Transportation Consultancy

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Bosworth Lane, Newbold Verdon Transport Assessment

Client: Bloor Homes
Project: Bosworth Lane, Newbold Verdon
Date: May 2025

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Contents

1. Introduction

1.1 Overview

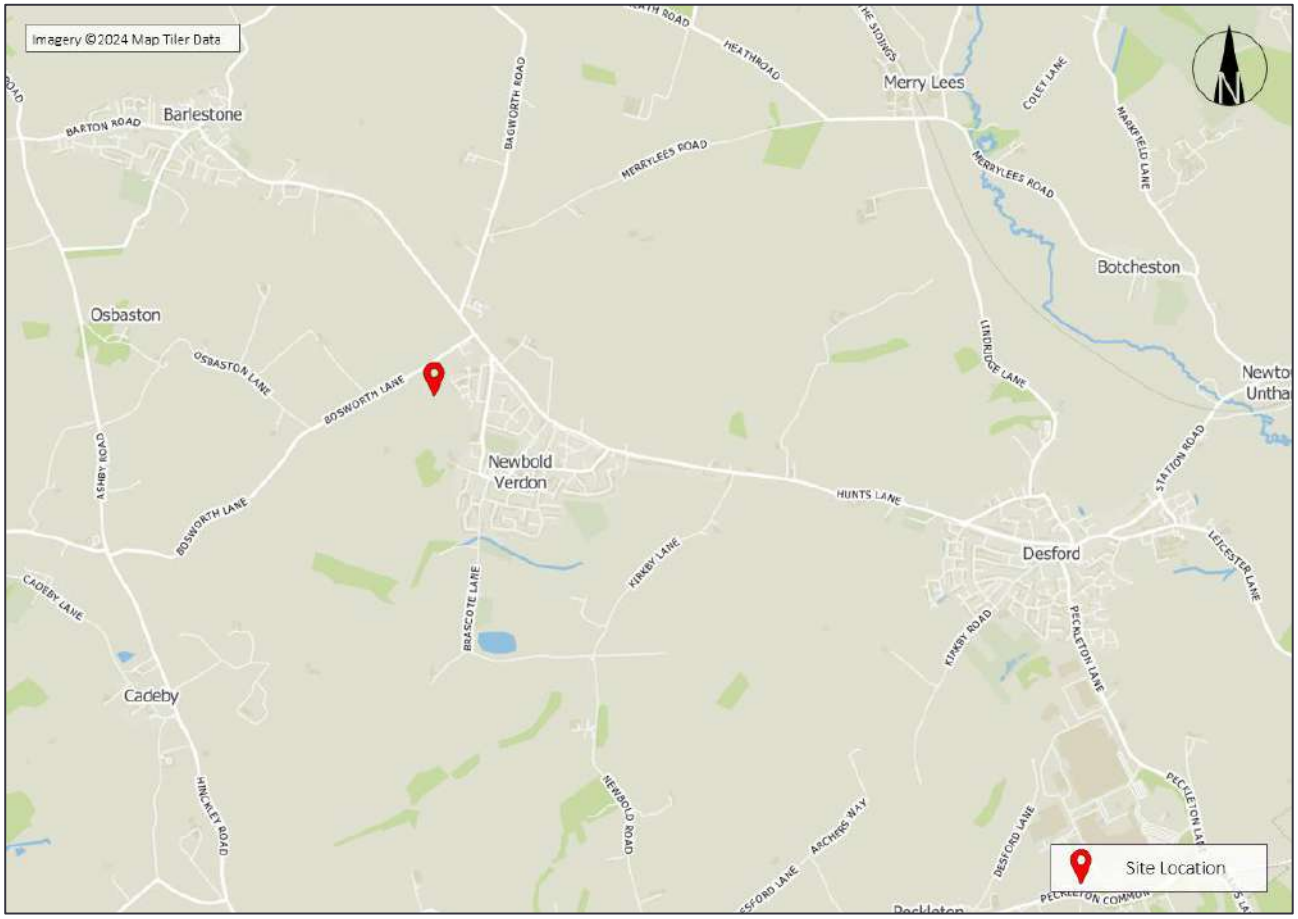
This Transport Assessment (TA) has been prepared by the Transportation Consultancy Ltd ('ttc') to support an Outline Planning Application for a proposed residential development on land to the south of the B585 (Bosworth Lane) in Newbold Verdon, Leicestershire. The description of the development is as follows:

'Erection of up to 200 dwellings, a community health and well-being hub (Use Class E(e)) or community shop (Use Class E(a)) of up to 108 sqm gross external area and provision of up to 0.5 hectares of school playing fields and sport pitches, together with landscaping, open space, infrastructure and other associated works'

In the interests of robustness, this TA considers a development quantum of 220 residential dwellings.

The strategic location of the site can be seen in **Figure 1.1** below.

Figure 1.1 Site Location in Strategic Context



1.2 Purpose of Report

This TA has been prepared to support a planning application for a residential development situated off the B585 (Bosworth Lane) in Newbold Verdon, Leicestershire.

The TA will outline the transport and highways characteristics of the proposed development and demonstrate how the development accords with relevant local and national planning policy.

1.3 Planning History

In order to support the current application for up to 200no. dwellings, a Pre-Application Transport Assessment Scoping Report (TASR) was submitted to LCC in May 2024 (report reference: 210988-02), setting out the proposed access strategy and the geographical and technical scope of the TA.

This TA report has been prepared to take account of the comments received by Leicestershire County Council (LCC) as part of that scoping exercise. The assessment also involves use of LCC's Pan Regional Transport Model (PRTM). An inception meeting was held on 22nd October 2024 to agree the scope of that assessment with LCC.

1.4 Structure of Report

This TA is structured as follows:

- **Chapter 2:** Describes the existing situation, the surrounding local highway network as well as identifying the sustainable transport options and any existing highway safety concerns.
- **Chapter 3:** Outlines how the development proposals accord with relevant local and national policies.
- **Chapter 4:** Determines the Local and National Policy context in relation to the proposed development.
- **Chapter 5:** Provides a summary of the traffic generated by the proposals and determines the likely impact on the local highway network.
- **Chapter 6:** Provides a summary of the PRTM assessment.
- **Chapter 7:** Provides a junction capacity assessment of key junctions on the local network that are impacted by the development proposals.
- **Chapter 8:** Presents a summary and conclusion of the report.

2. Existing Situation

2.1 Overview

This section of the TA outlines the existing conditions, existing access arrangements, sustainable transport links and local highway network. A review of personal injury accident data is also provided.

The content of the section has been collated to supplement the criteria of the Active Travel England (ATE) Application Assessment Toolkit: Checklist User Manual and where relevant sets out how the existing infrastructure compares to guidance set out in the LTN 1/20.

For ease of reference, an overview of the ATE criteria, the appraiser comments and report references is contained within **Appendix A**.

2.2 Site Location

The proposed development site is situated on a parcel of agricultural land to the south of the B585 (Bosworth Lane) at the northwestern extremity of Newbold Verdon's built up area.

Figure 2.1 displays the site in a local context.

Figure 2.1 Site Location in Local Context

The potential development is bounded by the B585 Bosworth Lane to the northwest, a newly developed housing estate to the northeast, primary school grounds to the southeast and agricultural land to the southwest.

The newly developed housing estate to the northeast of the proposed development site is known as 'Ferrers Green' and will be referred to as such throughout this TA.

2.3 Local Highway Network

The key highway links in the vicinity of the proposed development site are managed and maintained by LCC, in their role as the Local Highway Authority. The key highway links are described below:

B585 Bosworth Lane

The B585 Bosworth Lane is a two-way single lane carriageway which routes on a northeast-southwest alignment between its junction with B582 Barlestone Road and the A447. The highway forms the northwestern boundary of the development site.

B585 Bosworth Lane is subject to the national speed limit along the site frontage with a carriageway width of c.5.6m. Directly fronting the potential development site, the highway does not afford pedestrian footways along either side of the carriageway until its junction with Hall Lane where provision exists along the southeastern side of the road.

The speed limit changes to 40mph approximately 250m southwest of the Bosworth Lane/Barlestone Road junction. It is understood that the speed limit was changed to 40mph along this stretch of the B585 Bosworth Lane when the site access to the adjacent Hall Lane development was built out.

Strategically, the B585 operates as a part of the local highway network connecting Newbold Verdon with neighbouring settlements such as Market Bosworth and Barlestone.

B582 Barlestone Road

Barlestone Road is a two-way single lane carriageway which routes on a northwest to southeast alignment between its junction with Bosworth Lane in Newbold Verdon to the northwest and the Winchester Avenue / A426 / Enderby Road roundabout in Blaby to the southeast. The highway forms a signal controlled junction with B585 Bosworth Lane to the northeast of the development site. Within the vicinity of the site, the B582 is subject to a 40mph speed limit and affords pedestrian footways along both sides of the carriageway which connect to the aforementioned provision along the B585 Bosworth Lane. Strategically, the B582 operates as part of the local highway network connecting Newbold Verdon with the neighbouring settlement of Desford, as well as the southern suburbs of Leicester.

2.4 Traffic Count Data

A number of traffic counts have been undertaken on the local highway network to inform the assessment. This included an ATC on B585 Bosworth Lane which was carried out between Thursday 11th April – Wednesday 17th April 2024. The ATC was placed to the south of the proposed site access location. This is likely to provide a robust indication of the speeds along the road as it is located well within the national speed limit.

Table 2.1 below outlines the results, and a full copy has been provided within Appendix B.

Table 2.1 Summary of ATC

Time Period	Traffic Flow/Speed by Direction		
	Northeast Bound	Southwest Bound	Two-way
Average Network AM Peak Period (08:00 – 09:00)	229	237	466
Average Network PM Peak Period (17:00 – 18:00)	258	227	485
5-day AADT	2672	2809	5481
7-day AADT	2473	2623	5096
7-day 85th Percentile Speed	55.3mph	55.3mph	-
7-day Average Speed	48.4mph	48.6mph	-

As outlined in Table 2.1, B585 Bosworth Lane carries a modest level of traffic, which averages 466 and 485 two-way movements in the respective AM and PM peak periods. The 85th percentile speeds are lower than the posted speed limit.

In addition to the ATC data, classified turning counts were collected at key junctions on the highway network. The extent of surveys required to inform the standalone junction assessments were agreed with LCC following initial outputs from the PRTM modelling that indicated the Area of Influence (AoI). The following data has been collected:

Classified Turning Count Data

Tuesday 12th November 2024:

- B585 Barlestone Road/B582 Barlestone Road/B585 Bosworth Lane Signal Junction.
- B585 Barlestone Road/Bagworth Road Priority T-junction.
- B582 Barlestone Road/Dragon Lane Priority T-junction.
- B582 Barlestone Road/Mill Lane Priority T-junction.
- B585 Bosworth Lane/A447/Bosworth Road Staggered priority T-junction.
- Hall Lane/A447 Priority Junction.
- A447/Barton Road/Lount Road Priority Cross-roads.

Tuesday 26th November 2024

- A447/Main Street/Barton Lane Crossroads.

It should be noted that data for the A447/Main Street/Barton Lane was collected on the 26th November 2024, as a result of road works preventing data being collected on the 12th November. Following the completion of the survey on the 26th November it was confirmed that an incident had occurred on the M1 southbound between Junctions 22 and 21 on that day. The incident led to an unexpected diversion during the AM peak period resulting in unusually high flows along the A447. It was noted that by the PM peak period, the impacts of the incident had subsided and traffic flows at the A447/Main Street/Barton Lane junction validated well

against downstream flows collected on the 12th November. To provide additional validation of the AM peak anomaly, an additional passing count was undertaken on the A447 to the south of Main Street to validate the data collected on the 26th November. The additional data collected on the 17th December, before schools broke up, confirmed that flows on the A447 were in line with the downstream flows on the A447 recorded on the 12th November, and the data collected during the AM peak on the 26th was an anomaly. As a result, the base flows at the A447/Main Street/Barton Lane junction have been adjusted to align with the downstream flows collected on the 12th November. The base traffic flow data used in this TA is therefore considered a reflection of typical traffic conditions.

All traffic count data is provided in Appendix B.

2.5 Sustainable Travel

Introduction

Walking and cycling form sustainable modes of transport which not only provide benefits to residents but help to reduce the amount of congestion and pollution within the area.

Guidance on the preferred maximum walking distances to amenities is given in the Chartered Institution of Highways and Transportation (CIHT) document, Providing for Journeys on Foot (2000). The Guidelines indicate that a walking distance of 400m is acceptable for trips to bus stops and local shops, with 800m being the preferred maximum. The corresponding walking distances for trips to work and school are given as 500m and 1,000m, respectively. A preferred general maximum walking distance of 2,000m is identified.

The *Manual for Streets* (MfS) and the National Design Guide reinforces this advice, stating that "*walkable neighbourhoods*" should have a range of facilities within 800m (a 10-minute walk). However, this is not regarded as the upper limit for walking journeys and MfS notes that walking offers the greatest potential to replace short car trips, particularly those under 2km.

The National Travel Survey states that the average walking distance in 2023 was 0.75miles, or 1.2km. Overall, it is therefore reasonable to assume that residents would walk between 800m and 2.0km to local facilities in the area, but also being mindful that the average person walking distance is 1.2km.

Cycling also provides the opportunity as a substitute for a short car journey, with the CIHT document, *Planning for Cycling*, stating:

'The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (DfT, 2014a).'

The National Travel Survey states that the average cycling distance in 2023 was 3 miles, or 4.8km.

Local Facilities and Amenities

The proposed development site is well situated to benefit from access to local services and facilities which can be accessed by sustainable modes of transport. The proposed development site's accessibility has been judged against the institute of Highways and Transportation (IHT) '*Guidelines for providing for Journeys on Foot*' (2000) in relation to acceptable walking distances to services and facilities.

Table 2.2 summarises the desirable, acceptable, and preferred maximum walking distance to local community facilities and services.

Table 2.2 Recommended Accessibility Thresholds

Threshold Classification	Town Centre	Community / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

Source: *IHT (2000), Guidelines for Providing Journeys on Foot, IHT, London*

The key local services and facilities within the vicinity of the site are outlined within **Table 2.3**, alongside their respective distances from the centre of the site. Distances have been taken from the centre of the site via the main pedestrian access which will be provided on to Moat Close. It is also noted that PRoW S19 will provide an alternative route to Main Street therefore walking distances and times via the PRoW have also been set out (route alignment is illustrated within **Figure 2.3**). These distances are compared with the recommended accessibility thresholds detailed within **Table 2.2**. It should also be recognised that at part of the development proposals a new pedestrian connection will be provided from the southeast part of the site to the back of Newbold Verdon Primary School, this will reduce walking distances from the site to the school, and this has been agreed with the Local Education Facility.

