Green Hill Solar Farm

EN010170

Environmental Statement

Appendix 13.2: Transport Assessment

Revision A (Tracked)

(Part 1 of 3)

Prepared by: KMC

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APFP Regulation 5(2)(a)

Schedule of Changes

Revision	Section Reference	Description of Changes	Reason for Revision
A	[cover]	Updated document reference to Revision A	As required for submission at Deadline 3.
	Appendix C (Parts 1 and 2, of 3)	Updated access drawings showing locations of speed surveys, speed limits, highway boundaries, and any other specific requests made by the relevant highway authorities	In response to Local Impact Reports
	Updated access drawings: • 23061-KMC-XX-AA1-DR-CH-0001 – A1 Access • 23061-KMC-XX-AA2-DR-CH-0001 – A2 ACCESS • 23061-KMC-XX-AA2-DR-CH-0001 – A2-1 Access • 23061-KMC-XX-AB1-DR-CH-0001 – B1 Access, on site & cable access • 23061-KMC-XX-AB1-DR-CH-0002 – B1 Access, on site & cable access • 23061-KMC-XX-AB2-DR-CH-0001 – B2 ACCESS • 23061-KMC-XX-ABESS1-DR-CH-0001 – ABESS 1 ACCESS • 23061-KMC-XX-ABESS2-DR-CH-0001 – ABESS 2 ACCESS • 23061-KMC-XX-ABESS3-DR-CH-0001 – ABESS 3 ACCESS • 23061-KMC-XX-ABESS4-DR-CH-0001 – ABESS 4 ACCESS • 23061-KMC-XX-AC1-DR-CH-0001 – C1 Access • 23061-KMC-XX-AD1-DR-CH-0001 – D1 ACCESS • 23061-KMC-XX-AD2-DR-CH-0001 – D2 ACCESS • 23061-KMC-XX-AD3-DR-CH-0001 – D3 ACCESS • 23061-KMC-XX-AD5-DR-CH-0001 – D5 ACCESS • 23061-KMC-XX-ADH-DR-CH-0001 – Highfield Road Haul • 23061-KMC-XX-AE1-DR-CH-0001 – E1 ACCESS • 23061-KMC-XX-AE2-DR-CH-0001 – E2 ACCESS • 23061-KMC-XX-AF1-DR-CH-0001 – F1 ACCESS • 23061-KMC-XX-AF3-DR-CH-0001 – F3 ACCESS • 23061-KMC-XX-AG1-DR-CH-0001 – G1 ACCESS • 23061-KMC-XX-CA1-DR-CH-0001 – A1 Crossing • 23061-KMC-XX-CD1-DR-CH-0001 – D1 Crossing • 23061-KMC-XX-CE1-DR-CH-0001 – E1 Crossing • 23061-KMC-XX-CF1-DR-CH-0001 – F1 Crossing		

	• 23061-KMC-XX-CR1-DR-CH-0001 – Cable route 1 • 23061-KMC-XX-CR2-DR-CH-0001 – Cable route 2

kmc
transport planning

Green Hill Solar Farm

Transport Assessment Rev A

Environmental Statement Chapter 13, Appendix 13.3

May 2025

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This report has been prepared by KMC Transport Planning Ltd ('KMC') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which KMC was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e.

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1 Introduction

1.1 Background

1.1.1 This Transport Assessment (TA) has been prepared by KMC Transport Planning (KMC) on behalf of Green Hill Solar Farm Limited (the 'Applicant') in relation to an application for a Development Consent Order (DCO) for the Green Hill Solar Farm (hereafter referred to as the 'Scheme').

1.1.2 The Scheme falls across several authority boundaries, namely West Northamptonshire Council, North Northamptonshire Council and Milton Keynes City Council. Each are unitary authorities and as such assume responsibility as the highway authorities.

1.2 The Scheme

1.2.1 The Scheme will comprise the construction, operation, maintenance and decommissioning of a solar photovoltaic (PV) electricity generating facility and Battery Energy Storage System (BESS) with a total capacity exceeding 50 megawatts. The Scheme is defined as a NSIP under Sections as it is an onshore generating station in England with a capacity of more than 50 MW.

1.2.2 The Scheme comprises nine individual Sites:

- Green Hill A;
- Green Hill A.2;
- Green Hill B;
- Green Hill C;
- Green Hill D;
- Green Hill E;
- Green Hill F;
- Green Hill G; and
- Grendon BESS

1.2.3 Sites are connected by a Cable Route Corridor to each other and to the Point of Connection (POC) at Grendon National Grid Substation.

1.2.4 The Order Limits outline the maximum extent of the land that will be required to facilitate the construction, operation and maintenance, and decommissioning of the Scheme and are shown on the Works Plans **[EN010170/APP/GHGH2.4]** and Location Plan **[EN010170/APP/GH2.1]**.

1.2.5 The Order Limits are described in Chapter 3: The Development Site **[EN010170/APP/GH6.2.3]** of the Environmental Statement (ES).

1.2.6 This TA provides an overview of the potential effects of the Scheme in transport terms.

1.2.7 During the operational phase of Solar Schemes, very few traffic movements on a day-to-day basis are generated.

1.2.8 The transport effects of the proposals are greatest during the temporary construction phase. The TA is supported by an Outline Construction Traffic Management Plan (OCTMP) **[EN010170/APP/GH7.9]**.During the programme of replacement traffic movements will be higher than usual operational periods. Replacement traffic movements will be controlled through, an Operational Traffic Management Plan (OTMP) containing relevant measures from the OCTMP.

1.3 Report structure

1.3.1 The following sections of the TA are set out as follows:

- Section 2 – Describes the existing Scheme context;
- Section 3 – Sets out the relevant national and local polices;
- Section 4 – Sets out the Scheme proposals;
- Section 5 – Sets out the forecast vehicle movements associated with the Scheme during the construction, maintenance (including replacement) and operational phases;
- Section 6 – Describes the vehicle movements distribution;
- Section 7 – Sets out matters associated with Abnormal Load movements;
- Section 8 – considers transport effects;
- Section 9 – Outlines the key management measures of the Scheme; and
- Section 10 – Provides a Summary and Conclusion.

2 Site context

2.1.1 This section of the TA summarises the existing context of the Scheme and its surrounding area from a transport and access perspective.

2.2 Site location

2.2.1 The Scheme has nine Sites. In addition, a cable route corridor will be located between the Sites, connecting the Scheme to the grid connection point at Grendon National Grid Substation.

2.2.2 The location of the Scheme is presented in **Figure 2.1**.

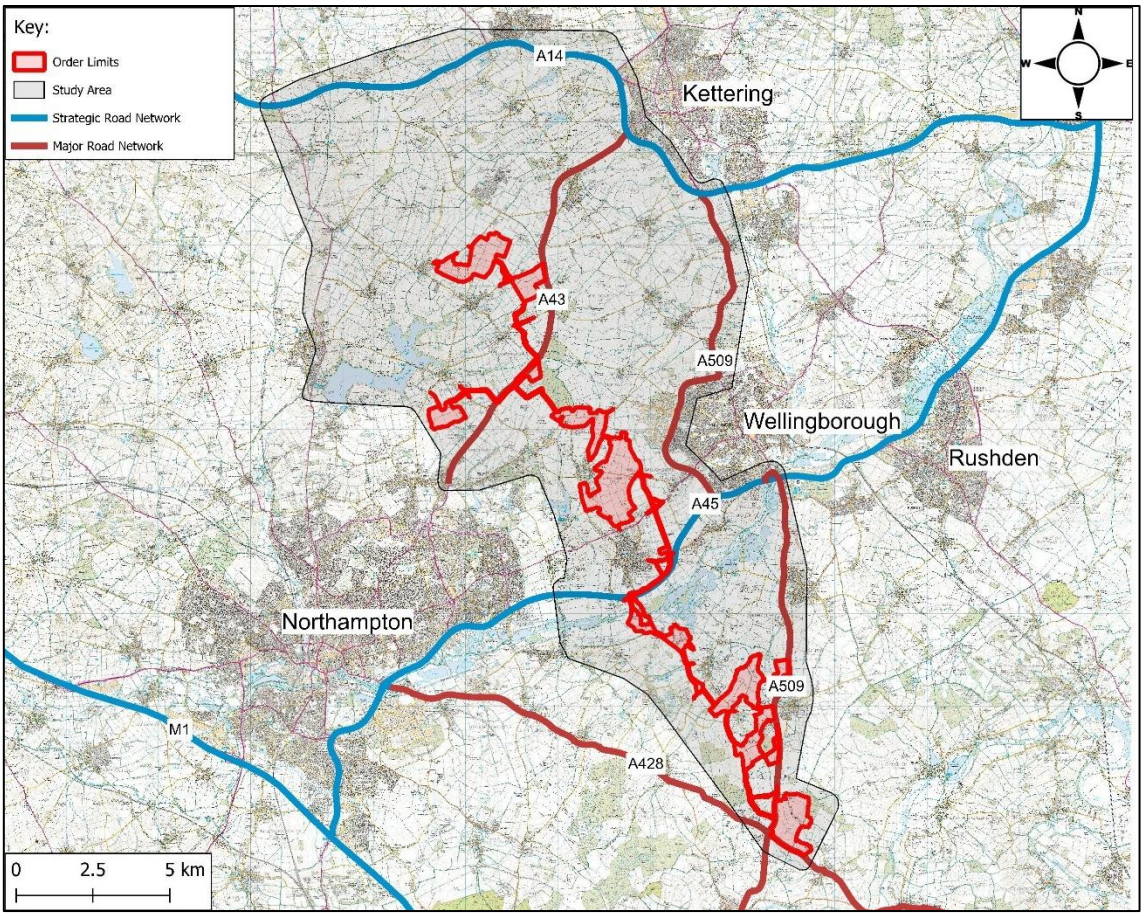


Figure 2.1 Location of the Scheme

2.3 Local Highway Network

2.3.1 The Strategic Road Network (SRN) and Major Road Network (MRN) will form the primary routes for all vehicle movements until the local routes need to be used to access each of the Sites.

2.3.2 The A45 and A14 are both part of the SRN and are both dual carriageways. The A43, A428 and A509 form part of the MRN and are A roads designed to accommodate high traffic flows and Heavy Goods Vehicles (HGVs). The A43, A428 and A509 are predominantly single carriageway roads.

2.3.3 The SRN and MRN in relation to the Sites and Cable Route Corridor that comprise the Scheme are illustrated in **Figure 2.1**.

2.3.4 An overview of the highway network in the vicinity of each Site and on the Cable Route Corridor is provided.

Green Hill A

2.3.5 Green Hill A is located to the west of the A43, taking access off Broughton Road which is subject to a 60mph speed limit and has a single lane in both directions.

2.3.6 Newland Road bisects Green Hill A and is a designated Quiet Lane, subject to an advisory 20mph speed limit with signage in place. A Quiet Lane is a nationally recognised designation of single-track road with no line markings or footpaths and with low traffic flows and speeds that is shared by motorised and non-motorised traffic.

2.3.7 Newland Road connects into Broughton Road, which in turn can be accessed at the three-arm roundabout between Broughton Road and the A43. The section of Broughton Road between Newland Road and the A43 is subject to a derestricted speed limit. There is a 7.5T weight restriction (except for loading) along Broughton Road between Old and the junction with Mawsley Road. Weight limits, such as this is, are typically in place to prevent HGV traffic from using a specific route, but do not prohibit HGVs whose destination is along the section of highway with the weight restriction.

2.3.8 Heading north at the junction between Kettering Road and the A43, traffic will route to the A14 which forms part of the SRN.

Green Hill A.2

2.3.9 Green Hill A.2 is located west of the A43 and taking access from Kettering Road (on the southern side) with each road providing a boundary. Kettering Road is subject to a derestricted speed limit and is a single carriageway road with a 7.5T weight restriction (except for loading).

2.3.10 Kettering Road connects to the A43 to the east of the access to A.2 in the form of a priority junction with a ghost island right turn lane facility. Heading north from this junction connects to the A14, which forms part of the SRN.

Green Hill B

2.3.11 Green Hill B is located to the west of the A43 and connects onto both Sywell Road to the northeast and Moulton Road to the northwest, both of which are single carriageway roads forming part of the local highway network.

2.3.12 Sywell Road routes east west and connects to the A43 to the east of Holcot via a priority roundabout. It is subject to a derestricted speed limit and has a 7.5T weight restriction (except for loading). An access track to Green Hill B from Moulton Road is also available with Moulton Road leading to Holcot and Sywell Road to the north of the access.

2.3.13 Heading north at the roundabout between the A43, Sywell Road, Holcot Lane, the A43 connects to the A14, which forms part of the SRN.

Green Hill C

2.3.14 Green Hill C is located to the west of the A509 along Sywell Road, a single carriageway road subject to a derestricted speed limit. Sywell Road becomes Moonshine Gap to the east, which subsequently connects into Sywell Road (through Park Farm Industrial Estate) in the form of a priority junction.

2.3.15 Sywell Road (routing through Park Farm Industrial Estate) is subject to a 40mph speed limit and connects to the A509 via a 4-arm roundabout. Both Sywell Road and Moonshine Gap form part of a 'Black Route' for Sywell Aerodrome. A Black Route refers to a section of road being suitable and recommended for HGVs accessing nearby industrial areas.

2.3.16 Heading north the A509 routes around Wellingborough and connects to the A14 at Junction 9. To the south, the A509 connects to the A45 on the southern side of Wellingborough, Both the A14 and A45 form part of the SRN.

Green Hill D and Green Hill E

2.3.17 Green Hill D and Green Hill E are located to the west of the A509 and north of the A45. Both take access off Highfield Road, with Green Hill D bordering Highfield Road, a single lane rural road subject to a derestricted speed limit and a 7.5T weight restriction (except for loading). Generally, these limits are in place to prevent general HGV traffic from using a specific route but does not prohibit HGVs whose destination is along the section of highway with the weight restriction.

2.3.18 To the north, Highfield Road connects into Moonshine Gap, a single carriageway road also subject to a derestricted speed limit. Moonshine Gap connects into Sywell Road (through Park Farm Industrial Estate) in the form of a priority junction.

2.3.19 Sywell Road (routing through Park Farm Industrial Estate) is subject to a 40mph speed limit and connects to the A509 via a 4-arm roundabout. Both Sywell Road and Moonshine Gap form part of a 'Black Route' for Sywell Aerodrome, meaning it is suitable and recommended for HGVs.

2.3.20 Heading north, the A509 connects to the A14 and heading south, the A509 connects to the A45, both of which form part of the SRN.

2.3.21 Wilby Road bisects Green Hill E running east-west between Wilby to the east and Mears Ashby to the west. It is subject to a derestricted speed limit and a 7.5T weight restriction (except for loading).

2.3.22 Mears Ashby Road (leading to Earls Barton Road)runs parallel to the west of the Green Hill E and has a 7.5T weight restriction (except for loading) and is subject to a derestricted speed limit.

2.3.23 Heading south along Earls Barton Road connects to a priority junction between Earls Barton Road, Washbrook Lane, and Mears Ashby Road. Continuing south along Mears Ashby Road

connects to the A4500 and Northampton Road (B573), which runs along the western border of Earls Barton. Northampton Road connects the A45 to Earls Barton and is a signed 'Black Route' for the Earls Barton Industrial Estate, meaning it is suitable and recommended for HGVs.

Green Hill F

2.3.24 Green Hill F lies immediately to the west of the A509. Easton Lane and Easton Way bisects Green Hill F and connects to London Road (through Bozeat) to access the A509, with both being single carriageway local roads.

Green Hill G

2.3.25 Green Hill G is located north of the A428 and east of the A509. The A509 and A428 are single carriageway roads with a derestricted speed limit. The junction of the A509 and A428 is formed by a four-arm roundabout with priority control. Both the A509 and A428 form part of the MRN.

Green Hill BESS

2.3.26 The Green Hill BESS is to the south of the A45 and surrounds the Grendon Substation. Station Road is a single carriageway road that connects the Site to the A45 and has a 7.5T weight limit (except for loading) applied between the Green Hill BESS and to the south of the access for Earls Barton Quarry. To the north of the quarry access along Station Road is a signal controlled, single way bridge.

Cable Route Corridor Route - Green Hill A to A.2

2.3.27 This section of the Cable Route Corridor passes through adjacent agricultural land, to the east of Walgrave before crossing Kettering Road.

Cable Route Corridor Route - Green Hill A.2 to Construction Compound 1

2.3.28 The Cable Route Corridor passes from Green Hill A.2, across agricultural fields, and crossing Red House Lane. South of Red House Lane, agricultural fields are crossed before the Cable Route Corridor crosses the A43, before splitting towards Green Hill B to the west and Green Hill C to the east.

Cable Route Corridor Route – Construction Compound 1 to Green Hill B

2.3.29 The Cable Route Corridor crosses the A43 from adjacent to Construction Compound 1, across a number of agricultural fields for approximately 1.2km. The Cable Route Corridor then crosses Kettering Road, which connects Walgrave to the A43, before running adjacent to the access road and connecting into Green Hill B.

Cable Route Corridor Route – Construction Compound 1 to Green Hill C

2.3.30 The Cable Route Corridor crosses a number of agricultural fields adjacent to the Northampton Shooting Ground, before crossing the Sywell Aerodrome along its eastern boundary before connecting into Green Hill C.

Cable Route Corridor Route - Green Hill C to Green Hill D

2.3.31 The Cable Route Corridor passes from the eastern extent of Green Hill C, continuing along an agricultural field before crossing Moonshine Gap and entering Green Hill D.

Cable Route Corridor Route - Green Hill D to Green Hill E

2.3.32 The Cable Route Corridor passes from Green Hill D's eastern boundary, crossing Highfield Road and an agricultural field before entering Green Hill E at its northwestern corner.

Cable Route Corridor Route – Green Hill E to Green Hill BESS via Construction Compound 2

2.3.33 The Cable Route Corridor leaves Green Hill E at its eastern boundary continuing south where it crosses Mears Ashby Road. The route continues south along agricultural fields and adjacent to Construction Compound 2 to Doddington Road (B573), where it crosses and then passes alongside the A45 on its northern side.

2.3.34 The Cable Route Corridor continues crossing Nene Way and Station Road before it routes southwards, under the A45. Once the Cable Route Corridor crosses under the A45 it continues south, crossing Grendon Road before reaching and continuing to cross at Station Road and connect with Green Hill BESS.

Cable Route Corridor Route - Green Hill BESS to Green Hill F and Construction Compound 3

2.3.35 The Cable Route Corridor continues from the eastern boundary of Green Hill BESS, heading south towards Green Hill F. The Cable Route Corridor passes through agricultural fields following the alignment of Station Road, crossing Station Road. The route continues south, again running across agricultural fields and adjacent to Construction Compound 3, where it crosses Yardley Road and through agricultural fields before entering Green Hill F.

2.3.36 The Cable Route Corridor has two options connecting through Green Hill F. To the west, the cable route connects between fields FF15 and FF30 by crossing Yardley Road into agricultural fields to the south before connection into field FF30.

2.3.37 To the east, the Cable Route Corridor to the east connection between field FF22 and FF25 by crossing Easton Lane.

Cable Route Corridor Route – Green Hill F and Green Hill G

2.3.38 The Cable Route Corridor passes from the southern part of Green Hill F through agricultural fields for 2km before crossing the A509 and entering Green Hill G.

2.4 Traffic movements

2.4.1 Baseline data comprises traffic survey information for highway links within the Study Area. This is based on a combination of Automatic Traffic Count (ATC) data and traffic count data sourced from the Department for Transport (DfT). The extent of traffic surveys is illustrated in **Figure 2.2**.

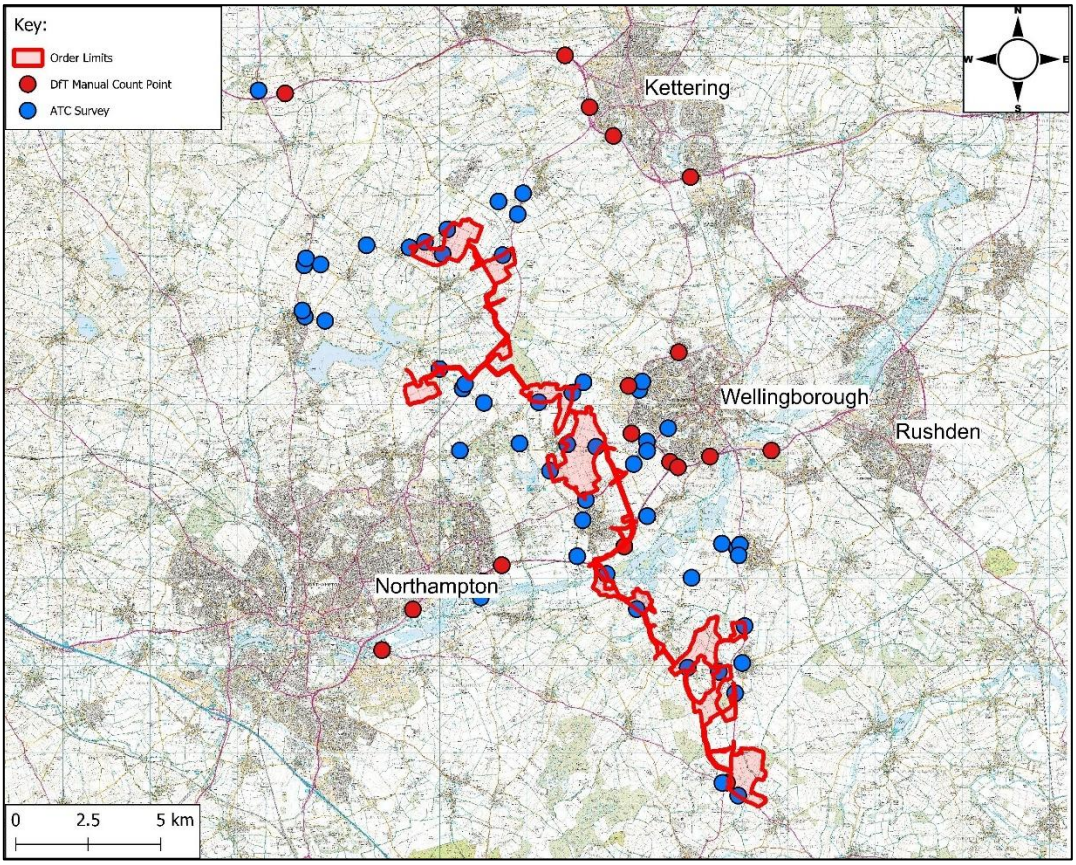


Figure 2.2 Location of Traffic Surveys and Department for Transport Traffic Counts

2.4.2 In order to establish the baseline traffic conditions for the Study Area, Automatic Traffic Count (ATC) surveys were undertaken. The surveys were undertaken between the 24th and 30th June 2024 and between 1st and 7th July 2024. For some sections of the highway, such as the A45, Department for Transport (DfT) data has been used, providing counts undertaken between 2022 and 2024.

2.4.3 A summary of vehicle movements on the roads from which immediate access to the Sites is proposed be taken is provided in **Table 2.1**. Full results are provided in **Appendix A**.

Table 2.1 Two-way vehicle movements on the Site access roads

Highway Link	Site link relates to	2024 Baseline Total vehicle AADT flows	2024 Baseline AADT HGVs traffic flows
Boughton Road	A	1,802	365
Kettering Road	A.2	1,447	173
Sywell Road	B	7,630	1,633
Sywell Road	C	5,234	727
Highfield Road	D & E	973	117
Mears Ashby Road	E	3,496	376
A509	F	12,937	1,862
Easton Lane	F	957	136
A428	G	7,042	1,193
Station Road	BESS	1,818	254

2.5 Personal injury accidents

2.5.1 Statistics showing Personal Injury Collisions (PIC) on the local road network across the Study Area have been obtained for the most recent five-year period available from 1 February 2020 to 31 January 2025. A breakdown of the PIC history across the Scheme is presented in **Table 2.2**. The full accident data is provided in **Appendix B**.

Table 2.2 Recorded Personal Injury Collision History Across the Highway Network

Road	Slight	Serious	Fatal	Total
North Area				
A14	26	3	1	30
A43	31	19	5	55
A509 - Between A14 and A45	42	15	0	57
A5128	3	1	0	4
A5193	3	1	0	4
Bourton Way	0	1	0	1
Broughton Road	1	0	1	2
Kettering Road	1	0	0	1
Red House Lane	0	0	0	0
Sywell Road	2	2	0	4
Rutherford Drive	2	0	0	2
Central Area				
Moonshine Gap	3	0	0	3
Wilby Road	3	0	0	3
A4500 & Mears Ashby Road	4	1	1	6
B573	8	5	0	13
South Area				
Station Road	4	7	1	12
Easton Lane	1	0	0	1
A509 - Between A45 and A428	22	11	1	34
A45	32	4	0	36
A428	5	3	0	8

2.5.2 **Table 2.2** indicates that generally, accidents are spread throughout the highway network. Across principal A-roads, the number of accidents is higher than for local roads as would be expected given the nature of these roads, the level of traffic that they accommodate and the extents they cover.

2.6 Public Rights of Way

2.6.1 The Public Right of Way (PRoW) network for North Northamptonshire, West Northamptonshire, and Milton Keynes City Councils have been assessed to determine the PRoWs that interact with the Scheme.

2.6.2 There are a number of PRoW that run through or nearby each Site or within the vicinity of the Cable Route Corridor.

Green Hill A

2.6.3 There are no Public Rights of Way (PRoWs) within the red line of Green Hill A, with the closest being Footpath DF4 on the north side of Broughton Road, in the western corner of the Site.

Green Hill A.2

2.6.4 There are no PRoWs within the red line of Green Hill A.2, however the southern boundary borders Bridleway CT3 (refer to **Figure 2.3**).

Green Hill B

2.6.5 Footpath CW1 is the only PRoW which is within the red line of Green Hill B. The footpath dissects both the access route to Green Hill B (from Sywell Road) and through the most eastern section of the Site (see **Figure 2.3**).

Green Hill C

2.6.6 Part of Bridleway TN7 is contained within the red line of Green Hill C (refer to **Figure 2.4**).

Green Hill D

2.6.7 Footpath TN3 routes north to south through Green Hill D (refer to **Figure 2.4**).

Green Hill E

2.6.8 Footpath TN1 passes through the red line of Green Hill E on the west side of the Site. Footpath TN1 runs from Wilby Road in Mears Ashby to Earls Barton Road to the west of Green Hill E and becomes Footpath TN2 on the western side of Earls Barton Road.

2.6.9 Further to this, the PRoW TN10, which is a Byway Open to All Traffic, connects the Site to Mears Ashby and Footpath TU3 runs adjacent to the northernmost boundary of Green Hill E (refer to **Figure 2.4**).

Green Hill F

2.6.10 There are a number of PRoWs which run through Green Hill F. Those which run through the area north of Easton Lane are:

- Footpath TA1;
- Footpath TA3;
- Footpath TA4;
- Footpath TD2; and
- Footpath TD3.

2.6.11 On the southern section of Green Hill F, the PRoWs that are contained within the Site are listed below:

- Bridleway TD8;
- Footpath TD5; and
- Footpath TD7.

2.6.12 All PRoWs interacting with Green Hill F can be seen in **Figure 2.5**.

Green Hill G

2.6.13 As Green Hill G falls within the City of Milton Keynes Borough, the PRoWs fall within their jurisdiction. The PRoWs that interact with Green Hill G are listed below:

- Lavendon FP5;
- Lavendon BW2;
- Lavendon BW4;
- Lavendon BW14; and
- Lavendon BW15.

2.6.14 All PRoWs interacting with Green Hill G can be seen in **Figure 2.5**.

Cable Route Corridor A to A.2

2.6.15 Footpath NN|DT|8 crosses the Cable Route Corridor in an east to west orientation, providing a route via Kettering Road, Walgrave, towards Broughton.

Cable Route Corridor A.2 to B

2.6.16 Bridleway NN|CT|3 crosses the Cable Route Corridor from east to west, south of Green Hill A.2. Two PRoWs, Bridleway NN|CT|5 and Footpath NN|CT|6, cross the Cable Route Corridor in a north-south direction, ending at Kettering Road. Footpath NN|CW|1 crosses the Cable Route Corridor from north to south at the east side of Site B.

Cable Route Corridor B to C

2.6.17 Footpath CW1 is the only PRoW which crosses the Cable Route Corridor B to C.

Cable Route Corridor C to D

2.6.18 Between Green Hill C and D, the Cable Route Corridor crosses Footpath NN|TN|3.

Cable Route Corridor E to Green Hill BESS

2.6.19 Byway (open to all traffic) TC14 and Footpath TC17 both cross this section of the Cable Route Corridor.

Cable Route Corridor Green Hill BESS to F

2.6.20 Several PROWs cross this section of the Cable Route Corridor:

- Footpath NN|TF|10;
- Footpath NN|TF|4; and
- Bridleway NN|TD|9.

Cable Route Corridor Green Hill F to G

2.6.21 Bridleway NN|TD|8 (Easton Maudit village towards Warrington), crosses the Cable Route Corridor in this location in an east-west orientation.

2.6.22 **Figures 2.3, 2.4** and **2.5** provide location plans of all identified PRoWs.

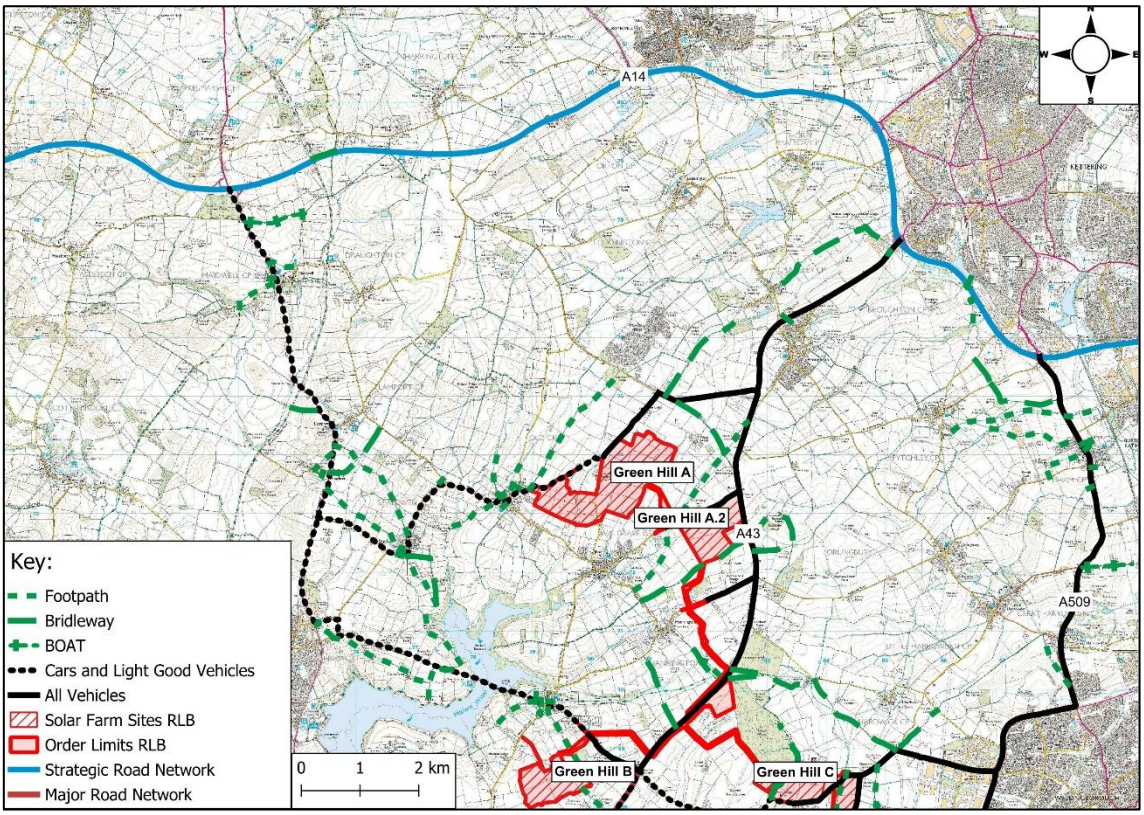


Figure 2.3 PROWs within the Study Area – North Area

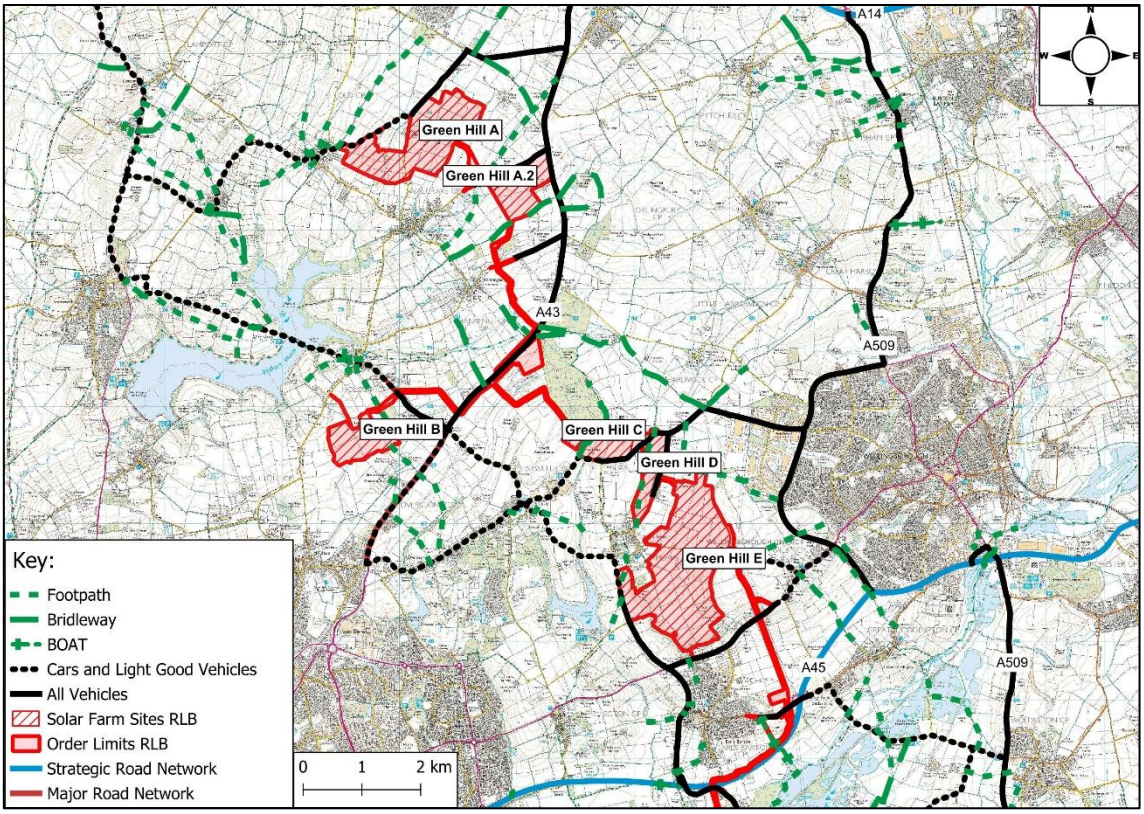


Figure 2.4 PROWs within the Study Area – Central Area

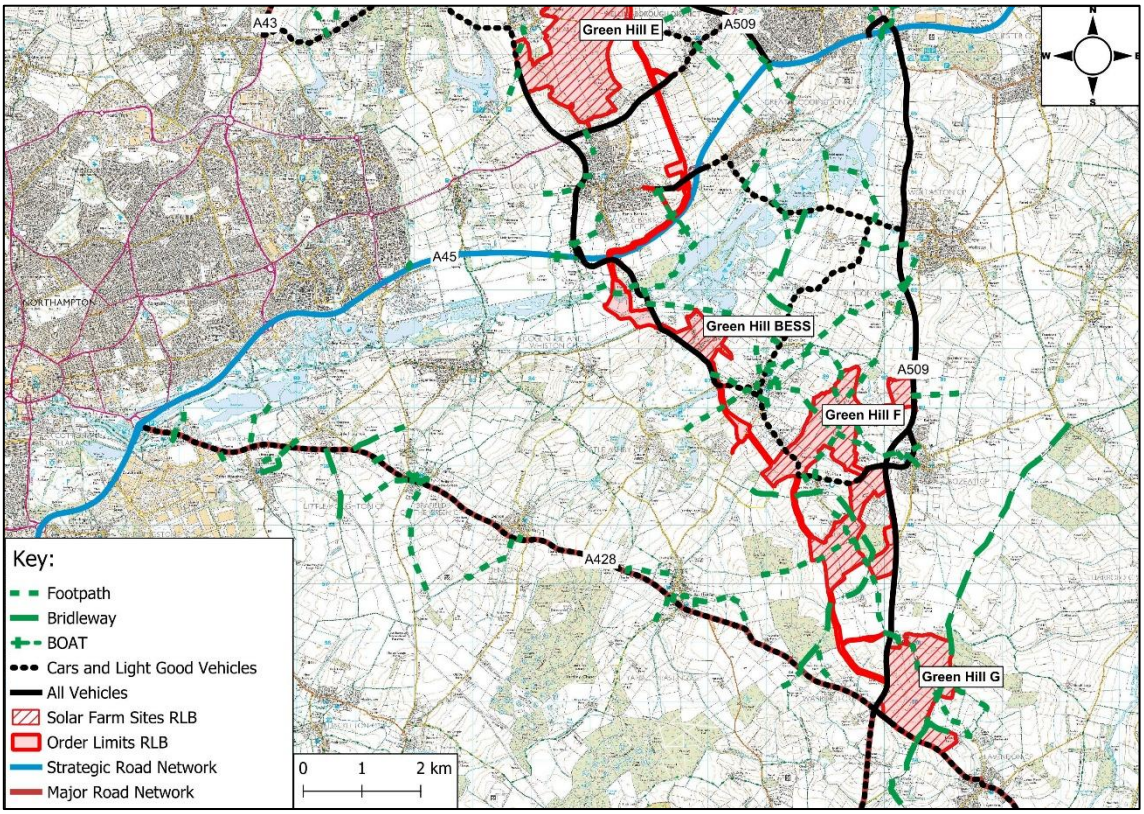


Figure 2.5 PROWs within the Study Area – South Area

2.7 Public Transport

2.7.1 Northampton, Wellingborough, and Kettering all have railway stations with direct services connecting to London, Birmingham, Nottingham, Corby, Bedford, Luton as well as other nearby settlements. The driving distance from each Site to the nearest railway station is listed below:

- Green Hill A: Kettering Railway Station – 5.4 miles;
- Green Hill A.2: Kettering Railway Station – 5.8 miles;
- Green Hill B: Kettering Railway Station – 8.7 miles;
- Green Hill C: Wellingborough Railway Station – 6.2 miles;
- Green Hill D: Wellingborough Railway Station – 6 miles;
- Green Hill E: Wellingborough Railway Station – 6 miles;
- Green Hill BESS: Wellingborough Railway Station – 7.7 miles;
- Green Hill F: Wellingborough Railway Station – 5.2 miles; and
- Green Hill G: Wellingborough Railway Station – 8.9 miles.

2.7.2 No site is further than 10 miles from the nearest railway station.

2.7.3 Wellingborough and Northampton railway stations typically have four services running per hour on a weekday whilst Kettering has eight services per hour.

3 Legislation, Planning Policy, and Guidance

3.1 Overview

3.1.1 This section provides an overview of the legislation, planning policy and guidance against which the Scheme will be considered for transport and access.

3.2 National Planning Policy

National Policy Statement (NPS) for Energy EN-1

3.2.1 National Policy Statement for Energy (NPS EN-1). is part of a suite of NPSs issued by the Secretary of State for Energy Security and Net Zero and sets out the government's policy for delivery of major energy infrastructure.

3.2.2 The role of solar power generation is outlined in section 3.3. Paragraph 3.3.20 of NPS EN-1 states that *'Wind and solar are the lowest cost ways of generating electricity, helping reduce costs and providing a clean and secure source of electricity supply (as they are not reliant on fuel for generation)'*.

3.2.3 In addition, the role of electricity storage is set out with paragraph 3.3.25 stating '*Storage has a key role to play in achieving net zero and providing flexibility to the energy system, so that high volumes of low carbon power, heat and transport can be integrated'*.

3.2.4 Section 5.14 of NPS EN-1 outlines matters relating to traffic and transport and confirms in paragraph 5.14.5 that *'if a project is likely to have significant transport implications, the applicant's ES should include a transport appraisal'*. It confirms in paragraph 5.14.1 that '*all project phases can have a variety of impacts on the surrounding transport infrastructure and potentially on connecting transport networks, for example through increased congestion. Impacts may include economic, social and environmental effects'*.

3.2.5 The requirement to consult with relevant highway authorities is set out in paragraph 5.14.6. Paragraph 5.14.7 of NPS EN-1 sets out a clear approach towards mitigation of transport impacts, with a Travel Plan being prepared to include demand management and monitoring measures. Details of measures to improve access by active, public and shared transport should be provided as well as demand management measures.

3.2.6 Specific reference is made within NPS EN-1 to undertaking the appraisal of the construction and operational stages with specific reference in paragraph 5.14.13 to HGV movements. Paragraph 5.14.14 goes on to state that schemes with substantial HGV traffic should control HGV movements to specific periods and routes, provide sufficient parking and arrangements for abnormal loads. Paragraph 5.4.15 gives regard to the cost effectiveness of demand management measures compared to new transport infrastructure.

3.2.7 Paragraph 5.14.21 concludes that *'The Secretary of State should only consider refusing development on highways grounds if there would be an unacceptable impact on highway safety, residual cumulative impacts on the road network would be severe, or it does not show how consideration has been given to the provision of adequate active public or shared transport access and provision'*.

National Policy Statement for Renewable Energy Infrastructure (NPS EN-3)

3.2.8 National Policy Statement for Renewable Energy Infrastructure (NPS EN-3) is part of the suite of NPSs and provides a technology specific NPS covering renewable electricity generation (both onshore and offshore). Section 2.10 of NPS EN-3 considers solar photovoltaic generation and considers in paragraph 2.10.9 that *'solar is a key part of the government's strategy for low-cost decarbonisation of the energy sector'*.

3.2.9 With consideration of factors influencing site selection and design, paragraph 2.10.35 suggests that proposals need to consider the suitability of the access routes during both the construction and operation phases *'with the former likely to raise more issues'*.

3.2.10 PRoWs are considered in paragraphs 2.10.40 to 2.10.45 of NPS EN-3. The need to ensure the continued recreational use of PRoWs is set out, considering both construction and operation phases. The requirement to manage and ensure the safe use of PRoWs as part of an '*outline Public Rights of Way Management Plan'* is set out in paragraph 2.10.45.

3.2.11 Construction traffic impacts are considered in paragraphs 2.10.120 to 2.10.126. It is stated in paragraph 2.10.121 that *'Public perception of the construction phase of solar farms will derive mainly from the effects of traffic movements, which is likely to involve smaller vehicles than typical onshore energy infrastructure but may be more voluminous'*. The assessment of the potential routes to the site for delivery of material is required as well as the section of the most appropriate routes.

3.2.12 The cumulative effects of schemes on local roads is set out in paragraphs 2.10.139 to 2.10.144. The management of vehicle is considered to be an effective mitigation in this regard. This may include controls on the number of vehicle movements and use of specific routes as paragraph 2.10.139 identifies.

3.2.13 Paragraph 2.10.161 confirms that operation phase traffic in respect of maintenance will generally be *'very light, in some instances as little as a few visits each month by a light commercial vehicle or car'*. Where replacement of equipment is required, *'this may generate heavier commercial vehicle movements, but these are likely to be infrequent'*.

National Planning Policy Framework (as amended December 2024)

3.2.14 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied.

3.2.15 Section 9 of the NPPF sets out the policy for promoting sustainable transport.

3.2.16 Paragraph 109 sets out the reasons why transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach.

3.2.17 Paragraph 110 acknowledges that *'opportunities to maximise sustainable transport solutions will vary between urban and rural areas…'*

3.2.18 The key test for transport within the NPPF is set out in paragraph 116 which identifies the only reasons why development proposals should be prevented or refused on transport grounds *'if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.'*

3.3 Local Planning Policy

North Northamptonshire Joint Core Strategy 2011-2031 (Adopted 2016)

3.3.1 The North Northamptonshire Joint Core Strategy (JCS) is the strategic Local Plan for Corby, East Northamptonshire, Kettering and Wellingborough. A series of policies are provided which are relevant to transport and access matters.

3.3.2 **Policy 15 – Well-connected towns, villages and neighbourhoods** states that the Local Plan will strengthen connectivity within and around settlements by managing investment to include improvements to walking and cycling infrastructure.

3.3.3 **Policy 16 – Connecting the network of settlements** identifies a series of infrastructure improvements to improve various transport modes.

3.3.4 **Policy 17 – North Northamptonshire's strategic connections**, provide further infrastructure improvements across a range of modes. The policy also sets out that new development that would prejudice their role will not be permitted.

3.3.5 **Policy 26 – Renewable and low carbon energy** identifies that *'proposals for sensitively located renewable and low carbon energy generation will be supported'*. It is caveated that specific criteria must be met which includes the need to ensure development does not result in an adverse impact on the capacity and safety of the highways network and of public rights of way.

West Northamptonshire Joint Core Strategy Local Plan Part 1 (Adopted 2014)

3.3.6 The West Northamptonshire Joint Core Strategy (JCS) Local Plan outlines that it is a *'key document in ensuring places are shaped and made in a way which meets the needs of the people of today whilst ensuring the needs of future generations are safeguarded'*.

3.3.7 Objective 1 of the West Northamptonshire JCS encourages renewable energy production in appropriate locations. Paragraph 5.106 considers that renewable energy proposals should seek to minimise traffic generation. Renewable energy is outlined in Policy S11 – Low carbon and renewable energy which outlines the need for sensitive design.

3.3.8 **Policy C1- Changing behaviour and achieving modal shift** states that improvements to the area should seek to reduce transport energy use.

3.3.9 **Policy C2 – New developments**, sets out that proposals will be required to mitigate effects on the highway network and be supported by a Transport Assessment.

3.3.10 **Policy C5 – Enhancing local and neighbourhood connections** identifies a need to improve rural walking networks.

Plan:MK 2016 – 2031 (Adopted 2019)

3.3.11 Plan:MK 2016 – 2031 sets out the Council's strategy for meeting the (then) Borough's needs until 2031, setting the vision and framework for the future development of the area.

3.3.12 Strategic Objective 13 of the Local Plan identifies a commitment to *'mitigate the Borough's impact on climate change and reduce carbon dioxide emissions through……. Promoting community energy networks and strategic renewable energy developments'*.

3.3.13 **Policy SC2 - Community energy networks and large-scale renewable energy schemes** confirms that *'Low carbon and renewable energy schemes will be attributed significant weight in their favour, and will be supported where it can be demonstrated that there will not be any significant negative social, economic, or environmental impacts associated with them'*.

3.3.14 **Policy CT2 – Movements and access** states that *'Development proposals will be required to minimise the need to travel, promote opportunities for sustainable transport modes, improve accessibility to services and support the transition to a low carbon future'*. Proposals should ensure that they do not result in inappropriate traffic generation or compromise highway safety.

3.3.15 Policy CT2 also identifies that development proposals that generate significant amounts of movement should provide a Transport Assessment. Further, those *'which generate a significant number of heavy goods vehicle movements will be required to demonstrate, by way of a Routing Management Plan, that no severe impacts are caused to the efficient and safe operation of the road network and no material harm is caused to the living conditions of residents or the natural environment'*.

3.3.16 Consideration has also been given to the new emerging Local Plan MK City Plan 2050 which is Regulation 18 plan undergoing consultation.

3.3.17 **Policy GS7 -Wind Turbine and Solar PV Spatial Strategy** provides a specific policy relevant to Solar schemes. Whilst no specific reference to transport matters is made in Policy GS7, the requirement to conform with other policies of the plan is set out.

3.3.18 The key transport policy within the emerging plan is Policy GS10 Movement and Access. Whilst the emphasis for new development is on placemaking and the movement of people and therefore less directly relevant to the Scheme, aspects such as ensuring safe access are stated in the policy. Policy GS10 of the emerging plan states *'Proposals must seek to fully mitigate their impact on the operation and safety of the local and strategic highway network'*,

3.4 Guidance

Strategic road network and the delivery of sustainable development (2022)

3.4.1 National Highways act as the highway authority for the Strategic Road Network (SRN) in England. The circular Strategic Road Network and the delivery of sustainable development (01/2022) sets out the way in which National Highways engage with the development industry, public bodies and communities to assist the delivery of sustainable development.

3.4.2 The circular recognises the role National Highways has in achieving net zero road user emissions by 2050 as part of its role as a statutory consultee in the planning system.

3.4.3 The circular states that National Highways "*expects development promoters to enable a reduction in the need to travel by private car and prioritise sustainable transport opportunities ahead of capacity enhancements*".

4 The Scheme proposal

4.1 Overview

4.1.1 This Section summarises details of the Scheme including the overall proposals, Site access proposals for the construction and operational phases and construction programme.

4.1.2 A full overview of the Scheme can be found in ES **Chapter 3: The Development Site [EN010170/APP/GH6.2.3],** and ES **Chapter 4: Scheme Description [EN010170/APP/GH6.2.4]**. Additional information on the Grid Connection can be found in the **Grid Connection Statement [EN010170/APP/GH7.13]**.

4.2 The Scheme

4.2.1 The Scheme will comprise the construction, operation, maintenance and decommissioning of a solar photovoltaic (PV) electricity generating facility and Battery Energy Storage System (BESS) with a total capacity exceeding 50 megawatts. The Scheme is defined as a NSIP under Sections as it is an onshore generating station in England with a capacity of more than 50 MW.

4.2.2 The Scheme comprises nine individual Sites:

- Green Hill A;
- Green Hill A.2;
- Green Hill B;
- Green Hill C;
- Green Hill D;
- Green Hill E;
- Green Hill F;
- Green Hill G; and
- Grendon BESS

4.2.3 Sites are connected by a Cable Route Corridor to each other and to the Point of Connection (POC) at Grendon National Grid Substation.

4.2.4 The Scheme consists of a series of Solar Arrays across Green Hill A, A.2, B, C, D, E, F and G, Battery Energy Storage Systems (BESS), two 400kV substations and a number of 132kV and 33kV substations.

4.2.5 The Cable Route Corridor is shown on the Location Plan **[EN010170/APP/GH2.1]**. The Cable Route Corridor will comprise underground electrical cables to connect the Sites to the Point of Connection (PoC) at Grendon Substation. The Cable Route Corridor runs for approximately 31km from the Green Hill A site at its most northern extent to Green Hill G at its southernmost point.

Solar array

4.2.6 The key components of the solar arrays for the Green Hill Sites are:

- The solar photovoltaic panels (Solar PV Panels) which convert sunlight/daylight into electrical current;
- Solar PV Mounting Structures will be metal frames, typically aluminium or steel. The metal frames are typically installed by driving the piles directly into the ground;
- If tracker panels are installed, a tracker system which involves attaching the Solar PV Panels to a motorized table that can move in relation to the sun. This allows for optimal power generation throughout the day and may be utilised across Sites;
- Conversion Units incorporate the inverters, transformers and associated equipment and are required to manage the electricity generated by the PV Panels; and
- Transformers are required to step up the voltage of the AC electricity generated by the inverters across the solar sites before it reaches the site substation.

Battery Energy Storage System (BESS)

4.2.7 The Scheme will include a Battery Energy Storage System (BESS). This is designed to provide peak generation and grid balancing services to the electricity grid. It will allow excess electricity generated from the Solar PV Panels to be stored in the batteries and exported to the grid when required. Excess energy from the grid can also be imported to the batteries. The energy storage facility will therefore provide flexibility and enhance grid reliability.

4.2.8 The batteries will be housed within containers. The BESS will require Heating, Ventilation and Cooling (HVAC) systems to ensure optimum operating conditions. Onsite cabling will be required between battery stations, battery containers, as well as the onsite substation.

4.2.9 The preferred location for the BESS is at Green Hill BESS adjacent to Grendon National Grid Substation, however BESS may also or alternatively be located within Green Hill C.

Substations

4.2.10 The Scheme includes two 400kV Substations. These substations are to be located within Green Hill BESS and Green Hill C. Green Hill C 400kV substation will be air insulated switchgear, whereas Green Hill BESS will either be air insulated switchgear or gas insulated switchgear.

4.2.11 The 400kV Substations would also step down the voltage from 400kV to 132kV and 33kV. This would allow for both electricity provided from the grid at 400kV and provided from the Sites to be stored within the BESS.

4.2.12 On Green Hill A, B, E, F and G, there will be the need for a 132kV substation on each of the Sites.

4.2.13 There will be a requirement for 33kV substations on Green Hill A.2 and D.

Grid connection

4.2.14 The electricity generated and stored by the Scheme will be exported to the National Grid at the existing Grendon Substation. The Sites will be linked to Grendon Substation via underground cables within the Cable Route Corridor. The underground cables will also transfer electricity from the National Grid to the BESS.

4.2.15 The Cable Route Corridor will comprise underground electrical cables to connect the Sites to the Point of Connection (PoC) at Grendon Substation. The Cable Route Corridor runs for approximately 31km from the Green Hill A site at its most northern extent to Green Hill G at its southernmost point.

4.2.16 The Cable Route Corridor has a typical width of 50m, however the Cable Route Corridor incorporates a number of wider areas, for example to allow additional working area for trenchless techniques such as Horizontal Directional Drilling (HDD), enable flexibility around areas of environmental sensitivity and temporary construction compounds.

Construction Compounds

4.2.17 Construction Compounds will be built to serve the Solar Array Sites and Cable Routes. These are proposed to accommodate the following elements:

- Material and equipment storage;
- Construction vehicle parking;
- Site office; and
- Construction worker welfare facilities.

4.2.18 Construction Compounds for Solar Array Sites will be provided within each site with Cable Route Compounds proposed at the following locations:

- CC1: Off the A43 near Holcot;
- CC2: Adjacent to the A45/B573 Junction; and
- CC4: located South of Grendon, accessed via an internal haul route accessed via Station Road.

4.2.19 The provision of the Construction Compounds will ensure that there will be no parking by contractors, visitors or delivery vehicles on the local highway network, and visitors will be advised of the parking arrangements in advance of travelling to the Site. The Site Manager will monitor that parking is taking place in the designated area on a regular basis.

General works

4.2.20 Across the Scheme there will be a need to undertake general works associated with construction and development of individual site areas. These works include the following:

- The formation of temporary and permanent access tracks;
- Fencing, security and lighting;
- Landscaping and habitat management;
- Water management and drainage; and
- Construction laydown areas/compounds.

4.3 Construction programme

4.3.1 The Scheme currently has a grid connection date of 2029. It is anticipated that construction works will commence, at the earliest, in Q1 2027 and will run to 2029. The construction programme for the entire Scheme is anticipated to be 24 months with overlapping construction works on the different Scheme Sites.

4.3.2 **Figure 4.1** indicates the potential construction durations across the different parts of the Scheme, showing a series of overlapping stages.

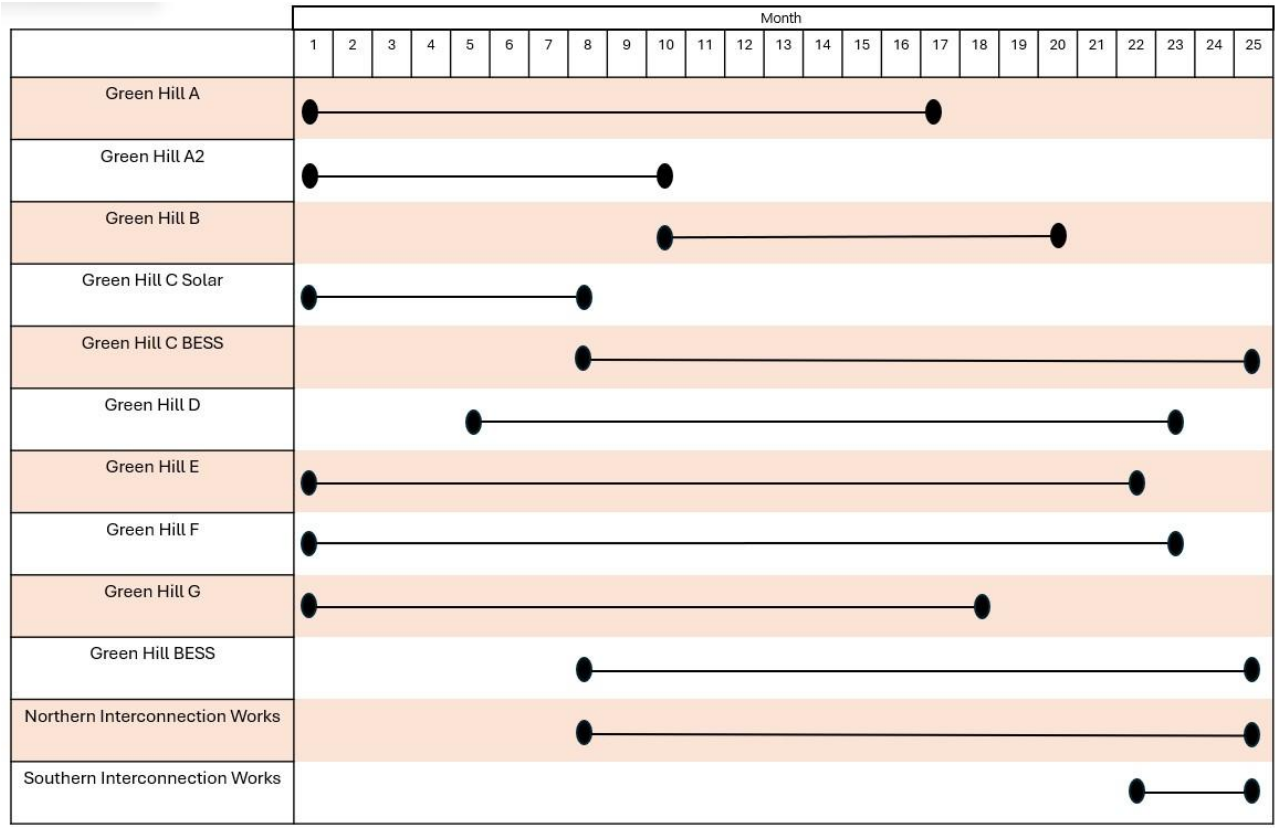


Figure 4.1 Indicative construction programme for Green Hill Solar Farm

4.4 Access to Sites within the Scheme

4.4.1 A total of 51 access points across the Scheme are proposed for construction and operation purposes for the Sites, Cable Corridor and Cable Construction Compounds. The majority of access points will be improved existing field accesses.

4.4.2 The access locations for the northern, central and southern area of the Study Area are presented in **Figure 4.2** to **Figure 4.6** and summarised in .

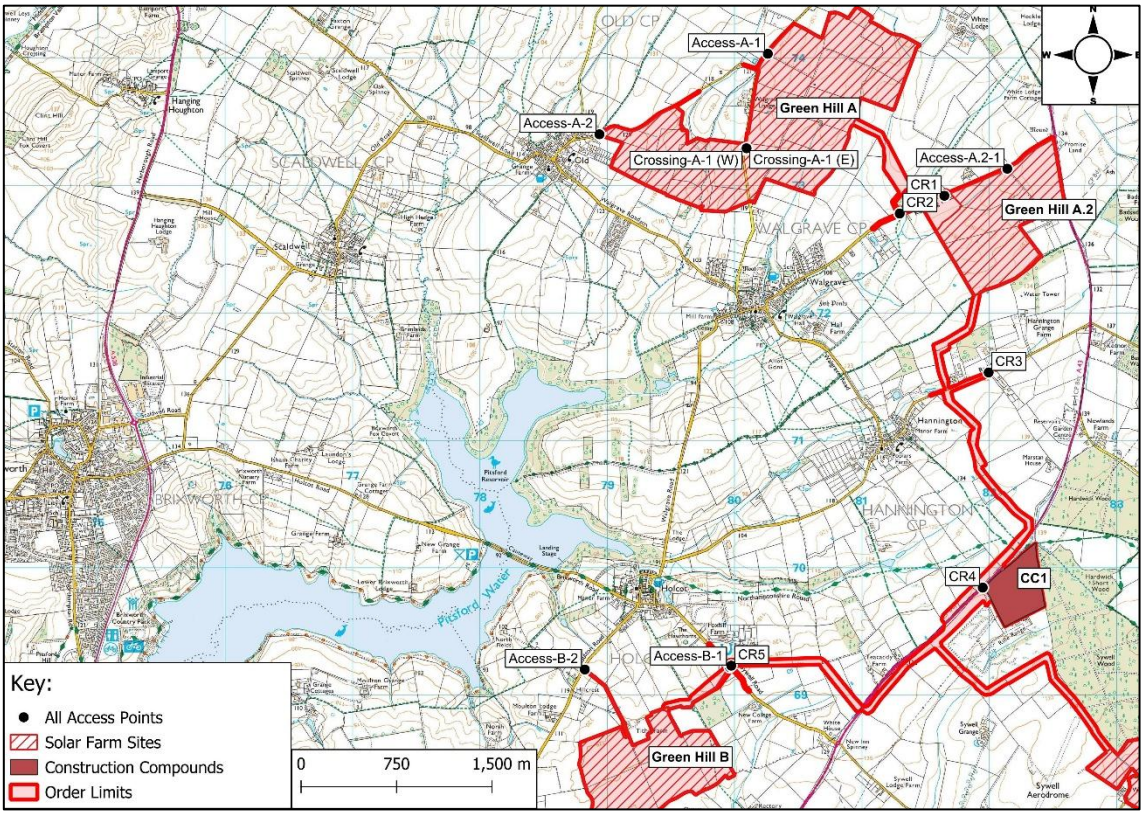


Figure 4.2 Access Locations for Sites and Cable Corridor (North Area)

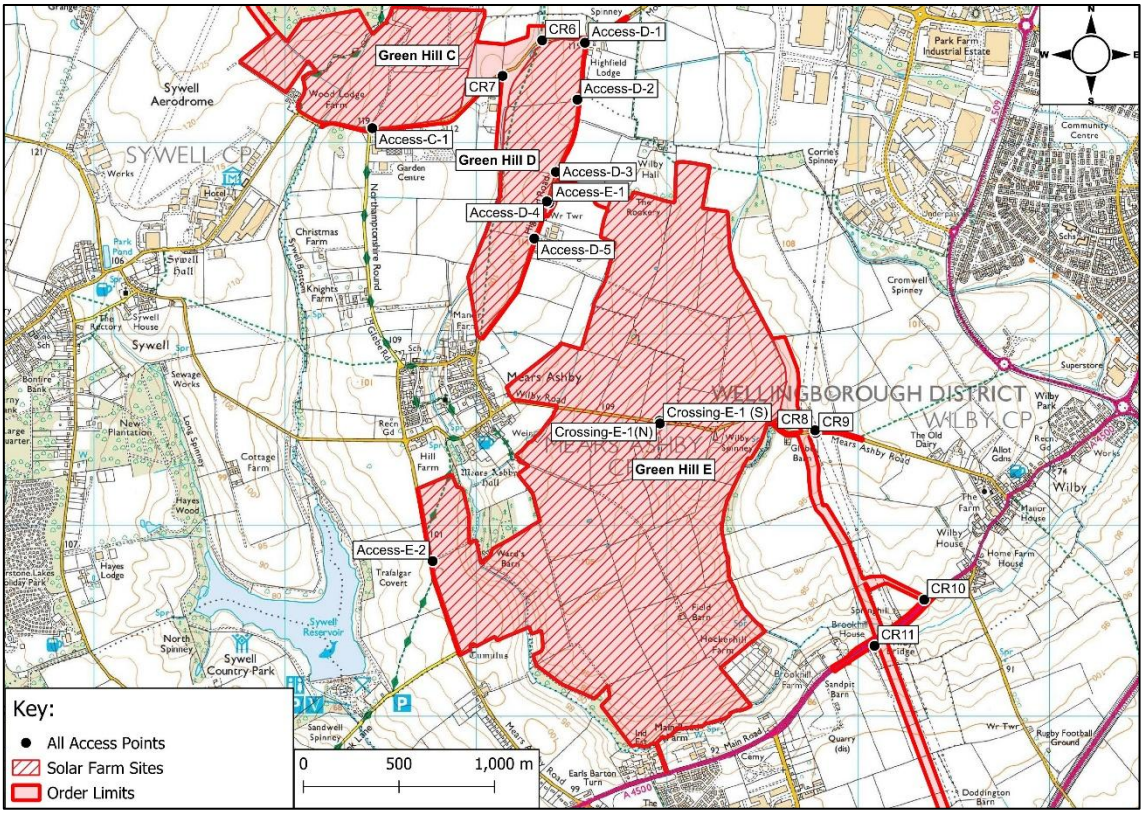


Figure 4.3 Access Locations for Sites and Cable Corridor (Central Area)

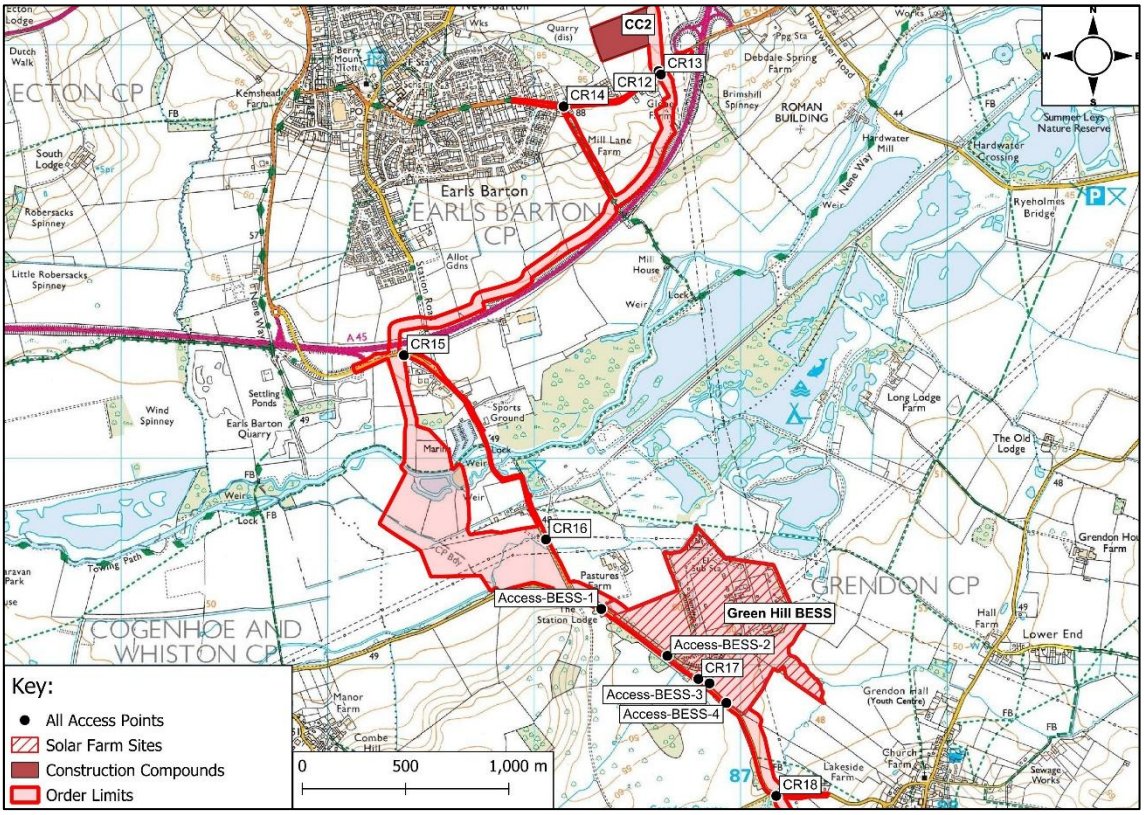


Figure 4.4 Access Locations for Sites and Cable Corridor (South Area Part 1)

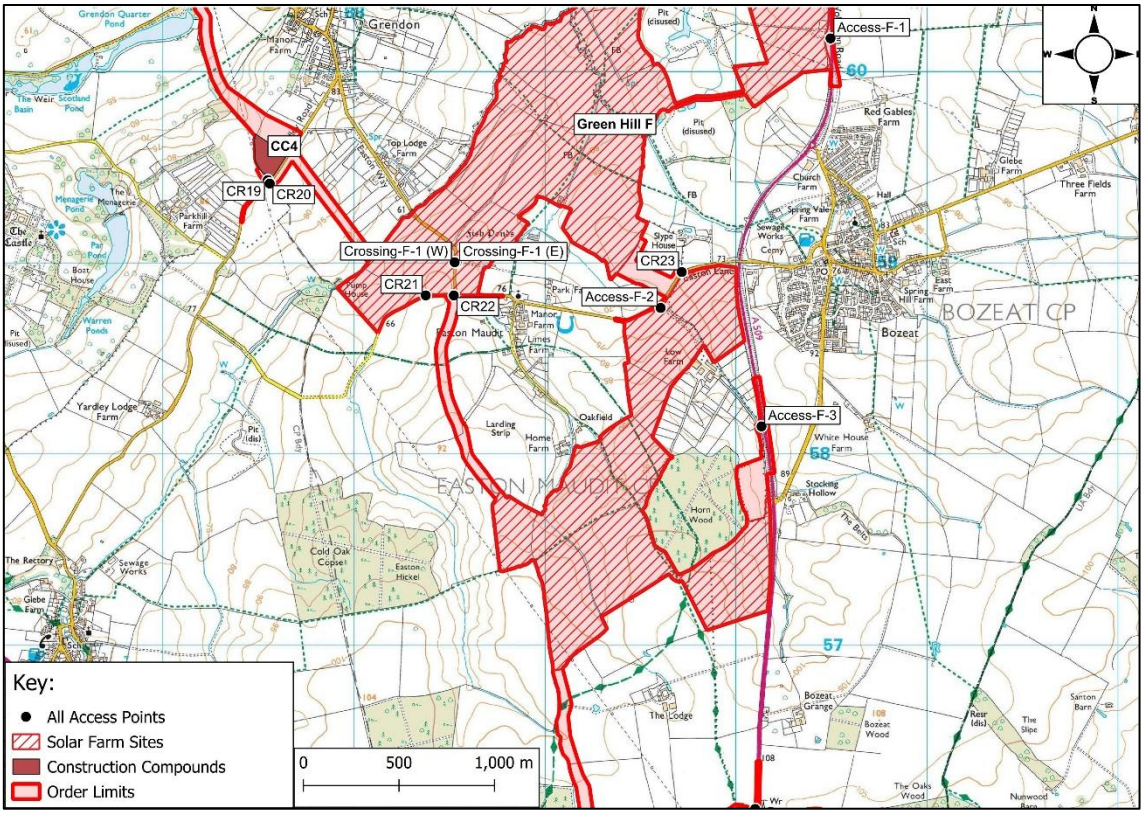


Figure 4.5 Access Locations for Sites and Cable Corridor (South Area Part 2)

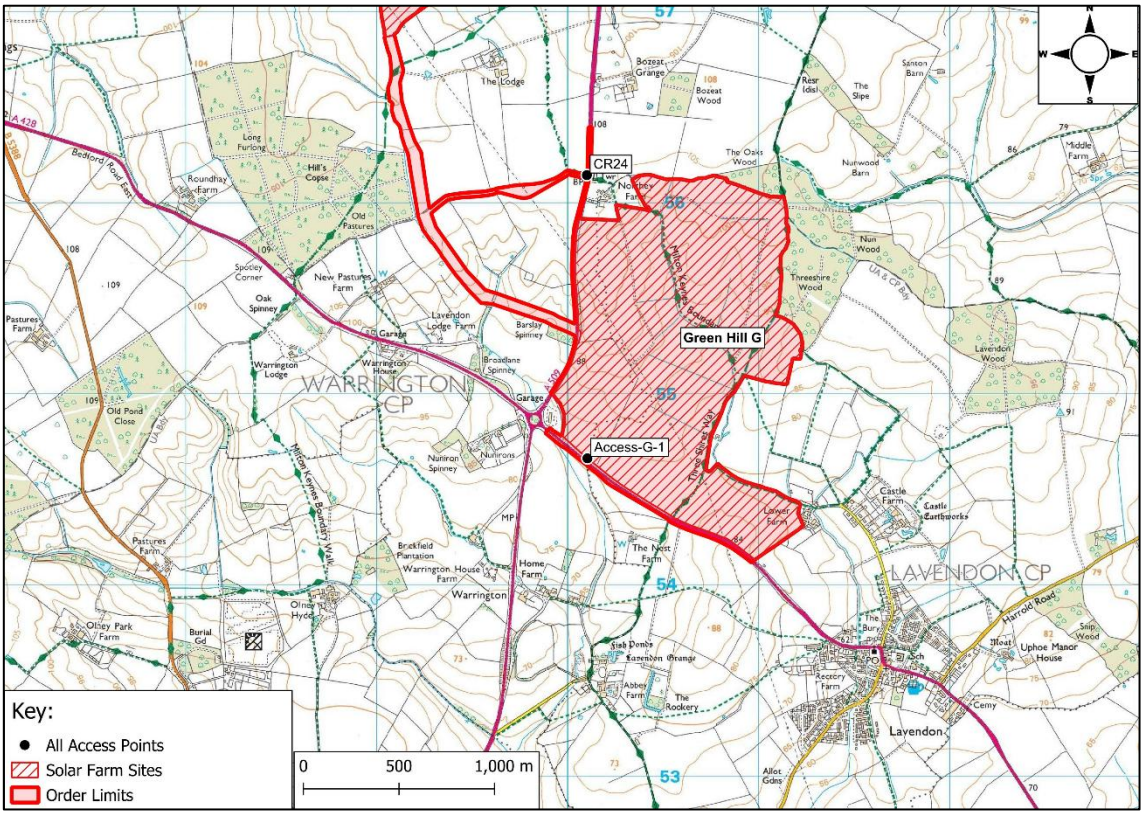


Figure 4.6 Access Locations for Sites and Cable Corridor (South Area Part 3)

Table 4.1 Access proposals for the Scheme

Access Ref	Location	Description	Use
Green Hill A			
Access-A-1	Broughton Road	Improved existing field access	Construction Operation Cable Route Corridor
Access-A-2	Broughton Road	Improved existing field access	Operation
Crossing-A-1 (E)	Newland Road	New access	Construction Operation
Crossing-A-1 (W)	Newland Road	Improved existing field access	Construction Operation
Green Hill A.2			
Access-A.2-1	Kettering Road	Improved existing field access	Construction Operation Cable Route Corridor
Green Hill B			
Access-B-1	Sywell Road	Improved existing field access	Construction Operation Cable Route Corridor
Access-B-2	Moulton Road	Existing farm access	Operation
Green Hill C			
Access-C-1	Sywell Road	Existing access to solar farm	Construction Operation Cable Route Corridor
Green Hill D			
Access-D-1	Highfield Road	Improved existing field access	Construction (including replacement) Cable Route Corridor
Access-D-2	Highfield Road	Improved existing field access	Construction Operation
Access-D-3	Highfield Road	Improved existing field access	Construction Operation
Access-D-4	Highfield Road	Improved existing field access	Construction (including replacement)
Access-D-5	Highfield Road	Improved existing field access	Operation
Green Hill E			
Access-E-1	Highfield Road	Improved existing field access	Construction Operation Cable Route Corridor
Access-E-2	Earls Barton Road	Improved existing field access	Construction Operation
Crossing E-1 (N)	Wilby Road	New access	Construction Operation
Crossing-E-1 (S)	Wilby Road	Improved existing field access	Construction Operation
Green Hill BESS			
Access-BESS-1	Station Road	Improved existing field access	Emergency
Access-BESS-2	Station Road	Improved existing field access	Construction Operation

Access Ref	Location	Description	Use
			Cable Route Corridor
Access-BESS-3	Station Road	Improved existing field access	Construction Operation
Access-BESS-4	Station Road	New access	Emergency
Green Hill F			
Access-F-1	A509	Existing access to quarry	Construction Operation Cable Route Corridor
Access-F-2	Easton Lane	Improved existing farm yard access	Construction Operation Cable Route Corridor
Access-F-3	A509	Existing access to solar farm	Construction Operation Cable Route Corridor
Crossing-F-1 (E)	Easton Way	Improved existing field access	Construction Operation Cable Route Corridor
Crossing-F-1 (W)	Easton Way	Improved existing field access	Construction Operation Cable Route Corridor
Green Hill G			
Access-G-1	A428	Improved existing field access	Construction Operation
Cable Route Corridor			
CR1	Kettering Road	Improved existing field access	Cable Route Corridor
CR2	Kettering Road	Improved existing field access	Cable Route Corridor
CR3	Red House Lane	Improved existing field access	Cable Route Corridor
CR4	A43	Improved access to Northampton Shooting Ground	Cable Route Corridor Construction Compound
CR5	Sywell Road	Improved existing field access	Cable Route Corridor
CR6	Moonshine Gap	Improved existing field access	Cable Route Corridor
CR7	Sywell Road	Improved existing field access	Cable Route Corridor
CR8	Mears Ashby Road	Improved existing field access	Cable Route Corridor
CR9	Mears Ashby Road	Improved existing field access	Cable Route Corridor
CR10	A4500	Improved existing field access	Cable Route Corridor
CR11	A4500	Improved existing field access	Cable Route Corridor
CR12	Doddington Road (B573)	New access	Cable Route Corridor Construction Compound
CR13	Doddington Road (B573)	New access	Cable Route Corridor
CR14	Doddington Road (B573)	Improved existing field access.	Cable Route Corridor
CR15	Station Road	Improved existing field access.	Cable Route Corridor
CR16	Station Road	Improved existing access to quarry	Cable Route Corridor
CR17	Station Road	Existing access to Grendon Sub-Station	Cable Route Corridor
CR18	Station Road	Improved existing field access.	Cable Route Corridor Construction Compound
CR19	Yardley Road	Improved existing field access.	Cable Route Corridor

Access Ref	Location	Description	Use
CR20	Yardley Road	New Access	Cable Route Corridor
CR21	Yardley Road	Improved existing field access.	Cable Route Corridor
CR22	Yardley Road	Improved existing field access.	Cable Route Corridor
CR23	Easton Lane	Improved existing field access.	Cable Route Corridor
CR24	A509	Improved existing field access.	Cable Route Corridor

4.4.3 Where possible, existing junctions and agricultural field accesses have been utilised. Most field access points require widening and formalisation to provide suitable construction access as appropriate.

4.4.4 Some of the accesses, particularly those to Green Hill Sites will be retained for use by maintenance vehicles, once the Scheme is operational. The remainder will be returned to their original condition, but may be retained with the agreement of the landowner should they provide a more suitable longer-term solution for their current use.

4.4.5 The access arrangements are presented in a series of preliminary design drawings contained in **Appendix C**.

4.4.6 Drawings show the achievable visibility splays, alongside consideration of splays that accord with posted or recorded speeds and the swept path analysis for the maximum sized vehicle that will use the specific access. These vehicles are as follows:

- Construction Access – 10m rigid vehicles and 16.5m articulated vehicle;
- Construction Access with Abnormal Load - 16 axle girder frame or 5 axle bed with 5 axle draw bar trailer; and
- Operational Access – Large car / 4x 4 vehicles / van.

4.4.7 During the construction phase, banksmen will be deployed at each access whenever construction vehicles are accessing or egressing at the access. This will ensure the safe movement of construction vehicles and will overcome any instances where the achievable visibility is below guidance, which is a factor at a small number of access locations. All construction vehicles will access and egress the Site in a forward gear.

4.4.8 The proposed access arrangements are considered suitable to provide access for the cable route construction.

- The majority of the accesses are already used, often by agricultural vehicles and are therefore considered appropriate for use by construction vehicles, with some upgrades and widening to enhance their function;
- Banksmen will be deployed at each access whenever construction vehicles are accessing or egressing any access; and
- All construction vehicles will be able to access and egress access points in a forward gear.

5 Forecast trips

5.1.1 This section of the Transport Assessment presents the forecast trips associated with the construction, operational and decommissioning phases of the Scheme.

5.1.2 A consideration of vehicle movements has been made including all deliveries, the removal of materials and waste along with the workforce associated with the various phases of the Scheme.

5.2 Construction Phase

5.2.1 The construction phase for the Scheme involves the preparation of individual Sites including the provision of the construction compounds, fencing, installing access tracks, the assembly and erection of the PV arrays, and the installation of the inverters and transformers.

5.2.2 Movements of goods will principally be made by HGVs. Workers will need to visit individual Sites across the construction period.

HGV movements: Solar Sites and BESS

5.2.3 Deliveries of materials to individual Sites will be made principally by HGVs. This will vary between 16.5m long articulated vehicles and rigid vehicles 8-10m in length.

5.2.4 There will be a small number of abnormal load deliveries associated with the Conversion Units. Abnormal load movements are discussed separately in Section 7.

5.2.5 The forecast of HGV movements is based upon forecasts that have been agreed through wider DCO Solar Schemes at Cottam and West Burton promoted by the Applicant. A ratio of HGV movements per solar module has been calculated and is considered an appropriate variable to consider the wider movement associated with each site where no discernible or significant design difference is identified.

5.2.6 It is expected that there will be a relatively flat profile of deliveries across the construction period for the Scheme and each individual Site. Notwithstanding this, a peak HGV activity has been identified through the indicative programme with the delivery of HGV modules. The expected HGV deliveries for modules and forecast period has been used to identify a peak period HGV movement for each site. These peak periods are greater than the typical, average flat profile that might be expected across the entire construction period and therefore allows for peaks across the construction period.

5.2.7 **Table 5.1** sets out a summary of the HGV movements that are forecast to be associated with the construction phase of the Scheme.

Table 5.1 Forecast HGV construction vehicle movements – Solar Sites and BESS

Construction activity	Vehicle type	Green Hill A	Green Hill A.2	Green Hill B	Green Hill C Solar	Green Hill C BESS	Green Hill D	Green Hill E	Green Hill F	Green Hill G	Green Hill BESS
Construction Period (Working Days)		358	211	211	169	240	133	473	498	370	360
Modules and Batteries	16.5m Articulated	226	107	108	48	500	44	355	390	299	500
Mounting Structures	16.5m Articulated	178	84	85	38	40	34	279	307	235	40
Conversion units	16.5m Articulated	10	5	5	2	-	2	15	16	13	N/A
Access Track	10m Tipper/ 10m Rigid	182	86	87	39	-	35	287	315	241	39
General - fencing, landscaping		400	189	190	85	-	77	628	690	528	85
Total		**995**	**471**	**475**	**212**	**540**	**191**	**1,564**	**1,719**	**1,315**	**664**
Average daily HGV movements		**3**	**2**	**2**	**1**	**2**	**2**	**3**	**4**	**4**	**2**
Peak HGV daily movements		**8**	**9**	**9**	**5**	**4**	**9**	**9**	**9**	**9**	**4**
Peak HGV daily movements (two-way)		**15**	**18**	**18**	**10**	**8**	**18**	**18**	**17**	**19**	**8**

5.2.8 As shown in the construction programme, there are limited months during which the construction of all aspects of the development overlap. For Green Hill C, the construction of the solar and substation elements where both may be provided, have been intentionally programmed sequentially to minimise overlapping construction traffic. Therefore, the number of HGV movements on the entire highway network is likely to be fewer than presented in **Table 5.1** on a typical day. However, the numbers presented provide an indication of the maximum movements of HGVs per site, recognising the particular sensitivities over larger vehicles on the local highway network.

5.2.9 Each Site is likely to have a peak period of construction where the number of construction vehicles visiting the Site is higher than the daily average. However, these periods will not overlap. Therefore, it is considered that the forecast HGVs represent a reasonable worst case assumption for the number of peak daily HGV movements associated with the construction of the Scheme.

5.2.10 It should also be noted that construction vehicles will avoid travel during the morning and evening network peak hours where possible. Therefore, deliveries will be scheduled for between 09:30 and 16:30.

Worker movements: Solar Sites and BESS

5.2.11 The peak number of workers is expected to be 787 workers spread across the Scheme.

5.2.12 To account for peak periods at the different Sites, the groupings of sites across the North, Central and South areas have been assessed separately where these represent different sections of the highway network, with peak workers in each area considered. Taking these individual areas into account, 1,071 construction workers across the Scheme have been taken forward for assessment as a reasonable worst case. For the assessment, construction workers have been spread across Sites on a proportional basis based on size / module numbers.

5.2.13 In addition, 67 workers will be positioned at the Battery Energy Storage Site. For Green Hill C, the worker numbers associated with the construction of the BESS have been assessed where these are greater in number and the construction is programmed to follow the construction of the Solar element.

5.2.14 Construction worker shifts will be scheduled so that workers are not arriving or departing any Site during the highway network peak hours of 0800-0900 and 1700-1800.

5.2.15 Measures are proposed to minimise the number of construction workers travelling by car or van. The measures include the provision of shuttle buses to transport construction workers to and from each Site. This is particularly important for workers who are travelling from a wide area, who are likely to use local hotel accommodation. These construction workers can be transported to the Site by shuttle buses. It is expected that generally minibuses will be used.

5.2.16 On average, it has been assumed that a shuttle bus will be able to accommodate 15 workers.

5.2.17 As such, a spread of between 40% and 60% of construction workers across the Scheme Sites will arrive by shuttle bus. This is a similar range to other DCO Solar Scheme applications. Longfield Solar Farm (PINS reference EN010118) assumed that 55% of the workforce would arrive by shuttle bus and Cottam Solar Project (PINS reference EN010133) assumed 50%.

5.2.18 Construction workers who drive to any Site will be encouraged to car share where possible and this occurs naturally regardless. An assumption of 1.5 construction workers per car / van has been made based on the national car / van occupancy average.

5.2.19 A summary of construction worker numbers and forecast vehicle movements is presented in **Table 5.2**.

Table 5.2 Summary of construction worker forecast vehicle movements – Solar Sites and BESS

	Green Hill A	Green Hill A.2	Green Hill B	Green Hill C BESS	Green Hill C Solar	Green Hill D	Green Hill E	Green Hill F	Green Hill G	BESS
Total Workers by Grouping	330				259			367		
Average workers	169	80	81	76	28	25	206	208	159	67
% Travel by shuttle	44%	56%	56%	39%	54%	60%	51%	51%	47%	45~~27~~%
Travel by shuttle	75	45	45	30	15	15	105	105	75	~~15~~30
Travel by car / van	94	35	36	46	13	10	101	103	84	37~~52~~
Number of shuttles	5	3	3	2	1	1	7	7	5	~~1~~2
Number of cars and vans	63	24	24	31	9	7	68	69	57	25~~35~~
Total vehicles	**68**	**27**	**27**	33	**10**	**8**	**75**	**76**	**62**	**~~36~~37**
Total two-way vehicles	**136**	**54**	**54**	**66**	**20**	**16**	**150**	**152**	**124**	**54~~72~~**

5.2.20 Where there are only limited periods when the construction of individual Sites overlap the number of construction worker movements on the network presented in **Table 5.2** is considered a reasonable worst case assumption.

Cable route construction vehicle movements

5.2.21 For the construction of the cable connections across the Cable Route Corridor, temporary accesses are required. These will use three compounds; CC1 at the A43, CC2 at the B573 and CC4 at Yardley Road.

5.2.22 Based on input from construction experts, it is forecast that each compound will generate up to 11 HGV arrivals per day for the delivery of material and equipment with a further 5 LGV movements for this purpose.

5.2.23 There will also be up to 24 construction workers per compound, arriving by car / van and shuttle bus where a lower occupancy rate of 12 workers has been assumed per shuttle.

5.2.24 A summary of worker and HGV movement forecast for the cable route construction is presented in **Table 5.3**.

Table 5.3 Summary of cable route compound construction workers and forecast vehicle movements

	CC1	CC2	CC4
Average workers	24	24	24
% Travel by shuttle	50%	50%	50%
Travel by shuttle	12	12	12
Travel by car / van	12	12	12
Number of shuttles	1	1	1
Number of cars and vans	8	8	8
LGV Deliveries	5	5	5
HGV~~s~~ Deliveries	11	11	11
Total vehicles	**25**	**25**	**25**
Total two-way vehicles	**50**	**50**	**50**

5.2.25 HGV trips will largely comprise of 10m long tipper trucks. However, there will be a number of abnormal load movements associated with cable drum deliveries.

5.2.26 Each access associated with the cable corridor will only be used for limited periods during the construction phase.

Typical vehicle movement profile across the day

5.2.27 The forecast vehicle movements for the north, central and south Sites have been combined to provide a forecast typical profile across the day. The BESS site has been added to the Central Site and a compound to each.

5.2.28 The forecast vehicle movements across a typical day are presented in **Table 5.4**.

Table 5.4 Forecast construction vehicle movement profile across a typical day

	North Sites				Central Sites				South Sites			
	Cars/LGVs/ shuttles		HGVs		Cars/LGVs/ shuttles		HGVs		Cars/LGVs/ shuttles		HGVs	
	Arrive	Depart	Arrive	Depart	Arrive	Depart	Arrive	Depart	Arrive	Depart	Arrive	Depart
0600-0700	55	0	0	0	67	0	0	0	61	0	0	0
0700-0800	68	0	0	0	83	0	0	0	76	0	0	0
0800-0900	14	0	0	0	17	0	0	0	15	0	0	0
0900-1000	0	0	5	0	0	0	5	0	0	0	4	0
1000-1100	0	0	5	5	0	0	5	5	0	0	4	4
1100-1200	0	0	5	5	0	0	5	5	0	0	4	4
1200-1300	0	0	5	5	0	0	5	5	0	0	4	4
1300-1400	0	0	5	5	0	0	5	5	0	0	4	4
1400-1500	0	0	5	5	0	0	5	5	0	0	4	4
1500-1600	0	0	5	5	0	0	5	5	0	0	4	4
1600-1700	0	69	0	5	0	68	0	5	0	77	0	4
1700-1800	0	14	0	0	0	77	0	0	0	15	0	0
1800-1900	0	54	0	0	0	20	0	0	0	60	0	0
Total	**136**	**136**	**36**	**36**	**166**	**166**	**38**	**38**	**152**	**152**	**29**	**29**

5.3 Operation Phase

5.3.1 During the operation and maintenance phase of the Scheme, there is a distinction between ordinary day-to-day operational maintenance activities and the programme of replacement of equipment such as solar modules.

General maintenance

5.3.2 Typical maintenance associated with the Scheme will be the minimal, comprising a low number movements associated with checking/maintaining the solar arrays and replacing individual faulty/damaged components.

5.3.3 Associated with the Scheme's maintenance, there is anticipated to be fewer than one vehicle trip per day per Site for maintenance purposes. These would typically be made by light van or 4x4 type vehicles. This scale of vehicle traffic will not have any material effect on the local or strategic highway networks.

5.3.4 These low levels of operational traffic would remain constant for the operational life time of the Scheme.

5.3.5 If a transformer failure occurred during the operational phase, this would result in one AIL trip for delivery of the replacement and removal of the previously installed equipment.

Replacement of equipment

5.3.6 The programme of replacement for the solar panels and BESS will see greater volumes of traffic than ordinary maintenance activity.

5.3.7 The replacement of panels would be undertaken in stages, with individual sections of Sites being taken offline at a time.

5.3.8 The replacement of equipment within the solar Sites will essentially require the delivery of new modules and, separately, the removal of old modules for recycling. Battery equipment will also need to be removed, and new equipment installed.

5.3.9 An indicative programme for replacement has been developed which would see all solar arrays and batteries on the Sites within the Scheme replaced over a 2-year period, roughly 30 years following the original construction.

5.3.10 A summary of HGV movements associated with the replacement period is presented in **Table 5.5**.

Table 5.5 Forecast HGV replacement vehicle movements

Construction activity	Vehicle type	Green Hill A	Green Hill A.2	Green Hill B	Green Hill BESS	Green Hill C Solar	Green Hill D	Green Hill E	Green Hill F	Green Hill G	Green Hill BESS
Replacement Period (Working Days)		126	74	75	220	41	40	204	223	174	220
Modules - New	16.5m Articulated	226	107	108	500	48	44	355	390	299	500
Modules - Removal	16.5m Articulated	226	107	108	500	48	44	355	390	299	500
Total		**452**	**214**	**216**	**1,000**	**96**	**88**	**710**	**780**	**598**	**1,000**
Average daily HGV movements		**4**	**3**	**3**	**5**	**2**	**2**	**3**	**3**	**3**	**5**

5.3.11 In addition to HGV movements associated with the delivery of new equipment and the removal of old, workers will clearly need to be in place to undertake the work. The same assumptions for the construction phase have been applied to the replacement period with peak workers identified for each of the Site groupings to ensure a robust assessment.

5.3.12 In reality, replacement can take place across a period that is less intensive than construction phase with sites worked on at different times. However, the methodology below provides a robust comparison.

5.3.13 A summary of replacement period worker numbers and forecast vehicle movements are presented in **Table 5.6**.

Table 5.6 Summary of replacement period worker numbers and forecast vehicle movements

	Green Hill A	Green Hill A.2	Green Hill B	Green Hill C BESS	Green Hill C Solar	Green Hill D	Green Hill E	Green Hill F	Green Hill G	Green Hill BESS
Total Workers by Grouping	216				206			214		
Average workers	111	52	53	65	22	20	164	121	93	66
% Travel by shuttle	54%	57%	57%	46%	68%	75%	46%	49%	49%	~~23~~45%
Travel by shuttle	60	30	30	30	15	15	75	60	45	30~~15~~
Travel by car / van	51	22	23	35	7	5	89	61	48	536~~1~~
Number of shuttles	4	2	2	2	1	1	5	4	3	~~1~~2
Number of cars and vans	34	15	16	24	5	4	60	41	32	~~34~~24
Total vehicles	**38**	**17**	**18**	**26**	**6**	**5**	**65**	**45**	**35**	**26~~35~~**

5.3.14 A comparison of assessed construction phase vehicle movements against those associated with the replacement period is provided in **Table 5.7**.

Table 5.7 Summary of replacement period worker numbers and forecast vehicle movements

Daily trips	Green Hill A	Green Hill A.2	Green Hill B	Green Hill C BESS	Green Hill C Solar	Green Hill D	Green Hill E	Green Hill F	Green Hill G	Green Hill BESS
Construction daily HGVs	8	9	9	4	5	9	9	9	9	4
Construction worker vehicles	68	27	27	33	10	8	75	76	62	~~36~~27
Replacement HGVs	4	3	3	5	2	2	3	3	3	5
Replacement worker vehicles	38	17	18	26	6	5	65	45	35	~~35~~26
Difference HGVs	**-4**	**-6**	**-6**	**+1**	**-2**	**-7**	**-5**	**-5**	**-6**	**+1**
Difference worker vehicles	**-30**	**-10**	**-9**	**-7**	**-4**	**-3**	**-10**	**-31**	**-27**	**-1**

5.3.15 The summary presented in **Table 5.7** identifies that both HGV and worker daily vehicle movements are forecast to be lower during the replacement phase than during the construction phase. HGV movements associated with Green Hill BESS are forecast to be higher. However, a single HGV trip is not considered to be significant.

5.4 Decommissioning Phase

5.4.1 The Scheme is anticipated to have a design life of 60 years. At the end of this period, it is intended that the Scheme will be decommissioned.

5.4.2 The number of vehicles associated with the decommissioning phase are not anticipated to exceed the number forecast during the construction phase.

5.4.3 The decommissioning period is expected to be similar in duration to the construction phase and could be phased in a manner to ensure one Site is decommissioned at a time.

5.4.4 It is expected that fewer road trips will be required, particularly if the most environmentally acceptable mode of cable decommissioning remains leaving the cables in place, to avoid disturbance. It is therefore considered reasonable to assume that the impacts will be no greater than the construction phase.

5.4.5 An Outline Decommissioning Plan has been prepared, and a final Decommissioning Plan will be submitted to the relevant local planning authorities for approval prior to decommissioning. This will be secured through the DCO.

6 Vehicle trip distribution

6.1 Introduction

6.1.1 This section describes the methodology applied to distribute cars and vans, shuttle buses, and HGVs across the network in the study area to assess the impact on the Major Road Network (MRN), Strategic Road Network (SRN), and local roads.

6.2 Methodology

6.2.1 The vehicle trip generation for the construction phase of the Scheme, as set out in **Tables 5.1**, **5.2**, and **5.3**, has been distributed across the network within the study area. Individual methodologies have been used to distribute the cars and vans, shuttle buses, and HGVs associated with the Scheme across the local highway network.

6.2.2 The majority of the Green Hill solar sites and construction compounds will be served by a single point of access. Accordingly the traffic calculated for each site and compound has been distributed to the single access point.

6.2.3 Green Hill E and Green Hill F each have two access points. The proportion of construction traffic distributed to each site access has been derived based off the percentage area of the site which the access point serves. A summary for Green Hill E and Green Hill F is in **Table 6.1**.

Table 6.1 Green Hill E and Green Hill F Distribution

Site	Access	Area (ha)	Proportion	Two-Way Vehicle Movements		
				Cars and Vans	Shuttles	HGVs
Green Hill E	Access-E-1	304.9	95%	129	13	17
	Access-E-2	16.4	5%	7	1	1
Green Hill F	Access-F-1	161.4	59%	81	8	10
	Access-F-2	114.1	41%	57	6	7

6.2.4 The Green Hill BESS site is also split into two parcels with individual accesses, however as all accesses to Green Hill BESS are along the same link (Station Road) and within close proximity of each other, they have been assessed in combination.

Worker movements

6.2.5 Workers not arriving by shuttle will generally arrive by cars or van. The routes that local workers may take have been determined by using origin-destination Census Data. Due to the size of the study area, the sites fall within four different Middle Super Output Areas (MSOAs):

- Daventry 005:
  - Green Hill A
  - Green Hill A.2
  - Green Hill B
- Wellingborough 009:
  - Green Hill C
  - Green Hill D
  - Green Hill E
  - Construction Compound 1 (CC1)
  - Construction Compound 2 (CC2)
- Wellingborough 010:
  - Green Hill F
  - Green Hill BESS
  - Construction Compound 4 (CC4)
- Milton Keynes 001
  - Green Hill G

6.2.6 The distribution for cars and vans to each site and construction compound has been determined based off the origin-destination census data as described above.

Shuttles / Minibuses

6.2.7 It has been assumed that the shuttles will be collecting workers from hotels and collection points from within Wellingborough and Northampton due to their proximity to the majority of the sites.

6.2.8 It has been assumed that 50% of shuttles will depart from Wellingborough and 50% from Northampton. The routes that the shuttles take to each site or construction compound have been determined by assessing the most efficient route using the MRN and SRN where possible.

HGVs

6.2.9 HGVs have been routed using the MRN and SRN as far as possible before having to use local routes to reach each site or construction compound in order to minimise the impact of HGVs on local roads. The HGVs have been routed to only enter and exit the study area on the A14 or A45.

6.3 Vehicle Distribution

6.3.1 **Tables 6.2**, **6.3**, and **6.4** below break down the peak daily vehicle flows associated with the construction phase of the scheme.

6.3.2 Construction vehicle movements, both workers and HGVs, have been distributed on the local highway network surrounding the Scheme. This is based on the peak daily vehicle movements set out in the summary of Section 5.

6.4 Vehicle movements – North area

6.4.1 The north area of the Scheme comprises several Sites:

- Green Hill A;
- Green Hill A.2; and
- Green Hill B.

6.4.2 The preferred construction route will be from the A14 Junction 8 leading to the A43. From the A43, each site is accessed via local roads.

6.4.3 Based on the peak vehicle movements set out in Section 5, the number of vehicles using the local highway network to access the Green Hill Sites located in the North are on a daily basis is summarised in **Table 6.2**.

Table 6.2 North Area Road Network (Daily Construction Vehicles)

Road	Direction	Cars and Vans	Shuttle Buses/ Minivans	HGVs
Broughton Road (northeast of Access-A-1)	Eastbound	62	5	8
	Westbound	62	5	8
Broughton Road (southwest of Access-A-1)	Eastbound	5	0	0
	Westbound	5	0	0
Kettering Road	Eastbound	24	3	9
	Westbound	24	3	9
Sywell Road (east of Access-B-1)	Eastbound	27	3	9
	Westbound	27	3	9
Sywell Road (west of Access-B-1)	Eastbound	5	0	0
	Westbound	5	0	0
A508	Northbound	10	0	0
	Southbound	10	0	0

Green Hill A

6.4.4 The access to Green Hill A is proposed from Broughton Road which leads to Mawsley Road and on to the A43.

6.4.5 The majority of traffic will approach from the A43 and all HGV movements will use this route. Worker movements will be controlled to arrive and depart outside of peak hours and HGV movements between 09:30 and 16:30. HGV movements would be between 1 and 2 per hour.

6.4.6 The area of the site west of Newland Road will be accessed via a cross-road access. Vehicles will enter from Broughton Road towards Newlands Road via internal tacks. Movements will be limited and controlled via banksman.

6.4.7 During the operation Phase, limited movements will use access points from Broughton Road and Newlands Road.

Green Hill A.2

6.4.8 Access to Green Hill A.2 is proposed via a single point of access where the existing field access would be improved. The access would remain as a point of access during the operation phase.

6.4.9 Kettering Road leads directly to the A43. The junction in this location incorporates a right turn lane for access into Kettering Road. Kettering Road provides for two-way vehicles movements with central line markings and is generally suitably for the small number of HGV movements (up to 9) that are forecast across the day.

Green Hill B

6.4.10 All vehicles will access Green Hill B via the existing field access from Sywell Road. Vehicles will reach Sywell Road from the north and the A14, travelling south along the A43 to Sywell Road where a roundabout facilitates access. From the Sywell Road access, vehicles will join an internal access track through the Site.

6.4.11 Forecast daily vehicle movements through this access are low and will occur outside of peak periods. A small number of worker trips may approach from the west, potentially using the access from Moulton Road, and this is reflected in the figures presented in **Table 6.1**.

6.5 Vehicle movements – Central area

6.5.1 The central area of the Scheme comprises several Sites:

- Green Hill C;
- Green Hill D;
- Green Hill E; and
- Green Hill BESS

6.5.2 The preferred construction routes for the solar sites would be from the north via the A14 and A509 and from the south via the A45 and the A509. Both routes lead to Sywell Road and the Park Farm Industrial Estate. In turn this leads to Moonshine Gap with access to Green Hill C taken directly from Sywell Road which leads from Moonshine Gap. Highfield Road forms a junction with Moonshine Gap and would provide access to Green Hill D and Green Hill E.

6.5.3 Based on the peak vehicle movements set out in Section 5, the number of vehicles using the local highway network to access the Sites located in the central are on a daily basis is summarised in **Table 6.3**.

Table 6.3 Central Area Road Network (Daily Construction Vehicles)

Road	Direction	Cars and Vans	Shuttle Buses/ Minivans	HGVs
Sywell Road (west of Access-C-1)	Eastbound	46	5	0
	Westbound	46	5	0
Sywell Road (through Overstone)	Northbound	42	5	0
	Southbound	42	5	0
Holcot Lane	Eastbound	7	2	0
	Westbound	7	2	0
Sywell Road (east of Access-C-1, before junction with Highfield Road)	Eastbound	49	5	5
	Westbound	49	5	5
Highfield Road	Northbound	72	8	17
	Southbound	72	8	17
Moonshine Gap (east of junction with Highfield Road)	Eastbound	57	5	22
	Westbound	57	5	22
Mears Ashby Road (south of Access-E-2)	Northbound	3	0	0
	Southbound	3	0	0
A4500	Eastbound	2	0	0
	Westbound	2	0	0
Doddington Road (West of CC2 access)	Eastbound	13	1	11
	Westbound	13	1	11
Station Road	Northbound	39	2	15
	Southbound	39	2	15

6.5.4 Across Green Hill C, Green Hill D and Green Hill E, general construction traffic would pass through Sywell Road and the Park Farm Industrial Estate to access the A509. The cumulative number of HGV movements are forecast at 22 vehicles. This would be across the day, resulting in around 3 per hour.

6.5.5 Specific measures are proposed for Highfield Road to manage traffic. The opportunity for passing places, a haul route through Green Hill D and multiple access points has been identified to provide flexibility over the construction arrangement. This may vary across the stages of the construction phase.

6.5.6 All HGV movements will travel via Sywell Road to the A509. There are other routes that construction workers may take and this is reflected in **Table 6.2.**

6.5.7 Movements associated with the Cable Route Corridor Compound are highlighted for Doddington Road. These movements will all use Junction 11 of the A45.

6.5.8 Station Road is accessed form the A45 and provides access to Green Hill BESS. The route is used by HGVs associated with the adjacent aggregate's works. The Scheme will add HGV movements to Station Road and also workers associated with Green Hill BESS.

6.5.9 The alignment of Station Road is generally suitable for HGV movements. Instances where the largest HGV movements (16.5m Artic) meet at the 's-bend' north of the aggregates access, drivers will need to look ahead for approaching traffic. A drawing has been prepared that shows vehicles passing at this location together with the forward visibility splays.

6.6 Vehicle movements – South area

6.6.1 The central area of the Scheme comprises several Sites:

- Green Hill F; and
- Green Hill G.

6.6.2 The preferred construction routes are via the A509 connecting to the A45 to the north and via the A428 towards the A45. Routes through Lavendon to the east in the A428 are to be avoided.

6.6.3 Access to Green Hill F is proposed from the A509 via existing access points. An alternative access is provided from Easton Lane via the existing farm access. For the purposes of this assessment, traffic has been split across each access. Green Hill G is accessed directly from the A428.

6.6.4 Based on the peak vehicle movements set out in Section 5, the number of vehicles using the local highway network to access the Sites located in the central are on a daily basis is summarised in **Table 6.4**.

Table 6.4 South Area Road Network (Daily Construction Vehicles)

Road	Direction	Cars and Vans	Shuttle Buses/ Minivans	HGVs
London Road (Bozeat to the east of Access-F-2)	Northbound	29	3	4
	Westbound	29	3	4
Easton Lane (west of Access-F-2)	Eastbound	1	0	0
	Westbound	1	0	0
Easton Way	Northbound	1	0	0
	Southbound	1	0	0
A509 (north of Access-F-1)	Northbound	63	6	9
	Southbound	63	6	9
A509 (south of Access-F-1)	Northbound	42	6	9
	Southbound	42	6	9
A428 (west of Access-G-1)	Eastbound	55	5	9
	Westbound	55	5	9
A428 (west of Access-G-1)	Eastbound	10	0	0
	Westbound	10	0	0

6.6.5 The analysis shows that HGV movements are restricted to the A428 and A509 routes. A total of 4 HGV movements would use London Road across the day.

6.6.6 Movements associated with workers travelling to the Sites will be outside of network peak hours and will therefore have a limited impact on highway capacity.

6.7 Wider route assessment

6.7.1 The expected daily movement of construction traffic on strategic and local A-roads is presented in **Table 6.5**.

Table 6.5 Major and Strategic Roads (Daily Construction Vehicles)

Road	Direction	Cars and Vans	Shuttle Buses/ Minivans	HGVs
A14	Eastbound	40	5	44
	Westbound	40	5	44
A43 (North of CC1)	Northbound	82	5	26
	Southbound	82	5	26
A43 (South of roundabout with Sywell Rd and Holcot Ln)	Northbound	90	6	9
	Southbound	90	6	9
A509 (north of Park Farm Industrial Estate)	Northbound	42	5	17
	Southbound	42	5	17
A509 (south of Park Farm Industrial Estate)	Northbound	94	8	17
	Southbound	94	8	17
A45	Eastbound	38	2	22
	Westbound	38	2	22

6.7.2 All HGV movements would be across interpeak period (09:30 to 16:30). Up to 4 to 5 HGVs per hours across this period might be expected.

6.7.3 In terms of worker movements, these would similarly occur outside of traditional AM (08:00 to 09:00 and PM (17:00 to 18:00) peak hours, avoiding the busiest times of the day.

7 Abnormal loads

7.1.1 There will be a number of abnormal load movements associated with the construction of the Scheme.

7.1.2 A specific report has been prepared to consider the routes that Abnormal Load movements will take and is provided at **Appendix D**.

7.2 Forecast movements

Green Hill Sites

7.2.1 Substations will be required within Sites across the Scheme. The substations will consist of electrical infrastructure such as the transformers, switchgear and metering equipment required to facilitate the export of electricity from each respective area.

7.2.2 The Abnormal Load movements associated with the substations and the Sites they relate to are summarised in **Table 7.1**.

Table 7.1 Summary of Abnormal Load movements for Green Hill Sites

Green Hill Site	Substation voltage	Transformer sizes	Number	Access
Green Hill A	132kV	120/140MVA 132/33 kV – L: 7.6m, W: 2.7m, H: 4.5m – Weight: 95 tonnes	2	Broughton Road
Green Hill B	132kV	60/90MVA 132/33kV L:7m, W:2.6m, H:4m – Weight: 65 tonnes	1	Sywell Road
Green Hill C	400kV	150MVA 400/33 kV – L: 8m, W: 4m, H: 4.9m – Weight: 155 tonnes	4	Sywell Road
		240MVA 400/132kV – L: 10m, W: 3.8m, H: 4.7m – Weight: 183 tonnes	1	
Green Hill E	132kV	120/140MVA 132/33 kV – L: 7.6m, W: 2.7m, H: 4.5m – Weight: 95 tonnes	2	Highfield Road
Green Hill F	132kV	120/140MVA 132/33 kV – L: 7.6m, W: 2.7m, H: 4.5m – Weight: 95 tonnes	2	Easton Lane
Green Hill G	132kV	120/140MVA 132/33 kV – L: 7.6m, W: 2.7m, H: 4.5m – Weight: 95 tonnes	2	A428
Green Hill BESS	400kV	4 x 150MVA 400/33 kV – L: 8m, W: 4m, H: 4.9m – Weight: 155 tonnes	4	Station Road
		1 x 240MVA 400/33kV - L: 10m, W: 3.8m, H:4.7m Weight: 183 tonnes	1	

7.2.3 The information presented in **Table 7.1** suggests that across the 9 Green Hill Sites and at varying times across the two-year construction programme, a total of 19 Abnormal Load movements will be necessary.

