	1.00	44.75	46.15
Session Total	0	4	460	18	77	6	1	7	573	581.90
Session Average	0.00	0.33	38.33	1.50	6.42	0.50	0.08	0.58	47.75	48.49
PCU	0	1	165	3	34	2	0	6	211	210
HGV						1	0		1	210
Vehicles	0	2	165	3	34	1	0	3	208	210

Date

Wednesday 19 June 2024

Weather

Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.3: Southbound from Scotter Road (North) to Scotter Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	78	2	12	0	0	1	93	94.00
1615 - 1630	0	1	74	3	4	0	0	0	82	81.40
1630 - 1645	0	2	78	3	8	0	0	0	91	89.80
1645 - 1700	0	0	57	1	5	0	0	0	63	63.00
Hourly Total	0	3	287	9	29	0	0	1	329	328.20
Hourly Average	0.00	0.75	71.75	2.25	7.25	0.00	0.00	0.25	82.25	82.05
1700 - 1715	0	0	62	0	8	0	0	0	70	70.00
1715 - 1730	0	0	39	1	11	0	0	0	51	51.00
1730 - 1745	0	2	68	2	8	0	0	0	80	78.80
1745 - 1800	0	0	51	1	1	0	0	0	53	53.00
Hourly Total	0	2	220	4	28	0	0	0	254	252.80
Hourly Average	0.00	0.50	55.00	1.00	7.00	0.00	0.00	0.00	63.50	63.20
1800 - 1815	0	0	50	3	4	0	0	0	57	57.00
1815 - 1830	0	0	47	0	4	0	0	0	51	51.00
1830 - 1845	0	1	38	0	3	0	0	0	42	41.40
1845 - 1900	0	2	30	0	1	0	0	0	33	31.80
Hourly Total	0	3	165	3	12	0	0	0	183	181.20
Hourly Average	0.00	0.75	41.25	0.75	3.00	0.00	0.00	0.00	45.75	45.30
Session Total	0	8	672	16	69	0	0	1	766	762.20
Session Average	0.00	0.67	56.00	1.33	5.75	0.00	0.00	0.08	63.83	63.52
PCU	0	1	287	9	29	0	0	2	328	328
HGV						0	0		0	328
Vehicles	0	3	287	9	29	0	0	1	329	328

Lincolnshire Lakes
Classified Junction Count

Site 7 of 10

Scotter Road (North)
Doncaster Road
A18 Kingsway
Scotter Road (South)
A18 Doncaster Road

Lat/Long

lat 53.590148° lon -0.683589°

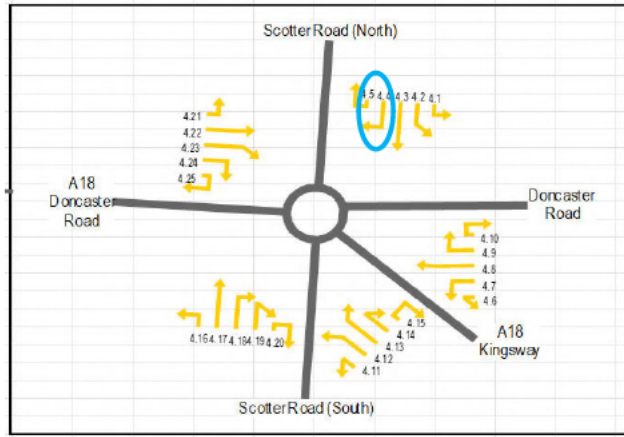
Date

Wednesday 19 June 2024

Weather

Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 4.4: Right from Scotter Road (North) to A18 Doncaster Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	8	0	1	0	0	0	9	9.00
0715 - 0730	0	0	18	0	3	0	0	0	21	21.00
0730 - 0745	0	0	12	0	1	0	0	1	14	15.00
0745 - 0800	0	0	10	0	5	0	0	0	15	15.00
Hourly Total	0	0	48	0	10	0	0	1	59	60.00
Hourly Average	0.00	0.00	12.00	0.00	2.50	0.00	0.00	0.25	14.75	15.00
0800 - 0815	0	0	12	0	2	1	0	0	15	15.50
0815 - 0830	0	0	11	1	2	0	1	0	15	16.30
0830 - 0845	0	0	15	0	3	0	0	0	18	18.00
0845 - 0900	0	0	21	0	2	0	0	0	23	23.00
Hourly Total	0	0	59	1	9	1	1	0	71	72.80
Hourly Average	0.00	0.00	14.75	0.25	2.25	0.25	0.25	0.00	17.75	18.20
0900 - 0915	0	0	17	1	0	1	0	0	19	19.50
0915 - 0930	0	0	18	1	0	0	0	0	19	19.00
0930 - 0945	0	0	17	1	1	1	0	0	20	20.50
0945 - 1000	0	0	13	0	1	1	0	0	15	15.50
Hourly Total	0	0	65	3	2	3	0	0	73	74.50
Hourly Average	0.00	0.00	16.25	0.75	0.50	0.75	0.00	0.00	18.25	18.63
Session Total	0	0	172	4	21	4	1	1	203	207.30
Session Average	0.00	0.00	14.33	0.33	1.75	0.33	0.08	0.08	16.92	17.28
PCU	0	0	45	1	10	2	2	2	63	62
HGV						1	1		2	62
Vehicles	0	0	45	1	10	1	1	1	59	62

Date

Wednesday 19 June 2024

Weather

Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.4: Right from Scotter Road (North) to A18 Doncaster Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	6	0	0	0	0	0	6	6.00
1615 - 1630	0	0	21	0	2	0	0	0	23	23.00
1630 - 1645	0	0	14	0	1	0	0	0	15	15.00
1645 - 1700	0	0	13	0	3	0	0	0	16	16.00
Hourly Total	0	0	54	0	6	0	0	0	60	60.00
Hourly Average	0.00	0.00	13.50	0.00	1.50	0.00	0.00	0.00	15.00	15.00
1700 - 1715	0	2	15	0	0	0	0	0	17	15.80
1715 - 1730	0	3	30	1	0	0	0	0	34	32.20
1730 - 1745	0	1	18	0	1	0	0	0	20	19.40
1745 - 1800	0	0	14	0	0	0	0	0	14	14.00
Hourly Total	0	6	77	1	1	0	0	0	85	81.40
Hourly Average	0.00	1.50	19.25	0.25	0.25	0.00	0.00	0.00	21.25	20.35
1800 - 1815	0	4	18	1	1	0	0	0	24	21.60
1815 - 1830	0	0	26	0	1	0	0	0	27	27.00
1830 - 1845	0	0	13	0	1	1	0	0	15	15.50
1845 - 1900	0	0	19	1	1	0	0	0	21	21.00
Hourly Total	0	4	76	2	4	1	0	0	87	85.10
Hourly Average	0.00	1.00	19.00	0.50	1.00	0.25	0.00	0.00	21.75	21.28
Session Total	0	10	207	3	11	1	0	0	232	226.50
Session Average	0.00	0.83	17.25	0.25	0.92	0.08	0.00	0.00	19.33	18.88
PCU	0	0	54	0	6	0	0	0	60	60
HGV						0	0		0	60
Vehicles	0	0	54	0	6	0	0	0	60	60

Lincolnshire Lakes
Classified Junction Count

Site 7 of 10

Scotter Road (North)
Doncaster Road
A18 Kingsway
Scotter Road (South)
A18 Doncaster Road

Lat/Long

lat 53.590148° lon -0.683589°

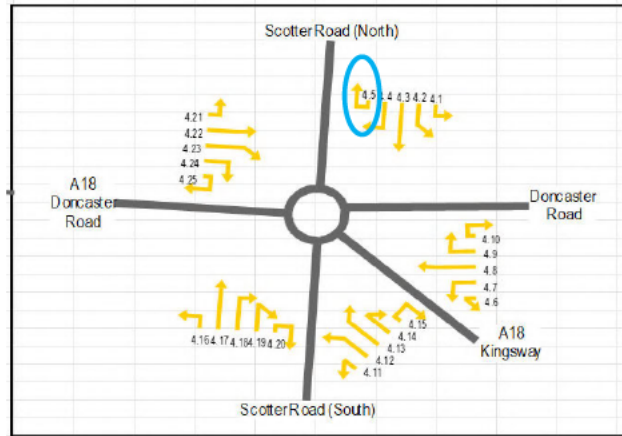
Date

Wednesday 19 June 2024

Weather

Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 4.5: U-Turn from Scotter Road (North) to Scotter Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	1	0	0	0	1	1.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
Session Total	0	0	0	0	1	0	0	0	1	1.00
Session Average	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.08	0.08
PCU	0	0	0	0	0	0	0	0	0	0
HGV	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0

Date

Wednesday 19 June 2024

Weather

Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.5: U-Turn from Scotter Road (North) to Scotter Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	2	0	0	0	0	0	2	2.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	3	0	0	0	0	0	3	3.00
Session Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
PCU	0	0	3	0	0	0	0	0	3	3
HGV	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	3	0	0	0	0	0	3	3

Lincolnshire Lakes
Classified Junction Count

Site 7 of 10

Scotter Road (North)
Doncaster Road
A18 Kingsway
Scotter Road (South)
A18 Doncaster Road

Lat/Long

lat 53.590148° lon -0.683589°

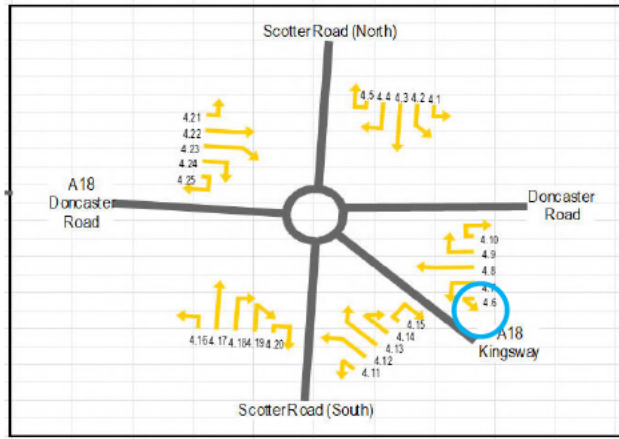
Date

Wednesday 19 June 2024

Weather

Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 4.6: Left from Doncaster Road to A18 Kingsway								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	1	0	2	3.30
0715 - 0730	0	0	1	0	1	0	0	0	2	2.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	6	0	1	0	1	0	8	9.30
Hourly Average	0.00	0.00	1.50	0.00	0.25	0.00	0.25	0.00	2.00	2.33
0800 - 0815	0	0	2	0	0	0	0	0	2	2.00
0815 - 0830	0	0	2	0	0	0	0	0	2	2.00
0830 - 0845	0	0	2	0	0	0	0	0	2	2.00
0845 - 0900	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	0	0	9	0	1	0	0	0	10	10.00
Hourly Average	0.00	0.00	2.25	0.00	0.25	0.00	0.00	0.00	2.50	2.50
0900 - 0915	0	0	1	0	1	0	0	0	2	2.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	5	0	1	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.25	0.00	0.25	0.00	0.00	0.00	1.50	1.50
Session Total	0	0	20	0	3	0	1	0	24	25.30
Session Average	0.00	0.00	1.67	0.00	0.25	0.00	0.08	0.00	2.00	2.11
PCU	0	0	8	0	0	0	0	0	8	8
HGV	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	8	0	0	0	0	0	8	8

Date

Wednesday 19 June 2024

Weather

Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.6: Left from Doncaster Road to A18 Kingsway								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	0	0	1	0	0	0	1	1.00
1630 - 1645	0	0	4	0	1	0	0	0	5	5.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	5	0	2	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.25	0.00	0.50	0.00	0.00	0.00	1.75	1.75
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	0	0	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75
1800 - 1815	0	0	3	0	0	0	0	0	3	3.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	5	0	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.25	1.25
Session Total	0	0	12	0	3	0	0	0	15	15.00
Session Average	0.00	0.00	1.00	0.00	0.25	0.00	0.00	0.00	1.25	1.25
PCU	0	0	5	0	2	0	0	0	7	7
HGV	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	5	0	2	0	0	0	7	7

Lincolnshire Lakes
Classified Junction Count

Site 7 of 10

Scotter Road (North)
Doncaster Road
A18 Kingsway
Scotter Road (South)
A18 Doncaster Road

Lat/Long

lat 53.590148° lon -0.683589°

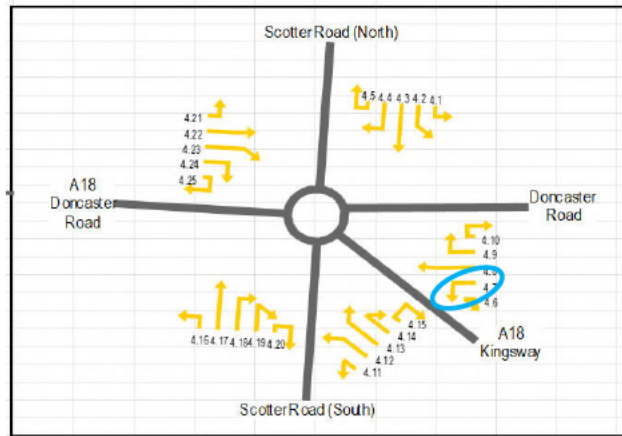
Date

Wednesday 19 June 2024

Weather

Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 4.7: Left from Doncaster Road to Scotter Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	1	0	0	0	4	4.00
0715 - 0730	0	0	7	0	2	0	0	1	10	11.00
0730 - 0745	0	0	3	0	2	0	0	0	5	5.00
0745 - 0800	0	0	12	0	1	0	0	0	13	13.00
Hourly Total	0	0	25	0	6	0	0	1	32	33.00
Hourly Average	0.00	0.00	6.25	0.00	1.50	0.00	0.00	0.25	8.00	8.25
0800 - 0815	0	0	8	1	3	0	0	0	12	12.00
0815 - 0830	0	0	15	1	3	0	0	1	20	21.00
0830 - 0845	0	0	7	0	3	0	0	0	10	10.00
0845 - 0900	0	0	12	0	2	0	0	0	14	14.00
Hourly Total	0	0	42	2	11	0	0	1	56	57.00
Hourly Average	0.00	0.00	10.50	0.50	2.75	0.00	0.00	0.25	14.00	14.25
0900 - 0915	0	0	6	0	2	1	0	4	13	17.50
0915 - 0930	0	0	13	1	6	1	0	0	21	21.50
0930 - 0945	0	0	12	0	2	0	0	0	14	14.00
0945 - 1000	0	0	12	0	3	0	0	0	15	15.00
Hourly Total	0	0	43	1	13	2	0	4	63	68.00
Hourly Average	0.00	0.00	10.75	0.25	3.25	0.50	0.00	1.00	15.75	17.00
Session Total	0	0	110	3	30	2	0	6	151	158.00
Session Average	0.00	0.00	9.17	0.25	2.50	0.17	0.00	0.50	12.58	13.17
PCU	0	0	38	2	9	0	0	2	51	51
HGV						0	0		0	51
Vehicles	0	0	38	2	9	0	0	1	50	51

Date

Wednesday 19 June 2024

Weather

Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.7: Left from Doncaster Road to Scotter Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	22	1	3	0	0	0	27	26.40
1615 - 1630	0	0	21	0	3	0	0	0	24	24.00
1630 - 1645	0	0	20	0	1	0	0	0	21	21.00
1645 - 1700	0	0	24	0	2	0	0	0	26	26.00
Hourly Total	0	1	87	1	9	0	0	0	98	97.40
Hourly Average	0.00	0.25	21.75	0.25	2.25	0.00	0.00	0.00	24.50	24.35
1700 - 1715	0	0	19	0	0	0	0	0	19	19.00
1715 - 1730	0	1	10	0	5	0	0	0	16	15.40
1730 - 1745	0	0	25	0	3	0	0	0	28	28.00
1745 - 1800	0	0	16	0	2	0	0	0	18	18.00
Hourly Total	0	1	70	0	10	0	0	0	81	80.40
Hourly Average	0.00	0.25	17.50	0.00	2.50	0.00	0.00	0.00	20.25	20.10
1800 - 1815	0	0	14	0	1	0	0	0	15	15.00
1815 - 1830	0	1	25	0	2	0	0	0	28	27.40
1830 - 1845	0	1	20	0	0	0	0	0	21	20.40
1845 - 1900	0	1	16	0	2	0	0	0	19	18.40
Hourly Total	0	3	75	0	5	0	0	0	83	81.20
Hourly Average	0.00	0.75	18.75	0.00	1.25	0.00	0.00	0.00	20.75	20.30
Session Total	0	5	232	1	24	0	0	0	262	259.00
Session Average	0.00	0.42	19.33	0.08	2.00	0.00	0.00	0.00	21.83	21.58
PCU	0	0	87	1	9	0	0	0	97	97
HGV						0	0		0	97
Vehicles	0	1	87	1	9	0	0	0	98	97

Lincolnshire Lakes
Classified Junction Count

Site 7 of 10

Scotter Road (North)
Doncaster Road
A18 Kingsway
Scotter Road (South)
A18 Doncaster Road

Lat/Long

lat 53.590148° lon -0.683589°

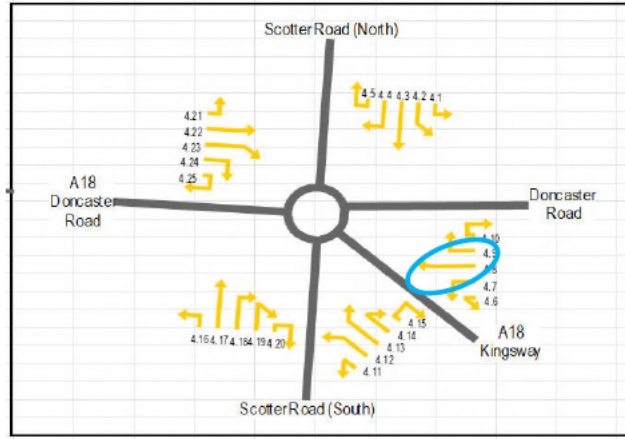
Date

Wednesday 19 June 2024

Weather

Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 4.8: Westbound from Doncaster Road to A18 Doncaster Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	2	28	0	8	0	0	1	39	38.80
0715 - 0730	0	0	29	0	5	0	0	0	34	34.00
0730 - 0745	0	0	40	0	7	0	0	1	48	49.00
0745 - 0800	0	0	24	2	9	0	0	1	36	37.00
Hourly Total	0	2	121	2	29	0	0	3	157	158.80
Hourly Average	0.00	0.50	30.25	0.50	7.25	0.00	0.00	0.75	39.25	39.70
0800 - 0815	0	0	33	0	7	0	0	1	41	42.00
0815 - 0830	0	0	21	2	4	1	0	1	29	30.50
0830 - 0845	0	0	36	1	2	0	0	2	41	43.00
0845 - 0900	0	0	28	1	6	0	0	1	36	37.00
Hourly Total	0	0	118	4	19	1	0	5	147	152.50
Hourly Average	0.00	0.00	29.50	1.00	4.75	0.25	0.00	1.25	36.75	38.13
0900 - 0915	0	0	31	0	11	0	0	3	45	48.00
0915 - 0930	0	0	22	1	12	1	0	1	37	38.50
0930 - 0945	0	0	41	0	10	0	0	0	51	51.00
0945 - 1000	0	1	55	1	14	1	0	1	73	73.90
Hourly Total	0	1	149	2	47	2	0	5	206	211.40
Hourly Average	0.00	0.25	37.25	0.50	11.75	0.50	0.00	1.25	51.50	52.85
Session Total	0	3	388	8	95	3	0	13	510	522.70
Session Average	0.00	0.25	32.33	0.67	7.92	0.25	0.00	1.08	42.50	43.56
PCU	0	0	118	4	27	2	0	8	159	159
HGV						1	0		1	159
Vehicles	0	0	118	4	27	1	0	4	154	159

Date

Wednesday 19 June 2024

Weather

Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.8: Westbound from Doncaster Road to A18 Doncaster Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	53	0	4	0	0	1	58	59.00
1615 - 1630	0	0	60	0	6	0	0	1	67	68.00
1630 - 1645	0	0	45	0	3	0	0	0	48	48.00
1645 - 1700	0	0	66	1	5	0	0	2	74	76.00
Hourly Total	0	0	224	1	18	0	0	4	247	251.00
Hourly Average	0.00	0.00	56.00	0.25	4.50	0.00	0.00	1.00	61.75	62.75
1700 - 1715	0	1	61	0	7	0	0	0	69	68.40
1715 - 1730	0	0	65	0	3	1	0	1	70	71.50
1730 - 1745	0	0	57	1	1	0	0	3	62	65.00
1745 - 1800	0	1	54	0	2	0	0	1	58	58.40
Hourly Total	0	2	237	1	13	1	0	5	259	263.30
Hourly Average	0.00	0.50	59.25	0.25	3.25	0.25	0.00	1.25	64.75	65.83
1800 - 1815	0	1	56	0	4	0	0	0	61	60.40
1815 - 1830	0	1	40	0	1	0	0	1	43	43.40
1830 - 1845	0	3	47	0	3	0	0	1	54	53.20
1845 - 1900	0	0	39	0	5	0	0	0	44	44.00
Hourly Total	0	5	182	0	13	0	0	2	202	201.00
Hourly Average	0.00	1.25	45.50	0.00	3.25	0.00	0.00	0.50	50.50	50.25
Session Total	0	7	643	2	44	1	0	11	708	715.30
Session Average	0.00	0.58	53.58	0.17	3.67	0.08	0.00	0.92	59.00	59.61
PCU	0	0	224	1	18	0	0	8	251	251
HGV						0	0		0	251
Vehicles	0	0	224	1	18	0	0	4	247	251

Lincolnshire Lakes
Classified Junction Count

Site 7 of 10

Scotter Road (North)
Doncaster Road
A18 Kingsway
Scotter Road (South)
A18 Doncaster Road

Lat/Long

lat 53.590148° lon -0.683589°

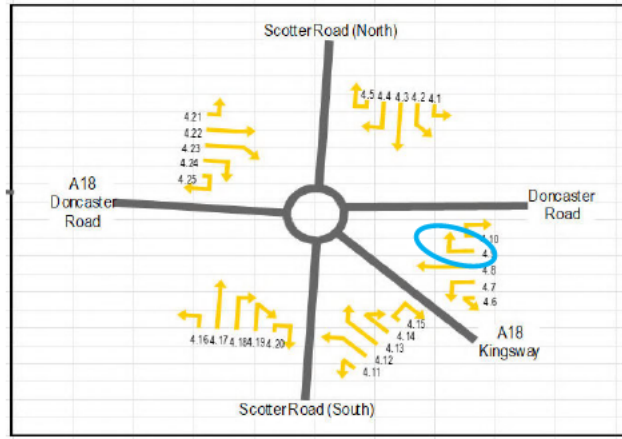
Date

Wednesday 19 June 2024

Weather

Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 4.9: Right from Doncaster Road to Scotter Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	2	1	0	0	0	0	3	3.00
0730 - 0745	0	0	4	0	0	0	0	0	4	4.00
0745 - 0800	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	11	1	0	0	0	0	12	12.00
Hourly Average	0.00	0.00	2.75	0.25	0.00	0.00	0.00	0.00	3.00	3.00
0800 - 0815	0	0	4	0	1	0	0	0	5	5.00
0815 - 0830	0	0	4	0	1	0	0	0	5	5.00
0830 - 0845	0	0	3	1	0	0	0	0	4	4.00
0845 - 0900	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	15	1	2	0	0	0	18	18.00
Hourly Average	0.00	0.00	3.75	0.25	0.50	0.00	0.00	0.00	4.50	4.50
0900 - 0915	0	0	4	0	1	0	0	0	5	5.00
0915 - 0930	0	0	3	0	1	0	0	0	4	4.00
0930 - 0945	0	0	3	0	1	0	0	0	4	4.00
0945 - 1000	0	0	5	0	1	0	0	0	6	6.00
Hourly Total	0	0	15	0	4	0	0	0	19	19.00
Hourly Average	0.00	0.00	3.75	0.00	1.00	0.00	0.00	0.00	4.75	4.75
Session Total	0	0	41	2	6	0	0	0	49	49.00
Session Average	0.00	0.00	3.42	0.17	0.50	0.00	0.00	0.00	4.08	4.08
PCU	0	0	17	0	2	0	0	0	19	19
HGV						0	0		0	19
Vehicles	0	0	17	0	2	0	0	0	19	19

Date

Wednesday 19 June 2024

Weather

Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.9: Right from Doncaster Road to Scotter Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	8	0	2	0	0	0	10	10.00
1615 - 1630	0	0	8	0	1	0	0	0	9	9.00
1630 - 1645	0	0	5	0	0	0	0	1	6	7.00
1645 - 1700	0	0	2	0	0	0	0	1	3	4.00
Hourly Total	0	0	23	0	3	0	0	2	28	30.00
Hourly Average	0.00	0.00	5.75	0.00	0.75	0.00	0.00	0.50	7.00	7.50
1700 - 1715	0	0	9	0	0	0	0	0	9	9.00
1715 - 1730	0	0	4	0	0	0	0	0	4	4.00
1730 - 1745	0	1	7	0	0	0	0	0	8	7.40
1745 - 1800	0	0	3	0	0	0	0	1	4	5.00
Hourly Total	0	1	23	0	0	0	0	1	25	25.40
Hourly Average	0.00	0.25	5.75	0.00	0.00	0.00	0.00	0.25	6.25	6.35
1800 - 1815	0	0	10	0	0	0	0	0	10	10.00
1815 - 1830	0	0	7	0	1	0	0	0	8	8.00
1830 - 1845	0	0	3	1	0	0	0	0	4	4.00
1845 - 1900	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	24	1	1	0	0	0	26	26.00
Hourly Average	0.00	0.00	6.00	0.25	0.25	0.00	0.00	0.00	6.50	6.50
Session Total	0	1	70	1	4	0	0	3	79	81.40
Session Average	0.00	0.08	5.83	0.08	0.33	0.00	0.00	0.25	6.58	6.78
PCU	0	0	23	0	3	0	0	4	30	30
HGV						0	0		0	30
Vehicles	0	0	23	0	3	0	0	2	28	30

Lincolnshire Lakes
Classified Junction Count

Site 7 of 10

Scotter Road (North)
Doncaster Road
A18 Kingsway
Scotter Road (South)
A18 Doncaster Road

Lat/Long

lat 53.590148° lon -0.683589°

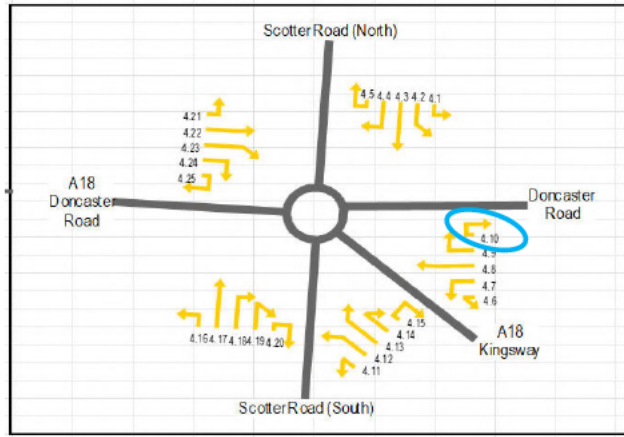
Date

Wednesday 19 June 2024

Weather

Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 4.10: U-Turn from Doncaster Road to Doncaster Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	0	0	0	0	0	0	0	0.00
Session Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PCU	0	0	0	0	0	0	0	0	0	0
HGV	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0

Date

Wednesday 19 June 2024

Weather

Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.10: U-Turn from Doncaster Road to Doncaster Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
Session Total	0	0	2	0	0	0	0	0	2	2.00
Session Average	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.00	0.17	0.17
PCU	0	0	1	0	0	0	0	0	1	1
HGV	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	1	0	0	0	0	0	1	1

Lincolnshire Lakes
Classified Junction Count

Site 7 of 10

Scotter Road (North)
Doncaster Road
A18 Kingsway
Scotter Road (South)
A18 Doncaster Road