Table 2.3 Summary of Local Services and Amenities

Service/Amenity	Distance		Walking Time		Threshold Classification	
	Moat Close	PRoW S19	Moat Close	PRoW S19	Moat Close	PRoW S19
Newbold Verdon Medical Practice	660m	1.22km	8-minutes	14-minutes	Acceptable	Over Threshold
Lotus House Takeaway	650m	1.1km	8-minutes	13-minutes	Acceptable	Preferred Maximum
Newbold Verdon Primary School	660m*	820m	8-minutes	10-minutes	Acceptable	Acceptable
Play Park	680m	830m	8-minutes	10-minutes	Acceptable	Preferred Maximum
Newbold Verdon Baptist Church	920m	850m	11-minutes	10-minutes	Preferred Maximum	Preferred Maximum
Liberteas Coffee Shop	940m	860m	11-minutes	10-minutes	Preferred Maximum	Preferred Maximum
Newbold Verdon Village Store	950m	880m	11-minutes	11-minutes	Preferred Maximum	Preferred Maximum
The Church of St James	970m	510m	12-minutes	6-minutes	Preferred Maximum	Acceptable
Jubilee Inn	1.02km	940m	12-minutes	11-minutes	Preferred Maximum	Preferred Maximum
Newbold Verdon Post Office	1.06km	990m	13-minutes	12-minutes	Preferred Maximum	Preferred Maximum
Heathbrook Pharmacy	1.15km	1.08km	14-minutes	13-minutes	Preferred Maximum	Preferred Maximum

Service/Amenity	Distance		Walking Time		Threshold Classification	
	Moat Close	PRoW S19	Moat Close	PRoW S19	Moat Close	PRoW S19
De Verdun Nursery & Preschool	1.17km	1.09km	14-minutes	13-minutes	Preferred Maximum	Preferred Maximum
Central Co-op Food Newbold Verdon	1.15km	1.10km	14-minutes	13-minutes	Preferred Maximum	Preferred Maximum
Newbold Verdon Sports & Social Club	1.17km	1.09km	14-minutes	13-minutes	Preferred Maximum	Preferred Maximum
Our Library @ Newbold Verdon	1.19km	1.12km	14-minutes	13-minutes	Preferred Maximum	Preferred Maximum
Newbold Verdon Cricket Club	1.51km	1.32km	18-minutes	18-minutes	Over Threshold	Over Threshold

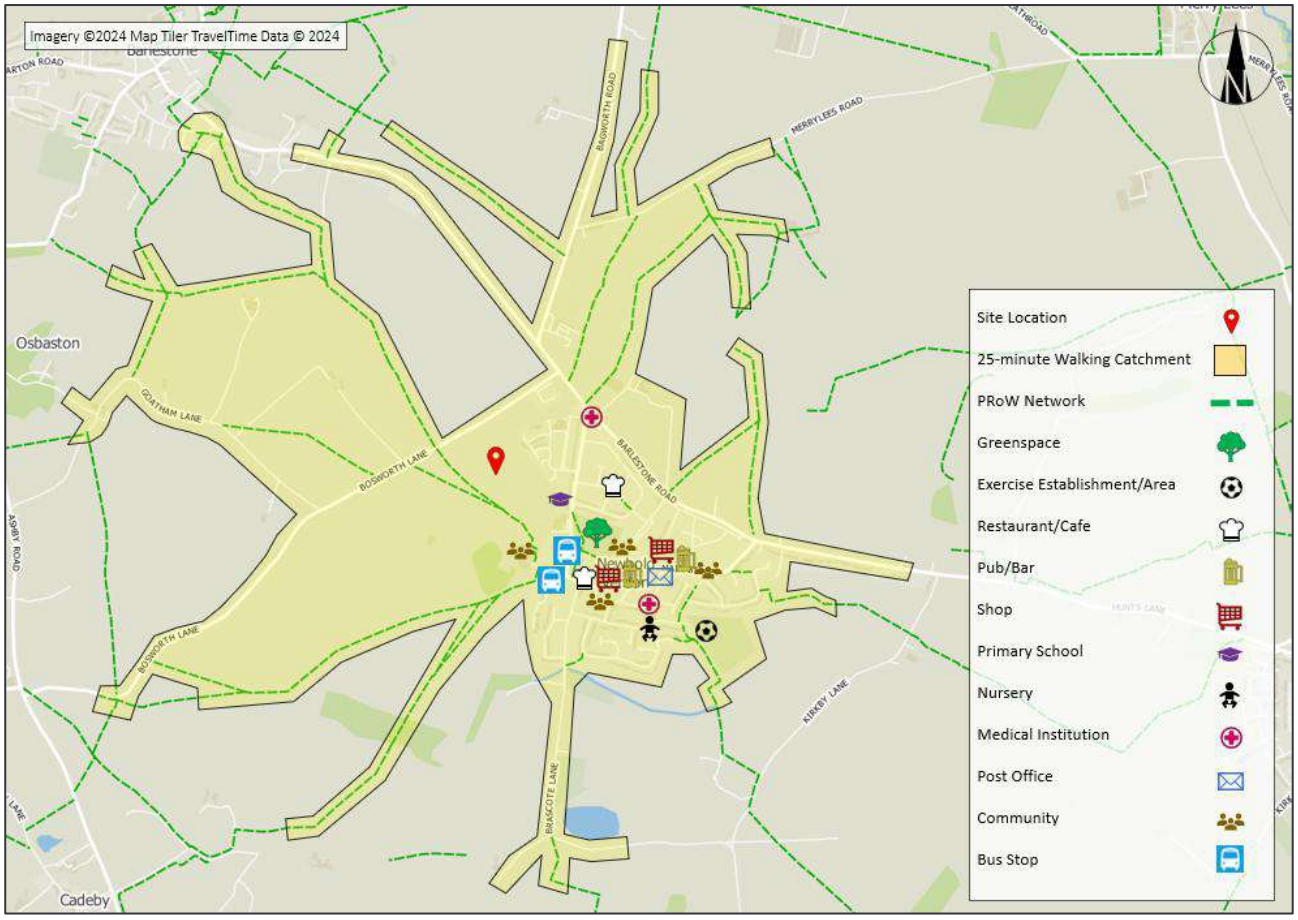
*Distance reduces to c.330m if connection to rear grounds of Newbold Verdon Primary School is used.

It can be seen from Table 2.3 that there are a number of local facilities within 800m of the site which aligns with the 'walkable neighbourhoods' description set out in MfS and the National Design Guide. This includes a medical practice, primary school and play park. The proposed development site also benefits from access to local services and amenities within the 'Preferred Maximum' walking distance specified in the IHT guidance including food stores, a nursery, a library, public houses, café's and a post office. This will ensure future residents are not dependent on using a private vehicle for everyday needs.

It is also noted that parts of the existing PRoW run through a field and is not a made track. Nevertheless, the proposed access on to Moat Close will provide a fully paved and lit route which provides access to many local facilities. In most cases, walking distances to these facilities via Moat Close are similar or shorter compared to the PRoW. The only notable exception being The Church of St James which is 460m longer if accessed via Moat Close.

Figure 2.2 below outlines the location of the aforementioned services and amenities.

Figure 2.2 Services and Amenities Plan



It is evident from Table 2.4 and Figure 2.2 above that the proposed development site is well situated to benefit from a range of services and facilities within a comfortable walking distance.

It is also considered prudent to compare walking distances to local services and facilities from recently approved residential developments within Newbold Verdon to help determine the suitability of the site location. In this context, the Ferrers Green development (20/00143/FUL) directly to the northeast of the site and the land off Brascote Lane development (22/00277/OUT) to the southeast of the site will be included for comparison. The Ferrers Green and Brascote Lane developments were approved for 116no. and 239no. dwellings retrospectively and are similarly located on the periphery of Newbold Verdon's built up area.

Figure 2.3 displays locations of the approved developments in relation to the proposed site.

Figure 2.3 Approved Development Site Locations in Relation to the Proposed Development

The key local services and facilities within the vicinity of the site are outlined within **Table 2.4**, alongside their respective distances from the centre of the proposed site via Moat Close and the centre of the approved development sites illustrated in **Figure 2.3**. It must be noted that a number of the distances to local services and facilities from the Brascote Lane site have been extracted from the Statement of Common Ground for the development appeal (reference: APP/K2420/W/23/3331081), with those not referenced in the report being measured manually using the same method as the proposed site.

Table 2.4 Comparison of Waking Distance to Local Services and Amenities

Service/Amenity	Proposed Development (Moat Close)	Ferrers Green	Brascote Lane
Newbold Verdon Medical Practice	660m	460m	1.41km*
Lotus House Takeaway	650m	580m	1.28km*
Newbold Verdon Primary School	660m**	590m	970m*
Play Park	680m	610m	930m
Newbold Verdon Baptist Church	920m	850m	920m*

Service/Amenity	Proposed Development (Moat Close)	Ferrers Green	Brascote Lane
Liberteas Coffee Shop	940m	870m	940m
Newbold Verdon Village Store	950m	880m	950m
The Church of St James	970m	900m	870m
Newbold Verdon Methodist Church	990m	920m	850m*
Jubilee Inn	1.02km	950m	1.02km
Newbold Verdon Post Office	1.06km	990m	1.06km
Heathbrook Pharmacy	1.15km	1.08km	1.11km*
Central Co-op Food Newbold Verdon	1.17km	1.1km	1.17km
De Verdun Nursery & Preschool	1.15km	1.08km	1.09km*
Newbold Verdon Sports & Social Club	1.17km	1.1km	1.17km
Our Library @ Newbold Verdon	1.19km	1.12km	1.19km
Newbold Verdon Cricket Club	1.51km	1.44km	1.07km*

*Distance taken from the Statement of Common Ground in appeal reference: APP/K2420/W/23/3331081.

**Distance reduces to c.330m if connection to rear grounds of Newbold Verdon Primary School is used.

As outlined in Table 2.4 above, the distances to local services and facilities are relatively consistent between the proposed site and the Ferrers Green development, with latter being uniformly c.70m closer to all the destinations apart from the Newbold Verdon Medical Practice. In comparison to the Brascote Lane site, the proposed development is considerably closer to key facilities such as Newbold Verdon Primary School and the medical centre and is similarly located to facilities within the local centre.

It is also notable that the Brascote Lane development is located approximately 750m from the nearest bus stop, whilst the proposed development is located 550m from the centre of the site.

Overall, the comparison demonstrates that the proposed development offers very similar levels of accessibility to the other developments sites which have been approved and considered accessible.

In the following section, consideration has been given to the existing active travel connections which make the proposed development site accessible to the services and facilities identified. This also considered the quality of the routes.

Walking

The proposed development site is well situated to benefit from local walking infrastructure which connects the site to local services and facilities outlined earlier in **Section 2.5**. A review of the pedestrian infrastructure to key facilities such as the village centre and local school are provided within this section.

Figure 2.4 below outlines the recognised pedestrian desire lines to Newbold Verdon Village Centre from relevant proposed access points across the proposed development site.

Figure 2.4 Newbold Verdon Village Centre Desire Lines

As stated previously in this report, pedestrians will be able to access Moat Close along the north-eastern side of the development, utilising a link that will be provided to the north of no. 15 Moat Close (illustrated in **Figure 2.4**), further details regarding this connection are provided later in this report. This provides a continuous footway network within the neighbouring housing estate along Moat Close and Old Farm Lane, which have a continuous width of 2.0m. At the point Old Farm Lane meets Dragons Lane, footways in excess of 2.0m in width are provided on both sides of the road. South of Old Farm Road, side road crossings on Dragons Lane are provided at the Cadle Street and Preston Drive access. All these routes mentioned are lit.

Immediately north of Newbold Verdon Primary School, the footways on Dragon Lane connect to a footpath that routes through the play park and provides a connection to the corner of the Main Street/Mill Lane junction. This provides a shortcut towards the local centre. From here, footways are provided along both sides of Main Street, and links to the local centre which provides a range of facilities including local shops (e.g. Co-op, Nisa), takeaways, a bakery, the Post Office, a pharmacy and a library.

PRoW S19 provides an alternative route towards the local centre. As illustrated in Figure 2.4, the PRoW 19 runs along the south-western side of the site and provides a link through the adjacent fields where it connects to a footpath adjacent to The Church of St James. As illustrated in Figure 2.4 above, the existing PRoW path is directed by flagpole signs and pedestrian movements between fields are assisted via a kissing gate. Adjacent to The Church of St James, the PRoW 19 provides a paved path and is separated from the adjacent field by a wooden fence.

As the PRoW meets Main Street there are no footways provided for a short length (c.30m), however this section is lightly trafficked as it only serves the immediate dwellings within the vicinity of the church. Footways are provided further west on Main Road and continue towards the junction of Dragon Lane along the northern side of Main Street and link to the local centre.

Access to Newbold Verdon Primary School is available via Moat Close using part of the route described earlier in this report in relation to the local centre. However, rather than heading through the park opposite the school, pedestrians would continue south along Dragon Way utilising the footway. This route also avoids the need to cross any major roads and is generally overlooked by residential dwellings.

PRoW S19 provides an alternative route to the school, which also utilises part of the route described earlier in this report related to the local centre. However, at the Main Street/Dragon Lane junction, pedestrians would have to head north on Dragon Lane utilising the existing footway. The footway in this location is below the standard 2.0 width for a distance of approximately 35m, however, it does widen to approximately 2.0m in width as it heads north towards the school. A school safety zone limiting vehicles speeds to 20mph is provided along Dragons Lane in the vicinity of the site.

As stated previously in this section, a pedestrian connection from the southeastern portion of the site will also afford direct access to the rear grounds of Newbold Verdon Primary School. This desire line would significantly reduce the distance and time taken to access Newbold Verdon Primary School (c.330m and 4-minutes retrospectively) as well as affording a dedicated and safe traffic free route.

Figure 2.5 below outlines the recognised pedestrian desire lines to Newbold Verdon Primary School from relevant proposed access points across the proposed development site.

Figure 2.5 Local School Desire Lines

Cycling

The proposed development site is situated to benefit from proximity to local cycle paths, routes and trails which provide a mixture of traffic free and cycle friendly access around Newbold Verdon and to neighbouring settlements. Locally, the LCC produced 'Hinckley & Bosworth Area Cycling Map' identities a network of 'quieter' cycle routes in proximity to the proposed development site. The 'quieter' cycling routes are described as:

'…often quieter and in some cases may provide an opportunity to experience cycling along roads with less motor traffic'.

Access to the network of 'quieter' cycle routes is afforded directly from the B585 Bosworth Lane, onto which the primary access of the proposed development site will be provided. As with the wider network, the B585 Bosworth Lane does not contain any formal bike lanes or off-road sections and therefore falls short of LTN 1/20's recommendation in relation to mixed traffic scenarios (as set out in Figure 4.1 of LTN 1/20) however according to the LCC cycle map, this is a designated *'quieter route'* that will provide a suitable environment for more experienced cyclists. As a result, the network of 'quieter' routes provides the proposed development site with continuous supported access to neighbouring settlements such as Market Bosworth, Desford and Ibstock within a 30-minute cycle time.

It is noted that the proposed development will provide a link through to the Ferrers Green development to the northeast which will provide a suitable cycle access to the residential estate and through to Moat Close.

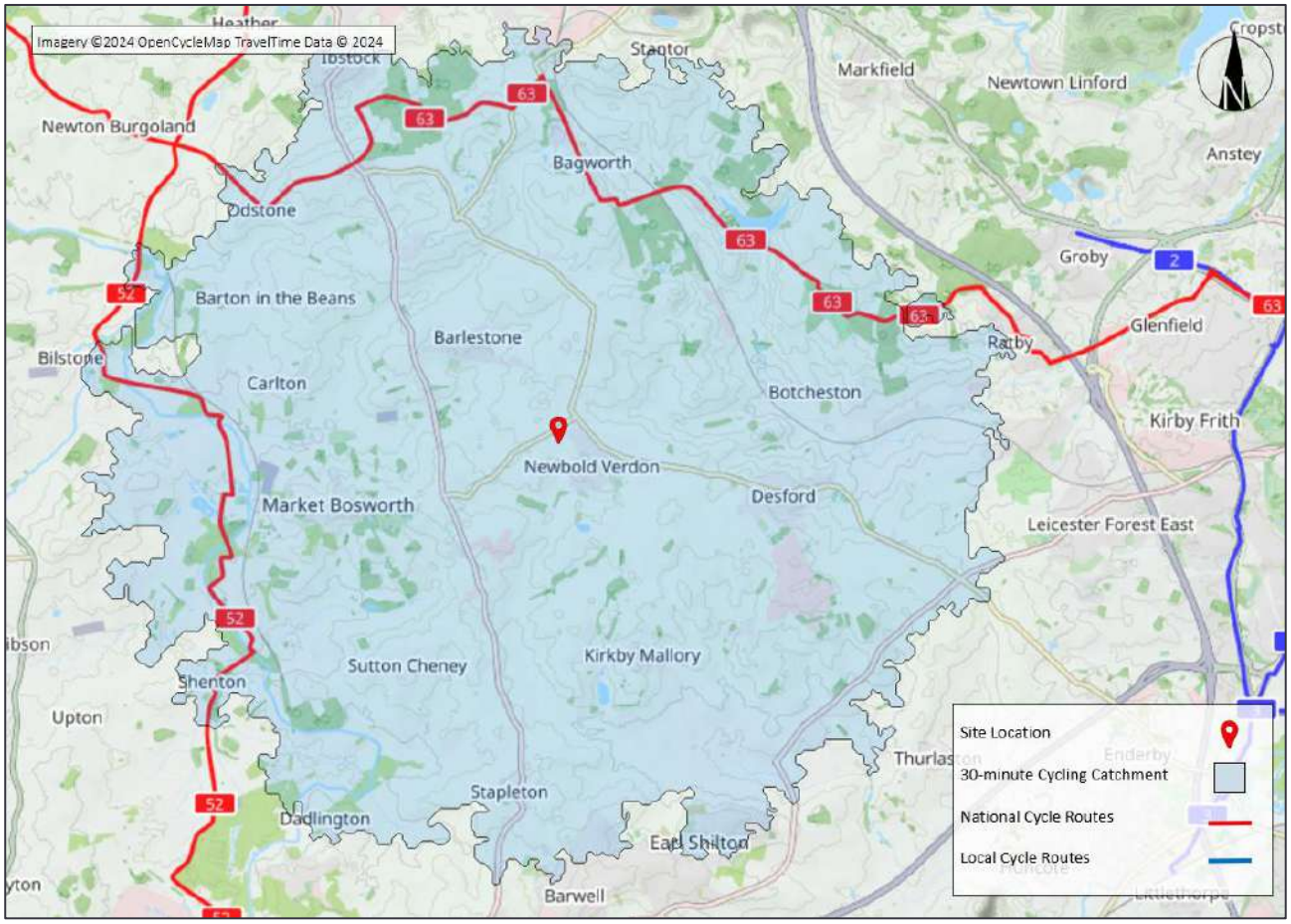
These areas are lightly trafficked, and vehicle speeds are low making them suitable for mixed traffic in accordance with Figure 4.1 of LTN 1/20.

