HighgateTransportation

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TECHNICAL NOTE ON ACCESS

PROJECT: Lagos Cottage, Twycross

REPORT: 2452/TN/01 – Technical Note on Access

DATE: July 2025

Introduction

1. Highgate Transportation (HTp) have been appointed by Luke Elphick to prepare this Technical Note on Access (reference HTp/2452/TN/01) in support of his forthcoming planning application to Hinkley and Bosworth Borough Council (HBBC) for the erection of a detached, 1.5-storey, three-bedroom residential dwelling at Lagos Cottage, 18 Burton Road, Wellesborough, Twycross. **Figure 1** shows the location of the application site.

Figure 1 – Location of the application site

2. In 2024, a submission (reference 24/10029/PREHMO) was made to HBBC which sought pre-application advice on the erection of a three-bedroom bungalow at Lagos Cottage, 18 Burton Road, Wellsborough, Twycross. The formal pre-application response received from HBBC is summarised in the Design and Access Statement (DAS).

3. The salient points included in the highway related section of the formal pre-application response can be summarised as:

    i. Opportunities to promote sustainable transport modes;
    ii. A safe and suitable access to the site for all users;
    iii. An adequate level of off-street car parking provision;
    iv. The lack of a footway on the eastern side of Burton Road;
    v. Demonstrate that adequate visibility can be achieved at the site access for the recorded 85th percentile speeds; and
    vi. Visibility splays must be constrained within land under the Applicants control or the public highway with nothing above 0.6m in height obscuring either splay.

4. This TN considers Stage 1 of the study, which can be summarised as:

    i. The existing situation;
    ii. Highway boundary and Public Rights of Way information;
    iii. Review the most recently available five-years collision data;
    iv. Automatic Traffic Count surveys;
    v. The application proposals;
    vi. Swept path analysis;
    vii. Visibility splays from the access to the proposed residential dwelling;
    viii. Compliance with local policy; and
    ix. Summary and conclusion.

The Existing Situation

5. The application site is located on the east side of the A444 Burton Road immediately south of number 18. The site is bounded to the north by number 18, to the east by open grassland, to the south by open space (sports and recreational facilities open to the public), and to the west by the A444 Burton Road.

6. The section of Burton Road which forms the western boundary of the application is around 6.5-metres-wide. There is no footway provision on the east side of the carriageway and a footway circa 1.5-metres-wide is located on the west side of the carriageway.

7. Waiting on both sides of Burton Road is unrestricted. It can be noted that all of the existing residential dwellings served by Burton Road have off-street car parking provision. However, not all of the existing residential dwellings benefit from on-plot turning facilities, meaning that drivers who drive into their off-street car parking space in a forward gear are required to reverse onto the A444 Burton Road with little or no visibility, as shown by **Photograph 1**.

Photograph 1 – Example of existing off-street car parking provision

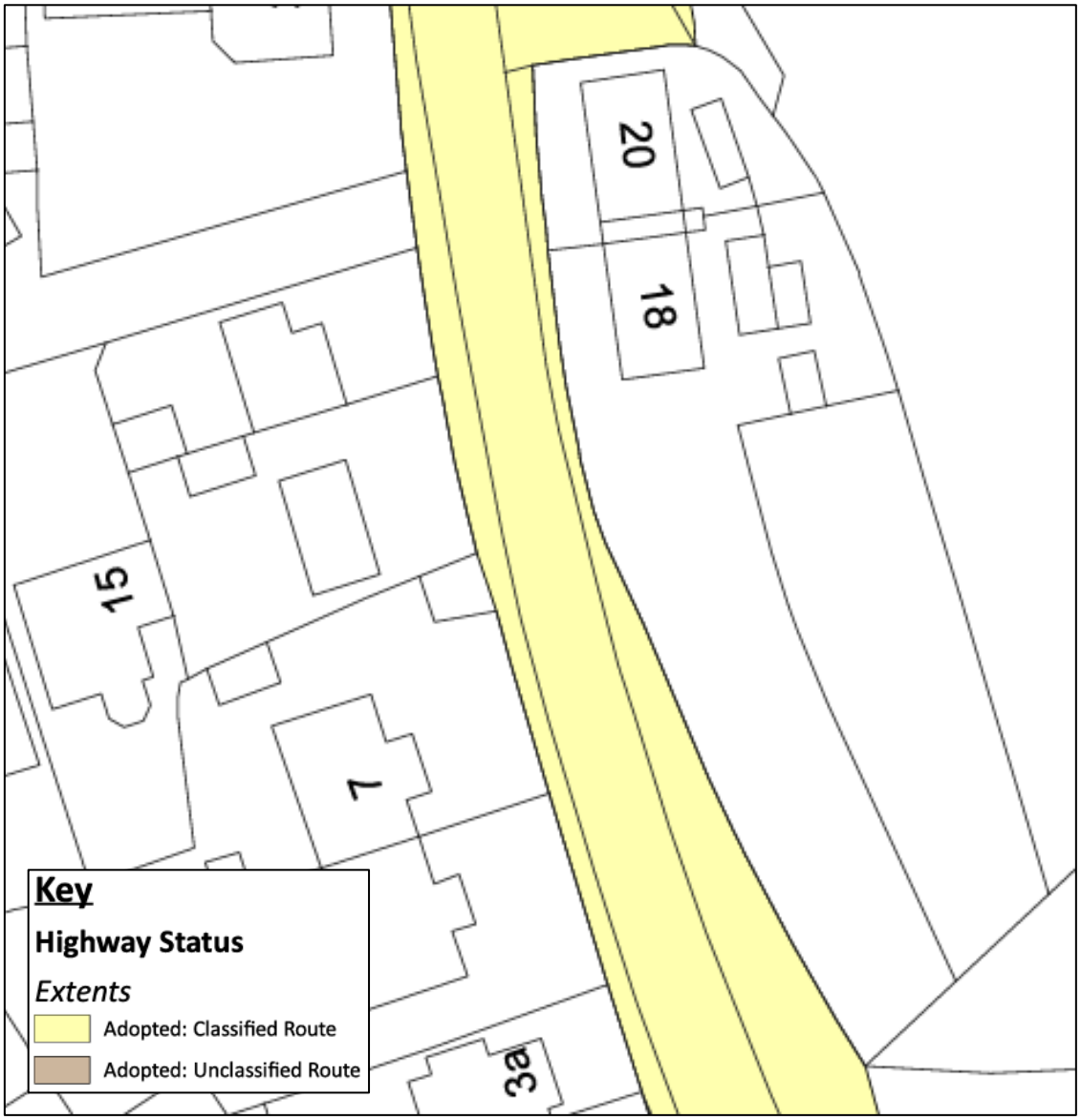
8. Therefore, there is no reason for a vehicle to wait on the main carriageway, except possibly a delivery vehicle, such as a Post Office or supermarket vehicle, making a delivery to one of the existing residential dwellings opposite or adjacent to the application site.

9. The section of Burton Road that forms the western boundary of the application site is subject to a speed limit of 30mph. However, it can be noted that the speed limit changes to 50mph around 100 metres north of the application site. Burton Road is lit by a continuous system of street lighting.

Highway boundary and Public Rights of Way information

10. The highway boundary and Public Rights of Way plan is provided as **Appendix 1**, an extract of which forms **Figure 2**.

Figure 2 – Extract of the highway boundary and Public Rights of Way plan



11. From **Figure 2**, it can be seen that the Burton Road carriageway and the footway on the west side of the carriageway are adopted public highway. It can also be seen that the grassed verge of the east side of Burton Road, between the back edge of the kerb and the boundary of the application site, is adopted public highway.

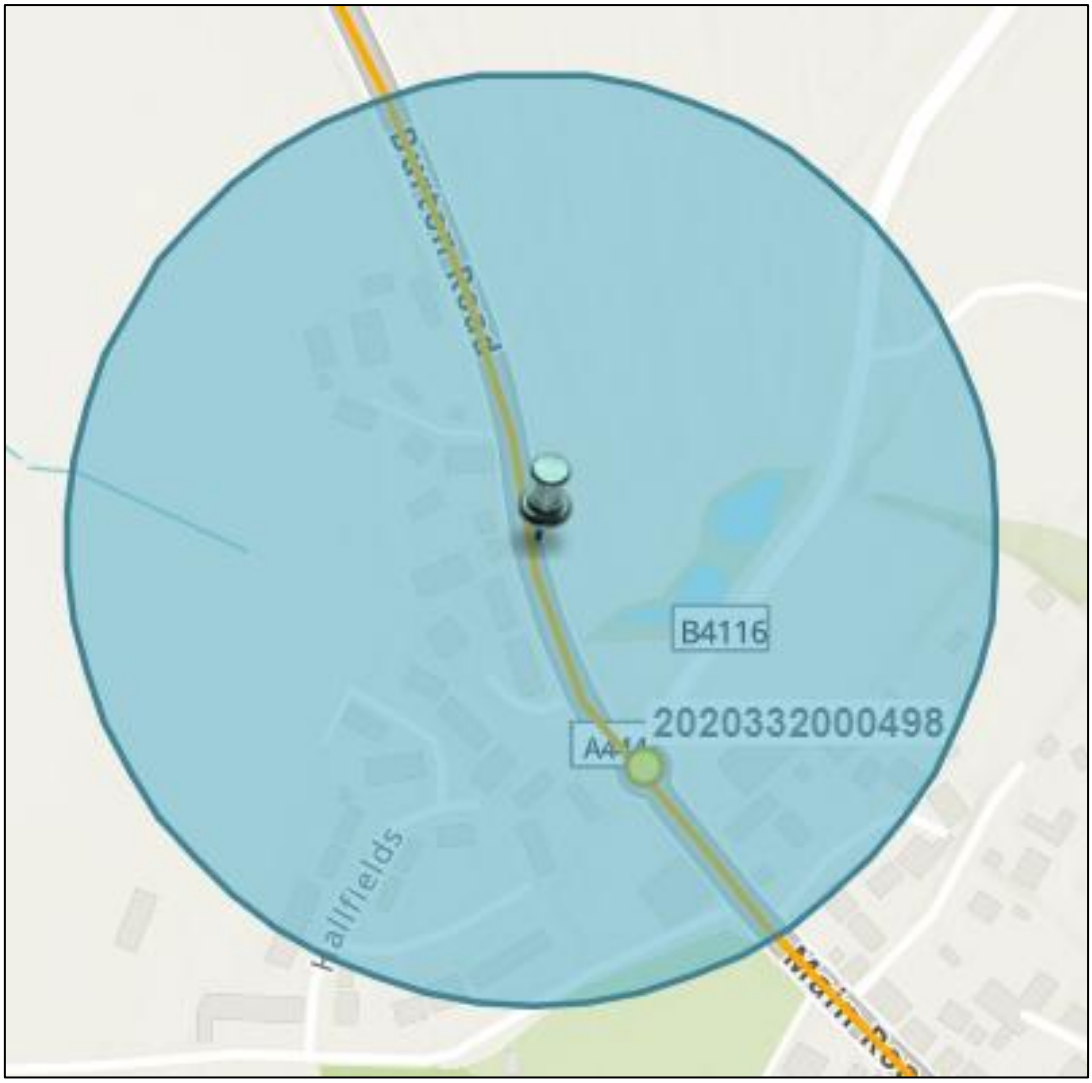
12. It can be seen that there are no existing Public Rights of Way running through the application site, or in its immediate vicinity.

Review of Personal Injury Collision Data

13. Personal Injury Collision (PIC) data for the period January 2019 and December 2023 has been obtained from the CrashMap Pro database for a radius of 200 metres centred on the existing access to number 18 Burton Road, Twycross. The output file is provided as **Appendix 2**.

14. The PIC plot, included as **Figure 3**, confirms that there has been one 'slight' collision recorded on the local highway network during the study period. No 'serious' or 'fatal' collisions have been recorded.

Figure 3 – Personal Injury Collision Plot



15. Collision reference 2020332000498 ('slight') occurred at the roundabout junction of Burton Road and Ashby Road at 14:50 hours on 11th March 2020. The collision involved a north-westbound car (Vehicle 1) proceeding normally along the carriageway, not on a bend, and a north-eastbound pedal cycle (Vehicle 2) in the act of turning right, colliding. The collision caused 'slight' injury to the rider of Vehicle 2.