Lat/Long

lat 53.590148° lon -0.683589°

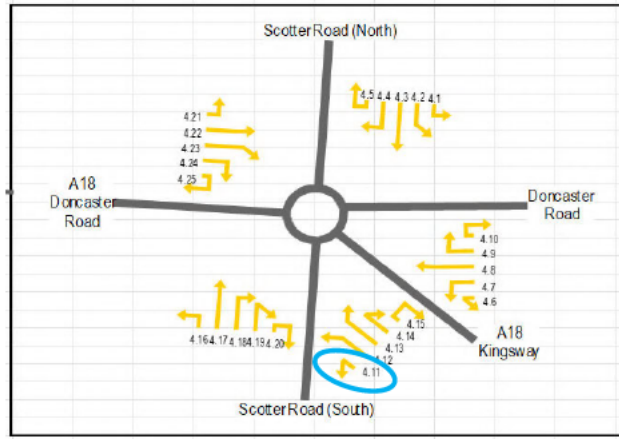
Date

Wednesday 19 June 2024

Weather

Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 4.11: Left from A18 Kingsway to Scotter Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	0	0	1	1.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	0	0	5	0	1	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.25	0.00	0.25	0.00	0.00	0.00	1.50	1.50
0800 - 0815	0	0	4	0	1	0	0	0	5	5.00
0815 - 0830	0	0	3	0	2	0	0	0	5	5.00
0830 - 0845	0	0	2	1	4	0	0	0	7	7.00
0845 - 0900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	12	1	7	0	0	0	20	20.00
Hourly Average	0.00	0.00	3.00	0.25	1.75	0.00	0.00	0.00	5.00	5.00
0900 - 0915	0	0	6	1	3	0	0	0	10	10.00
0915 - 0930	0	0	4	0	0	0	0	0	4	4.00
0930 - 0945	0	0	5	0	0	0	0	0	5	5.00
0945 - 1000	0	0	1	0	3	1	0	0	5	5.50
Hourly Total	0	0	16	1	6	1	0	0	24	24.50
Hourly Average	0.00	0.00	4.00	0.25	1.50	0.25	0.00	0.00	6.00	6.13
Session Total	0	0	33	2	14	1	0	0	50	50.50
Session Average	0.00	0.00	2.75	0.17	1.17	0.08	0.00	0.00	4.17	4.21
PCU	0	0	10	0	4	0	0	0	14	14
HGV	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	10	0	4	0	0	0	14	14

Date

Wednesday 19 June 2024

Weather

Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.11: Left from A18 Kingsway to Scotter Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	2	1	1	0	0	0	4	4.00
1615 - 1630	0	0	3	0	3	0	0	0	6	6.00
1630 - 1645	0	0	4	0	1	0	1	0	6	7.30
1645 - 1700	0	0	12	0	0	0	0	0	12	12.00
Hourly Total	0	0	21	1	5	0	1	0	28	29.30
Hourly Average	0.00	0.00	5.25	0.25	1.25	0.00	0.25	0.00	7.00	7.33
1700 - 1715	0	0	7	0	1	0	0	0	8	8.00
1715 - 1730	0	0	9	0	1	0	0	0	10	10.00
1730 - 1745	0	0	5	0	1	0	0	0	6	6.00
1745 - 1800	0	0	10	0	0	0	0	0	10	10.00
Hourly Total	0	0	31	0	3	0	0	0	34	34.00
Hourly Average	0.00	0.00	7.75	0.00	0.75	0.00	0.00	0.00	8.50	8.50
1800 - 1815	0	0	5	0	0	0	0	0	5	5.00
1815 - 1830	0	0	7	0	0	0	0	0	7	7.00
1830 - 1845	0	0	4	0	0	0	0	0	4	4.00
1845 - 1900	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	21	0	0	0	0	0	21	21.00
Hourly Average	0.00	0.00	5.25	0.00	0.00	0.00	0.00	0.00	5.25	5.25
Session Total	0	0	73	1	8	0	1	0	83	84.30
Session Average	0.00	0.00	6.08	0.08	0.67	0.00	0.08	0.00	6.92	7.03
PCU	0	0	21	1	5	0	2	0	29	29
HGV	0	0	0	0	0	0	1	0	1	29
Vehicles	0	0	21	1	5	0	1	0	28	29

Lincolnshire Lakes
Classified Junction Count

Site 7 of 10

Scotter Road (North)
Doncaster Road
A18 Kingsway
Scotter Road (South)
A18 Doncaster Road

Lat/Long

lat 53.590148° lon -0.683589°

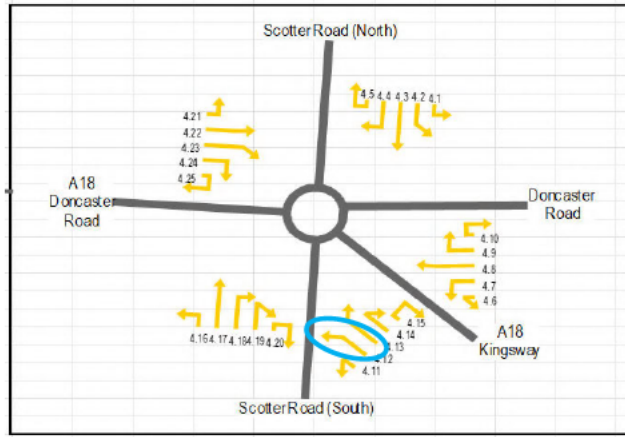
Date

Wednesday 19 June 2024

Weather

Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 4.12: Left from A18 Kingsway to A18 Doncaster Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	57	0	9	6	3	1	77	84.30
0715 - 0730	0	1	79	2	13	4	2	0	101	105.00
0730 - 0745	0	0	62	1	15	2	3	0	83	87.90
0745 - 0800	0	1	61	1	14	2	3	0	82	86.30
Hourly Total	0	3	259	4	51	14	11	1	343	363.50
Hourly Average	0.00	0.75	64.75	1.00	12.75	3.50	2.75	0.25	85.75	90.88
0800 - 0815	0	0	54	4	10	2	5	0	75	82.50
0815 - 0830	0	0	53	4	11	1	3	0	72	76.40
0830 - 0845	0	1	53	3	7	0	1	0	65	65.70
0845 - 0900	0	0	56	5	12	1	1	1	76	78.80
Hourly Total	0	1	216	16	40	4	10	1	288	303.40
Hourly Average	0.00	0.25	54.00	4.00	10.00	1.00	2.50	0.25	72.00	75.85
0900 - 0915	0	0	59	2	7	2	2	0	72	75.60
0915 - 0930	0	0	65	4	6	4	5	0	84	92.50
0930 - 0945	0	0	55	0	9	1	4	1	70	76.70
0945 - 1000	0	1	52	1	3	4	0	0	61	62.40
Hourly Total	0	1	231	7	25	11	11	1	287	307.20
Hourly Average	0.00	0.25	57.75	1.75	6.25	2.75	2.75	0.25	71.75	76.80
Session Total	0	5	706	27	116	29	32	3	918	974.10
Session Average	0.00	0.42	58.83	2.25	9.67	2.42	2.67	0.25	76.50	81.18
PCU	0	0	230	10	50	16	32	0	339	333
HGV						7	14		21	333
Vehicles	0	1	230	10	50	7	14	0	312	333

Date

Wednesday 19 June 2024

Weather

Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.12: Left from A18 Kingsway to A18 Doncaster Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	75	3	3	1	2	0	85	87.50
1615 - 1630	0	2	84	0	10	0	2	8	106	115.40
1630 - 1645	0	0	80	0	19	3	1	0	103	105.80
1645 - 1700	0	0	61	0	11	1	1	0	74	75.80
Hourly Total	0	3	300	3	43	5	6	8	368	384.50
Hourly Average	0.00	0.75	75.00	0.75	10.75	1.25	1.50	2.00	92.00	96.13
1700 - 1715	0	0	95	1	6	1	0	0	103	103.50
1715 - 1730	0	0	89	0	4	0	3	0	96	99.90
1730 - 1745	0	2	76	0	8	0	2	1	89	91.40
1745 - 1800	2	4	69	1	7	1	0	0	84	80.50
Hourly Total	2	6	329	2	25	2	5	1	372	375.30
Hourly Average	0.50	1.50	82.25	0.50	6.25	0.50	1.25	0.25	93.00	93.83
1800 - 1815	0	1	74	0	5	0	0	0	80	79.40
1815 - 1830	0	1	62	0	8	0	1	0	72	72.70
1830 - 1845	1	2	58	0	7	0	1	0	69	68.30
1845 - 1900	1	0	56	0	7	0	0	0	64	63.20
Hourly Total	2	4	250	0	27	0	2	0	285	283.60
Hourly Average	0.50	1.00	62.50	0.00	6.75	0.00	0.50	0.00	71.25	70.90
Session Total	4	13	879	5	95	7	13	9	1025	1043.40
Session Average	0.33	1.08	73.25	0.42	7.92	0.58	1.08	0.75	85.42	86.95
PCU	0	1	300	3	43	12	14	16	389	385
HGV						5	6		11	385
Vehicles	0	3	300	3	43	5	6	8	368	385

Lincolnshire Lakes
Classified Junction Count

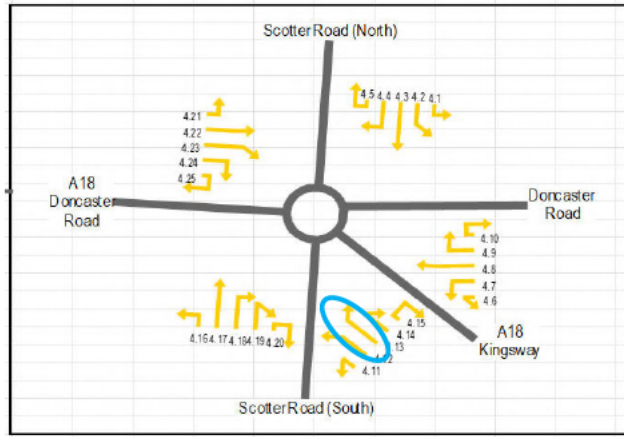
Site 7 of 10
Scotter Road (North)
Doncaster Road
A18 Kingsway
Scotter Road (South)
A18 Doncaster Road

Lat/Long
lat 53.590148° lon -0.683589°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 4.13: Right from A18 Kingsway to Scotter Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	11	0	0	0	0	0	11	11.00
0715 - 0730	0	0	17	0	1	0	0	0	18	18.00
0730 - 0745	0	0	25	0	5	0	0	0	30	30.00
0745 - 0800	0	0	36	0	2	0	0	0	38	38.00
Hourly Total	0	0	89	0	8	0	0	0	97	97.00
Hourly Average	0.00	0.00	22.25	0.00	2.00	0.00	0.00	0.00	24.25	24.25
0800 - 0815	0	0	30	0	1	0	0	0	31	31.00
0815 - 0830	0	0	20	0	2	0	0	1	23	24.00
0830 - 0845	0	0	28	0	4	0	0	0	32	32.00
0845 - 0900	0	0	22	0	3	0	0	1	26	27.00
Hourly Total	0	0	100	0	10	0	0	2	112	114.00
Hourly Average	0.00	0.00	25.00	0.00	2.50	0.00	0.00	0.50	28.00	28.50
0900 - 0915	0	1	13	0	3	0	0	1	18	18.40
0915 - 0930	0	0	16	0	6	0	0	0	22	22.00
0930 - 0945	0	0	16	0	0	0	0	0	16	16.00
0945 - 1000	0	0	15	0	2	0	1	0	18	19.30
Hourly Total	0	1	60	0	11	0	1	1	74	75.70
Hourly Average	0.00	0.25	15.00	0.00	2.75	0.00	0.25	0.25	18.50	18.93
Session Total	0	1	249	0	29	0	1	3	283	286.70
Session Average	0.00	0.08	20.75	0.00	2.42	0.00	0.08	0.25	23.58	23.89
PCU	0	0	111	0	10	0	0	2	123	123
HGV	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	111	0	10	0	0	1	122	123

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.13: Right from A18 Kingsway to Scotter Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	17	0	4	0	0	1	22	23.00
1615 - 1630	0	0	18	0	2	0	0	0	20	20.00
1630 - 1645	0	0	20	0	3	0	0	0	23	23.00
1645 - 1700	0	0	20	0	4	0	0	0	24	24.00
Hourly Total	0	0	75	0	13	0	0	1	89	90.00
Hourly Average	0.00	0.00	18.75	0.00	3.25	0.00	0.00	0.25	22.25	22.50
1700 - 1715	0	0	23	0	1	0	0	0	24	24.00
1715 - 1730	0	0	29	0	1	0	0	0	30	30.00
1730 - 1745	0	0	34	0	3	0	0	0	37	37.00
1745 - 1800	0	1	25	0	3	0	0	0	29	28.40
Hourly Total	0	1	111	0	8	0	0	0	120	119.40
Hourly Average	0.00	0.25	27.75	0.00	2.00	0.00	0.00	0.00	30.00	29.85
1800 - 1815	0	0	25	0	2	0	0	0	27	27.00
1815 - 1830	0	1	17	0	2	0	0	0	20	19.40
1830 - 1845	0	0	18	0	1	0	0	0	19	19.00
1845 - 1900	0	1	16	0	0	0	0	0	17	16.40
Hourly Total	0	2	76	0	5	0	0	0	83	81.80
Hourly Average	0.00	0.50	19.00	0.00	1.25	0.00	0.00	0.00	20.75	20.45
Session Total	0	3	262	0	26	0	0	1	292	291.20
Session Average	0.00	0.25	21.83	0.00	2.17	0.00	0.00	0.08	24.33	24.27
PCU	0	0	75	0	13	0	0	2	90	90
HGV	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	75	0	13	0	0	1	89	90

Lincolnshire Lakes
Classified Junction Count

Site 7 of 10

Scotter Road (North)
Doncaster Road
A18 Kingsway
Scotter Road (South)
A18 Doncaster Road

Lat/Long

lat 53.590148° lon -0.683589°

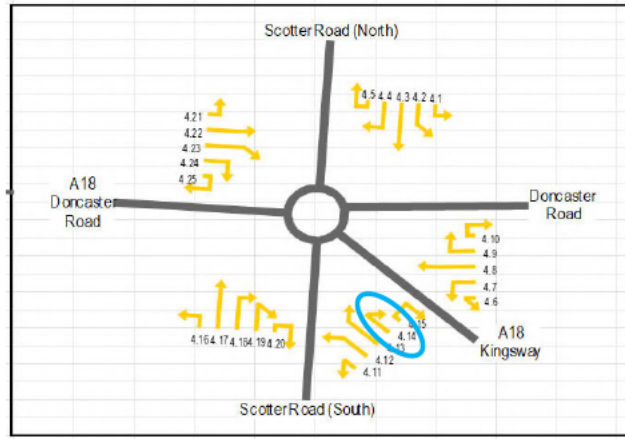
Date

Wednesday 19 June 2024

Weather

Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 4.14: Right from A18 Kingsway to Doncaster Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	3	0	0	0	0	0	3	3.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	5	0	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.25	1.25
0900 - 0915	0	0	3	0	0	0	0	0	3	3.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
Session Total	0	0	10	0	0	0	0	0	10	10.00
Session Average	0.00	0.00	0.83	0.00	0.00	0.00	0.00	0.00	0.83	0.83
PCU	0	0	3	0	0	0	0	0	3	3
HGV	0	0	0	0	0	0	0	0	0	3
Vehicles	0	0	3	0	0	0	0	0	3	3

Date

Wednesday 19 June 2024

Weather

Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.14: Right from A18 Kingsway to Doncaster Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	1	0	1	0	0	0	2	2.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	1	0	0	0	1	1.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
Session Total	0	0	4	0	2	0	0	0	6	6.00
Session Average	0.00	0.00	0.33	0.00	0.17	0.00	0.00	0.00	0.50	0.50
PCU	0	0	2	0	1	0	0	0	3	3
HGV	0	0	0	0	0	0	0	0	0	3
Vehicles	0	0	2	0	1	0	0	0	3	3

Lincolnshire Lakes
Classified Junction Count

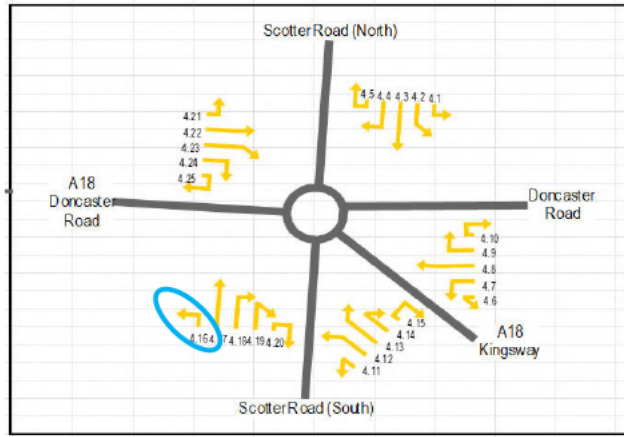
Site 7 of 10
Scotter Road (North)
Doncaster Road
A18 Kingsway
Scotter Road (South)
A18 Doncaster Road

Lat/Long
lat 53.590148° lon -0.683589°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 4.16: Left from Scotter Road (South) to A18 Doncaster Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	47	0	18	2	3	0	71	75.30
0715 - 0730	0	0	52	0	15	1	2	0	70	73.10
0730 - 0745	0	0	59	0	14	0	3	1	77	81.90
0745 - 0800	0	0	45	2	9	1	1	1	59	61.80
Hourly Total	0	1	203	2	56	4	9	2	277	292.10
Hourly Average	0.00	0.25	50.75	0.50	14.00	1.00	2.25	0.50	69.25	73.03
0800 - 0815	0	1	48	0	10	0	2	0	61	63.00
0815 - 0830	0	0	45	2	7	0	0	1	55	56.00
0830 - 0845	0	1	53	0	9	0	6	0	69	76.20
0845 - 0900	0	0	68	0	5	0	1	1	75	77.30
Hourly Total	0	2	214	2	31	0	9	2	260	272.50
Hourly Average	0.00	0.50	53.50	0.50	7.75	0.00	2.25	0.50	65.00	68.13
0900 - 0915	0	0	55	1	4	1	4	0	65	70.70
0915 - 0930	0	0	54	0	5	2	4	1	66	73.20
0930 - 0945	0	0	59	0	13	3	0	0	75	76.50
0945 - 1000	0	0	69	0	3	2	0	1	75	77.00
Hourly Total	0	0	237	1	25	8	8	2	281	297.40
Hourly Average	0.00	0.00	59.25	0.25	6.25	2.00	2.00	0.50	70.25	74.35
Session Total	0	3	654	5	112	12	26	6	818	862.00
Session Average	0.00	0.25	54.50	0.42	9.33	1.00	2.17	0.50	68.17	71.83
PCU	0	0	197	4	40	2	14	6	264	263
HGV						1	6		7	263
Vehicles	0	1	197	4	40	1	6	3	252	263

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.16: Left from Scotter Road (South) to A18 Doncaster Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	69	0	17	0	0	0	87	86.40
1615 - 1630	0	1	51	0	4	0	3	0	59	62.30
1630 - 1645	0	0	57	0	11	0	3	1	72	76.90
1645 - 1700	0	1	54	1	6	0	2	1	65	68.00
Hourly Total	0	3	231	1	38	0	8	2	283	293.60
Hourly Average	0.00	0.75	57.75	0.25	9.50	0.00	2.00	0.50	70.75	73.40
1700 - 1715	0	1	51	0	9	1	0	0	62	61.90
1715 - 1730	0	1	44	1	5	2	3	1	57	62.30
1730 - 1745	0	1	58	0	5	0	0	0	64	63.40
1745 - 1800	0	1	56	0	4	0	0	1	62	62.40
Hourly Total	0	4	209	1	23	3	3	2	245	250.00
Hourly Average	0.00	1.00	52.25	0.25	5.75	0.75	0.75	0.50	61.25	62.50
1800 - 1815	0	1	55	0	5	1	1	0	63	64.20
1815 - 1830	1	1	56	0	2	0	0	1	61	60.60
1830 - 1845	0	0	41	0	5	1	0	0	47	47.50
1845 - 1900	0	0	43	0	5	0	1	1	50	52.30
Hourly Total	1	2	195	0	17	2	2	2	221	224.60
Hourly Average	0.25	0.50	48.75	0.00	4.25	0.50	0.50	0.50	55.25	56.15
Session Total	1	9	635	2	78	5	13	6	749	768.20
Session Average	0.08	0.75	52.92	0.17	6.50	0.42	1.08	0.50	62.42	64.02
PCU	0	1	231	1	38	0	18	4	294	294
HGV						0	8		8	294
Vehicles	0	3	231	1	38	0	8	2	283	294

Lincolnshire Lakes
Classified Junction Count

Site 7 of 10

Scotter Road (North)
Doncaster Road
A18 Kingsway
Scotter Road (South)
A18 Doncaster Road

Lat/Long

lat 53.590148° lon -0.683589°

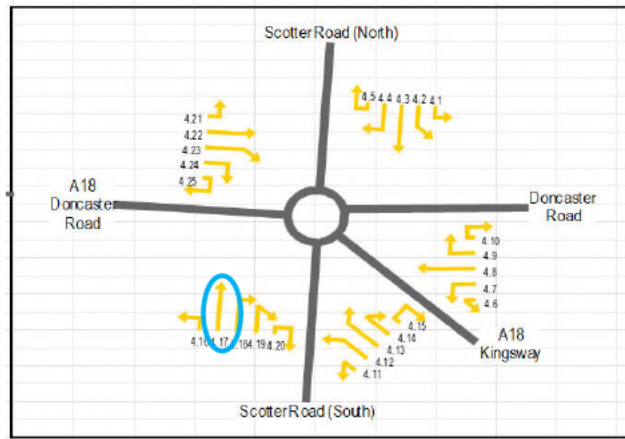
Date

Wednesday 19 June 2024

Weather

Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 4.17: Northbound from Scotter Road (South) to Scotter Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	40	0	8	0	0	0	48	49.00
0715 - 0730	0	2	52	0	12	0	0	1	67	66.80
0730 - 0745	0	3	67	1	11	0	0	1	83	82.20
0745 - 0800	0	1	74	0	10	0	0	0	85	84.40
Hourly Total	0	6	233	1	41	0	0	2	283	281.40
Hourly Average	0.00	1.50	58.25	0.25	10.25	0.00	0.00	0.50	70.75	70.35
0800 - 0815	0	1	81	0	10	0	0	1	93	93.40
0815 - 0830	0	0	80	0	10	2	0	0	92	93.00
0830 - 0845	0	0	72	2	8	0	0	0	82	82.00
0845 - 0900	0	0	64	0	5	0	0	2	71	73.00
Hourly Total	0	1	297	2	33	2	0	3	338	341.40
Hourly Average	0.00	0.25	74.25	0.50	8.25	0.50	0.00	0.75	84.50	85.35
0900 - 0915	0	0	45	3	10	0	0	0	58	58.00
0915 - 0930	0	1	42	3	4	4	0	0	54	55.40
0930 - 0945	0	0	55	0	5	0	0	0	60	60.00
0945 - 1000	0	0	33	1	9	0	0	0	43	43.00
Hourly Total	0	1	175	7	28	4	0	0	215	216.40
Hourly Average	0.00	0.25	43.75	1.75	7.00	1.00	0.00	0.00	53.75	54.10
Session Total	0	8	705	10	102	6	0	5	836	839.20
Session Average	0.00	0.67	58.75	0.83	8.50	0.50	0.00	0.42	69.67	69.93
PCU	0	2	302	1	41	5	0	4	355	353
HGV						2	0		2	353
Vehicles	0	5	302	1	41	2	0	2	353	353

Date

Wednesday 19 June 2024

Weather

Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.17: Northbound from Scotter Road (South) to Scotter Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	48	0	8	0	0	0	57	56.40
1615 - 1630	0	1	38	0	9	0	0	1	49	49.40
1630 - 1645	0	2	52	0	1	0	0	0	55	53.80
1645 - 1700	0	2	43	0	6	0	0	0	51	49.80
Hourly Total	0	6	181	0	24	0	0	1	212	209.40
Hourly Average	0.00	1.50	45.25	0.00	6.00	0.00	0.00	0.25	53.00	52.35
1700 - 1715	0	2	52	0	3	0	0	1	58	57.80
1715 - 1730	0	0	54	0	5	0	0	0	59	59.00
1730 - 1745	0	2	65	0	7	0	0	0	74	72.80
1745 - 1800	0	7	52	0	4	0	0	0	63	58.80
Hourly Total	0	11	223	0	19	0	0	1	254	248.40
Hourly Average	0.00	2.75	55.75	0.00	4.75	0.00	0.00	0.25	63.50	62.10
1800 - 1815	0	0	43	0	7	0	0	0	50	50.00
1815 - 1830	0	1	52	0	2	0	0	0	55	54.40
1830 - 1845	0	0	52	0	2	0	0	0	54	54.00
1845 - 1900	0	2	43	0	6	0	0	0	51	49.80
Hourly Total	0	3	190	0	17	0	0	0	210	208.20
Hourly Average	0.00	0.75	47.50	0.00	4.25	0.00	0.00	0.00	52.50	52.05
Session Total	0	20	594	0	60	0	0	2	676	666.00
Session Average	0.00	1.67	49.50	0.00	5.00	0.00	0.00	0.17	56.33	55.50
PCU	0	2	181	0	24	0	0	2	209	209
HGV						0	0		0	209
Vehicles	0	6	181	0	24	0	0	1	212	209

Lincolnshire Lakes
Classified Junction Count

Site 7 of 10

Scotter Road (North)
Doncaster Road
A18 Kingsway
Scotter Road (South)
A18 Doncaster Road

Lat/Long

lat 53.590148° lon -0.683589°

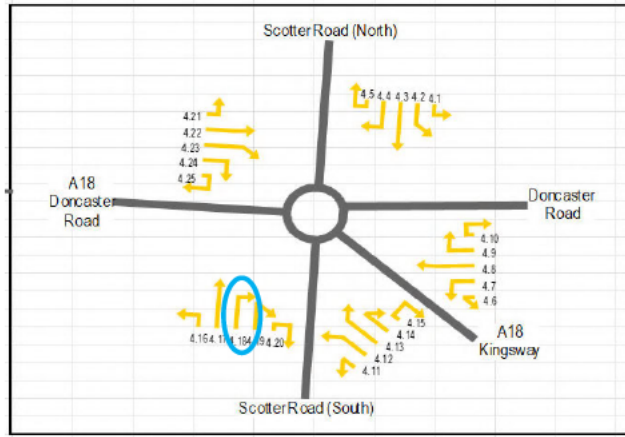
Date

Wednesday 19 June 2024

Weather

Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 4.18: Right from Scotter Road (South) to Doncaster Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	4	0	0	0	0	0	4	4.00
0715 - 0730	0	0	8	0	1	0	0	0	9	9.00
0730 - 0745	0	0	12	0	1	1	0	0	14	14.50
0745 - 0800	0	0	13	0	0	0	0	0	13	13.00
Hourly Total	0	0	37	0	2	1	0	0	40	40.50
Hourly Average	0.00	0.00	9.25	0.00	0.50	0.25	0.00	0.00	10.00	10.13
0800 - 0815	0	0	14	0	1	0	0	0	15	15.00
0815 - 0830	0	0	14	0	2	0	0	0	16	16.00
0830 - 0845	0	0	12	0	2	0	0	0	14	14.00
0845 - 0900	0	1	15	0	3	1	0	0	20	19.90
Hourly Total	0	1	55	0	8	1	0	0	65	64.90
Hourly Average	0.00	0.25	13.75	0.00	2.00	0.25	0.00	0.00	16.25	16.23
0900 - 0915	0	0	17	0	0	0	0	0	17	17.00
0915 - 0930	0	1	15	0	1	1	0	0	18	17.90
0930 - 0945	0	0	14	1	1	1	0	0	17	17.50
0945 - 1000	0	0	14	0	3	0	0	0	17	17.00
Hourly Total	0	1	60	1	5	2	0	0	69	69.40
Hourly Average	0.00	0.25	15.00	0.25	1.25	0.50	0.00	0.00	17.25	17.35
Session Total	0	2	152	1	15	4	0	0	174	174.80
Session Average	0.00	0.17	12.67	0.08	1.25	0.33	0.00	0.00	14.50	14.57
PCU	0	0	53	0	4	2	0	0	59	59
HGV						1	0		1	59
Vehicles	0	0	53	0	4	1	0	0	58	59

Date

Wednesday 19 June 2024

Weather

Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.18: Right from Scotter Road (South) to Doncaster Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	11	1	1	0	0	0	13	13.00
1615 - 1630	0	0	12	0	1	0	0	0	13	13.00
1630 - 1645	0	0	15	0	2	0	0	0	17	17.00
1645 - 1700	0	0	14	0	0	0	0	0	14	14.00
Hourly Total	0	0	52	1	4	0	0	0	57	57.00
Hourly Average	0.00	0.00	13.00	0.25	1.00	0.00	0.00	0.00	14.25	14.25
1700 - 1715	0	0	12	0	1	0	0	0	13	13.00
1715 - 1730	0	0	9	0	1	1	1	0	12	13.80
1730 - 1745	0	0	14	0	3	0	0	0	17	17.00
1745 - 1800	0	0	12	0	0	0	0	0	12	12.00
Hourly Total	0	0	47	0	5	1	1	0	54	55.80
Hourly Average	0.00	0.00	11.75	0.00	1.25	0.25	0.25	0.00	13.50	13.95
1800 - 1815	0	0	18	0	2	0	0	0	20	20.00
1815 - 1830	0	0	12	0	1	0	0	0	13	13.00
1830 - 1845	0	0	18	0	1	0	0	0	19	19.00
1845 - 1900	0	0	13	0	0	0	0	0	13	13.00
Hourly Total	0	0	61	0	4	0	0	0	65	65.00
Hourly Average	0.00	0.00	15.25	0.00	1.00	0.00	0.00	0.00	16.25	16.25
Session Total	0	0	160	1	13	1	1	0	176	177.80
Session Average	0.00	0.00	13.33	0.08	1.08	0.08	0.08	0.00	14.67	14.82
PCU	0	0	52	1	4	0	0	0	57	57
HGV						0	0		0	57
Vehicles	0	0	52	1	4	0	0	0	57	57