A copy of the full LCC 'Hinckley & Bosworth Area Cycling Map' is provided in **Appendix C**.

Strategically, the proposed development is situated to benefit from proximity to the National Cycle Route 63 (NCR63), which is located 4.6km north of the site. Consisting of a 13-minute cycle journey along the local 'quieter' routes from the site. The NCR63 provides a mixture of segregated, off-road and on-road routes between Leicester in the east and Burton-upon-Trent in the west. The NCR63 also forms local connections with the wider National Cycle Network, namely the NCR52 which routes to Coalville and, via the NCR6, Loughborough in the north and Hinckley in the south. As a result, the proposed development site is well situated to benefit from strategic cycle connections to local larger settlements.

Figure 2.6 Illustrates the cycle friendly and dedicated routes within a 30-minute cycling catchment from the proposed development site.

Figure 2.6 Local Cycle Routes within 30-minute Cycling Isochrone



Public Transport

Bus Services

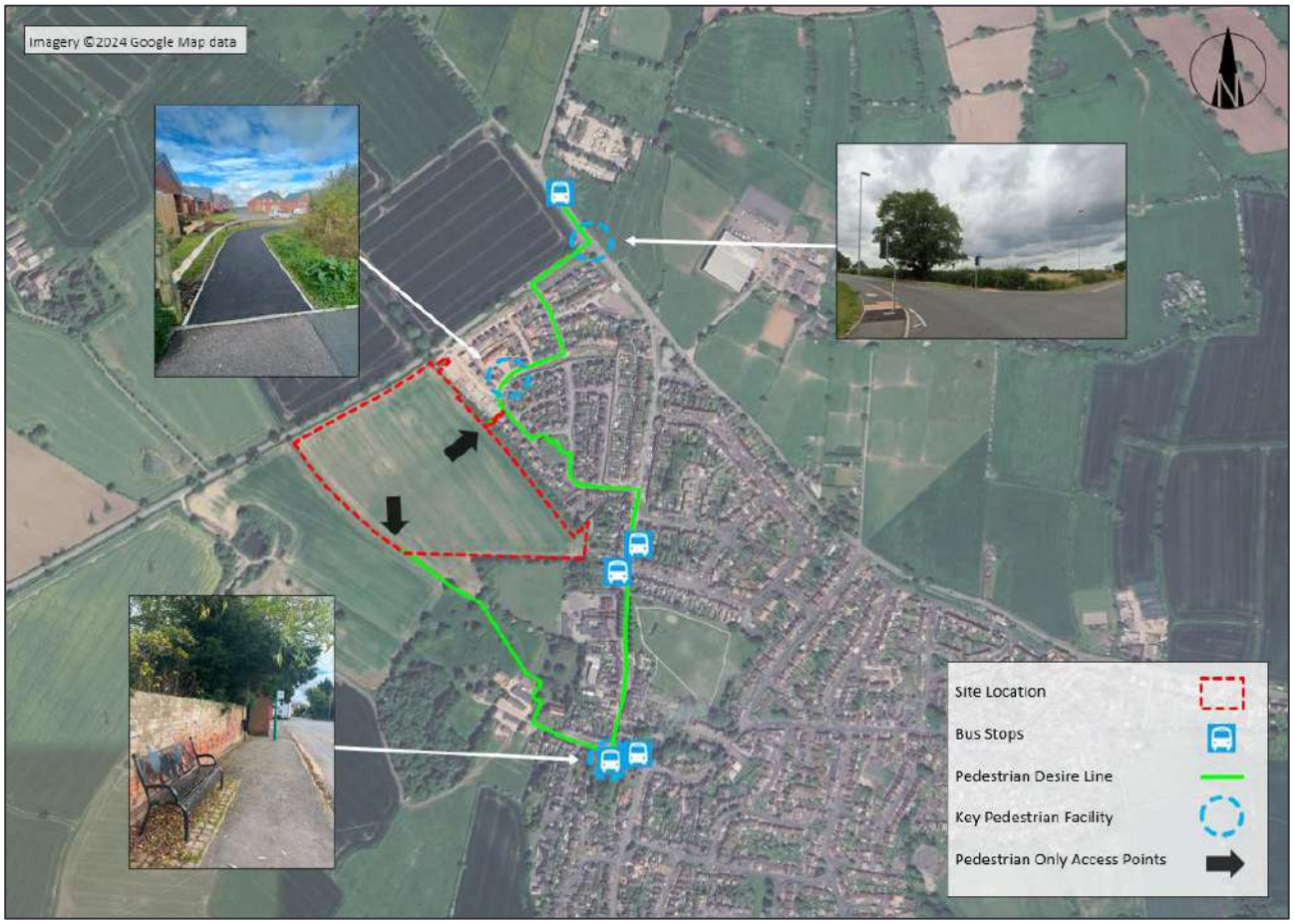
The closest bus stops to the potential development are located c.550m from the centre of the site on Dragon Lane, equating approximately to a 6-minute walk via Moat Close and Old Farm Lane. The southbound bus stop

is characterised by a bus shelter, a flagpole, a bin, timetable information and a raised block kerbing, whilst the northbound bus stop takes the form of a flagpole, a bin, timetable information and a raised block kerbing.

Additional bus stops are also located approximately 680m from the site on Main Street, near its junction with Brascote Lane, and approximately 610m from the centre of the site on the B585 Barlestone Road.

Figure 2.7 below illustrates the locations of the aforementioned bus stops in proximity of the proposed development site and their corresponding pedestrian desire line routes.

Figure 2.7 Local Bus Stops Locations and Desire Line Routes



The bus stops provide a singular regular service, the 153, which routes between Leicester in the east to Market Bosworth in the west via Desford. The service affords a peak frequency of 1-hour between Monday-Saturday, with no services on Sundays.

For the bus travel towards the regional centre of Leicester, the earliest midweek 153 service departs from the stop along Dragon Lane at 07:48 arriving in Leicester City Centre at 08:40, which would allow residents to access employment opportunities by 09:00. For the return journey, the site benefits from service departing Leicester city centre at 17:15 and arriving to the Dragon Lane bus stops at 18:00. The latest returning service from Leicester arrives back at the Dragon Lane bus stops at 20:55.

The presence of the 153 service provides future residents with public transport access to key local and regional centres where a greater density of services and facilities. The availability of Leicester city centre within the key AM and PM travel times is of particular benefit to future residents as is allows for the greater availability of employment opportunities as well as further onwards transport connections.

Rail services

The nearest railway station to the site is Hinckley station, approximately 11.1km to the south of the site. The station provides 63no. car park spaces and 16no. cycle park spaces. The station can be reached by vehicle within 21-minutes and bicycle within 42-minutes, with the cycle route entirely consisting of a mixture of on-road and off-road routes designated in the LCC 'Hinckley & Bosworth Area Cycling Map' from Dragon Lane. A copy of the full LCC 'Hinckley & Bosworth Area Cycling Map' is provided in Appendix C.

Hinckley station is located on the Birmingham to Peterborough line and is operated by East Midlands Railways. The station affords services to destinations between Birmingham and Peterborough such as Nuneaton and Leicester. The services operate approximately 1no. train per hour in each direction, with up to 2no. during the key AM and PM time intervals.

As a result of the above, it is considered that future residents would utilise the strategic bus and rail networks outlined above at key time intervals to access services and facilities in neighbouring settlements. Chiefly, the regional centre of Leicester is accessible via public transport from the potential development site between the key time interval of 07:30-08:30.

2.6 Personal Injury Accident Data

Personal Injury Accident (PIA) data has been obtained from LCC for the latest 5-year period (2019-2024). The collision data is sourced from the police and only includes collisions that meet the Department for Transport STATS19 criteria:

"Involves personal injury occurring on the public highway (including footways) in which at least one road vehicle or a vehicle in collision with a pedestrian or cyclist is involved and which becomes known to the police within 30 days of its occurrence. Damage-only accidents, with no human casualties or accidents on private roads or car parks are not included."

The purpose of assessing recorded PIAs is to determine whether there is a history of accidents in proximity to the proposed development site and to investigate whether there are any patterns or contributing factors to the accidents recorded.

The impact of casualties differs according to the severity of the injuries sustained. Three groups are usually differentiated as follows:

- Fatal: Any death that occurs within 30 days from causes arising out of the accident.
- Serious: Records casualties who require hospital treatment and have lasting injuries, but who do not die within the recording period for a fatality.
- Slight: Where casualties have injuries that do not require hospital treatment, or, if they do, the effects of the injuries quickly subside.

The PIA search area included major links and junctions within the vicinity of the proposed development site. The search area covers the whole Area of Influence that was identified as part of the PRTM assessment.

The PIA data from each of the links and junctions in relation to the proposed development site is outlined in Table 2.5 below, whilst Appendix D contains a full copy of the PIA data as well as a map illustrating the extent of the search area.

Table 2.5 Summary PIA Data Across Assessed Links and Junctions

Name	Severity			Casualty	
	Slight	Serious	Fatal	Pedestrians	Cyclists
Links					
A447 (Between Osbaston Lane & A447 (Ashby Road) / B585 Bosworth Lane / Bosworth Road junction)	1	0	0	0	0
A447 (Between Bosworth Road & Hall Lane)	1	0	0	0	0
A447 (Between A447 (Ashby Road) / B585 (Bosworth Lane) / Bosworth Road junction & Rectory Lane / Brascote Lane junction)	1	0	0	0	0
B585 (Bosworth Lane)	1	1	0	0	1
Dragon Lane	1	0	0	1	0
The Oval	0	1	0	0	0
Junction					
A447 (Ashby Road) / B585 (Bosworth Lane) / Bosworth Road	3	0	0	0	0
A447 (Ashby Road) / Main Street / Barton Lane	1	0	0	0	0
B582 (Barlestone Road) / Dragon Lane	1	2	0	1	0
A447 (Ashby Road) / Barton Road / Lount Road	1	0	0	0	0
B582 (Barlestone Road) / B585 (Bosworth Lane)	0	1	0	0	0

Following a review of the PIA data from LCC, it is noted that three accidents have been recorded at the B582 Barlestone Road/Dragon Lane junction within the latest five-year period, with one of 'slight' severity and two of 'serious severity. One of the recorded PIAs of 'serious' severity involved a pedestrian casualty, who was struck by a vehicle moving along the B582 Barlestone Road as they were utilising the dropped kerb crossing c.10m to the north of the junction. It is very unlikely that the proposed development would significantly increase pedestrian activity in this location, given more direct routes are provided towards the centre of Newbold from the site.

The other PIA of 'serious' severity was a consequence of a permitted turning manoeuvre at the B582 Barlestone Road / Dragon Lane junction, however, alongside the other PIA of 'slight severity, it does not

represent a pattern that suggests a highway safety issue across a five-year period. Furthermore, the proposed development is unlikely to result in an significant increase in trips through the B582 Barlestone Road/Dragon Lane junction and therefore will not impact the above assessment.

It is also noted that three PIAs were recorded at the A447/B585 Bosworth Lane/Bosworth Road stagger junction within the latest five-year period, all of 'slight' severity. Whilst all of the recorded PIAs involved vehicles performing manoeuvres which are authorised at the junction the accidents all involved separate movements, with one caused by a vehicle travelling from the Bosworth Road arm, one travelling from the B585 Bosworth Lane arm and one involving two vehicles travelling along the A447. As a result, there is no cluster or pattern representing a recurring highway safety issue at the A447 (Ashby Road) / B585 (Bosworth Lane) / Bosworth Road stagger junction.

Overall, whilst all PIAs are regrettable, the frequency and severity of accidents recorded within the search area over the latest five-year period does not suggest there are any inherent safety issues on the network. As a result, the proposed development is not predicted to have a material impact on highway safety.

2.7 Summary

Following a review of the existing situation, it can be concluded that the proposed development site is:

- Well connected to the surrounding highway network.
- Situated within proximity to a wide variety of local services and amenities. The available services and amenities will cater for day-to-day requirements without the need to use a private vehicle.
- Situated to benefit from existing pedestrian infrastructure which afford access to local services and amenities in Newbold Verdon.
- Situated to benefit from local 'quieter routes' for cyclists which connect to important local and regional centres.
- In proximity to bus service which provide access to larger regional centres such as Leicester and Market Bosworth where a broader range of services and facilities reside.
- A review of the PIA data obtained from LCC did not reveal any existing highway safety issues that the proposed development would exacerbate.

3. Planning Policy

3.1 Introduction

This chapter of the TA outlines the relevant national and local policy guidance that the proposed development contributes to. This chapters will focus on the following documents:

- National Planning Policy Framework (2024).
- Leicestershire Local Transport Plan (2025).
- Hinckley and Bosworth Council Core Strategy (2009).
- Local Plan 2006-2026 – Site Allocations and Development Management Policies DPD

3.2 National Planning Policy Framework

The National Planning Policy Framework (NPPF) sets out the Government's key objectives for achieving sustainable development. The NPPF was first published in March 2012 and revised in December 2024 in order to streamline the national planning policies set out in previous policy guidance and enable the current UK Government to achieve its goal of delivering of 370,000 homes a year, with 1.5 million homes in total being built during this Parliament.

The NPPF sets out the government's planning policies for England, and how these are expected to be applied, stating that all developments generating significant amounts of movement should be supported by a TA or Transport Statement (TS), alongside a Travel Plan (TP). Within the NPPF, it is suggested that an economic, social, and environmental objective should be at the heart of the planning process.

Under the 'Promoting sustainable transport' chapter of the NPPF, it is stated that transport issues should be considered from the earliest stages of plan-making and development proposals using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places (Para. 109). By doing this the potential impacts of development on transport networks can be addressed and the appropriate transport infrastructure can be implemented. By considering transport at the earliest stages, it allows the opportunity to promote walking, cycling and public transport, and to mitigate any problems. Significant developments should be focused on being sustainable, this can be done through limiting the need to travel and offering a genuine choice of transport modes.

The NPPF states (Para. 111, pg.31) that planning policies should:

- *"Support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;*
- *Be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;*
- *Provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking, Local Cycling and Walking Infrastructure Plans"*

Within the context of assessing sites for that may be allocated for development in plans, or specific applications for development, it should be ensured that (Para. 115, pg.33):

- *"Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- *Safe and suitable access to the site can be achieved for all users;*
- *The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and,*
- *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 through a vision-led approach."*

Within this context, new developments should (Para. 117, pg.33):

- *a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and,*
- *e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations*

Paragraph 116 states that:

- *"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."*

Paragraph 118 concludes that all developments expected to generate significant amounts of movement should provide a TP, and applications should also be supported by a TS or TA to assess the likely impacts of the proposals.

The proposed development has been designed in accordance with the NPPF guidelines and this TS demonstrates that the above objectives would be satisfied by the development proposals.

3.3 Local Planning Policy

Leicestershire Local Transport Plan

LCC have produced their updated 4th Local Transport Plan (LTP4), enabling the council to deliver strategic transport solutions to benefit residents and visitors in communities across the county. The solutions will aim to:

- *'Meet the current and future needs of all users in a coordinated manner and enable travel choices*

- *Benefit all transport users including car drivers, freight, public transport, walking, wheeling, and cycling*
- *Provide wider public health, economic, and environmental benefits for local communities*
- *Provide best value for money to tax payers.'*

The LTP4 presets a vision for transport across Leicestershire, detailing:

'Delivering a safe, connected and integrated transport network which is resilient and well managed to support the ambitions and health of our growing communities, safeguards the environment whilst delivering economic prosperity.'