16. From **Figure 3**, it can be seen that manoeuvring into and out of the existing off-street car parking provision, including reversing onto Burton Road, does not cause a highway safety issue.

17. In summary, analysis of the PIC data confirms that there are no underlying road safety problems on the local highway network.

Automatic Traffic Counts

18. The highway related section of the formal pre-application response received from HBBC confirmed that *"an Automatic Traffic Count (ATC) should be carried out to establish 85th percentile speeds along Burton Road (A444) in the vicinity of the site access."*

19. Therefore, ATC surveys were carried out on Burton Road, circa 43 metres north and 43 metres south of the proposed access to the residential dwelling, which equates to the visibility splays required by the Manual for Streets (MfS) highway design guide for a road subject to a 30mph speed limit.

20. The ATC surveys recorded the volume and speed of traffic using Burton Road for the continuous seven-day period between Friday 7th February and Thursday 13th February 2025.

21. The ATC data is provided as **Appendix 3**, a summary of which forms **Table 1** and **Table 2**.

Table 1 – Summary of ATC data (Burton Road northern site)

Direction	08:00 – 09:00	17:00 – 18:00	Daily	85th Percentile Speed
Northbound	303	335	3,557	38.2mph
Southbound	468	248	4,413	38.3mph

Table 2 – Summary of ATC data (Burton Road southern site)

Direction	08:00 – 09:00	17:00 – 18:00	Daily	85th Percentile Speed
Northbound	311	333	3,579	34.5mph
Southbound	477	241	4,443	30.3mph

22. **Table 1** and **Table 2** confirm that the two-way flow on Burton Road at peak hours is around 788 vehicles, with less at other times, together with a daily two-way flow of circa 8,022 vehicles, which is typical of a classified 'A' road such as this.

23. It can also be seen that the recorded 85th percentile speed of traffic travelling north on Burton Road at the southern ATC site is 34.5mph with the 85th percentile speed of traffic travelling southbound at the northern ATC site being 38.3mph.

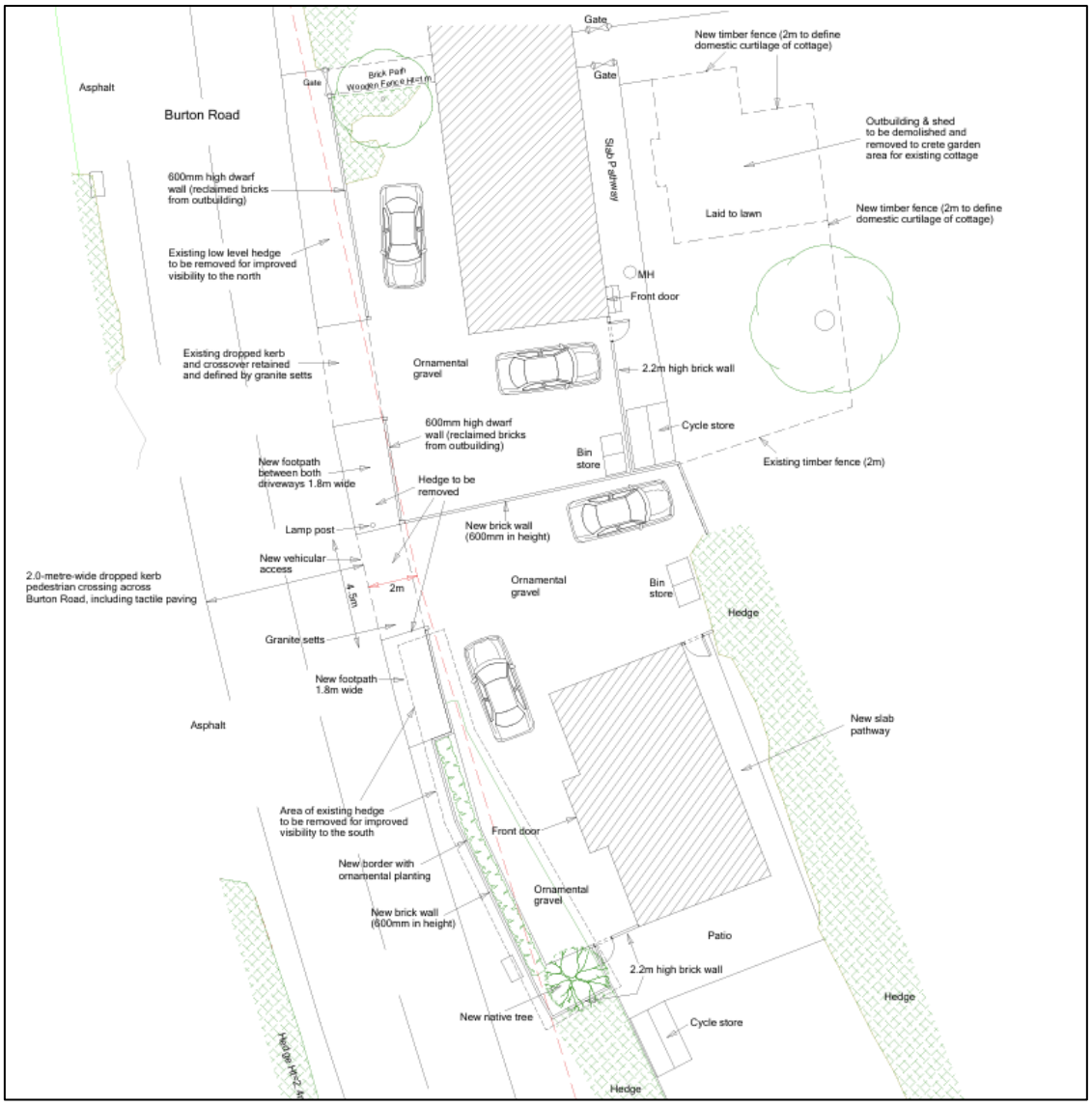
24. It is noted that the recorded 85th percentile speed of traffic travelling in both directions along Burton Road is above the posted speed limit of 30mph. The recorded 85th percentile speed of southbound vehicles can be explained by the change in speed limit from 50mph to 30mph around 100 metres of the application site.

The Application Proposals

25. The application proposals are for the erection of detached, 1.5-storey, three-bedroom residential dwelling on land immediately south of number 18 Burton Road, including the provision of a new dropped kerb vehicle crossover, on-plot turning facilities and car and cycle parking.

26. The Architect's proposed site layout plan (reference 25/3278/01 Revision E) is provided as **Appendix 4**, an extract of which forms **Figure 4**.

Figure 4 – Extract of the Architect's proposed site layout plan



27. From **Figure 4**, it can be seen that the proposed residential dwelling will be served by a newly constructed 4.5-metres-wide dropped kerb vehicle crossover on the east side of Burton Road, located around 8.0 metres south of the southern building line of number 18 Burton Road.

28. The application proposals include the provision of a length of 1.8-metre-wide footway on the east side of Burton Road together with a 2.0-metre-wide dropped kerb pedestrian crossing point, including tactile paving, as requested by HBBC in their formal pre-application consultation response.

29. The proposed crossing point is referenced on **Figure 4** with its exact location to be agreed with the Local Highway Authority.

30. Paragraph 3.169 of part 3 of the Leicestershire County Council Design Guide confirms that a proposed three-bedroom residential dwelling requires the provision of two off-street car parking spaces.

31. **Figure 4** confirms that the proposed residential dwelling will have two off-street car parking spaces, which is policy compliant, and therefore considered to be appropriate.

32. The design guide also confirms that the application proposals require one cycle parking space. **Figure 4** confirms that the proposed residential dwelling will have a secure cycle store in the rear garden with capacity to store two cycles, which is policy compliant, and considered to be appropriate.

Swept Path Analysis

33. Swept path analysis (see **Appendix 5**) has been carried out which confirms that a car can enter the application site from Burton Road, access both of the proposed off-street car parking spaces, manoeuvre within the site, and enter the adopted public highway in a forward gear.

34. It is therefore concluded that the proposed off-street car parking spaces associated with the proposed residential dwelling are fully accessible and that the proposed on-plot turning facilities are appropriate to enable the driver of a car to manoeuvre their vehicle and enter Burton Road in a forward gear.

35. Although not the subject of this planning application, swept path analysis of the off-street car parking provision proposed for number 18 Burton Road has been carried out. The swept path analysis (see **Appendix 5**) confirms that both existing off-street car parking spaces are fully accessible and that a car can manoeuvre within the plot and enter the A444 in a forward gear, which is considered to be appropriate.

Visibility Splays

36. The section of Burton Road which forms the western boundary of the application site is subject to a speed limit of 30mph. The Design Manual for Roads and Bridges (DMRB) requires visibility of 2.4 metres by 90 metres for a road subject to a speed limit of 30mph.

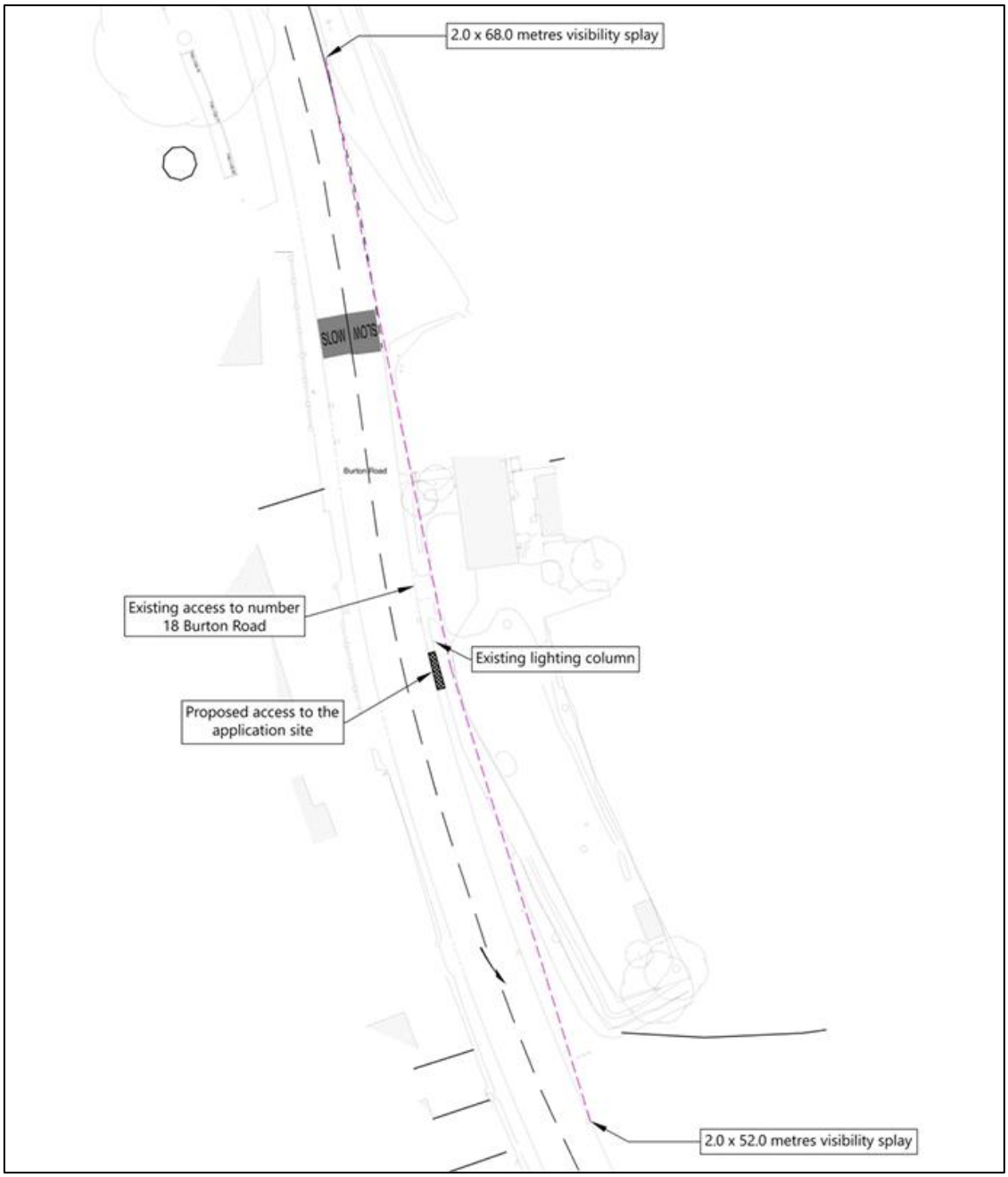
37. The recorded 85th percentile speed of traffic using Burton Road, set out in **Table 1** and **Table 2**, forms the basis on which the required visibility splays have been calculated. Using the formulae provided in the Manual for Street 2 (MfS2) highway design guide confirms that the following visibility splays are required:

    i. Visibility to the south (looking left when exiting the site) – 52 metres for a recorded 85th percentile speed of traffic of 34.5mph; and
    ii. Visibility to the north (looking right when exiting the site) – 68 metres for a recorded 85th percentile speed of traffic of 38.3mph.

