Land off Wysall Road and Bradmore Road,
Wysall, Nottinghamshire
Old Wood Energy Park

Transport Statement

For

Exagen Development Ltd.

motion

Document Control Sheet

Land off Wysall Road and Bradmore Road, Wysall, Nottinghamshire

Old Wood Energy Park

Exagen Development Ltd.

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by	Notes
27/11/2023	1st draft	AN	JNR	
20/06/2024	2nd draft	AN	JNR	Changes made in response to NH and LHA comments

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1.0 Introduction

1.1 Motion has prepared this Transport Statement on behalf of Exagen Development Ltd, as part of a planning application to construct and operate a temporary Solar Farm with an export capacity of approximately 40 MW (AC) and a co-located Battery Energy Storage System (BESS) with a capacity of 85 MW, along with associated infrastructure (Old Wood Energy Park; the Development). The Development is located on land to the west of Wysall, Nottinghamshire (the Site).

1.2 The Site is split into two parcels (referred to as the northern and southern parcel throughout this report) located on land north of Wysall Road (southern parcel, which includes part of the solar farm, the substation and the BESS) and land west of Bradmore Road (northern parcel, which includes the rest of the solar farm). The two parcels of land will be connected via underground cable located in Bradmore Road/Main Street/Costock Road/Wysall Road. This underground cable will have a length of approximately 3,350m. The Development is located within the administrative boundary of Rushcliffe Borough Council (RBC) who act as the Planning Authority with Nottinghamshire County Council (NCC) acting as the Highway Authority. The Site's location is shown below in Figure 1.1.

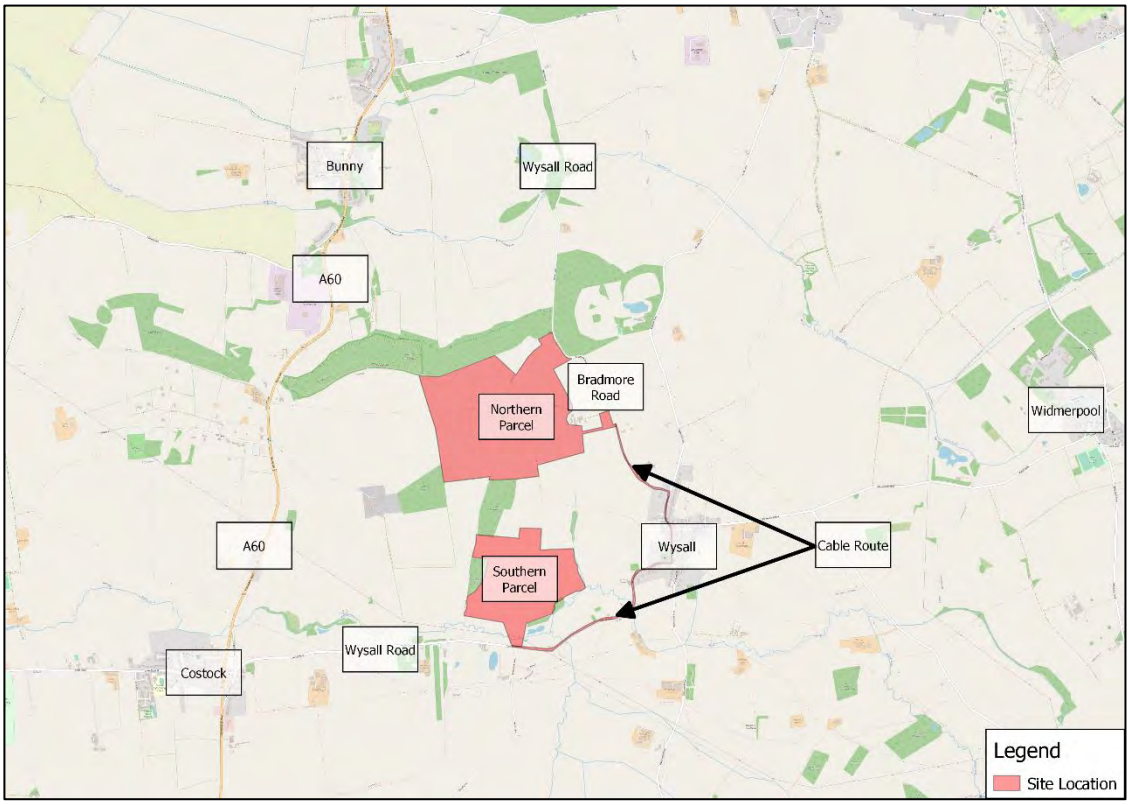


Figure 1.1: Site Location

1.3 The Site currently comprises 12 fields totalling circa 100.92 hectares, with the Site Layout Plan included at **Appendix A**.

Pre Application Consultation with Nottinghamshire County Council

1.4 Pre-Application advise was sought from NCC to determine the highway authorities view on the proposed access to each of the parcels and the construction access routes. The advice received has been incorporated into the design of the Development and has led to the additional information requested being supplied within this report. A copy of the pre application advice received can be viewed at **Appendix B**.

Consultation on the Planning Application

1.5 This is an updated Transport Statement responding to comments from Nottinghamshire County Council and National Highways, these comments can be viewed at **Appendix C** and **D** respectively. The contents of each response are summarised below:

Nottinghamshire County Councils Response (dated 12/04/2024)

- The Highway Authority seek clarity regarding the number of HGVs anticipated during the initial 2-3 week site setup for both the northern and southern parcel. This updated information can be found at Paragraph 3.22 and 3.26;
- The Highway Authority state that the proposed passing places to reach the northern parcels will be subject to an appropriate legal/license agreement. This updated information can be found within the accompanying Construction Traffic Management Plan;
- The Highway Authority request a plan showing the location of the ATCs installed on Bradmore Road for the northern parcel. This updated information can be found at Figure 4.1;
- The Highway Authority request that the highway boundary and extent of hedgerows is shown on the visibility splays. The updated plans can be viewed at **Appendix M** and **N**; and
- The Highway Authority request that for the southern parcels access, an updated swept path is shown of a 16.5m articulated vehicle turning right out of the access. This swept path can be viewed at **Appendix F**

National Highways Response (dated 20/03/2024)

- National Highways clarify that they have no comments on the anticipated HGV movements during the 2-3 week site setup across the two parcels. This is in reference to an additional technical note which was written to address the initial national highways comments. The updated information referenced in the technical note has been updated in this Transport Statement at paragraphs 3.22 and 3.26;
- National Highways request that the impact of all 50 workers arriving independently is assessed to determine the impact on the Strategic Road Network. This updated information can be viewed at Paragraph 3.28 and 3.29.

Transport Planning Policy and Guidance

National Planning Policy Framework

1.6 The requirement to prepare a Transport Statement is set out in the National Planning Policy Framework, 2023, published by the Department for Communities and Local Government (NPPF). Paragraph 113 of NPPF[1] states:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

1.7 The criteria against which development should be assessed is set out in NPPF paragraph 110 that states:

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

[1] National Planning Policy Framework, December 2023

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

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

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

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

1.8 Paragraph 111 of the NPPF sets out the highway grounds on which development could be prevented or refused:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

1.9 Detailed guidance on the scope and content required for Transport Statements is provided in the government's planning practice guidance. This Transport Statement is prepared in accordance with this guidance.

Scope of Report

1.10 This Transport Statement has been prepared in accordance with current best practice guidelines and demonstrates that:

- The proposals accord with national and local policies relevant to transport;
- Safe and suitable access to the application site can be achieved; and,
- The level of traffic associated with the proposals will not lead to severe impact to the existing operation and free flow of traffic on the adjoining highway network.

1.11 Following this introduction, this Transport Statement is split into 5 sections as follows:

- Section 2 details existing conditions;
- Section 3 provides an overview of the proposed development and details the proposed access, construction access route and trip generation;
- Section 4 assesses the traffic impact of the proposed development; and
- Section 5 summarises the key findings and conclusions of this report.

2.0 Existing Conditions

Highway Network

2.1 Figure 2.1 below shows the local highway network surrounding the Site.

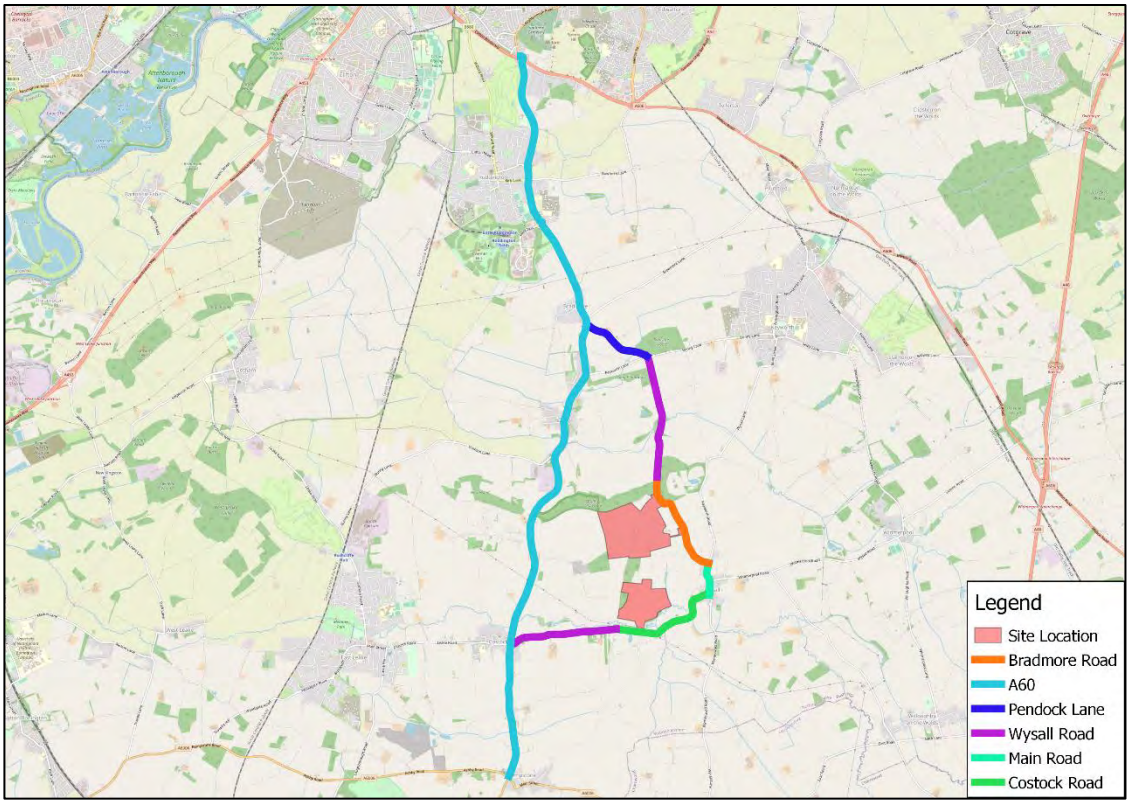


Figure 2.1 – Local Highway Network

2.2 The northern parcel fronts onto Bradmore Road. Bradmore Road is a single carriageway road, with the national speed limit applicable (60mph). Bradmore Road has no pedestrian infrastructure or street lighting in the vicinity of the Site. Bradmore Road connects to Main Road to the south east and to Wysall Road/ Pendock Lane to the north west which in turn connects to the A60.

2.3 The southern parcel fronts onto Wysall Road. Wysall Road is a single carriageway road with one lane in each direction. The national speed limit applies to Wysall Road (60mph). Wysall Road has no pedestrian infrastructure or street lighting in the vicinity of the Site. Wysall Road connects to the A60 to the west and to the east Wysall Road becomes Costock Road, Main Street, Keyworth Road and finally Wyasll Lane.

Road Safety

Recorded Personal Injury Collision Data

2.4 Personal Injury Collision (PIC) data was obtained from CrashMap for the adjoining highway network for the most recent five-year period available, 1st January 2018 to 31st December 2022. No PIC's were identified within the vicinity of either of the site accesses (northern or southern parcels).

2.5 The recent collision history does not suggest a highway safety deficiency and it is therefore concluded that there is no evidence of an existing road safety concern in the vicinity of the Site.

Public Rights of Way (PROW)

2.6 There are no Public Rights of Way (PROW) within the southern parcel. There are two public rights of way within the northern parcel. The PROW's will remain operational through the construction period and will have signs at either end to advise users of the construction works. During both the construction and operational phase, the PROW will be fenced off to ensure users safety. A qualified Banksman will walk alongside construction vehicles through the Site, when a PROW crossing is reached, the qualified banksman will check there are no PROW users then open the gate to allow the construction vehicle to continue. The location of the PROW in relation to the Site can be viewed below in Figure 2.2.

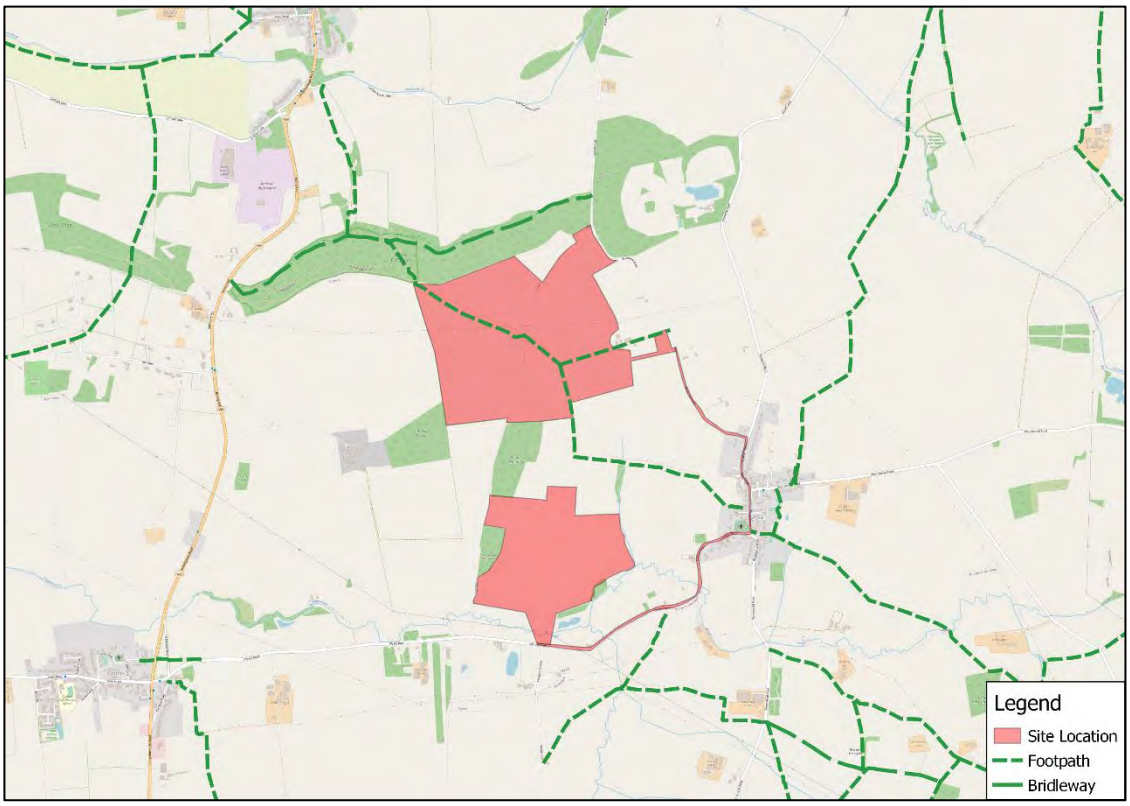


Figure 2.2: Location of Public Right of Way

2.7 There are 2 locations where the internal access track crosses a PROW in the northern parcel. The location of these crossing points can be seen below in Figure 2.3:

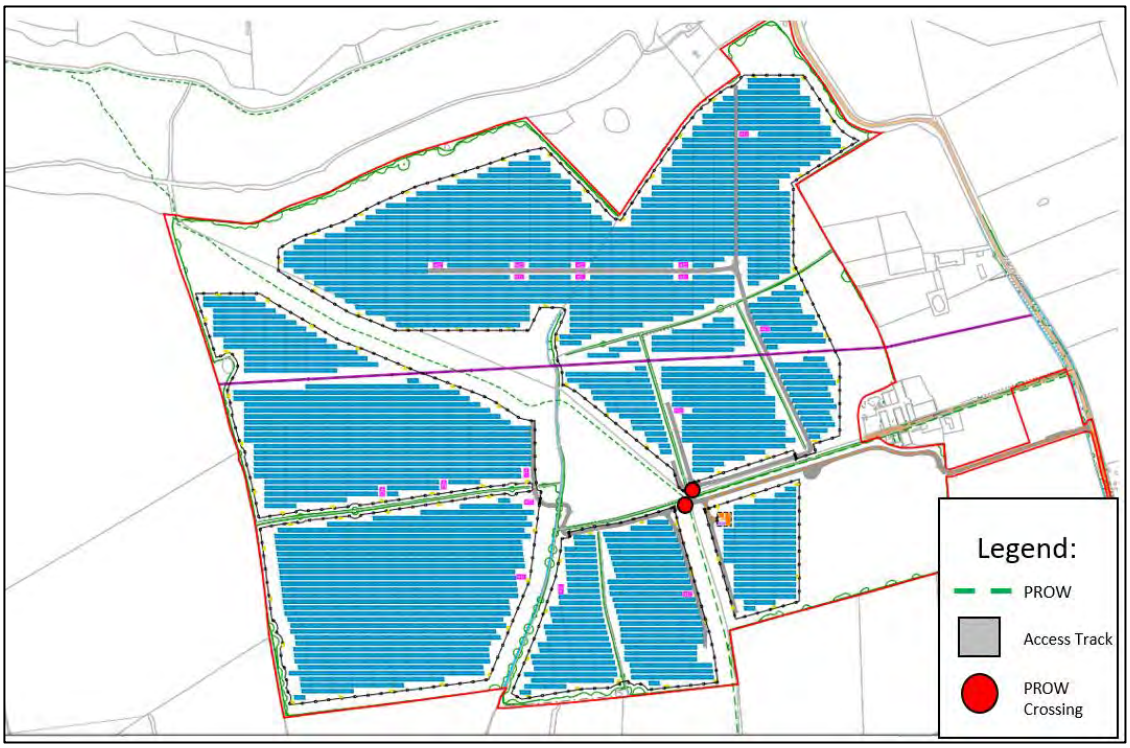


Figure 2.3 – PROW Crossing Points

Planned Development and Infrastructure

2.8 The following developments / development proposals have been identified in the area surrounding the application site:

- An EIA screening request has been submitted to RBC for the development of 49.9mw solar array and associated infrastructure on land surrounding Wysall Lane (to the south of the southern parcel).
- Planning Permission has been granted on the 16th February 2023 (Ref: 22/00303/FUL) for the Construction of a solar farm and battery stations together with all associated works, equipment and necessary infrastructure, together with the formation of a new vehicular access onto Bunny Hill (A60).

2.9 The Contractor will make reasonable endeavours to coordinate deliveries with these construction sites, this is to minimise the cumulative impact of construction traffic. The developments would not impact the delivery of construction materials to the northern parcel.

2.10 No planned transport schemes or infrastructure have been identified in the local area to the Site which need to be taken into consideration in the TS.

3.0 Proposed Development

Development Description

3.1 The Development would consist of rows of solar panels known as strings. The panels are composed of photovoltaic cells and are designed to maximise the absorbance of the sun's rays and minimise solar reflection. Consequently, they are dark in appearance. Each string of panels would be mounted on a rack comprising poles, and between each string, there would be gaps to avoid inter-panel shading. The gaps would be between 3 m and 6 m depending on the topography and aspect. The panels are fixed facing south at an angle of between 10 to 35 degrees. The panels would be mounted at around 0.8 m from the ground at the lowest point rising to approximately 3.1 m at the highest point. There would also be a new substation and BESS located in the southern parcel.

3.2 The scale and nature of the associated infrastructure are as follows:

- Strings or rows of solar panels (each panel approximately 1.2 m x 2.4 m) mounted on metal frames, likely to be screwed or driven into the ground to a depth of 1-2 m, depending on ground conditions;
- Lower edge of panel typically 0.8 m from the ground;
- Highest point of panel 3.1 m in height from the ground;
- Inverters and transformers housed in GRP enclosures or containers, typically measuring 7 m x 2.5 m x 3 m;
- Gated and fenced battery storage containers and inverters, similar to 20ft shipping containers, typically 6 m x 2.5 m x 3 m;
- Gated and fenced substation compound, including 132kV transformer, DNO and Client substation kiosks up to 7 m in height;
- Two 33 kV transformers, auxiliary transformers and switchgear housing, one located in each of the northern and southern parcels. These are typically up to a height of 4 m.
- 2.4 m high perimeter deer fence (wooden post and wire mesh) around the solar farm and 2.5 m palisade fencing around the substation and BESS compound;
- CCTV cameras located on 3 m high wooden poles around the solar farm (facing inwards) and on 5 m high poles at the substation/ BESS compound;
- Access tracks – approximately 4 m wide (kept to a minimum across the Site) made of locally sourced permeable aggregate; and
- Landscaping (details provided on the Landscape Mitigation Plan and set out in the Landscape and Visual Impact Assessment (LVIA))

3.3 The battery containers and inverter housing could be painted a sympathetic colour (i.e., a dark shade of green) to help blend into the landscape and this approach is to be agreed with the Council. The substation equipment would primarily be housed inside a brick building.

3.4 A buried cable will link the two site parcels, approximately 3,550m in length and will follow the public highway between the two access points.

3.5 The Development will connect into the electricity grid network via the existing 132 kV distribution line which crosses the southern part of the southern parcel.

3.6 The Site Layout Plan is included at **Appendix A**.

3.7 The solar panels, frames, battery containers, inverters and other site construction materials would be transported to the Site on articulated lorries up to 16.5m in length.

Northern Parcel Site Access

3.8 It is proposed to utilise a new vehicular access to access the northern parcel of the site, this proposed access is located circa 70 metres south of the existing access to Lodge Farm. The utilisation of this new access means that vehicular movements associated with the Development will remain segregated from the PROW which runs along the access road to Lodge Farm and does not conflict at all with access to the farm.

3.9 The proposed access has been designed to be able to accommodate the largest vehicle expected to access the site, a 16.5m articulated lorry. A swept path analysis showing the entry and egress of a 16.5m articulated lorry from the northern parcel's site access can be seen at **Appendix E**.

Southern Parcel Site Access

3.10 It is proposed to utilise an existing gated field access off Wysall Road for vehicular traffic to reach the southern parcel. This access will be widened to the east to accommodate the largest vehicle expected to access the site, a 16.5m articulated lorry. A swept path analysis showing the entry and egress of a 16.5m articulated lorry from the southern parcel's site access can be seen at **Appendix F**.

Internal Access Track and Turning Area

3.11 The Site will have an internal access track network to allow construction vehicles to reach all areas within the Site, this access track will measure a width of 4m and be formed of bound material for the first 10 metres from the edge of the highway to act to avoid the traffic of mud onto the local highway network. The access track will be wider at corners to ensure that HGVs can negotiate all corners. Additionally, wheel washing facilities will be provided at the Site access to further avoid the traffic of mud onto the local highway network.

3.12 A swept path analysis of a 16.5m articulated vehicle turning within each parcel has been undertaken to demonstrate that construction vehicles will not reverse out of the Site access onto the public highway. The turning area will be formed of aggregate. The swept path analysis of this manoeuvre can be seen at **Appendix E**.

3.13 Additionally, a passing bay will be provided for both parcels to allow vehicles up to 16.5m to pass each other. The swept path analysis demonstrating this can be seen at **Appendix G**.

Access Route

3.14 It is proposed that all HGV construction traffic will route to the Site via the routes illustrated on Figure 3.1.

3.15 The Construction Traffic will reach the northern parcel as follows:

- Construction traffic will take the A60 South exit off the roundabout connecting with the A52, through Ruddington, Bradmore until the Loughborough Road and Pendock Lane junction is reached. Construction vehicles will turn left onto Pendock Lane which becomes Wysall Road and then Bradmore Road until the access is reached.

3.16 The Construction Traffic will reach the southern parcel as follows:

- Construction traffic will take the A60 south exit off the roundabout connecting with the A52, through Ruddington, Bradmore and Bunny until the junction at Costock is reached. Construction vehicles will turn left onto Wysall Road and travel east towards Wysall until the southern parcels access is reached.

3.17 Construction vehicles will only be permitted to use the same route when egressing from the Site. Construction vehicles will not be permitted to travel through the village of Wysall.

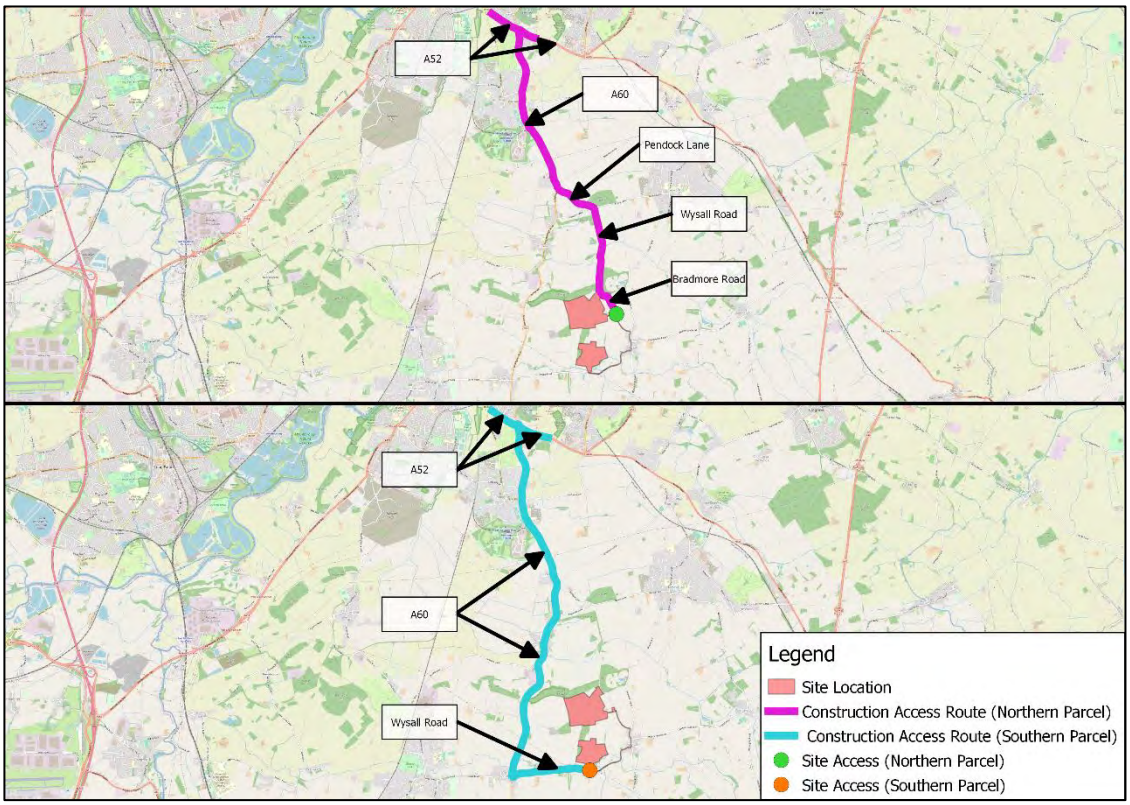


Figure 3.1 – Construction Access Route

Access Route Improvements

3.18 It was raised in the pre application advise received from NCC that the northern parcels construction access route would need suitable mitigation to ensure that HGV's can route to the Site. A review of where a 16.5m HGV and a car can pass along Pendock Lane/Wysall Road/Bradmore Road has been undertaken based on OS Mapping. This plan can be viewed at **Appendix H**. This review found that an HGV and a Car can pass on Pendock Lane, however there are sections of Wysall Road and Bradmore Road where an HGV and car cannot pass with the roads current width. It is proposed to install 4 passing places along the access route, the location and design of these passing places can be viewed at **Appendix I**. The proposed passing places will also allow an HGV to pass an HGV. The ATC placed on Bradmore Road recorded an average of 163 HGV movements per weekday, this constituted 21.9% of all traffic on Bradmore Road. The proposed passing places will therefore constitute a significant highways improvement for exiting traffic on the proposed construction access route for the northern parcel.

Traffic Generation

Development Traffic

3.19 The Development comprises three phases: construction, operation and decommissioning. Decommissioning effects would be similar to construction and so are not considered separately.

Northern Parcel

3.20 Forecast HGV two-way traffic movements associated with the construction phase of the northern parcel is presented for the Development in Table 3.1.

Activity	Vehicle Size	Two-way Vehicle Movements
Site Set Up and Ongoing Management (including fencing, water/waste deliveries, site huts etc)	Various sizes with around 70% being 8-10m rigids and the remaining 30% being 16.5m articulated vehicle	142
Solar Panels	16.5m articulated vehicle	182
Mounting Frames	16.5m articulated vehicle	120
Aggregate (Access Track)	32 tonne tipper lorry	1060
Aggregate (Inverter Bases)	32 tonne tipper lorry	40
Inverters	16.5m articulated vehicle	34
Total		**1,578**

Table 3.1: Forecast Northern Parcel Two-way Traffic Movements

3.21 It is estimated that the construction period will be for a period of 24 weeks with deliveries occurring 5.5 days a week. It is estimated that across the 24 week construction period there will be 1,578 two-way HGV deliveries to Site, this equates to 12 two-way HGV movements per day.