The LTP4 also outlines a set of policies which aim to guide the core strategy of the document and how it will be delivered. The policies are as follows:

- Core Policy 1: Delivering the Vision – *'Ensure that all our transport solutions accord with the five core themes to deliver our vision for transport with regard to government policy for the benefit of our communities.'*
- Core Policy 2: Managing Demand – *'Delivering a safe, accessible, integrated, and resilient transport network that is well managed and enables communities to access jobs, education and all services. The network will also enable efficient movement and delivery of goods to support the local, regional, and international markets.'*
- Core Policy 3: Enabling Transport Choice – *'Enabling travel choice in our communities that reflects their unique needs, ensures their safety, actively promotes health & wellbeing, and protects the environment.'*
- Core Policy 4: Delivering Solutions – *'Work collaboratively to identify and develop innovative transport related solutions which promote health & wellbeing of our communities, provide betterment to the environment, and provides good value for money while enabling travel choice and improving our transport network users' experiences.'*
- Core Policy 5: Embracing Innovation – *'Embrace innovation and collaboration, which enables us to decarbonise transport and adapt to climate change to ensure a resilient transport network, while benefiting the environment and delivering travel choice to promote health and wellbeing within our communities.'*
- Core Policy 6: Evaluating Progress – *'Utilise data, monitoring and evaluation of our transport solutions to enable evidence-based programmes, provide a flexible approach to policy development, technology, and innovation to address changes and challenges which impact our communities.'*

Hinckley & Bosworth Borough Council's Policy

Hinckley & Bosworth Borough Council's Local Plan sets out the overarching strategy and policies to guide the future development of the borough up to 2026. It builds on policy at a national and regional level.

The Core Strategy identifies Newbold Verdon as a Key Rural Centre. Policy 11 focuses on development in Newbold Verdon:

'To support the local services in Newbold Verdon and maintain rural population levels the council will:

- *Allocate land for the development of a minimum of 110 new homes. Developers will be required to demonstrate that the number, type and mix of housing proposed will meet the needs of Newbold*

Verdon, taking into account the latest Housing Market Assessment and local housing needs surveys where they exist in line with Policy 15 and Policy 16.

- *Support additional employment provision to meet local needs in line with Policy 7.*
- *Support the improvement of the GP facilities in Newbold Verdon to support the increase in population, to be delivered by the PCT and developer contributions.*
- *Address the existing deficiencies in the quality and accessibility of green space and play provision in Newbold Verdon as detailed in the council's most up to date strategy and the Play Strategy. New green space and play provision will be provided where necessary to meet the standards set out in Policy 19.*
- *Deliver the strategic green infrastructure network detailed in Policy 20. To achieve this, the following strategic interventions relating to Newbold Verdon will be required: Earl Shilton to Newbold Verdon Multifunctional Corridor, Redevelopment of Extraction Sites and Tourism Support.*
- *Deliver safe cycle routes as detailed in Policy 14, in particular from Newbold Verdon to Bosworth Community College.*
- *Seek improvements in the quality of the community centre as supported by the Hinckley & Bosworth Cultural Facilities Audit.*
- *Support the provision of a car park for the church and cemetery to address the current parking problems that occur when the church is in use.*
- *Require new development to respect the character and appearance of the Newbold Verdon Conservation Area by incorporating locally distinctive features of the conservation area into the development.'*

It is understood that the Hinckley and Bosworth Borough Council are preparing an updated Local Plan which will cover the period between 2020 – 2041.

Local Plan 2006 – 2026 – Site Allocations and Development Management Polices DPD

The Site Allocations and Development Management Policies Document (DPD) allocates land to deliver the development requirements outlined in the Hinckley and Bosworth Core Strategy such as housing, employment, recreation, green spaces, community uses and leisure uses. In addition, it also includes development management policies which apply across the borough and which will be used when determining planning applications.

Policy DM17 Highways and Transportation states:

'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 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.'

This TA will demonstrate that the proposals are in line with the development management policies set out in the adopted Local Plan.

4. Development Proposals

4.1 Overview

This section of the TA examines the quantum of the development proposals, whilst identifying access arrangements for all modes, parking provision, and servicing arrangements.

4.2 Development Description

The development proposals are for erection of up to 200 dwellings, a community health and well-being hub (Use Class E(e)) or community shop (Use Class E(a)) of up to 108 sqm gross external area and provision of up to 0.5 hectares of school playing fields and sport pitches, together with landscaping, open space, infrastructure and other associated works. As stated previously in this report, in the interests of robustness, this TA considers a development quantum of up to 220 dwellings.

The development includes vehicular access from the B585 Bosworth Lane, as access is not a reserve matter.

The development proposals also include pedestrian access to the rear grounds of Newbold Verdon Primary School from the southeastern portion of the site.

A copy of the development concept plan is provided within Appendix E.

4.3 Site Access Overview

Primary vehicular access to the development is proposed via B585 Bosworth Lane, with an additional secondary access linking to the Ferrers Green site to the northeast of the site. Multiple pedestrian and cycle links are also proposed to connect to the surrounding area. Figure 4.1 provides a high-level overview of the access strategy, with further descriptions included in the subsequent sections of this report.

Figure 4.1 Site Access Strategy

4.4 Vehicle Access Arrangements

Vehicular access to the proposed development site is proposed via the B585 Bosworth Lane in the form of a priority T-junction with ghost island right turn provision. This includes a 6.75m wide access road, with 2.0m wide footways along both sides of the carriageway, as per the guidance stipulated in LCC's Highway Design Guide (LHDG) for a 'Major Residential Access Road'. The proposed layout of the access is based on guidance set out in CD 123 and is based on 100kph design speed which relates to speeds of 60mph, as per the existing conditions along the B585 Bosworth Lane. The proposed site access arrangement is shown in **Drawing 210988-01d** within **Appendix F**.

The internal road network will be designed in line with the principles in LHDG and Manual for Streets (MfS) and is subject to a 20mph design speed.

As requested by LCC, visibility at the proposed access is based on the DMRB guidance and the current speed limit which is the national speed limit (60mph). However, recorded speeds on the B585 Bosworth Lane indicate the 85th percentile speeds are lower than the posted speed limit. Based on CA 185 guidance, the recorded 85th percentile speeds have been adjusted to allow for wet weather conditions. The resulting speeds are 57.4mph northeast bound and 57.5mph southwest bound. The resulting visibility splays, calculated using guidance in MfS, are 186m to the northwest and 187m to the southeast. Nevertheless, Drawing 210988-01 indicates that visibility splays of 2.4m x 215m can be achieved in both directions.

Highway boundary data has been obtained from LCC which showed that the entire carriageway and the verge along the B585 Bosworth Lane in the vicinity of the proposed development site are adopted. A copy of this plan is included within Appendix G.

A plan showing that the aforementioned visibility splays can be accommodated within land under the control of the applicant or within the adopted highway is included in Drawing 210988-01d within Appendix F.

Swept path analysis has also been carried out showing a large refuse vehicle can negotiate the proposed access junction. This is presented in Drawing 210988-02c within Appendix H.

In addition to the primary access off B585 Bosworth Lane, a secondary access is proposed to connect to the Ferrers Green development to the north east of the site. At the time of writing this development was close to completion. The access will be located towards the northeast corner of the site and will take the form of a 5.5m wide road with 2.0m wide footway on the southern side of the road. The arrangement is shown on Drawing 210988-03a within Appendix F. The proposed secondary access ties in with the end of the existing turning head that has recently been built out and is subject to a proposed adoption agreement with LCC. As a result, this approach is not suitable to operate as the sole primary access to the proposed development as the LHDG stipulates that a highway width of 5.5m is suitable to serve up to 150no. dwellings, so the site is constrained to this width.

Forward visibility at the proposed secondary access has been shown in line with a design speed of 15mph which equates to a stopping sight distance of 17m. This is considered appropriate given the arrangement creates a speed control bend.

The proposed secondary access provides an additional access which residents can benefit from; however, it is envisaged that the majority of trips to and from the proposed development will utilise the primary vehicular access on to the B585 Bosworth Lane. Similarly, the majority of trips from the Ferrers Green development are likely to continue to use the primary access that was constructed to serve that site.

4.5 Non-Motorised User Access

As outlined in Section 4.3 above, the proposed primary pedestrian link to the site will be via Moat Close along the north eastern side of the site. The link will be provided to the north of no. 15 Moat Close and will be 2.0m in width. Drawing 210988-05 within Appendix F shows this connection. This connection would tie into existing active travel infrastructure in the neighbouring estate and facilitate easier access to key services and facilities within the centre of Newbold Verdon.

The proposed secondary vehicular access towards the north east corner of the site will provide a footway link to the Ferrers Green development. Figure 4.1 of LTN 1/20 suggests that roads with a 20mph design speed and traffic flows less than 2,000 AADT would be suitable for 'mixed traffic'. As a result, the proposed secondary access would also provide a suitable cycle access.

In addition, the development proposals include for pedestrian connections into the PRoW S19 that runs along the southwest boundary of the development. Furthermore, a pedestrian connection will be provided to the rear grounds of Newbold Verdon Primary School from the southeastern portion of the site. This link will help minimise walking distances between the development and the school and encourage sustainable trips to the school. As a result, this would help minimise the impact on Dragon Lane during school pick-up and drop-off times.

Footways 2.0m in width will also be provided along both sides of the main access road, however these will not extend up to the B585 Bosworth Lane. As the main desire lines from the development will be towards the centre of Newbold Verdon, providing a footway connection along the B585 Bosworth Lane was not deemed necessary, and doing so would have resulted in loss of additional green vegetation along the frontage of the

site and further north along the frontage of the Ferrers Green development. Furthermore, any pedestrians wishing to travel towards Barlestone Road will be able to travel through the Ferrers Green development utilising the proposed links to Moat Close or via the proposed secondary access.

4.6 Road Safety Audit

A Stage 1 Road Safety Audit (RSA) has been carried out for the proposed access strategy. A copy of the RSA1 with the designer's response and sign off from the auditor is provided at **Appendix I**, whilst a summary is provided in **Table 4.1** below. A Design Brief in line with the guidance set out in GG119 was agreed with LCC and submitted to the audit team.

Table 4.1 Road Safety Audit Summary

Problem Ref.	Summary of Problem	Recommendation	Designers Response
2.1	Potential collisions due to standing water or service covers	Ensure that surface water drainage is provided to mitigate the risk of collection of surface water on the carriageway.	Recommendation accepted. The surface water drainage will be considered further at detailed design stage.
2.2	Potential collisions associated with poor lighting	Ensure that street lighting along Bosworth Lane is extended to cover the proposed development access.	Recommendation accepted. A lighting assessment will be carried out during the detailed design stage to inform street lighting provision.
2.3	Potential risk of vehicle collisions associated with poor visibility	Ensure that any existing vegetation adjacent to the proposed development access is cut back and regularly maintained or alternatively any proposed landscaping is low level variety to ensure visibility to and from the proposed development access is not compromised.	Recommendation accepted. The extent of the visibility splays is within land under the applicants control or the adopted highway. As a result, any foliage within the splays will be removed, or trimmed and maintained.

The Road Safety Audit has not raised any issues that can't be suitably mitigated at the preliminary or detailed design stage. Therefore, the proposed access to the site is deemed safe and suitable.

4.7 Parking Standards

Parking provision at the potential development site will follow the guidance outlined for Use Class C3 in the aforementioned *Hinckley & Bosworth Borough Council Local Plan*, which stipulates:

- Dwellings of 3-bedrooms or less – 2 spaces; and,
- Dwellings of 4-bedrooms or more – 3 spaces.

The development proposals will afford compliant parking provision in accordance with the Council's standards. Cycle parking can be accommodated within the curtilage of all dwellings, with back gardens accessible via dedicated paths and side gates.

4.8 Servicing

The development site will be serviced by large refuse vehicles. **Drawings 210988-02c** within **Appendix H** demonstrate that such vehicles can successfully enter the site from the B585 Bosworth Lane. The internal

layout of the site will be designed in accordance with MfS and LHDG. Suitable turning head provision will be provided to allow refuse vehicles to safely manoeuvre within the development.

This operation is considered safe and appropriate to accommodate the quantum of the potential development.

4.9 Conclusions

This section of the report has demonstrated that the safe and suitable access can be provided to the development.

5. Trip Generation and Distribution

5.1 Introduction

This chapter of the TA outlines the estimated trip generation of the proposed residential development. The impact of this on the local highway network is considered in **Section 6**.

5.2 Proposed Vehicle Generation

In order to determine the likely level of traffic generated by the proposed development, trip rates used to inform the TA submitted to support the Ferrers Green development (ref. 20/00143/FUL) to the north have been utilised. The trip rates used in that assessment were derived by undertaking surveys at the Dragon Lane/Old Farm Lane junction. These trip rates have also been utilised to support the approved planning application for residential development off Brascote Lane (ref. 23/01037/OUT) therefore ensuring a consistent assessment across the area.

The trip rates and trip generation for the potential 220no. dwelling are provided in **Table 5.1** below.

Table 5.1 Potential Trip Generation – Residential Dwellings

Time Range	Trip Rate			Trip Generation (220-dwellings)		
	Arrive	Depart	Two-Way	Arrive	Depart	Two-way
AM Peak (07:00 – 08:00)	0.074	0.606	0.681	16	133	149
PM Peak (17:00 – 18:00)	0.521	0.170	0.691	115	37	152

As can be gauged from **Table 5.1,** the potential development could be forecast to generate 149 and 152 two-way movements during the respective AM and PM peak periods. This would result in between 2 and 3 additional trips on the network every minute during the AM and PM network peak periods.

As specified earlier in this report, the proposals also include for a community use as either a health hub and well-being centre or community shop. However, due to the size of this development (108sqm gross external area) it is envisaged that the community health hub and well-being centre would have a limited number of consultant rooms. Furthermore, the community shop would only afford basic provisions and would therefore not be a significant draw from the local area aside from residents in the immediate vicinity. Therefore, the proposal of a final community use is flexible as either the health hub and well-being centre or community shop are unlikely to result in a significant number of vehicular trips being generated during the AM and PM peaks.

The TA also robustly considers a development quantum of 220 dwellings rather the 200 therefore, this would account for the relatively small number of trips that may be generated by the community use.

The proposal also includes provision of up to 0.5 hectares of school playing fields and sport pitches related to Newbold Verdon Primary School. However, should this land be used to facilitate expansion of the school a separate planning application would be required, therefore trips associated with this have not been assessed within this TA.

5.3 Multi Modal Trips

The multi modal trip generation for the proposed residential development has been estimated using multi modal trip rates extracted from the TRICS database. The trip rates for pedestrians, cyclist, buses, and rail users are set out in **Table 5.2** with the resulting trips set out in **Table 5.3**. The full trip rates and assessment criteria used are provided in **Appendix J**.

Table 5.2 Multi Modal Trip Rates – House Privately Owned

Time Range	Arrive	Depart	Two-way
Trip Rates (per dwellings)			
Pedestrians			
AM Peak Period (08:00-09:00)	0.043	0.109	0.152
PM Peak Period (17:00-18:00)	0.046	0.035	0.081
Daily (07:00-19:00)	0.471	0.476	0.947
Cyclists			
AM Peak Period (08:00-09:00)	0.005	0.017	0.022
PM Peak Period (17:00-18:00)	0.012	0.007	0.019
Daily (07:00-19:00)	0.069	0.07	0.139
Bus			
AM Peak Period (08:00-09:00)	0.004	0.03	0.034
PM Peak Period (17:00-18:00)	0.01	0.002	0.012
Daily (07:00-19:00)	0.082	0.085	0.167
Train			
AM Peak Period (08:00-09:00)	0	0.008	0.008
PM Peak Period (17:00-18:00)	0.005	0	0.005
Daily (07:00-19:00)	0.018	0.024	0.042

Table 5.3 Multi Modal Trips – Houses Privately Owned

Time Range	Arrive	Depart	Two-way
Trips (220no. dwellings)			
Pedestrians			
AM Peak Period (08:00-09:00)	9	24	33
PM Peak Period (17:00-18:00)	10	8	18
Daily (07:00-19:00)	104	105	209
Cyclists			

AM Peak Period (08:00-09:00)	1	4	5
PM Peak Period (17:00-18:00)	3	2	4
Daily (07:00-19:00)	15	15	30
Bus			
AM Peak Period (08:00-09:00)	1	7	8
PM Peak Period (17:00-18:00)	2	0	2
Daily (07:00-19:00)	18	19	37
Train			
AM Peak Period (08:00-09:00)	0	2	2
PM Peak Period (17:00-18:00)	1	0	1
Daily (07:00-19:00)	4	5	9

As shown in Tables 5.2 and 5.3 above, the proposed development is predicted to generate a modest level of multi modal trips to and from the site. The majority of multi modal trips are predicted to be pedestrian trips which is to be expected given the sites proximity to the village centre.