38. The calculated visibility splays using the formulae provided by MfS2 are provided as **Appendix 6**.

39. The proposed access visibility splays plan, reference HTp/2452/01 Revision D, is provided as **Appendix 7**, an extract of which forms **Figure 5**.

Figure 5 – Extract of the visibility splays plan



40. From **Figure 5**, it can be seen that the required visibility splay of 2.0 metres by 52 metres to the south (looking to the left when exiting the site) can be provided within the highway boundary, when plotted to the nearside kerbline.

41. **Figure 5** also confirms that the required visibility splay of 2.0 metres by 68 metres to the north (looking right when exiting the site) can be provided within a combination of the highway boundary and land under the control of the applicant, when plotted to the nearside highway channel.

42. A set back ('X') distance of 2.0 metres is considered to be appropriate as visibility is being measured from a single private driveway and not a formal priority junction.

43. It has clearly been demonstrated that appropriate visibility can be achieved in both directions from the proposed access onto Burton Road for the recorded 85th percentile speed of traffic using the road.

Compliance with Local Policy

44. The HBBC Site Allocations and Development Management Policies DPD (adopted July 2016) set out the criteria against which development proposals will be supported (Policy DM17) and the vehicle parking standards for new developments (Policy DM18).

45. Policy DM17 is reproduced as **Figure 6**.

Figure 6 – Policy DM17

DM17
Highways and Transportation

Development proposals will be supported where they:

a) Seek to make the best use of existing public transport services and, where appropriate, provide opportunities for improving and sustaining the viability of those services;

b) Seek to ensure that there is convenient and safe access for walking and cycling to services and facilities;

c) Demonstrate that there is not a significant adverse impact upon highway safety; and in the case of development that generates significant movement;

d) That the development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised;

e) Where it can be demonstrated that the residual cumulative impacts of development on the transport network are not severe.

Where appropriate, improvements will be required to be undertaken to the highways and transportation network to limit any significant impacts arising from the development (taking into account cost effectiveness).

All proposals for new development and changes of use should reflect the highway design standards that are set out in the most up to date guidance adopted by the relevant highways authority.

46. It is considered that the application proposals comply with Policy DM17 in that they include the provision of a footway on the east side of Burton Road together with a dropped kerb pedestrian crossing point, including tactile paving, providing a safe opportunity for pedestrians to cross to the existing footway network on the west side of Burton Road.

47. This will allow future occupiers to access the village hall, public house, and school all located to the south of the application site.

48. The application site is located where the need to travel will be minimised, as required by Policy DM17.

49. It has clearly been demonstrated that the application proposals will not have an adverse effect on either the capacity or the safety of the local highway network making them compliant with Policy DM17.

50. The residual cumulative impact of the application proposals will not be severe meaning that the proposals comply with Policy DM17, and paragraph 116 of the National Planning Policy Framework (NPPF) last updated in February 2025, which states:

    "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

51. It is therefore concluded that there are no highway reasons on which the application proposals should be refused planning permission.

52. Policy DM18 is reproduced as **Figure 7**.

Figure 7 – Policy DM18

DM18
Vehicle Parking Standards

All proposals for new development will be required to provide an appropriate level of parking provision justified by an assessment of the site location, type of housing, other modes of transport available (e.g. public transport and cycle provision) and appropriate design. Any development will be expected to provide disabled parking provision.

Developments within Hinckley Town Centre should demonstrate that they would not exacerbate existing problems in the vicinity with increased on-street parking.

53. The proposed car and cycle parking provision is policy compliant thereby satisfying the requirements of Policy DM18. It is not considered that the application proposals require the provision of blue badge parking spaces.

Summary and Conclusion

54. In summary:

i. The existing situation and application proposals have been set out;
ii. The highway boundary has been established;
iii. A review of the most recently available five-years collision data confirms that there are no highway safety issues on the local highway network;
iv. ATC surveys confirm that the recorded 85th percentile speed of traffic travelling north on Burton Road as being 34.5mph with the recorded 85th percentile speed of traffic travelling south on Burton Road as being 38.3mph;
v. Swept path analysis confirms that each of the proposed off-street car parking spaces are fully accessible and that the on-plot turning provision is appropriate;
vi. The recorded 85th percentile speed of traffic travelling northbound and southbound on Burton Road form the basis on which the required visibility splays have been calculated, using the formulae provided by MfS2; and
vii. Appropriate visibility can be achieved in both directions from the proposed access onto Burton Road for the recorded 85th percentile speed of traffic using the road; and
viii. The application proposals accord with local and national transport policy.

55. It is reiterated that paragraph 116 of the NPPF states:

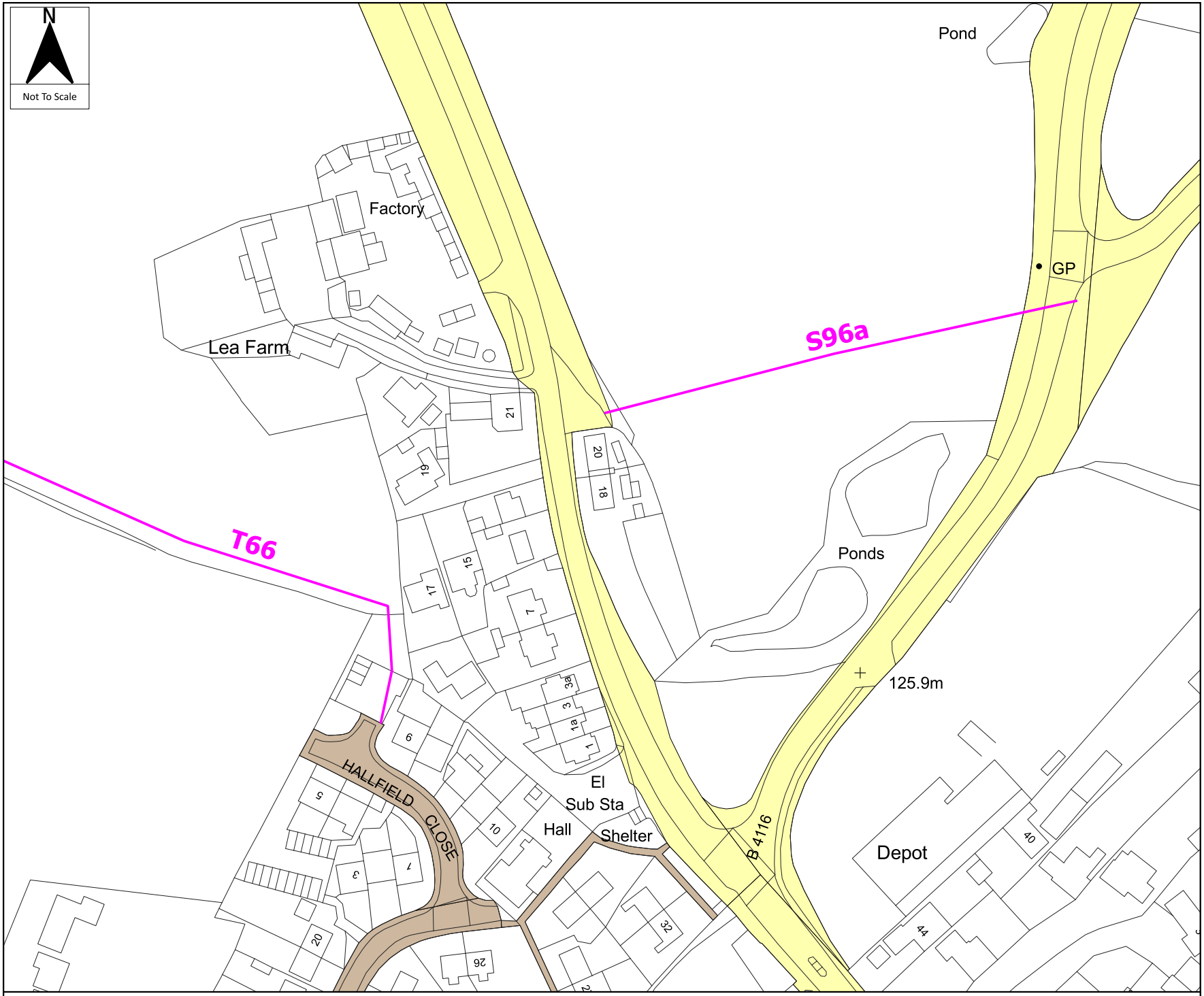
"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

56. It has clearly been demonstrated that the application proposals will not have an unacceptable impact on highway safety or that the residual cumulative impacts on the road network, following mitigation, would be severe, even when taking into account all reasonable future scenarios.

57. It is therefore concluded that the application proposals are acceptable in highway terms.

Appendix 1

The Highway Boundary and Public Rights of Way Plan



Key

Highway Status

Extents

- Adopted: Classified Route
- Adopted: Unclassified Route

Public Rights of Way

- Footpath

NOTES

The highway records are not definitive, but are based on currently available supporting information and are given without warranty.
If roadside ditches are present, the legal presumption without evidence to the contrary is that these do not generally form part of the publicly maintainable highway.
This plan has been produced in response to the enquiry shown in the title address and should not be used for any other purpose, since its accuracy cannot be guaranteed.
If a scale has been provided, measurements scaled from this plan may not match measurements between the same points on the ground.

Leicestershire County Council

ENVIRONMENT AND TRANSPORT DEPARTMENT

On Behalf Of
Ann Carruthers, Director

Highway Record Enquiry

Location

Lagos Cottage, 18 Burton Road, Wellesborough, Twycross

Reference	NDI/HRE/2501032
Drawing No.	100/A
Date Produced	23/01/2025

Highway Record Enquiries
County Hall, Glenfield, LE3 8RJ
0116 305 7189 | hre@leics.gov.uk

Appendix 2

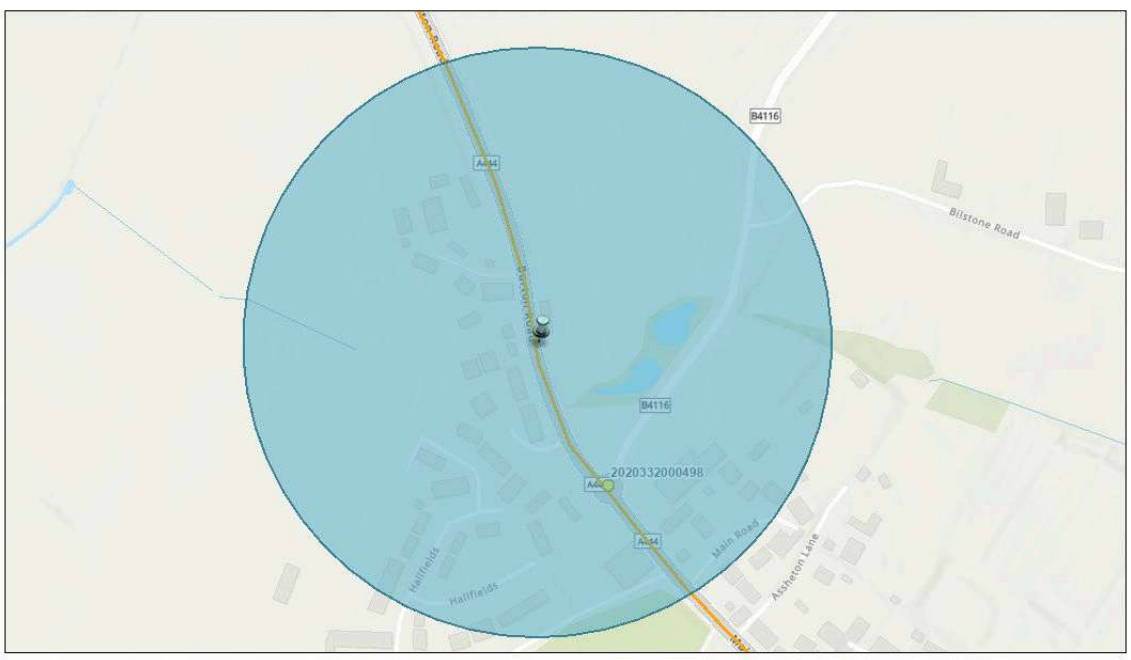
Personal Injury Collision Report

2452 - Personal Injury Accident Report

Area of Interest (AOI) Information

Area : 125,380.35 m²

Feb 18 2025 17:18:18 Greenwich Mean Time



Summary

Name	Count	Area(m²)	Length(m)
Crashes	1	N/A	N/A

Crashes

#	Carriageway_Hazards	Severity	Officer_Attended	Accident_DateTime	Year	Number_of_vehicles	Number_of_casualties	Easting
1	None	Slight	Police officer attended crash scene	March 11, 2020	2020	2	1	433530