Lincolnshire Lakes
Classified Junction Count

Site 7 of 10

Scotter Road (North)
Doncaster Road
A18 Kingsway
Scotter Road (South)
A18 Doncaster Road

Lat/Long

lat 53.590148° lon -0.683589°

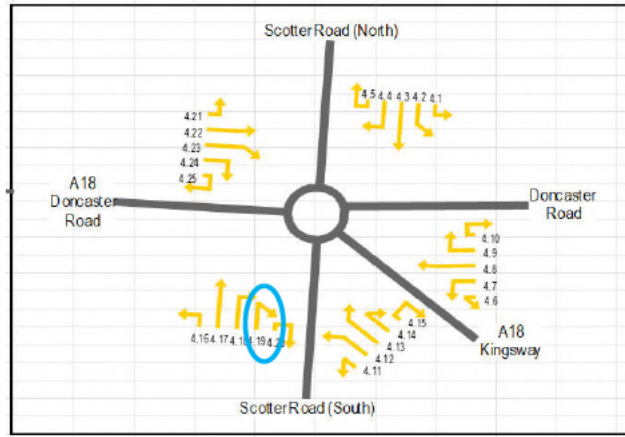
Date

Wednesday 19 June 2024

Weather

Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 4.19: Right from Scotter Road (South) to A18 Kingsway								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	6	0	0	0	0	0	6	6.00
0715 - 0730	0	0	2	0	0	0	0	0	2	2.00
0730 - 0745	0	0	3	0	0	0	0	0	3	3.00
0745 - 0800	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	16	0	0	0	0	0	16	16.00
Hourly Average	0.00	0.00	4.00	0.00	0.00	0.00	0.00	0.00	4.00	4.00
0800 - 0815	0	0	7	0	3	0	0	0	10	10.00
0815 - 0830	0	0	12	0	3	0	0	0	15	15.00
0830 - 0845	0	0	8	0	0	0	0	0	8	8.00
0845 - 0900	0	0	8	0	1	0	0	0	9	9.00
Hourly Total	0	0	35	0	7	0	0	0	42	42.00
Hourly Average	0.00	0.00	8.75	0.00	1.75	0.00	0.00	0.00	10.50	10.50
0900 - 0915	0	0	2	0	0	0	0	0	2	2.00
0915 - 0930	0	0	8	2	2	0	0	0	12	12.00
0930 - 0945	0	0	5	0	1	0	0	0	6	6.00
0945 - 1000	0	0	10	0	0	0	0	0	10	10.00
Hourly Total	0	0	25	2	3	0	0	0	30	30.00
Hourly Average	0.00	0.00	6.25	0.50	0.75	0.00	0.00	0.00	7.50	7.50
Session Total	0	0	76	2	10	0	0	0	88	88.00
Session Average	0.00	0.00	6.33	0.17	0.83	0.00	0.00	0.00	7.33	7.33
PCU	0	0	27	0	6	0	0	0	33	33
HGV						0	0		0	33
Vehicles	0	0	27	0	6	0	0	0	33	33

Date

Wednesday 19 June 2024

Weather

Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.19: Right from Scotter Road (South) to A18 Kingsway								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	7	0	1	0	0	0	8	8.00
1615 - 1630	0	0	4	0	1	0	0	0	5	5.00
1630 - 1645	0	0	9	0	1	0	0	0	10	10.00
1645 - 1700	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	25	0	3	0	0	0	28	28.00
Hourly Average	0.00	0.00	6.25	0.00	0.75	0.00	0.00	0.00	7.00	7.00
1700 - 1715	0	0	6	0	0	0	0	0	6	6.00
1715 - 1730	0	0	7	0	1	0	0	0	8	8.00
1730 - 1745	0	0	3	0	2	0	0	0	5	5.00
1745 - 1800	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	21	0	3	0	0	0	24	24.00
Hourly Average	0.00	0.00	5.25	0.00	0.75	0.00	0.00	0.00	6.00	6.00
1800 - 1815	0	0	6	0	1	0	0	0	7	7.00
1815 - 1830	0	0	10	0	0	0	0	0	10	10.00
1830 - 1845	1	0	10	0	1	0	0	0	12	11.20
1845 - 1900	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	1	0	31	0	2	0	0	0	34	33.20
Hourly Average	0.25	0.00	7.75	0.00	0.50	0.00	0.00	0.00	8.50	8.30
Session Total	1	0	77	0	8	0	0	0	86	85.20
Session Average	0.08	0.00	6.42	0.00	0.67	0.00	0.00	0.00	7.17	7.10
PCU	0	0	25	0	3	0	0	0	28	28
HGV						0	0		0	28
Vehicles	0	0	25	0	3	0	0	0	28	28

Lincolnshire Lakes
Classified Junction Count

Site 7 of 10

Scotter Road (North)
Doncaster Road
A18 Kingsway
Scotter Road (South)
A18 Doncaster Road

Lat/Long

lat 53.590148° lon -0.683589°

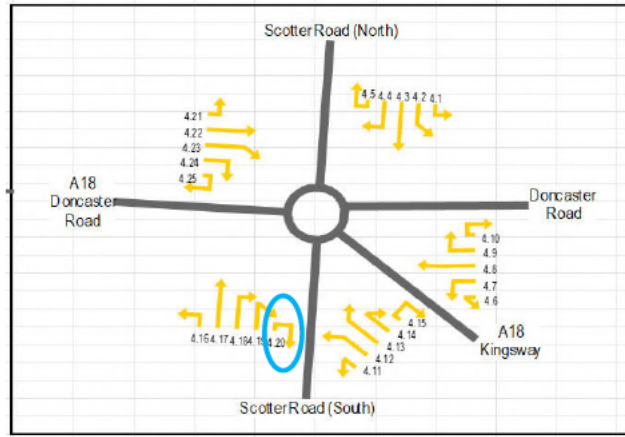
Date

Wednesday 19 June 2024

Weather

Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 4.20: U-Turn from Scotter Road (South) to Scotter Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	0	0	0	1	0	0	1	1.50
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	1	0	0	3	3.50
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.25	0.00	0.00	0.75	0.88
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
Session Total	0	0	7	0	0	1	0	0	8	8.50
Session Average	0.00	0.00	0.58	0.00	0.00	0.08	0.00	0.00	0.67	0.71
PCU	0	0	1	0	0	2	0	0	3	3
HGV	0	0	0	0	0	1	0	0	1	3
Vehicles	0	0	1	0	0	1	0	0	2	3

Date

Wednesday 19 June 2024

Weather

Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.20: U-Turn from Scotter Road (South) to Scotter Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
Session Total	0	0	3	0	0	0	0	0	3	3.00
Session Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
PCU	0	0	2	0	0	0	0	0	2	2
HGV	0	0	0	0	0	0	0	0	0	2
Vehicles	0	0	2	0	0	0	0	0	2	2

Lincolnshire Lakes
Classified Junction Count

Site 7 of 10

Scotter Road (North)
Doncaster Road
A18 Kingsway
Scotter Road (South)
A18 Doncaster Road

Lat/Long

lat 53.590148° lon -0.683589°

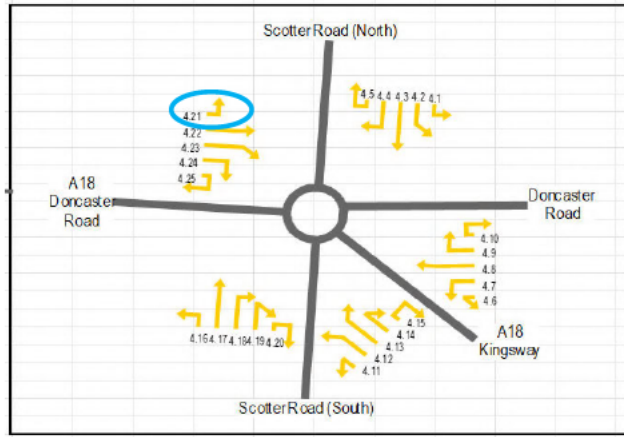
Date

Wednesday 19 June 2024

Weather

Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 4.21: Left from A18 Doncaster Road to Scotter Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	8	1	2	0	0	0	11	11.00
0715 - 0730	0	0	5	0	0	0	0	0	5	5.00
0730 - 0745	0	0	13	1	5	1	1	0	21	22.80
0745 - 0800	0	0	19	0	2	1	0	0	22	22.50
Hourly Total	0	0	45	2	9	2	1	0	59	61.30
Hourly Average	0.00	0.00	11.25	0.50	2.25	0.50	0.25	0.00	14.75	15.33
0800 - 0815	0	0	9	0	3	0	0	0	12	12.00
0815 - 0830	0	0	13	1	1	0	0	0	15	15.00
0830 - 0845	0	1	8	0	1	1	0	1	12	12.90
0845 - 0900	0	1	14	0	4	0	0	1	20	20.40
Hourly Total	0	2	44	1	9	1	0	2	59	60.30
Hourly Average	0.00	0.50	11.00	0.25	2.25	0.25	0.00	0.50	14.75	15.08
0900 - 0915	0	0	19	1	3	0	0	0	23	23.00
0915 - 0930	0	0	13	0	4	0	0	0	17	17.00
0930 - 0945	0	0	15	1	2	0	0	0	18	18.00
0945 - 1000	0	0	20	0	1	0	0	0	21	21.00
Hourly Total	0	0	67	2	10	0	0	0	79	79.00
Hourly Average	0.00	0.00	16.75	0.50	2.50	0.00	0.00	0.00	19.75	19.75
Session Total	0	2	156	5	28	3	1	2	197	200.60
Session Average	0.00	0.17	13.00	0.42	2.33	0.25	0.08	0.17	16.42	16.72
PCU	0	0	54	2	11	5	2	0	74	72
HGV						2	1		3	72
Vehicles	0	0	54	2	11	2	1	0	70	72

Date

Wednesday 19 June 2024

Weather

Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.21: Left from A18 Doncaster Road to Scotter Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	30	0	4	0	0	0	34	34.00
1615 - 1630	0	0	18	0	4	0	0	0	22	22.00
1630 - 1645	0	1	21	0	2	0	0	0	24	23.40
1645 - 1700	0	0	25	0	1	0	0	0	26	26.00
Hourly Total	0	1	94	0	11	0	0	0	106	105.40
Hourly Average	0.00	0.25	23.50	0.00	2.75	0.00	0.00	0.00	26.50	26.35
1700 - 1715	0	0	20	0	6	0	1	0	27	28.30
1715 - 1730	0	2	16	2	3	0	0	0	23	21.80
1730 - 1745	0	1	37	1	3	0	0	0	42	41.40
1745 - 1800	0	1	26	0	3	0	0	0	30	29.40
Hourly Total	0	4	99	3	15	0	1	0	122	120.90
Hourly Average	0.00	1.00	24.75	0.75	3.75	0.00	0.25	0.00	30.50	30.23
1800 - 1815	0	0	15	0	3	0	0	1	19	20.00
1815 - 1830	0	0	31	0	2	0	0	0	33	33.00
1830 - 1845	1	0	20	0	3	0	0	0	24	23.20
1845 - 1900	0	0	23	1	2	0	0	0	26	26.00
Hourly Total	1	0	89	1	10	0	0	1	102	102.20
Hourly Average	0.25	0.00	22.25	0.25	2.50	0.00	0.00	0.25	25.50	25.55
Session Total	1	5	282	4	36	0	1	1	330	328.50
Session Average	0.08	0.42	23.50	0.33	3.00	0.00	0.08	0.08	27.50	27.38
PCU	0	0	94	0	11	0	0	0	105	105
HGV						0	0		0	105
Vehicles	0	1	94	0	11	0	0	0	106	105

Lincolnshire Lakes
Classified Junction Count

Site 7 of 10

Scotter Road (North)
Doncaster Road
A18 Kingsway
Scotter Road (South)
A18 Doncaster Road

Lat/Long

lat 53.590148° lon -0.683589°

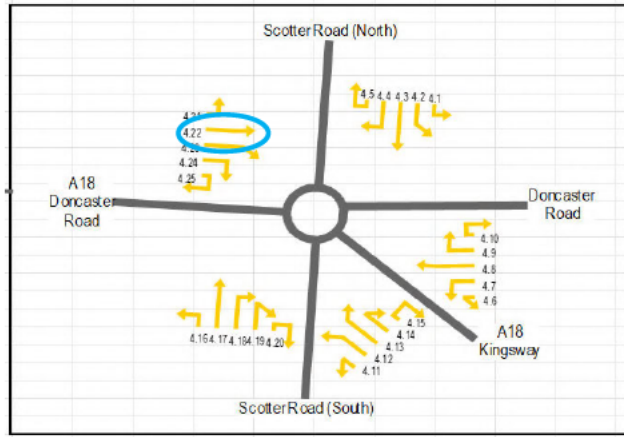
Date

Wednesday 19 June 2024

Weather

Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



Movement 4.22: Eastbound from A18 Doncaster Road to Doncaster Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	26	0	2	0	1	0	29	30.30
0715 - 0730	0	0	22	0	4	0	0	0	26	26.00
0730 - 0745	0	0	48	0	4	0	0	0	52	52.00
0745 - 0800	0	0	63	1	7	0	0	2	73	75.00
Hourly Total	0	0	159	1	17	0	1	2	180	183.30
Hourly Average	0.00	0.00	39.75	0.25	4.25	0.00	0.25	0.50	45.00	45.83
0800 - 0815	0	0	49	2	7	0	0	0	58	58.00
0815 - 0830	0	0	58	3	10	1	0	3	75	78.50
0830 - 0845	0	0	55	1	7	0	0	1	64	65.00
0845 - 0900	0	0	56	0	9	0	0	3	68	71.00
Hourly Total	0	0	218	6	33	1	0	7	265	272.50
Hourly Average	0.00	0.00	54.50	1.50	8.25	0.25	0.00	1.75	66.25	68.13
0900 - 0915	0	0	46	1	6	0	0	1	54	55.00
0915 - 0930	0	0	38	2	12	0	0	1	53	54.00
0930 - 0945	0	0	51	2	8	0	0	1	62	63.00
0945 - 1000	0	1	46	1	7	0	0	2	57	58.40
Hourly Total	0	1	181	6	33	0	0	5	226	230.40
Hourly Average	0.00	0.25	45.25	1.50	8.25	0.00	0.00	1.25	56.50	57.60
Session Total	0	1	558	13	83	1	1	14	671	686.20
Session Average	0.00	0.08	46.50	1.08	6.92	0.08	0.08	1.17	55.92	57.18
PCU	0	0	218	6	28	2	0	10	264	264
HGV						1	0		1	264
Vehicles	0	0	218	6	28	1	0	5	258	264

Date

Wednesday 19 June 2024

Weather

Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

Movement 4.22: Eastbound from A18 Doncaster Road to Doncaster Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	38	2	5	0	0	1	46	47.00
1615 - 1630	0	0	61	0	3	0	0	0	64	64.00
1630 - 1645	0	0	39	0	9	0	0	2	50	52.00
1645 - 1700	0	0	46	2	4	0	0	0	52	52.00
Hourly Total	0	0	184	4	21	0	0	3	212	215.00
Hourly Average	0.00	0.00	46.00	1.00	5.25	0.00	0.00	0.75	53.00	53.75
1700 - 1715	0	0	60	0	5	0	0	1	66	67.00
1715 - 1730	0	2	48	0	10	0	0	2	62	62.80
1730 - 1745	0	0	51	3	3	0	0	0	57	57.00
1745 - 1800	0	1	52	1	10	1	0	2	67	68.90
Hourly Total	0	3	211	4	28	1	0	5	252	255.70
Hourly Average	0.00	0.75	52.75	1.00	7.00	0.25	0.00	1.25	63.00	63.93
1800 - 1815	0	0	42	2	5	0	0	0	49	49.00
1815 - 1830	0	0	41	0	5	0	0	3	49	52.00
1830 - 1845	0	0	38	2	1	0	0	0	41	41.00
1845 - 1900	0	0	52	0	3	0	1	1	57	59.30
Hourly Total	0	0	173	4	14	0	1	4	196	201.30
Hourly Average	0.00	0.00	43.25	1.00	3.50	0.00	0.25	1.00	49.00	50.33
Session Total	0	3	568	12	63	1	1	12	660	672.00
Session Average	0.00	0.25	47.33	1.00	5.25	0.08	0.08	1.00	55.00	56.00
PCU	0	0	184	4	21	0	0	6	215	215
HGV						0	0		0	215
Vehicles	0	0	184	4	21	0	0	3	212	215

Lincolnshire Lakes
Classified Junction Count

Site 7 of 10

Scotter Road (North)
Doncaster Road
A18 Kingsway
Scotter Road (South)
A18 Doncaster Road

Lat/Long

lat 53.590148° lon -0.683589°

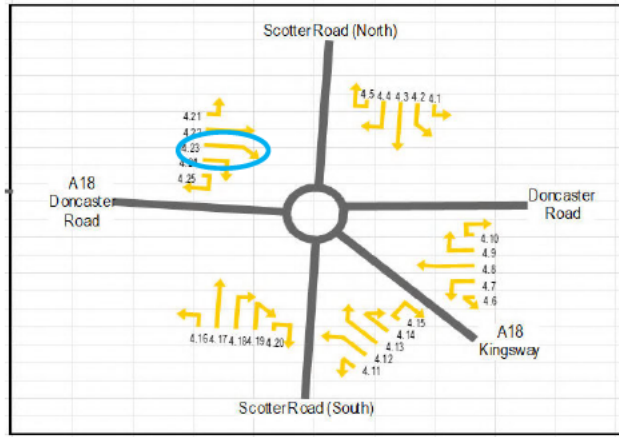
Date

Wednesday 19 June 2024

Weather

Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 4.23: Right from A18 Doncaster Road to A18 Kingsway								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	85	0	19	2	3	0	90	94.30
0715 - 0730	0	0	78	0	14	2	4	0	98	104.20
0730 - 0745	0	0	76	1	21	2	6	0	106	114.80
0745 - 0800	0	0	101	0	21	5	4	0	131	138.70
Hourly Total	0	1	320	1	75	11	17	0	425	452.00
Hourly Average	0.00	0.25	80.00	0.25	18.75	2.75	4.25	0.00	106.25	113.00
0800 - 0815	0	2	85	0	17	4	1	0	109	111.10
0815 - 0830	0	0	108	0	16	2	2	0	128	131.60
0830 - 0845	0	0	95	1	11	1	7	0	115	124.60
0845 - 0900	0	1	89	2	13	6	3	0	114	120.30
Hourly Total	0	3	377	3	57	13	13	0	466	487.60
Hourly Average	0.00	0.75	94.25	0.75	14.25	3.25	3.25	0.00	116.50	121.90
0900 - 0915	0	1	60	0	12	2	5	0	80	86.90
0915 - 0930	0	0	53	0	6	4	2	1	66	71.60
0930 - 0945	0	0	73	0	15	2	1	0	91	93.30
0945 - 1000	0	1	56	3	14	3	1	0	78	80.20
Hourly Total	0	2	242	3	47	11	9	1	315	332.00
Hourly Average	0.00	0.50	60.50	0.75	11.75	2.75	2.25	0.25	78.75	83.00
Session Total	0	6	939	7	179	35	39	1	1206	1271.60
Session Average	0.00	0.50	78.25	0.58	14.92	2.92	3.25	0.08	100.50	105.97
PCU	0	1	370	1	75	30	30	0	507	496
HGV						13	13		26	496
Vehicles	0	2	370	1	75	13	13	0	474	496

Date

Wednesday 19 June 2024

Weather

Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.23: Right from A18 Doncaster Road to A18 Kingsway								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	109	1	18	2	3	0	134	138.30
1615 - 1630	0	1	81	6	8	1	2	1	100	103.50
1630 - 1645	0	0	108	2	11	0	3	0	124	127.90
1645 - 1700	0	0	76	1	16	0	0	2	95	97.00
Hourly Total	0	2	374	10	53	3	8	3	453	466.70
Hourly Average	0.00	0.50	93.50	2.50	13.25	0.75	2.00	0.75	113.25	116.68
1700 - 1715	0	3	75	1	12	0	0	1	92	91.20
1715 - 1730	0	8	104	0	7	0	0	0	119	114.20
1730 - 1745	0	3	84	0	7	0	1	1	96	96.50
1745 - 1800	0	3	110	5	12	0	0	0	130	128.20
Hourly Total	0	17	373	6	38	0	1	2	437	430.10
Hourly Average	0.00	4.25	93.25	1.50	9.50	0.00	0.25	0.50	109.25	107.53
1800 - 1815	0	1	125	0	8	0	0	1	135	135.40
1815 - 1830	1	0	102	2	8	0	0	2	115	116.20
1830 - 1845	0	1	91	0	8	2	2	1	105	109.00
1845 - 1900	0	1	67	1	0	0	1	0	70	70.70
Hourly Total	1	3	385	3	24	2	3	4	425	431.30
Hourly Average	0.25	0.75	96.25	0.75	6.00	0.50	0.75	1.00	106.25	107.83
Session Total	1	22	1132	19	115	5	12	9	1315	1328.10
Session Average	0.08	1.83	94.33	1.58	9.58	0.42	1.00	0.75	109.58	110.68
PCU	0	1	374	10	53	7	18	6	469	467
HGV						3	8		11	467
Vehicles	0	2	374	10	53	3	8	3	453	467

Lincolnshire Lakes
Classified Junction Count

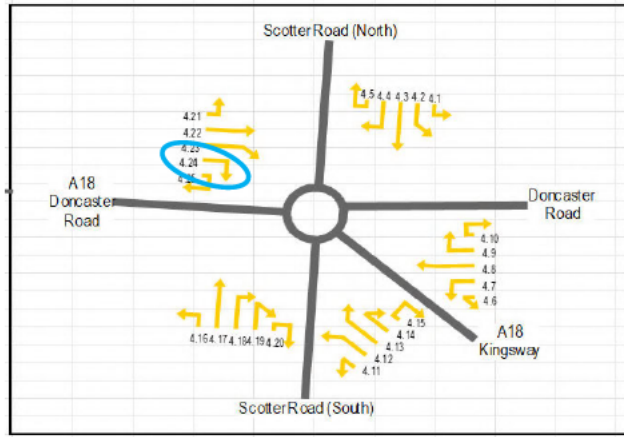
Site 7 of 10
Scotter Road (North)
Doncaster Road
A18 Kingsway
Scotter Road (South)
A18 Doncaster Road

Lat/Long
lat 53.590148° lon -0.683589°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



Movement 4.24: Right from A18 Doncaster Road to Scotter Road (South)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	22	0	8	0	2	0	32	34.60
0715 - 0730	0	0	14	1	11	1	1	0	28	29.80
0730 - 0745	0	0	17	1	7	5	1	0	31	34.80
0745 - 0800	0	1	37	0	7	1	2	0	48	50.50
Hourly Total	0	1	90	2	33	7	6	0	139	149.70
Hourly Average	0.00	0.25	22.50	0.50	8.25	1.75	1.50	0.00	34.75	37.43
0800 - 0815	0	0	28	0	12	0	1	2	43	46.30
0815 - 0830	0	0	28	2	8	2	1	0	41	43.30
0830 - 0845	0	0	38	1	14	2	1	5	61	68.30
0845 - 0900	0	1	41	1	7	0	0	2	52	53.40
Hourly Total	0	1	135	4	41	4	3	9	197	211.30
Hourly Average	0.00	0.25	33.75	1.00	10.25	1.00	0.75	2.25	49.25	52.83
0900 - 0915	0	0	32	0	8	0	1	1	42	44.30
0915 - 0930	0	0	32	0	6	2	4	0	44	50.20
0930 - 0945	0	0	35	1	13	1	0	1	51	52.50
0945 - 1000	0	2	46	0	6	0	4	0	58	62.00
Hourly Total	0	2	145	1	33	3	9	2	195	209.00
Hourly Average	0.00	0.50	36.25	0.25	8.25	0.75	2.25	0.50	48.75	52.25
Session Total	0	4	370	7	107	14	18	11	531	570.00
Session Average	0.00	0.33	30.83	0.58	8.92	1.17	1.50	0.92	44.25	47.50
PCU	0	0	110	3	34	18	12	4	181	175
HGV						8	5		13	175
Vehicles	0	1	110	3	34	8	5	2	163	175

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

Movement 4.24: Right from A18 Doncaster Road to Scotter Road (South)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	72	2	8	0	2	3	87	92.60
1615 - 1630	0	0	83	0	7	1	1	0	92	93.80
1630 - 1645	0	0	58	0	5	1	1	2	67	70.80
1645 - 1700	0	3	71	0	16	2	3	0	95	98.10
Hourly Total	0	3	284	2	36	4	7	5	341	355.30
Hourly Average	0.00	0.75	71.00	0.50	9.00	1.00	1.75	1.25	85.25	88.83
1700 - 1715	0	1	86	0	8	0	1	1	97	98.70
1715 - 1730	0	1	93	0	8	1	1	0	104	105.20
1730 - 1745	0	0	73	0	10	0	0	0	83	83.00
1745 - 1800	0	0	59	0	4	0	0	0	63	63.00
Hourly Total	0	2	311	0	30	1	2	1	347	349.90
Hourly Average	0.00	0.50	77.75	0.00	7.50	0.25	0.50	0.25	86.75	87.48
1800 - 1815	0	0	67	0	6	0	0	1	74	75.00
1815 - 1830	0	0	54	0	6	0	0	1	61	62.00
1830 - 1845	0	0	53	0	6	0	1	0	60	61.30
1845 - 1900	0	0	51	0	8	0	1	0	60	61.30
Hourly Total	0	0	225	0	26	0	2	2	255	259.60
Hourly Average	0.00	0.00	56.25	0.00	6.50	0.00	0.50	0.50	63.75	64.90
Session Total	0	5	820	2	92	5	11	8	943	964.80
Session Average	0.00	0.42	68.33	0.17	7.67	0.42	0.92	0.67	78.58	80.40
PCU	0	1	284	2	36	9	16	10	359	355
HGV						4	7		11	355
Vehicles	0	3	284	2	36	4	7	5	341	355

Lincolnshire Lakes
Classified Junction Count

Site 7 of 10

Scotter Road (North)
Doncaster Road
A18 Kingsway
Scotter Road (South)
A18 Doncaster Road

Lat/Long

lat 53.590148° lon -0.683589°

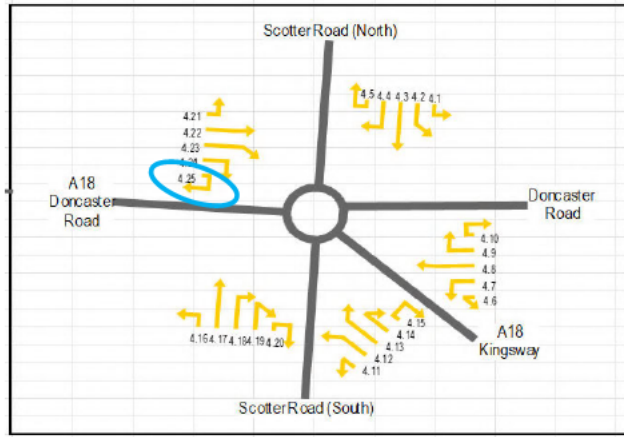
Date

Wednesday 19 June 2024

Weather

Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



Movement 4.25: U-Turn from A18 Doncaster Road to A18 Doncaster Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	0	0	1	1.00
0715 - 0730	0	0	1	0	1	0	0	0	2	2.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
0830 - 0845	0	0	2	0	1	0	0	0	3	3.00
0845 - 0900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	5	0	1	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.25	0.00	0.25	0.00	0.00	0.00	1.50	1.50
0900 - 0915	0	0	2	0	0	0	0	0	2	2.00
0915 - 0930	0	0	0	0	0	1	0	0	1	1.50
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	0	0	1	0	0	4	4.50
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.25	0.00	0.00	1.00	1.13
Session Total	0	0	10	0	2	1	0	0	13	13.50
Session Average	0.00	0.00	0.83	0.00	0.17	0.08	0.00	0.00	1.08	1.13
PCU	0	0	1	0	0	0	0	0	1	1
HGV	0	0	0	0	0	0	0	0	0	1
Vehicles	0	0	1	0	0	0	0	0	1	1

Date

Wednesday 19 June 2024

Weather

Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

Movement 4.25: U-Turn from A18 Doncaster Road to A18 Doncaster Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	2	0	0	0	0	0	2	2.00
1615 - 1630	0	0	2	0	0	0	0	0	2	2.00
1630 - 1645	0	0	2	0	1	0	0	0	3	3.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	7	0	1	0	0	0	8	8.00
Hourly Average	0.00	0.00	1.75	0.00	0.25	0.00	0.00	0.00	2.00	2.00
1700 - 1715	0	0	1	0	0	0	0	0	1	1.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
Session Total	0	0	12	0	1	0	0	0	13	13.00
Session Average	0.00	0.00	1.00	0.00	0.08	0.00	0.00	0.00	1.08	1.08
PCU	0	0	7	0	1	0	0	0	8	8
HGV	0	0	0	0	0	0	0	0	0	8
Vehicles	0	0	7	0	1	0	0	0	8	8