5.4 Traffic Impact

Distribution

The development traffic has been distributed to the network through Leicestershire's Pan Regional Transport Model (PRTM). An appropriate parent zone has been selected from the model to act as a proxy to determine the likely distribution for the proposed development site.

Further information regarding the proposed PRTM assessment is included in the following section.

6. PRTM Summary

6.1 Background

This chapter of the TA provides a summary of the PRTM assessment carried out to assess the impacts of the proposed development on the local highway network. In order to determine if the PRTM was a suitable tool to provide a strategic assessment of the development impacts on the local area, a Base Year Model Review (BYMR) was carried out and the full report is provided in Appendix K, including the uncertainty logs which detail committed development and infrastructure schemes in the area.

The BYMR concluded that the model validated well in the area and meets Transport Analysis Guidance (TAG) criterion. At an inception meeting dated 22nd October 2024 it was agreed between LCC and the applicant that the PRTM is considered suitable to provide a strategic assessment of the development.

Following this a Forecasting Report was provided by LCC's Environment and Transport Modelling Services team. This sets out the forecast modelling results. A summary of this report is provided in this chapter of the report, and a full copy of the report is provided in Appendix L.

6.2 PRTM Modelling Scenarios

As part of the PRTM assessment, the model accounts for committed development traffic and background traffic growth.

The PRTM Forecasting Report produced by LCC assessed the following scenarios:

- 2024 Core.
- 2029 Core; the 'Do Nothing' scenario (no development).
- 2029 Core + Development (100%); the 'Do Something' scenario.

To produce the 'Do Nothing' scenario, the forecasts have been run through the wider PRTM modelling suite, which includes a highway, public transport and variable demand model. As a result, the scenario incorporates the response of travel demand to forecasted changes in travel cost and development of transport infrastructure over time.

In producing the 2029 'Do Something' scenario, the trips generated by the proposed development have been added to the 2029 'Do Nothing' highway demand matrices using the agreed parent-zone distribution and assigned in the PRTM highway model.

6.3 Modelling Assumptions

'Do Nothing' Assumptions

The 'Do Nothing' scenario has been forecasted using planning data and information on infrastructure schemes, which has been agreed between the project team and relevant highway stakeholders at the inception meeting (dated the 22nd of October 2024), in the format of an uncertainty log.

The trip forecasting in the 'Do Nothing' scenario used forecasts of population, households, and employment to generate future estimates of travel demand.

It was determined by the LCC National Data and Intelligence (NDI) team that Mill Lane and Main Street in Newbold Verdon should be included in the 'Do Nothing' scenario, above and beyond what is included 'as standard' within the PRTM. As a result, the centroid connecter for zone 6123 being relocated to accommodate these roads.

Proposed and Committed Development Access Assumptions

To create the 'Do Something' scenario network, the proposed development access off the B585 (Bosworth Lane) was incorporated into the 'Do Nothing' network.

Regarding access to committed developments, the PRTM has identified 2no. sites:

- The approved Land South off Bosworth Lane application (20/00143/FUL) (Ferrers Green Development)
- The approved Land East of The Windmill Inn, Brascote Lane application (22/00277/OUT)

The 2no. approved site accesses have subsequently also been incorporated into the 'Do Nothing' scenario along Bosworth Lane and Brascote Lane respectively.

It should be noted the model does not account for the proposed secondary access between the proposed development and the Ferrers Freen development. However, as stated earlier in this report, due to the location of the secondary access, it is unlikely the proposed primary access on to the B585 Bosworth Lane will be used by trips accessing the Ferrers Green development and vice versa.

Proposed Development Trip Assumptions

The proposed trip rates that were agreed with LCC and set out earlier in this report have been used to inform the 'Do Something' scenario.

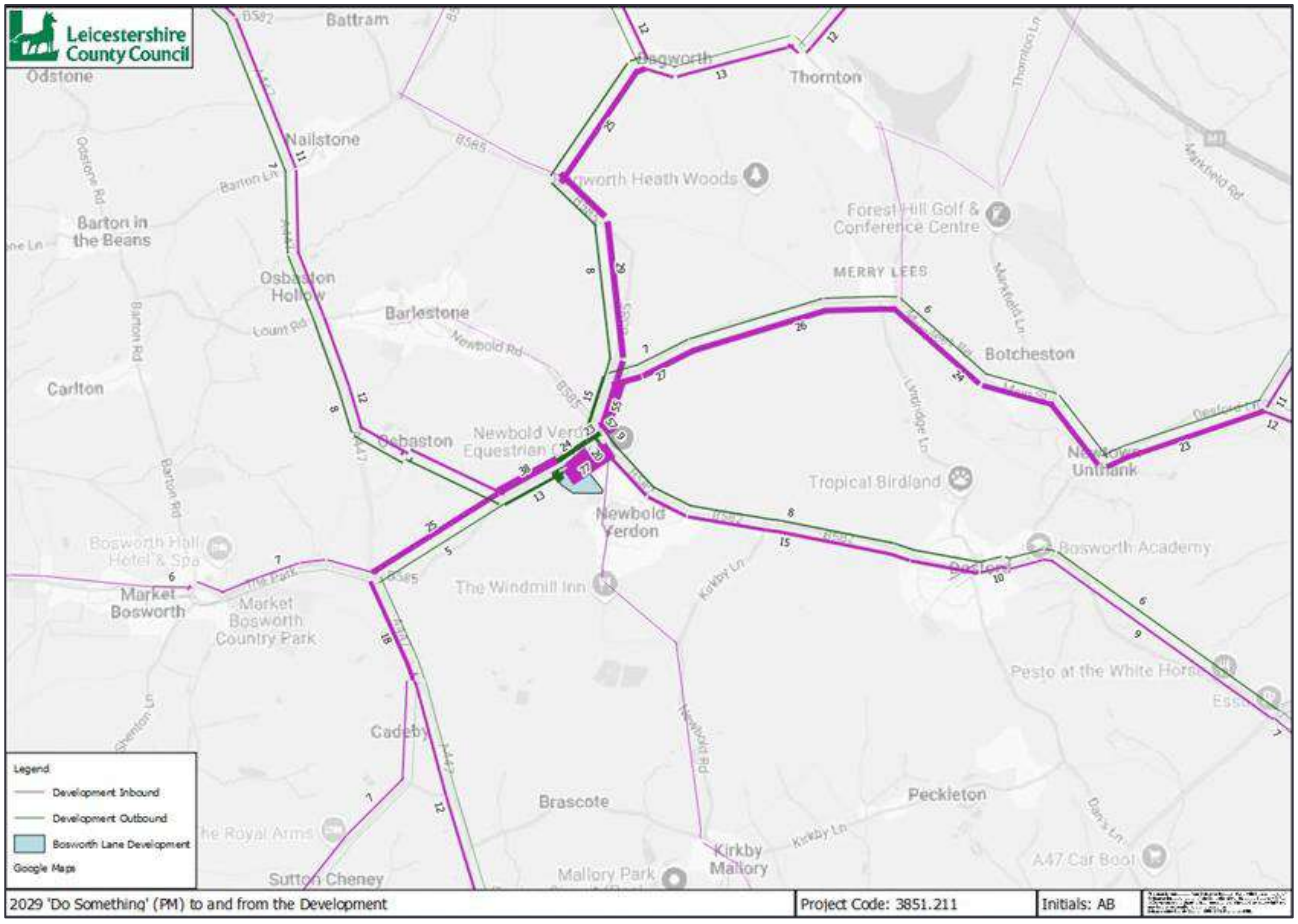
The existing parent-zone 6123, which includes the settlement of Newbold Verdon, has been used for the trip distribution of the proposed development trips as this provides a good proxy for the proposed scheme.

Figures 6.1 and 6.2 below illustrate the forecasted development trip distribution on the highway network for the 2029 'Do Something' scenario in the AM and PM Peak hours.

Figure 6.1 2029 'Do Something' AM Trip Distribution

Source: Leicestershire County Council EDT Department

Figure 6.2 2029 'Do Something' PM Trip Distribution



Source: Leicestershire County Council EDT Department

6.4 Forecast Flow Change

The model results indicated that, when comparing the 2029 'Do Something' and 2029 'Do Nothing' scenarios, the largest increase in flow is forecasted along the B585 Bosworth Lane between the proposed development site access and the junction with the B582 Barlestone Road to the north and the A447 to the south.

In the AM peak hour, the flow between the proposed development site and the B582 Barlestone Road junction are forecasted to increase by 34 Passenger Car Units (PCUs) northbound. Furthermore, the AM peak hour flow is also forecasted to increase by 59 PCUs in a southbound direction along the B582 Barlestone Road and Osbaston Lane. Whilst in the PM peak hour, the greatest increase in flow is forecasted between the B585 (Bosworth Lane) / B582 (Barlestone Road) junction and the proposed development site. As a result of trips rerouting because of the proposed development traffic, the 2029 AM peak hour is also forecasted to decrease in flow southwest of the B585 (Bosworth Lane) towards the A447.

It is also noteworthy that the model predicts that traffic will increase by 35 vehicles along Osbaston Lane and Hall Lane, during the AM peak period. This equated to approximately one additional vehicle every 2 minutes.

It should be noted that whilst these roads take the form of country lanes with occasional passing places, any additional flows along Osbaston Lane and Hall Lane associated with the proposed development site are predicted to be tidal in nature, with northwest-bound traffic from the B585 (Bosworth Lane) towards the A447 being the primary direction of travel in the AM peak period. The baseline turning counts indicate that at the

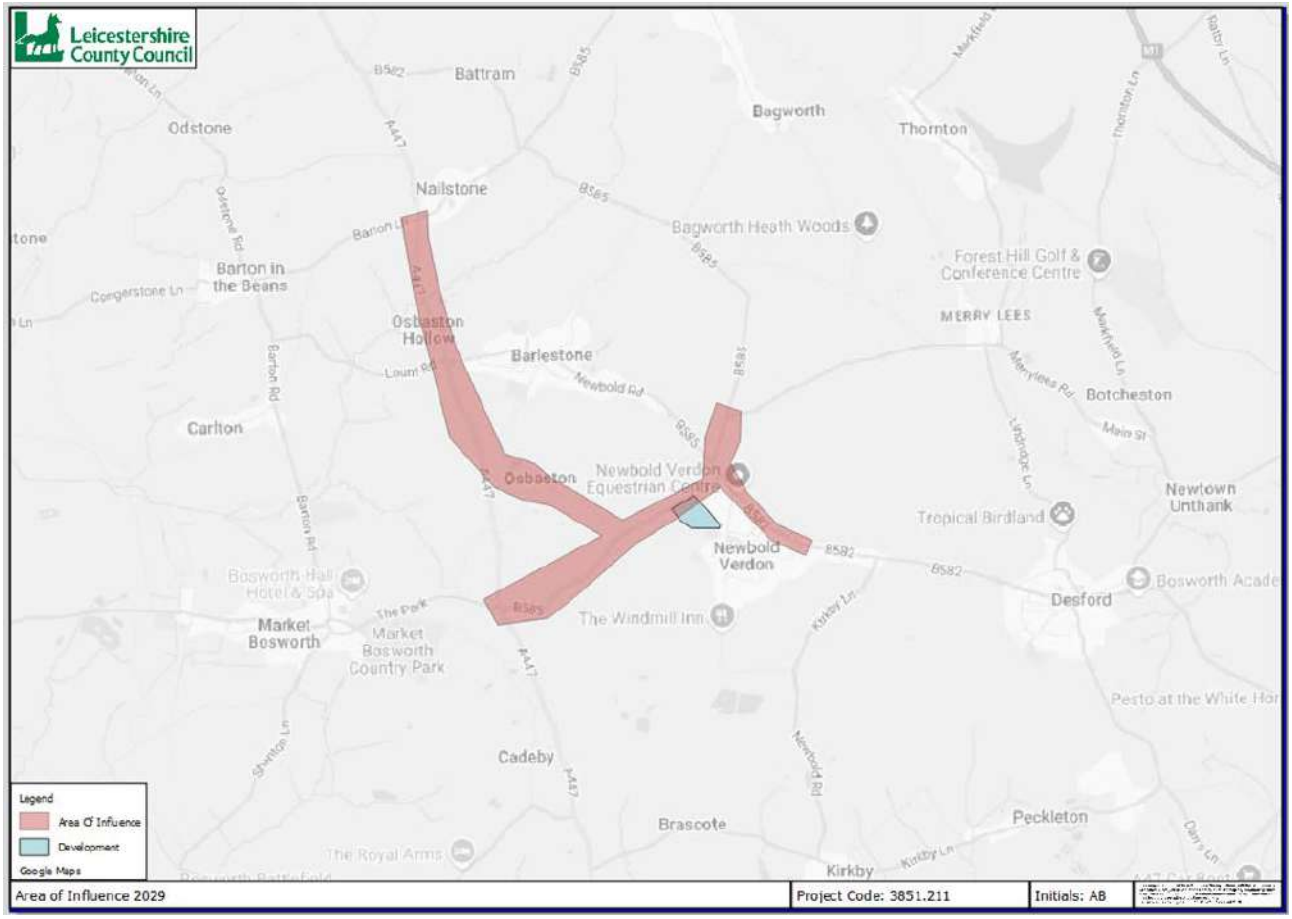
A447/Hall Lane junction during the AM peak, just two vehicles are shown heading southeast-bound on Hall Lane. As a result, the chances of conflicts between traffic passing in opposite directions is low.

6.5 Area of Influence

The geographic scope of the PRTM assessment has been determined by the Area of Influence (AoI) plots provided by LCC's Environment and Transport Modelling Services team. The AoI is defined by comparing the change in forecast traffic flows between the 'Do Nothing' and 'Do Something' 2029 Core scenarios. The AoI has been defined by considering the links where traffic flows are forecast to change by more than ±5% and ±30 PCUs.

AoI in relation to the proposed development site is illustrated in **Figure 6.3** below.

Figure 6.3 Proposed Development Site PRTM Area of Influence



Source: Leicestershire County Council EDT Department

6.6 Forecast Delay Change

The forecast delay change indicates where increases in delay could be expected once development traffic has been added to the network. When comparing the 'Do Nothing' and 'Do Something' scenarios the PRTM predicts some increases in delay of approximately 78 seconds on the B585 Barlestone Road during the AM peak. Much shorter increases in delay are predicted on this road during the PM peak period. It is possible these delays are as a result of the B585 Bosworth Lane/B585 Barlestone Road/B582 Barlestone Road signalised

junction. As a result, this is considered in more detail using a standalone junction model, the results of which are presented later in this report. Delays elsewhere on the network were shown to be minimal.

6.7 Forecast Volume & Capacity Ratios

Within the PRTM, junction capacities have been estimated for individual junctions. In locations where the junctions are approaching or exceeding capacity, node-volume capacity ratios have been presented. The threshold for judging forecast capacity has been tabulated as ratios exceeding 85%, which would indicate that the highway network is under stress and there is likely to be increased delays.

Figures 6.4 and 6.5 below illustrate the forecast maximum volume-capacity ratios for all three scenarios, 2024 'Core', 2029 'Do Nothing' and 2029 'Do Something' for the AM and PM network peak hours, with only junctions exceeding a 75% ratio being displayed.