7.2.4 The routes from the SRN to specific sites are presented in **Figure 7.1** and **Figure 7.2**.

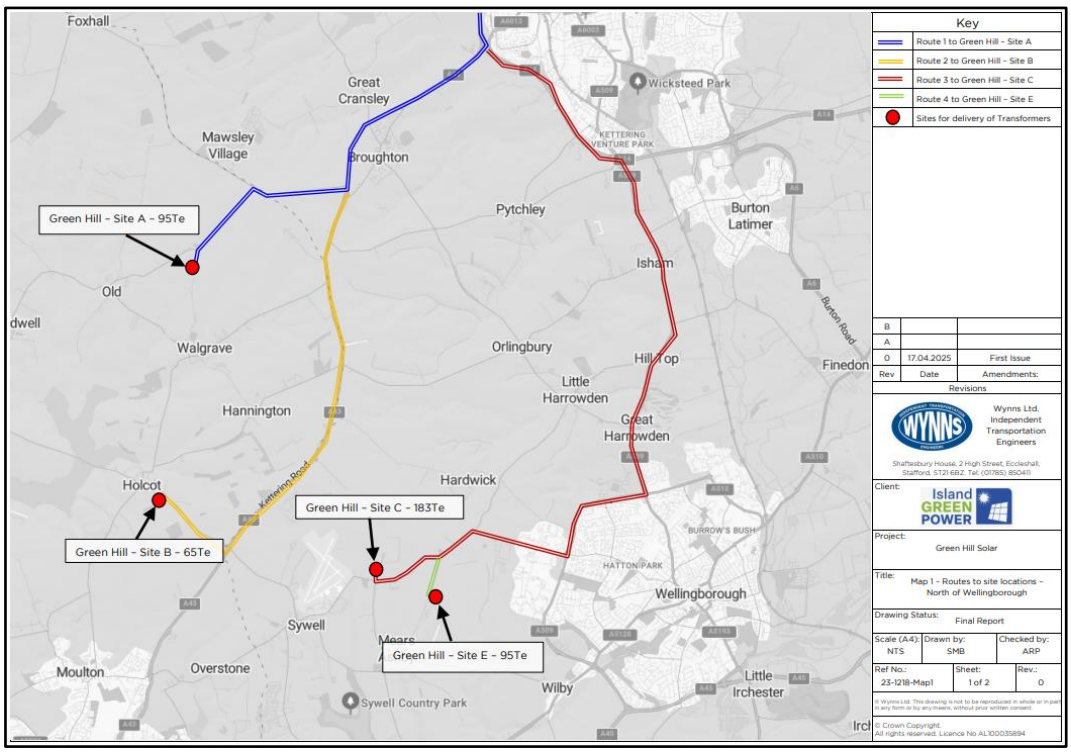


Figure 7.1 AiL Routes North of Wellingborough

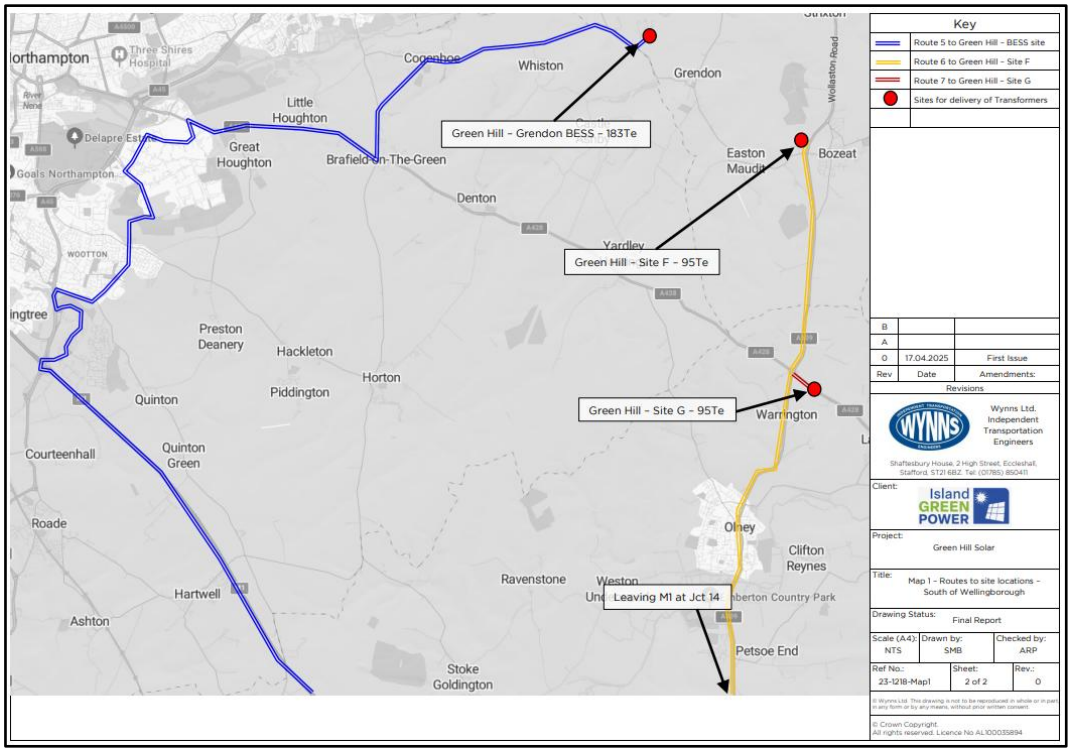


Figure 7.2 AiL Routes South of Wellingborough

Cable Route Corridor

7.2.5 30 tonne cable drums will be required to deliver the connection between the Sites to Grendon National Grid Substation. The drums will be delivered on a Cable Reel Trailer and this vehicle, together with its material is classified as an abnormal load. The vehicle is smaller than those required to deliver the transformers at around 26m in length. Multiple deliveries will be required across the Cable Route Corridor.

7.2.6 The Cable Reel Trailer and vehicle will get as close to the relevant access location as possible, or it will enter the corridor or compound. From here, the cable drum can be unloaded and towed along the haulage road to the appropriate location for installation.

Management and measures

7.2.7 The abnormal load movements will be co-ordinated with the local highway authorities and police prior to being undertaken. However, they will be managed and take place during quieter periods on the local highway network. The effect on the local highway network will be temporary.

7.2.8 Traffic management will be required at various locations for all abnormal load movements destined for the Site. The exact nature of the traffic management will be agreed with the local highway authorities and police prior to the movement taking place.

7.2.9 Where appropriate, the temporary laying of steel plates or timbers will be undertaken to protect verges and kerbs.

8 Transport Effects

8.1 Construction Phase

8.1.1 The construction phase is expected to last approximately 2 years. The assessment of the effects of the construction phase is based on construction vehicle movements, as set out in Section 5.

Comparison to Baseline

8.1.2 A summary of the 2024 baseline daily traffic flows with Green Hill traffic (Total Vehicles and HGVs) is provided in **Table 8.1** alongside the percentage change in traffic when compared to the 2024 Baseline.

Table 8.1 Percentage change to 2024 Baseline resulting from Construction vehicles

Link	Road	2024 Base + Green Hill AADT Two-way Total Vehicles	% increase from 2024 Baseline	2024 Base + Green Hill AADT Two-way HGVs	% increase from 2024 Baseline
8	A43	24,897	0.47%	5,017	1.10%
9		23,488	0.86%	5,641	0.94%
12		23,782	0.92%	3,190	1.39%
29		24,774	0.85%	3,421	0.54%
17	A14	53,118	0.11%	11,863	0.30%
18		54,413	0.10%	10,915	0.32%
19		75,023	0.06%	11,540	0.30%
20		87,642	0.13%	11,414	0.78%
21		81,335	0.15%	10,885	0.31%
22		66,291	0.01%	9,116	0.00%
30	Sywell Road	4,998	1.91%	569	0.00%
32		5,335	1.94%	727	0.00%
33		5,351	2.25%	737	1.32%
35		6,455	2.66%	557	8.59%
36		6,447	2.66%	766	6.10%
34	Highfield Road	1,166	19.81%	152	29.33%
37	A509 (North of A45)	22,483	0.56%	1,398	2.45%
38		15,109	0.84%	2,712	1.25%
39		16,229	1.28%	2,327	1.46%
40		21,005	0.98%	1,483	2.31%
41		19,762	1.04%	3,097	1.09%
42		29,460	0.81%	1,530	2.24%
43	A4500	9,879	0.12%	996	0.00%
49		6,692	0.05%	1,166	0.00%
50		8,330	0.04%	956	0.00%
53	A45	51,361	0.24%	2,682	1.90%
54		53,985	0.35%	3,252	0.99%
55		53,220	0.20%	3,725	0.88%
56		58,326	0.11%	4,025	0.80%
57		67,246	0.10%	4,160	0.77%
58		99,805	0.37%	5,787	0.87%
82		53,235	0.23%	3,736	1.17%
59	A428	17,919	0.45%	835	2.20%
60		5,672	1.44%	984	1.86%
61		7,180	1.96%	1,211	1.57%
62		7,062	0.28%	1,193	0.00%
63	A509 (South of A45)	13,645	0.64%	656	2.82%
64		11,258	0.77%	1,651	1.10%
65		11,258	0.77%	1,651	1.10%
66		13,051	0.88%	1,880	0.97%
67		13,093	1.21%	1,880	0.97%
68		12,472	1.27%	1,650	1.10%
69		13,073	1.21%	2,451	0.74%
70	Main Road	5,506	0.00%	734	0.00%
73		1,548	0.00%	234	0.00%
74	Station Road	3,047	3.85%	433	7.53%
81	London Road (Bozeat)	1,506	4.98%	155	4.86%

8.1.3 **Table 8.1** indicates that there will not be a significant percentage change in the number of daily vehicle trips on A-roads within the local highway network, namely the A14, A43, A45 and A428 (less than 5% change) as a result of construction traffic.

8.1.4 Other roads in the network, will also not see a significant change in daily traffic flows.

8.1.5 Highfield Road, which will accommodate construction vehicles associated with Green Hill D and Green Hill E will see a change of around 20% across the daily period for all vehicles and 30% for HGVs. Specific management measures are proposed for Highfield Road.

8.1.6 Station Road will see an increase in vehicle movements of around 4% with HGV movements increasing by around 8%. The analysis reflects the current use of Station Road by HGVs, particularly the location of the aggregate's sites.

8.1.7 Other roads will see increases in daily traffic flows. However, despite typically low baseline traffic flows only very small proportional increases are forecast.

8.1.8 The effect of these changes in traffic flows, which are spread out across local highway network surrounding the scheme, is not forecast to have any significant effect over the course of the working day. The construction period is 24 months so effects will be temporary in nature and movements will be managed to occur outside of the busiest times of the day.

Cumulative effects

8.1.9 Construction of the Scheme is anticipated to start in 2027 and complete in 2029.

8.1.10 Traffic growth factors from the DfT TEMPro tool have been derived and applied across routes within the Study Area. This approach is applied with separate factors to links on the MRN and SRN. Minor routes that are unlikely to experience growth have different growth applied. Consideration of cumulative schemes is also made in this section, with comparisons to growth factors to avoid the duplication of traffic increases. The year that is proposed as the end of Construction Phase 2029 has been used.

8.1.11 The TEMPro growth factors applied to highway links assessed are shown in **Table 8.2**.

Table 8.2 TEMPro Growth Factors 2024 to 2029

Road	MSOA	Road Type	Growth Factor to 2029
A14	Kettering 011	Trunk	1.065360611
A43	Daventry 005	A Road	1.05740182
A509 (N)	Wellingborough 005	A Road	1.042883142
A45	Wellingborough 009	Trunk	1.065514026
A509 (S)	Wellingborough 010	A Road	1.043335281
A428	Milton Keynes 001	A Road	1.047680724
All other roads	Wellingborough 009	All	1.054912455

8.1.12 A number of cumulative schemes are proposed in the local area. These have been identified through reviewing the location of developments and details contained in planning applications. The review of potential cumulative schemes considered the following:

- A number of potential cumulative developments are only at scoping stage. As such, the traffic and transport details are not available and could not be included within the assessment of cumulative effects; and
- A number of the potential cumulative developments were not considered to assign any or a negligible level of development trips within the Green Hill Study Area. These were not included within the assessment of cumulative effects.

8.1.13 The developments highlighted in **Table 8.3** are considered to potentially have a transport and access effect on the assessed network in combination with the Scheme.

8.1.14 Traffic movements associated with these cumulative schemes have been taken from the data available in Transport Assessments. Factors to derive daily vehicle movements were derived together with assumptions on the likely traffic movements that might occur during the construction year (2029) and to remove any traffic that may already be on the network due to schemes already (partially) being occupied during the 2024 traffic surveys, which were undertaken to inform this assessment.

8.1.15 **Table 8.3** presents the traffic movements that have been forecast to be associated with the identified cumulative schemes.

Table 8.3 Summary of daily two-way vehicular movements generated by cumulative schemes (AADT)

Cumulative Scheme	A14	A45	A509 (N)	A43	A509 (S)	A4500	Main Road	Sywell Road
Glenvale Park	791	2130	1893			646		
Grendon Lakes Battery Storage Facility					24		24	
Land between Park Farm Way and Shelley Road, Wellingborough	275	740	658			225		
Symmetry Park, Kettering	1163		434					
Hanwood Park	1744	2492	2492					
Overstone Leys, Northampton		1405		1991				78
Overstone Green Daventry, Northamptonshire		978		1385				54
Total Two-way vehicles	3972	7744	5476	3376	24	871	24	132

8.1.16 **Table 8.4** provides a future baseline assessment with consideration of cumulative schemes. The assessment year is 2029, which aligns with the end of the construction phase of Green Hill.

8.1.17 The assessment of cumulative effects is based on comparing the following scenarios:

- 2029 Future Year Baseline; and
- 2029 Future Year Baseline + Green Hill.

8.1.18 The 2029 Future Year Baseline is derived from applying TEMPro growth to the 2024 Baseline traffic flows alongside traffic generated by the committed cumulative developments.

8.1.19 Due to the scale of the cumulative schemes, it was not deemed appropriate to combine the committed traffic from these schemes to the TEMPro growth, as this would result in double counting of development traffic.

8.1.20 Therefore, to assume a worst case scenario, the highest future year traffic flow for each highway link between the cumulative schemes and the TEMPro growth to 2029 has been selected.

8.1.21 As the majority of the cumulative schemes are residential, there are very few or no HGV movements assessed within the Transport Assessments and therefore many of the cumulative schemes do not generate significant HGV growth on the network.

8.1.22 Therefore, to assess the growth of HGVs between the baseline year (2024) and the future baseline (2029), the TEMPro growth factors applied to general traffic have also been applied to HGVs.

8.1.23 A summary of the 2029 future baseline daily traffic flows with Green Hill traffic (Total Vehicles and HGVs) is provided in **Table 8.4** alongside the percentage change in traffic when compared to the 2029 Future Baseline.

Table 8.4 Percentage Change in Daily Traffic resulting from 2029 Cumulative Effects Assessment

Link	Road	2029 Base + Green Hill AADT Two-way Total Vehicles	% increase from 2029 Baseline	2029 Base + Green Hill AADT Two-way HGVs	% increase from 2029 Baseline
8	A43	28,273	0.41%	5,301	1.04%
9		26,864	0.75%	5,962	0.89%
12		27,158	0.80%	3,371	1.31%
29		28,150	0.75%	3,617	0.51%
17	A14	57,090	0.10%	12,636	0.28%
18		58,385	0.09%	11,626	0.30%
19		79,923	0.06%	12,292	0.29%
20		93,363	0.12%	11,967	0.74%
21		86,643	0.14%	11,415	0.29%
22		70,623	0.01%	9,637	0.00%
30	Sywell Road	5,268	1.81%	601	0.00%
32		5,622	1.84%	767	0.00%
33		5,639	2.13%	777	1.25%
35		6,800	2.52%	585	8.14%
36		6,792	2.52%	806	5.78%
34	Highfield Road	1,220	18.78%	158	27.81%
37	A509 (North of A45)	27,959	0.45%	1,436	2.39%
38		20,585	0.62%	2,827	1.20%
39		21,705	0.95%	2,425	1.40%
40		26,481	0.78%	1,546	2.21%
41		25,237	0.82%	3,228	1.05%
42		34,936	0.68%	1,572	2.18%
43	A4500	10,750	0.11%	1,051	0.00%
49		7,563	0.05%	1,230	0.00%
50		9,200	0.04%	1,009	0.00%
53	A45	59,105	0.21%	2,854	1.78%
54		61,729	0.31%	3,414	0.94%
55		60,964	0.18%	3,911	0.83%
56		66,069	0.10%	4,226	0.76%
57		74,990	0.09%	4,380	0.73%
58		107,549	0.35%	6,163	0.82%
82		60,979	0.20%	3,922	1.12%
59	A428	18,769	0.43%	874	2.10%
60		5,939	1.38%	1,030	1.78%
61		7,516	1.87%	1,268	1.50%
62		7,397	0.27%	1,250	0.00%
63	A509 (South of A45)	14,233	0.61%	684	2.71%
64		11,742	0.74%	1,722	1.06%
65		11,742	0.74%	1,722	1.06%
66		13,612	0.85%	1,960	0.93%
67		13,654	1.16%	1,960	0.93%
68		13,006	1.22%	1,721	1.06%
69		13,632	1.16%	2,557	0.71%
70	Main Road	5,809	0.00%	774	0.00%
73		1,633	0.00%	247	0.00%
74	Station Road	3,208	3.65%	455	7.14%
81	London Road (Bozeat)	1,584	4.73%	163	4.60%

8.1.24 The results indicate that the cumulative schemes only affect the main 'A'-roads within the local highway network. These roads are less sensitive to change compared to other roads within the network, which are unlikely to be affected by the cumulative schemes.

8.2 Peak Hour Traffic Flows

8.2.1 Construction vehicles will avoid travel during the network peak hours where possible. Deliveries will be scheduled for between 0930 and 1630. Construction worker shifts will be scheduled so that workers are not traveling during the network peak hours of 0800-0900 and 1700-1800.

8.2.2 As a result, there are unlikely to be any significant peak hour movements associated with the construction phase of the Scheme. Therefore, the construction phase of the Scheme will not result in any highway network capacity constraints during the network peak hours.

8.3 Operation Phase

8.3.1 During the operational phase, there is anticipated to be less than one visit per day to individual Sites for maintenance purposes. These would typically be made by light van or 4x4 type vehicles. This will not result any material effect on the local highway network.

8.3.2 The replacement of equipment would be undertaken in stages, with individual sections of Sites being taken offline at a time. The replacement of equipment within the solar Sites will essentially require the delivery of new modules and, separately, the removal of old modules for recycling. Battery equipment will also need to be removed, and new equipment installed.

8.3.3 An indicative programme for replacement has been developed which would see all Sites within the Scheme replaced over a 2-year period, roughly 30 years following the original construction.

8.3.4 The replacement period can take place across a period that is less intensive than construction phase with sites worked on at different times. This combined with the lower number of HGV movements and worker numbers will ensure that the traffic effects will be less than found during the original construction phase.

8.4 Decommissioning Phase

8.4.1 The number of vehicle movements associated with the decommissioning phase are not anticipated to exceed the number set out for the construction phase.

8.4.2 An Outline Decommissioning Statement **[EN010170/APP/GH7.3]** has been prepared and a final Decommissioning Plan will be submitted to the local planning authorities for approval prior to decommissioning. This will be secured by a requirement of the DCO. Therefore, the traffic effects of the Decommissioning Phase will be similar to or less than those set out for the construction phase.

9 Construction vehicle management measures

9.1 Specific highway measures

9.1.1 A number of measures for the construction of the Scheme are considered appropriate and will be implemented for the duration of the Construction Phase:

Modified, new and temporary access points

9.1.2 As set out in Section 4, access to the Sites and Cable Route Corridor from the public highway will either utilise existing field or site accesses or, in a small number of cases, involve the creation of a new access into fields.

9.1.3 Cable Route Corridor accesses, whilst generally utilising existing access points, are temporary insofar as they are only required for the construction of the cable connection. Once used, they can be returned to a previous state or in cases where, for example, the changes constitute a betterment to an existing access, may remain in situ.

9.1.4 Where existing accesses are utilised, these will be widened and formalised as appropriate. Visibility splays will be kept clear throughout the construction period.

Passing places

9.1.5 As a precautionary measure to assist the movement of construction vehicles, on narrower sections on the highway, temporary passing places may be created. As HGV arrivals and departures will be managed through a booking system, it is unlikely that they will cross each other on the local highway network. In addition, baseline traffic flows are low on the narrower links within the network.

9.1.6 Highfield Road is one section of the highway network which has been identified where passing places might benefit various periods during the Construction Phase. Vehicle movements associated with the construction of Green Hill D and Green Hill E, together with the nearby section of the Cable Route will use Highfield Road. The inclusion of passing places will add flexibility to the construction method. This might also include a temporary haul route through Green Hill D to access Green Hill E, potentially enabling one-way working on Highfield Road for construction traffic. Two-way working would be retained to ensure access to neighbouring properties.

9.1.7 The DCO will include powers to make adjustments within the highway verges, without having to identify every single location on a delivery route at this stage.

Traffic Management

9.1.8 For a number of access points, visibility falls below the requirements of the speed of the road or recorded speeds. These instances generally relate to temporary access points associated with the Cable Route Corridor. At these accesses, temporary traffic management will be required.

9.1.9 The exact nature of the traffic management in these locations will be agreed with the local highway authority prior to construction commencing. Measures might include:

- Temporary reductions in speeds limits;
- Restricted movements, in particular right turning movements;
- Stop go boards controlled by banksmen; and
- Traffic signal control which can be implemented only outside of highway network peak periods.

9.1.10 Signage will also be installed near to the junction to make drivers aware of the increased presence of HGVs.

9.1.11 As set out in Section 7, traffic management will also be a requirement for Abnormal Load movements. Traffic management will be agreed with the local highway authority and police prior to the abnormal load movements taking place.

Banksmen

9.1.12 Throughout the construction period, banksmen will be positioned at construction access points, to assist vehicle movement in and out of access points. Banksmen will also ensure the safe movement of all other users of the local highway network within the vicinity of the access, including any pedestrians and cyclists where those are present.

9.2 Outline Construction Traffic Management Plan

9.2.1 An Outline CTMP **[EN010170/APP/GH7.9]** has been developed which sets the framework for a CTMP which will be implemented during the construction phase of the Scheme, with the requirement to provide a detailed CTMP secured through the DCO.

9.2.2 This OCTMP provides a framework for the management of vehicle movements to and from the Site during the construction phase, to reduce, as far as practicable, impacts of the Scheme on the local highway network. It is a live document that will be updated prior to commencement of construction to reflect any amends or comments made during the DCO process, and to add detail once a contractor is appointed.

9.2.3 A Final CTMP will be prepared prior to commencement of construction for approval of the relevant highway authorities.

9.2.4 The OCTMP has the following objectives:

- Minimise the number of construction vehicles;
- Ensure the safe movement of equipment, material and construction workers; and
- Minimise the effects of construction traffic on the local community and other road users.

9.2.5 It will be the responsibility of the Applicant to ensure that the appointed contractor complies with all statutory regulations and guidelines in relation to construction and movement activities.

9.2.6 Measures identified in the Outline CTMP are summarised as:

- Use of specific routes to access the Sites;
- Use of specific access points to access the Sites;
- Construction activities will be carried out Monday to Friday 07:00-18:00 and between 08:00 and 13:30 on Saturdays, which constitute the core working hours;
- Construction deliveries by HGV will arrive between 09:30-16:30. They will be coordinated to avoid construction vehicle movements during the traditional AM peak hour (08:00-09:00) and PM peak hour (17:00-18:00).
- Construction worker shift patterns will be coordinated to avoid travel during the network peak hours of 08:00-09:00 and 17:00-18:00.
- Road Condition Surveys will be carried out on minor roads proposed for construction access prior to commencement of construction.
- Signage installed along the construction vehicle route to direct traffic to the Site;
- The avoidance of travel during the network peak hours;
- The provision of a booking system with the aim of managing arrivals and departures to ensure that they do not cross each other on the local highway network;
- The provision of parking on-site, to ensure that vehicles are not parked on the local highway network alongside monitoring to ensure this is being adhered to;
- The provision of a wheel wash facility and access points, to ensure that vehicles do not distribute mud and debris on the local highway network;
- The use of temporary traffic management to construct, and where required, manage construction accesses will be considered on a site-by-site basis and agreed with the highway authorities.
- A commitment to engage with the local community; and
- Remedy identified highways defects resulting from construction activities associated with the scheme.

9.3 Construction Worker Travel Plan

9.3.1 A Construction Worker Travel Plan (CWTP), which will be secured through the Outline CTMP will be drafted prior to commencement and implemented, to encourage construction workers to travel to the Site via sustainable travel, where possible.

9.3.2 The following key aims and objectives are identified at this stage:

- To reduce single occupancy car travel by construction workers;
- To increase car sharing and shuttle bus use; and
- To increase knowledge of the public transport and/or Active Travel opportunities available to construction workers (where applicable/viable).

9.3.3 A Travel Plan Coordinator (TPC) will be appointed to oversee the implementation of the CWTP whose responsibilities will comprise, but not necessarily be limited to, the following:

- Implement measures set out in the Travel Plan;
- Raise awareness and promote the Travel Plan; and

- Provide advice to construction workers regarding sustainable travel options.

9.3.4 Suggested measures could include:

- Establish a car share scheme for construction workers;
- Arrange on-site facilities for workers, such as storage lockers for equipment;
- Provide a map with identified cycling/walking/bus routes to a Site; and
- Provide emergency cycle repair kit at the compounds.

9.3.5 Uptake of Travel Plan measures will be monitored by the TPC. Additional measures will be provided if necessary/as appropriate.

9.4 Outline Public Rights of Way and Permissive Paths Management Plan

9.4.1 An Outline Public Rights of Way and Permissive Paths Management Plan has been prepared and provides a framework for the management of routes throughout the Scheme. The key objective is to ensure that PRoWs and Permissive Paths remain open, and safe at all times throughout the Scheme's construction, operational and decommissioning phases.

9.4.2 It will be the responsibility of the developer to ensure that the appointed contractor complies with all statutory regulations and guidelines in relation to construction and movement activities.

9.4.3 There are a number of PRoWs that run through the Scheme and this includes both the Sites and the Cable Route Corridor.

9.4.4 The existing PRoWs are presented on the Public Rights of Way Plan **[EN010170/APP/GH2.6]**.

9.4.5 There are instances where the works and associated tracks cross PRoWs, or use PRoWs for accesswithin the Order Limits. In these instances, public access to PRoWs will be retained so far as is practicable to do so. However, the PRoWs will be managed throughout the construction period, to ensure the safety of all users.

9.4.6 The majority of the Sites have been designed such that solar panels and power management equipment are located such that construction vehicles will not need to cross a PRoW.

9.4.7 The exception to this will be for instances where measures such as fencing or wider ecology measures are proposed. Some minor movements may need to cross a PRoW and will be managed in the same way as those detailed below. Compounds have been located in places that reduce the need to cross PRoWs within each Site.

9.4.8 The PRoW network associated with Green Hill F and Green Hill G is extensive. Solar array equipment will be installed within fields across each Site with PRoWs falling between the sites and the point of Site access. Accordingly, construction vehicles will need to cross the PRoW and as such the process will need to be managed.

9.4.9 The PRoWs will be crossed by the proposed haulage road associated with the Cable Route Corridor. Management measures will be put in place to ensure the safe movement of PRoW users.

9.4.10 It is anticipated that the PRoWs will remain open to users throughout the construction period the PRoWs will need to be managed and a range of proposed measures have been identified as follows:

- Wider access tracks will be considered to ensure vehicles can pass all PRoW users safely;
- Appropriate signage will be installed along the PRoW to make PRoW users aware of the construction activity. This will include information on construction times and contact details for the Site Manager;
- The provision of banksmen to hold vehicles if a PRoW user is present and advise PRoW users of the presence of construction vehicles;
- Vehicle speeds across and on the approach to the PRoW to be limited to 5 to 10mph;
- Drivers will stop at all PRoW crossings; and
- The PRoW will be kept clear of construction vehicles and apparatus outside of permitted construction hours so far as is practicable.

9.4.11 It is expected that PRoWs will remain open throughout the construction period with management to ensure the safety of all PRoW users so far as is practicable to do so. It is not anticipated that any temporary PRoW diversions will be required.

9.4.12 Should an instance arise where PRoWs are temporarily affected and its diversion is not possible, the PRoW may be temporarily stopped up.

10 Summary

10.1.1 The Scheme will comprise the construction, operation, maintenance and decommissioning of a solar photovoltaic electricity generating facility and Battery Energy Storage System with a total capacity exceeding 50 megawatts. The Scheme is defined as a NSIP under Sections as it is an onshore generating station in England with a capacity of more than 50 MW.

10.1.2 The Scheme comprises nine individual Sites, connected by a Cable Route Corridor to each other and to the Point of Connection at Grendon National Grid Substation.

10.1.3 The Scheme has been considered in the context key policy documents such as National Policy Statements EN-1, EN-3 and EN-5, the National Planning Policy Framework and Local Plans associated with local planning authorities, insofar as they relate to transport matters.

10.1.4 The Scheme is located near to the Strategic Road Network, connected by a number of local roads. This will help facilitate the movement of construction vehicles to and from the component Scheme Sites.

10.1.5 A total of 47 access points across the Scheme are proposed for construction and operation purposes for the Sites, Cable Corridor and Cable Construction Compounds. The majority of access points will be improved existing field accesses. All have been assessed and designed for their appropriateness for the relevant vehicles that will use them.

10.1.6 Solar farm developments do not generate significant traffic flows once operational. Typically, there will be only a handful of trips per month by van or 4x4 vehicle for maintenance purposes Therefore, all operational transport and access effects will be negligible in significance.

10.1.7 A comparison of the forecast construction traffic against those that might occur during the replacement of equipment has been made. Where construction elements such as laying of tracks and landscaping are not required, and where Sites can be replaced sequentially and across and extended period, traffic movements are not expected to be greater than those associated with the construction phase. Therefore, the greatest volumes of vehicle movements are expected during the construction phase.

10.1.8 The Sites and Cable Route Corridor locations were grouped across common access routes to ensure vehicle movements and their effects were assessed. On a peak construction day, there could be up to 5 to 9 arrivals by HGV, spread across the Scheme. In addition, the Transport and Access assessment is based on their being 1,011 construction workers at any one time.

10.1.9 A large proportion of construction workers will arrive by shuttle bus, or will share vehicles in order to reduce the number of vehicle trips on the highway network. There will also be a small number of HGV and construction worker movements associated with the Cable Route Corridor.

10.1.10 The construction period will include the use of HGVs to deliver equipment and materials. This will be strictly managed to ensure that vehicle movement is controlled, uses specific identified routes, occurs outside of peak highway periods and movements are kept to a minimum.

10.1.11 On a day-to-day basis, the largest vehicle that will be used to deliver equipment to the Site will be a 16.5m articulated vehicle, although a significant proportion of HGV movements will be by smaller vehicles. There will also be a small number of abnormal load movements to transport transformers and routes have been assessed for these movements.

10.1.12 There will be a total of 19 abnormal loads movements across the construction period, associated with the delivery of transformers. In addition, there will be a number of smaller abnormal load movements associated with Cable Route Corridor. A report detailing the required movements and management/mitigation measures has been prepared.

10.1.13 The effect of the temporary changes in traffic flows on the local highway network associated with the construction phase of the scheme are not anticipated to be significant in nature. Trips are well spread around the network, and will be spread across the working day, avoiding the network peak hours.

10.1.14 An Outline Construction Traffic Management Plan **[EN010170/APP/GH7.9]** has been prepared. The document provides a framework for the management of construction vehicle movements to and from the Scheme, to ensure that the effects of the temporary construction phase on the highway network are minimised. An Outline Operational Traffic Management Plan has also been prepared to detail how regular maintenance and replacement activities will be managed.

10.1.15 An Outline Public Rights of Way and Permissive Paths Management Plan **[EN010170/APP/GH7.10]** has been prepared. This will manage movements during the construction period across the Cable Route Corridor during periods where vehicles must pass. Whilst the design of the Sites seeks to avoid cross PRoWs wherever possible, Green Hill F and Green Hill G contain several PRoWs where management will be required. The document covers Permissive Paths that are proposed and identifies the longer-term management across the operation and decommission phases.

10.1.16 The Scheme will be decommissioned 60 years after the date of final commissioning.. Traffic associated with the decommissioning phase is considered to be lower than that associated with the construction phase.

Appendix A Traffic survey data

Appendix B Accident data

Appendix C Access drawings

Appendix D Abnormal Load Report

Appendix A Traffic survey data

DfT Counters

Site	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
23	24hr	14,171	14,634	28,805	761	714	1,475
23	AM Peak Hour	1,213	1,356	2,569	65	82	147
23	PM Peak Hour	1,325	1,246	2,571	42	30	72
32	24hr	33,125	33,294	66,419	2,144	1,937	4,081
32	AM Peak Hour	2,075	3,405	5,480	184	203	387
32	PM Peak Hour	3,231	2,473	5,704	104	81	185
33	24hr	29,135	28,289	57,424	2,093	1,843	3,936
33	AM Peak Hour	2,226	3,136	5,362	210	228	438
33	PM Peak Hour	2,882	2,292	5,174	94	82	176
34	24hr	26,188	26,164	52,352	1,911	1,729	3,640
34	AM Peak Hour	1,960	2,674	4,634	166	198	364
34	PM Peak Hour	2,467	2,049	4,516	110	72	182
35	24hr	26,591	26,435	53,026	1,683	1,491	3,174
35	AM Peak Hour	2,083	2,517	4,600	155	174	329
35	PM Peak Hour	2,515	2,335	4,850	69	79	148
36	24hr	11,400	10,641	22,041	670	675	1,345
36	AM Peak Hour	1,047	1,075	2,122	73	58	131
36	PM Peak Hour	1,154	894	2,048	25	39	64
37	24hr	44,685	41,490	86,175	5,882	5,268	11,150
37	AM Peak Hour	3,589	3,478	7,067	519	479	998
37	PM Peak Hour	3,811	3,692	7,503	329	320	649
38	24hr	39,383	40,572	79,955	4,947	5,736	10,683
38	AM Peak Hour	3,133	3,116	6,248	400	437	837
38	PM Peak Hour	3,321	3,663	6,984	249	350	599
39	24hr	32,289	33,483	65,772	4,520	4,526	9,046
39	AM Peak Hour	2,642	3,089	5,731	383	440	823
39	PM Peak Hour	3,171	2,560	5,731	344	274	618
42	24hr	26,933	23,784	50,717	1,752	1,474	3,226
42	AM Peak Hour	2,070	2,331	4,401	152	132	284
42	PM Peak Hour	2,553	2,095	4,648	95	68	163
43	24hr	25,115	26,123	51,238	1,246	1,386	2,632
43	AM Peak Hour	1,727	2,328	4,055	121	133	254
43	PM Peak Hour	2,358	2,048	4,406	69	78	147
44	24hr	7,056	6,503	13,559	352	286	638
44	AM Peak Hour	452	820	1,272	34	32	67
44	PM Peak Hour	831	490	1,321	19	13	31
47	24hr	50,793	48,642	99,435	3,042	2,695	5,737
47	AM Peak Hour	3,607	5,053	8,660	254	293	547
47	PM Peak Hour	4,957	3,585	8,542	166	131	297
48	24hr	3,374	2,914	6,288	270	243	513
48	AM Peak Hour	300	411	711	43	32	75
48	PM Peak Hour	409	241	650	16	20	36
54	24hr	27,250	27,110	54,360	5,455	5,425	10,880
54	AM Peak Hour	2,216	2,184	4,400	451	490	941
54	PM Peak Hour	2,403	2,120	4,523	361	360	721
55	24hr	25,885	27,176	53,061	5,610	6,218	11,828
55	AM Peak Hour	2,284	2,299	4,582	500	559	1,060
55	PM Peak Hour	2,158	2,052	4,210	310	411	721
72	24hr	8,662	9,176	17,838	401	416	817
72	AM Peak Hour	911	859	1,770	40	47	87
72	PM Peak Hour	719	766	1,485	20	15	35
73	24hr	37,294	37,681	74,975	5,733	5,772	11,505
73	AM Peak Hour	3,386	2,819	6,205	426	456	882
73	PM Peak Hour	2,999	3,219	6,218	329	365	694
74	24hr	9,907	10,894	20,801	769	681	1,450
74	AM Peak Hour	980	862	1,842	74	65	139
74	PM Peak Hour	793	902	1,695	39	24	63

ATC Survey Ref: 1

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	4.85	4.40
HDVs	6.25	5.56

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Northbound	Southbound	Northbound	Southbound
Average	32.0	35.0	31.7	35.3
85th %ile	37.4	40.5	38.8	42.8

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
24/06/2024	Monday	weekday	52	35	361	361	4	6	49	49
25/06/2024	Tuesday	weekday	46	28	308	309	11	6	62	62
26/06/2024	Wednesday	weekday	50	30	374	376	5	3	57	57
27/06/2024	Thursday	weekday	49	29	344	347	5	2	59	60
28/06/2024	Friday	weekday	40	26	308	308	6	2	51	51
29/06/2024	Saturday	weekend	8	10	160	163	2	1	29	29
30/06/2024	Sunday	weekend	6	4	139	141	0	0	22	23
Weekday			47	30	339	-	6	4	56	-
Daily			36	23	-	286	5	3	-	47

Date	Period	Northbound		Southbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
24/06/2024	24hr	166	26	195	23	361	49
	18hr	166	26	195	23	361	49
	AM Peak Hour	16	2	36	2	52	4
	PM Peak Hour	21	3	14	3	35	6
25/06/2024	24hr	133	34	176	28	309	62
	18hr	133	34	175	28	308	62
	AM Peak Hour	14	6	32	5	46	11
	PM Peak Hour	15	3	13	3	28	6
26/06/2024	24hr	162	30	214	27	376	57
	18hr	162	30	212	27	374	57
	AM Peak Hour	12	3	38	2	50	5
	PM Peak Hour	18	1	12	2	30	3
27/06/2024	24hr	149	29	198	31	347	60
	18hr	148	28	196	31	344	59
	AM Peak Hour	11	2	38	3	49	5
	PM Peak Hour	16	2	13	0	29	2
28/06/2024	24hr	142	32	166	19	308	51
	18hr	142	32	166	19	308	51
	AM Peak Hour	15	6	25	0	40	6
	PM Peak Hour	12	0	14	2	26	2
29/06/2024	24hr	89	17	74	12	163	29
	18hr	87	17	73	12	160	29
	AM Peak Hour	6	2	2	0	8	2
	PM Peak Hour	6	1	4	0	10	1
30/06/2024	24hr	76	11	65	12	141	23
	18hr	76	11	63	11	139	22
	AM Peak Hour	3	0	3	0	6	0
	PM Peak Hour	1	0	3	0	4	0

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Monday	24hr	166	195	361	26	23	49
Monday	18hr	166	195	361	26	23	49
Monday	AM Peak Hour	16	36	52	2	2	4
Monday	PM Peak Hour	21	14	35	3	3	6
Tuesday	24hr	133	176	309	34	28	62
Tuesday	18hr	133	175	308	34	28	62
Tuesday	AM Peak Hour	14	32	46	6	5	11
Tuesday	PM Peak Hour	15	13	28	3	3	6
Wednesday	24hr	162	214	376	30	27	57
Wednesday	18hr	162	212	374	30	27	57
Wednesday	AM Peak Hour	12	38	50	3	2	5
Wednesday	PM Peak Hour	18	12	30	1	2	3
Thursday	24hr	149	198	347	29	31	60
Thursday	18hr	148	196	344	28	31	59
Thursday	AM Peak Hour	11	38	49	2	3	5
Thursday	PM Peak Hour	16	13	29	2	0	2
Friday	24hr	142	166	308	32	19	51
Friday	18hr	142	166	308	32	19	51
Friday	AM Peak Hour	15	25	40	6	0	6
Friday	PM Peak Hour	12	14	26	0	2	2
Saturday	24hr	89	74	163	17	12	29
Saturday	18hr	87	73	160	17	12	29
Saturday	AM Peak Hour	6	2	8	2	0	2
Saturday	PM Peak Hour	6	4	10	1	0	1
Sunday	24hr	76	65	141	11	12	23
Sunday	18hr	76	63	139	11	11	22
Sunday	AM Peak Hour	3	3	6	0	0	0
Sunday	PM Peak Hour	1	3	4	0	0	0

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	150	189	339	30	26	56
Weekday	AM Peak Hour	14	34	47	4	2	6
Weekday	PM Peak Hour	16	13	30	2	2	4
Daily	24hr	131	155	286	26	22	47
Daily	AM Peak Hour	11	25	36	3	2	5
Daily	PM Peak Hour	13	10	23	1	1	3

	AADT	AAWT
Total Veh.	4.85	4.40
HDVs	6.25	5.56

ATC Survey Ref: 2

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	4.88	4.43
HDVs	5.32	5.05

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Eastbound	Westbound	Eastbound	Westbound
Average	40.3	44.8	40.1	44.6
85th %ile	45.7	50.6	46.9	53.9

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
01/07/2024	Monday	weekday	169	247	1,721	1,750	156	27	718	747
02/07/2024	Tuesday	weekday	233	245	2,057	2,082	38	22	319	321
03/07/2024	Wednesday	weekday	220	409	2,672	2,710	38	43	446	453
04/07/2024	Thursday	weekday	239	225	2,146	2,175	45	22	384	391
05/07/2024	Friday	weekday	185	187	1,852	1,880	34	17	367	373
06/07/2024	Saturday	weekend	59	67	1,051	1,073	11	11	155	157
07/07/2024	Sunday	weekend	21	77	921	945	5	11	110	112
Weekday			209	263	2,090	-	62	26	447	-
Daily			161	208	-	1,802	47	22	-	365

Date	Period	Eastbound		Westbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
01/07/2024	24hr	947	386	803	361	1,750	747
	18hr	932	371	789	347	1,721	718
	AM Peak Hour	82	78	87	78	169	156
	PM Peak Hour	155	18	92	9	247	27
02/07/2024	24hr	1,032	186	1,050	135	2,082	321
	18hr	1,018	185	1,039	134	2,057	319
	AM Peak Hour	106	20	127	18	233	38
	PM Peak Hour	147	15	98	7	245	22
03/07/2024	24hr	1,575	274	1,135	179	2,710	453
	18hr	1,556	269	1,116	177	2,672	446
	AM Peak Hour	85	17	135	21	220	38
	PM Peak Hour	288	30	121	13	409	43
04/07/2024	24hr	1,068	202	1,107	189	2,175	391
	18hr	1,056	199	1,090	185	2,146	384
	AM Peak Hour	111	28	128	17	239	45
	PM Peak Hour	147	13	78	9	225	22
05/07/2024	24hr	952	201	928	172	1,880	373
	18hr	936	196	916	171	1,852	367
	AM Peak Hour	83	19	102	15	185	34
	PM Peak Hour	106	7	81	10	187	17
06/07/2024	24hr	532	85	541	72	1,073	157
	18hr	523	83	528	72	1,051	155
	AM Peak Hour	27	7	32	4	59	11
	PM Peak Hour	33	6	34	5	67	11
07/07/2024	24hr	487	68	458	44	945	112
	18hr	473	66	448	44	921	110
	AM Peak Hour	11	4	10	1	21	5
	PM Peak Hour	45	6	32	5	77	11

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Monday	24hr	947	803	1,750	386	361	747
Monday	18hr	932	789	1,721	371	347	718
Monday	AM Peak Hour	82	87	169	78	78	156
Monday	PM Peak Hour	155	92	247	18	9	27
Tuesday	24hr	1,032	1,050	2,082	186	135	321
Tuesday	18hr	1,018	1,039	2,057	185	134	319
Tuesday	AM Peak Hour	106	127	233	20	18	38
Tuesday	PM Peak Hour	147	98	245	15	7	22
Wednesday	24hr	1,575	1,135	2,710	274	179	453
Wednesday	18hr	1,556	1,116	2,672	269	177	446
Wednesday	AM Peak Hour	85	135	220	17	21	38
Wednesday	PM Peak Hour	288	121	409	30	13	43
Thursday	24hr	1,068	1,107	2,175	202	189	391
Thursday	18hr	1,056	1,090	2,146	199	185	384
Thursday	AM Peak Hour	111	128	239	28	17	45
Thursday	PM Peak Hour	147	78	225	13	9	22
Friday	24hr	952	928	1,880	201	172	373
Friday	18hr	936	916	1,852	196	171	367
Friday	AM Peak Hour	83	102	185	19	15	34
Friday	PM Peak Hour	106	81	187	7	10	17
Saturday	24hr	532	541	1,073	85	72	157
Saturday	18hr	523	528	1,051	83	72	155
Saturday	AM Peak Hour	27	32	59	7	4	11
Saturday	PM Peak Hour	33	34	67	6	5	11
Sunday	24hr	487	458	945	68	44	112
Sunday	18hr	473	448	921	66	44	110
Sunday	AM Peak Hour	11	10	21	4	1	5
Sunday	PM Peak Hour	45	32	77	6	5	11

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	1,100	990	2,090	244	203	447
Weekday	AM Peak Hour	93	116	209	32	30	62
Weekday	PM Peak Hour	169	94	263	17	10	26
Daily	24hr	942	860	1,802	200	165	365
Daily	AM Peak Hour	72	89	161	25	22	47
Daily	PM Peak Hour	132	77	208	14	8	22

	AADT	AAWT
Total Veh.	4.88	4.43
HDVs	5.32	5.05

ATC Survey Ref: 3

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	4.97	4.53
HDVs	5.97	5.74

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Eastbound	Westbound	Eastbound	Westbound
Average	47.4	49.0	47.6	49.6
85th %ile	53.7	55.5	54.4	56.8

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
02/07/2024	Tuesday	weekday	180	212	1,733	1,758	35	20	304	306
03/07/2024	Wednesday	weekday	176	384	2,368	2,404	37	47	450	457
04/07/2024	Thursday	weekday	202	208	1,877	1,905	41	23	356	362
05/07/2024	Friday	weekday	151	163	1,595	1,623	32	18	337	343
06/07/2024	Saturday	weekend	56	53	893	913	11	8	134	134
07/07/2024	Sunday	weekend	19	72	791	811	2	10	93	94
08/07/2024	Monday	weekday	171	178	1,610	1,639	35	16	298	303
Weekday			176	229	1,837	-	36	25	349	-
Daily			136	181	-	1,579	28	20	-	286

Date	Period	Eastbound		Westbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
02/07/2024	24hr	898	130	860	176	1,758	306
	18hr	883	129	850	175	1,733	304
	AM Peak Hour	88	13	92	22	180	35
	PM Peak Hour	123	7	89	13	212	20
03/07/2024	24hr	1,447	223	957	234	2,404	457
	18hr	1,428	219	940	231	2,368	450
	AM Peak Hour	73	12	103	25	176	37
	PM Peak Hour	275	26	109	21	384	47
04/07/2024	24hr	959	146	946	216	1,905	362
	18hr	947	145	930	211	1,877	356
	AM Peak Hour	102	20	100	21	202	41
	PM Peak Hour	130	8	78	15	208	23
05/07/2024	24hr	836	136	787	207	1,623	343
	18hr	820	131	775	206	1,595	337
	AM Peak Hour	72	13	79	19	151	32
	PM Peak Hour	93	6	70	12	163	18
06/07/2024	24hr	446	45	467	89	913	134
	18hr	437	45	456	89	893	134
	AM Peak Hour	25	5	31	6	56	11
	PM Peak Hour	24	2	29	6	53	8
07/07/2024	24hr	411	36	400	58	811	94
	18hr	398	35	393	58	791	93
	AM Peak Hour	9	1	10	1	19	2
	PM Peak Hour	42	4	30	6	72	10
08/07/2024	24hr	831	119	808	184	1,639	303
	18hr	817	118	793	180	1,610	298
	AM Peak Hour	87	14	84	21	171	35
	PM Peak Hour	111	7	67	9	178	16

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Tuesday	24hr	898	860	1,758	130	176	306
Tuesday	18hr	883	850	1,733	129	175	304
Tuesday	AM Peak Hour	88	92	180	13	22	35
Tuesday	PM Peak Hour	123	89	212	7	13	20
Wednesday	24hr	1,447	957	2,404	223	234	457
Wednesday	18hr	1,428	940	2,368	219	231	450
Wednesday	AM Peak Hour	73	103	176	12	25	37
Wednesday	PM Peak Hour	275	109	384	26	21	47
Thursday	24hr	959	946	1,905	146	216	362
Thursday	18hr	947	930	1,877	145	211	356
Thursday	AM Peak Hour	102	100	202	20	21	41
Thursday	PM Peak Hour	130	78	208	8	15	23
Friday	24hr	836	787	1,623	136	207	343
Friday	18hr	820	775	1,595	131	206	337
Friday	AM Peak Hour	72	79	151	13	19	32
Friday	PM Peak Hour	93	70	163	6	12	18
Saturday	24hr	446	467	913	45	89	134
Saturday	18hr	437	456	893	45	89	134
Saturday	AM Peak Hour	25	31	56	5	6	11
Saturday	PM Peak Hour	24	29	53	2	6	8
Sunday	24hr	411	400	811	36	58	94
Sunday	18hr	398	393	791	35	58	93
Sunday	AM Peak Hour	9	10	19	1	1	2
Sunday	PM Peak Hour	42	30	72	4	6	10
Monday	24hr	831	808	1,639	119	184	303
Monday	18hr	817	793	1,610	118	180	298
Monday	AM Peak Hour	87	84	171	14	21	35
Monday	PM Peak Hour	111	67	178	7	9	16

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	903	790	1,693	134	182	316
Weekday	AM Peak Hour	72	81	153	13	19	31
Weekday	PM Peak Hour	129	75	204	10	13	23
Daily	24hr	833	746	1,579	119	166	286
Daily	AM Peak Hour	65	71	136	11	16	28
Daily	PM Peak Hour	114	67	181	9	12	20

	AADT	AAWT
Total Veh.	4.97	4.74
HDVs	5.97	5.81

ATC Survey Ref: 4

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	6.07	5.38
HDVs	6.83	6.19

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Northbound	Southbound	Northbound	Southbound
Average	47.0	45.9	45.9	45.0
85th %ile	52.7	52.1	52.1	51.7

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
24/06/2024	Monday	weekday	810	674	7,313	7,522	185	124	1,768	1,853
25/06/2024	Tuesday	weekday	769	645	7,414	7,604	183	116	1,794	1,903
26/06/2024	Wednesday	weekday	782	712	7,437	7,644	175	120	1,892	2,003
27/06/2024	Thursday	weekday	808	732	9,166	9,357	174	138	1,957	2,060
28/06/2024	Friday	weekday	631	617	7,307	7,495	150	129	1,841	1,949
29/06/2024	Saturday	weekend	781	390	8,878	9,015	51	59	875	941
30/06/2024	Sunday	weekend	177	265	4,652	4,775	22	48	677	724
Weekday			760	676	7,727	-	173	125	1,850	-
Daily			680	576	-	7,630	134	105	-	1,633

Date	Period	Northbound		Southbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
24/06/2024	24hr	3,478	989	4,044	864	7,522	1,853
	18hr	3,359	962	3,954	806	7,313	1,768
	AM Peak Hour	308	67	502	118	810	185
	PM Peak Hour	301	92	373	32	674	124
25/06/2024	24hr	3,536	1,057	4,068	846	7,604	1,903
	18hr	3,431	1,005	3,983	789	7,414	1,794
	AM Peak Hour	272	81	497	102	769	183
	PM Peak Hour	290	82	355	34	645	116
26/06/2024	24hr	3,585	1,078	4,059	925	7,644	2,003
	18hr	3,468	1,036	3,969	856	7,437	1,892
	AM Peak Hour	291	67	491	108	782	175
	PM Peak Hour	317	80	395	40	712	120
27/06/2024	24hr	4,436	1,183	4,921	877	9,357	2,060
	18hr	4,327	1,139	4,839	818	9,166	1,957
	AM Peak Hour	363	71	445	103	808	174
	PM Peak Hour	335	104	397	34	732	138
28/06/2024	24hr	3,633	1,088	3,862	861	7,495	1,949
	18hr	3,543	1,041	3,764	800	7,307	1,841
	AM Peak Hour	255	70	376	80	631	150
	PM Peak Hour	304	87	313	42	617	129
29/06/2024	24hr	4,786	540	4,229	401	9,015	941
	18hr	4,704	499	4,174	376	8,878	875
	AM Peak Hour	626	28	155	23	781	51
	PM Peak Hour	241	39	149	20	390	59
30/06/2024	24hr	2,435	388	2,340	336	4,775	724
	18hr	2,368	355	2,284	322	4,652	677
	AM Peak Hour	98	11	79	11	177	22
	PM Peak Hour	126	27	139	21	265	48

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Monday	24hr	3,478	4,044	7,522	989	864	1,853
Monday	18hr	3,359	3,954	7,313	962	806	1,768
Monday	AM Peak Hour	308	502	810	67	118	185
Monday	PM Peak Hour	301	373	674	92	32	124
Tuesday	24hr	3,536	4,068	7,604	1,057	846	1,903
Tuesday	18hr	3,431	3,983	7,414	1,005	789	1,794
Tuesday	AM Peak Hour	272	497	769	81	102	183
Tuesday	PM Peak Hour	290	355	645	82	34	116
Wednesday	24hr	3,585	4,059	7,644	1,078	925	2,003
Wednesday	18hr	3,468	3,969	7,437	1,036	856	1,892
Wednesday	AM Peak Hour	291	491	782	67	108	175
Wednesday	PM Peak Hour	317	395	712	80	40	120
Thursday	24hr	4,436	4,921	9,357	1,183	877	2,060
Thursday	18hr	4,327	4,839	9,166	1,139	818	1,957
Thursday	AM Peak Hour	363	445	808	71	103	174
Thursday	PM Peak Hour	335	397	732	104	34	138
Friday	24hr	3,633	3,862	7,495	1,088	861	1,949
Friday	18hr	3,543	3,764	7,307	1,041	800	1,841
Friday	AM Peak Hour	255	376	631	70	80	150
Friday	PM Peak Hour	304	313	617	87	42	129
Saturday	24hr	4,786	4,229	9,015	540	401	941
Saturday	18hr	4,704	4,174	8,878	499	376	875
Saturday	AM Peak Hour	626	155	781	28	23	51
Saturday	PM Peak Hour	241	149	390	39	20	59
Sunday	24hr	2,435	2,340	4,775	388	336	724
Sunday	18hr	2,368	2,284	4,652	355	322	677
Sunday	AM Peak Hour	98	79	177	11	11	22
Sunday	PM Peak Hour	126	139	265	27	21	48

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	3,626	4,102	7,727	1,037	814	1,850
Weekday	AM Peak Hour	298	462	760	71	102	173
Weekday	PM Peak Hour	309	367	676	89	36	125
Daily	24hr	3,698	3,932	7,630	903	730	1,633
Daily	AM Peak Hour	316	364	680	56	78	134
Daily	PM Peak Hour	273	303	576	73	32	105

	AADT	AAWT
Total Veh.	6.07	5.38
HDVs	6.83	6.19

ATC Survey Ref: 5

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	5.30	4.66
HDVs	6.17	5.67

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Eastbound	Westbound	Eastbound	Westbound
Average	39.6	38.7	38.3	37.8
85th %ile	46.5	44.5	45.9	44.1

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
24/06/2024	Monday	weekday	620	603	5,468	5,590	95	64	853	877
25/06/2024	Tuesday	weekday	718	650	5,700	5,834	104	58	820	850
26/06/2024	Wednesday	weekday	662	692	5,741	5,897	91	74	850	884
27/06/2024	Thursday	weekday	621	624	5,947	6,094	91	68	905	932
28/06/2024	Friday	weekday	493	533	6,114	6,250	68	58	946	977
29/06/2024	Saturday	weekend	233	211	3,934	4,030	24	14	319	334
30/06/2024	Sunday	weekend	104	144	2,855	2,941	11	5	226	235
Weekday			623	620	5,794	-	90	64	875	-
Daily			493	494	-	5,234	69	49	-	727

Date	Period	Eastbound		Westbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
24/06/2024	24hr	2,765	496	2,825	381	5,590	877
	18hr	2,700	478	2,768	375	5,468	853
	AM Peak Hour	220	48	400	47	620	95
	PM Peak Hour	375	44	228	20	603	64
25/06/2024	24hr	2,832	461	3,002	389	5,834	850
	18hr	2,766	444	2,934	376	5,700	820
	AM Peak Hour	269	48	449	56	718	104
	PM Peak Hour	386	44	264	14	650	58
26/06/2024	24hr	2,883	492	3,014	392	5,897	884
	18hr	2,796	472	2,945	378	5,741	850
	AM Peak Hour	267	51	395	40	662	91
	PM Peak Hour	401	46	291	28	692	74
27/06/2024	24hr	2,913	513	3,181	419	6,094	932
	18hr	2,839	495	3,108	410	5,947	905
	AM Peak Hour	242	49	379	42	621	91
	PM Peak Hour	351	45	273	23	624	68
28/06/2024	24hr	2,778	478	3,472	499	6,250	977
	18hr	2,707	459	3,407	487	6,114	946
	AM Peak Hour	201	37	292	31	493	68
	PM Peak Hour	299	41	234	17	533	58
29/06/2024	24hr	1,956	205	2,074	129	4,030	334
	18hr	1,905	199	2,029	120	3,934	319
	AM Peak Hour	83	11	150	13	233	24
	PM Peak Hour	91	8	120	6	211	14
30/06/2024	24hr	1,449	150	1,492	85	2,941	235
	18hr	1,397	145	1,458	81	2,855	226
	AM Peak Hour	46	5	58	6	104	11
	PM Peak Hour	77	4	67	1	144	5

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Monday	24hr	2,765	2,825	5,590	496	381	877
Monday	18hr	2,700	2,768	5,468	478	375	853
Monday	AM Peak Hour	220	400	620	48	47	95
Monday	PM Peak Hour	375	228	603	44	20	64
Tuesday	24hr	2,832	3,002	5,834	461	389	850
Tuesday	18hr	2,766	2,934	5,700	444	376	820
Tuesday	AM Peak Hour	269	449	718	48	56	104
Tuesday	PM Peak Hour	386	264	650	44	14	58
Wednesday	24hr	2,883	3,014	5,897	492	392	884
Wednesday	18hr	2,796	2,945	5,741	472	378	850
Wednesday	AM Peak Hour	267	395	662	51	40	91
Wednesday	PM Peak Hour	401	291	692	46	28	74
Thursday	24hr	2,913	3,181	6,094	513	419	932
Thursday	18hr	2,839	3,108	5,947	495	410	905
Thursday	AM Peak Hour	242	379	621	49	42	91
Thursday	PM Peak Hour	351	273	624	45	23	68
Friday	24hr	2,778	3,472	6,250	478	499	977
Friday	18hr	2,707	3,407	6,114	459	487	946
Friday	AM Peak Hour	201	292	493	37	31	68
Friday	PM Peak Hour	299	234	533	41	17	58
Saturday	24hr	1,956	2,074	4,030	205	129	334
Saturday	18hr	1,905	2,029	3,934	199	120	319
Saturday	AM Peak Hour	83	150	233	11	13	24
Saturday	PM Peak Hour	91	120	211	8	6	14
Sunday	24hr	1,449	1,492	2,941	150	85	235
Sunday	18hr	1,397	1,458	2,855	145	81	226
Sunday	AM Peak Hour	46	58	104	5	6	11
Sunday	PM Peak Hour	77	67	144	4	1	5

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	2,762	3,032	5,794	470	405	875
Weekday	AM Peak Hour	240	383	623	47	43	90
Weekday	PM Peak Hour	362	258	620	44	20	64
Daily	24hr	2,511	2,723	5,234	399	328	727
Daily	AM Peak Hour	190	303	493	36	34	69
Daily	PM Peak Hour	283	211	494	33	16	49

	AADT	AAWT
Total Veh.	5.30	4.66
HDVs	6.17	5.67

ATC Survey Ref: 6

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	4.05	3.62
HDVs	4.17	3.85

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Northbound	Southbound	Northbound	Southbound
Average	40.7	40.7	41.0	40.8
85th %ile	47.1	46.2	48.2	47.4

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
02/07/2024	Tuesday	weekday	209	166	1,212	1,225	26	22	154	155
03/07/2024	Wednesday	weekday	247	151	1,267	1,279	36	10	144	146
04/07/2024	Thursday	weekday	194	130	1,191	1,209	29	12	144	150
05/07/2024	Friday	weekday	121	72	990	1,001	17	5	129	134
06/07/2024	Saturday	weekend	25	23	527	533	4	0	50	52
07/07/2024	Sunday	weekend	23	39	514	524	2	3	29	29
08/07/2024	Monday	weekday	163	119	1,027	1,042	19	12	152	156
Weekday			187	128	1,137	-	25	12	145	-
Daily			140	100	-	973	19	9	-	117

Date	Period	Northbound		Southbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
02/07/2024	24hr	541	73	684	82	1,225	155
	18hr	534	73	678	81	1,212	154
	AM Peak Hour	44	4	165	22	209	26
	PM Peak Hour	106	15	60	7	166	22
03/07/2024	24hr	539	60	740	86	1,279	146
	18hr	532	59	735	85	1,267	144
	AM Peak Hour	32	3	215	33	247	36
	PM Peak Hour	93	5	58	5	151	10
04/07/2024	24hr	538	59	671	91	1,209	150
	18hr	529	56	662	88	1,191	144
	AM Peak Hour	36	3	158	26	194	29
	PM Peak Hour	81	7	49	5	130	12
05/07/2024	24hr	472	62	529	72	1,001	134
	18hr	465	61	525	68	990	129
	AM Peak Hour	33	5	88	12	121	17
	PM Peak Hour	45	3	27	2	72	5
06/07/2024	24hr	268	21	265	31	533	52
	18hr	265	20	262	30	527	50
	AM Peak Hour	10	0	15	4	25	4
	PM Peak Hour	10	0	13	0	23	0
07/07/2024	24hr	256	12	268	17	524	29
	18hr	253	12	261	17	514	29
	AM Peak Hour	11	0	12	2	23	2
	PM Peak Hour	18	1	21	2	39	3
08/07/2024	24hr	468	60	574	96	1,042	156
	18hr	458	60	569	92	1,027	152
	AM Peak Hour	36	4	127	15	163	19
	PM Peak Hour	86	10	33	2	119	12

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Tuesday	24hr	541	684	1,225	73	82	155
Tuesday	18hr	534	678	1,212	73	81	154
Tuesday	AM Peak Hour	44	165	209	4	22	26
Tuesday	PM Peak Hour	106	60	166	15	7	22
Wednesday	24hr	539	740	1,279	60	86	146
Wednesday	18hr	532	735	1,267	59	85	144
Wednesday	AM Peak Hour	32	215	247	3	33	36
Wednesday	PM Peak Hour	93	58	151	5	5	10
Thursday	24hr	538	671	1,209	59	91	150
Thursday	18hr	529	662	1,191	56	88	144
Thursday	AM Peak Hour	36	158	194	3	26	29
Thursday	PM Peak Hour	81	49	130	7	5	12
Friday	24hr	472	529	1,001	62	72	134
Friday	18hr	465	525	990	61	68	129
Friday	AM Peak Hour	33	88	121	5	12	17
Friday	PM Peak Hour	45	27	72	3	2	5
Saturday	24hr	268	265	533	21	31	52
Saturday	18hr	265	262	527	20	30	50
Saturday	AM Peak Hour	10	15	25	0	4	4
Saturday	PM Peak Hour	10	13	23	0	0	0
Sunday	24hr	256	268	524	12	17	29
Sunday	18hr	253	261	514	12	17	29
Sunday	AM Peak Hour	11	12	23	0	2	2
Sunday	PM Peak Hour	18	21	39	1	2	3
Monday	24hr	468	574	1,042	60	96	156
Monday	18hr	458	569	1,027	60	92	152
Monday	AM Peak Hour	36	127	163	4	15	19
Monday	PM Peak Hour	86	33	119	10	2	12

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	465	572	1,037	54	70	124
Weekday	AM Peak Hour	31	128	159	3	19	22
Weekday	PM Peak Hour	67	41	108	6	4	10
Daily	24hr	440	533	973	50	68	117
Daily	AM Peak Hour	29	111	140	3	16	19
Daily	PM Peak Hour	63	37	100	6	3	9

	AADT	AAWT
Total Veh.	4.05	3.88
HDVs	4.17	3.86

ATC Survey Ref: 7

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	6.50	5.84
HDVs	6.53	6.06

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Eastbound	Westbound	Eastbound	Westbound
Average	42.9	38.4	42.8	38.3
85th %ile	49.8	44.2	49.6	44.2

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
02/07/2024	Tuesday	weekday	587	599	6,950	7,111	128	91	1,313	1,341
03/07/2024	Wednesday	weekday	656	670	7,271	7,455	135	106	1,382	1,406
04/07/2024	Thursday	weekday	627	695	7,519	7,720	119	98	1,410	1,442
05/07/2024	Friday	weekday	515	572	6,980	7,184	107	85	1,279	1,323
06/07/2024	Saturday	weekend	268	308	5,332	5,446	33	44	737	748
07/07/2024	Sunday	weekend	178	338	4,613	4,786	25	44	532	552
08/07/2024	Monday	weekday	557	628	6,929	7,117	127	109	1,317	1,351
Weekday			588	633	7,130	-	123	98	1,340	-
Daily			484	544	-	6,688	96	82	-	1,166

Date	Period	Eastbound		Westbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
02/07/2024	24hr	3,650	855	3,461	486	7,111	1,341
	18hr	3,587	845	3,363	468	6,950	1,313
	AM Peak Hour	284	82	303	46	587	128
	PM Peak Hour	340	65	259	26	599	91
03/07/2024	24hr	3,872	923	3,583	483	7,455	1,406
	18hr	3,797	909	3,474	473	7,271	1,382
	AM Peak Hour	308	84	348	51	656	135
	PM Peak Hour	372	75	298	31	670	106
04/07/2024	24hr	3,928	928	3,792	514	7,720	1,442
	18hr	3,835	905	3,684	505	7,519	1,410
	AM Peak Hour	280	72	347	47	627	119
	PM Peak Hour	381	61	314	37	695	98
05/07/2024	24hr	3,673	847	3,511	476	7,184	1,323
	18hr	3,577	823	3,403	456	6,980	1,279
	AM Peak Hour	260	75	255	32	515	107
	PM Peak Hour	308	60	264	25	572	85
06/07/2024	24hr	2,792	535	2,654	213	5,446	748
	18hr	2,740	527	2,592	210	5,332	737
	AM Peak Hour	120	21	148	12	268	33
	PM Peak Hour	161	35	147	9	308	44
07/07/2024	24hr	2,460	404	2,326	148	4,786	552
	18hr	2,375	390	2,238	142	4,613	532
	AM Peak Hour	77	17	101	8	178	25
	PM Peak Hour	179	33	159	11	338	44
08/07/2024	24hr	3,631	887	3,486	464	7,117	1,351
	18hr	3,547	869	3,382	448	6,929	1,317
	AM Peak Hour	266	80	291	47	557	127
	PM Peak Hour	342	81	286	28	628	109

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Tuesday	24hr	3,650	3,461	7,111	855	486	1,341
Tuesday	18hr	3,587	3,363	6,950	845	468	1,313
Tuesday	AM Peak Hour	284	303	587	82	46	128
Tuesday	PM Peak Hour	340	259	599	65	26	91
Wednesday	24hr	3,872	3,583	7,455	923	483	1,406
Wednesday	18hr	3,797	3,474	7,271	909	473	1,382
Wednesday	AM Peak Hour	308	348	656	84	51	135
Wednesday	PM Peak Hour	372	298	670	75	31	106
Thursday	24hr	3,928	3,792	7,720	928	514	1,442
Thursday	18hr	3,835	3,684	7,519	905	505	1,410
Thursday	AM Peak Hour	280	347	627	72	47	119
Thursday	PM Peak Hour	381	314	695	61	37	98
Friday	24hr	3,673	3,511	7,184	847	476	1,323
Friday	18hr	3,577	3,403	6,980	823	456	1,279
Friday	AM Peak Hour	260	255	515	75	32	107
Friday	PM Peak Hour	308	264	572	60	25	85
Saturday	24hr	2,792	2,654	5,446	535	213	748
Saturday	18hr	2,740	2,592	5,332	527	210	737
Saturday	AM Peak Hour	120	148	268	21	12	33
Saturday	PM Peak Hour	161	147	308	35	9	44
Sunday	24hr	2,460	2,326	4,786	404	148	552
Sunday	18hr	2,375	2,238	4,613	390	142	532
Sunday	AM Peak Hour	77	101	178	17	8	25
Sunday	PM Peak Hour	179	159	338	33	11	44
Monday	24hr	3,631	3,486	7,117	887	464	1,351
Monday	18hr	3,547	3,382	6,929	869	448	1,317
Monday	AM Peak Hour	266	291	557	80	47	127
Monday	PM Peak Hour	342	286	628	81	28	109

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	3,507	3,303	6,810	802	422	1,224
Weekday	AM Peak Hour	250	280	531	67	38	104
Weekday	PM Peak Hour	312	256	569	59	26	85
Daily	24hr	3,429	3,259	6,688	768	398	1,166
Daily	AM Peak Hour	228	256	484	62	35	96
Daily	PM Peak Hour	298	247	544	59	24	82

	AADT	AAWT
Total Veh.	6.50	6.19
HDVs	6.53	6.47

ATC Survey Ref: 8

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	5.68	5.04
HDVs	6.67	6.19

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Northbound	Southbound	Northbound	Southbound
Average	44.6	46.8	44.4	47.0
85th %ile	50.7	53.0	50.8	53.6

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
02/07/2024	Tuesday	weekday	203	214	1,980	2,004	26	24	321	324
03/07/2024	Wednesday	weekday	216	195	2,028	2,064	33	25	334	343
04/07/2024	Thursday	weekday	226	202	2,127	2,156	36	25	337	344
05/07/2024	Friday	weekday	228	165	2,024	2,062	33	6	309	317
06/07/2024	Saturday	weekend	70	83	1,426	1,452	8	6	135	141
07/07/2024	Sunday	weekend	51	88	1,303	1,330	7	7	138	140
08/07/2024	Monday	weekday	201	165	2,003	2,026	29	25	320	325
Weekday			215	188	2,032	-	31	21	324	-
Daily			171	159	-	1,871	25	17	-	276

Date	Period	Northbound		Southbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
02/07/2024	24hr	1,052	130	952	194	2,004	324
	18hr	1,040	129	940	192	1,980	321
	AM Peak Hour	97	9	106	17	203	26
	PM Peak Hour	125	8	89	16	214	24
03/07/2024	24hr	1,056	134	1,008	209	2,064	343
	18hr	1,040	130	988	204	2,028	334
	AM Peak Hour	98	12	118	21	216	33
	PM Peak Hour	118	11	77	14	195	25
04/07/2024	24hr	1,148	163	1,008	181	2,156	344
	18hr	1,133	159	994	178	2,127	337
	AM Peak Hour	110	14	116	22	226	36
	PM Peak Hour	123	14	79	11	202	25
05/07/2024	24hr	1,059	145	1,003	172	2,062	317
	18hr	1,041	141	983	168	2,024	309
	AM Peak Hour	106	12	122	21	228	33
	PM Peak Hour	91	3	74	3	165	6
06/07/2024	24hr	744	55	708	86	1,452	141
	18hr	731	54	695	81	1,426	135
	AM Peak Hour	39	4	31	4	70	8
	PM Peak Hour	43	4	40	2	83	6
07/07/2024	24hr	679	67	651	73	1,330	140
	18hr	673	67	630	71	1,303	138
	AM Peak Hour	24	4	27	3	51	7
	PM Peak Hour	50	3	38	4	88	7
08/07/2024	24hr	1,061	170	965	155	2,026	325
	18hr	1,049	168	954	152	2,003	320
	AM Peak Hour	93	13	108	16	201	29
	PM Peak Hour	101	15	64	10	165	25

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Tuesday	24hr	1,052	952	2,004	130	194	324
Tuesday	18hr	1,040	940	1,980	129	192	321
Tuesday	AM Peak Hour	97	106	203	9	17	26
Tuesday	PM Peak Hour	125	89	214	8	16	24
Wednesday	24hr	1,056	1,008	2,064	134	209	343
Wednesday	18hr	1,040	988	2,028	130	204	334
Wednesday	AM Peak Hour	98	118	216	12	21	33
Wednesday	PM Peak Hour	118	77	195	11	14	25
Thursday	24hr	1,148	1,008	2,156	163	181	344
Thursday	18hr	1,133	994	2,127	159	178	337
Thursday	AM Peak Hour	110	116	226	14	22	36
Thursday	PM Peak Hour	123	79	202	14	11	25
Friday	24hr	1,059	1,003	2,062	145	172	317
Friday	18hr	1,041	983	2,024	141	168	309
Friday	AM Peak Hour	106	122	228	12	21	33
Friday	PM Peak Hour	91	74	165	3	3	6
Saturday	24hr	744	708	1,452	55	86	141
Saturday	18hr	731	695	1,426	54	81	135
Saturday	AM Peak Hour	39	31	70	4	4	8
Saturday	PM Peak Hour	43	40	83	4	2	6
Sunday	24hr	679	651	1,330	67	73	140
Sunday	18hr	673	630	1,303	67	71	138
Sunday	AM Peak Hour	24	27	51	4	3	7
Sunday	PM Peak Hour	50	38	88	3	4	7
Monday	24hr	1,061	965	2,026	170	155	325
Monday	18hr	1,049	954	2,003	168	152	320
Monday	AM Peak Hour	93	108	201	13	16	29
Monday	PM Peak Hour	101	64	165	15	10	25

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	997	920	1,917	123	165	287
Weekday	AM Peak Hour	90	99	189	10	17	27
Weekday	PM Peak Hour	100	72	172	8	9	17
Daily	24hr	971	899	1,871	123	153	276
Daily	AM Peak Hour	81	90	171	10	15	25
Daily	PM Peak Hour	93	66	159	8	9	17

	AADT	AAWT
Total Veh.	5.68	5.32
HDVs	6.67	6.47

ATC Survey Ref: 9

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	5.55	4.86
HDVs	5.70	5.34

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Northbound	Southbound	Northbound	Southbound
Average	45.6	47.7	45.1	47.0
85th %ile	51.8	54.6	51.5	54.0

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
24/06/2024	Monday	weekday	413	404	3,552	3,599	52	38	474	482
25/06/2024	Tuesday	weekday	424	382	3,592	3,634	41	39	395	402
26/06/2024	Wednesday	weekday	435	414	3,771	3,830	56	28	447	456
27/06/2024	Thursday	weekday	395	358	3,802	3,863	56	40	456	467
28/06/2024	Friday	weekday	311	288	3,854	3,908	39	24	434	441
29/06/2024	Saturday	weekend	148	210	3,059	3,090	12	16	213	216
30/06/2024	Sunday	weekend	103	126	2,512	2,548	14	7	166	169
Weekday			396	369	3,714	-	49	34	441	-
Daily			318	312	-	3,496	39	27	-	376

Date	Period	Northbound		Southbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
24/06/2024	24hr	1,759	227	1,840	255	3,599	482
	18hr	1,736	225	1,816	249	3,552	474
	AM Peak Hour	163	21	250	31	413	52
	PM Peak Hour	217	18	187	20	404	38
25/06/2024	24hr	1,749	167	1,885	235	3,634	402
	18hr	1,726	165	1,866	230	3,592	395
	AM Peak Hour	166	15	258	26	424	41
	PM Peak Hour	193	17	189	22	382	39
26/06/2024	24hr	1,858	201	1,972	255	3,830	456
	18hr	1,829	199	1,942	248	3,771	447
	AM Peak Hour	178	18	257	38	435	56
	PM Peak Hour	222	15	192	13	414	28
27/06/2024	24hr	1,858	223	2,005	244	3,863	467
	18hr	1,828	217	1,974	239	3,802	456
	AM Peak Hour	171	24	224	32	395	56
	PM Peak Hour	169	21	189	19	358	40
28/06/2024	24hr	1,847	188	2,061	253	3,908	441
	18hr	1,821	184	2,033	250	3,854	434
	AM Peak Hour	132	8	179	31	311	39
	PM Peak Hour	137	13	151	11	288	24
29/06/2024	24hr	1,525	88	1,565	128	3,090	216
	18hr	1,508	85	1,551	128	3,059	213
	AM Peak Hour	79	7	69	5	148	12
	PM Peak Hour	104	8	106	8	210	16
30/06/2024	24hr	1,256	81	1,292	88	2,548	169
	18hr	1,239	81	1,273	85	2,512	166
	AM Peak Hour	53	11	50	3	103	14
	PM Peak Hour	67	3	59	4	126	7

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Monday	24hr	1,759	1,840	3,599	227	255	482
Monday	18hr	1,736	1,816	3,552	225	249	474
Monday	AM Peak Hour	163	250	413	21	31	52
Monday	PM Peak Hour	217	187	404	18	20	38
Tuesday	24hr	1,749	1,885	3,634	167	235	402
Tuesday	18hr	1,726	1,866	3,592	165	230	395
Tuesday	AM Peak Hour	166	258	424	15	26	41
Tuesday	PM Peak Hour	193	189	382	17	22	39
Wednesday	24hr	1,858	1,972	3,830	201	255	456
Wednesday	18hr	1,829	1,942	3,771	199	248	447
Wednesday	AM Peak Hour	178	257	435	18	38	56
Wednesday	PM Peak Hour	222	192	414	15	13	28
Thursday	24hr	1,858	2,005	3,863	223	244	467
Thursday	18hr	1,828	1,974	3,802	217	239	456
Thursday	AM Peak Hour	171	224	395	24	32	56
Thursday	PM Peak Hour	169	189	358	21	19	40
Friday	24hr	1,847	2,061	3,908	188	253	441
Friday	18hr	1,821	2,033	3,854	184	250	434
Friday	AM Peak Hour	132	179	311	8	31	39
Friday	PM Peak Hour	137	151	288	13	11	24
Saturday	24hr	1,525	1,565	3,090	88	128	216
Saturday	18hr	1,508	1,551	3,059	85	128	213
Saturday	AM Peak Hour	79	69	148	7	5	12
Saturday	PM Peak Hour	104	106	210	8	8	16
Sunday	24hr	1,256	1,292	2,548	81	88	169
Sunday	18hr	1,239	1,273	2,512	81	85	166
Sunday	AM Peak Hour	53	50	103	11	3	14
Sunday	PM Peak Hour	67	59	126	3	4	7

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	1,788	1,926	3,714	198	243	441
Weekday	AM Peak Hour	162	234	396	17	32	49
Weekday	PM Peak Hour	188	182	369	17	17	34
Daily	24hr	1,693	1,803	3,496	168	208	376
Daily	AM Peak Hour	135	184	318	15	24	39
Daily	PM Peak Hour	158	153	312	14	14	27

	AADT	AAWT
Total Veh.	5.55	4.86
HDVs	5.70	5.34

ATC Survey Ref: 10

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	6.17	5.24
HDVs	6.59	5.78

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Northbound	Southbound	Northbound	Southbound
Average	34.8	31.8	34.8	32.6
85th %ile	38.7	35.3	39.7	37.6

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
10/07/2024	Wednesday	weekday	69	62	654	664	6	5	90	92
11/07/2024	Thursday	weekday	55	51	643	657	6	4	86	87
12/07/2024	Friday	weekday	78	52	763	790	15	8	131	139
13/07/2024	Saturday	weekend	35	41	663	676	5	4	68	69
14/07/2024	Sunday	weekend	28	25	581	610	3	0	54	55
15/07/2024	Monday	weekday	72	60	647	667	8	7	97	100
16/07/2024	Tuesday	weekday	48	64	493	505	6	11	35	38
Weekday			64	58	640	-	8	7	88	-
Daily			55	51	-	653	7	6	-	83

Date	Period	Northbound		Southbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
10/07/2024	24hr	318	44	346	48	664	92
	18hr	314	43	340	47	654	90
	AM Peak Hour	29	4	40	2	69	6
	PM Peak Hour	30	3	32	2	62	5
11/07/2024	24hr	341	41	316	46	657	87
	18hr	338	41	305	45	643	86
	AM Peak Hour	25	3	30	3	55	6
	PM Peak Hour	29	3	22	1	51	4
12/07/2024	24hr	418	71	372	68	790	139
	18hr	405	67	358	64	763	131
	AM Peak Hour	38	8	40	7	78	15
	PM Peak Hour	30	4	22	4	52	8
13/07/2024	24hr	353	37	323	32	676	69
	18hr	344	37	319	31	663	68
	AM Peak Hour	23	2	12	3	35	5
	PM Peak Hour	22	2	19	2	41	4
14/07/2024	24hr	328	29	282	26	610	55
	18hr	308	28	273	26	581	54
	AM Peak Hour	15	1	13	2	28	3
	PM Peak Hour	13	0	12	0	25	0
15/07/2024	24hr	341	52	326	48	667	100
	18hr	333	49	314	48	647	97
	AM Peak Hour	32	6	40	2	72	8
	PM Peak Hour	35	3	25	4	60	7
16/07/2024	24hr	304	23	201	15	505	38
	18hr	300	22	193	13	493	35
	AM Peak Hour	36	5	12	1	48	6
	PM Peak Hour	33	5	31	6	64	11

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Wednesday	24hr	318	346	664	44	48	92
Wednesday	18hr	314	340	654	43	47	90
Wednesday	AM Peak Hour	29	40	69	4	2	6
Wednesday	PM Peak Hour	30	32	62	3	2	5
Thursday	24hr	341	316	657	41	46	87
Thursday	18hr	338	305	643	41	45	86
Thursday	AM Peak Hour	25	30	55	3	3	6
Thursday	PM Peak Hour	29	22	51	3	1	4
Friday	24hr	418	372	790	71	68	139
Friday	18hr	405	358	763	67	64	131
Friday	AM Peak Hour	38	40	78	8	7	15
Friday	PM Peak Hour	30	22	52	4	4	8
Saturday	24hr	353	323	676	37	32	69
Saturday	18hr	344	319	663	37	31	68
Saturday	AM Peak Hour	23	12	35	2	3	5
Saturday	PM Peak Hour	22	19	41	2	2	4
Sunday	24hr	328	282	610	29	26	55
Sunday	18hr	308	273	581	28	26	54
Sunday	AM Peak Hour	15	13	28	1	2	3
Sunday	PM Peak Hour	13	12	25	0	0	0
Monday	24hr	341	326	667	52	48	100
Monday	18hr	333	314	647	49	48	97
Monday	AM Peak Hour	32	40	72	6	2	8
Monday	PM Peak Hour	35	25	60	3	4	7
Tuesday	24hr	304	201	505	23	15	38
Tuesday	18hr	300	193	493	22	13	35
Tuesday	AM Peak Hour	36	12	48	5	1	6
Tuesday	PM Peak Hour	33	31	64	5	6	11

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	342	319	661	43	43	86
Weekday	AM Peak Hour	26	27	53	4	3	7
Weekday	PM Peak Hour	25	21	46	2	2	4
Daily	24hr	343	309	653	42	40	83
Daily	AM Peak Hour	28	27	55	4	3	7
Daily	PM Peak Hour	27	23	51	3	3	6

	AADT	AAWT
Total Veh.	6.17	6.66
HDVs	6.59	7.66

ATC Survey Ref: 11

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	6.50	5.80
HDVs	6.88	6.44

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Northbound	Southbound	Northbound	Southbound
Average	37.2	37.1	37.1	36.6
85th %ile	42.6	43.3	43.3	43.7

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
03/07/2024	Wednesday	weekday	100	91	988	1,001	17	7	150	153
04/07/2024	Thursday	weekday	81	70	1,003	1,019	9	7	139	140
05/07/2024	Friday	weekday	101	77	1,047	1,079	19	10	166	173
06/07/2024	Saturday	weekend	45	55	860	876	6	4	89	91
07/07/2024	Sunday	weekend	31	50	763	791	4	6	79	81
08/07/2024	Monday	weekday	86	82	889	912	13	11	152	155
09/07/2024	Tuesday	weekday	82	80	1,005	1,020	15	10	153	157
Weekday			90	80	986	-	15	9	152	-
Daily			75	72	-	957	12	8	-	136

Date	Period	Northbound		Southbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
03/07/2024	24hr	521	74	480	79	1,001	153
	18hr	513	73	475	77	988	150
	AM Peak Hour	64	7	36	10	100	17
	PM Peak Hour	42	3	49	4	91	7
04/07/2024	24hr	514	66	505	74	1,019	140
	18hr	503	65	500	74	1,003	139
	AM Peak Hour	50	4	31	5	81	9
	PM Peak Hour	36	3	34	4	70	7
05/07/2024	24hr	535	83	544	90	1,079	173
	18hr	520	80	527	86	1,047	166
	AM Peak Hour	61	9	40	10	101	19
	PM Peak Hour	38	4	39	6	77	10
06/07/2024	24hr	427	42	449	49	876	91
	18hr	422	41	438	48	860	89
	AM Peak Hour	21	3	24	3	45	6
	PM Peak Hour	25	1	30	3	55	4
07/07/2024	24hr	375	38	416	43	791	81
	18hr	366	37	397	42	763	79
	AM Peak Hour	15	2	16	2	31	4
	PM Peak Hour	23	3	27	3	50	6
08/07/2024	24hr	447	72	465	83	912	155
	18hr	433	72	456	80	889	152
	AM Peak Hour	50	3	36	10	86	13
	PM Peak Hour	32	5	50	6	82	11
09/07/2024	24hr	513	79	507	78	1,020	157
	18hr	505	77	500	76	1,005	153
	AM Peak Hour	45	5	37	10	82	15
	PM Peak Hour	40	6	40	4	80	10

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Wednesday	24hr	521	480	1,001	74	79	153
Wednesday	18hr	513	475	988	73	77	150
Wednesday	AM Peak Hour	64	36	100	7	10	17
Wednesday	PM Peak Hour	42	49	91	3	4	7
Thursday	24hr	514	505	1,019	66	74	140
Thursday	18hr	503	500	1,003	65	74	139
Thursday	AM Peak Hour	50	31	81	4	5	9
Thursday	PM Peak Hour	36	34	70	3	4	7
Friday	24hr	535	544	1,079	83	90	173
Friday	18hr	520	527	1,047	80	86	166
Friday	AM Peak Hour	61	40	101	9	10	19
Friday	PM Peak Hour	38	39	77	4	6	10
Saturday	24hr	427	449	876	42	49	91
Saturday	18hr	422	438	860	41	48	89
Saturday	AM Peak Hour	21	24	45	3	3	6
Saturday	PM Peak Hour	25	30	55	1	3	4
Sunday	24hr	375	416	791	38	43	81
Sunday	18hr	366	397	763	37	42	79
Sunday	AM Peak Hour	15	16	31	2	2	4
Sunday	PM Peak Hour	23	27	50	3	3	6
Monday	24hr	447	465	912	72	83	155
Monday	18hr	433	456	889	72	80	152
Monday	AM Peak Hour	50	36	86	3	10	13
Monday	PM Peak Hour	32	50	82	5	6	11
Tuesday	24hr	513	507	1,020	79	78	157
Tuesday	18hr	505	500	1,005	77	76	153
Tuesday	AM Peak Hour	45	37	82	5	10	15
Tuesday	PM Peak Hour	40	40	80	6	4	10

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	465	467	932	59	65	125
Weekday	AM Peak Hour	42	29	72	5	6	11
Weekday	PM Peak Hour	33	36	69	3	4	7
Daily	24hr	476	481	957	65	71	136
Daily	AM Peak Hour	44	31	75	5	7	12
Daily	PM Peak Hour	34	38	72	4	4	8

	AADT	AAWT
Total Veh.	6.50	6.65
HDVs	6.88	7.00

ATC Survey Ref: 12

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	5.96	5.17
HDVs	6.83	6.19

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Northbound	Southbound	Northbound	Southbound
Average	56.9	53.8	56.8	53.4
85th %ile	63.0	59.8	62.8	59.4

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
24/06/2024	Monday	weekday	1,061	1,225	10,777	11,236	185	124	1,768	1,853
25/06/2024	Tuesday	weekday	1,118	1,184	11,330	11,824	183	116	1,794	1,903
26/06/2024	Wednesday	weekday	1,098	1,157	11,812	12,350	175	120	1,892	2,003
27/06/2024	Thursday	weekday	1,105	1,250	11,960	12,470	174	138	1,957	2,060
28/06/2024	Friday	weekday	862	1,060	11,658	12,146	150	129	1,841	1,949
29/06/2024	Saturday	weekend	494	732	9,696	10,062	51	59	875	941
30/06/2024	Sunday	weekend	243	524	7,757	8,113	22	48	677	724
Weekday			1,049	1,175	11,507	-	173	125	1,850	-
Daily			854	1,019	-	11,172	134	105	-	1,633

Date	Period	Northbound		Southbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
24/06/2024	24hr	5,591	989	5,645	864	11,236	1,853
	18hr	5,454	962	5,323	806	10,777	1,768
	AM Peak Hour	367	67	694	118	1,061	185
	PM Peak Hour	787	92	438	32	1,225	124
25/06/2024	24hr	5,940	1,057	5,884	846	11,824	1,903
	18hr	5,777	1,005	5,553	789	11,330	1,794
	AM Peak Hour	368	81	750	102	1,118	183
	PM Peak Hour	782	82	402	34	1,184	116
26/06/2024	24hr	6,151	1,078	6,199	925	12,350	2,003
	18hr	5,980	1,036	5,832	856	11,812	1,892
	AM Peak Hour	373	67	725	108	1,098	175
	PM Peak Hour	747	80	410	40	1,157	120
27/06/2024	24hr	6,354	1,183	6,116	877	12,470	2,060
	18hr	6,190	1,139	5,770	818	11,960	1,957
	AM Peak Hour	369	71	736	103	1,105	174
	PM Peak Hour	795	104	455	34	1,250	138
28/06/2024	24hr	6,115	1,088	6,031	861	12,146	1,949
	18hr	5,953	1,041	5,705	800	11,658	1,841
	AM Peak Hour	310	70	552	80	862	150
	PM Peak Hour	642	87	418	42	1,060	129
29/06/2024	24hr	5,149	540	4,913	401	10,062	941
	18hr	4,963	499	4,733	376	9,696	875
	AM Peak Hour	229	28	265	23	494	51
	PM Peak Hour	427	39	305	20	732	59
30/06/2024	24hr	4,036	388	4,077	336	8,113	724
	18hr	3,817	355	3,940	322	7,757	677
	AM Peak Hour	108	11	135	11	243	22
	PM Peak Hour	310	27	214	21	524	48

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Monday	24hr	5,591	5,645	11,236	989	864	1,853
Monday	18hr	5,454	5,323	10,777	962	806	1,768
Monday	AM Peak Hour	367	694	1,061	67	118	185
Monday	PM Peak Hour	787	438	1,225	92	32	124
Tuesday	24hr	5,940	5,884	11,824	1,057	846	1,903
Tuesday	18hr	5,777	5,553	11,330	1,005	789	1,794
Tuesday	AM Peak Hour	368	750	1,118	81	102	183
Tuesday	PM Peak Hour	782	402	1,184	82	34	116
Wednesday	24hr	6,151	6,199	12,350	1,078	925	2,003
Wednesday	18hr	5,980	5,832	11,812	1,036	856	1,892
Wednesday	AM Peak Hour	373	725	1,098	67	108	175
Wednesday	PM Peak Hour	747	410	1,157	80	40	120
Thursday	24hr	6,354	6,116	12,470	1,183	877	2,060
Thursday	18hr	6,190	5,770	11,960	1,139	818	1,957
Thursday	AM Peak Hour	369	736	1,105	71	103	174
Thursday	PM Peak Hour	795	455	1,250	104	34	138
Friday	24hr	6,115	6,031	12,146	1,088	861	1,949
Friday	18hr	5,953	5,705	11,658	1,041	800	1,841
Friday	AM Peak Hour	310	552	862	70	80	150
Friday	PM Peak Hour	642	418	1,060	87	42	129
Saturday	24hr	5,149	4,913	10,062	540	401	941
Saturday	18hr	4,963	4,733	9,696	499	376	875
Saturday	AM Peak Hour	229	265	494	28	23	51
Saturday	PM Peak Hour	427	305	732	39	20	59
Sunday	24hr	4,036	4,077	8,113	388	336	724
Sunday	18hr	3,817	3,940	7,757	355	322	677
Sunday	AM Peak Hour	108	135	243	11	11	22
Sunday	PM Peak Hour	310	214	524	27	21	48

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	5,871	5,637	11,507	1,037	814	1,850
Weekday	AM Peak Hour	357	691	1,049	71	102	173
Weekday	PM Peak Hour	751	425	1,175	89	36	125
Daily	24hr	5,619	5,552	11,172	903	730	1,633
Daily	AM Peak Hour	303	551	854	56	78	134
Daily	PM Peak Hour	641	377	1,019	73	32	105

	AADT	AAWT
Total Veh.	5.96	5.17
HDVs	6.83	6.19

ATC Survey Ref: 13

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	5.67	5.03
HDVs	6.97	6.37

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Eastbound	Westbound	Eastbound	Westbound
Average	38.0	38.6	37.9	38.9
85th %ile	42.4	43.0	42.5	43.5

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
02/07/2024	Tuesday	weekday	207	214	1,982	2,006	15	15	239	243
03/07/2024	Wednesday	weekday	215	196	2,025	2,061	35	19	284	295
04/07/2024	Thursday	weekday	219	202	2,130	2,159	26	20	275	281
05/07/2024	Friday	weekday	229	167	2,023	2,061	31	9	258	267
06/07/2024	Saturday	weekend	70	83	1,429	1,455	3	3	100	101
07/07/2024	Sunday	weekend	51	88	1,313	1,340	6	6	111	113
08/07/2024	Monday	weekday	205	168	2,010	2,033	23	15	269	275
Weekday			215	189	2,034	-	26	16	265	-
Daily			171	160	-	1,874	20	12	-	225

Date	Period	Eastbound		Westbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
02/07/2024	24hr	1,053	108	953	135	2,006	243
	18hr	1,041	106	941	133	1,982	239
	AM Peak Hour	97	4	110	11	207	15
	PM Peak Hour	126	7	88	8	214	15
03/07/2024	24hr	1,054	127	1,007	168	2,061	295
	18hr	1,038	121	987	163	2,025	284
	AM Peak Hour	94	14	121	21	215	35
	PM Peak Hour	119	7	77	12	196	19
04/07/2024	24hr	1,151	140	1,008	141	2,159	281
	18hr	1,136	136	994	139	2,130	275
	AM Peak Hour	107	14	112	12	219	26
	PM Peak Hour	123	10	79	10	202	20
05/07/2024	24hr	1,056	114	1,005	153	2,061	267
	18hr	1,038	108	985	150	2,023	258
	AM Peak Hour	107	11	122	20	229	31
	PM Peak Hour	91	3	76	6	167	9
06/07/2024	24hr	745	36	710	65	1,455	101
	18hr	732	35	697	65	1,429	100
	AM Peak Hour	39	2	31	1	70	3
	PM Peak Hour	42	1	41	2	83	3
07/07/2024	24hr	685	50	655	63	1,340	113
	18hr	679	50	634	61	1,313	111
	AM Peak Hour	24	3	27	3	51	6
	PM Peak Hour	50	3	38	3	88	6
08/07/2024	24hr	1,063	132	970	143	2,033	275
	18hr	1,051	129	959	140	2,010	269
	AM Peak Hour	94	12	111	11	205	23
	PM Peak Hour	103	7	65	8	168	15

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Tuesday	24hr	1,053	953	2,006	108	135	243
Tuesday	18hr	1,041	941	1,982	106	133	239
Tuesday	AM Peak Hour	97	110	207	4	11	15
Tuesday	PM Peak Hour	126	88	214	7	8	15
Wednesday	24hr	1,054	1,007	2,061	127	168	295
Wednesday	18hr	1,038	987	2,025	121	163	284
Wednesday	AM Peak Hour	94	121	215	14	21	35
Wednesday	PM Peak Hour	119	77	196	7	12	19
Thursday	24hr	1,151	1,008	2,159	140	141	281
Thursday	18hr	1,136	994	2,130	136	139	275
Thursday	AM Peak Hour	107	112	219	14	12	26
Thursday	PM Peak Hour	123	79	202	10	10	20
Friday	24hr	1,056	1,005	2,061	114	153	267
Friday	18hr	1,038	985	2,023	108	150	258
Friday	AM Peak Hour	107	122	229	11	20	31
Friday	PM Peak Hour	91	76	167	3	6	9
Saturday	24hr	745	710	1,455	36	65	101
Saturday	18hr	732	697	1,429	35	65	100
Saturday	AM Peak Hour	39	31	70	2	1	3
Saturday	PM Peak Hour	42	41	83	1	2	3
Sunday	24hr	685	655	1,340	50	63	113
Sunday	18hr	679	634	1,313	50	61	111
Sunday	AM Peak Hour	24	27	51	3	3	6
Sunday	PM Peak Hour	50	38	88	3	3	6
Monday	24hr	1,063	970	2,033	132	143	275
Monday	18hr	1,051	959	2,010	129	140	269
Monday	AM Peak Hour	94	111	205	12	11	23
Monday	PM Peak Hour	103	65	168	7	8	15

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	997	921	1,918	101	130	231
Weekday	AM Peak Hour	89	99	188	9	13	22
Weekday	PM Peak Hour	100	72	172	6	8	13
Daily	24hr	972	901	1,874	101	124	225
Daily	AM Peak Hour	80	91	171	9	11	20
Daily	PM Peak Hour	93	66	160	5	7	12

	AADT	AAWT
Total Veh.	5.67	5.32
HDVs	6.97	6.57

ATC Survey Ref: 14

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	5.45	4.83
HDVs	5.87	5.43

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Eastbound	Westbound	Eastbound	Westbound
Average	53.4	52.8	53.7	53.1
85th %ile	59.9	59.6	60.2	60.0

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
02/07/2024	Tuesday	weekday	768	533	5,664	5,761	106	34	677	684
03/07/2024	Wednesday	weekday	558	875	6,390	6,502	74	101	844	858
04/07/2024	Thursday	weekday	562	599	5,730	5,832	75	60	696	710
05/07/2024	Friday	weekday	465	555	5,512	5,625	59	63	727	739
06/07/2024	Saturday	weekend	210	278	4,211	4,309	16	20	343	355
07/07/2024	Sunday	weekend	117	248	3,374	3,469	6	23	247	258
08/07/2024	Monday	weekday	518	527	5,504	5,606	68	38	740	755
Weekday			574	618	5,760	-	76	59	737	-
Daily			457	516	-	5,301	58	48	-	623

Date	Period	Eastbound		Westbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
02/07/2024	24hr	2,971	372	2,790	312	5,761	684
	18hr	2,904	368	2,760	309	5,664	677
	AM Peak Hour	539	79	229	27	768	106
	PM Peak Hour	237	13	296	21	533	34
03/07/2024	24hr	3,277	421	3,225	437	6,502	858
	18hr	3,203	413	3,187	431	6,390	844
	AM Peak Hour	341	38	217	36	558	74
	PM Peak Hour	375	32	500	69	875	101
04/07/2024	24hr	2,906	335	2,926	375	5,832	710
	18hr	2,845	327	2,885	369	5,730	696
	AM Peak Hour	349	44	213	31	562	75
	PM Peak Hour	261	24	338	36	599	60
05/07/2024	24hr	2,833	350	2,792	389	5,625	739
	18hr	2,766	343	2,746	384	5,512	727
	AM Peak Hour	291	30	174	29	465	59
	PM Peak Hour	254	25	301	38	555	63
06/07/2024	24hr	2,144	162	2,165	193	4,309	355
	18hr	2,093	155	2,118	188	4,211	343
	AM Peak Hour	150	8	60	8	210	16
	PM Peak Hour	151	10	127	10	278	20
07/07/2024	24hr	1,733	129	1,736	129	3,469	258
	18hr	1,682	124	1,692	123	3,374	247
	AM Peak Hour	86	4	31	2	117	6
	PM Peak Hour	116	11	132	12	248	23
08/07/2024	24hr	2,715	336	2,891	419	5,606	755
	18hr	2,648	328	2,856	412	5,504	740
	AM Peak Hour	315	39	203	29	518	68
	PM Peak Hour	231	13	296	25	527	38

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Tuesday	24hr	2,971	2,790	5,761	372	312	684
Tuesday	18hr	2,904	2,760	5,664	368	309	677
Tuesday	AM Peak Hour	539	229	768	79	27	106
Tuesday	PM Peak Hour	237	296	533	13	21	34
Wednesday	24hr	3,277	3,225	6,502	421	437	858
Wednesday	18hr	3,203	3,187	6,390	413	431	844
Wednesday	AM Peak Hour	341	217	558	38	36	74
Wednesday	PM Peak Hour	375	500	875	32	69	101
Thursday	24hr	2,906	2,926	5,832	335	375	710
Thursday	18hr	2,845	2,885	5,730	327	369	696
Thursday	AM Peak Hour	349	213	562	44	31	75
Thursday	PM Peak Hour	261	338	599	24	36	60
Friday	24hr	2,833	2,792	5,625	350	389	739
Friday	18hr	2,766	2,746	5,512	343	384	727
Friday	AM Peak Hour	291	174	465	30	29	59
Friday	PM Peak Hour	254	301	555	25	38	63
Saturday	24hr	2,144	2,165	4,309	162	193	355
Saturday	18hr	2,093	2,118	4,211	155	188	343
Saturday	AM Peak Hour	150	60	210	8	8	16
Saturday	PM Peak Hour	151	127	278	10	10	20
Sunday	24hr	1,733	1,736	3,469	129	129	258
Sunday	18hr	1,682	1,692	3,374	124	123	247
Sunday	AM Peak Hour	86	31	117	4	2	6
Sunday	PM Peak Hour	116	132	248	11	12	23
Monday	24hr	2,715	2,891	5,606	336	419	755
Monday	18hr	2,648	2,856	5,504	328	412	740
Monday	AM Peak Hour	315	203	518	39	29	68
Monday	PM Peak Hour	231	296	527	13	25	38

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	2,762	2,739	5,501	321	336	657
Weekday	AM Peak Hour	334	179	513	40	26	66
Weekday	PM Peak Hour	256	312	568	21	35	56
Daily	24hr	2,654	2,646	5,301	301	322	623
Daily	AM Peak Hour	296	161	457	35	23	58
Daily	PM Peak Hour	232	284	516	18	30	48

	AADT	AAWT
Total Veh.	5.45	5.09
HDVs	5.87	5.41

ATC Survey Ref: 15

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	6.88	6.09
HDVs	8.15	7.37

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Northbound	Southbound	Northbound	Southbound
Average	42.4	44.1	42.7	44.2
85th %ile	47.5	49.5	47.7	49.9

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
24/06/2024	Monday	weekday	2,087	2,153	24,994	26,305	447	329	5,494	5,898
25/06/2024	Tuesday	weekday	2,065	2,217	24,988	26,259	431	338	5,274	5,691
26/06/2024	Wednesday	weekday	2,083	2,128	25,546	26,809	421	292	5,569	6,027
27/06/2024	Thursday	weekday	1,944	2,181	25,404	26,700	404	322	5,455	5,912
28/06/2024	Friday	weekday	1,887	2,080	25,996	27,243	378	320	5,358	5,799
29/06/2024	Saturday	weekend	1,194	1,453	21,254	22,254	198	152	2,870	3,127
30/06/2024	Sunday	weekend	637	1,107	16,865	17,898	103	129	2,073	2,279
Weekday			2,013	2,152	25,386	-	416	320	5,430	-
Daily			1,700	1,903	-	24,781	340	269	-	4,962

Date	Period	Northbound		Southbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
24/06/2024	24hr	13,448	3,173	12,857	2,725	26,305	5,898
	18hr	12,892	3,015	12,102	2,479	24,994	5,494
	AM Peak Hour	1,084	264	1,003	183	2,087	447
	PM Peak Hour	1,146	178	1,007	151	2,153	329
25/06/2024	24hr	12,948	2,888	13,311	2,803	26,259	5,691
	18hr	12,395	2,710	12,593	2,564	24,988	5,274
	AM Peak Hour	1,026	252	1,039	179	2,065	431
	PM Peak Hour	1,158	181	1,059	157	2,217	338
26/06/2024	24hr	13,393	3,114	13,416	2,913	26,809	6,027
	18hr	12,869	2,927	12,677	2,642	25,546	5,569
	AM Peak Hour	1,097	248	986	173	2,083	421
	PM Peak Hour	1,109	149	1,019	143	2,128	292
27/06/2024	24hr	13,377	3,048	13,323	2,864	26,700	5,912
	18hr	12,841	2,861	12,563	2,594	25,404	5,455
	AM Peak Hour	986	233	958	171	1,944	404
	PM Peak Hour	1,094	164	1,087	158	2,181	322
28/06/2024	24hr	13,733	3,052	13,510	2,747	27,243	5,799
	18hr	13,180	2,853	12,816	2,505	25,996	5,358
	AM Peak Hour	940	208	947	170	1,887	378
	PM Peak Hour	1,112	188	968	132	2,080	320
29/06/2024	24hr	11,371	1,709	10,883	1,418	22,254	3,127
	18hr	10,871	1,586	10,383	1,284	21,254	2,870
	AM Peak Hour	547	102	647	96	1,194	198
	PM Peak Hour	744	94	709	58	1,453	152
30/06/2024	24hr	8,806	1,201	9,092	1,078	17,898	2,279
	18hr	8,235	1,084	8,630	989	16,865	2,073
	AM Peak Hour	290	49	347	54	637	103
	PM Peak Hour	557	59	550	70	1,107	129

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Monday	24hr	13,448	12,857	26,305	3,173	2,725	5,898
Monday	18hr	12,892	12,102	24,994	3,015	2,479	5,494
Monday	AM Peak Hour	1,084	1,003	2,087	264	183	447
Monday	PM Peak Hour	1,146	1,007	2,153	178	151	329
Tuesday	24hr	12,948	13,311	26,259	2,888	2,803	5,691
Tuesday	18hr	12,395	12,593	24,988	2,710	2,564	5,274
Tuesday	AM Peak Hour	1,026	1,039	2,065	252	179	431
Tuesday	PM Peak Hour	1,158	1,059	2,217	181	157	338
Wednesday	24hr	13,393	13,416	26,809	3,114	2,913	6,027
Wednesday	18hr	12,869	12,677	25,546	2,927	2,642	5,569
Wednesday	AM Peak Hour	1,097	986	2,083	248	173	421
Wednesday	PM Peak Hour	1,109	1,019	2,128	149	143	292
Thursday	24hr	13,377	13,323	26,700	3,048	2,864	5,912
Thursday	18hr	12,841	12,563	25,404	2,861	2,594	5,455
Thursday	AM Peak Hour	986	958	1,944	233	171	404
Thursday	PM Peak Hour	1,094	1,087	2,181	164	158	322
Friday	24hr	13,733	13,510	27,243	3,052	2,747	5,799
Friday	18hr	13,180	12,816	25,996	2,853	2,505	5,358
Friday	AM Peak Hour	940	947	1,887	208	170	378
Friday	PM Peak Hour	1,112	968	2,080	188	132	320
Saturday	24hr	11,371	10,883	22,254	1,709	1,418	3,127
Saturday	18hr	10,871	10,383	21,254	1,586	1,284	2,870
Saturday	AM Peak Hour	547	647	1,194	102	96	198
Saturday	PM Peak Hour	744	709	1,453	94	58	152
Sunday	24hr	8,806	9,092	17,898	1,201	1,078	2,279
Sunday	18hr	8,235	8,630	16,865	1,084	989	2,073
Sunday	AM Peak Hour	290	347	637	49	54	103
Sunday	PM Peak Hour	557	550	1,107	59	70	129

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	12,835	12,550	25,386	2,873	2,557	5,430
Weekday	AM Peak Hour	1,027	987	2,013	241	175	416
Weekday	PM Peak Hour	1,124	1,028	2,152	172	148	320
Daily	24hr	12,439	12,342	24,781	2,598	2,364	4,962
Daily	AM Peak Hour	853	847	1,700	194	147	340
Daily	PM Peak Hour	989	914	1,903	145	124	269

	AADT	AAWT
Total Veh.	6.88	6.09
HDVs	8.15	7.37

ATC Survey Ref: 16

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	6.96	6.17
HDVs	8.30	7.46

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Northbound	Southbound	Northbound	Southbound
Average	52.8	52.0	53.3	51.9
85th %ile	58.1	57.6	59.0	57.7

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
24/06/2024	Monday	weekday	1,896	2,027	22,858	24,095	465	359	5,973	6,433
25/06/2024	Tuesday	weekday	1,935	2,027	23,341	24,600	465	395	5,944	6,442
26/06/2024	Wednesday	weekday	1,898	1,970	23,967	25,221	431	351	5,946	6,447
27/06/2024	Thursday	weekday	1,824	2,024	24,021	25,296	426	322	5,912	6,346
28/06/2024	Friday	weekday	1,743	1,917	24,589	25,833	401	351	5,818	6,267
29/06/2024	Saturday	weekend	1,128	1,376	20,089	21,062	222	198	3,722	4,021
30/06/2024	Sunday	weekend	622	1,036	15,902	16,906	131	196	2,878	3,165
Weekday			1,859	1,993	23,755	-	438	356	5,919	-
Daily			1,578	1,768	-	23,288	363	310	-	5,589

Date	Period	Northbound		Southbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
24/06/2024	24hr	12,038	3,124	12,057	3,309	24,095	6,433
	18hr	11,537	2,954	11,321	3,019	22,858	5,973
	AM Peak Hour	938	267	958	198	1,896	465
	PM Peak Hour	1,144	164	883	195	2,027	359
25/06/2024	24hr	12,288	3,091	12,312	3,351	24,600	6,442
	18hr	11,755	2,909	11,586	3,035	23,341	5,944
	AM Peak Hour	903	243	1,032	222	1,935	465
	PM Peak Hour	1,125	222	902	173	2,027	395
26/06/2024	24hr	12,714	3,350	12,507	3,097	25,221	6,447
	18hr	12,201	3,136	11,766	2,810	23,967	5,946
	AM Peak Hour	949	231	949	200	1,898	431
	PM Peak Hour	1,102	189	868	162	1,970	351
27/06/2024	24hr	12,792	3,490	12,504	2,856	25,296	6,346
	18hr	12,272	3,306	11,749	2,606	24,021	5,912
	AM Peak Hour	860	223	964	203	1,824	426
	PM Peak Hour	1,049	184	975	138	2,024	322
28/06/2024	24hr	13,005	3,570	12,828	2,697	25,833	6,267
	18hr	12,457	3,359	12,132	2,459	24,589	5,818
	AM Peak Hour	815	223	928	178	1,743	401
	PM Peak Hour	1,085	228	832	123	1,917	351
29/06/2024	24hr	10,779	2,596	10,283	1,425	21,062	4,021
	18hr	10,287	2,425	9,802	1,297	20,089	3,722
	AM Peak Hour	464	121	664	101	1,128	222
	PM Peak Hour	745	139	631	59	1,376	198
30/06/2024	24hr	8,430	2,033	8,476	1,132	16,906	3,165
	18hr	7,862	1,851	8,040	1,027	15,902	2,878
	AM Peak Hour	273	73	349	58	622	131
	PM Peak Hour	545	126	491	70	1,036	196