Lincolnshire Lakes
Classified Junction Count

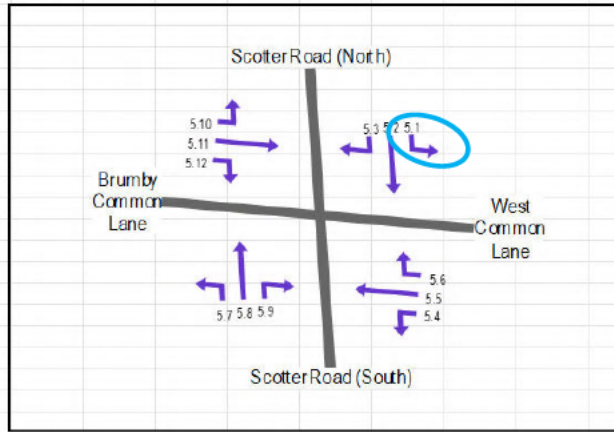
Site 8 of 10
Scotter Road (North)
West Common Lane
Scotter Road (South)
Brumby Common Lane

Lat/Long
lat 53.574418° lon -0.683131°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 5.1: Left from Scotter Road (North) to West Common Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	1	0	0	0	4	4.00
0715 - 0730	0	0	3	0	0	0	0	0	3	3.00
0730 - 0745	0	0	9	0	4	1	0	0	14	14.50
0745 - 0800	0	0	5	0	1	0	0	0	6	6.00
Hourly Total	0	0	20	0	6	1	0	0	27	27.50
Hourly Average	0.00	0.00	5.00	0.00	1.50	0.25	0.00	0.00	6.75	6.88
0800 - 0815	0	0	7	1	1	0	0	1	10	11.00
0815 - 0830	0	0	13	0	1	0	0	1	15	16.00
0830 - 0845	0	0	17	0	3	0	0	3	23	26.00
0845 - 0900	0	1	15	0	2	0	0	2	20	21.40
Hourly Total	0	1	52	1	7	0	0	7	68	74.40
Hourly Average	0.00	0.25	13.00	0.25	1.75	0.00	0.00	1.75	17.00	18.60
0900 - 0915	0	0	7	0	1	0	0	0	8	8.00
0915 - 0930	0	0	3	0	1	0	0	0	4	4.00
0930 - 0945	0	0	13	1	0	0	0	0	14	14.00
0945 - 1000	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	0	0	25	1	3	0	0	0	29	29.00
Hourly Average	0.00	0.00	6.25	0.25	0.75	0.00	0.00	0.00	7.25	7.25
Session Total	0	1	97	2	16	1	0	7	124	130.90
Session Average	0.00	0.08	8.08	0.17	1.33	0.08	0.00	0.58	10.33	10.91
PCU	0	0	34	1	7	2	0	4	48	48
HGV						1	0		1	48
Vehicles	0	0	34	1	7	1	0	2	45	48

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 5.1: Left from Scotter Road (North) to West Common Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	14	3	2	0	0	0	19	19.00
1615 - 1630	0	0	14	1	2	0	0	0	17	17.00
1630 - 1645	0	0	17	1	2	0	0	0	20	20.00
1645 - 1700	0	1	10	0	1	0	0	0	12	11.40
Hourly Total	0	1	55	5	7	0	0	0	68	67.40
Hourly Average	0.00	0.25	13.75	1.25	1.75	0.00	0.00	0.00	17.00	16.85
1700 - 1715	0	0	14	0	1	0	0	0	15	15.00
1715 - 1730	0	0	13	0	2	0	0	0	15	15.00
1730 - 1745	0	0	15	0	0	0	0	0	15	15.00
1745 - 1800	0	0	10	0	1	0	0	0	11	11.00
Hourly Total	0	0	52	0	4	0	0	0	56	56.00
Hourly Average	0.00	0.00	13.00	0.00	1.00	0.00	0.00	0.00	14.00	14.00
1800 - 1815	0	0	12	0	0	0	0	0	12	12.00
1815 - 1830	0	0	12	0	0	0	0	0	12	12.00
1830 - 1845	0	0	7	0	1	0	0	0	8	8.00
1845 - 1900	0	0	10	0	0	0	0	0	10	10.00
Hourly Total	0	0	41	0	1	0	0	0	42	42.00
Hourly Average	0.00	0.00	10.25	0.00	0.25	0.00	0.00	0.00	10.50	10.50
Session Total	0	1	148	5	12	0	0	0	166	165.40
Session Average	0.00	0.08	12.33	0.42	1.00	0.00	0.00	0.00	13.83	13.78
PCU	0	0	55	5	7	0	0	0	67	67
HGV						0	0		0	67
Vehicles	0	1	55	5	7	0	0	0	68	67

Lincolnshire Lakes
Classified Junction Count

Site 8 of 10

Scotter Road (North)
West Common Lane
Scotter Road (South)
Brumby Common Lane

Lat/Long

lat 53.574418° lon -0.683131°

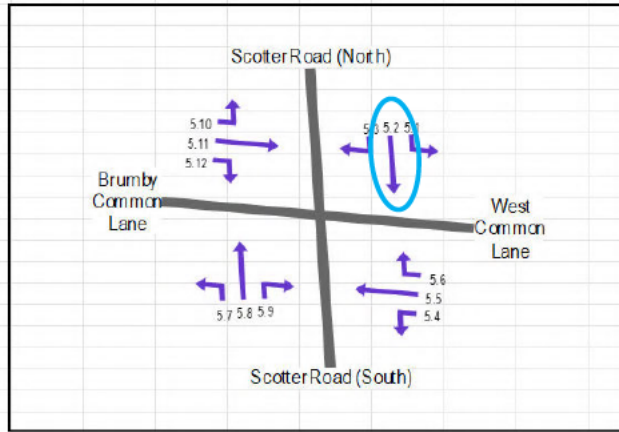
Date

Wednesday 19 June 2024

Weather

Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 5.2: Southbound from Scotter Road (North) to Scotter Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	46	1	9	2	2	0	60	63.60
0715 - 0730	0	0	43	1	20	1	1	0	66	67.80
0730 - 0745	0	0	69	1	15	4	0	0	89	91.00
0745 - 0800	0	2	67	0	14	2	3	1	89	93.70
Hourly Total	0	2	225	3	58	9	6	1	304	316.10
Hourly Average	0.00	0.50	56.25	0.75	14.50	2.25	1.50	0.25	76.00	79.03
0800 - 0815	0	0	82	1	23	1	0	0	107	107.50
0815 - 0830	0	0	81	1	17	2	1	0	102	104.30
0830 - 0845	0	1	91	2	18	2	1	0	115	116.70
0845 - 0900	0	1	99	3	15	1	1	0	120	121.20
Hourly Total	0	2	353	7	73	6	3	0	444	449.70
Hourly Average	0.00	0.50	88.25	1.75	18.25	1.50	0.75	0.00	111.00	112.43
0900 - 0915	0	1	88	0	12	3	1	4	109	115.20
0915 - 0930	0	1	57	0	12	3	4	1	78	85.10
0930 - 0945	0	0	67	0	17	2	0	0	86	87.00
0945 - 1000	0	3	78	1	16	1	3	0	102	104.60
Hourly Total	0	5	290	1	57	9	8	5	375	391.90
Hourly Average	0.00	1.25	72.50	0.25	14.25	2.25	2.00	1.25	93.75	97.98
Session Total	0	9	868	11	188	24	17	6	1123	1157.70
Session Average	0.00	0.75	72.33	0.92	15.67	2.00	1.42	0.50	93.58	96.48
PCU	0	1	299	3	69	21	9	2	404	397
HGV						9	4		13	397
Vehicles	0	2	299	3	69	9	4	1	387	397

Date

Wednesday 19 June 2024

Weather

Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 5.2: Southbound from Scotter Road (North) to Scotter Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	3	173	4	23	0	2	5	210	215.80
1615 - 1630	0	1	186	1	16	1	1	0	206	207.20
1630 - 1645	0	0	157	2	13	1	2	1	176	180.10
1645 - 1700	0	3	147	1	19	2	3	0	175	178.10
Hourly Total	0	7	663	8	71	4	8	6	767	781.20
Hourly Average	0.00	1.75	165.75	2.00	17.75	1.00	2.00	1.50	191.75	195.30
1700 - 1715	0	1	180	1	19	0	1	0	202	202.70
1715 - 1730	0	2	153	0	11	1	1	0	168	168.60
1730 - 1745	0	2	166	3	20	0	0	0	191	189.80
1745 - 1800	0	2	143	3	9	0	0	1	158	157.80
Hourly Total	0	7	642	7	59	1	2	1	719	718.90
Hourly Average	0.00	1.75	160.50	1.75	14.75	0.25	0.50	0.25	179.75	179.73
1800 - 1815	0	0	141	2	7	0	0	0	150	150.00
1815 - 1830	0	0	114	2	11	0	0	0	127	127.00
1830 - 1845	0	0	117	1	14	0	1	0	133	134.30
1845 - 1900	0	3	90	1	7	0	1	0	102	101.50
Hourly Total	0	3	462	6	39	0	2	0	512	512.80
Hourly Average	0.00	0.75	115.50	1.50	9.75	0.00	0.50	0.00	128.00	128.20
Session Total	0	17	1767	21	169	5	12	7	1998	2012.90
Session Average	0.00	1.42	147.25	1.75	14.08	0.42	1.00	0.58	166.50	167.74
PCU	0	3	663	8	71	9	18	12	784	781
HGV						4	8		12	781
Vehicles	0	7	663	8	71	4	8	6	767	781

Lincolnshire Lakes
Classified Junction Count

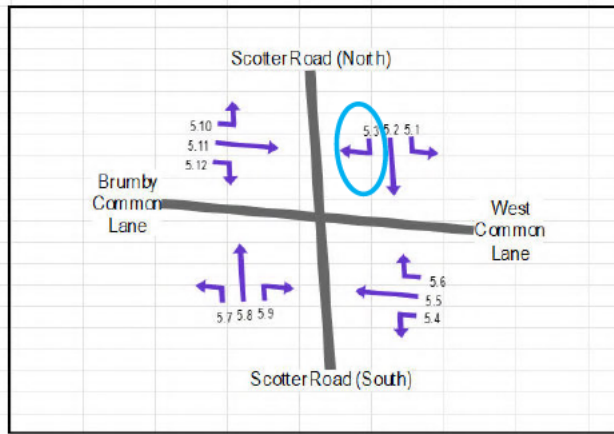
Site 8 of 10
Scotter Road (North)
West Common Lane
Scotter Road (South)
Brumby Common Lane

Lat/Long
lat 53.574418° lon -0.683131°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 5.3: Right from Scotter Road (North) to Brumby Common Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	1	0	0	0	1	1.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	3	0	0	0	0	0	3	3.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
Session Total	0	0	4	0	1	0	0	0	5	5.00
Session Average	0.00	0.00	0.33	0.00	0.08	0.00	0.00	0.00	0.42	0.42
PCU	0	0	1	0	0	0	0	0	1	1
HGV	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	1	0	0	0	0	0	1	1

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 5.3: Right from Scotter Road (North) to Brumby Common Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	2	0	0	0	0	0	2	2.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1800 - 1815	0	0	2	0	0	0	0	0	2	2.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
Session Total	0	0	8	0	0	0	0	0	8	8.00
Session Average	0.00	0.00	0.67	0.00	0.00	0.00	0.00	0.00	0.67	0.67
PCU	0	0	2	0	0	0	0	0	2	2
HGV	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	2	0	0	0	0	0	2	2

Lincolnshire Lakes
Classified Junction Count

Site 8 of 10

Scotter Road (North)
West Common Lane
Scotter Road (South)
Brumby Common Lane

Lat/Long

lat 53.574418° lon -0.683131°

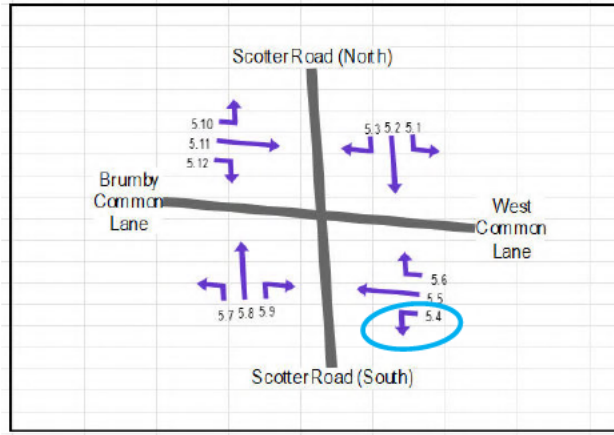
Date

Wednesday 19 June 2024

Weather

Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 5.4: Left from West Common Lane to Scotter Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	16	0	4	0	0	0	20	20.00
0715 - 0730	0	0	9	0	2	0	0	1	12	13.00
0730 - 0745	0	0	15	0	5	1	0	0	21	21.50
0745 - 0800	0	0	13	0	3	0	0	0	16	16.00
Hourly Total	0	0	53	0	14	1	0	1	69	70.50
Hourly Average	0.00	0.00	13.25	0.00	3.50	0.25	0.00	0.25	17.25	17.63
0800 - 0815	0	0	29	0	7	0	0	0	36	36.00
0815 - 0830	0	0	26	0	3	0	0	1	30	31.00
0830 - 0845	0	0	24	0	3	1	0	0	28	28.50
0845 - 0900	0	0	32	1	4	0	0	0	37	37.00
Hourly Total	0	0	111	1	17	1	0	1	131	132.50
Hourly Average	0.00	0.00	27.75	0.25	4.25	0.25	0.00	0.25	32.75	33.13
0900 - 0915	0	0	23	0	1	0	0	0	24	24.00
0915 - 0930	0	0	29	0	3	0	0	0	32	32.00
0930 - 0945	0	0	12	0	3	0	0	1	16	17.00
0945 - 1000	0	0	26	2	2	0	0	0	30	30.00
Hourly Total	0	0	90	2	9	0	0	1	102	103.00
Hourly Average	0.00	0.00	22.50	0.50	2.25	0.00	0.00	0.25	25.50	25.75
Session Total	0	0	254	3	40	2	0	3	302	306.00
Session Average	0.00	0.00	21.17	0.25	3.33	0.17	0.00	0.25	25.17	25.50
PCU	0	0	83	0	18	2	0	2	105	105
HGV						1	0		1	105
Vehicles	0	0	83	0	18	1	0	1	103	105

Date

Wednesday 19 June 2024

Weather

Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 5.4: Left from West Common Lane to Scotter Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	42	1	5	0	0	0	48	48.00
1615 - 1630	0	0	35	0	0	0	0	0	35	35.00
1630 - 1645	0	0	31	0	2	0	0	1	34	35.00
1645 - 1700	0	1	36	0	4	0	0	0	41	40.40
Hourly Total	0	1	144	1	11	0	0	1	158	158.40
Hourly Average	0.00	0.25	36.00	0.25	2.75	0.00	0.00	0.25	39.50	39.60
1700 - 1715	0	0	45	0	5	0	0	0	50	50.00
1715 - 1730	0	2	28	0	3	0	0	0	33	31.80
1730 - 1745	0	4	37	0	1	0	0	1	43	41.60
1745 - 1800	0	0	37	1	2	0	0	0	40	40.00
Hourly Total	0	6	147	1	11	0	0	1	166	163.40
Hourly Average	0.00	1.50	36.75	0.25	2.75	0.00	0.00	0.25	41.50	40.85
1800 - 1815	0	0	25	1	2	0	0	0	28	28.00
1815 - 1830	0	0	25	0	1	0	0	0	26	26.00
1830 - 1845	0	1	26	0	0	0	0	0	27	26.40
1845 - 1900	0	0	17	0	1	0	0	0	18	18.00
Hourly Total	0	1	93	1	4	0	0	0	99	98.40
Hourly Average	0.00	0.25	23.25	0.25	1.00	0.00	0.00	0.00	24.75	24.60
Session Total	0	8	384	3	26	0	0	2	423	420.20
Session Average	0.00	0.67	32.00	0.25	2.17	0.00	0.00	0.17	35.25	35.02
PCU	0	0	144	1	11	0	0	2	158	158
HGV						0	0		0	158
Vehicles	0	1	144	1	11	0	0	1	158	158

Lincolnshire Lakes
Classified Junction Count

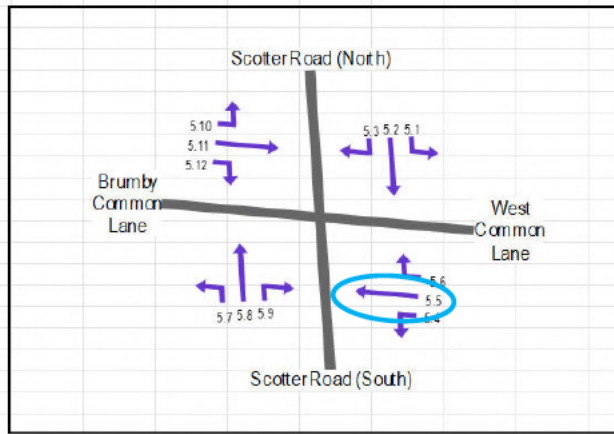
Site 8 of 10
Scotter Road (North)
West Common Lane
Scotter Road (South)
Brumby Common Lane

Lat/Long
lat 53.574418° lon -0.683131°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 5.5: Westbound from West Common Lane to Brumby Common Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	0	0	0	0	0	0	1	0.40
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	1	0	0	0	0	0	0	1	0.40
Hourly Average	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.10
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	1	0	1	0	0	0	0	0	2	1.20
Hourly Total	1	0	2	0	0	0	0	0	3	2.20
Hourly Average	0.25	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.75	0.55
Session Total	1	1	2	0	1	0	0	0	5	3.60
Session Average	0.08	0.08	0.17	0.00	0.08	0.00	0.00	0.00	0.42	0.30
PCU	0	0	0	0	0	0	0	0	0	0
HGV	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 5.5: Westbound from West Common Lane to Brumby Common Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	2	0	1	0	0	0	3	3.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	0	1	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.00	0.00	0.00	1.00	1.00
1700 - 1715	0	0	1	0	0	0	0	0	1	1.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	1	0	1	0	0	0	2	2.00
1745 - 1800	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	1	0	0	0	0	0	0	1	0.40
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	1	2	0	0	0	0	0	3	2.40
Hourly Average	0.00	0.25	0.50	0.00	0.00	0.00	0.00	0.00	0.75	0.60
Session Total	0	1	7	0	2	0	0	0	10	9.40
Session Average	0.00	0.08	0.58	0.00	0.17	0.00	0.00	0.00	0.83	0.78
PCU	0	0	3	0	1	0	0	0	4	4
HGV	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	3	0	1	0	0	0	4	4

Lincolnshire Lakes
Classified Junction Count

Site 8 of 10

Scotter Road (North)
West Common Lane
Scotter Road (South)
Brumby Common Lane

Lat/Long

lat 53.574418° lon -0.683131°

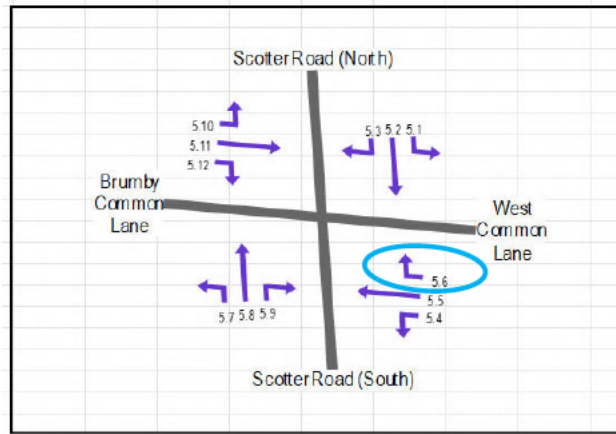
Date

Wednesday 19 June 2024

Weather

Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 5.6: Right from West Common Lane to Scotter Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	5	0	3	0	0	0	8	8.00
0715 - 0730	0	0	3	0	1	0	0	0	4	4.00
0730 - 0745	0	0	16	0	1	0	0	0	17	17.00
0745 - 0800	0	0	3	0	2	0	0	0	5	5.00
Hourly Total	0	0	27	0	7	0	0	0	34	34.00
Hourly Average	0.00	0.00	6.75	0.00	1.75	0.00	0.00	0.00	8.50	8.50
0800 - 0815	0	0	11	0	0	0	0	0	11	11.00
0815 - 0830	0	0	9	0	1	0	0	0	10	10.00
0830 - 0845	0	0	10	1	0	0	0	0	11	11.00
0845 - 0900	0	0	9	0	3	0	0	0	12	12.00
Hourly Total	0	0	39	1	4	0	0	0	44	44.00
Hourly Average	0.00	0.00	9.75	0.25	1.00	0.00	0.00	0.00	11.00	11.00
0900 - 0915	0	0	6	0	0	0	0	0	6	6.00
0915 - 0930	0	0	6	0	1	0	0	0	7	7.00
0930 - 0945	0	0	10	0	3	0	0	1	14	15.00
0945 - 1000	0	0	10	1	0	0	0	0	11	11.00
Hourly Total	0	0	32	1	4	0	0	1	38	39.00
Hourly Average	0.00	0.00	8.00	0.25	1.00	0.00	0.00	0.25	9.50	9.75
Session Total	0	0	98	2	15	0	0	1	116	117.00
Session Average	0.00	0.00	8.17	0.17	1.25	0.00	0.00	0.08	9.67	9.75
PCU	0	0	39	0	4	0	0	0	43	43
HGV	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	39	0	4	0	0	0	43	43

Date

Wednesday 19 June 2024

Weather

Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 5.6: Right from West Common Lane to Scotter Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	15	0	1	0	0	0	17	16.40
1615 - 1630	0	0	9	0	1	0	0	1	11	12.00
1630 - 1645	0	0	10	0	2	0	0	0	12	12.00
1645 - 1700	0	0	9	0	3	0	0	0	12	12.00
Hourly Total	0	1	43	0	7	0	0	1	52	52.40
Hourly Average	0.00	0.25	10.75	0.00	1.75	0.00	0.00	0.25	13.00	13.10
1700 - 1715	0	0	7	0	0	0	0	0	7	7.00
1715 - 1730	0	0	8	0	2	0	0	0	10	10.00
1730 - 1745	0	0	9	0	0	0	0	0	9	9.00
1745 - 1800	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	0	30	0	2	0	0	0	32	32.00
Hourly Average	0.00	0.00	7.50	0.00	0.50	0.00	0.00	0.00	8.00	8.00
1800 - 1815	0	0	4	0	2	0	0	0	6	6.00
1815 - 1830	0	0	8	0	0	0	0	0	8	8.00
1830 - 1845	0	0	5	0	3	0	0	0	8	8.00
1845 - 1900	0	0	5	0	1	0	0	0	6	6.00
Hourly Total	0	0	22	0	6	0	0	0	28	28.00
Hourly Average	0.00	0.00	5.50	0.00	1.50	0.00	0.00	0.00	7.00	7.00
Session Total	0	1	95	0	15	0	0	1	112	112.40
Session Average	0.00	0.08	7.92	0.00	1.25	0.00	0.00	0.08	9.33	9.37
PCU	0	0	43	0	7	0	0	2	52	52
HGV	0	0	0	0	0	0	0	0	0	0
Vehicles	0	1	43	0	7	0	0	1	52	52

Lincolnshire Lakes
Classified Junction Count

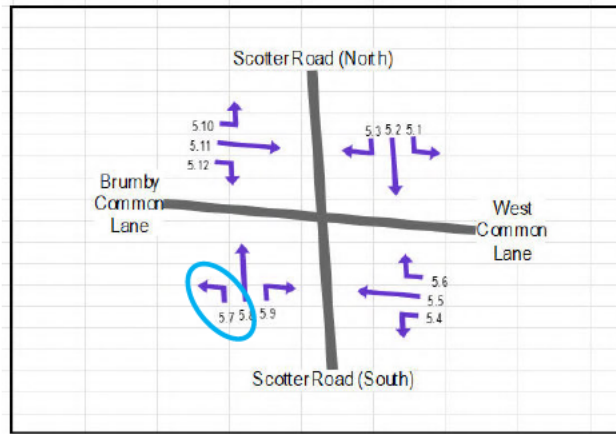
Site 8 of 10
Scotter Road (North)
West Common Lane
Scotter Road (South)
Brumby Common Lane

Lat/Long
lat 53.574418° lon -0.683131°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 5.7: Left from Scotter Road (South) to Brumby Common Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	1	0	1	0	0	0	0	0	2	1.20
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	1	0	1	0	0	0	0	0	2	1.20
Hourly Average	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.50	0.30
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	1	0	0	1	1.50
Hourly Total	0	0	0	0	0	1	0	0	1	1.50
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.38
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	1	0	1	0	0	1	0	0	3	2.70
Session Average	0.08	0.00	0.08	0.00	0.00	0.08	0.00	0.00	0.25	0.23
PCU	0	0	0	0	0	0	0	0	0	0
HGV	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 5.7: Left from Scotter Road (South) to Brumby Common Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
1700 - 1715	0	0	1	0	0	0	0	0	1	1.00
1715 - 1730	0	0	0	0	1	0	0	0	1	1.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	3	0	0	0	0	0	3	3.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
Session Total	0	0	4	0	2	0	0	0	6	6.00
Session Average	0.00	0.00	0.33	0.00	0.17	0.00	0.00	0.00	0.50	0.50
PCU	0	0	0	0	1	0	0	0	1	1
HGV	0	0	0	0	0	0	0	0	0	1
Vehicles	0	0	0	0	1	0	0	0	1	1

Lincolnshire Lakes
Classified Junction Count

Site 8 of 10

Scotter Road (North)
West Common Lane
Scotter Road (South)
Brumby Common Lane

Lat/Long

lat 53.574418° lon -0.683131°

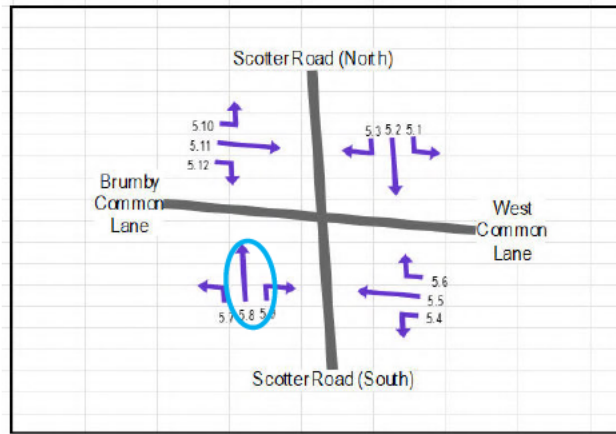
Date

Wednesday 19 June 2024

Weather

Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



Movement 5.8: Northbound from Scotter Road (South) to Scotter Road (North)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	84	0	23	3	3	0	113	118.40
0715 - 0730	0	0	75	0	28	1	2	0	106	109.10
0730 - 0745	0	2	150	1	21	1	3	2	180	185.20
0745 - 0800	0	0	93	1	17	1	1	0	113	114.80
Hourly Total	0	2	402	2	89	6	9	2	512	527.50
Hourly Average	0.00	0.50	100.50	0.50	22.25	1.50	2.25	0.50	128.00	131.88
0800 - 0815	0	2	143	0	17	0	2	1	165	167.40
0815 - 0830	0	0	111	0	16	2	1	0	130	132.30
0830 - 0845	0	1	123	0	19	1	5	0	149	155.40
0845 - 0900	0	1	139	2	12	0	2	2	158	162.00
Hourly Total	0	4	516	2	64	3	10	3	602	617.10
Hourly Average	0.00	1.00	129.00	0.50	16.00	0.75	2.50	0.75	150.50	154.28
0900 - 0915	0	0	89	4	8	2	3	0	106	110.90
0915 - 0930	0	1	132	3	16	5	2	0	159	163.50
0930 - 0945	0	0	94	1	19	2	0	0	116	117.00
0945 - 1000	0	1	111	0	21	2	0	0	135	135.40
Hourly Total	0	2	426	8	64	11	5	0	516	526.80
Hourly Average	0.00	0.50	106.50	2.00	16.00	2.75	1.25	0.00	129.00	131.70
Session Total	0	8	1344	12	217	20	24	5	1630	1671.40
Session Average	0.00	0.67	112.00	1.00	18.08	1.67	2.00	0.42	135.83	139.28
PCU	0	2	497	2	71	9	16	6	603	600
HGV						4	7		11	600
Vehicles	0	4	497	2	71	4	7	3	588	600