3.22 Site set up includes the construction of the access off the public highway, installation of staff welfare facilities/site office etc and initial construction materials. As shown in Table 3.1 the vehicles will be of various sizes with around 70% being 8-10m rigids and the remaining 30% being 16.5m articulated vehicles. Table 3.1 state a total of 142 two-way vehicle movements associated with site up, this equates to 13 two-way HGV movements per day across a 2 week site set up period across the two parcels.

3.23 No ATC data is available for Wysall Road to compare the proposed HGV trip generation of the southern parcel to the existing HGV traffic on Wysall Road.

Southern Parcel

3.24 Forecast HGV two-way traffic movements associated with the construction phase of the southern parcel is presented for the Development in Table 3.2.

Activity	Vehicle Size	Two-way Vehicle Movements
Site Set Up and Ongoing Management (including fencing, water/waste deliveries, site huts etc)	Various sizes with around 70% being 8-10m rigids and the remaining 30% being 16.5m articulated vehicle	142
Solar Panels	16.5m articulated vehicle	88
Mounting Frames	16.5m articulated vehicle	50
Aggregate (Access Track)	32 tonne tipper lorry	1210
Aggregate (Substation / Transformer / Inverter Bases)	32 tonne tipper lorry	800
Substation / Transformer / Batteries / Inverters	16.5m articulated vehicle	224
Total		**2,514**

Table 3.2: Forecast Southern Parcel Two-way Traffic Movements

3.25 As outlined in paragraph 3.21 it is estimated that the construction period will be for a period of 24 weeks with. It is estimated that across the 24 week construction period there will be 2,514 two-way HGV deliveries to Site, this equates to 19 two-way HGV movements per day.

3.26 Site set up includes the construction of the access off the public highway, installation of staff welfare facilities/site office etc and initial construction materials. As shown in Table 3.2 the vehicles will be of various sizes with around 70% being 8-10m rigids and the remaining 30% being 16.5m articulated vehicles. Table 3.2 state a total of 142 two-way vehicle movements associated with site up, this equates to 13 two-way HGV movements per day across a 2 week site set up period across the two parcels.

3.27 A 7-day ATC counter was placed along Bradmore Road between the 20th May to the 26th May 2023 which recorded the number of vehicles and Heavy Goods Vehicles. On average there were a combined 741 two-way vehicle movements per weekday, of which 163 were HGVs. This is an average which excludes Saturday and Sunday as deliveries are not expected on Sunday and only for half of Saturday. As stated in paragraph 3.26, the southern parcel is likely to generate 19 two-way HGV movements per day, this constitutes a 2.6% increase in HGV movements compared to the existing frequency of HGVs or a 12% increase when compared to the total traffic flow on Bradmore Road.

Staff Movements throughout Construction

3.28 It is estimated that there will be approximately 50 staff on site at any one time during construction. It is therefore estimated that a maximum of 30 light vehicles associated with staff movements will arrive at the northern parcel at the beginning of the construction day (08:00) and a maximum of 20 light vehicles associated with staff movements will arrive at the southern parcel at the beginning of the construction day. This is in the eventuality that all staff arrive via private car with no lift sharing occurring, a worst case scenario. At the end of the construction day (18:00) these vehicles will exit the site. This equates to a maximum of 100 two-way light vehicle movements associated with staff per day if both parcels are being constructed simultaneously.

3.29 If construction staff are employed from the local area, the trips associated with staff movements will be distributed evenly at the site accesses (50% turning left out of the access and 50% turning right).

Hourly Trip Generation

3.30 The hourly trip generation associated with the development separated by vehicle type can be seen in Table 3.3:

Parcel	Vehicle Type	Total vehicle movements through construction	AM Peak	PM Peak	Average hourly movements
Northern	HGV	1,578	0	0	1.5
	Light Vehicles	7,920	30	0	N/A
Southern	HGV	2,514	0	0	2.375
	Light Vehicles	5,280	20	0	N/A

Table 3.3 – Two-way vehicle movements

3.31 As stated at paragraph 3.28, staff will arrive at site by 08:00 AM for the beginning of the construction day (we have assessed all staff arriving at 08:00, during the peak hour for robustness) and all staff leave the site after 18:00 PM, outside of the PM peak.

3.32 As stated within the CTMP, no HGV deliveries will occur during the AM or PM peak hours. Deliveries will therefore occur between 09:00 – 17:00, an 8-hour time period.

3.33 The northern parcel is estimated to generate 12 two-way HGV movements per day, equivalent to 1.5 HGV movements per hour.

3.34 The southern parcel is estimated to generate 19 two-way HGV movements per day, equivalent to 2.375 HGV movements per hour.

3.35 For context the A52, the closest road used by construction traffic managed by National Highways had an average daily flow of 2656 HGVs and 31,015 cars in 2022 (Department for Transport count point 27370). The count point data can be viewed at **Appendix J**. The Developments HGV traffic therefore represents a 1.17% increase in HGV traffic and the Developments light traffic associated with staff represents a 0.32% increase in cars on the A52 for a temporary 24-week period.

Operational Traffic

3.36 During the operational phase, traffic movements are expected to be minimal. Operational traffic would comprise one van accessing the Site twelve times per month i.e. twenty four two-way vehicle movements per month.

Abnormal Loads

3.37 An 11m long by 2.5m wide Liebherr mobile crane will be used throughout the construction of the site. This vehicle is classified as an abnormal load due to the type of vehicle not due to the width / length of the vehicle. and as such an abnormal load assessment will be undertaken. The CTMP submitted with this planning application expands on this and makes reference to the fact that only two abnormal loads are expected at site, one to deliver and one to remove the mobile crane.

4.0 Traffic Impact and Mitigation

Highway Safety

4.1 The temporary increase in traffic volumes and especially the heavy vehicle component of the traffic volume could lead to adverse highway safety impacts however the proposal is for a 24 week construction period and as such is not likely to have a significant road safety impact.

Visibility

Northern Parcel Access

4.2 The national speed limit applies to the section of Bradmore Road that fronts the northern parcel's site access. A 60 miles per hour speed limit equates to a required visibility of 215 metres in each direction. Speed surveys have been conducted between the 20th May 2023 to 26th May 2023 along Bradmore Road in the form of an Automatic Traffic Counter (ATC) survey. The location of the ATC's can be seen below at Figure 4.1:

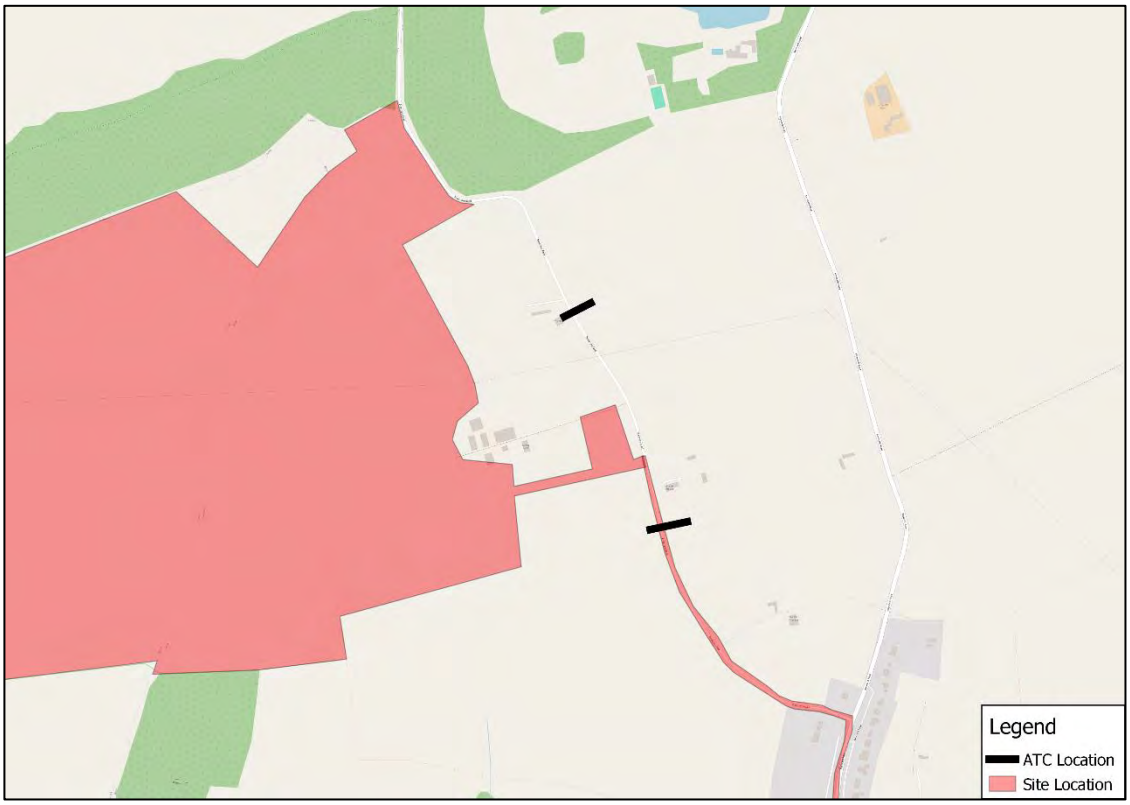


Figure 4.1 – ATC Install Locations

4.3 A 7 day 85th percentile speed of 43.5 miles per hour northbound and a 7 day 85th percentile speed of 44.8 miles per hour southbound. During the course of the ATC, no wet weather was experienced, therefore no wet weather adjustment has been applied, in line with DMRB guidance. This equates to 118m northbound and 123m southbound of visibility. The ATC results are shown at **Appendix K** and the visibility splay distance calculation is shown at **Appendix L**.

4.4 The Site can achieve visibility in both directions from the proposed site access off Bradmore Road. A drawing demonstrating the visibility splays from the Site access is included at **Appendix M**. It is recognised that the visibility splay to the north passes outside of the red line, however the visibility splay

is wholly within land under the applicant's control. Consultation with the LPA it has confirmed that this is acceptable.

Southern Parcel Access

4.5 The national speed limit applies to the section of Wysall Road that fronts the southern parcels site access. A 60 miles per hour speed limit equates to a required visibility of 215 metres in each direction. The Site can achieve visibility in both directions from the proposed site access off Wysall Road. A drawing demonstrating the visibility splays from the Site access is included at **Appendix N**.

Construction Traffic Management Plan

4.6 Notwithstanding the de minimis change in highway capacity which is expected to arise from the construction phase of the Development, it is proposed to provide a Construction Traffic Management Plan (CTMP) to reduce or avoid this potential disturbance arising from heavy goods vehicles during the construction period. This CTMP will be submitted with the planning application and should be read in conjuncture with this TS.

4.7 The CTMP will detail the proposed cable route between the two site parcels and how the construction works will be managed.

Residual impacts

4.8 On completion of the 24 week construction period, construction traffic would cease. There would therefore be no residual traffic related impacts arising from the temporary construction phase of the Development.

4.9 During the operational phase, traffic movements are expected to amount to twenty four vehicle movements per month. Traffic volumes of this magnitude would be imperceptible on a daily basis. No residual traffic related impacts arising from the operational phase of the Development.

5.0 Summary and Conclusion

5.1 Motion has prepared this Transport Statement on behalf of Exagen Development Ltd, as part of a planning application to construct and operate a temporary Solar Farm with an export capacity of approximately 40 MW (AC) and Battery Energy Storage System (BESS) with a capacity of 85 MW along with associated infrastructure (Old Wood Energy Park).

5.2 HGV construction traffic will route to the Site's northern parcel via the A60 South exit off the roundabout connecting with the A52, through Ruddington, Bradmore until the Loughborough Road and Pendock Lane junction is reached. Construction vehicles will turn left onto Pendock Lane which becomes Wysall Road and then Bradmore Road until the northern parcel's access is reached. HGV construction traffic will route to the Site's southern parcel via the A60 south exit off the roundabout connecting with the A52, through Ruddington, Bradmore and Bunny until the junction at Costock is reached. Construction vehicles will turn left onto Wysall Road and travel east towards Wysall until the southern parcel's access is reached.

5.3 Both site accesses can achieve the required level of visibility. The proposed passing places on Bradmore Road for the northern parcel will allow oncoming HGV's to pass one another and serve as an improvement to the existing situation post construction.

5.4 The construction phase of the Development would lead to a temporary increase in traffic on the road network surrounding the Site. This would be for a temporary 24-week period during which on average it is expected that the Development would lead to an increase in traffic movements of 31 two-way HGV movements per day (northern + southern parcel). Changes of this magnitude would have a minimal impact on highway capacity.

5.5 The southern parcel would have an increase of 9 two-way daily HGV movements or a 12% increase in HGV movements for a temporary 24 week period on Bradmore Road / Wysall Road will not substantially disturb other users.

5.6 During the operational phase of the Development, there would be a minimal increase in traffic volumes associated with operational traffic (one van) expected to access the Site twelve times per month (twenty four two-way movements).

5.7 There are no residual traffic impacts identified.

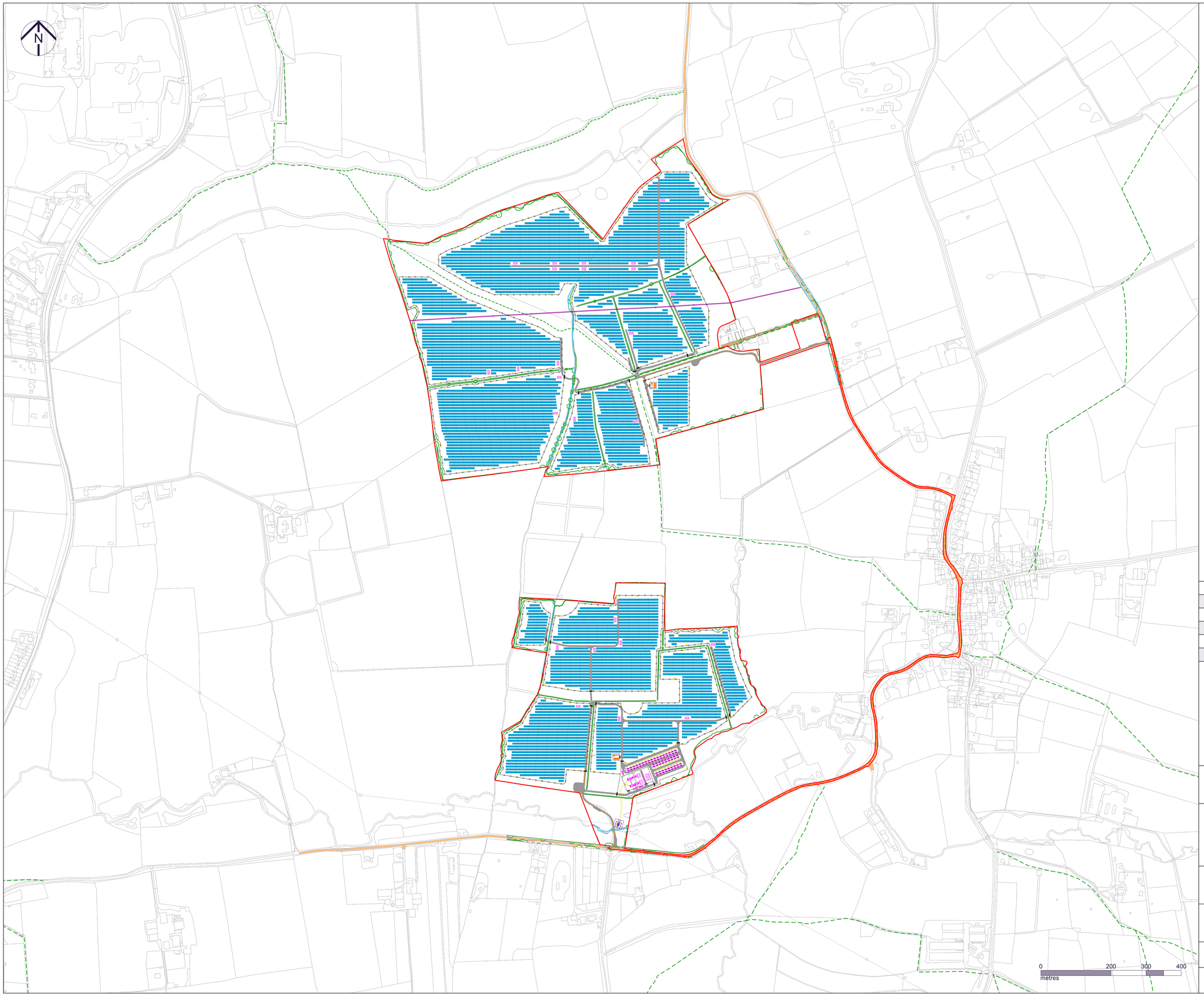
5.8 In conclusion, the Site is at a location which can be safely accessed by construction and operational vehicles and at which the temporary traffic impacts during construction would be minimal. In short:

- The Development accords with national and local policies relevant to transport;
- Safe and suitable access to the Site can be achieved by all modes; and,
- The level of traffic associated with the Development will not lead to severe impact to the existing operation and free flow of traffic on the adjoining highway network.

5.9 In accordance with paragraph 111 of NPPF, there are therefore no transport or highway reasons why planning permission should be prevented or refused.

Appendix A

Site Layout



Notes:
View in conjunction with all relevant documents.
All dimensions to be checked on site before proceeding with work.
To be used only for the status specified.

All dimensions, levels, and coordinates are in metres unless defined.
All areas are approximate and indicative only.
All omissions and discrepancies to be reported in writing to Exagen Development Ltd.

Key

- Site Boundary
- Existing 33kV overhead electricity line
- Existing public road
- Existing access track
- Existing public right of way
- Existing watercourse
- Existing vegetation
- Proposed solar panel table (2P24)
- Proposed solar panel table (2P12)
- Proposed deer fencing
- Proposed palisade fencing
- Proposed fence gate
- Proposed access tracks
- Proposed central inverter
- Proposed battery storage container
- Proposed battery storage inverter
- Proposed auxiliary transformer
- Proposed CCTV / lighting post
- Proposed substation infrastructure
- Proposed POC infrastructure
- Proposed POC cable connection
- Proposed solar cable connection
- Proposed solar connection infrastructure

Rev	Date	Description
P04	14.11.23	PV and planting changes
P03	01.08.23	2 BESS access, minor aligns
P02	12.07.23	Reduced solar, new planting

exagen

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Millbank Tower
21-24 Millbank
London SW1P 4QP
+44 (0)3300 100 545
info@exagen.co.uk
www.exagen.co.uk

Client
Exagen Development Limited

Drawing title
Site Layout Plan

Project
Old Wood Energy Park

Status
For Project Coordination

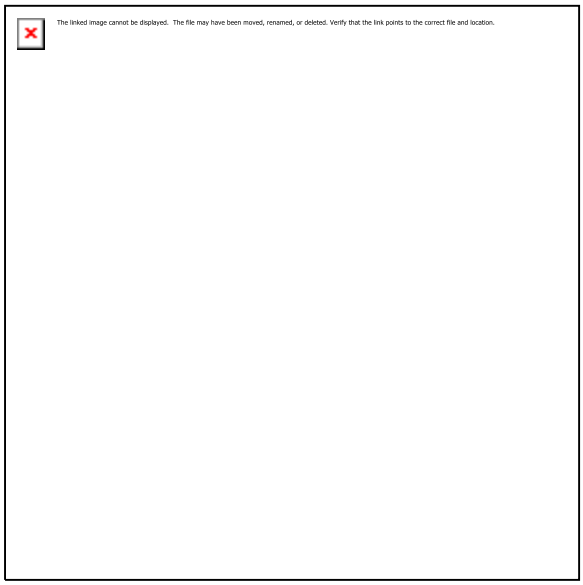
Date	Scale at A3	Status code
18/05/2023	1:5000	S2

Drawing number	Revision
WLL02A-EXG-04-00-D-K001	P04.06

Appendix B

Nottinghamshire County Council Response to Planning Application

Form TP.52



TOWN AND COUNTRY PLANNING ACT
HIGHWAY REPORT ON PROPOSALS FOR DEVELOPMENT

DISTRICT:	Rushcliffe	Date received	22/02/2024
OFFICER:	Gareth Elliott		
PROPOSAL:	Construction, operation and subsequent decommissioning of a renewable energy park comprising ground mounted Solar PV with co-located battery energy storage system (BESS) at the point of connection, together with associated infrastructure, access, landscaping and cabling	D.C. No.	24/00161/FUL
LOCATION:	Land West Of Bradmore Road And North Of Wysall Road Land West Of Wysall Wysall		
APPLICANT:	Andrew Mott		

The application seeks permission for the construction, operation, maintenance and subsequent decommissioning of a ground mounted solar photovoltaic development with so-located battery energy storage. The site is split into two parcels. The northern parcel is proposed to be from Bradmore road via the A60 and Pendock Lane. The southern parcel is to be accessed from Wysall Road.

A Construction Traffic Management Plan (CTMP) and Transport Statement (TS) have been submitted in support of the application, addressing the traffic and transportation issues associated with the development.

Construction Phase

The Highway Authority has a couple of concerns in relation to HGV traffic during the construction phase.

For the northern parcel, according to paragraph 3.21 of the TS, the construction period will be 24 weeks. It is anticipated that this will generate approximately 12 HGV movements a day. Paragraph 3.22 goes on to say that for the initial site set up during the first 2-3 weeks, HGV generation will be higher than the average 12 two-way movements per day but no figure is quoted. The Highway Authority will need to know

how many vehicles this is likely to be in order to determine whether the roads could accommodate the short-term increase. Alternative options could include a temporary road closure, but further discussions on this option would need to take place with the Highway Authority coordinations department to determine whether this is feasible.

On the access route to the northern parcel, the applicant has proposed 4 passing places for HGV's along the route between the A60 and the site access. The passing places are shown in Appendix H of the TS. While the location of these are likely to be acceptable in principle, the design, construction and potential reinstatement would all be subject to an appropriate licence/legal agreement with the Highway Authority.
In terms of smaller vehicles, we consider that the route is satisfactory.

For the southern parcel, according to paragraph 3.26 of the TS, the construction period will be 24 weeks. It is anticipated that this will generate approximately 19 HGV movements a day. Paragraph 3.27 goes on to say that for the initial site set up during the first 2-3 weeks, HGV generation will be higher than the average 19 two-way movements per day but no figure is quoted. The Highway Authority will need to know how many vehicles this is likely to be in order to determine whether the roads could accommodate the short-term increase, however the route is less sensitive to an increase in HGV traffic compared to the roads serving the northern parcel.

In terms of smaller vehicles, we consider that the routes are satisfactory.

In relation to the site accesses, the visibility splays are shown on plans in appendix K and L of the TS. The information on the visibility splays in paragraph 4.2-4.5 of the TS, with the speed survey data for the northern access in appendix I and the visibility calculation in appendix J.

For the northern access, the Highway Authority needs to see a plan which shows where the automatic traffic counters were positioned in order for us to determine whether their location was acceptable for recording the speeds.

In terms of the plans showing the visibility splays, these are unsatisfactory as they don't show the highway boundary, or the extents of hedges in the vicinity of the splays. Therefore, it cannot be determined whether the necessary visibility splays encroach through hedges on 3rd party land that are not under the control of the applicant. Revised plans are required in order to prove that the visibility splays are achievable. This is relevant to both the northern and southern access points.

One point to note is that Appendix C of the CTMP TS provides the swept path analysis for southern access (drawing no. 2303076 – TK30). This shows a left in/left out access arrangement for a 16.5m HGV. As the route would mean that HGV's would only be allowed turn right out of the site, the right turn swept path should be shown. Notwithstanding this, if the left turn manoeuvre can be achieved, then a right turn out will also be achievable.

Road Condition Survey - Pre/Post Construction

According to paragraph 7.4 of the CTMP, the applicant has proposed undertake a pre and post construction road condition survey of Wysall Road and Bradmore Road in the vicinity of the Site accesses to provide a record of the current condition of the highway such that damage caused by the Developments construction traffic can be identified and rectified. While we welcome this, we would recommend that the survey area is extended on the northern route up to the A60. This is due to the imminent implementation of a new mini roundabout at Pendock Lane, which we wouldn't want damaging. Checks on the rest of the route would also be necessary to see whether damage attributed to passing manoeuvres had taken place outside of the passing bays that have been provided. We consider that the scope of the survey can be agreed as part of a condition.

Underground Cable

According to paragraph 1.2 of the CTMP, part of the proposal is to run an underground cable in the highway between the two parcels. We have sought clarification with the County Councils Traffic Managers as to whether this is acceptable and to determine the potential implications. When we have received a response we will update or comments accordingly.

Operation Phase

The Highway Authority considers that the operation of the site will be acceptable due to the low vehicle generation associated with what is proposed.

Conclusions

Taking into account the above, the Highway Authority needs the issues associated with the construction phase addressing. Once we have received more information, we will make further comments.

DS
Principal Development Control Officer
12/04/24

Appendix C

National Highways Response to Planning Application

National Highways Planning Response (NHPR 22-12)
Formal Recommendation to an Application for Planning Permission

From: [redacted]

To:

CC:

Council's Reference: 24/00161/FUL

Location: Land West Of Bradmore Road and North Of Wysall Road Land

Proposal: Construction, operation and subsequent decommissioning of a renewable energy park comprising ground mounted Solar PV with co-located battery energy storage system (BESS) at the point of connection, together with associated infrastructure, access, landscaping and cabling.

National Highways Ref: 24/00161/FUL

Referring to the consultation on a planning application referenced above, in the vicinity of the **A52 and A46 trunk roads** that form part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

~~a) offer no objection (see reasons at Annex A);~~

~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~

c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);

~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.[1]

[1] Where relevant, further information will be provided within Annex A.

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via [redacted] and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to [redacted]

Signature: [redacted]	**Date:** 20 March 2024
Name: Catherine Townend	**Position:** Spatial Planner
[redacted]	

Annex A National Highway's assessment of the proposed development

This response represents our formal recommendations and has been prepared by Catherine Townend, Spatial Planner for National Highways.

National Highways (formally Highways England) has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

National Highways considers planning applications for new developments under the requirements of the National Planning Policy Framework (NPPF) and DfT Circular 01/2022: The Strategic Road Network and The Delivery of Sustainable Development ("the Circular"). The latter document sets out our policy on sustainable development and our approach to proposals which may have an impact on our network.

The SRN in the vicinity of the proposed development is the A52 and A46 trunk roads.

Development Proposal

The proposed development consists of the construction, operation and subsequent decommissioning of a renewable energy park with an export capacity of up to 49.9MW of renewable energy per year. The Site would comprise ground mounted Solar PV with co-located battery energy storage system (BESS) at the point of connection, together with associated infrastructure, access, landscaping and cabling.

National Highways Comments

As the Site does not share a common boundary with the SRN, we have assessed the proposal in relation to traffic impacts only.

Operational Traffic

As per the Transport Assessment (dated January 2024), during the operational phase, traffic movements are expected to be minimal. As such, our previous response of 29 February advised that National Highways had no comments to make about the traffic impacts for the operational phase of the development.

Construction Traffic

According to the Transport Assessment the construction period is anticipated to last for a period of 24 weeks for both parcels of land. HGV deliveries to Site are anticipated to equate to an average of 12 two-way HGV movements per day for the north parcel and 19 movements per day for the south parcel.

However, the Transport Assessment stated that for initial site set up (the first 2-3 weeks of construction) two-way HGV deliveries will be higher. We therefore asked for further details on this point. In that regard, we have since been consulted on a Technical Note (dated 4 March). This states that HGV movements would amount to a total of 284 two-way HGV movements across this initial set up period equating to 26 movements per day across the two parcels. National Highways has no further comments to make on this point.

Our previous response however also queries the light movement traffic and we asked for clarification on the vehicle trip generation for construction worker staff which would also need to be assessed. The above-mentioned Technical Note subsequently sets out that approximately 50 construction workers would be employed on site at any one time. The note goes on to say that '*at similar solar farm developments it has been observed that construction workers often travel together by mini-bus, travelling together from local accommodation'*.

National Highway is aware of this practice proposed for larger solar farm sites employing hundreds of construction workers, however, it should be explained why construction workers for this site would not be resourced from the local workforce. In addition, without further detail to explain how transporting staff would be implemented for this site, National Highways does not support this assumption.

Nonetheless, if the construction workers were taken from the local workforce, it is more likely that their travel to work movements would be distributed more widely across the highway network. As such, it is unlikely that traffic generation from both HGV deliveries sand construction workers would result in more than 30 two-way trips during the peak hours at the nearest SRN junction, the threshold at which we generally require further assessment.

As such, based on the information presented, National Highways concludes that this proposal is unlikely to have a material impact on the SRN. However, the Construction Traffic Management Plan would need to be updated to reflect the true number of light vehicle trips (for construction workers arriving by private car), unless the applicant can provide further evidence to satisfy National Highways that staff trips will not exceed 15 two-way trips.

Summary & Recommendation

In summary, insufficient information has been submitted for National Highways to understand how the proposal will affect the Strategic Road Network.

We therefore **recommend that this application not be approved for a period of up to three months from the date of this letter**. This is to give that applicant time to address the matters set out in this letter.