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Monday	24hr	12,038	12,057	24,095	3,124	3,309	6,433
Monday	18hr	11,537	11,321	22,858	2,954	3,019	5,973
Monday	AM Peak Hour	938	958	1,896	267	198	465
Monday	PM Peak Hour	1,144	883	2,027	164	195	359
Tuesday	24hr	12,288	12,312	24,600	3,091	3,351	6,442
Tuesday	18hr	11,755	11,586	23,341	2,909	3,035	5,944
Tuesday	AM Peak Hour	903	1,032	1,935	243	222	465
Tuesday	PM Peak Hour	1,125	902	2,027	222	173	395
Wednesday	24hr	12,714	12,507	25,221	3,350	3,097	6,447
Wednesday	18hr	12,201	11,766	23,967	3,136	2,810	5,946
Wednesday	AM Peak Hour	949	949	1,898	231	200	431
Wednesday	PM Peak Hour	1,102	868	1,970	189	162	351
Thursday	24hr	12,792	12,504	25,296	3,490	2,856	6,346
Thursday	18hr	12,272	11,749	24,021	3,306	2,606	5,912
Thursday	AM Peak Hour	860	964	1,824	223	203	426
Thursday	PM Peak Hour	1,049	975	2,024	184	138	322
Friday	24hr	13,005	12,828	25,833	3,570	2,697	6,267
Friday	18hr	12,457	12,132	24,589	3,359	2,459	5,818
Friday	AM Peak Hour	815	928	1,743	223	178	401
Friday	PM Peak Hour	1,085	832	1,917	228	123	351
Saturday	24hr	10,779	10,283	21,062	2,596	1,425	4,021
Saturday	18hr	10,287	9,802	20,089	2,425	1,297	3,722
Saturday	AM Peak Hour	464	664	1,128	121	101	222
Saturday	PM Peak Hour	745	631	1,376	139	59	198
Sunday	24hr	8,430	8,476	16,906	2,033	1,132	3,165
Sunday	18hr	7,862	8,040	15,902	1,851	1,027	2,878
Sunday	AM Peak Hour	273	349	622	73	58	131
Sunday	PM Peak Hour	545	491	1,036	126	70	196

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	12,044	11,711	23,755	3,133	2,786	5,919
Weekday	AM Peak Hour	893	966	1,859	237	200	438
Weekday	PM Peak Hour	1,101	892	1,993	197	158	356
Daily	24hr	11,721	11,567	23,288	3,036	2,552	5,589
Daily	AM Peak Hour	743	835	1,578	197	166	363
Daily	PM Peak Hour	971	797	1,768	179	131	310

	AADT	AAWT
Total Veh.	6.96	6.17
HDVs	8.30	7.46

ATC Survey Ref: 17

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	5.07	4.52
HDVs	6.25	6.08

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Eastbound	Westbound	Eastbound	Westbound
Average	36.8	30.9	36.7	31.2
85th %ile	42.0	35.3	42.2	36.4

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
03/07/2024	Wednesday	weekday	179	248	1,846	1,877	23	18	247	251
04/07/2024	Thursday	weekday	178	224	1,722	1,747	26	13	229	232
05/07/2024	Friday	weekday	146	161	1,663	1,699	22	10	228	235
06/07/2024	Saturday	weekend	60	59	1,074	1,095	9	4	82	89
07/07/2024	Sunday	weekend	31	71	882	904	4	7	70	72
08/07/2024	Monday	weekday	163	171	1,529	1,556	20	14	193	194
09/07/2024	Tuesday	weekday	189	214	1,702	1,736	20	17	216	221
Weekday			171	204	1,692	-	22	14	223	-
Daily			135	164	-	1,516	18	12	-	185

Date	Period	Eastbound		Westbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
03/07/2024	24hr	958	149	919	102	1,877	251
	18hr	939	147	907	100	1,846	247
	AM Peak Hour	79	15	100	8	179	23
	PM Peak Hour	144	14	104	4	248	18
04/07/2024	24hr	866	133	881	99	1,747	232
	18hr	856	131	866	98	1,722	229
	AM Peak Hour	85	13	93	13	178	26
	PM Peak Hour	125	9	99	4	224	13
05/07/2024	24hr	879	136	820	99	1,699	235
	18hr	855	129	808	99	1,663	228
	AM Peak Hour	64	5	82	17	146	22
	PM Peak Hour	100	6	61	4	161	10
06/07/2024	24hr	543	61	552	28	1,095	89
	18hr	529	57	545	25	1,074	82
	AM Peak Hour	29	5	31	4	60	9
	PM Peak Hour	29	4	30	0	59	4
07/07/2024	24hr	454	46	450	26	904	72
	18hr	437	44	445	26	882	70
	AM Peak Hour	15	1	16	3	31	4
	PM Peak Hour	39	6	32	1	71	7
08/07/2024	24hr	767	112	789	82	1,556	194
	18hr	754	111	775	82	1,529	193
	AM Peak Hour	75	14	88	6	163	20
	PM Peak Hour	100	9	71	5	171	14
09/07/2024	24hr	853	121	883	100	1,736	221
	18hr	837	116	865	100	1,702	216
	AM Peak Hour	76	9	113	11	189	20
	PM Peak Hour	131	13	83	4	214	17

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Wednesday	24hr	958	919	1,877	149	102	251
Wednesday	18hr	939	907	1,846	147	100	247
Wednesday	AM Peak Hour	79	100	179	15	8	23
Wednesday	PM Peak Hour	144	104	248	14	4	18
Thursday	24hr	866	881	1,747	133	99	232
Thursday	18hr	856	866	1,722	131	98	229
Thursday	AM Peak Hour	85	93	178	13	13	26
Thursday	PM Peak Hour	125	99	224	9	4	13
Friday	24hr	879	820	1,699	136	99	235
Friday	18hr	855	808	1,663	129	99	228
Friday	AM Peak Hour	64	82	146	5	17	22
Friday	PM Peak Hour	100	61	161	6	4	10
Saturday	24hr	543	552	1,095	61	28	89
Saturday	18hr	529	545	1,074	57	25	82
Saturday	AM Peak Hour	29	31	60	5	4	9
Saturday	PM Peak Hour	29	30	59	4	0	4
Sunday	24hr	454	450	904	46	26	72
Sunday	18hr	437	445	882	44	26	70
Sunday	AM Peak Hour	15	16	31	1	3	4
Sunday	PM Peak Hour	39	32	71	6	1	7
Monday	24hr	767	789	1,556	112	82	194
Monday	18hr	754	775	1,529	111	82	193
Monday	AM Peak Hour	75	88	163	14	6	20
Monday	PM Peak Hour	100	71	171	9	5	14
Tuesday	24hr	853	883	1,736	121	100	221
Tuesday	18hr	837	865	1,702	116	100	216
Tuesday	AM Peak Hour	76	113	189	9	11	20
Tuesday	PM Peak Hour	131	83	214	13	4	17

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	723	714	1,437	102	70	171
Weekday	AM Peak Hour	54	64	119	8	9	17
Weekday	PM Peak Hour	87	65	153	8	3	10
Daily	24hr	760	756	1,516	108	77	185
Daily	AM Peak Hour	60	75	135	9	9	18
Daily	PM Peak Hour	95	69	164	9	3	12

	AADT	AAWT
Total Veh.	5.07	5.30
HDVs	6.25	6.29

ATC Survey Ref: 18

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	7.17	6.36
HDVs	9.92	8.99

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Eastbound	Westbound	Eastbound	Westbound
Average	24.3	32.5	24.5	32.7
85th %ile	30.9	36.8	33.1	37.0

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
24/06/2024	Monday	weekday	1,930	1,971	23,969	25,320	239	153	3,649	4,023
25/06/2024	Tuesday	weekday	1,885	1,937	23,843	25,126	206	165	3,476	3,849
26/06/2024	Wednesday	weekday	1,963	1,952	24,843	26,196	256	159	3,815	4,223
27/06/2024	Thursday	weekday	1,946	2,016	25,261	26,618	228	176	3,733	4,166
28/06/2024	Friday	weekday	1,841	1,976	25,541	26,880	275	175	3,603	3,990
29/06/2024	Saturday	weekend	1,288	1,491	22,538	23,564	128	93	1,816	2,035
30/06/2024	Sunday	weekend	669	1,127	17,129	18,249	77	71	1,374	1,535
Weekday			1,913	1,970	24,691	-	241	166	3,655	-
Daily			1,646	1,781	-	24,565	201	142	-	3,403

Date	Period	Eastbound		Westbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
24/06/2024	24hr	12,925	2,075	12,395	1,948	25,320	4,023
	18hr	12,334	1,922	11,635	1,727	23,969	3,649
	AM Peak Hour	993	147	937	92	1,930	239
	PM Peak Hour	994	70	977	83	1,971	153
25/06/2024	24hr	12,637	1,896	12,489	1,953	25,126	3,849
	18hr	12,059	1,740	11,784	1,736	23,843	3,476
	AM Peak Hour	918	124	967	82	1,885	206
	PM Peak Hour	970	85	967	80	1,937	165
26/06/2024	24hr	13,443	2,187	12,753	2,036	26,196	4,223
	18hr	12,835	2,016	12,008	1,799	24,843	3,815
	AM Peak Hour	1,012	153	951	103	1,963	256
	PM Peak Hour	966	62	986	97	1,952	159
27/06/2024	24hr	13,751	2,136	12,867	2,030	26,618	4,166
	18hr	13,163	1,963	12,098	1,770	25,261	3,733
	AM Peak Hour	994	130	952	98	1,946	228
	PM Peak Hour	990	92	1,026	84	2,016	176
28/06/2024	24hr	13,819	2,098	13,061	1,892	26,880	3,990
	18hr	13,204	1,925	12,337	1,678	25,541	3,603
	AM Peak Hour	916	160	925	115	1,841	275
	PM Peak Hour	1,072	108	904	67	1,976	175
29/06/2024	24hr	12,542	1,112	11,022	923	23,564	2,035
	18hr	12,017	1,006	10,521	810	22,538	1,816
	AM Peak Hour	762	72	526	56	1,288	128
	PM Peak Hour	822	52	669	41	1,491	93
30/06/2024	24hr	9,264	783	8,985	752	18,249	1,535
	18hr	8,640	699	8,489	675	17,129	1,374
	AM Peak Hour	316	35	353	42	669	77
	PM Peak Hour	585	29	542	42	1,127	71

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Monday	24hr	12,925	12,395	25,320	2,075	1,948	4,023
Monday	18hr	12,334	11,635	23,969	1,922	1,727	3,649
Monday	AM Peak Hour	993	937	1,930	147	92	239
Monday	PM Peak Hour	994	977	1,971	70	83	153
Tuesday	24hr	12,637	12,489	25,126	1,896	1,953	3,849
Tuesday	18hr	12,059	11,784	23,843	1,740	1,736	3,476
Tuesday	AM Peak Hour	918	967	1,885	124	82	206
Tuesday	PM Peak Hour	970	967	1,937	85	80	165
Wednesday	24hr	13,443	12,753	26,196	2,187	2,036	4,223
Wednesday	18hr	12,835	12,008	24,843	2,016	1,799	3,815
Wednesday	AM Peak Hour	1,012	951	1,963	153	103	256
Wednesday	PM Peak Hour	966	986	1,952	62	97	159
Thursday	24hr	13,751	12,867	26,618	2,136	2,030	4,166
Thursday	18hr	13,163	12,098	25,261	1,963	1,770	3,733
Thursday	AM Peak Hour	994	952	1,946	130	98	228
Thursday	PM Peak Hour	990	1,026	2,016	92	84	176
Friday	24hr	13,819	13,061	26,880	2,098	1,892	3,990
Friday	18hr	13,204	12,337	25,541	1,925	1,678	3,603
Friday	AM Peak Hour	916	925	1,841	160	115	275
Friday	PM Peak Hour	1,072	904	1,976	108	67	175
Saturday	24hr	12,542	11,022	23,564	1,112	923	2,035
Saturday	18hr	12,017	10,521	22,538	1,006	810	1,816
Saturday	AM Peak Hour	762	526	1,288	72	56	128
Saturday	PM Peak Hour	822	669	1,491	52	41	93
Sunday	24hr	9,264	8,985	18,249	783	752	1,535
Sunday	18hr	8,640	8,489	17,129	699	675	1,374
Sunday	AM Peak Hour	316	353	669	35	42	77
Sunday	PM Peak Hour	585	542	1,127	29	42	71

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	12,719	11,972	24,691	1,913	1,742	3,655
Weekday	AM Peak Hour	967	946	1,913	143	98	241
Weekday	PM Peak Hour	998	972	1,970	83	82	166
Daily	24hr	12,626	11,939	24,565	1,755	1,648	3,403
Daily	AM Peak Hour	844	802	1,646	117	84	201
Daily	PM Peak Hour	914	867	1,781	71	71	142

	AADT	AAWT
Total Veh.	7.17	6.36
HDVs	9.92	8.99

ATC Survey Ref: 19

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	7.17	6.35
HDVs	9.75	8.40

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Eastbound	Westbound	Eastbound	Westbound
Average	31.7	25.2	32.2	24.3
85th %ile	36.5	32.8	37.4	34.0

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
24/06/2024	Monday	weekday	1,734	2,009	22,846	24,203	209	181	3,767	4,129
25/06/2024	Tuesday	weekday	1,810	2,054	23,541	24,884	239	204	3,728	4,041
26/06/2024	Wednesday	weekday	1,687	1,941	23,759	25,024	141	160	2,966	3,250
27/06/2024	Thursday	weekday	1,722	1,955	23,921	25,232	173	165	2,872	3,153
28/06/2024	Friday	weekday	1,802	2,074	25,190	26,518	204	345	3,640	3,873
29/06/2024	Saturday	weekend	1,126	1,400	20,719	21,731	80	58	2,111	2,265
30/06/2024	Sunday	weekend	614	1,066	16,278	17,363	36	63	1,203	1,315
Weekday			1,751	2,007	23,851	-	193	211	3,395	-
Daily			1,499	1,786	-	23,565	155	168	-	3,147

Date	Period	Eastbound		Westbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
24/06/2024	24hr	12,166	2,062	12,037	2,067	24,203	4,129
	18hr	11,567	1,900	11,279	1,867	22,846	3,767
	AM Peak Hour	901	124	833	85	1,734	209
	PM Peak Hour	1,001	76	1,008	105	2,009	181
25/06/2024	24hr	12,338	2,071	12,546	1,970	24,884	4,041
	18hr	11,707	1,903	11,834	1,825	23,541	3,728
	AM Peak Hour	870	132	940	107	1,810	239
	PM Peak Hour	1,015	106	1,039	98	2,054	204
26/06/2024	24hr	12,376	1,239	12,648	2,011	25,024	3,250
	18hr	11,820	1,110	11,939	1,856	23,759	2,966
	AM Peak Hour	824	59	863	82	1,687	141
	PM Peak Hour	926	37	1,015	123	1,941	160
27/06/2024	24hr	12,643	1,399	12,589	1,754	25,232	3,153
	18hr	12,093	1,269	11,828	1,603	23,921	2,872
	AM Peak Hour	828	64	894	109	1,722	173
	PM Peak Hour	928	47	1,027	118	1,955	165
28/06/2024	24hr	13,177	2,294	13,341	1,579	26,518	3,873
	18hr	12,584	2,167	12,606	1,473	25,190	3,640
	AM Peak Hour	861	111	941	93	1,802	204
	PM Peak Hour	1,073	222	1,001	123	2,074	345
29/06/2024	24hr	10,980	1,692	10,751	573	21,731	2,265
	18hr	10,470	1,596	10,249	515	20,719	2,111
	AM Peak Hour	485	49	641	31	1,126	80
	PM Peak Hour	731	40	669	18	1,400	58
30/06/2024	24hr	8,655	861	8,708	454	17,363	1,315
	18hr	8,053	781	8,225	422	16,278	1,203
	AM Peak Hour	282	19	332	17	614	36
	PM Peak Hour	553	36	513	27	1,066	63

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Monday	24hr	12,166	12,037	24,203	2,062	2,067	4,129
Monday	18hr	11,567	11,279	22,846	1,900	1,867	3,767
Monday	AM Peak Hour	901	833	1,734	124	85	209
Monday	PM Peak Hour	1,001	1,008	2,009	76	105	181
Tuesday	24hr	12,338	12,546	24,884	2,071	1,970	4,041
Tuesday	18hr	11,707	11,834	23,541	1,903	1,825	3,728
Tuesday	AM Peak Hour	870	940	1,810	132	107	239
Tuesday	PM Peak Hour	1,015	1,039	2,054	106	98	204
Wednesday	24hr	12,376	12,648	25,024	1,239	2,011	3,250
Wednesday	18hr	11,820	11,939	23,759	1,110	1,856	2,966
Wednesday	AM Peak Hour	824	863	1,687	59	82	141
Wednesday	PM Peak Hour	926	1,015	1,941	37	123	160
Thursday	24hr	12,643	12,589	25,232	1,399	1,754	3,153
Thursday	18hr	12,093	11,828	23,921	1,269	1,603	2,872
Thursday	AM Peak Hour	828	894	1,722	64	109	173
Thursday	PM Peak Hour	928	1,027	1,955	47	118	165
Friday	24hr	13,177	13,341	26,518	2,294	1,579	3,873
Friday	18hr	12,584	12,606	25,190	2,167	1,473	3,640
Friday	AM Peak Hour	861	941	1,802	111	93	204
Friday	PM Peak Hour	1,073	1,001	2,074	222	123	345
Saturday	24hr	10,980	10,751	21,731	1,692	573	2,265
Saturday	18hr	10,470	10,249	20,719	1,596	515	2,111
Saturday	AM Peak Hour	485	641	1,126	49	31	80
Saturday	PM Peak Hour	731	669	1,400	40	18	58
Sunday	24hr	8,655	8,708	17,363	861	454	1,315
Sunday	18hr	8,053	8,225	16,278	781	422	1,203
Sunday	AM Peak Hour	282	332	614	19	17	36
Sunday	PM Peak Hour	553	513	1,066	36	27	63

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	11,954	11,897	23,851	1,670	1,725	3,395
Weekday	AM Peak Hour	857	894	1,751	98	95	193
Weekday	PM Peak Hour	989	1,018	2,007	98	113	211
Daily	24hr	11,762	11,803	23,565	1,660	1,487	3,147
Daily	AM Peak Hour	722	778	1,499	80	75	155
Daily	PM Peak Hour	890	896	1,786	81	87	168

	AADT	AAWT
Total Veh.	7.17	6.35
HDVs	9.75	8.40

ATC Survey Ref: 20

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	4.86	4.33
HDVs	5.90	5.51

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Northbound	Southbound	Northbound	Southbound
Average	47.5	45.1	47.0	44.9
85th %ile	54.3	51.0	53.5	50.9

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
24/06/2024	Monday	weekday	846	820	6,666	6,806	111	71	876	897
25/06/2024	Tuesday	weekday	944	822	6,871	7,014	114	54	800	826
26/06/2024	Wednesday	weekday	897	904	7,061	7,238	100	71	868	899
27/06/2024	Thursday	weekday	859	779	7,249	7,412	104	64	932	957
28/06/2024	Friday	weekday	637	670	7,568	7,728	66	53	975	1,005
29/06/2024	Saturday	weekend	267	272	4,377	4,488	25	13	279	292
30/06/2024	Sunday	weekend	130	193	3,184	3,274	5	6	174	181
Weekday			837	799	7,083	-	99	63	890	-
Daily			654	637	-	6,280	75	47	-	722

Date	Period	Northbound		Southbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
24/06/2024	24hr	3,326	461	3,480	436	6,806	897
	18hr	3,256	449	3,410	427	6,666	876
	AM Peak Hour	260	45	586	66	846	111
	PM Peak Hour	556	44	264	27	820	71
25/06/2024	24hr	3,356	394	3,658	432	7,014	826
	18hr	3,290	382	3,581	418	6,871	800
	AM Peak Hour	314	41	630	73	944	114
	PM Peak Hour	508	34	314	20	822	54
26/06/2024	24hr	3,493	457	3,745	442	7,238	899
	18hr	3,402	443	3,659	425	7,061	868
	AM Peak Hour	319	48	578	52	897	100
	PM Peak Hour	576	45	328	26	904	71
27/06/2024	24hr	3,504	488	3,908	469	7,412	957
	18hr	3,425	473	3,824	459	7,249	932
	AM Peak Hour	301	45	558	59	859	104
	PM Peak Hour	465	44	314	20	779	64
28/06/2024	24hr	3,372	447	4,356	558	7,728	1,005
	18hr	3,292	431	4,276	544	7,568	975
	AM Peak Hour	220	24	417	42	637	66
	PM Peak Hour	419	36	251	17	670	53
29/06/2024	24hr	2,162	159	2,326	133	4,488	292
	18hr	2,104	154	2,273	125	4,377	279
	AM Peak Hour	67	10	200	15	267	25
	PM Peak Hour	158	8	114	5	272	13
30/06/2024	24hr	1,621	99	1,653	82	3,274	181
	18hr	1,568	97	1,616	77	3,184	174
	AM Peak Hour	39	2	91	3	130	5
	PM Peak Hour	118	4	75	2	193	6

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Monday	24hr	3,326	3,480	6,806	461	436	897
Monday	18hr	3,256	3,410	6,666	449	427	876
Monday	AM Peak Hour	260	586	846	45	66	111
Monday	PM Peak Hour	556	264	820	44	27	71
Tuesday	24hr	3,356	3,658	7,014	394	432	826
Tuesday	18hr	3,290	3,581	6,871	382	418	800
Tuesday	AM Peak Hour	314	630	944	41	73	114
Tuesday	PM Peak Hour	508	314	822	34	20	54
Wednesday	24hr	3,493	3,745	7,238	457	442	899
Wednesday	18hr	3,402	3,659	7,061	443	425	868
Wednesday	AM Peak Hour	319	578	897	48	52	100
Wednesday	PM Peak Hour	576	328	904	45	26	71
Thursday	24hr	3,504	3,908	7,412	488	469	957
Thursday	18hr	3,425	3,824	7,249	473	459	932
Thursday	AM Peak Hour	301	558	859	45	59	104
Thursday	PM Peak Hour	465	314	779	44	20	64
Friday	24hr	3,372	4,356	7,728	447	558	1,005
Friday	18hr	3,292	4,276	7,568	431	544	975
Friday	AM Peak Hour	220	417	637	24	42	66
Friday	PM Peak Hour	419	251	670	36	17	53
Saturday	24hr	2,162	2,326	4,488	159	133	292
Saturday	18hr	2,104	2,273	4,377	154	125	279
Saturday	AM Peak Hour	67	200	267	10	15	25
Saturday	PM Peak Hour	158	114	272	8	5	13
Sunday	24hr	1,621	1,653	3,274	99	82	181
Sunday	18hr	1,568	1,616	3,184	97	77	174
Sunday	AM Peak Hour	39	91	130	2	3	5
Sunday	PM Peak Hour	118	75	193	4	2	6

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	3,333	3,750	7,083	436	455	890
Weekday	AM Peak Hour	283	554	837	41	58	99
Weekday	PM Peak Hour	505	294	799	41	22	63
Daily	24hr	2,976	3,304	6,280	358	365	722
Daily	AM Peak Hour	217	437	654	31	44	75
Daily	PM Peak Hour	400	237	637	31	17	47

	AADT	AAWT
Total Veh.	4.86	4.33
HDVs	5.90	5.51

ATC Survey Ref: 21

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	6.65	5.85
HDVs	7.95	7.20

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Northbound	Southbound	Northbound	Southbound
Average	41.4	40.8	41.4	40.8
85th %ile	47.1	45.5	47.2	45.6

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
24/06/2024	Monday	weekday	1,413	1,458	15,965	16,653	232	147	2,583	2,739
25/06/2024	Tuesday	weekday	1,481	1,384	16,745	17,461	227	127	2,568	2,736
26/06/2024	Wednesday	weekday	1,443	1,492	16,950	17,653	226	157	2,658	2,836
27/06/2024	Thursday	weekday	1,507	1,489	17,181	17,969	226	145	2,720	2,902
28/06/2024	Friday	weekday	1,384	1,344	17,336	18,097	202	133	2,584	2,770
29/06/2024	Saturday	weekend	677	868	13,123	13,684	72	54	1,138	1,240
30/06/2024	Sunday	weekend	336	596	10,143	10,657	27	45	756	831
Weekday			1,446	1,433	16,835	-	223	142	2,623	-
Daily			1,177	1,233	-	16,025	173	115	-	2,293

Date	Period	Northbound		Southbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
24/06/2024	24hr	8,018	1,311	8,635	1,428	16,653	2,739
	18hr	7,781	1,253	8,184	1,330	15,965	2,583
	AM Peak Hour	580	94	833	138	1,413	232
	PM Peak Hour	815	80	643	67	1,458	147
25/06/2024	24hr	8,355	1,326	9,106	1,410	17,461	2,736
	18hr	8,089	1,260	8,656	1,308	16,745	2,568
	AM Peak Hour	614	95	867	132	1,481	227
	PM Peak Hour	777	71	607	56	1,384	127
26/06/2024	24hr	8,465	1,352	9,188	1,484	17,653	2,836
	18hr	8,209	1,284	8,741	1,374	16,950	2,658
	AM Peak Hour	591	90	852	136	1,443	226
	PM Peak Hour	834	85	658	72	1,492	157
27/06/2024	24hr	8,732	1,390	9,237	1,512	17,969	2,902
	18hr	8,451	1,328	8,730	1,392	17,181	2,720
	AM Peak Hour	622	78	885	148	1,507	226
	PM Peak Hour	851	79	638	66	1,489	145
28/06/2024	24hr	9,543	1,502	8,554	1,268	18,097	2,770
	18hr	9,264	1,434	8,072	1,150	17,336	2,584
	AM Peak Hour	546	77	838	125	1,384	202
	PM Peak Hour	739	70	605	63	1,344	133
29/06/2024	24hr	6,443	604	7,241	636	13,684	1,240
	18hr	6,195	564	6,928	574	13,123	1,138
	AM Peak Hour	224	33	453	39	677	72
	PM Peak Hour	459	26	409	28	868	54
30/06/2024	24hr	5,137	409	5,520	422	10,657	831
	18hr	4,869	375	5,274	381	10,143	756
	AM Peak Hour	111	10	225	17	336	27
	PM Peak Hour	319	31	277	14	596	45

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Monday	24hr	8,018	8,635	16,653	1,311	1,428	2,739
Monday	18hr	7,781	8,184	15,965	1,253	1,330	2,583
Monday	AM Peak Hour	580	833	1,413	94	138	232
Monday	PM Peak Hour	815	643	1,458	80	67	147
Tuesday	24hr	8,355	9,106	17,461	1,326	1,410	2,736
Tuesday	18hr	8,089	8,656	16,745	1,260	1,308	2,568
Tuesday	AM Peak Hour	614	867	1,481	95	132	227
Tuesday	PM Peak Hour	777	607	1,384	71	56	127
Wednesday	24hr	8,465	9,188	17,653	1,352	1,484	2,836
Wednesday	18hr	8,209	8,741	16,950	1,284	1,374	2,658
Wednesday	AM Peak Hour	591	852	1,443	90	136	226
Wednesday	PM Peak Hour	834	658	1,492	85	72	157
Thursday	24hr	8,732	9,237	17,969	1,390	1,512	2,902
Thursday	18hr	8,451	8,730	17,181	1,328	1,392	2,720
Thursday	AM Peak Hour	622	885	1,507	78	148	226
Thursday	PM Peak Hour	851	638	1,489	79	66	145
Friday	24hr	9,543	8,554	18,097	1,502	1,268	2,770
Friday	18hr	9,264	8,072	17,336	1,434	1,150	2,584
Friday	AM Peak Hour	546	838	1,384	77	125	202
Friday	PM Peak Hour	739	605	1,344	70	63	133
Saturday	24hr	6,443	7,241	13,684	604	636	1,240
Saturday	18hr	6,195	6,928	13,123	564	574	1,138
Saturday	AM Peak Hour	224	453	677	33	39	72
Saturday	PM Peak Hour	459	409	868	26	28	54
Sunday	24hr	5,137	5,520	10,657	409	422	831
Sunday	18hr	4,869	5,274	10,143	375	381	756
Sunday	AM Peak Hour	111	225	336	10	17	27
Sunday	PM Peak Hour	319	277	596	31	14	45

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	8,359	8,477	16,835	1,312	1,311	2,623
Weekday	AM Peak Hour	591	855	1,446	87	136	223
Weekday	PM Peak Hour	803	630	1,433	77	65	142
Daily	24hr	7,813	8,212	16,025	1,128	1,166	2,293
Daily	AM Peak Hour	470	708	1,177	68	105	173
Daily	PM Peak Hour	685	548	1,233	63	52	115

	AADT	AAWT
Total Veh.	6.65	5.85
HDVs	7.95	7.20

ATC Survey Ref: 22

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	6.42	5.56
HDVs	8.00	7.10

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Northbound	Southbound	Northbound	Southbound
Average	47.4	42.5	47.7	43.8
85th %ile	54.7	49.4	55.0	51.9

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
24/06/2024	Monday	weekday	1,886	1,815	20,394	21,421	298	187	3,542	3,830
25/06/2024	Tuesday	weekday	2,005	1,773	21,281	22,372	314	152	3,441	3,753
26/06/2024	Wednesday	weekday	1,980	1,837	21,719	22,785	292	176	3,677	3,987
27/06/2024	Thursday	weekday	1,927	1,844	21,052	22,220	297	181	3,362	3,693
28/06/2024	Friday	weekday	1,770	1,644	18,286	19,388	269	181	2,633	2,950
29/06/2024	Saturday	weekend	774	984	15,307	16,085	119	89	1,689	1,892
30/06/2024	Sunday	weekend	404	680	11,938	12,630	61	65	1,205	1,338
Weekday			1,914	1,783	20,546	-	294	175	3,331	-
Daily			1,535	1,511	-	19,557	236	147	-	3,063

Date	Period	Northbound		Southbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
24/06/2024	24hr	10,128	1,581	11,293	2,249	21,421	3,830
	18hr	9,622	1,483	10,772	2,059	20,394	3,542
	AM Peak Hour	959	117	927	181	1,886	298
	PM Peak Hour	847	73	968	114	1,815	187
25/06/2024	24hr	10,483	1,546	11,889	2,207	22,372	3,753
	18hr	9,937	1,427	11,344	2,014	21,281	3,441
	AM Peak Hour	1,000	114	1,005	200	2,005	314
	PM Peak Hour	801	57	972	95	1,773	152
26/06/2024	24hr	10,751	1,617	12,034	2,370	22,785	3,987
	18hr	10,207	1,496	11,512	2,181	21,719	3,677
	AM Peak Hour	986	108	994	184	1,980	292
	PM Peak Hour	881	77	956	99	1,837	176
27/06/2024	24hr	10,643	1,505	11,577	2,188	22,220	3,693
	18hr	10,088	1,398	10,964	1,964	21,052	3,362
	AM Peak Hour	946	88	981	209	1,927	297
	PM Peak Hour	873	74	971	107	1,844	181
28/06/2024	24hr	10,270	1,379	9,118	1,571	19,388	2,950
	18hr	9,715	1,262	8,571	1,371	18,286	2,633
	AM Peak Hour	857	91	913	178	1,770	269
	PM Peak Hour	803	68	841	113	1,644	181
29/06/2024	24hr	7,585	702	8,500	1,190	16,085	1,892
	18hr	7,192	632	8,115	1,057	15,307	1,689
	AM Peak Hour	306	42	468	77	774	119
	PM Peak Hour	507	29	477	60	984	89
30/06/2024	24hr	6,126	491	6,504	847	12,630	1,338
	18hr	5,735	445	6,203	760	11,938	1,205
	AM Peak Hour	150	12	254	49	404	61
	PM Peak Hour	363	37	317	28	680	65

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Monday	24hr	10,128	11,293	21,421	1,581	2,249	3,830
Monday	18hr	9,622	10,772	20,394	1,483	2,059	3,542
Monday	AM Peak Hour	959	927	1,886	117	181	298
Monday	PM Peak Hour	847	968	1,815	73	114	187
Tuesday	24hr	10,483	11,889	22,372	1,546	2,207	3,753
Tuesday	18hr	9,937	11,344	21,281	1,427	2,014	3,441
Tuesday	AM Peak Hour	1,000	1,005	2,005	114	200	314
Tuesday	PM Peak Hour	801	972	1,773	57	95	152
Wednesday	24hr	10,751	12,034	22,785	1,617	2,370	3,987
Wednesday	18hr	10,207	11,512	21,719	1,496	2,181	3,677
Wednesday	AM Peak Hour	986	994	1,980	108	184	292
Wednesday	PM Peak Hour	881	956	1,837	77	99	176
Thursday	24hr	10,643	11,577	22,220	1,505	2,188	3,693
Thursday	18hr	10,088	10,964	21,052	1,398	1,964	3,362
Thursday	AM Peak Hour	946	981	1,927	88	209	297
Thursday	PM Peak Hour	873	971	1,844	74	107	181
Friday	24hr	10,270	9,118	19,388	1,379	1,571	2,950
Friday	18hr	9,715	8,571	18,286	1,262	1,371	2,633
Friday	AM Peak Hour	857	913	1,770	91	178	269
Friday	PM Peak Hour	803	841	1,644	68	113	181
Saturday	24hr	7,585	8,500	16,085	702	1,190	1,892
Saturday	18hr	7,192	8,115	15,307	632	1,057	1,689
Saturday	AM Peak Hour	306	468	774	42	77	119
Saturday	PM Peak Hour	507	477	984	29	60	89
Sunday	24hr	6,126	6,504	12,630	491	847	1,338
Sunday	18hr	5,735	6,203	11,938	445	760	1,205
Sunday	AM Peak Hour	150	254	404	12	49	61
Sunday	PM Peak Hour	363	317	680	37	28	65

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	9,914	10,633	20,546	1,413	1,918	3,331
Weekday	AM Peak Hour	950	964	1,914	104	190	294
Weekday	PM Peak Hour	841	942	1,783	70	106	175
Daily	24hr	9,427	10,131	19,557	1,260	1,803	3,063
Daily	AM Peak Hour	743	792	1,535	82	154	236
Daily	PM Peak Hour	725	786	1,511	59	88	147

	AADT	AAWT
Total Veh.	6.42	5.56
HDVs	8.00	7.10

ATC Survey Ref: 24

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	6.36	5.61
HDVs	6.69	6.19

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Eastbound	Westbound	Eastbound	Westbound
Average	27.5	26.5	27.2	26.2
85th %ile	30.7	30.5	30.6	30.9

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
25/06/2024	Tuesday	weekday	1,043	977	10,501	10,714	126	80	1,162	1,189
26/06/2024	Wednesday	weekday	979	984	10,333	10,556	124	71	1,146	1,181
27/06/2024	Thursday	weekday	976	949	10,928	11,146	108	75	1,189	1,216
28/06/2024	Friday	weekday	874	824	10,656	10,861	91	75	1,094	1,128
29/06/2024	Saturday	weekend	411	606	8,789	8,995	44	34	642	669
30/06/2024	Sunday	weekend	185	427	6,930	7,219	20	27	457	479
01/07/2024	Monday	weekday	783	839	9,387	9,582	91	76	1,089	1,111
Weekday			931	915	10,361	-	108	75	1,136	-
Daily			750	801	-	9,868	86	63	-	996

Date	Period	Eastbound		Westbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
25/06/2024	24hr	5,523	670	5,191	519	10,714	1,189
	18hr	5,405	654	5,096	508	10,501	1,162
	AM Peak Hour	473	61	570	65	1,043	126
	PM Peak Hour	564	49	413	31	977	80
26/06/2024	24hr	5,408	681	5,148	500	10,556	1,181
	18hr	5,293	659	5,040	487	10,333	1,146
	AM Peak Hour	445	62	534	62	979	124
	PM Peak Hour	556	46	428	25	984	71
27/06/2024	24hr	5,541	645	5,605	571	11,146	1,216
	18hr	5,421	626	5,507	563	10,928	1,189
	AM Peak Hour	444	53	532	55	976	108
	PM Peak Hour	511	40	438	35	949	75
28/06/2024	24hr	4,995	592	5,866	536	10,861	1,128
	18hr	4,890	572	5,766	522	10,656	1,094
	AM Peak Hour	424	54	450	37	874	91
	PM Peak Hour	439	47	385	28	824	75
29/06/2024	24hr	4,508	380	4,487	289	8,995	669
	18hr	4,394	365	4,395	277	8,789	642
	AM Peak Hour	202	23	209	21	411	44
	PM Peak Hour	306	18	300	16	606	34
30/06/2024	24hr	3,645	283	3,574	196	7,219	479
	18hr	3,503	271	3,427	186	6,930	457
	AM Peak Hour	77	8	108	12	185	20
	PM Peak Hour	251	17	176	10	427	27
01/07/2024	24hr	4,911	646	4,671	465	9,582	1,111
	18hr	4,814	635	4,573	454	9,387	1,089
	AM Peak Hour	357	55	426	36	783	91
	PM Peak Hour	471	54	368	22	839	76

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Tuesday	24hr	5,523	5,191	10,714	670	519	1,189
Tuesday	18hr	5,405	5,096	10,501	654	508	1,162
Tuesday	AM Peak Hour	473	570	1,043	61	65	126
Tuesday	PM Peak Hour	564	413	977	49	31	80
Wednesday	24hr	5,408	5,148	10,556	681	500	1,181
Wednesday	18hr	5,293	5,040	10,333	659	487	1,146
Wednesday	AM Peak Hour	445	534	979	62	62	124
Wednesday	PM Peak Hour	556	428	984	46	25	71
Thursday	24hr	5,541	5,605	11,146	645	571	1,216
Thursday	18hr	5,421	5,507	10,928	626	563	1,189
Thursday	AM Peak Hour	444	532	976	53	55	108
Thursday	PM Peak Hour	511	438	949	40	35	75
Friday	24hr	4,995	5,866	10,861	592	536	1,128
Friday	18hr	4,890	5,766	10,656	572	522	1,094
Friday	AM Peak Hour	424	450	874	54	37	91
Friday	PM Peak Hour	439	385	824	47	28	75
Saturday	24hr	4,508	4,487	8,995	380	289	669
Saturday	18hr	4,394	4,395	8,789	365	277	642
Saturday	AM Peak Hour	202	209	411	23	21	44
Saturday	PM Peak Hour	306	300	606	18	16	34
Sunday	24hr	3,645	3,574	7,219	283	196	479
Sunday	18hr	3,503	3,427	6,930	271	186	457
Sunday	AM Peak Hour	77	108	185	8	12	20
Sunday	PM Peak Hour	251	176	427	17	10	27
Monday	24hr	4,911	4,671	9,582	646	465	1,111
Monday	18hr	4,814	4,573	9,387	635	454	1,089
Monday	AM Peak Hour	357	426	783	55	36	91
Monday	PM Peak Hour	471	368	839	54	22	76

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	5,081	5,161	10,241	575	471	1,047
Weekday	AM Peak Hour	398	459	857	51	48	99
Weekday	PM Peak Hour	475	393	868	40	27	67
Daily	24hr	4,933	4,935	9,868	557	439	996
Daily	AM Peak Hour	346	404	750	45	41	86
Daily	PM Peak Hour	443	358	801	39	24	63

	AADT	AAWT
Total Veh.	6.36	5.94
HDVs	6.69	6.32

ATC Survey Ref: 25

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	6.18	5.41
HDVs	6.96	6.30

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Northbound	Southbound	Northbound	Southbound
Average	53.6	52.3	53.7	52.0
85th %ile	59.5	58.1	59.6	58.2

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
24/06/2024	Monday	weekday	1,181	1,315	12,542	13,023	208	133	2,004	2,096
25/06/2024	Tuesday	weekday	1,216	1,300	13,092	13,600	210	137	2,106	2,223
26/06/2024	Wednesday	weekday	1,212	1,307	13,658	14,227	198	126	2,143	2,261
27/06/2024	Thursday	weekday	1,233	1,412	13,751	14,295	203	143	2,183	2,311
28/06/2024	Friday	weekday	982	1,188	13,691	14,216	176	141	2,114	2,225
29/06/2024	Saturday	weekend	560	811	11,326	11,729	71	54	1,061	1,146
30/06/2024	Sunday	weekend	309	627	9,087	9,469	28	44	721	770
Weekday			1,165	1,304	13,347	-	199	136	2,110	-
Daily			956	1,137	-	12,937	156	111	-	1,862

Date	Period	Northbound		Southbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
24/06/2024	24hr	6,515	1,101	6,508	995	13,023	2,096
	18hr	6,354	1,069	6,188	935	12,542	2,004
	AM Peak Hour	478	81	703	127	1,181	208
	PM Peak Hour	794	87	521	46	1,315	133
25/06/2024	24hr	6,826	1,187	6,774	1,036	13,600	2,223
	18hr	6,645	1,131	6,447	975	13,092	2,106
	AM Peak Hour	467	92	749	118	1,216	210
	PM Peak Hour	811	91	489	46	1,300	137
26/06/2024	24hr	7,083	1,197	7,144	1,064	14,227	2,261
	18hr	6,881	1,146	6,777	997	13,658	2,143
	AM Peak Hour	465	81	747	117	1,212	198
	PM Peak Hour	790	79	517	47	1,307	126
27/06/2024	24hr	7,238	1,252	7,057	1,059	14,295	2,311
	18hr	7,048	1,198	6,703	985	13,751	2,183
	AM Peak Hour	484	79	749	124	1,233	203
	PM Peak Hour	840	93	572	50	1,412	143
28/06/2024	24hr	7,157	1,218	7,059	1,007	14,216	2,225
	18hr	6,971	1,165	6,720	949	13,691	2,114
	AM Peak Hour	418	85	564	91	982	176
	PM Peak Hour	687	96	501	45	1,188	141
29/06/2024	24hr	5,959	639	5,770	507	11,729	1,146
	18hr	5,760	591	5,566	470	11,326	1,061
	AM Peak Hour	272	39	288	32	560	71
	PM Peak Hour	473	37	338	17	811	54
30/06/2024	24hr	4,750	425	4,719	345	9,469	770
	18hr	4,525	390	4,562	331	9,087	721
	AM Peak Hour	116	11	193	17	309	28
	PM Peak Hour	392	24	235	20	627	44

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Monday	24hr	6,515	6,508	13,023	1,101	995	2,096
Monday	18hr	6,354	6,188	12,542	1,069	935	2,004
Monday	AM Peak Hour	478	703	1,181	81	127	208
Monday	PM Peak Hour	794	521	1,315	87	46	133
Tuesday	24hr	6,826	6,774	13,600	1,187	1,036	2,223
Tuesday	18hr	6,645	6,447	13,092	1,131	975	2,106
Tuesday	AM Peak Hour	467	749	1,216	92	118	210
Tuesday	PM Peak Hour	811	489	1,300	91	46	137
Wednesday	24hr	7,083	7,144	14,227	1,197	1,064	2,261
Wednesday	18hr	6,881	6,777	13,658	1,146	997	2,143
Wednesday	AM Peak Hour	465	747	1,212	81	117	198
Wednesday	PM Peak Hour	790	517	1,307	79	47	126
Thursday	24hr	7,238	7,057	14,295	1,252	1,059	2,311
Thursday	18hr	7,048	6,703	13,751	1,198	985	2,183
Thursday	AM Peak Hour	484	749	1,233	79	124	203
Thursday	PM Peak Hour	840	572	1,412	93	50	143
Friday	24hr	7,157	7,059	14,216	1,218	1,007	2,225
Friday	18hr	6,971	6,720	13,691	1,165	949	2,114
Friday	AM Peak Hour	418	564	982	85	91	176
Friday	PM Peak Hour	687	501	1,188	96	45	141
Saturday	24hr	5,959	5,770	11,729	639	507	1,146
Saturday	18hr	5,760	5,566	11,326	591	470	1,061
Saturday	AM Peak Hour	272	288	560	39	32	71
Saturday	PM Peak Hour	473	338	811	37	17	54
Sunday	24hr	4,750	4,719	9,469	425	345	770
Sunday	18hr	4,525	4,562	9,087	390	331	721
Sunday	AM Peak Hour	116	193	309	11	17	28
Sunday	PM Peak Hour	392	235	627	24	20	44

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	6,780	6,567	13,347	1,142	968	2,110
Weekday	AM Peak Hour	462	702	1,165	84	115	199
Weekday	PM Peak Hour	784	520	1,304	89	47	136
Daily	24hr	6,504	6,433	12,937	1,003	859	1,862
Daily	AM Peak Hour	386	570	956	67	89	156
Daily	PM Peak Hour	684	453	1,137	72	39	111

	AADT	AAWT
Total Veh.	6.18	5.41
HDVs	6.96	6.30

ATC Survey Ref: 26

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	6.58	5.87
HDVs	7.09	6.60

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Northbound	Southbound	Northbound	Southbound
Average	28.3	30.0	28.2	29.8
85th %ile	31.9	33.4	32.1	33.2

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
24/06/2024	Monday	weekday	777	667	8,365	8,561	112	39	1,060	1,085
25/06/2024	Tuesday	weekday	818	857	8,666	8,873	120	75	1,121	1,144
26/06/2024	Wednesday	weekday	774	811	8,617	8,822	110	72	1,023	1,056
27/06/2024	Thursday	weekday	754	796	9,052	9,255	107	71	1,146	1,167
28/06/2024	Friday	weekday	664	590	9,335	9,504	80	51	1,175	1,207
29/06/2024	Saturday	weekend	333	512	7,222	7,403	36	33	570	592
30/06/2024	Sunday	weekend	172	335	5,591	5,864	17	21	424	444
Weekday			757	744	8,807	-	106	62	1,105	-
Daily			613	653	-	8,326	83	52	-	956

Date	Period	Northbound		Southbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
24/06/2024	24hr	4,368	545	4,193	540	8,561	1,085
	18hr	4,274	537	4,091	523	8,365	1,060
	AM Peak Hour	350	49	427	63	777	112
	PM Peak Hour	340	19	327	20	667	39
25/06/2024	24hr	4,532	573	4,341	571	8,873	1,144
	18hr	4,418	562	4,248	559	8,666	1,121
	AM Peak Hour	370	47	448	73	818	120
	PM Peak Hour	486	48	371	27	857	75
26/06/2024	24hr	4,515	528	4,307	528	8,822	1,056
	18hr	4,412	510	4,205	513	8,617	1,023
	AM Peak Hour	356	50	418	60	774	110
	PM Peak Hour	463	40	348	32	811	72
27/06/2024	24hr	4,522	534	4,733	633	9,255	1,167
	18hr	4,414	523	4,638	623	9,052	1,146
	AM Peak Hour	337	41	417	66	754	107
	PM Peak Hour	428	38	368	33	796	71
28/06/2024	24hr	4,177	479	5,327	728	9,504	1,207
	18hr	4,090	462	5,245	713	9,335	1,175
	AM Peak Hour	314	37	350	43	664	80
	PM Peak Hour	311	31	279	20	590	51
29/06/2024	24hr	3,685	289	3,718	303	7,403	592
	18hr	3,580	278	3,642	292	7,222	570
	AM Peak Hour	177	19	156	17	333	36
	PM Peak Hour	266	16	246	17	512	33
30/06/2024	24hr	2,956	217	2,908	227	5,864	444
	18hr	2,822	208	2,769	216	5,591	424
	AM Peak Hour	76	8	96	9	172	17
	PM Peak Hour	176	9	159	12	335	21

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Monday	24hr	4,368	4,193	8,561	545	540	1,085
Monday	18hr	4,274	4,091	8,365	537	523	1,060
Monday	AM Peak Hour	350	427	777	49	63	112
Monday	PM Peak Hour	340	327	667	19	20	39
Tuesday	24hr	4,532	4,341	8,873	573	571	1,144
Tuesday	18hr	4,418	4,248	8,666	562	559	1,121
Tuesday	AM Peak Hour	370	448	818	47	73	120
Tuesday	PM Peak Hour	486	371	857	48	27	75
Wednesday	24hr	4,515	4,307	8,822	528	528	1,056
Wednesday	18hr	4,412	4,205	8,617	510	513	1,023
Wednesday	AM Peak Hour	356	418	774	50	60	110
Wednesday	PM Peak Hour	463	348	811	40	32	72
Thursday	24hr	4,522	4,733	9,255	534	633	1,167
Thursday	18hr	4,414	4,638	9,052	523	623	1,146
Thursday	AM Peak Hour	337	417	754	41	66	107
Thursday	PM Peak Hour	428	368	796	38	33	71
Friday	24hr	4,177	5,327	9,504	479	728	1,207
Friday	18hr	4,090	5,245	9,335	462	713	1,175
Friday	AM Peak Hour	314	350	664	37	43	80
Friday	PM Peak Hour	311	279	590	31	20	51
Saturday	24hr	3,685	3,718	7,403	289	303	592
Saturday	18hr	3,580	3,642	7,222	278	292	570
Saturday	AM Peak Hour	177	156	333	19	17	36
Saturday	PM Peak Hour	266	246	512	16	17	33
Sunday	24hr	2,956	2,908	5,864	217	227	444
Sunday	18hr	2,822	2,769	5,591	208	216	424
Sunday	AM Peak Hour	76	96	172	8	9	17
Sunday	PM Peak Hour	176	159	335	9	12	21

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	4,322	4,485	8,807	519	586	1,105
Weekday	AM Peak Hour	345	412	757	45	61	106
Weekday	PM Peak Hour	406	339	744	35	26	62
Daily	24hr	4,108	4,218	8,326	452	504	956
Daily	AM Peak Hour	283	330	613	36	47	83
Daily	PM Peak Hour	353	300	653	29	23	52

	AADT	AAWT
Total Veh.	6.58	5.87
HDVs	7.09	6.60

ATC Survey Ref: 27

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	6.05	5.38
HDVs	6.39	5.90

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Northbound	Southbound	Northbound	Southbound
Average	31.7	29.5	31.6	29.5
85th %ile	35.7	34.4	35.5	34.5

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
24/06/2024	Monday	weekday	539	657	5,752	5,842	90	84	976	998
25/06/2024	Tuesday	weekday	589	606	5,982	6,082	86	71	905	933
26/06/2024	Wednesday	weekday	540	596	5,969	6,070	90	73	921	947
27/06/2024	Thursday	weekday	572	559	6,209	6,294	93	67	914	937
28/06/2024	Friday	weekday	505	546	6,780	6,876	75	66	977	1,003
29/06/2024	Saturday	weekend	249	352	5,007	5,095	41	34	561	575
30/06/2024	Sunday	weekend	136	204	3,887	3,985	16	22	389	405
Weekday			549	593	6,138	-	87	72	939	-
Daily			447	503	-	5,749	70	60	-	828

Date	Period	Northbound		Southbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
24/06/2024	24hr	2,962	535	2,880	463	5,842	998
	18hr	2,930	528	2,822	448	5,752	976
	AM Peak Hour	262	50	277	40	539	90
	PM Peak Hour	374	48	283	36	657	84
25/06/2024	24hr	3,075	487	3,007	446	6,082	933
	18hr	3,033	480	2,949	425	5,982	905
	AM Peak Hour	273	46	316	40	589	86
	PM Peak Hour	338	37	268	34	606	71
26/06/2024	24hr	3,130	507	2,940	440	6,070	947
	18hr	3,087	500	2,882	421	5,969	921
	AM Peak Hour	261	42	279	48	540	90
	PM Peak Hour	350	45	246	28	596	73
27/06/2024	24hr	3,245	522	3,049	415	6,294	937
	18hr	3,207	515	3,002	399	6,209	914
	AM Peak Hour	261	47	311	46	572	93
	PM Peak Hour	307	45	252	22	559	67
28/06/2024	24hr	3,387	541	3,489	462	6,876	1,003
	18hr	3,349	533	3,431	444	6,780	977
	AM Peak Hour	243	38	262	37	505	75
	PM Peak Hour	300	36	246	30	546	66
29/06/2024	24hr	2,590	288	2,505	287	5,095	575
	18hr	2,539	281	2,468	280	5,007	561
	AM Peak Hour	112	27	137	14	249	41
	PM Peak Hour	175	18	177	16	352	34
30/06/2024	24hr	2,005	207	1,980	198	3,985	405
	18hr	1,952	201	1,935	188	3,887	389
	AM Peak Hour	70	11	66	5	136	16
	PM Peak Hour	106	10	98	12	204	22

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Monday	24hr	2,962	2,880	5,842	535	463	998
Monday	18hr	2,930	2,822	5,752	528	448	976
Monday	AM Peak Hour	262	277	539	50	40	90
Monday	PM Peak Hour	374	283	657	48	36	84
Tuesday	24hr	3,075	3,007	6,082	487	446	933
Tuesday	18hr	3,033	2,949	5,982	480	425	905
Tuesday	AM Peak Hour	273	316	589	46	40	86
Tuesday	PM Peak Hour	338	268	606	37	34	71
Wednesday	24hr	3,130	2,940	6,070	507	440	947
Wednesday	18hr	3,087	2,882	5,969	500	421	921
Wednesday	AM Peak Hour	261	279	540	42	48	90
Wednesday	PM Peak Hour	350	246	596	45	28	73
Thursday	24hr	3,245	3,049	6,294	522	415	937
Thursday	18hr	3,207	3,002	6,209	515	399	914
Thursday	AM Peak Hour	261	311	572	47	46	93
Thursday	PM Peak Hour	307	252	559	45	22	67
Friday	24hr	3,387	3,489	6,876	541	462	1,003
Friday	18hr	3,349	3,431	6,780	533	444	977
Friday	AM Peak Hour	243	262	505	38	37	75
Friday	PM Peak Hour	300	246	546	36	30	66
Saturday	24hr	2,590	2,505	5,095	288	287	575
Saturday	18hr	2,539	2,468	5,007	281	280	561
Saturday	AM Peak Hour	112	137	249	27	14	41
Saturday	PM Peak Hour	175	177	352	18	16	34
Sunday	24hr	2,005	1,980	3,985	207	198	405
Sunday	18hr	1,952	1,935	3,887	201	188	389
Sunday	AM Peak Hour	70	66	136	11	5	16
Sunday	PM Peak Hour	106	98	204	10	12	22

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	3,121	3,017	6,138	511	427	939
Weekday	AM Peak Hour	260	289	549	45	42	87
Weekday	PM Peak Hour	334	259	593	42	30	72
Daily	24hr	2,913	2,836	5,749	441	387	828
Daily	AM Peak Hour	212	235	447	37	33	70
Daily	PM Peak Hour	279	224	503	34	25	60

	AADT	AAWT
Total Veh.	6.05	5.38
HDVs	6.39	5.90

ATC Survey Ref: 28

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	6.25	5.55
HDVs	6.21	6.06

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Northbound	Southbound	Northbound	Southbound
Average	30.9	27.9	30.4	27.6
85th %ile	35.7	32.0	35.4	31.8

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
24/06/2024	Monday	weekday	549	633	5,967	5,763	102	84	990	681
25/06/2024	Tuesday	weekday	583	557	6,131	6,263	88	56	882	917
26/06/2024	Wednesday	weekday	540	597	6,049	6,197	93	66	921	949
27/06/2024	Thursday	weekday	549	564	6,192	6,325	88	66	906	931
28/06/2024	Friday	weekday	495	523	6,700	6,831	80	43	940	964
29/06/2024	Saturday	weekend	234	351	5,196	5,310	31	28	499	514
30/06/2024	Sunday	weekend	169	198	4,112	4,230	16	14	341	354
Weekday			543	575	6,208	-	90	63	928	-
Daily			446	489	-	5,846	71	51	-	759

Date	Period	Northbound		Southbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
24/06/2024	24hr	2,866	83	2,897	598	5,763	681
	18hr	3,181	427	2,786	563	5,967	990
	AM Peak Hour	228	37	321	65	549	102
	PM Peak Hour	420	34	213	50	633	84
25/06/2024	24hr	3,300	398	2,963	519	6,263	917
	18hr	3,253	389	2,878	493	6,131	882
	AM Peak Hour	198	30	385	58	583	88
	PM Peak Hour	360	28	197	28	557	56
26/06/2024	24hr	3,292	413	2,905	536	6,197	949
	18hr	3,238	405	2,811	516	6,049	921
	AM Peak Hour	199	31	341	62	540	93
	PM Peak Hour	377	33	220	33	597	66
27/06/2024	24hr	3,304	407	3,021	524	6,325	931
	18hr	3,254	400	2,938	506	6,192	906
	AM Peak Hour	192	31	357	57	549	88
	PM Peak Hour	361	33	203	33	564	66
28/06/2024	24hr	3,467	383	3,364	581	6,831	964
	18hr	3,413	377	3,287	563	6,700	940
	AM Peak Hour	189	24	306	56	495	80
	PM Peak Hour	337	22	186	21	523	43
29/06/2024	24hr	2,802	200	2,508	314	5,310	514
	18hr	2,737	191	2,459	308	5,196	499
	AM Peak Hour	92	14	142	17	234	31
	PM Peak Hour	206	10	145	18	351	28
30/06/2024	24hr	2,249	132	1,981	222	4,230	354
	18hr	2,174	127	1,938	214	4,112	341
	AM Peak Hour	70	4	99	12	169	16
	PM Peak Hour	121	6	77	8	198	14

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Monday	24hr	2,866	2,897	5,763	83	598	681
Monday	18hr	3,181	2,786	5,967	427	563	990
Monday	AM Peak Hour	228	321	549	37	65	102
Monday	PM Peak Hour	420	213	633	34	50	84
Tuesday	24hr	3,300	2,963	6,263	398	519	917
Tuesday	18hr	3,253	2,878	6,131	389	493	882
Tuesday	AM Peak Hour	198	385	583	30	58	88
Tuesday	PM Peak Hour	360	197	557	28	28	56
Wednesday	24hr	3,292	2,905	6,197	413	536	949
Wednesday	18hr	3,238	2,811	6,049	405	516	921
Wednesday	AM Peak Hour	199	341	540	31	62	93
Wednesday	PM Peak Hour	377	220	597	33	33	66
Thursday	24hr	3,304	3,021	6,325	407	524	931
Thursday	18hr	3,254	2,938	6,192	400	506	906
Thursday	AM Peak Hour	192	357	549	31	57	88
Thursday	PM Peak Hour	361	203	564	33	33	66
Friday	24hr	3,467	3,364	6,831	383	581	964
Friday	18hr	3,413	3,287	6,700	377	563	940
Friday	AM Peak Hour	189	306	495	24	56	80
Friday	PM Peak Hour	337	186	523	22	21	43
Saturday	24hr	2,802	2,508	5,310	200	314	514
Saturday	18hr	2,737	2,459	5,196	191	308	499
Saturday	AM Peak Hour	92	142	234	14	17	31
Saturday	PM Peak Hour	206	145	351	10	18	28
Sunday	24hr	2,249	1,981	4,230	132	222	354
Sunday	18hr	2,174	1,938	4,112	127	214	341
Sunday	AM Peak Hour	70	99	169	4	12	16
Sunday	PM Peak Hour	121	77	198	6	8	14

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	3,268	2,940	6,208	400	528	928
Weekday	AM Peak Hour	201	342	543	31	60	90
Weekday	PM Peak Hour	371	204	575	30	33	63
Daily	24hr	3,040	2,806	5,846	288	471	759
Daily	AM Peak Hour	167	279	446	24	47	71
Daily	PM Peak Hour	312	177	489	24	27	51

	AADT	AAWT
Total Veh.	6.25	5.55
HDVs	6.21	6.06

ATC Survey Ref: 29

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	6.72	6.05
HDVs	7.14	6.61

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Northbound	Southbound	Northbound	Southbound
Average	24.3	22.7	24.3	22.7
85th %ile	26.9	25.7	27.1	25.8

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
24/06/2024	Monday	weekday	121	129	1,425	1,452	13	11	164	170
25/06/2024	Tuesday	weekday	138	114	1,456	1,479	16	10	166	170
26/06/2024	Wednesday	weekday	130	122	1,513	1,537	11	13	170	176
27/06/2024	Thursday	weekday	122	117	1,454	1,474	12	14	161	166
28/06/2024	Friday	weekday	106	125	1,553	1,584	21	6	178	185
29/06/2024	Saturday	weekend	59	90	1,257	1,284	10	6	105	107
30/06/2024	Sunday	weekend	45	77	1,206	1,229	1	1	59	61
Weekday			123	121	1,480	-	15	11	168	-
Daily			103	111	-	1,434	12	9	-	148

Date	Period	Northbound		Southbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
24/06/2024	24hr	723	85	729	85	1,452	170
	18hr	707	81	718	83	1,425	164
	AM Peak Hour	63	7	58	6	121	13
	PM Peak Hour	67	7	62	4	129	11
25/06/2024	24hr	734	87	745	83	1,479	170
	18hr	720	85	736	81	1,456	166
	AM Peak Hour	68	11	70	5	138	16
	PM Peak Hour	56	7	58	3	114	10
26/06/2024	24hr	791	95	746	81	1,537	176
	18hr	776	91	737	79	1,513	170
	AM Peak Hour	64	5	66	6	130	11
	PM Peak Hour	53	9	69	4	122	13
27/06/2024	24hr	727	72	747	94	1,474	166
	18hr	718	70	736	91	1,454	161
	AM Peak Hour	60	5	62	7	122	12
	PM Peak Hour	61	10	56	4	117	14
28/06/2024	24hr	803	101	781	84	1,584	185
	18hr	783	95	770	83	1,553	178
	AM Peak Hour	53	11	53	10	106	21
	PM Peak Hour	75	4	50	2	125	6
29/06/2024	24hr	659	57	625	50	1,284	107
	18hr	648	56	609	49	1,257	105
	AM Peak Hour	29	5	30	5	59	10
	PM Peak Hour	46	3	44	3	90	6
30/06/2024	24hr	649	36	580	25	1,229	61
	18hr	637	34	569	25	1,206	59
	AM Peak Hour	21	1	24	0	45	1
	PM Peak Hour	38	1	39	0	77	1

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Monday	24hr	723	729	1,452	85	85	170
Monday	18hr	707	718	1,425	81	83	164
Monday	AM Peak Hour	63	58	121	7	6	13
Monday	PM Peak Hour	67	62	129	7	4	11
Tuesday	24hr	734	745	1,479	87	83	170
Tuesday	18hr	720	736	1,456	85	81	166
Tuesday	AM Peak Hour	68	70	138	11	5	16
Tuesday	PM Peak Hour	56	58	114	7	3	10
Wednesday	24hr	791	746	1,537	95	81	176
Wednesday	18hr	776	737	1,513	91	79	170
Wednesday	AM Peak Hour	64	66	130	5	6	11
Wednesday	PM Peak Hour	53	69	122	9	4	13
Thursday	24hr	727	747	1,474	72	94	166
Thursday	18hr	718	736	1,454	70	91	161
Thursday	AM Peak Hour	60	62	122	5	7	12
Thursday	PM Peak Hour	61	56	117	10	4	14
Friday	24hr	803	781	1,584	101	84	185
Friday	18hr	783	770	1,553	95	83	178
Friday	AM Peak Hour	53	53	106	11	10	21
Friday	PM Peak Hour	75	50	125	4	2	6
Saturday	24hr	659	625	1,284	57	50	107
Saturday	18hr	648	609	1,257	56	49	105
Saturday	AM Peak Hour	29	30	59	5	5	10
Saturday	PM Peak Hour	46	44	90	3	3	6
Sunday	24hr	649	580	1,229	36	25	61
Sunday	18hr	637	569	1,206	34	25	59
Sunday	AM Peak Hour	21	24	45	1	0	1
Sunday	PM Peak Hour	38	39	77	1	0	1

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	741	739	1,480	84	83	168
Weekday	AM Peak Hour	62	62	123	8	7	15
Weekday	PM Peak Hour	62	59	121	7	3	11
Daily	24hr	727	708	1,434	76	72	148
Daily	AM Peak Hour	51	52	103	6	6	12
Daily	PM Peak Hour	57	54	111	6	3	9

	AADT	AAWT
Total Veh.	6.72	6.05
HDVs	7.14	6.61

ATC Survey Ref: 30

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	7.21	6.34
HDVs	7.90	7.32

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Northbound	Southbound	Northbound	Southbound
Average	26.1	29.4	25.8	29.3
85th %ile	31.3	33.3	31.2	33.2

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
24/06/2024	Monday	weekday	1,559	1,566	19,065	19,684	299	214	3,551	3,701
25/06/2024	Tuesday	weekday	1,563	1,610	19,621	20,335	299	206	3,609	3,795
26/06/2024	Wednesday	weekday	1,565	1,664	20,004	20,707	263	206	3,606	3,784
27/06/2024	Thursday	weekday	1,558	1,715	20,300	21,042	289	187	3,468	3,649
28/06/2024	Friday	weekday	1,503	1,622	21,974	22,708	276	184	3,505	3,690
29/06/2024	Saturday	weekend	972	1,107	18,512	19,018	173	115	2,230	2,344
30/06/2024	Sunday	weekend	458	755	14,579	14,997	76	112	1,869	1,926
Weekday			1,550	1,635	20,193	-	285	199	3,548	-
Daily			1,311	1,434	-	19,784	239	175	-	3,270

Date	Period	Northbound		Southbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
24/06/2024	24hr	10,113	1,887	9,571	1,814	19,684	3,701
	18hr	9,836	1,812	9,229	1,739	19,065	3,551
	AM Peak Hour	702	129	857	170	1,559	299
	PM Peak Hour	945	119	621	95	1,566	214
25/06/2024	24hr	10,545	1,948	9,790	1,847	20,335	3,795
	18hr	10,223	1,857	9,398	1,752	19,621	3,609
	AM Peak Hour	756	134	807	165	1,563	299
	PM Peak Hour	964	127	646	79	1,610	206
26/06/2024	24hr	10,639	1,911	10,068	1,873	20,707	3,784
	18hr	10,340	1,825	9,664	1,781	20,004	3,606
	AM Peak Hour	712	105	853	158	1,565	263
	PM Peak Hour	1,002	117	662	89	1,664	206
27/06/2024	24hr	10,830	1,843	10,212	1,806	21,042	3,649
	18hr	10,526	1,762	9,774	1,706	20,300	3,468
	AM Peak Hour	728	130	830	159	1,558	289
	PM Peak Hour	1,038	122	677	65	1,715	187
28/06/2024	24hr	11,329	1,798	11,379	1,892	22,708	3,690
	18hr	11,002	1,710	10,972	1,795	21,974	3,505
	AM Peak Hour	688	119	815	157	1,503	276
	PM Peak Hour	869	96	753	88	1,622	184
29/06/2024	24hr	9,665	1,195	9,353	1,149	19,018	2,344
	18hr	9,433	1,149	9,079	1,081	18,512	2,230
	AM Peak Hour	465	85	507	88	972	173
	PM Peak Hour	556	60	551	55	1,107	115
30/06/2024	24hr	8,032	1,088	6,965	838	14,997	1,926
	18hr	7,803	1,063	6,776	806	14,579	1,869
	AM Peak Hour	198	28	260	48	458	76
	PM Peak Hour	438	75	317	37	755	112

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Monday	24hr	10,113	9,571	19,684	1,887	1,814	3,701
Monday	18hr	9,836	9,229	19,065	1,812	1,739	3,551
Monday	AM Peak Hour	702	857	1,559	129	170	299
Monday	PM Peak Hour	945	621	1,566	119	95	214
Tuesday	24hr	10,545	9,790	20,335	1,948	1,847	3,795
Tuesday	18hr	10,223	9,398	19,621	1,857	1,752	3,609
Tuesday	AM Peak Hour	756	807	1,563	134	165	299
Tuesday	PM Peak Hour	964	646	1,610	127	79	206
Wednesday	24hr	10,639	10,068	20,707	1,911	1,873	3,784
Wednesday	18hr	10,340	9,664	20,004	1,825	1,781	3,606
Wednesday	AM Peak Hour	712	853	1,565	105	158	263
Wednesday	PM Peak Hour	1,002	662	1,664	117	89	206
Thursday	24hr	10,830	10,212	21,042	1,843	1,806	3,649
Thursday	18hr	10,526	9,774	20,300	1,762	1,706	3,468
Thursday	AM Peak Hour	728	830	1,558	130	159	289
Thursday	PM Peak Hour	1,038	677	1,715	122	65	187
Friday	24hr	11,329	11,379	22,708	1,798	1,892	3,690
Friday	18hr	11,002	10,972	21,974	1,710	1,795	3,505
Friday	AM Peak Hour	688	815	1,503	119	157	276
Friday	PM Peak Hour	869	753	1,622	96	88	184
Saturday	24hr	9,665	9,353	19,018	1,195	1,149	2,344
Saturday	18hr	9,433	9,079	18,512	1,149	1,081	2,230
Saturday	AM Peak Hour	465	507	972	85	88	173
Saturday	PM Peak Hour	556	551	1,107	60	55	115
Sunday	24hr	8,032	6,965	14,997	1,088	838	1,926
Sunday	18hr	7,803	6,776	14,579	1,063	806	1,869
Sunday	AM Peak Hour	198	260	458	28	48	76
Sunday	PM Peak Hour	438	317	755	75	37	112

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	10,385	9,807	20,193	1,793	1,755	3,548
Weekday	AM Peak Hour	717	832	1,550	123	162	285
Weekday	PM Peak Hour	964	672	1,635	116	83	199
Daily	24hr	10,165	9,620	19,784	1,667	1,603	3,270
Daily	AM Peak Hour	607	704	1,311	104	135	239
Daily	PM Peak Hour	830	604	1,434	102	73	175

	AADT	AAWT
Total Veh.	7.21	6.34
HDVs	7.90	7.32

ATC Survey Ref: 31

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	6.62	5.77
HDVs	7.02	6.43

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Northbound	Southbound	Northbound	Southbound
Average	28.0	27.5	27.1	26.4
85th %ile	32.5	32.8	31.8	32.3

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
24/06/2024	Monday	weekday	939	1,098	11,050	11,281	146	128	1,704	1,752
25/06/2024	Tuesday	weekday	956	1,081	11,288	11,539	151	116	1,710	1,772
26/06/2024	Wednesday	weekday	976	1,062	11,506	11,752	158	129	1,734	1,795
27/06/2024	Thursday	weekday	965	1,208	11,977	12,241	174	128	1,892	1,950
28/06/2024	Friday	weekday	911	964	12,765	13,005	159	106	1,933	2,002
29/06/2024	Saturday	weekend	582	706	11,598	11,793	101	62	1,311	1,355
30/06/2024	Sunday	weekend	326	461	9,257	9,442	43	69	1,065	1,097
Weekday			949	1,083	11,717	-	158	121	1,795	-
Daily			808	940	-	11,579	133	105	-	1,675

Date	Period	Northbound		Southbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
24/06/2024	24hr	5,731	769	5,550	983	11,281	1,752
	18hr	5,630	745	5,420	959	11,050	1,704
	AM Peak Hour	397	48	542	98	939	146
	PM Peak Hour	695	81	403	47	1,098	128
25/06/2024	24hr	6,018	846	5,521	926	11,539	1,772
	18hr	5,905	816	5,383	894	11,288	1,710
	AM Peak Hour	445	51	511	100	956	151
	PM Peak Hour	694	79	387	37	1,081	116
26/06/2024	24hr	6,022	829	5,730	966	11,752	1,795
	18hr	5,915	800	5,591	934	11,506	1,734
	AM Peak Hour	426	48	550	110	976	158
	PM Peak Hour	670	84	392	45	1,062	129
27/06/2024	24hr	6,279	900	5,962	1,050	12,241	1,950
	18hr	6,170	873	5,807	1,019	11,977	1,892
	AM Peak Hour	438	65	527	109	965	174
	PM Peak Hour	792	92	416	36	1,208	128
28/06/2024	24hr	6,439	876	6,566	1,126	13,005	2,002
	18hr	6,328	839	6,437	1,094	12,765	1,933
	AM Peak Hour	397	50	514	109	911	159
	PM Peak Hour	563	65	401	41	964	106
29/06/2024	24hr	5,935	574	5,858	781	11,793	1,355
	18hr	5,835	555	5,763	756	11,598	1,311
	AM Peak Hour	242	35	340	66	582	101
	PM Peak Hour	395	38	311	24	706	62
30/06/2024	24hr	4,943	557	4,499	540	9,442	1,097
	18hr	4,829	542	4,428	523	9,257	1,065
	AM Peak Hour	134	13	192	30	326	43
	PM Peak Hour	299	54	162	15	461	69

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Monday	24hr	5,731	5,550	11,281	769	983	1,752
Monday	18hr	5,630	5,420	11,050	745	959	1,704
Monday	AM Peak Hour	397	542	939	48	98	146
Monday	PM Peak Hour	695	403	1,098	81	47	128
Tuesday	24hr	6,018	5,521	11,539	846	926	1,772
Tuesday	18hr	5,905	5,383	11,288	816	894	1,710
Tuesday	AM Peak Hour	445	511	956	51	100	151
Tuesday	PM Peak Hour	694	387	1,081	79	37	116
Wednesday	24hr	6,022	5,730	11,752	829	966	1,795
Wednesday	18hr	5,915	5,591	11,506	800	934	1,734
Wednesday	AM Peak Hour	426	550	976	48	110	158
Wednesday	PM Peak Hour	670	392	1,062	84	45	129
Thursday	24hr	6,279	5,962	12,241	900	1,050	1,950
Thursday	18hr	6,170	5,807	11,977	873	1,019	1,892
Thursday	AM Peak Hour	438	527	965	65	109	174
Thursday	PM Peak Hour	792	416	1,208	92	36	128
Friday	24hr	6,439	6,566	13,005	876	1,126	2,002
Friday	18hr	6,328	6,437	12,765	839	1,094	1,933
Friday	AM Peak Hour	397	514	911	50	109	159
Friday	PM Peak Hour	563	401	964	65	41	106
Saturday	24hr	5,935	5,858	11,793	574	781	1,355
Saturday	18hr	5,835	5,763	11,598	555	756	1,311
Saturday	AM Peak Hour	242	340	582	35	66	101
Saturday	PM Peak Hour	395	311	706	38	24	62
Sunday	24hr	4,943	4,499	9,442	557	540	1,097
Sunday	18hr	4,829	4,428	9,257	542	523	1,065
Sunday	AM Peak Hour	134	192	326	13	30	43
Sunday	PM Peak Hour	299	162	461	54	15	69

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	5,990	5,728	11,717	815	980	1,795
Weekday	AM Peak Hour	421	529	949	52	105	158
Weekday	PM Peak Hour	683	400	1,083	80	41	121
Daily	24hr	5,910	5,669	11,579	764	910	1,675
Daily	AM Peak Hour	354	454	808	44	89	133
Daily	PM Peak Hour	587	353	940	70	35	105

	AADT	AAWT
Total Veh.	6.62	5.77
HDVs	7.02	6.43

ATC Survey Ref: 41

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	6.09	5.28
HDVs	7.37	6.82

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Eastbound	Westbound	Eastbound	Westbound
Average	56.4	51.4	56.6	51.5
85th %ile	63.3	57.6	63.5	57.8

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
24/06/2024	Monday	weekday	700	664	6,916	7,186	124	72	1,319	1,379
25/06/2024	Tuesday	weekday	731	733	7,361	7,675	131	87	1,378	1,457
26/06/2024	Wednesday	weekday	726	712	7,359	7,639	125	73	1,333	1,419
27/06/2024	Thursday	weekday	692	723	7,475	7,791	128	76	1,415	1,501
28/06/2024	Friday	weekday	579	663	7,462	7,765	100	76	1,320	1,406
29/06/2024	Saturday	weekend	291	407	5,945	6,174	54	32	644	698
30/06/2024	Sunday	weekend	164	303	4,845	5,064	36	19	463	489
Weekday			686	699	7,315	-	122	77	1,353	-
Daily			555	601	-	7,042	100	62	-	1,193

Date	Period	Eastbound		Westbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
24/06/2024	24hr	3,587	772	3,599	607	7,186	1,379
	18hr	3,443	738	3,473	581	6,916	1,319
	AM Peak Hour	337	87	363	37	700	124
	PM Peak Hour	351	34	313	38	664	72
25/06/2024	24hr	3,730	787	3,945	670	7,675	1,457
	18hr	3,565	747	3,796	631	7,361	1,378
	AM Peak Hour	323	90	408	41	731	131
	PM Peak Hour	379	41	354	46	733	87
26/06/2024	24hr	3,723	778	3,916	641	7,639	1,419
	18hr	3,574	730	3,785	603	7,359	1,333
	AM Peak Hour	330	82	396	43	726	125
	PM Peak Hour	362	33	350	40	712	73
27/06/2024	24hr	3,839	807	3,952	694	7,791	1,501
	18hr	3,675	764	3,800	651	7,475	1,415
	AM Peak Hour	318	73	374	55	692	128
	PM Peak Hour	364	44	359	32	723	76
28/06/2024	24hr	3,786	747	3,979	659	7,765	1,406
	18hr	3,624	702	3,838	618	7,462	1,320
	AM Peak Hour	268	66	311	34	579	100
	PM Peak Hour	333	39	330	37	663	76
29/06/2024	24hr	3,011	398	3,163	300	6,174	698
	18hr	2,893	371	3,052	273	5,945	644
	AM Peak Hour	126	36	165	18	291	54
	PM Peak Hour	232	25	175	7	407	32
30/06/2024	24hr	2,536	303	2,528	186	5,064	489
	18hr	2,435	287	2,410	176	4,845	463
	AM Peak Hour	69	23	95	13	164	36
	PM Peak Hour	179	13	124	6	303	19

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Monday	24hr	3,587	3,599	7,186	772	607	1,379
Monday	18hr	3,443	3,473	6,916	738	581	1,319
Monday	AM Peak Hour	337	363	700	87	37	124
Monday	PM Peak Hour	351	313	664	34	38	72
Tuesday	24hr	3,730	3,945	7,675	787	670	1,457
Tuesday	18hr	3,565	3,796	7,361	747	631	1,378
Tuesday	AM Peak Hour	323	408	731	90	41	131
Tuesday	PM Peak Hour	379	354	733	41	46	87
Wednesday	24hr	3,723	3,916	7,639	778	641	1,419
Wednesday	18hr	3,574	3,785	7,359	730	603	1,333
Wednesday	AM Peak Hour	330	396	726	82	43	125
Wednesday	PM Peak Hour	362	350	712	33	40	73
Thursday	24hr	3,839	3,952	7,791	807	694	1,501
Thursday	18hr	3,675	3,800	7,475	764	651	1,415
Thursday	AM Peak Hour	318	374	692	73	55	128
Thursday	PM Peak Hour	364	359	723	44	32	76
Friday	24hr	3,786	3,979	7,765	747	659	1,406
Friday	18hr	3,624	3,838	7,462	702	618	1,320
Friday	AM Peak Hour	268	311	579	66	34	100
Friday	PM Peak Hour	333	330	663	39	37	76
Saturday	24hr	3,011	3,163	6,174	398	300	698
Saturday	18hr	2,893	3,052	5,945	371	273	644
Saturday	AM Peak Hour	126	165	291	36	18	54
Saturday	PM Peak Hour	232	175	407	25	7	32
Sunday	24hr	2,536	2,528	5,064	303	186	489
Sunday	18hr	2,435	2,410	4,845	287	176	463
Sunday	AM Peak Hour	69	95	164	23	13	36
Sunday	PM Peak Hour	179	124	303	13	6	19

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	3,576	3,738	7,315	736	617	1,353
Weekday	AM Peak Hour	315	370	686	80	42	122
Weekday	PM Peak Hour	358	341	699	38	39	77
Daily	24hr	3,459	3,583	7,042	656	537	1,193
Daily	AM Peak Hour	253	302	555	65	34	100
Daily	PM Peak Hour	314	286	601	33	29	62

	AADT	AAWT
Total Veh.	6.09	5.28
HDVs	7.37	6.82

ATC Survey Ref: 45

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	6.64	5.84
HDVs	8.24	7.47

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Northbound	Southbound	Northbound	Southbound
Average	42.5	41.3	42.6	41.6
85th %ile	47.7	47.7	47.8	48.2

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
24/06/2024	Monday	weekday	1,357	1,337	14,892	15,677	271	143	2,958	3,200
25/06/2024	Tuesday	weekday	1,412	1,254	15,755	16,527	277	140	3,008	3,241
26/06/2024	Wednesday	weekday	1,412	1,400	16,030	16,867	241	181	3,093	3,356
27/06/2024	Thursday	weekday	1,444	1,412	16,303	17,202	255	123	3,080	3,365
28/06/2024	Friday	weekday	1,306	1,265	16,405	17,249	246	149	2,994	3,259
29/06/2024	Saturday	weekend	580	736	11,364	11,925	85	64	1,235	1,398
30/06/2024	Sunday	weekend	304	583	8,867	9,435	47	52	812	929
Weekday			1,386	1,334	15,877	-	258	147	3,027	-
Daily			1,116	1,141	-	14,983	203	122	-	2,678

Date	Period	Northbound		Southbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
24/06/2024	24hr	7,865	1,583	7,812	1,617	15,677	3,200
	18hr	7,559	1,475	7,333	1,483	14,892	2,958
	AM Peak Hour	608	119	749	152	1,357	271
	PM Peak Hour	773	63	564	80	1,337	143
25/06/2024	24hr	8,218	1,556	8,309	1,685	16,527	3,241
	18hr	7,902	1,444	7,853	1,564	15,755	3,008
	AM Peak Hour	622	119	790	158	1,412	277
	PM Peak Hour	732	67	522	73	1,254	140
26/06/2024	24hr	8,442	1,644	8,425	1,712	16,867	3,356
	18hr	8,102	1,506	7,928	1,587	16,030	3,093
	AM Peak Hour	622	106	790	135	1,412	241
	PM Peak Hour	804	90	596	91	1,400	181
27/06/2024	24hr	8,656	1,638	8,546	1,727	17,202	3,365
	18hr	8,302	1,503	8,001	1,577	16,303	3,080
	AM Peak Hour	635	109	809	146	1,444	255
	PM Peak Hour	822	63	590	60	1,412	123
28/06/2024	24hr	9,020	1,729	8,229	1,530	17,249	3,259
	18hr	8,683	1,594	7,722	1,400	16,405	2,994
	AM Peak Hour	566	108	740	138	1,306	246
	PM Peak Hour	687	66	578	83	1,265	149
29/06/2024	24hr	5,902	662	6,023	736	11,925	1,398
	18hr	5,636	581	5,728	654	11,364	1,235
	AM Peak Hour	230	40	350	45	580	85
	PM Peak Hour	394	23	342	41	736	64
30/06/2024	24hr	4,814	451	4,621	478	9,435	929
	18hr	4,527	391	4,340	421	8,867	812
	AM Peak Hour	126	21	178	26	304	47
	PM Peak Hour	319	31	264	21	583	52

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Monday	24hr	7,865	7,812	15,677	1,583	1,617	3,200
Monday	18hr	7,559	7,333	14,892	1,475	1,483	2,958
Monday	AM Peak Hour	608	749	1,357	119	152	271
Monday	PM Peak Hour	773	564	1,337	63	80	143
Tuesday	24hr	8,218	8,309	16,527	1,556	1,685	3,241
Tuesday	18hr	7,902	7,853	15,755	1,444	1,564	3,008
Tuesday	AM Peak Hour	622	790	1,412	119	158	277
Tuesday	PM Peak Hour	732	522	1,254	67	73	140
Wednesday	24hr	8,442	8,425	16,867	1,644	1,712	3,356
Wednesday	18hr	8,102	7,928	16,030	1,506	1,587	3,093
Wednesday	AM Peak Hour	622	790	1,412	106	135	241
Wednesday	PM Peak Hour	804	596	1,400	90	91	181
Thursday	24hr	8,656	8,546	17,202	1,638	1,727	3,365
Thursday	18hr	8,302	8,001	16,303	1,503	1,577	3,080
Thursday	AM Peak Hour	635	809	1,444	109	146	255
Thursday	PM Peak Hour	822	590	1,412	63	60	123
Friday	24hr	9,020	8,229	17,249	1,729	1,530	3,259
Friday	18hr	8,683	7,722	16,405	1,594	1,400	2,994
Friday	AM Peak Hour	566	740	1,306	108	138	246
Friday	PM Peak Hour	687	578	1,265	66	83	149
Saturday	24hr	5,902	6,023	11,925	662	736	1,398
Saturday	18hr	5,636	5,728	11,364	581	654	1,235
Saturday	AM Peak Hour	230	350	580	40	45	85
Saturday	PM Peak Hour	394	342	736	23	41	64
Sunday	24hr	4,814	4,621	9,435	451	478	929
Sunday	18hr	4,527	4,340	8,867	391	421	812
Sunday	AM Peak Hour	126	178	304	21	26	47
Sunday	PM Peak Hour	319	264	583	31	21	52

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	8,110	7,767	15,877	1,504	1,522	3,027
Weekday	AM Peak Hour	611	776	1,386	112	146	258
Weekday	PM Peak Hour	764	570	1,334	70	77	147
Daily	24hr	7,560	7,424	14,983	1,323	1,355	2,678
Daily	AM Peak Hour	487	629	1,116	89	114	203
Daily	PM Peak Hour	647	494	1,141	58	64	122

	AADT	AAWT
Total Veh.	6.64	5.84
HDVs	8.24	7.47

ATC Survey Ref: 46

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	5.49	4.96
HDVs	6.45	6.12

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Northbound	Southbound	Northbound	Southbound
Average	49.9	51.9	49.6	51.9
85th %ile	56.4	58.4	56.3	58.4

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
02/07/2024	Tuesday	weekday	766	711	6,827	6,979	118	102	1,310	1,367
03/07/2024	Wednesday	weekday	766	716	7,053	7,207	139	92	1,377	1,434
04/07/2024	Thursday	weekday	743	668	7,188	7,355	157	96	1,415	1,473
05/07/2024	Friday	weekday	610	529	6,593	6,743	99	66	1,294	1,341
06/07/2024	Saturday	weekend	256	262	4,231	4,350	51	38	575	613
07/07/2024	Sunday	weekend	161	317	3,951	4,048	24	44	473	492
08/07/2024	Monday	weekday	694	634	6,225	6,359	133	90	1,289	1,332
Weekday			716	652	6,777	-	129	89	1,337	-
Daily			571	548	-	6,149	103	75	-	1,150

Date	Period	Northbound		Southbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
02/07/2024	24hr	3,423	663	3,556	704	6,979	1,367
	18hr	3,345	636	3,482	674	6,827	1,310
	AM Peak Hour	318	60	448	58	766	118
	PM Peak Hour	397	60	314	42	711	102
03/07/2024	24hr	3,528	697	3,679	737	7,207	1,434
	18hr	3,454	675	3,599	702	7,053	1,377
	AM Peak Hour	338	72	428	67	766	139
	PM Peak Hour	388	47	328	45	716	92
04/07/2024	24hr	3,653	723	3,702	750	7,355	1,473
	18hr	3,568	702	3,620	713	7,188	1,415
	AM Peak Hour	354	80	389	77	743	157
	PM Peak Hour	368	50	300	46	668	96
05/07/2024	24hr	3,295	666	3,448	675	6,743	1,341
	18hr	3,208	639	3,385	655	6,593	1,294
	AM Peak Hour	285	51	325	48	610	99
	PM Peak Hour	281	35	248	31	529	66
06/07/2024	24hr	2,083	295	2,267	318	4,350	613
	18hr	2,027	277	2,204	298	4,231	575
	AM Peak Hour	102	23	154	28	256	51
	PM Peak Hour	130	16	132	22	262	38
07/07/2024	24hr	1,923	241	2,125	251	4,048	492
	18hr	1,873	231	2,078	242	3,951	473
	AM Peak Hour	71	8	90	16	161	24
	PM Peak Hour	139	24	178	20	317	44
08/07/2024	24hr	3,082	631	3,277	701	6,359	1,332
	18hr	3,014	612	3,211	677	6,225	1,289
	AM Peak Hour	282	57	412	76	694	133
	PM Peak Hour	355	56	279	34	634	90

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Tuesday	24hr	3,423	3,556	6,979	663	704	1,367
Tuesday	18hr	3,345	3,482	6,827	636	674	1,310
Tuesday	AM Peak Hour	318	448	766	60	58	118
Tuesday	PM Peak Hour	397	314	711	60	42	102
Wednesday	24hr	3,528	3,679	7,207	697	737	1,434
Wednesday	18hr	3,454	3,599	7,053	675	702	1,377
Wednesday	AM Peak Hour	338	428	766	72	67	139
Wednesday	PM Peak Hour	388	328	716	47	45	92
Thursday	24hr	3,653	3,702	7,355	723	750	1,473
Thursday	18hr	3,568	3,620	7,188	702	713	1,415
Thursday	AM Peak Hour	354	389	743	80	77	157
Thursday	PM Peak Hour	368	300	668	50	46	96
Friday	24hr	3,295	3,448	6,743	666	675	1,341
Friday	18hr	3,208	3,385	6,593	639	655	1,294
Friday	AM Peak Hour	285	325	610	51	48	99
Friday	PM Peak Hour	281	248	529	35	31	66
Saturday	24hr	2,083	2,267	4,350	295	318	613
Saturday	18hr	2,027	2,204	4,231	277	298	575
Saturday	AM Peak Hour	102	154	256	23	28	51
Saturday	PM Peak Hour	130	132	262	16	22	38
Sunday	24hr	1,923	2,125	4,048	241	251	492
Sunday	18hr	1,873	2,078	3,951	231	242	473
Sunday	AM Peak Hour	71	90	161	8	16	24
Sunday	PM Peak Hour	139	178	317	24	20	44
Monday	24hr	3,082	3,277	6,359	631	701	1,332
Monday	18hr	3,014	3,211	6,225	612	677	1,289
Monday	AM Peak Hour	282	412	694	57	76	133
Monday	PM Peak Hour	355	279	634	56	34	90

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	3,120	3,258	6,378	586	608	1,194
Weekday	AM Peak Hour	279	349	628	57	56	113
Weekday	PM Peak Hour	313	264	577	42	37	79
Daily	24hr	2,998	3,151	6,149	559	591	1,150
Daily	AM Peak Hour	250	321	571	50	53	103
Daily	PM Peak Hour	294	254	548	41	34	75

	AADT	AAWT
Total Veh.	5.49	5.29
HDVs	6.45	6.23

ATC Survey Ref: 49

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	6.14	5.30
HDVs	7.70	7.01

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Eastbound	Westbound	Eastbound	Westbound
Average	39.0	40.2	38.8	40.3
85th %ile	44.5	45.2	44.5	45.3

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
24/06/2024	Monday	weekday	554	519	5,504	5,708	104	58	1,117	1,164
25/06/2024	Tuesday	weekday	550	583	5,875	6,132	94	66	1,108	1,177
26/06/2024	Wednesday	weekday	609	548	5,866	6,073	97	59	1,075	1,142
27/06/2024	Thursday	weekday	571	578	5,956	6,192	106	62	1,163	1,230
28/06/2024	Friday	weekday	475	490	5,819	6,057	77	63	1,047	1,115
29/06/2024	Saturday	weekend	232	310	4,759	4,943	36	27	506	550
30/06/2024	Sunday	weekend	123	228	3,871	4,037	20	9	362	384
Weekday			552	544	5,804	-	96	62	1,102	-
Daily			445	465	-	5,592	76	49	-	966

Date	Period	Eastbound		Westbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
24/06/2024	24hr	2,823	615	2,885	549	5,708	1,164
	18hr	2,721	593	2,783	524	5,504	1,117
	AM Peak Hour	234	60	320	44	554	104
	PM Peak Hour	296	30	223	28	519	58
25/06/2024	24hr	2,937	574	3,195	603	6,132	1,177
	18hr	2,817	547	3,058	561	5,875	1,108
	AM Peak Hour	213	63	337	31	550	94
	PM Peak Hour	330	30	253	36	583	66
26/06/2024	24hr	2,941	581	3,132	561	6,073	1,142
	18hr	2,841	549	3,025	526	5,866	1,075
	AM Peak Hour	249	55	360	42	609	97
	PM Peak Hour	308	26	240	33	548	59
27/06/2024	24hr	3,021	624	3,171	606	6,192	1,230
	18hr	2,909	596	3,047	567	5,956	1,163
	AM Peak Hour	237	59	334	47	571	106
	PM Peak Hour	308	30	270	32	578	62
28/06/2024	24hr	2,930	532	3,127	583	6,057	1,115
	18hr	2,813	503	3,006	544	5,819	1,047
	AM Peak Hour	201	41	274	36	475	77
	PM Peak Hour	245	27	245	36	490	63
29/06/2024	24hr	2,421	280	2,522	270	4,943	550
	18hr	2,327	265	2,432	241	4,759	506
	AM Peak Hour	103	21	129	15	232	36
	PM Peak Hour	161	18	149	9	310	27
30/06/2024	24hr	2,033	216	2,004	168	4,037	384
	18hr	1,958	205	1,913	157	3,871	362
	AM Peak Hour	57	10	66	10	123	20
	PM Peak Hour	138	3	90	6	228	9

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Monday	24hr	2,823	2,885	5,708	615	549	1,164
Monday	18hr	2,721	2,783	5,504	593	524	1,117
Monday	AM Peak Hour	234	320	554	60	44	104
Monday	PM Peak Hour	296	223	519	30	28	58
Tuesday	24hr	2,937	3,195	6,132	574	603	1,177
Tuesday	18hr	2,817	3,058	5,875	547	561	1,108
Tuesday	AM Peak Hour	213	337	550	63	31	94
Tuesday	PM Peak Hour	330	253	583	30	36	66
Wednesday	24hr	2,941	3,132	6,073	581	561	1,142
Wednesday	18hr	2,841	3,025	5,866	549	526	1,075
Wednesday	AM Peak Hour	249	360	609	55	42	97
Wednesday	PM Peak Hour	308	240	548	26	33	59
Thursday	24hr	3,021	3,171	6,192	624	606	1,230
Thursday	18hr	2,909	3,047	5,956	596	567	1,163
Thursday	AM Peak Hour	237	334	571	59	47	106
Thursday	PM Peak Hour	308	270	578	30	32	62
Friday	24hr	2,930	3,127	6,057	532	583	1,115
Friday	18hr	2,813	3,006	5,819	503	544	1,047
Friday	AM Peak Hour	201	274	475	41	36	77
Friday	PM Peak Hour	245	245	490	27	36	63
Saturday	24hr	2,421	2,522	4,943	280	270	550
Saturday	18hr	2,327	2,432	4,759	265	241	506
Saturday	AM Peak Hour	103	129	232	21	15	36
Saturday	PM Peak Hour	161	149	310	18	9	27
Sunday	24hr	2,033	2,004	4,037	216	168	384
Sunday	18hr	1,958	1,913	3,871	205	157	362
Sunday	AM Peak Hour	57	66	123	10	10	20
Sunday	PM Peak Hour	138	90	228	3	6	9

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	2,820	2,984	5,804	558	544	1,102
Weekday	AM Peak Hour	227	325	552	56	40	96
Weekday	PM Peak Hour	297	246	544	29	33	62
Daily	24hr	2,729	2,862	5,592	489	477	966
Daily	AM Peak Hour	185	260	445	44	32	76
Daily	PM Peak Hour	255	210	465	23	26	49

	AADT	AAWT
Total Veh.	6.14	5.30
HDVs	7.70	7.01

ATC Survey Ref: 50

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	5.13	4.65
HDVs	7.05	7.00

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Eastbound	Westbound	Eastbound	Westbound
Average	29.4	26.6	30.3	26.8
85th %ile	33.5	30.5	34.9	31.3

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
24/06/2024	Monday	weekday	201	227	1,882	1,911	7	5	99	100
25/06/2024	Tuesday	weekday	201	193	1,850	1,874	8	4	116	116
26/06/2024	Wednesday	weekday	208	206	1,875	1,900	8	11	98	99
27/06/2024	Thursday	weekday	214	209	1,923	1,954	14	8	157	161
28/06/2024	Friday	weekday	180	182	1,867	1,901	11	20	202	204
29/06/2024	Saturday	weekend	70	90	1,192	1,215	7	20	156	160
30/06/2024	Sunday	weekend	26	66	868	895	2	6	74	83
Weekday			201	203	1,879	-	10	10	134	-
Daily			157	168	-	1,664	8	11	-	132

Date	Period	Eastbound		Westbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
24/06/2024	24hr	995	44	916	56	1,911	100
	18hr	983	44	899	55	1,882	99
	AM Peak Hour	96	4	105	3	201	7
	PM Peak Hour	145	3	82	2	227	5
25/06/2024	24hr	947	55	927	61	1,874	116
	18hr	932	55	918	61	1,850	116
	AM Peak Hour	93	4	108	4	201	8
	PM Peak Hour	125	3	68	1	193	4
26/06/2024	24hr	973	66	927	33	1,900	99
	18hr	958	65	917	33	1,875	98
	AM Peak Hour	92	5	116	3	208	8
	PM Peak Hour	126	9	80	2	206	11
27/06/2024	24hr	988	105	966	56	1,954	161
	18hr	969	101	954	56	1,923	157
	AM Peak Hour	97	10	117	4	214	14
	PM Peak Hour	130	7	79	1	209	8
28/06/2024	24hr	987	146	914	58	1,901	204
	18hr	965	144	902	58	1,867	202
	AM Peak Hour	84	7	96	4	180	11
	PM Peak Hour	111	16	71	4	182	20
29/06/2024	24hr	616	115	599	45	1,215	160
	18hr	603	114	589	42	1,192	156
	AM Peak Hour	45	5	25	2	70	7
	PM Peak Hour	43	15	47	5	90	20
30/06/2024	24hr	433	67	462	16	895	83
	18hr	415	61	453	13	868	74
	AM Peak Hour	11	2	15	0	26	2
	PM Peak Hour	36	6	30	0	66	6

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Monday	24hr	995	916	1,911	44	56	100
Monday	18hr	983	899	1,882	44	55	99
Monday	AM Peak Hour	96	105	201	4	3	7
Monday	PM Peak Hour	145	82	227	3	2	5
Tuesday	24hr	947	927	1,874	55	61	116
Tuesday	18hr	932	918	1,850	55	61	116
Tuesday	AM Peak Hour	93	108	201	4	4	8
Tuesday	PM Peak Hour	125	68	193	3	1	4
Wednesday	24hr	973	927	1,900	66	33	99
Wednesday	18hr	958	917	1,875	65	33	98
Wednesday	AM Peak Hour	92	116	208	5	3	8
Wednesday	PM Peak Hour	126	80	206	9	2	11
Thursday	24hr	988	966	1,954	105	56	161
Thursday	18hr	969	954	1,923	101	56	157
Thursday	AM Peak Hour	97	117	214	10	4	14
Thursday	PM Peak Hour	130	79	209	7	1	8
Friday	24hr	987	914	1,901	146	58	204
Friday	18hr	965	902	1,867	144	58	202
Friday	AM Peak Hour	84	96	180	7	4	11
Friday	PM Peak Hour	111	71	182	16	4	20
Saturday	24hr	616	599	1,215	115	45	160
Saturday	18hr	603	589	1,192	114	42	156
Saturday	AM Peak Hour	45	25	70	5	2	7
Saturday	PM Peak Hour	43	47	90	15	5	20
Sunday	24hr	433	462	895	67	16	83
Sunday	18hr	415	453	868	61	13	74
Sunday	AM Peak Hour	11	15	26	2	0	2
Sunday	PM Peak Hour	36	30	66	6	0	6

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	961	918	1,879	82	53	134
Weekday	AM Peak Hour	92	108	201	6	4	10
Weekday	PM Peak Hour	127	76	203	8	2	10
Daily	24hr	848	816	1,664	85	46	132
Daily	AM Peak Hour	74	83	157	5	3	8
Daily	PM Peak Hour	102	65	168	8	2	11

	AADT	AAWT
Total Veh.	5.13	4.65
HDVs	7.05	7.00

ATC Survey Ref: 51

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	6.08	5.53
HDVs	6.70	6.38

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Eastbound	Westbound	Eastbound	Westbound
Average	38.5	40.3	38.6	39.4
85th %ile	42.4	44.7	45.3	46.4

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
02/07/2024	Tuesday	weekday	24	9	180	181	8	0	48	49
03/07/2024	Wednesday	weekday	25	11	180	182	7	1	39	40
04/07/2024	Thursday	weekday	17	13	187	191	4	1	55	55
05/07/2024	Friday	weekday	15	7	146	148	3	2	47	48
06/07/2024	Saturday	weekend	7	10	129	133	1	5	32	32
07/07/2024	Sunday	weekend	2	5	85	89	0	1	22	23
08/07/2024	Monday	weekday	23	16	191	195	9	4	60	61
Weekday			21	11	177	-	6	2	50	-
Daily			16	10	-	160	5	2	-	44

Date	Period	Eastbound		Westbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
02/07/2024	24hr	103	17	78	32	181	49
	18hr	103	17	77	31	180	48
	AM Peak Hour	15	4	9	4	24	8
	PM Peak Hour	6	0	3	0	9	0
03/07/2024	24hr	113	20	69	20	182	40
	18hr	112	20	68	19	180	39
	AM Peak Hour	18	4	7	3	25	7
	PM Peak Hour	7	0	4	1	11	1
04/07/2024	24hr	110	26	81	29	191	55
	18hr	108	26	79	29	187	55
	AM Peak Hour	12	3	5	1	17	4
	PM Peak Hour	8	1	5	0	13	1
05/07/2024	24hr	75	14	73	34	148	48
	18hr	74	14	72	33	146	47
	AM Peak Hour	10	1	5	2	15	3
	PM Peak Hour	5	1	2	1	7	2
06/07/2024	24hr	67	10	66	22	133	32
	18hr	64	10	65	22	129	32
	AM Peak Hour	3	1	4	0	7	1
	PM Peak Hour	5	2	5	3	10	5
07/07/2024	24hr	44	9	45	14	89	23
	18hr	42	9	43	13	85	22
	AM Peak Hour	1	0	1	0	2	0
	PM Peak Hour	2	0	3	1	5	1
08/07/2024	24hr	102	23	93	38	195	61
	18hr	100	23	91	37	191	60
	AM Peak Hour	12	5	11	4	23	9
	PM Peak Hour	9	1	7	3	16	4

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Tuesday	24hr	103	78	181	17	32	49
Tuesday	18hr	103	77	180	17	31	48
Tuesday	AM Peak Hour	15	9	24	4	4	8
Tuesday	PM Peak Hour	6	3	9	0	0	0
Wednesday	24hr	113	69	182	20	20	40
Wednesday	18hr	112	68	180	20	19	39
Wednesday	AM Peak Hour	18	7	25	4	3	7
Wednesday	PM Peak Hour	7	4	11	0	1	1
Thursday	24hr	110	81	191	26	29	55
Thursday	18hr	108	79	187	26	29	55
Thursday	AM Peak Hour	12	5	17	3	1	4
Thursday	PM Peak Hour	8	5	13	1	0	1
Friday	24hr	75	73	148	14	34	48
Friday	18hr	74	72	146	14	33	47
Friday	AM Peak Hour	10	5	15	1	2	3
Friday	PM Peak Hour	5	2	7	1	1	2
Saturday	24hr	67	66	133	10	22	32
Saturday	18hr	64	65	129	10	22	32
Saturday	AM Peak Hour	3	4	7	1	0	1
Saturday	PM Peak Hour	5	5	10	2	3	5
Sunday	24hr	44	45	89	9	14	23
Sunday	18hr	42	43	85	9	13	22
Sunday	AM Peak Hour	1	1	2	0	0	0
Sunday	PM Peak Hour	2	3	5	0	1	1
Monday	24hr	102	93	195	23	38	61
Monday	18hr	100	91	191	23	37	60
Monday	AM Peak Hour	12	11	23	5	4	9
Monday	PM Peak Hour	9	7	16	1	3	4

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	92	72	164	17	27	44
Weekday	AM Peak Hour	12	6	18	3	2	5
Weekday	PM Peak Hour	6	4	10	1	1	2
Daily	24hr	88	72	160	17	27	44
Daily	AM Peak Hour	10	6	16	3	2	5
Daily	PM Peak Hour	6	4	10	1	1	2

	AADT	AAWT
Total Veh.	6.08	5.96
HDVs	6.70	6.91

ATC Survey Ref: 52

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	5.89	5.27
HDVs	6.28	5.74

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Northbound	Southbound	Northbound	Southbound
Average	53.3	54.1	53.4	54.2
85th %ile	59.8	60.2	60.0	60.3

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
02/07/2024	Tuesday	weekday	1,262	1,363	12,574	12,985	417	374	4,107	4,274
03/07/2024	Wednesday	weekday	1,128	1,217	12,282	12,676	373	329	4,122	4,275
04/07/2024	Thursday	weekday	1,173	1,263	12,802	13,225	406	375	4,316	4,497
05/07/2024	Friday	weekday	991	971	12,095	12,494	356	265	4,173	4,322
06/07/2024	Saturday	weekend	578	494	8,577	8,868	157	133	2,247	2,359
07/07/2024	Sunday	weekend	308	569	7,535	7,836	89	142	1,956	2,053
08/07/2024	Monday	weekday	1,090	1,232	11,835	12,231	369	336	3,949	4,097
Weekday			1,129	1,209	12,318	-	384	336	4,133	-
Daily			933	1,016	-	11,474	310	279	-	3,697

Date	Period	Northbound		Southbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
02/07/2024	24hr	6,408	1,972	6,577	2,302	12,985	4,274
	18hr	6,239	1,901	6,335	2,206	12,574	4,107
	AM Peak Hour	520	140	742	277	1,262	417
	PM Peak Hour	787	193	576	181	1,363	374
03/07/2024	24hr	6,398	2,059	6,278	2,216	12,676	4,275
	18hr	6,233	1,999	6,049	2,123	12,282	4,122
	AM Peak Hour	519	177	609	196	1,128	373
	PM Peak Hour	787	201	430	128	1,217	329
04/07/2024	24hr	6,424	2,079	6,801	2,418	13,225	4,497
	18hr	6,242	1,993	6,560	2,323	12,802	4,316
	AM Peak Hour	472	165	701	241	1,173	406
	PM Peak Hour	768	237	495	138	1,263	375
05/07/2024	24hr	6,373	2,119	6,121	2,203	12,494	4,322
	18hr	6,192	2,045	5,903	2,128	12,095	4,173
	AM Peak Hour	436	151	555	205	991	356
	PM Peak Hour	536	146	435	119	971	265
06/07/2024	24hr	4,456	1,141	4,412	1,218	8,868	2,359
	18hr	4,312	1,081	4,265	1,166	8,577	2,247
	AM Peak Hour	209	66	369	91	578	157
	PM Peak Hour	292	75	202	58	494	133
07/07/2024	24hr	3,936	977	3,900	1,076	7,836	2,053
	18hr	3,797	934	3,738	1,022	7,535	1,956
	AM Peak Hour	127	34	181	55	308	89
	PM Peak Hour	310	73	259	69	569	142
08/07/2024	24hr	6,137	1,997	6,094	2,100	12,231	4,097
	18hr	5,963	1,928	5,872	2,021	11,835	3,949
	AM Peak Hour	466	159	624	210	1,090	369
	PM Peak Hour	742	188	490	148	1,232	336

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Tuesday	24hr	6,408	6,577	12,985	1,972	2,302	4,274
Tuesday	18hr	6,239	6,335	12,574	1,901	2,206	4,107
Tuesday	AM Peak Hour	520	742	1,262	140	277	417
Tuesday	PM Peak Hour	787	576	1,363	193	181	374
Wednesday	24hr	6,398	6,278	12,676	2,059	2,216	4,275
Wednesday	18hr	6,233	6,049	12,282	1,999	2,123	4,122
Wednesday	AM Peak Hour	519	609	1,128	177	196	373
Wednesday	PM Peak Hour	787	430	1,217	201	128	329
Thursday	24hr	6,424	6,801	13,225	2,079	2,418	4,497
Thursday	18hr	6,242	6,560	12,802	1,993	2,323	4,316
Thursday	AM Peak Hour	472	701	1,173	165	241	406
Thursday	PM Peak Hour	768	495	1,263	237	138	375
Friday	24hr	6,373	6,121	12,494	2,119	2,203	4,322
Friday	18hr	6,192	5,903	12,095	2,045	2,128	4,173
Friday	AM Peak Hour	436	555	991	151	205	356
Friday	PM Peak Hour	536	435	971	146	119	265
Saturday	24hr	4,456	4,412	8,868	1,141	1,218	2,359
Saturday	18hr	4,312	4,265	8,577	1,081	1,166	2,247
Saturday	AM Peak Hour	209	369	578	66	91	157
Saturday	PM Peak Hour	292	202	494	75	58	133
Sunday	24hr	3,936	3,900	7,836	977	1,076	2,053
Sunday	18hr	3,797	3,738	7,535	934	1,022	1,956
Sunday	AM Peak Hour	127	181	308	34	55	89
Sunday	PM Peak Hour	310	259	569	73	69	142
Monday	24hr	6,137	6,094	12,231	1,997	2,100	4,097
Monday	18hr	5,963	5,872	11,835	1,928	2,021	3,949
Monday	AM Peak Hour	466	624	1,090	159	210	369
Monday	PM Peak Hour	742	490	1,232	188	148	336

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	5,844	5,822	11,666	1,804	1,989	3,793
Weekday	AM Peak Hour	431	595	1,026	140	202	342
Weekday	PM Peak Hour	634	428	1,062	170	125	295
Daily	24hr	5,733	5,740	11,474	1,763	1,933	3,697
Daily	AM Peak Hour	393	540	933	127	182	310
Daily	PM Peak Hour	603	412	1,016	159	120	279

	AADT	AAWT
Total Veh.	5.89	5.59
HDVs	6.28	5.95

ATC Survey Ref: 53

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	5.84	5.22
HDVs	6.61	6.12

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Northbound	Southbound	Northbound	Southbound
Average	49.4	47.2	50.4	47.8
85th %ile	56.1	54.0	58.7	55.6

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
03/07/2024	Wednesday	weekday	1,146	1,419	12,755	13,176	243	202	2,651	2,779
04/07/2024	Thursday	weekday	1,037	1,263	12,185	12,613	220	167	2,552	2,680
05/07/2024	Friday	weekday	905	1,050	11,855	12,290	245	179	2,514	2,646
06/07/2024	Saturday	weekend	486	562	8,218	8,526	105	87	1,347	1,447
07/07/2024	Sunday	weekend	227	576	6,985	7,199	52	73	1,060	1,107
08/07/2024	Monday	weekday	1,039	1,072	10,764	11,143	271	197	2,915	3,050
09/07/2024	Tuesday	weekday	1,163	1,238	11,560	11,977	320	255	3,448	3,588
Weekday			1,058	1,208	11,824	-	260	200	2,816	-
Daily			858	1,026	-	10,989	208	166	-	2,471