Date

Wednesday 19 June 2024

Weather

Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

Movement 5.8: Northbound from Scotter Road (South) to Scotter Road (North)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	102	0	27	0	0	0	129	129.00
1615 - 1630	0	3	100	1	10	0	3	0	117	119.10
1630 - 1645	0	3	112	2	14	0	4	0	135	138.40
1645 - 1700	0	5	104	0	10	1	0	0	120	117.50
Hourly Total	0	11	418	3	61	1	7	0	501	504.00
Hourly Average	0.00	2.75	104.50	0.75	15.25	0.25	1.75	0.00	125.25	126.00
1700 - 1715	0	1	108	0	10	1	0	1	121	121.90
1715 - 1730	0	0	104	1	13	2	4	0	124	130.20
1730 - 1745	0	3	121	0	17	0	0	0	141	139.20
1745 - 1800	0	8	106	0	5	0	1	0	120	116.50
Hourly Total	0	12	439	1	45	3	5	1	506	507.80
Hourly Average	0.00	3.00	109.75	0.25	11.25	0.75	1.25	0.25	126.50	126.95
1800 - 1815	0	0	115	0	11	0	0	0	126	126.00
1815 - 1830	1	2	107	0	6	0	0	0	116	114.00
1830 - 1845	0	0	109	0	11	1	0	0	121	121.50
1845 - 1900	0	2	95	0	7	0	1	0	105	105.10
Hourly Total	1	4	426	0	35	1	1	0	468	466.60
Hourly Average	0.25	1.00	106.50	0.00	8.75	0.25	0.25	0.00	117.00	116.65
Session Total	1	27	1283	4	141	5	13	1	1475	1478.40
Session Average	0.08	2.25	106.92	0.33	11.75	0.42	1.08	0.08	122.92	123.20
PCU	0	4	418	3	61	2	16	0	505	504
HGV						1	7		8	504
Vehicles	0	11	418	3	61	1	7	0	501	504

Lincolnshire Lakes
Classified Junction Count

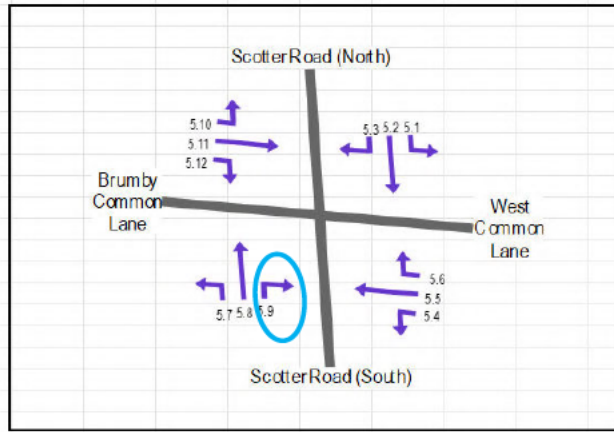
Site 8 of 10
Scotter Road (North)
West Common Lane
Scotter Road (South)
Brumby Common Lane

Lat/Long
lat 53.574418° lon -0.683131°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 5.9: Right from Scotter Road (South) to West Common Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	8	0	1	0	0	0	9	9.00
0715 - 0730	0	0	7	0	1	0	0	0	8	8.00
0730 - 0745	0	0	19	0	3	0	0	0	22	22.00
0745 - 0800	0	0	30	0	4	0	0	0	34	34.00
Hourly Total	0	0	64	0	9	0	0	0	73	73.00
Hourly Average	0.00	0.00	16.00	0.00	2.25	0.00	0.00	0.00	18.25	18.25
0800 - 0815	0	0	42	0	3	1	0	0	46	46.50
0815 - 0830	0	1	56	1	2	0	0	0	60	59.40
0830 - 0845	0	2	38	2	3	0	0	1	46	45.80
0845 - 0900	0	1	31	1	5	0	0	0	38	37.40
Hourly Total	0	4	167	4	13	1	0	1	190	189.10
Hourly Average	0.00	1.00	41.75	1.00	3.25	0.25	0.00	0.25	47.50	47.28
0900 - 0915	0	0	24	0	4	0	0	0	28	28.00
0915 - 0930	0	0	24	2	3	1	0	0	30	30.50
0930 - 0945	0	0	23	0	3	0	0	1	27	28.00
0945 - 1000	0	0	29	0	0	0	0	0	29	29.00
Hourly Total	0	0	100	2	10	1	0	1	114	115.50
Hourly Average	0.00	0.00	25.00	0.50	2.50	0.25	0.00	0.25	28.50	28.88
Session Total	0	4	331	6	32	2	0	2	377	377.60
Session Average	0.00	0.33	27.58	0.50	2.67	0.17	0.00	0.17	31.42	31.47
PCU	0	0	147	1	12	2	0	0	163	162
HGV						1	0		1	162
Vehicles	0	1	147	1	12	1	0	0	162	162

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 5.9: Right from Scotter Road (South) to West Common Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	26	0	4	1	0	0	31	31.50
1615 - 1630	0	0	18	0	2	0	0	0	20	20.00
1630 - 1645	0	0	37	1	4	0	0	0	42	42.00
1645 - 1700	0	0	20	0	5	0	0	1	26	27.00
Hourly Total	0	0	101	1	15	1	0	1	119	120.50
Hourly Average	0.00	0.00	25.25	0.25	3.75	0.25	0.00	0.25	29.75	30.13
1700 - 1715	0	2	38	1	1	0	0	0	42	40.80
1715 - 1730	0	0	39	1	5	0	0	0	45	45.00
1730 - 1745	0	0	29	0	4	0	0	1	34	35.00
1745 - 1800	0	0	34	0	2	0	0	0	36	36.00
Hourly Total	0	2	140	2	12	0	0	1	157	156.80
Hourly Average	0.00	0.50	35.00	0.50	3.00	0.00	0.00	0.25	39.25	39.20
1800 - 1815	0	0	36	0	2	0	0	0	38	38.00
1815 - 1830	0	0	31	0	2	0	0	0	33	33.00
1830 - 1845	0	0	22	0	4	0	0	0	26	26.00
1845 - 1900	0	0	24	0	4	0	0	0	28	28.00
Hourly Total	0	0	113	0	12	0	0	0	125	125.00
Hourly Average	0.00	0.00	28.25	0.00	3.00	0.00	0.00	0.00	31.25	31.25
Session Total	0	2	354	3	39	1	0	2	401	402.30
Session Average	0.00	0.17	29.50	0.25	3.25	0.08	0.00	0.17	33.42	33.53
PCU	0	0	101	1	15	2	0	2	121	121
HGV						1	0		1	121
Vehicles	0	0	101	1	15	1	0	1	119	121

Lincolnshire Lakes
Classified Junction Count

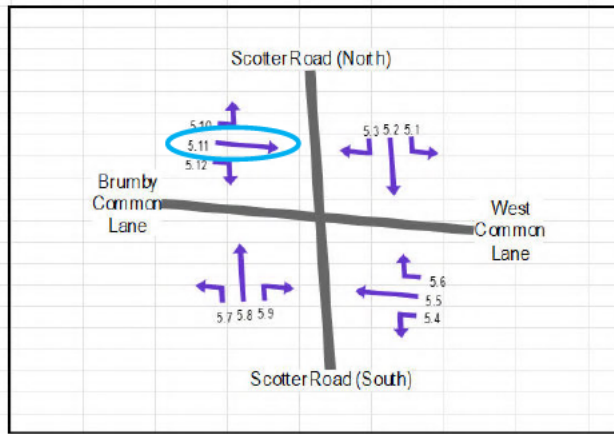
Site 8 of 10
Scotter Road (North)
West Common Lane
Scotter Road (South)
Brumby Common Lane

Lat/Long
lat 53.574418° lon -0.683131°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 5.11: Eastbound from Brumby Common Lane to West Common Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	0	0	1	1.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	0	2	0	0	0	0	0	2	2.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
Session Total	0	0	6	0	1	0	0	0	7	7.00
Session Average	0.00	0.00	0.50	0.00	0.08	0.00	0.00	0.00	0.58	0.58
PCU	0	0	0	0	1	0	0	0	1	1
HGV						0	0		0	1
Vehicles	0	0	0	0	1	0	0	0	1	1

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 5.11: Eastbound from Brumby Common Lane to West Common Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	0	0	0	0	0	0	1	0.40
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	1	0	0	0	1	0	0	0	2	1.20
Hourly Total	1	1	2	0	1	0	0	0	5	3.60
Hourly Average	0.25	0.25	0.50	0.00	0.25	0.00	0.00	0.00	1.25	0.90
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	1	0	0	0	0	0	0	0	1	0.20
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	1	0	1	0	0	0	0	0	2	1.20
Hourly Average	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.50	0.30
Session Total	2	1	3	0	1	0	0	0	7	4.80
Session Average	0.17	0.08	0.25	0.00	0.08	0.00	0.00	0.00	0.58	0.40
PCU	0	0	2	0	1	0	0	0	4	4
HGV						0	0		0	4
Vehicles	1	1	2	0	1	0	0	0	5	4

Lincolnshire Lakes
Classified Junction Count

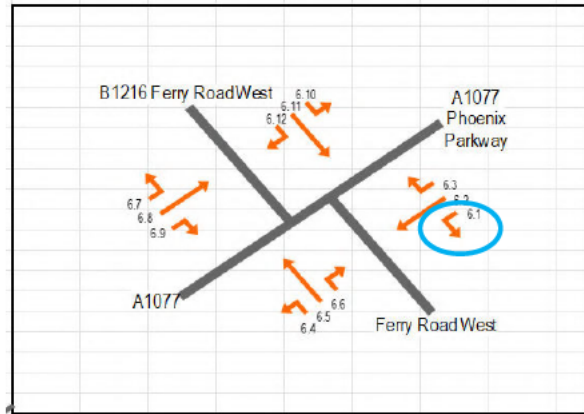
Site 9 of 10
A1077 Phoenix Parkway
Ferry Road West
A1077
B1216 Ferry Road West

Lat/Long
lat 53.60388° lon -0.688675°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 6.1: Left from A1077 Phoenix Parkway to Ferry Road West								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	0	0	1	1.00
0715 - 0730	0	0	0	0	0	0	1	0	1	2.30
0730 - 0745	0	0	2	0	1	0	0	0	3	3.00
0745 - 0800	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	8	0	1	0	1	0	10	11.30
Hourly Average	0.00	0.00	2.00	0.00	0.25	0.00	0.25	0.00	2.50	2.83
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	2	0	0	0	0	0	2	2.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	5	0	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.25	1.25
0900 - 0915	0	0	2	0	1	0	0	0	3	3.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	2	0	2	0	0	0	4	4.00
Hourly Total	0	0	6	0	3	0	0	0	9	9.00
Hourly Average	0.00	0.00	1.50	0.00	0.75	0.00	0.00	0.00	2.25	2.25
Session Total	0	0	19	0	4	0	1	0	24	25.30
Session Average	0.00	0.00	1.58	0.00	0.33	0.00	0.08	0.00	2.00	2.11
PCU	0	0	9	0	1	0	0	0	10	10
HGV	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	9	0	1	0	0	0	10	10

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 6.1: Left from A1077 Phoenix Parkway to Ferry Road West								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	1	0	2	0	3	5.60
1615 - 1630	0	0	1	0	1	0	0	0	2	2.00
1630 - 1645	0	0	2	0	0	0	0	0	2	2.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	4	0	2	0	2	0	8	10.60
Hourly Average	0.00	0.00	1.00	0.00	0.50	0.00	0.50	0.00	2.00	2.65
1700 - 1715	0	0	8	0	0	0	0	0	8	8.00
1715 - 1730	0	0	6	0	0	0	0	0	6	6.00
1730 - 1745	0	0	4	1	0	0	1	0	6	7.30
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	19	1	0	0	1	0	21	22.30
Hourly Average	0.00	0.00	4.75	0.25	0.00	0.00	0.25	0.00	5.25	5.58
1800 - 1815	0	0	2	0	0	0	0	0	2	2.00
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
1830 - 1845	0	0	2	0	0	0	0	0	2	2.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	6	0	0	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.50	0.00	0.00	0.00	0.00	0.00	1.50	1.50
Session Total	0	0	29	1	2	0	3	0	35	38.90
Session Average	0.00	0.00	2.42	0.08	0.17	0.00	0.25	0.00	2.92	3.24
PCU	0	0	4	0	2	0	5	0	11	11
HGV	0	0	0	0	0	0	2	0	2	11
Vehicles	0	0	4	0	2	0	2	0	8	11

Lincolnshire Lakes
Classified Junction Count

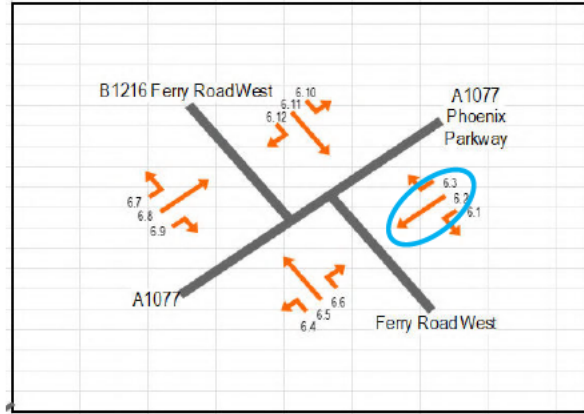
Site 9 of 10
A1077 Phoenix Parkway
Ferry Road West
A1077
B1216 Ferry Road West

Lat/Long
lat 53.60388° lon -0.688675°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 6.2: Westbound from A1077 Phoenix Parkway to A1077								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	40	0	5	4	9	0	58	71.70
0715 - 0730	0	0	33	1	7	3	18	0	62	86.90
0730 - 0745	0	0	39	0	9	2	15	1	66	87.50
0745 - 0800	0	1	22	1	13	2	15	0	54	73.90
Hourly Total	0	1	134	2	34	11	57	1	240	320.00
Hourly Average	0.00	0.25	33.50	0.50	8.50	2.75	14.25	0.25	60.00	80.00
0800 - 0815	0	1	28	0	11	1	18	0	59	82.30
0815 - 0830	0	0	46	2	12	3	11	0	74	89.80
0830 - 0845	0	0	33	0	16	3	15	0	67	88.00
0845 - 0900	0	2	29	0	14	2	8	0	55	65.20
Hourly Total	0	3	136	2	53	9	52	0	255	325.30
Hourly Average	0.00	0.75	34.00	0.50	13.25	2.25	13.00	0.00	63.75	81.33
0900 - 0915	0	0	53	0	25	2	13	0	93	110.90
0915 - 0930	0	0	40	0	13	3	16	1	73	96.30
0930 - 0945	0	0	41	0	13	0	16	0	70	90.80
0945 - 1000	0	0	37	2	11	4	15	0	69	90.50
Hourly Total	0	0	171	2	62	9	60	1	305	388.50
Hourly Average	0.00	0.00	42.75	0.50	15.50	2.25	15.00	0.25	76.25	97.13
Session Total	0	4	441	6	149	29	169	2	800	1033.80
Session Average	0.00	0.33	36.75	0.50	12.42	2.42	14.08	0.17	66.67	86.15
PCU	0	1	135	3	45	18	136	2	340	334
HGV						8	59		67	334
Vehicles	0	2	135	3	45	8	59	1	253	334

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 6.2: Westbound from A1077 Phoenix Parkway to A1077								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	2	141	4	31	5	9	2	194	209.00
1615 - 1630	0	0	119	2	21	3	16	0	161	183.30
1630 - 1645	0	1	103	0	33	1	9	0	147	158.60
1645 - 1700	0	1	89	1	20	1	8	1	121	132.30
Hourly Total	0	4	452	7	105	10	42	3	623	683.20
Hourly Average	0.00	1.00	113.00	1.75	26.25	2.50	10.50	0.75	155.75	170.80
1700 - 1715	0	2	134	0	20	1	16	0	173	193.10
1715 - 1730	0	4	106	0	17	1	8	0	136	144.50
1730 - 1745	0	2	85	1	9	0	4	0	101	105.00
1745 - 1800	0	0	52	0	11	0	4	0	67	72.20
Hourly Total	0	8	377	1	57	2	32	0	477	514.80
Hourly Average	0.00	2.00	94.25	0.25	14.25	0.50	8.00	0.00	119.25	128.70
1800 - 1815	0	0	78	0	3	0	9	0	90	101.70
1815 - 1830	0	1	52	0	7	1	3	0	64	67.80
1830 - 1845	0	0	44	1	2	0	2	0	49	51.60
1845 - 1900	0	1	33	0	3	0	7	0	44	52.50
Hourly Total	0	2	207	1	15	1	21	0	247	273.60
Hourly Average	0.00	0.50	51.75	0.25	3.75	0.25	5.25	0.00	61.75	68.40
Session Total	0	14	1036	9	177	13	95	3	1347	1471.60
Session Average	0.00	1.17	86.33	0.75	14.75	1.08	7.92	0.25	112.25	122.63
PCU	0	2	452	7	105	23	97	6	691	683
HGV						10	42		52	683
Vehicles	0	4	452	7	105	10	42	3	623	683

Lincolnshire Lakes
Classified Junction Count

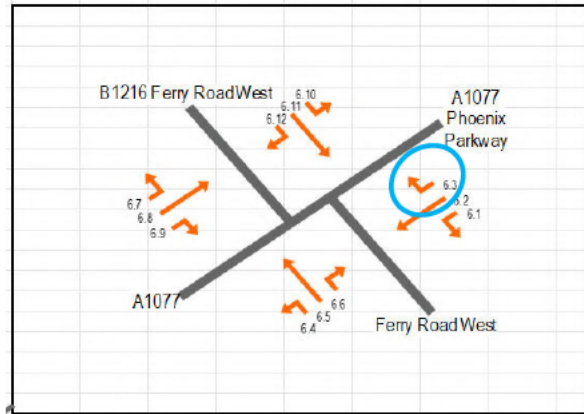
Site 9 of 10
A1077 Phoenix Parkway
Ferry Road West
A1077
B1216 Ferry Road West

Lat/Long
lat 53.60388° lon -0.688675°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



Movement 6.3: Right from A1077 Phoenix Parkway to B1216 Ferry Road West									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	0	0	1	1.00
0715 - 0730	0	0	1	0	1	0	2	0	4	6.60
0730 - 0745	0	0	5	0	0	0	3	0	8	11.90
0745 - 0800	0	0	3	0	0	1	0	0	4	4.50
Hourly Total	0	0	10	0	1	1	5	0	17	24.00
Hourly Average	0.00	0.00	2.50	0.00	0.25	0.25	1.25	0.00	4.25	6.00
0800 - 0815	0	0	3	0	1	0	2	0	6	8.60
0815 - 0830	0	1	3	0	4	1	3	0	12	15.80
0830 - 0845	0	0	4	1	1	0	1	0	7	8.30
0845 - 0900	0	0	5	0	3	0	3	0	11	14.90
Hourly Total	0	1	15	1	9	1	9	0	36	47.60
Hourly Average	0.00	0.25	3.75	0.25	2.25	0.25	2.25	0.00	9.00	11.90
0900 - 0915	0	0	1	0	4	0	4	0	9	14.20
0915 - 0930	0	0	1	0	1	2	1	0	5	7.30
0930 - 0945	0	0	2	0	3	0	0	0	5	5.00
0945 - 1000	0	0	5	0	3	0	4	0	12	17.20
Hourly Total	0	0	9	0	11	2	9	0	31	43.70
Hourly Average	0.00	0.00	2.25	0.00	2.75	0.50	2.25	0.00	7.75	10.93
Session Total	0	1	34	1	21	4	23	0	84	115.30
Session Average	0.00	0.08	2.83	0.08	1.75	0.33	1.92	0.00	7.00	9.61
PCU	0	0	14	0	5	5	18	0	42	41
HGV						2	8		10	41
Vehicles	0	1	14	0	5	2	8	0	30	41

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

Movement 6.3: Right from A1077 Phoenix Parkway to B1216 Ferry Road West									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	6	0	1	1	0	0	9	8.90
1615 - 1630	0	0	5	0	1	0	0	0	6	6.00
1630 - 1645	0	0	7	0	0	1	0	0	8	8.50
1645 - 1700	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	1	24	0	2	2	0	0	29	29.40
Hourly Average	0.00	0.25	6.00	0.00	0.50	0.50	0.00	0.00	7.25	7.35
1700 - 1715	1	0	8	0	0	0	0	0	9	8.20
1715 - 1730	0	0	4	0	2	0	0	0	6	6.00
1730 - 1745	0	0	6	0	0	0	0	0	6	6.00
1745 - 1800	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	1	0	24	0	3	0	0	0	28	27.20
Hourly Average	0.25	0.00	6.00	0.00	0.75	0.00	0.00	0.00	7.00	6.80
1800 - 1815	1	2	1	0	0	0	0	0	4	2.00
1815 - 1830	0	0	3	0	1	0	1	0	5	6.30
1830 - 1845	0	0	2	1	0	0	0	0	3	3.00
1845 - 1900	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	1	2	10	1	1	0	1	0	16	15.30
Hourly Average	0.25	0.50	2.50	0.25	0.25	0.00	0.25	0.00	4.00	3.83
Session Total	2	3	58	1	6	2	1	0	73	71.90
Session Average	0.17	0.25	4.83	0.08	0.50	0.17	0.08	0.00	6.08	5.99
PCU	0	0	24	0	2	5	0	0	31	29
HGV						2	0		2	29
Vehicles	0	1	24	0	2	2	0	0	29	29

Lincolnshire Lakes
Classified Junction Count

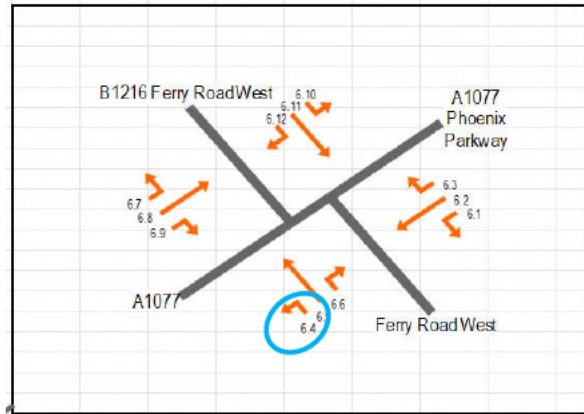
Site 9 of 10
A1077 Phoenix Parkway
Ferry Road West
A1077
B1216 Ferry Road West

Lat/Long
lat 53.60388° lon -0.688675°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 6.4: Left from Ferry Road West to A1077								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	5	0	3	0	2	0	10	12.60
0715 - 0730	0	0	7	0	1	0	1	2	11	14.30
0730 - 0745	0	1	10	0	0	0	0	0	11	10.40
0745 - 0800	0	0	12	0	2	1	0	0	15	15.50
Hourly Total	0	1	34	0	6	1	3	2	47	52.80
Hourly Average	0.00	0.25	8.50	0.00	1.50	0.25	0.75	0.50	11.75	13.20
0800 - 0815	0	0	21	0	2	0	1	0	24	25.30
0815 - 0830	0	0	10	0	1	0	0	0	11	11.00
0830 - 0845	0	0	11	0	1	0	2	0	14	16.60
0845 - 0900	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	0	48	0	4	0	3	0	55	58.90
Hourly Average	0.00	0.00	12.00	0.00	1.00	0.00	0.75	0.00	13.75	14.73
0900 - 0915	0	0	10	0	3	1	1	0	15	16.80
0915 - 0930	0	0	12	0	3	0	1	0	16	17.30
0930 - 0945	0	0	13	0	1	0	0	1	15	16.00
0945 - 1000	0	0	9	0	2	0	0	0	11	11.00
Hourly Total	0	0	44	0	9	1	2	1	57	61.10
Hourly Average	0.00	0.00	11.00	0.00	2.25	0.25	0.50	0.25	14.25	15.28
Session Total	0	1	126	0	19	2	8	3	159	172.80
Session Average	0.00	0.08	10.50	0.00	1.58	0.17	0.67	0.25	13.25	14.40
PCU	0	0	53	0	5	2	2	0	63	62
HGV						1	1		2	62
Vehicles	0	1	53	0	5	1	1	0	61	62

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 6.4: Left from Ferry Road West to A1077								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	27	0	3	1	0	0	31	31.50
1615 - 1630	0	0	26	0	3	0	0	0	29	29.00
1630 - 1645	0	0	29	0	1	0	0	1	31	32.00
1645 - 1700	0	0	32	0	6	0	0	0	38	38.00
Hourly Total	0	0	114	0	13	1	0	1	129	130.50
Hourly Average	0.00	0.00	28.50	0.00	3.25	0.25	0.00	0.25	32.25	32.63
1700 - 1715	0	0	31	0	3	0	0	0	34	34.00
1715 - 1730	0	0	25	0	1	0	0	0	26	26.00
1730 - 1745	0	1	19	0	2	0	0	0	22	21.40
1745 - 1800	0	1	12	0	1	0	0	0	14	13.40
Hourly Total	0	2	87	0	7	0	0	0	96	94.80
Hourly Average	0.00	0.50	21.75	0.00	1.75	0.00	0.00	0.00	24.00	23.70
1800 - 1815	0	0	11	1	2	0	0	0	14	14.00
1815 - 1830	0	0	13	0	0	0	0	0	13	13.00
1830 - 1845	0	0	13	0	0	0	2	0	15	17.60
1845 - 1900	0	0	11	0	1	0	0	0	12	12.00
Hourly Total	0	0	48	1	3	0	2	0	54	56.60
Hourly Average	0.00	0.00	12.00	0.25	0.75	0.00	0.50	0.00	13.50	14.15
Session Total	0	2	249	1	23	1	2	1	279	281.90
Session Average	0.00	0.17	20.75	0.08	1.92	0.08	0.17	0.08	23.25	23.49
PCU	0	0	114	0	13	2	0	2	131	131
HGV						1	0		1	131
Vehicles	0	0	114	0	13	1	0	1	129	131

Lincolnshire Lakes
Classified Junction Count

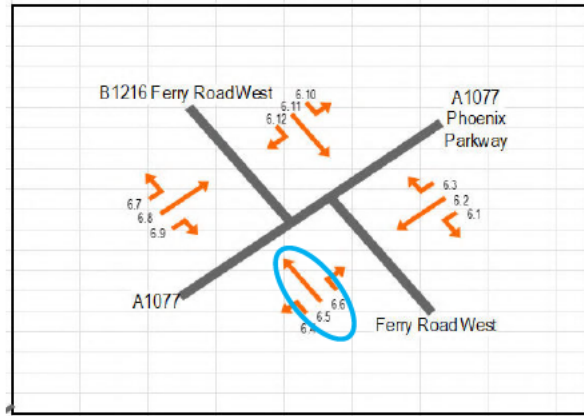
Site 9 of 10
A1077 Phoenix Parkway
Ferry Road West
A1077
B1216 Ferry Road West

Lat/Long
lat 53.60388° lon -0.688675°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 6.5: Northbound from Ferry Road West to B1216 Ferry Road West								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	7	0	0	0	0	0	7	7.00
0715 - 0730	1	0	5	0	0	0	0	0	6	5.20
0730 - 0745	2	0	7	1	3	0	0	0	13	11.40
0745 - 0800	0	1	9	0	0	0	0	1	11	11.40
Hourly Total	3	1	28	1	3	0	0	1	37	35.00
Hourly Average	0.75	0.25	7.00	0.25	0.75	0.00	0.00	0.25	9.25	8.75
0800 - 0815	0	0	7	0	1	0	0	2	10	12.00
0815 - 0830	0	0	2	0	0	0	0	0	2	2.00
0830 - 0845	0	0	2	0	0	0	0	0	2	2.00
0845 - 0900	1	0	3	0	0	0	0	0	4	3.20
Hourly Total	1	0	14	0	1	0	0	2	18	19.20
Hourly Average	0.25	0.00	3.50	0.00	0.25	0.00	0.00	0.50	4.50	4.80
0900 - 0915	1	0	4	0	1	0	0	0	6	5.20
0915 - 0930	0	0	4	0	1	0	0	0	5	5.00
0930 - 0945	0	1	4	0	0	0	0	0	5	4.40
0945 - 1000	0	0	2	0	0	0	1	0	3	4.30
Hourly Total	1	1	14	0	2	0	1	0	19	18.90
Hourly Average	0.25	0.25	3.50	0.00	0.50	0.00	0.25	0.00	4.75	4.73
Session Total	5	2	56	1	6	0	1	3	74	73.10
Session Average	0.42	0.17	4.67	0.08	0.50	0.00	0.08	0.25	6.17	6.09
PCU	0	0	25	1	4	0	0	6	37	37
HGV						0	0		0	37
Vehicles	2	1	25	1	4	0	0	3	36	37

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 6.5: Northbound from Ferry Road West to B1216 Ferry Road West								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	7	0	2	0	0	0	9	9.00
1615 - 1630	1	0	8	0	0	0	0	0	9	8.20
1630 - 1645	0	0	2	0	0	0	0	0	2	2.00
1645 - 1700	1	0	3	1	0	0	0	1	6	6.20
Hourly Total	2	0	20	1	2	0	0	1	26	25.40
Hourly Average	0.50	0.00	5.00	0.25	0.50	0.00	0.00	0.25	6.50	6.35
1700 - 1715	2	1	5	0	0	0	0	0	8	5.80
1715 - 1730	0	2	6	0	1	0	0	0	9	7.80
1730 - 1745	1	0	12	0	1	0	0	0	14	13.20
1745 - 1800	2	5	7	0	2	0	0	1	15	11.40
Hourly Total	5	8	30	0	2	0	0	1	46	38.20
Hourly Average	1.25	2.00	7.50	0.00	0.50	0.00	0.00	0.25	11.50	9.55
1800 - 1815	0	0	7	0	0	0	0	0	7	7.00
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	12	0	0	0	0	0	12	12.00
Hourly Average	0.00	0.00	3.00	0.00	0.00	0.00	0.00	0.00	3.00	3.00
Session Total	7	8	62	1	4	0	0	2	84	75.60
Session Average	0.58	0.67	5.17	0.08	0.33	0.00	0.00	0.17	7.00	6.30
PCU	0	0	20	1	2	0	0	2	25	25
HGV						0	0		0	25
Vehicles	2	0	20	1	2	0	0	1	26	25