Figure 6.4 Forecast Node Volume/Capacity Ratios – All Scenarios, AM Peak Hour

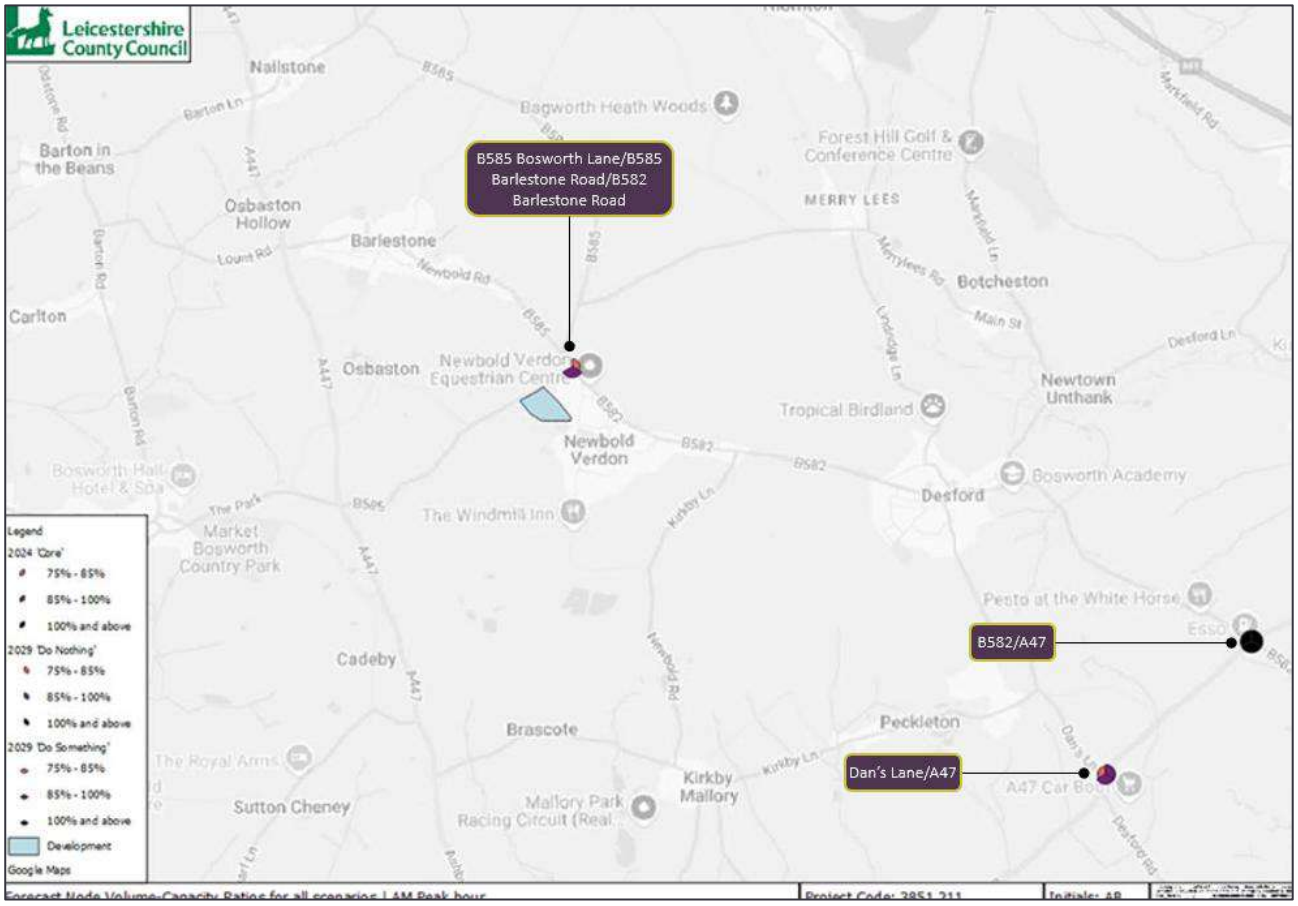
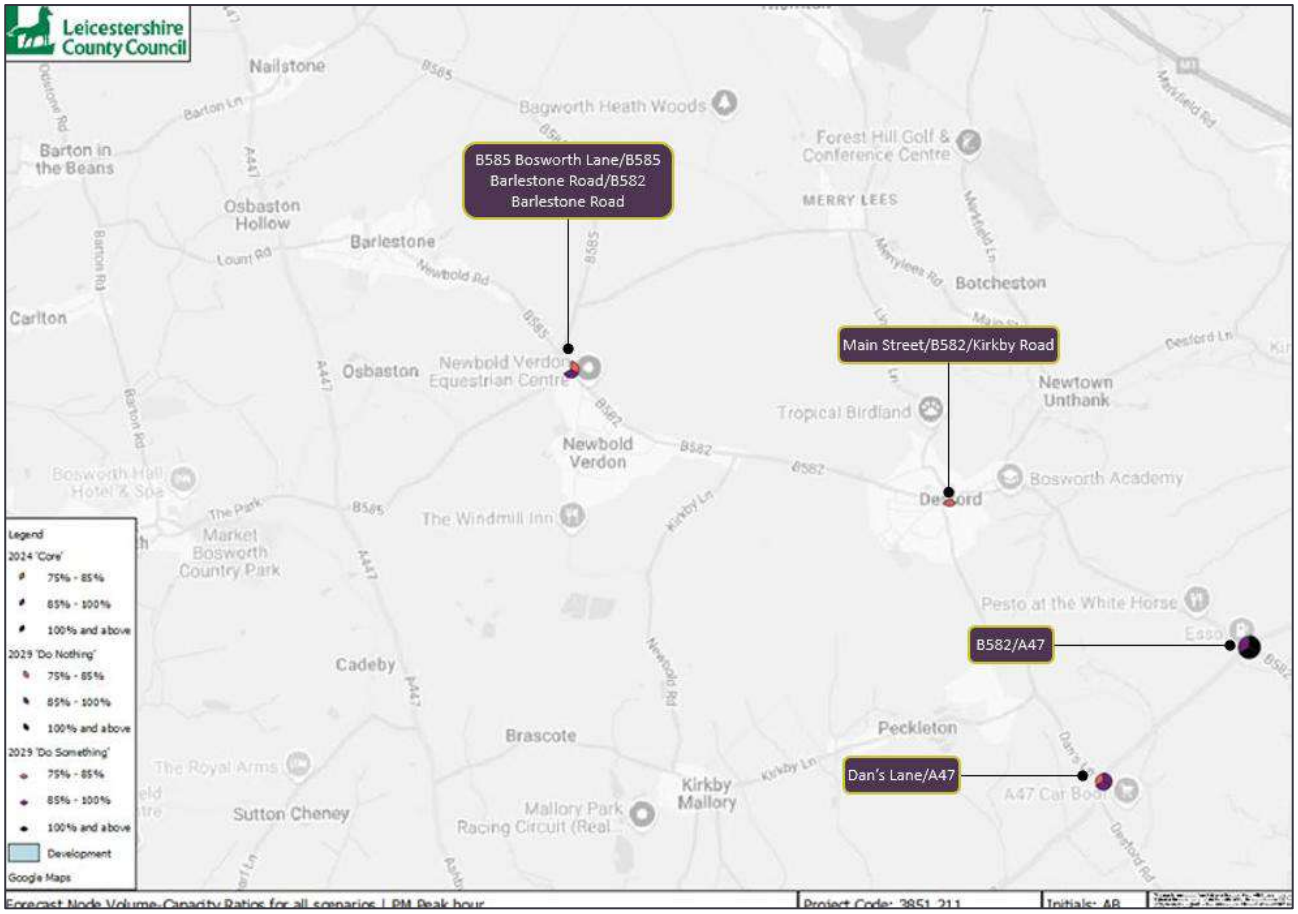


Figure 6.5 Forecast Node Volume/Capacity Ratios – All Scenarios, PM Peak Hour



The volume/capacity Ratios indicate that on the whole the junctions in the vicinity of the site are operating within capacity and the development would not have a material impact.

The B582/A47 and Dan's Lane/A47 junctions are shown to be exceeding capacity in the 'Do Nothing' scenario and continue to exceed capacity in the 'Do Something' scenario. However, this does not suggest the issues are as a result of the development traffic, rather these issues exist in the 2024 base scenario and get worse with the 'Do Nothing' scenario as a result of growth associated with committed developments. Furthermore, the forecast change in traffic flows show little to no change in flows at these location as a result of the development traffic being added to the network.

The Main Street/B582/Kirkby Road junction within Desford is shown to change from operating below 75%, to operate between 75%-85% once development traffic is added. However, once again, the change in traffic flows reported in the PRTM forecast report shows very little change in traffic through this part of the network. As a result, the proposed development is not considered to have a material impact at this location.

Finally, the B585 Bosworth Lane/B585 Barlestone Road/B582 Barlestone Road signalised junction is shown to operate slightly worse in both the AM and PM peaks once the development is added to the network, with the volume/capacity ratio changing from between 75%-85% to between 85%-100%. As stated earlier in this report, a standalone junction model has been undertaken to assess this junction in more detail.

7. Traffic Impact and Analysis

7.1 Introduction

The PRTM assessment outlined in Section 6 provided a strategic assessment of the local highway network. However, given the strategic nature of the PRTM, it is considered necessary to undertake standalone junction models at key locations on the network to understand the likely impact of the development in more detail. These standalone assessments use outputs from the PRTM assessment.

The AoI identified within the PRTM assessment has been used to identify locations where additional standalone junction assessments are required. In consultation with LCC, it has been agreed that the following junctions will be assessed.

- Junction 1 – Proposed Site Access Junction.
- Junction 2 – B582 Barlestone Road/B582 Barlestone Road/B585 Bosworth Lane Signal Junction.
- Junction 3 – B585 Barlestone Road/Bagworth Road Priority T-junction.
- Junction 4 – B582 Barlestone Road/Dragon Lane Priority T-junction.
- Junction 5 – B582 Barlestone Road/Mill Lane Priority T-junction.
- Junction 6 – B585 Bosworth Lane/A447/Bosworth Road Staggered priority T-junction.
- Junction 7 – Hall Lane/A447 Priority Junction.
- Junction 8 – A447/Barton Road/Lount Road Priority Cross-roads.
- Junction 9 – A447/Main Street/Barton Lane Crossroads.

7.2 Assessment Scenarios and Furnessing

The junctions outlined in Section 7.1 have been assessed during the AM and PM peak periods for the following scenarios, as agreed with LCC:

- 2024 Base.
- 2029 'Do Nothing'
- 2029 'Do Something'.

As the PRTM is a strategic model it is not validated at a junction turning flow level. As a result, the stand alone models have been based on observed traffic flows using the traffic counts set out in Section 2.4 of this report. Outputs from the PRTM have then been used to growth up observed counts to the future 2029 'Do Nothing' and 'Do Something' scenarios. In order to do this the base flows were provided to LCC's Environment and Transport Modelling Services team, to enable them to undertake the furnessing process.

The methodology used to furness the traffic flows is set out below:

1. Define the prior matrix using the counts provided. Calculate the 'total' in / out flows for each arm of the junction.
2. For each in / out at a junction, determine the flow difference between the PRTM count year and forecast year. Add this to the observed prior matrix 'total' to create a 'target' (i.e. the 'additive' methodology for determining link targets).
3. Divide the 'target' by the 'total' for each row and column to get 'row factors' and 'column factors'.
4. Multiply the prior matrix by the row factors to produce an 'interim' matrix.
5. Calculate the convergence, using Relative Absolute Difference (R.A.D), on the 'interim' matrix (i.e. non-factored columns)
6. Multiply the updated matrix by the column factors to produce the 'final' matrix for that iteration.
7. Sum rows and columns, to create new totals.
8. Repeat steps 3 through 7 until convergence is achieved in step 5 of the final iteration. Terminating convergence is when the R.A.D is below 2%, unless there is a narrative why a junction does not converge.

The furnessed traffic flow matrices provided in **Appendix M**, with the corresponding traffic flow diagrams for all scenarios listed are provided in **Appendix N**.

7.3 Junction Analysis

The analysis of priority junctions has been conducted using Junctions 10 (PICADY Module) software. Signalled junctions have been assessed using LinSig Version 3 software. Both of these software packages are industry standard.

For priority junctions (T-junction/roundabout) an Ratio of Flow to Capacity (RfC) of 0.85 suggests a particular arm of a junction is approaching capacity, and if additional traffic is added to the junction queues and delays will increase disproportionately.

For signalised junctions, a Degree of Saturation (DoS) of 90% suggests that particular arm is approaching capacity and the junction as a whole does not have any Practical Reserve Capacity (PRC).

The junction capacity assessment results are summarised below.

Junction 1 – Proposed Site Access Junction

This proposed site access junction has been assessed using the PICADY module of Junctions 10. A summary of the Site Access junction capacity modelling results is presented in **Table 7.1** below, with full results included within **Appendix O.**

Table 7.1 Proposed Site Access Junction Modelling Summary

Stream	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
2029 'Do Something'						
Site Access (All)	0	10	0.29	0	8	0.08

Stream	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
Bosworth Lane (RT)	0	6	0.01	0	6	0.1

Table 7.1 indicates the proposed site access junction is predicted to operate well within capacity with minimal queues and delays on the network. Furthermore, the development proposals will not result in material delays on the B585 Bosworth Lane.

A RFC of 0.85 would suggest that a particular arm of the junction is approaching capacity and any additional traffic after that point would result in a disproportional increase in queues and delays. The results clearly demonstrate that there is excess capacity available in the junction, with a peak RFC of 0.29 being reported on the site access arm. As a result, if traffic from the Ferrers Green development was to use the primary access, this could be accommodated.

Junction 2 – B585 Barlestone Road/B582 Barlestone Road/B585 Bosworth Lane Signal Junction

This junction has been modelled as a traffic signal junction using LinSig version 3. The signal arrangement has been based on the signal specification which was used to inform previous assessments carried out at this location as part the Brascote Lane approved application (ref. 23/01037/OUT).

On site observations have indicated that pedestrian movements at the signal junction are minimal, therefore the pedestrian phase is called infrequently. As a result, the signals have been run on the basis that the pedestrian all red phase is called every other cycle. This will provide a robust assessment of the junction as in reality; the pedestrian phase will be called less frequently than this based on site observations. A summary of the capacity modelling results is presented in Table 7.2 below, with full results included within Appendix P.

Table 7.2 Barlestone Road (B585)/Barlestone Road (B582)/Bosworth Lane (B585) Signal Junction Summary Results

ARM	AM Peak Hour			PM Peak Hour		
	DoS (%)	Mean Max Queue (veh)	Delay (sec/PCU)	DoS (%)	Mean Max Queue (veh)	Delay (sec/PCU)
2024 Base						
B585 Barlestone Road	36.1	5	18	32.5	4	17
B582 Barlestone Road	58.9	10	28	59.2	10	25
B585 Bosworth Lane	59.6	8	35	58.6	7	39
Cycle Time	180s (90s double cycle)			180s (90s double cycle)		
PRC	50.9%			52%		
Junction Delay	8.37s			7.98s		
2029 'Do Nothing'						
B585 Barlestone Road	46.1	6	19	41.0	5	18
B582 Barlestone Road	65.7	11	29	64.0	12	26

ARM	AM Peak Hour			PM Peak Hour		
	DoS (%)	Mean Max Queue (veh)	Delay (sec/PCU)	DoS (%)	Mean Max Queue (veh)	Delay (sec/PCU)
B585 Bosworth Lane	66.0	9	40	62.9	8	42
Cycle Time	180s (90s double cycle)			180s (90s double cycle)		
PRC	36.4%			40.6%		
Junction Delay	10.31s			9.38s		
2029 'Do Something'						
B585 Barlestone Road	47.6	7	21	48.3	5	19
B582 Barlestone Road	68.9	12	31	65.6	12	26
B585 Bosworth Lane	67.6	9	38	65.3	8	43
Cycle Time	180s (90s double cycle)			180s (90s double cycle)		
PRC	30.7%			37.3%		
Junction Delay	11.09s			10.14s		

Table 7.2 indicates that under current conditions the junction operates within capacity with minimal queues and delays. This reflects on site observations.

In the 2029 'Do Nothing' scenario there are some minor increases in queues and delays predicted when compared to the existing situation. When development traffic is added to the junction in the 'Do Something' scenario, there is some minor increases to queues and delays compared to the 'Do Nothing' scenario, but the junction is predicted to continue to operate well within capacity (below 90% DoS on any one arm). As a result, the standalone modelling assessment indicates that the development will not have a material impact on the operation of this junction.

Junction 3 – Barlestone Road (B585)/Bagworth Road Priority T-junction

This junction has been assessed using the PICADY module of Junctions 10. The geometrical parameters to inform the model have been taken from Transport Assessment: T20517 produced for the approved application: 23/01037/OUT. A summary of the capacity modelling results is presented in Table 7.3 below, with full results included within Appendix Q.

Table 7.3 Barlestone Road (B585)/Bagworth Road Modelling Summary

Stream	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
2024 Base						
Bagworth Road (LT)	1	9	0.34	0.8	10	0.43
Bagworth Road (RT)	0	10	0.04	0.1	10	0.08
Barlestone Road N (RT)	1	8	0.35	0.7	7	0.37

Stream	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
2029 'Do Nothing'						
Bagworth Road (LT)	1	12	0.53	1	14	0.58
Bagworth Road (RT)	0	11	0.05	0	10	0.09
Barlestone Road N (RT)	1	10	0.47	1	8	0.45
2029 'Do Something'						
Bagworth Road (LT)	1	12	0.53	2	16	0.64
Bagworth Road (RT)	0	11	0.05	0	10	0.09
Barlestone Road N (RT)	1	11	0.53	1	9	0.46

Table 7.3 indicates that the junction operates within capacity under current traffic conditions which reflects on-site observations. The junction is predicted to continue to operate well within capacity with minimal queues and delays on the network in the 'Do Something' scenario. Furthermore, the inclusion of the development proposals has a minimal impact on forecast queues and vehicle delays. As a result, the proposed development is not predicted to result in a material impact on this junction.