Date	Period	Northbound		Southbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
03/07/2024	24hr	6,585	1,409	6,591	1,370	13,176	2,779
	18hr	6,345	1,346	6,410	1,305	12,755	2,651
	AM Peak Hour	660	125	486	118	1,146	243
	PM Peak Hour	546	93	873	109	1,419	202
04/07/2024	24hr	6,377	1,478	6,236	1,202	12,613	2,680
	18hr	6,119	1,405	6,066	1,147	12,185	2,552
	AM Peak Hour	576	110	461	110	1,037	220
	PM Peak Hour	560	103	703	64	1,263	167
05/07/2024	24hr	6,099	1,412	6,191	1,234	12,290	2,646
	18hr	5,854	1,344	6,001	1,170	11,855	2,514
	AM Peak Hour	491	136	414	109	905	245
	PM Peak Hour	457	102	593	77	1,050	179
06/07/2024	24hr	4,184	866	4,342	581	8,526	1,447
	18hr	4,010	806	4,208	541	8,218	1,347
	AM Peak Hour	274	67	212	38	486	105
	PM Peak Hour	282	52	280	35	562	87
07/07/2024	24hr	3,768	729	3,431	378	7,199	1,107
	18hr	3,646	699	3,339	361	6,985	1,060
	AM Peak Hour	139	34	88	18	227	52
	PM Peak Hour	308	53	268	20	576	73
08/07/2024	24hr	5,631	1,852	5,512	1,198	11,143	3,050
	18hr	5,395	1,771	5,369	1,144	10,764	2,915
	AM Peak Hour	558	159	481	112	1,039	271
	PM Peak Hour	415	123	657	74	1,072	197
09/07/2024	24hr	6,053	2,286	5,924	1,302	11,977	3,588
	18hr	5,815	2,190	5,745	1,258	11,560	3,448
	AM Peak Hour	659	228	504	92	1,163	320
	PM Peak Hour	486	148	752	107	1,238	255

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Wednesday	24hr	6,585	6,591	13,176	1,409	1,370	2,779
Wednesday	18hr	6,345	6,410	12,755	1,346	1,305	2,651
Wednesday	AM Peak Hour	660	486	1,146	125	118	243
Wednesday	PM Peak Hour	546	873	1,419	93	109	202
Thursday	24hr	6,377	6,236	12,613	1,478	1,202	2,680
Thursday	18hr	6,119	6,066	12,185	1,405	1,147	2,552
Thursday	AM Peak Hour	576	461	1,037	110	110	220
Thursday	PM Peak Hour	560	703	1,263	103	64	167
Friday	24hr	6,099	6,191	12,290	1,412	1,234	2,646
Friday	18hr	5,854	6,001	11,855	1,344	1,170	2,514
Friday	AM Peak Hour	491	414	905	136	109	245
Friday	PM Peak Hour	457	593	1,050	102	77	179
Saturday	24hr	4,184	4,342	8,526	866	581	1,447
Saturday	18hr	4,010	4,208	8,218	806	541	1,347
Saturday	AM Peak Hour	274	212	486	67	38	105
Saturday	PM Peak Hour	282	280	562	52	35	87
Sunday	24hr	3,768	3,431	7,199	729	378	1,107
Sunday	18hr	3,646	3,339	6,985	699	361	1,060
Sunday	AM Peak Hour	139	88	227	34	18	52
Sunday	PM Peak Hour	308	268	576	53	20	73
Monday	24hr	5,631	5,512	11,143	1,852	1,198	3,050
Monday	18hr	5,395	5,369	10,764	1,771	1,144	2,915
Monday	AM Peak Hour	558	481	1,039	159	112	271
Monday	PM Peak Hour	415	657	1,072	123	74	197
Tuesday	24hr	6,053	5,924	11,977	2,286	1,302	3,588
Tuesday	18hr	5,815	5,745	11,560	2,190	1,258	3,448
Tuesday	AM Peak Hour	659	504	1,163	228	92	320
Tuesday	PM Peak Hour	486	752	1,238	148	107	255

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	5,195	5,205	10,400	1,120	905	2,025
Weekday	AM Peak Hour	428	332	760	94	79	173
Weekday	PM Peak Hour	431	543	974	81	61	142
Daily	24hr	5,528	5,461	10,989	1,433	1,038	2,471
Daily	AM Peak Hour	480	378	858	123	85	208
Daily	PM Peak Hour	436	589	1,026	96	69	166

	AADT	AAWT
Total Veh.	5.84	6.00
HDVs	6.61	6.44

ATC Survey Ref: 56

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	6.51	5.90
HDVs	7.51	7.15

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Northbound	Southbound	Northbound	Southbound
Average	45.0	44.8	44.9	44.5
85th %ile	51.2	49.4	51.0	49.0

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
24/06/2024	Monday	weekday	652	870	9,294	9,524	120	100	1,842	1,891
25/06/2024	Tuesday	weekday	754	745	8,594	8,800	128	74	1,463	1,508
26/06/2024	Wednesday	weekday	718	726	8,028	8,265	137	93	1,376	1,423
27/06/2024	Thursday	weekday	704	746	8,399	8,628	114	70	1,305	1,357
28/06/2024	Friday	weekday	619	683	8,256	8,484	126	62	1,332	1,384
29/06/2024	Saturday	weekend	333	402	6,033	6,217	39	24	556	585
30/06/2024	Sunday	weekend	189	347	5,159	5,362	19	37	411	438
Weekday			689	754	8,514	-	125	80	1,464	-
Daily			567	646	-	7,897	98	66	-	1,227

Date	Period	Northbound		Southbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
24/06/2024	24hr	5,913	1,311	3,611	580	9,524	1,891
	18hr	5,832	1,289	3,462	553	9,294	1,842
	AM Peak Hour	317	73	335	47	652	120
	PM Peak Hour	659	81	211	19	870	100
25/06/2024	24hr	4,108	747	4,692	761	8,800	1,508
	18hr	4,033	729	4,561	734	8,594	1,463
	AM Peak Hour	341	80	413	48	754	128
	PM Peak Hour	475	50	270	24	745	74
26/06/2024	24hr	4,211	828	4,054	595	8,265	1,423
	18hr	4,130	808	3,898	568	8,028	1,376
	AM Peak Hour	359	93	359	44	718	137
	PM Peak Hour	402	58	324	35	726	93
27/06/2024	24hr	4,404	766	4,224	591	8,628	1,357
	18hr	4,318	746	4,081	559	8,399	1,305
	AM Peak Hour	327	66	377	48	704	114
	PM Peak Hour	487	46	259	24	746	70
28/06/2024	24hr	4,450	793	4,034	591	8,484	1,384
	18hr	4,359	774	3,897	558	8,256	1,332
	AM Peak Hour	288	83	331	43	619	126
	PM Peak Hour	462	46	221	16	683	62
29/06/2024	24hr	3,243	357	2,974	228	6,217	585
	18hr	3,145	337	2,888	219	6,033	556
	AM Peak Hour	153	18	180	21	333	39
	PM Peak Hour	223	14	179	10	402	24
30/06/2024	24hr	2,712	257	2,650	181	5,362	438
	18hr	2,599	240	2,560	171	5,159	411
	AM Peak Hour	74	8	115	11	189	19
	PM Peak Hour	183	20	164	17	347	37

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Monday	24hr	5,913	3,611	9,524	1,311	580	1,891
Monday	18hr	5,832	3,462	9,294	1,289	553	1,842
Monday	AM Peak Hour	317	335	652	73	47	120
Monday	PM Peak Hour	659	211	870	81	19	100
Tuesday	24hr	4,108	4,692	8,800	747	761	1,508
Tuesday	18hr	4,033	4,561	8,594	729	734	1,463
Tuesday	AM Peak Hour	341	413	754	80	48	128
Tuesday	PM Peak Hour	475	270	745	50	24	74
Wednesday	24hr	4,211	4,054	8,265	828	595	1,423
Wednesday	18hr	4,130	3,898	8,028	808	568	1,376
Wednesday	AM Peak Hour	359	359	718	93	44	137
Wednesday	PM Peak Hour	402	324	726	58	35	93
Thursday	24hr	4,404	4,224	8,628	766	591	1,357
Thursday	18hr	4,318	4,081	8,399	746	559	1,305
Thursday	AM Peak Hour	327	377	704	66	48	114
Thursday	PM Peak Hour	487	259	746	46	24	70
Friday	24hr	4,450	4,034	8,484	793	591	1,384
Friday	18hr	4,359	3,897	8,256	774	558	1,332
Friday	AM Peak Hour	288	331	619	83	43	126
Friday	PM Peak Hour	462	221	683	46	16	62
Saturday	24hr	3,243	2,974	6,217	357	228	585
Saturday	18hr	3,145	2,888	6,033	337	219	556
Saturday	AM Peak Hour	153	180	333	18	21	39
Saturday	PM Peak Hour	223	179	402	14	10	24
Sunday	24hr	2,712	2,650	5,362	257	181	438
Sunday	18hr	2,599	2,560	5,159	240	171	411
Sunday	AM Peak Hour	74	115	189	8	11	19
Sunday	PM Peak Hour	183	164	347	20	17	37

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	4,534	3,980	8,514	869	594	1,464
Weekday	AM Peak Hour	326	363	689	79	46	125
Weekday	PM Peak Hour	497	257	754	56	24	80
Daily	24hr	4,149	3,748	7,897	723	504	1,227
Daily	AM Peak Hour	266	301	567	60	37	98
Daily	PM Peak Hour	413	233	646	45	21	66

	AADT	AAWT
Total Veh.	6.51	5.90
HDVs	7.51	7.15

ATC Survey Ref: 57

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	5.78	5.34
HDVs	6.47	6.19

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Northbound	Southbound	Northbound	Southbound
Average	39.6	41.4	35.1	39.7
85th %ile	45.3	46.3	44.1	45.2

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
24/06/2024	Monday	weekday	930	1,079	10,333	10,685	209	158	2,054	2,130
25/06/2024	Tuesday	weekday	956	1,075	10,368	10,736	208	152	2,164	2,255
26/06/2024	Wednesday	weekday	1,022	1,110	10,647	11,036	189	141	2,109	2,209
27/06/2024	Thursday	weekday	975	1,137	11,655	12,032	185	162	2,222	2,313
28/06/2024	Friday	weekday	906	899	10,826	11,228	192	123	2,100	2,204
29/06/2024	Saturday	weekend	508	419	5,767	6,015	91	32	642	692
30/06/2024	Sunday	weekend	195	460	5,561	5,765	13	46	483	498
Weekday			958	1,060	10,766	-	197	147	2,130	-
Daily			785	883	-	9,642	155	116	-	1,757

Date	Period	Northbound		Southbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
24/06/2024	24hr	5,309	1,143	5,376	987	10,685	2,130
	18hr	5,124	1,103	5,209	951	10,333	2,054
	AM Peak Hour	417	106	513	103	930	209
	PM Peak Hour	564	87	515	71	1,079	158
25/06/2024	24hr	5,280	1,155	5,456	1,100	10,736	2,255
	18hr	5,105	1,109	5,263	1,055	10,368	2,164
	AM Peak Hour	419	88	537	120	956	208
	PM Peak Hour	560	83	515	69	1,075	152
26/06/2024	24hr	5,520	1,174	5,516	1,035	11,036	2,209
	18hr	5,332	1,125	5,315	984	10,647	2,109
	AM Peak Hour	454	95	568	94	1,022	189
	PM Peak Hour	558	83	552	58	1,110	141
27/06/2024	24hr	6,002	1,250	6,030	1,063	12,032	2,313
	18hr	5,806	1,197	5,849	1,025	11,655	2,222
	AM Peak Hour	437	87	538	98	975	185
	PM Peak Hour	592	93	545	69	1,137	162
28/06/2024	24hr	5,712	1,212	5,516	992	11,228	2,204
	18hr	5,501	1,156	5,325	944	10,826	2,100
	AM Peak Hour	407	99	499	93	906	192
	PM Peak Hour	482	70	417	53	899	123
29/06/2024	24hr	3,066	399	2,949	293	6,015	692
	18hr	2,939	372	2,828	270	5,767	642
	AM Peak Hour	242	52	266	39	508	91
	PM Peak Hour	226	21	193	11	419	32
30/06/2024	24hr	3,056	310	2,709	188	5,765	498
	18hr	2,937	304	2,624	179	5,561	483
	AM Peak Hour	107	9	88	4	195	13
	PM Peak Hour	232	28	228	18	460	46

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Monday	24hr	5,309	5,376	10,685	1,143	987	2,130
Monday	18hr	5,124	5,209	10,333	1,103	951	2,054
Monday	AM Peak Hour	417	513	930	106	103	209
Monday	PM Peak Hour	564	515	1,079	87	71	158
Tuesday	24hr	5,280	5,456	10,736	1,155	1,100	2,255
Tuesday	18hr	5,105	5,263	10,368	1,109	1,055	2,164
Tuesday	AM Peak Hour	419	537	956	88	120	208
Tuesday	PM Peak Hour	560	515	1,075	83	69	152
Wednesday	24hr	5,520	5,516	11,036	1,174	1,035	2,209
Wednesday	18hr	5,332	5,315	10,647	1,125	984	2,109
Wednesday	AM Peak Hour	454	568	1,022	95	94	189
Wednesday	PM Peak Hour	558	552	1,110	83	58	141
Thursday	24hr	6,002	6,030	12,032	1,250	1,063	2,313
Thursday	18hr	5,806	5,849	11,655	1,197	1,025	2,222
Thursday	AM Peak Hour	437	538	975	87	98	185
Thursday	PM Peak Hour	592	545	1,137	93	69	162
Friday	24hr	5,712	5,516	11,228	1,212	992	2,204
Friday	18hr	5,501	5,325	10,826	1,156	944	2,100
Friday	AM Peak Hour	407	499	906	99	93	192
Friday	PM Peak Hour	482	417	899	70	53	123
Saturday	24hr	3,066	2,949	6,015	399	293	692
Saturday	18hr	2,939	2,828	5,767	372	270	642
Saturday	AM Peak Hour	242	266	508	52	39	91
Saturday	PM Peak Hour	226	193	419	21	11	32
Sunday	24hr	3,056	2,709	5,765	310	188	498
Sunday	18hr	2,937	2,624	5,561	304	179	483
Sunday	AM Peak Hour	107	88	195	9	4	13
Sunday	PM Peak Hour	232	228	460	28	18	46

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	5,374	5,392	10,766	1,138	992	2,130
Weekday	AM Peak Hour	427	531	958	95	102	197
Weekday	PM Peak Hour	551	509	1,060	83	64	147
Daily	24hr	4,849	4,793	9,642	949	808	1,757
Daily	AM Peak Hour	355	430	785	77	79	155
Daily	PM Peak Hour	459	424	883	66	50	116

	AADT	AAWT
Total Veh.	5.78	5.34
HDVs	6.47	6.19

ATC Survey Ref: 58

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	5.79	5.18
HDVs	6.43	5.99

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Northbound	Southbound	Northbound	Southbound
Average	41.7	39.2	41.7	38.8
85th %ile	46.6	45.7	46.6	46.0

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
03/07/2024	Wednesday	weekday	1,139	1,436	12,659	13,055	249	241	2,840	2,963
04/07/2024	Thursday	weekday	1,021	1,235	12,065	12,483	263	185	2,762	2,873
05/07/2024	Friday	weekday	883	1,034	11,612	12,034	223	162	2,481	2,605
06/07/2024	Saturday	weekend	488	564	8,106	8,408	99	86	1,227	1,313
07/07/2024	Sunday	weekend	230	569	6,906	7,115	41	65	926	963
08/07/2024	Monday	weekday	1,038	1,089	10,692	11,060	234	166	2,412	2,513
09/07/2024	Tuesday	weekday	1,179	1,235	11,496	11,881	267	194	2,583	2,692
Weekday			1,052	1,206	11,705	-	247	190	2,616	-
Daily			854	1,023	-	10,862	197	157	-	2,275

Date	Period	Northbound		Southbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
03/07/2024	24hr	6,604	1,418	6,451	1,545	13,055	2,963
	18hr	6,417	1,356	6,242	1,484	12,659	2,840
	AM Peak Hour	484	112	655	137	1,139	249
	PM Peak Hour	873	128	563	113	1,436	241
04/07/2024	24hr	6,231	1,311	6,252	1,562	12,483	2,873
	18hr	6,049	1,262	6,016	1,500	12,065	2,762
	AM Peak Hour	453	114	568	149	1,021	263
	PM Peak Hour	697	82	538	103	1,235	185
05/07/2024	24hr	6,262	1,291	5,772	1,314	12,034	2,605
	18hr	6,065	1,226	5,547	1,255	11,612	2,481
	AM Peak Hour	407	106	476	117	883	223
	PM Peak Hour	596	88	438	74	1,034	162
06/07/2024	24hr	4,367	628	4,041	685	8,408	1,313
	18hr	4,227	587	3,879	640	8,106	1,227
	AM Peak Hour	224	44	264	55	488	99
	PM Peak Hour	285	40	279	46	564	86
07/07/2024	24hr	3,444	392	3,671	571	7,115	963
	18hr	3,354	379	3,552	547	6,906	926
	AM Peak Hour	92	15	138	26	230	41
	PM Peak Hour	269	25	300	40	569	65
08/07/2024	24hr	5,602	1,184	5,458	1,329	11,060	2,513
	18hr	5,449	1,137	5,243	1,275	10,692	2,412
	AM Peak Hour	474	116	564	118	1,038	234
	PM Peak Hour	673	84	416	82	1,089	166
09/07/2024	24hr	5,953	1,255	5,928	1,437	11,881	2,692
	18hr	5,775	1,203	5,721	1,380	11,496	2,583
	AM Peak Hour	496	106	683	161	1,179	267
	PM Peak Hour	724	104	511	90	1,235	194

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Wednesday	24hr	6,604	6,451	13,055	1,418	1,545	2,963
Wednesday	18hr	6,417	6,242	12,659	1,356	1,484	2,840
Wednesday	AM Peak Hour	484	655	1,139	112	137	249
Wednesday	PM Peak Hour	873	563	1,436	128	113	241
Thursday	24hr	6,231	6,252	12,483	1,311	1,562	2,873
Thursday	18hr	6,049	6,016	12,065	1,262	1,500	2,762
Thursday	AM Peak Hour	453	568	1,021	114	149	263
Thursday	PM Peak Hour	697	538	1,235	82	103	185
Friday	24hr	6,262	5,772	12,034	1,291	1,314	2,605
Friday	18hr	6,065	5,547	11,612	1,226	1,255	2,481
Friday	AM Peak Hour	407	476	883	106	117	223
Friday	PM Peak Hour	596	438	1,034	88	74	162
Saturday	24hr	4,367	4,041	8,408	628	685	1,313
Saturday	18hr	4,227	3,879	8,106	587	640	1,227
Saturday	AM Peak Hour	224	264	488	44	55	99
Saturday	PM Peak Hour	285	279	564	40	46	86
Sunday	24hr	3,444	3,671	7,115	392	571	963
Sunday	18hr	3,354	3,552	6,906	379	547	926
Sunday	AM Peak Hour	92	138	230	15	26	41
Sunday	PM Peak Hour	269	300	569	25	40	65
Monday	24hr	5,602	5,458	11,060	1,184	1,329	2,513
Monday	18hr	5,449	5,243	10,692	1,137	1,275	2,412
Monday	AM Peak Hour	474	564	1,038	116	118	234
Monday	PM Peak Hour	673	416	1,089	84	82	166
Tuesday	24hr	5,953	5,928	11,881	1,255	1,437	2,692
Tuesday	18hr	5,775	5,721	11,496	1,203	1,380	2,583
Tuesday	AM Peak Hour	496	683	1,179	106	161	267
Tuesday	PM Peak Hour	724	511	1,235	104	90	194

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	5,222	5,047	10,270	962	1,085	2,047
Weekday	AM Peak Hour	332	420	752	78	97	175
Weekday	PM Peak Hour	544	424	968	73	75	148
Daily	24hr	5,495	5,368	10,862	1,068	1,206	2,275
Daily	AM Peak Hour	376	478	854	88	109	197
Daily	PM Peak Hour	588	435	1,023	79	78	157

	AADT	AAWT
Total Veh.	5.79	5.97
HDVs	6.43	6.34

ATC Survey Ref: 59

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	6.11	5.42
HDVs	6.84	6.36

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Eastbound	Westbound	Eastbound	Westbound
Average	47.7	45.0	47.4	44.5
85th %ile	53.9	50.8	53.8	50.5

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
24/06/2024	Monday	weekday	675	712	7,238	7,451	118	80	1,235	1,279
25/06/2024	Tuesday	weekday	685	687	7,140	7,333	116	66	1,180	1,228
26/06/2024	Wednesday	weekday	667	733	7,191	7,390	128	72	1,221	1,271
27/06/2024	Thursday	weekday	662	730	7,894	8,084	111	96	1,275	1,325
28/06/2024	Friday	weekday	578	650	7,304	7,490	104	74	1,226	1,267
29/06/2024	Saturday	weekend	381	408	6,356	6,486	57	44	744	771
30/06/2024	Sunday	weekend	154	270	4,465	4,587	22	28	481	495
Weekday			653	702	7,353	-	115	78	1,227	-
Daily			543	599	-	6,974	94	66	-	1,091

Date	Period	Eastbound		Westbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
24/06/2024	24hr	3,750	673	3,701	606	7,451	1,279
	18hr	3,660	648	3,578	587	7,238	1,235
	AM Peak Hour	353	63	322	55	675	118
	PM Peak Hour	350	41	362	39	712	80
25/06/2024	24hr	3,633	663	3,700	565	7,333	1,228
	18hr	3,555	636	3,585	544	7,140	1,180
	AM Peak Hour	363	62	322	54	685	116
	PM Peak Hour	351	39	336	27	687	66
26/06/2024	24hr	3,666	661	3,724	610	7,390	1,271
	18hr	3,583	634	3,608	587	7,191	1,221
	AM Peak Hour	344	65	323	63	667	128
	PM Peak Hour	383	35	350	37	733	72
27/06/2024	24hr	4,003	698	4,081	627	8,084	1,325
	18hr	3,922	666	3,972	609	7,894	1,275
	AM Peak Hour	351	55	311	56	662	111
	PM Peak Hour	395	52	335	44	730	96
28/06/2024	24hr	3,666	641	3,824	626	7,490	1,267
	18hr	3,573	618	3,731	608	7,304	1,226
	AM Peak Hour	287	51	291	53	578	104
	PM Peak Hour	304	38	346	36	650	74
29/06/2024	24hr	2,966	381	3,520	390	6,486	771
	18hr	2,907	366	3,449	378	6,356	744
	AM Peak Hour	239	30	142	27	381	57
	PM Peak Hour	149	13	259	31	408	44
30/06/2024	24hr	2,236	254	2,351	241	4,587	495
	18hr	2,178	245	2,287	236	4,465	481
	AM Peak Hour	78	14	76	8	154	22
	PM Peak Hour	134	13	136	15	270	28

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Monday	24hr	3,750	3,701	7,451	673	606	1,279
Monday	18hr	3,660	3,578	7,238	648	587	1,235
Monday	AM Peak Hour	353	322	675	63	55	118
Monday	PM Peak Hour	350	362	712	41	39	80
Tuesday	24hr	3,633	3,700	7,333	663	565	1,228
Tuesday	18hr	3,555	3,585	7,140	636	544	1,180
Tuesday	AM Peak Hour	363	322	685	62	54	116
Tuesday	PM Peak Hour	351	336	687	39	27	66
Wednesday	24hr	3,666	3,724	7,390	661	610	1,271
Wednesday	18hr	3,583	3,608	7,191	634	587	1,221
Wednesday	AM Peak Hour	344	323	667	65	63	128
Wednesday	PM Peak Hour	383	350	733	35	37	72
Thursday	24hr	4,003	4,081	8,084	698	627	1,325
Thursday	18hr	3,922	3,972	7,894	666	609	1,275
Thursday	AM Peak Hour	351	311	662	55	56	111
Thursday	PM Peak Hour	395	335	730	52	44	96
Friday	24hr	3,666	3,824	7,490	641	626	1,267
Friday	18hr	3,573	3,731	7,304	618	608	1,226
Friday	AM Peak Hour	287	291	578	51	53	104
Friday	PM Peak Hour	304	346	650	38	36	74
Saturday	24hr	2,966	3,520	6,486	381	390	771
Saturday	18hr	2,907	3,449	6,356	366	378	744
Saturday	AM Peak Hour	239	142	381	30	27	57
Saturday	PM Peak Hour	149	259	408	13	31	44
Sunday	24hr	2,236	2,351	4,587	254	241	495
Sunday	18hr	2,178	2,287	4,465	245	236	481
Sunday	AM Peak Hour	78	76	154	14	8	22
Sunday	PM Peak Hour	134	136	270	13	15	28

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	3,659	3,695	7,353	640	587	1,227
Weekday	AM Peak Hour	340	314	653	59	56	115
Weekday	PM Peak Hour	357	346	702	41	37	78
Daily	24hr	3,417	3,557	6,974	567	524	1,091
Daily	AM Peak Hour	288	255	543	49	45	94
Daily	PM Peak Hour	295	303	599	33	33	66

	AADT	AAWT
Total Veh.	6.11	5.42
HDVs	6.84	6.36

ATC Survey Ref: 60

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	5.83	5.24
HDVs	6.40	6.14

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Northbound	Southbound	Northbound	Southbound
Average	41.2	40.4	41.1	40.2
85th %ile	46.7	45.7	46.7	45.6

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
02/07/2024	Tuesday	weekday	307	365	3,298	3,340	38	43	445	454
03/07/2024	Wednesday	weekday	341	347	3,470	3,532	52	32	509	527
04/07/2024	Thursday	weekday	318	326	3,561	3,620	43	37	507	517
05/07/2024	Friday	weekday	299	284	3,332	3,396	44	27	502	515
06/07/2024	Saturday	weekend	127	146	2,416	2,470	10	18	203	210
07/07/2024	Sunday	weekend	93	184	2,294	2,351	11	17	185	191
08/07/2024	Monday	weekday	291	320	3,105	3,146	41	37	458	468
Weekday			311	328	3,353	-	44	35	484	-
Daily			254	282	-	3,122	34	30	-	412

Date	Period	Northbound		Southbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
02/07/2024	24hr	1,628	234	1,712	220	3,340	454
	18hr	1,603	231	1,695	214	3,298	445
	AM Peak Hour	183	22	124	16	307	38
	PM Peak Hour	151	23	214	20	365	43
03/07/2024	24hr	1,744	260	1,788	267	3,532	527
	18hr	1,707	251	1,763	258	3,470	509
	AM Peak Hour	200	32	141	20	341	52
	PM Peak Hour	129	12	218	20	347	32
04/07/2024	24hr	1,756	231	1,864	286	3,620	517
	18hr	1,724	227	1,837	280	3,561	507
	AM Peak Hour	179	20	139	23	318	43
	PM Peak Hour	129	16	197	21	326	37
05/07/2024	24hr	1,683	255	1,713	260	3,396	515
	18hr	1,648	250	1,684	252	3,332	502
	AM Peak Hour	161	27	138	17	299	44
	PM Peak Hour	132	11	152	16	284	27
06/07/2024	24hr	1,228	113	1,242	97	2,470	210
	18hr	1,197	108	1,219	95	2,416	203
	AM Peak Hour	62	3	65	7	127	10
	PM Peak Hour	78	10	68	8	146	18
07/07/2024	24hr	1,167	105	1,184	86	2,351	191
	18hr	1,136	103	1,158	82	2,294	185
	AM Peak Hour	45	5	48	6	93	11
	PM Peak Hour	87	10	97	7	184	17
08/07/2024	24hr	1,545	239	1,601	229	3,146	468
	18hr	1,522	234	1,583	224	3,105	458
	AM Peak Hour	165	21	126	20	291	41
	PM Peak Hour	130	23	190	14	320	37

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Tuesday	24hr	1,628	1,712	3,340	234	220	454
Tuesday	18hr	1,603	1,695	3,298	231	214	445
Tuesday	AM Peak Hour	183	124	307	22	16	38
Tuesday	PM Peak Hour	151	214	365	23	20	43
Wednesday	24hr	1,744	1,788	3,532	260	267	527
Wednesday	18hr	1,707	1,763	3,470	251	258	509
Wednesday	AM Peak Hour	200	141	341	32	20	52
Wednesday	PM Peak Hour	129	218	347	12	20	32
Thursday	24hr	1,756	1,864	3,620	231	286	517
Thursday	18hr	1,724	1,837	3,561	227	280	507
Thursday	AM Peak Hour	179	139	318	20	23	43
Thursday	PM Peak Hour	129	197	326	16	21	37
Friday	24hr	1,683	1,713	3,396	255	260	515
Friday	18hr	1,648	1,684	3,332	250	252	502
Friday	AM Peak Hour	161	138	299	27	17	44
Friday	PM Peak Hour	132	152	284	11	16	27
Saturday	24hr	1,228	1,242	2,470	113	97	210
Saturday	18hr	1,197	1,219	2,416	108	95	203
Saturday	AM Peak Hour	62	65	127	3	7	10
Saturday	PM Peak Hour	78	68	146	10	8	18
Sunday	24hr	1,167	1,184	2,351	105	86	191
Sunday	18hr	1,136	1,158	2,294	103	82	185
Sunday	AM Peak Hour	45	48	93	5	6	11
Sunday	PM Peak Hour	87	97	184	10	7	17
Monday	24hr	1,545	1,601	3,146	239	229	468
Monday	18hr	1,522	1,583	3,105	234	224	458
Monday	AM Peak Hour	165	126	291	21	20	41
Monday	PM Peak Hour	130	190	320	23	14	37

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	1,576	1,640	3,215	213	220	433
Weekday	AM Peak Hour	157	121	278	21	17	37
Weekday	PM Peak Hour	124	170	294	14	17	31
Daily	24hr	1,536	1,586	3,122	205	206	412
Daily	AM Peak Hour	142	112	254	19	16	34
Daily	PM Peak Hour	119	162	282	15	15	30

	AADT	AAWT
Total Veh.	5.83	5.62
HDVs	6.40	6.30

ATC Survey Ref: 61

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	6.33	5.62
HDVs	6.70	6.12

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Northbound	Southbound	Northbound	Southbound
Average	56.9	53.8	56.8	53.4
85th %ile	63.0	59.8	62.8	59.4

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
24/06/2024	Monday	weekday	287	267	2,993	3,028	46	39	480	484
25/06/2024	Tuesday	weekday	321	211	3,027	3,076	55	27	471	483
26/06/2024	Wednesday	weekday	318	261	3,252	3,299	44	25	468	482
27/06/2024	Thursday	weekday	295	249	3,030	3,074	41	30	422	432
28/06/2024	Friday	weekday	289	234	3,051	3,088	40	21	411	416
29/06/2024	Saturday	weekend	115	185	2,659	2,698	12	20	277	282
30/06/2024	Sunday	weekend	99	111	2,231	2,273	10	11	232	241
Weekday			302	244	3,071	-	45	28	450	-
Daily			246	217	-	2,934	35	25	-	403

Date	Period	Northbound		Southbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
24/06/2024	24hr	1,411	179	1,617	305	3,028	484
	18hr	1,391	177	1,602	303	2,993	480
	AM Peak Hour	131	15	156	31	287	46
	PM Peak Hour	116	10	151	29	267	39
25/06/2024	24hr	1,435	184	1,641	299	3,076	483
	18hr	1,408	179	1,619	292	3,027	471
	AM Peak Hour	138	14	183	41	321	55
	PM Peak Hour	93	10	118	17	211	27
26/06/2024	24hr	1,550	156	1,749	326	3,299	482
	18hr	1,533	153	1,719	315	3,252	468
	AM Peak Hour	146	12	172	32	318	44
	PM Peak Hour	120	7	141	18	261	25
27/06/2024	24hr	1,499	162	1,575	270	3,074	432
	18hr	1,475	159	1,555	263	3,030	422
	AM Peak Hour	137	14	158	27	295	41
	PM Peak Hour	125	8	124	22	249	30
28/06/2024	24hr	1,456	138	1,632	278	3,088	416
	18hr	1,435	137	1,616	274	3,051	411
	AM Peak Hour	131	13	158	27	289	40
	PM Peak Hour	91	5	143	16	234	21
29/06/2024	24hr	1,277	103	1,421	179	2,698	282
	18hr	1,265	100	1,394	177	2,659	277
	AM Peak Hour	57	5	58	7	115	12
	PM Peak Hour	90	9	95	11	185	20
30/06/2024	24hr	1,101	75	1,172	166	2,273	241
	18hr	1,084	73	1,147	159	2,231	232
	AM Peak Hour	39	2	60	8	99	10
	PM Peak Hour	60	2	51	9	111	11

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Monday	24hr	1,411	1,617	3,028	179	305	484
Monday	18hr	1,391	1,602	2,993	177	303	480
Monday	AM Peak Hour	131	156	287	15	31	46
Monday	PM Peak Hour	116	151	267	10	29	39
Tuesday	24hr	1,435	1,641	3,076	184	299	483
Tuesday	18hr	1,408	1,619	3,027	179	292	471
Tuesday	AM Peak Hour	138	183	321	14	41	55
Tuesday	PM Peak Hour	93	118	211	10	17	27
Wednesday	24hr	1,550	1,749	3,299	156	326	482
Wednesday	18hr	1,533	1,719	3,252	153	315	468
Wednesday	AM Peak Hour	146	172	318	12	32	44
Wednesday	PM Peak Hour	120	141	261	7	18	25
Thursday	24hr	1,499	1,575	3,074	162	270	432
Thursday	18hr	1,475	1,555	3,030	159	263	422
Thursday	AM Peak Hour	137	158	295	14	27	41
Thursday	PM Peak Hour	125	124	249	8	22	30
Friday	24hr	1,456	1,632	3,088	138	278	416
Friday	18hr	1,435	1,616	3,051	137	274	411
Friday	AM Peak Hour	131	158	289	13	27	40
Friday	PM Peak Hour	91	143	234	5	16	21
Saturday	24hr	1,277	1,421	2,698	103	179	282
Saturday	18hr	1,265	1,394	2,659	100	177	277
Saturday	AM Peak Hour	57	58	115	5	7	12
Saturday	PM Peak Hour	90	95	185	9	11	20
Sunday	24hr	1,101	1,172	2,273	75	166	241
Sunday	18hr	1,084	1,147	2,231	73	159	232
Sunday	AM Peak Hour	39	60	99	2	8	10
Sunday	PM Peak Hour	60	51	111	2	9	11

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	1,448	1,622	3,071	161	289	450
Weekday	AM Peak Hour	137	165	302	14	32	45
Weekday	PM Peak Hour	109	135	244	8	20	28
Daily	24hr	1,390	1,544	2,934	142	260	403
Daily	AM Peak Hour	111	135	246	11	25	35
Daily	PM Peak Hour	99	118	217	7	17	25

	AADT	AAWT
Total Veh.	6.33	5.62
HDVs	6.70	6.12

ATC Survey Ref: 62

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	5.94	5.24
HDVs	5.92	5.35

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Eastbound	Westbound	Eastbound	Westbound
Average	50.0	47.4	50.2	47.7
85th %ile	57.5	54.7	57.9	55.4

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
02/07/2024	Tuesday	weekday	169	190	1,935	1,951	28	23	283	286
03/07/2024	Wednesday	weekday	167	204	1,924	1,953	25	28	287	291
04/07/2024	Thursday	weekday	179	198	1,922	1,958	35	21	257	267
05/07/2024	Friday	weekday	159	189	1,896	1,926	27	24	290	293
06/07/2024	Saturday	weekend	66	104	1,588	1,633	14	8	189	196
07/07/2024	Sunday	weekend	64	108	1,475	1,507	8	11	167	170
08/07/2024	Monday	weekday	164	181	1,761	1,795	20	28	268	274
Weekday			168	192	1,888	-	27	25	277	-
Daily			138	168	-	1,818	22	20	-	254

Date	Period	Eastbound		Westbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
02/07/2024	24hr	990	172	961	114	1,951	286
	18hr	984	170	951	113	1,935	283
	AM Peak Hour	71	18	98	10	169	28
	PM Peak Hour	109	17	81	6	190	23
03/07/2024	24hr	995	171	958	120	1,953	291
	18hr	984	169	940	118	1,924	287
	AM Peak Hour	59	12	108	13	167	25
	PM Peak Hour	132	20	72	8	204	28
04/07/2024	24hr	976	147	982	120	1,958	267
	18hr	962	143	960	114	1,922	257
	AM Peak Hour	72	19	107	16	179	35
	PM Peak Hour	126	12	72	9	198	21
05/07/2024	24hr	958	165	968	128	1,926	293
	18hr	948	163	948	127	1,896	290
	AM Peak Hour	55	13	104	14	159	27
	PM Peak Hour	121	18	68	6	189	24
06/07/2024	24hr	843	110	790	86	1,633	196
	18hr	823	105	765	84	1,588	189
	AM Peak Hour	32	7	34	7	66	14
	PM Peak Hour	47	5	57	3	104	8
07/07/2024	24hr	780	103	727	67	1,507	170
	18hr	762	102	713	65	1,475	167
	AM Peak Hour	42	6	22	2	64	8
	PM Peak Hour	47	4	61	7	108	11
08/07/2024	24hr	917	174	878	100	1,795	274
	18hr	904	171	857	97	1,761	268
	AM Peak Hour	69	11	95	9	164	20
	PM Peak Hour	114	18	67	10	181	28

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Tuesday	24hr	990	961	1,951	172	114	286
Tuesday	18hr	984	951	1,935	170	113	283
Tuesday	AM Peak Hour	71	98	169	18	10	28
Tuesday	PM Peak Hour	109	81	190	17	6	23
Wednesday	24hr	995	958	1,953	171	120	291
Wednesday	18hr	984	940	1,924	169	118	287
Wednesday	AM Peak Hour	59	108	167	12	13	25
Wednesday	PM Peak Hour	132	72	204	20	8	28
Thursday	24hr	976	982	1,958	147	120	267
Thursday	18hr	962	960	1,922	143	114	257
Thursday	AM Peak Hour	72	107	179	19	16	35
Thursday	PM Peak Hour	126	72	198	12	9	21
Friday	24hr	958	968	1,926	165	128	293
Friday	18hr	948	948	1,896	163	127	290
Friday	AM Peak Hour	55	104	159	13	14	27
Friday	PM Peak Hour	121	68	189	18	6	24
Saturday	24hr	843	790	1,633	110	86	196
Saturday	18hr	823	765	1,588	105	84	189
Saturday	AM Peak Hour	32	34	66	7	7	14
Saturday	PM Peak Hour	47	57	104	5	3	8
Sunday	24hr	780	727	1,507	103	67	170
Sunday	18hr	762	713	1,475	102	65	167
Sunday	AM Peak Hour	42	22	64	6	2	8
Sunday	PM Peak Hour	47	61	108	4	7	11
Monday	24hr	917	878	1,795	174	100	274
Monday	18hr	904	857	1,761	171	97	268
Monday	AM Peak Hour	69	95	164	11	9	20
Monday	PM Peak Hour	114	67	181	18	10	28

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	940	913	1,853	150	111	261
Weekday	AM Peak Hour	58	90	148	14	12	26
Weekday	PM Peak Hour	107	70	177	14	6	21
Daily	24hr	923	895	1,818	149	105	254
Daily	AM Peak Hour	57	81	138	12	10	22
Daily	PM Peak Hour	99	68	168	13	7	20

	AADT	AAWT
Total Veh.	5.94	5.70
HDVs	5.92	5.61

ATC Survey Ref: 63

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	5.59	4.96
HDVs	6.39	5.88

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Eastbound	Westbound	Eastbound	Westbound
Average	40.3	38.8	40.3	38.7
85th %ile	45.7	43.5	45.8	43.2

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
24/06/2024	Monday	weekday	646	713	6,104	6,190	81	76	883	900
25/06/2024	Tuesday	weekday	739	726	6,451	6,536	117	79	966	987
26/06/2024	Wednesday	weekday	643	689	6,438	6,536	84	69	896	916
27/06/2024	Thursday	weekday	652	622	6,594	6,673	82	57	960	981
28/06/2024	Friday	weekday	556	619	7,142	7,240	92	80	1,097	1,112
29/06/2024	Saturday	weekend	290	346	5,215	5,311	34	35	602	615
30/06/2024	Sunday	weekend	153	266	4,209	4,340	20	31	463	481
Weekday			647	674	6,546	-	91	72	960	-
Daily			526	569	-	6,118	73	61	-	856

Date	Period	Eastbound		Westbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
24/06/2024	24hr	3,503	552	2,687	348	6,190	900
	18hr	3,457	546	2,647	337	6,104	883
	AM Peak Hour	300	43	346	38	646	81
	PM Peak Hour	491	56	222	20	713	76
25/06/2024	24hr	3,547	589	2,989	398	6,536	987
	18hr	3,504	579	2,947	387	6,451	966
	AM Peak Hour	342	61	397	56	739	117
	PM Peak Hour	439	55	287	24	726	79
26/06/2024	24hr	3,533	518	3,003	398	6,536	916
	18hr	3,480	511	2,958	385	6,438	896
	AM Peak Hour	313	49	330	35	643	84
	PM Peak Hour	464	52	225	17	689	69
27/06/2024	24hr	3,530	572	3,143	409	6,673	981
	18hr	3,490	561	3,104	399	6,594	960
	AM Peak Hour	305	42	347	40	652	82
	PM Peak Hour	383	42	239	15	622	57
28/06/2024	24hr	3,761	630	3,479	482	7,240	1,112
	18hr	3,714	624	3,428	473	7,142	1,097
	AM Peak Hour	264	49	292	43	556	92
	PM Peak Hour	413	59	206	21	619	80
29/06/2024	24hr	2,872	378	2,439	237	5,311	615
	18hr	2,820	374	2,395	228	5,215	602
	AM Peak Hour	157	22	133	12	290	34
	PM Peak Hour	190	26	156	9	346	35
30/06/2024	24hr	2,250	261	2,090	220	4,340	481
	18hr	2,181	251	2,028	212	4,209	463
	AM Peak Hour	100	10	53	10	153	20
	PM Peak Hour	120	17	146	14	266	31

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Monday	24hr	3,503	2,687	6,190	552	348	900
Monday	18hr	3,457	2,647	6,104	546	337	883
Monday	AM Peak Hour	300	346	646	43	38	81
Monday	PM Peak Hour	491	222	713	56	20	76
Tuesday	24hr	3,547	2,989	6,536	589	398	987
Tuesday	18hr	3,504	2,947	6,451	579	387	966
Tuesday	AM Peak Hour	342	397	739	61	56	117
Tuesday	PM Peak Hour	439	287	726	55	24	79
Wednesday	24hr	3,533	3,003	6,536	518	398	916
Wednesday	18hr	3,480	2,958	6,438	511	385	896
Wednesday	AM Peak Hour	313	330	643	49	35	84
Wednesday	PM Peak Hour	464	225	689	52	17	69
Thursday	24hr	3,530	3,143	6,673	572	409	981
Thursday	18hr	3,490	3,104	6,594	561	399	960
Thursday	AM Peak Hour	305	347	652	42	40	82
Thursday	PM Peak Hour	383	239	622	42	15	57
Friday	24hr	3,761	3,479	7,240	630	482	1,112
Friday	18hr	3,714	3,428	7,142	624	473	1,097
Friday	AM Peak Hour	264	292	556	49	43	92
Friday	PM Peak Hour	413	206	619	59	21	80
Saturday	24hr	2,872	2,439	5,311	378	237	615
Saturday	18hr	2,820	2,395	5,215	374	228	602
Saturday	AM Peak Hour	157	133	290	22	12	34
Saturday	PM Peak Hour	190	156	346	26	9	35
Sunday	24hr	2,250	2,090	4,340	261	220	481
Sunday	18hr	2,181	2,028	4,209	251	212	463
Sunday	AM Peak Hour	100	53	153	10	10	20
Sunday	PM Peak Hour	120	146	266	17	14	31

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	3,529	3,017	6,546	564	396	960
Weekday	AM Peak Hour	305	342	647	49	42	91
Weekday	PM Peak Hour	438	236	674	53	19	72
Daily	24hr	3,285	2,833	6,118	500	356	856
Daily	AM Peak Hour	254	271	526	39	33	73
Daily	PM Peak Hour	357	212	569	44	17	61

	AADT	AAWT
Total Veh.	5.59	4.96
HDVs	6.39	5.88

ATC Survey Ref: 64

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	5.50	4.85
HDVs	5.95	5.19

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Eastbound	Westbound	Eastbound	Westbound
Average	46.5	46.9	46.5	47.1
85th %ile	54.4	55.7	55.2	56.4

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
24/06/2024	Monday	weekday	513	464	4,296	4,383	95	53	722	741
25/06/2024	Tuesday	weekday	503	517	4,620	4,701	98	64	769	787
26/06/2024	Wednesday	weekday	506	490	4,775	4,849	87	286	1,907	1,925
27/06/2024	Thursday	weekday	491	469	4,769	4,849	299	282	2,924	2,983
28/06/2024	Friday	weekday	460	438	5,086	5,162	277	279	3,127	3,179
29/06/2024	Saturday	weekend	217	270	3,908	3,998	122	157	2,140	2,197
30/06/2024	Sunday	weekend	142	204	3,242	3,348	89	108	1,785	1,847
Weekday			495	476	4,709	-	171	193	1,890	-
Daily			405	407	-	4,470	152	176	-	1,951

Date	Period	Eastbound		Westbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
24/06/2024	24hr	2,262	450	2,121	291	4,383	741
	18hr	2,216	441	2,080	281	4,296	722
	AM Peak Hour	266	57	247	38	513	95
	PM Peak Hour	260	38	204	15	464	53
25/06/2024	24hr	2,400	488	2,301	299	4,701	787
	18hr	2,356	475	2,264	294	4,620	769
	AM Peak Hour	254	64	249	34	503	98
	PM Peak Hour	264	38	253	26	517	64
26/06/2024	24hr	2,457	976	2,392	949	4,849	1,925
	18hr	2,415	966	2,360	941	4,775	1,907
	AM Peak Hour	271	54	235	33	506	87
	PM Peak Hour	252	139	238	147	490	286
27/06/2024	24hr	2,435	1,478	2,414	1,505	4,849	2,983
	18hr	2,395	1,452	2,374	1,472	4,769	2,924
	AM Peak Hour	249	148	242	151	491	299
	PM Peak Hour	237	142	232	140	469	282
28/06/2024	24hr	2,701	1,659	2,461	1,520	5,162	3,179
	18hr	2,665	1,634	2,421	1,493	5,086	3,127
	AM Peak Hour	226	133	234	144	460	277
	PM Peak Hour	264	166	174	113	438	279
29/06/2024	24hr	2,054	1,086	1,944	1,111	3,998	2,197
	18hr	2,005	1,058	1,903	1,082	3,908	2,140
	AM Peak Hour	105	57	112	65	217	122
	PM Peak Hour	137	76	133	81	270	157
30/06/2024	24hr	1,633	894	1,715	953	3,348	1,847
	18hr	1,582	865	1,660	920	3,242	1,785
	AM Peak Hour	93	59	49	30	142	89
	PM Peak Hour	88	44	116	64	204	108

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Monday	24hr	2,262	2,121	4,383	450	291	741
Monday	18hr	2,216	2,080	4,296	441	281	722
Monday	AM Peak Hour	266	247	513	57	38	95
Monday	PM Peak Hour	260	204	464	38	15	53
Tuesday	24hr	2,400	2,301	4,701	488	299	787
Tuesday	18hr	2,356	2,264	4,620	475	294	769
Tuesday	AM Peak Hour	254	249	503	64	34	98
Tuesday	PM Peak Hour	264	253	517	38	26	64
Wednesday	24hr	2,457	2,392	4,849	976	949	1,925
Wednesday	18hr	2,415	2,360	4,775	966	941	1,907
Wednesday	AM Peak Hour	271	235	506	54	33	87
Wednesday	PM Peak Hour	252	238	490	139	147	286
Thursday	24hr	2,435	2,414	4,849	1,478	1,505	2,983
Thursday	18hr	2,395	2,374	4,769	1,452	1,472	2,924
Thursday	AM Peak Hour	249	242	491	148	151	299
Thursday	PM Peak Hour	237	232	469	142	140	282
Friday	24hr	2,701	2,461	5,162	1,659	1,520	3,179
Friday	18hr	2,665	2,421	5,086	1,634	1,493	3,127
Friday	AM Peak Hour	226	234	460	133	144	277
Friday	PM Peak Hour	264	174	438	166	113	279
Saturday	24hr	2,054	1,944	3,998	1,086	1,111	2,197
Saturday	18hr	2,005	1,903	3,908	1,058	1,082	2,140
Saturday	AM Peak Hour	105	112	217	57	65	122
Saturday	PM Peak Hour	137	133	270	76	81	157
Sunday	24hr	1,633	1,715	3,348	894	953	1,847
Sunday	18hr	1,582	1,660	3,242	865	920	1,785
Sunday	AM Peak Hour	93	49	142	59	30	89
Sunday	PM Peak Hour	88	116	204	44	64	108

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	2,409	2,300	4,709	994	896	1,890
Weekday	AM Peak Hour	253	241	495	91	80	171
Weekday	PM Peak Hour	255	220	476	105	88	193
Daily	24hr	2,277	2,193	4,470	1,004	947	1,951
Daily	AM Peak Hour	209	195	405	82	71	152
Daily	PM Peak Hour	215	193	407	92	84	176

	AADT	AAWT
Total Veh.	5.50	4.85
HDVs	5.95	5.19

ATC Survey Ref: 65

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	5.56	4.90
HDVs	6.49	5.86

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Eastbound	Westbound	Eastbound	Westbound
Average	32.0	34.2	31.4	33.9
85th %ile	37.0	39.2	36.7	39.0

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
24/06/2024	Monday	weekday	626	577	5,396	5,513	73	52	754	782
25/06/2024	Tuesday	weekday	625	625	5,736	5,844	88	64	811	834
26/06/2024	Wednesday	weekday	618	583	5,866	5,968	82	57	815	838
27/06/2024	Thursday	weekday	611	569	5,890	5,997	91	48	864	885
28/06/2024	Friday	weekday	584	526	6,238	6,342	88	61	882	902
29/06/2024	Saturday	weekend	254	313	4,726	4,839	22	27	478	494
30/06/2024	Sunday	weekend	177	239	3,921	4,040	18	20	388	401
Weekday			613	576	5,825	-	84	56	825	-
Daily			499	490	-	5,506	66	47	-	734

Date	Period	Eastbound		Westbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
24/06/2024	24hr	2,864	426	2,649	356	5,513	782
	18hr	2,808	416	2,588	338	5,396	754
	AM Peak Hour	289	36	337	37	626	73
	PM Peak Hour	332	34	245	18	577	52
25/06/2024	24hr	3,016	448	2,828	386	5,844	834
	18hr	2,966	435	2,770	376	5,736	811
	AM Peak Hour	287	47	338	41	625	88
	PM Peak Hour	328	35	297	29	625	64
26/06/2024	24hr	3,090	434	2,878	404	5,968	838
	18hr	3,039	422	2,827	393	5,866	815
	AM Peak Hour	311	51	307	31	618	82
	PM Peak Hour	314	38	269	19	583	57
27/06/2024	24hr	3,072	484	2,925	401	5,997	885
	18hr	3,023	473	2,867	391	5,890	864
	AM Peak Hour	290	51	321	40	611	91
	PM Peak Hour	306	31	263	17	569	48
28/06/2024	24hr	3,358	522	2,984	380	6,342	902
	18hr	3,312	512	2,926	370	6,238	882
	AM Peak Hour	275	48	309	40	584	88
	PM Peak Hour	310	37	216	24	526	61
29/06/2024	24hr	2,547	268	2,292	226	4,839	494
	18hr	2,489	261	2,237	217	4,726	478
	AM Peak Hour	127	12	127	10	254	22
	PM Peak Hour	170	17	143	10	313	27
30/06/2024	24hr	2,084	202	1,956	199	4,040	401
	18hr	2,019	194	1,902	194	3,921	388
	AM Peak Hour	106	7	71	11	177	18
	PM Peak Hour	115	10	124	10	239	20

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Monday	24hr	2,864	2,649	5,513	426	356	782
Monday	18hr	2,808	2,588	5,396	416	338	754
Monday	AM Peak Hour	289	337	626	36	37	73
Monday	PM Peak Hour	332	245	577	34	18	52
Tuesday	24hr	3,016	2,828	5,844	448	386	834
Tuesday	18hr	2,966	2,770	5,736	435	376	811
Tuesday	AM Peak Hour	287	338	625	47	41	88
Tuesday	PM Peak Hour	328	297	625	35	29	64
Wednesday	24hr	3,090	2,878	5,968	434	404	838
Wednesday	18hr	3,039	2,827	5,866	422	393	815
Wednesday	AM Peak Hour	311	307	618	51	31	82
Wednesday	PM Peak Hour	314	269	583	38	19	57
Thursday	24hr	3,072	2,925	5,997	484	401	885
Thursday	18hr	3,023	2,867	5,890	473	391	864
Thursday	AM Peak Hour	290	321	611	51	40	91
Thursday	PM Peak Hour	306	263	569	31	17	48
Friday	24hr	3,358	2,984	6,342	522	380	902
Friday	18hr	3,312	2,926	6,238	512	370	882
Friday	AM Peak Hour	275	309	584	48	40	88
Friday	PM Peak Hour	310	216	526	37	24	61
Saturday	24hr	2,547	2,292	4,839	268	226	494
Saturday	18hr	2,489	2,237	4,726	261	217	478
Saturday	AM Peak Hour	127	127	254	12	10	22
Saturday	PM Peak Hour	170	143	313	17	10	27
Sunday	24hr	2,084	1,956	4,040	202	199	401
Sunday	18hr	2,019	1,902	3,921	194	194	388
Sunday	AM Peak Hour	106	71	177	7	11	18
Sunday	PM Peak Hour	115	124	239	10	10	20

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	3,030	2,796	5,825	452	374	825
Weekday	AM Peak Hour	290	322	613	47	38	84
Weekday	PM Peak Hour	318	258	576	35	21	56
Daily	24hr	2,862	2,645	5,506	398	336	734
Daily	AM Peak Hour	241	259	499	36	30	66
Daily	PM Peak Hour	268	222	490	29	18	47

	AADT	AAWT
Total Veh.	5.56	4.90
HDVs	6.49	5.86

ATC Survey Ref: 66

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	6.44	5.70
HDVs	6.91	6.28

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Northbound	Southbound	Northbound	Southbound
Average	42.1	41.1	42.2	41.0
85th %ile	47.0	47.6	47.1	47.8

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
24/06/2024	Monday	weekday	1,130	1,235	12,459	12,917	251	178	2,575	2,690
25/06/2024	Tuesday	weekday	1,172	1,225	12,990	13,466	262	202	2,753	2,886
26/06/2024	Wednesday	weekday	1,168	1,171	13,402	13,962	242	157	2,779	2,917
27/06/2024	Thursday	weekday	1,180	1,281	14,055	14,549	265	195	2,811	2,957
28/06/2024	Friday	weekday	1,058	1,124	14,080	14,585	240	174	2,676	2,820
29/06/2024	Saturday	weekend	594	795	11,162	11,556	98	94	1,511	1,598
30/06/2024	Sunday	weekend	283	617	9,014	9,381	45	62	1,109	1,165
Weekday			1,142	1,207	13,397	-	252	181	2,719	-
Daily			941	1,064	-	12,917	200	152	-	2,433

Date	Period	Northbound		Southbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
24/06/2024	24hr	6,661	1,343	6,256	1,347	12,917	2,690
	18hr	6,490	1,306	5,969	1,269	12,459	2,575
	AM Peak Hour	514	96	616	155	1,130	251
	PM Peak Hour	714	103	521	75	1,235	178
25/06/2024	24hr	6,941	1,442	6,525	1,444	13,466	2,886
	18hr	6,752	1,384	6,238	1,369	12,990	2,753
	AM Peak Hour	494	98	678	164	1,172	262
	PM Peak Hour	735	113	490	89	1,225	202
26/06/2024	24hr	7,184	1,428	6,778	1,489	13,962	2,917
	18hr	6,956	1,370	6,446	1,409	13,402	2,779
	AM Peak Hour	520	101	648	141	1,168	242
	PM Peak Hour	685	88	486	69	1,171	157
27/06/2024	24hr	7,429	1,469	7,120	1,488	14,549	2,957
	18hr	7,230	1,410	6,825	1,401	14,055	2,811
	AM Peak Hour	534	107	646	158	1,180	265
	PM Peak Hour	741	109	540	86	1,281	195
28/06/2024	24hr	7,530	1,410	7,055	1,410	14,585	2,820
	18hr	7,330	1,345	6,750	1,331	14,080	2,676
	AM Peak Hour	542	115	516	125	1,058	240
	PM Peak Hour	640	98	484	76	1,124	174
29/06/2024	24hr	6,079	785	5,477	813	11,556	1,598
	18hr	5,885	738	5,277	773	11,162	1,511
	AM Peak Hour	326	51	268	47	594	98
	PM Peak Hour	446	49	349	45	795	94
30/06/2024	24hr	4,887	566	4,494	599	9,381	1,165
	18hr	4,673	527	4,341	582	9,014	1,109
	AM Peak Hour	139	16	144	29	283	45
	PM Peak Hour	380	36	237	26	617	62

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Monday	24hr	6,661	6,256	12,917	1,343	1,347	2,690
Monday	18hr	6,490	5,969	12,459	1,306	1,269	2,575
Monday	AM Peak Hour	514	616	1,130	96	155	251
Monday	PM Peak Hour	714	521	1,235	103	75	178
Tuesday	24hr	6,941	6,525	13,466	1,442	1,444	2,886
Tuesday	18hr	6,752	6,238	12,990	1,384	1,369	2,753
Tuesday	AM Peak Hour	494	678	1,172	98	164	262
Tuesday	PM Peak Hour	735	490	1,225	113	89	202
Wednesday	24hr	7,184	6,778	13,962	1,428	1,489	2,917
Wednesday	18hr	6,956	6,446	13,402	1,370	1,409	2,779
Wednesday	AM Peak Hour	520	648	1,168	101	141	242
Wednesday	PM Peak Hour	685	486	1,171	88	69	157
Thursday	24hr	7,429	7,120	14,549	1,469	1,488	2,957
Thursday	18hr	7,230	6,825	14,055	1,410	1,401	2,811
Thursday	AM Peak Hour	534	646	1,180	107	158	265
Thursday	PM Peak Hour	741	540	1,281	109	86	195
Friday	24hr	7,530	7,055	14,585	1,410	1,410	2,820
Friday	18hr	7,330	6,750	14,080	1,345	1,331	2,676
Friday	AM Peak Hour	542	516	1,058	115	125	240
Friday	PM Peak Hour	640	484	1,124	98	76	174
Saturday	24hr	6,079	5,477	11,556	785	813	1,598
Saturday	18hr	5,885	5,277	11,162	738	773	1,511
Saturday	AM Peak Hour	326	268	594	51	47	98
Saturday	PM Peak Hour	446	349	795	49	45	94
Sunday	24hr	4,887	4,494	9,381	566	599	1,165
Sunday	18hr	4,673	4,341	9,014	527	582	1,109
Sunday	AM Peak Hour	139	144	283	16	29	45
Sunday	PM Peak Hour	380	237	617	36	26	62

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	6,952	6,446	13,397	1,363	1,356	2,719
Weekday	AM Peak Hour	521	621	1,142	103	149	252
Weekday	PM Peak Hour	703	504	1,207	102	79	181
Daily	24hr	6,673	6,244	12,917	1,206	1,227	2,433
Daily	AM Peak Hour	438	502	941	83	117	200
Daily	PM Peak Hour	620	444	1,064	85	67	152

	AADT	AAWT
Total Veh.	6.44	5.70
HDVs	6.91	6.28

ATC Survey Ref: 67

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	6.17	5.40
HDVs	7.08	6.49

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Northbound	Southbound	Northbound	Southbound
Average	43.8	45.9	43.4	45.8
85th %ile	50.2	51.4	50.2	51.2

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
24/06/2024	Monday	weekday	1,132	1,238	11,833	12,309	193	111	1,801	1,890
25/06/2024	Tuesday	weekday	1,162	1,239	12,387	12,887	183	115	1,910	2,023
26/06/2024	Wednesday	weekday	1,134	1,223	12,883	13,457	170	100	1,892	2,004
27/06/2024	Thursday	weekday	1,169	1,315	13,021	13,547	191	112	1,900	2,019
28/06/2024	Friday	weekday	926	1,146	12,997	13,516	147	113	1,816	1,926
29/06/2024	Saturday	weekend	561	787	10,754	11,148	63	49	844	914
30/06/2024	Sunday	weekend	308	626	8,979	9,347	25	42	612	651
Weekday			1,105	1,232	12,624	-	177	110	1,864	-
Daily			913	1,082	-	12,316	139	92	-	1,632

Date	Period	Northbound		Southbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
24/06/2024	24hr	6,212	931	6,097	959	12,309	1,890
	18hr	6,051	903	5,782	898	11,833	1,801
	AM Peak Hour	476	76	656	117	1,132	193
	PM Peak Hour	733	74	505	37	1,238	111
25/06/2024	24hr	6,555	1,038	6,332	985	12,887	2,023
	18hr	6,370	990	6,017	920	12,387	1,910
	AM Peak Hour	459	76	703	107	1,162	183
	PM Peak Hour	771	72	468	43	1,239	115
26/06/2024	24hr	6,771	1,009	6,686	995	13,457	2,004
	18hr	6,565	970	6,318	922	12,883	1,892
	AM Peak Hour	440	64	694	106	1,134	170
	PM Peak Hour	743	64	480	36	1,223	100
27/06/2024	24hr	6,940	1,030	6,607	989	13,547	2,019
	18hr	6,751	985	6,270	915	13,021	1,900
	AM Peak Hour	470	80	699	111	1,169	191
	PM Peak Hour	794	73	521	39	1,315	112
28/06/2024	24hr	6,871	964	6,645	962	13,516	1,926
	18hr	6,686	917	6,311	899	12,997	1,816
	AM Peak Hour	417	64	509	83	926	147
	PM Peak Hour	672	77	474	36	1,146	113
29/06/2024	24hr	5,780	465	5,368	449	11,148	914
	18hr	5,584	428	5,170	416	10,754	844
	AM Peak Hour	279	30	282	33	561	63
	PM Peak Hour	468	26	319	23	787	49
30/06/2024	24hr	4,743	321	4,604	330	9,347	651
	18hr	4,523	297	4,456	315	8,979	612
	AM Peak Hour	113	8	195	17	308	25
	PM Peak Hour	391	24	235	18	626	42

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Monday	24hr	6,212	6,097	12,309	931	959	1,890
Monday	18hr	6,051	5,782	11,833	903	898	1,801
Monday	AM Peak Hour	476	656	1,132	76	117	193
Monday	PM Peak Hour	733	505	1,238	74	37	111
Tuesday	24hr	6,555	6,332	12,887	1,038	985	2,023
Tuesday	18hr	6,370	6,017	12,387	990	920	1,910
Tuesday	AM Peak Hour	459	703	1,162	76	107	183
Tuesday	PM Peak Hour	771	468	1,239	72	43	115
Wednesday	24hr	6,771	6,686	13,457	1,009	995	2,004
Wednesday	18hr	6,565	6,318	12,883	970	922	1,892
Wednesday	AM Peak Hour	440	694	1,134	64	106	170
Wednesday	PM Peak Hour	743	480	1,223	64	36	100
Thursday	24hr	6,940	6,607	13,547	1,030	989	2,019
Thursday	18hr	6,751	6,270	13,021	985	915	1,900
Thursday	AM Peak Hour	470	699	1,169	80	111	191
Thursday	PM Peak Hour	794	521	1,315	73	39	112
Friday	24hr	6,871	6,645	13,516	964	962	1,926
Friday	18hr	6,686	6,311	12,997	917	899	1,816
Friday	AM Peak Hour	417	509	926	64	83	147
Friday	PM Peak Hour	672	474	1,146	77	36	113
Saturday	24hr	5,780	5,368	11,148	465	449	914
Saturday	18hr	5,584	5,170	10,754	428	416	844
Saturday	AM Peak Hour	279	282	561	30	33	63
Saturday	PM Peak Hour	468	319	787	26	23	49
Sunday	24hr	4,743	4,604	9,347	321	330	651
Sunday	18hr	4,523	4,456	8,979	297	315	612
Sunday	AM Peak Hour	113	195	308	8	17	25
Sunday	PM Peak Hour	391	235	626	24	18	42

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	6,485	6,140	12,624	953	911	1,864
Weekday	AM Peak Hour	452	652	1,105	72	105	177
Weekday	PM Peak Hour	743	490	1,232	72	38	110
Daily	24hr	6,267	6,048	12,316	823	810	1,632
Daily	AM Peak Hour	379	534	913	57	82	139
Daily	PM Peak Hour	653	429	1,082	59	33	92

	AADT	AAWT
Total Veh.	6.17	5.40
HDVs	7.08	6.49

ATC Survey Ref: 68

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	5.43	4.87
HDVs	5.93	5.54

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Eastbound	Westbound	Eastbound	Westbound
Average	38.6	37.4	38.4	37.5
85th %ile	42.9	41.5	43.1	41.7

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
02/07/2024	Tuesday	weekday	243	133	1,707	1,724	43	18	261	265
03/07/2024	Wednesday	weekday	224	142	1,658	1,668	32	15	254	258
04/07/2024	Thursday	weekday	227	143	1,853	1,869	37	11	285	291
05/07/2024	Friday	weekday	205	135	1,785	1,817	26	24	287	303
06/07/2024	Saturday	weekend	68	69	1,192	1,219	5	10	145	148
07/07/2024	Sunday	weekend	41	71	1,011	1,034	9	14	136	139
08/07/2024	Monday	weekday	187	107	1,492	1,503	24	8	231	234
Weekday			217	132	1,699	-	32	15	264	-
Daily			171	114	-	1,548	25	14	-	234

Date	Period	Eastbound		Westbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
02/07/2024	24hr	898	141	826	124	1,724	265
	18hr	891	139	816	122	1,707	261
	AM Peak Hour	107	19	136	24	243	43
	PM Peak Hour	78	12	55	6	133	18
03/07/2024	24hr	910	152	758	106	1,668	258
	18hr	903	149	755	105	1,658	254
	AM Peak Hour	90	13	134	19	224	32
	PM Peak Hour	95	12	47	3	142	15
04/07/2024	24hr	954	147	915	144	1,869	291
	18hr	948	144	905	141	1,853	285
	AM Peak Hour	95	18	132	19	227	37
	PM Peak Hour	82	6	61	5	143	11
05/07/2024	24hr	911	159	906	144	1,817	303
	18hr	897	152	888	135	1,785	287
	AM Peak Hour	85	11	120	15	205	26
	PM Peak Hour	69	14	66	10	135	24
06/07/2024	24hr	638	79	581	69	1,219	148
	18hr	625	78	567	67	1,192	145
	AM Peak Hour	31	2	37	3	68	5
	PM Peak Hour	31	2	38	8	69	10
07/07/2024	24hr	590	86	444	53	1,034	139
	18hr	576	84	435	52	1,011	136
	AM Peak Hour	21	5	20	4	41	9
	PM Peak Hour	48	13	23	1	71	14
08/07/2024	24hr	784	131	719	103	1,503	234
	18hr	780	130	712	101	1,492	231
	AM Peak Hour	76	13	111	11	187	24
	PM Peak Hour	59	4	48	4	107	8

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Tuesday	24hr	898	826	1,724	141	124	265
Tuesday	18hr	891	816	1,707	139	122	261
Tuesday	AM Peak Hour	107	136	243	19	24	43
Tuesday	PM Peak Hour	78	55	133	12	6	18
Wednesday	24hr	910	758	1,668	152	106	258
Wednesday	18hr	903	755	1,658	149	105	254
Wednesday	AM Peak Hour	90	134	224	13	19	32
Wednesday	PM Peak Hour	95	47	142	12	3	15
Thursday	24hr	954	915	1,869	147	144	291
Thursday	18hr	948	905	1,853	144	141	285
Thursday	AM Peak Hour	95	132	227	18	19	37
Thursday	PM Peak Hour	82	61	143	6	5	11
Friday	24hr	911	906	1,817	159	144	303
Friday	18hr	897	888	1,785	152	135	287
Friday	AM Peak Hour	85	120	205	11	15	26
Friday	PM Peak Hour	69	66	135	14	10	24
Saturday	24hr	638	581	1,219	79	69	148
Saturday	18hr	625	567	1,192	78	67	145
Saturday	AM Peak Hour	31	37	68	2	3	5
Saturday	PM Peak Hour	31	38	69	2	8	10
Sunday	24hr	590	444	1,034	86	53	139
Sunday	18hr	576	435	1,011	84	52	136
Sunday	AM Peak Hour	21	20	41	5	4	9
Sunday	PM Peak Hour	48	23	71	13	1	14
Monday	24hr	784	719	1,503	131	103	234
Monday	18hr	780	712	1,492	130	101	231
Monday	AM Peak Hour	76	111	187	13	11	24
Monday	PM Peak Hour	59	48	107	4	4	8

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	853	786	1,639	132	114	246
Weekday	AM Peak Hour	82	112	193	13	16	29
Weekday	PM Peak Hour	71	53	124	9	6	16
Daily	24hr	812	736	1,548	128	106	234
Daily	AM Peak Hour	72	99	171	12	14	25
Daily	PM Peak Hour	66	48	114	9	5	14

	AADT	AAWT
Total Veh.	5.43	5.16
HDVs	5.93	5.57

ATC Survey Ref: 69

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	7.31	6.46
HDVs	7.56	7.02

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Eastbound	Westbound	Eastbound	Westbound
Average	27.8	26.1	27.6	25.8
85th %ile	31.4	30.9	31.3	31.2

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
24/06/2024	Monday	weekday	907	958	11,686	12,068	92	75	1,190	1,231
25/06/2024	Tuesday	weekday	939	988	12,166	12,547	88	85	1,195	1,243
26/06/2024	Wednesday	weekday	904	990	12,130	12,536	90	70	1,124	1,174
27/06/2024	Thursday	weekday	938	938	12,382	12,797	102	86	1,208	1,259
28/06/2024	Friday	weekday	944	970	12,823	13,176	88	66	1,190	1,234
29/06/2024	Saturday	weekend	507	719	10,986	11,380	52	47	763	798
30/06/2024	Sunday	weekend	232	472	8,473	8,919	24	30	549	585
Weekday			926	969	12,237	-	92	76	1,181	-
Daily			767	862	-	11,918	77	66	-	1,075

Date	Period	Eastbound		Westbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
24/06/2024	24hr	5,987	566	6,081	665	12,068	1,231
	18hr	5,856	555	5,830	635	11,686	1,190
	AM Peak Hour	459	54	448	38	907	92
	PM Peak Hour	485	33	473	42	958	75
25/06/2024	24hr	6,221	562	6,326	681	12,547	1,243
	18hr	6,084	551	6,082	644	12,166	1,195
	AM Peak Hour	476	41	463	47	939	88
	PM Peak Hour	518	41	470	44	988	85
26/06/2024	24hr	6,187	533	6,349	641	12,536	1,174
	18hr	6,029	516	6,101	608	12,130	1,124
	AM Peak Hour	465	44	439	46	904	90
	PM Peak Hour	509	31	481	39	990	70
27/06/2024	24hr	6,416	576	6,381	683	12,797	1,259
	18hr	6,261	562	6,121	646	12,382	1,208
	AM Peak Hour	477	47	461	55	938	102
	PM Peak Hour	441	35	497	51	938	86
28/06/2024	24hr	6,665	552	6,511	682	13,176	1,234
	18hr	6,541	540	6,282	650	12,823	1,190
	AM Peak Hour	505	49	439	39	944	88
	PM Peak Hour	491	36	479	30	970	66
29/06/2024	24hr	5,677	344	5,703	454	11,380	798
	18hr	5,496	331	5,490	432	10,986	763
	AM Peak Hour	265	20	242	32	507	52
	PM Peak Hour	373	19	346	28	719	47
30/06/2024	24hr	4,443	252	4,476	333	8,919	585
	18hr	4,219	232	4,254	317	8,473	549
	AM Peak Hour	116	10	116	14	232	24
	PM Peak Hour	250	12	222	18	472	30

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Monday	24hr	5,987	6,081	12,068	566	665	1,231
Monday	18hr	5,856	5,830	11,686	555	635	1,190
Monday	AM Peak Hour	459	448	907	54	38	92
Monday	PM Peak Hour	485	473	958	33	42	75
Tuesday	24hr	6,221	6,326	12,547	562	681	1,243
Tuesday	18hr	6,084	6,082	12,166	551	644	1,195
Tuesday	AM Peak Hour	476	463	939	41	47	88
Tuesday	PM Peak Hour	518	470	988	41	44	85
Wednesday	24hr	6,187	6,349	12,536	533	641	1,174
Wednesday	18hr	6,029	6,101	12,130	516	608	1,124
Wednesday	AM Peak Hour	465	439	904	44	46	90
Wednesday	PM Peak Hour	509	481	990	31	39	70
Thursday	24hr	6,416	6,381	12,797	576	683	1,259
Thursday	18hr	6,261	6,121	12,382	562	646	1,208
Thursday	AM Peak Hour	477	461	938	47	55	102
Thursday	PM Peak Hour	441	497	938	35	51	86
Friday	24hr	6,665	6,511	13,176	552	682	1,234
Friday	18hr	6,541	6,282	12,823	540	650	1,190
Friday	AM Peak Hour	505	439	944	49	39	88
Friday	PM Peak Hour	491	479	970	36	30	66
Saturday	24hr	5,677	5,703	11,380	344	454	798
Saturday	18hr	5,496	5,490	10,986	331	432	763
Saturday	AM Peak Hour	265	242	507	20	32	52
Saturday	PM Peak Hour	373	346	719	19	28	47
Sunday	24hr	4,443	4,476	8,919	252	333	585
Sunday	18hr	4,219	4,254	8,473	232	317	549
Sunday	AM Peak Hour	116	116	232	10	14	24
Sunday	PM Peak Hour	250	222	472	12	18	30

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	6,154	6,083	12,237	545	637	1,181
Weekday	AM Peak Hour	476	450	926	47	45	92
Weekday	PM Peak Hour	489	480	969	35	41	76
Daily	24hr	5,942	5,975	11,918	484	591	1,075
Daily	AM Peak Hour	395	373	767	38	39	77
Daily	PM Peak Hour	438	424	862	30	36	66

	AADT	AAWT
Total Veh.	7.31	6.46
HDVs	7.56	7.02

ATC Survey Ref: 70

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	5.60	4.92
HDVs	6.26	5.80

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Eastbound	Westbound	Eastbound	Westbound
Average	28.0	29.1	27.7	28.8
85th %ile	32.4	33.0	32.3	32.7

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
24/06/2024	Monday	weekday	483	584	5,158	5,248	60	56	680	699
25/06/2024	Tuesday	weekday	595	579	5,365	5,446	74	50	675	692
26/06/2024	Wednesday	weekday	514	640	5,244	5,360	55	66	626	643
27/06/2024	Thursday	weekday	513	599	5,483	5,595	58	59	645	656
28/06/2024	Friday	weekday	452	509	5,644	5,755	54	43	708	726
29/06/2024	Saturday	weekend	178	257	3,873	3,948	20	22	350	358
30/06/2024	Sunday	weekend	99	130	2,894	2,982	12	8	204	212
Weekday			511	582	5,379	-	60	55	667	-
Daily			405	471	-	4,905	48	43	-	569

Date	Period	Eastbound		Westbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
24/06/2024	24hr	2,496	314	2,752	385	5,248	699
	18hr	2,449	302	2,709	378	5,158	680
	AM Peak Hour	169	21	314	39	483	60
	PM Peak Hour	334	32	250	24	584	56
25/06/2024	24hr	2,680	323	2,766	369	5,446	692
	18hr	2,638	313	2,727	362	5,365	675
	AM Peak Hour	241	28	354	46	595	74
	PM Peak Hour	316	26	263	24	579	50
26/06/2024	24hr	2,615	300	2,745	343	5,360	643
	18hr	2,548	289	2,696	337	5,244	626
	AM Peak Hour	212	22	302	33	514	55
	PM Peak Hour	354	34	286	32	640	66
27/06/2024	24hr	2,683	288	2,912	368	5,595	656
	18hr	2,621	279	2,862	366	5,483	645
	AM Peak Hour	207	24	306	34	513	58
	PM Peak Hour	313	34	286	25	599	59
28/06/2024	24hr	2,620	313	3,135	413	5,755	726
	18hr	2,556	299	3,088	409	5,644	708
	AM Peak Hour	177	23	275	31	452	54
	PM Peak Hour	290	23	219	20	509	43
29/06/2024	24hr	1,919	170	2,029	188	3,948	358
	18hr	1,881	165	1,992	185	3,873	350
	AM Peak Hour	73	7	105	13	178	20
	PM Peak Hour	124	14	133	8	257	22
30/06/2024	24hr	1,450	101	1,532	111	2,982	212
	18hr	1,404	98	1,490	106	2,894	204
	AM Peak Hour	44	3	55	9	99	12
	PM Peak Hour	75	6	55	2	130	8

Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Monday	24hr	2,496	2,752	5,248	314	385	699
Monday	18hr	2,449	2,709	5,158	302	378	680
Monday	AM Peak Hour	169	314	483	21	39	60
Monday	PM Peak Hour	334	250	584	32	24	56
Tuesday	24hr	2,680	2,766	5,446	323	369	692
Tuesday	18hr	2,638	2,727	5,365	313	362	675
Tuesday	AM Peak Hour	241	354	595	28	46	74
Tuesday	PM Peak Hour	316	263	579	26	24	50
Wednesday	24hr	2,615	2,745	5,360	300	343	643
Wednesday	18hr	2,548	2,696	5,244	289	337	626
Wednesday	AM Peak Hour	212	302	514	22	33	55
Wednesday	PM Peak Hour	354	286	640	34	32	66
Thursday	24hr	2,683	2,912	5,595	288	368	656
Thursday	18hr	2,621	2,862	5,483	279	366	645
Thursday	AM Peak Hour	207	306	513	24	34	58
Thursday	PM Peak Hour	313	286	599	34	25	59
Friday	24hr	2,620	3,135	5,755	313	413	726
Friday	18hr	2,556	3,088	5,644	299	409	708
Friday	AM Peak Hour	177	275	452	23	31	54
Friday	PM Peak Hour	290	219	509	23	20	43
Saturday	24hr	1,919	2,029	3,948	170	188	358
Saturday	18hr	1,881	1,992	3,873	165	185	350
Saturday	AM Peak Hour	73	105	178	7	13	20
Saturday	PM Peak Hour	124	133	257	14	8	22
Sunday	24hr	1,450	1,532	2,982	101	111	212
Sunday	18hr	1,404	1,490	2,894	98	106	204
Sunday	AM Peak Hour	44	55	99	3	9	12
Sunday	PM Peak Hour	75	55	130	6	2	8

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	2,562	2,816	5,379	296	370	667
Weekday	AM Peak Hour	201	310	511	24	37	60
Weekday	PM Peak Hour	321	261	582	30	25	55
Daily	24hr	2,352	2,553	4,905	258	311	569
Daily	AM Peak Hour	160	244	405	18	29	48
Daily	PM Peak Hour	258	213	471	24	19	43

	AADT	AAWT
Total Veh.	5.60	4.92
HDVs	6.26	5.80

ATC Survey Ref: 71

Peak Hours

AM	8
PM	17

Factors

	AADT	AAWT
Total Veh.	5.39	4.90
HDVs	6.52	6.23

Speeds - Total Vehicles Only

	AAWT (18hr, 5-day)		AADT (24hr, 7-day)	
	Eastbound	Westbound	Eastbound	Westbound
Average	48.8	48.5	48.9	48.5
85th %ile	55.4	54.9	56.0	55.2

Vehicle Flows - Vehicle and HDVs

Date	Day	DayType	Total Vehicles				HDVS			
			AM	PM	18hr	24hr	AM	PM	18hr	24hr
24/06/2024	Monday	weekday	187	174	1,563	1,586	20	18	203	207
25/06/2024	Tuesday	weekday	176	152	1,665	1,699	17	15	209	217
26/06/2024	Wednesday	weekday	182	147	1,552	1,578	12	15	197	203
27/06/2024	Thursday	weekday	170	152	1,677	1,715	15	14	201	209
28/06/2024	Friday	weekday	145	142	1,523	1,553	15	21	200	207
29/06/2024	Saturday	weekend	76	75	1,081	1,105	10	8	90	95
30/06/2024	Sunday	weekend	47	54	882	891	5	1	74	75
Weekday			172	153	1,596	-	16	17	202	-
Daily			140	128	-	1,447	13	13	-	173

Date	Period	Eastbound		Westbound		Two-Way	
		Total	HDV	Total	HDV	Total	HDV
24/06/2024	24hr	757	99	829	108	1,586	207
	18hr	744	97	819	106	1,563	203
	AM Peak Hour	77	8	110	12	187	20
	PM Peak Hour	115	11	59	7	174	18
25/06/2024	24hr	812	105	887	112	1,699	217
	18hr	792	101	873	108	1,665	209
	AM Peak Hour	72	4	104	13	176	17
	PM Peak Hour	89	8	63	7	152	15
26/06/2024	24hr	760	101	818	102	1,578	203
	18hr	747	97	805	100	1,552	197
	AM Peak Hour	75	6	107	6	182	12
	PM Peak Hour	88	12	59	3	147	15
27/06/2024	24hr	810	101	905	108	1,715	209
	18hr	788	96	889	105	1,677	201
	AM Peak Hour	75	8	95	7	170	15
	PM Peak Hour	87	6	65	8	152	14
28/06/2024	24hr	764	107	789	100	1,553	207
	18hr	748	104	775	96	1,523	200
	AM Peak Hour	65	7	80	8	145	15
	PM Peak Hour	70	10	72	11	142	21
29/06/2024	24hr	568	53	537	42	1,105	95
	18hr	555	50	526	40	1,081	90
	AM Peak Hour	46	6	30	4	76	10
	PM Peak Hour	32	4	43	4	75	8
30/06/2024	24hr	453	38	438	37	891	75
	18hr	450	37	432	37	882	74
	AM Peak Hour	26	5	21	0	47	5
	PM Peak Hour	30	0	24	1	54	1

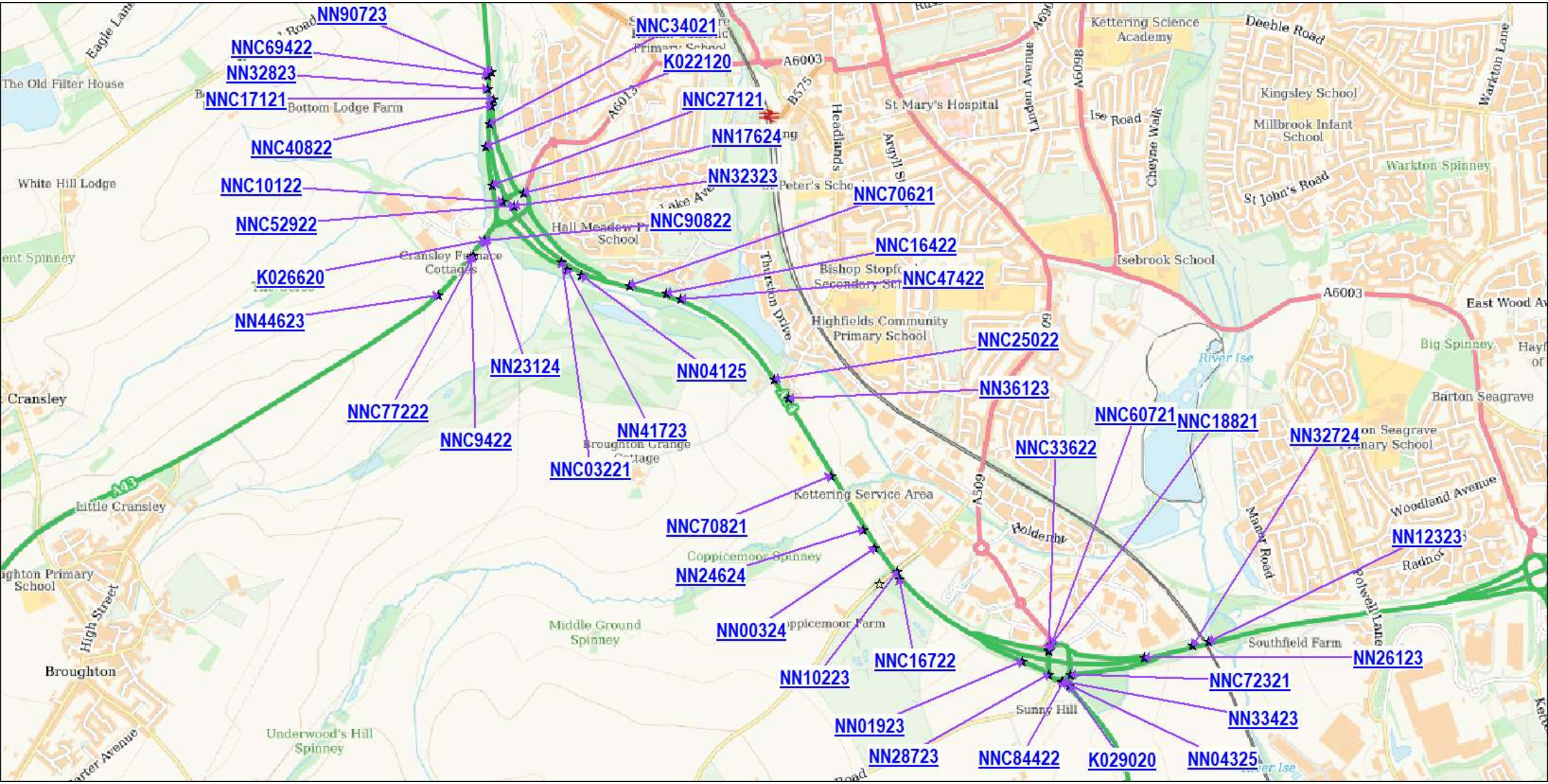
Day	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Monday	24hr	757	829	1,586	99	108	207
Monday	18hr	744	819	1,563	97	106	203
Monday	AM Peak Hour	77	110	187	8	12	20
Monday	PM Peak Hour	115	59	174	11	7	18
Tuesday	24hr	812	887	1,699	105	112	217
Tuesday	18hr	792	873	1,665	101	108	209
Tuesday	AM Peak Hour	72	104	176	4	13	17
Tuesday	PM Peak Hour	89	63	152	8	7	15
Wednesday	24hr	760	818	1,578	101	102	203
Wednesday	18hr	747	805	1,552	97	100	197
Wednesday	AM Peak Hour	75	107	182	6	6	12
Wednesday	PM Peak Hour	88	59	147	12	3	15
Thursday	24hr	810	905	1,715	101	108	209
Thursday	18hr	788	889	1,677	96	105	201
Thursday	AM Peak Hour	75	95	170	8	7	15
Thursday	PM Peak Hour	87	65	152	6	8	14
Friday	24hr	764	789	1,553	107	100	207
Friday	18hr	748	775	1,523	104	96	200
Friday	AM Peak Hour	65	80	145	7	8	15
Friday	PM Peak Hour	70	72	142	10	11	21
Saturday	24hr	568	537	1,105	53	42	95
Saturday	18hr	555	526	1,081	50	40	90
Saturday	AM Peak Hour	46	30	76	6	4	10
Saturday	PM Peak Hour	32	43	75	4	4	8
Sunday	24hr	453	438	891	38	37	75
Sunday	18hr	450	432	882	37	37	74
Sunday	AM Peak Hour	26	21	47	5	0	5
Sunday	PM Peak Hour	30	24	54	0	1	1

Average	Period	Total - Dir. 1	Total - Dir. 2	Total - 2-way	HDV - Dir. 1	HDV - Dir. 2	HDV - 2-way
Weekday	18hr	764	832	1,596	99	103	202
Weekday	AM Peak Hour	73	99	172	7	9	16
Weekday	PM Peak Hour	90	64	153	9	7	17
Daily	24hr	703	743	1,447	86	87	173
Daily	AM Peak Hour	62	78	140	6	7	13
Daily	PM Peak Hour	73	55	128	7	6	13

	AADT	AAWT
Total Veh.	5.39	4.90
HDVs	6.52	6.23

Appendix B Accident data

1. A14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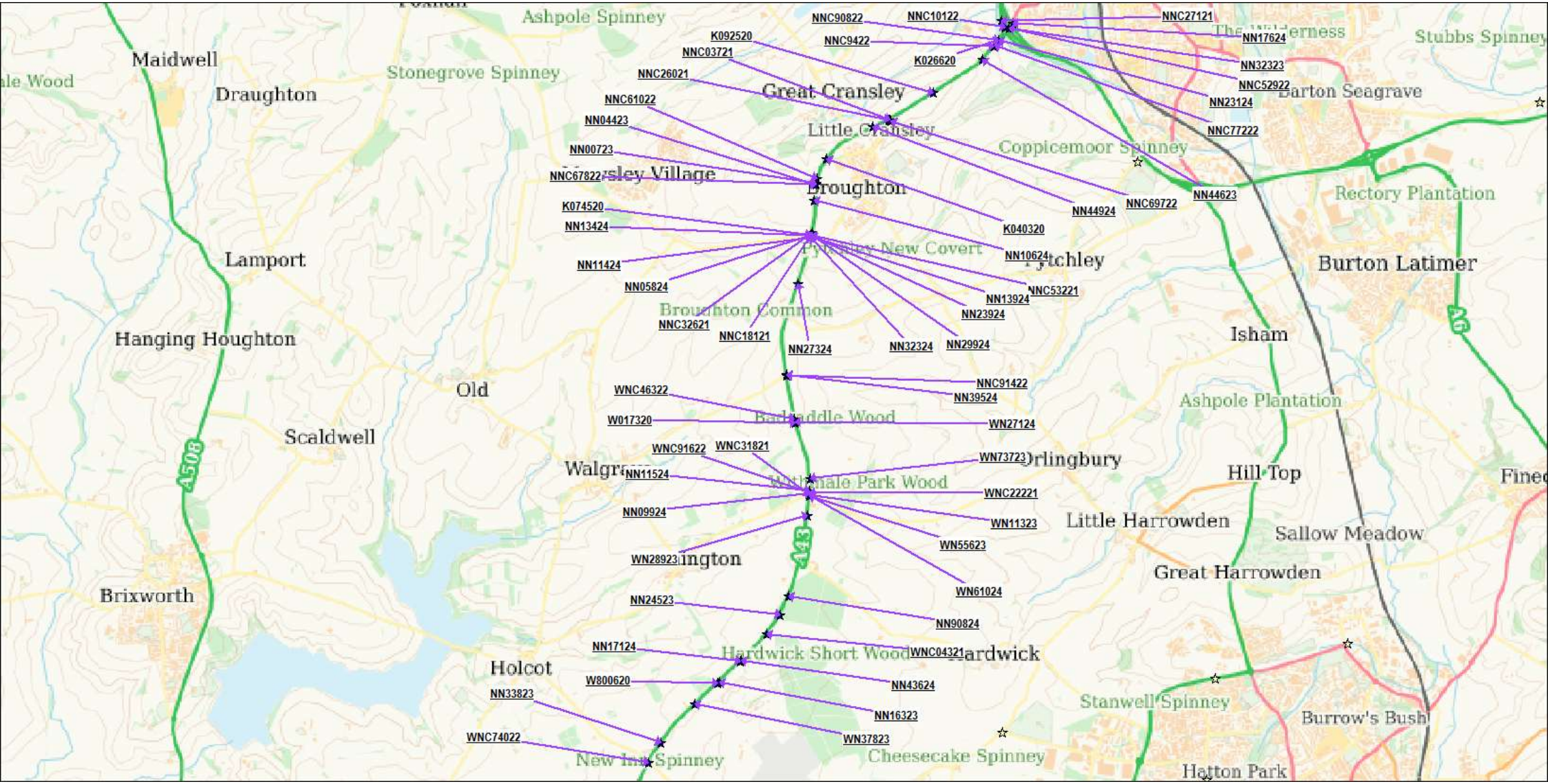
NNC03221
NN41723
NN04125
NNC34021
K022120
NNC27121
NN17624
NN32323
NNC90822
NNC70621
NNC16422
NNC47422
NNC25022
NN36123
NNC60721
NNC18821
NN32724
NNC33622
NNC70821
NN24624
NN00324
NN10223
NNC16722
NN01923
NN28723
NNC84422
K029020
NN04325
NN26123
NNC72321
NN33423
NN12323
A14
A43
A6003
A509
B575
A6013
A6098
Bottom Lodge Farm
White Hill Lodge
Cransley Furnace Cottages
Hall Meadow Primary School
Bishop Stopford Secondary School
Highfields Community Primary School
Kettering Science Academy
St Mary's Hospital
Kingsley School
Millbrook Infant School
Warkton Spinney
St John's Road
Isebrook School
Deeble Road
Warkton Lane
Headlands
Argyll Street
Lake Ave
Thurston Drive
Linden Avenue
Cheyne Walk
Ise Road
River Ise
Big Spinney
East Wood Avenue
Barton Seagrave
Kettering Service Area
Coppicemoor Spinney
Middle Ground Spinney
Underwood's Hill Spinney
Little Cransley
Cransley
Broughton
High Street
Broughton Primary School
Woodland Avenue
Manor Road
Powell Lane
Southfield Farm
Sunny Hill
Radnor

2. A43


Ashpole Spinney
Maidwell
Draughton
Stonegrove Spinney
Great Cransley
Little Cransley
Broughton
Coppicemoor Spinney
Barton Seagrave
Stubbs Spinney
Rectory Plantation
Burton Latimer
Lamport
Hanging Houghton
Old
Scaldwell
Brixworth
Holcot
Isham
Ashpole Plantation
Hill Top
Little Harrowden
Sallow Meadow
Great Harrowden
Stanwell Spinney
Burrow's Bush
Hatton Park
Cheesecake Spinney
Broughton Common
Hardwick Short Wood
A43
A508
A6
NNC90822
NNC10122
NNC27121
K092520
NNC9422
NN17624
NNC03721
K026620
NN32323
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NN23124
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NN09924
WN11323
WN55623
WN28923
WN61024
NN24523
NN90824
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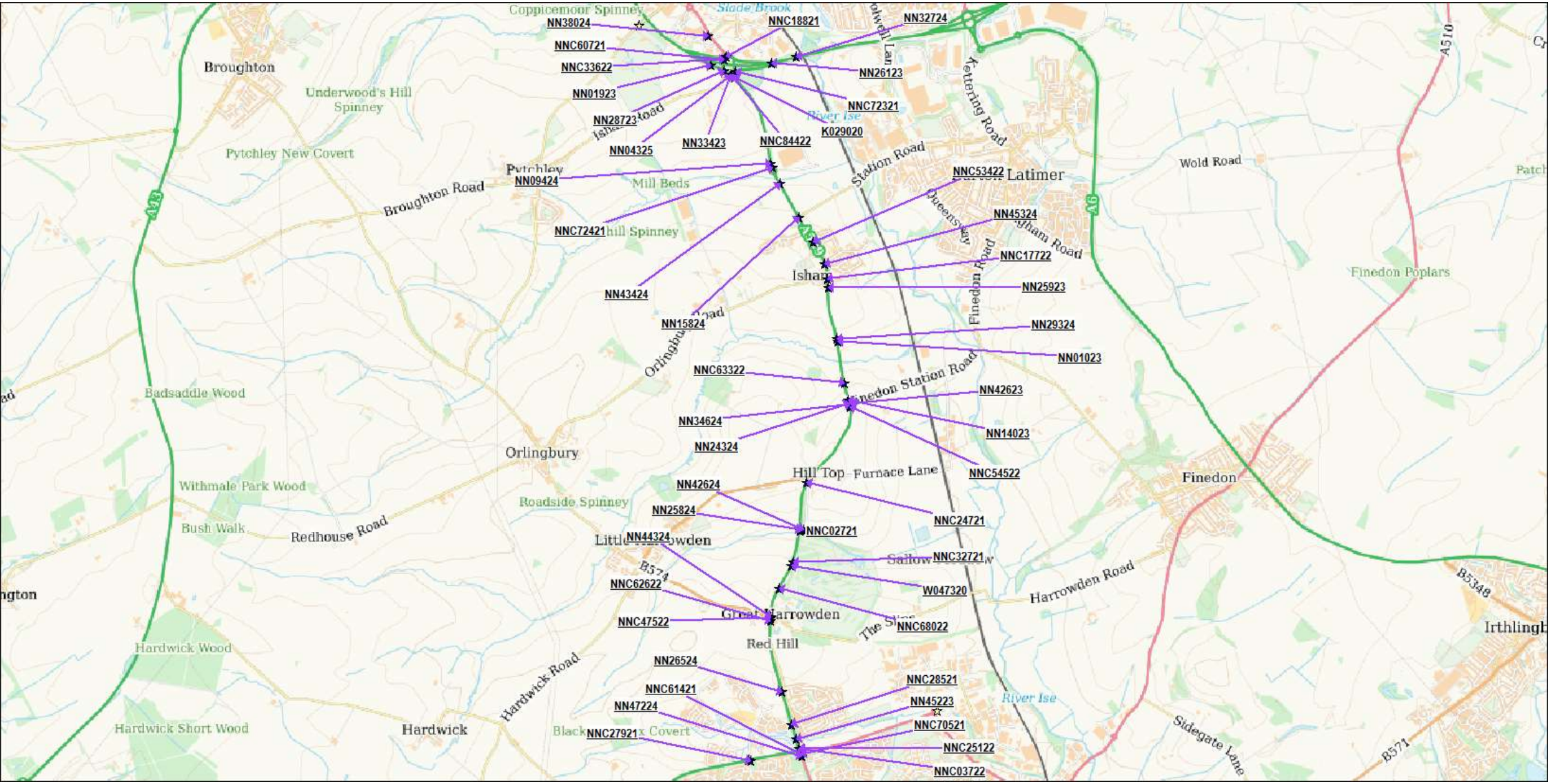
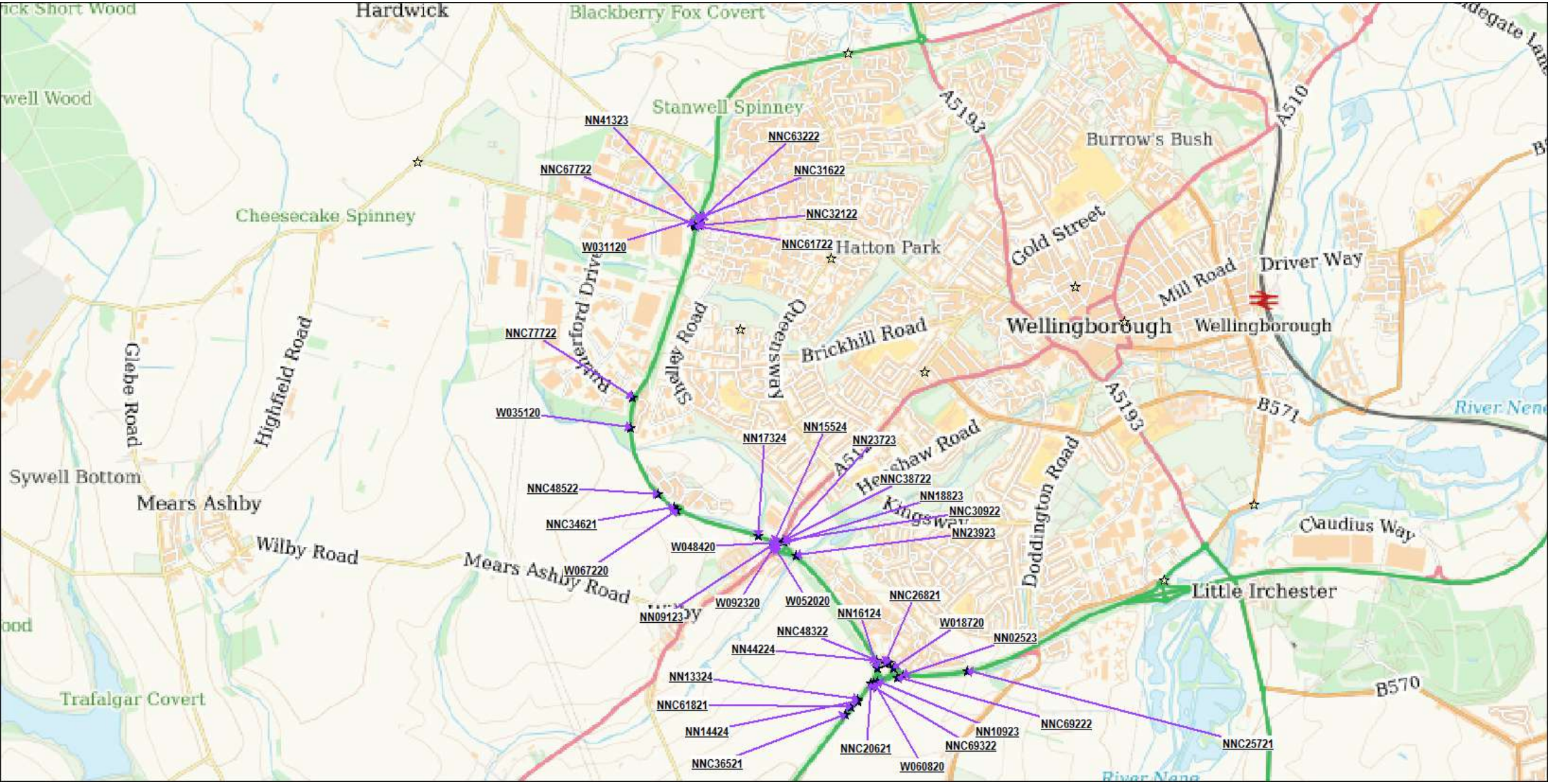
3. A509 (North of Wellingborough)

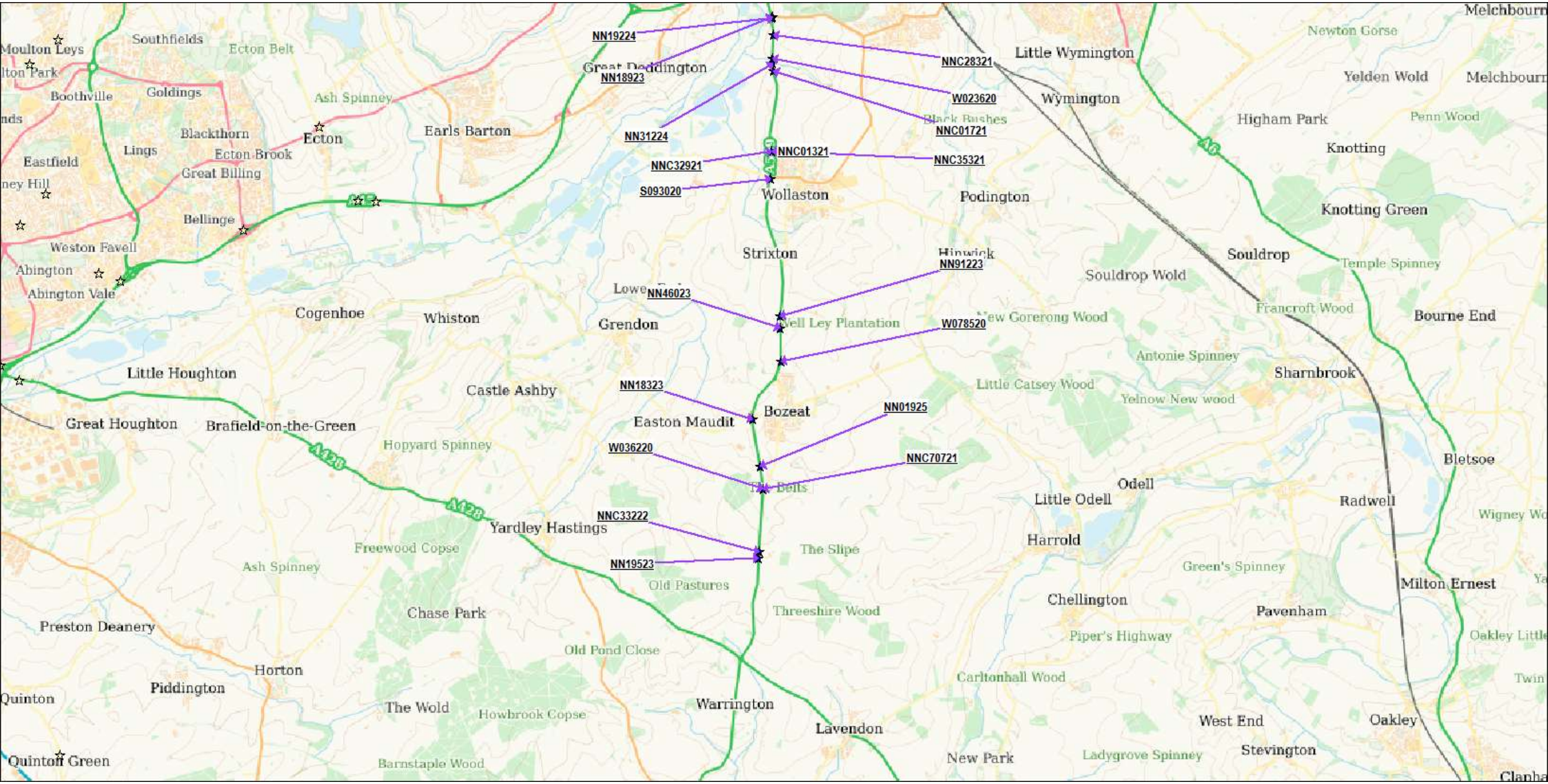


3. A509 (West of Wellingborough)

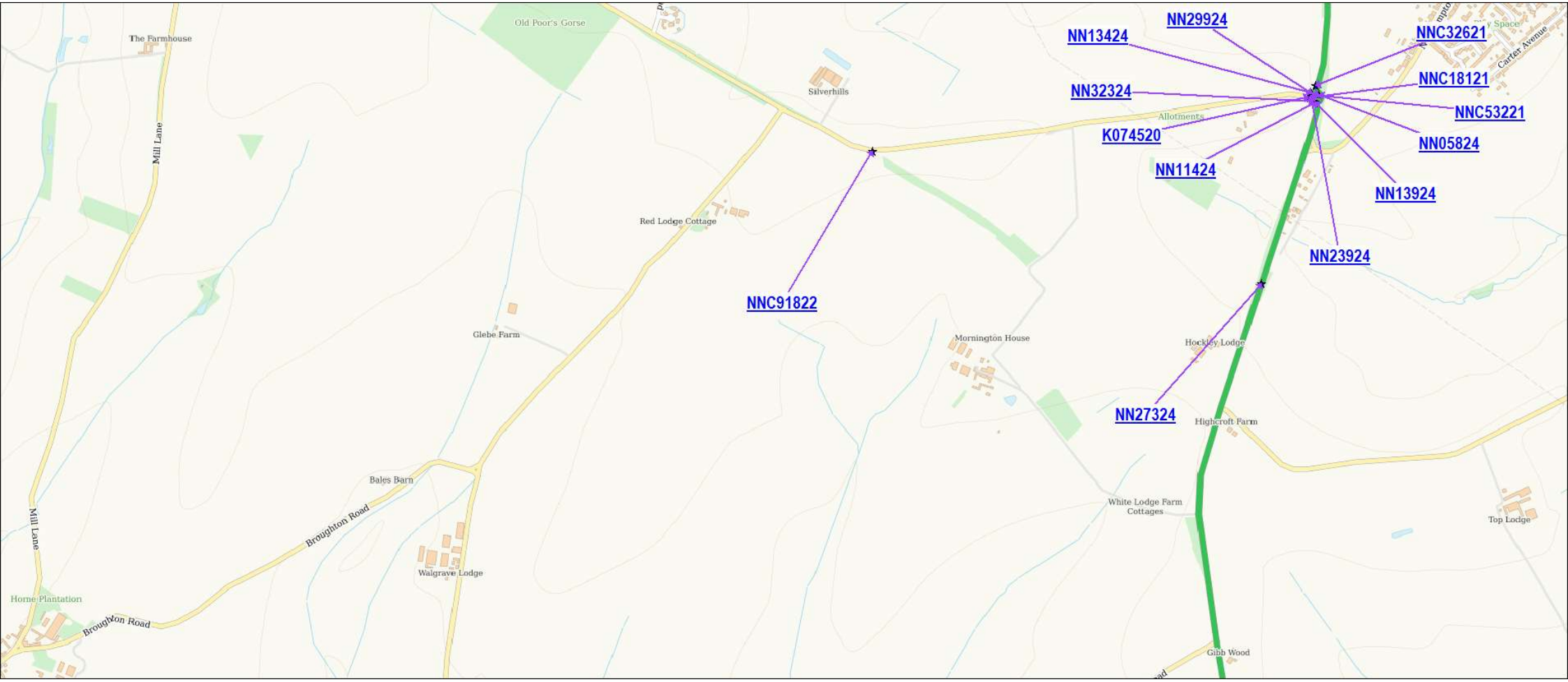


4. A45 (South of Wellingborough

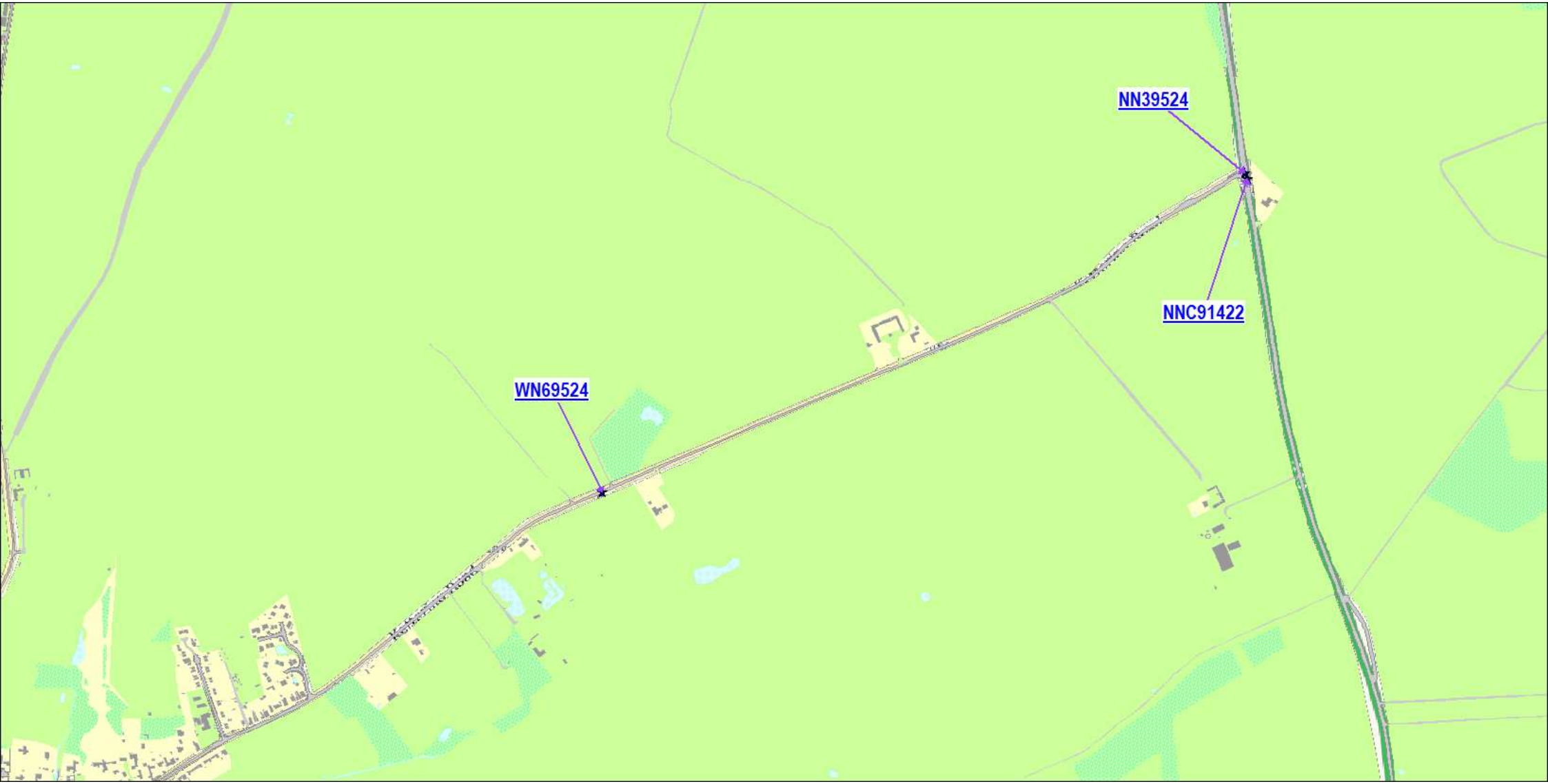
4. A509 (South of Wellingborough



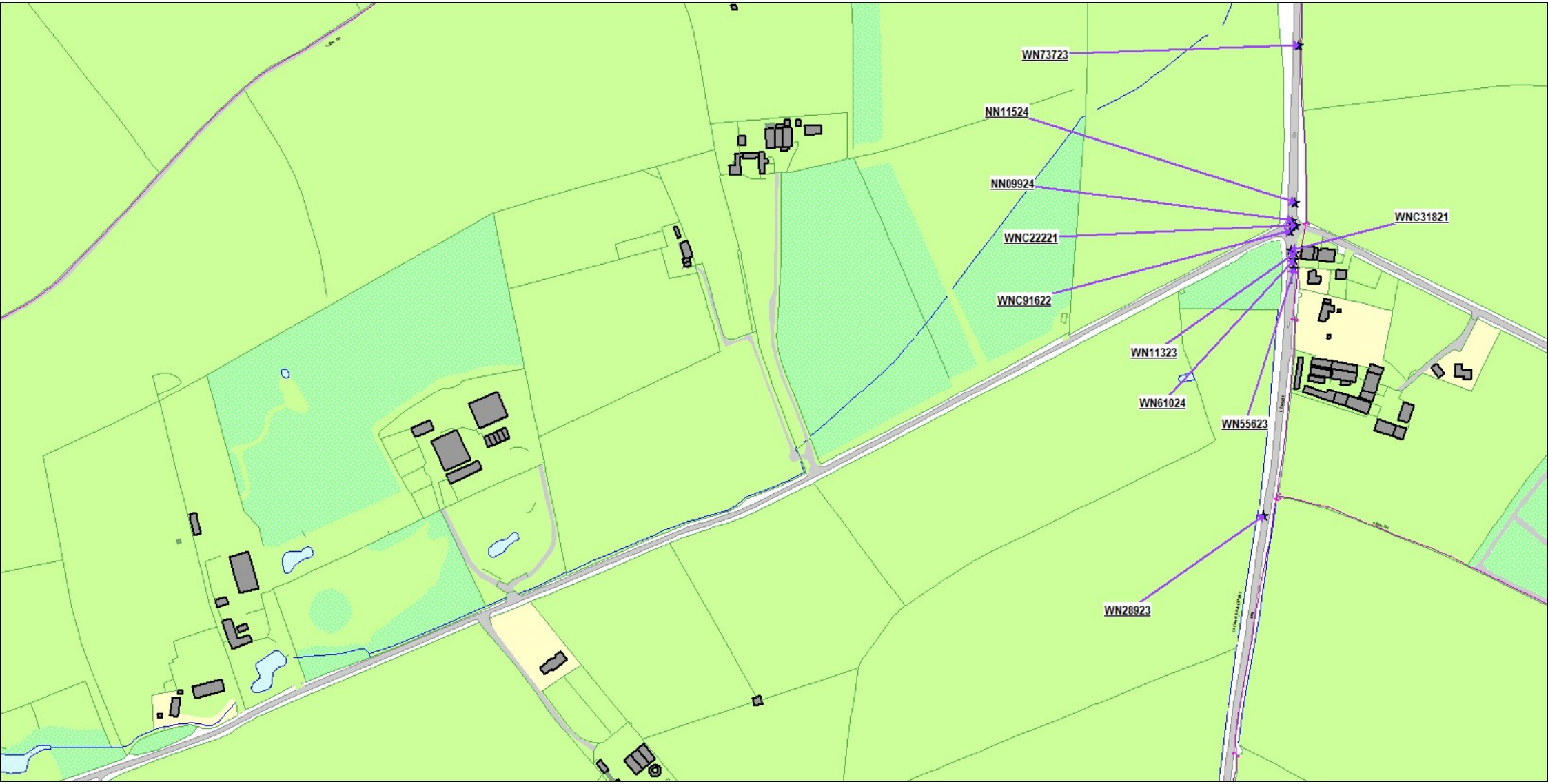
5. A509 (Broughton Road)