Standing advice to the local planning authority

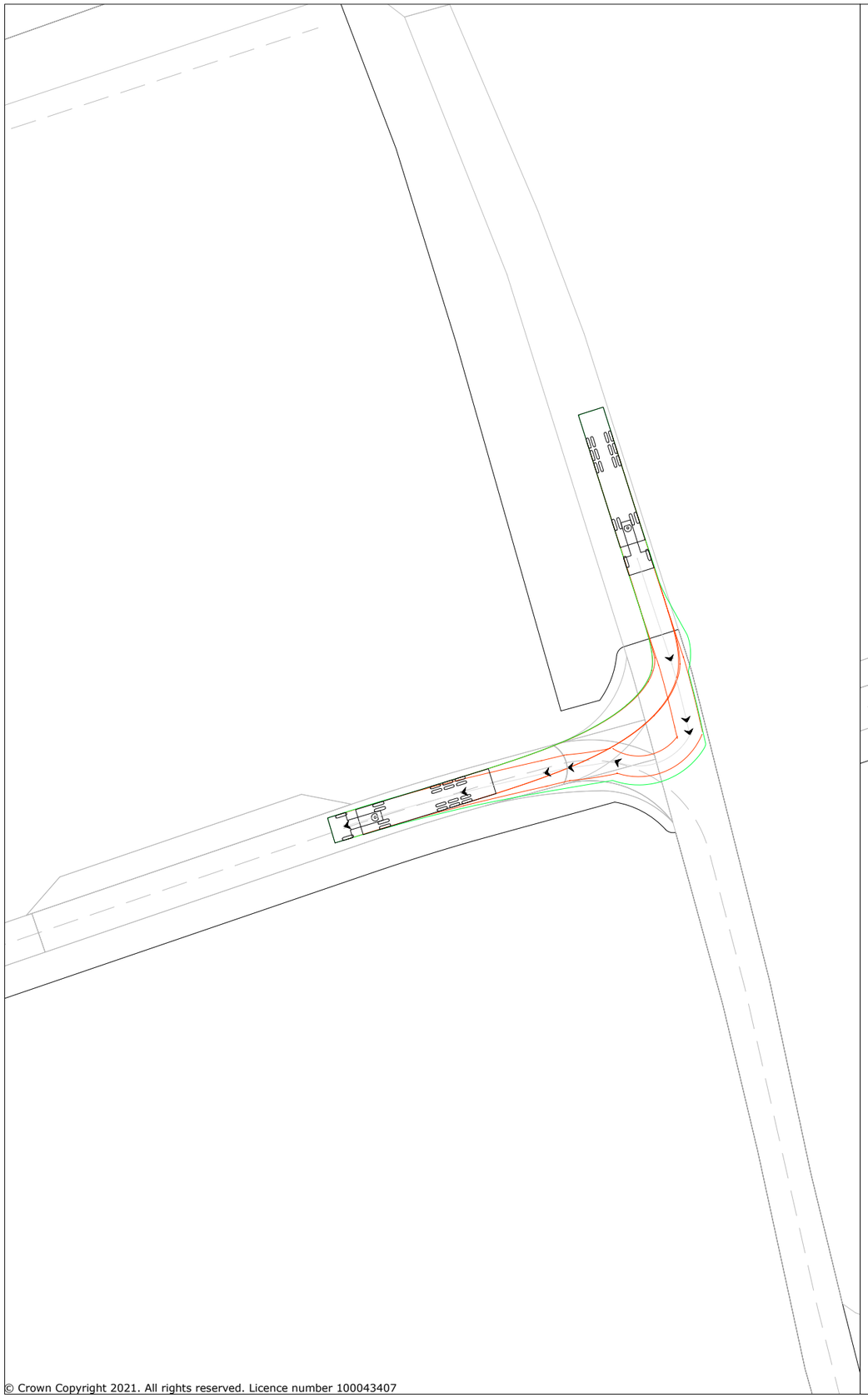
The Climate Change Committee's 2022 Report to Parliament notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 74 and 109 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 108 and 114 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

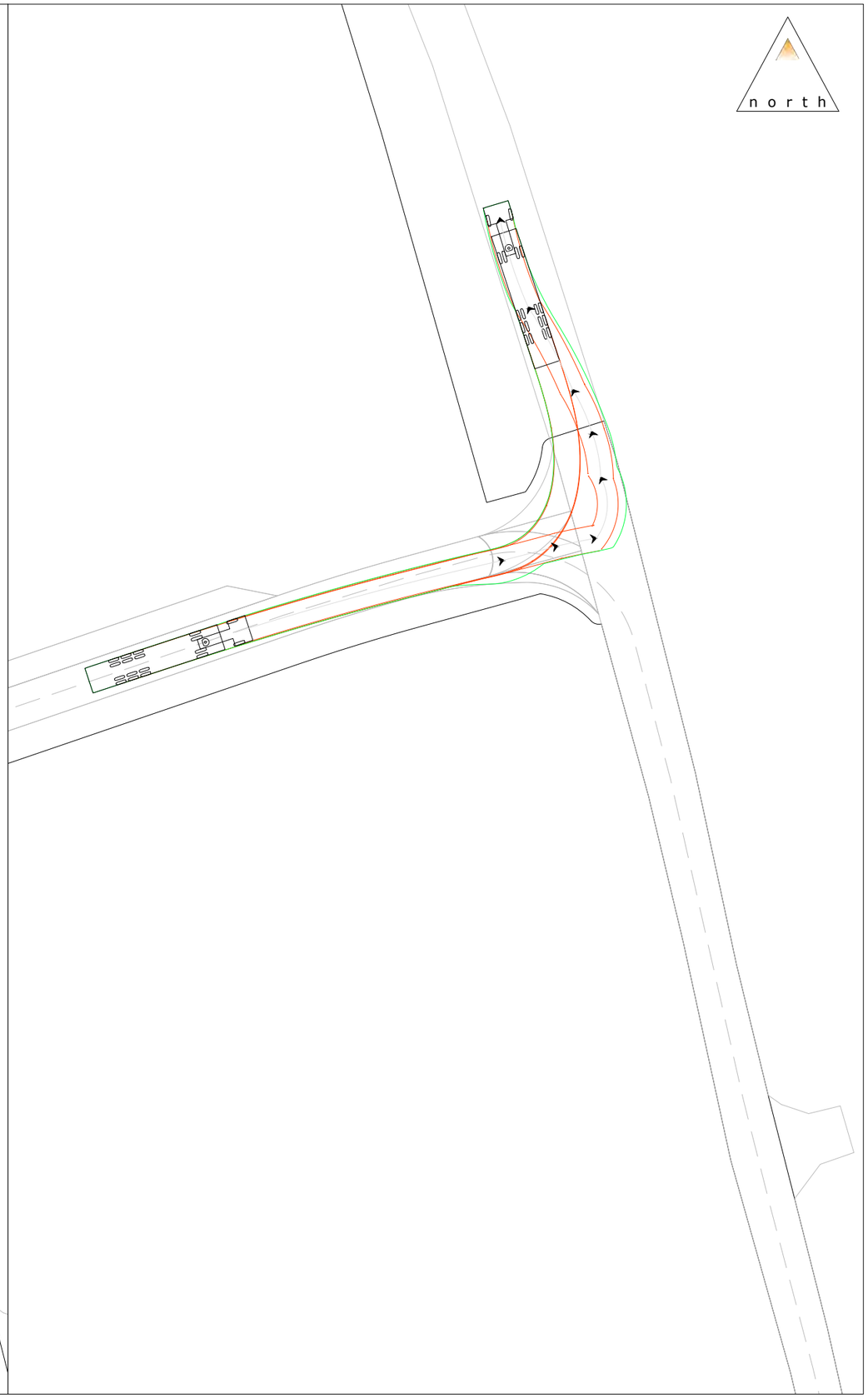
Moreover, the build clever and build efficiently criteria as set out in clause 6.1.4 of PAS2080 promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.

Appendix D

Swept Path Analysis – Access - 16.5m HGV – Northern Parcel





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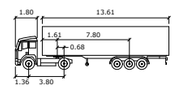

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Trailer Width	: 2.55	Steering Angle	: 42.7
Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		

motion

Quadrant House, Broad Street Mall, Reading
RG1 7QE

T: 0118 467 4498

Guildford - London - Reading
www.motion.co.uk

Project:
Old Wood Energy Park

Title:
Swept Path Analysis - 16.5m HGV
Proposed access (N parcel)

Client:
Exagen Development Limited

Drawing Status:

Scale: 1:500 (@ A3) Date:26/06/2023

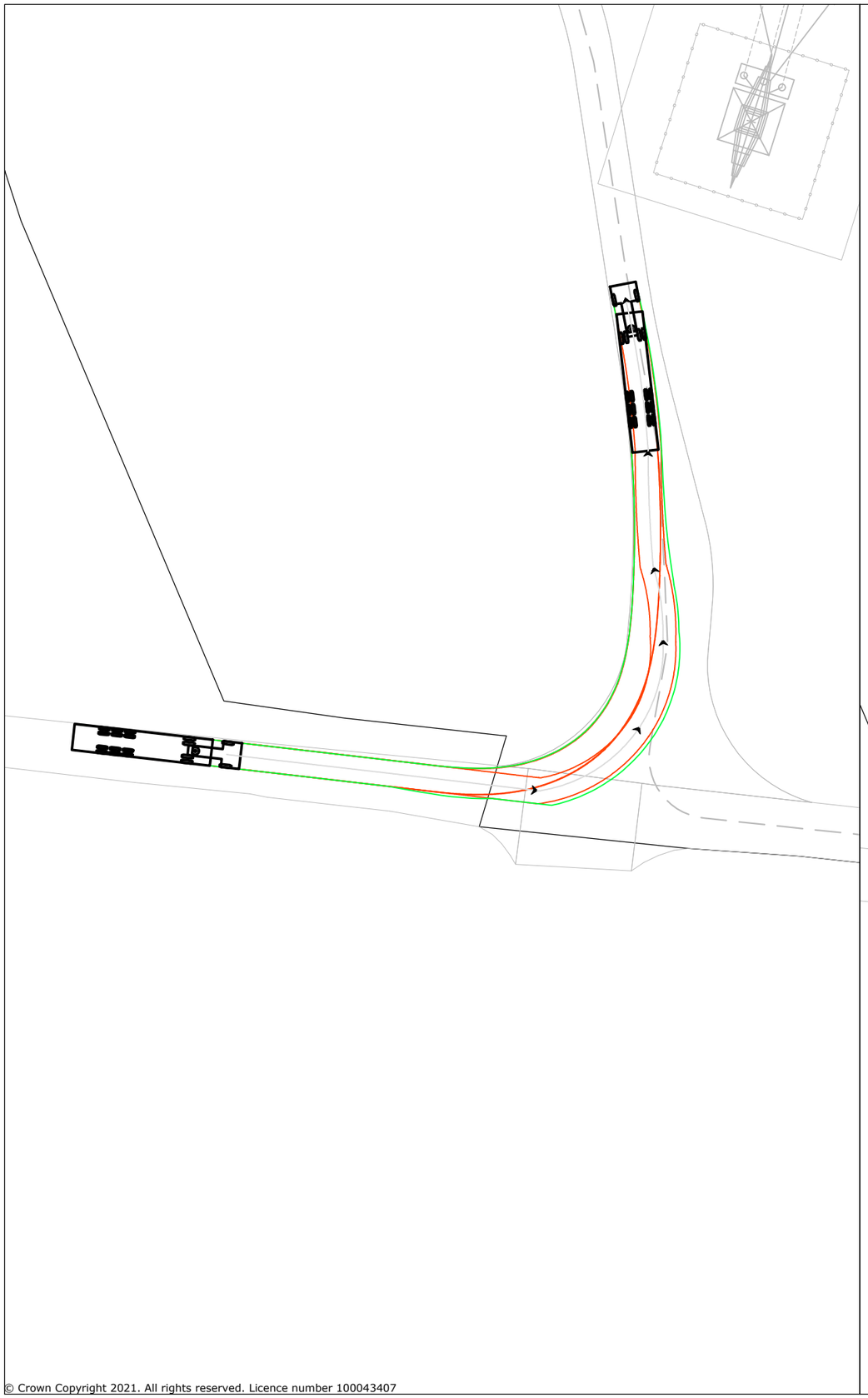
Drawn: AN Checked: MF Approved: MF

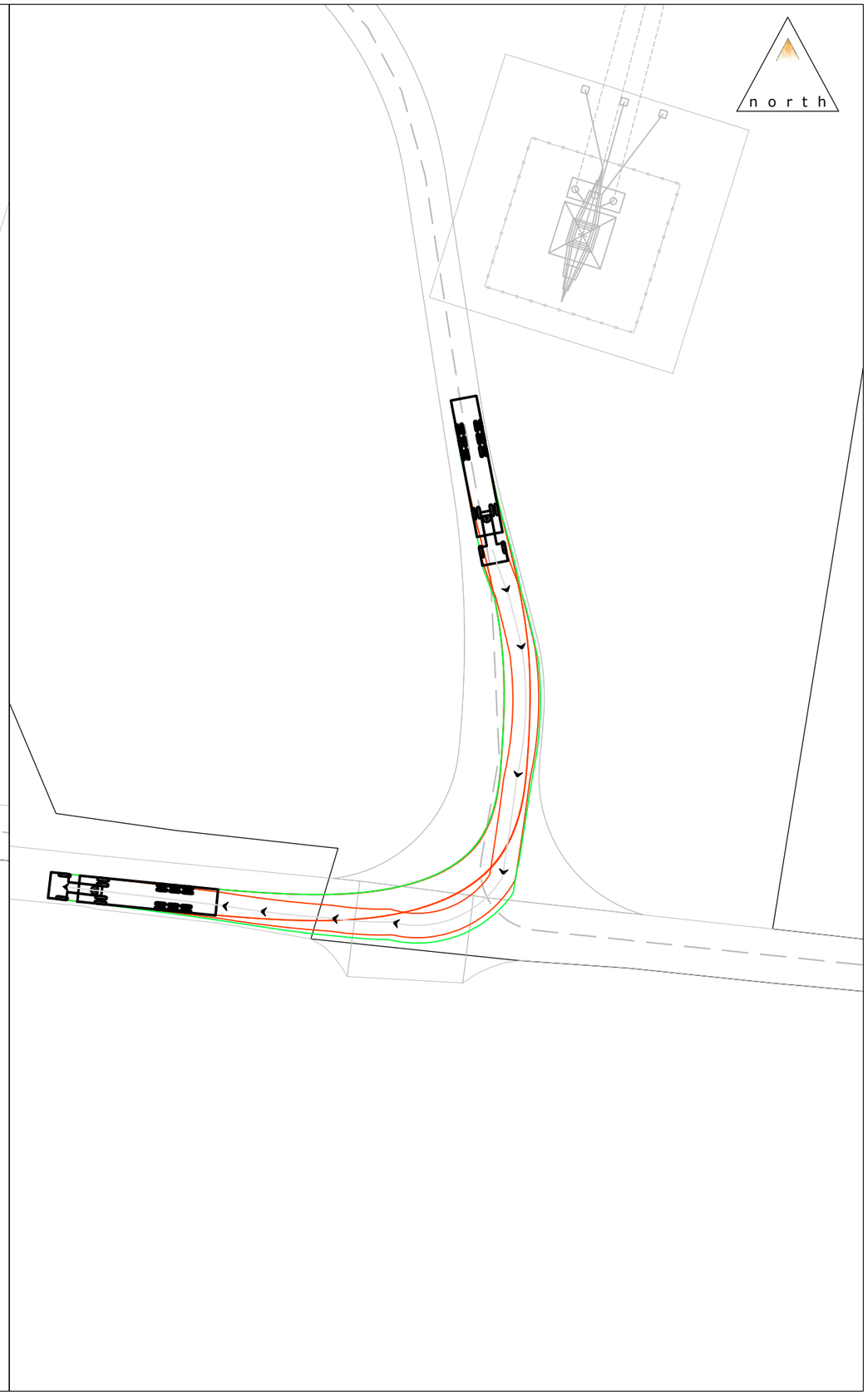
Drawing: 2303076 - TK03 Revision: A

C:\Users\droddy\Motion\Staffsite - TP Projects\exwysa 2303076\Drawings\2303076 - TK03A 16.5m SPA Proposed Access N Parcel.dwg

Appendix E

Swept Path Analysis – Access – 16.5m HGV – Southern Parcel





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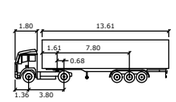

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Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		

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T: 0118 467 4498

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Project:
Old Wood Energy Park

Title:
Swept Path Analysis - 16.5m HGV
Proposed access (S parcel)

Client:
Exagen Development Limited

Drawing Status:

Scale: 1:500 (@ A3) Date: 31/10/23

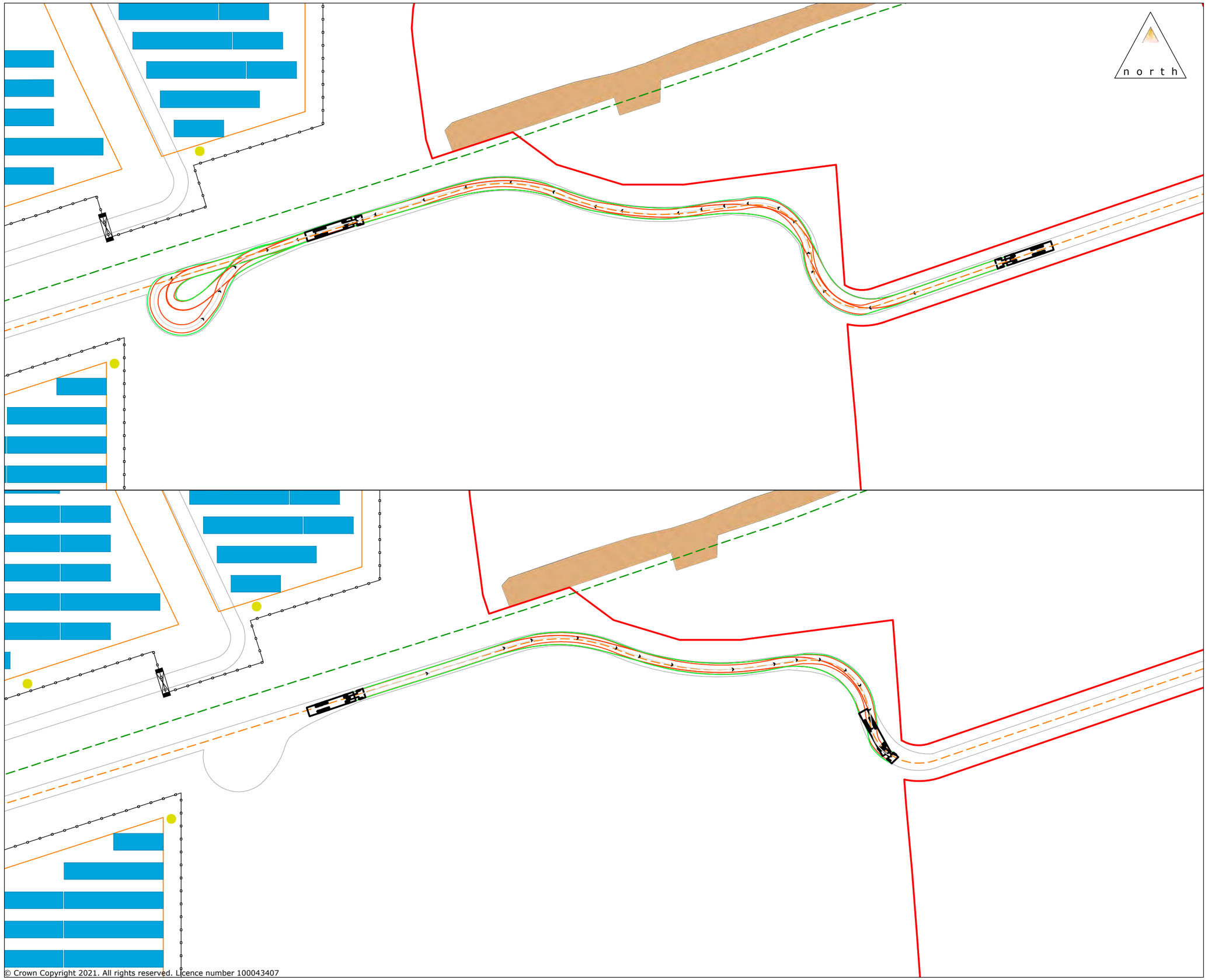
Drawn: AN Checked: MF Approved: MF

Drawing: Revision:
2303076 - TK30

C:\Users\calummcgoff\OneDrive - Motion\TP Projects\exwysa 2303076\Drawings\2303076 - TK30 16.5m SPA Proposed Access S Parcel1.dwg

Appendix F

Swept Path Analysis – Turning Manoeuvre



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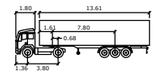

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Tractor Track	: 2.55	Articulating Angle	: 70.0		
Trailer Track	: 2.55				

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Project:
Old Wood Energy Park

Title:
Swept Path Analysis
16.5m HGV Turning

Client:
Exagen Development Limited

Drawing Status:

Scale: 1:1000 (@ A3) Date:27/11/2023

Drawn: AN Checked: JNR Approved: JNR

Drawing: 2303076 - TK33 Revision: B

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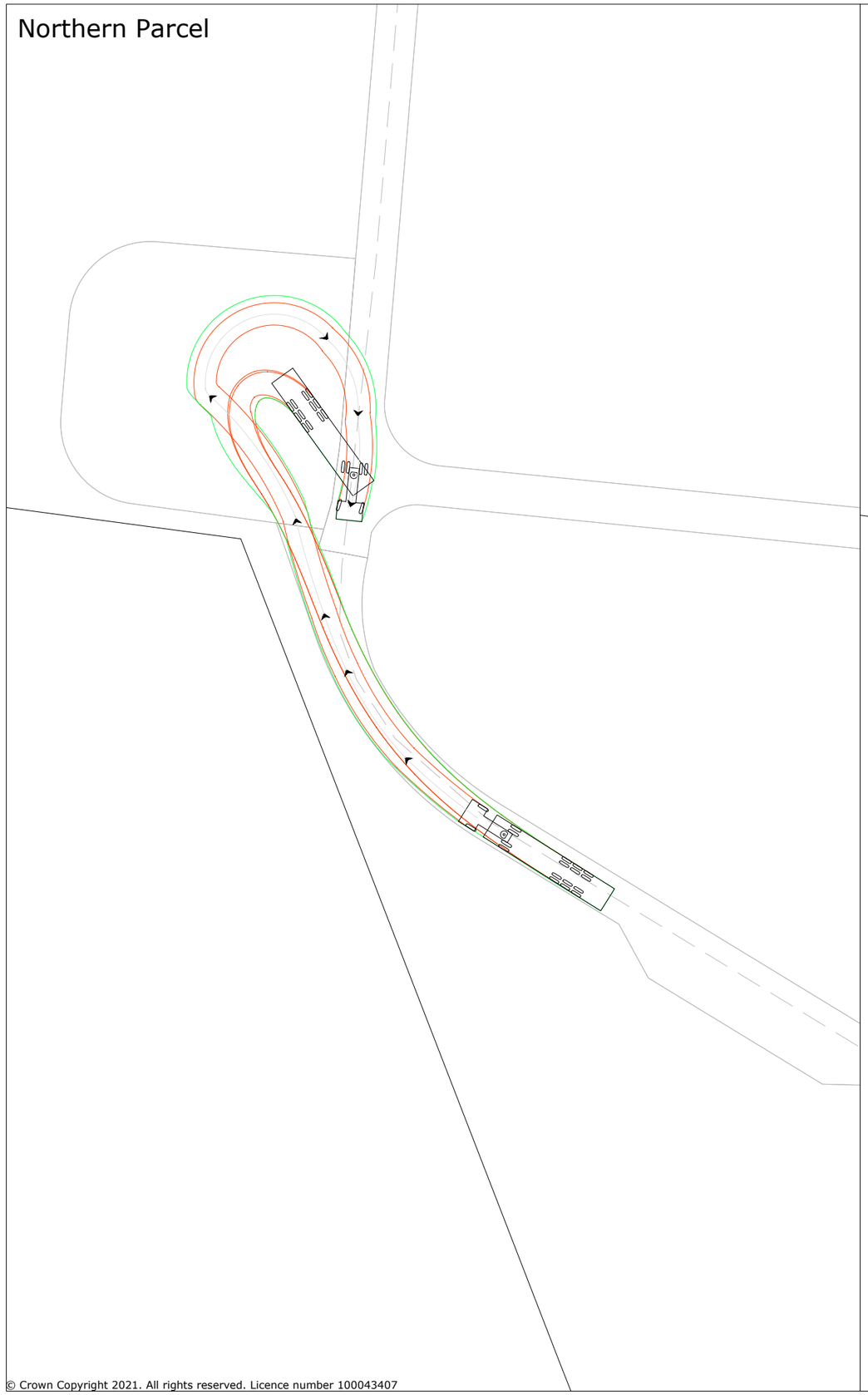
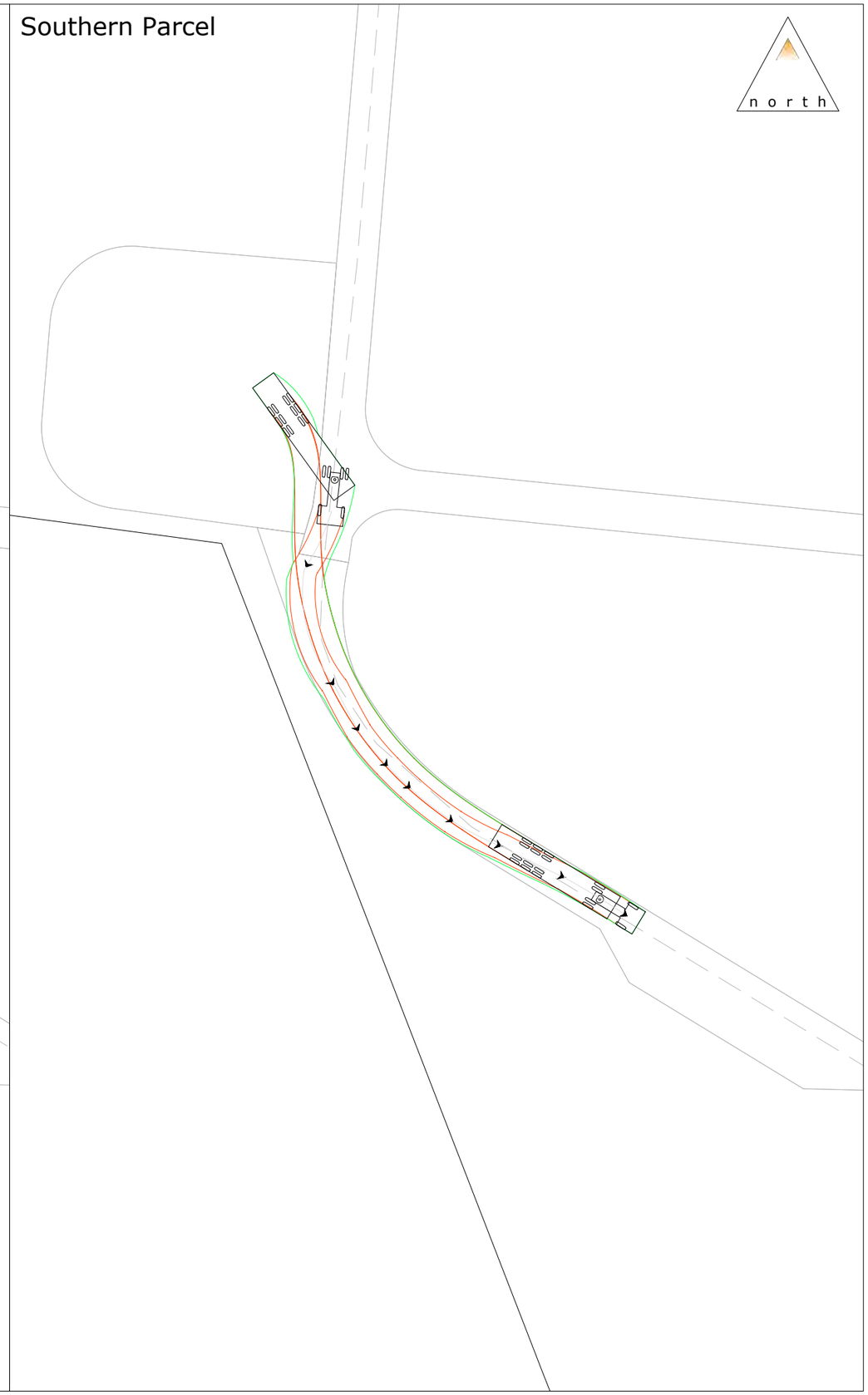
Northern Parcel



Southern Parcel



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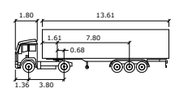

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Project:
Old Wood Energy Park

Title:
Swept Path Analysis - 16.5m HGV Vehicle Turning on S Parcel

Client:
Exagen Development Limited

Drawing Status:

Scale: 1:250 (@ A3) Date: 31/10/23

Drawn: AN Checked: MF Approved: MF

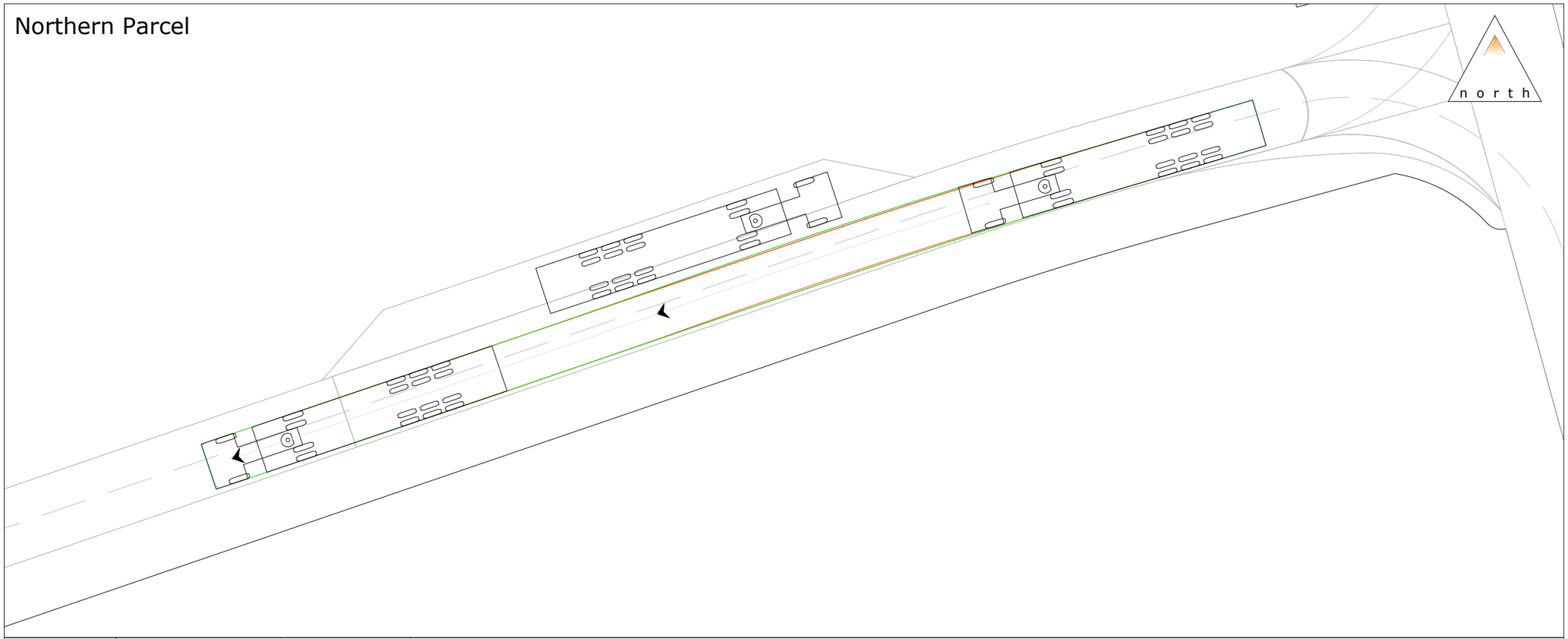
Drawing: 2303076 - TK32 Revision:

C:\Users\droddy\Motion\Staffsite - TP Projects\exwysa 2303076\Drawings\2303076 - TK32 16.5m Passing Places.dwg

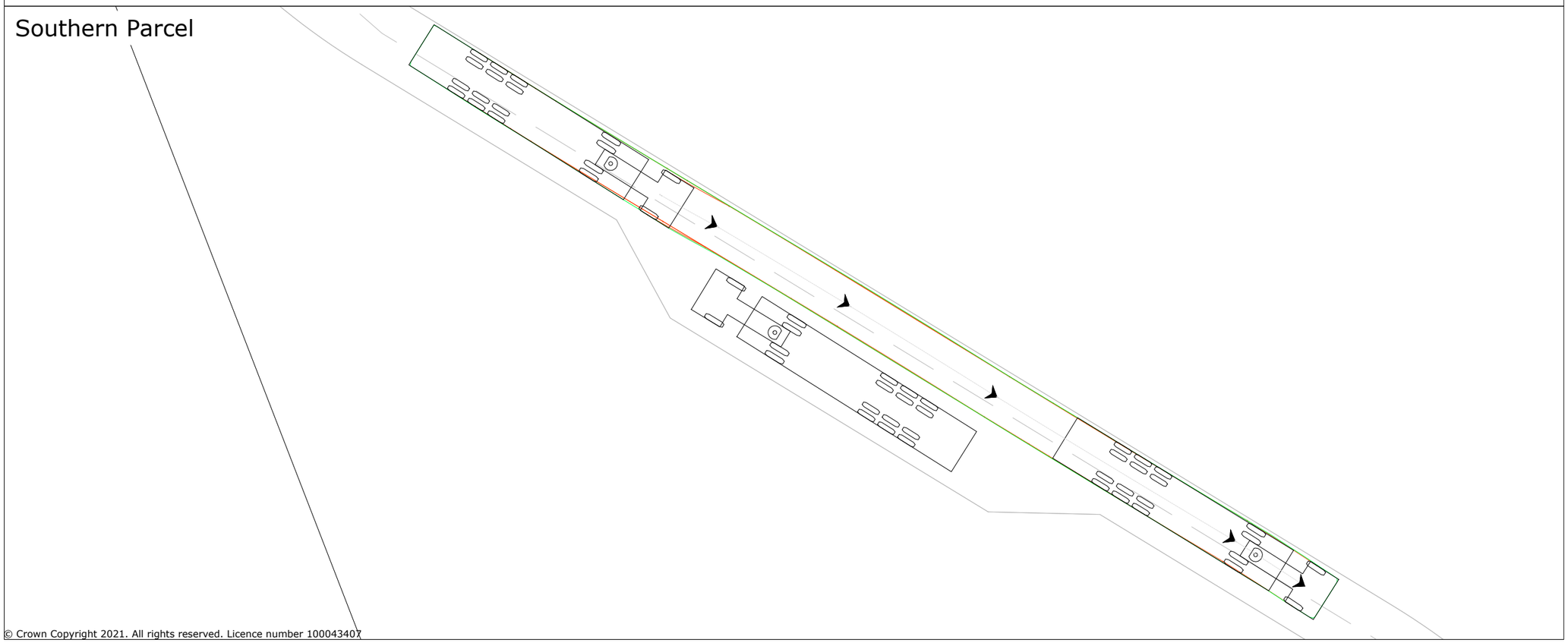
Appendix G

Swept Path Analysis – Internal Passing Bay

Northern Parcel



Southern Parcel



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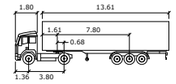

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Project:
Old Wood Energy Park

Title:
Swept Path Analysis - 16.5m HGV Pasing Places

Client:
Exagen Development Limited

Drawing Status:

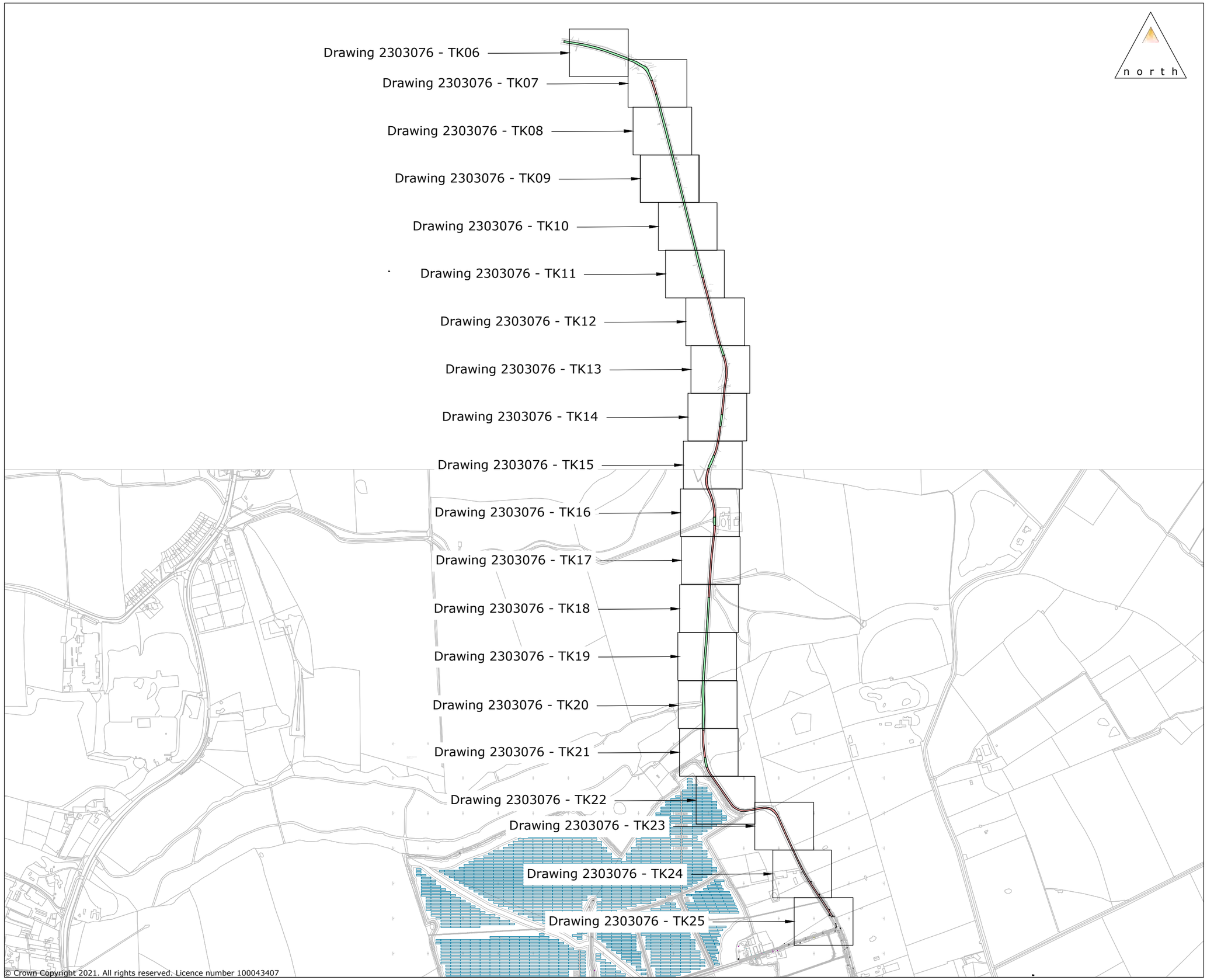
Scale: 1:250 (@ A3) Date: 31/10/23

Drawn: AN Checked: MF Approved: MF

Drawing: Revision:
2303076 - TK31

Appendix H

Bradmore Road Construction Vehicle Passing Review



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Rev:	Description:	Date:	Rev By:	Chk'd:

Legend:

- Car and HGV can pass one another
- Car and HGV can't pass one another

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RG1 7QE

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Project:
Old Wood Energy Park

Title:
HGV Passing Car
Route Overview

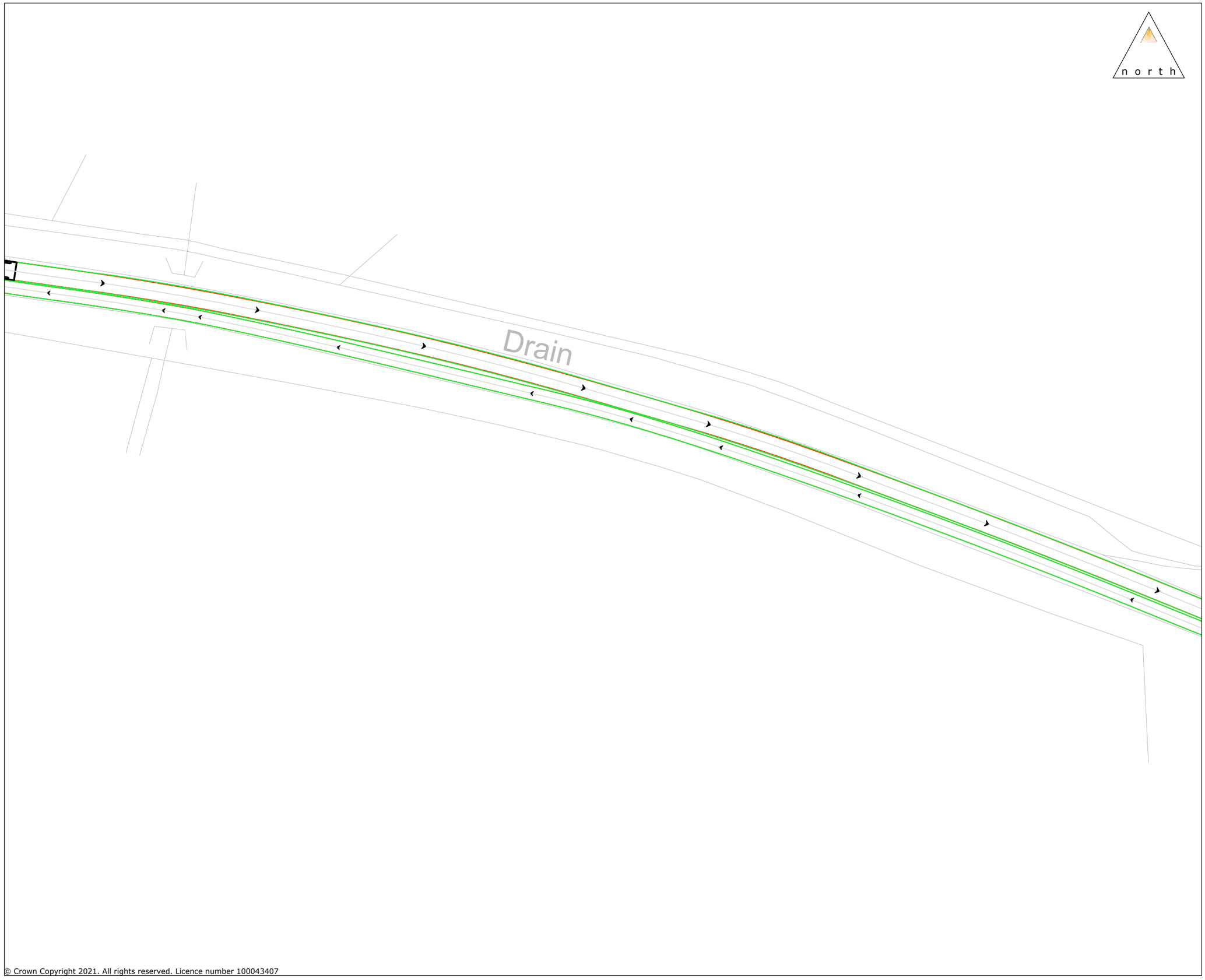
Client:
Exagen Development Limited

Drawing Status:

Scale: 1:500 (@ A3) Date:19/09/2023

Drawn: AN Checked: MF Approved: MF

Drawing: 2303076 - 05 Revision:



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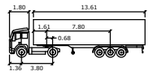

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Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.55	Steering Angle	: 42.7
Tractor Track	: 2.55	Articulating Angle	: 70.0
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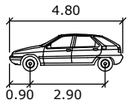

SDV

	meters
Width	: 1.80
Track	: 1.80
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

motion

Quadrant House, Broad Street Mall, Reading
RG1 7QE

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Project:
Old Wood Energy Park

Title:
Swept Path Analysis - 16.5m HGV
Bradmore Road

Client:
Exagen Development Limited

Drawing Status:

Scale: 1:500 (@ A3) Date:19/09/2023

Drawn: AN Checked: MF Approved: MF

Drawing: Revision:
2303076 - TK06

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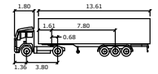
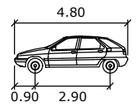
Rev:	Description:	Date:	Rev By:	Chk'd:



Artic

	meters		
Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.55	Steering Angle	: 42.7
Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		



SDV

	meters
Width	: 1.80
Track	: 1.80
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

motion

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Project:
Old Wood Energy Park

Title:
Swept Path Analysis - 16.5m HGV
Bradmore Road

Client:
Exagen Development Limited

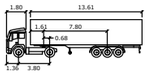
Drawing Status:

Scale: 1:500 (@ A3) Date:19/09/2023

Drawn: AN Checked: MF Approved: MF

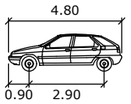
Drawing: Revision:
2303076 - TK07

Rev:	Description:	Date:	Rev By:	Chk'd:



Artic

	meters		
Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.55	Steering Angle	: 42.7
Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		



SDV

	meters
Width	: 1.80
Track	: 1.80
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

motion

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Project:
Old Wood Energy Park

Title:
Swept Path Analysis - 16.5m HGV
Bradmore Road

Client:
Exagen Development Limited

Drawing Status:

Scale: 1:500 (@ A3) Date:19/09/2023

Drawn: AN Checked: MF Approved: MF

Drawing: Revision:
2303076 - TK08

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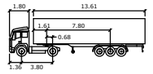
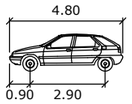
Rev:	Description:	Date:	Rev By:	Chk'd:



Artic

	meters		
Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.55	Steering Angle	: 42.7
Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		



SDV

	meters
Width	: 1.80
Track	: 1.80
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

motion

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Project:
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Title:
Swept Path Analysis - 16.5m HGV
Bradmore Road

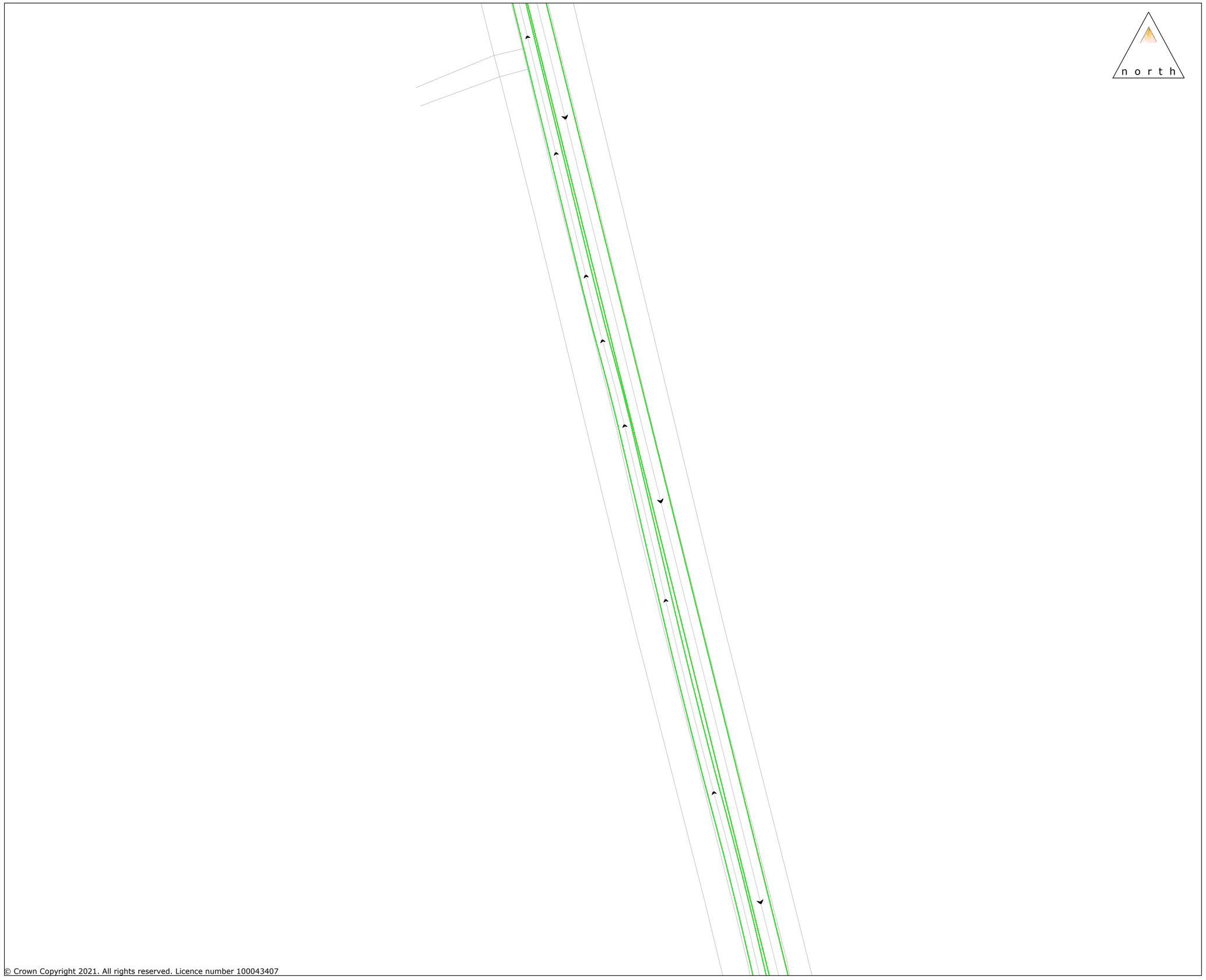
Client:
Exagen Development Limited

Drawing Status:

Scale: 1:500 (@ A3) Date:19/09/2023

Drawn: AN Checked: MF Approved: MF

Drawing: Revision:
2303076 - TK09



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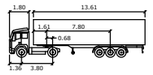
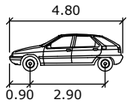


Artic

	meters		
Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.55	Steering Angle	: 42.7
Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		



SDV

	meters
Width	: 1.80
Track	: 1.80
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

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Project:
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Title:
Swept Path Analysis - 16.5m HGV
Bradmore Road

Client:
Exagen Development Limited

Drawing Status:

Scale: 1:500 (@ A3) Date:19/09/2023

Drawn: AN Checked: MF Approved: MF

Drawing: Revision:
2303076 - TK10

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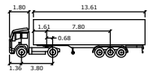
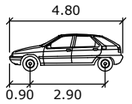
Rev:	Description:	Date:	Rev By:	Chk'd:



Artic

	meters		
Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.55	Steering Angle	: 42.7
Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		



SDV

	meters
Width	: 1.80
Track	: 1.80
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

motion

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Bradmore Road

Client:
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Scale: 1:500 (@ A3) Date:19/09/2023

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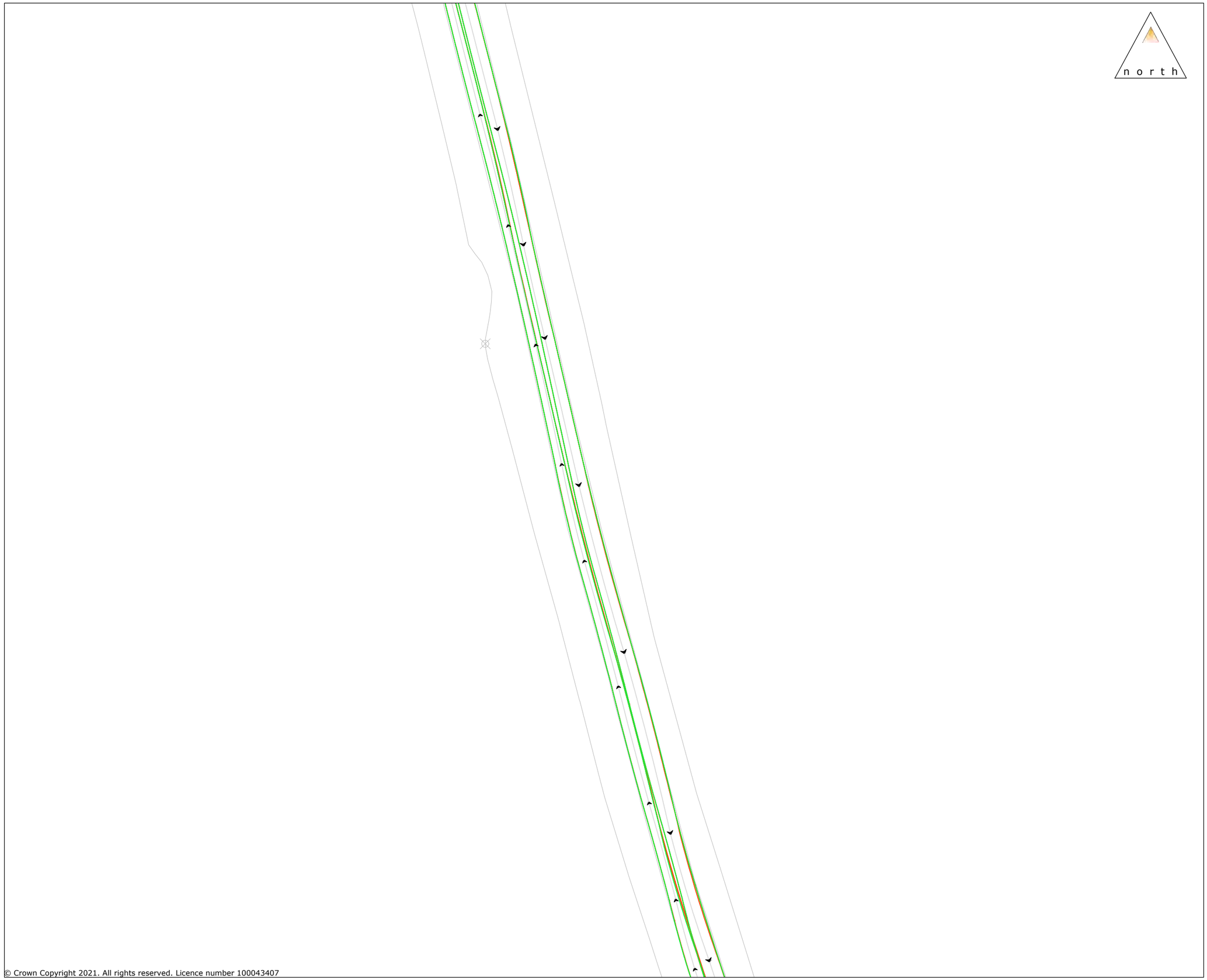
Drawing: Revision:
2303076 - TK11



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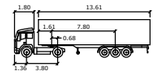
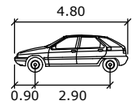


Artic

	meters		
Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.55	Steering Angle	: 42.7
Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		



SDV

	meters
Width	: 1.80
Track	: 1.80
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

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Project:
Old Wood Energy Park

Title:
Swept Path Analysis - 16.5m HGV
Bradmore Road

Client:
Exagen Development Limited

Drawing Status:

Scale: 1:500 (@ A3) Date:19/09/2023

Drawn: AN Checked: MF Approved: MF

Drawing: Revision:
2303076 - TK12

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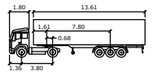
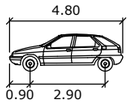
Rev:	Description:	Date:	Rev By:	Chk'd:



Artic

	meters		
Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.55	Steering Angle	: 42.7
Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		



SDV

	meters
Width	: 1.80
Track	: 1.80
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

motion

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Project:
Old Wood Energy Park

Title:
Swept Path Analysis - 16.5m HGV
Bradmore Road

Client:
Exagen Development Limited

Drawing Status:

Scale: 1:500 (@ A3) Date:19/09/2023

Drawn: AN Checked: MF Approved: MF

Drawing: Revision:
2303076 - TK13

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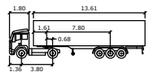
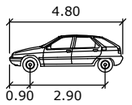
Rev:	Description:	Date:	Rev By:	Chk'd:



Artic

	meters		
Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.55	Steering Angle	: 42.7
Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		



SDV

	meters
Width	: 1.80
Track	: 1.80
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

motion

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Project:
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Title:
Swept Path Analysis - 16.5m HGV
Bradmore Road

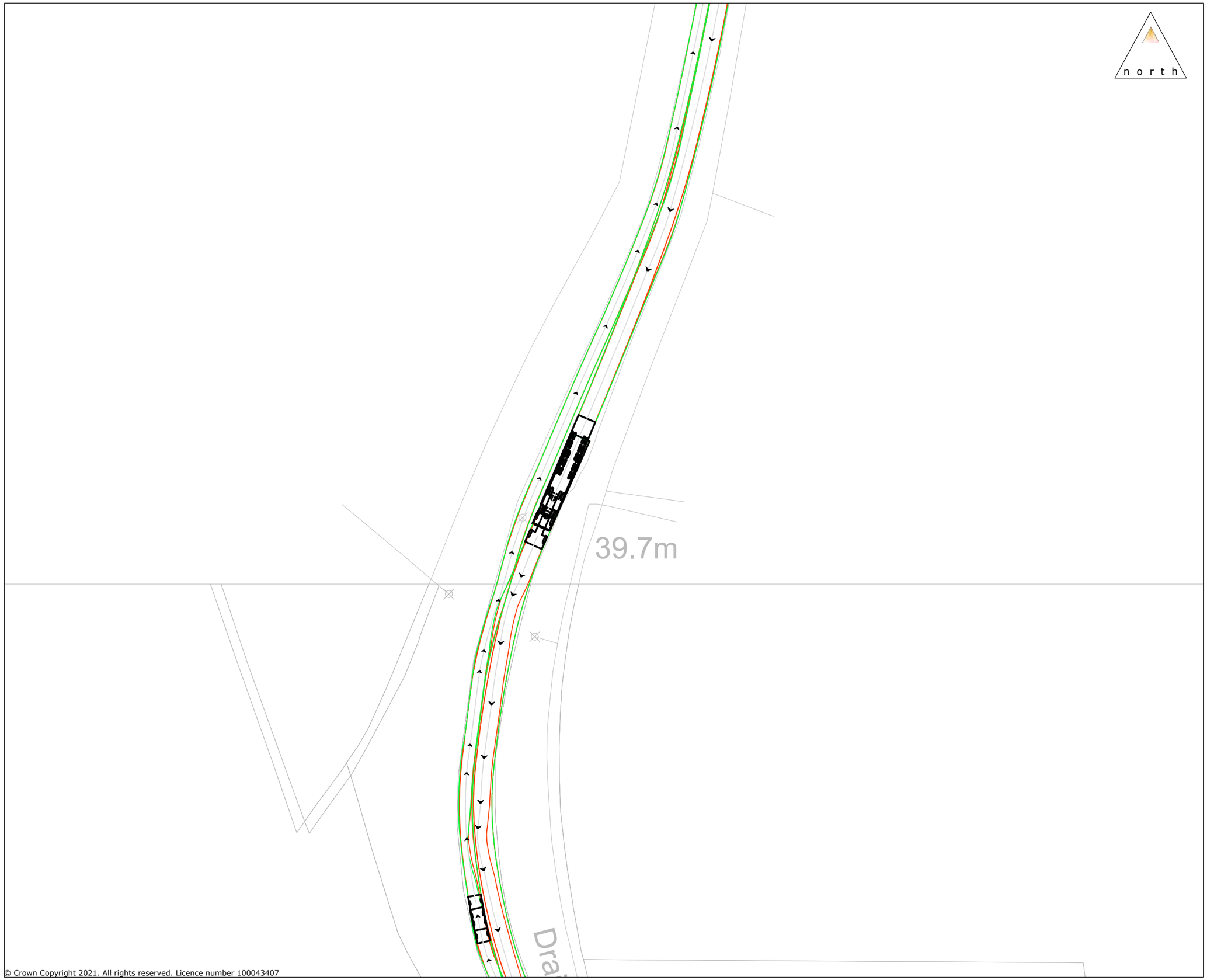
Client:
Exagen Development Limited

Drawing Status:

Scale: 1:500 (@ A3) Date:19/09/2023

Drawn: AN Checked: MF Approved: MF

Drawing: Revision:
2303076 - TK14



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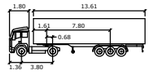
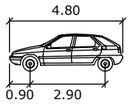


Artic

	meters		
Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.55	Steering Angle	: 42.7
Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		



SDV

	meters
Width	: 1.80
Track	: 1.80
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

motion

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Project:
Old Wood Energy Park

Title:
Swept Path Analysis - 16.5m HGV
Bradmore Road

Client:
Exagen Development Limited

Drawing Status:

Scale: 1:500 (@ A3) Date:19/09/2023

Drawn: AN Checked: MF Approved: MF

Drawing: Revision:
2303076 - TK15

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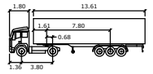
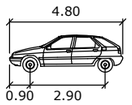
Rev:	Description:	Date:	Rev By:	Chk'd:



Artic

	meters		
Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.55	Steering Angle	: 42.7
Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		



SDV

	meters
Width	: 1.80
Track	: 1.80
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

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Project:
Old Wood Energy Park

Title:
Swept Path Analysis - 16.5m HGV
Bradmore Road

Client:
Exagen Development Limited

Drawing Status:

Scale: 1:500 (@ A3) Date:19/09/2023

Drawn: AN Checked: MF Approved: MF

Drawing: Revision:
2303076 - TK16

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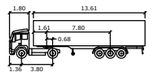
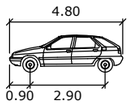


Artic

	meters		
Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.55	Steering Angle	: 42.7
Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		



SDV

	meters
Width	: 1.80
Track	: 1.80
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

motion

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Bradmore Road

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Scale: 1:500 (@ A3) Date:19/09/2023

Drawn: AN Checked: MF Approved: MF

Drawing: Revision:
2303076 - TK17

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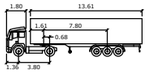
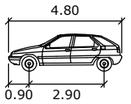
Rev:	Description:	Date:	Rev By:	Chk'd:



Artic

	meters		
Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.55	Steering Angle	: 42.7
Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		



SDV

	meters
Width	: 1.80
Track	: 1.80
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

motion

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Project:
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Swept Path Analysis - 16.5m HGV
Bradmore Road

Client:
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Scale: 1:500 (@ A3) Date:19/09/2023

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Drawing: Revision:
2303076 - TK18

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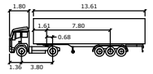
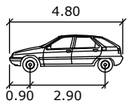


Artic

	meters		
Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.55	Steering Angle	: 42.7
Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		



SDV

	meters
Width	: 1.80
Track	: 1.80
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

motion

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Old Wood Energy Park

Title:
Swept Path Analysis - 16.5m HGV
Bradmore Road

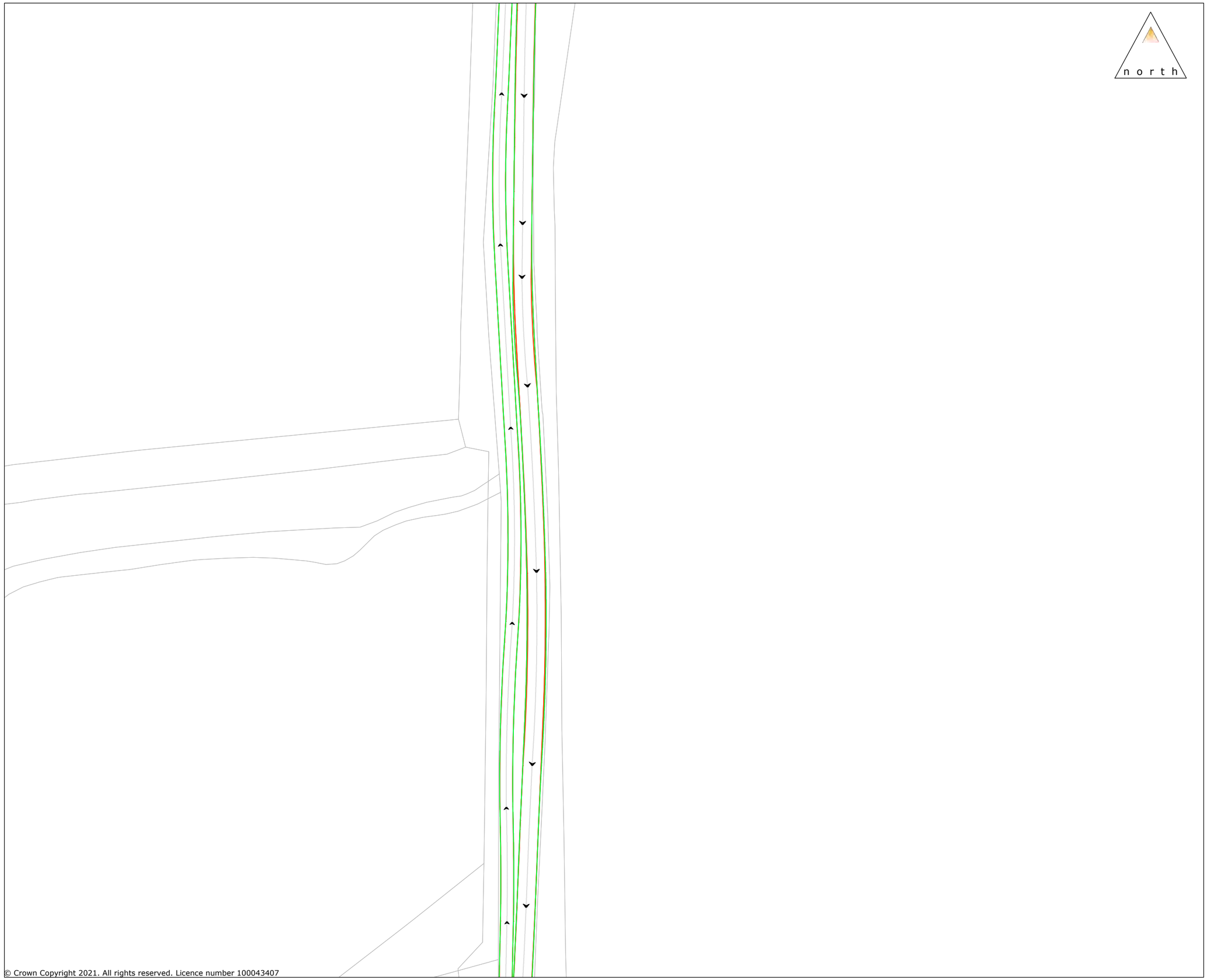
Client:
Exagen Development Limited

Drawing Status:

Scale: 1:500 (@ A3) Date:19/09/2023

Drawn: AN Checked: MF Approved: MF

Drawing: Revision:
2303076 - TK19



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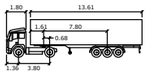
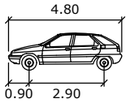
Rev:	Description:	Date:	Rev By:	Chk'd:



Artic

	meters		
Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.55	Steering Angle	: 42.7
Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		



SDV

	meters
Width	: 1.80
Track	: 1.80
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

motion

Quadrant House, Broad Street Mall, Reading
RG1 7QE

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Project:
Old Wood Energy Park

Title:
Swept Path Analysis - 16.5m HGV
Bradmore Road

Client:
Exagen Development Limited

Drawing Status:

Scale: 1:500 (@ A3) Date:19/09/2023

Drawn: AN Checked: MF Approved: MF

Drawing: Revision:
2303076 - TK20

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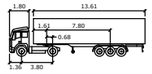
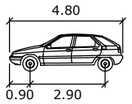


Artic

	meters		
Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.55	Steering Angle	: 42.7
Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		



SDV

	meters
Width	: 1.80
Track	: 1.80
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

motion

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Project:
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Title:
Swept Path Analysis - 16.5m HGV
Bradmore Road

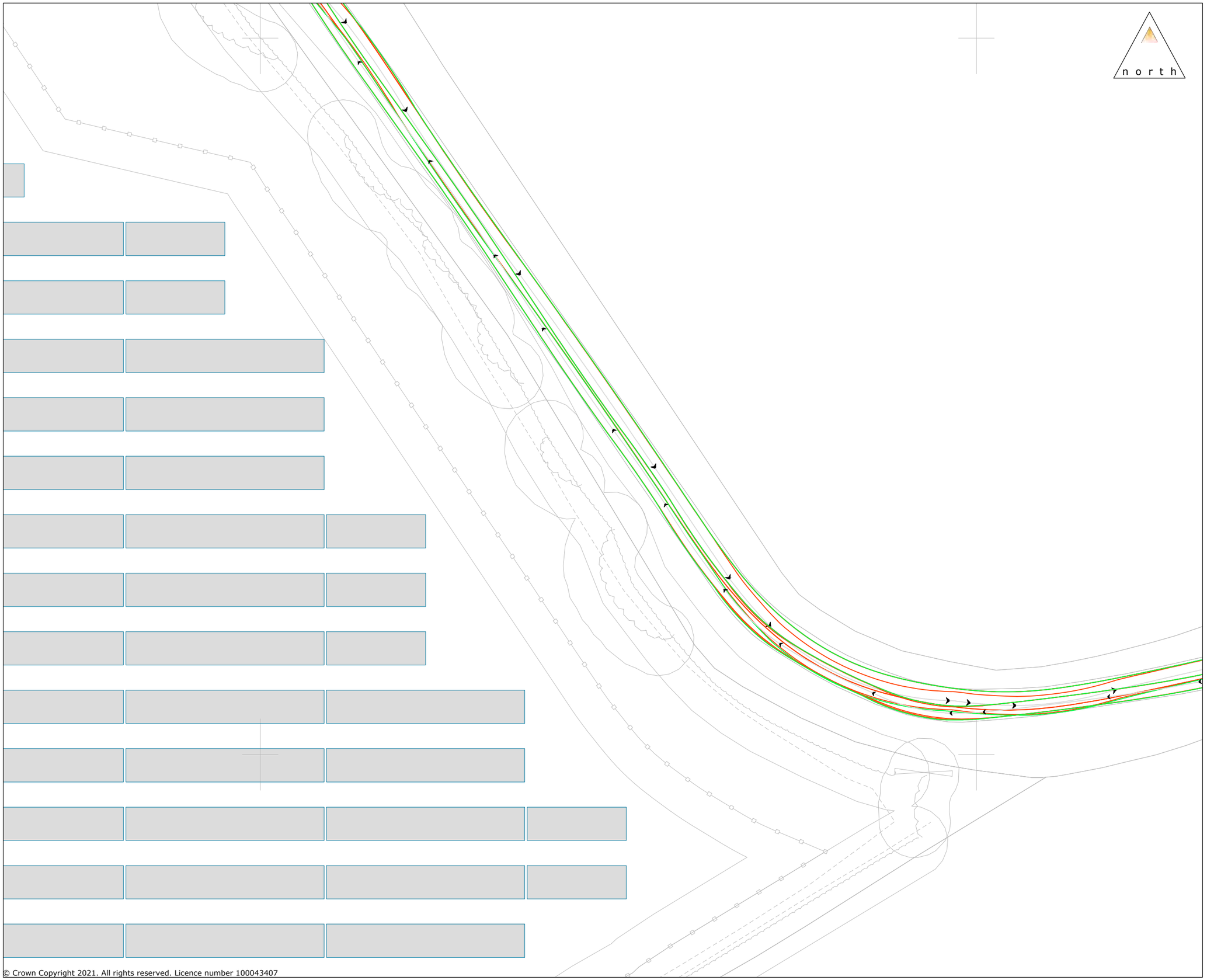
Client:
Exagen Development Limited

Drawing Status:

Scale: 1:500 (@ A3) Date:19/09/2023

Drawn: AN Checked: MF Approved: MF

Drawing: Revision:
2303076 - TK21



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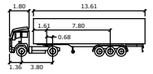

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	meters		
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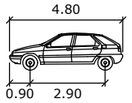
Trailer Width	: 2.55	Steering Angle	: 42.7
Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		



SDV

	meters
Width	: 1.80
Track	: 1.80
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

motion

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Project:
Old Wood Energy Park

Title:
Swept Path Analysis - 16.5m HGV
Bradmore Road

Client:
Exagen Development Limited

Drawing Status:

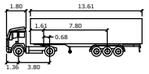
Scale: 1:500 (@ A3) Date:19/09/2023

Drawn: AN Checked: MF Approved: MF

Drawing: Revision:

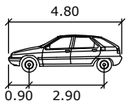
2303076 - TK06

n o r t h



Artic

	meters		
Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.55	Steering Angle	: 42.7
Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		



SDV

	meters
Width	: 1.80
Track	: 1.80
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

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Project:
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Title:
Swept Path Analysis - 16.5m HGV
Bradmore Road

Client:
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Scale: 1:500 (@ A3) Date:19/09/2023

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Drawing: Revision:
2303076 - TK23

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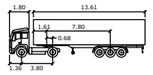
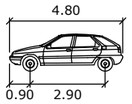


Artic

	meters		
Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.55	Steering Angle	: 42.7
Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		



SDV

	meters
Width	: 1.80
Track	: 1.80
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

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Project:
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Title:
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Bradmore Road

Client:
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Drawing Status:

Scale: 1:500 (@ A3) Date:19/09/2023

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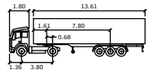
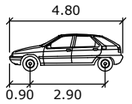
Rev:	Description:	Date:	Rev By:	Chk'd:



Artic

	meters		
Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.55	Steering Angle	: 42.7
Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		



SDV

	meters
Width	: 1.80
Track	: 1.80
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

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Title:
Swept Path Analysis - 16.5m HGV
Bradmore Road

Client:
Exagen Development Limited

Drawing Status:

Scale: 1:500 (@ A3) Date:19/09/2023

Drawn: AN Checked: MF Approved: MF

Drawing: Revision:
2303076 - TK25

Appendix I

Count Point 27370 average annual daily flow

count_poir	year	region_id	region_nar	local_auth	local_auth	road_name	road_type	start_junct	end_junctio	easting	northing	latitude	longitude	link_length	link_length	estimation	estimation	direction_o	pedal_cycl	two_wheel	cars_and_t
27370	2000	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	1.8	1.12	Counted	Manual co	E	2	73	13189
27370	2000	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	1.8	1.12	Counted	Manual co	W	2	92	13064
27370	2001	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	1.8	1.12	Estimated	Estimated	E	2	81	13598
27370	2001	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	1.8	1.12	Estimated	Estimated	W	2	101	13469
27370	2002	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	1.8	1.12	Estimated	Estimated	E	2	83	13992
27370	2002	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	1.8	1.12	Estimated	Estimated	W	2	103	13860
27370	2003	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	1.8	1.12	Counted	Manual co	E	4	108	14719
27370	2003	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	1.8	1.12	Counted	Manual co	W	1	95	14221
27370	2004	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	1.8	1.12	Estimated	Estimated	E	4	110	14969
27370	2004	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	1.8	1.12	Estimated	Estimated	W	1	96	14462
27370	2005	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	1.8	1.12	Estimated	Estimated	E	4	105	14864
27370	2005	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	1.8	1.12	Estimated	Estimated	W	1	92	14361
27370	2006	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	1.8	1.12	Estimated	Estimated	E	4	114	15117
27370	2006	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	1.8	1.12	Estimated	Estimated	W	1	100	14605
27370	2007	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	1.8	1.12	Counted	Manual co	E	3	72	14863
27370	2007	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	1.8	1.12	Counted	Manual co	W	1	101	14036
27370	2008	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	1.8	1.12	Estimated	Estimated	E	3	70	14759
27370	2008	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	1.8	1.12	Estimated	Estimated	W	1	98	13938
27370	2009	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	1.8	1.12	Estimated	Estimated	E	3	73	14567
27370	2009	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	1.8	1.12	Estimated	Estimated	W	1	103	13757
27370	2010	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	1.8	1.12	Counted	Manual co	E	1	209	15091
27370	2010	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	1.8	1.12	Counted	Manual co	W	4	142	13456
27370	2011	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	1.8	1.12	Estimated	Estimated	E	1	206	15000
27370	2011	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	1.8	1.12	Estimated	Estimated	W	3	140	13375
27370	2012	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	1.8	1.12	Counted	Manual co	E	3	106	16243
27370	2012	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	1.8	1.12	Counted	Manual co	W	3	81	14031
27370	2013	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	1.8	1.12	Estimated	Estimated	E	3	111	16049
27370	2013	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	1.8	1.12	Estimated	Estimated	W	3	85	13864
27370	2014	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	1.8	1.12	Counted	Manual co	E	0	175	15701
27370	2014	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	1.8	1.12	Counted	Manual co	W	1	97	14069
27370	2015	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	1.8	1.12	Estimated	Estimated	E	0	181	16174
27370	2015	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	1.8	1.12	Estimated	Estimated	W	1	100	14493
27370	2016	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	1.8	1.12	Estimated	Estimated	E	0	188	16658
27370	2016	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	1.8	1.12	Estimated	Estimated	W	1	104	14927
27370	2017	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	1.8	1.12	Counted	Manual co	E	0	101	16872
27370	2017	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	1.8	1.12	Counted	Manual co	W	0	90	14992
27370	2018	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	2	1.24	Counted	Automatic	E	0	93	14822
27370	2018	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	2	1.24	Counted	Automatic	W	0	89	14048
27370	2019	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	2	1.24	Counted	Manual co	E	0	78	16341
27370	2019	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	2	1.24	Counted	Manual co	W	0	83	15604
27370	2020	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	2	1.24	Estimated	Estimated	E	0	46	10979
27370	2020	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	2	1.24	Estimated	Estimated	W	0	49	10484
27370	2021	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	2	1.24	Counted	Manual co	E	0	70	13854
27370	2021	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	2	1.24	Counted	Manual co	W	0	67	13034
27370	2022	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	2	1.24	Estimated	Estimated	E	0	80	15980
27370	2022	2	East Midla	2	Nottinghar	A52	Major	A60	A606	458000	334600	52.90571	-1.13909	2	1.24	Estimated	Estimated	W	0	77	15035

buses_and	lgvs	hgvs_2_rig	hgvs_3_rig	hgvs_4_or_	hgvs_3_or_	hgvs_5_art	hgvs_6_art	all_hgvs	all_motor_vehicles
72	1917	503	72	62	115	296	206	1254	16505
65	1851	590	71	58	156	301	210	1386	16458
74	2024	496	83	62	105	263	239	1248	17025
67	1955	582	82	58	142	267	244	1375	16967
76	2040	509	92	69	98	235	269	1272	17463
69	1971	597	91	64	132	238	275	1397	17400
65	1917	460	76	62	128	280	248	1254	18063
69	1948	526	75	76	103	317	245	1342	17675
54	2134	491	86	72	123	250	275	1297	18564
57	2168	562	85	89	99	283	271	1389	18172
52	2232	494	84	76	110	221	294	1279	18532
55	2268	565	83	94	88	250	290	1370	18146
50	2339	508	85	83	100	198	318	1292	18912
53	2377	582	83	102	80	224	314	1385	18520
52	2042	316	43	36	94	259	170	918	17947
36	2028	430	63	61	92	246	259	1151	17352
53	2046	308	48	37	88	245	179	905	17833
37	2033	419	69	64	86	233	273	1144	17250
55	2114	285	48	36	81	211	174	835	17644
39	2100	388	69	62	80	201	265	1065	17064
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25	2125	319	63	51	21	227	223	904	19215
20	2275	383	78	50	44	214	288	1057	17302
47	2363	240	57	124	84	260	197	963	19248
44	2422	372	49	104	100	260	298	1183	17815
46	2626	251	64	130	108	270	205	1027	20054
43	2692	389	55	109	129	270	309	1260	18589
47	2836	266	62	148	112	259	214	1061	20790
44	2907	413	53	123	134	259	323	1306	19288
24	3279	307	81	165	83	331	223	1191	21467
18	2677	435	101	175	38	334	305	1389	19165
21	3027	275	72	150	74	295	198	1065	19027
16	2635	417	95	169	36	318	289	1325	18112
31	2662	301	72	90	72	316	328	1179	20291
26	2863	334	89	103	38	340	378	1283	19858
19	2116	248	61	76	62	277	277	1001	14162
16	2276	276	75	87	33	299	319	1089	13913
27	2839	309	91	144	22	233	474	1275	18065
29	2944	397	66	138	13	454	247	1315	17388
29	3110	314	86	161	23	238	485	1308	20508
31	3224	403	62	154	13	463	253	1348	19715

Appendix J

Proposed passing bays on Bradmore Road

Drawing 2303076 - TK29

n o r t h

Drawing 2303076 - TK28

Drawing 2303076 - TK27

Drawing 2303076 - TK26

C:\Users\andrewnock\Motion\Staffsite - Exwysa 2303076\Drawings\2303076 - 06 Passing Place Locations.dwg

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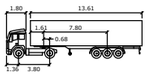

Artic

	meters		
Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.55	Steering Angle	: 42.7
Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		

motion

Quadrant House, Broad Street Mall, Reading
RG1 7QE

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Project:
Old Wood Energy Park

Title:
Passing Place Locations

Client:
Exagen Development Limited

Drawing Status:

Scale: NTS (@ A3) Date:19/09/2023

Drawn: AN Checked: MF Approved: MF

Drawing: Revision:
2303076 - 06

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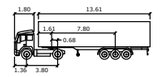

Artic

	meters		
Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.55	Steering Angle	: 42.7
Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		

motion

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Project:
Old Wood Energy Park

Title:
Swept Path Analysis - 16.5m HGV
Bradmore Road, Passing Place

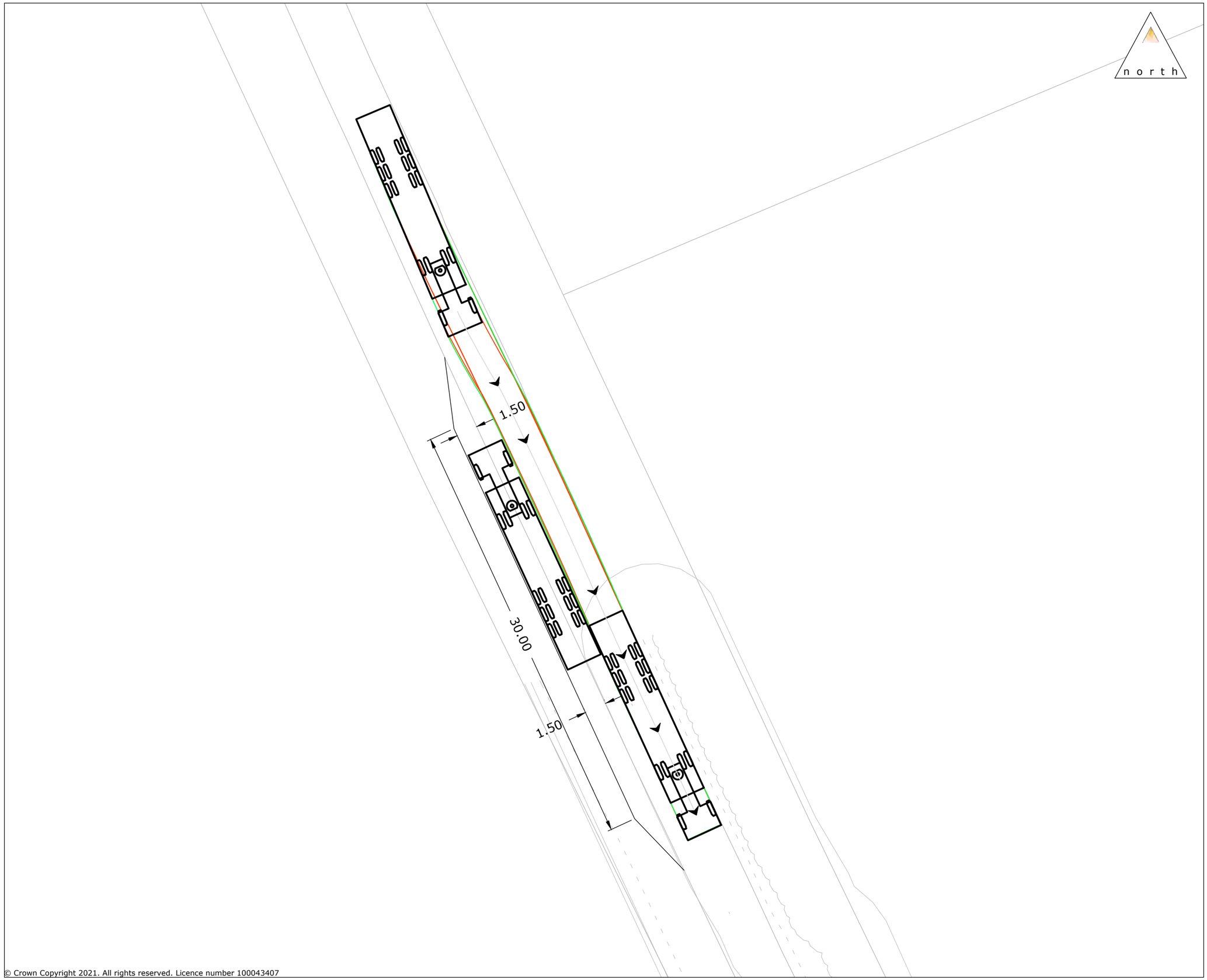
Client:
Exagen Development Limited

Drawing Status:

Scale: 1:250 (@ A3) Date:19/09/2023

Drawn: AN Checked: MF Approved: MF

Drawing: Revision:
2303076 - TK26



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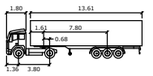

Artic

	meters		
Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.55	Steering Angle	: 42.7
Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		

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Project:
Old Wood Energy Park

Title:
Swept Path Analysis - 16.5m HGV
Bradmore Road, Passing Place

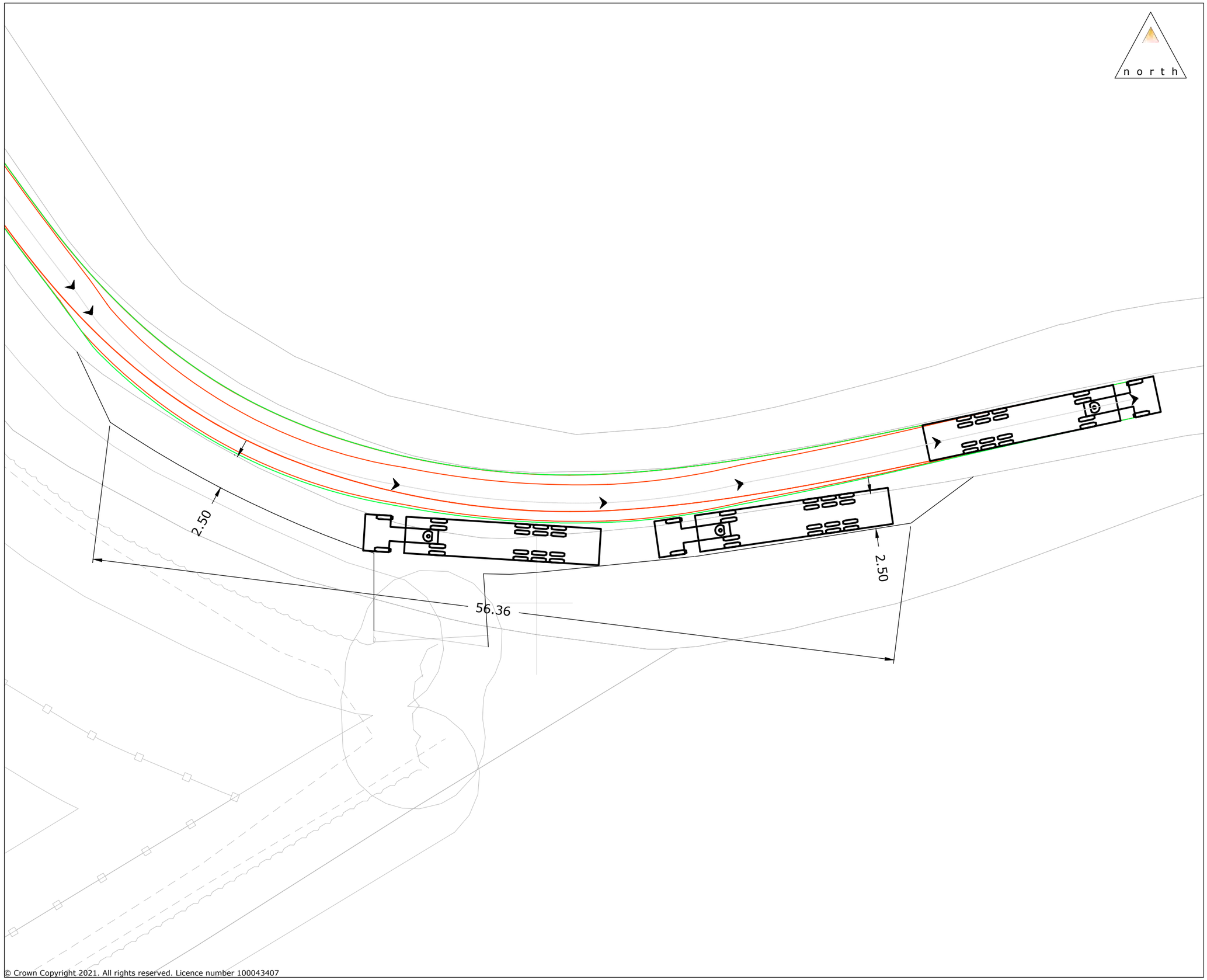
Client:
Exagen Development Limited

Drawing Status:

Scale: 1:250 (@ A3) Date:19/09/2023

Drawn: AN Checked: MF Approved: MF

Drawing: Revision:
2303076 - TK27



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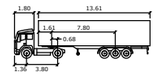

Artic

	meters		
Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.55	Steering Angle	: 42.7
Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		

motion

Quadrant House, Broad Street Mall, Reading
RG1 7QE

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Project:
Old Wood Energy Park

Title:
Swept Path Analysis - 16.5m HGV
Bradmore Road, Passing Place

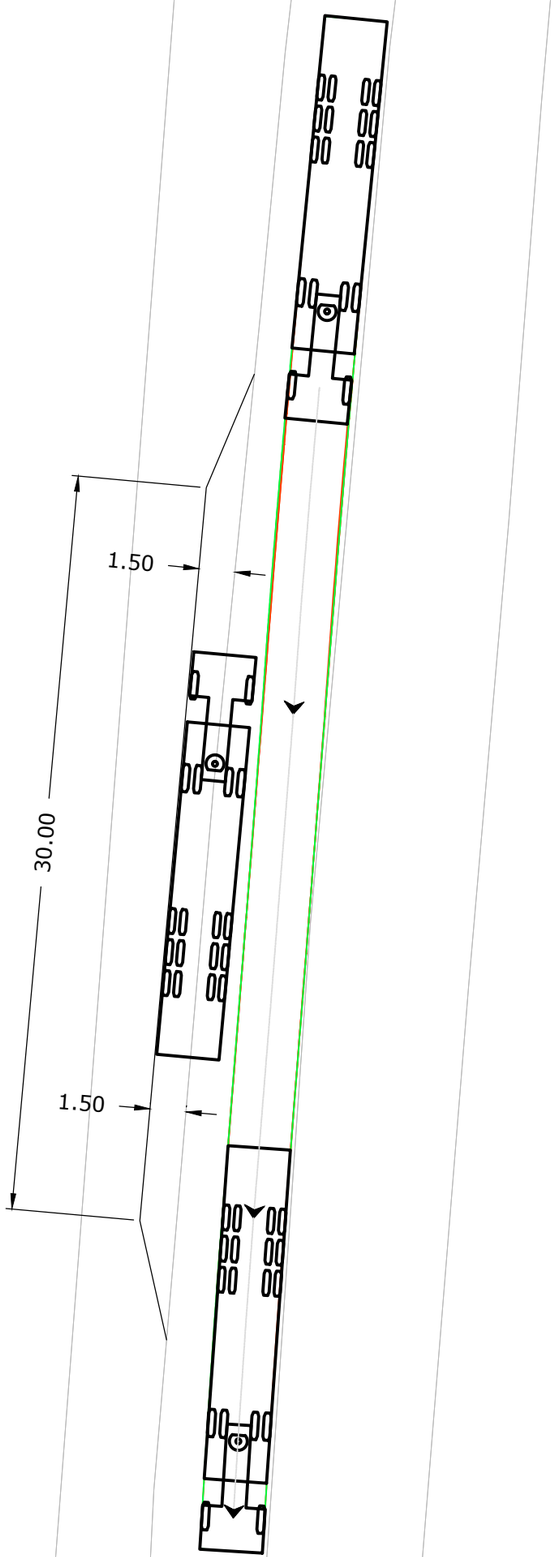
Client:
Exagen Development Limited

Drawing Status:

Scale: 1:250 (@ A3) Date:19/09/2023

Drawn: AN Checked: MF Approved: MF

Drawing: Revision:
2303076 - TK28



n o r t h

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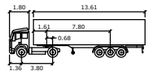

Artic

	meters		
Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.55	Steering Angle	: 42.7
Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		

motion

Quadrant House, Broad Street Mall, Reading
RG1 7QE

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Project:
Old Wood Energy Park

Title:
Swept Path Analysis - 16.5m HGV
Bradmore Road, Passing Place

Client:
Exagen Development Limited

Drawing Status:

Scale: 1:250 (@ A3) Date:19/09/2023

Drawn: AN Checked: MF Approved: MF

Drawing: Revision:
2303076 - TK29

C:\Users\andrewnock\Motion\StaffSite - Exwysa 2303076\Drawings\2303076 - TK0516.5m SPA Access Route L.dwg

Appendix K

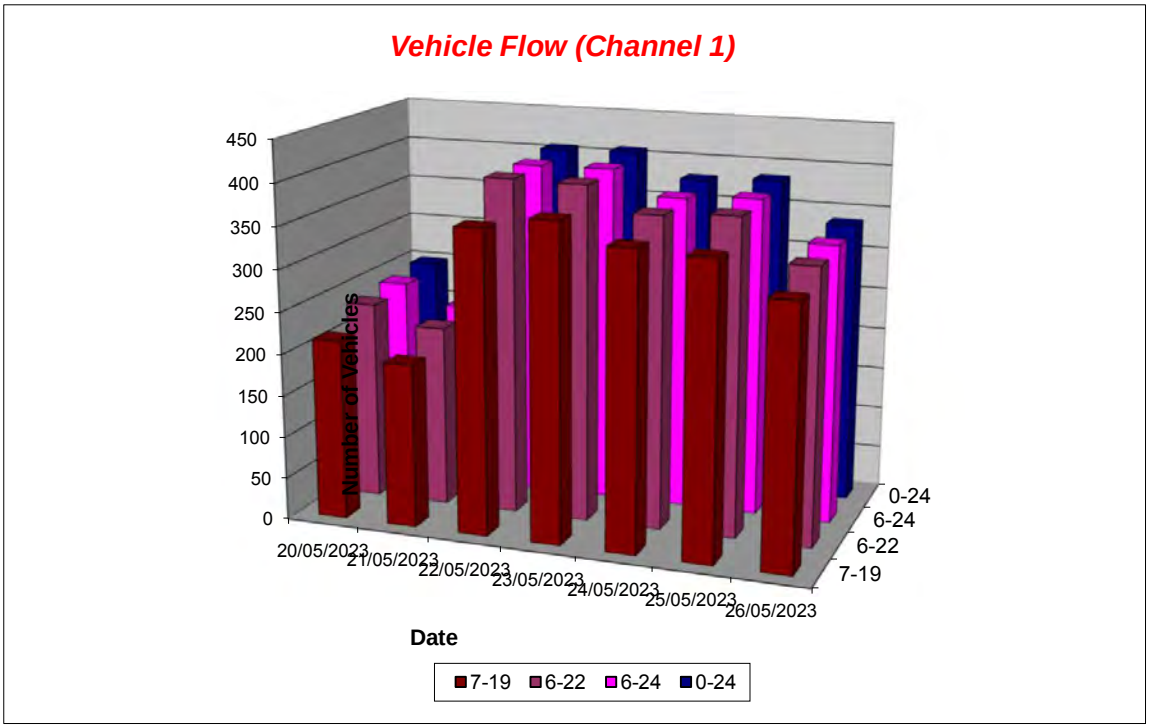
ATC Data – Northern Parcel

Wysall ATC 1, Bradmore Road N

Produced by Streetwise Services Ltd.

Channel 1 - Northbound **Vehicle Flow** **Week 1**

Hr Ending	20/05/2023 Saturday	21/05/2023 Sunday	22/05/2023 Monday	23/05/2023 Tuesday	24/05/2023 Wednesday	25/05/2023 Thursday	26/05/2023 Friday	5 Day Ave	7 Day Ave
1	4	3	0	0	0	1	0	0	1
2	0	0	0	0	0	0	2	0	0
3	0	1	0	1	1	0	0	0	0
4	1	0	0	1	1	2	0	1	1
5	0	1	2	1	0	1	1	1	1
6	1	0	3	3	4	2	3	3	2
7	1	2	5	15	9	15	4	10	7
8	13	5	69	55	43	50	64	56	43
9	17	12	78	55	66	69	35	61	47
10	19	11	28	35	34	27	33	31	27
11	17	19	28	26	27	18	13	22	21
12	22	23	27	44	32	32	19	31	28
13	14	29	18	30	23	26	23	24	23
14	25	21	15	32	26	27	21	24	24
15	16	26	16	19	21	21	29	21	21
16	29	14	16	25	30	30	25	25	24
17	20	13	26	8	14	13	15	15	16
18	13	13	21	27	18	15	21	20	18
19	10	9	18	19	17	19	10	17	15
20	16	13	18	4	4	5	4	7	9
21	3	5	9	4	4	7	6	6	5
22	2	1	8	1	2	1	4	3	3
23	3	2	1	2	2	2	4	2	2
24	3	3	0	1	1	1	1	1	1
7-19	215	195	360	375	351	347	308	348	307
6-22	237	216	400	399	370	375	326	374	332
6-24	243	221	401	402	373	378	331	377	336
0-24	249	226	406	408	379	384	337	383	341



Wysall ATC 1, Bradmore Road N

Produced by Streetwise Services Ltd.

Channel 1 - Northbound **Average Speed** **Week 1**

Hr Ending	20/05/2023 Saturday	21/05/2023 Sunday	22/05/2023 Monday	23/05/2023 Tuesday	24/05/2023 Wednesday	25/05/2023 Thursday	26/05/2023 Friday
1	36.8	32.2	-	-	-	33.0	-
2	-	-	-	-	-	-	33.0
3	-	43.0	-	38.0	38.0	-	-
4	43.0	-	-	48.0	48.0	48.0	-
5	-	38.0	45.5	33.0	-	33.0	43.0
6	48.0	-	41.3	44.7	44.2	43.0	39.7
7	25.5	40.5	39.0	43.7	43.6	43.3	33.6
8	42.2	42.0	43.4	39.7	39.0	38.8	42.0
9	38.7	38.6	42.4	38.0	38.1	38.6	41.7
10	40.9	40.7	38.8	36.4	36.3	38.6	39.7
11	39.9	35.8	37.2	35.7	35.5	35.4	35.9
12	36.4	38.2	41.1	34.5	35.7	37.3	36.8
13	36.8	36.8	42.6	36.0	35.9	33.6	41.6
14	40.4	40.3	36.0	36.1	36.4	36.6	36.7
15	36.4	37.4	36.4	37.3	37.0	32.8	39.9
16	36.1	38.5	40.5	34.1	35.0	36.3	37.7
17	43.5	32.2	42.7	35.8	38.7	35.7	34.5
18	42.2	39.7	48.7	37.9	39.2	38.5	37.2
19	39.8	39.9	53.6	40.0	39.6	38.5	37.2
20	37.4	35.5	55.4	36.8	36.8	37.0	38.0
21	36.3	40.5	58.0	43.0	43.0	38.7	33.4
22	35.5	25.5	50.8	33.0	33.0	33.0	43.0
23	30.5	43.0	85.5	40.5	40.5	40.5	33.0
24	32.2	41.3	-	38.0	38.0	38.0	25.5
10-12	37.9	37.1	39.1	35.0	35.6	36.6	36.4
14-16	36.2	37.8	38.5	35.5	35.8	34.9	38.9
0-24	38.8	37.9	43.3	37.4	37.5	37.5	39.1

7 Day Ave	38.8

85th Percentile

Hr Ending	20/05/2023 Saturday	21/05/2023 Sunday	22/05/2023 Monday	23/05/2023 Tuesday	24/05/2023 Wednesday	25/05/2023 Thursday	26/05/2023 Friday
1	43.7	38.5	-	-	-	33.2	-
2	-	-	-	-	-	-	33.3
3	-	43.3	-	38.9	38.1	-	-
4	43.5	-	-	48.3	48.2	48.1	-
5	-	38.6	53.3	33.8	-	33.1	43.1
6	48.6	-	43.0	48.4	49.0	43.3	43.6
7	25.8	43.6	43.3	43.8	43.7	43.4	38.2
8	53.3	58.3	48.4	48.9	48.4	43.0	48.9
9	48.8	48.3	48.3	48.6	48.4	48.5	53.1
10	48.0	43.8	48.9	43.6	43.5	43.7	48.4
11	48.8	43.8	44.0	43.4	43.2	38.5	48.3
12	43.8	48.6	48.4	48.1	43.5	43.8	43.9
13	43.7	44.0	53.3	43.6	43.3	43.1	48.8
14	43.0	43.9	48.2	43.7	43.6	43.2	43.3
15	38.4	43.2	43.2	43.9	43.5	43.7	48.7
16	43.9	43.7	48.6	38.8	43.2	43.5	48.3
17	48.8	39.0	48.4	43.0	53.9	43.4	43.1
18	48.4	53.2	63.4	43.5	43.7	43.1	48.0
19	49.0	48.5	68.7	43.9	43.5	43.7	43.3
20	48.9	53.1	85.8	38.4	38.4	38.9	43.8
21	38.1	49.0	86.1	53.7	53.1	48.5	53.3
22	38.9	26.2	58.2	33.5	33.8	33.1	53.2
23	33.4	48.0	85.7	43.5	43.5	43.8	33.5
24	38.5	48.6	-	38.5	38.8	38.4	25.8
10-12	43.8	43.1	48.6	43.4	43.6	43.5	43.3
14-16	43.1	43.1	48.1	43.4	43.8	43.5	48.0
0-24	48.6	43.8	53.5	43.3	48.0	43.2	48.5

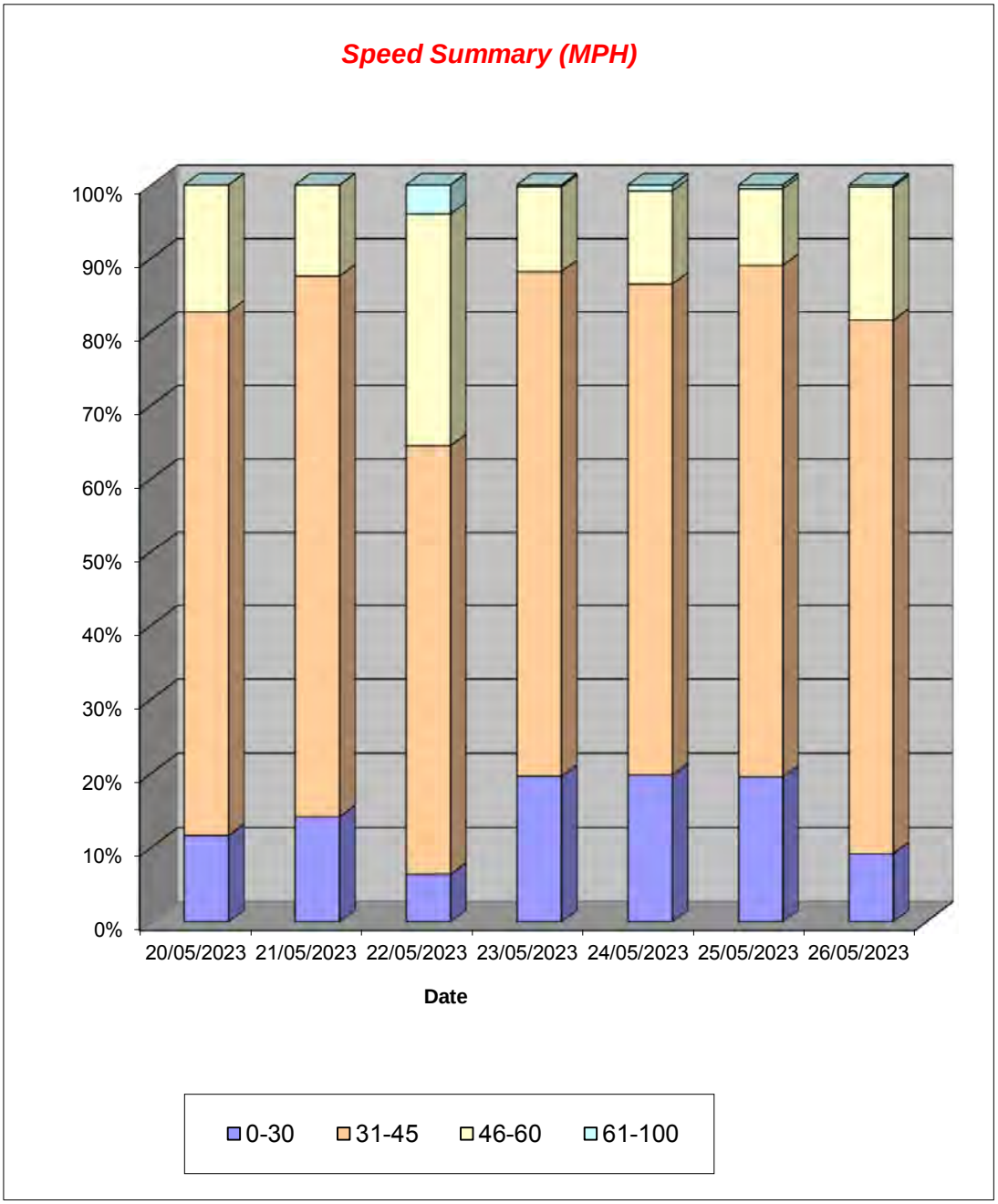
7 Day Ave	47.0

Wysall ATC 1, Bradmore Road N

Produced by Streetwise Services Ltd.

Channel 1 - Northbound **Speed Summary** **Week 1**

Speed (MPH)	20/05/2023 Saturday	21/05/2023 Sunday	22/05/2023 Monday	23/05/2023 Tuesday	24/05/2023 Wednesday	25/05/2023 Thursday	26/05/2023 Friday
0-30	29	32	26	80	75	75	31
31-45	177	166	236	280	253	267	244
46-60	43	28	128	47	48	40	61
61-100	0	0	16	1	3	2	1
TOTAL	**249**	**226**	**406**	**408**	**379**	**384**	**337**



Wysall ATC 1, Bradmore Road N

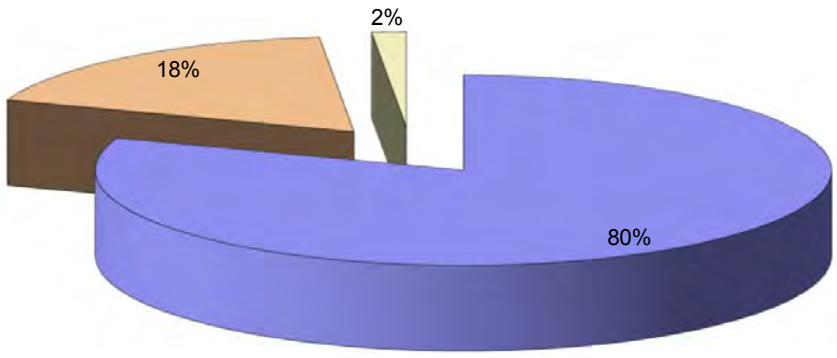
Produced by Streetwise Services Ltd.

Channel 1 - Northbound | **Vehicle Class** | **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
20/05/2023				
7-19	190	22	3	215
6-22	211	23	3	237
6-24	217	23	3	243
0-24	223	23	3	249
21/05/2023				
7-19	175	19	1	195
6-22	192	23	1	216
6-24	197	23	1	221
0-24	201	24	1	226
22/05/2023				
7-19	271	88	1	360
6-22	292	107	1	400
6-24	292	108	1	401
0-24	296	109	1	406
23/05/2023				
7-19	298	69	8	375
6-22	318	73	8	399
6-24	319	75	8	402
0-24	323	76	9	408
24/05/2023				
7-19	288	59	4	351
6-22	304	62	4	370
6-24	305	64	4	373
0-24	310	65	4	379
25/05/2023				
7-19	279	59	9	347
6-22	301	61	13	375
6-24	302	63	13	378
0-24	304	66	14	384
26/05/2023				
7-19	246	61	1	308
6-22	257	67	2	326
6-24	261	68	2	331
0-24	265	68	4	337

Average				
7-19	250	54	4	307
6-22	268	59	5	332
6-24	270	61	5	336
0-24	275	62	5	341

Total Vehicle Class Distribution

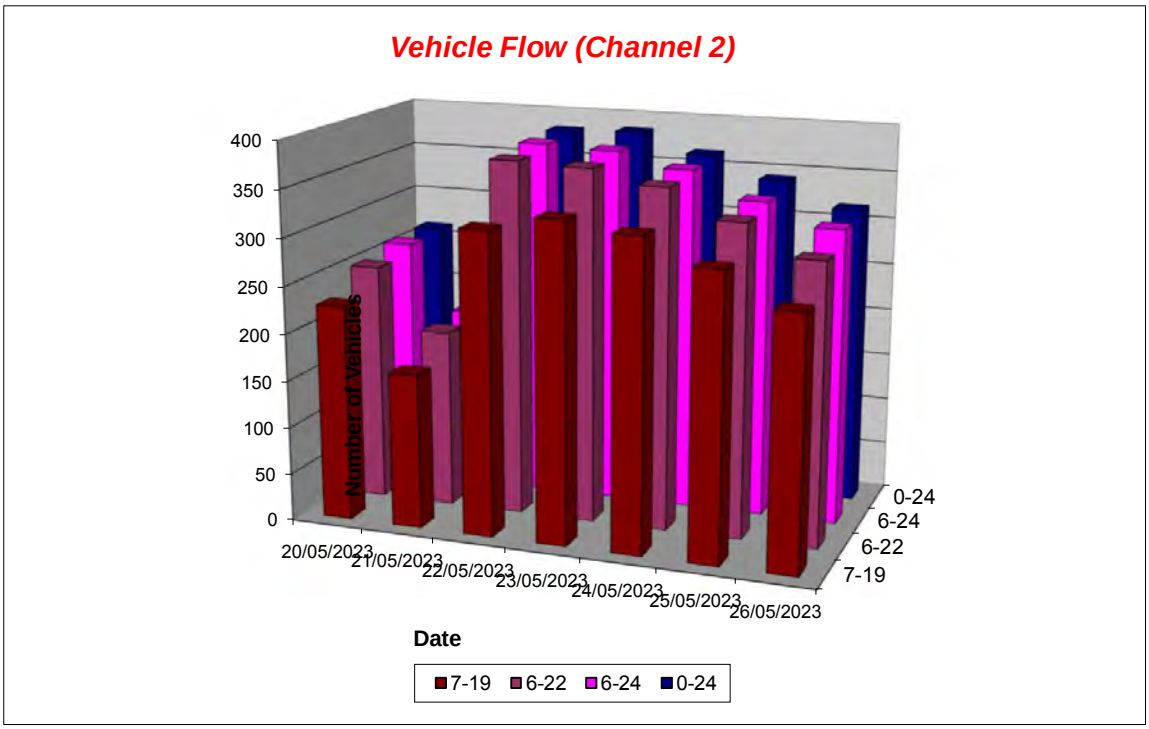


Wysall ATC 1, Bradmore Road N

Produced by Streetwise Services Ltd.

Channel 2 - Southbound | **Vehicle Flow** | **Week 1**

Hr Ending	20/05/2023 Saturday	21/05/2023 Sunday	22/05/2023 Monday	23/05/2023 Tuesday	24/05/2023 Wednesday	25/05/2023 Thursday	26/05/2023 Friday	5 Day Ave	7 Day Ave
1	0	7	0	4	2	1	1	2	2
2	0	1	1	0	0	3	0	1	1
3	1	1	0	1	1	1	1	1	1
4	1	0	0	0	0	3	1	1	1
5	0	0	0	2	0	0	1	1	0
6	0	1	1	1	0	0	1	1	1
7	2	1	8	4	3	4	6	5	4
8	2	4	12	22	20	16	7	15	12
9	18	8	16	20	11	6	34	17	16
10	12	3	19	15	18	24	15	18	15
11	15	15	17	15	21	21	18	18	17
12	28	12	24	31	21	17	16	22	21
13	23	12	25	34	32	33	25	30	26
14	25	25	25	38	32	34	24	31	29
15	28	24	21	14	26	22	12	19	21
16	27	18	30	47	37	28	18	32	29
17	21	14	36	29	41	33	25	33	28
18	14	14	44	44	44	40	37	42	34
19	15	14	50	26	22	24	32	31	26
20	10	7	24	18	12	7	18	16	14
21	9	9	15	9	13	17	6	12	11
22	3	8	9	6	5	2	3	5	5
23	5	3	3	4	3	5	10	5	5
24	4	0	2	1	1	1	5	2	2
7-19	228	163	319	335	325	298	263	308	276
6-22	252	188	375	372	358	328	296	346	310
6-24	261	191	380	377	362	334	311	353	317
0-24	263	201	382	385	365	342	316	358	322



Wysall ATC 1, Bradmore Road N

Produced by Streetwise Services Ltd.

Channel 2 - Southbound **Average Speed** **Week 1**

Hr Ending	20/05/2023 Saturday	21/05/2023 Sunday	22/05/2023 Monday	23/05/2023 Tuesday	24/05/2023 Wednesday	25/05/2023 Thursday	26/05/2023 Friday
1	-	32.6	-	29.9	34.2	25.5	43.0
2	-	38.0	43.0	-	-	33.0	-
3	48.0	33.0	-	43.0	43.0	43.0	43.0
4	33.0	-	-	-	-	33.0	48.0
5	-	-	-	33.0	-	-	33.0
6	-	33.0	38.0	33.0	-	-	43.0
7	53.0	43.0	44.9	45.5	44.7	44.2	46.3
8	40.5	35.5	36.1	39.4	40.5	40.2	39.4
9	38.1	32.1	36.9	35.2	34.6	35.1	36.2
10	38.8	32.2	33.4	29.0	33.8	33.3	35.8
11	41.3	33.3	33.3	34.0	35.5	36.0	34.9
12	34.7	39.2	39.0	31.1	32.9	30.2	38.0
13	39.5	38.8	38.2	38.1	38.2	34.7	34.8
14	39.2	38.9	37.9	38.7	38.2	38.1	42.2
15	36.0	35.4	37.8	38.0	38.1	37.7	34.9
16	39.1	37.3	40.3	35.9	35.1	34.7	38.3
17	39.0	38.7	38.8	39.5	38.7	38.8	42.8
18	38.5	38.0	47.0	35.8	38.0	39.5	39.0
19	41.0	36.6	50.7	38.9	40.2	38.2	40.3
20	40.2	36.9	55.2	38.7	39.5	39.1	41.1
21	38.6	37.4	47.5	36.9	39.9	37.7	45.5
22	35.5	34.9	43.0	34.2	34.5	29.2	38.0
23	37.0	34.7	47.2	38.0	38.0	38.0	38.5
24	39.2	-	48.0	33.0	33.0	33.0	34.5
10-12	37.0	36.0	36.7	32.0	34.2	33.4	36.4
14-16	37.5	36.2	39.3	36.4	36.3	36.0	36.9
0-24	38.5	36.6	42.3	36.5	37.5	36.8	38.8

7 Day Ave	38.1

85th Percentile

Hr Ending	20/05/2023 Saturday	21/05/2023 Sunday	22/05/2023 Monday	23/05/2023 Tuesday	24/05/2023 Wednesday	25/05/2023 Thursday	26/05/2023 Friday
1	-	43.9	-	43.5	43.4	26.0	43.4
2	-	38.5	43.4	-	-	34.0	-
3	48.2	33.4	-	43.1	43.7	43.6	43.1
4	33.9	-	-	-	-	33.9	49.0
5	-	-	-	33.1	-	-	33.8
6	-	33.8	38.3	33.2	-	-	43.7
7	58.6	43.8	48.3	48.0	48.3	48.7	58.4
8	43.8	43.7	43.2	48.7	48.4	48.4	43.0
9	43.9	43.7	43.5	38.5	43.4	43.7	43.2
10	43.3	39.0	38.2	43.6	43.9	43.1	38.2
11	43.5	43.3	38.6	38.2	38.1	38.8	48.5
12	43.1	43.5	48.4	38.5	38.6	38.7	43.4
13	43.6	43.4	43.9	43.7	43.3	43.5	43.1
14	48.4	43.7	48.5	48.8	43.1	48.2	48.3
15	39.0	43.2	43.2	43.4	43.2	43.2	38.6
16	48.1	43.4	48.7	43.9	43.1	43.3	53.8
17	48.9	43.5	48.7	48.7	48.4	48.8	48.5
18	43.6	43.8	58.6	43.1	44.0	43.1	43.2
19	48.3	38.5	63.8	48.6	48.5	48.5	48.9
20	48.1	43.4	63.2	43.7	48.5	43.8	48.4
21	43.5	43.5	58.8	43.0	54.0	43.8	53.3
22	43.2	43.2	58.2	43.4	43.2	33.3	48.8
23	49.0	38.6	69.0	38.4	38.4	39.0	43.2
24	43.1	-	53.1	33.3	33.4	33.8	43.4
10-12	43.0	43.5	43.1	39.0	38.3	38.7	48.2
14-16	43.3	43.7	48.8	43.8	43.5	43.9	43.9
0-24	48.5	43.9	53.4	43.7	48.1	43.9	48.6

7 Day Ave	47.2

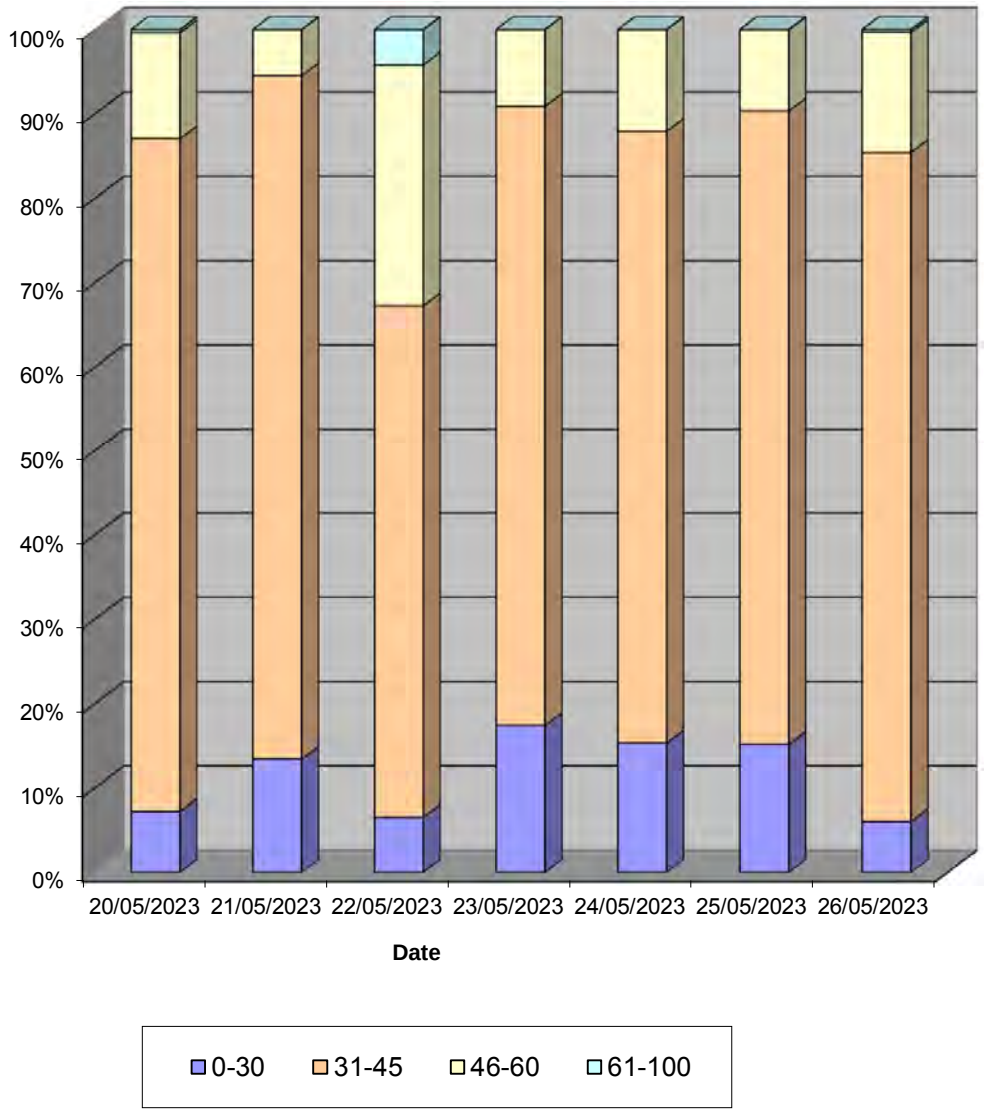
Wysall ATC 1, Bradmore Road N

Produced by Streetwise Services Ltd.