#	Northing	Highway_Authority	Road_Number	Weather_conditions	Road_Type	Road_surface	Speed_Limit	Light_conditions
1	305120	Leicestershire	A444	Fine without high winds	Roundabout	Dry	30	Daylight: regardless of presence of streetlights

#	Junction_detail	Pedestrian_Crossing	Involved_pedalcycle	Involved_Motorcycle	Pedestrian_casualty	Child_casualty	Pedal_cycleuser_casualty	Motorcycle_user_casualty
1	Mini roundabout	No physical crossing facility within 50 metres	1	0	0	0	1	0

#	Involved_car	Involved_goodsvehicle	Involved_Bus	Involved_young_driver	Local_Authority_District	Junction_control	Is_Provisional	Is_Amended	Web_Link	Count
1	1	0	0	0	Hinckley and Bosworth	Give way or uncontrolled	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2020332000498	1

Appendix 3

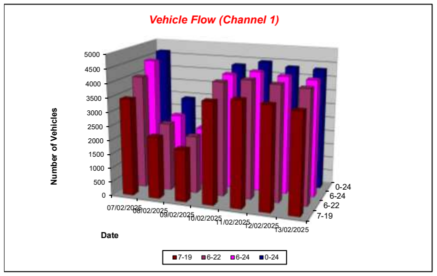
Automatic Traffic Count Data

Twycross ATC 1, A444 Burton Road (Northern Site)

Produced by Road Data Services Ltd.

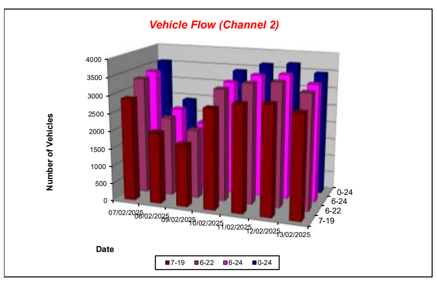
Channel 1 - Southbound — Vehicle Flow — **Week 1**

Hr Ending	07/02/2025 Friday	08/02/2025 Saturday	09/02/2025 Sunday	10/02/2025 Monday	11/02/2025 Tuesday	12/02/2025 Wednesday	13/02/2025 Thursday	Weekday Average	Average
1	20	180	26	7	12	14	21	15	40
2	19	103	10	12	11	5	9	11	24
3	19	74	6	8	9	7	12	11	19
4	20	15	9	15	15	21	15	17	16
5	36	15	4	33	39	23	34	33	26
6	80	29	29	84	84	64	80	78	64
7	199	46	17	242	253	261	275	246	185
8	421	71	41	616	601	560	547	549	408
9	372	108	55	497	527	515	431	468	358
10	228	160	122	223	288	269	242	250	219
11	188	168	156	243	246	233	194	221	204
12	268	209	191	223	232	215	257	239	228
13	261	263	212	173	229	212	172	209	217
14	253	222	218	243	194	214	248	230	227
15	327	232	201	343	304	343	326	329	297
16	369	246	259	319	322	314	325	330	308
17	345	210	189	314	369	328	327	337	297
18	232	165	132	246	261	250	252	248	220
19	181	140	81	164	159	195	210	182	161
20	129	87	85	79	104	75	106	99	95
21	82	63	51	77	63	64	78	73	68
22	177	32	46	56	42	60	55	78	67
23	232	47	22	48	56	43	48	85	71
24	189	23	15	36	48	51	50	75	59
7-19	3445	2194	1857	3604	3732	3648	3531	3592	3144
6-22	4032	2422	2056	4058	4194	4108	4045	4087	3559
6-24	4453	2492	2093	4142	4298	4202	4143	4248	3689
0-24	4647	2908	2177	4301	4468	4336	4314	4413	3879



Channel 2 - Northbound — Vehicle Flow — **Week 1**

Hr Ending	07/02/2025 Friday	08/02/2025 Saturday	09/02/2025 Sunday	10/02/2025 Monday	11/02/2025 Tuesday	12/02/2025 Wednesday	13/02/2025 Thursday	Weekday Average	Average
1	13	16	13	15	11	8	8	11	12
2	15	15	21	6	16	7	6	10	12
3	7	13	11	2	8	12	8	7	9
4	16	9	10	17	14	16	12	15	13
5	19	18	13	27	31	18	26	24	22
6	103	31	24	113	92	102	92	100	80
7	152	42	25	156	154	153	140	151	117
8	216	61	44	235	246	249	246	238	185
9	276	148	63	268	325	342	303	303	246
10	216	190	134	185	217	246	196	212	198
11	191	222	234	164	176	182	205	184	196
12	220	241	174	169	174	165	159	177	186
13	225	201	198	172	173	173	167	182	187
14	254	200	195	217	205	211	165	210	207
15	209	174	202	226	248	223	221	225	215
16	350	174	153	306	323	329	346	331	283
17	336	166	143	399	352	371	361	364	304
18	239	149	121	316	374	372	372	335	278
19	165	90	95	162	189	200	156	174	151
20	119	77	95	109	88	118	100	107	101
21	71	49	42	37	73	66	67	63	58
22	69	61	44	57	74	78	46	65	61
23	53	52	19	38	62	45	51	50	46
24	28	34	7	10	17	14	20	18	19
7-19	2897	2016	1756	2819	3002	3063	2897	2936	2636
6-22	3308	2245	1962	3178	3391	3478	3250	3321	2973
6-24	3389	2331	1988	3226	3470	3537	3321	3389	3037
0-24	3562	2433	2080	3406	3642	3700	3473	3557	3185



Twycross ATC 1, A444 Burton Road (Northern Site)
Produced by Road Data Services Ltd.

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

Hr Ending	07/02/2025 Friday	08/02/2025 Saturday	09/02/2025 Sunday	10/02/2025 Monday	11/02/2025 Tuesday	12/02/2025 Wednesday	13/02/2025 Thursday
1	40.5	29.5	33.5	41.1	36.6	37.4	40.3
2	32.4	30.6	31.3	34.3	38.6	34.7	35.3
3	36.3	29.5	32.5	33.2	37.2	38.9	36.7
4	37.0	34.8	34.8	34.2	37.0	34.1	39.4
5	38.2	35.9	34.0	37.3	38.6	36.4	38.0
6	37.4	36.3	40.2	39.4	37.9	38.8	39.3
7	34.9	39.1	38.4	33.2	32.6	32.4	34.5
8	33.5	36.1	38.4	25.4	31.0	30.5	31.8
9	31.5	34.2	35.4	29.6	30.3	28.2	31.4
10	33.2	33.7	35.5	29.4	30.1	31.9	32.1
11	32.8	32.6	33.5	29.7	30.9	31.2	31.9
12	32.0	32.5	30.7	30.4	30.3	31.5	31.3
13	32.9	32.8	30.9	30.9	29.8	30.0	32.1
14	31.6	32.9	31.6	32.8	31.3	32.0	31.5
15	32.4	32.2	31.6	30.9	31.6	31.4	29.5
16	31.4	33.1	32.7	30.8	32.1	31.6	31.0
17	32.1	33.8	33.8	32.7	31.8	31.5	32.2
18	33.1	33.1	33.1	33.8	32.6	32.8	34.7
19	35.0	34.2	35.8	34.7	33.2	32.7	33.2
20	34.7	34.0	35.3	34.1	35.2	34.0	35.4
21	34.2	34.0	34.8	35.8	34.4	33.8	34.2
22	29.3	34.6	37.8	32.6	36.3	36.1	36.8
23	28.6	34.9	36.0	35.1	36.8	37.5	36.1
24	29.5	36.9	36.5	35.2	37.8	37.8	34.7
10-12	32.3	32.6	32.0	30.1	30.6	31.4	31.6
14-16	31.9	32.6	32.2	30.9	31.9	31.5	30.3
0-24	32.5	33.0	33.2	31.0	31.8	31.6	32.5

Mean (ALL)	32.1
Weekday Inter-Peak	31.2

Channel 1 - Southbound — 85th Percentile

Hr Ending	07/02/2025 Friday	08/02/2025 Saturday	09/02/2025 Sunday	10/02/2025 Monday	11/02/2025 Tuesday	12/02/2025 Wednesday	13/02/2025 Thursday
1	46.1	33.3	37.5	49.4	42.8	42.5	46.8
2	35.2	36.2	39.2	38.7	44.2	41.4	41.2
3	42.7	34.5	37.7	44.3	41.8	44.2	40.5
4	43.6	42.8	39.5	38.7	44.5	41.2	47.8
5	43.4	42.4	37.6	43.6	45.7	42.3	42.7
6	43.8	42.9	45.8	45.2	44.3	43.8	46.0
7	41.0	45.0	45.4	39.7	38.3	38.0	41.0
8	39.1	43.3	44.0	36.5	36.4	36.0	37.6
9	37.0	40.6	41.0	35.6	35.4	36.7	37.9
10	37.9	38.6	42.4	35.6	34.7	36.5	37.9
11	38.0	37.7	40.1	36.0	35.5	36.1	36.4
12	38.9	39.6	38.1	35.8	35.8	37.5	36.6
13	38.3	37.9	36.6	36.1	35.2	36.0	37.5
14	36.8	38.0	36.6	38.4	36.4	37.4	36.1
15	37.6	38.9	36.4	35.4	36.3	36.3	34.7
16	36.5	38.2	37.6	35.1	37.0	36.1	35.5
17	37.0	39.4	38.9	37.7	36.9	37.8	37.3
18	38.6	37.6	38.3	39.6	37.4	39.0	40.2
19	40.6	39.3	41.4	40.1	38.8	38.5	38.3
20	40.5	39.6	40.9	39.9	41.8	40.3	41.3
21	39.6	39.3	40.5	40.7	39.6	39.4	39.5
22	33.9	37.8	45.1	36.1	42.3	42.5	41.6
23	32.7	40.2	41.8	41.5	42.3	41.7	42.0
24	36.9	42.6	39.7	42.7	44.6	44.5	42.6
10-12	38.5	38.9	39.2	36.0	35.6	36.9	36.6
14-16	37.1	38.5	37.1	35.3	36.7	36.2	35.2
0-24	38.3	38.8	39.3	38.4	37.4	37.9	38.4