Junction 4 – B582 Barlestone Road/Dragon Lane Priority T-junction

This junction has been assessed using the PICADY module of Junctions 10. The geometrical parameters to inform the model have been taken from Transport Assessment: T20517 produced for the approved application: 23/01037/OUT. A summary of the capacity modelling results is presented in Table 7.4 below, with full results included within Appendix R.

Table 7.4 B582 Barlestone Road/Dragon Lane Modelling Summary

Stream	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
2024 Base						
Dragon Lane (RT)	0	9	0.22	0	9	0.17
Dragon Lane (LT)	0	14	0.17	1	13	0.06
Barlestone Road N (RT)	01	6	0.27	1	6	0.29
2029 'Do Nothing'						
Dragon Lane (RT)	1	11	0.35	0	9	0.24
Dragon Lane (LT)	0	15	0.18	0	16	0.08
Barlestone Road N (RT)	1	6	0.38	1	7	0.41
2029 'Do Something'						

Stream	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
Dragon Lane (RT)	1	11	0.36	0	9	0.25
Dragon Lane (LT)	0	15	0.18	0	16	0.08
Barlestone Road N (RT)	1	6	0.37	1	8	0.41

Table 7.4 indicates that the junction operates within capacity under current conditions. This reflects on-site observations and therefore indicates that the model validates well. In the 2029 'Do Nothing;' and 'Do Something' scenarios the junction continues to operate well within capacity. The predicted increases in queues and delays between the 'Do Nothing' and 'Do Something' scenarios is minimal, therefore the proposed development is not predicted to have a material impact on the operation of this junction.

Junction 5 – Barlestone Road (B582)/Mill Lane Priority T-junction

This junction has been assessed using the PICADY module of Junctions 10. The geometrical parameters to inform the model have been taken from Transport Assessment: T20517 produced for the approved application: 23/01037/OUT. A summary of the capacity modelling results is presented in Table 7.5 below, with full results included within Appendix S.

Table 7.5 Barlestone Road (B582)/Mill Lane Priority Modelling Summary

Stream	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
2024 Base						
Mill Lane (All)	0.2	9.29	0.18	0.1	7.77	0.08
Barlestone Road N (RT)	0.1	4.77	0.08	0.2	5.38	0.10
2029 Base						
Stream B-AC	0.2	9.32	0.18	0.1	7.88	0.09
Mill Lane (All))	0.1	4.75	0.08	0.2	5.39	0.12
2029 Base + Development						
Stream B-AC	0.2	9.41	0.18	0.1	7.96	0.09
Mill Lane (All)	0.1	4.73	0.08	0.2	5.41	0.12

Table 7.5 indicates that the junction operates within capacity under current conditions and this reflects on-site observations. In the 2029 'Do Nothing;' and 'Do Something' scenarios the junction continues to operate well within capacity. The predicted increases in queues and delays between the 'Do Nothing' and 'Do Something' scenarios is minimal; therefore, the proposed development is not predicted to have a material impact on the operation of this junction.

Junction 6 – Bosworth Lane (B585)/Ashby Road (A447)/Bosworth Road Staggered priority T-junction

This junction has been assessed using the PICADY module of Junctions 10. The geometrical parameters to inform the model have been taken from agreed Transport Assessment: T20517 produced for the approved application: 23/01037/OUT. A summary of the capacity modelling results is presented in **Table 7.6** below, with full results included within **Appendix T.**

Table 7.6 Bosworth Lane (B582)/ Ashby Road (A447)/Bosworth Road Modelling Summary

Stream	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
2024 Base						
Bosworth Lane (LT)	1	14	0.32	0	13	0.30
Bosworth Lane (RT)	2	42	0.63	2	34	0.64
A447 N (RT)	0	8	0.11	0	8	0.13
Bosworth Road (LT)	3	206	0.94	0	14	0.19
Bosworth Road (RT)	8	106	0.94	2.0	34	0.68
A447 S (RT)	0	11	0.25	0	9	0.26
2029 'Do Nothing'						
Bosworth Lane (LT)	5	96	0.90	1	20	0.44
Bosworth Lane (RT)	6	111	0.91	3	54	0.77
A447 N (RT)	0	9	0.11	0	9	0.14
Bosworth Road (LT)	4	236	0.92	0	18	0.24
Bosworth Road (RT)	10	126	0.97	3	44	0.74
A447 S (RT)	0	11	0.26	0	10	0.28
2029 'Do Something'						
Bosworth Lane (LT)	7	118	0.97	1	19	0.42
Bosworth Lane (RT)	7	127	0.94	3	54	0.76
A447 N (RT)	0	9	0.11	0	9	0.14
Bosworth Road (LT)	2	149	0.77	0	18	0.23
Bosworth Road (RT)	7	95	0.92	23	45	0.74
A447 S (RT)	0	10	0.22	0	10	0.29

Table 7.6 indicates that under current traffic conditions the junction experiences some queues and delays during the AM peak, particularly on the Bosworth Road arm of the junction. This reflects on-site observations.

In the 2029 'Do Nothing' scenario, queues and delays are predicted to increase on Bosworth Road. Some issues are also predicted on B585 Bosworth Lane, with RFC's in excess of 0.85 predicted, albeit the queue are relatively short.

In the 2029 'Do Something' AM peak scenario, queues, delays and RFC's on B585 Bosworth Lane increase marginally for the left turn and right turn movements. For left turning traffic queues increase by two vehicles and delays by 22 seconds per vehicle. For Right turning traffic queue increase by one vehicle and delays by 16 seconds per vehicle. Such increases are not considered to be material and are unlikely to result in a perceptible change to existing users of the junction. In contrast, due to the reassignment of traffic as a result of the development, queues, delays and RFC's are predicted to decrease on Bosworth Road for the left turn and right turn movements in the 2029 'Do Something' AM peak scenario.

The predicted queues, delays and RFC's in the 2029 'Do Something' PM peak scenario remain largely consistent, with the modelling results showing a mixture of slight increases and decreases across the various traffic streams.

As a result of the above, the predicted changes between the 2029 'Do Nothing' and 'Do Something' scenarios at the Bosworth Lane (B585)/Ashby Road (A447)/Bosworth Road Staggered priority T-junction are not considered material and certainly not 'severe'. Paragraph 116 of the NPPF, which states that *'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'.* As a result, whilst the development is predicted to operate at capacity in the AM peak, this is generally as a result of background traffic growth and the impact of the development is not considered significant. Therefore, mitigation is not proposed at this location.

Junction 7 – Hall Lane/A447 Priority Junction

This junction has been assessed using the PICADY module of Junctions 10. The geometrical parameters to inform the model have been taken from digital mapping in conjunction with on-site observations and ariel imagery. A summary of the capacity modelling results is presented in Table 7.7 below, with full results included within Appendix U.

Table 7.7 Hall Lane/A447 Priority Modelling Summary

Streams	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
2024 Base						
Hall Lane (All)	0	13	0.03	0	0	0
A447 S (RT)	0	5	0	0	0	0
2029 'Do Nothing'						
Hall Lane (All)	0	13	0.04	0	0	0
A447 S (RT)	0	5	0	0	0	0
2029 'Do Something'						
Hall Lane (All)	0	14	0.17	0	7	0.02
A447 S (RT)	0	5	0.01	0	0	0

Table 7.7 indicates that the junction would continue to operate well within capacity with minimal queues and delays on the network in the future assessment years. Furthermore, the inclusion of the development proposals has a minimal impact on forecast queues and vehicle delays, which remain low.

Overall, the proposed development is not predicted to result in a material impact at this location.

Junction 8 – A447/Barton Road/Lount Road Priority Cross-roads

This junction has been assessed using the PICADY module of Junctions 10. The geometrical parameters to inform the model have been taken from digital mapping and on-site observations. Both Barton Road and Lount Road arms have robustly been in conjunction with on-site observations and ariel imagery. A summary of the capacity modelling results is presented in Table 7.8 below, with full results included within Appendix V.

Table 7.8 A447/Barton Road/Lount Road Priority Modelling Summary

Stream	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
2024 Base						
Lount Road (All)	2	27	0.62	1	201	0.52
A447 S (All)	0	4	0.01	0	5	0.02
Barton Road (All)	0	11	0.18	0	12	0.16
A447 N (All)	0	5	0.1	1	5	0.24
2029 Do Nothing						
Lount Road (All)	2	31	0.67	1	223	0.54
A447 S (All)	0	4	0.02	0	5	0.02
Barton Road (All)	0	11	0.2	0	13	0.20
A447 N (All)	0	5	0.1	1	6	0.27
2029 Do Something						
Lount Road (All)	2	33	0.69	1	24	0.55
A447 S (All)	0	4	0.02	0	5	0.02
Barton Road (All)	0	12	0.21	0	13	0.21
A447 N (All)	0	5	0.11	1	6	0.28

Table 7.8 indicates that the junction operates within capacity during the AM and PM peak under existing conditions. This reflects on-site observations. In the 2029 'Do Nothing' scenario, the junction is predicted to continue to operate within capacity with minimal queues and delays. Once the development traffic is added to the network, the junction continues to operate within capacity with minimal increases in queue and delay in both peak periods. As a result, the development is not predicted to result in a material impact at this location.

Junction 9 – A447/Main Street/Barton Lane Crossroads

This junction has been assessed using the PICADY module of Junctions 10. The geometrical parameters to inform the model have been taken from digital mapping in conjunction with on-site observations and arial imagery. A summary of the capacity modelling results is presented in **Table 7.9** below, with full results included within **Appendix W.**

Table 7.9 A447/Main Street/Barton Lane Modelling Summary

Stream	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
2024 Base						
Main Street (LT)	2	21	0.60	1	16	0.54
Main Street (RT)	0	17	0.22	0	14	0.16
A447 N (All)	0	6	0.18	0	5	0.08
Barton Lane (All)	0	11	0.24	0	9	0.16
A447 S (All)	1	9	0.44	1	7	0.39
2029 Do Nothing						
Main Street (LT)	1	23	0.62	1	16	0.53
Main Street (RT)	0	19	0.24	0	16	0.16
A447 N (All)	1	6	0.21	0	5	0.09
Barton Lane (All)	1	14	0.38	1	12	0.31
A447 S (All)	2	11	0.53	2	9	0.52
2029 Do Something						
Main Street (LT)	2	23	0.63	1	16	0.53
Main Street (RT)	0	20	0.25	0	16	0.16
A447 N (All)	1	6	0.22	0	5	0.09
Barton Lane (All)	1	15	0.40	1	12	0.33
A447 S (All)	2	11	0.56	2	10	0.53

Table 7.9 indicates that the junction operates within capacity during the AM and PM peak under existing conditions. This reflects on-site observations. In the 2029 'Do Nothing' scenario, the junction is predicted to continue to operate within capacity with minimal queues and delays. Once the development traffic is added to the network, the junction continues to operate within capacity with minimal increases in queue and delay in both peak periods. As a result, the development is not predicted to result in a material impact at this location.

8. Summary and Conclusion

8.1 Summary

This Transport Assessment has been prepared in support an Outline Planning Application on land to the south of B585 Bosworth Lane for the erection of up to 200 dwellings, a community health and well-being hub (Use Class E(e)) or community shop (Use Class E(a)) of up to 108 sqm gross external area and provision of up to 0.5 hectares of school playing fields and sport pitches, together with landscaping, open space, infrastructure and other associated works.

The Transport Assessment demonstrates that:

- Safe and suitable access to the proposed development can be provided for all users.
- The development site is located in a very sustainable location with good access to local services and facilities. The development will be permeable with connections provided at multiple points to connect the site to the existing walking infrastructure in the vicinity of the site.
- Existing bus stops can be accessed via suitable walking routes within the vicinity of the site. These stops provide access to services linking to Leicester, Market Bosworth and Desford, where opportunities to access greater number of services and amenities are afforded.
- There are no outstanding highway safety issues on the surrounding local highway network or at the proposed point of access which the development would be expected to exacerbate.
- It is anticipated that the proposed development will generate 149 and 152 two-way movements during the respective AM and PM peak periods. This would result in between 2 and 3 additional trips on the network every minute during the AM and PM network peak periods. Multi modal trip rates have also been calculated which are predicted to generate a modest level of trips to and from the site.
- A strategic traffic modelling assessment was undertaken using LCC's Pan Regional Transport Model. The assessment indicated that the proposed development would not have a significant impact on the local highway network. The Area of Influence identified within the PRTM assessment has been used to identify locations where additional standalone junction assessments are required.
- Junction capacity assessments were undertaken using relevant junction modelling software. These assessments indicated that the proposed development would not result in a severe impact on the local highway network.

8.2 Conclusion

On the basis of the information presented in this report it is considered that the proposed development can be comfortably accommodated within the local area and safe and suitable access can be provided. As such there should be no reason why the application cannot be recommended in terms of highways and transportation.

It is therefore considered that the proposed development is acceptable from a highway perspective, and is compliant with Paragraph 116 of the NPPF, which states that *'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'.*

Appendix A
ATE Criteria

Criterion	Appraiser Comments	Reference
Trip Generation and Assignment	The expected vehicular and multi-modal trip generation from the site has been outlined in the report.	Section 5 of TA
Active Travel Route Audit	A qualitative analysis of local pedestrian, cycling and public transport infrastructure has been provided throughout the report. This analysis provides a range of detailed audits and helps inform potential improvements.	Section 2.5
Pedestrian Access to Local Amenities	The site is located within proximity to numerous local services and facilities which are within a suitable walking distance. Trip lengths to key amenities have been derived from isochrone maps and walking time/distance analysis. The type and quality of the pedestrian routes has also been considered, with analysis on the suitability of the footpaths and footways outlined.	Section 2.5
Cycling Accessibility	Information on the accessibility of cycling in proximity of the site has been provided in the report, with detail on type and quality of routes.	Section 2.5
Access to Public Transport	Access to public transport infrastructure within proximity of the site has been outlined in the report. Several bus stops are situated within a suitable walking distance from the centre of the proposed development site. The frequency and breadth of services from the bus stops in proximity of the proposed development site have also been considered.	Section 2.5
Off-site Transport Contributions	The provision of off-site transport contributions will be discussed with LCC in the further in the planning process.	n/a
Site Permeability	It is proposed that the site contains numerous pedestrian and cycle permeable points of access which maximise the accessibility for shared use routes into and through the site.	Section 2.5 and 4.5 and TA
Placemaking	The site will contain a design approach that is considerate to attractive, safe and accessible streetscapes which support an active life for everyone.	n/a
Cycle Parking and Trip-end Facilities	Trip end facilities for cycling will be provided at the destination.	n/a
Travel Planning	A Travel Plan, in accordance with LCC guidance, has been provided alongside this Transport Assessment.	Report Reference: 210988-04

Appendix B
Traffic Count Data

13266		NEWBOLD VERDON APRIL 2024								
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 13266001	Bosworth Lane, Newbold Verdon 52.633963, -1.352740	Channel: Eastbound	Thu 11-Apr-24	Wed 17-Apr-24	NSL	17312	2672	2473	55.3	48.4
		Channel: Westbound	Thu 11-Apr-24	Wed 17-Apr-24		18358	2809	2623	55.3	48.6