Channel 2 - Southbound | **Speed Summary** | **Week 1**

Speed (MPH)	20/05/2023 Saturday	21/05/2023 Sunday	22/05/2023 Monday	23/05/2023 Tuesday	24/05/2023 Wednesday	25/05/2023 Thursday	26/05/2023 Friday
0-30	19	27	25	67	56	52	19
31-45	210	163	232	283	265	257	251
46-60	33	11	109	35	44	33	45
61-100	1	0	16	0	0	0	1
TOTAL	**263**	**201**	**382**	**385**	**365**	**342**	**316**

Speed Summary (MPH)



Wysall ATC 1, Bradmore Road N

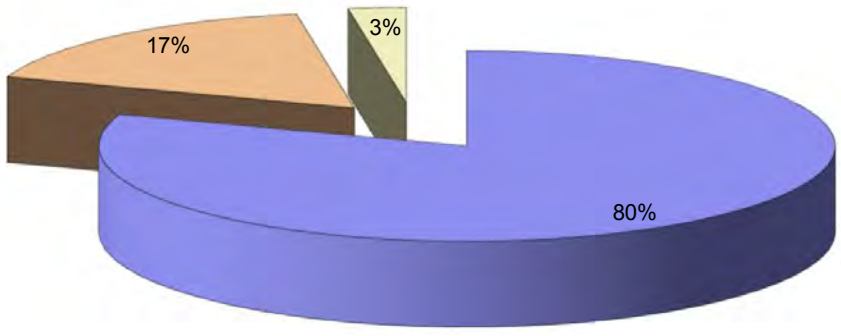
Produced by Streetwise Services Ltd.

Channel 2 - Southbound | **Vehicle Class** | **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
20/05/2023				
7-19	207	21	0	228
6-22	229	22	1	252
6-24	238	22	1	261
0-24	239	22	2	263
21/05/2023				
7-19	149	13	1	163
6-22	168	18	2	188
6-24	171	18	2	191
0-24	179	19	3	201
22/05/2023				
7-19	229	89	1	319
6-22	261	113	1	375
6-24	263	116	1	380
0-24	265	116	1	382
23/05/2023				
7-19	263	58	14	335
6-22	291	66	15	372
6-24	296	66	15	377
0-24	300	69	16	385
24/05/2023				
7-19	262	51	12	325
6-22	290	56	12	358
6-24	294	56	12	362
0-24	297	56	12	365
25/05/2023				
7-19	239	43	16	298
6-22	262	50	16	328
6-24	268	50	16	334
0-24	270	56	16	342
26/05/2023				
7-19	220	38	5	263
6-22	247	43	6	296
6-24	257	47	7	311
0-24	261	48	7	316

Average				
7-19	224	45	7	276
6-22	250	53	8	310
6-24	255	54	8	317
0-24	259	55	8	322

Total Vehicle Class Distribution



Wysall ATC 1, Bradmore Road N

Produced by Streetwise Services Ltd.

Channel 1 - Northbound

	20/05/2023 Saturday	21/05/2023 Sunday	22/05/2023 Monday	23/05/2023 Tuesday	24/05/2023 Wednesday	25/05/2023 Thursday	26/05/2023 Friday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	249	226	406	408	379	384	337	383	341
Mean Speed	38.8	37.9	43.3	37.4	37.5	37.5	39.1	39.0	38.8
85%ile Speed	48.6	43.8	53.5	43.3	48.0	43.2	48.5	47.3	47.0
No. Vehicles > 60 MPH Limit	0	0	16	1	3	2	1	5	3
% Vehicles > 60 MPH Limit	0.0	0.0	3.9	0.2	0.8	0.5	0.3	1.2	0.8
No. Vehicles > 75 MPH	0	0	2	0	0	0	0	0	0
% Vehicles > 75 MPH	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.1	0.1

Channel 2 - Southbound

	20/05/2023 Saturday	21/05/2023 Sunday	22/05/2023 Monday	23/05/2023 Tuesday	24/05/2023 Wednesday	25/05/2023 Thursday	26/05/2023 Friday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	263	201	382	385	365	342	316	358	322
Mean Speed	38.5	36.6	42.3	36.5	37.5	36.8	38.8	38.4	38.1
85%ile Speed	48.5	43.9	53.4	43.7	48.1	43.9	48.6	47.5	47.2
No. Vehicles > 60 MPH Limit	1	0	16	0	0	0	1	3	3
% Vehicles > 60 MPH Limit	0.4	0.0	4.2	0.0	0.0	0.0	0.3	0.9	0.7
No. Vehicles > 75 MPH	0	0	0	0	0	0	0	0	0
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Channels 1+2 - Northbound & Southbound

	20/05/2023 Saturday	21/05/2023 Sunday	22/05/2023 Monday	23/05/2023 Tuesday	24/05/2023 Wednesday	25/05/2023 Thursday	26/05/2023 Friday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	512	427	788	793	744	726	653	741	663
Mean Speed	38.7	37.3	42.8	37.0	37.5	37.2	39.0	38.7	38.5
85%ile Speed	48.5	43.9	53.5	43.5	48.0	43.6	48.5	47.4	47.1
No. Vehicles > 60 MPH Limit	1	0	32	1	3	2	2	8	6
% Vehicles > 60 MPH Limit	0.2	0.0	4.1	0.1	0.4	0.3	0.3	1.0	0.8
No. Vehicles > 75 MPH	0	0	2	0	0	0	0	0	0
% Vehicles > 75 MPH	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.1	0.0

Class No	Vehicle Description	Class No	Vehicle Description
1	Car, Light Van, Taxi	5	Rigid 2 Axle HGV + 2 Axle (Close coupled) Trailer
1	Light Goods Vehicle	6	Rigid 3 Axle HGV + 2 Axle Drawbar Trailer
1	Car or Light Goods Vehicle + 1 Axle Caravan or Trailer	6	Rigid 3 Axle HGV + 3 Axle Drawbar Trailer
1	Car or Light Goods Vehicle + 2 Axle Caravan or Trailer	7	Artic, 2 Axle Tractor + 1 Axle Semi-Trailer
2	Rigid 2 Axle Heavy Goods Vehicle	8	Artic, 2 Axle Tractor + 2 Axle Semi-Trailer
3	Rigid 3 Axle Heavy Goods Vehicle	9	Artic, 2 Axle Tractor + 3 Axle Semi-Trailer
3	Rigid 3 Axle Heavy Goods Vehicle	10	Artic, 3 Axle Tractor + 1 Axle Semi-Trailer
4	Rigid 4 Axle Heavy Goods Vehicle	10	Artic, 3 Axle Tractor + 2 Axle Semi-Trailer
4	Rigid 4 Axle Heavy Goods Vehicle	11	Artic, 3 Axle Tractor + 3 Axle Semi-Trailer
5	Rigid 2 Axle HGV + 2 Axle Drawbar Trailer	12	Bus or Coach, 2 Axle
5	Rigid 2 Axle HGV + 1 Axle Drawbar Trailer	12	Bus or Coach, 3 Axle
5	Rigid 2 Axle HGV + 1 Axle Caravan or Trailer	13	Vehicle with 7 or more Axles

Wysall ATC 1, Bradmore Road N

Produced by Streetwise Services Ltd.

Channel 1 - Northbound

	20/05/2023 Saturday	21/05/2023 Sunday	22/05/2023 Monday	23/05/2023 Tuesday	24/05/2023 Wednesday	25/05/2023 Thursday	26/05/2023 Friday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	186	183	212	263	238	237	202	**230**	**217**
Mean Speed	37.2	38.1	46.8	38.3	38.6	37.6	36.9	**39.6**	**39.1**
85%ile Speed	42.2	44.0	57.2	42.8	43.2	41.5	43.6	**45.7**	**44.9**
No. Vehicles > 60 MPH Limit	0	0	11	0	0	0	1	**2**	**2**
% Vehicles > 60 MPH Limit	0.0	0.0	5.2	0.0	0.0	0.0	0.5	**1.1**	**0.8**
No. Vehicles > 75 MPH	0	0	2	0	0	0	0	**0**	**0**
% Vehicles > 75 MPH	0.0	0.0	0.9	0.0	0.0	0.0	0.0	**0.2**	**0.1**

Channel 2 - Southbound

	20/05/2023 Saturday	21/05/2023 Sunday	22/05/2023 Monday	23/05/2023 Tuesday	24/05/2023 Wednesday	25/05/2023 Thursday	26/05/2023 Friday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	208	161	274	270	249	247	213	**251**	**232**
Mean Speed	39.6	36.2	42.3	36.1	37.4	35.5	39.6	**38.2**	**38.1**
85%ile Speed	45.3	41.2	50.4	41.7	43.4	40.4	45.9	**44.4**	**44.0**
No. Vehicles > 60 MPH Limit	1	0	15	0	0	0	1	**3**	**2**
% Vehicles > 60 MPH Limit	0.5	0.0	5.5	0.0	0.0	0.0	0.5	**1.2**	**0.9**
No. Vehicles > 75 MPH	0	0	0	0	0	0	0	**0**	**0**
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	**0.0**

Channels 1+2 - Northbound & Southbound

	20/05/2023 Saturday	21/05/2023 Sunday	22/05/2023 Monday	23/05/2023 Tuesday	24/05/2023 Wednesday	25/05/2023 Thursday	26/05/2023 Friday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	394	344	486	533	487	484	415	**481**	**449**
Mean Speed	38.4	37.1	44.6	37.2	38.0	36.5	38.3	**38.9**	**38.6**
85%ile Speed	43.8	42.6	53.8	42.3	43.3	40.9	44.7	**45.0**	**44.5**
No. Vehicles > 60 MPH Limit	1	0	26	0	0	0	2	**6**	**4**
% Vehicles > 60 MPH Limit	0.3	0.0	5.3	0.0	0.0	0.0	0.5	**1.2**	**0.9**
No. Vehicles > 75 MPH	0	0	2	0	0	0	0	**0**	**0**
% Vehicles > 75 MPH	0.0	0.0	0.4	0.0	0.0	0.0	0.0	**0.1**	**0.1**

Note: All figures are based on data from the hours 0000-0700, 0900-1600 & 1800-2400.

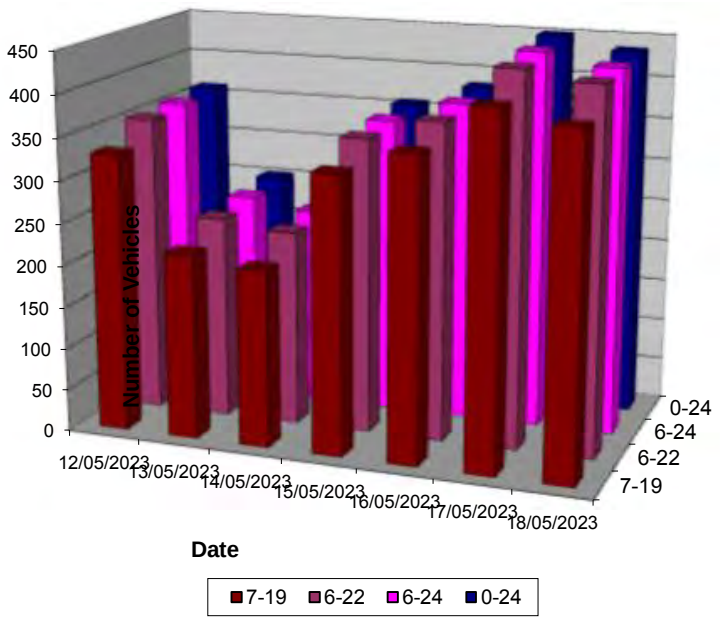
Wysall ATC 2, Bradmore Road S

Produced by Streetwise Services Ltd.

Channel 1 - Northbound | **Vehicle Flow** | **Week 1**

Hr Ending	12/05/2023 Friday	13/05/2023 Saturday	14/05/2023 Sunday	15/05/2023 Monday	16/05/2023 Tuesday	17/05/2023 Wednesday	18/05/2023 Thursday	5 Day Ave	7 Day Ave
1	0	3	4	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0
3	0	0	1	0	0	1	0	0	0
4	0	1	0	0	0	1	1	0	0
5	1	0	1	0	1	0	0	0	0
6	3	1	0	3	2	3	3	3	2
7	11	1	3	5	7	7	13	9	7
8	51	11	4	58	62	66	69	61	46
9	47	19	18	81	93	103	81	81	63
10	34	25	14	22	32	44	46	36	31
11	18	14	21	18	19	30	24	22	21
12	19	23	26	17	15	22	16	18	20
13	26	17	23	14	20	17	21	20	20
14	23	20	26	20	27	23	20	23	23
15	23	22	20	18	19	23	26	22	22
16	23	23	17	27	17	16	23	21	21
17	28	18	13	17	29	22	26	24	22
18	26	14	18	23	11	25	25	22	20
19	12	14	10	13	13	22	21	16	15
20	6	12	11	11	4	13	11	9	10
21	4	4	5	4	4	5	5	4	4
22	3	4	3	2	3	2	2	2	3
23	2	3	2	2	3	3	2	2	2
24	1	3	2	2	2	2	1	2	2
7-19	330	220	210	328	357	413	398	365	322
6-22	354	241	232	350	375	440	429	390	346
6-24	357	247	236	354	380	445	432	394	350
0-24	361	252	242	357	383	450	436	397	354

Vehicle Flow (Channel 1)



Wysall ATC 2, Bradmore Road S

Produced by Streetwise Services Ltd.

Channel 1 - Northbound **Average Speed** **Week 1**

Hr Ending	12/05/2023 Friday	13/05/2023 Saturday	14/05/2023 Sunday	15/05/2023 Monday	16/05/2023 Tuesday	17/05/2023 Wednesday	18/05/2023 Thursday
1	-	38.0	30.5	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	43.0	-	-	38.0	-
4	-	38.0	-	-	-	33.0	33.0
5	38.0	-	33.0	-	33.0	-	-
6	39.7	43.0	-	35.5	40.5	44.7	41.3
7	38.2	25.5	41.3	37.0	38.0	41.6	39.3
8	39.2	37.1	41.1	38.7	38.4	39.0	37.6
9	38.4	37.1	33.8	39.9	38.3	39.5	39.5
10	36.5	36.9	39.4	38.6	37.8	38.0	37.9
11	35.2	38.0	34.7	35.8	34.7	33.4	41.5
12	36.6	36.3	38.4	36.2	35.7	38.1	37.5
13	39.1	35.2	35.6	35.0	36.2	35.4	34.4
14	34.8	37.9	33.3	36.2	36.7	37.5	35.2
15	36.7	34.1	36.8	32.4	37.7	36.4	35.1
16	36.0	32.6	35.9	34.6	36.2	35.2	37.2
17	35.3	39.5	30.1	36.2	38.3	37.3	36.7
18	37.5	38.9	37.0	35.9	40.3	36.5	35.7
19	37.4	37.8	37.8	35.3	36.1	36.6	38.1
20	37.2	35.3	34.4	33.7	43.0	37.6	38.7
21	34.2	31.1	38.5	33.6	33.6	34.0	38.0
22	37.2	42.4	37.2	34.2	38.0	53.0	29.2
23	29.2	25.5	40.5	31.8	38.0	36.3	24.2
24	25.5	30.5	38.0	29.2	48.0	33.0	53.0
10-12	35.9	36.9	36.7	36.0	35.1	35.4	39.9
14-16	36.4	33.3	36.4	33.7	37.0	35.9	36.1
0-24	37.1	36.3	35.9	37.0	37.7	37.8	37.7

7 Day Ave	37.1

85th Percentile

Hr Ending	12/05/2023 Friday	13/05/2023 Saturday	14/05/2023 Sunday	15/05/2023 Monday	16/05/2023 Tuesday	17/05/2023 Wednesday	18/05/2023 Thursday
1	-	43.6	38.8	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	43.3	-	-	38.6	-
4	-	38.5	-	-	-	33.8	33.4
5	38.7	-	33.0	-	33.4	-	-
6	43.5	43.3	-	43.3	43.3	48.0	43.5
7	43.6	26.1	48.3	38.8	43.1	48.2	43.5
8	43.3	43.6	53.4	43.4	43.2	48.1	48.2
9	48.3	48.3	38.3	48.3	44.0	48.1	48.3
10	43.8	43.3	43.9	48.9	43.1	43.3	43.1
11	43.0	48.8	39.0	43.6	43.4	38.1	48.6
12	43.8	43.8	43.4	43.6	43.4	43.0	48.2
13	43.8	43.6	38.3	43.4	43.5	43.5	43.9
14	38.7	44.0	43.2	43.1	43.2	43.7	43.1
15	43.0	38.9	43.2	38.6	43.5	43.5	43.4
16	48.4	43.2	43.6	43.7	43.3	43.8	43.3
17	43.9	48.7	43.4	43.9	43.6	43.1	43.9
18	43.8	44.0	43.4	43.8	43.5	43.2	43.8
19	48.4	48.2	48.7	38.0	43.2	43.7	48.3
20	44.0	43.5	43.3	38.5	48.9	48.5	43.7
21	48.9	33.1	48.6	38.9	38.7	43.4	43.3
22	53.1	69.0	43.2	43.4	43.5	58.1	33.1
23	33.9	26.2	48.2	38.7	43.4	38.7	33.0
24	25.9	33.0	43.6	33.5	53.1	33.9	53.3
10-12	43.5	43.6	43.1	43.5	43.8	43.5	48.8
14-16	48.8	43.1	43.5	43.5	43.5	43.1	43.3
0-24	43.1	43.1	43.9	43.4	43.8	43.8	43.2

7 Day Ave	43.5

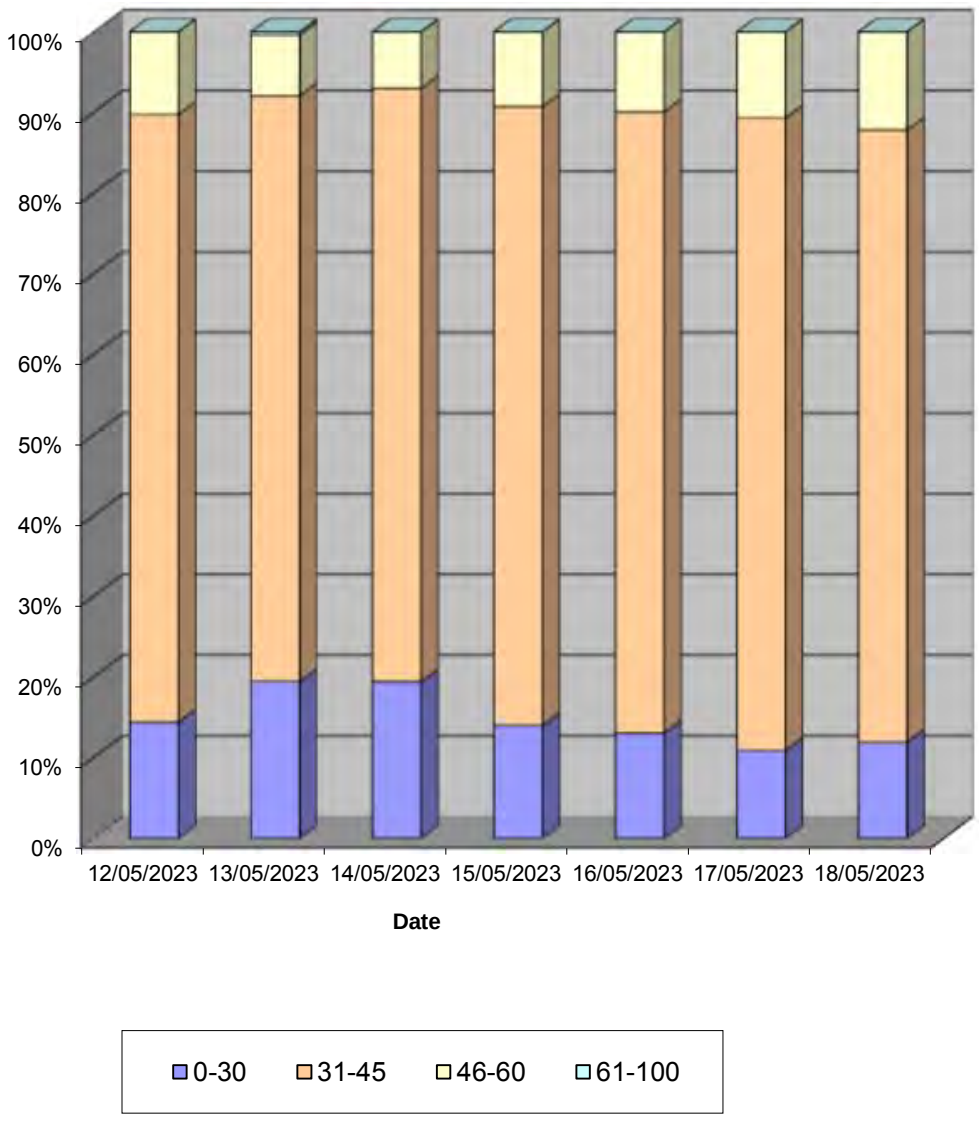
Wysall ATC 2, Bradmore Road S

Produced by Streetwise Services Ltd.

Channel 1 - Northbound | **Speed Summary** | **Week 1**

Speed (MPH)	12/05/2023 Friday	13/05/2023 Saturday	14/05/2023 Sunday	15/05/2023 Monday	16/05/2023 Tuesday	17/05/2023 Wednesday	18/05/2023 Thursday
0-30	52	49	47	50	50	49	52
31-45	272	183	178	274	295	353	331
46-60	37	19	17	33	38	48	53
61-100	0	1	0	0	0	0	0
TOTAL	**361**	**252**	**242**	**357**	**383**	**450**	**436**

Speed Summary (MPH)



Wysall ATC 2, Bradmore Road S

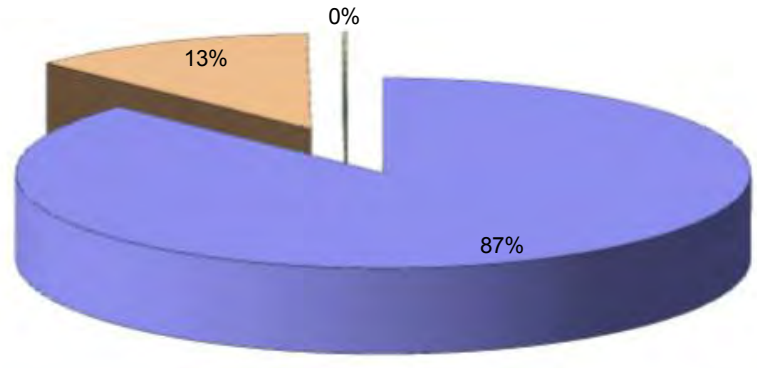
Produced by Streetwise Services Ltd.

Channel 1 - Northbound | **Vehicle Class** | **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
12/05/2023				
7-19	277	52	1	330
6-22	297	56	1	354
6-24	300	56	1	357
0-24	304	56	1	361
13/05/2023				
7-19	199	19	2	220
6-22	219	20	2	241
6-24	225	20	2	247
0-24	230	20	2	252
14/05/2023				
7-19	197	13	0	210
6-22	216	16	0	232
6-24	220	16	0	236
0-24	225	17	0	242
15/05/2023				
7-19	289	39	0	328
6-22	310	40	0	350
6-24	314	40	0	354
0-24	316	41	0	357
16/05/2023				
7-19	307	50	0	357
6-22	320	55	0	375
6-24	325	55	0	380
0-24	328	55	0	383
17/05/2023				
7-19	352	60	1	413
6-22	373	66	1	440
6-24	377	67	1	445
0-24	382	67	1	450
18/05/2023				
7-19	343	55	0	398
6-22	373	56	0	429
6-24	376	56	0	432
0-24	379	57	0	436

Average				
7-19	281	41	1	322
6-22	301	44	1	346
6-24	305	44	1	350
0-24	309	45	1	354

Total Vehicle Class Distribution

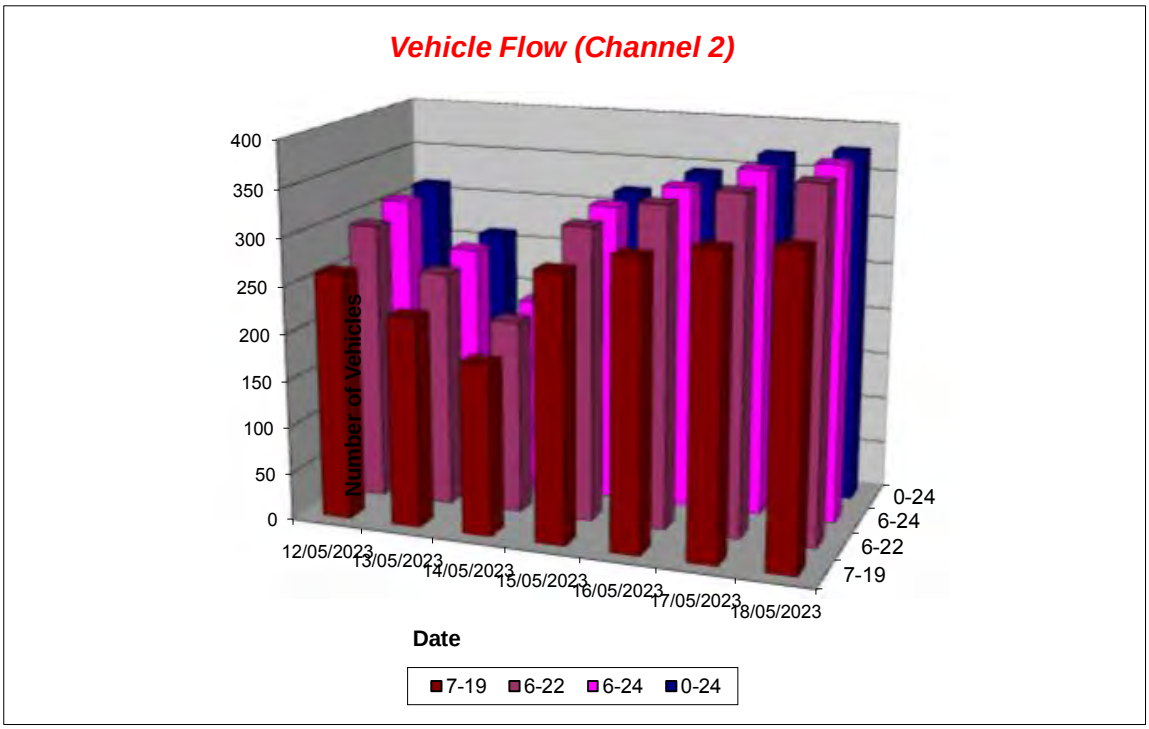


Wysall ATC 2, Bradmore Road S

Produced by Streetwise Services Ltd.