85th %ile (ALL)	38.3
Weekday Inter-Peak	36.4

Channel 2 - Northbound — Average Speed — **Week 1**

Hr Ending	07/02/2025 Friday	08/02/2025 Saturday	09/02/2025 Sunday	10/02/2025 Monday	11/02/2025 Tuesday	12/02/2025 Wednesday	13/02/2025 Thursday
1	32.6	33.6	34.3	39.0	32.3	36.1	34.0
2	36.6	37.2	32.8	33.4	35.5	34.7	33.5
3	39.2	31.4	31.2	30.8	28.0	35.9	36.2
4	33.7	30.6	31.5	31.2	33.4	31.3	35.3
5	36.7	35.8	39.4	34.1	31.7	32.2	34.7
6	36.5	37.0	34.5	34.8	36.4	36.1	35.6
7	35.2	36.5	35.5	34.4	34.2	34.2	35.8
8	32.7	33.1	36.0	31.8	34.2	33.1	33.7
9	32.3	31.7	32.5	31.6	30.6	31.8	31.9
10	31.6	32.5	32.6	29.1	30.5	31.3	30.7
11	30.5	28.7	29.2	27.9	29.7	30.6	27.5
12	28.7	30.5	29.7	31.1	29.6	29.2	30.4
13	31.1	29.3	29.7	30.2	29.8	29.8	30.4
14	31.9	33.0	32.5	29.9	29.9	30.9	31.1
15	32.0	32.0	32.0	30.1	29.8	31.3	31.3
16	32.0	32.4	31.1	31.1	31.6	31.2	32.2
17	32.8	32.6	31.4	31.4	32.9	33.3	32.1
18	33.2	34.5	32.7	33.1	32.6	32.3	34.1
19	35.1	35.0	34.2	33.7	34.7	33.7	33.1
20	35.1	32.2	36.9	34.6	35.0	34.4	35.5
21	33.7	32.9	36.0	35.0	34.3	35.2	35.2
22	35.0	32.3	35.8	34.6	35.1	34.6	33.8
23	31.7	33.2	33.4	31.9	35.6	38.4	37.8
24	33.8	33.8	38.2	34.3	35.2	39.6	33.3
10-12	29.5	29.6	29.4	29.5	29.6	29.9	28.8
14-16	32.0	32.2	31.6	30.7	30.8	31.3	31.9
0-24	32.5	32.1	32.0	31.6	32.1	32.3	32.4

Average (ALL)	32.2
Weekday Inter-Peak	30.6

Channel 2 - Northbound — 85th Percentile

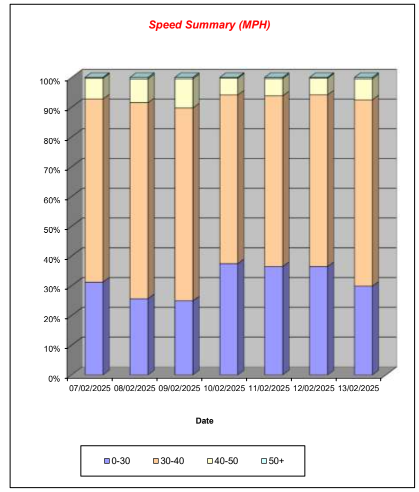
Hr Ending	07/02/2025 Friday	08/02/2025 Saturday	09/02/2025 Sunday	10/02/2025 Monday	11/02/2025 Tuesday	12/02/2025 Wednesday	13/02/2025 Thursday
1	39.6	40.3	37.4	46.2	35.9	38.9	41.2
2	39.3	41.2	37.4	40.0	42.8	37.3	38.1
3	44.0	36.5	36.2	31.7	30.8	42.3	44.8
4	37.7	35.2	40.6	37.0	38.9	38.5	38.4
5	44.1	43.7	50.4	39.6	38.7	38.9	42.7
6	43.4	44.8	42.1	40.3	42.0	42.9	42.4
7	40.4	42.5	42.9	40.0	39.2	39.7	41.2
8	37.7	38.3	42.9	37.1	39.6	37.9	38.8
9	37.7	37.5	38.3	37.0	36.7	37.1	37.7
10	37.1	39.4	38.3	34.1	35.3	36.7	35.7
11	36.5	35.0	35.0	31.9	34.9	36.0	33.5
12	34.2	36.4	35.6	36.1	36.6	35.7	36.6
13	36.0	35.6	36.3	35.2	35.7	35.4	36.8
14	37.5	37.8	37.7	36.0	34.4	36.1	36.8
15	37.0	38.1	37.5	35.0	34.9	35.9	37.6
16	37.4	37.8	36.3	36.5	36.8	37.0	37.7
17	38.4	37.9	37.0	36.6	37.8	38.3	37.1
18	37.9	40.1	37.7	38.4	38.1	38.5	39.5
19	41.5	40.8	41.7	40.6	40.0	39.7	39.1
20	41.6	38.4	44.7	40.1	41.8	40.5	42.3
21	39.4	38.3	42.7	40.8	42.2	41.3	40.9
22	40.9	37.0	41.4	40.3	43.1	41.0	40.0
23	36.9	38.6	38.4	38.7	42.6	46.1	44.1
24	38.8	39.3	47.2	38.7	42.8	45.6	39.6
10-12	35.3	35.7	35.3	34.3	35.7	35.9	35.1
14-16	37.2	38.0	37.0	35.9	36.1	36.6	37.8
0-24	38.3	38.3	38.5	37.3	38.1	38.2	38.5

85th %ile (ALL)	38.2
Weekday Inter-Peak	36.3

Twycross ATC 1, A444 Burton Road (Northern Site)
Produced by Road Data Services Ltd.

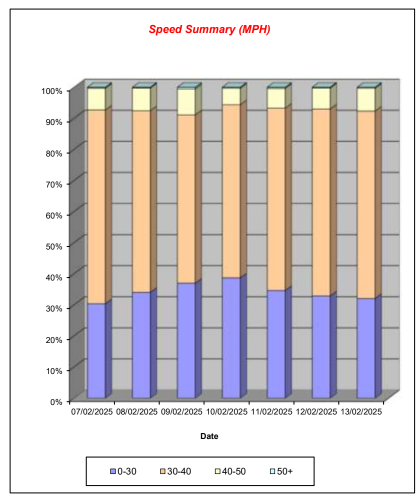
Channel 1 - Southbound — Speed Summary — **Week 1**

Speed (MPH)	07/02/2025 Friday	08/02/2025 Saturday	09/02/2025 Sunday	10/02/2025 Monday	11/02/2025 Tuesday	12/02/2025 Wednesday	13/02/2025 Thursday
0-30	1450	745	542	1609	1628	1579	1287
30-40	2860	1916	1411	2438	2563	2502	2702
40-50	324	232	214	243	260	244	305
50+	13	15	10	11	17	11	20
TOTAL	4647	2908	2177	4301	4468	4336	4314



Channel 2 - Northbound — Speed Summary — **Week 1**

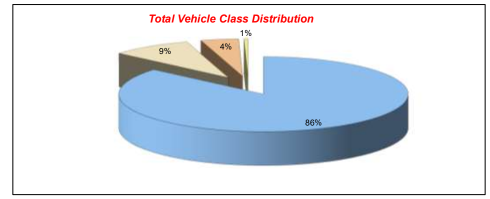
Speed (MPH)	07/02/2025 Friday	08/02/2025 Saturday	09/02/2025 Sunday	10/02/2025 Monday	11/02/2025 Tuesday	12/02/2025 Wednesday	13/02/2025 Thursday
0-30	1081	828	769	1317	1262	1216	1112
30-40	2221	1422	1127	1898	2136	2226	2095
40-50	249	178	173	181	231	250	255
50+	11	5	11	10	13	8	11
TOTAL	3562	2433	2080	3406	3642	3700	3473



Twycross ATC 1, A444 Burton Road (Northern Site)
Produced by Road Data Services Ltd.

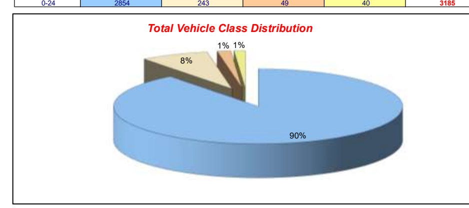
Channel 1 - Southbound — Vehicle Class — **Week 1**

Day / Time \ Classes	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3.5.6.7.12	OGV2 - 4.8.9.10.11.13	TOTAL - 1-13
07/02/2025					
7-19	2999	247	172	27	3445
6-22	3479	321	195	37	4032
6-24	3853	342	205	53	4453
0-24	4006	363	214	-64	4519
08/02/2025					
7-19	1890	182	112	10	2194
6-22	2085	202	124	11	2422
6-24	2145	211	125	11	2492
0-24	2505	231	144	28	2908
09/02/2025					
7-19	1616	171	65	5	1857
6-22	1790	189	71	6	2056
6-24	1823	192	71	7	2093
0-24	1894	200	73	10	2177
10/02/2025					
7-19	3150	278	156	20	3604
6-22	3529	337	169	23	4058
6-24	3605	344	170	23	4142
0-24	3732	372	171	26	4301
11/02/2025					
7-19	3200	328	180	24	3732
6-22	3572	393	197	32	4194
6-24	3663	405	198	32	4298
0-24	3805	428	201	34	4468
12/02/2025					
7-19	3146	335	137	30	3648
6-22	3512	398	158	40	4108
6-24	3591	408	163	40	4202
0-24	3693	425	169	49	4336
13/02/2025					
7-19	3016	347	147	21	3531
6-22	3452	406	161	26	4045
6-24	3537	411	165	30	4143
0-24	3683	424	171	36	4314
Average					
7-19	2717	270	138	20	3144
6-22	3060	321	154	25	3559
6-24	3174	330	157	28	3689
0-24	3331	349	163	17	3860



Channel 2 - Northbound — Vehicle Class — **Week 1**

Day / Time \ Classes	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3.5.6.7.12	OGV2 - 4.8.9.10.11.13	TOTAL - 1-13
07/02/2025					
7-19	2586	232	47	32	2897
6-22	2957	258	55	38	3308
6-24	3035	261	55	38	3389
0-24	3175	266	63	58	3562
08/02/2025					
7-19	1887	101	16	12	2016
6-22	2104	111	18	12	2245
6-24	2185	115	19	12	2331
0-24	2274	121	22	16	2433
09/02/2025					
7-19	1660	77	8	11	1756
6-22	1851	91	8	12	1962
6-24	1872	94	9	13	1988
0-24	1955	100	9	16	2080
10/02/2025					
7-19	2453	265	65	36	2819
6-22	2776	286	74	42	3178
6-24	2815	288	75	48	3226
0-24	2979	297	75	55	3406
11/02/2025					
7-19	2654	276	44	28	3002
6-22	2987	319	45	40	3391
6-24	3061	321	47	41	3470
0-24	3219	326	51	46	3642
12/02/2025					
7-19	2736	243	54	30	3063
6-22	3096	284	66	32	3478
6-24	3151	285	67	34	3537
0-24	3288	297	69	46	3700
13/02/2025					
7-19	2594	245	39	19	2897
6-22	2903	278	46	23	3250
6-24	2958	287	49	27	3321
0-24	3085	295	51	42	3473
Average					
7-19	2367	206	39	24	2636
6-22	2668	232	45	28	2973
6-24	2725	236	46	30	3037
0-24	2854	243	49	40	3185

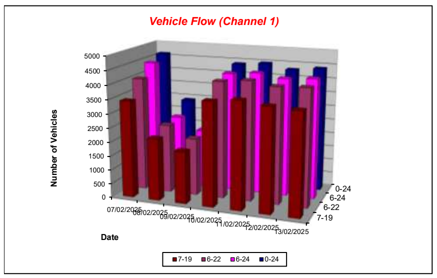


Twycross ATC 2, A444 Burton Road (Southern Site)

Produced by Road Data Services Ltd.