6. (Kettering Road)

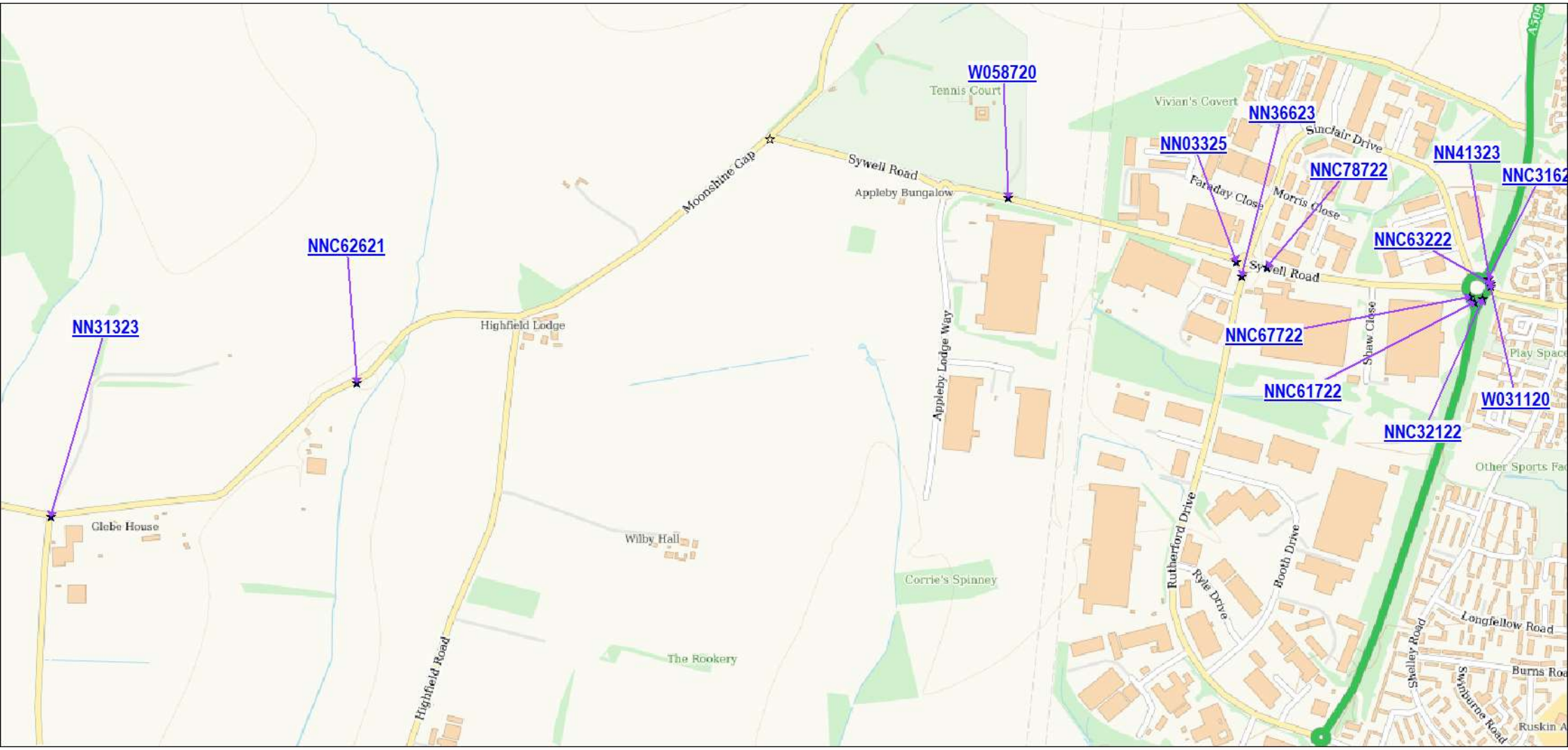


7. Red House Lane



8. Sywell Road

9. Moonshine Gap

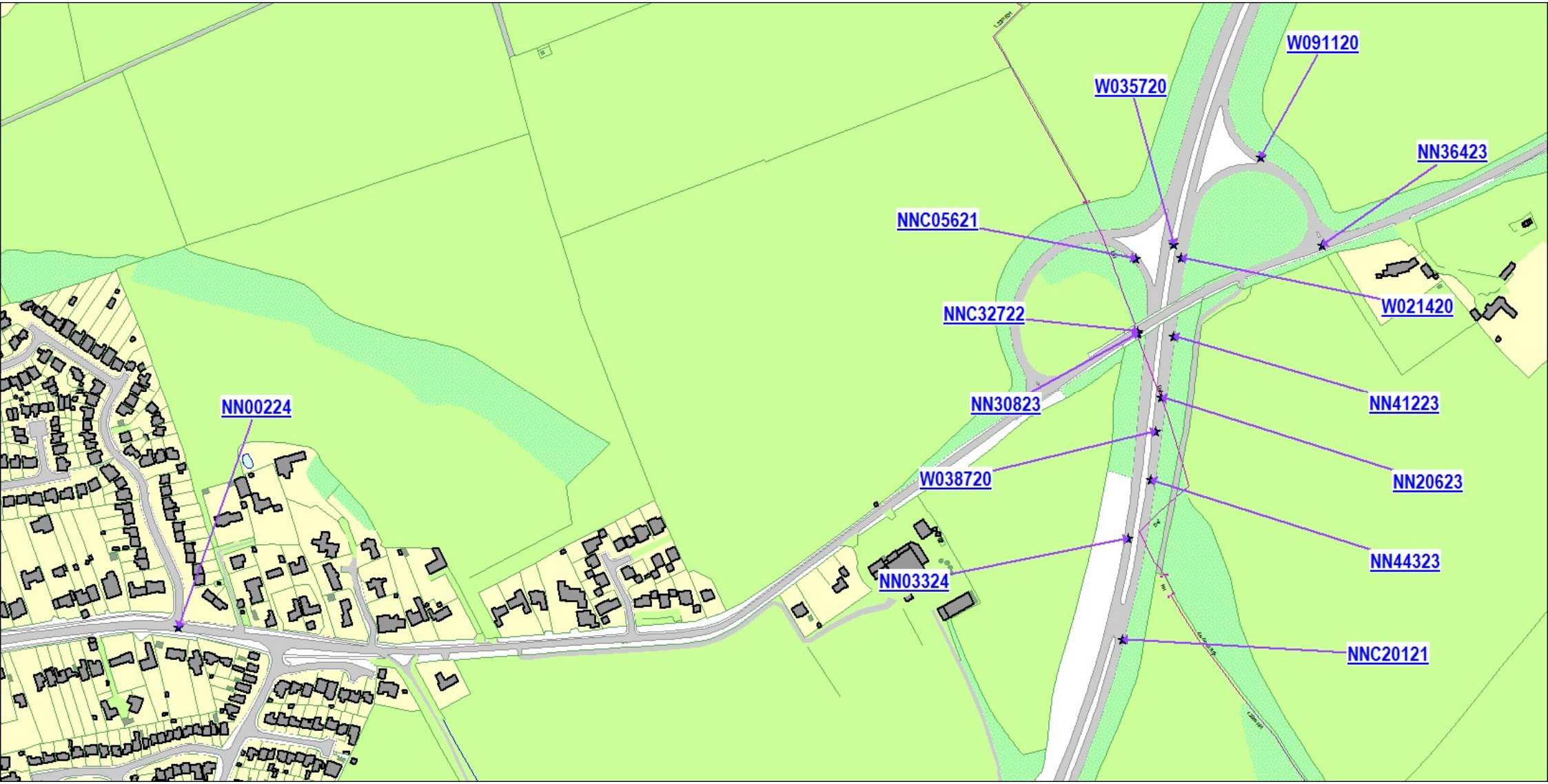


10. Wilby Road

11. A4500

Ward's Barn
NN07623
NNC60821
ar Covert
Springhill
Field Barn
W046820
NNC02021
Hockerhill Farm
Brookhill Farm
A4500
k View House
NN41024
NN91024
Sandpit Barn
NN07924
Mears Ashby Road
Allotments
Cemetery
Allotments
Play Space
B573
Baron Avenue
Mallard Close

12. B578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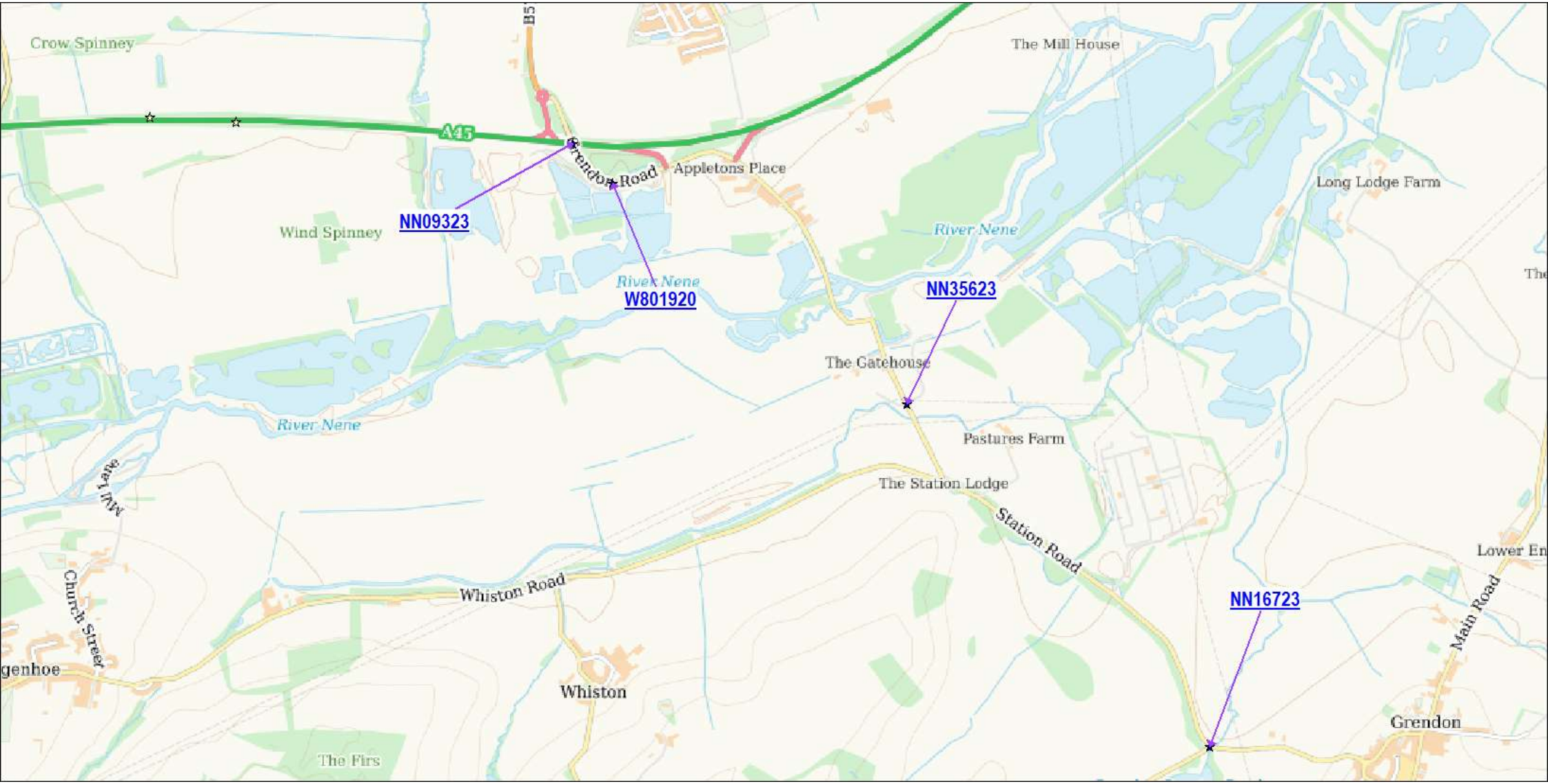
NN03324
NNC20121

13. Station Road



14. Easton Way & Easton Lane

ref:	Road	Slight	Serious	Fatal	Total
	North				
1	A14	26	3	1	30
2	A43	31	19	5	55
3	A509 - Between A14 and A45	42	15	0	57
	A5128	3	1	0	4
	A5193	3	1	0	4
	Bourton Way	0	1	0	1
5	Broughton Road	1	0	1	2
6	Kettering Road	1	0	0	1
7	Red House Lane	0	0	0	0
8	Sywell Road	2	2	0	4
	Rutherford Drive	2	0	0	2
	Central				
9	Moonshine Gap	3	0	0	3
10	Wilby Road	3	0	0	3
11	A4500 & Mears Ashby Road	4	1	1	6
12	B573	8	5	0	13
	South				
13	Station Road	4	7	1	12
	Easton Lane	1	0	0	1
4	A509 - Between A45 and A428	22	11	1	34
	A45	32	4	0	36
	Denington Road	1	0	0	1
	Whitworth Way	3	0	0	3
MK	A428	5	3	0	8
				Total	280

"Roadnum1" References

3 - Station Road
4 - Moonshine Gap
31 - Broughton Road
32- Kettering Road
189 - Easton Lane
146 - Sywell Road
5128- A5128
5193-A5193
6021 - Bourton Way
6109 - Wilby Road
6731 - Denington Road
6890 - Rutherford Drive
6924 - Whitworth Way

PIC Road Ref: 1. A14

Date	Police_ref	Easting	Northing	Severity	Road_cond	Visibility	Casualties	Time	Vehicles	Roadclass1	Roadnum1	Road_type	Speed_lim	Junct_det	Junct_ctrl	Roadclass2	Roadnum2	Weather
23/02/2020	K026620	485137	277510	3. Slight (not specified road)	1. Dry	1. Daylight	1	12:29:00	1	3. A	43	6. Single carriageway	40	3. T & Stag Jct	2. Automatic traffic signal	6. Unclassified		1. Fine (without high wind)
10/03/2020	K029020	487682	275571	3. Slight (not specified road)	2. Wet/Damp	1. Daylight	1	09:15:00	2	3. A	509	6. Single carriageway	40	0. Not within 20m of junction	Not applicable	Not applicable		1. Fine (without high wind)
26/05/2020	K022120	485141	277917	3. Slight	1. Dry	1. Daylight	2	12:00:00	3	3. A	14	7. Slip road	70	3. T & Stag Jct	4. Give way or Uncontrolled	3. A	14	1. Fine (without high wind)
19/02/2021	NNC03221	485470	277415	3. Slight	2. Wet/Damp	1. Daylight	1	14:55:00	2	3. A	14	3. Dual 2 lanes	70	0. Not within 20m of junction	Not applicable	Not applicable		1. Fine (without high wind)
07/04/2021	NNC17121	485174	278123	3. Slight	4. Frost/Ice	1. Daylight	1	06:30:00	1	3. A	14	3. Dual 2 lanes	70	5. Slip Road	4. Give way or Uncontrolled	3. A	14	1. Fine (without high wind)
23/04/2021	NNC18821	487604	275752	2. Serious (not specified road)	1. Dry	1. Daylight	1	12:25:00	1	3. A	509	3. Dual 2 lanes	40	1. Roundabout	4. Give way or Uncontrolled	3. A	509	1. Fine (without high wind)
03/07/2021	NNC27121	485167	277750	3. Slight (not specified road)	1. Dry	1. Daylight	1	15:55:00	1	3. A	43	6. Single carriageway	60	5. Slip Road	4. Give way or Uncontrolled	3. A	14	1. Fine (without high wind)
23/08/2021	NNC34021	485156	278018	3. Slight	1. Dry	1. Daylight	4	17:15:00	4	3. A	14	3. Dual 2 lanes	70	3. T & Stag Jct	4. Give way or Uncontrolled	3. A	43	1. Fine (without high wind)
06/11/2021	NNC60721	487590	275723	2. Serious (not specified road)	2. Wet/Damp	1. Daylight	1	07:30:00	2	3. A	509	1. Roundabout	30	1. Roundabout	4. Give way or Uncontrolled	3. A	14	1. Fine (without high wind)
10/12/2021	NNC70621	485766	277312	3. Slight	2. Wet/Damp	4. Darkness: street lights present and lit	1	04:03:00	2	3. A	14	3. Dual 2 lanes	70	0. Not within 20m of junction	Not applicable	Not applicable		2. Raining (without high wind)
11/12/2021	NNC70821	486644	276485	3. Slight	2. Wet/Damp	4. Darkness: street lights present and lit	1	21:15:00	2	3. A	14	3. Dual 2 lanes	70	0. Not within 20m of junction	Not applicable	Not applicable		2. Raining (without high wind)
22/12/2021	NNC72321	487686	275619	3. Slight	1. Dry	1. Daylight	1	15:30:00	2	3. A	14	1. Roundabout	40	1. Roundabout	4. Give way or Uncontrolled	3. A	509	8. Other
21/02/2022	NNC10122	485216	277679	3. Slight (not specified road)	2. Wet/Damp	1. Daylight	1	09:40:00	2	3. A	43	1. Roundabout	40	1. Roundabout	4. Give way or Uncontrolled	3. A	14	2. Raining (without high wind)
27/02/2022	NNC9422	485075	277435	2. Serious (not specified road)	4. Frost/Ice	4. Darkness: street lights present and lit	2	06:00:00	1	3. A	43	6. Single carriageway	40	8. Pri Drive	2. Automatic traffic signal	6. Unclassified		1. Fine (without high wind)
17/03/2022	NNC16422	485925	277278	3. Slight	1. Dry	1. Daylight	2	10:30:00	2	3. A	14	3. Dual 2 lanes	70	0. Not within 20m of junction	Not applicable	Not applicable		1. Fine (without high wind)
21/03/2022	NNC16722	486939	276037	3. Slight	1. Dry	1. Daylight	1	16:08:00	1	3. A	14	3. Dual 2 lanes	70	0. Not within 20m of junction	Not applicable	Not applicable		8. Other
28/04/2022	NNC25022	486394	276907	3. Slight	1. Dry	1. Daylight	1	14:40:00	2	3. A	14	3. Dual 2 lanes	70	0. Not within 20m of junction	. Not applicable	. Not applicable		1. Fine (without high wind)
31/05/2022	NNC33622	487590	275727	3. Slight	1. Dry	1. Daylight	1	18:30:00	2	3. A	14	3. Dual 2 lanes	60	1. Roundabout	4. Give way or Uncontrolled	3. A	509	1. Fine (without high wind)
06/06/2022	NNC90822	485137	277512	1. Fatal (not specified road)	2. Wet/Damp	1. Daylight	1	09:20:00	2	3. A	43	3. Dual 2 lanes	60	0. Not within 20m of junction	Not applicable	Not applicable		2. Raining (without high wind)
22/06/2022	NNC40822	485163	278096	2. Serious	1. Dry	1. Daylight	1	13:00:00	2	3. A	14	3. Dual 2 lanes	70	0. Not within 20m of junction	Not applicable	Not applicable		1. Fine (without high wind)
21/07/2022	NNC47422	485988	277255	2. Serious	1. Dry	1. Daylight	1	08:00:00	1	3. A	14	3. Dual 2 lanes	60	0. Not within 20m of junction	Not applicable	Not applicable		1. Fine (without high wind)
11/08/2022	NNC52922	485263	277657	3. Slight	1. Dry	1. Daylight	1	12:30:00	2	3. A	14	3. Dual 2 lanes	60	0. Not within 20m of junction	Not applicable	Not applicable		1. Fine (without high wind)
13/10/2022	NNC69422	485148	278228	3. Slight	1. Dry	1. Daylight	2	16:59:00	2	3. A	14	3. Dual 2 lanes	50	0. Not within 20m of junction	Not applicable	Not applicable		1. Fine (without high wind)
12/11/2022	NNC77222	485085	277446	2. Serious (not specified road)	1. Dry	4. Darkness: street lights present and lit	1	18:40:00	2	3. A	43	3. Dual 2 lanes	40	3. T & Stag Jct	2. Automatic traffic signal	6. Unclassified		1. Fine (without high wind)
16/12/2022	NNC84422	487651	275588	3. Slight (not specified road)	2. Wet/Damp	1. Daylight	1	13:49:00	2	3. A	509	6. Single carriageway	40	1. Roundabout	4. Give way or Uncontrolled	5. C	96	1. Fine (without high wind)
17/01/2023	NN01923	487475	275676	3. Slight	4. Frost/Ice	4. Darkness: street lights present and lit	1	06:08:00	1	3. A	14	7. Slip road	70	0. Not within 20m of junction	Not applicable	Not applicable		1. Fine (without high wind)
29/03/2023	NN10223	486930	276069	2. Serious	2. Wet/Damp	4. Darkness: street lights present and lit	1	19:17:00	1	3. A	14	3. Dual 2 lanes	70	0. Not within 20m of junction	Not applicable	Not applicable		2. Raining (without high wind)
03/04/2023	NN12323	488287	275763	3. Slight	1. Dry	1. Daylight	1	12:45:00	3	3. A	14	3. Dual 2 lanes	70	0. Not within 20m of junction	Not applicable	Not applicable		1. Fine (without high wind)
11/05/2023	NN90723	485165	278243	1. Fatal	1. Dry	4. Darkness: street lights present and lit	1	23:05:00	1	3. A	14	3. Dual 2 lanes	60	5. Slip Road	4. Give way or Uncontrolled	3. A	14	1. Fine (without high wind)
13/07/2023	NN26123	488005	275693	3. Slight	1. Dry	1. Daylight	1	06:55:00	2	3. A	14	3. Dual 2 lanes	70	0. Not within 20m of junction	Not applicable	Not applicable		1. Fine (without high wind)
06/08/2023	NN28723	487591	275621	3. Slight (not specified road)	1. Dry	1. Daylight	1	12:20:00	2	3. A	509	6. Single carriageway	60	1. Roundabout	4. Give way or Uncontrolled	3. A	14	1. Fine (without high wind)
05/09/2023	NN32323	485263	277660	3. Slight	1. Dry	1. Daylight	1	12:00:00	2	3. A	14	3. Dual 2 lanes	70	0. Not within 20m of junction	. Not applicable	. Not applicable		1. Fine (without high wind)
10/09/2023	NN32823	485147	278171	3. Slight	2. Wet/Damp	1. Daylight	2	18:30:00	2	3. A	14	3. Dual 2 lanes	70	5. Slip Road	4. Give way or Uncontrolled	3. A	14	2. Raining (without high wind)
15/09/2023	NN33423	487646	275593	3. Slight (not specified road)	1. Dry	1. Daylight	1	07:33:00	2	3. A	509	3. Dual 2 lanes	50	1. Roundabout	4. Give way or Uncontrolled	3. A	14	1. Fine (without high wind)
10/10/2023	NN36123	486456	276821	3. Slight	1. Dry	4. Darkness: street lights present and lit	4	18:55:00	2	3. A	14	3. Dual 2 lanes	70	0. Not within 20m of junction	Not applicable	Not applicable		1. Fine (without high wind)
22/11/2023	NN41723	485496	277385	3. Slight	1. Dry	1. Daylight	1	11:30:00	2	3. A	14	3. Dual 2 lanes	70	5. Slip Road	4. Give way or Uncontrolled	3. A	14	1. Fine (without high wind)
09/12/2023	NN44623	484932	277271	2. Serious (not specified road)	1. Dry	6. Darkness: no street lighting	3	16:30:00	2	3. A	43	6. Single carriageway	40	0. Not within 20m of junction	Not applicable	Not applicable		1. Fine (without high wind)
02/01/2024	NN00324	486831	276174	3. Slight	2. Wet/Damp	1. Daylight	1	14:30:00	1	3. A	14	3. Dual 2 lanes	70	0. Not within 20m of junction	. Not applicable	. Not applicable		2. Raining (without high wind)
07/06/2024	NN17624	485305	277718	3. Slight	1. Dry	1. Daylight	1	11:58:00	2	3. A	14	1. Roundabout	30	Not coded	4. Give way or Uncontrolled	3. A	6013	1. Fine (without high wind)
14/07/2024	NN23124	485135	277512	6. Moderately serious (not specified road)	1. Dry	1. Daylight	2	14:20:00	2	3. A	43	6. Single carriageway	40	0. Not within 20m of junction	Not applicable	Not applicable		1. Fine (without high wind)
25/07/2024	NN24624	486781	276252	3. Slight	1. Dry	1. Daylight	2	17:15:00	3	3. A	14	6. Single carriageway	70	0. Not within 20m of junction	. Not applicable	. Not applicable		1. Fine (without high wind)
25/09/2024	NN32724	488218	275749	3. Slight	2. Wet/Damp	1. Daylight	2	16:05:00	2	3. A	14	3. Dual 2 lanes	70	0. Not within 20m of junction	Not applicable	Not applicable		2. Raining (without high wind)
30/01/2025	NN04325	487646	275587	3. Slight	1. Dry	1. Daylight	1	08:14:00	2	3. A	14	1. Roundabout	40	19. Other junction	4. Give way or Uncontrolled	3. A	509	1. Fine (without high wind)
31/01/2025	NN04125	485555	277359	3. Slight	1. Dry	1. Daylight	1	15:30:00	2	3. A	14	3. Dual 2 lanes	70	0. Not within 20m of junction	Not applicable	Not applicable		1. Fine (without high wind)

Date	Location	Acc_desc	Day
23/02/2020	A43 SOUTHBOUND AT THE LIGHTS FOR CRANSLEY PARK. KETTERING	V1 TRAVELLING SOUTH LOSES CONTROL, KITS CENTRAL KERB AND FLIPS ONTO SIDE	1. Sunday
10/03/2020	A509 SOUTH OF A14 ROUNDABOUT WHERE THE A14 FILTERS ROUND ONTO A509	V2 HAS LEFT ROUNDABOUT TO HEAD SOUTH, V1 FILTERS ROUND FROM A14 AND HITS V2	3. Tuesday
26/05/2020	A14 W/BOUND JUNCTION 8 SLIP RD & A14 W/BOUND BY-PASS. KETTERING	V1 JOINING A14 W/BOUND ON JUNCTION 8 SLIP RD COLLIDED WITH R/OF V3 WHICH HAD SLOWED DOWN TO AVOID V2 A BROKEN DOWN TRANSPORTER AT THE END OF SLIP ROAD	3. Tuesday
19/02/2021	A14 WESTBOUND APPROX 60M EAST OF J8 SLIP ROAD. KETTERING	V2 DRIVING WESTBOUND IN LANE 3 BREAKS AS TRAFFIC IN FRONT SLOWS. V1 FAILS TO REALISE IN TIME AND COLLIDES WITH REAR OF V2	6. Friday
07/04/2021	A14 E/BOUND APPROACH TO JUNCTION 8 SLIP RD. A14 E/BOUND BY-PASS KETTERING	F/R/UNKNOWN V1 E/BOUND HAS SWERVED FROM LANE 1 ONTO THE N/S VERGE AT JUNCTION 8. EXIT SLIP ROAD	4. Wednesday
23/04/2021	A509 PYTCHLEY RD & A509 PYTCHLEY RD ROUNDABOUT. KETTERING.	V1 N/BOUND COLLIDED WITH CENTRAL BARRIER WHEN LEAVING ROUNDABOUT	6. Friday
03/07/2021	A43 SLIP ROAD ONTO A14 JUNCTION 8 W/BOUND	PASSENGER IN V1 HAS PULLED HANDBRAKE UP ON MOVING VEHICLE CAUSING V1 TO SPIN AND COLLIDE WITH N/S BARRIER	7. Saturday
23/08/2021	A14 EASTBOUND JUST BEFORE THE A43 OFFSLIP. KETTERING	V1 FAILS TO STOP IN TIME IN BRAKING TRAFFIC AND COLLIDES WITH REAR OF V2 WHICH HITS V3 WHICH HITS V4	2. Monday
06/11/2021	A509 KETTERING RD ROUNDABOUT & A14 JUNCTION 9 E/BOUND SLIP ROAD, KETTERING	V2 N/BOUND ON A509 RBT, RIDER OF V2 BELIEVING DRIVER OF E/BOUND V1 WAS NOT GOING TO STOP FELL OFF V2, V2 SLID ON C/WAY AND COLLIDED WITH O/SIDE OF V1	7. Saturday
10/12/2021	A14 EAST BOUND BETWEEN JUNCTIONS 8 & 9 KETTERING	V1 ATTEMPTING AN OVERTAKE HAS CLIPPED R/OF V2 AND SWERVED INTO CENTRAL BARRIERS	6. Friday
11/12/2021	A14 WEST BOUND BETWEEN JUNCTION 9 & 8 KETTERING	V2 IN LANE 2 CHANGES LANE TO THE LEFT AND COLLIDES WITH O/SIDE OF V1 OVERTAKING V2 ON N/SIDE IN LANE 1, V1 THEN COLLIDES WITH CENTRAL CRASH BARRIERS	7. Saturday
22/12/2021	A14 J9 EASTBOUND EXIT AT THE RBT WITH A509	V2 IS SAT AT THE JNCTION WHEN V1 COLLIDES WITH THE BACK OF IT. DIVER OF V1 CHECKS IF V2 IS OK AND ARRANGES TO PULL OFF AND EXCHANGE DETAILS BUT THEN DRIVES OFF	4. Wednesday
21/02/2022	A43 BOUGHTON ROUNDABOUT OVER THE A14 JUNCTION 8. KETTERING	V1 N/E BOUND ON A43 COLLIDED WITH R/OF V2 ON THE ROUNDABOUT.	2. Monday
27/02/2022	A43 KETTERING RD & U PRI DRI ACCESS RD. BROUGHTON	DRIVER OF V1 N/BOUND ON A43 LOST CONTROL OF VEHICLE CROSSING TO OPPOSITE SIDE OF C/WAY COLLIDING WITH A TREE AND OVERTURNING	1. Sunday
17/03/2022	JUNCTION 8. A14. KETTERING	V1 FAILS TO SPOT V2 JOINING THE DUAL CARRIAGEWAY AND COLLIDES WITH THE BACK OF V2	5. Thursday
21/03/2022	A14 WEST BOUND BETWEEN JUNCTIONS 8&9 KETTERING	V1 W/BOUND HAS COLLIDED WITH CENTRAL RESERVATION ,REBOUNDED AND SPUN ACROSS ALL LANES COMING TO REST FACING ON COMING TRAFFIC	2. Monday
28/04/2022	A14. ONE MILE SOUTH OF JUNCTION 7	V2 SUDDENLY BRAKES AND V1 HITS THE REAR	5. Thursday
31/05/2022	A14. JUNCTION WITH THE A509. KETTERING	V2 AND V3 ARE ADJACENT WAITING TO JOIN THE ROUNDABOUT. V1 IS BEHIND V3 AND FRU STARTS TO OVERTAKE. V1 HITS V2 WHILE V2 IS STILL STATIONARY.	3. Tuesday
06/06/2022	A43 JUST OFF THE A14 BROUGHTON INTERCHANGE	FRU V1 CROSSES THE CARRIAGEWAY AND COLLIDES HEAD ON WITH V2. A HGV	2. Monday
22/06/2022	A14 EASTBOUND NEAR TO THE J8 OFF SLIP	V1 IN LANE 1 SWERVING OVER THE ROAD COLLIDES WITH REAR OF V2 IN LANE 2. RIDER IS THROWN FROM VEHICLE	4. Wednesday
21/07/2022	A14. 800M SOUTH OF THE JUNCTION WITH THE A43	DRIVER OF V1 HEARS A NOISE, PANICS AND LOSES CONTROL	5. Thursday
11/08/2022	A14 UNDERNEATH THE BROUGHTON INTERCHANGE	V1 MOVES INTO LANE 1 FROM LANE 2 WITHOUT LOOKING. V2 IN LANE 1 IS HIT	5. Thursday
13/10/2022	A14. APROX 500M NORTH OF BROUGHTON INTERCHANGE. KETTERING	V2 BRAKED DUE TO QUEUING TRAFFIC AHEAD. V1 WAS FOLLOWING TOO CLOSE AND HITS V2 AS THEY BOTH SLOW	5. Thursday
12/11/2022	A43 COMING OFF THE BROUGHTON INTERCHANGE SOUTHBOUND, AS THE CARRIAGWAY MERGES INTO 1 LANE	V1 ATTEMPTS TO OVERTAKE A VEHICLE AS THE LANE MERGES. MISJUDGES THE WIDTH OF THE ROAD AND CLIPS THE OFFSIDE KERB CENTRAL RESERVATION. LOSES CONTROL AND CLIPS V2 HEADING NORTHBOUND	7. Saturday
16/12/2022	A509. ROUNDABOUT WITH ISHAM ROAD. C96. OVER THE A14. KETTERING	V1 BEHIND V2 MISTAKES V2 TO BE MOVING ONTO THE ROUNDABOUT, AND HITS THE REAR OF V2	6. Friday
17/01/2023	A14 JUNCTION 9 SLIP ROAD (WESTBOUND). KETTERING	V1 HIT A PATCH OF ICE CAUSING BIKE TO LOOSE GRIP AND CRASH INTO SIDE BARRIER	3. Tuesday
29/03/2023	A14. BETWEEN JUNCTION 9 & 10. 250M SOUTH FROM SERVICES. KETTERING	V1 BELIEVED TO HAVE HAD A MEDICAL EPISODE (SEIZURE) AT WHEEL & COLLIDES WITH NEARSIDE BARRIER	4. Wednesday
03/04/2023	A14. 600M EAST FROM JUNCTION 9. KETTERING	V1 TRIES TO PULL BACK IN AFTER OVERTAKING V3 & HITS V2 IN THE REAR, WHILE ALSO HITTING V3 IN THE OFFSIDE. V2 HAS BEEN PUSHED INTO CENTRAL CRASH BARRIER. V1 HAS ALSO REBOUNDED INTO CRASH BARRIER	2. Monday
11/05/2023	A14 EASTBOUND AT THE START OF THE J8 OFF SLIP. KETTERING	V1 TRAVELLING EASTBOUND ON A14 OVERTAKES ANOTHER VEHICLE BEFORE MOVING BACK ACROSS WHEN FRU C1 ENTERS THE CARRIAGEWAY. V1 IMPACTS C1 WHO THEN WALKS ALONG THE E BOUND CARRIAGEWAY IN A W BOUND DIRECTION. C1 JUMPS INTO PATH OF AMBULANCE	5. Thursday
13/07/2023	A14 EASTBOUND JUST PASSED THE J9 ONSLIP. KETTERING	V1 OVERTAKES V2 BUT PULLS IN TOO EARLY. TRAILER OF V1 HITS OFFSIDE OF V2 CAUSING V2 TO LEAVE THE CARRIAGEWAY AND OVERTURN. V1 FAILS TO STOP	5. Thursday
06/08/2023	A509 ROUNDABOUT AT JUNCTION 9 OF THE A14. KETTERING	V2 IN OUTSIDE LANE IS CLIPPED BY V1 ATTEMPTING TO LEAVE ROUNDABOUT FROM INSIDE LANE. V1 HAS THEN FLIPPED & ROLLED.	1. Sunday
05/09/2023	A14 E/BOUND DUAL CARRIAGEWAY BETWEEN TWO OVER BRIDGES, UNDERNEATH JUNCTION 8. KETTERING	V1 (LANE 2) HAS INDICATED TO CROSS INTO LANE 1. V1 HAS FAILED TO SEE OR JUDGE THE POSITION OF V2 (LANE 1) AND HAS COLLIDED WITH V2, CAUSING V2 TO LOSE CONTROL AND COLLIDE WITH THE N/S BARRIER	3. Tuesday
10/09/2023	A14 W/BOUND BETWEEN JUNCTION 7 & 8, POTENTIALLY AT SLIP ROAD MERGING FROM JUNCTION 8. KETTERING	V2 N/BOUND ON A14 IS OVERTAKEN BY V1 ON THE N/S IN THE SLIPROAD DEDICATED LANE BETWEEN JUNCTION 8 AND JUNCTION 7. V1 HAS STAYED IN SLIP ROAD LANE FOR SOME TIME BEFORE THEN PULLING OUT IMMEDIATELY IN FRONT OF V2 CAUSING V2 TO SWERVE INTO CENTRAL RESERVAT	1. Sunday
15/09/2023	A509 APPROACH TO RBT OVER 14 JUNCTION 9. ISHAM TOWARDS KETTERING	V1 HAS DRIVEN INTO THE REAR OF V2 AT GIVEWAY LINES ONTO RBT	6. Friday
10/10/2023	A14,JUST AFTER BRIDGE WITH ACESS ROAD TO KETTERING GOLF CLUB, BEFORE THE BP SERVICES. KETTERING	V2 CHANGES LANE TO THE RIGHT TO OVERTAKE LORRY BUT WAS IN THE REAR BY V1 WHO WAS ALSO CHANGING LANE TO THE RIGHT TO OVERTAKE V2	3. Tuesday
22/11/2023	A14 JUST BEFORE HATCHINGS FOR JUNCTION 8. KETTERING	V1 AND V2 W/BOUND ON A14 IN LANES NEXT TO EACH OTHER. V1 HAS MOVED INTO V2 LANE WITHOUT REALISING THIER PRESENCE, HITTING F/O/S OF V2 WITH THE N/S OF V1. THIS HAS CAUSED V2 TO SPIN AND HIT THE CENTRAL RESERVATION COMING TO A REST FACING TRAFFIC. V1 CAME	4. Wednesday
09/12/2023	A43. 210M SOUTH FROM T JUNCTION WITH CRANSLEY PARKWAY. KETTERING	V1 HAS POSSIBLY VEERED ACROSS DOUBLE WHITE LINES INTO THE PATH OF V2 TIOD	7. Saturday
02/01/2024	A14 136M NORTH FROM PYTCHLEY LANE OVERPASS. KETTERING	V1 TRAVELLING WESTBOUND BETWEEN JUNCTION 9 - 8 HITS A PATCH OF STANDING WATER IN LANE 1 WHICH CAUSED THE VEHICLE TO LOSE CONTROL MAKING CONTACT WITH THE NEARSIDE ARMCO BARRIER.	3. Tuesday
07/06/2024	A14 JUNCTION 8 JUST BEFORE EXIT TO NORTHAMPTON ROAD. KETTERING	V2 CAME OFF THE A14, AND WAS GOING AROUND THE RBT, TOWARDS KETTERING TOWN CENTRE. JUST AS V2 WAS ABOUT TO TURN OFF INTO TOWN, V1 THEN JOINED THE RBT FROM A14, AT SPEED, AND HAS HIT V2, F/N/S, CAUSING THE WINDOW TO SMASH, THE WING TO COME OFF, AND THE DO	6. Friday
14/07/2024	A43 IN THE VICINITY OF CRANSLEY PARK	V2 HEADING AWAY FROM KETTERING IS OVERTAKING SLOW MOVING TRAFFIC WHEN V1 PULLS TO OVERTAKE IN THE SAME DIRECTION. V2 HITS V1	1. Sunday
25/07/2024	A14 WESTBOUND BETWEEN J8 AND J7, KETTERING. APPROX 230M WEST OF PYTCHLEY LANE OVERBRIDGE	V2 IN LAN2 WHEN IS PASSED BY UNKNOWN V1 IN LANE 3. V1 STARTS TO MOVE INTO LANE TWO CAUSING V2 TO BRAKE AND PULL INTO LANE 1 HITTING V3	5. Thursday
25/09/2024	A14 EASTBOUND JUST PASSED THE J9 ON SLIP	V1 (LHD) MOVES FROM LANE 1 INTO LANE 2 BUT DOESN'T SEE V2 IN LANE 2. V1 HITS V2 CAUSING V2 TO SPIN AND HIT CENTRAL BARRIER	4. Wednesday
30/01/2025	A14/A509 ROUNDABOUT, KETTERING (WHERE A509 FROM WELLINGBOROUGH JOINS ROUNDABOUT)	V2 HAD STOPPED AT GIVE WAY JUST BEFORE JOINING THE ROUNDABOUT WHEN V1 APPROACHED FROM BEHIND AND COLLIDED WITH REAR OF V2	5. Thursday
31/01/2025	A14 WESTBOUND, KETTERING (BETWEEN JN 9 AND 8 - WITHIN 100M OF WESTBOUND OFF SLIP AT JN 8)	V2 TRAVELLING W IN LANE 2 OF 3. V1 TRAVELLING IN SAME DIRECTION BUT ON OFFSIDE (LANE 3) MOVES SUDDENLY INTO LANE 2 AND BRAKES HEAVILY CAUSING V2 TO COLLIDE WITH THE REAR OF V1	6. Friday

Date	Cf1	Vcu1	Vcuref1	Conf1	Cf2	Vcu2	Vcuref2	Conf2	Cf3	Vcu3	Vcuref3	Conf3
23/02/2020	503. Fatigue	V. Vehicle	1	A. Very likely	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded
10/03/2020	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
26/05/2020	602. Careless/Reckless/In a hurry	V. Vehicle	1	A. Very likely	406. Failed to judge other persons path or speed	V. Vehicle	1	A. Very likely	406. Failed to judge other persons path or speed	V. Vehicle	3	B. Possible
19/02/2021	602. Careless/Reckless/In a hurry	V. Vehicle	1	A. Very likely	307. Travelling too fast for conditions	V. Vehicle	1	B. Possible	Not coded	Not Coded		Not Coded
07/04/2021	503. Fatigue	V. Vehicle	1	A. Very likely	410. Loss of control	V. Vehicle	1	A. Very likely	Not coded	Not Coded		Not Coded
23/04/2021	607. Inexperience with type of vehicle	V. Vehicle	1	A. Very likely	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded
03/07/2021	808. Careless/Reckless/In a hurry	U. Uninjured Pedestrian	1	A. Very likely	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
23/08/2021	406. Failed to judge other persons path or speed	V. Vehicle	4	B. Possible	406. Failed to judge other persons path or speed	V. Vehicle	3	B. Possible	406. Failed to judge other persons path or speed	V. Vehicle	2	B. Possible
06/11/2021	602. Careless/Reckless/In a hurry	V. Vehicle	1	B. Possible	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
10/12/2021	405. Failed to look properly	V. Vehicle	1	A. Very likely	707. Rain, sleet, snow, or fog	V. Vehicle	1	B. Possible	Not coded	Not Coded		Not Coded
11/12/2021	710. Vehicle blind spot	V. Vehicle	2	A. Very likely	403. Poor turn or manoeuvre	V. Vehicle	2	B. Possible	406. Failed to judge other persons path or speed	V. Vehicle	1	B. Possible
22/12/2021	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
21/02/2022	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded
27/02/2022	306. Exceeding speed limit	V. Vehicle	1	A. Very likely	501. Impaired by alcohol	V. Vehicle	1	A. Very likely	605. Inexperienced or learner driver/rider	V. Vehicle	1	A. Very likely
17/03/2022	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
21/03/2022	602. Careless/Reckless/In a hurry	V. Vehicle	1	B. Possible	503. Fatigue	V. Vehicle	1	A. Very likely	Not coded	Not Coded		Not Coded
28/04/2022	602. Careless/Reckless/In a hurry	V. Vehicle	1	A. Very likely	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded
31/05/2022	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded
06/06/2022	505. Illness or disability, mental or physical	V. Vehicle	1	A. Very likely	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
22/06/2022	602. Careless/Reckless/In a hurry	V. Vehicle	1	A. Very likely	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
21/07/2022	410. Loss of control	V. Vehicle	1	A. Very likely	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
11/08/2022	406. Failed to judge other persons path or speed	V. Vehicle	1	A. Very likely	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
13/10/2022	706. Dazzling sun	V. Vehicle	1	B. Possible	308. Following too close	V. Vehicle	1	A. Very likely	Not coded	Not Coded		Not Coded
12/11/2022	602. Careless/Reckless/In a hurry	V. Vehicle	1	A. Very likely	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
16/12/2022	602. Careless/Reckless/In a hurry	V. Vehicle	1	A. Very likely	505. Illness or disability, mental or physical	V. Vehicle	2	B. Possible	Not coded	Not Coded		Not Coded
17/01/2023	410. Loss of control	V. Vehicle	1	B. Possible	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
29/03/2023	505. Illness or disability, mental or physical	V. Vehicle	1	A. Very likely	503. Fatigue	V. Vehicle	1	A. Very likely	103. Slippery road (due to weather)	V. Vehicle	1	A. Very likely
03/04/2023	505. Illness or disability, mental or physical	V. Vehicle	1	A. Very likely	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
11/05/2023	809. Pedestrian wearing dark clothing at night	C. Casualty	1	A. Very likely	810. Disability or illness, mental or physical	C. Casualty	1	A. Very likely	805. Dangerous action in carriageway (eg playing)	C. Casualty	1	A. Very likely
13/07/2023	405. Failed to look properly	V. Vehicle	1	A. Very likely	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
06/08/2023	406. Failed to judge other persons path or speed	V. Vehicle	1	A. Very likely	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded
05/09/2023	405. Failed to look properly	V. Vehicle	1	A. Very likely	602. Careless/Reckless/In a hurry	V. Vehicle	1	A. Very likely	. Not coded	. Not Coded		. Not Coded
10/09/2023	406. Failed to judge other persons path or speed	V. Vehicle	2	A. Very likely	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
15/09/2023	406. Failed to judge other persons path or speed	V. Vehicle	1	A. Very likely	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
10/10/2023	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
22/11/2023	710. Vehicle blind spot	V. Vehicle	1	A. Very likely	405. Failed to look properly	V. Vehicle	1	A. Very likely	Not coded	Not Coded		Not Coded
09/12/2023	410. Loss of control	V. Vehicle	1	B. Possible	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
02/01/2024	R2. Road surface was slippery due to weather	V. Vehicle	1	A. Very likely	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded
07/06/2024	S4. Driver/rider being aggressive, dangerous or reckless	V. Vehicle	1	A. Very likely	S2. Driver/rider travelling too fast for conditions (including loss of control	V. Vehicle	1	A. Very likely	Not coded	Not Coded		Not Coded
14/07/2024	R2. Driver/rider disobeyed double white lines	V. Vehicle	1	A. Very likely	S1. Driver/rider exceeding speed limit	V. Vehicle	1	B. Possible	B4. Ineffective observation by either the driver, rider or pedestrian	V. Vehicle	2	A. Very likely
25/07/2024	S4. Driver/rider being aggressive, dangerous or reckless	V. Vehicle	1	B. Possible	B6. Driver/rider passing too close to another road user or pedestrian	V. Vehicle	1	B. Possible	V4. Driver/Rider view obscured by blind spot	V. Vehicle	1	B. Possible
25/09/2024	V4. Driver/Rider view obscured by blind spot	V. Vehicle	1	A. Very likely	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
30/01/2025	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
31/01/2025	S4. Driver/rider being aggressive, dangerous or reckless	V. Vehicle	1	A. Very likely	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded

Date	Cf4	Vcu4	Vcuref4	Conf4	Cf5	Vcu5	Vcuref5	Conf5	Cf6
23/02/2020	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded
10/03/2020	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded
26/05/2020	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded
19/02/2021	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded
07/04/2021	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded
23/04/2021	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded
03/07/2021	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded
23/08/2021	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded
06/11/2021	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded
10/12/2021	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded
11/12/2021	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded
22/12/2021	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded
21/02/2022	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded
27/02/2022	103. Slippery road (due to weather)	V. Vehicle	1	A. Very likely	307. Travelling too fast for conditions	V. Vehicle	1	A. Very likely	Not coded
17/03/2022	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded
21/03/2022	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded
28/04/2022	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded
31/05/2022	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded
06/06/2022	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded
22/06/2022	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded
21/07/2022	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded
11/08/2022	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded
13/10/2022	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded
12/11/2022	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded
16/12/2022	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded
17/01/2023	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded
29/03/2023	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded
03/04/2023	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded
11/05/2023	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded
13/07/2023	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded
06/08/2023	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded
05/09/2023	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded
10/09/2023	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded
15/09/2023	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded
10/10/2023	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded
22/11/2023	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded
09/12/2023	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded
02/01/2024	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded
07/06/2024	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded
14/07/2024	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded
25/07/2024	B4. Ineffective observation by either the driver, rider or pedestrian	V. Vehicle	1	B. Possible	B5. Driver/rider inexperienced or learner	V. Vehicle	2	B. Possible	. Not coded
25/09/2024	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded
30/01/2025	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded
31/01/2025	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded

PIC Road Ref: 2, A43

PIC Road Ref: 3. A509 - A14 to A45

Date	Police ref	Easting	Northing	Severity	Road cond	Visibility	Casualties	Time	Vehicles	Roadclass1	Roadnum1	Road type	Speed_lim	Junct det	Junct ctrl	Roadclass2	Roadnum2	Cross fac	Weather
16/11/2023	NN42623	488693	272736	3. Slight	2. Wet/Damp	1. Daylight	1	08:35:00	2	5. C	4	6. Single carriageway	60	3. T & Stag Jct	4. Give way or Uncontrolled	3. A	509	0. None within 50m	1. Fine (without high wind)
22/12/2021	NNC72321	487686	275619	3. Slight	1. Dry	1. Daylight	1	15:30:00	2	3. A	14	1. Roundabout	40	1. Roundabout	4. Give way or Uncontrolled	3. A	509	0. None within 50m	8. Other
31/05/2022	NNC33622	487590	275727	3. Slight	1. Dry	1. Daylight	1	18:30:00	2	3. A	14	3. Dual 2 lanes	60	1. Roundabout	4. Give way or Uncontrolled	3. A	509	0. None within 50m	1. Fine (without high wind)
17/01/2023	NN01923	487475	275676	3. Slight	4. Frost/Ice	4. Darkness: street lights present and lit	1	06:08:00	1	3. A	14	7. Slip road	70	0. Not within 20m of junction	. Not applicable	. Not applicable		0. None within 50m	1. Fine (without high wind)
13/07/2023	NN26123	488005	275693	3. Slight	1. Dry	1. Daylight	1	06:55:00	2	3. A	14	3. Dual 2 lanes	70	0. Not within 20m of junction	. Not applicable	. Not applicable		0. None within 50m	1. Fine (without high wind)
25/09/2024	NN32724	488218	275749	3. Slight	2. Wet/Damp	1. Daylight	2	16:05:00	2	3. A	14	3. Dual 2 lanes	70	0. Not within 20m of junction	. Not applicable	. Not applicable		0. None within 50m	2. Raining (without high wind)
30/01/2025	NN04325	487646	275587	3. Slight	1. Dry	1. Daylight	1	08:14:00	2	3. A	14	1. Roundabout	40	19. Other junction	4. Give way or Uncontrolled	3. A	509	0. None within 50m	1. Fine (without high wind)
28/04/2020	W018720	488082	265879	3. Slight	2. Wet/Damp	1. Daylight	1	15:55:00	2	3. A	45	3. Dual 2 lanes	40	1. Roundabout	2. Automatic traffic signal	3. A	45	0. None within 50m	2. Raining (without high wind)
23/09/2020	W060820	487963	265788	3. Slight	2. Wet/Damp	7. Darkness: street lighting unknown	1	06:30:00	2	3. A	45	3. Dual 2 lanes	70	1. Roundabout	4. Give way or Uncontrolled	3. A	45	0. None within 50m	2. Raining (without high wind)
04/05/2021	NNC20621	487942	265787	3. Slight	2. Wet/Damp	1. Daylight	1	07:15:00	3	3. A	45	3. Dual 2 lanes	40	1. Roundabout	2. Automatic traffic signal	3. A	509	0. None within 50m	1. Fine (without high wind)
16/06/2021	NNC25721	488535	265862	3. Slight	1. Dry	1. Daylight	1	16:15:00	2	3. A	45	3. Dual 2 lanes	60	0. Not within 20m of junction	Not applicable	Not applicable		0. None within 50m	1. Fine (without high wind)
30/09/2021	NNC36521	487789	265600	3. Slight	2. Wet/Damp	1. Daylight	2	17:38:00	2	3. A	45	3. Dual 2 lanes	70	0. Not within 20m of junction	Not applicable	Not applicable		0. None within 50m	2. Raining (without high wind)
10/11/2021	NNC61821	487823	265644	3. Slight	2. Wet/Damp	6. Darkness: no street lighting	1	17:14:00	2	3. A	45	3. Dual 2 lanes	70	0. Not within 20m of junction	. Not applicable	. Not applicable		0. None within 50m	2. Raining (without high wind)
02/10/2022	NNC69222	488103	265824	3. Slight	1. Dry	1. Daylight	1	12:35:00	4	3. A	45	3. Dual 2 lanes	40	5. Slip Road	4. Give way or Uncontrolled	3. A	45	0. None within 50m	1. Fine (without high wind)
11/10/2022	NNC69322	487955	265770	3. Slight	1. Dry	1. Daylight	1	08:00:00	2	3. A	45	3. Dual 2 lanes	70	0. Not within 20m of junction	Not applicable	Not applicable		0. None within 50m	1. Fine (without high wind)
21/01/2023	NN02523	488141	265832	3. Slight	1. Dry	1. Daylight	1	10:50:00	4	3. A	45	3. Dual 2 lanes	70	1. Roundabout	2. Automatic traffic signal	3. A	509	0. None within 50m	1. Fine (without high wind)
12/03/2023	NN10923	487983	265801	3. Slight	1. Dry	1. Daylight	1	15:44:00	1	3. A	45	3. Dual 2 lanes	70	1. Roundabout	2. Automatic traffic signal	3. A	509	5. Ped. phase at traffic signal junction	1. Fine (without high wind)
03/05/2024	NN16124	487982	265883	3. Slight	2. Wet/Damp	1. Daylight	2	17:05:00	2	3. A	45	1. Roundabout	30	Not coded	4. Give way or Uncontrolled	3. A	509	0. None within 50m	1. Fine (without high wind)
13/05/2024	NN14424	487861	265680	3. Slight	1. Dry	1. Daylight	1	16:30:00	3	3. A	45	3. Dual 2 lanes	60	0. Not within 20m of junction	Not applicable	Not applicable		0. None within 50m	1. Fine (without high wind)
03/05/2024	NN13324	487866	265692	5. Very serious	2. Wet/Damp	1. Daylight	3	15:00:00	2	3. A	45	3. Dual 2 lanes	70	0. Not within 20m of junction	Not applicable	Not applicable		0. None within 50m	2. Raining (without high wind)
23/05/2022	NNC32122	486891	268586	2. Serious	2. Wet/Damp	4. Darkness: street lights present and lit	1	02:15:00	2	5. C	146	6. Single carriageway	60	1. Roundabout	4. Give way or Uncontrolled	3. A	509	0. None within 50m	2. Raining (without high wind)
21/06/2020	W035120	486476	267347	2. Serious	1. Dry	1. Daylight	1	15:50:00	2	3. A	509	6. Single carriageway	60	0. Not within 20m of junction	Not applicable	Not applicable		0. None within 50m	1. Fine (without high wind)
11/10/2020	W067220	486758	266843	2. Serious	1. Dry	1. Daylight	2	09:50:00	2	3. A	509	6. Single carriageway	60	0. Not within 20m of junction	Not applicable	Not applicable		0. None within 50m	1. Fine (without high wind)
23/04/2021	NNC18821	487604	275752	2. Serious	1. Dry	1. Daylight	1	12:25:00	1	3. A	509	3. Dual 2 lanes	40	1. Roundabout	4. Give way or Uncontrolled	3. A	509	0. None within 50m	1. Fine (without high wind)
04/06/2021	NNC24721	488307	272045	2. Serious	2. Wet/Damp	1. Daylight	2	14:02:00	2	3. A	509	6. Single carriageway	60	3. T & Stag Jct	4. Give way or Uncontrolled	3. A	509	0. None within 50m	2. Raining (without high wind)
09/06/2021	NNC26821	488030	265912	2. Serious	1. Dry	1. Daylight	1	17:45:00	2	3. A	509	3. Dual 2 lanes	50	1. Roundabout	2. Automatic traffic signal	3. A	45	0. None within 50m	8. Other
20/08/2021	NNC32721	488189	271358	2. Serious	1. Dry	1. Daylight	1	16:00:00	2	3. A	509	6. Single carriageway	60	0. Not within 20m of junction	Not applicable	Not applicable		0. None within 50m	1. Fine (without high wind)
11/09/2021	NNC34621	486743	266862	2. Serious	1. Dry	5. Darkness: street lights present but unlit	1	23:15:00	1	3. A	509	6. Single carriageway	60	1. Roundabout	4. Give way or Uncontrolled	6. Unclassified		0. None within 50m	1. Fine (without high wind)
06/11/2021	NNC60721	487590	275723	2. Serious	2. Wet/Damp	1. Daylight	1	07:30:00	2	3. A	509	1. Roundabout	30	1. Roundabout	4. Give way or Uncontrolled	3. A	14	0. None within 50m	1. Fine (without high wind)
24/03/2022	NNC17722	488487	273812	2. Serious	1. Dry	1. Daylight	1	09:25:00	2	3. A	509	6. Single carriageway	30	8. Pri Drive	4. Give way or Uncontrolled	6. Unclassified		0. None within 50m	1. Fine (without high wind)
20/07/2022	NNC47522	487990	270870	2. Serious	1. Dry	1. Daylight	2	12:20:00	2	6. Unclassified	509	6. Single carriageway	60	6. Crossroads	4. Give way or Uncontrolled	6. Unclassified	6009	0. None within 50m	1. Fine (without high wind)
27/07/2022	NNC48322	487980	265929	2. Serious	1. Dry	1. Daylight	1	07:44:00	2	3. A	509	3. Dual 2 lanes	50	1. Roundabout	2. Automatic traffic signal	3. A	45	0. None within 50m	1. Fine (without high wind)
21/08/2022	NNC54522	488682	272709	2. Serious	1. Dry	6. Darkness: no street lighting	1	23:43:00	1	3. A	509	6. Single carriageway	60	3. T & Stag Jct	4. Give way or Uncontrolled	5. C	4	0. None within 50m	1. Fine (without high wind)
24/09/2022	NNC63222	486911	268623	2. Serious	1. Dry	1. Daylight	1	11:25:00	2	3. A	509	6. Single carriageway	60	1. Roundabout	4. Give way or Uncontrolled	5. C	146	0. None within 50m	1. Fine (without high wind)
10/03/2020	K029020	487682	275571	3. Slight	2. Wet/Damp	1. Daylight	1	09:15:00	2	3. A	509	6. Single carriageway	40	0. Not within 20m of junction	Not applicable	Not applicable		0. None within 50m	1. Fine (without high wind)
14/05/2020	W031120	486908	268623	3. Slight	1. Dry	1. Daylight	1	16:40:00	2	3. A	509	1. Roundabout	40	1. Roundabout	4. Give way or Uncontrolled	3. A	509	0. None within 50m	1. Fine (without high wind)
22/07/2020	W047320	488175	271321	3. Slight	1. Dry	1. Daylight	1	18:00:00	2	3. A	509	6. Single carriageway	60	0. Not within 20m of junction	. Not applicable	. Not applicable		0. None within 50m	1. Fine (without high wind)
11/08/2020	W052020	487355	266614	3. Slight	1. Dry	1. Daylight	1	16:15:00	2	3. A	509	1. Roundabout	30	1. Roundabout	4. Give way or Uncontrolled	3. A	509	0. None within 50m	1. Fine (without high wind)
22/12/2020	W092320	487352	266622	3. Slight	2. Wet/Damp	4. Darkness: street lights present and lit	1	17:15:00	2	3. A	509	1. Roundabout	30	1. Roundabout	4. Give way or Uncontrolled	3. A	4500	0. None within 50m	1. Fine (without high wind)
10/02/2021	NNC02721	488251	271629	3. Slight	4. Frost/Ice	1. Daylight	3	09:00:00	3	3. A	509	6. Single carriageway	60	3. T & Stag Jct	4. Give way or Uncontrolled	3. A	509	0. None within 50m	8. Other
08/07/2021	NNC27921	487819	269632	3. Slight	1. Dry	1. Daylight	1	08:40:00	2	3. A	509	6. Single carriageway	40	0. Not within 20m of junction	Not applicable	Not applicable		0. None within 50m	1. Fine (without high wind)
16/07/2021	NNC28521	488178	269940	3. Slight	1. Dry	1. Daylight	3	08:20:00	3	3. A	509	3. Dual 2 lanes	60	0. Not within 20m of junction	Not applicable	Not applicable		0. None within 50m	1. Fine (without high wind)
17/12/2021	NNC72421	488009	274790	3. Slight	1. Dry	1. Daylight	1	10:20:00	3	3. A	509	6. Single carriageway	60	0. Not within 20m of junction	Not applicable	Not applicable		0. None within 50m	1. Fine (without high wind)
27/01/2022	NNC03722	488243	269740	3. Slight	1. Dry	1. Daylight	1	16:00:00	2	3. A	509	1. Roundabout	60	1. Roundabout	4. Give way or Uncontrolled	3. A	510	0. None within 50m	1. Fine (without high wind)
29/04/2022	NNC25122	488241	269738	3. Slight	1. Dry	1. Daylight	1	16:00:00	2	3. A	509	6. Single carriageway	40	1. Roundabout	4. Give way or Uncontrolled	5. C	6817	0. None within 50m	1. Fine (without high wind)
19/05/2022	NNC31622	486904	268633	3. Slight	1. Dry	1. Daylight	1	06:10:00	2	3. A	509	6. Single carriageway	60	1. Roundabout	4. Give way or Uncontrolled	5. C	146	0. None within 50m	1. Fine (without high wind)
28/07/2022	NNC48522	486641	266944	3. Slight	1. Dry	1. Daylight	1	18:15:00	1	3. A	509	3. Dual 2 lanes	50	1. Roundabout	4. Give way or Uncontrolled	6. Unclassified		0. None within 50m	1. Fine (without high wind)
18/08/2022	NNC53422	488363	274134	3. Slight	1. Dry	1. Daylight	3	17:30:00	2	3. A	509	6. Single carriageway	30	0. Not within 20m of junction	Not applicable	Not applicable		4. Pelican, puffin, toucan etc	1. Fine (without high wind)
11/09/2022	NNC63322	488636	272907	3. Slight	2. Wet/Damp	6. Darkness: no street lighting	1	01:30:00	2	3. A	509	6. Single carriageway	60	0. Not within 20m of junction	Not applicable	Not applicable		0. None within 50m	2. Raining (without high wind)
12/09/2022	NNC62622	487990	270848	3. Slight	1. Dry	1. Daylight	1	08:35:00	2	3. A	509	6. Single carriageway	60	0. Not within 20m of junction	Not applicable	Not applicable		0. None within 50m	1. Fine (without high wind)
15/09/2022	NNC61722	486871	268578	3. Slight	1. Dry	1. Daylight	1	12:20:00	2	3. A	509	6. Single carriageway	50	1. Roundabout	4. Give way or Uncontrolled	5. C	146	0. None within 50m	1. Fine (without high wind)
09/10/2022	NNC68022	488068	271125	3. Slight	1. Dry	1. Daylight	1	15:00:00	2	3. A	509	6. Single carriageway	60	0. Not within 20m of junction	. Not applicable	. Not applicable		0. None within 50m	1. Fine (without high wind)
30/10/2022	NNC67722	486861	268591	3. Slight	2. Wet/Damp	1. Daylight	1	13:50:00	2	3. A	509	6. Single carriageway	50	1. Roundabout	4. Give way or Uncontrolled	5. C	146	0. None within 50m	2. Raining (without high wind)
16/12/2022	NNC84422	487651	275588	3. Slight	2. Wet/Damp	1. Daylight	1	13:49:00	2	3. A	509	6. Single carriageway	40	1. Roundabout	4. Give way or Uncontrolled	5. C	96	0. None within 50m	1. Fine (without high wind)
12/01/2023	NN01023	488574	273273	3. Slight	2. Wet/Damp	6. Darkness: no street lighting	2	07:39:00	2	3. A	509	6. Single carriageway	60	0. Not within 20m of junction	. Not applicable	. Not applicable		0. None within 50m	8. Other
15/03/2023	NN09123	487364	266648	3. Slight	4. Frost/Ice	1. Daylight	1	06:38:00	2	3. A	509	1. Roundabout	40	1. Roundabout	4. Give way or Uncontrolled	3. A	5128	0. None within 50m	8. Other
20/04/2023	NN14023	488671	272760	3. Slight	1. Dry	1. Daylight	5	11:40:00	3	3. A	509	6. Single carriageway	60	0. Not within 20m of junction	Not applicable	Not applicable		0. None within 50m	1. Fine (without high wind)
21/05/2023	NN18823	487354	266627	3. Slight	1. Dry	1. Daylight	1	13:45:00	2	3. A	509	1. Roundabout	30	1. Roundabout	4. Give way or Uncontrolled	3. A	4500	0. None within 50m	1. Fine (without high wind)
13/06/2023	NN23923	487488	266567	3. Slight	1. Dry	1. Daylight	2	14:15:00	2	3. A	509	3. Dual 2 lanes	70	1. Roundabout	4. Give way or Uncontrolled	3. A	5128	0. None within 50m	1. Fine (without high wind)
29/07/2023	NN25923	488491	273743	3. Slight	1. Dry	1. Daylight	2	13:12:00	3	3. A	509	6. Single carriageway	30	0. Not within 20m of junction	Not applicable	Not applicable		0. None within 50m	1. Fine (without high wind)
06/08/2023	NN28723	487591	275621	3. Slight	1. Dry	1. Daylight	1	12:20:00	2	3. A	509	6. Single carriageway	60	1. Roundabout	4. Give way or Uncontrolled	3. A	14	0. None within 50m	1. Fine (without high wind)
15/09/2023	NN33423	487646	275593	3. Slight	1. Dry	1. Daylight	1	07:33:00	2	3. A	509	3. Dual 2 lanes	50	1. Roundabout	4. Give way or Uncontrolled	3. A	14	0. None within 50m	1. Fine (without high wind)
20/11/2023	NN41323	486910	268617	3. Slight	2. Wet/Damp	7. Darkness: street lighting unknown	1	06:30:00	2	3. A	509	1. Roundabout	60	1. Roundabout	4. Give way or Uncontrolled	5. C	146	8. Central reservation	2. Raining (without high wind)
15/12/2023	NN45223	488214	269819	3. Slight	1. Dry	4. Darkness: street lights present and lit	1	17:20:00	1	3. A	509	6. Single carriageway	60	1. Roundabout	4. Give way or Uncontrolled	3. A	5193	0. None within 50m	1. Fine (without high wind)
27/03/2024	NN09424	487995	274821	3. Slight	1. Dry	1. Daylight	1	17:35:00	2	3. A	509	3. Dual 2 lanes	50	19. Other junction	4. Give way or Uncontrolled	6. Unclassified		0. None within 50m	1. Fine (without high wind)
21/05/2024	NN15524	487353	266650	3. Slight	1. Dry	1. Daylight	1	08:10:00	2	3. A	509	3. Dual 2 lanes	30	. Not coded	4. Give way or Uncontrolled	3. A	5128	8. Central reservation	1. Fine (without high wind)
06/06/2024	NN17324	487256	266692	3. Slight	1. Dry	1. Daylight	2	09:02:00	2	3. A	509	3. Dual 2 lanes	40	0. Not within 20m of junction	Not applicable	Not applicable		0. None within 50m	1. Fine (without high wind)
24/07/2024	NN24324	488680	272736	3. Slight	1. Dry	1. Daylight	2	14:50:00	2	3. A	509	6. Single carriageway	60	13. T or staggered junction	4. Give way or Uncontrolled	5. C	4	0. None within 50m	1. Fine (without high wind)
07/08/2024	NN25824	488253	271633	3. Slight	2. Wet/Damp	1. Daylight	1	15:45:00	3	3. A	509	6. Single carriageway	60	13. T or staggered junction	4. Give way or Uncontrolled	3. A	509	0. None within 50m	2. Raining (without high wind)
16/08/2024	NN26524	488096	270227	3. Slight	1. Dry	1. Daylight	3	17:00:00	2	3. A	509	6. Single carriageway	40	0. Not within 20m of junction	Not applicable	Not applicable		0. None within 50m	1. Fine (without high wind)
07/09/2024	NN29324	488566	273298	3. Slight	1. Dry	1. Daylight	1	15:00:00	3	3. A	509	6. Single carriageway	60	0. Not within 20m of junction	. Not applicable	. Not applicable		0. None within 50m	1. Fine (without high wind)
05/10/2024	NN38024	487450	275931	3. Slight	1. Dry	4. Darkness: street lights present and lit	1	23:15:00	2	3. A	509	1. Roundabout	40	Not coded	4. Give way or Uncontrolled	3. A	509	0. None within 50m	1. Fine (without high wind)
25/11/2024	NN42624	488279	271632	3. Slight	1. Dry	4. Darkness: street lights present and lit	1	17:15:00	2	3. A	509	Not Coded	60	0. Not within 20m of junction	Not applicable	Not applicable		0. None within 50m	8. Other
27/11/2024	NN43424	488072	274650	3. Slight	2. Wet/Damp	1. Daylight	4	08:35:00	2	3. A	509	6. Single carriageway	60	0. Not within 20m of junction	Not applicable	Not applicable		0. None within 50m	2. Raining (without high wind)
07/12/2024	NN44324	487990	270881	3. Slight	2. Wet/Damp	6. Darkness: no street lighting	1	18:20:00	2	3. A	509	6. Single carriageway	40	16. Crossroads	4. Give way or Uncontrolled	4. B	574	0. None within 50m	4. Fine (with high wind)
14/12/2024	NN45324	488466	273950	3. Slight	1. Dry	4. Darkness: street lights present and lit	1	21:48:00	2	3. A	509	6. Single carriageway	30	13. T or staggered junction	4. Give way or Uncontrolled	6. Unclassified		0. None within 50m	1. Fine (without high wind)
03/10/2024	NN34624	488686	272730	6. Moderately serious	1. Dry	6. Darkness: no street lighting	1	19:55:00	2	3. A	509	6. Single carriageway	60	13. T or staggered junction	4. Give way or Uncontrolled	6. Unclassified	FINE	0. None within 50m	1. Fine (without high wind)
28/05/2024	NN15824	488241	274352	7. Less serious	2. Wet/Damp	1. Daylight	2	19:25:00	2	3. A	509	6. Single carriageway	30	13. T or staggered junction	4. Give way or Uncontrolled	5. C	80	4. Pelican, puffin, toucan etc	1. Fine (without high wind)
30/07/2020	W048420	487363	266646	2. Serious	1. Dry	1. Daylight	1	08:25:00	2	3. A	5128	1. Roundabout	30	1. Roundabout	4. Give way or Uncontrolled	3. A	509	0. None within 50m	1. Fine (without high wind)
11/05/2022	NNC30922	487411	266655	3. Slight	2. Wet/Damp	1. Daylight	1	13:55:00	1	3. A	5128	6. Single carriageway	30	1. Roundabout	4. Give way or Uncontrolled	3. A	509	0. None within 50m	5. Raining (with high wind)
15/06/2022	NNC38722	487405	266656	3. Slight	1. Dry	1. Daylight	2	18:25:00	2	3. A	5128	6. Single carriageway	30	1. Roundabout	4. Give way or Uncontrolled	3. A	509	0. None within 50m	1. Fine (without high wind)

Police ref	Location	Acc desc	Day	Cf1	Vcu1	Vcuref1	Conf1	Cf2	Vcu2	Vcuref2	Conf2
NN42623	C4 FINEDON STATION ROAD T JUNCTION WITH A509, SOUTH OF ISHAM, BURTON LATIMER	V2 WAS WAITING TO JOIN A509, AND HAD STALLED THE CAR. AS THEY SORTED IT OUT AND WAS CREEPING TO COME ONTO THE A509 MAKING SURE IT WAS SAFE. V1 BEHIND V2 HAD CRASHED INTO THE REAR OF V2 PUSHING THEM OUT OF THE JUNCTION. V2 MANAGED TO SWERVE THE CAR AND	5. Thursday	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NNC72321	A14 J9 EASTBOUND EXIT AT THE RBT WITH A509	V2 IS SAT AT THE JNCTION WHEN V1 COLLIDES WITH THE BACK OF IT. DIVER OF V1 CHECKS IF V2 IS OK AND ARRANGES TO PULL OFF AND EXCHANGE DETAILS BUT THEN DRIVES OFF	4. Wednesday	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NNC33622	A14, JUNCTION WITH THE A509, KETTERING	V2 AND V3 ARE ADJACENT WAITING TO JOIN THE ROUNDABOUT. V1 IS BEHIND V3 AND FRU STARTS TO OVERTAKE. V1 HITS V2 WHILE V2 IS STILL STATIONARY	3. Tuesday	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NN01923	A14 JUNCTION 9 SLIP ROAD (WESTBOUND), KETTERING	V1 HIT A PATCH OF ICE CAUSING BIKE TO LOOSE GRIP AND CRASH INTO SIDE BARRIER.	3. Tuesday	410. Loss of control	V. Vehicle	1	B. Possible	. Not coded	. Not Coded		. Not Coded
NN26123	A14 EASTBOUND JUST PASSED THE J9 ONSLIP, KETTERING	V1 OVERTAKES V2 BUT PULLS IN TOO EARLY. TRAILER OF V1 HITS OFFSIDE OF V2 CAUSING V2 TO LEAVE THE CARRIAGEWAY AND OVERTURN. V1 FAILS TO STOP	5. Thursday	405. Failed to look properly	V. Vehicle	1	A. Very likely	. Not coded	. Not Coded		. Not Coded
NN32724	A14 EASTBOUND JUST PASSED THE J9 ON SLIP	V1 (LHD) MOVES FROM LANE 1 INTO LANE 2 BUT DOESN'T SEE V2 IN LANE 2. V1 HITS V2 CAUSING V2 TO SPIN AND HIT CENTRAL BARRIER	4. Wednesday	V4. Driver/Rider view obscured by blind spot	V. Vehicle	1	A. Very likely	. Not coded	. Not Coded		. Not Coded
NN04325	A14/A509 ROUNDABOUT, KETTERING (WHERE A509 FROM WELLINGBOROUGH JOINS ROUNDABOUT)	V2 HAD STOPPED AT GIVE WAY JUST BEFORE JOINING THE ROUNDABOUT WHEN V1 APPROACHED FROM BEHIND AND COLLIDED WITH REAR OF V2	5. Thursday	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
W018720	A45 WILBY WAY ROUNDABOUT & A45 NENE VALLEY WAY, WELLINGBOROUGH	V1 IN LANE 2 ON R/ABOUT CHANGES LANE TO THE LEFT AND COLLIDES WITH O/S OF V2 IN LANE 1, V2 SPINS AND COMES TO REST IN LANE 2 AND HALF ON CENTRAL RESERVATION	3. Tuesday	710. Vehicle blind spot	V. Vehicle	1	A. Very likely	406. Failed to judge other persons path or speed	V. Vehicle	2	A. Very likely
W060820	A45 NENE VALLEY WAY WEST BOUND FROM A45 WILBY WAY ROUNDABOUT GREAT DODDINGTON	BOTH VEHICLES W/BOUND AND JOINING THE A45 FROM THE ROUNDABOUT, V1 OVERTAKING A MOVING VEHICLE CLIPPED THE O/SIDE OF V2, V1 SPUN AND LEFT THE C/WAY TO THE O/SIDE, ONTO CENTRAL RESERVATION & REBOUNDED	4. Wednesday	602. Careless/Reckless/In a hurry	V. Vehicle	1	A. Very likely	Not coded	Not Coded		Not Coded
NNC20621	A45 NENE VALLEY WAY & A509 WILBY WAY ROUNDABOUT, GREAT DODDINGTON	V1 E/BOUND APPROACHING QUEUING TRAFFIC COLLIDED WITH R/OF V2, V3 FOLLOWING V1 FAILED TO STOP IN TIME AND COLLIDED WITH R/OF V1	3. Tuesday	602. Careless/Reckless/In a hurry	V. Vehicle	1	A. Very likely	509. Distraction in vehicle	V. Vehicle	1	B. Possible
NNC25721	A45 NENE VALLEY WAY EAST BOUND, WELLINGBOROUGH	V1 IN LANE 1 MOVED TO THE RIGHT AND COLLIDED WITH R/OF V2 IN LANE 2 CAUSING V2 TO SKID AND OVERTURN	4. Wednesday	405. Failed to look properly	V. Vehicle	1	A. Very likely	Not coded	Not Coded		Not Coded
NNC36521	A45 EAST BOUND, 300 MTS BEFORE WILBY WAY ROUNDABOUT, GREAT DODDINGTON	V1 F/R/UNKNOWN HAS ACCIDENTLY BRAKED HARD CAUSING V2 TO COLLIDE WITH R/OF V1	5. Thursday	503. Fatigue	V. Vehicle	1	A. Very likely	408. Sudden braking	V. Vehicle	1	A. Very likely
NNC61821	A45 EAST BOUND, GREAT DODDINGTON.	V1 E/BOUND.F/R/UNKNOWN V1 COLLIDED WITH R/OF V2.	4. Wednesday	308. Following too close	V. Vehicle	1	B. Possible	. Not coded	. Not Coded		. Not Coded
NNC69222	HIGHLAND ROAD, A45, SLIP ROAD AT THE WILBY WAY ROUNDABOUT, WELLINGBOROUGH	V1 COMES TO A STOP ON THE SLIP ROAD AS THEY INTEND TO CHANGE LANES. V2 BEHIND ALSO STOPS, SAME WITH V3 BEHIND V2. V4 AT THE BACK HITS V3 AT SPEED AND FALLS OF THEIR BIKE	1. Sunday	403. Poor turn or manoeuvre	V. Vehicle	1	A. Very likely	Not coded	Not Coded		Not Coded
NNC69322	EXIT OF WILBY WAY ROUNDABOUT, A45 AS THE FILTER LANE MERGES ONTO THE CARRIAGEWAY	V2 SLOWS AS THEY CAN'T JOIN THE MAIN ROAD, V1 DOESN'T SEE AND HITS THE REAR OF V2	3. Tuesday	602. Careless/Reckless/In a hurry	V. Vehicle	1	A. Very likely	701. Stationary or parked vehicle	V. Vehicle	1	A. Very likely
NN02523	A45 APPROACH TO WILBY WAY ROUNDABOUT (WESTBOUND), WELLINGBOROUGH	V1 BRAKES FAILED ON APPROACH TO ROUNDABOUT & TRIED TO STEER INTO THE GAP BETWEEN THE LINES, BUT HIT V2, V3 & V4, COMING TO A STOP AT THE JUNCTION	7. Saturday	203. Defective brakes	V. Vehicle	1	B. Possible	204. Defective steering or suspension	V. Vehicle	1	B. Possible
NN10923	A45 30M FROM EXIT FROM WILBY RBT WITH A509, WELLINGBOROUGH	V1 LOOSES CONTROL ON EXIT FROM RBT ON LEFT BEND & RIDER & BIKE FELL & HIT THE BARRIER & REBOUNDED BACK INTO THE CARRIAGEWAY. SUSPECTED RIDER LENT TOO FAR OVER	1. Sunday	410. Loss of control	V. Vehicle	1	A. Very likely	Not coded	Not Coded		Not Coded
NN16124	A4500 RBT WITH A509 PARK FARM WAY, WILBY RBT, WELLINGBOROUGH	V1 FRU COLLIDES WITH V2'S O/S ON RBT NEAR EXIT	6. Friday	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NN14424	A45 APPROACH TO WILBY WAY RBT 1.5KM SW, WELLINGBOROUGH	V3 HAS BEEN APPROACHING THE RBT AND HAS COME TO A STOP DUE TO THE TRAFFIC. V2 HAS ALSO COME TO A STOP BEHIND AND V1 FRU HAS COLLIDED WITH V2, WHICH HAS SHUNTED IT FORWARD, HITTING V3. V2 THEN BECOMES WEDGED BETWEEN V1 AND V3	2. Monday	D7. Distraction to driver/rider from inside/outside or on vehicle	V. Vehicle	1	A. Very likely	Not coded	Not Coded		Not Coded
NN13324	A43, NO EXACT LOCATION, WELLINGBOROUGH	V1 HAS AQUAPLANED RESULTING IN IT COLLIDING WITH V2. V2 HAS SPAN ROUND AND COLLIDED WITH CENTRAL RESERVATION WHILE V1 HAS ENDED UP OFF ROAD IN N/S BUSHES	6. Friday	R2. Road surface was slippery due to weather	V. Vehicle	1	A. Very likely	S2. Driver/rider travelling too fast for conditions (including loss of control	V. Vehicle	1	A. Very likely
NNC32122	SYWELL ROAD, C146, ROUNDABOUT WITH A509	V1 COMES OFF ROUNDABOUT AND SEES V2 APPROACHING HEAD ON. V1 TAKES EVASIVE ACTION AND HITS V2	2. Monday	903. Emergency vehicle on call	V. Vehicle	2	A. Very likely	602. Careless/Reckless/In a hurry	V. Vehicle	1	B. Possible
W035120	A509 PARK FARM WAY, WELLINGBOROUGH APPROXIMATELY 160 SOUTH OF RUTHERFORD DRIVE ROUNDABOUT	V1 TRAVELLING SOUTH IS REPORTED TO HAVE BEEN RIDING DANGEROUSLY LOSES CONTROL AND RIDER COMES OFF. RIDER COLLIDES WITH V2 TIDD	1. Sunday	601. Aggressive driving	V. Vehicle	1	A. Very likely	306. Exceeding speed limit	V. Vehicle	1	A. Very likely
W067220	A509 PARK FARM WAY WELLINGBOROUGH	V1 N/BOUND LOSES CONTROL OF VEHICLE AND SWERVES ACROSS THE C/WAY COLLIDING WITH O/SIDE OF V2 TRAVELLING IN OPPOSITE DIRECTION, V1 THEN SPINS BEFORE STOPPING ON O/SIDE GRASS VERGE FACING OPPOSTE DIRECTION OF TRAVEL	1. Sunday	602. Careless/Reckless/In a hurry	V. Vehicle	1	B. Possible	204. Defective steering or suspension	V. Vehicle	1	B. Possible
NNC18821	A509 PYTCHLEY RD & A509 PYTCHLEY RD ROUNDABOUT, KETTERING.	V1 N/BOUND COLLIDED WITH CENTRAL BARRIER WHEN LEAVING ROUNDABOUT	6. Friday	607. Inexperience with type of vehicle	V. Vehicle	1	A. Very likely	. Not coded	. Not Coded		. Not Coded
NNC24721	A509 KETTERING RD AT JUNCTION OF A509 HILLSIDE, NORTH OF GREAT HARROWDEN	V1 EXITED FROM HILLSIDE JUNCTION TURNING LEFT ONTO A509 AND INTO THE PATH OF V1 N/BOUND	6. Friday	406. Failed to judge other persons path or speed	V. Vehicle	1	A. Very likely	Not coded	Not Coded		Not Coded
NNC26821	A509 WILBY WAY & A45 NENE VALLEY WAY ROUNDABOUT, WELLINGBOROUGH	V1 COLLIDED WITH F/OF V2 ON ROUNDABOUT	4. Wednesday	403. Poor turn or manoeuvre	V. Vehicle	1	B. Possible	602. Careless/Reckless/In a hurry	V. Vehicle	2	B. Possible
NNC32721	A509 KETTERING RD, LITTLE HARROWDEN	F/R/UNKOWN V1 N/BOUND CROSSED CENTRAL WHITE LINE AND COLLIDED HEAD ON WITH V2 S/BOUND	6. Friday	602. Careless/Reckless/In a hurry	V. Vehicle	1	A. Very likely	Not coded	Not Coded		Not Coded
NNC34621	A509 PARK FARM WAY & U A NEW ROUNDABOUT ACCESS ROAD, WELLINGBOROUGH	V1 S/E BOUND AND OVERTAKING AN UNKNOWN VEHICLE COLLIDED WITH A KERB AND OVERTURNED	7. Saturday	501. Impaired by alcohol	V. Vehicle	1	A. Very likely	306. Exceeding speed limit	V. Vehicle	1	B. Possible
NNC60721	A509 KETTERING RD ROUNDABOUT & A14 JUNCTION 9 E/BOUND SLIP ROAD, KETTERING	V2 N/BOUND ON A509 RBT, RIDER OF V2 BELIEVING DRIVER OF E/BOUND V1 WAS NOT GOING TO STOP FELL OFF V2, V2 SLID ON C/WAY AND COLLIDED WITH O/SIDE OF V1	7. Saturday	602. Careless/Reckless/In a hurry	V. Vehicle	1	B. Possible	Not coded	Not Coded		Not Coded
NNC17722	A509 THROUGH ISHAM AT THE EXIT OF THE PETROL STATION	V2 TGRAVELLING SLOWLY NORTH WHEN V1 PULLS OUT OF GARAGE AND COLLIDES WITH V2	5. Thursday	406. Failed to judge other persons path or speed	V. Vehicle	1	A. Very likely	405. Failed to look properly	V. Vehicle	1	A. Very likely
NNC47522	WELLINGBOROUGH ROAD, A509, JUNCTION WITH THE SLIPS, A6009, GREAT HARROWDEN	V1 HAS PULLED ONTO THE MAIN ROAD INTO THE PATH OF V2. AFTER COLLIDING, V1 SWERVES OFF THE ROAD	4. Wednesday	406. Failed to judge other persons path or speed	V. Vehicle	1	A. Very likely	405. Failed to look properly	V. Vehicle	1	A. Very likely
NNC48322	WILBY WAY, A509, JUNCTION WITH A45, WELLINGBOROUGH	V1 FAILS TO SLOW FOR THE TRAFFIC AHEAD HITTING V2	4. Wednesday	308. Following too close	V. Vehicle	1	A. Very likely	406. Failed to judge other persons path or speed	V. Vehicle	1	A. Very likely
NNC54522	A509 NORTHBOUND JUST BEFORE THE JUNCTION WITH C4 FINEDON STATION ROAD, ISHAM	V1 HEADING NORTH FRU LOSES CONTROL AND LEAVES THE ROAD TO THE NEARSIDE WHERE IT HITS A ROAD SIGN, GOES THROUGH A HEDGE, ROLLS AND AND ENDS UP IN A FIELD	1. Sunday	410. Loss of control	V. Vehicle	1	A. Very likely	602. Careless/Reckless/In a hurry	V. Vehicle	1	A. Very likely
NNC63222	NIORT WAY, A509, ROUNDABOUT WITH SYWELL ROAD, C146, WELLINGBOROUGH	V1 ENTERS THE ROUNDABOUT AND FAILS TO SEE V2 ALREADY AHEAD. V1 CLIPS V2	7. Saturday	406. Failed to judge other persons path or speed	V. Vehicle	1	A. Very likely	405. Failed to look properly	V. Vehicle	1	A. Very likely
K029020	A509 SOUTH OF A14 ROUNDABOUT WHERE THE A14 FILTERS ROUND ONTO A509	V2 HAS LEFT ROUNDABOUT TO HEAD SOUTH, V1 FILTERS ROUND FROM A14 AND HITS V2	3. Tuesday	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
W031120	A509 PARK FARM WAY ROUNDABOUT WITH SYWELL ROAD, WELLINGBOROUGH	V2 HEADING EAST IS HIT FROM BEHIND BY V1 ENTERING ROUNDABOUT TRAVELLING SOUTH. V1 FTS	5. Thursday	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
W047320	A509 KETTERING RD GREAT HARROWDEN.	V1 AMBULANCE ON CALL N/BOUND, V1 COLLIDED WITH REAR OF V2 N/BOUND WHEN V2 SLOWED TO A STOP.	4. Wednesday	903. Emergency vehicle on call	V. Vehicle	1	A. Very likely	404. Failed to signal/Misleading signal	V. Vehicle	2	B. Possible
W052020	A509 PARK FARM WAY ROUNDABOUT & A509 PARK FARM WAY WILBY	V1 IN LANE1 ON ROUNDABOUT COLLIDED WITH R/N/SIDE OF V2 AS V2 WAS LEAVING THE ROUNDABOUT ONTO A509	3. Tuesday	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
W092320	A509 WILBY WAY RBT WITH A4500 NORTHAMPTON ROAD, WELLINGBOROUGH	V2 IN LANE 2 ON RBT GOING EAST TO WEST. V1 ENTERS RBT FROM WILBY LOOKING TO GO STRAIGHT OVER TO WELLINGBOROUGH. V2 COLLIDES WITH V1 AS IT WENT TO GO ONTO THE A509	3. Tuesday	405. Failed to look properly	V. Vehicle	2	B. Possible	710. Vehicle blind spot	V. Vehicle	2	B. Possible
NNC02721	A509 NORTH OF GREAT HARROWDEN AT THE J/W HILLSIDE	V2 (NORTHBOUND) SLOWS AND INDICATES TO TURN RIGHT, V1 BREAKS BUT SLIDES ON ROAD SURFACE, V1 TAKES EVASIVE ACTION BUT THE REAR OF TRAILER CLIPS V2 CUASING V2 TO SPIN AND MOUNT VERGE. V1 CONTINUES AND HITS A TREE. V3 HEADING SOUTH COLLIDES WITH TRAILER	4. Wednesday	707. Rain, sleet, snow, or fog	V. Vehicle	1	A. Very likely	406. Failed to judge other persons path or speed	V. Vehicle	1	A. Very likely
NNC27921	A509 NIORT WAY WELLINGBOROUGH	V1 E/BOUND F.R.UNKNOWN HAS DRIFTED ACROSS THE C/WAY AND COLLIDED HEAD ON WITH V2 W/BOUND	5. Thursday	502. Impaired by drugs (illicit or medicinal)	V. Vehicle	1	A. Very likely	Not coded	Not Coded		Not Coded
NNC28521	A509 HARROWDEN HILL - N/BOUND DUAL SECTION, WELLINGBOROUGH	V1 N/BOUND OVERTAKING V2 ON THE N/SIDE, O/S OF V1 COLLIDED WITH N/S OF V2, VS CROSSED C/WAY AND COLLIDED WITH F/OF V3 S/BOUND	6. Friday	405. Failed to look properly	V. Vehicle	1	A. Very likely	405. Failed to look properly	V. Vehicle	2	A. Very likely
NNC72421	A509 APPROX 500M NORTH OF STATION ROAD, ISHAM AT A SET OF LIGHTS IN THE ROADWORKS	V3 COMES TO A STOP IN A QUEUE AT THE LIGHTS, AS DOES V2. V1 FTS IN TIME AND GOES INTO THE RAR OF V2 IN TURN V2 HITS V3	6. Friday	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NNC03722	A509 NIORT WAY AT THE RBT WITH A510 NORTHEN WAY, WELLINGBOROUGH	V2 HEADING EAST ON RBT IS STARTLED WHEN V1 (POLICE CAR) HEADING SOUTH ENTERS ROUNDABOUT. RIDER OF V2 FALLS OFF	5. Thursday	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded
NNC25122	A509 ROUNDABUIT WITH NIORT WAY, WELLINGBOROUGH	V2 IS ON ROUNDABOUT WHEN V1 PULLS OUT AND HITS V2. V2 FALLS OFF AND INTO THE ROAD	6. Friday	405. Failed to look properly	V. Vehicle	1	A. Very likely	706. Dazzling sun	V. Vehicle	1	A. Very likely
NNC31622	NIORT WAY, A509 ROUNDABOUT WITH SYWELL ROAD, C146, WELLINGBOROUGH	V1 DOESN'T SEE V2 ALREADY ON ROUNDABOUT WHEN ENTERING. V2 CAN'T STOP IN TIME AND HITS V1	5. Thursday	303. Disobeyed double white line	V. Vehicle	1	A. Very likely	Not coded	Not Coded		Not Coded
NNC48522	NEW ROUNDABOUT ON PARK FARM WAY, A509, WELLINGBOROUGH	V1 WENT STRAIGHT OVER AT THE NEW ROUNDABOUT, LOSING CONTROL AND OVERTURNING.	5. Thursday	401. Junction overshoot	V. Vehicle	1	A. Very likely	. Not coded	. Not Coded		. Not Coded
NNC53422	TRAFFIC LIGHTS ON KETTERING ROAD, A509, ISHAM	V2 BROKE HEAVILY FOR GREEN LIGHTS. V1 HITS THE REAR OF V2	5. Thursday	408. Sudden braking	V. Vehicle	1	A. Very likely	406. Failed to judge other persons path or speed	V. Vehicle	1	A. Very likely
NNC63322	KETTERING ROAD, A509, ROUGHLY 200M NORTH OF FINEDON STATION ROAD	V1 IS DOING A U-TURN ON THE MAIN ROAD AND IS HIT BY V2 TRAVELLING AHEAD	1. Sunday	501. Impaired by alcohol	V. Vehicle	1	A. Very likely	Not coded	Not Coded		Not Coded
NNC62622	WELLINGBOROUGH ROAD, A509, 30M ON FROM THE CROSSROADS, WELLINGBOROUGH	V1 ATTEMPTS AN OVERTAKE ON A SOLID WHITE LINE. CAN'T OVERTAKE IN TIME BEFORE HITTING CENTRAL ISLAND	2. Monday	602. Careless/Reckless/In a hurry	V. Vehicle	1	A. Very likely	303. Disobeyed double white line	V. Vehicle	1	A. Very likely
NNC61722	PARK FARM WAY, A509, ROUNDABOUT WITH SYWELL ROAD, C146, WELLINGBOROUGH	V2 WAS STATIONARY AT THE ROUNDABOUT. V1 MISTOOK A NUDGE FORWARDS FROM V2 AND STARTED TO ACCELERATE. V1 HIT THE REAR OF V2	5. Thursday	701. Stationary or parked vehicle	V. Vehicle	1	A. Very likely	Not coded	Not Coded		Not Coded
NNC68022	A509, 170M NORTH OF THE JUNCTION WITH ORLINGBURY ROAD, GREAT HARROWDEN	V2 BRAKES HEAVILY FOR EMERGENCY VEHICLE ON V1 HITS THE REAR OF V2	1. Sunday	308. Following too close	V. Vehicle	1	A. Very likely	903. Emergency vehicle on call	V. Vehicle	1	A. Very likely
NNC67722	PARK FARM WAY, A509, ROUNDABOUT WITH SYWELL ROAD, C146, WELLINGBOROUGH	V2 ENTERS THE ROUNDABOUT WHEN V1 APPROACHES QUICKLY FROM BEHIND, ATTEMPTS TO OVERTAKE AND KNOCKS V2 OFF THEIR BIKE	1. Sunday	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NNC84422	A509, ROUNDABOUT WITH ISHAM ROAD, C96, OVER THE A14, KETTERING	V1 BEHIND V2 MISTAKES V2 TO BE MOVING ONTO THE ROUNDABOUT, AND HITS THE REAR OF V2	6. Friday	602. Careless/Reckless/In a hurry	V. Vehicle	1	A. Very likely	505. Illness or disability, mental or physical	V. Vehicle	2	B. Possible
NN01023	A509 KETTERING ROAD, 596M SOUTHBOUND FROM ISHAM, KETTERING	V1 WAS DRIVING IN SLOW TRAFFIC, LOOKED DOWN TO CHANGE RADIO & DROVE INTO THE REAR OF V2 WHO HAD STOPPED DUE TO TRAFFIC BUILD UP.	5. Thursday	509. Distraction in vehicle	V. Vehicle	1	A. Very likely	. Not coded	. Not Coded		. Not Coded
NN09123	A509 PARK FARM WAY RBT WITH A5128 & A4500 & WILBY WAY, WELLINGBOROUGH	V1 FAILS TO GIVEWAY AT RBT & HITS V2 IN LANE 1 CAUSING V2'S RIDER TO FALL OFF	4. Wednesday	706. Dazzling sun	V. Vehicle	1	B. Possible	Not coded	Not Coded		Not Coded
NN14023	A509 WITHIN 25 OF T JUNCTION WITH FINEDON STATION ROAD, 1.1KM SOUTH FROM ISHAM	V1 GOING AROUND LEFT HAND BEND HAS NOT SEEN STATIONARY TRAFFIC BACKED UP DUE TO TEMPORARY TRAFFIC LIGHTS & HAS DRIVEN INTO THE REAR OF V2. THIS HAS SHUNTED V2 INTO V3	5. Thursday	602. Careless/Reckless/In a hurry	V. Vehicle	1	A. Very likely	510. Distraction outside vehicle	V. Vehicle	1	A. Very likely
NN18823	A509 WILBY WAY RBT WITH A4500 & A5128, IN THE PROXIMITY OF SAINSBURY'S, WILBY, WELLINGBOROUGH	V1 (LANE 1) ATTEMPTS TO CONTINUE ON RBT WHEN V2 (LANE 2) ATTEMPTS TO LEAVE RBT STRAIGHT AHEAD, CAUING THE VEHICLES TO COLLIDE	1. Sunday	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NN23923	A509 WILBY WAY RBT WITH A5128 WITH SAINSBURY'S, WELLINGBOROUGH	V1 TRIED TO MERGE INTO LANE 1 AFTER EXITING RBT BUT FAILS TO SEE V2 IN LANE 1. SNOW PLOUGH FITTED TO V1 HAS FLIPPED V2 ONTO ITS SIDE MECHANICALLY TRAPPING BOTH OCCUPANTS OF V2	3. Tuesday	405. Failed to look properly	V. Vehicle	1	B. Possible	710. Vehicle blind spot	V. Vehicle	1	A. Very likely
NN25923	A509 KETTERING ROAD, ISHAM OUTSIDE THE CAR GARAGE	V1 SOUTHBOUND IS DISTRATCED BY CARS IN GARAGE FAILS TO NOTICE THAT V2 HAS STOPPED DUE TO TRAFFIC. V2 THEN GETS PUSHED INTO V3	7. Saturday	602. Careless/Reckless/In a hurry	V. Vehicle	1	A. Very likely	510. Distraction outside vehicle	V. Vehicle	1	A. Very likely
NN28723	A509 ROUNDABOUT AT JUNCTION 9 OF THE A14, KETTERING	V2 IN OUTSIDE LANE IS CLIPPED BY V1 ATTEMPTING TO LEAVE ROUNDABOUT FROM INSIDE LANE. V1 HAS THEN FLIPPED & ROLLED	1. Sunday	406. Failed to judge other persons path or speed	V. Vehicle	1	A. Very likely	Not coded	Not Coded		Not Coded
NN33423	A509 APPROACH TO RBT OVER 14 JUNCTION 9, ISHAM TOWARDS KETTERING	V1 HAS DRIVEN INTO THE REAR OF V2 AT GIVEWAY LINES ONTO RBT	6. Friday	406. Failed to judge other persons path or speed	V. Vehicle	1	A. Very likely	Not coded	Not Coded		Not Coded
NN41323	A509 PARK FARM WAY RBT WITH C146 SYWELL ROAD, WELLINGBOROUGH	V2 HAS BEEN TURNING ON RBT & HAS MOVED TO COME OFF THE JUNCTION. V1 HAS THEN COME FROM BEHIND AND NOT SEEN V2 (CYCLIST) UNTIL THAT LAST MOMENT. HE HAD TRIED TO STOP AND APPLIED BREAKS BUT STILL COLLIDED	2. Monday	506. Not displaying lights at night or in poor visibility	V. Vehicle	1	B. Possible	407. Too close to cyclist, horse or pedestrian	V. Vehicle	1	A. Very likely
NN45223	A509 JUST AFTER RBT (NORTH) WITH A5193 & NIORT WAY, WELLINGBOROUGH	C1 HAS RUN ACROSS THE ROAD AND BEEN HIT BY V1 AS THEY LEFT THE RBT	6. Friday	705. Dazzling headlights	V. Vehicle	1	B. Possible	809. Pedestrian wearing dark clothing at night	C. Casualty	1	A. Very likely
NN09424	A509 KETTERING ROAD JUST NORTH FROM RBT AT SYMMETRY PARK, BETWEEN ISHAM & KETTERING	V2 (LANE 2) AND V1 (LANE 1) EXITED RBT. V2 WAS GOING AHEAD APPROACHING AN UNNOWN LORRY IN LANE TO OVERTAKE THEM WHEN V1 HAS PULLED OUT INTO LANE 2 CAUSING V2 TO TAKE EVASIVE ACTION CAUSING THEIR WHEELS TO SCARP THE CENTRAL RESERVATION. V1 FAILED TO STO	4. Wednesday	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NN15524	A509 WILBY WAY APPROACH TO RBT WITH A5128 NORTHAMPTON ROAD, WELLINGBOROUGH	V1 HAS FAILED TO BREAK SUFFICIENTLY AS IT HAS BEEN HEADING TOWARDS THE RBT. V1 HAS SUBSEQUENTLY DRIVEN INTO THE REAR OF V2 THAT WAS STATIONARY AT THE ROUNDABOUT	3. Tuesday	B8. Sudden braking or braking in a way unsuitable for conditions	V. Vehicle	1	A. Very likely	D7. Distraction to driver/rider from inside/outside or on vehicle	V. Vehicle	1	A. Very likely
NN17324	A509, 90M WEST FROM WILBY RBT WITH A4500, WELLINGBOROUGH	BOTH VEHICLES WERE TRAVELLING ON THE SAME SIDE OF THE DUAL CARRIAGE WAY WHEN V1 HAS TRIED TO DO A U-TURN IN THE ROAD AND HAS COLLIDED WITH V2	5. Thursday	B4. Ineffective observation by either the driver, rider or pedestrian	V. Vehicle	1	A. Very likely	Not coded	Not Coded		Not Coded
NN24324	A509 KETTERING ROAD NORT OF ISHAM AT THE J/W C4 FINEDON STATION ROAD	V2 HEADING NORTH WHEN V1 PULLS OUT IN FRONT OF IT	4. Wednesday	B4. Ineffective observation by either the driver, rider or pedestrian	V. Vehicle	1	A. Very likely	V4. Driver/Rider view obscured by blind spot	V. Vehicle	1	B. Possible
NN25824	A509 NORTHBOUND AT THE J/W GREAT HARRODEN SERVICE ROAD	V1 BRAKES SHARPLY TO TURN RIGHT, V2 RUNS INTO REAR OF V1 AND V3 INTO REAR OF V2	4. Wednesday	S4. Driver/rider being aggressive, dangerous or reckless	V. Vehicle	1	A. Very likely	S4. Driver/rider being aggressive, dangerous or reckless	V. Vehicle	2	B. Possible
NN26524	A509 WELLINGBOROUGH ROAD, GREAT HARROWDEN APPROX 500M NORTH OF NIORT WAY ROUNDABOUT	V1 HEADING SOUTH AT SPEED REALISES TOO LATE THE TRAFFIC IN FRONT IS QUEUING AND COLLIDES WITH REAR OF V2	6. Friday	S1. Driver/rider exceeding speed limit	V. Vehicle	1	B. Possible	Not coded	Not Coded		Not Coded
NN29324	A509 SOUTH OF ISHAM	V1 SOUTHBOUND DRIFTS TO OPPOSING LAND AND CLIPS V2 NORTHBOUND. WING MIRROR OF V1 HITS V3 NORTHBOUND	7. Saturday	D7. Distraction to driver/rider from inside/outside or on vehicle	V. Vehicle	1	A. Very likely	. Not coded	. Not Coded		. Not Coded
NN38024	A509 PYTCHLEY ROAD, KETTERING ON THE ROUNDABOUT FOR THE CINEMA JUST OFF OF THE A14	V2 GOING ROUND ROUNDABOUT WHEN V1 CLIPS KERB AND NEARSIDE OF V2 AS IT PASSES. V1 FAILS TO STOP BUT END UP IN A DITCH FURTHER UP THE ROAD	7. Saturday	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NN42624	A509 WELLINGBOROUGH ROAD, HILLTOP, HARROWDEN - FAR SOUTH END OF SERVICE ROAD (APPROX 25M FROM JN WITH MAIN C/W)	VEHICLES V2 AND V1 TRAVELLING N TO S DOWN SERVICE ROAD, V2 IN FRONT AND V1 FOLLOWING. V2 HAS BEGUN BREAKING AND V1 NOT REALISED UNTIL TOO LATE AND HIT REAR OF V2	2. Monday	S2. Driver/rider travelling too fast for conditions (including loss of control	V. Vehicle	1	B. Possible	Not coded	Not Coded		Not Coded
NN43424	A509 KETTERING RD, ISHAM (APPROX 75M SOUTH OF ROUNDABOUT TO SYMMETRY INDUSTRIAL PARK) ON SOUTHBOUND C/W	V2 WAS TRAVELLING N TO S TOWARDS WELLINGBOROUGH WHEN THEY MET QUEUEING TRAFFIC. V1 WAS BEHIND V2 AND TRAVELLING IN THE SAME DIRECTION. V1 FAILED TO REACT TO STATIONARY TRAFFIC AND COLLIDED AT SPEED INTO REAR OF V2	4. Wednesday	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NN44324	A509 WELLINGBOROUGH RD, GT HARROWDEN AT CROSSROADS JN WITH B574 TO LITTLE HARROWDEN AND U6009	V1 (ICELAND VAN) PULLS OUT OF B574 TRAVELLING W TO S TO JOIN A509 HEADING S COLLIDES WITHH V2 TRVAELLING S TO N ALONG A509	7. Saturday	B4. Ineffective observation by either the driver, rider or pedestrian	V. Vehicle	1	A. Very likely	Not coded	Not Coded		Not Coded
NN45324	A509 ISHAM VILLAGE AT JN WITH UNC CHURCH STREET	V2 TRAVELLING S TO N ALONG A509 AND V1 FOLLOWING BEHIND. FOR REASONS UNKNOWN V1 DRIVES INTO REAR OF V2	7. Saturday	B8. Sudden braking or braking in a way unsuitable for conditions	V. Vehicle	2	A. Very likely	Not coded	Not Coded		Not Coded
NN34624	A509 AT JN WITH FINEDON STATION ROAD	V1 TRAVELLING W ALONG FINEDON STATION ROAD TO JN WITH A509 INTENDING TO TURN RIGHT. PULLS OUT INTO PATH OF V2 WHICH IS TRAVELLING N TO S ON A509	5. Thursday	B3. Driver / rider overshot junction or poor turn / manoeuvre	V. Vehicle	1	A. Very likely	B4. Ineffective observation by either the driver, rider or pedestrian	V. Vehicle	1	A. Very likely
NN15824	A509 KETTERING ROAD T JUNCTION WITH C80 STATION ROAD, ISHAM	V2 HAS BEEN TRAVELLING FROM KETTERING TO ISHAM VIA A509. V1 HAS TRAVELLING FROM ISHAM TO KETTERING VIA A509 TURNING RIGHT INTO STATION ROAD, ISHAM. V2 HAS IMPACTED V1 TO THE F/N/S CAUSING V1 TO ROLL	3. Tuesday	S1. Driver/rider exceeding speed limit	V. Vehicle	2	A. Very likely	D7. Distraction to driver/rider from inside/outside or on vehicle	V. Vehicle	1	B. Possible
W048420	A509 PARK FARM WAY & A5128 NORTHAMPTON RD ROUNDABOUT JUNCTION, WELLINGBOROUGH	V1 S/E ON A509 ENTERED A5128 ROUNDABOUT AND COLLIDED WITH V2 N/E BOUND ALREADY ON THE ROUNDABOUT	5. Thursday	602. Careless/Reckless/In a hurry	V. Vehicle	1	B. Possible	706. Dazzling sun	V. Vehicle	1	B. Possible
NNC30922	NORTHAMPTON ROAD, A5128 ROUNDABOUT WITH WILBY WAY, A509, WELLINGBOROUGH	V1 FRU LOSES CONTROL AT ROUNDABOUT AND CRASHES INTO A TREE.	4. Wednesday	410. Loss of control	V. Vehicle	1	A. Very likely	505. Illness or disability, mental or physical	V. Vehicle	1	B. Possible
NNC38722	NORTHAMPTON ROAD, A5128, ROUNDABOUT WITH WILBY WAY, A509, WELLINGBOROUGH	V2 IS WAITING AT THE JUNCITON. V1 FAILS TO LOOK AND HITS THE REAR OF V2	4. Wednesday	405. Failed to look properly	V. Vehicle	1	A. Very likely	Not coded	Not Coded		Not Coded