Lincolnshire Lakes
Classified Junction Count

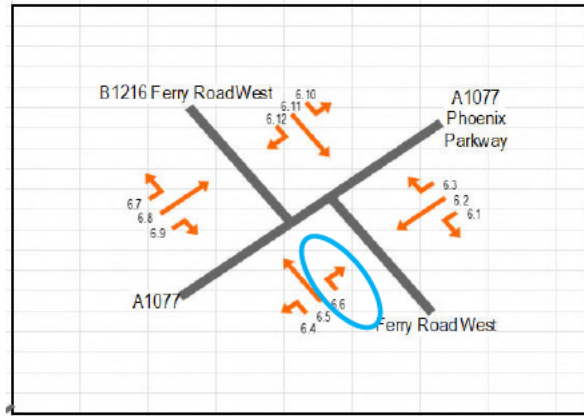
Site 9 of 10
A1077 Phoenix Parkway
Ferry Road West
A1077
B1216 Ferry Road West

Lat/Long
lat 53.60388° lon -0.688675°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 6.6: Right from Ferry Road West to A1077 Phoenix Parkway								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	1	0	0	0	3	3.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	1	0	1	0	1	0	3	4.30
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	4	0	2	0	1	0	7	8.30
Hourly Average	0.00	0.00	1.00	0.00	0.50	0.00	0.25	0.00	1.75	2.08
0800 - 0815	0	0	1	0	1	0	0	0	2	2.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	0	0	5	0	2	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.25	0.00	0.50	0.00	0.00	0.00	1.75	1.75
0900 - 0915	0	0	2	0	0	0	0	0	2	2.00
0915 - 0930	0	0	2	0	0	0	0	0	2	2.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	1	0	2	0	0	0	3	3.00
Hourly Total	0	0	5	0	2	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.25	0.00	0.50	0.00	0.00	0.00	1.75	1.75
Session Total	0	0	14	0	6	0	1	0	21	22.30
Session Average	0.00	0.00	1.17	0.00	0.50	0.00	0.08	0.00	1.75	1.86
PCU	0	0	4	0	2	0	2	0	8	8
HGV	0	0	0	0	0	0	1	0	1	8
Vehicles	0	0	4	0	2	0	1	0	7	8

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 6.6: Right from Ferry Road West to A1077 Phoenix Parkway								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	2	0	0	0	0	0	2	2.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	5	0	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.25	1.25
1700 - 1715	0	0	1	0	0	0	0	0	1	1.00
1715 - 1730	0	0	4	0	0	0	0	0	4	4.00
1730 - 1745	0	0	2	0	0	0	0	0	2	2.00
1745 - 1800	0	1	2	3	0	0	0	0	6	5.40
Hourly Total	0	1	9	3	0	0	0	0	13	12.40
Hourly Average	0.00	0.25	2.25	0.75	0.00	0.00	0.00	0.00	3.25	3.10
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
Session Total	0	1	18	3	0	0	0	0	22	21.40
Session Average	0.00	0.08	1.50	0.25	0.00	0.00	0.00	0.00	1.83	1.78
PCU	0	0	5	0	0	0	0	0	5	5
HGV	0	0	0	0	0	0	0	0	0	5
Vehicles	0	0	5	0	0	0	0	0	5	5

Lincolnshire Lakes
Classified Junction Count

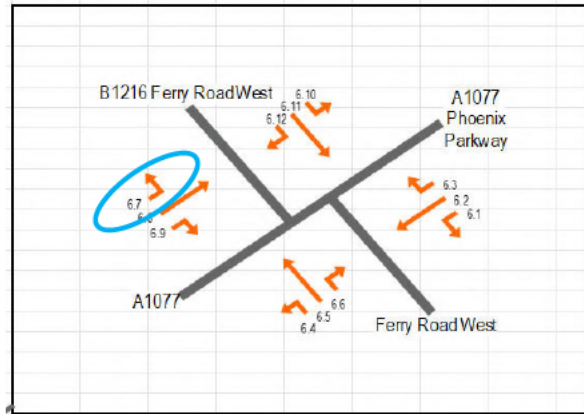
Site 9 of 10
A1077 Phoenix Parkway
Ferry Road West
A1077
B1216 Ferry Road West

Lat/Long
lat 53.60388° lon -0.688675°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 6.7: Left from A1077 to B1216 Ferry Road West								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	13	0	2	0	9	0	25	36.10
0715 - 0730	0	0	10	0	6	1	7	0	24	33.60
0730 - 0745	0	0	27	1	5	1	9	0	43	55.20
0745 - 0800	0	0	38	0	3	1	13	0	55	72.40
Hourly Total	0	1	88	1	16	3	38	0	147	197.30
Hourly Average	0.00	0.25	22.00	0.25	4.00	0.75	9.50	0.00	36.75	49.33
0800 - 0815	0	0	24	0	5	1	4	0	34	39.70
0815 - 0830	0	0	18	0	6	2	8	0	34	45.40
0830 - 0845	0	1	9	0	4	2	5	0	21	27.90
0845 - 0900	0	0	15	0	4	1	9	0	29	41.20
Hourly Total	0	1	66	0	19	6	26	0	118	154.20
Hourly Average	0.00	0.25	16.50	0.00	4.75	1.50	6.50	0.00	29.50	38.55
0900 - 0915	0	0	12	0	8	3	6	0	29	38.30
0915 - 0930	0	0	5	0	7	4	7	0	23	34.10
0930 - 0945	0	0	6	0	3	1	6	0	16	24.30
0945 - 1000	0	0	2	0	1	0	8	0	11	21.40
Hourly Total	0	0	25	0	19	8	27	0	79	118.10
Hourly Average	0.00	0.00	6.25	0.00	4.75	2.00	6.75	0.00	19.75	29.53
Session Total	0	2	179	1	54	17	91	0	344	469.60
Session Average	0.00	0.17	14.92	0.08	4.50	1.42	7.58	0.00	28.67	39.13
PCU	0	0	107	1	19	12	78	0	217	213
HGV						5	34		39	213
Vehicles	0	0	107	1	19	5	34	0	166	213

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 6.7: Left from A1077 to B1216 Ferry Road West								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	7	0	2	0	0	0	9	9.00
1615 - 1630	0	0	2	0	2	0	2	0	6	8.60
1630 - 1645	0	0	3	1	1	0	7	0	12	21.10
1645 - 1700	0	0	5	0	4	0	6	0	15	22.80
Hourly Total	0	0	17	1	9	0	15	0	42	61.50
Hourly Average	0.00	0.00	4.25	0.25	2.25	0.00	3.75	0.00	10.50	15.38
1700 - 1715	0	0	9	0	1	1	7	0	18	27.60
1715 - 1730	0	1	6	0	1	0	3	0	11	14.30
1730 - 1745	0	0	23	0	1	0	4	0	28	33.20
1745 - 1800	0	1	6	0	3	1	3	0	14	17.80
Hourly Total	0	2	44	0	6	2	17	0	71	92.90
Hourly Average	0.00	0.50	11.00	0.00	1.50	0.50	4.25	0.00	17.75	23.23
1800 - 1815	0	0	8	0	0	0	3	0	11	14.90
1815 - 1830	1	2	6	0	0	0	0	0	9	7.00
1830 - 1845	0	0	2	0	0	0	0	0	2	2.00
1845 - 1900	0	0	2	0	0	0	3	0	5	8.90
Hourly Total	1	2	18	0	0	0	6	0	27	32.80
Hourly Average	0.25	0.50	4.50	0.00	0.00	0.00	1.50	0.00	6.75	8.20
Session Total	1	4	79	1	15	2	38	0	140	187.20
Session Average	0.08	0.33	6.58	0.08	1.25	0.17	3.17	0.00	11.67	15.60
PCU	0	0	17	1	9	0	35	0	62	62
HGV						0	15		15	62
Vehicles	0	0	17	1	9	0	15	0	42	62

Lincolnshire Lakes
Classified Junction Count

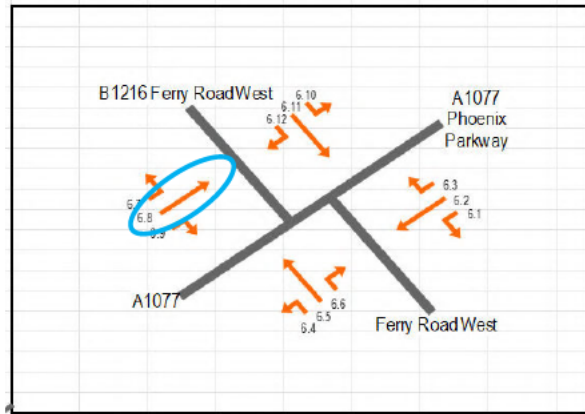
Site 9 of 10
A1077 Phoenix Parkway
Ferry Road West
A1077
B1216 Ferry Road West

Lat/Long
lat 53.60388° lon -0.688675°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 6.8: Eastbound from A1077 to A1077 Phoenix Parkway								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	45	1	11	5	9	0	72	85.60
0715 - 0730	0	0	56	0	20	1	15	0	92	112.00
0730 - 0745	0	0	68	1	20	4	19	0	112	138.70
0745 - 0800	0	1	111	1	36	2	12	1	164	181.00
Hourly Total	0	2	280	3	87	12	55	1	440	517.30
Hourly Average	0.00	0.50	70.00	0.75	21.75	3.00	13.75	0.25	110.00	129.33
0800 - 0815	0	1	59	1	23	4	15	0	103	123.90
0815 - 0830	0	0	89	3	37	4	10	0	143	158.00
0830 - 0845	0	0	76	0	34	2	23	0	135	165.90
0845 - 0900	0	0	71	0	19	4	11	0	105	121.30
Hourly Total	0	1	295	4	113	14	59	0	486	569.10
Hourly Average	0.00	0.25	73.75	1.00	28.25	3.50	14.75	0.00	121.50	142.28
0900 - 0915	0	0	55	1	17	2	13	0	88	105.90
0915 - 0930	0	0	48	1	18	2	14	0	83	102.20
0930 - 0945	1	0	54	3	18	3	16	0	95	116.50
0945 - 1000	0	0	57	2	13	6	8	0	86	99.40
Hourly Total	1	0	214	7	66	13	51	0	352	424.00
Hourly Average	0.25	0.00	53.50	1.75	16.50	3.25	12.75	0.00	88.00	106.00
Session Total	1	3	789	14	266	39	165	1	1278	1510.40
Session Average	0.08	0.25	65.75	1.17	22.17	3.25	13.75	0.08	106.50	125.87
PCU	0	1	327	6	116	32	129	2	613	602
HGV						14	56		70	602
Vehicles	0	2	327	6	116	14	56	1	522	602

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 6.8: Eastbound from A1077 to A1077 Phoenix Parkway								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	52	0	12	4	19	0	87	113.70
1615 - 1630	0	0	39	0	11	5	10	0	65	80.50
1630 - 1645	0	0	45	1	13	1	5	0	65	72.00
1645 - 1700	0	1	48	0	12	0	5	0	66	71.90
Hourly Total	0	1	184	1	48	10	39	0	283	338.10
Hourly Average	0.00	0.25	46.00	0.25	12.00	2.50	9.75	0.00	70.75	84.53
1700 - 1715	0	0	41	0	3	0	10	0	54	67.00
1715 - 1730	0	2	49	0	5	2	7	0	65	73.90
1730 - 1745	0	2	52	1	5	1	14	0	75	92.50
1745 - 1800	0	3	55	0	8	0	12	0	78	91.80
Hourly Total	0	7	197	1	21	3	43	0	272	325.20
Hourly Average	0.00	1.75	49.25	0.25	5.25	0.75	10.75	0.00	68.00	81.30
1800 - 1815	0	16	28	1	6	2	9	0	62	65.10
1815 - 1830	0	3	46	0	6	0	5	0	60	64.70
1830 - 1845	0	4	40	0	0	0	7	0	51	57.70
1845 - 1900	0	0	35	0	2	1	14	0	52	70.70
Hourly Total	0	23	149	1	14	3	35	0	225	258.20
Hourly Average	0.00	5.75	37.25	0.25	3.50	0.75	8.75	0.00	56.25	64.55
Session Total	0	31	530	3	83	16	117	0	780	921.50
Session Average	0.00	2.58	44.17	0.25	6.92	1.33	9.75	0.00	65.00	76.79
PCU	0	0	184	1	48	23	90	0	346	338
HGV						10	39		49	338
Vehicles	0	1	184	1	48	10	39	0	283	338

Lincolnshire Lakes
Classified Junction Count

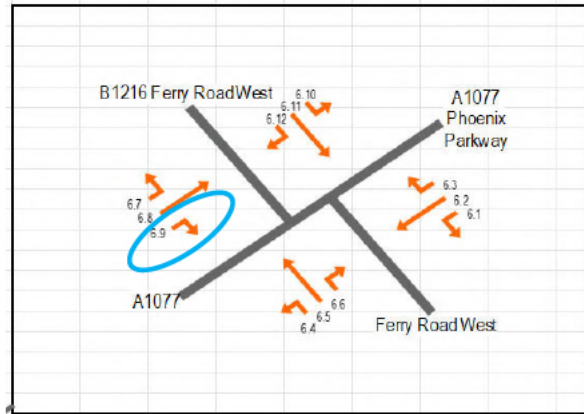
Site 9 of 10
A1077 Phoenix Parkway
Ferry Road West
A1077
B1216 Ferry Road West

Lat/Long
lat 53.60388° lon -0.688675°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 6.9: Right from A1077 to Ferry Road West								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	1	0	2	0	6	8.60
0715 - 0730	0	0	2	0	0	0	0	0	2	2.00
0730 - 0745	0	0	8	0	1	0	0	0	9	9.00
0745 - 0800	0	0	13	0	5	0	1	1	20	22.30
Hourly Total	0	0	26	0	7	0	3	1	37	41.90
Hourly Average	0.00	0.00	6.50	0.00	1.75	0.00	0.75	0.25	9.25	10.48
0800 - 0815	0	0	8	0	2	1	2	0	13	16.10
0815 - 0830	0	0	5	0	1	1	0	1	8	9.50
0830 - 0845	0	0	11	0	3	0	1	0	15	16.30
0845 - 0900	0	0	7	0	0	0	1	0	8	9.30
Hourly Total	0	0	31	0	6	2	4	1	44	51.20
Hourly Average	0.00	0.00	7.75	0.00	1.50	0.50	1.00	0.25	11.00	12.80
0900 - 0915	0	0	9	0	0	0	0	1	10	11.00
0915 - 0930	0	0	6	1	0	0	1	0	8	9.30
0930 - 0945	0	0	8	0	1	0	2	0	11	13.60
0945 - 1000	0	0	1	0	0	0	2	0	3	5.60
Hourly Total	0	0	24	1	1	0	5	1	32	39.50
Hourly Average	0.00	0.00	6.00	0.25	0.25	0.00	1.25	0.25	8.00	9.88
Session Total	0	0	81	1	14	2	12	3	113	132.60
Session Average	0.00	0.00	6.75	0.08	1.17	0.17	1.00	0.25	9.42	11.05
PCU	0	0	34	0	9	5	7	4	59	57
HGV						2	3		5	57
Vehicles	0	0	34	0	9	2	3	2	50	57

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 6.9: Right from A1077 to Ferry Road West								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	13	0	1	0	0	1	15	16.00
1615 - 1630	0	0	10	0	0	0	1	1	12	14.30
1630 - 1645	0	0	7	0	2	0	0	0	9	9.00
1645 - 1700	0	0	10	0	2	0	0	0	12	12.00
Hourly Total	0	0	40	0	5	0	1	2	48	51.30
Hourly Average	0.00	0.00	10.00	0.00	1.25	0.00	0.25	0.50	12.00	12.83
1700 - 1715	0	0	10	0	0	0	0	0	10	10.00
1715 - 1730	0	0	9	0	2	0	1	0	12	13.30
1730 - 1745	0	0	10	0	1	0	1	0	12	13.30
1745 - 1800	0	0	11	0	1	0	0	0	12	12.00
Hourly Total	0	0	40	0	4	0	2	0	46	48.60
Hourly Average	0.00	0.00	10.00	0.00	1.00	0.00	0.50	0.00	11.50	12.15
1800 - 1815	0	0	10	0	2	0	2	0	14	16.60
1815 - 1830	0	0	4	0	1	1	0	0	6	6.50
1830 - 1845	0	0	10	0	1	0	1	0	12	13.30
1845 - 1900	0	0	8	0	0	0	1	0	9	10.30
Hourly Total	0	0	32	0	4	1	4	0	41	46.70
Hourly Average	0.00	0.00	8.00	0.00	1.00	0.25	1.00	0.00	10.25	11.68
Session Total	0	0	112	0	13	1	7	2	135	146.60
Session Average	0.00	0.00	9.33	0.00	1.08	0.08	0.58	0.17	11.25	12.22
PCU	0	0	40	0	5	0	2	4	51	51
HGV						0	1		1	51
Vehicles	0	0	40	0	5	0	1	2	48	51

Lincolnshire Lakes
Classified Junction Count

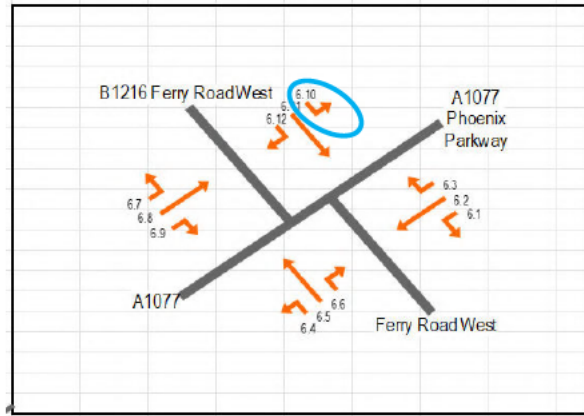
Site 9 of 10
A1077 Phoenix Parkway
Ferry Road West
A1077
B1216 Ferry Road West

Lat/Long
lat 53.60388° lon -0.688675°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



Movement 6.10: Left from B1216 Ferry Road West to A1077 Phoenix Parkway									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	1	0	0	2	2.50
0715 - 0730	0	0	2	0	2	0	1	0	5	6.30
0730 - 0745	0	2	4	0	0	1	4	0	11	15.50
0745 - 0800	1	0	7	0	1	0	2	0	11	12.80
Hourly Total	1	2	14	0	3	2	7	0	29	37.10
Hourly Average	0.25	0.50	3.50	0.00	0.75	0.50	1.75	0.00	7.25	9.28
0800 - 0815	0	0	6	1	2	0	3	0	12	15.90
0815 - 0830	0	0	8	0	2	0	0	0	10	10.00
0830 - 0845	0	0	1	0	5	2	2	0	10	13.60
0845 - 0900	0	0	4	0	1	1	0	0	6	6.50
Hourly Total	0	0	19	1	10	3	5	0	38	46.00
Hourly Average	0.00	0.00	4.75	0.25	2.50	0.75	1.25	0.00	9.50	11.50
0900 - 0915	0	0	6	0	1	1	1	0	9	10.80
0915 - 0930	0	0	6	0	0	1	2	0	9	12.10
0930 - 0945	0	0	4	0	2	1	0	0	7	7.50
0945 - 1000	0	0	4	0	4	3	2	0	13	17.10
Hourly Total	0	0	20	0	7	6	5	0	38	47.50
Hourly Average	0.00	0.00	5.00	0.00	1.75	1.50	1.25	0.00	9.50	11.88
Session Total	1	2	53	1	20	11	17	0	105	130.60
Session Average	0.08	0.17	4.42	0.08	1.67	0.92	1.42	0.00	8.75	10.88
PCU	0	1	25	1	5	2	21	0	55	54
HGV						1	9		10	54
Vehicles	1	2	25	1	5	1	9	0	44	54

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

Movement 6.10: Left from B1216 Ferry Road West to A1077 Phoenix Parkway									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	10	0	2	0	0	0	13	12.40
1615 - 1630	0	0	4	0	1	1	1	0	7	8.80
1630 - 1645	0	0	5	0	1	0	0	0	6	6.00
1645 - 1700	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	0	1	22	0	5	1	1	0	30	31.20
Hourly Average	0.00	0.25	5.50	0.00	1.25	0.25	0.25	0.00	7.50	7.80
1700 - 1715	0	0	11	0	0	0	1	0	12	13.30
1715 - 1730	1	0	4	0	0	0	0	0	5	4.20
1730 - 1745	1	0	3	0	0	0	1	0	5	5.50
1745 - 1800	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	2	0	21	0	1	0	2	0	26	27.00
Hourly Average	0.50	0.00	5.25	0.00	0.25	0.00	0.50	0.00	6.50	6.75
1800 - 1815	0	0	4	0	1	0	0	0	5	5.00
1815 - 1830	0	0	9	0	0	0	0	0	9	9.00
1830 - 1845	0	0	0	0	2	0	0	0	2	2.00
1845 - 1900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	16	0	3	0	0	0	19	19.00
Hourly Average	0.00	0.00	4.00	0.00	0.75	0.00	0.00	0.00	4.75	4.75
Session Total	2	1	59	0	9	1	3	0	75	77.20
Session Average	0.17	0.08	4.92	0.00	0.75	0.08	0.25	0.00	6.25	6.43
PCU	0	0	22	0	5	2	2	0	32	31
HGV						1	1		2	31
Vehicles	0	1	22	0	5	1	1	0	30	31

Lincolnshire Lakes
Classified Junction Count

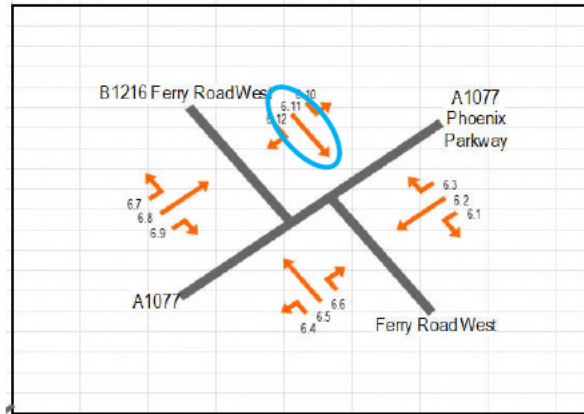
Site 9 of 10
A1077 Phoenix Parkway
Ferry Road West
A1077
B1216 Ferry Road West

Lat/Long
lat 53.60388° lon -0.688675°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 6.11: Southbound from B1216 Ferry Road West to Ferry Road West								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	0	0	1	1.00
0715 - 0730	0	0	2	0	0	0	0	0	2	2.00
0730 - 0745	0	0	0	1	1	0	0	0	2	2.00
0745 - 0800	0	0	0	0	0	0	0	1	1	2.00
Hourly Total	0	0	3	1	1	0	0	1	6	7.00
Hourly Average	0.00	0.00	0.75	0.25	0.25	0.00	0.00	0.25	1.50	1.75
0800 - 0815	0	0	2	0	1	0	0	1	4	5.00
0815 - 0830	0	0	4	0	0	0	0	0	4	4.00
0830 - 0845	0	0	3	0	1	0	0	0	4	4.00
0845 - 0900	0	0	3	0	2	0	0	0	5	5.00
Hourly Total	0	0	12	0	4	0	0	1	17	18.00
Hourly Average	0.00	0.00	3.00	0.00	1.00	0.00	0.00	0.25	4.25	4.50
0900 - 0915	0	0	3	0	0	0	0	0	3	3.00
0915 - 0930	0	0	0	1	1	1	0	1	4	5.50
0930 - 0945	0	0	0	1	1	0	1	1	4	6.30
0945 - 1000	0	0	1	1	0	0	0	0	2	2.00
Hourly Total	0	0	4	3	2	1	1	2	13	16.80
Hourly Average	0.00	0.00	1.00	0.75	0.50	0.25	0.25	0.50	3.25	4.20
Session Total	0	0	19	4	7	1	1	4	36	41.80
Session Average	0.00	0.00	1.58	0.33	0.58	0.08	0.08	0.33	3.00	3.48
PCU	0	0	6	1	2	0	0	4	13	13
HGV						0	0		0	13
Vehicles	0	0	6	1	2	0	0	2	11	13

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 6.11: Southbound from B1216 Ferry Road West to Ferry Road West								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	0	10	0	1	0	0	0	12	11.20
1615 - 1630	2	1	6	0	0	0	0	0	9	6.80
1630 - 1645	1	1	8	0	0	0	0	0	10	8.60
1645 - 1700	1	1	8	0	1	0	0	0	11	9.60
Hourly Total	5	3	32	0	2	0	0	0	42	36.20
Hourly Average	1.25	0.75	8.00	0.00	0.50	0.00	0.00	0.00	10.50	9.05
1700 - 1715	2	1	9	1	0	0	0	0	13	10.80
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	4	1	1	0	0	0	6	6.00
1745 - 1800	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	2	1	17	2	1	0	0	0	23	20.80
Hourly Average	0.50	0.25	4.25	0.50	0.25	0.00	0.00	0.00	5.75	5.20
1800 - 1815	0	0	14	2	1	0	0	0	17	17.00
1815 - 1830	5	0	2	0	0	0	0	0	7	3.00
1830 - 1845	0	0	6	0	1	0	0	0	7	7.00
1845 - 1900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	5	0	24	2	2	0	0	0	33	29.00
Hourly Average	1.25	0.00	6.00	0.50	0.50	0.00	0.00	0.00	8.25	7.25
Session Total	12	4	73	4	5	0	0	0	98	86.00
Session Average	1.00	0.33	6.08	0.33	0.42	0.00	0.00	0.00	8.17	7.17
PCU	1	1	32	0	2	0	0	0	36	36
HGV						0	0		0	36
Vehicles	5	3	32	0	2	0	0	0	42	36

Lincolnshire Lakes
Classified Junction Count

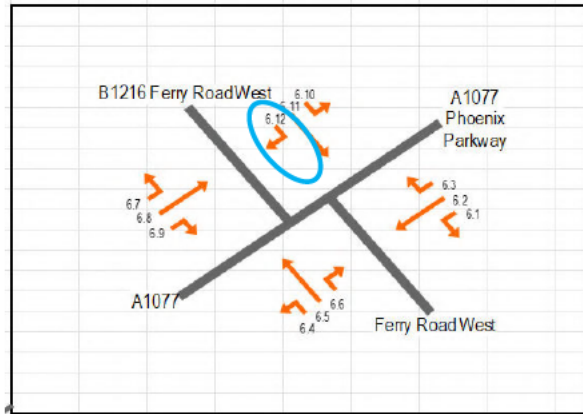
Site 9 of 10
A1077 Phoenix Parkway
Ferry Road West
A1077
B1216 Ferry Road West

Lat/Long
lat 53.60388° lon -0.688675°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 6.12: Right from B1216 Ferry Road West to A1077								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	1	2	6	0	11	19.80
0715 - 0730	0	0	6	0	7	0	2	0	15	17.60
0730 - 0745	0	0	5	0	1	0	6	0	12	19.80
0745 - 0800	0	0	5	0	2	2	9	0	18	30.70
Hourly Total	0	0	18	0	11	4	23	0	56	87.90
Hourly Average	0.00	0.00	4.50	0.00	2.75	1.00	5.75	0.00	14.00	21.98
0800 - 0815	0	0	5	1	2	3	9	0	20	33.20
0815 - 0830	0	0	5	1	1	0	6	0	13	20.80
0830 - 0845	0	0	5	0	1	2	6	0	14	22.80
0845 - 0900	0	0	3	0	3	1	14	0	21	39.70
Hourly Total	0	0	18	2	7	6	35	0	68	116.50
Hourly Average	0.00	0.00	4.50	0.50	1.75	1.50	8.75	0.00	17.00	29.13
0900 - 0915	0	0	5	0	2	1	6	0	14	22.30
0915 - 0930	0	0	6	0	0	2	8	0	16	27.40
0930 - 0945	0	0	7	0	0	1	7	0	15	24.60
0945 - 1000	0	0	3	0	3	1	4	0	11	16.70
Hourly Total	0	0	21	0	5	5	25	0	56	91.00
Hourly Average	0.00	0.00	5.25	0.00	1.25	1.25	6.25	0.00	14.00	22.75
Session Total	0	0	57	2	23	15	83	0	180	295.40
Session Average	0.00	0.00	4.75	0.17	1.92	1.25	6.92	0.00	15.00	24.62
PCU	0	0	20	2	6	12	69	0	109	105
HGV						5	30		35	105
Vehicles	0	0	20	2	6	5	30	0	63	105