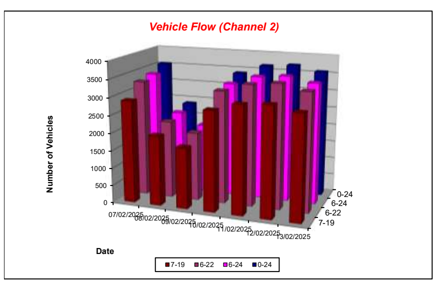
Channel 1 - Southbound — Vehicle Flow — **Week 1**

Hr Ending	07/02/2025 Friday	08/02/2025 Saturday	09/02/2025 Sunday	10/02/2025 Monday	11/02/2025 Tuesday	12/02/2025 Wednesday	13/02/2025 Thursday	Weekday Average	Average
1	16	183	26	7	13	11	22	14	40
2	13	95	4	15	10	6	6	10	21
3	15	79	5	10	11	5	17	12	20
4	23	20	9	12	17	20	13	17	16
5	35	17	4	38	36	25	33	33	27
6	87	26	33	92	80	67	84	82	67
7	202	51	14	242	242	255	280	244	184
8	422	72	35	605	613	545	540	545	405
9	380	99	63	525	522	510	447	477	364
10	212	161	126	238	288	280	256	255	223
11	179	167	154	255	254	247	211	229	210
12	278	206	185	212	254	209	269	244	230
13	258	260	210	170	244	215	168	211	218
14	254	221	220	252	208	201	255	234	230
15	337	245	199	349	288	353	331	332	300
16	362	234	256	328	315	320	350	335	309
17	343	216	188	309	378	336	324	338	299
18	227	172	132	249	255	236	237	241	215
19	186	145	85	174	151	199	205	183	164
20	128	95	75	88	112	74	117	104	98
21	83	62	52	77	60	55	70	69	66
22	174	28	42	61	44	55	67	80	67
23	230	46	26	55	44	41	47	83	70
24	178	18	18	36	39	44	60	71	56
7-19	3438	2198	1853	3666	3770	3651	3593	3624	3167
6-22	4025	2434	2036	4134	4228	4090	4127	4121	3582
6-24	4433	2498	2080	4225	4311	4175	4234	4276	3708
0-24	4622	2918	2161	4399	4478	4309	4409	4443	3899



Channel 2 - Northbound — Vehicle Flow — **Week 1**

Hr Ending	07/02/2025 Friday	08/02/2025 Saturday	09/02/2025 Sunday	10/02/2025 Monday	11/02/2025 Tuesday	12/02/2025 Wednesday	13/02/2025 Thursday	Weekday Average	Average
1	9	15	13	14	11	9	9	10	11
2	13	17	20	6	11	9	9	10	12
3	11	10	10	3	7	14	11	9	9
4	19	10	8	11	17	14	15	15	13
5	20	17	11	23	27	21	25	23	21
6	108	36	22	108	101	103	97	103	82
7	141	38	21	158	147	146	153	149	115
8	214	59	49	217	256	251	256	239	186
9	283	145	61	278	332	353	307	311	251
10	215	184	135	189	223	234	203	213	198
11	202	221	223	170	184	191	197	189	198
12	216	240	187	162	178	161	164	176	187
13	223	214	197	167	172	167	169	180	187
14	233	188	182	217	209	206	177	208	202
15	201	175	184	221	239	227	240	226	212
16	360	161	153	321	332	335	337	337	286
17	340	166	147	385	367	395	370	371	310
18	257	138	123	327	357	363	360	333	275
19	154	89	85	167	190	210	166	177	152
20	104	70	94	98	90	109	107	102	96
21	76	49	43	46	65	71	68	65	60
22	60	56	55	62	72	75	58	65	63
23	57	55	23	36	56	39	53	48	46
24	30	31	8	12	15	14	23	19	19
7-19	2898	1980	1726	2821	3039	3093	2946	2959	2643
6-22	3279	2193	1939	3185	3413	3494	3332	3341	2976
6-24	3366	2279	1970	3233	3484	3547	3408	3408	3041
0-24	3546	2384	2054	3398	3658	3717	3574	3579	3190



Twycross ATC 2, A444 Burton Road (Southern Site)

Produced by Road Data Services Ltd.

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

Hr Ending	07/02/2025 Friday	08/02/2025 Saturday	09/02/2025 Sunday	10/02/2025 Monday	11/02/2025 Tuesday	12/02/2025 Wednesday	13/02/2025 Thursday
1	30.5	20.7	27.4	33.2	27.3	30.9	31.8
2	25.4	21.6	29.0	27.2	32.6	25.7	23.8
3	25.4	21.7	29.2	27.6	27.9	27.3	24.5
4	30.6	24.7	30.7	27.3	29.6	26.7	27.4
5	28.7	28.6	31.9	29.6	29.5	27.9	29.7
6	29.0	29.5	30.2	28.9	28.7	28.8	27.8
7	26.0	29.8	30.9	25.3	24.5	23.5	25.2
8	24.7	27.5	30.2	16.9	21.2	21.6	23.1
9	22.6	27.6	28.8	20.7	20.6	19.6	23.3
10	25.4	25.6	28.5	24.1	23.5	24.5	24.8
11	25.2	25.5	26.1	24.1	24.5	24.8	25.7
12	24.1	26.5	25.1	23.7	23.9	25.3	24.7
13	25.6	25.2	25.6	26.3	23.6	25.0	26.0
14	24.5	25.9	25.7	25.5	25.2	25.1	25.4
15	24.2	25.1	25.8	23.1	24.5	24.2	23.5
16	24.1	26.3	26.5	23.6	24.1	24.4	24.2
17	23.8	26.3	27.3	24.6	22.9	23.2	25.1
18	25.6	25.6	25.9	24.7	24.6	25.0	26.2
19	27.1	26.8	27.7	25.7	24.9	25.5	24.3
20	27.0	27.3	29.3	27.9	26.9	27.8	27.4
21	25.3	27.2	29.2	27.7	26.0	25.9	27.1
22	21.5	26.7	28.0	25.4	25.8	26.7	26.3
23	18.6	26.5	28.8	27.7	28.1	28.0	27.6
24	21.7	28.1	28.3	27.8	29.3	28.9	26.8
10-12	24.5	26.1	25.6	23.9	24.2	25.0	25.1
14-16	24.2	25.7	26.2	23.4	24.3	24.3	23.9
0-24	24.3	25.6	26.8	23.3	23.7	23.8	24.8

Mean (ALL)	24.4
Weekday Inter-Peak	24.2

Channel 1 - Southbound — 85th Percentile

Hr Ending	07/02/2025 Friday	08/02/2025 Saturday	09/02/2025 Sunday	10/02/2025 Monday	11/02/2025 Tuesday	12/02/2025 Wednesday	13/02/2025 Thursday
1	34.6	26.0	30.9	39.3	32.9	36.9	36.3
2	29.3	27.3	31.5	30.7	37.8	28.8	31.3
3	30.3	27.0	32.5	33.2	31.8	31.9	27.5
4	34.8	33.8	34.4	30.9	34.8	31.6	33.6
5	33.8	32.2	34.5	34.4	34.8	33.4	34.4
6	34.0	34.4	35.3	33.8	34.1	33.4	32.9
7	30.6	34.7	36.0	30.6	29.9	29.5	30.8
8	29.3	32.0	34.9	24.9	27.4	27.1	28.8
9	28.6	32.1	33.5	27.2	26.6	26.9	30.4
10	29.7	30.3	33.6	28.9	28.4	28.6	29.2
11	30.0	31.1	31.5	28.8	29.7	29.3	30.3
12	29.3	31.5	30.0	28.2	28.6	31.0	29.0
13	32.2	29.8	29.4	31.2	29.3	29.6	30.2
14	29.8	30.1	30.4	30.0	29.8	30.7	33.7
15	29.7	30.0	29.6	28.3	28.9	28.9	29.4
16	29.1	30.7	30.8	28.7	28.9	28.9	29.9
17	29.6	31.3	31.6	29.3	28.3	29.9	30.3
18	30.0	30.0	30.3	29.6	28.6	30.3	30.4
19	33.1	32.1	32.0	31.3	30.5	30.4	29.6
20	32.0	31.9	34.7	32.8	30.9	31.9	31.7
21	29.6	31.3	33.6	31.8	30.6	29.9	31.4
22	26.4	31.7	32.7	29.6	31.6	32.0	32.1
23	23.4	30.9	33.1	31.9	32.2	33.3	30.8
24	28.3	32.6	32.6	32.3	34.6	33.7	30.7
10-12	29.6	31.4	30.8	28.5	29.2	30.1	29.5
14-16	29.5	30.4	30.3	28.6	28.9	28.9	29.7
0-24	30.0	30.8	31.6	29.8	29.4	29.8	30.6

85th %ile (ALL)	30.3
Weekday Inter-Peak	29.2

Channel 2 - Northbound — Average Speed — **Week 1**

Hr Ending	07/02/2025 Friday	08/02/2025 Saturday	09/02/2025 Sunday	10/02/2025 Monday	11/02/2025 Tuesday	12/02/2025 Wednesday	13/02/2025 Thursday
1	29.2	31.7	33.0	33.7	30.5	29.8	30.7
2	32.3	31.7	28.5	34.7	29.1	31.7	28.7
3	35.0	31.1	32.1	27.3	29.9	29.6	30.7
4	26.7	33.0	31.4	30.9	30.5	28.8	29.6
5	30.5	34.4	33.1	29.6	27.0	28.5	30.8
6	31.9	33.9	32.7	30.9	32.3	32.3	31.8
7	31.6	32.9	31.4	30.2	31.9	30.8	31.8
8	30.4	32.7	32.5	28.2	29.5	29.2	30.4
9	29.3	29.7	30.0	27.9	27.6	28.6	28.6
10	29.4	29.3	29.9	27.0	27.9	28.2	27.7
11	27.7	28.4	27.9	26.8	27.5	27.9	27.6
12	28.2	28.5	27.6	27.5	27.5	27.3	29.1
13	29.1	29.0	27.7	27.7	27.1	28.1	29.4
14	29.2	29.4	30.1	28.0	27.9	28.4	28.6
15	29.7	29.2	29.7	28.2	27.3	28.7	29.1
16	28.5	28.8	28.1	28.1	28.7	28.8	29.4
17	30.1	29.3	29.8	28.9	29.7	29.8	29.6
18	30.5	30.4	30.5	30.1	29.8	30.1	30.4
19	31.9	32.1	31.2	31.3	30.9	31.2	30.7
20	31.6	30.7	31.7	30.7	31.7	31.0	32.5
21	30.5	30.0	31.7	30.7	30.0	31.1	30.8
22	30.7	31.2	32.9	31.9	31.5	30.8	31.1
23	30.3	31.4	31.3	29.0	32.9	33.1	32.6
24	30.4	32.1	34.6	32.7	32.4	30.3	33.3
10-12	27.9	28.5	27.8	27.1	27.5	27.6	28.3
14-16	28.9	29.0	29.0	28.2	28.1	28.8	29.3
0-24	29.7	29.8	29.6	28.8	29.1	29.4	29.7

Average (ALL)	29.4
Weekday Inter-Peak	28.3

Channel 2 - Northbound — 85th Percentile

Hr Ending	07/02/2025 Friday	08/02/2025 Saturday	09/02/2025 Sunday	10/02/2025 Monday	11/02/2025 Tuesday	12/02/2025 Wednesday	13/02/2025 Thursday
1	32.0	36.6	38.3	39.9	33.2	33.5	34.3
2	38.7	36.3	31.3	40.3	36.3	37.2	34.9
3	38.9	42.5	36.5	32.6	34.8	35.6	37.7
4	32.3	37.2	41.5	35.5	37.1	36.0	36.8
5	37.4	40.4	41.9	36.5	34.8	35.7	38.1
6	37.1	40.7	39.5	36.5	38.3	38.0	37.9
7	36.6	37.0	37.5	35.5	36.5	36.3	36.5
8	35.1	38.7	37.3	32.8	34.2	33.9	34.9
9	34.1	33.8	35.0	32.6	33.1	33.5	33.7
10	34.1	34.2	34.5	31.8	32.2	33.0	32.8
11	33.1	32.7	32.7	31.2	31.9	32.8	32.0
12	33.1	33.0	32.5	32.2	33.0	32.6	34.5
13	33.2	33.1	33.0	31.3	32.8	33.2	34.5
14	33.0	33.6	34.3	32.9	32.1	32.8	33.7
15	34.1	34.0	34.8	32.9	32.2	33.2	33.8
16	33.7	33.5	32.8	32.6	32.9	33.3	34.3
17	34.9	33.4	34.5	33.5	33.8	34.5	34.1
18	35.0	35.0	34.9	34.7	34.1	34.4	35.2
19	37.0	37.1	36.8	36.6	35.9	35.9	35.4
20	36.3	35.2	36.2	35.5	37.1	36.1	38.0
21	36.2	34.6	38.8	36.0	38.4	37.0	35.1
22	36.3	35.6	37.8	37.0	37.7	36.3	37.0
23	35.6	36.3	35.8	36.3	37.6	38.6	38.4
24	36.3	37.2	40.7	38.5	36.9	35.4	37.7
10-12	33.0	32.9	32.6	31.7	32.5	32.7	33.3
14-16	33.9	33.7	34.0	32.8	32.7	33.3	34.1
0-24	34.7	34.6	34.8	33.8	34.3	34.4	34.8

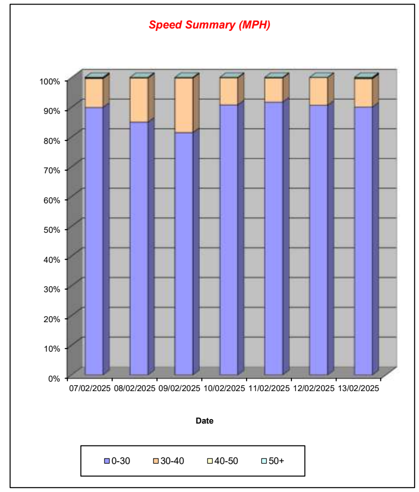
85th %ile (ALL)	34.5
Weekday Inter-Peak	33.1

Twycross ATC 2, A444 Burton Road (Southern Site)

Produced by Road Data Services Ltd.