Police ref	Cf3	Vcu3	Vcuref3	Conf3	Cf4	Vcu4	Vcuref4	Conf4	Cf5	Vcu5	Vcuref5	Conf5	Cf6	Vcu6	Vcuref6	Conf6
NN42623	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NNC72321	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NNC33622	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NN01923	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded
NN26123	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded
NN32724	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded
NN04325	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
W018720	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
W060820	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NNC20621	602. Careless/Reckless/In a hurry	V. Vehicle	2	A. Very likely	509. Distraction in vehicle	V. Vehicle	2	B. Possible	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NNC25721	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NNC36521	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NNC61821	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded
NNC69222	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NNC69322	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NN02523	405. Failed to look properly	V. Vehicle	1	B. Possible	602. Careless/Reckless/In a hurry	V. Vehicle	1	B. Possible	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NN10923	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NN16124	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NN14424	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NN13324	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NNC32122	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
W035120	602. Careless/Reckless/In a hurry	V. Vehicle	1	A. Very likely	409. Swerved	V. Vehicle	1	B. Possible	101. Poor or defective road surface	V. Vehicle	1	B. Possible	Not coded	Not Coded		Not Coded
W067220	509. Distraction in vehicle	V. Vehicle	1	B. Possible	306. Exceeding speed limit	V. Vehicle	1	B. Possible	410. Loss of control	V. Vehicle	1	A. Very likely	307. Travelling too fast for conditions	V. Vehicle	1	B. Possible
NNC18821	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded
NNC24721	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NNC26821	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NNC32721	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NNC34621	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NNC60721	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NNC17722	603. Nervous/Uncertain/Panic	V. Vehicle	1	B. Possible	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NNC47522	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NNC48322	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NNC54522	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded
NNC63222	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
K029020	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
W031120	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
W047320	306. Exceeding speed limit	V. Vehicle	1	B. Possible	406. Failed to judge other persons path or speed	V. Vehicle	1	B. Possible	308. Following too close	V. Vehicle	1	B. Possible	. Not coded	. Not Coded		. Not Coded
W052020	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
W092320	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded
NNC02721	103. Slippery road (due to weather)	V. Vehicle	1	A. Very likely	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded
NNC27921	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NNC28521	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NNC72421	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NNC03722	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded
NNC25122	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NNC31622	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NNC48522	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded
NNC53422	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NNC63322	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NNC62622	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NNC61722	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NNC68022	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded
NNC67722	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NNC84422	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NN01023	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded
NN09123	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NN14023	107. Temporary road layout (eg contraflow)	V. Vehicle	1	B. Possible	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NN18823	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NN23923	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NN25923	306. Exceeding speed limit	V. Vehicle	1	B. Possible	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NN28723	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NN33423	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NN41323	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded
NN45223	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NN09424	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NN15524	S1. Driver/rider exceeding speed limit	V. Vehicle	1	A. Very likely	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded
NN17324	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NN24324	D4. Driver/rider had uncorrected or defective eyesight	V. Vehicle	2	B. Possible	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NN25824	B4. Ineffective observation by either the driver, rider or pedestrian	V. Vehicle	1	A. Very likely	B4. Ineffective observation by either the driver, rider or pedestrian	V. Vehicle	2	A. Very likely	B4. Ineffective observation by either the driver, rider or pedestrian	V. Vehicle	3	A. Very likely	Not coded	Not Coded		Not Coded
NN26524	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NN29324	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded
NN38024	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NN42624	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NN43424	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NN44324	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NN45324	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NN34624	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NN15824	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
W048420	406. Failed to judge other persons path or speed	V. Vehicle	2	B. Possible	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
NNC30922	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded
NNC38722	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded

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PIC Road Ref: 4. A509 - A45 to A428

PIC Road Ref: 5. Broughton Road

Date	Police ref	Easting	Northing	Severity	Road cond	Visibility	Casualties	Time	Vehicles	Roadclass1	Roadnum1	Road type	Speed lim	Junct det	Junct ctrl	Roadclass2	Roadnum2	Weather	Location	Acc desc	Day	Cf1	Vcu1	Vcuref1	Conf1	Cf2	Vcu2	Vcuref2	Conf2	Cf3	Vcu3	Vcuref3	Conf3	Cf4	Vcu4	Vcuref4	Conf4
28/10/2020	K074520	482802	275098	3. Slight	1. Dry	1. Daylight	1	16:19:00	1	5. C	31	1. Roundabout	60	1. Roundabout	4. Give way or Uncontrolled	3. A	43	1. Fine (without high wind)	C31 MAWSLEY ROAD AT THE BROUGHTON RBT	C1 CROSSING TO THE NORTH IS CLIPPED BY V1 AS IT MOVES OFF.	4. Wednesday	802. Failed to look properly	C. Casualty	1	A. Very likely	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded
18/04/2021	NNC18121	482809	275096	2. Serious	1. Dry	1. Daylight	1	16:00:00	1	3. A	43	1. Roundabout	60	1. Roundabout	4. Give way or Uncontrolled	5. C	31	1. Fine (without high wind)	A43 KETTERING RD & C31 MAWSLEY RD ROUNDABOUT JUNCTION, BROUGHTON.	ON ROUNDABOUT AND COLLIDED WITH UNISEE BOLLARD AND REBOUNDED ONTO CWAY	1. Sunday	505. Illness or disability, mental or physical	V. Vehicle	1	A. Very likely	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded
20/08/2021	NNC32621	482826	275133	2. Serious	1. Dry	4. Darkness: street lights present and lit	4	03:20:00	1	3. A	43	1. Roundabout	50	1. Roundabout	4. Give way or Uncontrolled	5. C	31	1. Fine (without high wind)	A43 KETTERING RD & C31 OLD RD ROUNDABOUT, BROUGHTON.	COLLIDING WITH TREES/BUSHES, V1 COMES TO A REST 20MTS N/OF RUNOUT.	6. Friday	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded
31/10/2021	NNC53221	482815	275103	3. Slight	1. Dry	4. Darkness: street lights present and lit	1	01:00:00	1	3. A	43	1. Roundabout	40	1. Roundabout	4. Give way or Uncontrolled	5. C	31	1. Fine (without high wind)	A43 AT THE MAWLSEY ROUNDABOUT	HAS DRIVEN STRAIGHT INTO IT. ON MOUNTING THE ROUNDABOUT THE WHEELS HAVE DUG INTO THE GRASS CAUSING V1 TO FLIP ONTO ROOF	1. Sunday	602. Careless/Reckless/In a hurry	V. Vehicle	1	A. Very likely	501. Impaired by alcohol	V. Vehicle	1	B. Possible	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded
19/12/2022	NNC91822	481429	274926	1. Fatal	2. Wet/Damp	1. Daylight	2	13:04:00	2	5. C	31	6. Single carriageway	60	0. Not within 20m of junction	. Not applicable	. Not applicable		2. Raining (without high wind)	A43, LEFT HAND BEND, MAWSLEY	HEAD ON	2. Monday	602. Careless/Reckless/In a hurry	V. Vehicle	1	A. Very likely	403. Poor turn or manoeuvre	V. Vehicle	1	A. Very likely	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded
09/02/2024	NN05824	482835	275107	3. Slight	2. Wet/Damp	4. Darkness: street lights present and lit	1	22:45:00	1	3. A	43	1. Roundabout	40	. Not coded	4. Give way or Uncontrolled	5. C	31	1. Fine (without high wind)	A43 RBT WITH C31 MAWSLEY ROAD, BROUGHTON BYPASS, BETWEEN MAWSLEY & BROUGHTON	HITTING THE CENTRAL RESERVATION, MOUNTING THE RBT MAKING V1 GO MID AIR, FLIPPING AND LANDING ON ITS ROOF	6. Friday	D7. Distraction to driver/rider from inside/outside or on vehicle	V. Vehicle	1	B. Possible	S1. Driver/rider exceeding speed limit	V. Vehicle	1	A. Very likely	S2. Driver/rider travelling too fast for conditions (including loss of control	V. Vehicle	1	A. Very likely
28/04/2024	NN11424	482823	275080	6. Moderately serious	2. Wet/Damp	4. Darkness: street lights present and lit	1	03:10:00	1	3. A	43	1. Roundabout	60	. Not coded	4. Give way or Uncontrolled	5. C	31	2. Raining (without high wind)	A43 RBT WITH C31 MAWSLEY ROAD, BROUGHTON	V1 FRU HAS FAILED TO REACT TO RBT AND HAS DRIVEN STRAIGHT OVER THE RBT ANE THEN LEFT THE ROAD TO THE N/S	1. Sunday	D1. Affected by alcohol	V. Vehicle	1	A. Very likely	S4. Driver/rider being aggressive, dangerous or reckless	V. Vehicle	1	B. Possible	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded
06/05/2024	NN13424	482836	275106	3. Slight	1. Dry	5. Darkness: street lights present but unlit	1	23:15:00	1	3. A	43	1. Roundabout	40	. Not coded	4. Give way or Uncontrolled	5. C	31	1. Fine (without high wind)	A43 RBT WITH C31 MAWSLEY ACCESS ROAD, BROUGHTON	V1 HAS NOT SEEN ROUNDABOUT IN THE DARK AND HAS MOUNTED ROUNDABOUT DAMAGING ROAD SIGNS IN THE PROCESS.	2. Monday	S2. Driver/rider travelling too fast for conditions (including loss of control	V. Vehicle	1	A. Very likely	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded
11/05/2024	NN13924	482823	275083	3. Slight	1. Dry	5. Darkness: street lights present but unlit	1	00:37:00	1	3. A	43	1. Roundabout	60	. Not coded	4. Give way or Uncontrolled	5. C	31	1. Fine (without high wind)	A43 RBT WITH C31 MAWSLEY ACCESS ROAD, BROUGHTON BYPASS	V1 HAS NOT BRAKED AND HAS GONE AIRBORNE ONTO THE RBT	7. Saturday	manoeuvre	V. Vehicle	1	B. Possible	conditions (including loss of control	V. Vehicle	1	B. Possible	dangerous or reckless	V. Vehicle	1	B. Possible	. Not coded	. Not Coded		. Not Coded
21/07/2024	NN23924	482811	275102	7. Less serious	1. Dry	1. Daylight	1	16:15:00	1	3. A	43	1. Roundabout	40	13. T or staggered junction	4. Give way or Uncontrolled	5. C	31	1. Fine (without high wind)	A43 KETTERING ROAD, BROUGHTON AT THE C31 MAWSLEY ROUNDABOUT	V1 HEADING NORTH REACHES ROUNDABOUT AND HITS ACCELERATOR RATHER THAN BRAKE AND LOSES CONTROL HITTING RAILINGS	1. Sunday	B3. Driver / rider oversshot junction or poor turn / manoeuvre	V. Vehicle	1	A. Very likely	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded
21/08/2024	NN27324	482655	274512	5. Very serious	1. Dry	1. Daylight	4	06:00:00	1	3. A	43	6. Single carriageway	60	0. Not within 20m of junction	. Not applicable	. Not applicable		1. Fine (without high wind)	A43 BETWEEN THE PYTCHLEY AND BROUGHTON JUNCTIONS	WITH A TREE	4. Wednesday	D3. Driver/rider too tired to drive/ride safely	V. Vehicle	1	A. Very likely	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded
12/09/2024	NN29924	482814	275109	5. Very serious	1. Dry	1. Daylight	2	05:10:00	1	3. A	43	1. Roundabout	40	13. T or staggered junction	4. Give way or Uncontrolled	5. C	8	1. Fine (without high wind)	A43 AT THE MAWSLEY ROUNDABOUT	V1 HEADING NORTH COLLIDES INTO ROUNDABOUT AT UNKNOWN SPEED. DRIVER PROVIDES POSITIVE BREATH TEST	5. Thursday	D1. Affected by alcohol	V. Vehicle	1	A. Very likely	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded
24/09/2024	NN32324	482819	275085	3. Slight	2. Wet/Damp	1. Daylight	1	06:25:00	1	3. A	43	1. Roundabout	40	. Not coded	4. Give way or Uncontrolled	5. C	8	2. Raining (without high wind)	A43 AT THE MAWSLEY ROUNDABOUT	V1 (NBD) FRU COLLIDES WITH ROUNDABOUT AND THEN BARRIER	3. Tuesday	manoeuvre	V. Vehicle	1	B. Possible	conditions (including loss of control	V. Vehicle	1	A. Very likely	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded

PIC Road Ref: 6. Kettering Road

Date	Police_ref	Easting	Northing	Severity	Road_cond	Visibility	Casualties	Time	Vehicles	Roadclass1	Roadnum1	Road_type	Speed_lim	Junct_det	Junct_ctrl	Roadclass2	Roadnum2	Weather	Location	Acc_desc	Day	Cf1	Vcu1	Vcuref1	Conf1
25/09/2022	NNC91422	482520	273369	1. Fatal	1. Dry	1. Daylight	1	13:07:00	1	3. A	43	6. Single carriageway	60	3. T & Staq Jct	4. Give way or Uncontrolled	5. C	32	1. Fine (without high wind)	A43, JUNCTION WITH KETTERING ROAD, C32, WALGRAVE	ROAD AND FALLS OFF	1. Sunday	101. Poor or defective road surface	V. Vehicle	1	A. Very likely
07/11/2024	NN39524	482514	273380	3. Slight	1. Dry	1. Daylight	1	15:00:00	3	3. A	43	6. Single carriageway	60	13. T or staggered junction	4. Give way or Uncontrolled	5. C	32	1. Fine (without high wind)	A43 KETTERING TO NORTHAMPTON ROAD JN WITH C32 TO WALGRAVE.	WALGRAVE. V1 HAS PULLED OUT INTO THE MIDDLE SLIP LANE, CAUSING V2 TO HIT SIDE OF V1. V1 HAS THEN HIT V3 WHICH WAS STATIONARY.	5. Thursday	R3. Driver/riders view obscured by stationary or parked vehicles	V. Vehicle	1	B. Possible
12/12/2024	WN69524	481279	272768	3. Slight	2. Wet/Damp	1. Daylight	2	07:50:00	2	5. C	32	6. Single carriageway	60	0. Not within 20m of junction	. Not applicable	. Not applicable		5. Raining (with high wind)	C32 KETTERING RD, WALGRAVE - BETWEEN WALGRAVE AND JN WITH A43 (APPROX 115 M W OF ENTRANCE TO BRIDGE FIELD FARM).	TRAVELLING IN OPPPOSITE DIRECTION (E TO W). FOR UNKNOWN REASONS V1 HAS CROSSED THE CENTRAL LINE OF THE C/W AND ITS FRONT OFFSIDE HAS COLLIDED WITH THE FRONT OFFSIDE OF V2.	5. Thursday	D7. Distraction to driver/rider from inside/outside or on vehicle	V. Vehicle	1	A. Very likely

PIC Road Ref: 7. Red House Lane

Date	Police_ref	Eastino	Northino	Severity	Road_cond	Visibility	Casualties	Time	Vehicles	Roadclass1	Roadnum1	Road_type	Speed_lim	Junct_det	Junct_ctrl	Roadclass2	Roadnum2	Weather	Location	Acc_desc	Dav	Cf1	Vcu1	Vcuref1	Conf1	Cf2	Vcu2	Vcuref2	Conf2	Cf3	Vcu3	Vcuref3	Conf3
09/03/2021	WNC22221	482800	271925	3. Slight	1. Dry	1. Daylight	1	16:45:00	2	3. A	43	6. Single carriageway	60	6. Crossroads	4. Give way or Uncontrolled	5. C	90	1. Fine (without high wind)	A43 KETTERING RD & C90 REDHOUSE RD X/RDS JUNCTION HANNINGTON	A43	3. Tuesday	405. Failed to look properly	V. Vehicle	1	A. Very likely	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded
03/07/2021	WNC31821	482795	271901	2. Serious	1. Dry	1. Daylight	1	15:00:00	3	3. A	43	6. Single carriageway	60	8. Pri Drive	4. Give way or Uncontrolled	6. Unclassified		8. Other	A43 KETTERING RD & U PRI DRI ACCESS TO SHELL GARAGE HANNINGTON	ACCESS AND COLLIDED WITH F/OF V2 S/BOUND ON A43 V1 THEN COLLIDED WITH R/OF V3 THAT WAS PARKED AND STATIONARY	7. Saturday	405. Failed to look properly	V. Vehicle	1	A. Very likely	406. Failed to judge other persons path or speed	V. Vehicle	1	A. Very likely	306. Exceeding speed limit	V. Vehicle	1	A. Very likely
26/08/2022	WNC91622	482794	271920	1. Fatal	1. Dry	1. Daylight	2	17:50:00	4	3. A	43	6. Single carriageway	60	6. Crossroads	4. Give way or Uncontrolled	5. C	90	1. Fine (without high wind)	A43 AT THE REDHOUSE ROAD CROSSROADS, HANNINGTON	V1 EASTBOUND PULLS OUT IN FRON OF V2 SOUTHBOUND. V2 IS OUSHED INTO V3 WAITING TO GO EAST AND THEN INTO V4	6. Friday	602. Careless/Reckless/In a hurry	V. Vehicle	1	A. Very likely	405. Failed to look properly	V. Vehicle	1	A. Very likely	. Not coded	. Not Coded		. Not Coded
02/03/2023	WN11323	482799	271898	3. Slight	1. Dry	1. Daylight	1	11:25:00	2	3. A	43	6. Single carriageway	60	8. Pri Drive	4. Give way or Uncontrolled	6. Unclassified		1. Fine (without high wind)	A43 EXIT FROM SHELL PETROL STATION ONTO A43, NEAR CROSS ROAD JUNCTION WITH REDHOUSE ROAD, HANNINGTON	V1 DIDN'T SEE V2. V1(EAST-SOUTH) PULLS OUT OF PETROL STATION INTO V2'S PATH (SOUTHBOUND) & THEY COLLIDE.	5. Thursday	405. Failed to look properly	V. Vehicle	1	B. Possible	406. Failed to judge other persons path or speed	V. Vehicle	1	B. Possible	. Not coded	. Not Coded		. Not Coded
05/06/2023	WN28923	482768	271640	3. Slight	1. Dry	1. Daylight	1	07:29:00	2	3. A	43	6. Single carriageway	60	0. Not within 20m of junction	. Not applicable	. Not applicable		1. Fine (without high wind)	A43 KETTERING ROAD. BETWEEN KETTERING & NORTHAMPTON	RIDER TO BEEN TROWN OFF BIKE BEFORE COMING TO REST UNDER THEIR OWN VEHICLE (V2). V1 FAILED TO STOP AT SCENE	2. Monday	408. Sudden brakino	V. Vehicle	1	A. Very likely	406. Failed to judge other persons path or speed	V. Vehicle	2	A. Very likely	605. Inexperienced or learner driver/rider	V. Vehicle	2	B. Possible
11/06/2023	WN73723	482803	272102	2. Serious	1. Dry	1. Daylight	1	19:25:00	1	3. A	43	6. Single carriageway	60	0. Not within 20m of junction	. Not applicable	. Not applicable		1. Fine (without high wind)	A43 APPROXIMATELY 190M NORTH OF THE HANNINGTON CROSSROADS	AND MOUNTS THE NEARSIDE KERB. V1 THEN PROCEEDS TO STRIKE A DITCH WHICH CAUSES THE DRIVER TO BE EJECTED FROM VEHICLE INTO	1. Sunday	410. Loss of control	V. Vehicle	1	B. Possible	505. Illness or disabilitv. mental or physical	V. Vehicle	1	A. Very likely	509. Distraction in vehicle	V. Vehicle	1	A. Very likely
05/10/2023	WN55623	482798	271884	3. Slight	1. Dry	4. Darkness: street lights present and lit	1	20:38:00	2	3. A	43	6. Single carriageway	60	8. Pri Drive	4. Give way or Uncontrolled	6. Unclassified		1. Fine (without high wind)	A43 AT EXIT FROM SHELL GARAGE ONTO A43 JUST BELOW HANNINGTON CROSS ROAD JUNCTION, BETWEEN HANNINGTON AND ORLINGBURY	N/BOUND CARRIAGEWAY. V2 HAS THEN HIT THE REAR OF V1 AS IT CROSSED AND CAUSED V2 TO SLIDE DOWN THE ROAD. V2 REFUSEED TO PROVIDE BREATH SAMPLE	5. Thursday	501. Impaired by alcohol	V. Vehicle	2	A. Very likely	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded
02/04/2024	NN09924	482796	271930	3. Slight	1. Dry	1. Daylight	1	14:50:00	3	3. A	43	6. Single carriageway	60	16. Crossroads	4. Give way or Uncontrolled	5. C	90	1. Fine (without high wind)	A43, JUNCTION A43/RED HOUSE LANE/REDHOUSE ROAD, HANNINGTON	V3 (ARV) IS EN ROUTE TO AN ARMED DEPLOYMENT ON A G1. V2 SLOWS AND STOPS IN THE CARRIAGEWAY. V1 HITS V2 TO THE REAR	3. Tuesday	S4. Driver/rider being aggressive, dangerous or reckless	V. Vehicle	1	A. Very likely	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded
28/04/2024	NN11524	482799	271948	3. Slight	5. Flood / Standing water (over 3mm)	1. Daylight	1	06:25:00	1	3. A	43	6. Single carriageway	60	0. Not within 20m of junction	. Not applicable	. Not applicable		2. Raining (without high wind)	A43 JUST NORTH OF HANNINGTON CROSSROADS, NO EXACT LOCATION, HANNINGTON	NEAR HANNINGTON CROSS ROADS. VEHICLE LEAVES THE ROAD INTO THE N/S VERGE AND RESULTS IN CAR ROLLING ON TO IT'S ROOF, LANDING BY A TREE. HEAVY RAIN WITH STANDING WATER NEAR THE SITE	1. Sunday	S2. Driver/rider travelling too fast for conditions (including loss of control	V. Vehicle	1	B. Possible	D7. Distraction to driver/rider from inside/outside or on vehicle	V. Vehicle	1	B. Possible	. Not coded	. Not Coded		. Not Coded
07/11/2024	WN61024	482798	271892	3. Slight	2. Wet/Damp	1. Daylight	1	14:30:00	2	3. A	43	. Not Coded	60	0. Not within 20m of junction	. Not applicable	. Not applicable		1. Fine (without high wind)	A43 NORTHAMPTON TO KETTERING ROAD (APPROX 30M SOUTH OF REDHOUSE ROAD AND REDHOUSE LANE CROSSROADS)	RIGHT TO HEAD TOWARDS KETTERING AND COLLIDES WITH V2 TRAVELLING FROM KETTERING DIRECTION	5. Thursday	B3. Driver / rider overshot junction or poor turn / manoeuvre	V. Vehicle	1	A. Very likely	B2. Driver/rider disobeyed double white lines	V. Vehicle	2	B. Possible	. Not coded	. Not Coded		. Not Coded

PIC Road Ref: 8. Sywell Road

Date	Police ref	Eastno	Northno	Severity	Road cond	Visibility	Casualties	Time	Vehicles	Roadclass1	Roadnum1	Road type	Speed lim	Junct det	Junct ctrl	Roadclass2	Roadnum2	Weather	Location	Acc desc	Dav	Cf1	Vcu1	Vcunef1	Conf1	Cf2	Vcu2	Vcunef2	Conf2	Cf3	Vcu3	Vcunef3	Conf3	Cf4	Vcu4	Vcunef4	Conf4	Cf5	Vcu5	Vcunef5	Conf5	Cf6	Vcu6	Vcunef6	Conf6
01/10/2020	D065120	480607	268740	2. Serious	2. Wet/Damp	6. Darkness: no street lighting	1	05:45:00	3	5. C	3	6. Single carriageway	60	0. Not within 20m of junction	Not applicable	Not applicable		1. Fine (without high wind)	C3 HOLCOT ROAD. APPROXIMATELY 300M WEST OF THE A43 ROUNDABOUT	OF V2 CUASING V1 TO STEER INTO OPPOSITE CARRIAGEWAY AND COLLIDE HEAD ON WITH V3. THIS IMPACT CAUSES V1 TO FLIP AND ROLL OVER ENDING IN A FIELD TO THE NEARSIDE	5. Thursday	601. Aggressive drivino	V. Vehicle	1	A. Very likely	602. Careless/Reckless/In a hurry	V. Vehicle	1	B. Possible	307. Travelling too fast for conditions	V. Vehicle	1	B. Possible	.Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded	
20/10/2020	D070335	480958	268881	3. Serious	2. Wet/Damp	6. Darkness: no street lighting	1	06:45:00	3	5. C	1	6. Single carriageway	60	0. Not within 20m of junction	Not applicable	Not applicable		2. Raining (without high wind)	C3 SYWELL ROAD HOLCOT	THE CWAY COLLIDING HEAD ON WITH V2 TRAVELLING IN THE OPPOSITE DIRECTION	3. Tuesday	602. Careless/Reckless/In a hurry	V. Vehicle	1	A. Very likely	406. Failed to judge other persons path or speed	V. Vehicle	1	A. Very likely	405. Failed to look properly	V. Vehicle	1	A. Very likely	415.1 loss of control	V. Vehicle	1	B. Possible	407. Travelling too fast for conditions	V. Vehicle	1	B. Possible	103. Slippery road (due to weather)	V. Vehicle	1	B. Possible	109. Slippery road (due to weather)	V. Vehicle	1	B. Possible
29/10/2022	WNC71422	480065	269117	2. Serious	2. Wet/Damp	1. Daylight	2	14:30:00	2	5. C	3	6. Single carriageway	60	0. Not within 20m of junction	Not applicable	Not applicable		2. Raining (without high wind)	SYWELL ROAD. C3. HOLCOT	OF THE ROAD. HITTING V2 HEAD ON	5. Thursday	602. Careless/Reckless/In a hurry	V. Vehicle	1	A. Very likely	410. Loss of control	V. Vehicle	1	A. Very likely	103. Slippery road (due to weather)	V. Vehicle	1	B. Possible	Not coded	Not Coded		Not coded	Not Coded		Not coded	Not Coded		Not coded	Not Coded		Not coded	Not Coded	
31/10/2022	WNC71422	480805	268588	3. Slight	2. Wet/Damp	1. Daylight	1	09:15:00	1	3. A	43	6. Single carriageway	60	1. Roundabout	4. Give-way or Uncontrolled	S. C	3	2. Raining (without high wind)	A43. ROUNDABOUT WITH SYWELL ROAD. C3. HOLCOT	THEY LAND ON THE CENTRAL RESERVATION	2. Monday	505. Illness or disability, mental or physical	V. Vehicle	1	A. Very likely	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded	
03/11/2022	WNC72122	479836	269365	3. Slight	1. Dry	1. Daylight	1	08:15:00	2	5. C	1	6. Single carriageway	60	0. Not within 20m of junction	Not applicable	Not applicable		1. Fine (without high wind)	100M SOUTH EAST OF THE V1 LAGE SIGN. SYWELL ROAD. C3. HOLCOT	V3 IS HIT FROM BEHIND V1 AS THEY MERGE FOR AN OVERTAKE	4. Wednesday	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded	
03/11/2022	WNC72922	480078	269387	3. Slight	4. Frost/Ice	6. Darkness: no street lighting	1	07:30:00	3	5. C	1	6. Single carriageway	60	0. Not within 20m of junction	Not applicable	Not applicable		1. Fine (without high wind)	A6010 SKM WEST OF A43 ROUNDABOUT. SYWELL ROAD. C3. HOLCOT	SOME DEBRIS INTO THE PATH OF V3. BEFORE OVERTURNING AND COMING TO REST IN A DITCH	4. Wednesday	103. Slippery road (due to weather)	V. Vehicle	1	A. Very likely	415. Loss of control	V. Vehicle	1	A. Very likely	108. Road layout (eg bend, hill, narrow road)	V. Vehicle	1	A. Very likely	405. Poor turn or manoeuvre	V. Vehicle	1	B. Possible	406. Swerved	V. Vehicle	1	A. Very likely	Not coded	Not Coded		Not Coded	Not coded	Not Coded	
14/09/2023	MAN1835	480561	268581	3. Serious	1. Dry	1. Daylight	2	15:55:00	4	3. A	43	6. Single carriageway	60	0. Not within 20m of junction	Not applicable	Not applicable		1. Fine (without high wind)	A43, 240M NE FROM RBT WITH SYWELL ROAD / HOLCOT LANE, BETWEEN HOLCOT & SYWELL	REAR OF V2, SHUNTING V2 FOWARD INTO V3 AND THEN V3 INTO REAR OF V4. DRIVER OF V4 ARRESTED ON SUSPICION OF DRINK, DRUGS AND CANNABIS	6. Friday	106. Exceeding speed limit	V. Vehicle	1	A. Very likely	603. Impaired by drugs (illicit or medicinal)	V. Vehicle	1	A. Very likely	604. Impaired by alcohol	V. Vehicle	1	A. Very likely	606. Distraction in vehicle	V. Vehicle	1	B. Possible	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded	

PIC Road Ref: 9. Moonshine Gap

Date	Police ref	Easting	Northing	Severity	Road cond	Visibility	Casualties	Time	Vehicles	Roadclass1	Roadnum1	Road type	Speed lim	Junct det	Junct ctrl	Roadclass2	Roadnum2	Cross fac	Weather	Location	Acc descr	Dav	Cf1	Veu1	Veuref1	Conf1	Cf2	Veu2	Veuref2	Conf2	Cf3	Veu3	Veuref3	Conf3	Cf4	Veu4	Veuref4	Conf4	Cf5	Veu5	Veuref5	Conf5
14/05/2020	W63120	486908	268623	3. Slight	1. Dry	1. Daylight	1	16:40:00	2	3. A	509	1. Roundabout	40	1. Roundabout	4. Give way or Uncontrolled	3. A	509	0. None within 50m	1. Fine (without hash wind)	A509 PARK FARM WAY ROUNDABOUT WITH SYWELL ROAD, WELLINGBOROUGH	V2 HEADING EAST IS HIT FROM BEHIND BY V1 ENTERING ROUNDABOUT TRAVELLING SOUTH. V1 FTS	5. Thursday	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
31/05/2020	W64705	[illegible]	[illegible]	3. Slight	1. Dry	1. Daylight	1	17:15:00	3	4. C	146	6. Single carriageway	40	8. Pri Priva	4. Give way or Uncontrolled	4. Unclassified		0. None within 50m	1. Fine (without hash wind)	C146 SYWELL RD & U PRI DIR ENTRANCE TO GRAMMERIANS SPORTS PRI DI, WELLINGBOROUGH	V1 NW BOUND ON C146 TURNED RIGHT AT U PRI DIR ENTRANCE AND INTO THE FLOWING TRAFFIC	7. Monday	[illegible] Parked on road	[illegible]		[illegible] Parked on road	[illegible]			[illegible] Parked on road	[illegible]			[illegible] Parked on road	[illegible]			[illegible] Parked on road	[illegible]		
15/11/2021	NNC82621	484185	268385	3. Slight	2. Wet/Damp	1. Daylight	1	14:45:00	2	5. C	4	6. Single carriageway	60	0. Not within 20m of junction	Not applicable	Not applicable		0. None within 50m	1. Fine (without hash wind)	C4 SYWELL ROAD, MEARS ASHBY.	V1 SW BOUND COLLIDED WITH THE OSIDE OF V2 WHEN ATTEMPTING AN OVERTAKE ON RIVANG BEND.	2. Monday	459. Swerved	V. Vehicle	1	B. Possible	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
19/05/2022	NNC31622	486904	268633	3. Slight	1. Dry	1. Daylight	1	06:10:00	2	3. A	509	6. Single carriageway	60	1. Roundabout	4. Give way or Uncontrolled	5. C	146	0. None within 50m	1. Fine (without hash wind)	NORT WAY, A509 ROUNDABOUT WITH SYWELL ROAD, C146, WELLINGBOROUGH	V1 DOESNT SEE V2 ALREADY ON ROUNDABOUT WHEN ENTERING, V2 CANT STOP IN TIME AND HITS V1.	5. Thursday	303. Disobeyed double white line	V. Vehicle	1	A. Very likely	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
23/05/2022	NNC32122	486991	268586	2. Serious	2. Wet/Damp	4. Darkness: street lights present and lit	1	02:15:00	2	5. C	146	6. Single carriageway	60	1. Roundabout	4. Give way or Uncontrolled	3. A	509	0. None within 50m	2. Raining (without high wind)	SYWELL ROAD. C146. ROUNDABOUT WITH A509	V1 COMES OFF ROUNDABOUT AND SEES V2 APPROACHING HEAD ON. V1 TAKES EVASIVE ACTION AND HITS V2.	2. Monday	903. Emergency vehicle on call	V. Vehicle	2	A. Very likely	602. Careless/Reckless/In a hurry	V. Vehicle	1	B. Possible	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
15/09/2022	NNC61172	486971	268578	3. Slight	1. Dry	1. Daylight	1	12:20:00	2	3. A	509	6. Single carriageway	50	1. Roundabout	4. Give way or Uncontrolled	5. C	146	0. None within 50m	1. Fine (without hash wind)	PARK FARM WAY, A509, ROUNDABOUT WITH SYWELL ROAD, C146, WELLINGBOROUGH	V2 WAS STATIONARY AT THE ROUNDABOUT. V1 MISTOOK A NUDGE FORWARDS FROM V2 AND STARTED TO ACCELERATE. V1 HIT THE REAR OF V2.	5. Thursday	701. Stationary or parked vehicle	V. Vehicle	1	A. Very likely	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
24/09/2022	NNC83222	486911	268623	2. Serious	1. Dry	1. Daylight	1	11:25:00	2	3. A	509	6. Single carriageway	60	1. Roundabout	4. Give way or Uncontrolled	5. C	146	0. None within 50m	1. Fine (without hash wind)	NORT WAY, A509, ROUNDABOUT WITH SYWELL ROAD, C146, WELLINGBOROUGH	V1 ENTERS THE ROUNDABOUT AND FAILS TO SEE V2 ALREADY AHEAD. V1 CLIPS V2.	7. Saturday	406. Failed to tutise other persons oath or sceed	V. Vehicle	1	A. Very likely	405. Failed to look onsoerly	V. Vehicle	1	A. Very likely	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
30/10/2022	NNC87722	486961	268591	3. Slight	2. Wet/Damp	1. Daylight	1	13:50:00	2	3. A	509	6. Single carriageway	50	1. Roundabout	4. Give way or Uncontrolled	5. C	146	0. None within 50m	2. Raining (without high wind)	PARK FARM WAY, A509, ROUNDABOUT WITH SYWELL ROAD, C146, WELLINGBOROUGH	V2 ENTERS THE ROUNDABOUT WHEN V1 APPROACHES QUICKLY FROM BEHIND, ATTEMPTS TO OVERTAKE AND KNOCKS V2 OFF THEIR BIKE	1. Sunday	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
22/11/2022	NNC78722	486373	268662	3. Slight	1. Dry	1. Daylight	1	16:00:00	2	5. C	146	6. Single carriageway	30	1. Roundabout	4. Give way or Uncontrolled	6. Unclassified	6982	0. None within 50m	1. Fine (without hash wind)	SYWELL ROAD, C146, ROUNDABOUT WITH SINCLAIR DRIVE, U6982, WELLINGBOROUGH	V2 LEAVES THE ROUNDABOUT AND HITS V1. V1 WAS IN DARK CLOTHING AND HAD NO LIGHTS ON	3. Tuesday	602. Careless/Reckless/In a hurry	V. Vehicle	1	A. Very likely	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
28/08/2023	NN31323	483451	268064	3. Slight	1. Dry	1. Daylight	1	13:45:00	2	5. C	4	6. Single carriageway	60	3. T & Stag Jct	4. Give way or Uncontrolled	6. Unclassified	6115	0. None within 50m	1. Fine (without hash wind)	C4 SYWELL ROAD T JUNCTION WITH U6115 GLEBE ROAD, NEAR SECKWORTH EMPORIUM. EAST OF SYWELL	V1 TURNS RIGHT INTO JUNCTION ACROSS THE CARRAGEWAY INTO THE PATH OF TSDI V2 AND THEY COLLIDE	2. Monday	405. Failed to look properly	V. Vehicle	1	A. Very likely	406. Failed to tutise other persons oath or sceed	V. Vehicle	1	A. Very likely	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
06/12/2023	NN36871	484313	268648	3. Slight	1. Dry	1. Daylight	2	17:30:00	2	4. Unclassified	4893	6. Single carriageway	40	1. Roundabout	4. Give way or Uncontrolled	5. C	146	0. Central reservation	1. Fine (without hash wind)	U6892 RUTHERFORD DRIVE APPROACH TO RBT WITH C146 SYWELL RD, WELLINGBOROUGH	V1 THOUGHT V2 HAD ENTERD RBT SO MOVED UP BUT COLLIDED WITH THE REAR OF V2 AS THEY WERE ENTERING	4. Friday	602. Careless/Reckless/In a hurry	V. Vehicle	1	A. Very likely	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
20/11/2023	NN41323	486910	268617	3. Slight	2. Wet/Damp	7. Darkness: street lighting unknown	1	06:30:00	2	3. A	509	1. Roundabout	60	1. Roundabout	4. Give way or Uncontrolled	5. C	146	8. Central reservation	2. Raining (without high wind)	A509 PARK FARM WAY RBT WITH C146 SYWELL ROAD, WELLINGBOROUGH	V2 HAS BEEN TURNING ON RBT & HAS MOVED TO COME OFF THE JUNCTION. V1 HAS THEN COME FROM BEHIND AND NOT SEEN V2 (CYCLIST) UNTIL THAT LAST MOMENT. HE HAD TRIED TO STOP AND APPLIED BREAKS BUT STILL COLLIDED	2. Monday	506. Not displaying lights at night or in poor visibility	V. Vehicle	1	B. Possible	407. Too close to cyclist, horse or pedestrian	V. Vehicle	1	A. Very likely	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded
22/01/2025	NN03325	486300	268675	3. Slight	1. Dry	4. Darkness: street lights present and lit	1	17:33:00	2	5. C	146	1. Roundabout	40	19. Other function	4. Give way or Uncontrolled	6. Unclassified	6982	0. None within 50m	1. Fine (without hash wind)	C146 SYWELL RD. WELLINGBOROUGH JN WITH U6982 SINCLAIR DRIVE.	V2 IS TRAVELLING N TO S DOWN SINCLAIR DRIVE TOWARDS THE ROUNDABOUT. V2 TURNS RIGHT TO TAKE THE THIRD EXIT ONTO SYWELL RD. WESTBOUND. ON EXITING THE ROUNDABOUT V1 HAS BEEN APPROACHING AND DRIVES INTO THE NEARSIDE OF V2.	4. Wednesday	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded	Not coded	Not Coded		Not Coded

PIC Road Ref: 10. Wilby Road

Date	Police ref	Easting	Northing	Severity	Road cond	Visibility	Casualties	Time	Vehicles	Roadclass1	Roadnum1	Road type	Speed lim	Weather	Location	Acc desc	Day	Cf1	Vcu1	Vcuref1	Conf1
14/02/2023	NN06823	484935	266543	3. Slight	2. Wet/Damp	1. Daylight	2	07:30:00	2	6. Unclassified	6109	6. Single carriageway	60	7. Fog or mist	U6109 WILBY ROAD, 770M EAST FROM MEARS ASHBY, WELLINGBOROUGH	V1 OVERTAKES SLOW MOVING VEHICLE & COLLIDES HEAD ON WITH V2 (TIOD). RIDER OF V2 HAS BEEN THROWN FROM THE BIKE OFF THE CARRIAGEWAY ONTO THE VERGE.	3. Tuesday	602. Careless/Reckless/In a hurry	V. Vehicle	1	A. Very likely
24/08/2024	NN27624	485577	266514	3. Slight	2. Wet/Damp	1. Daylight	1	08:00:00	1	6. Unclassified	6109	6. Single carriageway	60	2. Raining (without high wind)	U6109 MEARS ASHBY ROAD, WILBY BY WILBY SPINNEY	V1 HEADED WEST LOSES CONTROL ON BEND AND ENDS UP IN A DITCH	7. Saturday	R2. Road surface was slippery due to weather	V. Vehicle	1	A. Very likely
25/01/2025	NN02925	485426	266562	3. Slight	4. Frost/Ice	1. Daylight	1	09:12:00	1	6. Unclassified	6109	6. Single carriageway	60	8. Other	U6109 MEARS ASHBY ROAD, WILBY (EXACT LOCATION NOT SPECIFIED), NR WILBY SPINNEY.	V1 WAS TRAVELLING W TO E AROUND A BEND IN ROAD AND SLIPPED ON ICE LOSING CONTROL OF THE VEHICLE AND SPINNING. V1 COMES TO REST ON A GRASS MOUNT.	7. Saturday	R2. Road surface was slippery due to weather	V. Vehicle	1	A. Very likely

PIC Road Ref: 11. A4500 & MAR

Date	Police_ref	Easting	Northing	Severity	Road_cond	Visibility	Casualties	Time	Vehicles	Roadclass1	Roadnum1	Road_type	Speed_lim	Junct_det	Junct_ctrl	Roadclass2	Roadnum2	Weather	Location	Acc_desc	Dav	Cf1	Vcu1	Vcuref1	Conf1	Cf2	Vcu2	Vcuref2	Conf2
06/07/2020	W046820	486225	265494	3. Slight	2. Wet/Damp	1. Daylight	1	10:46:00	2	3. A	4500	6. Single carriageway	60	0. Not within 20m of junction	. Not applicable	. Not applicable		2. Raining (without high wind)	A4500 MAIN ROAD, WILBY.	TURN RIGHT TO DO A U/TURN WITHIN THE HATCHED RD MARKINGS, V2 FAILED TO STOP IN TIME AND COLLIDED WITH R/OSIDE OF V1 DRAGGING V2 UNDER THE REAR TYRES OF V1.	2. Monday	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded
15/01/2021	NNC02021	486613	265797	3. Slight	1. Dry	4. Darkness: street lights present and lit	1	19:50:00	2	3. A	4500	6. Single carriageway	30	3. T & Staq Jct	4. Give way or Uncontrolled	5. C	87	7. Fog or mist	A4500 MAIN ROAD WILBY AT THE J/W C87 DODDINGTON ROAD	DODDINGTON ROAD, WHEN V1 COLLIDES WITHT HE BACK OF IT, HAVING NOT SLOWED IN TIME. V2 IS PUSHED ACROSS THE ROAD AND V1 FLEES	6. Friday	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded
05/11/2021	NNC60821	486615	265797	3. Slight	1. Dry	present and lit	1	16:48:00	2	3. A	4500	6. Single carriageway	30	3. T & Staq Jct	4. Give way or Uncontrolled	5. C	87	1. Fine (without high wind)	A4500 MAIN RD J/W C87 DODDINGTON RD, WILBY.	V1 EXITS FROM C87 AND INTO THE PATH OF V2 W/BOUND ON A4500.	6. Friday	405. Failed to look properly	V. Vehicle	1	A. Very likely	. Not coded	. Not Coded		. Not Coded
04/03/2023	NN07623	483768	265784	2. Serious	1. Dry	1. Daylight	1	09:35:00	2	5. C	3	6. Single carriageway	60	0. Not within 20m of junction	. Not applicable	. Not applicable		1. Fine (without high wind)	(650M SOUTH)	DIRECTION.	7. Saturday	405. Failed to look properly	V. Vehicle	1	B. Possible	. Not coded	. Not Coded		. Not Coded
11/03/2024	NN07924	484944	264694	5. Very serious	1. Dry	1. Daylight	1	09:02:00	3	3. A	4500	6. Single carriageway	40	13. T or staggered junction	4. Give way or Uncontrolled	6. Unclassified		1. Fine (without high wind)	A4500 AT PRIAVTE DRIVE ENTERANCE INTO SR GILL BUILDERS LTD, EARLS BARTON	TO ALLOW V2 OUT OF JUNCTION. V1 HAS UNDER TAKEN V3 AND COLLIDED WITH THE FRONT OF V2.	2. Monday	S4. Driver/rider being aggressive, dangerous or reckless	V. Vehicle	1	A. Very likely	. Not coded	. Not Coded		. Not Coded
22/11/2024	NN41024	485467	264865	3. Slight	2. Wet/Damp	1. Daylight	2	15:03:00	2	3. A	4500	6. Single carriageway	60	0. Not within 20m of junction	. Not applicable	. Not applicable		1. Fine (without high wind)	WELLINGBOROUGH)	COLLIDED WITH THE REAR OF V1	6. Friday	for conditions	V. Vehicle	1	A. Very likely	driver, rider or pedestrian	V. Vehicle	2	A. Very likely
24/11/2024	NN91024	485469	264871	1. Fatal	2. Wet/Damp	6. Darkness: no street lighting	1	01:45:00	1	3. A	4500	6. Single carriageway	40	0. Not within 20m of junction	. Not applicable	. Not applicable		2. Raining (without high wind)	A4500 EASTBOUND, EARLS BARTON (APPROX 100M BEFORE JN WITH WELLINGBOROUGH ROAD)	V1 TRAVELLING EASTBOUND, FOR UNKNOWN REASONS COLLIDES WITH C1 PEDESTRIAN RESULTING IN THE DEATH OF C1.	1. Sunday	D2. Affected by drugs	V. Vehicle	1	B. Possible	P3. Pedestrian showing risk taking behaviour in carriageway	C. Casualty	1	A. Very likely

PIC Road Ref: 12. B573

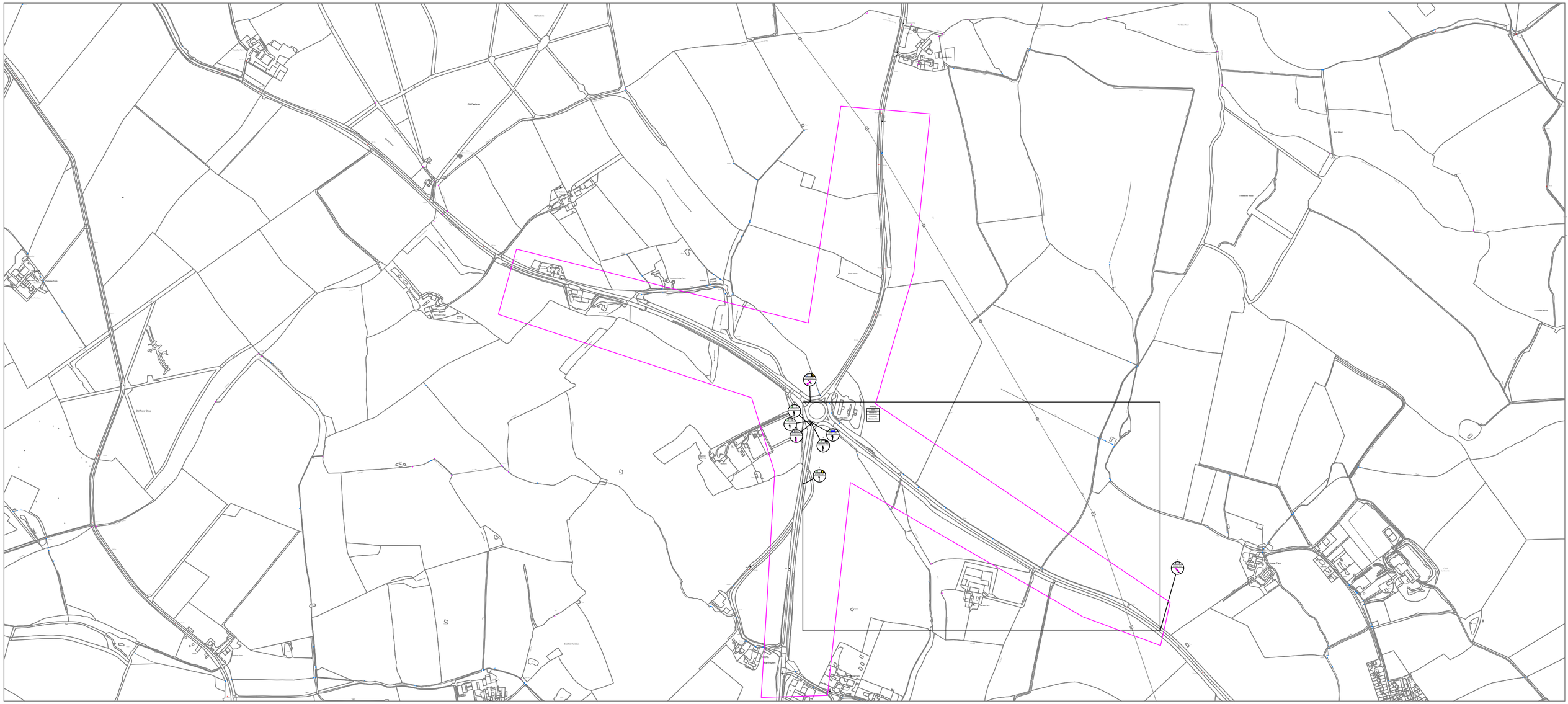
Date	Police ref	Eastino	Northino	Severity	Road cond	Visibility	Casualties	Time	Vehicles	Roadclass1	Roadnum1	Road type	Speed lim	Junct det	Junct ctrl	Roadclass2	Roadnum2	Weather	Location	Acc desc	Dav	Cf1	Vcu1	Vcuref1	Conf1	Cf2	Vcu2	Vcuref2	Conf2	Cf3	Vcu3	Vcuref3	Conf3	Cf4	Vcu4	Vcuref4	Conf4	Cf5	Vcu5	Vcuref5	Conf5
19/05/2020	W021420	486833	264063	3. Slight	1. Dry	1. Daylight	2	07:49:00	2	3. A	45	3. Dual 2 lanes	70	5. Slip Road	4. Give way or Uncontrolled	3. A	45	1. Fine (without high wind)	A45 NENE VALLEY WAY & A45 GREAT DODDINGTON SLIP ROAD JUNCTION. GREAT DODDINGTON.	INTO LANE 2 BUT MAKES MAKES A LAST MINUTE ADJUSTMENT DUE TO A VEHICLE IN LANE 2. V1 LOSES CONTROL AND SWERVES INTO THE SLIP RD AND BACK ACROSS THE C/WAY COLLIDING WITH CENTRAL LANE 1 TO AVOID LADDERS IN ROAD. V1 DOESN'T SLOW AND COLLIDES WITH REAR OF V2	3. Tuesday	406. Failed to ludoe other persons oath or soeed	V. Vehicle	1	A. Very likely	405. Failed to look proceriv	V. Vehicle	1	A. Very likely	. Not coded	. Not Coded		. Not Coded	. not coded	. Not Coded		. Not Coded	. not coded	. Not Coded		. Not Coded
15/06/2020	W035720	486826	264075	3. Slight	1. Dry	1. Daylight	1	08:10:00	2	3. A	45	3. Dual 2 lanes	70	0. Not within 20m of junction	. Not applicable	. Not applicable		1. Fine (without high wind)	A45 WESTBOUND AT THE GREAT DODDINGTON ON SLIP		2. Monday	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. not coded	. Not Coded		. Not Coded	. not coded	. Not Coded		. Not Coded
03/07/2020	W038720	486810	263907	2. Serious	1. Dry	1. Daylight	1	08:40:00	1	3. A	45	3. Dual 2 lanes	70	0. Not within 20m of junction	. Not applicable	. Not applicable		1. Fine (without high wind)	A45 WESTBOUND JUST PASSED THE GREAT DODDINGTON ON SLIP	AND HITS THE CENTRAL BARRIER BEFORE GOING ACROSS THE CARRIAGEWAY AND LEAVING TO THE NEARSIDE AND HITTING A TREE	6. Friday	501. Impaired by alcohol	V. Vehicle	1	A. Very likely	. Not coded	. Not Coded		. Not Coded	. not coded	. Not Coded		. Not Coded	. not coded	. Not Coded		. Not Coded	. not coded	. Not Coded		. Not Coded
19/12/2020	W091120	486904	264153	3. Slight	2. Wet/Damp	6. Darkness: no street lighting	1	17:20:00	1	3. A	45	7. Slip road	60	5. Slip Road	4. Give way or Uncontrolled	3. A	45	1. Fine (without high wind)	A45 WESTBOUND AT J11 EXIT SLIP FOR GREAT DODDINGTON	V1 HAS LEFT A45, AND HAS SWERVED TO AVOID AN ANIMAL IN THE ROAD. COLLIDING WITH TREES ON THE OFFSIDE.	7. Saturday	109. Animal or obect in carriaeeway	V. Vehicle	1	B. Possible	. Not coded	. Not Coded		. Not Coded	. not coded	. Not Coded		. Not Coded	. not coded	. Not Coded		. Not Coded	. not coded	. Not Coded		. Not Coded
01/03/2021	NNC20121	486780	263720	3. Slight	1. Dry	6. Darkness: no street lighting	2	04:35:00	2	3. A	45	3. Dual 2 lanes	70	0. Not within 20m of junction	. Not applicable	. Not applicable		7. Foo or mist	A45 WEST BOUND. GREAT DODDINGTON.	ATTENDING TO AN RTC. WAS PARKED AND STATIONARY WITH BLUE LIGHTS ON AT TIME OF COLLISION	2. Monday	707. Rain. sleet. snow. or foo	V. Vehicle	1	A. Very likely	503. Fatioue	V. Vehicle	1	B. Possible	405. Failed to look proceriv	V. Vehicle	1	B. Possible	. Not coded	. Not Coded		. Not Coded	. not coded	. Not Coded		. Not Coded	. not coded	. Not Coded		. Not Coded
11/08/2021	NNC05621	486792	264062	3. Slight	1. Dry	1. Daylight	1	14:57:00	1	4. B	573	6. Single carriageway	60	0. Not within 20m of junction	. Not applicable	. Not applicable		1. Fine (without high wind)	B573 EXIT SLIP FROM A45. EARLS BARTON	LET CTS VEHICLE OUT. C1 HAS FLAGGED DONE V1. AS C1 HAS PUT THERE HAND ON FRONT OF V1. V1 HAS MOVED. BENDING FINGERS OF	4. Wednesday	601. Aoaressive drivino	V. Vehicle	1	A. Very likely	. Not coded	. Not Coded		. Not Coded	. not coded	. Not Coded		. Not Coded	. not coded	. Not Coded		. Not Coded	. not coded	. Not Coded		. Not Coded
27/05/2022	NNC32722	486794	263997	2. Serious	1. Dry	1. Daylight	1	18:40:00	2	4. B	573	6. Single carriageway	40	0. Not within 20m of junction	. Not applicable	. Not applicable		1. Fine (without high wind)	JOIN THE A45.	OPPOSITE CARIAGEWAY	6. Friday	405. Failed to look proceriv	V. Vehicle	1	A. Very likely	. Not coded	. Not Coded		. Not Coded	. not coded	. Not Coded		. Not Coded	. not coded	. Not Coded		. Not Coded	. not coded	. Not Coded		. Not Coded
14/06/2023	NN20623	486815	263937	3. Slight	1. Dry	1. Daylight	1	07:18:00	3	3. A	45	3. Dual 2 lanes	70	5. Slip Road	4. Give way or Uncontrolled	3. A	45	1. Fine (without high wind)	A45, 60MSOUTH FROM B573 OVERHEAD BRIDGE. BETWEEN EARLS BARTON & GREAT DODDINGTON. WELLINGBOROUGH	IN FRONT STOPPING SUDDENLY. V1 (LANE 1) TRAVELLING BEHIND V2 COLLIDES WITH THE REAR OF V2 & THEN DEFLECTS INTO V3 (LANE 1)	4. Wednesday	308. Followina too close	V. Vehicle	1	A. Very likely	406. Failed to judge other persons path or soeed	V. Vehicle	1	A. Very likely	. Not coded	. Not Coded		. Not Coded	. not coded	. Not Coded		. Not Coded	. not coded	. Not Coded		. Not Coded
23/08/2023	NN30823	486794	263995	3. Slight	1. Dry	1. Daylight	1	16:25:00	2	4. B	573	6. Single carriageway	40	0. Not within 20m of junction	. Not applicable	. Not applicable		1. Fine (without high wind)	B573 DODDINGTON ROAD / EARLS BARTON ROAD AT THE WEST END OF THE BRIDGE OVER THE A45. EARLS BARTON	THEN BREAKED SHARPLY. V2 BEHIND V1 HAS BEEN UNABE TO STOP IN TIME & COLLIDED WITH THE REAR OF V1.	4. Wednesday	501. Impaired by alcohol	V. Vehicle	1	A. Very likely	308. Following too close	V. Vehicle	2	B. Possible	408. Sudden braking	V. Vehicle	1	A. Very likely	306. Exceeding speed limit	V. Vehicle	1	B. Possible	505. Illness or disability, mental or physical	V. Vehicle	1	A. Very likely
05/10/2023	NN36423	486959	264074	3. Slight	1. Dry	6. Darkness: no street lighting	2	20:26:00	2	4. B	573	6. Single carriageway	40	3. T & Stag Jct	4. Give way or Uncontrolled	3. A	45	1. Fine (without high wind)	B573 T JUNCTION WITH A43 JUNCTION 11, BETWEEN EARLS BARTON AND GREAT DODDINGTON	V2 WAS TIDD. V1 STARTED TO TURN WHEN V2 COLLIDES WITH THE FRONT OF V1	5. Thursday	506. Not disolavina lights at night or in poor visibility	V. Vehicle	2	B. Possible	602. Careless/Reckless/In a hurry	V. Vehicle	1	B. Possible	202. Defective lights or indicators	V. Vehicle	2	B. Possible	306. Exceeding speed limit	V. Vehicle	1	B. Possible
19/11/2023	NN41223	486826	263992	3. Slight	2. Wet/Damp	1. Daylight	1	09:37:00	2	3. A	45	3. Dual 2 lanes	70	5. Slip Road	4. Give way or Uncontrolled	3. A	45	1. Fine (without high wind)	A45 W/BOUND JUNCTION 11 ON SLIP, BETWEEN EARLS BARTON & GREAT DODDINGTON	MOVING INTO LANE 2 TO GIVE WAY TO JOINING TRAFFIC. IN DOING SO, V1 HAS COLLIDED WITH THE FRONT OF V2 WHICH WAS ALREADY IN	1. Sunday	405. Failed to look proceriv	V. Vehicle	1	B. Possible	Not coded	. Not Coded		. Not Coded	. not coded	. Not Coded		. Not Coded	. not coded	. Not Coded		. Not Coded	. not coded	. Not Coded		. Not Coded
03/12/2023	NN44323	486806	263863	3. Slight	2. Wet/Damp	lighting	3	16:28:00	2	3. A	45	3. Dual 2 lanes	70	0. Not within 20m of junction	Not applicable	Not applicable		2. Raining (without high wind)	A45 W/BOUND. BETWEEN GREET DODDINGTON AND EARLS BARTON	LANE 2. V1 HAS LOST CONTROL AND ENTERED THE EMBANKMENT V2 IN LIMP MODE (LANE 1) WAS HIT IN REAR BY V1	1. Sunday	406. Failed to ludoe other persons oath or soeed	V. Vehicle	1	A. Very likely	405. Failed to look proceriv	V. Vehicle	1	A. Very likely	. Not coded	. Not Coded		. Not Coded	. not coded	. Not Coded		. Not Coded	. not coded	. Not Coded		. Not Coded
01/01/2024	NN00224	485933	263731	7. Less serious	2. Wet/Damp	1. Daylight	1	08:25:00	2	4. B	573	6. Single carriageway	30	13. T or staggered junction	4. Give way or Uncontrolled	6. Unclassified	6073	1. Fine (without high wind)	B573 AT T JUNCTION WITH U6073 ST CRISPIN ROAD. EARLS BARTON	ATTEMPTED TO OVERTAKE THEM FROM BEHIND, COLLIDING WITH V2 AT THE JUNCTION. V1 HAS THEN CONTINUED ON THEIR JOURNEY AND	2. Monday	. Not coded	. Not Coded		. Not Coded	Not coded	. Not Coded		. Not Coded	. not coded	. Not Coded		. Not Coded	. not coded	. Not Coded		. Not Coded	. not coded	. Not Coded		. Not Coded
23/01/2024	NN03324	486785	263811	3. Slight	2. Wet/Damp	4. Darkness: street lights present and lit	1	17:18:00	5	3. A	45	3. Dual 2 lanes	70	0. Not within 20m of junction	. Not applicable	. Not applicable		1. Fine (without high wind)	A45 NO EXACT LOCATION, NEAR THE OFF SLIP FOR EARLS BARTON E/BOUND. BETWEEN GREAT DODDINGTON AND EARLS BARTON	PRESUMMED SHAPLY. V1 HAS THEN COLLIDED WITH V2'S REAR, V3 & V4 HAVE BEEN ABLE TO STOP IN TIME BUT V5 HAS COLLIDED WITH V4'S REAR. PUSHING V4 INTO V3'S REAR.	3. Tuesday	88. Sudden braking or braking in a way unsuitable for conditions	V. Vehicle	1	A. Very likely	. Not coded	. Not Coded		. Not Coded	. not coded	. Not Coded		. Not Coded	. not coded	. Not Coded		. Not Coded	. not coded	. Not Coded		. Not Coded

PIC Road Ref: 13. Station Road

Date	Police_ref	Easting	Northing	Severity	Road_cond	Visibility	Casualties	Time	Vehicles	Roadclass1	Roadnum1	Road_type	Speed_lim	Junct_det	Junct_ctrl	Roadclass2	Roadnum2	Weather	Location	Acc_desc	Day	Cf1	Vcu1	Vcuref1	Conf1	Cf2	Vcu2	Vcuref2	Conf2
09/11/2020	W801920	485002	262401	1. Fatal	2. Wet/Damp	1. Daylight	1	09:10:00	2	5. C	3	6. Single carriageway	40	0. Not within 20m of junction	. Not applicable	. Not applicable		1. Fine (without high wind)	C3 GRENDON ROAD, EARLS BARTON. APPROX 200M WEST OF EARLS BARTON WESTBOUND A45 ON SLIP	THE TWO HAVE COLLIDED HEAD ON, ON THE WESTBOUND SIDE OF THE ROAD	2. Monday	508. Driver using mobile phone	V. Vehicle	2	B. Possible	. Not coded	. Not Coded		. Not Coded
05/02/2023	NN09323	484860	262541	2. Serious	1. Dry	lighting	1	18:16:00	2	5. C	3	6. Single carriageway	60	0. Not within 20m of junction	. Not applicable	. Not applicable		1. Fine (without high wind)	C3 GRENDON ROAD BRIDGE OVER A45, EARLS BARTON, NORTHAMPTON	V2 HEAD ON.	1. Sunday	602. Careless/Reckless/In a hurry	V. Vehicle	1	A. Very likely	606. Inexperience of driving on the left	V. Vehicle	1	A. Very likely
11/05/2023	NN16723	487147	260380	3. Slight	1. Dry	1. Daylight	1	08:46:00	2	5. C	3	6. Single carriageway	60	3. T & Staq Jct	4. Give way or Uncontrolled	6. Unclassified	5019	1. Fine (without high wind)	C3 STATION ROAD, GRENDON SHORT BEND IN ROAD WITH T JUNCTION TO U5019 ADJACENT TO GRENDON WUARTER POND	V1 BELIEVES ROAD IS CLEAR & PULLS OUT FALLING TO SEE V2 DUE TO SUN	5. Thursday	706. Dazzling sun	V. Vehicle	1	A. Very likely	. Not coded	. Not Coded		. Not Coded
22/09/2023	NN35623	486060	261609	3. Slight	1. Dry	1. Daylight	1	09:30:00	2	5. C	3	6. Single carriageway	40	8. Pri Drive	4. Give way or Uncontrolled	6. Unclassified		1. Fine (without high wind)	C3 STATION ROAD AT SOUTHERN PRIVATE DRIVE ENTERANCE INTO EARLS BARTON QUARRY, 300M NORTH FROM WHISTON ROAD T JUNCTION, BETWEEN EARLS BARTON & GRENDON	HAS THEN STOPPED HALFWAY ACROSS THE CARRIAGEWAY AND V2 BELIEVES THEY HAVE STOPPED TO LET THEM PASS. AS V2 PASSES, V1 ACCELERATES INTO V2'S OFFSIDE. NOT KNOWING THEY HAVE HIT A	6. Friday	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded

PIC Road Ref: 14. Grendon to Bozeat

Date	Police_ref	Easting	Northing	Severity	Road_cond	Visibility	Casualties	Time	Vehicles	Roadclass1	Roadnum1	Road_type	Speed_lim	Junct_det	Junct_ctrl	Roadclass2	Roadnum2	Weather	Location	Acc_desc	Day	Cf1	Vcu1	Vcuref1	Conf1	Cf2	Vcu2	Vcuref2	Conf2	Cf3	Vcu3	Vcuref3	Conf3
05/07/2021	NNC30421	488470	259132	2. Serious	1. Dry	1. Daylight	3	09:00:00	2	5. C	3	6. Single carriageway	60	0. Not within 20m of junction	. Not applicable	. Not applicable		8. Other	C3 EASTON WAY, GRENDON	V1 S/E BOUND DIVING AT SPEED COLLIDED WITH F/OF V2 N/W BOUND	2. Monday	306. Exceeding speed limit	V. Vehicle	1	A. Very likely	602. Careless/Reckless/In a hurry	V. Vehicle	1	A. Very likely	. Not coded	. Not Coded		Not Coded
02/03/2022	NNC15022	489736	258957	3. Slight	2. Wet/Damp	lighting	1	18:45:00	2	5. C	3	6. Single carriageway	60	0. Not within 20m of junction	. Not applicable	. Not applicable		8. Other	C3 EASTON LANE. BOZEAT.	V2 W/BOUND	4. Wednesday	410. Loss of control	V. Vehicle	1	A. Very likely	602. Careless/Reckless/In a hurry	V. Vehicle	1	B. Possible	poor visibility	V. Vehicle	1	B. Possible
23/05/2023	NN18323	490020	258930	2. Serious	1. Dry	1. Daylight	1	07:10:00	2	3. A	509	6. Single carriageway	60	0. Not within 20m of junction	. Not applicable	. Not applicable		1. Fine (without high wind)	A509 LONDON ROAD, APPROX 800 M SOUTH FROM BOZEAR RBT, BOZEAT, SOUTH OF WELLINGBOROUGH	& DECIDES TO TURN IN ROAD (U-TURN) INTO THE PATH OF V2 TIOD. V2 WAS UNABLE TO STOP IN TIME & COLLIDES WITH THE OFFSIDE OF V1.	3. Tuesday	405. Failed to look properly	V. Vehicle	1	A. Very likely	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded
25/09/2024	NN33424	490462	259117	3. Slight	2. Wet/Damp	1. Daylight	1	18:20:00	2	5. C	189	6. Single carriageway	30	13. T or staggered junction	4. Give way or Uncontrolled	5. C	3	2. Raining (without high wind)	C189 LONDON ROAD AT THE J/W C3 EASTON ROAD, BOZEAT	V1 TURNS RIGHT OUT OF HIGH STREET PROCEEDING UP LONDON ROAD HITTING V2	4. Wednesday	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded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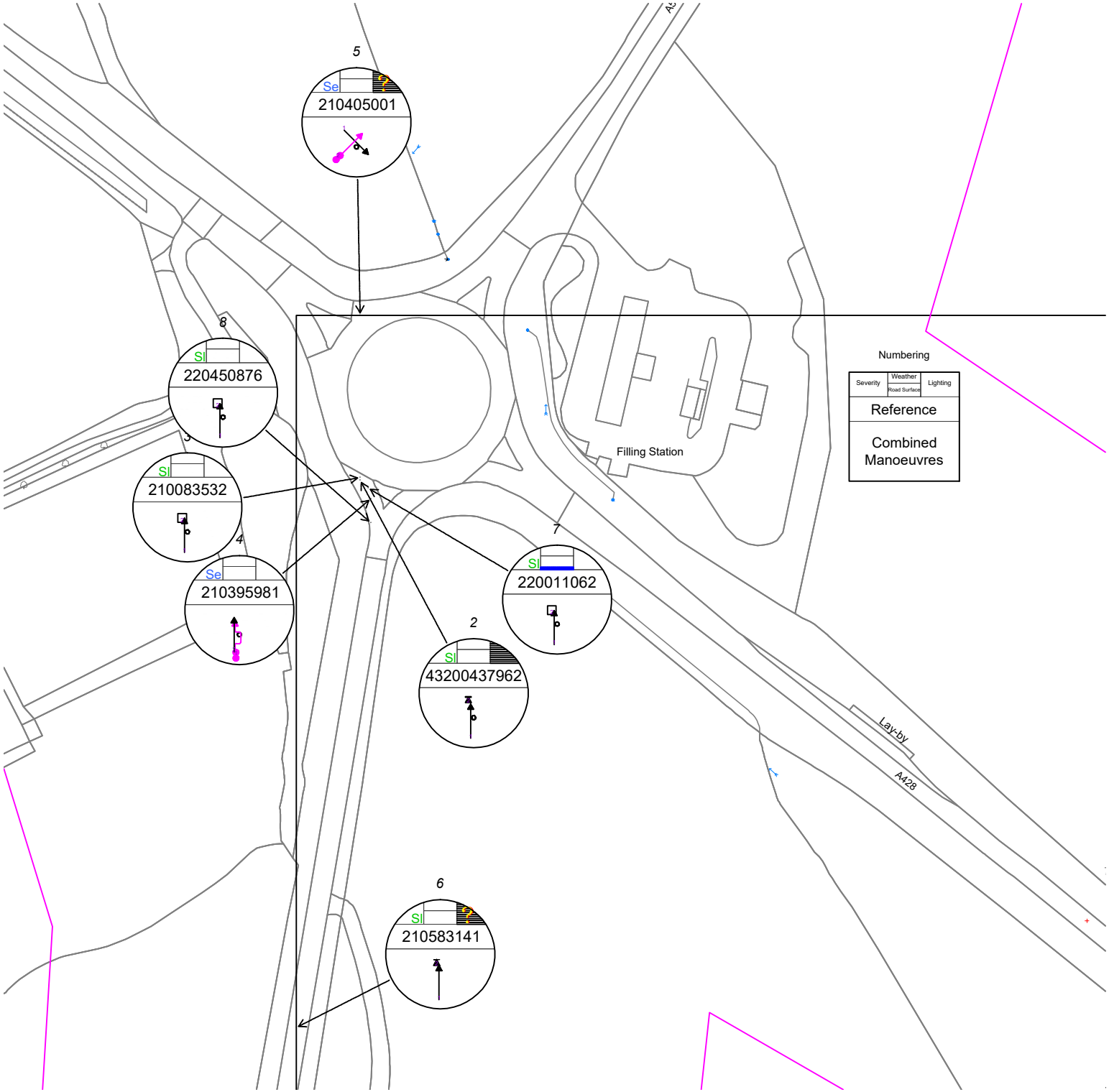
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Lighting
Reference
Combined Manoeuvres
Lay-by
A428

Lower Farm
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200291838

1	SEVERITY **SERIOUS**	District Milton Keynes Ref.No 200291838	**KMC TRANSPORT**	Grid Reference 490946 / 254147 Police Officer Attend: Yes

Date 15/09/2020 Day Tuesday
Time 17:10
Weather Fine without high winds
Road Surface Dry
Street Lighting Daylight

Road A428 Location A428 TWDS LAVENDON

Description of Accident C1 OVRTKG LORRY, MC2 PULL OUT TO OVRTK C1 DURG C1 MANUVER COLL WITH C1

SITE DETAILS

Speed Limit 60 MPH
Carriageway Single carriageway
Junction Detail Not at or within 20 metres of junction
Junction Control
2nd Road Number
Pedestrian Facilities None within 50 metres
No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car Make Model
Manoeuvre Overtaking on nearside
Veh. direction from Northwest to Southeast Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Not at or within 20m of junction
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Offside
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 66 yrs Sex 9 Breath test Negative Driving Lic Full
Left Hand Drive No Foreign veh.
Journey purpose Other

Veh.No. 2 Vehicle type M/cycle > 500cc Make Model
Manoeuvre Overtaking on nearside
Veh. direction from Northwest to Southeast Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Not at or within 20m of junction
Veh left carriageway? Left carriageway offside
Hit object in c'way? None
Hit object off c'way? None
First point of impact Nearside
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 70 yrs Sex Male Breath test Not requested Driving Lic Full
Left Hand Drive No Foreign veh.
Journey purpose Other

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity SERIOUS Age 70 yrs Sex Male Post code
Car Passenger? Not a passenger PSV Passenger? Not a passenger
Seat Belt Not applicable Cycle Helmet Not a cyclist
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured

Other Details

2	SEVERITY **SLIGHT**	District Milton Keynes Ref.No 43200437962	**KMC TRANSPORT**	Grid Reference 489805 / 254831 Police Officer Attend: No - self completed form

Date	27/11/2020	Day Friday	
Time	17:30		
Weather	Other		
Road Surface	Dry		
Street Lighting	Dark: no street lighting		

Road A509 Location A509/A428 ROUNDABOUT

Description of Accident: V2 STOPPED AT ROUDABOUT TO GIVE WAY TO ONCOMING VEHICLE V1 BEHIND V2 FAILED TO STOP AND HIT REAR OF V2

SITE DETAILS

Speed Limit	50 MPH
Carriageway	Roundabout
Junction Detail	Roundabout
Junction Control	Give way or uncontrolled
2nd Road Number	A428
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car Make Model

Manoeuvre	Going ahead other				
Veh. direction from	South to Unknown	Towing?	No tow or articulation		
Skidded	No skidding, jack-knifing or overturning				
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				
Junct. location of veh. at 1st impact	Approaching junction or waiting				
Veh left carriageway?	Did not leave carriageway				
Hit object in c'way?	None				
Hit object off c'way?	None				
First point of impact	Front				
Veh registration no.		Other veh.hit (ref.no)	0	Hit and run	Not hit and run
Drivers age ? yrs	Sex Male	Breath test	Not requested	Driving Lic	
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle		
Journey purpose	Not Known				

Veh.No. 2 Vehicle type Car Make Model

Manoeuvre	Slowing or stopping				
Veh. direction from	South to Northeast	Towing?	No tow or articulation		
Skidded	No skidding, jack-knifing or overturning				
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				
Junct. location of veh. at 1st impact	Approaching junction or waiting				
Veh left carriageway?	Did not leave carriageway				
Hit object in c'way?	None				
Hit object off c'way?	None				
First point of impact	Back				
Veh registration no.		Other veh.hit (ref.no)	0	Hit and run	Not hit and run
Drivers age 73 yrs	Sex Male	Breath test	Not requested	Driving Lic	
Left Hand Drive	No	Foreign veh.	Not foreign registered vehicle		
Journey purpose	Other				

CASUALTIES INVOLVED 1

Cas No	1	Cas Class	Driver or Rider	Veh ref No	2
Severity	SLIGHT	Age 73 yrs	Sex Male	Post code	
Car Passenger?	Not a passenger		PSV Passenger?	Not a passenger	
Seat Belt	Unknown		Cycle Helmet	Not a cyclist	
Ped Movement	Not applicable				
Ped Location	Not applicable				
Ped Direction to	Not applicable				
School Pupil	Other				
Roadworker injured					

Other Details

3	SEVERITY **SLIGHT**	District Milton Keynes Ref.No 210083532	**KMC TRANSPORT**	Grid Reference 489805 / 254832 Police Officer Attend: No - self completed form

Date	27/02/2021	Day Saturday	Road A509 Location A509 ROUNDABOUT WITH A428
Time	14:15		
Weather	Fine without high winds		Description of Accident C1 TRVLG S - N WAITG AT RABT ON A509 & A428 WAS HIT FROM BEHIND BY C2
Road Surface	Dry		
Street Lighting	Daylight		

SITE DETAILS

Speed Limit	60 MPH
Carriageway	Single carriageway
Junction Detail	Roundabout
Junction Control	Give way or uncontrolled
2nd Road Number	A428
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No.	1	Vehicle type	Car	Make		Model	
Manoeuvre	Going ahead other						
Veh. direction from	South to North			Towing?	No tow or articulation		
Skidded	No skidding, jack-knifing or overturning						
Veh location at impact (restricted lane)	On main carriageway not in restricted lane						
Junct. location of veh. at 1st impact	Approaching junction or waiting						
Veh left carriageway?	Did not leave carriageway						
Hit object in c'way?	None						
Hit object off c'way?	None						
First point of impact	Front						
Veh registration no.		Other veh.hit (ref.no)	0	Hit and run	Not hit and run		
Drivers age	? yrs	Sex	9	Breath test	Driver not contacted	Driving Lic	Full
Left Hand Drive	No	Foreign veh.					
Journey purpose	Other						

Veh.No.	2	Vehicle type	Car	Make		Model	
Manoeuvre	Waiting to go ahead but held up						
Veh. direction from	South to North			Towing?	No tow or articulation		
Skidded	No skidding, jack-knifing or overturning						
Veh location at impact (restricted lane)	On main carriageway not in restricted lane						
Junct. location of veh. at 1st impact	Cleared junction or waiting						
Veh left carriageway?	Did not leave carriageway						
Hit object in c'way?	None						
Hit object off c'way?	None						
First point of impact	Back						
Veh registration no.		Other veh.hit (ref.no)	0	Hit and run	Not hit and run		
Drivers age	33 yrs	Sex	Male	Breath test	Driver not contacted	Driving Lic	Full
Left Hand Drive	No	Foreign veh.					
Journey purpose	Other						

CASUALTIES INVOLVED 2

Cas No	1	Cas Class	Driver or Rider			Veh ref No	2
Severity	SLIGHT	Age	33 yrs	Sex	Male	Post code	
Car Passenger?	Not a passenger			PSV Passenger?	Not a passenger		
Seat Belt	Unknown			Cycle Helmet	Not a cyclist		
Ped Movement	Not applicable						
Ped Location	Not applicable						
Ped Direction to	Not applicable						
School Pupil	Other						
Roadworker injured							

Cas No	2	Cas Class	Passenger			Veh ref No	2
Severity	SLIGHT	Age	32 yrs	Sex	Female	Post code	
Car Passenger?	Front seat passenger			PSV Passenger?	Not a passenger		
Seat Belt	Unknown			Cycle Helmet	Not a cyclist		
Ped Movement	Not applicable						
Ped Location	Not applicable						
Ped Direction to	Not applicable						
School Pupil	Other						
Roadworker injured							

Other Details

4	SEVERITY **SERIOUS**	District Milton Keynes Ref.No 210395981	**KMC TRANSPORT**	Grid Reference 489809 / 254824 Police Officer Attend: Yes

Date	03/09/2021	Day Friday	
Time	15:21		
Weather	Fine without high winds		
Road Surface	Dry		
Street Lighting	Daylight		

Road A509 Location A509 WARRINGTON J/W A428

Description of Accident: VEHS NBD. V1 M/C O/T V2 ON RBT APPROACH. V2 TAKES STRAIGHT LINE THROUGH RBT FORCING V1 ONTO CENTRAL ISLAND

SITE DETAILS

Speed Limit	60 MPH
Carriageway	Single carriageway
Junction Detail	Roundabout
Junction Control	Give way or uncontrolled
2nd Road Number	A428
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type M/cycle > 500cc Make Model

Manoeuvre	Overtaking moving veh on its offside				
Veh. direction from	South to North	Towing?	No tow or articulation		
Skidded	No skidding, jack-knifing or overturning				
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				
Junct. location of veh. at 1st impact	Approaching junction or waiting				
Veh left carriageway?	Left carriageway straight ahead at junction				
Hit object in c'way?	None				
Hit object off c'way?	None				
First point of impact	Front				
Veh registration no.		Other veh.hit (ref.no)	0	Hit and run	Not hit and run
Drivers age ? yrs	Sex Male	Breath test	Negative	Driving Lic	Full
Left Hand Drive	No	Foreign veh.			
Journey purpose	Other				

Veh.No. 2 Vehicle type Car Make Model

Manoeuvre	Going ahead other				
Veh. direction from	South to North	Towing?	No tow or articulation		
Skidded	No skidding, jack-knifing or overturning				
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				
Junct. location of veh. at 1st impact	Approaching junction or waiting				
Veh left carriageway?	Did not leave carriageway				
Hit object in c'way?	None				
Hit object off c'way?	None				
First point of impact	Did not impact				
Veh registration no.		Other veh.hit (ref.no)	0	Hit and run	Not hit and run
Drivers age ? yrs	Sex Female	Breath test	Negative	Driving Lic	Full
Left Hand Drive	No	Foreign veh.			
Journey purpose	Other				

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Passenger Veh ref No 1

Severity	SERIOUS	Age 21 yrs	Sex Female
Post code			
Car Passenger?	Not a passenger	PSV Passenger?	Not a passenger
Seat Belt	Not applicable	Cycle Helmet	Not a cyclist
Ped Movement	Not applicable		
Ped Location	Not applicable		
Ped Direction to	Not applicable		
School Pupil	Other		
Roadworker injured			

Other Details

5	SEVERITY **SERIOUS**	District Milton Keynes Ref.No 210405001	**KMC TRANSPORT**	Grid Reference 489805 / 254893 Police Officer Attend: Yes

Date	08/09/2021	Day Wednesday	Road A428 Location A509 J/W A428 WARRINGTON
Time	23:35		
Weather	Fine without high winds		Description of Accident V2 ON RBT NBD, V1 ENTERS RBT FROM NW INTO PATH OF V2
Road Surface	Dry		
Street Lighting	Dark: street lighting unknown		

SITE DETAILS

Speed Limit	60 MPH
Carriageway	Single carriageway
Junction Detail	Roundabout
Junction Control	Give way or uncontrolled
2nd Road Number	A509
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car Make Model

Manoeuvre	Going ahead other				
Veh. direction from	Northwest to Southeast	Towing?	No tow or articulation		
Skidded	No skidding, jack-knifing or overturning				
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				
Junct. location of veh. at 1st impact	Mid junction - on roundabout or main road				
Veh left carriageway?	Did not leave carriageway				
Hit object in c'way?	None				
Hit object off c'way?	None				
First point of impact	Front				
Veh registration no.		Other veh.hit (ref.no)	0	Hit and run	Not hit and run
Drivers age 79 yrs	Sex Male	Breath test	Negative	Driving Lic	Full
Left Hand Drive	No	Foreign veh.			
Journey purpose	Other				

Veh.No. 2 Vehicle type M/cycle > 500cc Make Model

Manoeuvre	Going ahead other				
Veh. direction from	Southwest to Northeast	Towing?	No tow or articulation		
Skidded	No skidding, jack-knifing or overturning				
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				
Junct. location of veh. at 1st impact	Mid junction - on roundabout or main road				
Veh left carriageway?	Did not leave carriageway				
Hit object in c'way?	None				
Hit object off c'way?	None				
First point of impact	Front				
Veh registration no.		Other veh.hit (ref.no)	0	Hit and run	Not hit and run
Drivers age 39 yrs	Sex Female	Breath test	Not provided (medical reas	Driving Lic	Full
Left Hand Drive	No	Foreign veh.			
Journey purpose	Other				

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2

Severity	SERIOUS	Age 39 yrs	Sex Female
Post code			
Car Passenger?	Not a passenger	PSV Passenger?	Not a passenger
Seat Belt	Not applicable	Cycle Helmet	Not a cyclist
Ped Movement	Not applicable		
Ped Location	Not applicable		
Ped Direction to	Not applicable		
School Pupil	Other		
Roadworker injured			

Other Details

6	SEVERITY **SLIGHT**	District Milton Keynes Ref.No 210583141	**KMC TRANSPORT**	Grid Reference 489781 / 254625 Police Officer Attend: No - self completed form

Date	28/12/2021	Day Tuesday	Road A509 Location A509 WARRINGTON, SOUTH OF A428
Time	16:29		
Weather	Fine without high winds		Description of Accident VEHS NBD. V1 HIT REAR OF SLOWING V2
Road Surface	Dry		
Street Lighting	Dark: street lighting unknown		

SITE DETAILS

Speed Limit	60 MPH
Carriageway	Single carriageway
Junction Detail	Not at or within 20 metres of junction
Junction Control	
2nd Road Number	
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car Make Model
Manoeuvre Going ahead other
Veh. direction from South to North Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Not at or within 20m of junction
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Hit and Run
Drivers age ? yrs Sex 9 Breath test Driver not contacted Driving Lic Full
Left Hand Drive No Foreign veh.
Journey purpose Other

Veh.No. 2 Vehicle type Car Make Model
Manoeuvre Slowing or stopping
Veh. direction from South to North Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Not at or within 20m of junction
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 21 yrs Sex Male Breath test Not requested Driving Lic Full
Left Hand Drive No Foreign veh.
Journey purpose Commuting to/from work

CASUALTIES INVOLVED 2

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity SLIGHT Age 21 yrs Sex Male Post code
Car Passenger? Not a passenger PSV Passenger? Not a passenger
Seat Belt Not applicable Cycle Helmet Not a cyclist
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured

Cas No 2 Cas Class Passenger Veh ref No 2
Severity SLIGHT Age 22 yrs Sex Female Post code
Car Passenger? Front seat passenger PSV Passenger? Not a passenger
Seat Belt Not applicable Cycle Helmet Not a cyclist
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured

Other Details

7	SEVERITY **SLIGHT**	District Milton Keynes Ref.No 220011062	**KMC TRANSPORT**	Grid Reference 489808 / 254828 Police Officer Attend: Yes

Date	09/01/2022	Day Sunday	Road A509 Location A509 NORTHAMPTON ROAD J/W A428
Time	10:39		
Weather	Fine without high winds		Description of Accident V1 HIT REAR OF V2 NBD RBT APPROACH
Road Surface	Wet/Damp		
Street Lighting	Daylight		

SITE DETAILS

Speed Limit	60 MPH
Carriageway	Single carriageway
Junction Detail	Roundabout
Junction Control	Give way or uncontrolled
2nd Road Number	A428
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car Make Model
Manoeuvre Going ahead other
Veh. direction from South to North Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Approaching junction or waiting
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 53 yrs Sex Male Breath test Negative Driving Lic Full
Left Hand Drive No Foreign veh.
Journey purpose Other

Veh.No. 2 Vehicle type Car Make Model
Manoeuvre Waiting to go ahead but held up
Veh. direction from South to North Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Approaching junction or waiting
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 70 yrs Sex Male Breath test Negative Driving Lic Full
Left Hand Drive No Foreign veh.
Journey purpose Other

CASUALTIES INVOLVED 2

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity SLIGHT Age 70 yrs Sex Male Post code
Car Passenger? Not a passenger PSV Passenger? Not a passenger
Seat Belt Not applicable Cycle Helmet Not a cyclist
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured

Cas No 2 Cas Class Passenger Veh ref No 2
Severity SLIGHT Age 77 yrs Sex Female Post code
Car Passenger? Front seat passenger PSV Passenger? Not a passenger
Seat Belt Not applicable Cycle Helmet Not a cyclist
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured

Other Details

8	SEVERITY **SLIGHT**	District Milton Keynes Ref.No 220450876	**KMC TRANSPORT**	Grid Reference 489809 / 254815 Police Officer Attend: No - self completed form

Date	06/10/2022	Day Thursday	Road A509 Location A509 WARRINGTON RD J/W A428 BEDFORD ROAD EAST
Time	12:45		
Weather	Fine without high winds		Description of Accident NBD V1 HIT REAR OF STATIONARY V2
Road Surface	Dry		
Street Lighting	Daylight		

SITE DETAILS

Speed Limit	60 MPH
Carriageway	Single carriageway
Junction Detail	Roundabout
Junction Control	Give way or uncontrolled
2nd Road Number	A428
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car Make Model
Manoeuvre Going ahead other
Veh. direction from South to North Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Approaching junction or waiting
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 20 yrs Sex Female Breath test Not requested Driving Lic Full
Left Hand Drive No Foreign veh.
Journey purpose Other

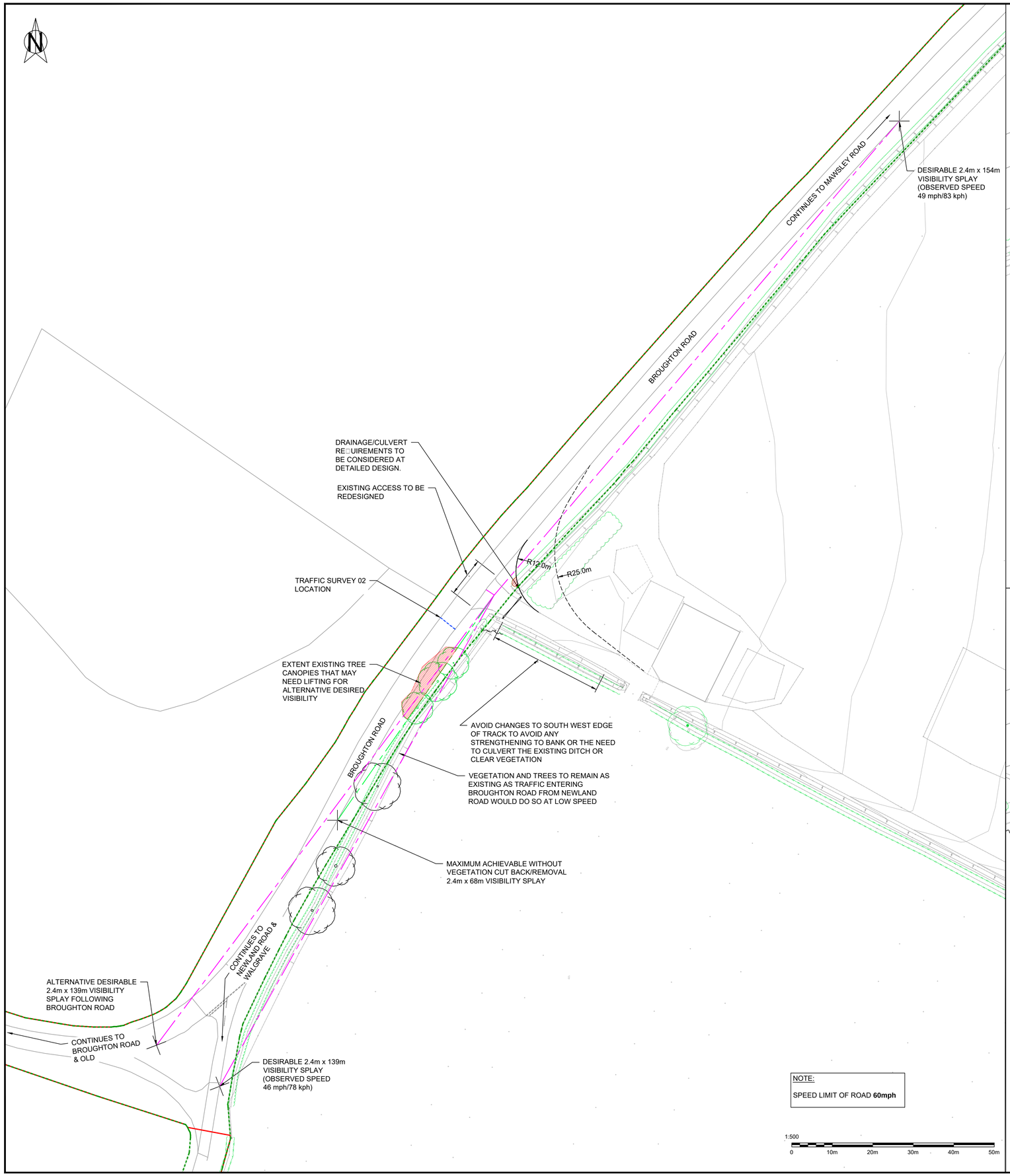
Veh.No. 2 Vehicle type Car Make Model
Manoeuvre Waiting to go ahead but held up
Veh. direction from South to North Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Approaching junction or waiting
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 50 yrs Sex Female Breath test Not requested Driving Lic Full
Left Hand Drive No Foreign veh.
Journey purpose Other

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity SLIGHT Age 50 yrs Sex Female Post code
Car Passenger? Not a passenger PSV Passenger? Not a passenger
Seat Belt Not applicable Cycle Helmet Not a cyclist
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured

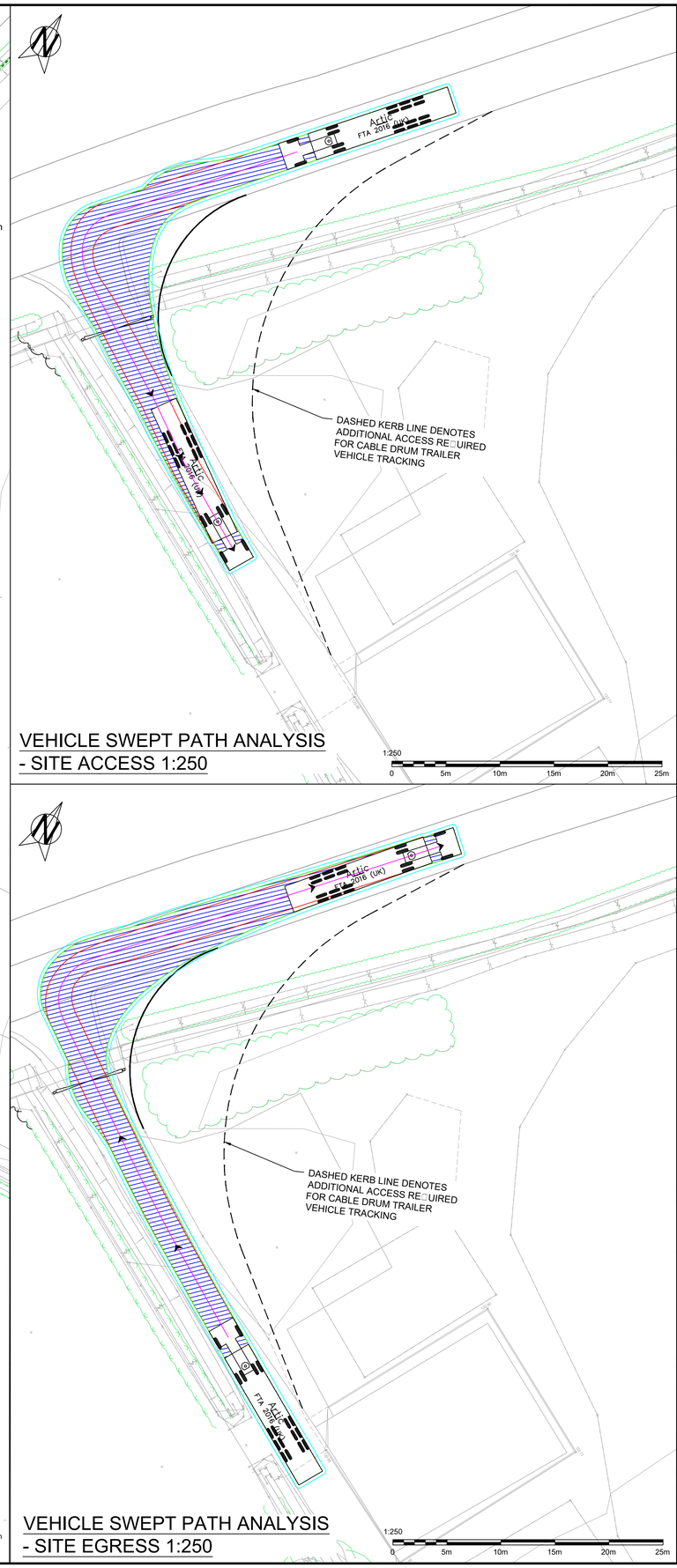
Other Details

Appendix C Access drawings



NOTE:

SPEED LIMIT OF ROAD **60mph**



VEHICLE SWEPT PATH ANALYSIS - SITE ACCESS 1:250

1:250
0 5m 10m 15m 20m 25m

VEHICLE SWEPT PATH ANALYSIS - SITE EGRESS 1:250

1:250
0 5m 10m 15m 20m 25m

NOTES:

1. (C) This drawing is copyright.
2. All dimensions to be checked on site.
3. Do not scale from this drawing; only figured dimensions are to be worked from.
4. Any discrepancies must be reported immediately before proceeding.
5. This drawing to be read & printed in colour.
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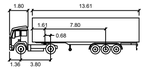
KEY PLAN
1:200000@A1

KEY:

- SITE BOUNDARY
- TRAFFIC SURVEY LOCATION
- HIGHWAY BOUNDARY
- VISIBILITY SPLAY EXTENT
- EXISTING LAYOUT
- PROPOSED EDGE OF ACCESS
- EXISTING VEGETATION
- EXTENT OF VEGETATION REMOVAL
- 126.5 EXISTING CONTOURS

VEHICLE PROFILE:



ARTIC - 16.48m

		meters
TRACTOR WIDTH	:	2.55
TRAILER WIDTH	:	2.55
TRACTOR TRACK	:	2.55
TRAILER TRACK	:	2.55
LOCK TO LOCK TIME	:	6.0
STEERING ANGLE	:	42.6
ARTICULATING ANGLE:		70.0

VEHICLE ANALYSIS KEY:

- VEHICLE PATH & DIRECTION
- VEHICLE BODY ENVELOPE
- VEHICLE FRONT WHEEL PATH
- 0.3m VEHICLE BUFFER ZONE AROUND TRACKING

REV	DATE	DESCRIPTION	DRN	CHKD	APRD
D	03.12.2025	Drawings updated as per client comments	CS	OW	SM
C	19.05.2025	Vehicle tracking updated, boundary removed	CS	OW	SM
B	08.04.2025	Boundary updated	CS	OW	SM
A	11.03.2025	Preliminary Issue	CS	LF	SM

Issue Status

- [ ] CONCEPT
- [x] PRELIMINARY
- [ ] TENDER
- [ ] CONSTRUCTION
- [ ] AS BUILT
- [ ] H&S FILE ISSUE

Client
GREEN HILL SOLAR FARM LTD

Project
GREEN HILL SOLAR FARM

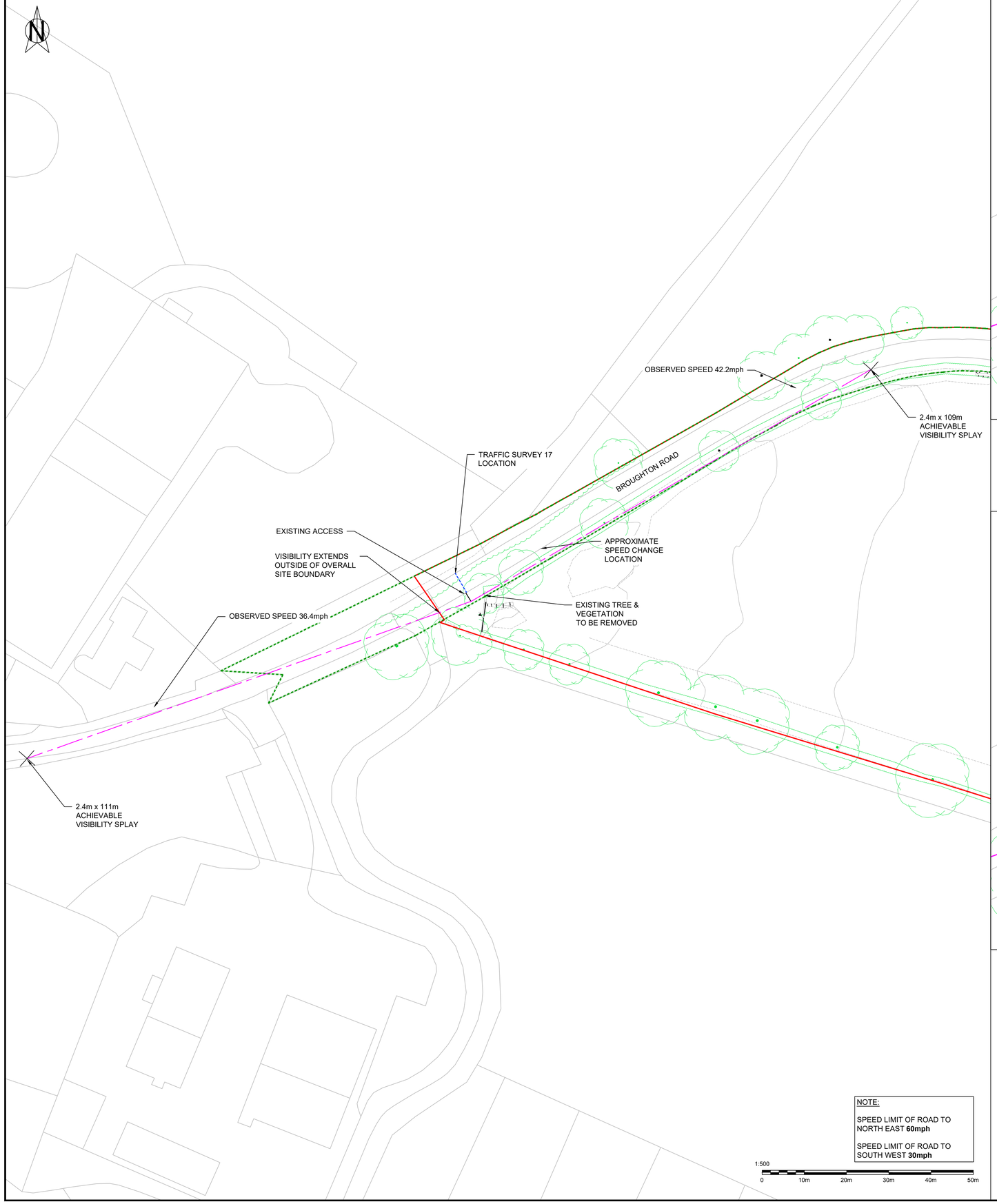
Drawing Title
AREA A - ACCESS 1
GENERAL ARRANGEMENT, VISIBILITY SPLAYS & VEHICLE TRACKING

Scale @ A1	Drwn	CS	Chkd	LF
As shown	Aprd	SM	Date	Jan 2025

Drawing Ref
23061-KMC-XX-AA1-DR-CH-0001

Rev
D

kmc transport planning



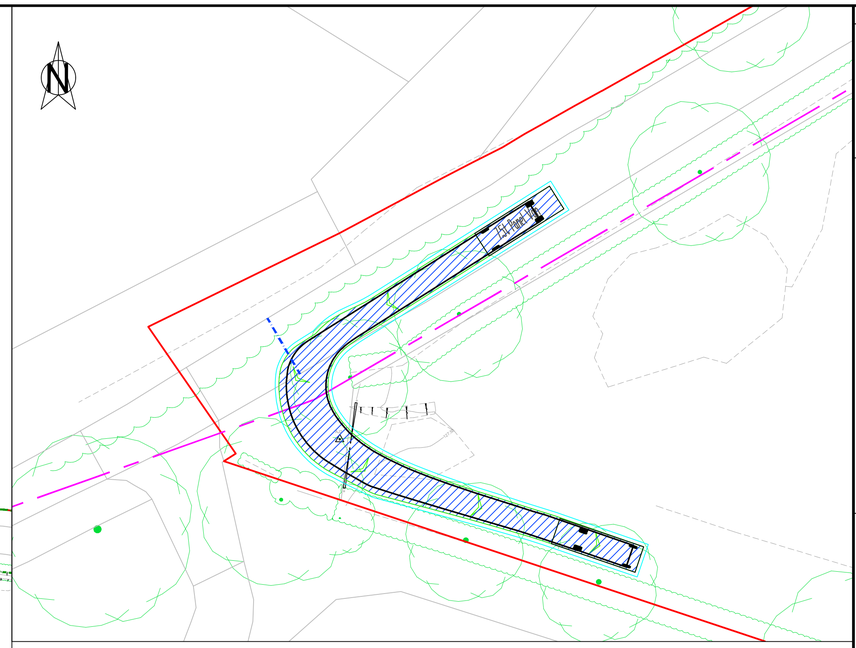
NOTE:

SPEED LIMIT OF ROAD TO NORTH EAST **60mph**

SPEED LIMIT OF ROAD TO SOUTH WEST **30mph**

1:500

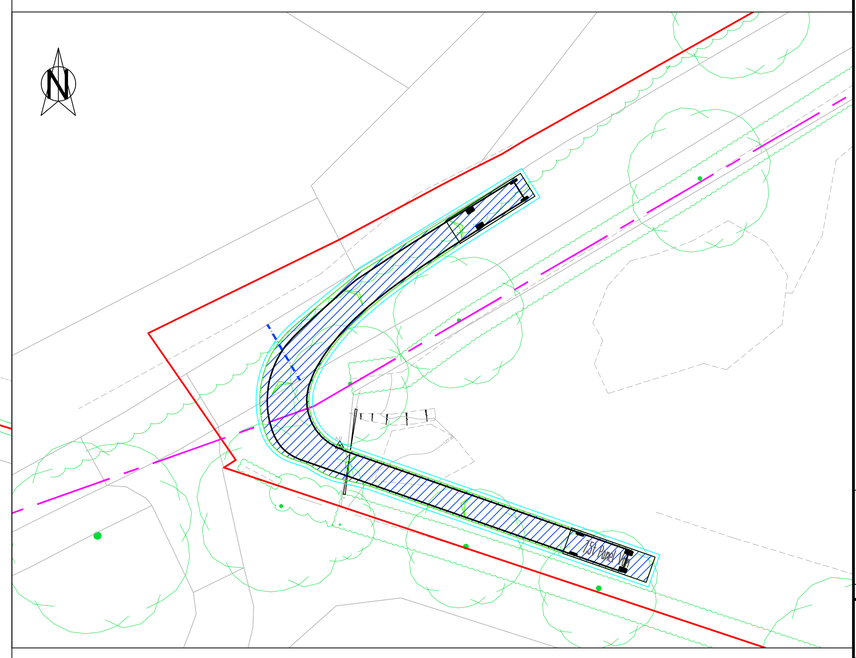
0 10m 20m 30m 40m 50m



VEHICLE SWEPT PATH ANALYSIS - SITE ACCESS 1:250

1:250

0 5m 10m 15m 20m 25m



VEHICLE SWEPT PATH ANALYSIS - SITE EGRESS 1:250

1:250

0 5m 10m 15m 20m 25m

NOTES:

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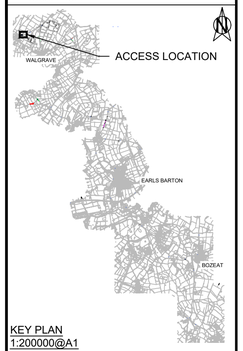
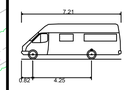


KEY PLAN
1:200000@A1

KEY:

- SITE BOUNDARY
- TRAFFIC SURVEY LOCATION
- HIGHWAY BOUNDARY
- VISIBILITY SPLAY EXTENT
- EXISTING LAYOUT
- PROPOSED EDGE OF ACCESS
- EXISTING VEGETATION
- EXTENT OF VEGETATION REMOVAL
- 126.5 EXISTING CONTOURS

VEHICLE PROFILE:



meters

Overall Length	7.210m
Overall Width	2.192m
Overall Body Height	2.544m
Min Body Ground Clearance	0.316m
Track Width	1.865m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

VEHICLE ANALYSIS KEY:

- VEHICLE PATH & DIRECTION
- VEHICLE BODY ENVELOPE
- VEHICLE FRONT WHEEL PATH
- 0.3m VEHICLE BUFFER ZONE AROUND TRACKING

REV	DATE	DESCRIPTION	DRN	CHKD	APRD
C	03.12.2025	Drawing updated as per client comments	CS	OW	SM
B	19.05.2025	Vehicle tracking added, boundary removed	CS	OW	SM
A	08.04.2025	Preliminary Issue	CS	OW	SM