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 6.12: Right from B1216 Ferry Road West to A1077								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	14	0	3	2	6	2	27	37.80
1615 - 1630	0	0	18	0	1	1	9	0	29	41.20
1630 - 1645	0	0	32	0	5	0	2	0	39	41.60
1645 - 1700	0	0	18	0	2	1	3	0	24	28.40
Hourly Total	0	0	82	0	11	4	20	2	119	149.00
Hourly Average	0.00	0.00	20.50	0.00	2.75	1.00	5.00	0.50	29.75	37.25
1700 - 1715	0	0	40	0	1	1	0	0	42	42.50
1715 - 1730	0	0	24	0	2	0	1	0	27	28.30
1730 - 1745	0	1	16	0	2	1	1	0	21	22.20
1745 - 1800	0	0	8	0	2	0	1	0	11	12.30
Hourly Total	0	1	88	0	7	2	3	0	101	105.30
Hourly Average	0.00	0.25	22.00	0.00	1.75	0.50	0.75	0.00	25.25	26.33
1800 - 1815	0	1	27	0	0	0	3	0	31	34.30
1815 - 1830	0	0	5	0	2	0	3	0	10	13.90
1830 - 1845	0	0	10	0	0	0	2	0	12	14.60
1845 - 1900	0	0	8	0	0	0	2	0	10	12.60
Hourly Total	0	1	50	0	2	0	10	0	63	75.40
Hourly Average	0.00	0.25	12.50	0.00	0.50	0.00	2.50	0.00	15.75	18.85
Session Total	0	2	220	0	20	6	33	2	283	329.70
Session Average	0.00	0.17	18.33	0.00	1.67	0.50	2.75	0.17	23.58	27.48
PCU	0	0	82	0	11	9	46	4	152	149
HGV						4	20		24	149
Vehicles	0	0	82	0	11	4	20	2	119	149

Lincolnshire Lakes
Classified Junction Count

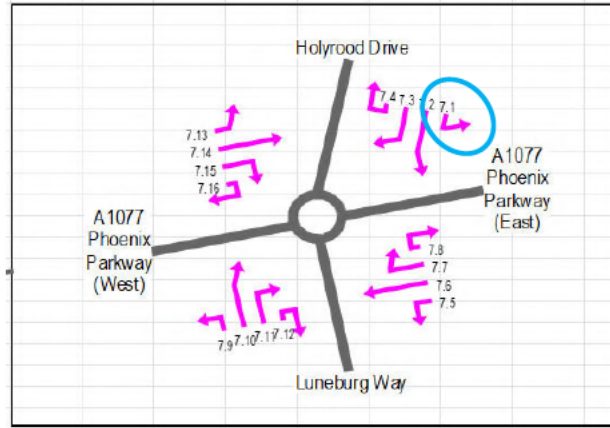
Site 10 of 10
Holyrood Drive
A1077 Phoenix Parkway (East)
Luneburg Way
A1077 Phoenix Parkway (West)

Lat/Long
lat 53.605448° lon -0.679218°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 7.1: Left from Holyrood Drive to A1077 Phoenix Parkway (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	1	1	2	0	0	0	4	4.00
0745 - 0800	0	0	0	0	1	1	0	0	2	2.50
Hourly Total	0	0	1	1	3	1	0	0	6	6.50
Hourly Average	0.00	0.00	0.25	0.25	0.75	0.25	0.00	0.00	1.50	1.63
0800 - 0815	0	0	9	0	3	0	1	0	13	14.30
0815 - 0830	0	0	3	0	1	0	0	0	4	4.00
0830 - 0845	0	0	1	0	1	0	0	0	2	2.00
0845 - 0900	0	0	3	0	3	1	1	0	8	9.80
Hourly Total	0	0	16	0	8	1	2	0	27	30.10
Hourly Average	0.00	0.00	4.00	0.00	2.00	0.25	0.50	0.00	6.75	7.53
0900 - 0915	0	0	7	0	2	1	2	0	12	15.10
0915 - 0930	0	0	7	0	1	0	1	0	9	10.30
0930 - 0945	0	0	9	0	2	1	0	0	12	12.50
0945 - 1000	0	0	15	1	6	2	1	0	25	27.30
Hourly Total	0	0	38	1	11	4	4	0	58	65.20
Hourly Average	0.00	0.00	9.50	0.25	2.75	1.00	1.00	0.00	14.50	16.30
Session Total	0	0	55	2	22	6	6	0	91	101.80
Session Average	0.00	0.00	4.58	0.17	1.83	0.50	0.50	0.00	7.58	8.48
PCU	0	0	13	1	7	2	2	0	26	25
HGV						1	1		2	25
Vehicles	0	0	13	1	7	1	1	0	23	25

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 7.1: Left from Holyrood Drive to A1077 Phoenix Parkway (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	33	0	1	2	0	0	36	37.00
1615 - 1630	0	0	22	0	2	0	0	0	24	24.00
1630 - 1645	0	1	9	0	3	0	0	0	13	12.40
1645 - 1700	0	0	15	0	2	0	0	0	17	17.00
Hourly Total	0	1	79	0	8	2	0	0	90	90.40
Hourly Average	0.00	0.25	19.75	0.00	2.00	0.50	0.00	0.00	22.50	22.60
1700 - 1715	0	0	22	0	2	1	0	0	25	25.50
1715 - 1730	0	0	16	0	0	0	0	0	16	16.00
1730 - 1745	0	0	12	0	0	0	0	0	12	12.00
1745 - 1800	0	0	12	0	2	0	0	0	14	14.00
Hourly Total	0	0	62	0	4	1	0	0	67	67.50
Hourly Average	0.00	0.00	15.50	0.00	1.00	0.25	0.00	0.00	16.75	16.88
1800 - 1815	0	0	16	0	1	1	1	0	19	20.80
1815 - 1830	0	0	10	0	1	0	0	0	11	11.00
1830 - 1845	0	1	9	0	2	0	0	0	12	11.40
1845 - 1900	0	0	7	0	2	0	0	0	9	9.00
Hourly Total	0	1	42	0	6	1	1	0	51	52.20
Hourly Average	0.00	0.25	10.50	0.00	1.50	0.25	0.25	0.00	12.75	13.05
Session Total	0	2	183	0	18	4	1	0	208	210.10
Session Average	0.00	0.17	15.25	0.00	1.50	0.33	0.08	0.00	17.33	17.51
PCU	0	0	79	0	8	5	0	0	92	90
HGV						2	0		2	90
Vehicles	0	1	79	0	8	2	0	0	90	90

Lincolnshire Lakes
Classified Junction Count

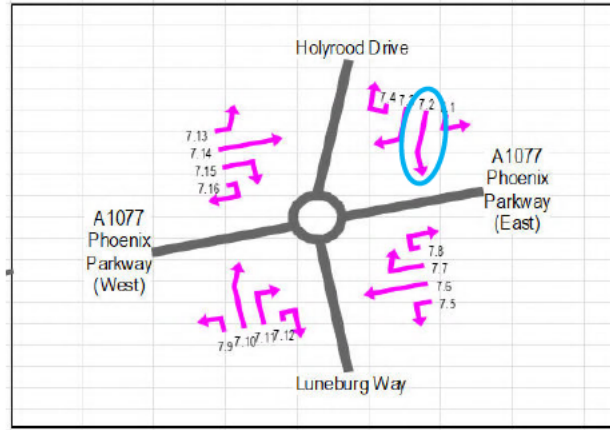
Site 10 of 10
Holyrood Drive
A1077 Phoenix Parkway (East)
Luneburg Way
A1077 Phoenix Parkway (West)

Lat/Long
lat 53.605448° lon -0.679218°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 7.2: Southbound from Holyrood Drive to Luneburg Way								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	1	0	0	0	1	1.00
0715 - 0730	0	0	1	0	0	0	0	1	2	3.00
0730 - 0745	0	0	3	0	0	0	0	0	3	3.00
0745 - 0800	0	0	1	0	2	0	0	0	3	3.00
Hourly Total	0	0	5	0	3	0	0	1	9	10.00
Hourly Average	0.00	0.00	1.25	0.00	0.75	0.00	0.00	0.25	2.25	2.50
0800 - 0815	1	1	16	0	2	0	0	0	20	18.60
0815 - 0830	0	0	9	0	0	0	0	0	9	9.00
0830 - 0845	0	0	7	0	1	0	0	0	8	8.00
0845 - 0900	0	0	6	0	0	0	0	1	7	8.00
Hourly Total	1	1	38	0	3	0	0	1	44	43.60
Hourly Average	0.25	0.25	9.50	0.00	0.75	0.00	0.00	0.25	11.00	10.90
0900 - 0915	0	0	5	0	0	0	0	0	5	5.00
0915 - 0930	0	0	14	1	2	0	0	1	18	19.00
0930 - 0945	0	1	14	1	4	1	0	0	21	20.90
0945 - 1000	0	0	30	0	3	0	0	1	34	35.00
Hourly Total	0	1	63	2	9	1	0	2	78	79.90
Hourly Average	0.00	0.25	15.75	0.50	2.25	0.25	0.00	0.50	19.50	19.98
Session Total	1	2	106	2	15	1	0	4	131	133.50
Session Average	0.08	0.17	8.83	0.17	1.25	0.08	0.00	0.33	10.92	11.13
PCU	0	0	29	0	4	0	0	0	34	34
HGV						0	0		0	34
Vehicles	1	1	29	0	4	0	0	0	35	34

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 7.2: Southbound from Holyrood Drive to Luneburg Way								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	1	51	0	4	0	0	0	57	55.60
1615 - 1630	0	0	30	0	1	0	0	0	31	31.00
1630 - 1645	0	1	27	1	5	0	0	0	34	33.40
1645 - 1700	0	0	25	0	7	0	0	0	32	32.00
Hourly Total	1	2	133	1	17	0	0	0	154	152.00
Hourly Average	0.25	0.50	33.25	0.25	4.25	0.00	0.00	0.00	38.50	38.00
1700 - 1715	0	0	41	0	2	0	0	0	43	43.00
1715 - 1730	0	0	31	0	1	0	0	0	32	32.00
1730 - 1745	0	0	32	0	1	0	0	1	34	35.00
1745 - 1800	0	1	30	0	2	0	0	0	33	32.40
Hourly Total	0	1	134	0	6	0	0	1	142	142.40
Hourly Average	0.00	0.25	33.50	0.00	1.50	0.00	0.00	0.25	35.50	35.60
1800 - 1815	1	0	20	0	1	0	0	1	23	23.20
1815 - 1830	0	0	19	0	0	0	0	0	19	19.00
1830 - 1845	0	0	11	0	0	0	0	1	12	13.00
1845 - 1900	0	0	16	2	2	0	0	0	20	20.00
Hourly Total	1	0	66	2	3	0	0	2	74	75.20
Hourly Average	0.25	0.00	16.50	0.50	0.75	0.00	0.00	0.50	18.50	18.80
Session Total	2	3	333	3	26	0	0	3	370	369.60
Session Average	0.17	0.25	27.75	0.25	2.17	0.00	0.00	0.25	30.83	30.80
PCU	0	1	133	1	17	0	0	0	152	152
HGV						0	0		0	152
Vehicles	1	2	133	1	17	0	0	0	154	152

Lincolnshire Lakes
Classified Junction Count

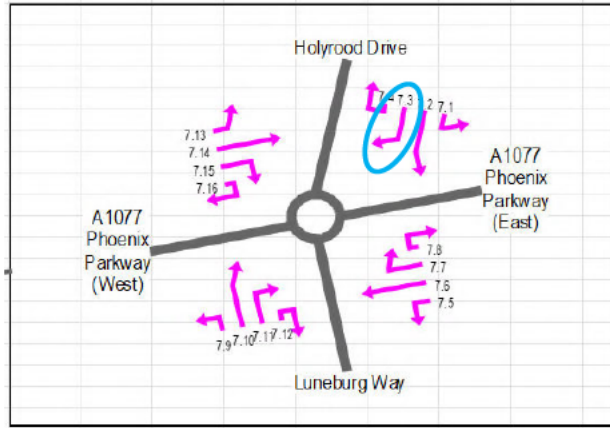
Site 10 of 10
Holyrood Drive
A1077 Phoenix Parkway (East)
Luneburg Way
A1077 Phoenix Parkway (West)

Lat/Long
lat 53.605448° lon -0.679218°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 7.3: Right from Holyrood Drive to A1077 Phoenix Parkway (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	1	0	0	1	1.50
0715 - 0730	0	0	0	0	0	0	2	0	2	4.60
0730 - 0745	0	0	1	0	1	0	1	0	3	4.30
0745 - 0800	0	0	2	0	2	0	0	0	4	4.00
Hourly Total	0	0	3	0	3	1	3	0	10	14.40
Hourly Average	0.00	0.00	0.75	0.00	0.75	0.25	0.75	0.00	2.50	3.60
0800 - 0815	0	1	3	0	2	0	0	0	6	5.40
0815 - 0830	0	0	5	0	1	1	3	0	10	14.40
0830 - 0845	0	0	6	0	2	1	0	0	9	9.50
0845 - 0900	0	0	1	0	2	0	0	0	3	3.00
Hourly Total	0	1	15	0	7	2	3	0	28	32.30
Hourly Average	0.00	0.25	3.75	0.00	1.75	0.50	0.75	0.00	7.00	8.08
0900 - 0915	0	0	8	0	7	0	0	0	15	15.00
0915 - 0930	0	0	5	0	2	0	5	0	12	18.50
0930 - 0945	0	0	14	0	1	1	0	0	16	16.50
0945 - 1000	0	0	15	0	2	0	3	0	20	23.90
Hourly Total	0	0	42	0	12	1	8	0	63	73.90
Hourly Average	0.00	0.00	10.50	0.00	3.00	0.25	2.00	0.00	15.75	18.48
Session Total	0	1	60	0	22	4	14	0	101	120.60
Session Average	0.00	0.08	5.00	0.00	1.83	0.33	1.17	0.00	8.42	10.05
PCU	0	0	11	0	6	2	9	0	29	28
HGV						1	4		5	28
Vehicles	0	1	11	0	6	1	4	0	23	28

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 7.3: Right from Holyrood Drive to A1077 Phoenix Parkway (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	38	0	7	0	1	0	46	47.30
1615 - 1630	0	0	27	0	3	0	1	0	31	32.30
1630 - 1645	0	0	17	0	3	0	0	0	20	20.00
1645 - 1700	0	0	27	0	3	1	0	0	31	31.50
Hourly Total	0	0	109	0	16	1	2	0	128	131.10
Hourly Average	0.00	0.00	27.25	0.00	4.00	0.25	0.50	0.00	32.00	32.78
1700 - 1715	0	0	22	0	3	0	1	0	26	27.30
1715 - 1730	0	0	17	0	4	0	1	0	22	23.30
1730 - 1745	0	0	10	0	0	0	0	0	10	10.00
1745 - 1800	0	0	15	0	0	0	1	0	16	17.30
Hourly Total	0	0	64	0	7	0	3	0	74	77.90
Hourly Average	0.00	0.00	16.00	0.00	1.75	0.00	0.75	0.00	18.50	19.48
1800 - 1815	0	0	10	0	0	0	1	0	11	12.30
1815 - 1830	0	0	14	0	0	0	0	0	14	14.00
1830 - 1845	0	0	15	0	0	0	0	0	15	15.00
1845 - 1900	0	0	7	0	0	0	1	0	8	9.30
Hourly Total	0	0	46	0	0	0	2	0	48	50.60
Hourly Average	0.00	0.00	11.50	0.00	0.00	0.00	0.50	0.00	12.00	12.65
Session Total	0	0	219	0	23	1	7	0	250	259.60
Session Average	0.00	0.00	18.25	0.00	1.92	0.08	0.58	0.00	20.83	21.63
PCU	0	0	109	0	16	2	5	0	132	131
HGV						1	2		3	131
Vehicles	0	0	109	0	16	1	2	0	128	131

Lincolnshire Lakes
Classified Junction Count

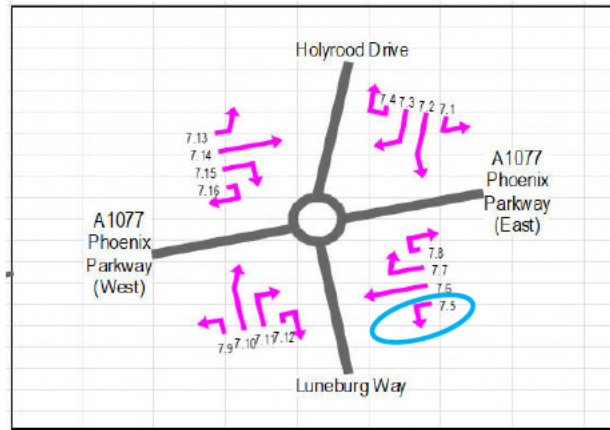
Site 10 of 10
Holyrood Drive
A1077 Phoenix Parkway (East)
Luneburg Way
A1077 Phoenix Parkway (West)

Lat/Long
lat 53.605448° lon -0.679218°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



Movement 7.5: Left from A1077 Phoenix Parkway (East) to Luneburg Way									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	8	0	0	0	0	0	9	8.40
0715 - 0730	0	0	18	0	6	0	0	0	24	24.00
0730 - 0745	0	0	22	0	5	0	0	0	27	27.00
0745 - 0800	0	2	32	2	7	0	0	0	43	41.80
Hourly Total	0	3	80	2	18	0	0	0	103	101.20
Hourly Average	0.00	0.75	20.00	0.50	4.50	0.00	0.00	0.00	25.75	25.30
0800 - 0815	0	0	23	0	4	1	0	0	28	28.50
0815 - 0830	0	1	26	0	4	1	0	0	32	31.90
0830 - 0845	0	0	28	0	5	0	0	0	33	33.00
0845 - 0900	0	0	17	2	5	0	0	1	25	26.00
Hourly Total	0	1	94	2	18	2	0	1	118	119.40
Hourly Average	0.00	0.25	23.50	0.50	4.50	0.50	0.00	0.25	29.50	29.85
0900 - 0915	0	0	14	0	8	0	0	3	25	28.00
0915 - 0930	0	1	24	0	1	1	0	0	27	26.90
0930 - 0945	0	0	26	1	5	0	0	0	32	32.00
0945 - 1000	0	0	21	0	6	1	1	0	29	30.80
Hourly Total	0	1	85	1	20	2	1	3	113	117.70
Hourly Average	0.00	0.25	21.25	0.25	5.00	0.50	0.25	0.75	28.25	29.43
Session Total	0	5	259	5	56	4	1	4	334	338.30
Session Average	0.00	0.42	21.58	0.42	4.67	0.33	0.08	0.33	27.83	28.19
PCU	0	1	103	2	20	5	0	0	131	129
HGV						2	0		2	129
Vehicles	0	3	103	2	20	2	0	0	130	129

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

Movement 7.5: Left from A1077 Phoenix Parkway (East) to Luneburg Way									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	61	1	6	0	0	1	70	70.40
1615 - 1630	0	0	21	0	10	0	0	1	32	33.00
1630 - 1645	0	1	52	0	4	0	0	0	57	56.40
1645 - 1700	0	0	44	0	5	0	0	0	49	49.00
Hourly Total	0	2	178	1	25	0	0	2	208	208.80
Hourly Average	0.00	0.50	44.50	0.25	6.25	0.00	0.00	0.50	52.00	52.20
1700 - 1715	0	1	61	0	6	0	0	0	68	67.40
1715 - 1730	0	1	27	0	1	0	0	0	29	28.40
1730 - 1745	0	1	30	0	1	0	0	0	32	31.40
1745 - 1800	1	0	32	0	0	0	0	0	33	32.20
Hourly Total	1	3	150	0	8	0	0	0	162	159.40
Hourly Average	0.25	0.75	37.50	0.00	2.00	0.00	0.00	0.00	40.50	39.85
1800 - 1815	0	0	46	0	4	0	0	0	50	50.00
1815 - 1830	1	0	39	0	3	0	0	0	43	42.20
1830 - 1845	0	0	30	0	2	0	0	0	32	32.00
1845 - 1900	0	1	17	1	2	0	0	0	21	20.40
Hourly Total	1	1	132	1	11	0	0	0	146	144.60
Hourly Average	0.25	0.25	33.00	0.25	2.75	0.00	0.00	0.00	36.50	36.15
Session Total	2	6	460	2	44	0	0	2	516	512.80
Session Average	0.17	0.50	38.33	0.17	3.67	0.00	0.00	0.17	43.00	42.73
PCU	0	1	178	1	25	0	0	4	209	209
HGV						0	0		0	209
Vehicles	0	2	178	1	25	0	0	2	208	209

Lincolnshire Lakes
Classified Junction Count

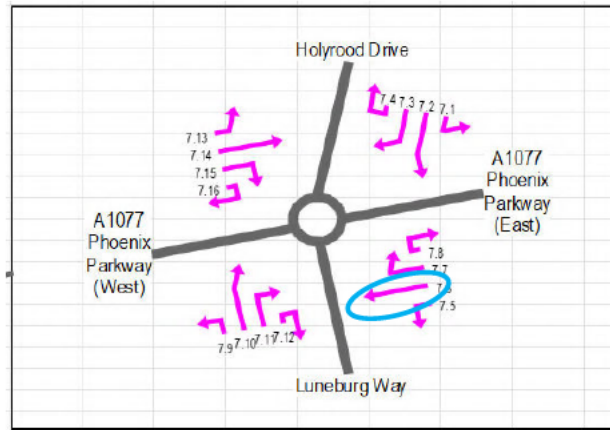
Site 10 of 10
Holyrood Drive
A1077 Phoenix Parkway (East)
Luneburg Way
A1077 Phoenix Parkway (West)

Lat/Long
lat 53.605448° lon -0.679218°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 7.6: Westbound from A1077 Phoenix Parkway (East) to A1077 Phoenix Parkway (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	32	0	6	3	9	0	50	63.20
0715 - 0730	0	0	29	0	5	3	18	0	55	79.90
0730 - 0745	0	0	35	0	8	3	15	0	61	82.00
0745 - 0800	0	1	26	1	9	2	14	0	53	71.60
Hourly Total	0	1	122	1	28	11	56	0	219	296.70
Hourly Average	0.00	0.25	30.50	0.25	7.00	2.75	14.00	0.00	54.75	74.18
0800 - 0815	0	0	26	0	13	1	22	0	62	91.10
0815 - 0830	0	1	36	3	12	3	8	0	63	74.30
0830 - 0845	0	2	30	0	15	3	14	0	64	82.50
0845 - 0900	0	0	28	0	16	1	10	0	55	68.50
Hourly Total	0	3	120	3	56	8	54	0	244	316.40
Hourly Average	0.00	0.75	30.00	0.75	14.00	2.00	13.50	0.00	61.00	79.10
0900 - 0915	0	0	47	0	20	1	16	0	84	105.30
0915 - 0930	0	0	31	0	13	5	12	1	62	81.10
0930 - 0945	0	0	27	1	14	0	16	0	58	78.80
0945 - 1000	0	0	30	1	12	2	16	0	61	82.80
Hourly Total	0	0	135	2	59	8	60	1	265	348.00
Hourly Average	0.00	0.00	33.75	0.50	14.75	2.00	15.00	0.25	66.25	87.00
Session Total	0	4	377	6	143	27	170	1	728	961.10
Session Average	0.00	0.33	31.42	0.50	11.92	2.25	14.17	0.08	60.67	80.09
PCU	0	1	123	4	42	21	136	0	326	319
HGV						9	59		68	319
Vehicles	0	2	123	4	42	9	59	0	239	319

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 7.6: Westbound from A1077 Phoenix Parkway (East) to A1077 Phoenix Parkway (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	2	100	3	25	6	10	2	148	164.80
1615 - 1630	0	0	91	0	21	3	14	0	129	148.70
1630 - 1645	0	1	94	0	23	2	7	0	127	136.50
1645 - 1700	0	0	64	1	15	1	11	0	92	106.80
Hourly Total	0	3	349	4	84	12	42	2	496	556.80
Hourly Average	0.00	0.75	87.25	1.00	21.00	3.00	10.50	0.50	124.00	139.20
1700 - 1715	1	2	131	0	16	1	14	0	165	181.70
1715 - 1730	0	4	86	0	15	0	5	0	110	114.10
1730 - 1745	0	2	83	0	12	0	5	0	102	107.30
1745 - 1800	0	0	39	0	9	0	3	0	51	54.90
Hourly Total	1	8	339	0	52	1	27	0	428	458.00
Hourly Average	0.25	2.00	84.75	0.00	13.00	0.25	6.75	0.00	107.00	114.50
1800 - 1815	1	0	70	0	5	0	8	0	84	93.60
1815 - 1830	0	1	35	0	5	1	6	0	48	55.70
1830 - 1845	0	0	29	0	3	0	2	0	34	36.60
1845 - 1900	0	1	30	0	2	0	3	0	36	39.30
Hourly Total	1	2	164	0	15	1	19	0	202	225.20
Hourly Average	0.25	0.50	41.00	0.00	3.75	0.25	4.75	0.00	50.50	56.30
Session Total	2	13	852	4	151	14	88	2	1126	1240.00
Session Average	0.17	1.08	71.00	0.33	12.58	1.17	7.33	0.17	93.83	103.33
PCU	0	1	349	4	84	28	97	4	566	557
HGV						12	42		54	557
Vehicles	0	3	349	4	84	12	42	2	496	557

Lincolnshire Lakes
Classified Junction Count

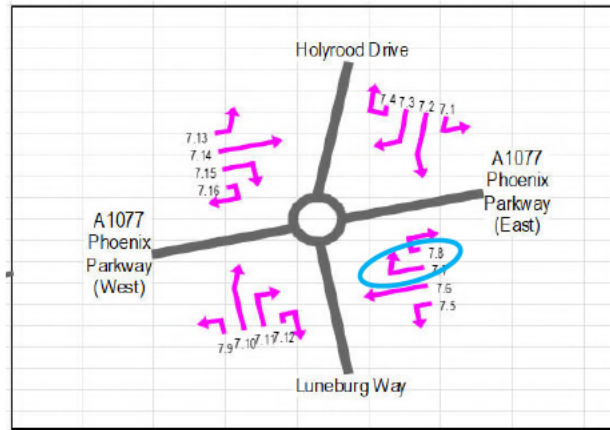
Site 10 of 10
Holyrood Drive
A1077 Phoenix Parkway (East)
Luneburg Way
A1077 Phoenix Parkway (West)

Lat/Long
lat 53.605448° lon -0.679218°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



Movement 7.7: Right from A1077 Phoenix Parkway (East) to Holyrood Drive									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	0	0	0	0	2	2.00
0715 - 0730	0	0	7	0	1	0	0	0	8	8.00
0730 - 0745	0	1	14	0	0	0	0	0	15	14.40
0745 - 0800	0	0	14	0	0	0	0	0	14	14.00
Hourly Total	0	1	37	0	1	0	0	0	39	38.40
Hourly Average	0.00	0.25	9.25	0.00	0.25	0.00	0.00	0.00	9.75	9.60
0800 - 0815	0	0	10	0	1	2	0	0	13	14.00
0815 - 0830	0	0	6	0	1	0	1	0	8	9.30
0830 - 0845	0	0	8	0	2	0	0	0	10	10.00
0845 - 0900	0	0	12	0	1	0	1	0	14	15.30
Hourly Total	0	0	36	0	5	2	2	0	45	48.60
Hourly Average	0.00	0.00	9.00	0.00	1.25	0.50	0.50	0.00	11.25	12.15
0900 - 0915	0	0	17	0	4	0	0	0	21	21.00
0915 - 0930	0	0	18	1	1	3	0	0	23	24.50
0930 - 0945	0	0	12	0	3	0	0	0	15	15.00
0945 - 1000	0	0	15	0	2	0	0	0	17	17.00
Hourly Total	0	0	62	1	10	3	0	0	76	77.50
Hourly Average	0.00	0.00	15.50	0.25	2.50	0.75	0.00	0.00	19.00	19.38
Session Total	0	1	135	1	16	5	2	0	160	164.50
Session Average	0.00	0.08	11.25	0.08	1.33	0.42	0.17	0.00	13.33	13.71
PCU	0	0	44	0	2	5	2	0	53	52
HGV						2	1		3	52
Vehicles	0	1	44	0	2	2	1	0	50	52