Channel 2 - Southbound | **Vehicle Flow** | **Week 1**

Hr Ending	12/05/2023 Friday	13/05/2023 Saturday	14/05/2023 Sunday	15/05/2023 Monday	16/05/2023 Tuesday	17/05/2023 Wednesday	18/05/2023 Thursday	5 Day Ave	7 Day Ave
1	1	0	7	1	1	1	0	1	2
2	0	0	1	0	0	0	0	0	0
3	1	1	1	0	0	0	0	0	0
4	1	0	0	0	0	1	0	0	0
5	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0
7	8	2	1	6	4	3	7	6	4
8	14	2	3	24	17	21	27	21	15
9	32	16	11	25	20	31	20	26	22
10	21	17	4	20	18	18	14	18	16
11	18	13	16	9	22	17	19	17	16
12	23	25	15	21	22	26	23	23	22
13	24	19	16	16	27	22	20	22	21
14	16	20	28	23	22	22	33	23	23
15	14	30	26	13	24	30	28	22	24
16	22	27	21	33	29	25	30	28	27
17	22	25	13	31	36	44	36	34	30
18	31	19	18	50	37	32	45	39	33
19	25	10	11	18	30	29	29	26	22
20	18	13	9	14	14	18	24	18	16
21	5	8	8	5	9	12	12	9	8
22	3	5	6	4	9	7	4	5	5
23	6	4	2	4	2	8	5	5	4
24	6	5	0	2	1	1	0	2	2
7-19	262	223	182	283	304	317	324	298	271
6-22	296	251	206	312	340	357	371	335	305
6-24	308	260	208	318	343	366	376	342	311
0-24	312	261	217	319	344	368	376	344	314



Wysall ATC 2, Bradmore Road S

Produced by Streetwise Services Ltd.

Channel 2 - Southbound **Average Speed** **Week 1**

Hr Ending	12/05/2023 Friday	13/05/2023 Saturday	14/05/2023 Sunday	15/05/2023 Monday	16/05/2023 Tuesday	17/05/2023 Wednesday	18/05/2023 Thursday
1	38.0	-	30.5	43.0	38.0	25.5	-
2	-	-	38.0	-	-	-	-
3	38.0	48.0	33.0	-	-	-	-
4	48.0	-	-	-	-	38.0	-
5	-	-	-	-	-	-	-
6	38.0	-	-	-	-	-	-
7	44.2	50.5	38.0	39.7	37.4	38.0	38.0
8	37.1	40.5	36.3	36.0	38.4	34.4	36.2
9	37.5	37.1	29.6	32.3	34.6	34.7	33.5
10	32.4	38.4	35.5	35.0	37.6	32.7	37.5
11	35.6	39.0	33.0	33.6	33.8	33.4	35.6
12	37.3	34.3	37.2	35.7	37.9	36.9	37.6
13	34.7	39.2	37.1	32.7	36.5	35.7	33.8
14	38.5	38.1	36.9	33.4	35.0	36.2	37.4
15	33.9	33.7	34.2	34.7	40.3	36.9	36.1
16	39.8	37.0	36.8	39.2	36.9	37.1	38.8
17	38.6	38.9	38.2	37.7	38.6	41.5	40.5
18	40.3	39.2	38.3	39.0	40.8	39.1	38.1
19	37.5	41.5	35.0	38.4	38.8	40.2	36.6
20	37.6	37.8	38.3	38.4	41.6	41.3	36.6
21	46.0	38.6	38.6	37.0	39.4	38.6	40.1
22	36.3	44.5	36.8	31.1	35.5	41.6	36.8
23	38.8	34.2	35.5	36.1	38.0	41.4	37.0
24	35.1	40.0	-	35.5	38.0	53.0	-
10-12	36.6	35.9	35.0	35.1	35.8	35.6	36.7
14-16	37.5	35.2	35.3	37.9	38.4	37.0	37.5
0-24	37.5	37.7	35.9	36.4	37.8	37.6	37.2

7 Day Ave	37.2

85th Percentile

Hr Ending	12/05/2023 Friday	13/05/2023 Saturday	14/05/2023 Sunday	15/05/2023 Monday	16/05/2023 Tuesday	17/05/2023 Wednesday	18/05/2023 Thursday
1	38.5	-	43.2	44.0	38.7	26.0	-
2	-	-	38.6	-	-	-	-
3	38.3	48.0	33.5	-	-	-	-
4	48.3	-	-	-	-	38.5	-
5	-	-	-	-	-	-	-
6	38.0	-	-	-	-	-	-
7	48.5	58.3	38.7	48.1	48.0	44.0	53.8
8	43.2	43.5	43.9	48.1	48.4	43.2	48.1
9	43.9	43.9	38.4	38.8	43.4	43.4	38.5
10	38.6	43.5	38.3	38.4	48.3	38.4	43.8
11	48.8	43.4	43.3	38.5	44.0	38.3	43.8
12	43.9	38.8	43.2	38.1	48.8	43.5	43.3
13	43.3	48.8	43.5	43.1	48.7	43.1	39.0
14	48.5	48.7	43.2	38.2	38.4	38.5	43.8
15	43.1	38.7	38.6	38.0	48.7	44.0	43.7
16	43.6	44.0	43.4	43.7	43.3	43.6	48.9
17	48.4	43.3	48.9	43.5	48.4	48.9	43.9
18	49.0	43.5	43.5	43.6	48.4	43.7	43.4
19	48.1	48.4	43.2	43.2	43.9	43.4	43.1
20	48.9	43.7	43.7	43.5	43.1	48.7	44.0
21	53.6	43.2	43.7	43.7	43.6	43.1	53.8
22	43.3	63.4	43.6	33.8	38.3	48.8	38.7
23	48.1	48.5	38.8	43.4	38.1	48.7	43.4
24	43.5	43.8	-	38.9	38.2	53.5	-
10-12	43.2	43.5	43.2	38.7	43.1	43.2	43.0
14-16	44.0	43.4	43.8	43.1	43.4	43.2	48.2
0-24	48.1	43.5	43.2	43.6	49.0	43.3	43.2

7 Day Ave	44.8

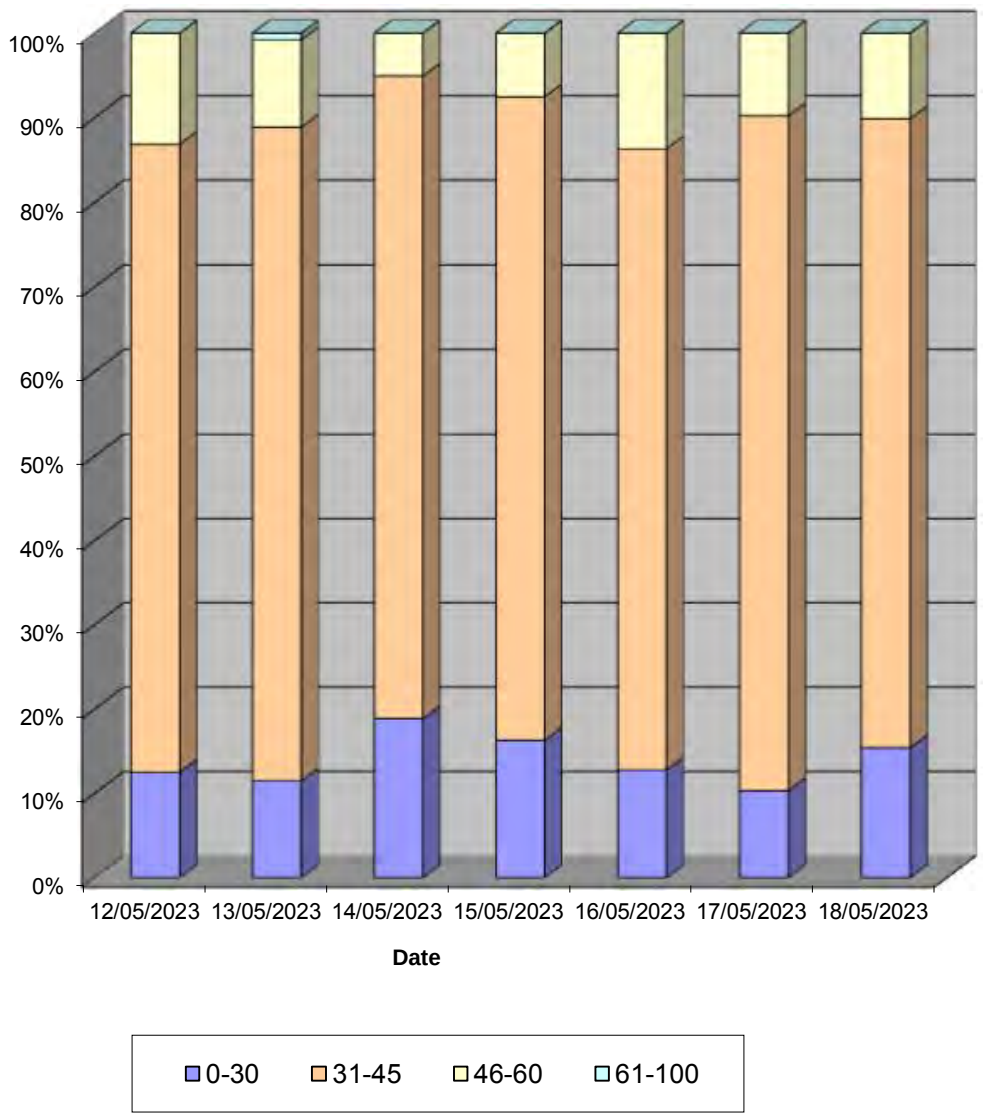
Wysall ATC 2, Bradmore Road S

Produced by Streetwise Services Ltd.

Channel 2 - Southbound | **Speed Summary** | **Week 1**

Speed (MPH)	12/05/2023 Friday	13/05/2023 Saturday	14/05/2023 Sunday	15/05/2023 Monday	16/05/2023 Tuesday	17/05/2023 Wednesday	18/05/2023 Thursday
0-30	39	30	41	52	44	38	58
31-45	232	202	165	243	253	294	280
46-60	41	27	11	24	47	36	38
61-100	0	2	0	0	0	0	0
TOTAL	**312**	**261**	**217**	**319**	**344**	**368**	**376**

Speed Summary (MPH)



Wysall ATC 2, Bradmore Road S

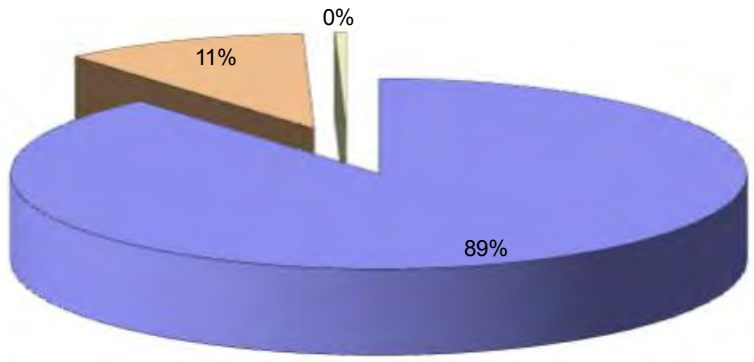
Produced by Streetwise Services Ltd.

Channel 2 - Southbound | **Vehicle Class** | **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
12/05/2023				
7-19	226	36	0	262
6-22	257	39	0	296
6-24	268	40	0	308
0-24	272	40	0	312
13/05/2023				
7-19	210	13	0	223
6-22	238	13	0	251
6-24	247	13	0	260
0-24	248	13	0	261
14/05/2023				
7-19	172	10	0	182
6-22	190	14	2	206
6-24	192	14	2	208
0-24	200	15	2	217
15/05/2023				
7-19	244	36	3	283
6-22	272	37	3	312
6-24	278	37	3	318
0-24	279	37	3	319
16/05/2023				
7-19	264	39	1	304
6-22	294	45	1	340
6-24	297	45	1	343
0-24	298	45	1	344
17/05/2023				
7-19	271	42	4	317
6-22	307	46	4	357
6-24	316	46	4	366
0-24	318	46	4	368
18/05/2023				
7-19	286	37	1	324
6-22	330	40	1	371
6-24	335	40	1	376
0-24	335	40	1	376

Average				
7-19	239	30	1	271
6-22	270	33	2	305
6-24	276	34	2	311
0-24	279	34	2	314

Total Vehicle Class Distribution



Wysall ATC 2, Bradmore Road S

Produced by Streetwise Services Ltd.

Channel 1 - Northbound

	12/05/2023 Friday	13/05/2023 Saturday	14/05/2023 Sunday	15/05/2023 Monday	16/05/2023 Tuesday	17/05/2023 Wednesday	18/05/2023 Thursday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	361	252	242	357	383	450	436	397	354
Mean Speed	37.1	36.3	35.9	37.0	37.7	37.8	37.7	37.5	37.1
85%ile Speed	43.1	43.1	43.9	43.4	43.8	43.8	43.2	43.5	43.5
No. Vehicles > 60 MPH Limit	0	1	0	0	0	0	0	0	0
% Vehicles > 60 MPH Limit	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.1
No. Vehicles > 75 MPH	0	0	0	0	0	0	0	0	0
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Channel 2 - Southbound

	12/05/2023 Friday	13/05/2023 Saturday	14/05/2023 Sunday	15/05/2023 Monday	16/05/2023 Tuesday	17/05/2023 Wednesday	18/05/2023 Thursday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	312	261	217	319	344	368	376	344	314
Mean Speed	37.5	37.7	35.9	36.4	37.8	37.6	37.2	37.3	37.2
85%ile Speed	48.1	43.5	43.2	43.6	49.0	43.3	43.2	45.4	44.8
No. Vehicles > 60 MPH Limit	0	2	0	0	0	0	0	0	0
% Vehicles > 60 MPH Limit	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.1
No. Vehicles > 75 MPH	0	0	0	0	0	0	0	0	0
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Channels 1+2 - Northbound & Southbound

	12/05/2023 Friday	13/05/2023 Saturday	14/05/2023 Sunday	15/05/2023 Monday	16/05/2023 Tuesday	17/05/2023 Wednesday	18/05/2023 Thursday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	673	513	459	676	727	818	812	741	668
Mean Speed	37.3	37.0	35.9	36.7	37.8	37.7	37.5	37.4	37.1
85%ile Speed	45.6	43.3	43.6	43.5	46.4	43.5	43.2	44.4	44.2
No. Vehicles > 60 MPH Limit	0	3	0	0	0	0	0	0	0
% Vehicles > 60 MPH Limit	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.1
No. Vehicles > 75 MPH	0	0	0	0	0	0	0	0	0
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Class No	Vehicle Description	Class No	Vehicle Description
1	Car, Light Van, Taxi	5	Rigid 2 Axle HGV + 2 Axle (Close coupled) Trailer
1	Light Goods Vehicle	6	Rigid 3 Axle HGV + 2 Axle Drawbar Trailer
1	Car or Light Goods Vehicle + 1 Axle Caravan or Trailer	6	Rigid 3 Axle HGV + 3 Axle Drawbar Trailer
1	Car or Light Goods Vehicle + 2 Axle Caravan or Trailer	7	Artic, 2 Axle Tractor + 1 Axle Semi-Trailer
2	Rigid 2 Axle Heavy Goods Vehicle	8	Artic, 2 Axle Tractor + 2 Axle Semi-Trailer
3	Rigid 3 Axle Heavy Goods Vehicle	9	Artic, 2 Axle Tractor + 3 Axle Semi-Trailer
3	Rigid 3 Axle Heavy Goods Vehicle	10	Artic, 3 Axle Tractor + 1 Axle Semi-Trailer
4	Rigid 4 Axle Heavy Goods Vehicle	10	Artic, 3 Axle Tractor + 2 Axle Semi-Trailer
4	Rigid 4 Axle Heavy Goods Vehicle	11	Artic, 3 Axle Tractor + 3 Axle Semi-Trailer
5	Rigid 2 Axle HGV + 2 Axle Drawbar Trailer	12	Bus or Coach, 2 Axle
5	Rigid 2 Axle HGV + 3 Axle Drawbar Trailer	12	Bus or Coach, 3 Axle
5	Rigid 2 Axle HGV + 1 Axle Caravan or Trailer	13	Vehicle with 7 or more Axles

Wysall ATC 2, Bradmore Road S

Produced by Streetwise Services Ltd.

Channel 1 - Northbound

	12/05/2023 Friday	13/05/2023 Saturday	14/05/2023 Sunday	15/05/2023 Monday	16/05/2023 Tuesday	17/05/2023 Wednesday	18/05/2023 Thursday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	209	190	189	178	188	234	235	**209**	**203**
Mean Speed	35.7	35.2	37.0	34.6	37.7	37.8	37.1	**36.6**	**36.4**
85%ile Speed	42.8	41.8	43.2	41.2	43.4	43.2	43.0	**42.7**	**42.6**
No. Vehicles > 60 MPH Limit	0	1	0	0	0	0	0	**0**	**0**
% Vehicles > 60 MPH Limit	0.0	0.5	0.0	0.0	0.0	0.0	0.0	**0.0**	**0.1**
No. Vehicles > 75 MPH	0	0	0	0	0	0	0	**0**	**0**
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	**0.0**

Channel 2 - Southbound

	12/05/2023 Friday	13/05/2023 Saturday	14/05/2023 Sunday	15/05/2023 Monday	16/05/2023 Tuesday	17/05/2023 Wednesday	18/05/2023 Thursday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	213	199	172	189	234	240	248	**225**	**214**
Mean Speed	38.3	39.7	35.9	36.2	37.6	37.9	37.1	**37.4**	**37.5**
85%ile Speed	44.8	46.9	41.3	41.1	43.5	42.8	44.9	**43.4**	**43.6**
No. Vehicles > 60 MPH Limit	0	2	0	0	0	0	0	**0**	**0**
% Vehicles > 60 MPH Limit	0.0	1.0	0.0	0.0	0.0	0.0	0.0	**0.0**	**0.1**
No. Vehicles > 75 MPH	0	0	0	0	0	0	0	**0**	**0**
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	**0.0**

Channels 1+2 - Northbound & Southbound

	12/05/2023 Friday	13/05/2023 Saturday	14/05/2023 Sunday	15/05/2023 Monday	16/05/2023 Tuesday	17/05/2023 Wednesday	18/05/2023 Thursday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	422	389	361	367	422	474	483	**434**	**417**
Mean Speed	37.0	37.4	36.4	35.4	37.7	37.8	37.1	**37.0**	**37.0**
85%ile Speed	43.8	44.3	42.2	41.2	43.4	43.0	43.9	**43.1**	**43.1**
No. Vehicles > 60 MPH Limit	0	3	0	0	0	0	0	**0**	**0**
% Vehicles > 60 MPH Limit	0.0	0.8	0.0	0.0	0.0	0.0	0.0	**0.0**	**0.1**
No. Vehicles > 75 MPH	0	0	0	0	0	0	0	**0**	**0**
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	**0.0**

Note: All figures are based on data from the hours 0000-0700, 0900-1600 & 1800-2400.

Appendix L

Visibility Splay Calculation – Northern Parcel

Bradmore Road New Access

Northbound

7-day average	**-**
Standard deviation	**-**
85th %ile Speed (mph)	**43.5**
85th %ile Wet Weather Speed (mph)	**41.0**
85th %ile Wet Weather Speed (kph)	**66.0**

SSD = vt + v2 / 2d, therefore…..

Surveyed Speed (mph)	**43.5**
v = speed (m/s)	19.4
t = driver perception-reaction time (secs)	2
d = deceleration (m/s^2)	2.5
SSD (metres) =	**116**
SSD (metres, adjusted for bonnet length) =	**118**

Southbound

7-day average	**-**
Standard deviation	**-**
85th %ile Speed (mph)	**44.8**
85th %ile Wet Weather Speed (mph)	**42.3**
85th %ile Wet Weather Speed (kph)	**68.1**

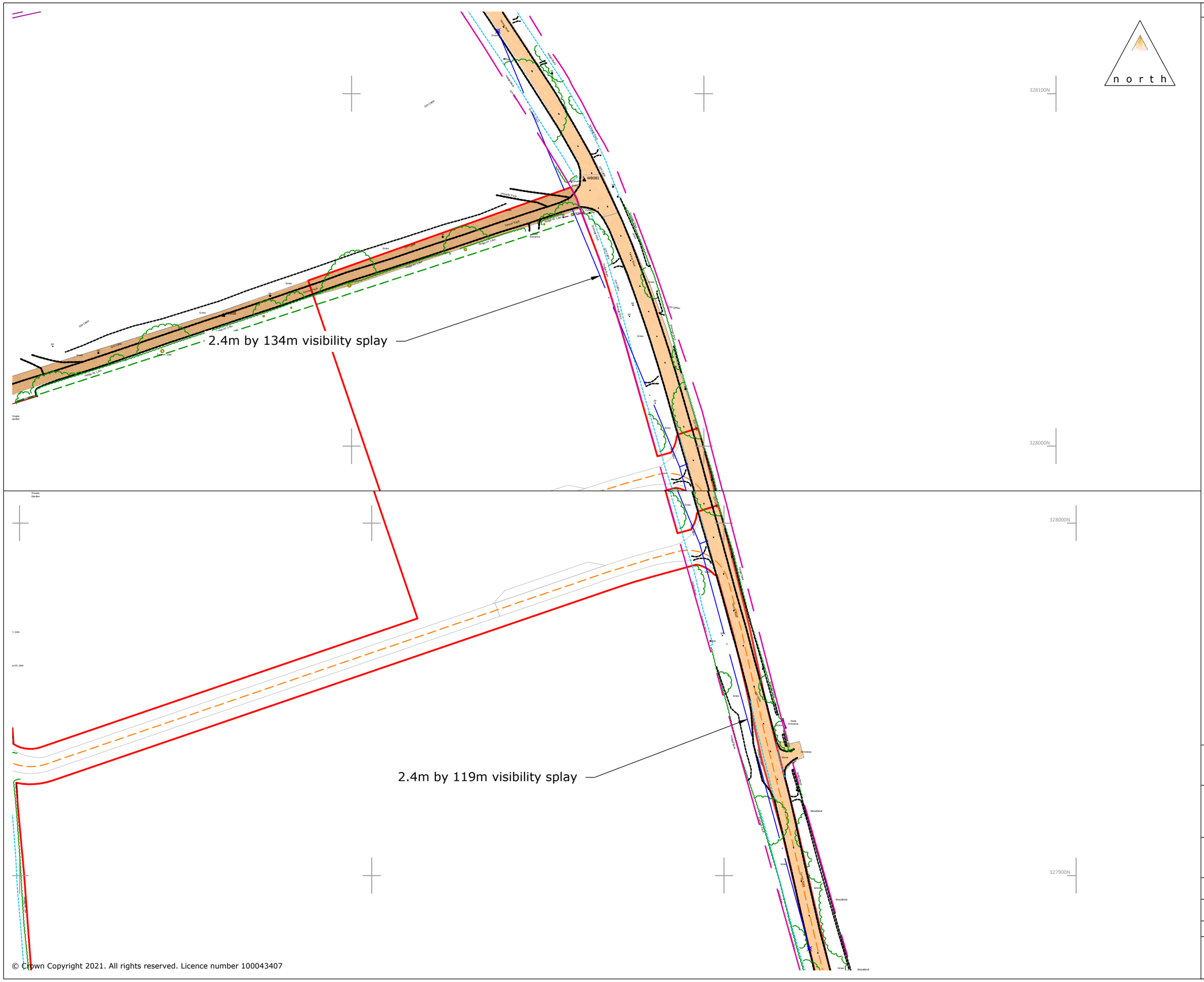
SSD = vt + v2 / 2d, therefore…..

Surveyed Speed (mph)	**44.8**
v = speed (m/s)	20.0
t = driver perception-reaction time (secs)	2
d = deceleration (m/s^2)	2.5
SSD (metres) =	**120**
SSD (metres, adjusted for bonnet length) =	**123**

Note - speeds obtained from ATC Information are 85th percentile values

Appendix M

Visibility Splay – northern Parcel



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Rev:	Description:	Date:	Rev By:	Chk'd:

KEY

Highway Boundary

motion

Quadrant House, Broad Street Mall, Reading
RG1 7QE

T: 0118 467 4498

Guildford - London - Reading
www.motion.co.uk

Project:
Old Wood Energy Park

Title:
Visibility Splay
Farm access (N parcel)

Client:
Exagen Development Limited

Drawing Status:

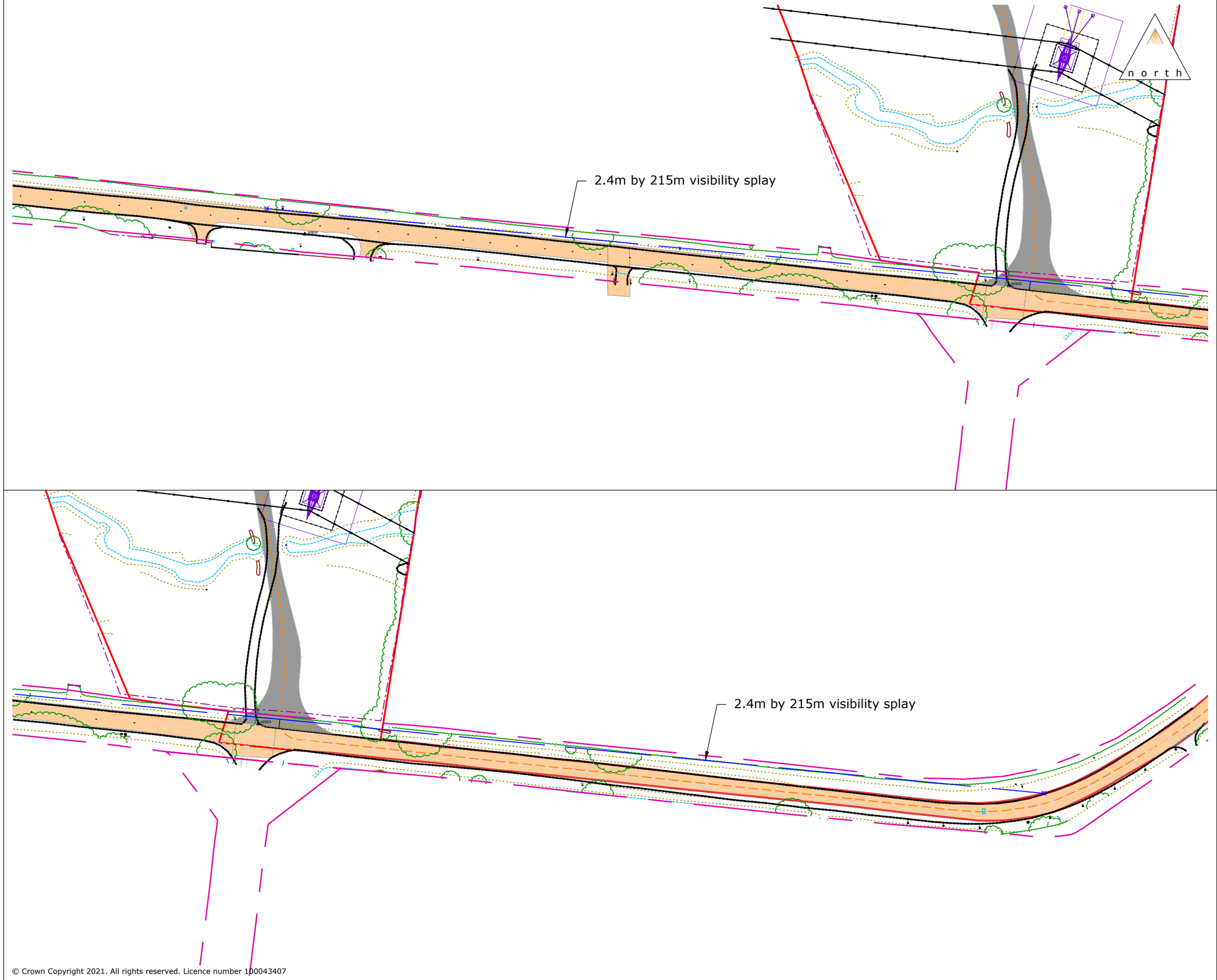
Scale: 1:1000 (@ A3) Date:07/06/2024

Drawn: DR Checked: AN Approved: AN

Drawing: 2303076 - 04 Revision: D

Appendix N

Visibility Splay – Southern Parcel



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Rev:	Description:	Date:	Rev By:	Chk'd:

Legend:

Highway Boundary

motion

Quadrant House, Broad Street Mall, Reading
RG1 7QE

T: 0118 467 4498

Guildford - London - Reading
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Project:
Old Wood Energy Park

Title:
Visibility Splay
Southern Parcel

Client:
Exagen Development Limited

Drawing Status:

Scale: 1:1000 (@ A3) Date:07/06/2024

Drawn: DR Checked: AN Approved: AN

Drawing: 2303076 - 02

Revision: D