Issue Status

- ☐ CONCEPT
- ☐ CONSTRUCTION
- ■ PRELIMINARY
- ☐ AS BUILT
- ☐ TENDER
- ☐ H&S FILE ISSUE

Client
GREEN HILL SOLAR FARM LTD

Project
GREEN HILL SOLAR FARM

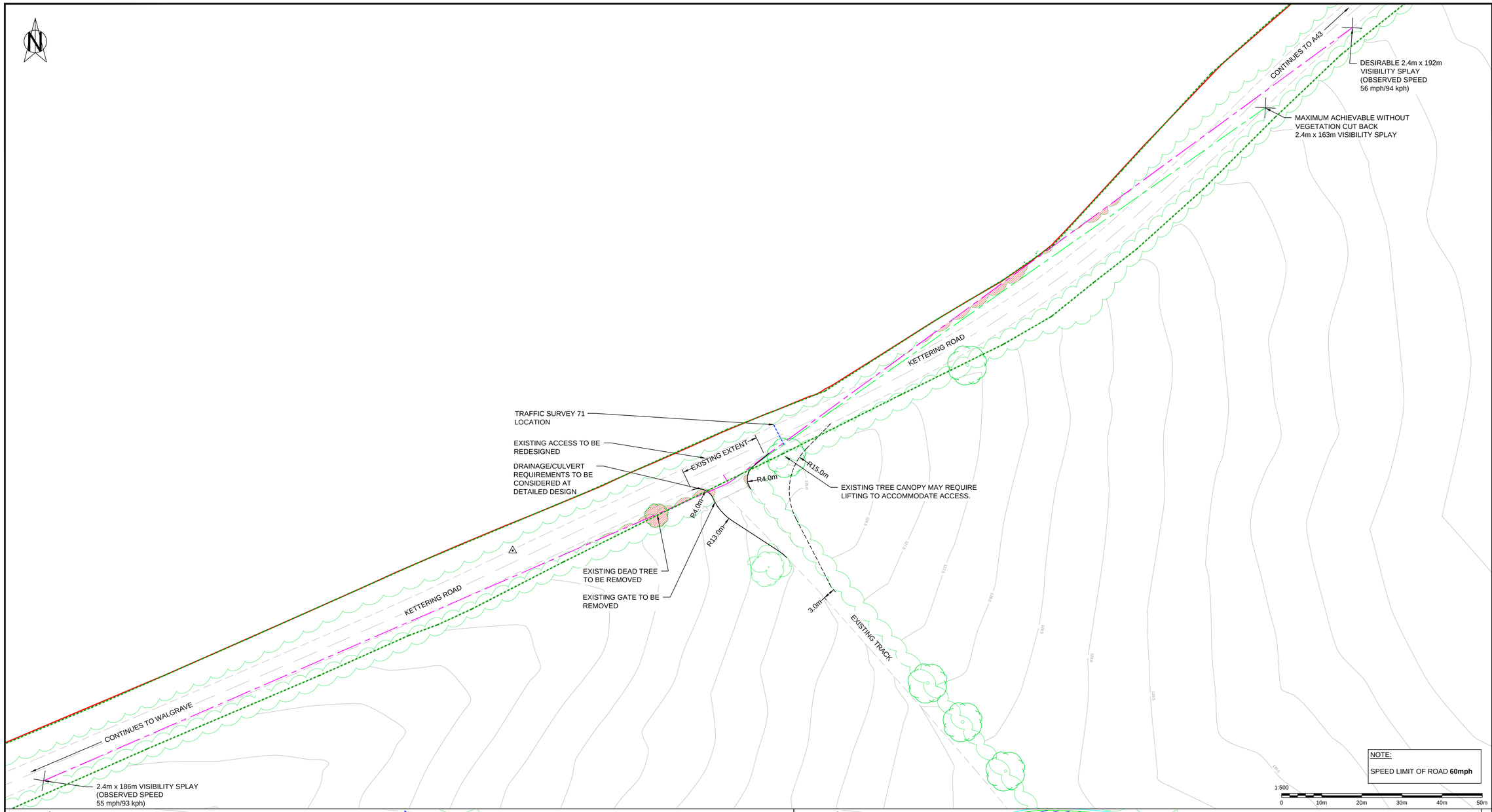
Drawing Title
AREA A - ACCESS 2
GENERAL ARRANGEMENT, VISIBILITY SPLAYS & VEHICLE TRACKING

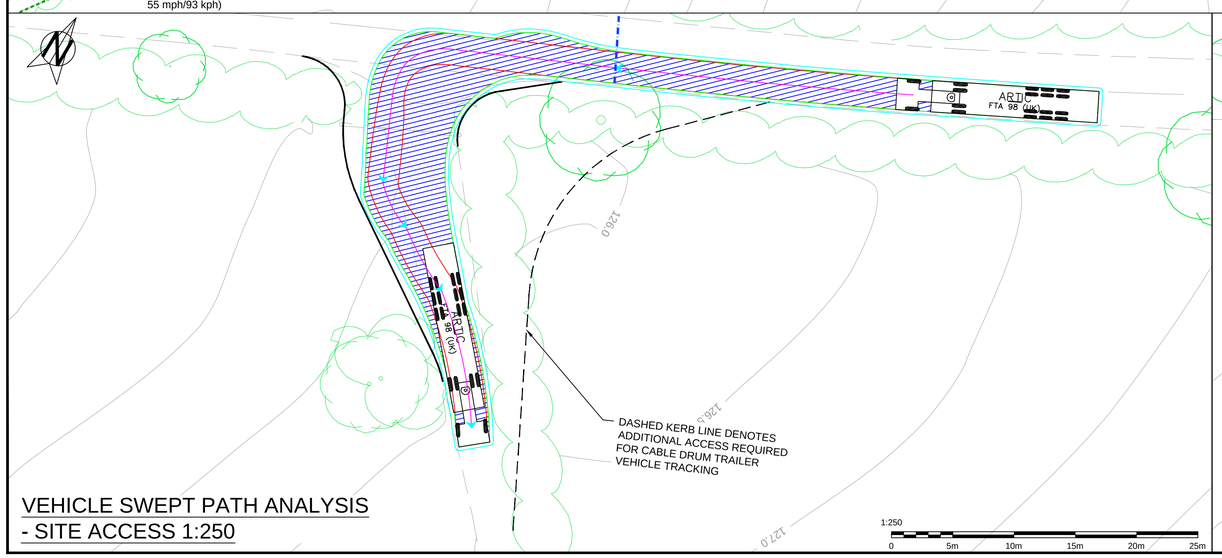
Scale @ A1	Drwn	CS	Chkd	OW
As shown	Aprd	SM	Date	Jan 2025

Drawing Ref
23061-KMC-XX-AA2-DR-CH-0001

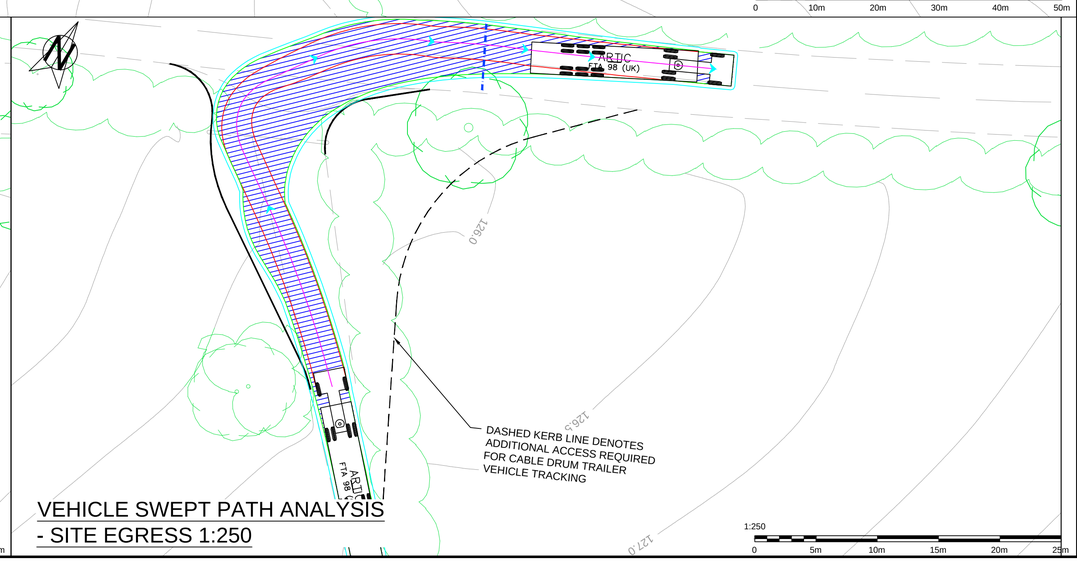
Rev
C

kmc transport planning





VEHICLE SWEPT PATH ANALYSIS
- SITE ACCESS 1:250



VEHICLE SWEPT PATH ANALYSIS
- SITE EGRESS 1:250

NOTES:

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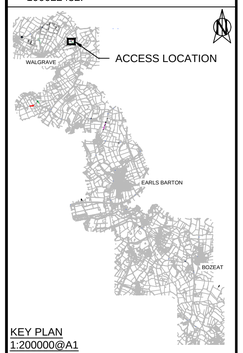

KEY PLAN
1:200000@A1

KEY:

- SITE BOUNDARY
- TRAFFIC SURVEY LOCATION
- HIGHWAY BOUNDARY
- VISIBILITY SPLAY EXTENT
- EXISTING LAYOUT
- PROPOSED EDGE OF ACCESS
- EXISTING VEGETATION
- EXTENT OF VEGETATION REMOVAL
- EXISTING CONTOURS

VEHICLE PROFILE:

ARTIC - 16.48m

	meters
TRACTOR WIDTH	: 2.55
TRAILER WIDTH	: 2.55
TRACTOR TRACK	: 2.55
TRAILER TRACK	: 2.55
LOCK TO LOCK TIME	: 6.0
STEERING ANGLE	: 42.6
ARTICULATING ANGLE:	70.0

VEHICLE ANALYSIS KEY:

- VEHICLE PATH & DIRECTION
- VEHICLE BODY ENVELOPE
- VEHICLE FRONT WHEEL PATH
- 0.3m VEHICLE BUFFER ZONE AROUND TRACKING

REV	DATE	DESCRIPTION	DRN	CHKD	APRD
D	03.12.2025	Drawing updated as per client comments	CS	OW	SM
C	19.05.2025	Tracking updated, boundary removed	CS	OW	SM
B	08.04.2025	Boundary updated	CS	OW	SM
A	11.03.2025	Preliminary issue	CS	LF	SM

Issue Status

- [ ] CONCEPT
- [x] PRELIMINARY
- [ ] TENDER
- [ ] CONSTRUCTION
- [ ] AS BUILT
- [ ] H&S FILE ISSUE

Client
GREEN HILL SOLAR FARM LTD

Project
GREEN HILL SOLAR FARM

Drawing Title
AREA A - ACCESS 2-1
GENERAL ARRANGEMENT, VISIBILITY SPLAYS & VEHICLE TRACKING

Scale @ A1	Drwn	CS	Chkd	LF
As shown	Aprd	SM	Date	Jan 2025

Drawing Ref	Rev
23061-KMC-XX-AA21-DR-CH-0001	D

kmc transport planning

1:500
0 10m 20m 30m 40m 50m

DESIRABLE 2.4m x 170m
VISIBILITY SPLAY
(OBSERVED SPEED
52 mph/88 kph)

CONTINUES TO HOLCOT

SYWELL ROAD

EXISTING ACCESS TO BE
REDESIGNED

HEDGEROW AND TREE POSITIONS
ARE APPROXIMATED AND SUBJECT
TO TOPOGRAPHICAL SURVEY

R6.0m

TRAFFIC SURVEY 04
LOCATION

R9.0m

R14.8m

HEDGEROW AND TREE POSITIONS
ARE APPROXIMATED AND SUBJECT
TO TO TOPOGRAPHICAL SURVEY

SYWELL ROAD

CONTINUES TO A43

ACHIEVABLE
2.4m x 154m
VISIBILITY SPLAY

DESIRABLE
2.4m x 170m
VISIBILITY SPLAY
(OBSERVED SPEED
52 mph/88 kph)

DASHED KERB LINE DENOTES
ADDITIONAL ACCESS RE UIRED
FOR CABLE DRUM TRAILER
VEHICLE TRACKING

VEHICLE SWEPT PATH ANALYSIS
- SITE ACCESS 1:250

1:250
0 5m 10m 15m 20m 25m

DASHED KERB LINE DENOTES
ADDITIONAL ACCESS RE UIRED
FOR CABLE DRUM TRAILER
VEHICLE TRACKING

VEHICLE SWEPT PATH ANALYSIS
- SITE EGRESS 1:250

NOTE:

SPEED LIMIT OF ROAD **60mph**

1:250
0 5m 10m 15m 20m 25m

NOTES:

1. (C) This drawing is copyright.
2. All dimensions to be checked on site.
3. Do not scale from this drawing; only figured dimensions are to be worked from.
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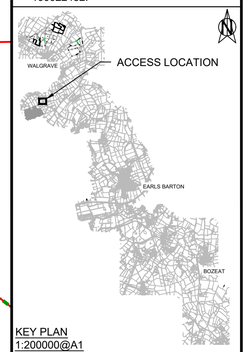
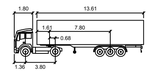


KEY PLAN
1:200000@A1

KEY:

- SITE BOUNDARY
- TRAFFIC SURVEY LOCATION
- HIGHWAY BOUNDARY
- VISIBILITY SPLAY EXTENT
- EXISTING LAYOUT
- PROPOSED EDGE OF ACCESS
- EXISTING VEGETATION
- EXTENT OF VEGETATION REMOVAL
- 126.5 EXISTING CONTOURS

VEHICLE PROFILE:



ARTIC - 16.48m

		meters
TRACTOR WIDTH	:	2.55
TRAILER WIDTH	:	2.55
TRACTOR TRACK	:	2.55
TRAILER TRACK	:	2.55
LOCK TO LOCK TIME	:	6.0
STEERING ANGLE	:	42.6
ARTICULATING ANGLE	:	70.0

VEHICLE ANALYSIS KEY:

- VEHICLE PATH & DIRECTION
- VEHICLE BODY ENVELOPE
- VEHICLE FRONT WHEEL PATH
- 0.3m VEHICLE BUFFER ZONE AROUND TRACKING

REV	DATE	DESCRIPTION	DRN	CHKD	APRD
D	03.12.2025	Drawing updated as per client comments	CS	OW	SM
C	19.05.2025	Vehicle updated	CS	OW	SM
B	08.04.2025	Boundary updated	CS	OW	SM
A	11.03.2025	Preliminary Issue	CS	LF	SM

Issue Status

- ☐ CONCEPT
- ☐ CONSTRUCTION
- ■ PRELIMINARY
- ☐ AS BUILT
- ☐ TENDER
- ☐ H&S FILE ISSUE

Client
GREEN HILL SOLAR FARM LTD

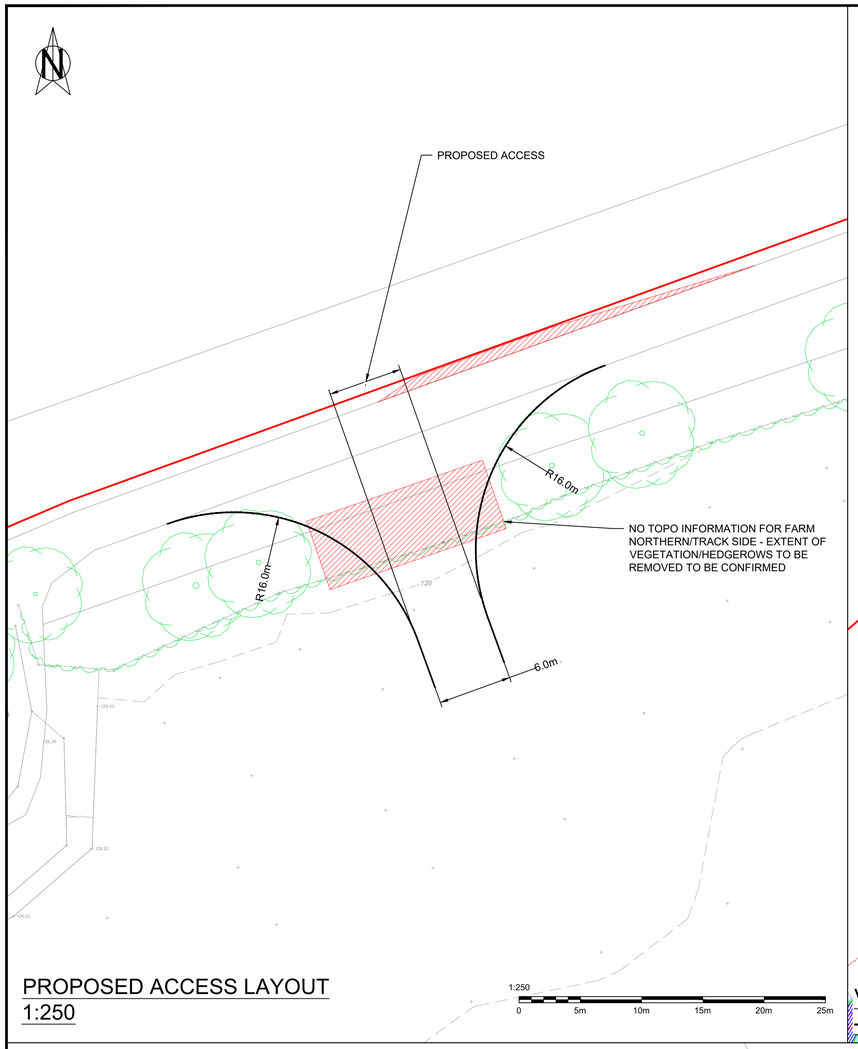
Project
GREEN HILL SOLAR FARM

Drawing Title
AREA B - ACCESS 1
GENERAL ARRANGEMENT, VISIBILITY SPLAYS & VEHICLE TRACKING

Scale @ A1	Drwn	CS	Chkd	LF
As shown	Aprd	SM	Date	Jan 2025

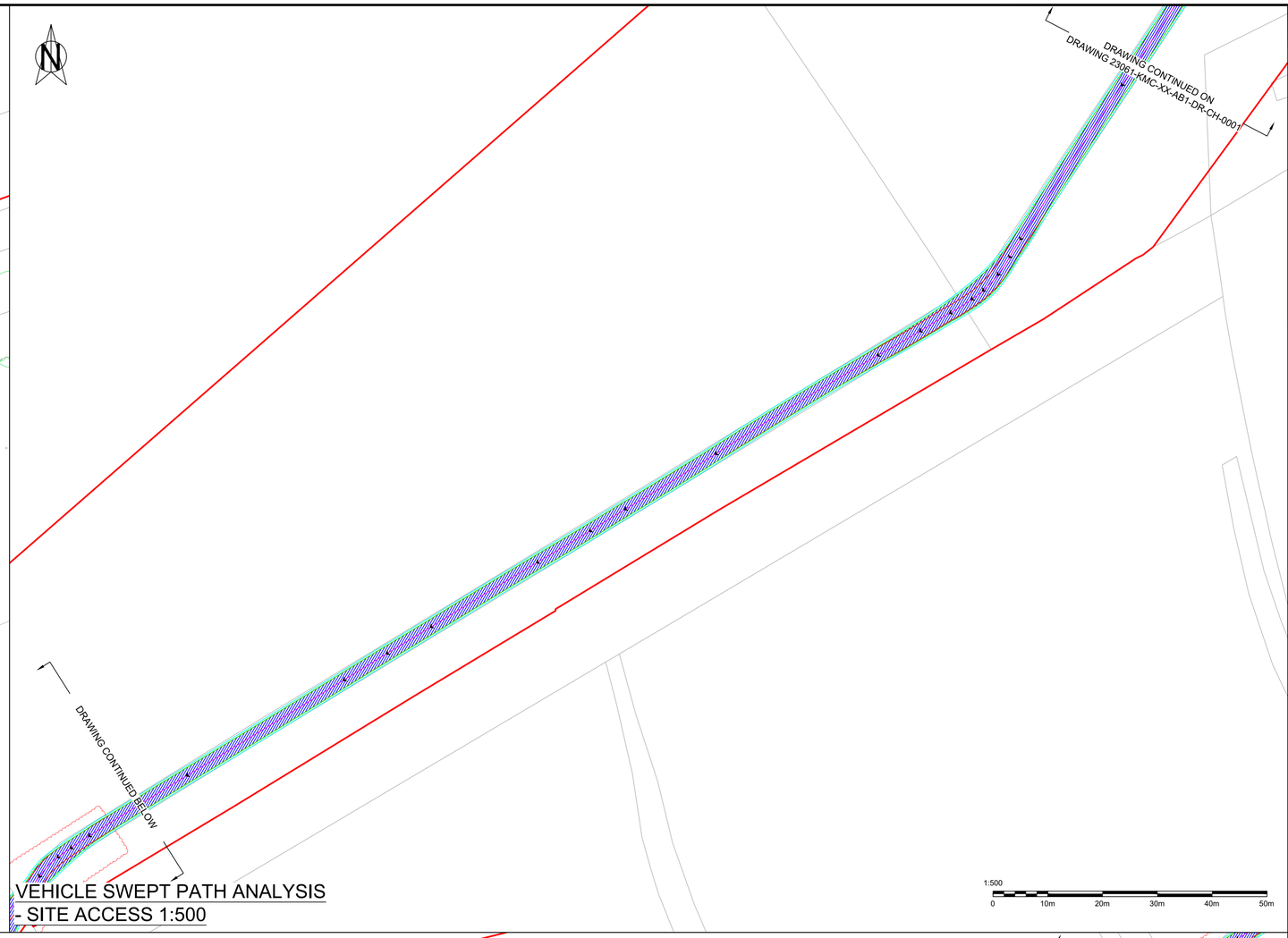
Drawing Ref	Rev
23061-KMC-XX-AB1-DR-CH-0001	D

kmc
transport planning



PROPOSED ACCESS LAYOUT
1:250

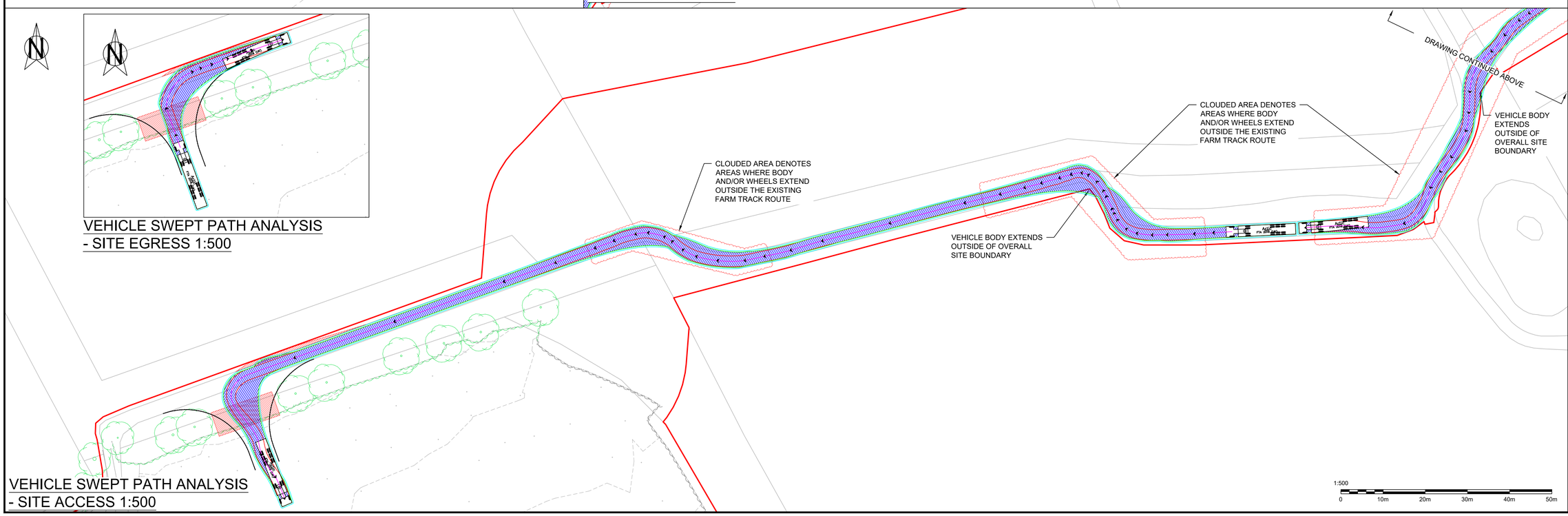
1:250
0 5m 10m 15m 20m 25m



VEHICLE SWEPT PATH ANALYSIS
- SITE ACCESS 1:500

1:500
0 10m 20m 30m 40m 50m

VEHICLE SWEPT PATH ANALYSIS
- SITE EGRESS 1:500



VEHICLE SWEPT PATH ANALYSIS
- SITE ACCESS 1:500

1:500
0 10m 20m 30m 40m 50m

NOTES:

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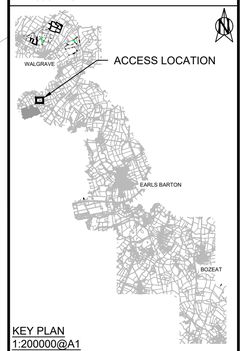
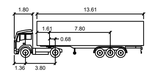


KEY PLAN
1:200000@A1

KEY:

- SITE BOUNDARY
- TRAFFIC SURVEY LOCATION
- HIGHWAY BOUNDARY
- VISIBILITY SPLAY EXTENT
- EXISTING LAYOUT
- PROPOSED EDGE OF ACCESS
- EXISTING VEGETATION
- EXTENT OF VEGETATION REMOVAL
- 126.5 EXISTING CONTOURS

VEHICLE PROFILE:



ARTIC - 16.48m

		meters
TRACTOR WIDTH	:	2.55
TRAILER WIDTH	:	2.55
TRACTOR TRACK	:	2.55
TRAILER TRACK	:	2.55
LOCK TO LOCK TIME	:	6.0
STEERING ANGLE	:	42.6
ARTICULATING ANGLE:		70.0

VEHICLE ANALYSIS KEY:

- VEHICLE PATH & DIRECTION
- VEHICLE BODY ENVELOPE
- VEHICLE FRONT WHEEL PATH
- 0.3m VEHICLE BUFFER ZONE AROUND TRACKING

REV	DATE	DESCRIPTION	DRN	CHKD	APRD
D	03.12.2025	Drawing updated as per client comments	CS	OW	SM
C	19.05.2025	Boundary updated	CS	OW	SM
B	08.04.2025	Boundary updated	CS	OW	SM
A	11.03.2025	Preliminary Issue	CS	LF	SM

Issue Status

- ☐ CONCEPT
- ☐ CONSTRUCTION
- ■ PRELIMINARY
- ☐ AS BUILT
- ☐ TENDER
- ☐ H&S FILE ISSUE

Client
GREEN HILL SOLAR FARM LTD

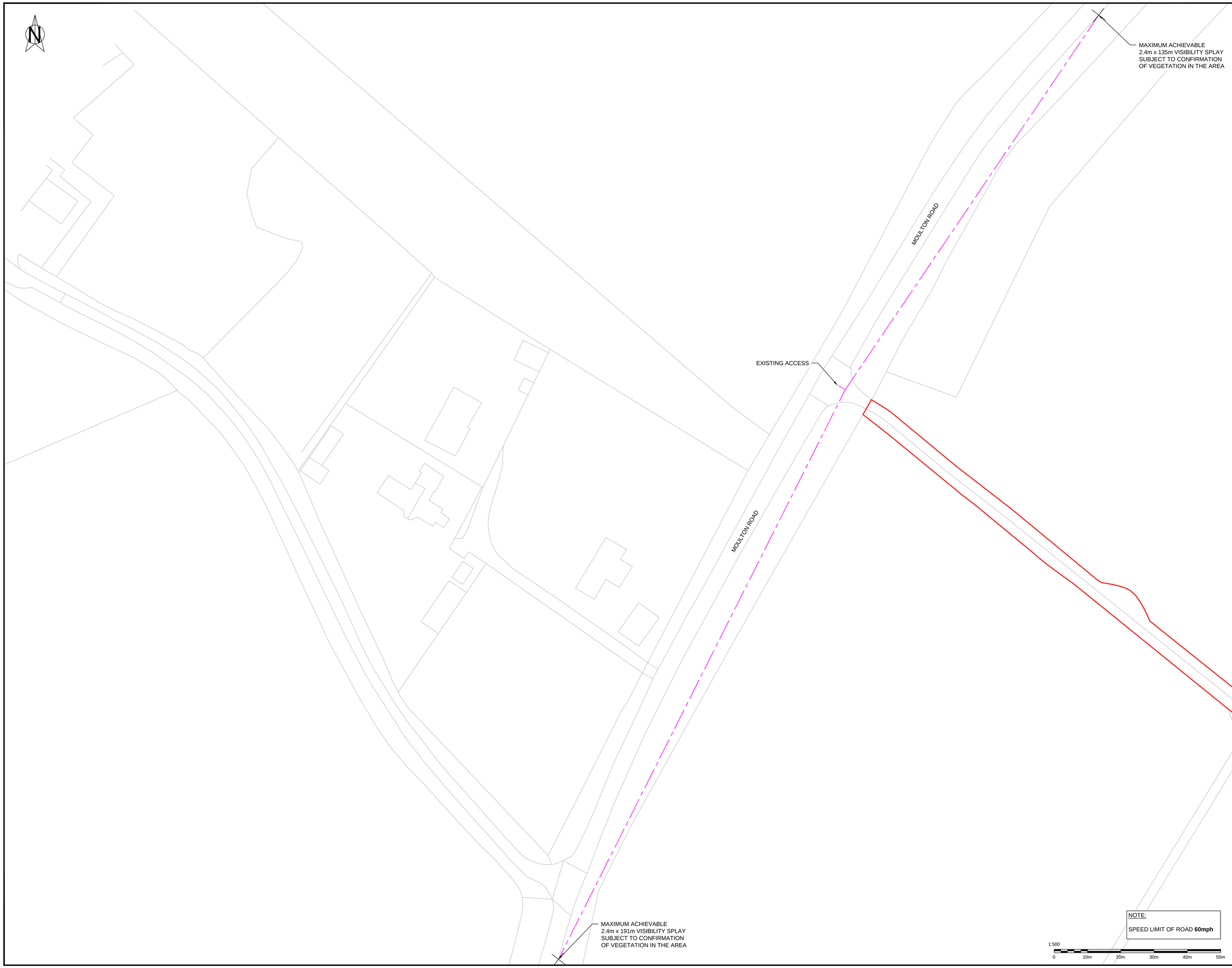
Project
GREEN HILL SOLAR FARM

Drawing Title
AREA B - ON SITE ACCESS, GENERAL ARRANGEMENT, VISIBILITY SPLAYS & VEHICLE TRACKING

Scale @ A1	Drwn	CS	Chkd	LF
As shown	Aprd	SM	Date	MAR 2025

Drawing Ref	Rev
23061-KMC-XX-AB1-DR-CH-0002	D

kmc
transport planning



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5. This drawing to be read & printed in colour.
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KEY PLAN
1:200000@A1

- SITE BOUNDARY
- TRAFFIC SURVEY LOCATION
- HIGHWAY BOUNDARY
- VISIBILITY SPLAY EXTENT
- EXISTING LAYOUT
- PROPOSED EDGE OF ACCESS
- EXISTING VEGETATION
- EXTENT OF VEGETATION REMOVAL

NOTE:

SPEED LIMIT OF ROAD **60mph**

1:500

0 10m 20m 30m 40m 50m

REV	DATE	DESCRIPTION	DRN	CHKD	APRD
B	03.12.2025	Drawings updated as per client comments	CS	OW	SM
A	19.05.2025	Preliminary Issue	CS	OW	SM

Issue Status

- [ ] CONCEPT
- [x] PRELIMINARY
- [ ] TENDER
- [ ] CONSTRUCTION
- [ ] AS BUILT
- [ ] H&S FILE ISSUE

Client
GREEN HILL SOLAR FARM LTD

Project
GREEN HILL SOLAR FARM

Drawing Title
AREA B - ACCESS 2
GENERAL ARRANGEMENT, VISIBILITY SPLAY

Scale @ A1	Drwn	CS	Chkd	OW
As shown	Aprd	SM	Date	Apr 2025

Drawing Ref	Rev
23061-KMC-XX-AB2-DR-CH-0001	B

kmc
transport planning

2.4m x 203m
VISIBILITY SPLAY
(OBSERVED SPEED
58 mph/97 kph)

CONTINUES TO WHISTON ROAD

STATION ROAD

EXISTING ACCESS

STATION ROAD

2.4m x 192m
VISIBILITY SPLAY
(OBSERVED SPEED
56 mph/94 kph)

CONTINUES TO GRENDON

NOTE:

SPEED LIMIT OF ROAD **60mph**

1:500
0 10m 20m 30m 40m 50m

VEHICLE SWEPT PATH ANALYSIS - SITE ACCESS 1:250

Hydraulic Platform ARCHITECTS HANDBOOK 2002 (UK)

1:250
0 5m 10m 15m 20m 25m

VEHICLE SWEPT PATH ANALYSIS - SITE EGRESS 1:250

Hydraulic Platform ARCHITECTS HANDBOOK 2002 (UK)

1:250
0 5m 10m 15m 20m 25m

NOTES:

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5. This drawing to be read & printed in colour.
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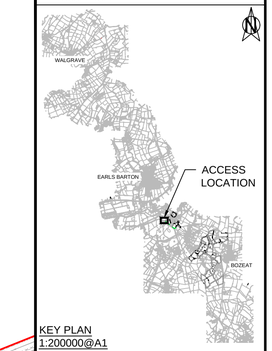
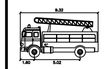


KEY PLAN
1:200000@A1

KEY:

- HIGHWAY BOUNDARY
- VISIBILITY SPLAY EXTENT
- EXISTING LAYOUT
- PROPOSED EDGE OF ACCESS
- EXISTING VEGETATION
- EXTENT OF VEGETATION REMOVAL
- 126.5 EXISTING CONTOURS

VEHICLE PROFILE:



HYDRAULIC PLATFORM (9.32m)

	meters
WIDTH	: 2.46
TRACK	: 2.46
LOCK TO LOCK TIME	: 6.0
STEERING ANGLE	: 33.1

VEHICLE ANALYSIS KEY:

- VEHICLE PATH & DIRECTION
- VEHICLE BODY ENVELOPE
- VEHICLE FRONT WHEEL PATH
- 0.3m VEHICLE BUFFER ZONE AROUND TRACKING

REV	DATE	DESCRIPTION	DRN	CHKD	APRD
E	03.12.2025	Drawing updated as per client comments	CS	OW	SM
D	19.05.2025	Boundary removed	CS	OW	SM
C	13.05.2025	Vehicle & Tracking updated	CS	OW	SM
B	08.04.2025	Vehicle & Boundary updated	CS	OW	SM
A	11.03.2025	Preliminary Issue	CS	LF	SM

Issue Status

- ☐ CONCEPT
- ☐ CONSTRUCTION
- ■ PRELIMINARY
- ☐ AS BUILT
- ☐ TENDER
- ☐ H&S FILE ISSUE

Client
GREEN HILL SOLAR FARM LTD

Project
GREEN HILL SOLAR FARM

Drawing Title
AREA ABESS, ACCESS 1
GENERAL ARRANGEMENT, VISIBILITY SPLAYS & VEHICLE TRACKING

Scale @ A1	Drwn	CS	Chkd	LF
As shown	Aprd	SM	Date	Jan 2025

Drawing Ref
23061-KMC-XX-ABESS1-DR-CH-0001

Rev
E

kmc transport planning

CONTINUES TO WHISTON ROAD

STATION ROAD

HATCH DENOTES EXTENT OF EXISTING TREE CANOPIES THAT MAY NEED LIFTING OR HEDGEROWS CUTTING BACK-TO BE CONFIRMED

REALIGNED KERB LINE TO ALLOW LEFT IN AND RIGHT OUT ACCESS/EGRESS

R20.0m

R8.0m

R6.0m

15.3m

EXISTING SOUTH EAST TRACK EDGE TO BE RETAINED

EXISTING ACCESS TO BE REDESIGNED

VISIBILITY SPLAY EXTENDS OUTSIDE OF HIGHWAY BOUNDARY

STATION ROAD

160.5m

EXTENT OF VISIBILITY SPLAY EXTENDING THROUGH SITE BOUNDARY

2.4m x 192m VISIBILITY SPLAY (OBSERVED SPEED 56 mph/94 kph)

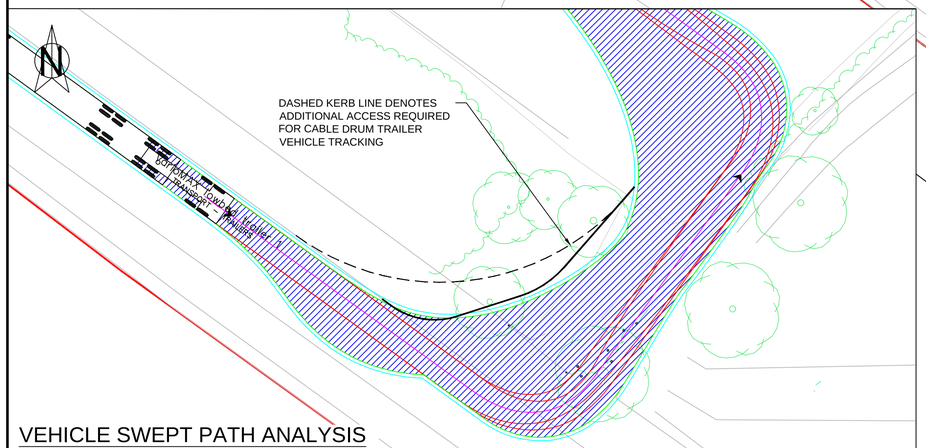
TRAFFIC SURVEY 62 LOCATION

NOTE:

SPEED LIMIT OF ROAD **60mph**

1:500

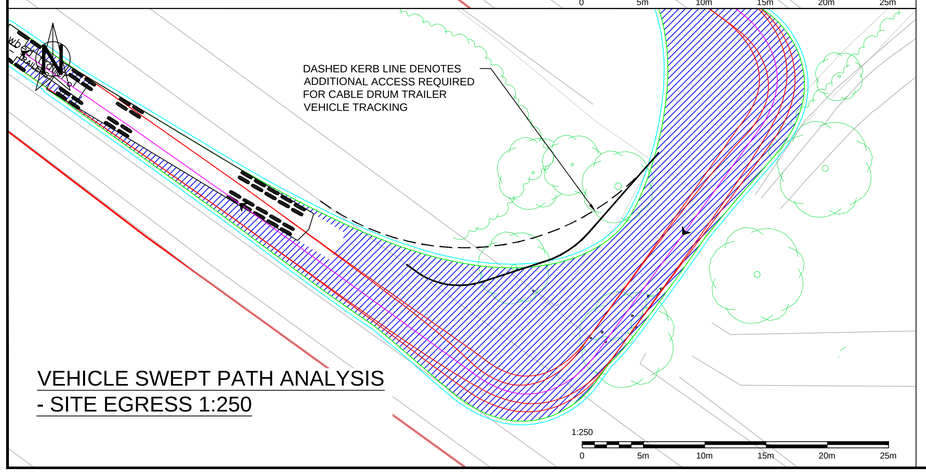
0 10m 20m 30m 40m 50m



VEHICLE SWEPT PATH ANALYSIS - SITE ACCESS 1:250

1:250

0 5m 10m 15m 20m 25m



VEHICLE SWEPT PATH ANALYSIS - SITE EGRESS 1:250

1:250

0 5m 10m 15m 20m 25m

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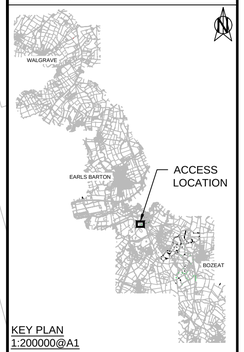
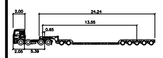


KEY PLAN
1:200000@A1

KEY:

- HIGHWAY BOUNDARY
- VISIBILITY SPLAY EXTENT
- EXISTING LAYOUT
- PROPOSED EDGE OF ACCESS
- EXISTING VEGETATION
- EXTENT OF VEGETATION REMOVAL
- 126.5 EXISTING CONTOURS

VEHICLE PROFILE:



VARIO-MAX LOWBED - 29.63m
meters

TRACTOR WIDTH	:	2.55
TRAILER WIDTH	:	2.55
TRACTOR TRACK	:	2.55
TRAILER TRACK	:	2.55
LOCK TO LOCK TIME	:	6.0
STEERING ANGLE	:	40.0
ARTICULATING ANGLE:		70.0

VEHICLE ANALYSIS KEY:

- VEHICLE PATH & DIRECTION
- VEHICLE BODY ENVELOPE
- VEHICLE FRONT WHEEL PATH
- 0.3m VEHICLE BUFFER ZONE AROUND TRACKING

REV	DATE	DESCRIPTION	DRN	CHKD	APRD
D	03.12.2025	Drawing updated as per client comments	CS	OW	SM
C	19.05.2025	Boundary updated	CS	OW	SM
B	08.04.2025	Vehicle & Boundary updated	CS	OW	SM
A	11.03.2025	Preliminary Issue	CS	LF	SM

Issue Status

- [ ] CONCEPT
- [x] PRELIMINARY
- [ ] TENDER
- [ ] CONSTRUCTION
- [ ] AS BUILT
- [ ] H&S FILE ISSUE

Client
GREEN HILL SOLAR FARM LTD

Project
GREEN HILL SOLAR FARM

Drawing Title
AREA ABESS, ACCESS 2
GENERAL ARRANGEMENT, VISIBILITY SPLAYS & VEHICLE TRACKING

Scale @ A1	Drwn	CS	Chkd	LF
As shown	Aprd	SM	Date	Jan 2025

Drawing Ref
23061-KMC-XX-ABESS2-DR-CH-0001

Rev
D

kmc transport planning

2.4m x 203m
VISIBILITY SPLAY
(OBSERVED SPEED
58 mph/97 kph)

CONTINUES TO WHISTON ROAD

STATION ROAD

TRAFFIC SURVEY 62
LOCATION

TOPO DOES NOT SHOW EXTENT
OF POTENTIAL HIGHWAY
HEDGEROW OR TREE INFLUENCE

R18.0m

9.0m

PROPOSED KERB LINE TO
ALLOW LEFT IN AND RIGHT
OUT ACCESS/EGRESS

TOPO DOES NOT SHOW EXTENT
OF POTENTIAL HIGHWAY
HEDGEROW INFLUENCE

PROPOSED ACCESS
(TO THE EAST OF
EXISTING ACCESS)

STATION ROAD

VISIBILITY SPLAY
PASSES THROUGH
SITE BOUNDARY

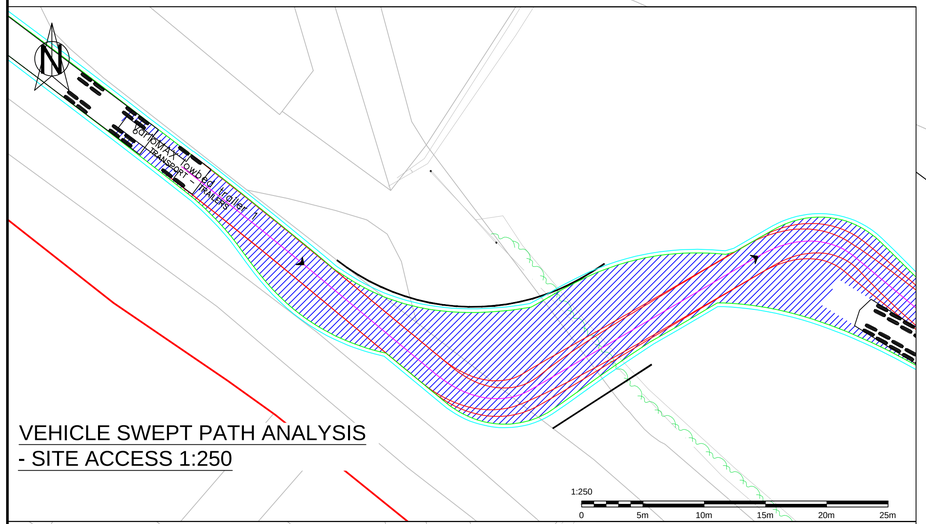
2.4m x 192m
VISIBILITY SPLAY
(OBSERVED SPEED
56 mph/94 kph)

CONTINUES TO GRENDON

NOTE:

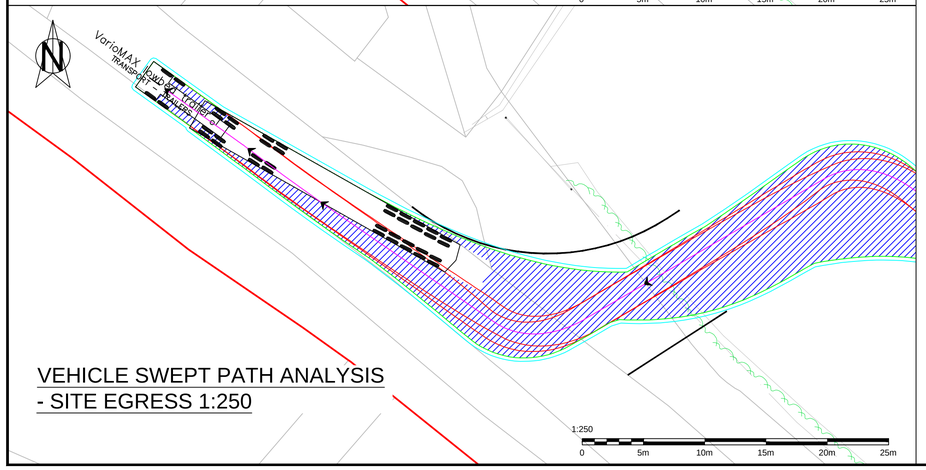
SPEED LIMIT OF ROAD **60mph**

1:500
0 10m 20m 30m 40m 50m



VEHICLE SWEPT PATH ANALYSIS
- SITE ACCESS 1:250

1:250
0 5m 10m 15m 20m 25m



VEHICLE SWEPT PATH ANALYSIS
- SITE EGRESS 1:250

1:250
0 5m 10m 15m 20m 25m

NOTES:

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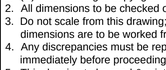
KEY PLAN
1:200000@A1

KEY:

- HIGHWAY BOUNDARY
- VISIBILITY SPLAY EXTENT
- EXISTING LAYOUT
- PROPOSED EDGE OF ACCESS
- EXISTING VEGETATION
- EXTENT OF VEGETATION REMOVAL
- 126.5 EXISTING CONTOURS

VEHICLE PROFILE:



VARIO-MAX LOWBED - 29.63m
meters

TRACTOR WIDTH	:	2.55
TRAILER WIDTH	:	2.55
TRACTOR TRACK	:	2.55
TRAILER TRACK	:	2.55
LOCK TO LOCK TIME	:	6.0
STEERING ANGLE	:	40.0
ARTICULATING ANGLE:		70.0

VEHICLE ANALYSIS KEY:

- VEHICLE PATH & DIRECTION
- VEHICLE BODY ENVELOPE
- VEHICLE FRONT WHEEL PATH
- 0.3m VEHICLE BUFFER ZONE AROUND TRACKING

REV	DATE	DESCRIPTION	DRN	CHKD	APRD
D	03.12.2025	Drawing updated as per client comments	CS	OW	SM
C	19.05.2025	Vehicle & Boundary updated	CS	OW	SM
B	08.04.2025	Vehicle & Boundary updated	CS	OW	SM
A	11.03.2025	Preliminary Issue	CS	LF	SM

Issue Status

- [ ] CONCEPT
- [x] PRELIMINARY
- [ ] TENDER
- [ ] CONSTRUCTION
- [ ] AS BUILT
- [ ] H&S FILE ISSUE

Client
GREEN HILL SOLAR FARM LTD

Project
GREEN HILL SOLAR FARM

Drawing Title
AREA ABESS, ACCESS 3
GENERAL ARRANGEMENT, VISIBILITY SPLAYS & VEHICLE TRACKING

Scale @ A1	Drwn	CS	Chkd	LF
As shown	Aprd	SM	Date	Jan 2025

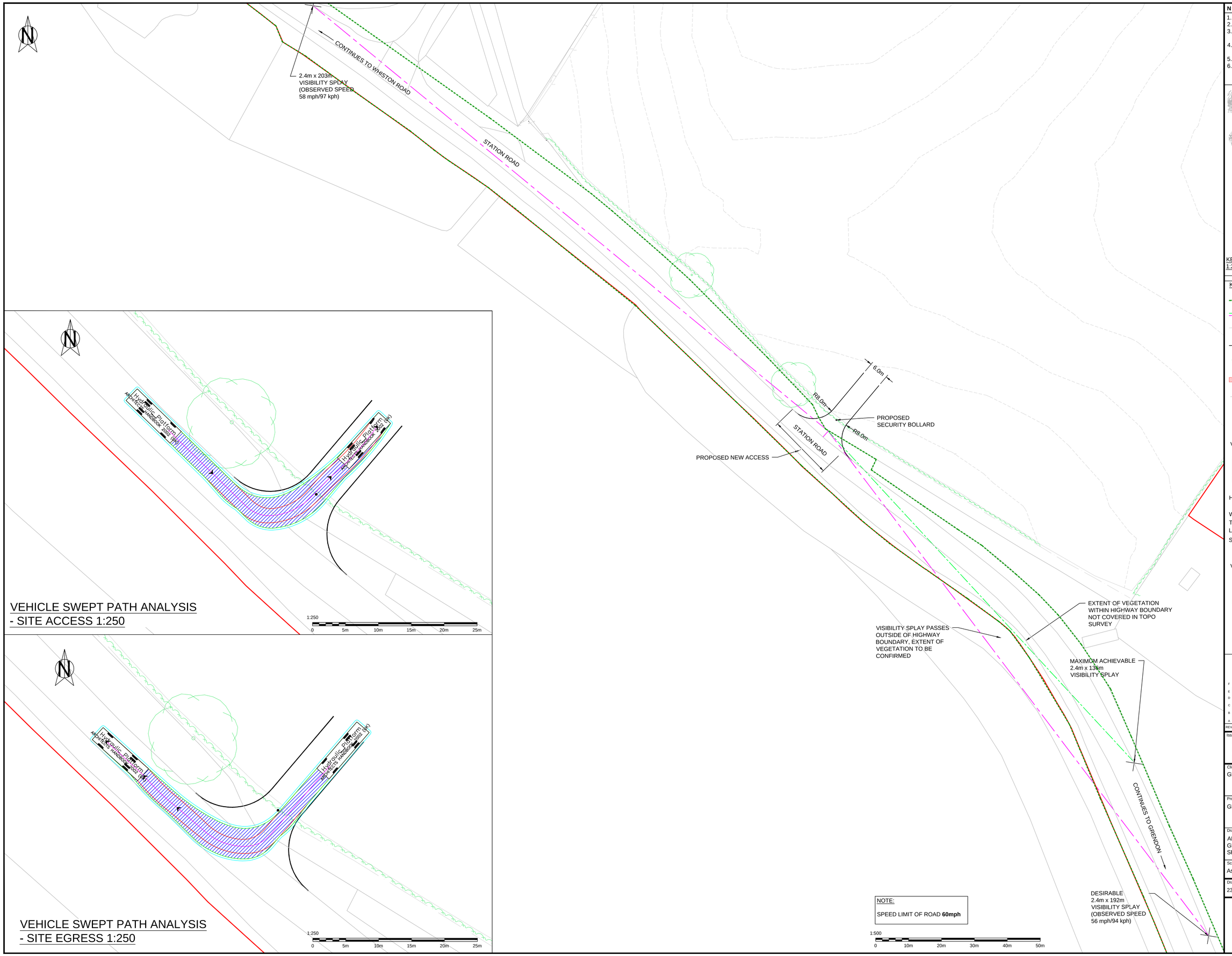
Drawing Ref
23061-KMC-XX-ABESS3-DR-CH-0001

Rev
D

kmc
transport planning

VEHICLE SWEPT PATH ANALYSIS
- SITE ACCESS 1:250

VEHICLE SWEPT PATH ANALYSIS
- SITE EGRESS 1:250



NOTE:

SPEED LIMIT OF ROAD **60mph**

NOTES:

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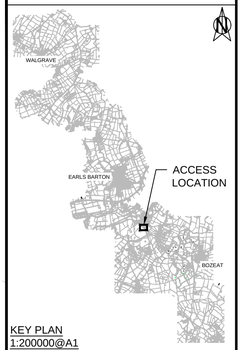
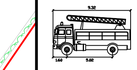


KEY PLAN
1:200000@A1

KEY:

- HIGHWAY BOUNDARY
- VISIBILITY SPLAY EXTENT
- EXISTING LAYOUT
- PROPOSED EDGE OF ACCESS
- EXISTING VEGETATION
- EXTENT OF VEGETATION REMOVAL
- 126.6 EXISTING CONTOURS

VEHICLE PROFILE:



HYDRAULIC PLATFORM (9.32m)

		meters
WIDTH	:	2.46
TRACK	:	2.46
LOCK TO LOCK TIME	:	6.0
STEERING ANGLE	:	33.1

VEHICLE ANALYSIS KEY:

- VEHICLE PATH & DIRECTION
- VEHICLE BODY ENVELOPE
- VEHICLE FRONT WHEEL PATH
- 0.3m VEHICLE BUFFER ZONE AROUND TRACKING

REV	DATE	DESCRIPTION	DRN	CHKD	APRD
F	08.12.2025	Drawing updated as per council comments	CS	OW	SM
E	03.12.2025	Drawing updated as per client comments	CS	OW	SM
D	19.05.2025	Boundary removed	CS	OW	SM
C	13.05.2025	Vehicle & tracking updated	CS	OW	SM
B	08.04.2025	Vehicle & Boundary updated	CS	OW	SM
A	11.03.2025	Preliminary Issue	CS	LF	SM

Issue Status

- ☐ CONCEPT
- ☐ CONSTRUCTION
- ■ PRELIMINARY
- ☐ AS BUILT
- ☐ TENDER
- ☐ H&S FILE ISSUE

Client
GREEN HILL SOLAR FARM LTD

Project
GREEN HILL SOLAR FARM

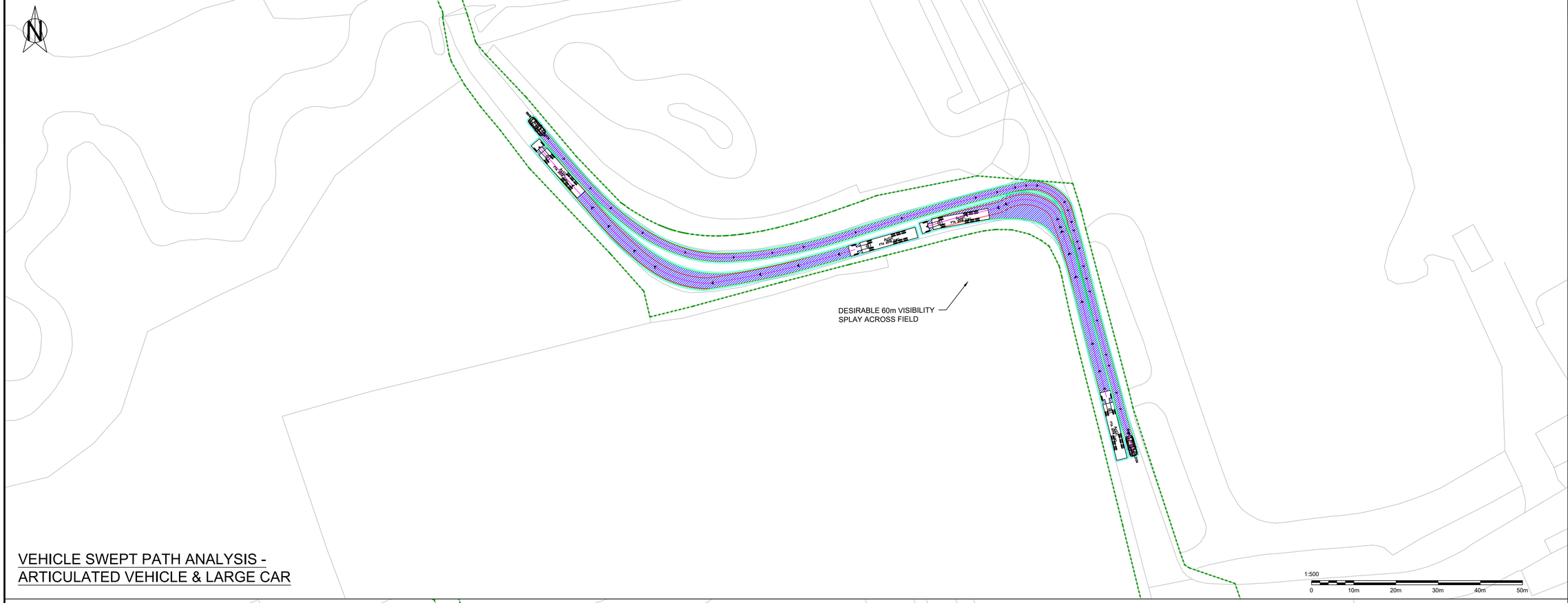
Drawing Title
AREA ABESS, ACCESS 4
GENERAL ARRANGEMENT, VISIBILITY SPLAYS & VEHICLE TRACKING

Scale @ A1	Drwn	CS	Chkd	LF
As shown	Aprd	SM	Date	Jan 2025

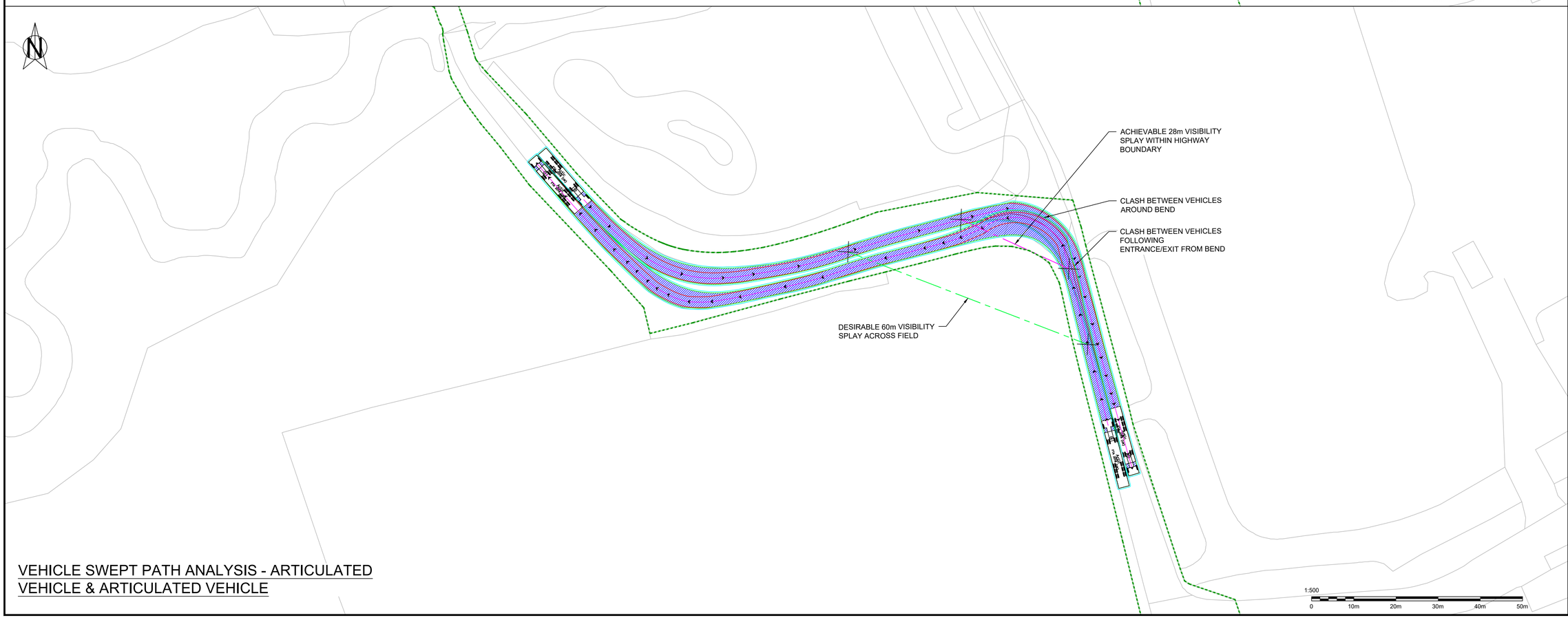
Drawing Ref
23061-KMC-XX-ABESS4-DR-CH-0001

Rev
F

kmc
transport planning



VEHICLE SWEPT PATH ANALYSIS - ARTICULATED VEHICLE & LARGE CAR



VEHICLE SWEPT PATH ANALYSIS - ARTICULATED VEHICLE & ARTICULATED VEHICLE

NOTES:

1. (C) This drawing is copyright.
2. All dimensions to be checked on site.
3. Do not scale from this drawing; only figured dimensions are to be worked from.
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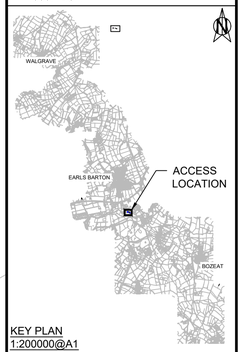


KEY PLAN
1:200000@A1

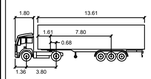
KEY:

- HIGHWAY BOUNDARY
- VISIBILITY SPLAY EXTENT
- EXISTING LAYOUT

VEHICLE PROFILES:

BMW 5 SERIES SALOON

	meters
Width	1.87
Track	1.87
Lock to Lock Time	6.0
Steering Angle	36.9



ARTIC - 16.48m

		meters
TRACTOR WIDTH	:	2.55
TRAILER WIDTH	:	2.55
TRACTOR TRACK	:	2.55
TRAILER TRACK	:	2.55
LOCK TO LOCK TIME	:	6.0
STEERING ANGLE	:	42.6
ARTICULATING ANGLE:		70.0

VEHICLE ANALYSIS KEY:

- VEHICLE PATH & DIRECTION
- VEHICLE BODY ENVELOPE
- VEHICLE FRONT WHEEL PATH
- 0.3m VEHICLE BUFFER ZONE AROUND TRACKING

REV	DATE	DESCRIPTION	DRN	CHKD	APRD
C	19.05.2025	Boundary removed, Vis splay added	CS	OW	SM
B	08.04.2025	Boundary updated	CS	OW	SM
A	11.03.2025	Preliminary issue	CS	LF	SM

Issue Status

- [ ] CONCEPT
- [x] PRELIMINARY
- [ ] TENDER
- [ ] CONSTRUCTION
- [ ] AS BUILT
- [ ] H&S FILE ISSUE

Client
GREEN HILL SOLAR FARM LTD

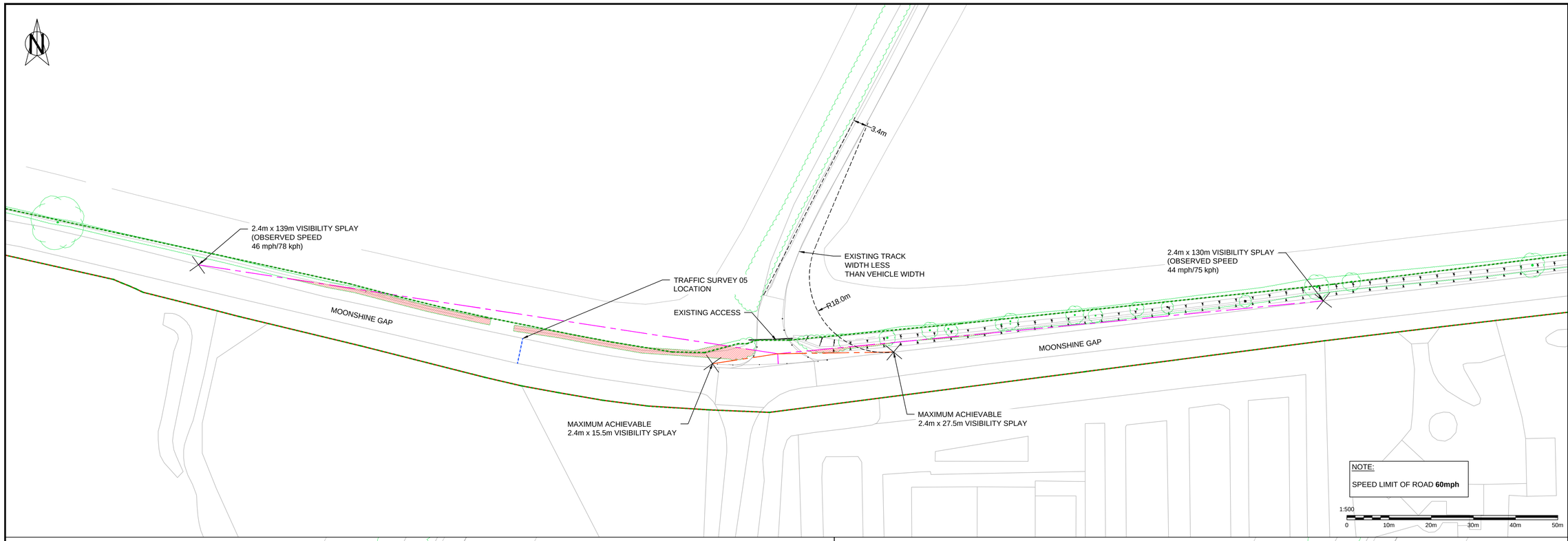
Project
GREEN HILL SOLAR FARM

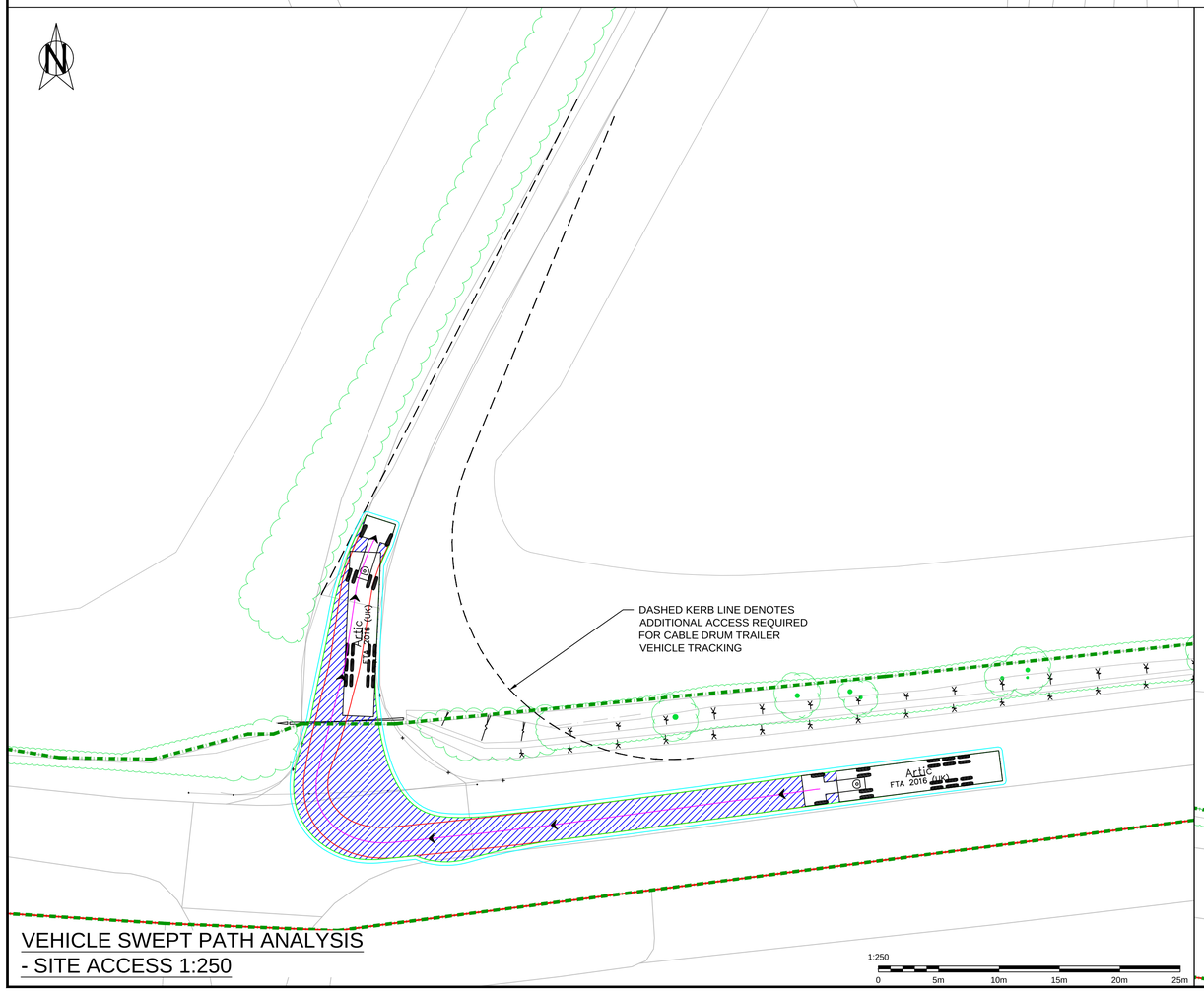
Drawing Title
AREA NORTH OF ABESS, VEHICLE PASSING SWEPT PATH ANALYSIS

Scale @ A1	Drwn	CS	Chkd	LF
As shown	Aprd	SM	Date	March 2025

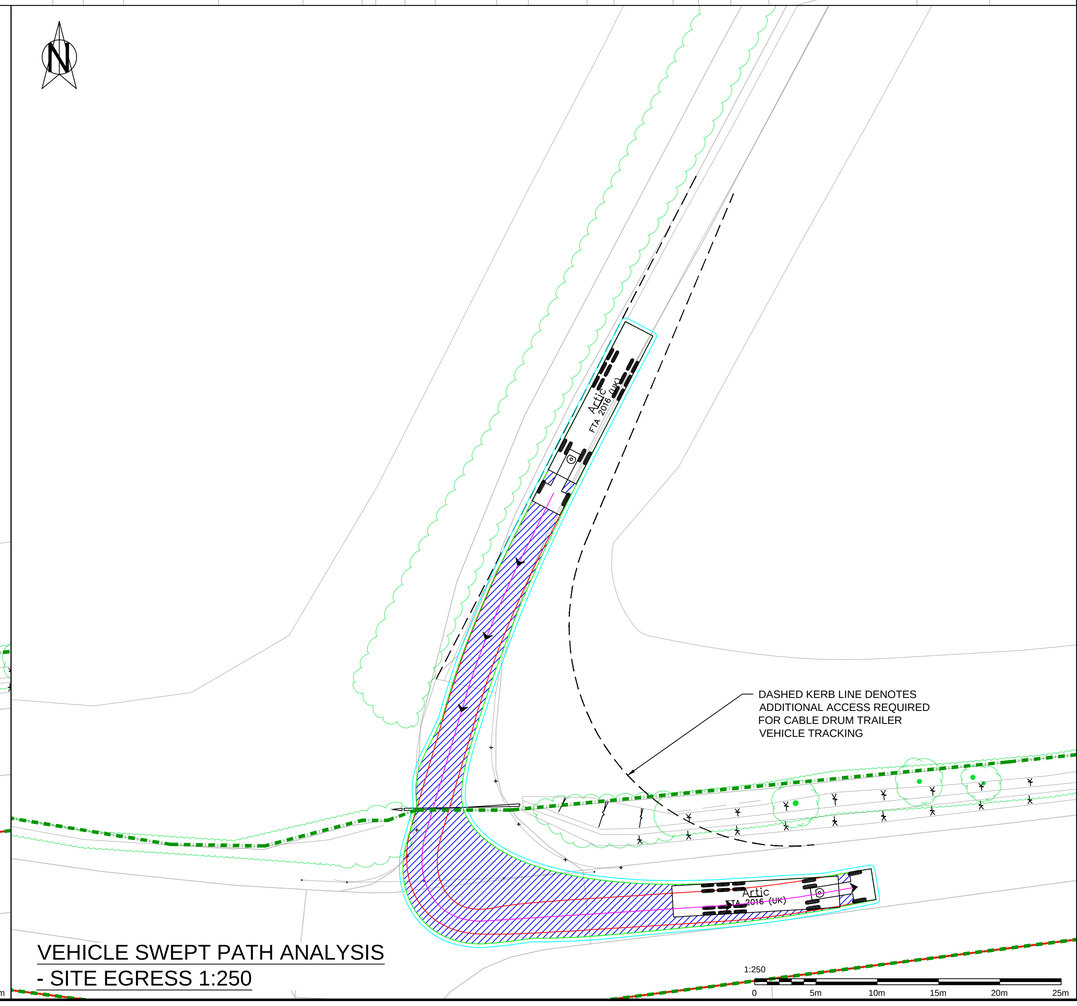
Drawing Ref	Rev
23061-KMC-XX-NABESS-DR-CH-0001	C

kmc transport planning





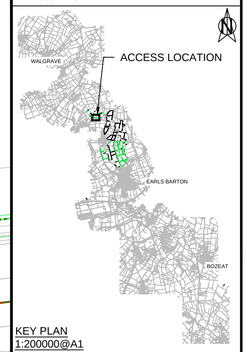
VEHICLE SWEPT PATH ANALYSIS
- SITE ACCESS 1:250



VEHICLE SWEPT PATH ANALYSIS
- SITE EGRESS 1:250

NOTES:

1. (C) This drawing is copyright.
2. All dimensions to be checked on site.
3. Do not scale from this drawing; only figured dimensions are to be worked from.
4. Any discrepancies must be reported immediately before proceeding.
5. This drawing to be read & printed in colour.
6. Ordnance Survey, (c) Crown Copyright 2024. All rights reserved. Licence number 100022432.

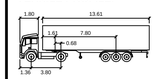


KEY PLAN
1:200000@A1

KEY:

- SITE BOUNDARY
- TRAFFIC SURVEY LOCATION
- HIGHWAY BOUNDARY
- VISIBILITY SPLAY EXTENT
- EXISTING LAYOUT
- PROPOSED EDGE OF ACCESS
- EXISTING VEGETATION
- EXTENT OF VEGETATION REMOVAL
- 126.5 EXISTING CONTOURS

VEHICLE PROFILE:



ARTIC - 16.48m

	meters
TRACTOR WIDTH :	2.55
TRAILER WIDTH :	2.55
TRACTOR TRACK :	2.55
TRAILER TRACK :	2.55
LOCK TO LOCK TIME :	6.0
STEERING ANGLE :	42.6
ARTICULATING ANGLE:	70.0

VEHICLE ANALYSIS KEY:

- VEHICLE PATH & DIRECTION
- VEHICLE BODY ENVELOPE
- VEHICLE FRONT WHEEL PATH
- 0.3m VEHICLE BUFFER ZONE AROUND TRACKING

REV	DATE	DESCRIPTION	DRN	CHKD	APRD
D	03.12.2025	Drawing updated as per client comments	CS	OW	SM
C	19.05.2025	Vehicle updated, Boundary removed	CS	OW	SM
B	08.04.2025	Boundary updated	CS	OW	SM
A	11.03.2025	Preliminary Issue	CS	LF	SM

Issue Status

- ☐ CONCEPT
- ■ PRELIMINARY
- ☐ TENDER
- ☐ CONSTRUCTION
- ☐ AS BUILT
- ☐ H&S FILE ISSUE

Client
GREEN HILL SOLAR FARM LTD

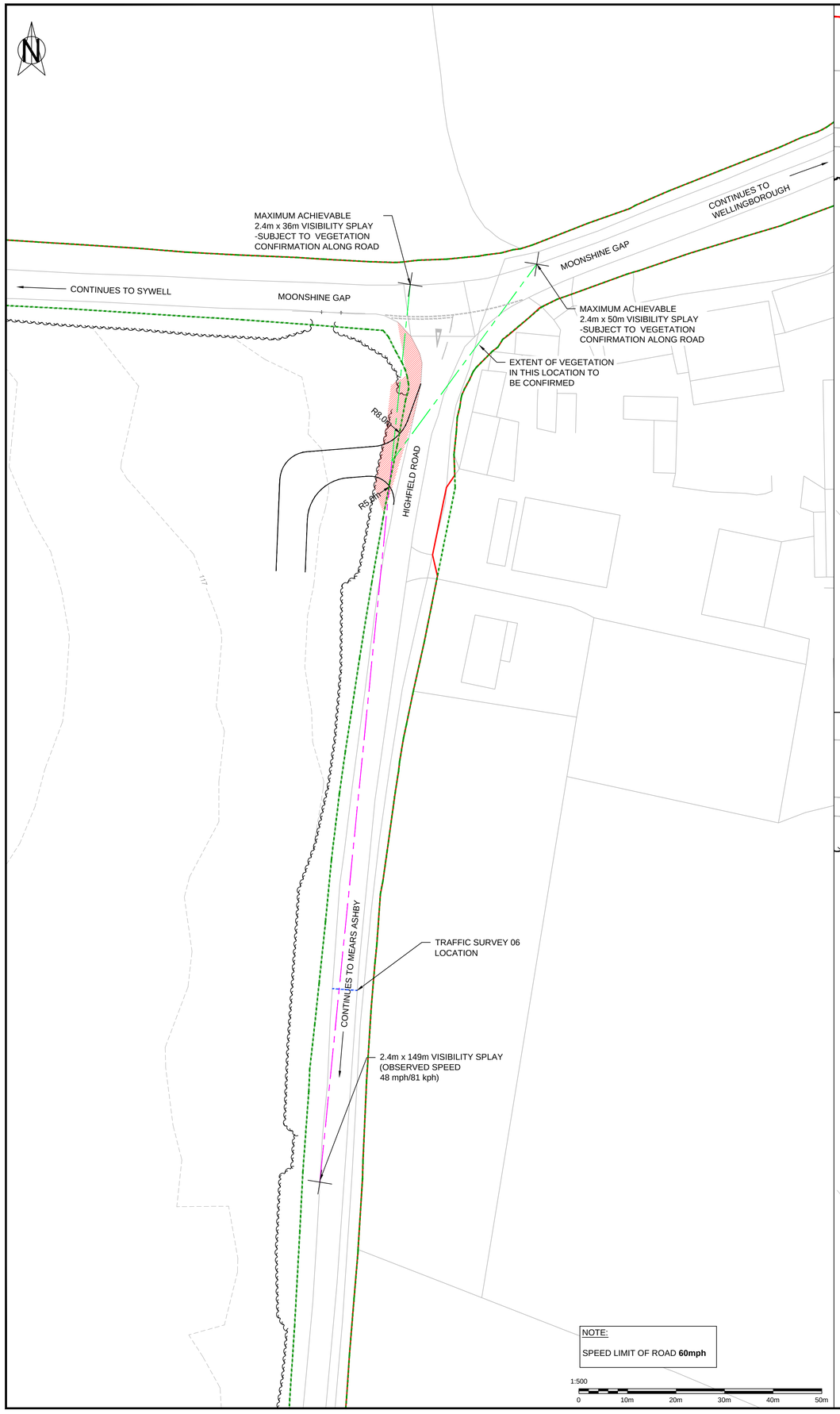
Project
GREEN HILL SOLAR FARM

Drawing Title
AREA C - ACCESS 1
GENERAL ARRANGEMENT, VISIBILITY SPLAYS & VEHICLE TRACKING

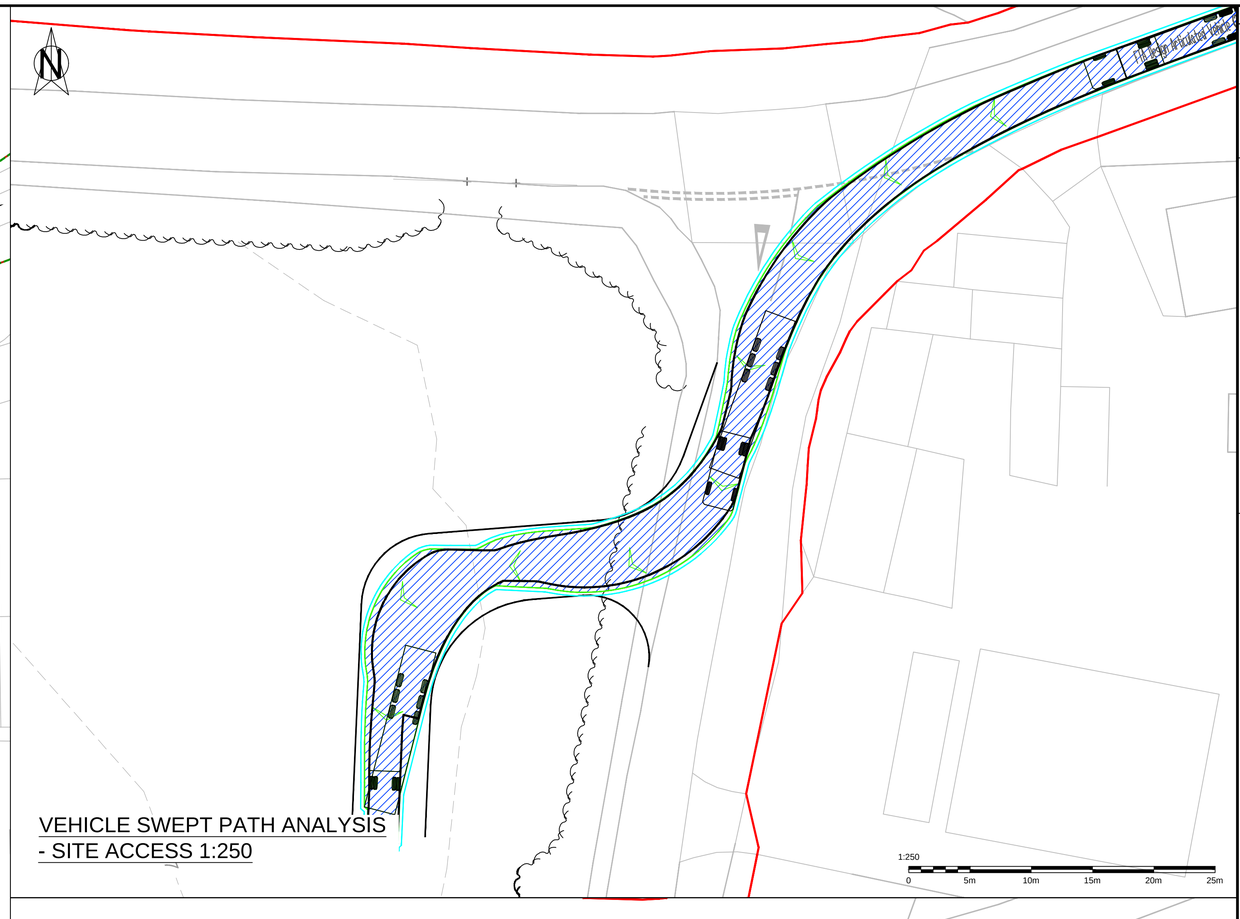
Scale @ A1	Drwn CS	Chkd LF
As shown	Aprd SM	Date Jan 2025

Drawing Ref	Rev
23061-KMC-XX-AC1-DR-CH-0001	D

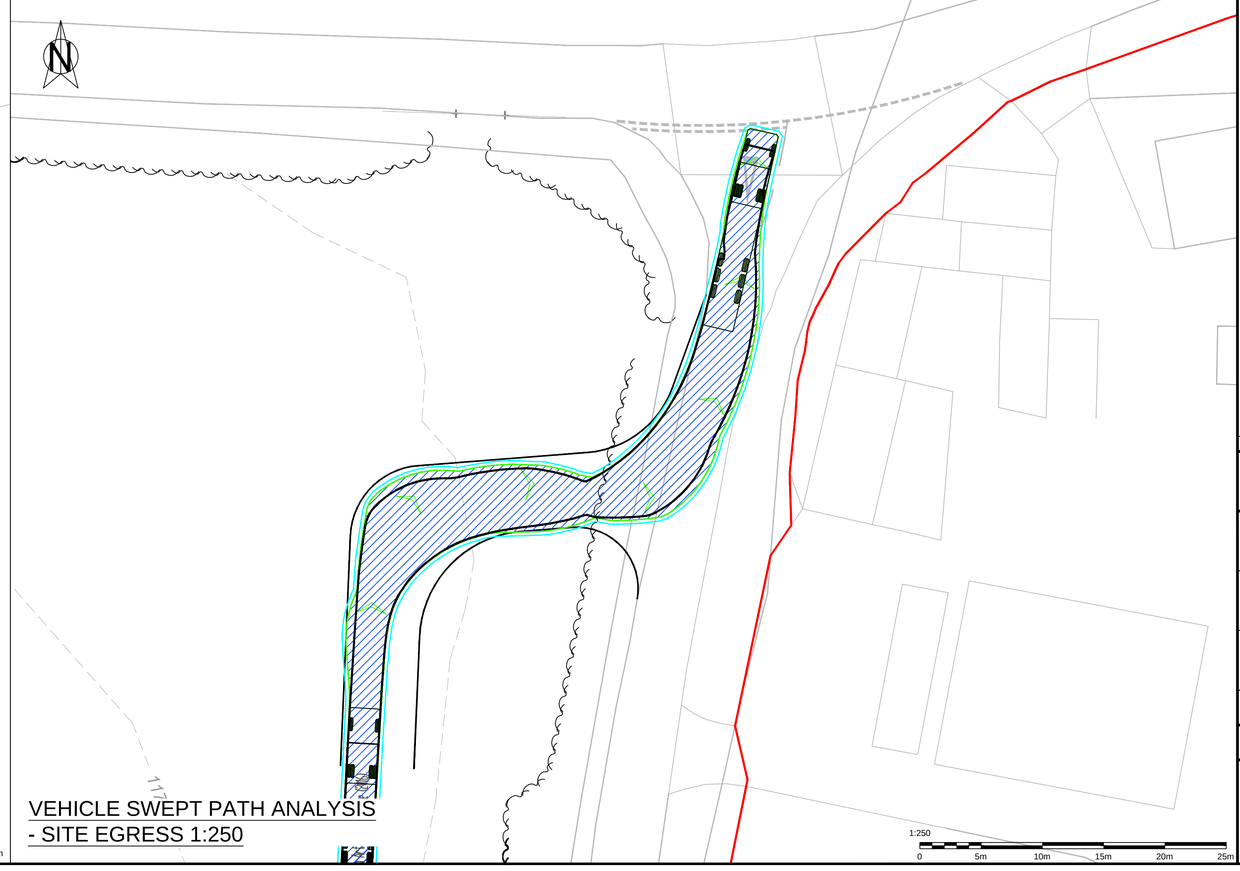
kmc transport planning



VEHICLE SWEPT PATH ANALYSIS - SITE ACCESS 1:250



VEHICLE SWEPT PATH ANALYSIS - SITE EGRESS 1:250



NOTES:

1. (C) This drawing is copyright.
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4. Any discrepancies must be reported immediately before proceeding.
5. This drawing to be read & printed in colour.
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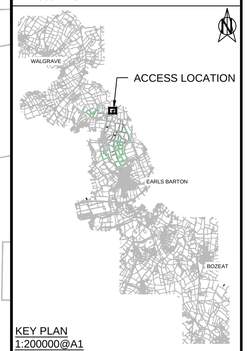
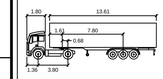


KEY PLAN
1:200000@A1

KEY:

- HIGHWAY BOUNDARY
- VISIBILITY SPLAY EXTENT
- EXISTING LAYOUT
- PROPOSED EDGE OF ACCESS
- EXISTING VEGETATION
- EXTENT OF VEGETATION REMOVAL
- 120.5 EXISTING CONTOURS

VEHICLE PROFILE:



ARTIC - 16.48m

		meters
TRACTOR WIDTH	:	2.55
TRAILER WIDTH	:	2.55
TRACTOR TRACK	:	2.55
TRAILER TRACK	:	2.55
LOCK TO LOCK TIME	:	6.0
STEERING ANGLE	:	42.6
ARTICULATING ANGLE	:	70.0

VEHICLE ANALYSIS KEY:

- VEHICLE PATH & DIRECTION
- VEHICLE BODY ENVELOPE
- VEHICLE FRONT WHEEL PATH
- 0.3m VEHICLE BUFFER ZONE AROUND TRACKING

REV	DATE	DESCRIPTION	DRN	CHKD	APRD
E	08.12.2025	Drawing updated as per council comments	CS	OW	SM
D	03.12.2025	Drawing updated as per client comments	CS	OW	SM
C	19.05.2025	Boundary removed	CS	OW	SM
B	08.04.2025	Boundary updated	CS	OW	SM
A	11.03.2025	Preliminary Issue	CS	LF	SM

Issue Status

- [ ] CONCEPT
- [x] PRELIMINARY
- [ ] TENDER
- [ ] CONSTRUCTION
- [ ] AS BUILT
- [ ] H&S FILE ISSUE

Client
GREEN HILL SOLAR FARM LTD

Project
GREEN HILL SOLAR FARM

Drawing Title
AREA D - ACCESS 1
GENERAL ARRANGEMENT, VISIBILITY SPLAYS & VEHICLE TRACKING

Scale @ A1	Drwn	CS	Chkd	LF
As shown	Aprd	SM	Date	Jan 2025

Drawing Ref	Rev
23061-KMC-XX-AD1-DR-CH-0001	E

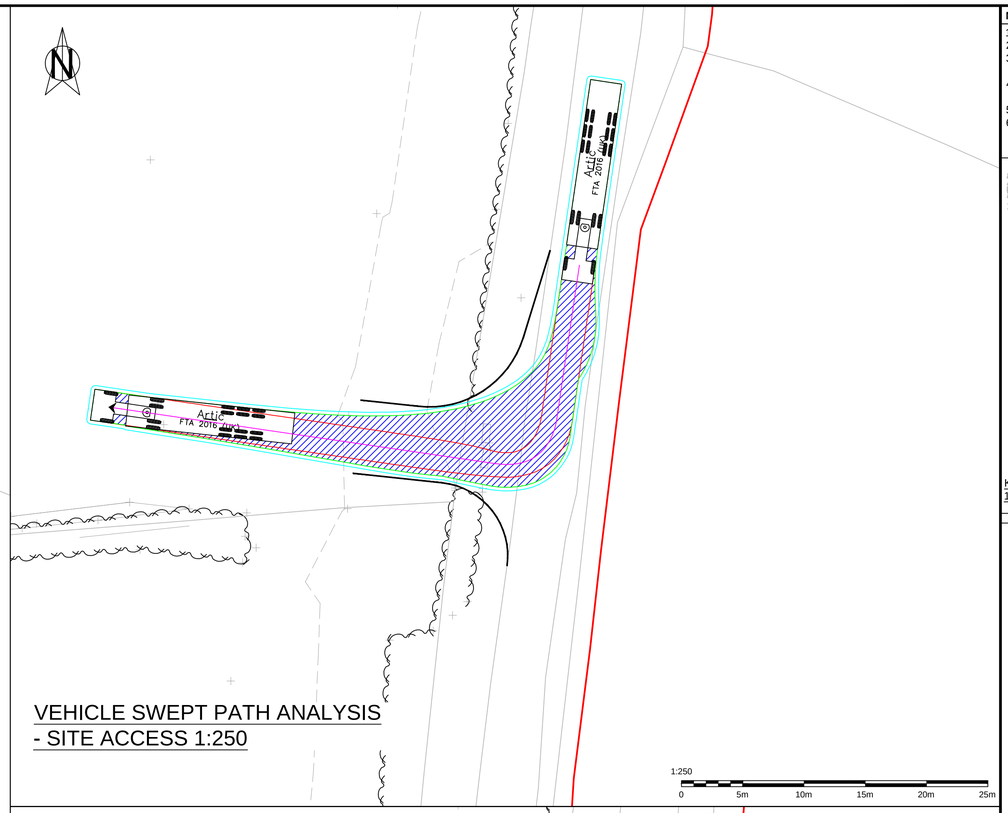
kmc transport planning

NOTE:

SPEED LIMIT OF ROAD **60mph**

1:500

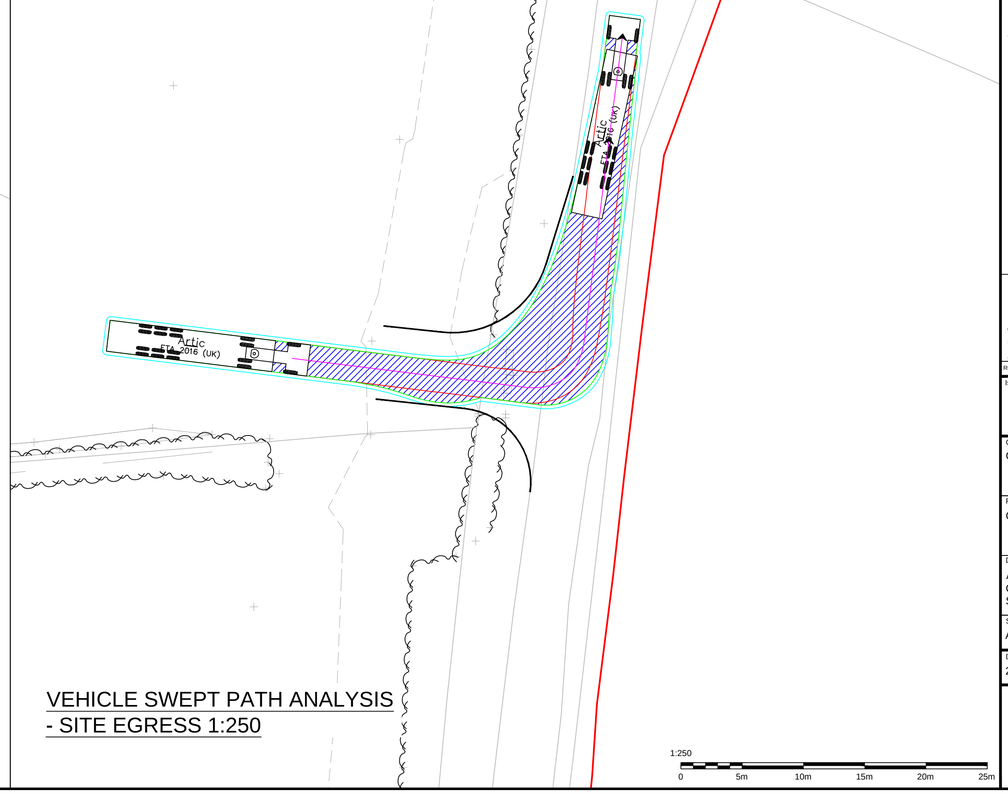
0 10m 20m 30m 40m 50m



VEHICLE SWEPT PATH ANALYSIS
- SITE ACCESS 1:250

1:250

0 5m 10m 15m 20m 25m



VEHICLE SWEPT PATH ANALYSIS
- SITE EGRESS 1:250

1:250

0 5m 10m 15m 20m 25m

NOTES:

1. (C) This drawing is copyright.
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5. This drawing to be read & printed in colour.
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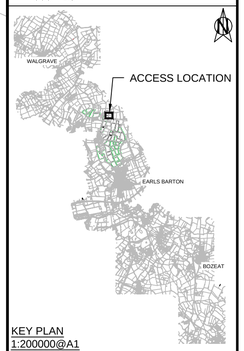
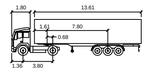


KEY PLAN
1:200000@A1

- SITE BOUNDARY
- TRAFFIC SURVEY LOCATION
- HIGHWAY BOUNDARY
- VISIBILITY SPLAY EXTENT
- EXISTING LAYOUT
- PROPOSED EDGE OF ACCESS
- EXISTING VEGETATION
- EXTENT OF VEGETATION REMOVAL
- 126.5 EXISTING CONTOURS

VEHICLE PROFILE:



ARTIC - 16.48m

		meters
TRACTOR WIDTH	:	2.55
TRAILER WIDTH	:	2.55
TRACTOR TRACK	:	2.55
TRAILER TRACK	:	2.55
LOCK TO LOCK TIME	:	6.0
STEERING ANGLE	:	42.6
ARTICULATING ANGLE:		70.0

VEHICLE ANALYSIS KEY:

- VEHICLE PATH & DIRECTION
- VEHICLE BODY ENVELOPE
- VEHICLE FRONT WHEEL PATH
- 0.3m VEHICLE BUFFER ZONE AROUND TRACKING

REV	DATE	DESCRIPTION	DRN	CHKD	APRD
C	03.12.2025	Drawing updated as per client comments	CS	OW	SM
B	19.05.2025	Boundary removed	CS	OW	SM
A	08.04.2025	Preliminary Issue	CS	OW	SM

Issue Status

- ☐ CONCEPT
- ☐ CONSTRUCTION
- ■ PRELIMINARY
- ☐ AS BUILT
- ☐ TENDER
- ☐ H&S FILE ISSUE

Client
GREEN HILL SOLAR FARM LTD

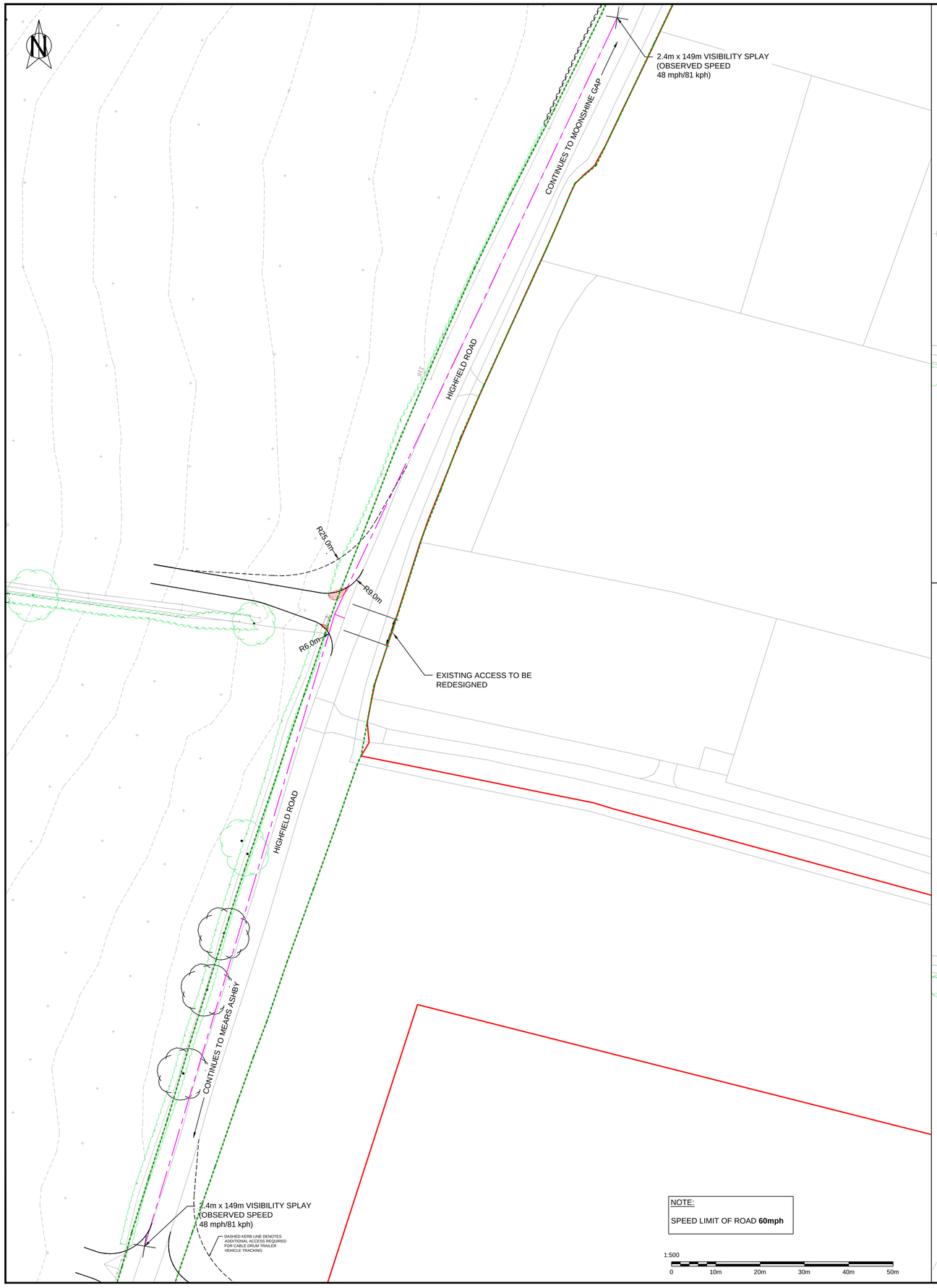
Project
GREEN HILL SOLAR FARM

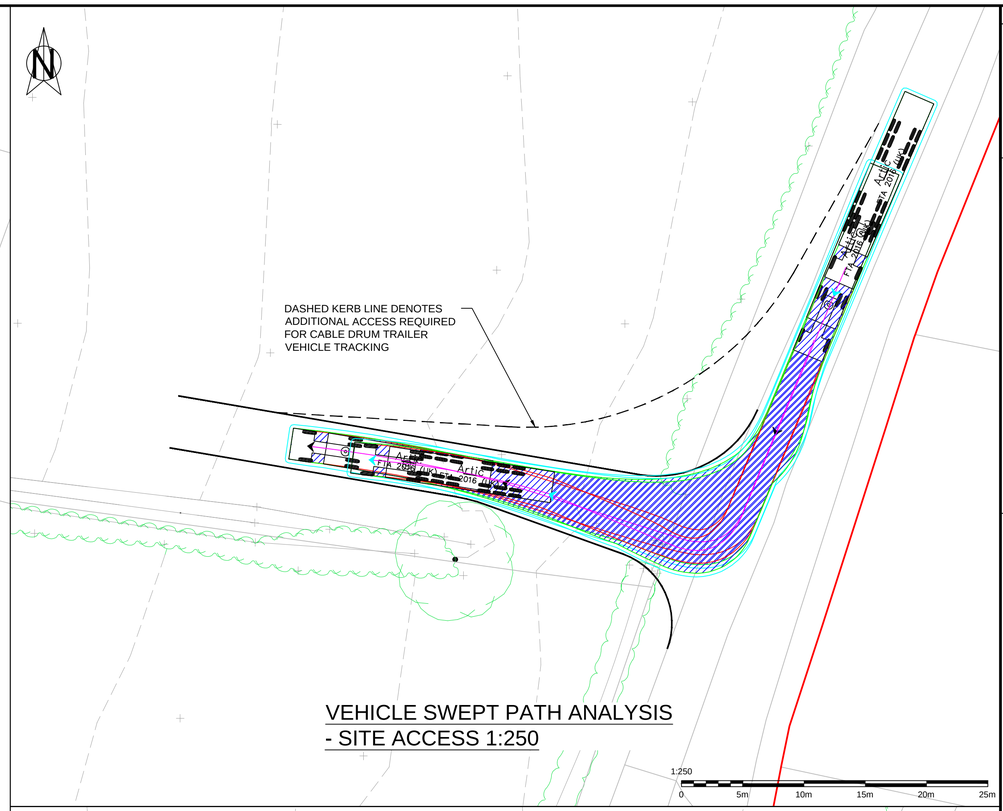
Drawing Title
AREA D - ACCESS 2
GENERAL ARRANGEMENT, VISIBILITY SPLAYS & VEHICLE TRACKING

Scale @ A1	Drwn	CS	Chkd	OW
As shown	Aprd	SM	Date	APRIL 2025

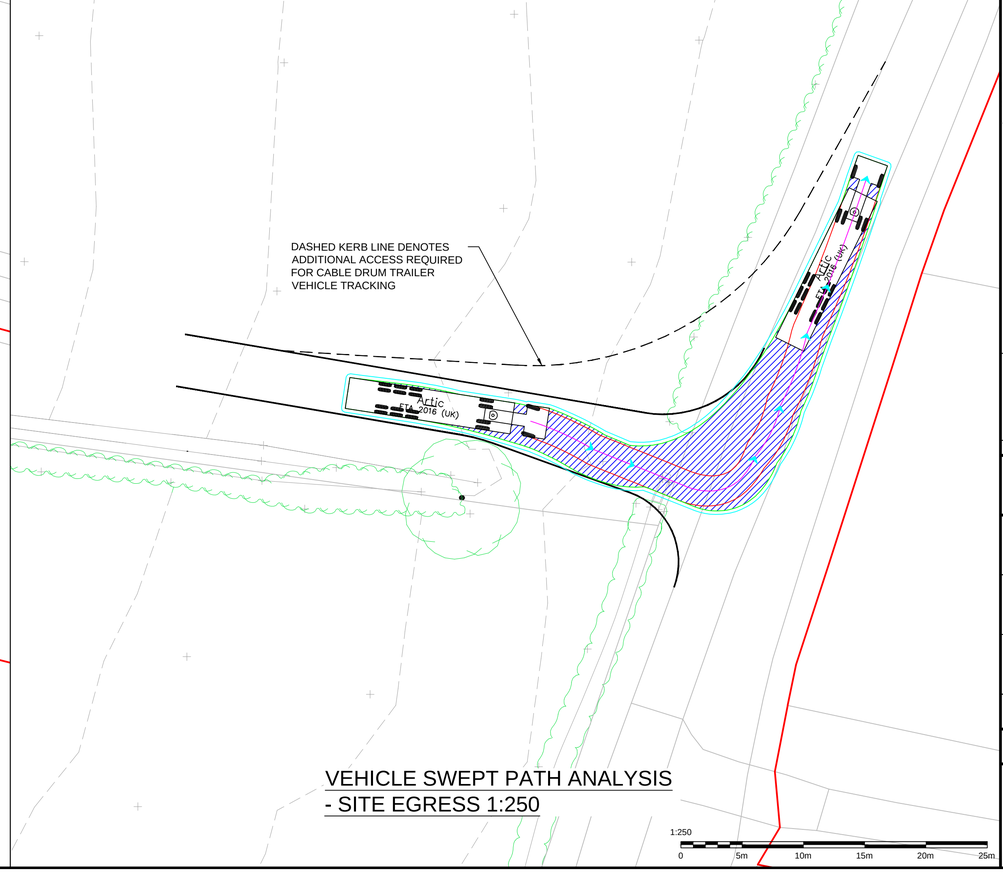
Drawing Ref	Rev
23061-KMC-XX-AD2-DR-CH-0001	C

kmc transport planning





VEHICLE SWEPT PATH ANALYSIS
- SITE ACCESS 1:250



VEHICLE SWEPT PATH ANALYSIS
- SITE EGRESS 1:250

NOTES:

1. (C) This drawing is copyright.
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3. Do not scale from this drawing; only figured dimensions are to be worked from.
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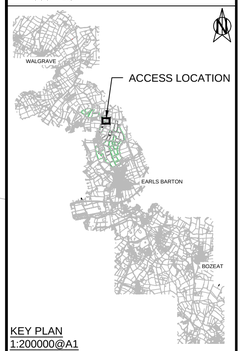
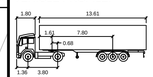


KEY PLAN
1:200000@A1

KEY:

- SITE BOUNDARY
- TRAFFIC SURVEY LOCATION
- HIGHWAY BOUNDARY
- VISIBILITY SPLAY EXTENT
- EXISTING LAYOUT
- PROPOSED EDGE OF ACCESS
- EXISTING VEGETATION
- EXTENT OF VEGETATION REMOVAL
- 126.5 EXISTING CONTOURS

VEHICLE PROFILE:



ARTIC - 16.48m

		meters
TRACTOR WIDTH	:	2.55
TRAILER WIDTH	:	2.55
TRACTOR TRACK	:	2.55
TRAILER TRACK	:	2.55
LOCK TO LOCK TIME	:	6.0
STEERING ANGLE	:	42.6
ARTICULATING ANGLE:		70.0

VEHICLE ANALYSIS KEY:

- VEHICLE PATH & DIRECTION
- VEHICLE BODY ENVELOPE
- VEHICLE FRONT WHEEL PATH
- 0.3m VEHICLE BUFFER ZONE AROUND TRACKING

REV	DATE	DESCRIPTION	DRN	CHKD	APRD
D	03.12.2025	Drawing updated as per client comments	CS	OW	SM
C	19.05.2025	Vehicle updated, boundary removed	CS	OW	SM
B	08.04.2025	Boundary updated	CS	OW	SM
A	11.03.2025	Preliminary Issue	CS	LF	SM

Issue Status

- ☐ CONCEPT
- ■ PRELIMINARY
- ☐ TENDER
- ☐ CONSTRUCTION
- ☐ AS BUILT
- ☐ H&S FILE ISSUE

Client
GREEN HILL SOLAR FARM LTD

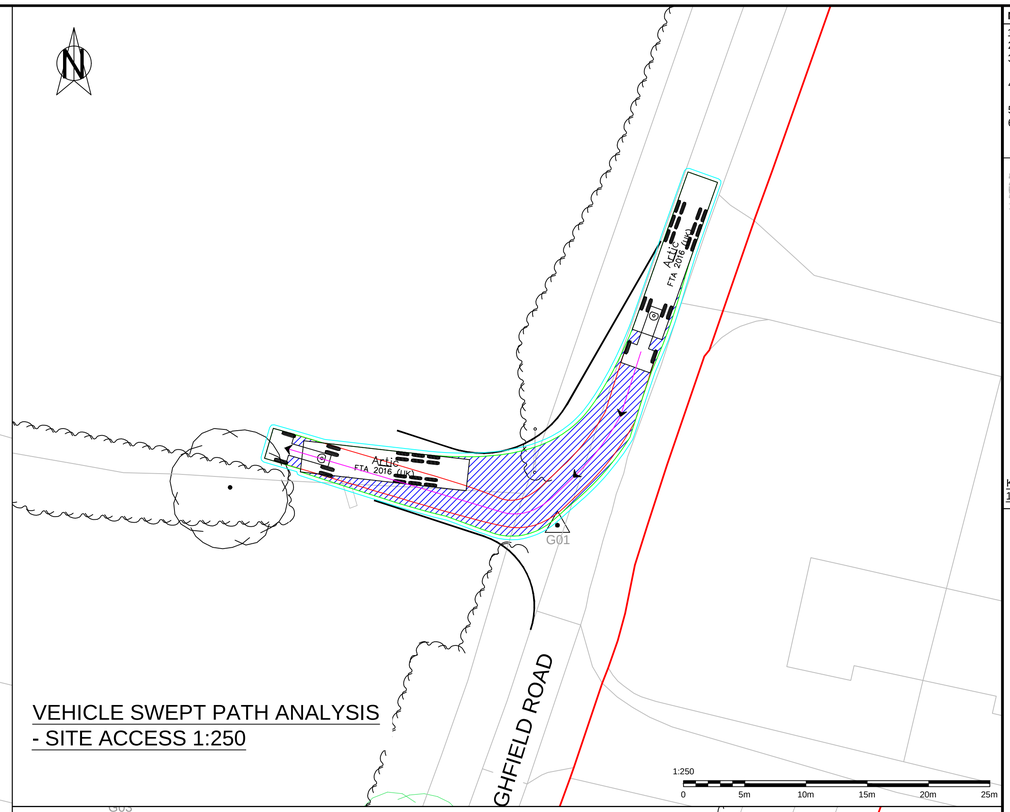
Project
GREEN HILL SOLAR FARM

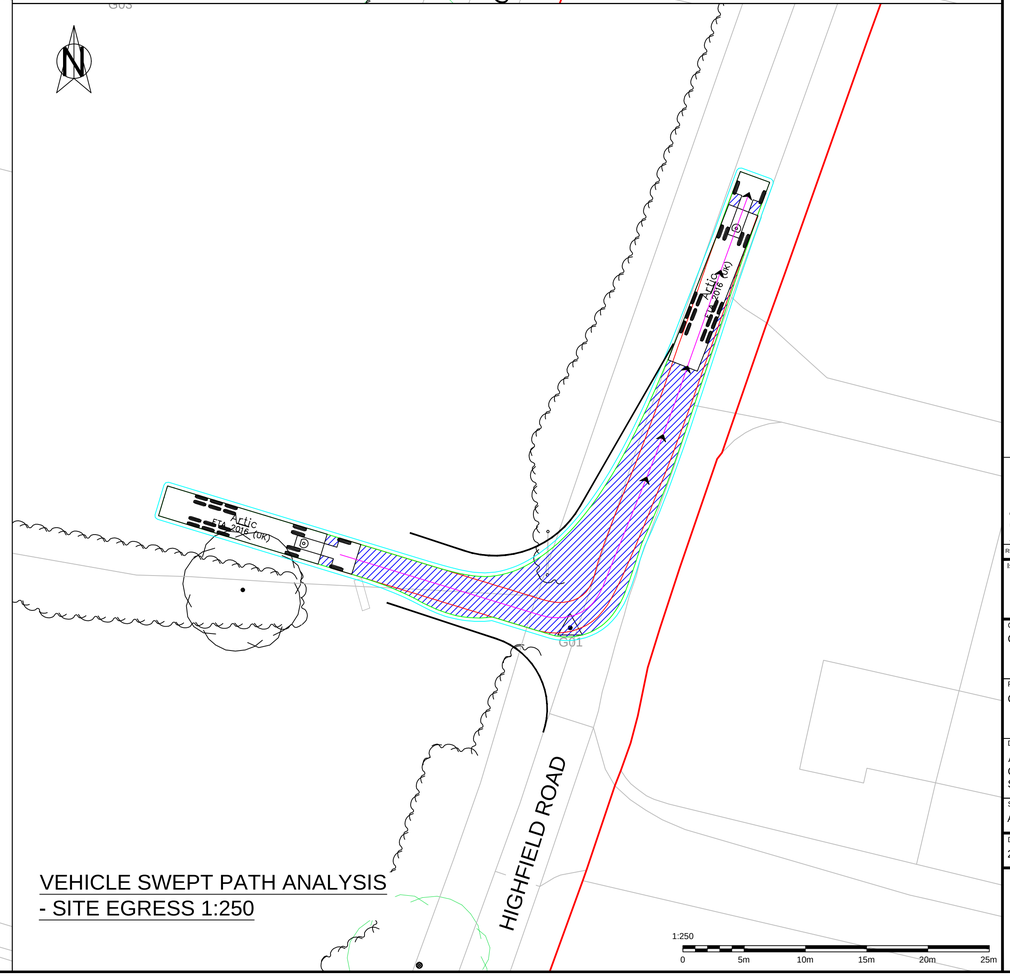
Drawing Title
AREA D - ACCESS 3
GENERAL ARRANGEMENT, VISIBILITY SPLAYS & VEHICLE TRACKING

Scale @ A1	Drwn	CS	Chkd	LF
As shown	Aprd	SM	Date	Jan 2025

Drawing Ref	Rev
23061-KMC-XX-AD3-DR-CH-0001	D

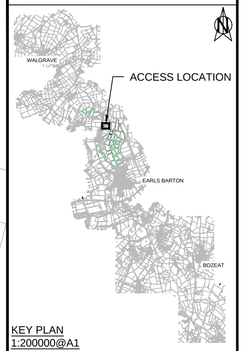
kmc
transport planning





NOTES:

1. (C) This drawing is copyright.
2. All dimensions to be checked on site.
3. Do not scale from this drawing; only figured dimensions are to be worked from.
4. Any discrepancies must be reported immediately before proceeding.
5. This drawing to be read & printed in colour.
6. Ordnance Survey, (c) Crown Copyright 2024. All rights reserved. Licence number 100022432.