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

Movement 7.7: Right from A1077 Phoenix Parkway (East) to Holyrood Drive									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	24	0	1	0	0	0	25	25.00
1615 - 1630	0	0	13	0	1	0	0	0	14	14.00
1630 - 1645	0	0	17	0	13	1	0	0	31	31.50
1645 - 1700	0	0	15	0	0	0	0	0	15	15.00
Hourly Total	0	0	69	0	15	1	0	0	85	85.50
Hourly Average	0.00	0.00	17.25	0.00	3.75	0.25	0.00	0.00	21.25	21.38
1700 - 1715	0	0	21	0	2	0	0	0	23	23.00
1715 - 1730	0	0	11	0	0	0	0	0	11	11.00
1730 - 1745	0	0	13	0	2	0	0	0	15	15.00
1745 - 1800	0	0	10	0	0	0	0	0	10	10.00
Hourly Total	0	0	55	0	4	0	0	0	59	59.00
Hourly Average	0.00	0.00	13.75	0.00	1.00	0.00	0.00	0.00	14.75	14.75
1800 - 1815	0	0	11	0	0	0	0	0	11	11.00
1815 - 1830	0	0	7	0	1	0	0	0	8	8.00
1830 - 1845	0	0	4	0	1	0	1	0	6	7.30
1845 - 1900	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	0	28	0	2	0	1	0	31	32.30
Hourly Average	0.00	0.00	7.00	0.00	0.50	0.00	0.25	0.00	7.75	8.08
Session Total	0	0	152	0	21	1	1	0	175	176.80
Session Average	0.00	0.00	12.67	0.00	1.75	0.08	0.08	0.00	14.58	14.73
PCU	0	0	69	0	15	2	0	0	86	86
HGV						1	0		1	86
Vehicles	0	0	69	0	15	1	0	0	85	86

Lincolnshire Lakes
Classified Junction Count

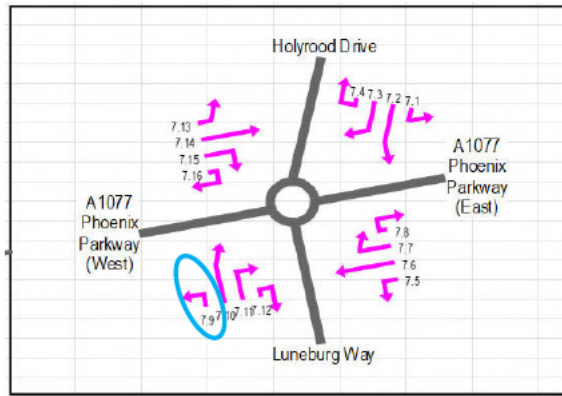
Site 10 of 10
Holyrood Drive
A1077 Phoenix Parkway (East)
Luneburg Way
A1077 Phoenix Parkway (West)

Lat/Long
lat 53.605448° lon -0.679218°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement / 9: Left from Luneburg Way to A1077 Phoenix Parkway (West)								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUSICOACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	6	0	0	0	0	0	6	6.00
0715 - 0730	0	0	8	1	2	0	1	0	12	13.30
0730 - 0745	0	0	7	0	3	0	3	1	14	18.90
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	22	1	5	0	4	1	33	39.20
Hourly Average	0.00	0.00	5.50	0.25	1.25	0.00	1.00	0.25	8.25	9.80
0800 - 0815	0	0	6	0	0	0	0	0	6	6.00
0815 - 0830	0	0	6	0	0	0	1	0	7	8.30
0830 - 0845	0	0	4	0	0	0	2	0	6	8.60
0845 - 0900	0	0	2	0	0	0	1	0	3	7.30
Hourly Total	0	0	21	0	0	0	4	0	25	30.20
Hourly Average	0.00	0.00	5.25	0.00	0.00	0.00	1.00	0.00	6.25	7.55
0900 - 0915	0	0	4	0	1	1	1	0	7	8.80
0915 - 0930	0	0	3	0	0	0	0	0	3	3.00
0930 - 0945	0	0	3	0	0	1	0	0	4	4.50
0945 - 1000	0	0	3	0	2	0	0	0	5	5.00
Hourly Total	0	0	13	0	3	2	1	0	19	21.30
Hourly Average	0.00	0.00	3.25	0.00	0.75	0.50	0.25	0.00	4.75	5.33
Session Total	0	0	56	1	8	2	9	1	77	90.70
Session Average	0.00	0.00	4.67	0.08	0.67	0.17	0.75	0.08	6.42	7.56
PCU	0	0	20	0	3	0	9	2	34	34
HGV									4	34
Vehicles	0	0	20	0	3	0	4	1	28	34

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement / 9: Left from Luneburg Way to A1077 Phoenix Parkway (West)								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUSICOACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	3	1	1	0	1	0	7	7.70
1615 - 1630	0	0	5	2	2	0	1	0	10	11.30
1630 - 1645	0	0	3	0	4	0	1	0	8	9.30
1645 - 1700	0	1	3	0	3	0	0	1	8	8.40
Hourly Total	0	2	14	3	10	0	3	1	33	36.70
Hourly Average	0.00	0.50	3.50	0.75	2.50	0.00	0.75	0.25	8.25	9.18
1700 - 1715	0	0	5	0	0	0	0	0	5	5.00
1715 - 1730	0	0	5	0	0	0	0	0	5	5.00
1730 - 1745	0	0	4	2	0	0	0	0	6	6.00
1745 - 1800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	16	2	0	0	0	0	18	18.00
Hourly Average	0.00	0.00	4.00	0.50	0.00	0.00	0.00	0.00	4.50	4.50
1800 - 1815	0	2	4	0	0	0	0	0	6	4.80
1815 - 1830	0	0	4	0	1	0	0	0	5	5.00
1830 - 1845	0	0	4	2	0	0	0	0	6	6.00
1845 - 1900	0	0	4	0	0	0	1	0	5	6.30
Hourly Total	0	2	16	2	1	0	1	0	22	22.10
Hourly Average	0.00	0.50	4.00	0.50	0.25	0.00	0.25	0.00	5.50	5.53
Session Total	0	4	46	7	11	0	4	1	73	76.80
Session Average	0.00	0.33	3.83	0.58	0.92	0.00	0.33	0.08	6.08	6.40
PCU	0	1	14	3	10	0	7	2	37	37
HGV									3	37
Vehicles	0	2	14	3	10	0	3	1	33	37

Lincolnshire Lakes
Classified Junction Count

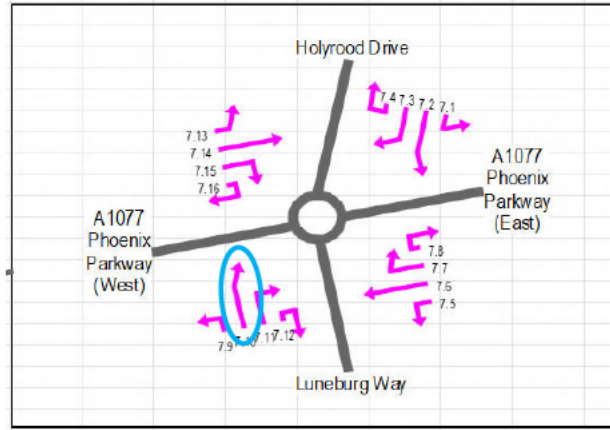
Site 10 of 10
Holyrood Drive
A1077 Phoenix Parkway (East)
Luneburg Way
A1077 Phoenix Parkway (West)

Lat/Long
lat 53.605448° lon -0.679218°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 7.10: Northbound from Luneburg Way to Holyrood Drive								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	3	0	8	0	1	0	0	0	12	9.60
0715 - 0730	1	0	11	0	3	0	0	0	15	14.20
0730 - 0745	1	1	16	0	5	0	0	0	23	21.60
0745 - 0800	0	0	13	0	5	0	0	0	18	18.00
Hourly Total	5	1	48	0	14	0	0	0	68	63.40
Hourly Average	1.25	0.25	12.00	0.00	3.50	0.00	0.00	0.00	17.00	15.85
0800 - 0815	0	0	12	0	2	0	0	0	14	14.00
0815 - 0830	0	0	22	0	0	1	0	1	24	25.50
0830 - 0845	1	0	25	0	5	0	0	0	31	30.20
0845 - 0900	0	0	26	0	2	0	0	0	28	28.00
Hourly Total	1	0	85	0	9	1	0	1	97	97.70
Hourly Average	0.25	0.00	21.25	0.00	2.25	0.25	0.00	0.25	24.25	24.43
0900 - 0915	0	0	21	0	2	0	0	0	23	23.00
0915 - 0930	0	0	22	1	5	0	0	1	29	30.00
0930 - 0945	0	0	33	0	2	0	0	0	35	35.00
0945 - 1000	0	0	32	0	1	0	0	1	34	35.00
Hourly Total	0	0	108	1	10	0	0	2	121	123.00
Hourly Average	0.00	0.00	27.00	0.25	2.50	0.00	0.00	0.50	30.25	30.75
Session Total	6	1	241	1	33	1	0	3	286	284.10
Session Average	0.50	0.08	20.08	0.08	2.75	0.08	0.00	0.25	23.83	23.68
PCU	0	0	63	0	12	2	0	2	80	79
HGV						1	0		1	79
Vehicles	1	1	63	0	12	1	0	1	79	79

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 7.10: Northbound from Luneburg Way to Holyrood Drive								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	20	0	0	0	0	0	20	20.00
1615 - 1630	0	0	26	0	2	0	0	0	28	28.00
1630 - 1645	0	0	25	0	2	0	0	0	27	27.00
1645 - 1700	0	0	28	0	1	0	0	0	29	29.00
Hourly Total	0	0	99	0	5	0	0	0	104	104.00
Hourly Average	0.00	0.00	24.75	0.00	1.25	0.00	0.00	0.00	26.00	26.00
1700 - 1715	0	0	28	1	1	0	0	0	30	30.00
1715 - 1730	0	0	20	0	2	0	0	0	22	22.00
1730 - 1745	0	0	33	0	0	0	0	1	34	35.00
1745 - 1800	0	1	13	0	0	0	0	0	14	13.40
Hourly Total	0	1	94	1	3	0	0	1	100	100.40
Hourly Average	0.00	0.25	23.50	0.25	0.75	0.00	0.00	0.25	25.00	25.10
1800 - 1815	0	0	23	0	0	0	0	1	24	25.00
1815 - 1830	0	0	8	0	0	0	0	0	8	8.00
1830 - 1845	0	1	21	1	0	0	0	1	24	24.40
1845 - 1900	0	0	19	0	1	0	0	0	20	20.00
Hourly Total	0	1	71	1	1	0	0	2	76	77.40
Hourly Average	0.00	0.25	17.75	0.25	0.25	0.00	0.00	0.50	19.00	19.35
Session Total	0	2	264	2	9	0	0	3	280	281.80
Session Average	0.00	0.17	22.00	0.17	0.75	0.00	0.00	0.25	23.33	23.48
PCU	0	0	99	0	5	0	0	0	104	104
HGV						0	0		0	104
Vehicles	0	0	99	0	5	0	0	0	104	104

Lincolnshire Lakes
Classified Junction Count

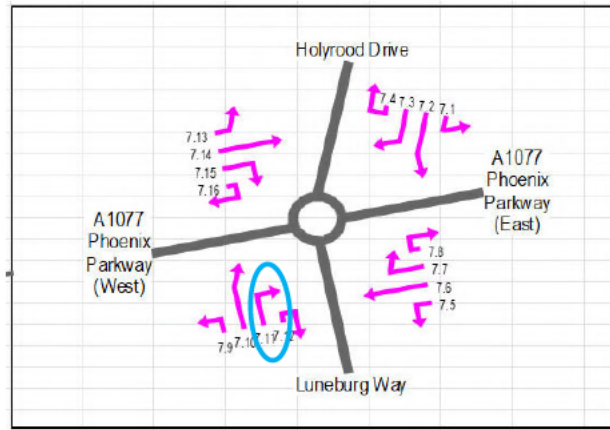
Site 10 of 10
Holyrood Drive
A1077 Phoenix Parkway (East)
Luneburg Way
A1077 Phoenix Parkway (West)

Lat/Long
lat 53.605448° lon -0.679218°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



Movement 7.11: Right from Luneburg Way to A1077 Phoenix Parkway (East)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	32	0	10	0	0	0	42	42.00
0715 - 0730	0	0	44	0	7	0	0	1	52	53.00
0730 - 0745	0	2	59	1	5	0	0	1	68	67.80
0745 - 0800	0	0	68	0	5	0	0	1	74	75.00
Hourly Total	0	2	203	1	27	0	0	3	236	237.80
Hourly Average	0.00	0.50	50.75	0.25	6.75	0.00	0.00	0.75	59.00	59.45
0800 - 0815	0	1	49	0	10	1	0	1	62	62.90
0815 - 0830	0	0	49	0	7	0	0	0	56	56.00
0830 - 0845	0	0	35	1	9	1	0	0	46	46.50
0845 - 0900	0	0	52	1	6	0	0	1	60	61.00
Hourly Total	0	1	185	2	32	2	0	2	224	226.40
Hourly Average	0.00	0.25	46.25	0.50	8.00	0.50	0.00	0.50	56.00	56.60
0900 - 0915	0	0	28	1	5	0	0	0	34	34.00
0915 - 0930	0	0	17	0	5	1	0	0	23	23.50
0930 - 0945	0	0	23	0	4	1	0	1	29	30.50
0945 - 1000	0	0	29	1	4	0	0	0	34	34.00
Hourly Total	0	0	97	2	18	2	0	1	120	122.00
Hourly Average	0.00	0.00	24.25	0.50	4.50	0.50	0.00	0.25	30.00	30.50
Session Total	0	3	485	5	77	4	0	6	580	586.20
Session Average	0.00	0.25	40.42	0.42	6.42	0.33	0.00	0.50	48.33	48.85
PCU	0	1	225	1	27	2	0	6	263	262
HGV	0	0	0	0	0	1	0	0	1	262
Vehicles	0	3	225	1	27	1	0	3	260	262

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

Movement 7.11: Right from Luneburg Way to A1077 Phoenix Parkway (East)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	32	0	5	0	0	0	38	37.40
1615 - 1630	0	1	24	0	8	0	1	0	34	34.70
1630 - 1645	0	1	28	0	3	0	1	0	33	33.70
1645 - 1700	0	1	32	0	3	0	0	0	36	35.40
Hourly Total	0	4	116	0	19	0	2	0	141	141.20
Hourly Average	0.00	1.00	29.00	0.00	4.75	0.00	0.50	0.00	35.25	35.30
1700 - 1715	0	1	32	0	2	0	0	0	35	34.40
1715 - 1730	0	0	25	1	3	0	0	0	29	29.00
1730 - 1745	0	6	45	0	1	0	0	0	52	48.40
1745 - 1800	0	6	28	0	3	0	0	0	37	33.40
Hourly Total	0	13	130	1	9	0	0	0	153	145.20
Hourly Average	0.00	3.25	32.50	0.25	2.25	0.00	0.00	0.00	38.25	36.30
1800 - 1815	0	0	25	0	0	0	0	0	25	25.00
1815 - 1830	0	3	17	0	4	0	0	0	24	22.20
1830 - 1845	0	0	23	0	1	0	1	0	25	26.30
1845 - 1900	0	4	23	0	3	0	0	0	30	27.60
Hourly Total	0	7	88	0	8	0	1	0	104	101.10
Hourly Average	0.00	1.75	22.00	0.00	2.00	0.00	0.25	0.00	26.00	25.28
Session Total	0	24	334	1	36	0	3	0	398	387.50
Session Average	0.00	2.00	27.83	0.08	3.00	0.00	0.25	0.00	33.17	32.29
PCU	0	2	116	0	19	0	5	0	141	141
HGV	0	0	0	0	0	0	2	0	2	141
Vehicles	0	4	116	0	19	0	2	0	141	141

Lincolnshire Lakes
Classified Junction Count

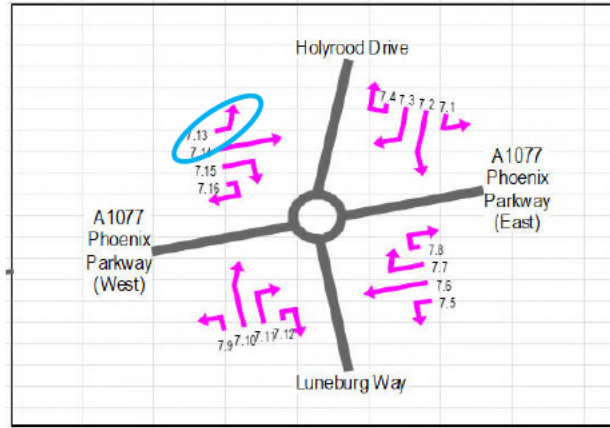
Site 10 of 10
Holyrood Drive
A1077 Phoenix Parkway (East)
Luneburg Way
A1077 Phoenix Parkway (West)

Lat/Long
lat 53.605448° lon -0.679218°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



Movement 7.13: Left from A1077 Phoenix Parkway (West) to Holyrood Drive									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	2	0	0	0	4	4.00
0715 - 0730	0	0	4	0	2	0	2	0	8	10.60
0730 - 0745	0	0	4	1	1	1	0	0	7	7.50
0745 - 0800	1	0	8	0	4	0	2	0	15	16.80
Hourly Total	1	0	18	1	9	1	4	0	34	38.90
Hourly Average	0.25	0.00	4.50	0.25	2.25	0.25	1.00	0.00	8.50	9.73
0800 - 0815	0	0	8	0	0	0	4	0	12	17.20
0815 - 0830	0	0	5	0	7	1	1	0	14	15.80
0830 - 0845	0	0	12	0	5	1	1	0	19	20.80
0845 - 0900	0	0	17	0	3	0	3	0	23	26.90
Hourly Total	0	0	42	0	15	2	9	0	68	80.70
Hourly Average	0.00	0.00	10.50	0.00	3.75	0.50	2.25	0.00	17.00	20.18
0900 - 0915	0	0	12	0	1	0	1	0	14	15.30
0915 - 0930	0	0	13	0	2	0	2	0	17	19.60
0930 - 0945	1	0	18	0	5	0	1	0	25	25.50
0945 - 1000	0	0	24	0	5	0	3	0	32	35.90
Hourly Total	1	0	67	0	13	0	7	0	88	96.30
Hourly Average	0.25	0.00	16.75	0.00	3.25	0.00	1.75	0.00	22.00	24.08
Session Total	2	0	127	1	37	3	20	0	190	215.90
Session Average	0.17	0.00	10.58	0.08	3.08	0.25	1.67	0.00	15.83	17.99
PCU	0	0	25	1	12	5	16	0	59	57
HGV						2	7		9	57
Vehicles	1	0	25	1	12	2	7	0	48	57

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

Movement 7.13: Left from A1077 Phoenix Parkway (West) to Holyrood Drive									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	10	0	2	0	1	0	13	14.30
1615 - 1630	0	0	13	0	1	0	2	0	16	18.60
1630 - 1645	0	0	12	0	2	1	0	0	15	15.50
1645 - 1700	0	0	15	0	2	0	0	0	17	17.00
Hourly Total	0	0	50	0	7	1	3	0	61	65.40
Hourly Average	0.00	0.00	12.50	0.00	1.75	0.25	0.75	0.00	15.25	16.35
1700 - 1715	0	0	11	0	0	0	0	0	11	11.00
1715 - 1730	0	0	12	0	0	0	0	0	12	12.00
1730 - 1745	0	0	8	0	0	0	1	0	9	10.30
1745 - 1800	0	0	11	0	2	0	1	0	14	15.30
Hourly Total	0	0	42	0	2	0	2	0	46	48.60
Hourly Average	0.00	0.00	10.50	0.00	0.50	0.00	0.50	0.00	11.50	12.15
1800 - 1815	0	0	10	0	1	0	1	0	12	13.30
1815 - 1830	0	0	10	0	1	0	1	0	12	13.30
1830 - 1845	0	0	10	0	1	0	1	0	12	13.30
1845 - 1900	0	0	13	0	1	0	0	0	14	14.00
Hourly Total	0	0	43	0	4	0	3	0	50	53.90
Hourly Average	0.00	0.00	10.75	0.00	1.00	0.00	0.75	0.00	12.50	13.48
Session Total	0	0	135	0	13	1	8	0	157	167.90
Session Average	0.00	0.00	11.25	0.00	1.08	0.08	0.67	0.00	13.08	13.99
PCU	0	0	50	0	7	2	7	0	66	65
HGV						1	3		4	65
Vehicles	0	0	50	0	7	1	3	0	61	65

Lincolnshire Lakes
Classified Junction Count

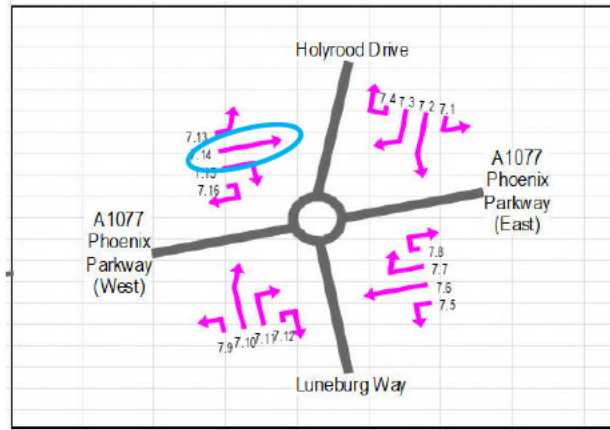
Site 10 of 10
Holyrood Drive
A1077 Phoenix Parkway (East)
Luneburg Way
A1077 Phoenix Parkway (West)

Lat/Long
lat 53.605448° lon -0.679218°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 7.14: Eastbound from A1077 Phoenix Parkway (West) to A1077 Phoenix Parkway (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	46	1	10	6	9	0	73	87.10
0715 - 0730	0	0	45	0	18	1	12	0	76	92.10
0730 - 0745	0	1	72	0	22	4	23	0	122	153.30
0745 - 0800	0	1	101	0	28	2	12	1	145	162.00
Hourly Total	0	3	264	1	78	13	56	1	416	494.50
Hourly Average	0.00	0.75	66.00	0.25	19.50	3.25	14.00	0.25	104.00	123.63
0800 - 0815	0	1	57	2	27	3	13	0	103	120.80
0815 - 0830	0	0	84	1	32	3	8	0	128	139.90
0830 - 0845	0	0	66	2	33	4	22	0	127	157.60
0845 - 0900	0	0	55	0	15	5	8	0	83	95.90
Hourly Total	0	1	262	5	107	15	51	0	441	514.20
Hourly Average	0.00	0.25	65.50	1.25	26.75	3.75	12.75	0.00	110.25	128.55
0900 - 0915	0	0	46	1	18	3	13	0	81	99.40
0915 - 0930	0	0	35	1	16	3	11	0	66	81.80
0930 - 0945	0	0	40	3	13	4	13	0	73	91.90
0945 - 1000	0	0	30	2	15	9	11	0	67	85.80
Hourly Total	0	0	151	7	62	19	48	0	287	358.90
Hourly Average	0.00	0.00	37.75	1.75	15.50	4.75	12.00	0.00	71.75	89.73
Session Total	0	4	677	13	247	47	155	1	1144	1367.60
Session Average	0.00	0.33	56.42	1.08	20.58	3.92	12.92	0.08	95.33	113.97
PCU	0	1	314	3	109	28	129	2	586	576
HGV						12	56		68	576
Vehicles	0	3	314	3	109	12	56	1	498	576

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 7.14: Eastbound from A1077 Phoenix Parkway (West) to A1077 Phoenix Parkway (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	52	0	12	4	18	0	87	111.80
1615 - 1630	0	0	24	0	11	5	9	0	49	63.20
1630 - 1645	0	0	38	0	12	1	5	0	56	63.00
1645 - 1700	0	0	31	0	8	0	5	0	44	50.50
Hourly Total	0	1	145	0	43	10	37	0	236	288.50
Hourly Average	0.00	0.25	36.25	0.00	10.75	2.50	9.25	0.00	59.00	72.13
1700 - 1715	0	1	36	0	5	0	10	0	52	64.40
1715 - 1730	1	2	37	0	5	2	8	0	55	64.40
1730 - 1745	1	2	42	0	5	1	13	0	64	79.40
1745 - 1800	0	4	42	1	6	0	11	0	64	75.90
Hourly Total	2	9	157	1	21	3	42	0	235	284.10
Hourly Average	0.50	2.25	39.25	0.25	5.25	0.75	10.50	0.00	58.75	71.03
1800 - 1815	0	16	20	0	6	2	7	0	51	51.50
1815 - 1830	0	3	35	1	3	0	4	0	46	49.40
1830 - 1845	0	4	29	0	3	0	6	0	42	47.40
1845 - 1900	0	0	19	0	1	1	14	0	35	53.70
Hourly Total	0	23	103	1	13	3	31	0	174	202.00
Hourly Average	0.00	5.75	25.75	0.25	3.25	0.75	7.75	0.00	43.50	50.50
Session Total	2	33	405	2	77	16	110	0	645	774.60
Session Average	0.17	2.75	33.75	0.17	6.42	1.33	9.17	0.00	53.75	64.55
PCU	0	0	145	0	43	23	85	0	297	289
HGV						10	37		47	289
Vehicles	0	1	145	0	43	10	37	0	236	289

Lincolnshire Lakes
Classified Junction Count

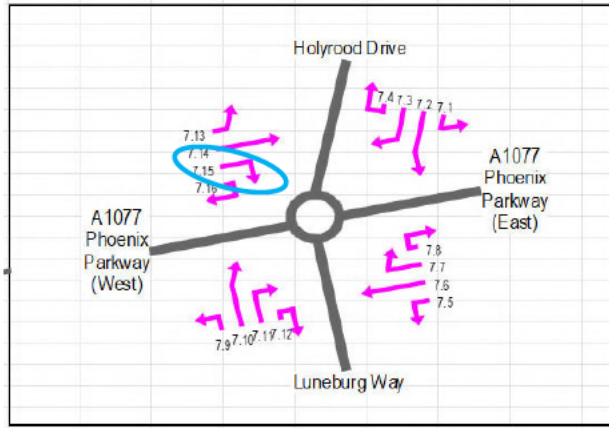
Site 10 of 10
Holyrood Drive
A1077 Phoenix Parkway (East)
Luneburg Way
A1077 Phoenix Parkway (West)

Lat/Long
lat 53.605448° lon -0.679218°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



Movement 7.15: Right from A1077 Phoenix Parkway (West) to Luneburg Way									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	0	0	0	0	2	2.00
0715 - 0730	0	0	3	0	0	0	1	0	4	5.30
0730 - 0745	0	1	3	0	0	0	1	0	5	5.70
0745 - 0800	0	0	6	0	2	0	1	0	9	10.30
Hourly Total	0	1	14	0	2	0	3	0	20	23.30
Hourly Average	0.00	0.25	3.50	0.00	0.50	0.00	0.75	0.00	5.00	5.83
0800 - 0815	0	0	4	1	2	0	0	0	7	7.00
0815 - 0830	0	0	5	0	0	0	1	0	6	7.30
0830 - 0845	0	0	4	0	1	0	1	0	6	7.30
0845 - 0900	0	0	2	0	1	0	1	0	4	5.30
Hourly Total	0	0	15	1	4	0	3	0	23	26.90
Hourly Average	0.00	0.00	3.75	0.25	1.00	0.00	0.75	0.00	5.75	6.73
0900 - 0915	0	0	8	0	0	0	1	0	9	10.30
0915 - 0930	0	0	3	0	0	0	1	0	4	5.30
0930 - 0945	0	0	5	0	1	0	0	0	6	6.00
0945 - 1000	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	18	0	1	0	2	0	21	23.60
Hourly Average	0.00	0.00	4.50	0.00	0.25	0.00	0.50	0.00	5.25	5.90
Session Total	0	1	47	1	7	0	8	0	64	73.80
Session Average	0.00	0.08	3.92	0.08	0.58	0.00	0.67	0.00	5.33	6.15
PCU	0	0	18	1	4	0	7	0	30	30
HGV						0	3		3	30
Vehicles	0	1	18	1	4	0	3	0	27	30

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

Movement 7.15: Right from A1077 Phoenix Parkway (West) to Luneburg Way									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	9	0	0	0	0	0	9	9.00
1615 - 1630	0	0	3	0	0	0	0	0	3	3.00
1630 - 1645	0	0	1	1	0	0	0	0	2	2.00
1645 - 1700	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	0	0	19	1	1	0	0	0	21	21.00
Hourly Average	0.00	0.00	4.75	0.25	0.25	0.00	0.00	0.00	5.25	5.25
1700 - 1715	0	0	8	0	0	0	0	0	8	8.00
1715 - 1730	0	0	5	0	0	0	0	0	5	5.00
1730 - 1745	0	0	10	0	0	0	1	0	11	12.30
1745 - 1800	0	0	4	3	0	0	0	0	7	7.00
Hourly Total	0	0	27	3	0	0	1	0	31	32.30
Hourly Average	0.00	0.00	6.75	0.75	0.00	0.00	0.25	0.00	7.75	8.08
1800 - 1815	0	0	5	0	1	0	1	0	7	8.30
1815 - 1830	0	0	5	0	0	0	0	0	5	5.00
1830 - 1845	0	0	7	0	0	0	0	0	7	7.00
1845 - 1900	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	21	0	1	0	1	0	23	24.30
Hourly Average	0.00	0.00	5.25	0.00	0.25	0.00	0.25	0.00	5.75	6.08
Session Total	0	0	67	4	2	0	2	0	75	77.60
Session Average	0.00	0.00	5.58	0.33	0.17	0.00	0.17	0.00	6.25	6.47
PCU	0	0	19	1	1	0	0	0	21	21
HGV						0	0		0	21
Vehicles	0	0	19	1	1	0	0	0	21	21