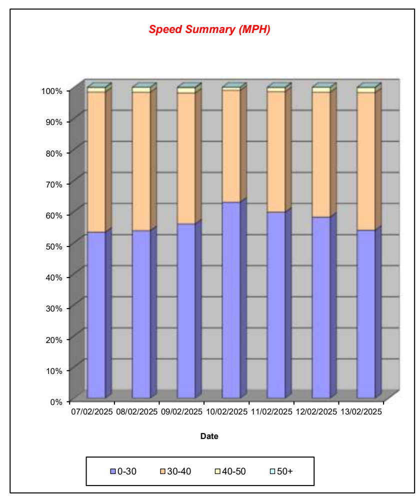
Channel 1 - Southbound — Speed Summary — **Week 1**

Speed (MPH)	07/02/2025 Friday	08/02/2025 Saturday	09/02/2025 Sunday	10/02/2025 Monday	11/02/2025 Tuesday	12/02/2025 Wednesday	13/02/2025 Thursday
0-30	4156	2479	1760	3993	4106	3904	3969
30-40	449	432	396	400	364	403	421
40-50	9	7	5	6	7	2	9
50+	8	0	0	0	1	0	10
TOTAL	4622	2918	2161	4399	4478	4309	4409



Channel 2 - Northbound — Speed Summary — **Week 1**

Speed (MPH)	07/02/2025 Friday	08/02/2025 Saturday	09/02/2025 Sunday	10/02/2025 Monday	11/02/2025 Tuesday	12/02/2025 Wednesday	13/02/2025 Thursday
0-30	1892	1284	1151	2142	2188	2164	1930
30-40	1601	1063	866	1224	1418	1495	1583
40-50	51	37	35	32	50	58	59
50+	2	0	2	0	2	0	2
TOTAL	3546	2384	2054	3398	3658	3717	3574

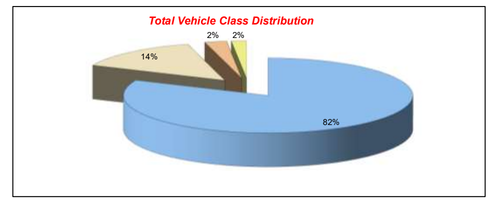


Twycross ATC 2, A444 Burton Road (Southern Site)

Produced by Road Data Services Ltd.

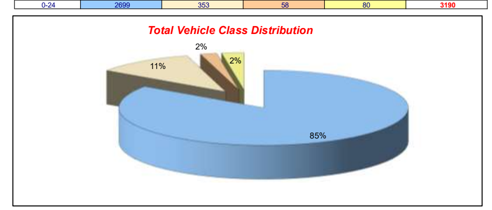
Channel 1 - Southbound — Vehicle Class — **Week 1**

Day / Time \ Classes	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3.5.6.7.12	OGV2 - 4.8.9.10.11.13	TOTAL - 1-13
07/02/2025					
7-19	2799	486	80	73	3438
6-22	3244	563	107	111	4025
6-24	3498	615	145	175	4433
0-24	3630	643	155	-194	4234
08/02/2025					
7-19	1946	215	16	21	2198
6-22	2149	243	19	23	2434
6-24	2210	246	19	23	2498
0-24	2428	300	78	112	2918
09/02/2025					
7-19	1677	146	18	12	1853
6-22	1831	169	18	18	2036
6-24	1868	170	19	23	2080
0-24	1929	179	20	33	2161
10/02/2025					
7-19	2903	591	70	102	3666
6-22	3285	638	88	123	4134
6-24	3367	645	88	125	4225
0-24	3501	668	91	139	4399
11/02/2025					
7-19	2937	638	100	95	3770
6-22	3297	713	109	109	4228
6-24	3373	718	110	110	4311
0-24	3489	741	115	133	4478
12/02/2025					
7-19	2986	511	73	81	3651
6-22	3327	587	81	95	4090
6-24	3400	596	81	98	4175
0-24	3495	619	87	108	4309
13/02/2025					
7-19	2855	568	93	77	3593
6-22	3273	653	106	95	4127
6-24	3365	660	107	102	4234
0-24	3493	679	114	123	4409
Average					
7-19	2586	451	64	66	3167
6-22	2915	509	75	82	3582
6-24	3012	521	81	94	3708
0-24	3138	547	94	65	3844



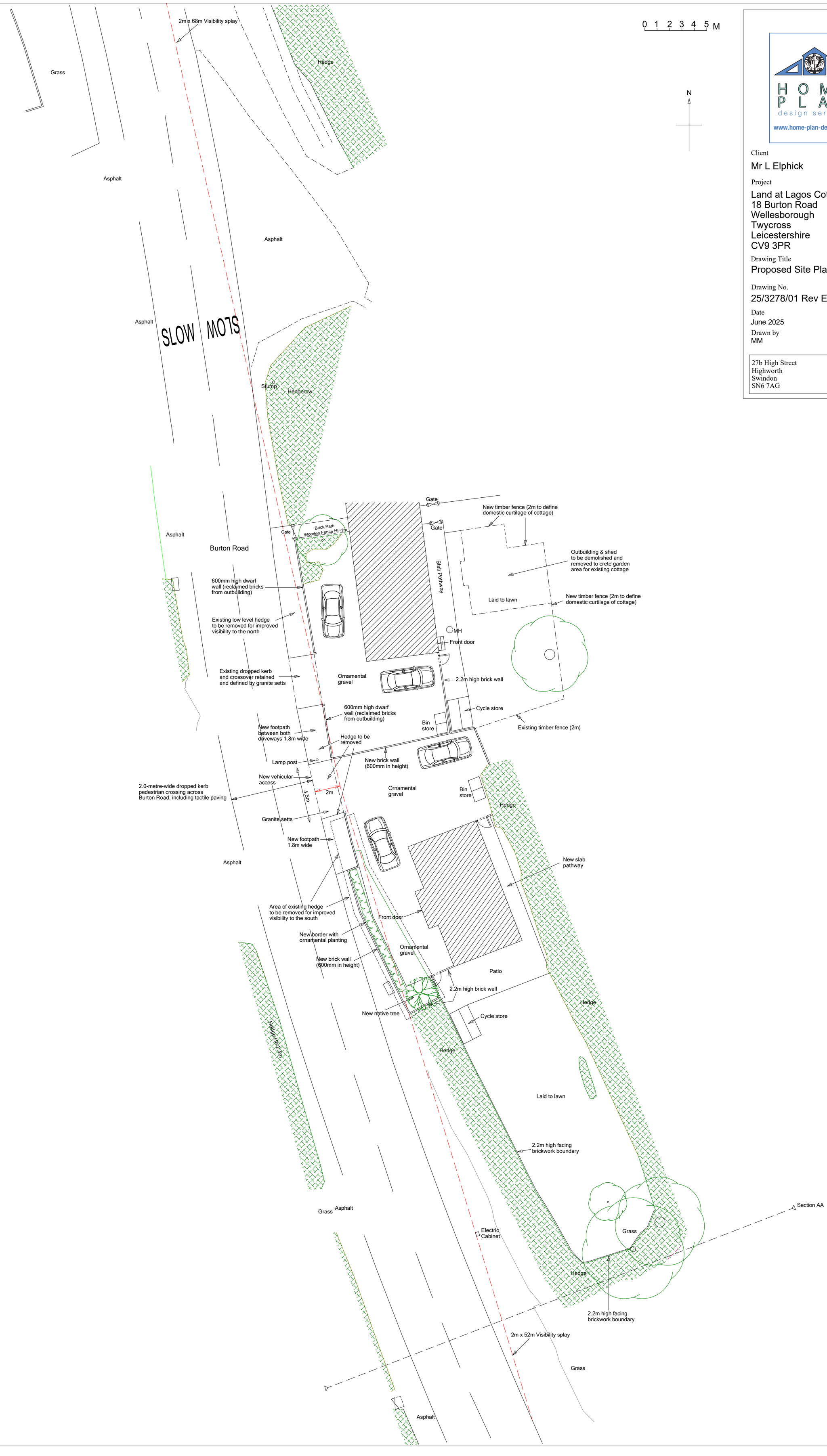
Channel 2 - Northbound — Vehicle Class — **Week 1**

Day / Time \ Classes	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3.5.6.7.12	OGV2 - 4.8.9.10.11.13	TOTAL - 1-13
07/02/2025					
7-19	2406	370	59	63	2898
6-22	2725	409	66	79	3279
6-24	2806	412	67	81	3366
0-24	2947	424	75	100	3546
08/02/2025					
7-19	1807	141	12	20	1980
6-22	2001	160	12	20	2193
6-24	2083	164	12	20	2279
0-24	2169	175	13	27	2384
09/02/2025					
7-19	1602	102	9	13	1726
6-22	1793	119	11	16	1939
6-24	1818	122	12	18	1970
0-24	1887	128	14	25	2054
10/02/2025					
7-19	2341	342	67	71	2821
6-22	2643	378	74	90	3185
6-24	2682	381	75	95	3233
0-24	2808	400	75	115	3398
11/02/2025					
7-19	2520	393	67	59	3039
6-22	2839	433	72	69	3413
6-24	2902	437	73	72	3484
0-24	3040	451	75	92	3658
12/02/2025					
7-19	2555	402	64	72	3093
6-22	2898	442	71	83	3494
6-24	2945	442	72	88	3547
0-24	3074	456	77	110	3717
13/02/2025					
7-19	2440	384	67	55	2946
6-22	2779	417	74	62	3332
6-24	2842	425	76	65	3408
0-24	2967	438	80	89	3574
Average					
7-19	2239	305	49	50	2643
6-22	2525	337	54	60	2976
6-24	2583	340	55	63	3041
0-24	2699	353	58	80	3190



Appendix 4

The Architect's Proposed Site Layout Plan



HOME PLAN design services
www.home-plan-design.co.uk

Client
Mr L Elphick

Project
Land at Lagos Cottage
18 Burton Road
Wellesborough
Twycross
Leicestershire
CV9 3PR

Drawing Title
Proposed Site Plan

Drawing No.
25/3278/01 Rev E

Date
June 2025

Scale
1:200 @ A2

Drawn by
MM

Checked by
RGN

27b High Street
Highworth
Swindon
SN6 7AG
01793 762368
07798 864291

SMARTER PLANNING CHAMPION

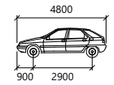
Appendix 5

Swept Path Analysis

NOTES:

Drawing Based on Architect's Proposed Site Plan (reference: 25/3278/01_D) Received 02.06.2025

ISSUE	REASON FOR REVISION	BY	DATE
C	Updated Site Layout Received	JT	02.06.25
B	Updated Site Layout Received	JT	29.05.25
A	Updated Site Layout Received	JT	29.05.25



SDV

	mm
Width	: 1800
Track	: 1800
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

PROJECT:

LAGOS COTTAGE
18 BURTON ROAD
TWYCROSS

CLIENT:

LUKE ELPHICK

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
2452	TR01	1:250

SHEET NUMBER:

SHEET NUMBER 1 OF 2

SCALE BAR:

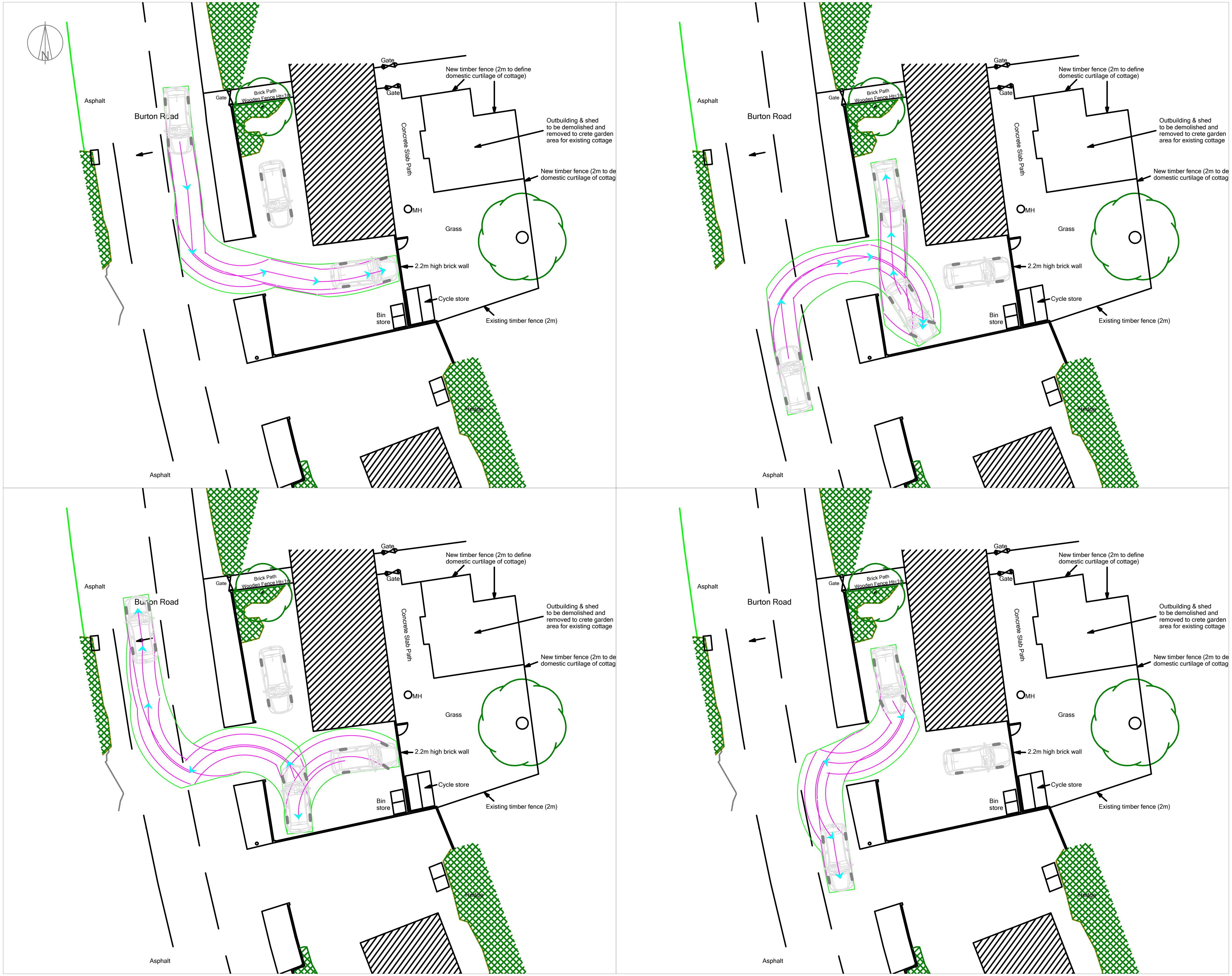
0m 5m 10m

HighgateTransportation
www.highgatetransportation.co.uk
First Floor, 43-45 Park Street
Bristol BS1 5NL
01179 349 121

TITLE:

CAR SWEPT PATH ANALYSIS

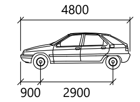
DATE:	DRAWN BY:	CHECKED:
28.05.2025	JT	DC



NOTES:

Drawing Based on Architect's Proposed Site Plan (reference: 25/3278/01_D) Received 02.06.2025

ISSUE	REASON FOR REVISION	BY	DATE
C	Updated Site Layout Received	JT	02.06.25
B	Updated Site Layout Received	JT	29.05.25
A	Updated Site Layout Received	JT	29.05.25



SDV

	mm
Width	: 1800
Track	: 1800
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

PROJECT:

LAGOS COTTAGE
18 BURTON ROAD
TWYCROSS

CLIENT:

LUKE ELPHICK

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
2452	TR01	1:250

SHEET NUMBER:

SHEET NUMBER 2 OF 2

SCALE BAR:

0m 5m 10m

Highgate*Transportation*

www.highgatetransportation.co.uk

First Floor, 43-45 Park Street
Bristol BS1 5NL
01179 349 121

TITLE:

CAR SWEPT PATH ANALYSIS

DATE:	DRAWN BY:	CHECKED:
28.05.2025	JT	DC

Appendix 6

Calculated Visibility Splays

2452 – Lagos Cottage, Burton Road, Twycross

Visibility Calculations

Northern ATC Site – Southbound Direction

Stopping Sight Distance Calculator

Formula for calculating SSD (from Manual for Streets 2): SSD = vt + v2/2(d+0.1a)

v = Speed of vehicle (m/s)
t = driver perception-reaction time (seconds)
d = deceleration rate (m/s)
a = longditudinal gradient (%)

Fill in the white boxes only

Enter the vehicle 85%ile speed below

38.3 mph 17.122 m/s

v = 17.122 m/s

t = 1.5 taken from MfS2 table 10.1

d = 3.679 Vehicle type Buses and/or H V's greater than

a = 0 +ve for upgrades and -v Select vehicle type

SSD = 66 m

SSD adjusted for bonnet length (MfS only) = 68 m (SSD + 2.4m)

Based on Table 10.1 MfS2

Design speed	Vehicle Type	Reaction Time t (s)	Deceleration rate d (m/s) (ie factor x 9.81)	Standard
60kph and below	Light vehicles only	1.5	0.450 g	MfS2
	Buses and/or HGV's greater than 5% of the traffic	1.5	0.375 g	MfS2
Above 60kph	All vehicles (≤64kph)	2	0.375 g (Absolute minimum)	CD 109
	All vehicles (>64kph)	2	0.250 g (Desirable minimum)	CD 109

NOTE: The adjustment for the bonnet length is only required on the MfS SSD as the MfS formula is calculated from drivers eye. To avoid a collision, the bonnet length must be added.

Southern ATC Site – Northbound Direction

Stopping Sight Distance Calculator

Formula for calculating SSD (from Manual for Streets 2): SSD = vt + v2/2(d+0.1a)

v = Speed of vehicle (m/s)
t = driver perception-reaction time (seconds)
d = deceleration rate (m/s)
a = longditudinal gradient (%)

Fill in the white boxes only

Enter the vehicle 85%ile speed below

34.5 mph 15.423 m/s

v = 15.423 m/s

t = 1.5 taken from MfS2 table 10.1

d = 4.415 Vehicle type Light vehicles (

a = 0 +ve for upgrades and -v Select vehicle type

SSD = 50 m

SSD adjusted for bonnet length (MfS only) = 52 m (SSD + 2.4m)

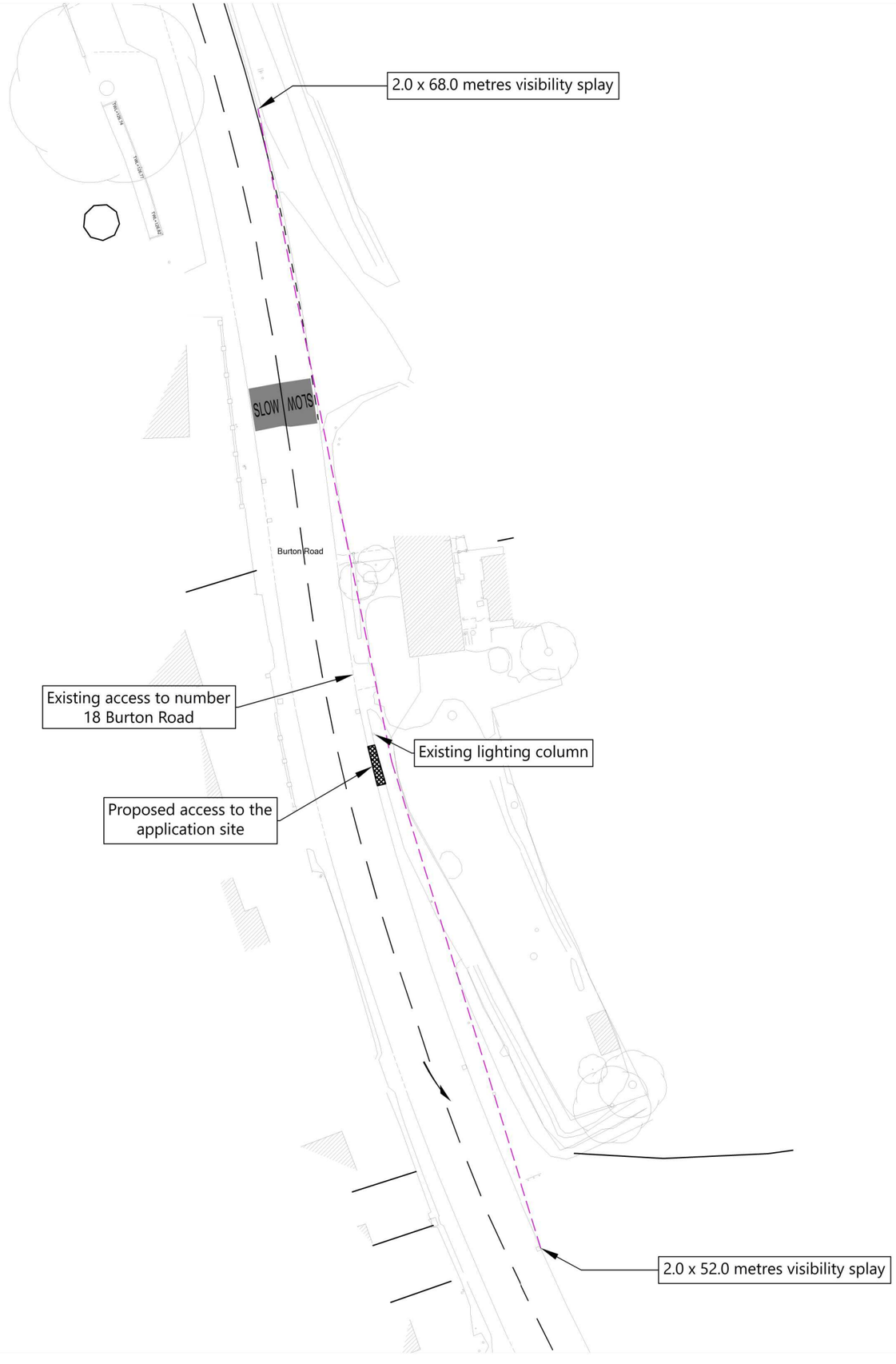
Based on Table 10.1 MfS2

Design speed	Vehicle Type	Reaction Time t (s)	Deceleration rate d (m/s) (ie factor x 9.81)	Standard
60kph and below	Light vehicles only	1.5	0.450 g	MfS2
	Buses and/or HGV's greater than 5% of the traffic	1.5	0.375 g	MfS2
Above 60kph	All vehicles (≤64kph)	2	0.375 g (Absolute minimum)	CD 109
	All vehicles (>64kph)	2	0.250 g (Desirable minimum)	CD 109

NOTE: The adjustment for the bonnet length is only required on the MfS SSD as the MfS formula is calculated from drivers eye. To avoid a collision, the bonnet length must be added.

Appendix 7

The Proposed Access Visibility Splays Plan



NOTES:

Based on Brunel Surveys Topographical Survey base reference 27358-500-1 dated Mar 2025.

PRELIMINARY

ISSUE	REASON FOR REVISION	BY	DATE
D	Application site access relocated	DC	11.04.25
C	Visibility splays plotted on topographical surveys base	AM	10.04.25
B	Application site access relocated	DC	05.03.25
A	Application site boundary revised	DC	03.03.25

PROJECT:

LAGOS COTTAGE
18 BURTON ROAD
TWYCROSS

CLIENT:

LUKE ELPHICK

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
2452	01	1:500

SHEET NUMBER:

SHEET NUMBER 1 OF 1

SCALE BAR:

0m 5m 10m 15m 20m

HighgateTransportation
www.highgatetransportation.co.uk
First Floor, 43-45 Park Street
Bristol BS1 5NL
01179 349 121

TITLE:

VISIBILITY SPLAYS

DATE:	DRAWN BY:	CHECKED:
27.02.2025	DC	FB