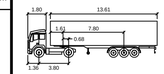


KEY PLAN
1:200000@A1

KEY:

- SITE BOUNDARY
- TRAFFIC SURVEY LOCATION
- HIGHWAY BOUNDARY
- VISIBILITY SPLAY EXTENT
- EXISTING LAYOUT
- PROPOSED EDGE OF ACCESS
- EXISTING VEGETATION
- EXTENT OF VEGETATION REMOVAL
- 126.5 EXISTING CONTOURS

VEHICLE PROFILE:



ARTIC - 16.48m

		meters
TRACTOR WIDTH	:	2.55
TRAILER WIDTH	:	2.55
TRACTOR TRACK	:	2.55
TRAILER TRACK	:	2.55
LOCK TO LOCK TIME	:	6.0
STEERING ANGLE	:	42.6
ARTICULATING ANGLE:		70.0

VEHICLE ANALYSIS KEY:

- VEHICLE PATH & DIRECTION
- VEHICLE BODY ENVELOPE
- VEHICLE FRONT WHEEL PATH
- 0.3m VEHICLE BUFFER ZONE AROUND TRACKING

REV	DATE	DESCRIPTION	DRN	CHKD	APRD
C	03.12.2025	Drawing updated as per client comments	CS	OW	SM
B	19.05.2025	Boundary updated	CS	OW	SM
A	24.04.2025	Preliminary Issue	CS	OW	SM

Issue Status

- ☐ CONCEPT
- ☐ CONSTRUCTION
- ■ PRELIMINARY
- ☐ AS BUILT
- ☐ TENDER
- ☐ H&S FILE ISSUE

Client
GREEN HILL SOLAR FARM LTD

Project
GREEN HILL SOLAR FARM

Drawing Title
AREA D - ACCESS 5
GENERAL ARRANGEMENT, VISIBILITY SPLAYS & VEHICLE TRACKING

Scale @ A1	Drwn	CS	Chkd	OW
As shown	Aprd	SM	Date	Apr 2025

Drawing Ref	Rev
23061-KMC-XX-AD5-DR-CH-0001	C

kmc
transport planning

MOONSHINE GAP

D.2 SITE ACCESS LOCATION

D.3 SITE ACCESS LOCATION

TRAFFIC SURVEY 06 LOCATION

DRAWING CONTINUED TO THE RIGHT

DRAWING CONTINUED TO THE LEFT

PROPOSED PASSING LOCATION - CURRENTLY POSITIONED IN FRONT OF EXISTING FIELD ACCESS POINT, POSITION TO BE CONFIRMED

DRAWING CONTINUED TO THE RIGHT

DRAWING CONTINUED TO THE LEFT

PROPOSED PASSING LOCATION

D.1 SITE ACCESS LOCATION

DRAWING CONTINUED TO THE RIGHT

DRAWING CONTINUED TO THE LEFT

HIGHFIELD ROAD

E.1 SITE ACCESS AND D.1 CROSSING LOCATION

NOTE:

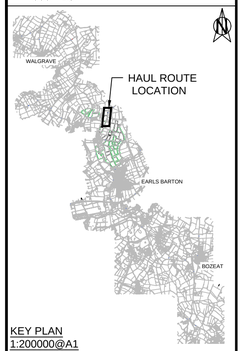
SPEED LIMIT OF ROAD **60mph**

1:500

0 10m 20m 30m 40m 50m

NOTES:

1. (C) This drawing is copyright.
2. All dimensions to be checked on site.
3. Do not scale from this drawing; only figured dimensions are to be worked from.
4. Any discrepancies must be reported immediately before proceeding.
5. This drawing to be read & printed in colour.
6. Ordnance Survey, (c) Crown Copyright 2024. All rights reserved. Licence number 100022432.

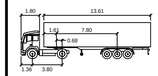


KEY PLAN
1:200000@A1

KEY:

- SITE BOUNDARY
- TRAFFIC SURVEY LOCATION
- HIGHWAY BOUNDARY
- VISIBILITY SPLAY EXTENT
- EXISTING LAYOUT
- PROPOSED EDGE OF ACCESS
- EXISTING VEGETATION
- EXTENT OF VEGETATION REMOVAL
- 126.5 EXISTING CONTOURS

VEHICLE PROFILE:



ARTIC - 16.48m

	meters
TRACTOR WIDTH :	2.55
TRAILER WIDTH :	2.55
TRACTOR TRACK :	2.55
TRAILER TRACK :	2.55
LOCK TO LOCK TIME :	6.0
STEERING ANGLE :	42.6
ARTICULATING ANGLE:	70.0

VEHICLE ANALYSIS KEY:

- VEHICLE PATH & DIRECTION
- VEHICLE BODY ENVELOPE
- VEHICLE FRONT WHEEL PATH
- 0.3m VEHICLE BUFFER ZONE AROUND TRACKING

REV	DATE	DESCRIPTION	DRN	CHKD	APRD
D	03.12.2025	Drawing updated as per client comments	CS	OW	SM
C	19.05.2025	Boundary removed	CS	OW	SM
B	08.04.2025	Boundary updated	CS	OW	SM
A	11.03.2025	Preliminary Issue	CS	LF	SM

Issue Status

- ☐ CONCEPT
- ☐ CONSTRUCTION
- ■ PRELIMINARY
- ☐ AS BUILT
- ☐ TENDER
- ☐ H&S FILE ISSUE

Client
GREEN HILL SOLAR FARM LTD

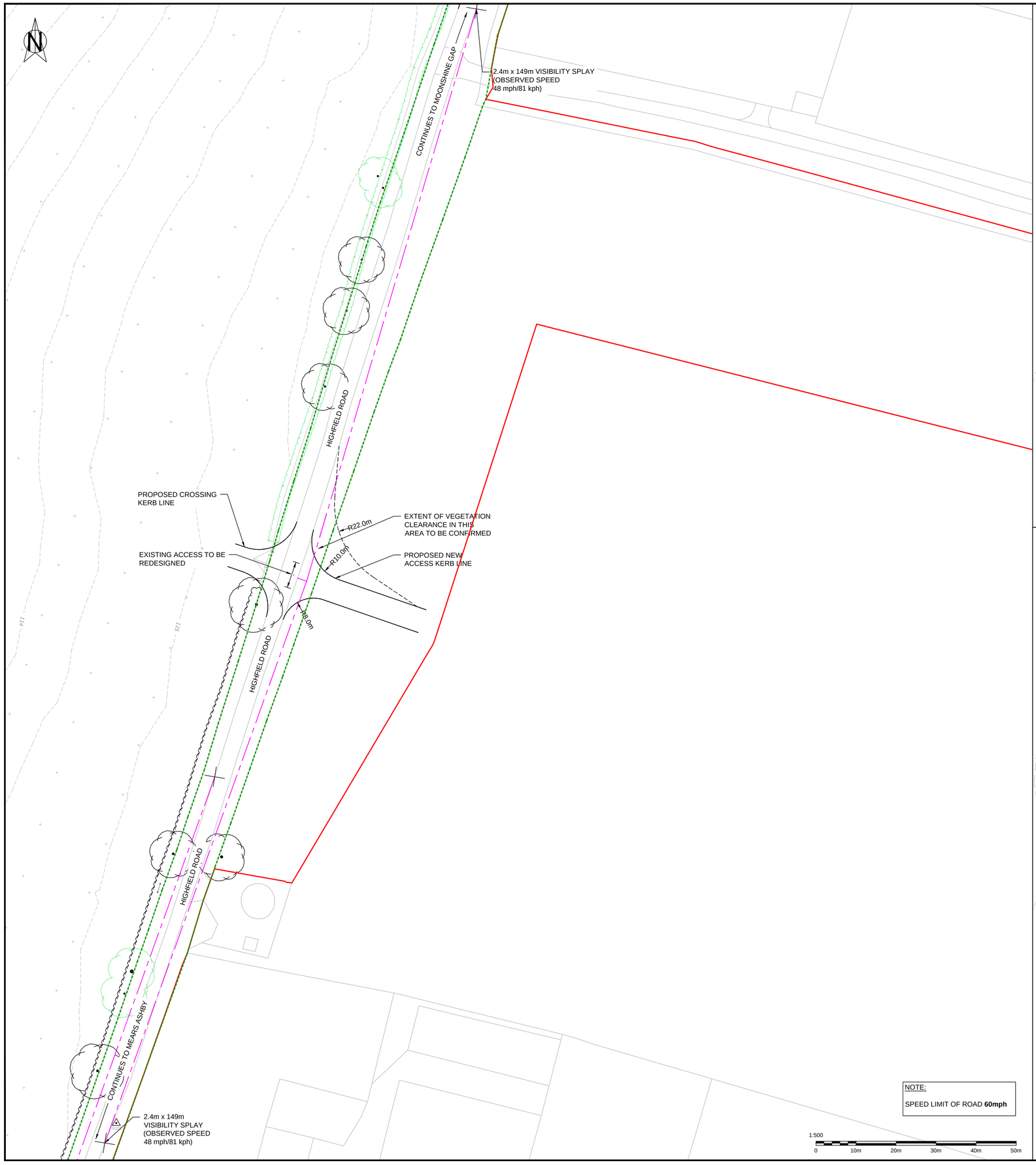
Project
GREEN HILL SOLAR FARM

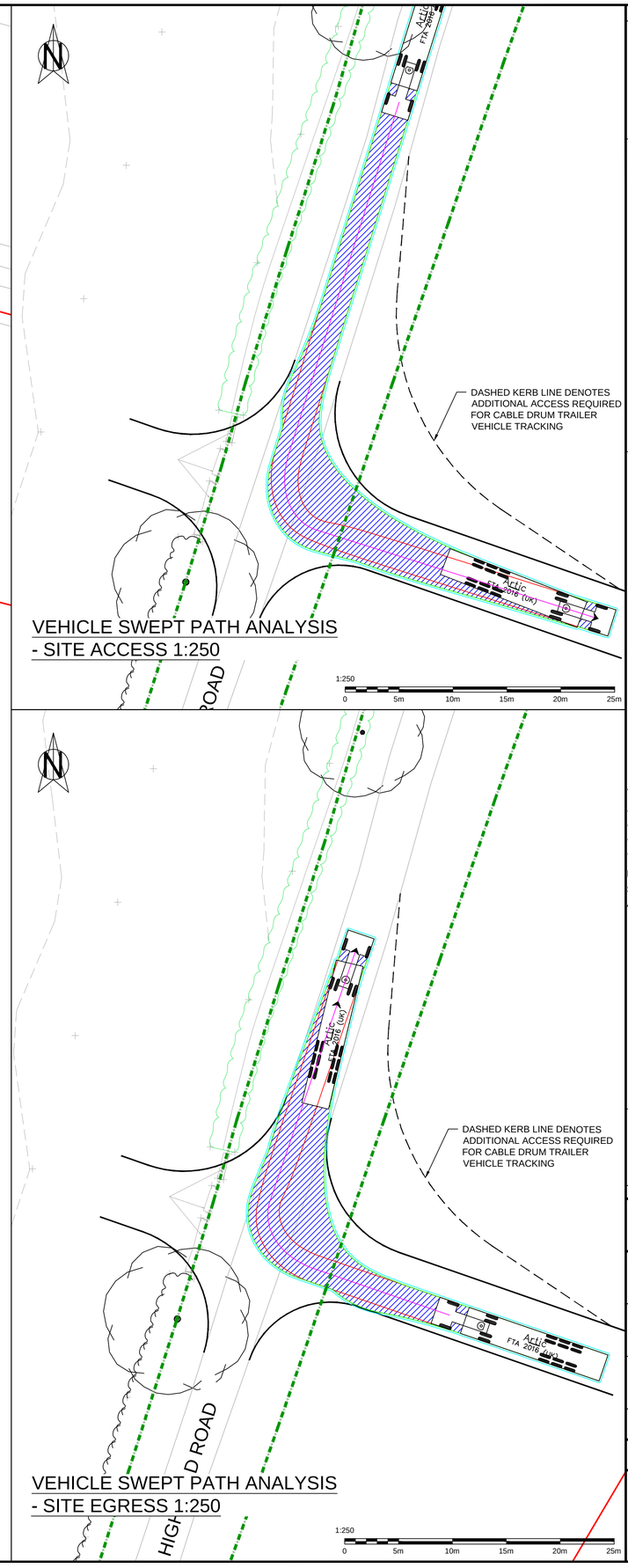
Drawing Title
AREA D - HAUL ROUTE
GENERAL ARRANGEMENT & VEHICLE TRACKING

Scale @ A1	Drwn	Chkd
1:500@A1	CS	LF
	Aprd: SM	Date: Jan 2025

Drawing Ref: 23061-KMC-XX-ADH-DR-CH-0001 Rev: D

kmc transport planning





NOTES:

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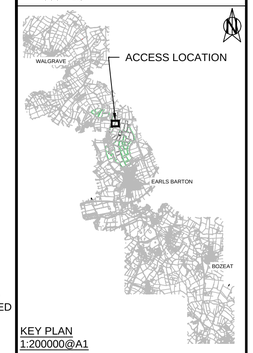
3. Do not scale from this drawing; only figured dimensions are to be worked from.
4. Any discrepancies must be reported immediately before proceeding.
5. This drawing to be read & printed in colour.
6. Ordnance Survey, (c) Crown Copyright 2024. All rights reserved. Licence number 100022432.

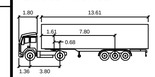


KEY PLAN
1:200000@A1

KEY:

- SITE BOUNDARY
- TRAFFIC SURVEY LOCATION
- HIGHWAY BOUNDARY
- VISIBILITY SPLAY EXTENT
- EXISTING LAYOUT
- PROPOSED EDGE OF ACCESS
- EXISTING VEGETATION
- EXTENT OF VEGETATION REMOVAL
- EXISTING CONTOURS

VEHICLE PROFILE:



ARTIC - 16.48m

		meters
TRACTOR WIDTH	:	2.55
TRAILER WIDTH	:	2.55
TRACTOR TRACK	:	2.55
TRAILER TRACK	:	2.55
LOCK TO LOCK TIME	:	6.0
STEERING ANGLE	:	42.6
ARTICULATING ANGLE:		70.0

VEHICLE ANALYSIS KEY:

- VEHICLE PATH & DIRECTION
- VEHICLE BODY ENVELOPE
- VEHICLE FRONT WHEEL PATH
- 0.3m VEHICLE BUFFER ZONE AROUND TRACKING

REV	DATE	DESCRIPTION	DRN	CHKD	APRD
D	03.12.2025	Drawing updated as per client comments	CS	DW	SM
C	19.05.2025	Vehicle updated, boundary removed	CS	DW	SM
B	08.04.2025	Boundary updated	CS	DW	SM
A	11.03.2025	Preliminary Issue	CS	LF	SM

Issue Status

- ☐ CONCEPT
- ■ PRELIMINARY
- ☐ TENDER
- ☐ CONSTRUCTION
- ☐ AS BUILT
- ☐ H&S FILE ISSUE

Client
GREEN HILL SOLAR FARM LTD

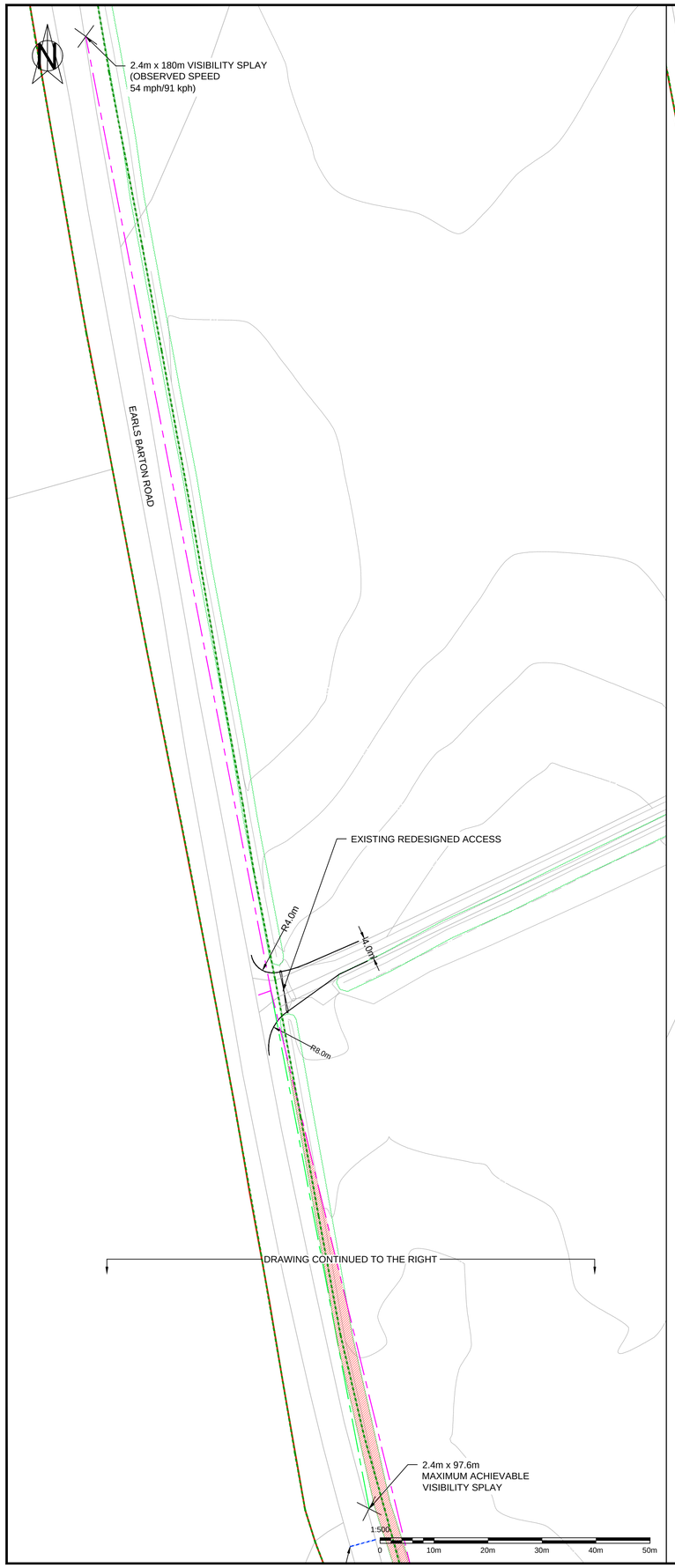
Project
GREEN HILL SOLAR FARM

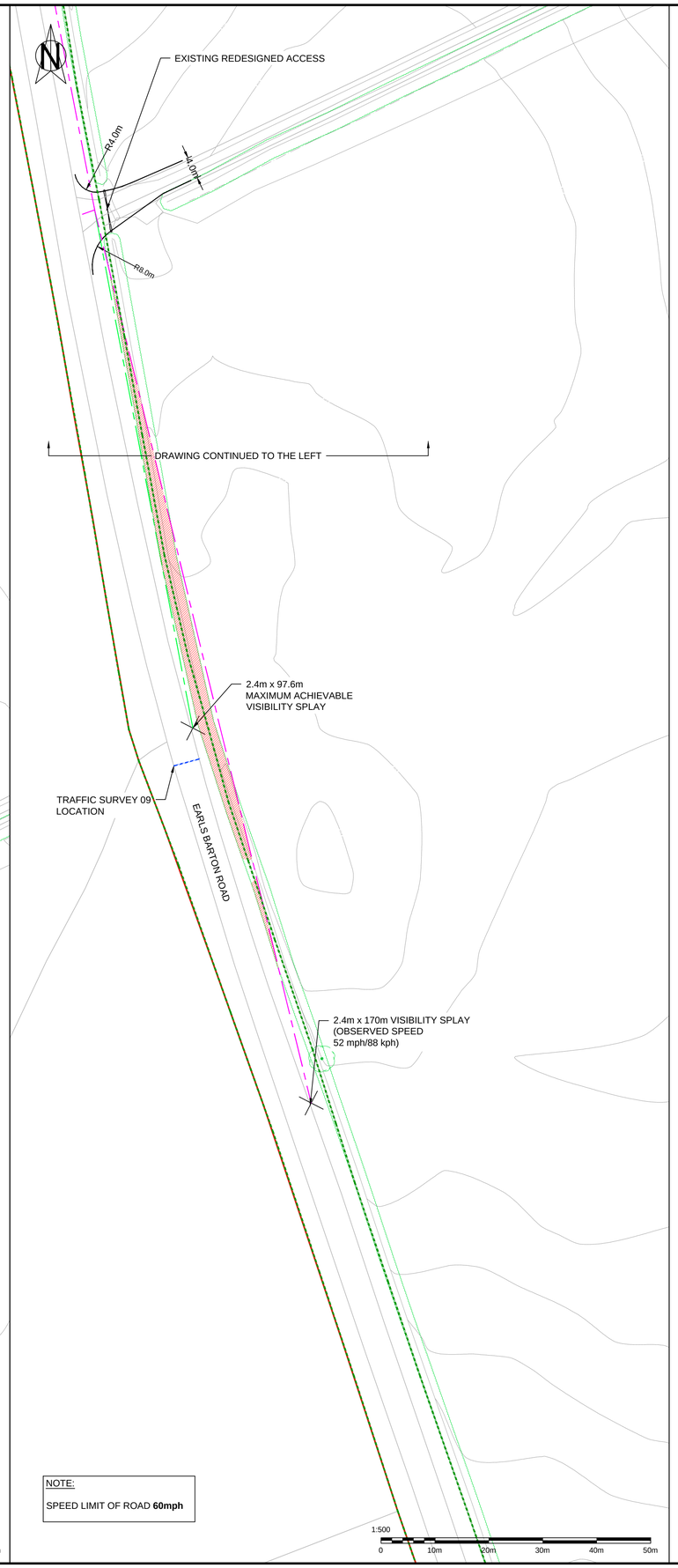
Drawing Title
AREA E - ACCESS 1
GENERAL ARRANGEMENT, VISIBILITY SPLAYS & VEHICLE TRACKING

Scale @ A1	Drwn	CS	Chkd	LF
As shown	Aprd	SM	Date	Jan 2025

Drawing Ref	Rev
23061-KMC-XX-AE1-DR-CH-0001	D

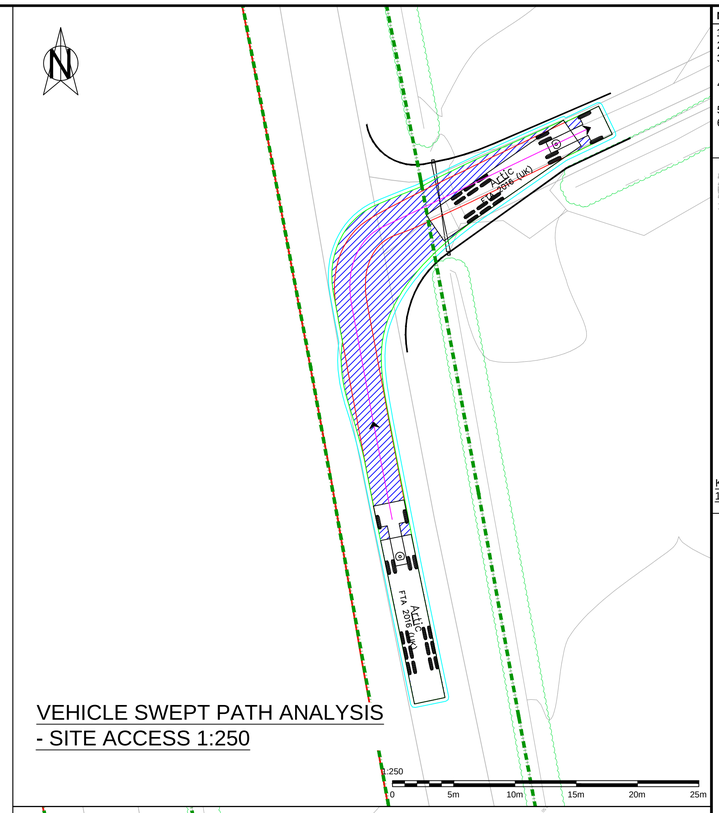
kmc
transport planning



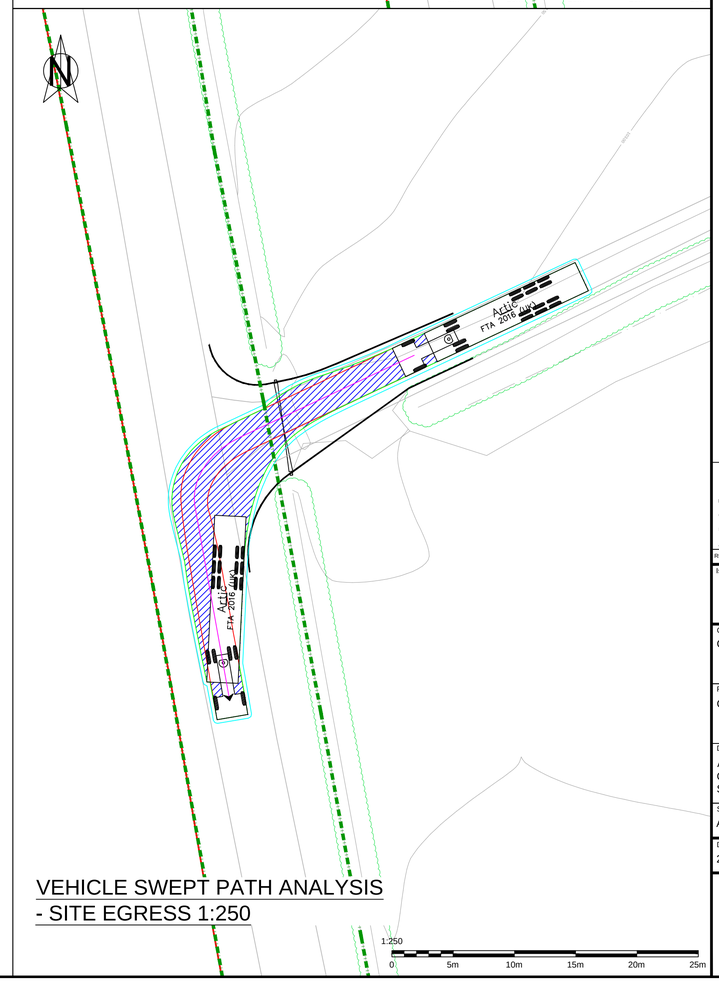


NOTE:

SPEED LIMIT OF ROAD **60mph**



VEHICLE SWEPT PATH ANALYSIS - SITE ACCESS 1:250



VEHICLE SWEPT PATH ANALYSIS - SITE EGRESS 1:250

NOTES:

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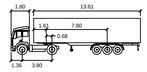
KEY PLAN
1:200000@A1

KEY:

- SITE BOUNDARY
- TRAFFIC SURVEY LOCATION
- HIGHWAY BOUNDARY
- VISIBILITY SPLAY EXTENT
- EXISTING LAYOUT
- PROPOSED EDGE OF ACCESS
- EXISTING VEGETATION
- EXTENT OF VEGETATION REMOVAL
- 126.5 EXISTING CONTOURS

VEHICLE PROFILE:



ARTIC - 16.48m

		meters
TRACTOR WIDTH	:	2.55
TRAILER WIDTH	:	2.55
TRACTOR TRACK	:	2.55
TRAILER TRACK	:	2.55
LOCK TO LOCK TIME	:	6.0
STEERING ANGLE	:	42.6
ARTICULATING ANGLE:		70.0

VEHICLE ANALYSIS KEY:

- VEHICLE PATH & DIRECTION
- VEHICLE BODY ENVELOPE
- VEHICLE FRONT WHEEL PATH
- 0.3m VEHICLE BUFFER ZONE AROUND TRACKING

REV	DATE	DESCRIPTION	DRN	CHKD	APRD
D	03.12.2025	Drawing updated as per client comments	CS	OW	SM
C	19.05.2025	Boundary removed	CS	OW	SM
B	08.04.2025	Boundary updated	CS	OW	SM
A	11.03.2025	Preliminary Issue	CS	LF	SM

Issue Status

- ☐ CONCEPT
- ■ PRELIMINARY
- ☐ TENDER
- ☐ CONSTRUCTION
- ☐ AS BUILT
- ☐ H&S FILE ISSUE

Client
GREEN HILL SOLAR FARM LTD

Project
GREEN HILL SOLAR FARM

Drawing Title
AREA E - ACCESS 2
GENERAL ARRANGEMENT, VISIBILITY SPLAYS & VEHICLE TRACKING

Scale @ A1	Drwn	CS	Chkd	LF
As shown	Aprd	SM	Date	Jan 2025

Drawing Ref
23061-KMC-XX-AE2-DR-CH-0001

Rev
D

kmc transport planning

2.4m x 203m
VISIBILITY SPLAY
(OBSERVED SPEED
58 mph/97 kph)

CONTINUES TO STRIXTON

TRAFFIC SURVEY 25
LOCATION

A509 (WOOLASTON ROAD)

METALSTORE

EXISTING ACCESS

DRAWING CONTINUED TO THE RIGHT

1:500
0 10m 20m 30m 40m 50m

DRAWING CONTINUED TO THE LEFT

A509 (WOOLASTON ROAD)

CONTINUES TO BOZEAT

2.4m x 215m
VISIBILITY SPLAY
(OBSERVED SPEED
60 mph/101 kph)

NOTE:

SPEED LIMIT OF ROAD **60mph**

1:500
0 10m 20m 30m 40m 50m

Artic
FTA 2016 (UK)

VEHICLE SWEPT PATH ANALYSIS - SITE ACCESS FROM SOUTH 1:250

1:250
0 5m 10m 15m 20m 25m

VEHICLE SWEPT PATH ANALYSIS - SITE ACCESS FROM NORTH 1:250

1:250
0 5m 10m 15m 20m 25m

VEHICLE SWEPT PATH ANALYSIS - SITE EGRESS TO SOUTH 1:250

1:250
0 5m 10m 15m 20m 25m

VEHICLE SWEPT PATH ANALYSIS - SITE EGRESS TO NORTH 1:250

1:250
0 5m 10m 15m 20m 25m

NOTES:

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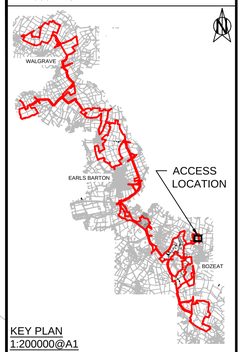
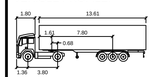


KEY PLAN
1:200000@A1

KEY:

- SITE BOUNDARY
- TRAFFIC SURVEY LOCATION
- HIGHWAY BOUNDARY
- VISIBILITY SPLAY EXTENT
- EXISTING LAYOUT
- PROPOSED EDGE OF ACCESS
- EXISTING VEGETATION
- EXTENT OF VEGETATION REMOVAL
- 126.5 EXISTING CONTOURS

VEHICLE PROFILE:



ARTIC - 16.48m

		meters
TRACTOR WIDTH	:	2.55
TRAILER WIDTH	:	2.55
TRACTOR TRACK	:	2.55
TRAILER TRACK	:	2.55
LOCK TO LOCK TIME	:	6.0
STEERING ANGLE	:	42.6
ARTICULATING ANGLE:		70.0

VEHICLE ANALYSIS KEY:

- VEHICLE PATH & DIRECTION
- VEHICLE BODY ENVELOPE
- VEHICLE FRONT WHEEL PATH
- 0.3m VEHICLE BUFFER ZONE AROUND TRACKING

REV	DATE	DESCRIPTION	DRN	CHKD	APRD
D	03.12.2025	Drawing updated as per client comments	CS	OW	SM
C	19.05.2025	Vehicle updated, Boundary removed	CS	OW	SM
B	08.04.2025	Boundary updated	CS	OW	SM
A	11.03.2025	Preliminary Issue	CS	LF	SM

Issue Status

- [ ] CONCEPT
- [x] PRELIMINARY
- [ ] TENDER
- [ ] CONSTRUCTION
- [ ] AS BUILT
- [ ] H&S FILE ISSUE

Client
GREEN HILL SOLAR FARM LTD

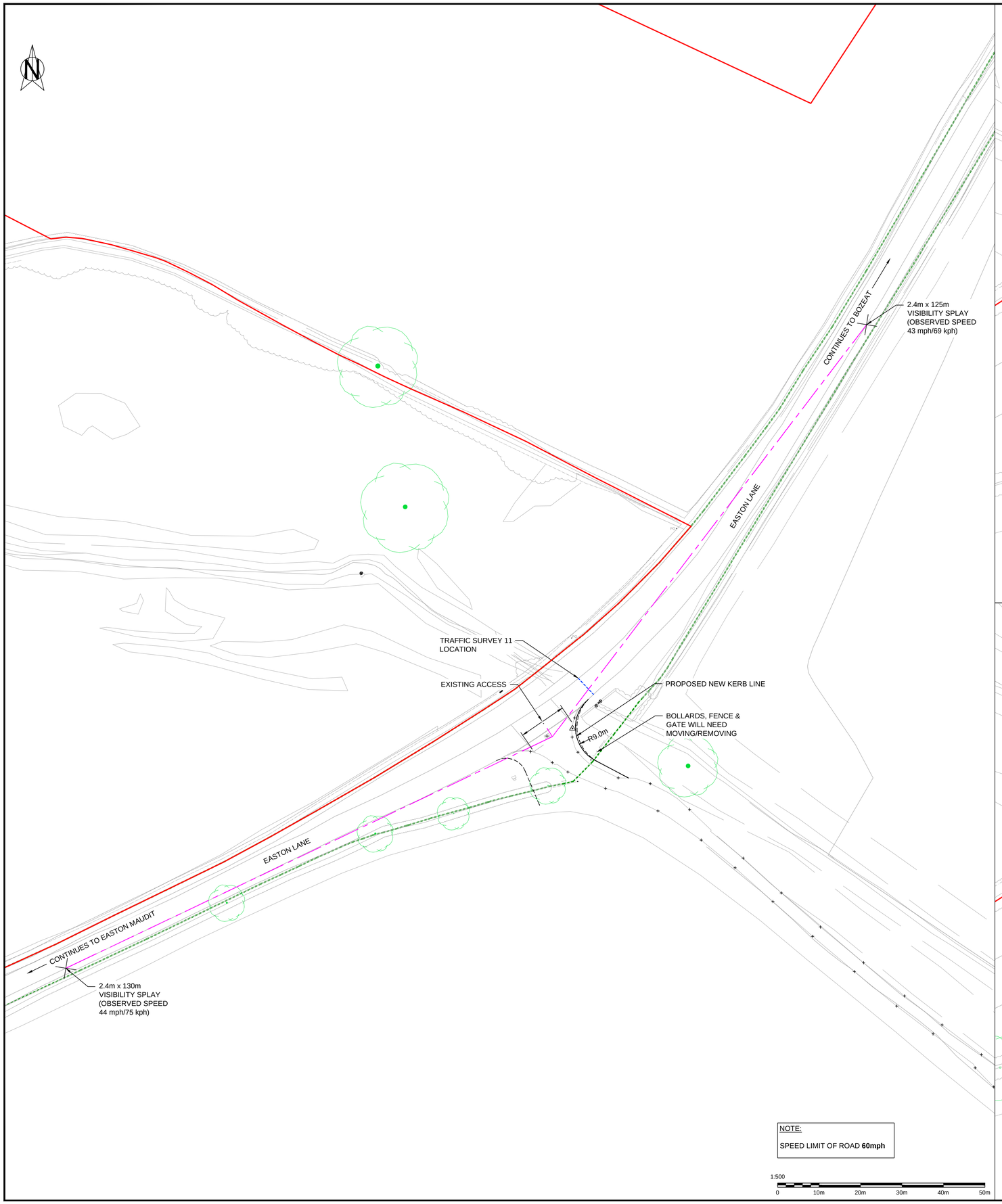
Project
GREEN HILL SOLAR FARM

Drawing Title
AREA F, ACCESS 1
GENERAL ARRANGEMENT, VISIBILITY SPLAYS & VEHICLE TRACKING

Scale @ A1	Drwn	CS	Chkd	LF
As shown	Aprd	SM	Date	Jan 2025

Drawing Ref	Rev
23061-KMC-XX-AF1-DR-CH-0001	D

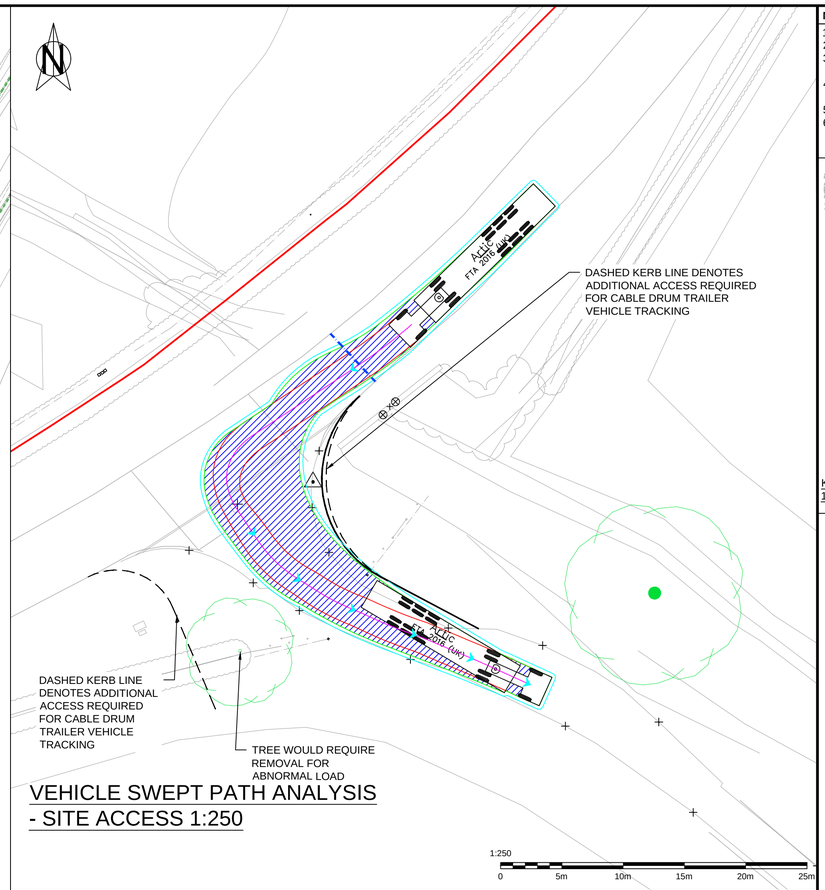
kmc
transport planning



NOTE:

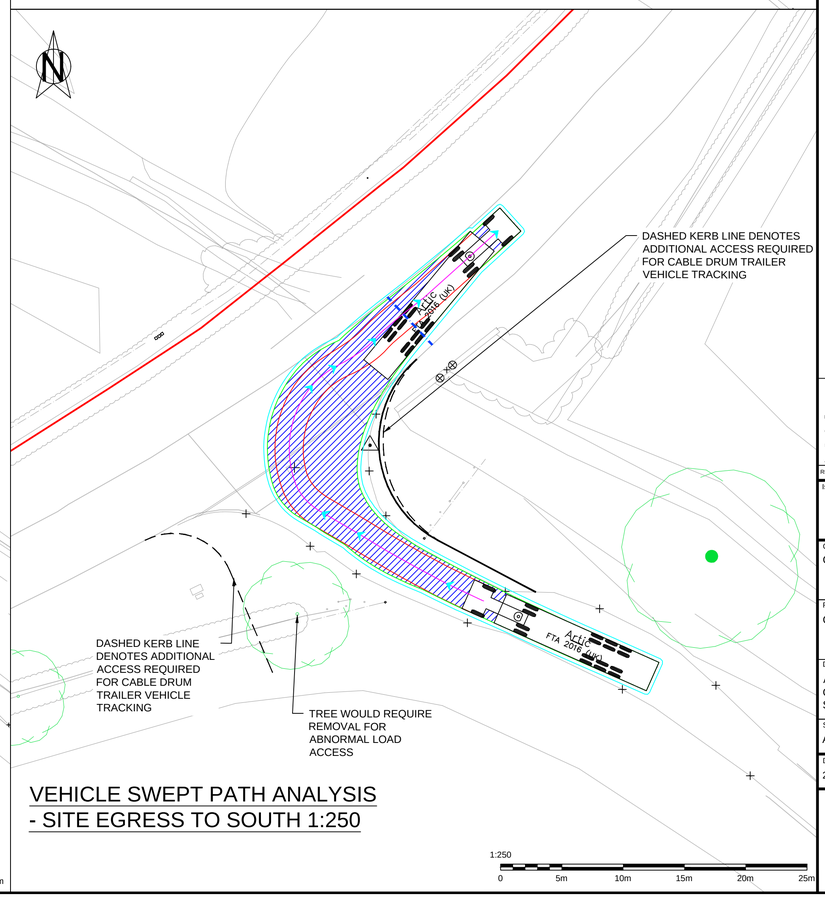
SPEED LIMIT OF ROAD **60mph**

1:500
0 10m 20m 30m 40m 50m



VEHICLE SWEPT PATH ANALYSIS - SITE ACCESS 1:250

1:250
0 5m 10m 15m 20m 25m



VEHICLE SWEPT PATH ANALYSIS - SITE EGRESS TO SOUTH 1:250

1:250
0 5m 10m 15m 20m 25m

NOTES:

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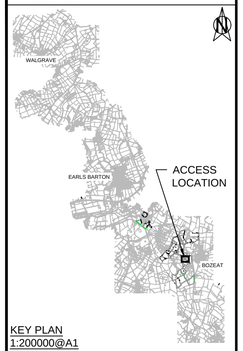
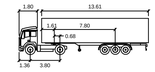


KEY PLAN
1:200000@A1

KEY:

- SITE BOUNDARY
- TRAFFIC SURVEY LOCATION
- HIGHWAY BOUNDARY
- VISIBILITY SPLAY EXTENT
- EXISTING LAYOUT
- PROPOSED EDGE OF ACCESS
- EXISTING VEGETATION
- EXTENT OF VEGETATION REMOVAL
- 126.5 EXISTING CONTOURS

VEHICLE PROFILE:



ARTIC - 16.48m

		meters
TRACTOR WIDTH	:	2.55
TRAILER WIDTH	:	2.55
TRACTOR TRACK	:	2.55
TRAILER TRACK	:	2.55
LOCK TO LOCK TIME	:	6.0
STEERING ANGLE	:	42.6
ARTICULATING ANGLE:		70.0

VEHICLE ANALYSIS KEY:

- VEHICLE PATH & DIRECTION
- VEHICLE BODY ENVELOPE
- VEHICLE FRONT WHEEL PATH
- 0.3m VEHICLE BUFFER ZONE AROUND TRACKING

REV	DATE	DESCRIPTION	DRN	CHKD	APRD
D	03.12.2025	Drawing updated as per client comments	CS	OW	SM
C	19.05.2025	Vehicle updated	CS	OW	SM
B	08.04.2025	Boundary updated	CS	OW	SM
A	11.03.2025	Preliminary Issue	CS	LF	SM

Issue Status

- [ ] CONCEPT
- [x] PRELIMINARY
- [ ] TENDER
- [ ] CONSTRUCTION
- [ ] AS BUILT
- [ ] H&S FILE ISSUE

Client
GREEN HILL SOLAR FARM LTD

Project
GREEN HILL SOLAR FARM

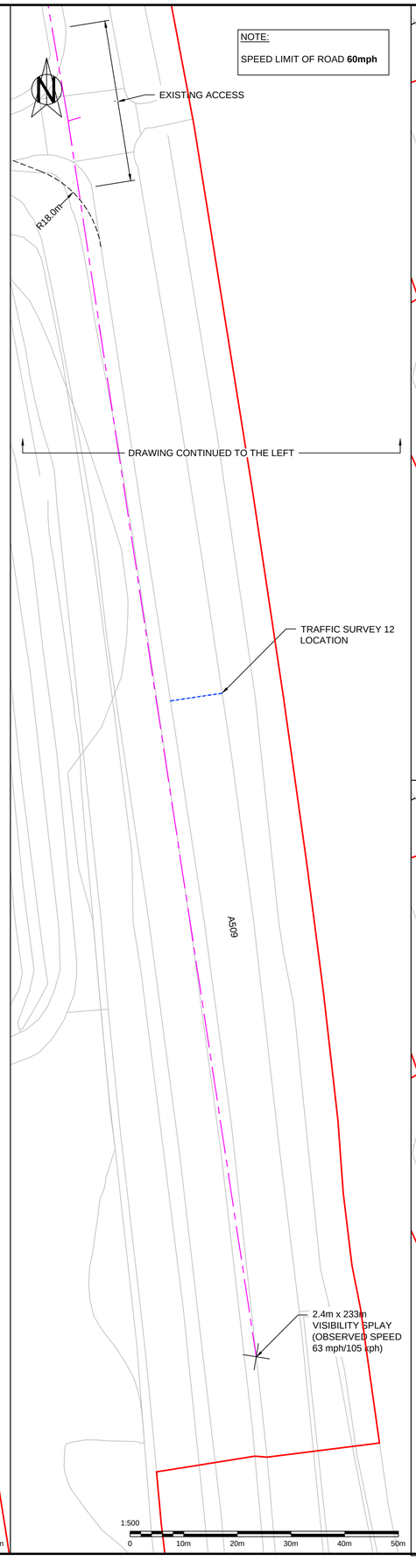
Drawing Title
AREA F, ACCESS 2
GENERAL ARRANGEMENT, VISIBILITY SPLAYS & VEHICLE TRACKING

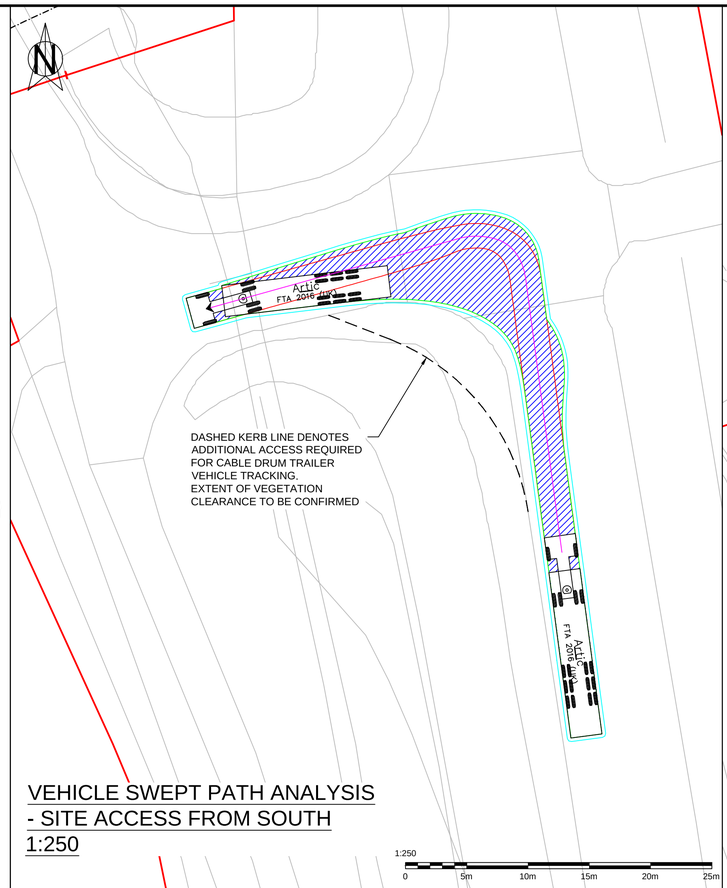
Scale @ A1	Drwn CS	Chkd LF
As shown	Aprd SM	Date Jan 2025

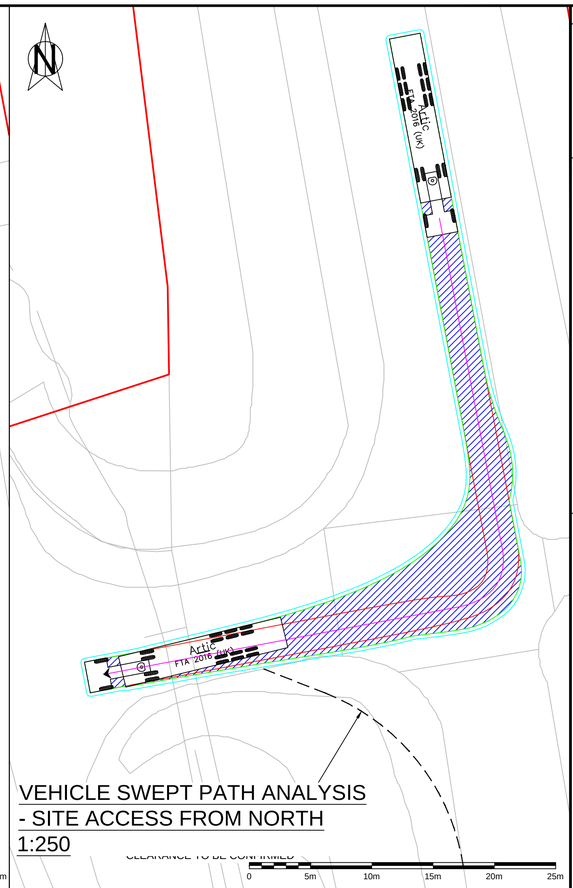
Drawing Ref
23061-KMC-XX-AF2-DR-CH-0001

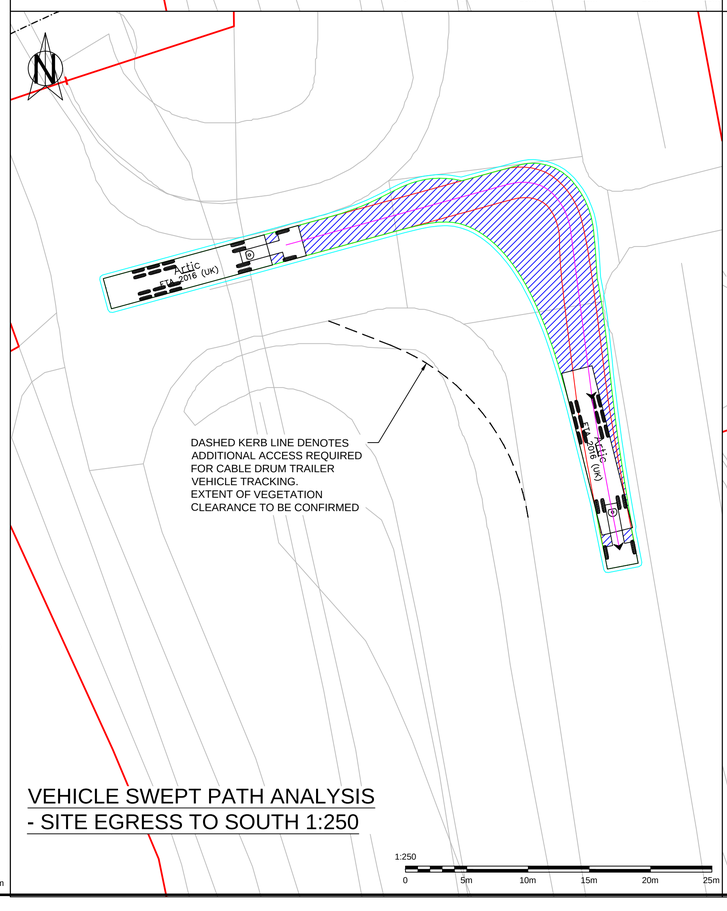
Rev
D

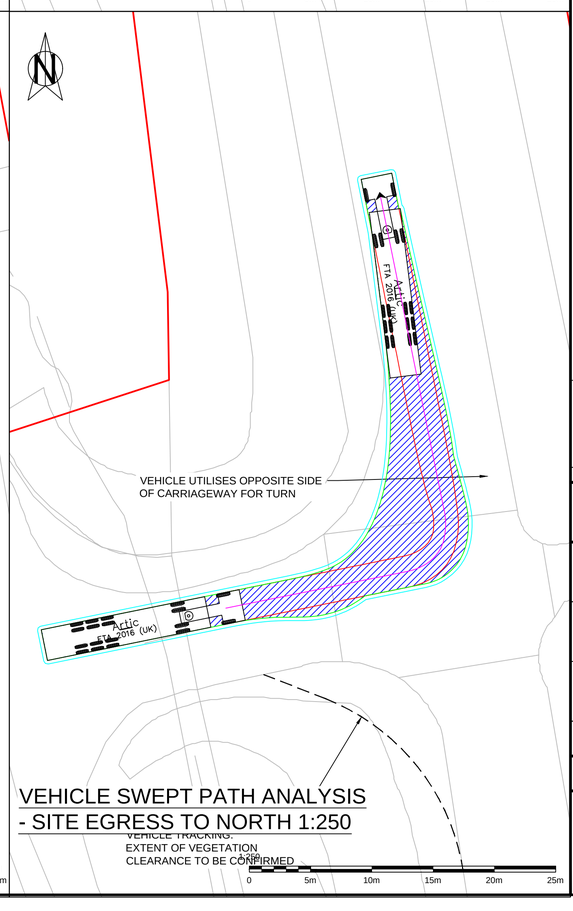
kmc transport planning











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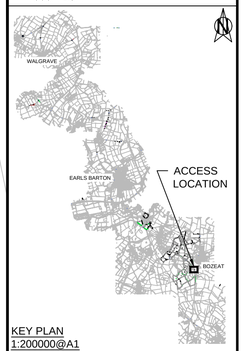
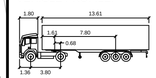


KEY PLAN
1:200000@A1

KEY:

- SITE BOUNDARY
- TRAFFIC SURVEY LOCATION
- HIGHWAY BOUNDARY
- VISIBILITY SPLAY EXTENT
- EXISTING LAYOUT
- PROPOSED EDGE OF ACCESS
- EXISTING VEGETATION
- EXTENT OF VEGETATION REMOVAL
- 126.5 EXISTING CONTOURS

VEHICLE PROFILE:



ARTIC - 16.48m

	meters
TRACTOR WIDTH	2.55
TRAILER WIDTH	2.55
TRACTOR TRACK	2.55
TRAILER TRACK	2.55
LOCK TO LOCK TIME	6.0
STEERING ANGLE	42.6
ARTICULATING ANGLE:	70.0

VEHICLE ANALYSIS KEY:

- VEHICLE PATH & DIRECTION
- VEHICLE BODY ENVELOPE
- VEHICLE FRONT WHEEL PATH
- 0.3m VEHICLE BUFFER ZONE AROUND TRACKING

REV	DATE	DESCRIPTION	DRN	CHKD	APRD
D	03.12.2025	Drawing updated as per client comments	CS	OW	SM
C	19.05.2025	Vehicle updated	CS	OW	SM
B	08.04.2025	Boundary updated	CS	OW	SM
A	11.03.2025	Preliminary issue	CS	LF	SM

Issue Status

- [ ] CONCEPT
- [x] PRELIMINARY
- [ ] TENDER
- [ ] CONSTRUCTION
- [ ] AS BUILT
- [ ] H&S FILE ISSUE

Client
GREEN HILL SOLAR FARM LTD

Project
GREEN HILL SOLAR FARM

Drawing Title
AREA F, ACCESS 3
GENERAL ARRANGEMENT, VISIBILITY SPLAYS & VEHICLE TRACKING

Scale @ A1	Drwn	CS	Chkd	LF
As shown	Aprd	SM	Date	Jan 2025

Drawing Ref	Rev
23061-KMC-XX-AF3-DR-CH-0001	D

kmc
transport planning

2.4m x 215m
VISIBILITY SPLAY
(OBSERVED SPEED
60 mph/101 kph)

A428 (NORTHAMPTON ROAD)

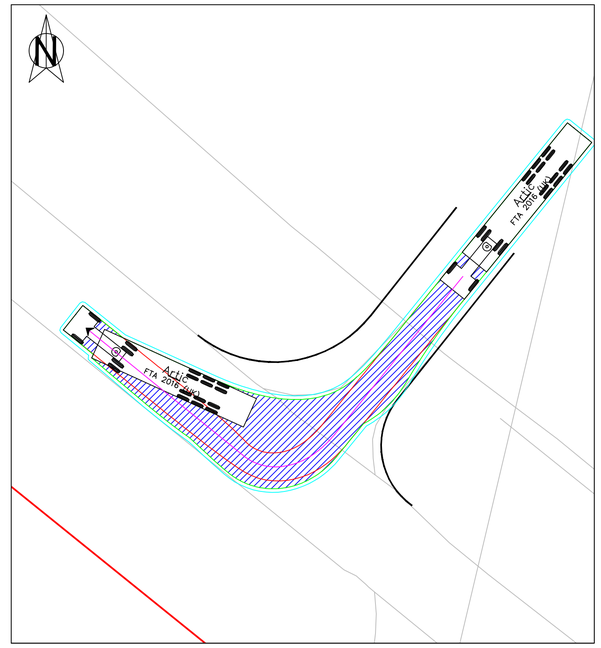
HEDGE TRIMMED TO
ACCOMMODATE
WIDENED ACCESS

6.0m

R10.0m

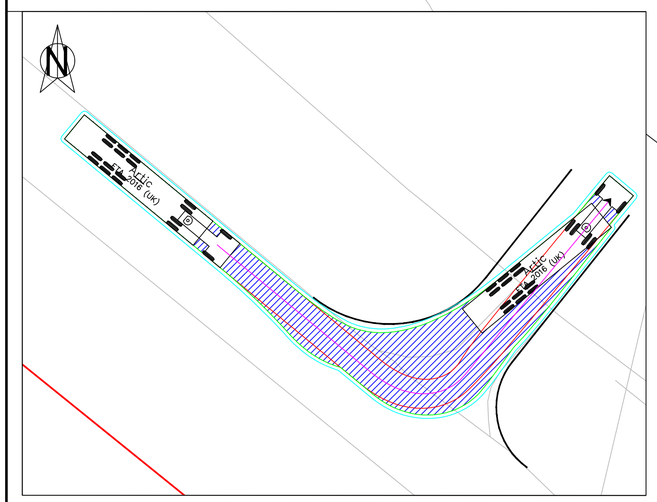
EXISTING ACCESS TO BE REDESIGNED

R6.0m



VEHICLE SWEPT PATH ANALYSIS
- SITE EGRESS TO NORTH 1:250

1:250
0 5m 10m 15m 20m 25m



VEHICLE SWEPT PATH ANALYSIS
- SITE ACCESS FROM NORTH
1:250

1:250
0 5m 10m 15m 20m 25m

A428 (NORTHAMPTON ROAD)

2.4m x 203m
VISIBILITY SPLAY
(OBSERVED SPEED
58 mph/97 kph)

NOTE:

SPEED LIMIT OF ROAD **60mph**

1:500
0 10m 20m 30m 40m 50m

NOTES:

1. (C) This drawing is copyright.
2. All dimensions to be checked on site.
3. Do not scale from this drawing; only figured dimensions are to be worked from.
4. Any discrepancies must be reported immediately before proceeding.
5. This drawing to be read & printed in colour.
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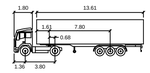
KEY PLAN
1:200000@A1

KEY:

- SITE BOUNDARY
- TRAFFIC SURVEY LOCATION
- HIGHWAY BOUNDARY
- VISIBILITY SPLAY EXTENT
- EXISTING LAYOUT
- PROPOSED EDGE OF ACCESS
- EXISTING VEGETATION
- EXTENT OF VEGETATION REMOVAL
- 120.5 EXISTING CONTOURS

VEHICLE PROFILE:



ARTIC - 16.48m

		meters
TRACTOR WIDTH	:	2.55
TRAILER WIDTH	:	2.55
TRACTOR TRACK	:	2.55
TRAILER TRACK	:	2.55
LOCK TO LOCK TIME	:	6.0
STEERING ANGLE	:	42.6
ARTICULATING ANGLE:		70.0

VEHICLE ANALYSIS KEY:

- VEHICLE PATH & DIRECTION
- VEHICLE BODY ENVELOPE
- VEHICLE FRONT WHEEL PATH
- 0.3m VEHICLE BUFFER ZONE AROUND TRACKING

REV	DATE	DESCRIPTION	DRN	CHKD	APRD
E	03.12.2025	Drawing updated as per client comments	CS	OW	SM
D	04.11.2025	Right out movement added	CS	OW	SM
C	19.05.2025	Left in, Left out movement only, boundary removed	CS	OW	SM
B	08.04.2025	Boundary updated	CS	OW	SM
A	11.03.2025	Preliminary Issue	CS	LF	SM

Issue Status

- [ ] CONCEPT
- [ ] CONSTRUCTION
- [x] PRELIMINARY
- [ ] AS BUILT
- [ ] TENDER
- [ ] H&S FILE ISSUE

Client
GREEN HILL SOLAR FARM LTD

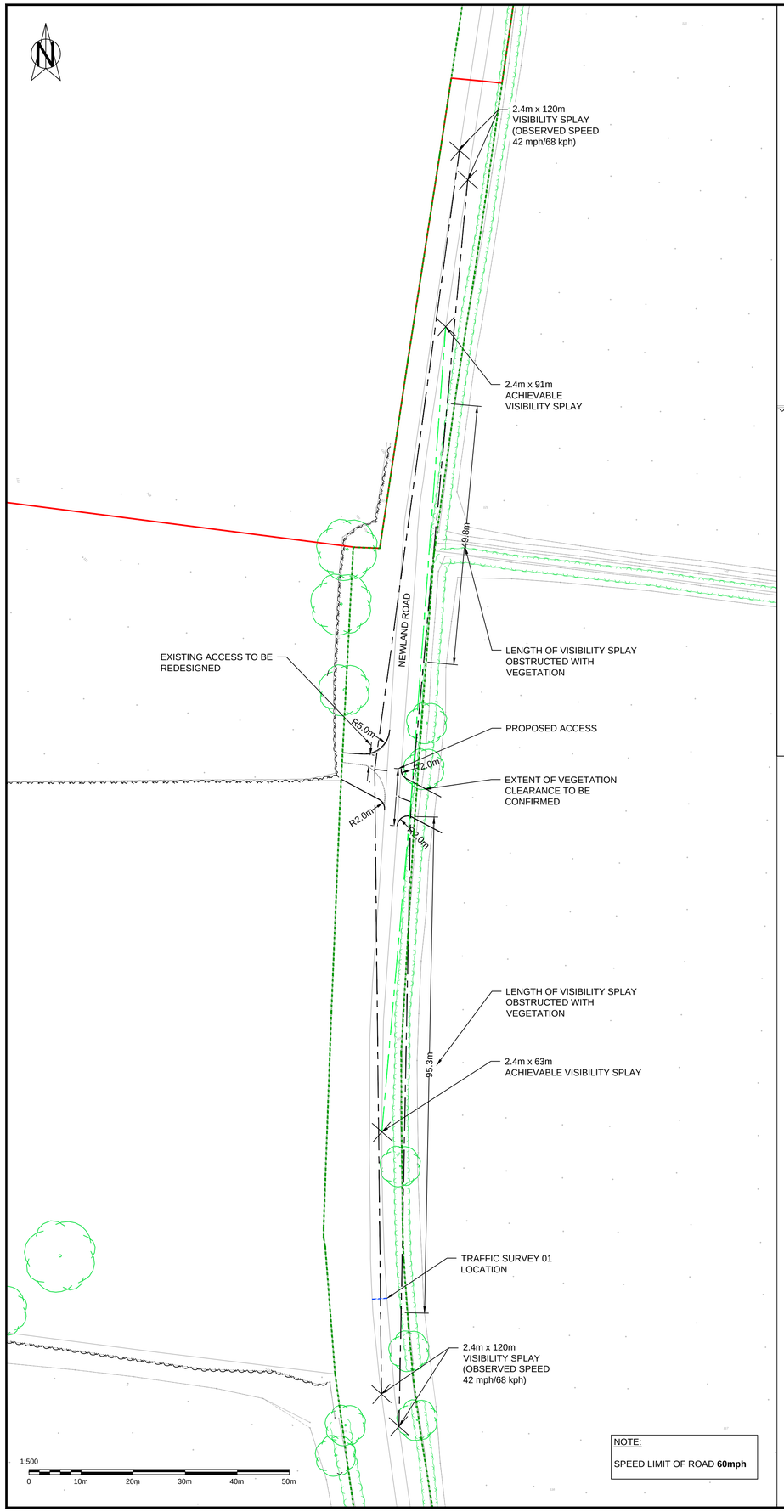
Project
GREEN HILL SOLAR FARM

Drawing Title
AREA G, ACCESS 1
GENERAL ARRANGEMENT, VISIBILITY SPLAYS & VEHICLE TRACKING

Scale @ A1	Drwn	CS	Chkd	LF
As shown	Aprd	SM	Date	Jan 2025

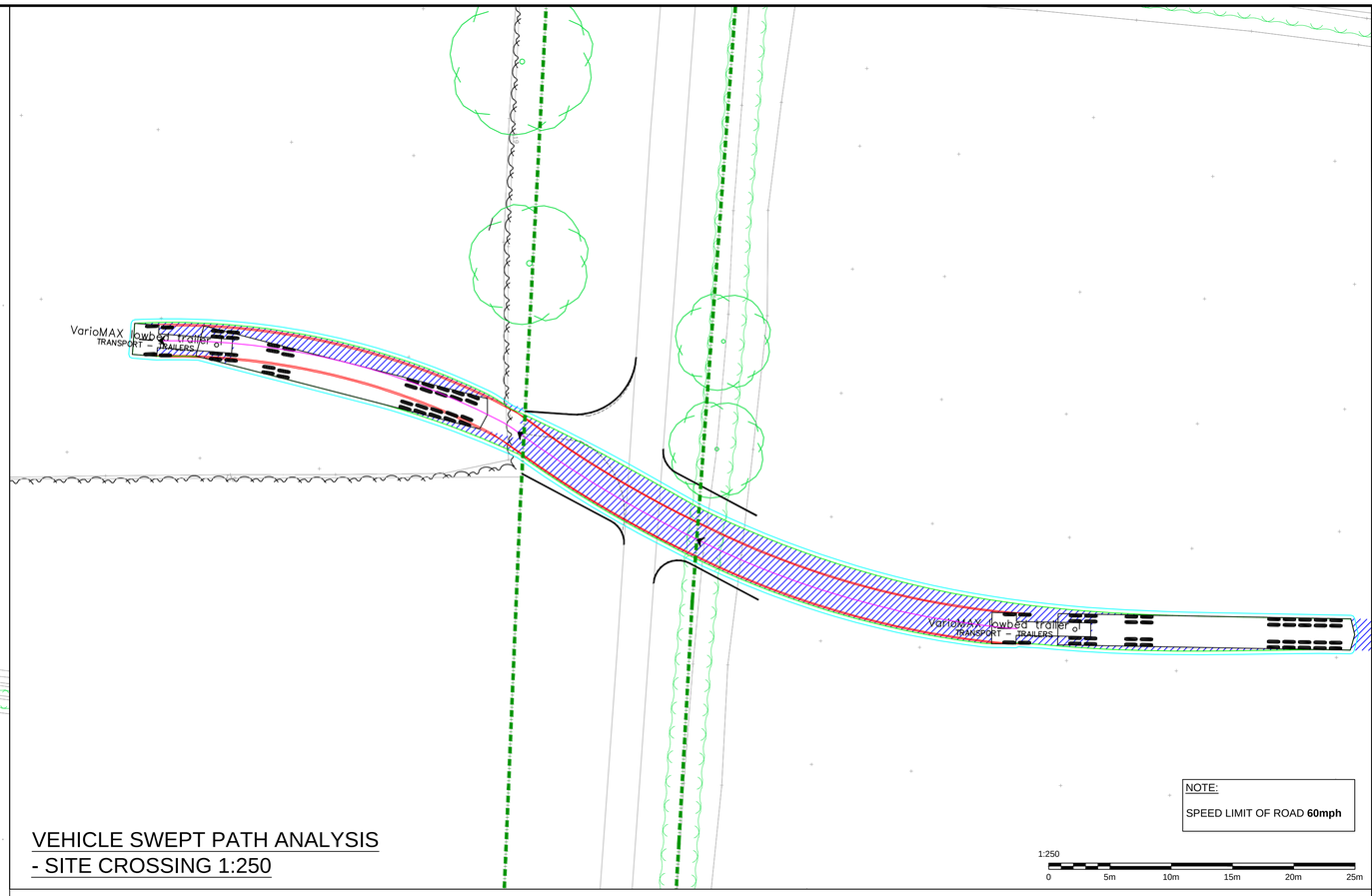
Drawing Ref	Rev
23061-KMC-XX-AG1-DR-CH-0001	E

kmc
transport planning



NOTE:

SPEED LIMIT OF ROAD **60mph**



VEHICLE SWEPT PATH ANALYSIS - SITE CROSSING 1:250

NOTE:

SPEED LIMIT OF ROAD **60mph**

1:250
0
5m
10m
15m
20m
25m

NOTES:

1. (C) This drawing is copyright.
2. All dimensions to be checked on site.
3. Do not scale from this drawing; only figured dimensions are to be worked from.
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5. This drawing to be read & printed in colour.
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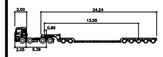
KEY PLAN
1:200000@A1

KEY:

- HIGHWAY BOUNDARY
- VISIBILITY SPLAY EXTENT
- EXISTING LAYOUT
- PROPOSED EDGE OF ACCESS
- EXISTING VEGETATION
- EXTENT OF VEGETATION REMOVAL
- 126.5 EXISTING CONTOURS

VEHICLE PROFILE:



VARIO-MAX LOWBED - 29.63m
meters

TRACTOR WIDTH	:	2.55
TRAILER WIDTH	:	2.55
TRACTOR TRACK	:	2.55
TRAILER TRACK	:	2.55
LOCK TO LOCK TIME	:	6.0
STEERING ANGLE	:	40.0
ARTICULATING ANGLE:		70.0

VEHICLE ANALYSIS KEY:

- VEHICLE PATH & DIRECTION
- VEHICLE BODY ENVELOPE
- VEHICLE FRONT WHEEL PATH
- 0.3m VEHICLE BUFFER ZONE AROUND TRACKING

REV	DATE	DESCRIPTION	DRN	CHKD	APRD
C	03.12.2025	Drawing updated as per client comments	CS	OW	SM
B	19.05.2025	Boundary removed	CS	OW	SM
A	8.4.2025	Issue for information	CS	OW	SM

Issue Status

- ☐ CONCEPT
- ■ PRELIMINARY
- ☐ TENDER
- ☐ CONSTRUCTION
- ☐ AS BUILT
- ☐ H&S FILE ISSUE

Client
GREEN HILL SOLAR FARM LTD

Project
GREEN HILL SOLAR FARM

Drawing Title
AREA A - CROSSING 1
GENERAL ARRANGEMENT, VISIBILITY SPLAYS & VEHICLE TRACKING

Scale @ A1	Drwn	Chkd
As shown	CS	OW
	Aprd: SM	Date: April 2025

Drawing Ref: 23061-KMC-XX-CA1-DR-CH-0001
Rev: C

kmc transport planning

2.4m x 149m VISIBILITY SPLAY
(OBSERVED SPEED
48 mph/81 kph)

CONTINUES TO MOONSHINE GAP

HIGHFIELD ROAD

HIGHFIELD ROAD

EXTENT OF
VEGETATION
CLEARANCE IN
THIS AREA TO BE
CONFIRMED

R8.0m

R9.0m

PROPOSED NEW
ACCESS KERB LINE

R8.0m

R8.0m

EXISTING ACCESSES TO BE
REDESIGNED

EXTENT OF
VEGETATION
CLEARANCE IN
THIS AREA TO BE
CONFIRMED

HIGHFIELD ROAD

CONTINUES TO MEARS ASHBY

2.4m x 149m VISIBILITY SPLAY
(OBSERVED SPEED
48 mph/81 kph)

G03

NOTE:

SPEED LIMIT OF ROAD **60mph**

1:500

0 10m 20m 30m 40m 50m

NOTES:

1. (C) This drawing is copyright.
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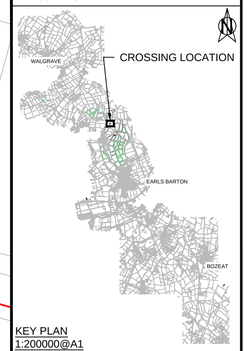
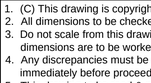


KEY PLAN
1:200000@A1

KEY:

- HIGHWAY BOUNDARY
- VISIBILITY SPLAY EXTENT
- EXISTING LAYOUT
- PROPOSED EDGE OF ACCESS
- EXISTING VEGETATION
- EXTENT OF VEGETATION REMOVAL
- 126.5 EXISTING CONTOURS

VEHICLE PROFILE:



ARTIC - 16.48m

		meters
TRACTOR WIDTH	:	2.55
TRAILER WIDTH	:	2.55
TRACTOR TRACK	:	2.55
TRAILER TRACK	:	2.55
LOCK TO LOCK TIME	:	6.0
STEERING ANGLE	:	42.6
ARTICULATING ANGLE	:	70.0

VEHICLE ANALYSIS KEY:

- VEHICLE PATH & DIRECTION
- VEHICLE BODY ENVELOPE
- VEHICLE FRONT WHEEL PATH
- 0.3m VEHICLE BUFFER ZONE AROUND TRACKING

REV	DATE	DESCRIPTION	DRN	CHKD	APRD
D	03.12.2025	Drawing updated as per client comments	CS	OW	SM
C	19.05.2025	Boundary updated	CS	OW	SM
B	08.04.2025	Boundary updated	CS	OW	SM
A	11.03.2025	Preliminary Issue	CS	LF	SM

Issue Status

- ☐ CONCEPT
- ■ PRELIMINARY
- ☐ TENDER
- ☐ CONSTRUCTION
- ☐ AS BUILT
- ☐ H&S FILE ISSUE

Client
GREEN HILL SOLAR FARM LTD

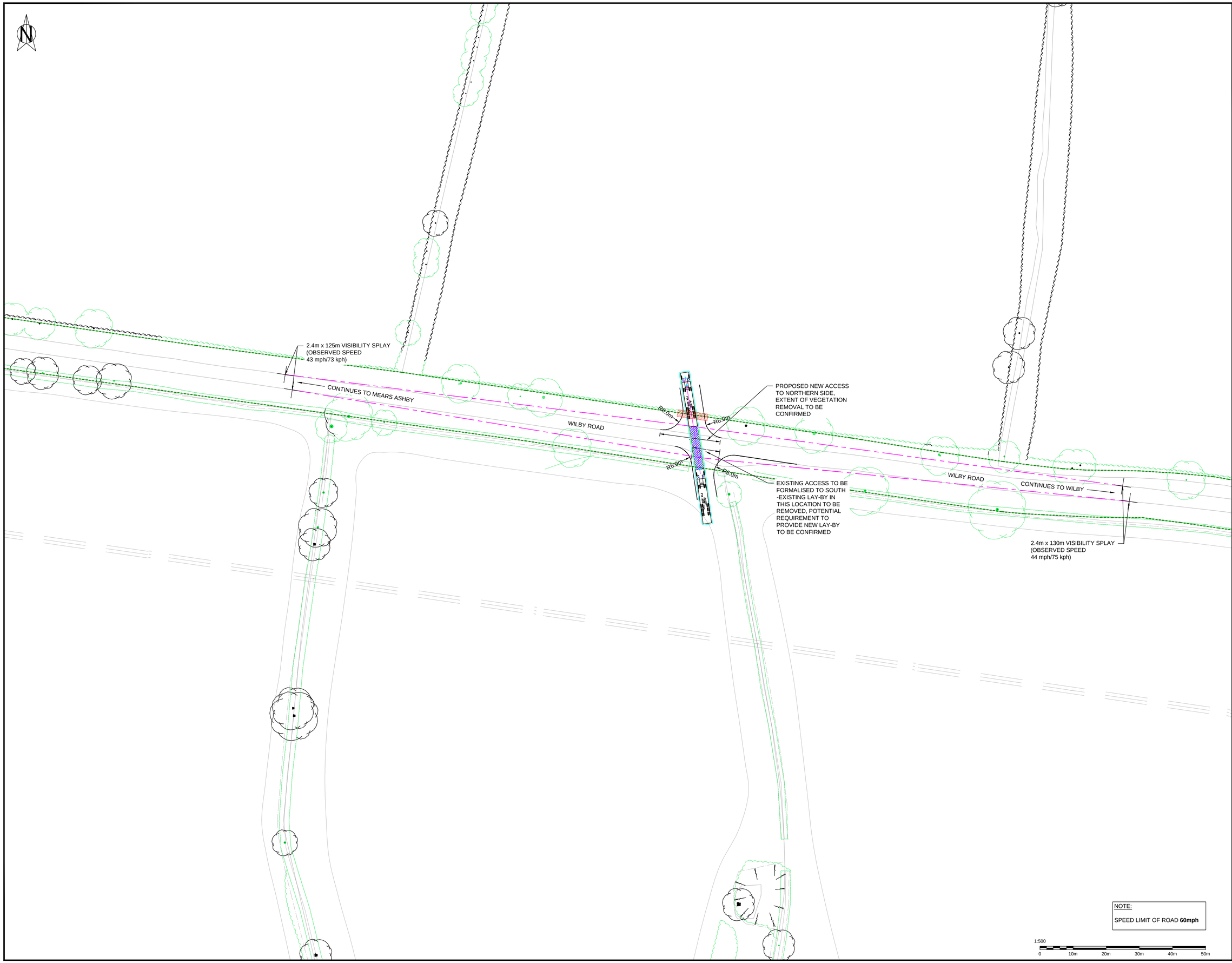
Project
GREEN HILL SOLAR FARM

Drawing Title
AREA D - CROSSING 1
GENERAL ARRANGEMENT, VISIBILITY SPLAYS & VEHICLE TRACKING

Scale @ A1	Drwn	CS	Chkd	LF
As shown	Aprd	SM	Date	Jan 2025

Drawing Ref	Rev
23061-KMC-XX-CD1-DR-CH-0001	D

kmc transport planning



NOTES:

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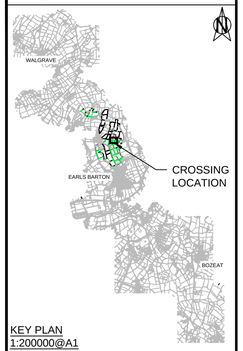
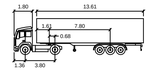


KEY PLAN
1:200000@A1

KEY:

- SITE BOUNDARY
- TRAFFIC SURVEY LOCATION
- HIGHWAY BOUNDARY
- VISIBILITY SPLAY EXTENT
- EXISTING LAYOUT
- PROPOSED EDGE OF ACCESS
- EXISTING VEGETATION
- EXTENT OF VEGETATION REMOVAL
- 126.5 EXISTING CONTOURS

VEHICLE PROFILE:



ARTIC - 16.48m

		meters
TRACTOR WIDTH	:	2.55
TRAILER WIDTH	:	2.55
TRACTOR TRACK	:	2.55
TRAILER TRACK	:	2.55
LOCK TO LOCK TIME	:	6.0
STEERING ANGLE	:	42.6
ARTICULATING ANGLE:		70.0

VEHICLE ANALYSIS KEY:

- VEHICLE PATH & DIRECTION
- VEHICLE BODY ENVELOPE
- VEHICLE FRONT WHEEL PATH
- 0.3m VEHICLE BUFFER ZONE AROUND TRACKING

REV	DATE	DESCRIPTION	DRN	CHKD	APRD
D	03.12.2025	Drawing updated as per client comments	CS	OW	SM
C	19.05.2025	Boundary removed	CS	OW	SM
B	08.04.2025	Boundary updated	CS	OW	SM
A	11.03.2025	Preliminary Issue	CS	LF	SM

Issue Status

- ☐ CONCEPT
- ■ PRELIMINARY
- ☐ TENDER
- ☐ CONSTRUCTION
- ☐ AS BUILT
- ☐ H&S FILE ISSUE

Client
GREEN HILL SOLAR FARM LTD

Project
GREEN HILL SOLAR FARM

Drawing Title
AREA E, CROSSING 1
GENERAL ARRANGEMENT, VISIBILITY SPLAYS & VEHICLE TRACKING

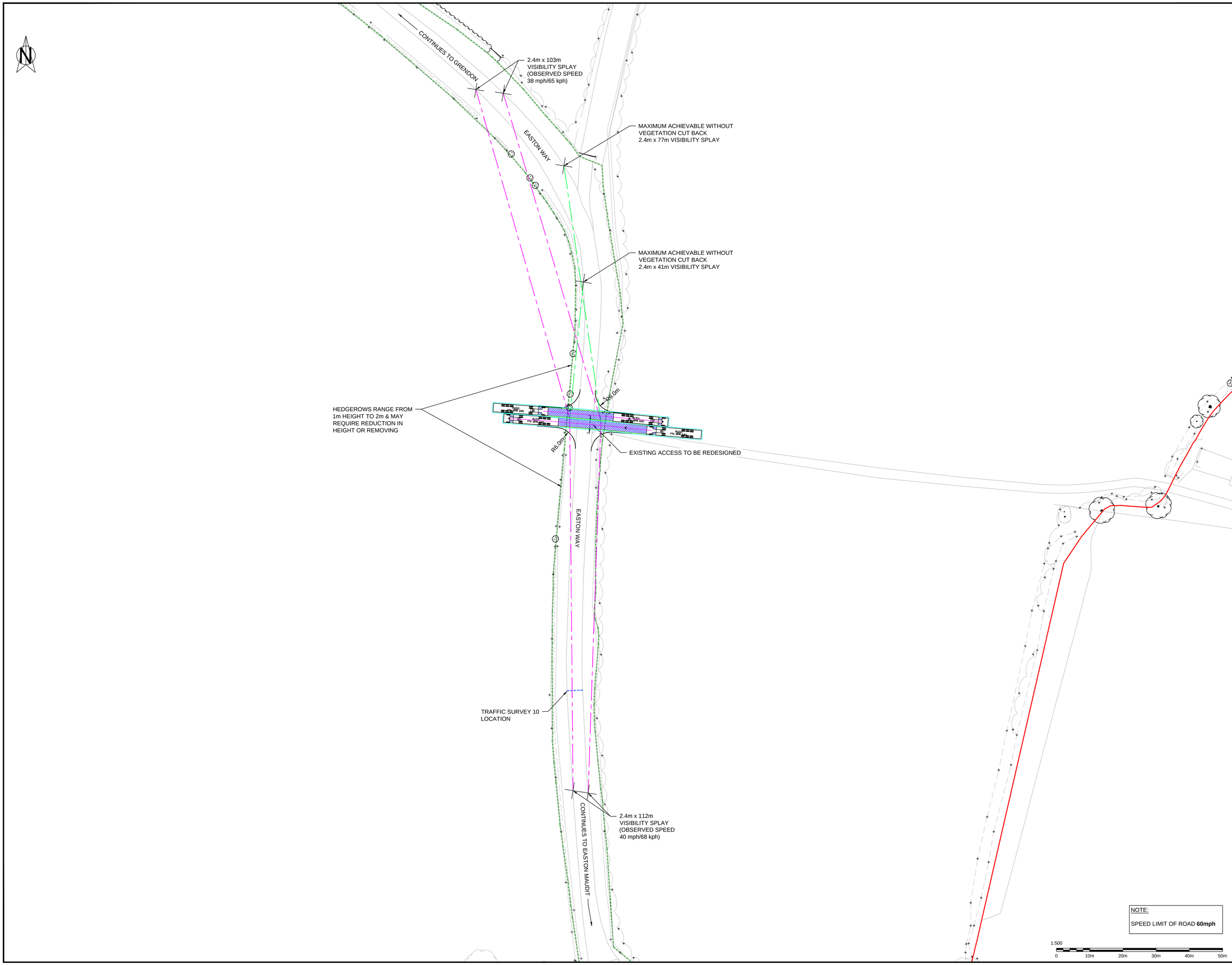
Scale @ A1	Drwn	CS	Chkd	LF
As shown	Aprd	SM	Date	Jan 2025

Drawing Ref	Rev
23061-KMC-XX-CE1-DR-CH-0001	D

NOTE:
SPEED LIMIT OF ROAD **60mph**

1:500
0 10m 20m 30m 40m 50m

kmc transport planning



NOTES:

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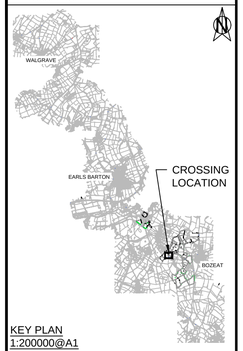
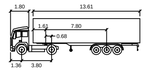


KEY PLAN
1:200000@A1

KEY:

- SITE BOUNDARY
- TRAFFIC SURVEY LOCATION
- HIGHWAY BOUNDARY
- VISIBILITY SPLAY EXTENT
- EXISTING LAYOUT
- PROPOSED EDGE OF ACCESS
- EXISTING VEGETATION
- EXTENT OF VEGETATION REMOVAL
- 126.5 EXISTING CONTOURS

VEHICLE PROFILE:



ARTIC - 16.48m

		meters
TRACTOR WIDTH	:	2.55
TRAILER WIDTH	:	2.55
TRACTOR TRACK	:	2.55
TRAILER TRACK	:	2.55
LOCK TO LOCK TIME	:	6.0
STEERING ANGLE	:	42.6
ARTICULATING ANGLE	:	70.0

VEHICLE ANALYSIS KEY:

- VEHICLE PATH & DIRECTION
- VEHICLE BODY ENVELOPE
- VEHICLE FRONT WHEEL PATH
- 0.3m VEHICLE BUFFER ZONE AROUND TRACKING

REV	DATE	DESCRIPTION	DRN	CHKD	APRD
D	03.12.2025	Drawing updated as per client comments	CS	OW	SM
C	19.05.2025	Vehicle updated, boundary removed	CS	OW	SM
B	08.04.2025	Boundary updated	CS	OW	SM
A	11.03.2025	Preliminary Issue	CS	LF	SM

Issue Status

- ☐ CONCEPT
- ☐ CONSTRUCTION
- ■ PRELIMINARY
- ☐ AS BUILT
- ☐ TENDER
- ☐ H&S FILE ISSUE

Client
GREEN HILL SOLAR FARM LTD

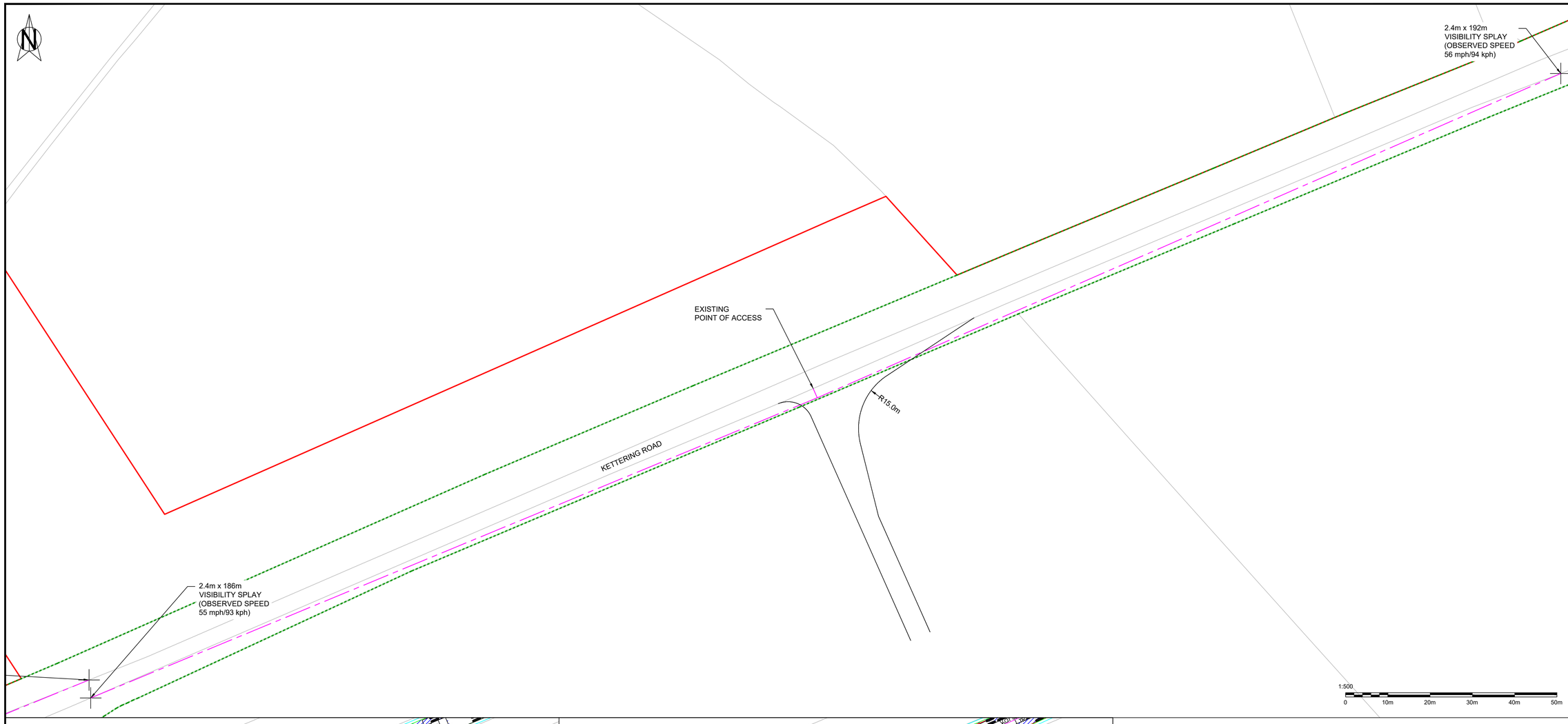
Project
GREEN HILL SOLAR FARM

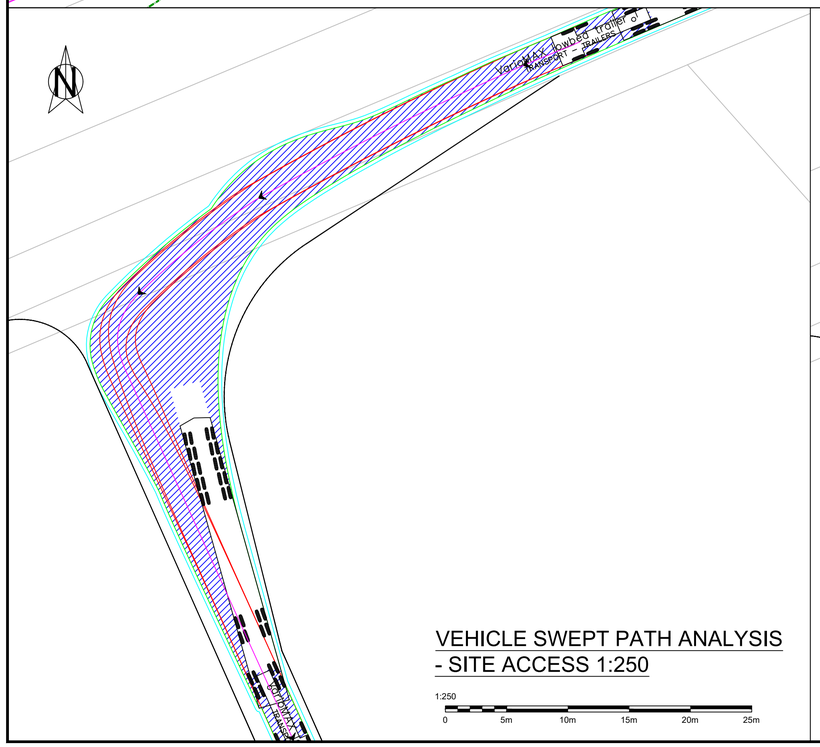
Drawing Title
AREA F, CROSSING 1
GENERAL ARRANGEMENT, VISIBILITY SPLAYS & VEHICLE TRACKING

Scale @ A1	Drwn	CS	Chkd	LF
As shown	Aprd	SM	Date	Jan 2025

Drawing Ref	Rev
23061-KMC-XX-CF1-DR-CH-0001	D

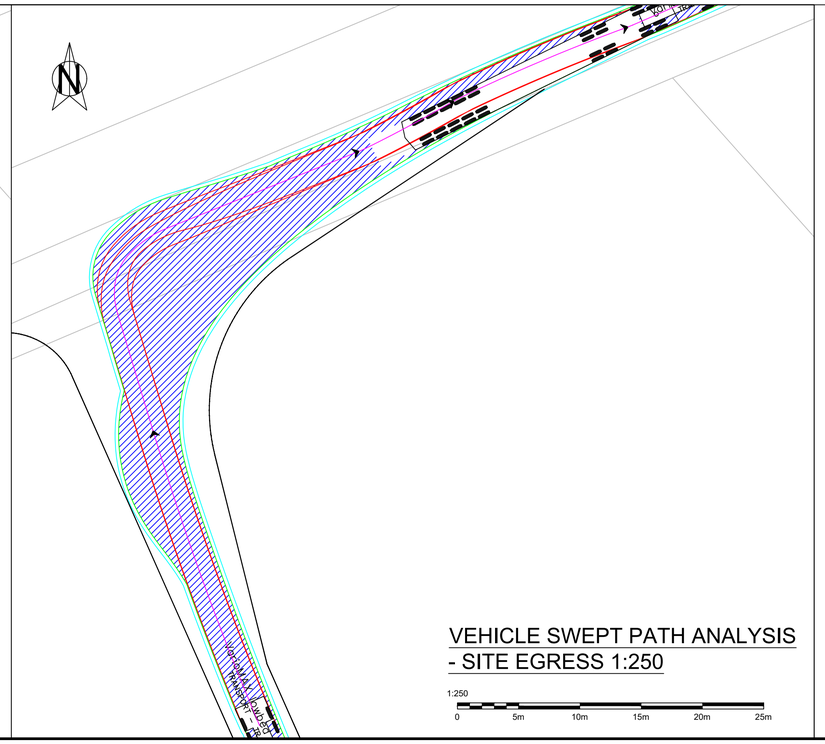
kmc transport planning





VEHICLE SWEPT PATH ANALYSIS
- SITE ACCESS 1:250

1:250
0 5m 10m 15m 20m 25m



VEHICLE SWEPT PATH ANALYSIS
- SITE EGRESS 1:250

1:250
0 5m 10m 15m 20m 25m

NOTE:

SPEED LIMIT OF ROAD **60mph**

NOTES:

1. (C) This drawing is copyright.
2. All dimensions to be checked on site.
3. Do not scale from this drawing; only figured dimensions are to be worked from.
4. Any discrepancies must be reported immediately before proceeding.
5. This drawing to be read & printed in colour.
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KEY PLAN
1:200000@A1

KEY:

- SITE BOUNDARY
- TRAFFIC SURVEY LOCATION
- HIGHWAY BOUNDARY
- VISIBILITY SPLAY EXTENT
- EXISTING LAYOUT
- PROPOSED EDGE OF ACCESS
- EXISTING VEGETATION
- EXTENT OF VEGETATION REMOVAL
- 126.5 EXISTING CONTOURS

VEHICLE PROFILE:

VARIO-MAX LOWBED - 29.63m
meters

TRACTOR WIDTH	:	2.55
TRAILER WIDTH	:	2.55
TRACTOR TRACK	:	2.55
TRAILER TRACK	:	2.55
LOCK TO LOCK TIME	:	6.0
STEERING ANGLE	:	40.0
ARTICULATING ANGLE:		70.0

VEHICLE ANALYSIS KEY:

- VEHICLE PATH & DIRECTION
- VEHICLE BODY ENVELOPE
- VEHICLE FRONT WHEEL PATH
- 0.3m VEHICLE BUFFER ZONE AROUND TRACKING

REV	DATE	DESCRIPTION	DRN	CHKD	APRD
D	03.12.2025	Drawing updated as per client comments	CS	OW	SM
C	19.05.2025	Boundary removed	CS	OW	SM
B	10.04.2025	Boundary updated, Drawing combined	CS	OW	SM
A	11.03.2025	Preliminary Issue	CS	//	SM

Issue Status

- ☐ CONCEPT
- ■ PRELIMINARY
- ☐ TENDER
- ☐ CONSTRUCTION
- ☐ AS BUILT
- ☐ H&S FILE ISSUE

Client
GREEN HILL SOLAR FARM LTD

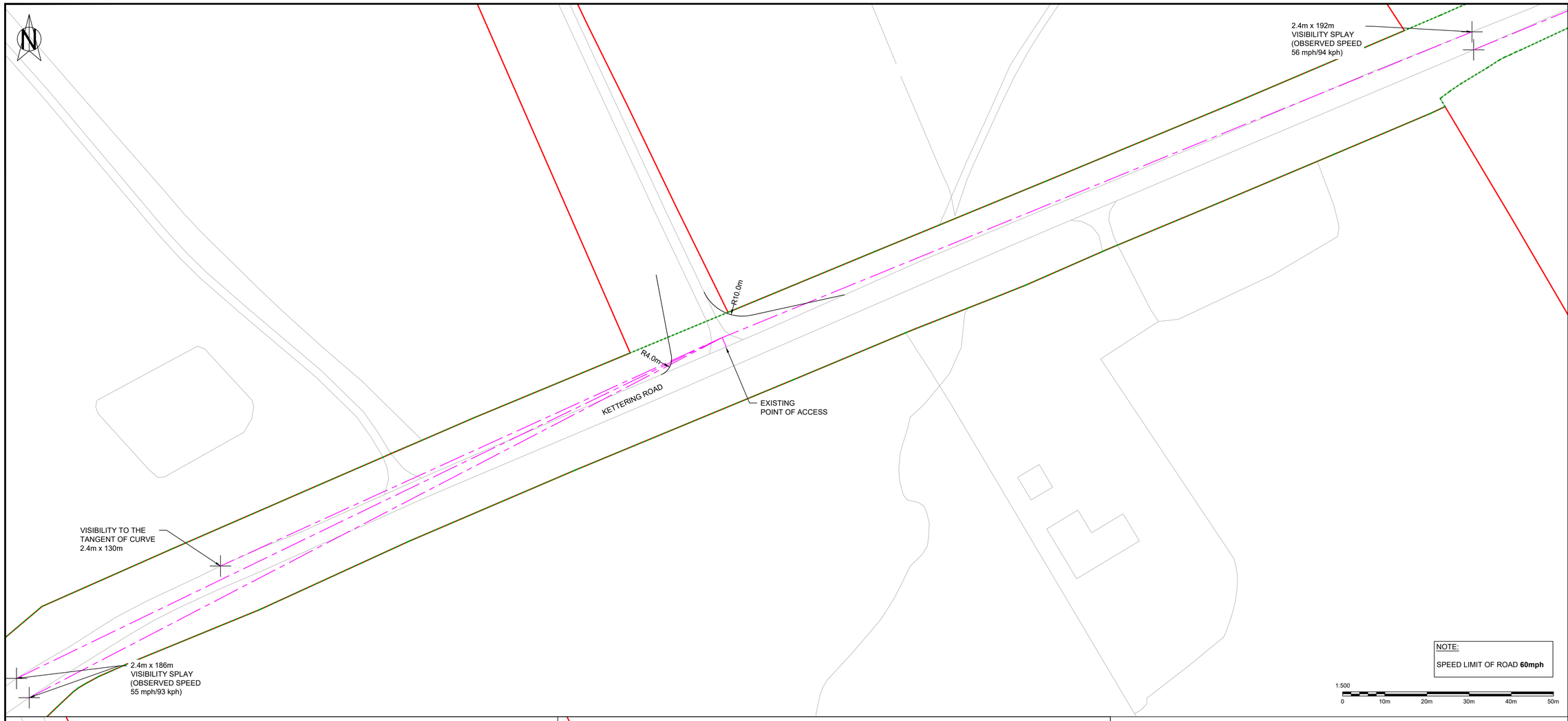
Project
GREEN HILL SOLAR FARM

Drawing Title
CABLE ROUTE ACCESS 1
GENERAL ARRANGEMENT & VEHICLE TRACKING

Scale @ A1	Drwn	CS	Chkd	OW
As shown	Aprd	SM	Date	MAR 2025

Drawing Ref	Rev
23061-KMC-XX-CR1-DR-CH-0001	D

kmc
transport planning

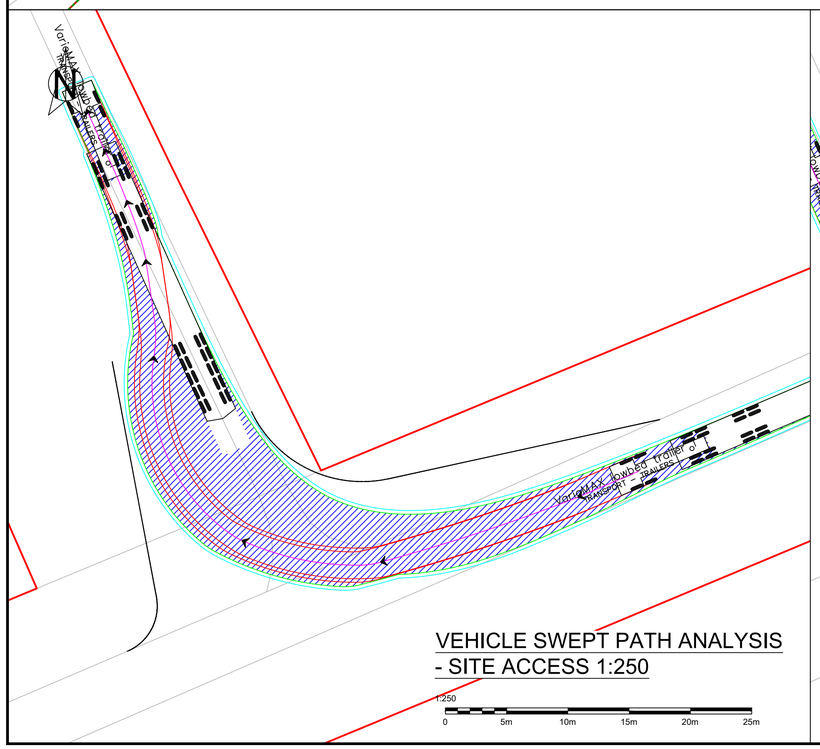


NOTE:

SPEED LIMIT OF ROAD **60mph**

1:500

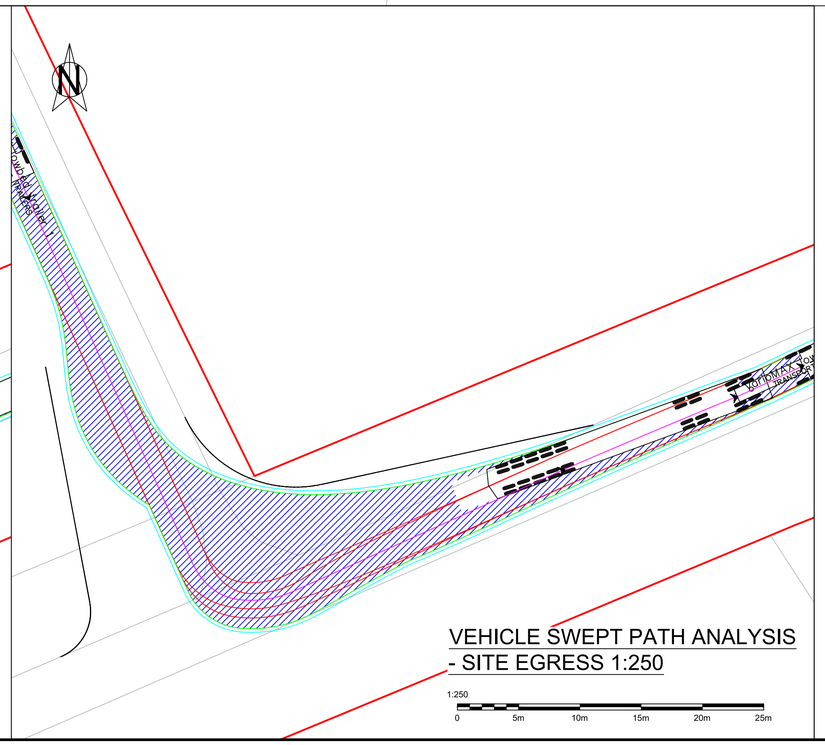
0 10m 20m 30m 40m 50m



VEHICLE SWEPT PATH ANALYSIS
- SITE ACCESS 1:250

1:250

0 5m 10m 15m 20m 25m



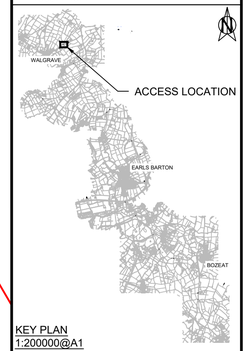
VEHICLE SWEPT PATH ANALYSIS
- SITE EGRESS 1:250

1:250

0 5m 10m 15m 20m 25m

NOTES:

1. (C) This drawing is copyright.
2. All dimensions to be checked on site.
3. Do not scale from this drawing; only figured dimensions are to be worked from.
4. Any discrepancies must be reported immediately before proceeding.
5. This drawing to be read & printed in colour.
6. Ordnance Survey, (c) Crown Copyright 2024. All rights reserved. Licence number 100022432.

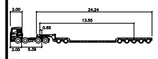


KEY PLAN
1:200000@A1

KEY:

- SITE BOUNDARY
- TRAFFIC SURVEY LOCATION
- HIGHWAY BOUNDARY
- VISIBILITY SPLAY EXTENT
- EXISTING LAYOUT
- PROPOSED EDGE OF ACCESS
- EXISTING VEGETATION
- EXTENT OF VEGETATION REMOVAL
- 126.5 EXISTING CONTOURS

VEHICLE PROFILE:



VARIO-MAX LOWBED - 29.63m		meters
TRACTOR WIDTH	:	2.55
TRAILER WIDTH	:	2.55
TRACTOR TRACK	:	2.55
TRAILER TRACK	:	2.55
LOCK TO LOCK TIME	:	6.0
STEERING ANGLE	:	40.0
ARTICULATING ANGLE:		70.0

VEHICLE ANALYSIS KEY:

- VEHICLE PATH & DIRECTION
- VEHICLE BODY ENVELOPE
- VEHICLE FRONT WHEEL PATH
- 0.3m VEHICLE BUFFER ZONE AROUND TRACKING

REV	DATE	DESCRIPTION	DRN	CHKD	APRD
D	03.12.2025	Drawing updated as per client comments	CS	OW	SM
C	19.05.2025	Boundary removed	CS	OW	SM
B	10.04.2025	Boundary updated, Drawing combined	CS	OW	SM
A	11.03.2025	Preliminary Issue	CS	LF	SM

Issue Status

- ☐ CONCEPT
- ☐ CONSTRUCTION
- ■ PRELIMINARY
- ☐ AS BUILT
- ☐ TENDER
- ☐ H&S FILE ISSUE

Client
GREEN HILL SOLAR FARM LTD

Project
GREEN HILL SOLAR FARM

Drawing Title
CABLE ROUTE ACCESS 2
GENERAL ARRANGEMENT & VEHICLE TRACKING

Scale @ A1	Drwn	CS	Chkd	OW
As shown	Aprd	SM	Date	MAR 2025

Drawing Ref	Rev
23061-KMC-XX-CR2-DR-CH-0001	D

kmc
transport planning