Data produced by
Auto Surveys Ltd

13266		NEWBOLD VERDON		Site No: 13266001		Location	Bosworth Lane, Newbold Verdon				
Thu 11-Apr-24 to Wed 17-Apr-24				Channel: Eastbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Thu 11-Apr-24											
00:00	**11**	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**6**	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
05:00	**17**	1	5.9	16	94.1	0	0.0	0	0.0	0	0.0
06:00	**73**	0	0.0	58	79.5	11	15.1	4	5.5	0	0.0
07:00	**193**	0	0.0	175	90.7	16	8.3	2	1.0	0	0.0
08:00	**219**	1	0.5	189	86.3	22	10.1	6	2.7	1	0.5
09:00	**158**	0	0.0	134	84.8	18	11.4	6	3.8	0	0.0
10:00	**148**	0	0.0	127	85.8	14	9.5	7	4.7	0	0.0
11:00	**160**	4	2.5	134	83.8	18	11.3	4	2.5	0	0.0
12:00	**154**	3	2.0	130	84.4	16	10.4	5	3.3	0	0.0
13:00	**152**	4	2.6	135	88.8	11	7.2	2	1.3	0	0.0
14:00	**198**	4	2.0	173	87.4	18	9.1	3	1.5	0	0.0
15:00	**252**	0	0.0	231	91.7	16	6.4	4	1.6	1	0.4
16:00	**280**	1	0.4	257	91.8	18	6.4	4	1.4	0	0.0
17:00	**271**	1	0.4	256	94.5	12	4.4	2	0.7	0	0.0
18:00	**142**	2	1.4	136	95.8	4	2.8	0	0.0	0	0.0
19:00	**124**	2	1.6	118	95.2	3	2.4	1	0.8	0	0.0
20:00	**71**	1	1.4	66	93.0	4	5.6	0	0.0	0	0.0
21:00	**60**	0	0.0	57	95.0	3	5.0	0	0.0	0	0.0
22:00	**34**	0	0.0	32	94.1	2	5.9	0	0.0	0	0.0
23:00	**11**	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**2327**	**20**	**0.9**	**2077**	**89.3**	**183**	**7.9**	**45**	**1.9**	**2**	**0.1**
16H,6-22	**2655**	**23**	**0.9**	**2376**	**89.5**	**204**	**7.7**	**50**	**1.9**	**2**	**0.1**
18H,6-24	**2700**	**23**	**0.9**	**2419**	**89.6**	**206**	**7.6**	**50**	**1.9**	**2**	**0.1**
24H,0-24	**2736**	**24**	**0.9**	**2452**	**89.6**	**208**	**7.6**	**50**	**1.8**	**2**	**0.1**

13266		NEWBOLD VERDON			Site No: 13266001		Location	Bosworth Lane, Newbold Verdon			
Thu 11-Apr-24 to Wed 17-Apr-24					Channel: Eastbound						
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Fri 12-Apr-24											
00:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
01:00	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
02:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
03:00	**3**	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
04:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
05:00	**18**	0	0.0	15	83.3	2	11.1	1	5.6	0	0.0
06:00	**70**	0	0.0	60	85.7	6	8.6	4	5.7	0	0.0
07:00	**135**	1	0.7	113	83.7	16	11.9	4	3.0	1	0.7
08:00	**216**	0	0.0	186	86.1	22	10.2	7	3.2	1	0.5
09:00	**142**	2	1.4	121	85.2	9	6.3	9	6.3	1	0.7
10:00	**165**	2	1.2	140	84.9	19	11.5	4	2.4	0	0.0
11:00	**178**	2	1.1	153	86.0	18	10.1	5	2.8	0	0.0
12:00	**223**	2	0.9	194	87.0	18	8.1	8	3.6	1	0.5
13:00	**184**	5	2.7	158	85.9	18	9.8	3	1.6	0	0.0
14:00	**191**	4	2.1	169	88.5	14	7.3	4	2.1	0	0.0
15:00	**271**	4	1.5	238	87.8	24	8.9	5	1.9	0	0.0
16:00	**301**	7	2.3	259	86.1	30	10.0	5	1.7	0	0.0
17:00	**220**	1	0.5	208	94.6	7	3.2	4	1.8	0	0.0
18:00	**157**	2	1.3	146	93.0	8	5.1	1	0.6	0	0.0
19:00	**109**	1	0.9	103	94.5	3	2.8	2	1.8	0	0.0
20:00	**61**	0	0.0	57	93.4	3	4.9	1	1.6	0	0.0
21:00	**54**	0	0.0	52	96.3	2	3.7	0	0.0	0	0.0
22:00	**29**	1	3.5	27	93.1	1	3.5	0	0.0	0	0.0
23:00	**22**	0	0.0	22	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**2383**	**32**	**1.3**	**2085**	**87.5**	**203**	**8.5**	**59**	**2.5**	**4**	**0.2**
16H,6-22	**2677**	**33**	**1.2**	**2357**	**88.1**	**217**	**8.1**	**66**	**2.5**	**4**	**0.2**
18H,6-24	**2728**	**34**	**1.3**	**2406**	**88.2**	**218**	**8.0**	**66**	**2.4**	**4**	**0.2**
24H,0-24	**2767**	**34**	**1.2**	**2440**	**88.2**	**222**	**8.0**	**67**	**2.4**	**4**	**0.1**

13266		NEWBOLD VERDON			Site No: 13266001		Location	Bosworth Lane, Newbold Verdon			
Thu 11-Apr-24 to Wed 17-Apr-24					Channel: Eastbound						
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Sat 13-Apr-24											
00:00	**11**	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
01:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
02:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
03:00	**3**	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
04:00	**2**	1	50.0	1	50.0	0	0.0	0	0.0	0	0.0
05:00	**8**	0	0.0	5	62.5	3	37.5	0	0.0	0	0.0
06:00	**25**	0	0.0	20	80.0	4	16.0	1	4.0	0	0.0
07:00	**53**	1	1.9	47	88.7	5	9.4	0	0.0	0	0.0
08:00	**88**	1	1.1	73	83.0	11	12.5	3	3.4	0	0.0
09:00	**144**	1	0.7	135	93.8	6	4.2	2	1.4	0	0.0
10:00	**175**	5	2.9	158	90.3	10	5.7	2	1.1	0	0.0
11:00	**182**	5	2.8	165	90.7	12	6.6	0	0.0	0	0.0
12:00	**179**	2	1.1	170	95.0	5	2.8	2	1.1	0	0.0
13:00	**177**	3	1.7	166	93.8	6	3.4	2	1.1	0	0.0
14:00	**193**	7	3.6	174	90.2	9	4.7	3	1.6	0	0.0
15:00	**169**	6	3.6	155	91.7	6	3.6	2	1.2	0	0.0
16:00	**174**	10	5.8	155	89.1	9	5.2	0	0.0	0	0.0
17:00	**128**	5	3.9	112	87.5	10	7.8	1	0.8	0	0.0
18:00	**108**	2	1.9	102	94.4	4	3.7	0	0.0	0	0.0
19:00	**75**	2	2.7	70	93.3	3	4.0	0	0.0	0	0.0
20:00	**56**	2	3.6	53	94.6	1	1.8	0	0.0	0	0.0
21:00	**39**	1	2.6	38	97.4	0	0.0	0	0.0	0	0.0
22:00	**23**	0	0.0	22	95.7	1	4.4	0	0.0	0	0.0
23:00	**25**	0	0.0	25	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**1770**	**48**	**2.7**	**1612**	**91.1**	**93**	**5.3**	**17**	**1.0**	**0**	**0.0**
16H,6-22	**1965**	**53**	**2.7**	**1793**	**91.3**	**101**	**5.1**	**18**	**0.9**	**0**	**0.0**
18H,6-24	**2013**	**53**	**2.6**	**1840**	**91.4**	**102**	**5.1**	**18**	**0.9**	**0**	**0.0**
24H,0-24	**2046**	**54**	**2.6**	**1866**	**91.2**	**108**	**5.3**	**18**	**0.9**	**0**	**0.0**

13266		NEWBOLD VERDON			Site No: 13266001		Location	Bosworth Lane, Newbold Verdon			
Thu 11-Apr-24 to Wed 17-Apr-24					Channel: Eastbound						
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Sun 14-Apr-24											
00:00	**15**	0	0.0	15	100.0	0	0.0	0	0.0	0	0.0
01:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
02:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**6**	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
05:00	**10**	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
06:00	**14**	0	0.0	14	100.0	0	0.0	0	0.0	0	0.0
07:00	**35**	1	2.9	28	80.0	3	8.6	3	8.6	0	0.0
08:00	**50**	3	6.0	41	82.0	5	10.0	1	2.0	0	0.0
09:00	**146**	29	19.9	114	78.1	2	1.4	1	0.7	0	0.0
10:00	**153**	7	4.6	135	88.2	10	6.5	1	0.7	0	0.0
11:00	**178**	3	1.7	168	94.4	6	3.4	1	0.6	0	0.0
12:00	**201**	4	2.0	186	92.5	9	4.5	2	1.0	0	0.0
13:00	**198**	4	2.0	188	95.0	3	1.5	3	1.5	0	0.0
14:00	**195**	4	2.1	181	92.8	9	4.6	1	0.5	0	0.0
15:00	**186**	7	3.8	167	89.8	10	5.4	2	1.1	0	0.0
16:00	**139**	2	1.4	135	97.1	1	0.7	1	0.7	0	0.0
17:00	**106**	8	7.6	92	86.8	6	5.7	0	0.0	0	0.0
18:00	**97**	4	4.1	92	94.9	1	1.0	0	0.0	0	0.0
19:00	**72**	1	1.4	68	94.4	2	2.8	1	1.4	0	0.0
20:00	**43**	0	0.0	39	90.7	3	7.0	1	2.3	0	0.0
21:00	**24**	0	0.0	22	91.7	2	8.3	0	0.0	0	0.0
22:00	**21**	0	0.0	19	90.5	2	9.5	0	0.0	0	0.0
23:00	**9**	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**1684**	**76**	**4.5**	**1527**	**90.7**	**65**	**3.9**	**16**	**1.0**	**0**	**0.0**
16H,6-22	**1837**	**77**	**4.2**	**1670**	**90.9**	**72**	**3.9**	**18**	**1.0**	**0**	**0.0**
18H,6-24	**1867**	**77**	**4.1**	**1698**	**91.0**	**74**	**4.0**	**18**	**1.0**	**0**	**0.0**
24H,0-24	**1907**	**77**	**4.0**	**1737**	**91.1**	**75**	**3.9**	**18**	**0.9**	**0**	**0.0**

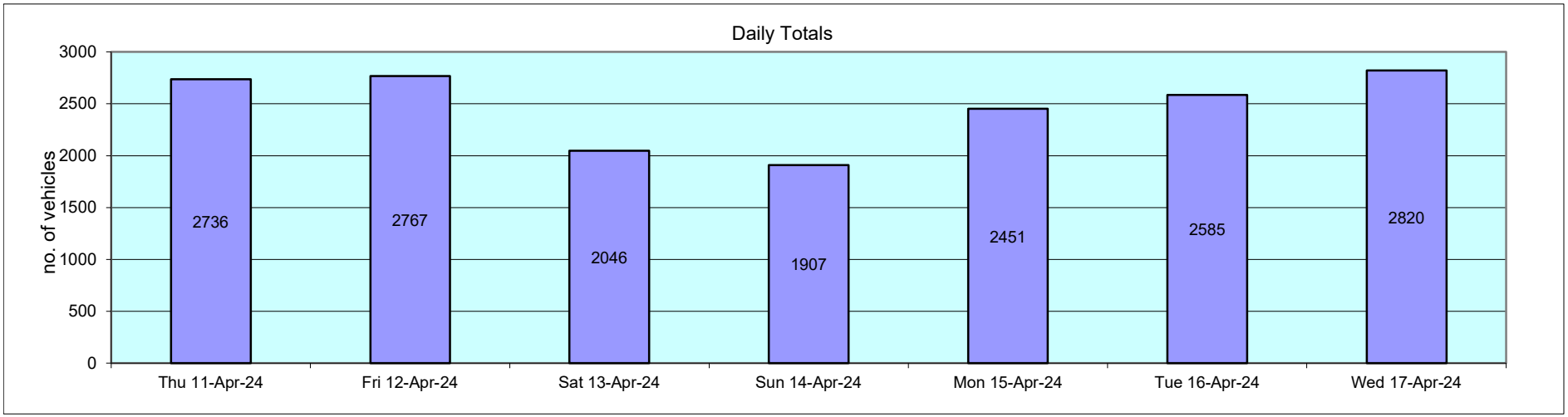
13266		NEWBOLD VERDON			Site No: 13266001		Location	Bosworth Lane, Newbold Verdon			
Thu 11-Apr-24 to Wed 17-Apr-24					Channel: Eastbound						
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Mon 15-Apr-24											
00:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
01:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	**4**	0	0.0	3	75.0	0	0.0	1	25.0	0	0.0
05:00	**32**	0	0.0	26	81.3	6	18.8	0	0.0	0	0.0
06:00	**65**	1	1.5	53	81.5	9	13.9	2	3.1	0	0.0
07:00	**177**	0	0.0	163	92.1	13	7.3	1	0.6	0	0.0
08:00	**245**	2	0.8	215	87.8	25	10.2	3	1.2	0	0.0
09:00	**123**	1	0.8	113	91.9	8	6.5	1	0.8	0	0.0
10:00	**147**	0	0.0	134	91.2	11	7.5	2	1.4	0	0.0
11:00	**152**	1	0.7	132	86.8	15	9.9	4	2.6	0	0.0
12:00	**152**	0	0.0	142	93.4	8	5.3	2	1.3	0	0.0
13:00	**140**	1	0.7	119	85.0	19	13.6	1	0.7	0	0.0
14:00	**170**	0	0.0	141	82.9	22	12.9	6	3.5	1	0.6
15:00	**204**	0	0.0	187	91.7	14	6.9	3	1.5	0	0.0
16:00	**275**	0	0.0	251	91.3	21	7.6	2	0.7	1	0.4
17:00	**247**	0	0.0	236	95.6	10	4.1	1	0.4	0	0.0
18:00	**118**	0	0.0	112	94.9	5	4.2	0	0.0	1	0.9
19:00	**74**	0	0.0	70	94.6	4	5.4	0	0.0	0	0.0
20:00	**45**	0	0.0	44	97.8	1	2.2	0	0.0	0	0.0
21:00	**44**	0	0.0	42	95.5	1	2.3	1	2.3	0	0.0
22:00	**22**	0	0.0	22	100.0	0	0.0	0	0.0	0	0.0
23:00	**9**	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**2150**	**5**	**0.2**	**1945**	**90.5**	**171**	**8.0**	**26**	**1.2**	**3**	**0.1**
16H,6-22	**2378**	**6**	**0.3**	**2154**	**90.6**	**186**	**7.8**	**29**	**1.2**	**3**	**0.1**
18H,6-24	**2409**	**6**	**0.3**	**2185**	**90.7**	**186**	**7.7**	**29**	**1.2**	**3**	**0.1**
24H,0-24	**2451**	**6**	**0.2**	**2220**	**90.6**	**192**	**7.8**	**30**	**1.2**	**3**	**0.1**

13266		NEWBOLD VERDON		Site No: 13266001		Location	Bosworth Lane, Newbold Verdon				
Thu 11-Apr-24 to Wed 17-Apr-24				Channel: Eastbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Tue 16-Apr-24											
00:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
01:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
04:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
05:00	**24**	0	0.0	21	87.5	2	8.3	1	4.2	0	0.0
06:00	**86**	2	2.3	67	77.9	13	15.1	4	4.7	0	0.0
07:00	**177**	0	0.0	153	86.4	20	11.3	4	2.3	0	0.0
08:00	**237**	2	0.8	214	90.3	19	8.0	2	0.8	0	0.0
09:00	**139**	2	1.4	120	86.3	14	10.1	2	1.4	1	0.7
10:00	**114**	2	1.8	97	85.1	11	9.7	4	3.5	0	0.0
11:00	**148**	3	2.0	130	87.8	13	8.8	2	1.4	0	0.0
12:00	**152**	0	0.0	133	87.5	15	9.9	3	2.0	1	0.7
13:00	**130**	0	0.0	115	88.5	14	10.8	1	0.8	0	0.0
14:00	**170**	2	1.2	148	87.1	14	8.2	6	3.5	0	0.0
15:00	**238**	2	0.8	204	85.7	26	10.9	6	2.5	0	0.0
16:00	**270**	0	0.0	244	90.4	23	8.5	3	1.1	0	0.0
17:00	**280**	1	0.4	262	93.6	16	5.7	1	0.4	0	0.0
18:00	**158**	1	0.6	149	94.3	6	3.8	2	1.3	0	0.0
19:00	**87**	0	0.0	78	89.7	8	9.2	1	1.2	0	0.0
20:00	**65**	0	0.0	62	95.4	2	3.1	1	1.5	0	0.0
21:00	**50**	0	0.0	50	100.0	0	0.0	0	0.0	0	0.0
22:00	**31**	0	0.0	31	100.0	0	0.0	0	0.0	0	0.0
23:00	**14**	0	0.0	13	92.9	1	7.1	0	0.0	0	0.0
12H,7-19	**2213**	**15**	**0.7**	**1969**	**89.0**	**191**	**8.6**	**36**	**1.6**	**2**	**0.1**
16H,6-22	**2501**	**17**	**0.7**	**2226**	**89.0**	**214**	**8.6**	**42**	**1.7**	**2**	**0.1**
18H,6-24	**2546**	**17**	**0.7**	**2270**	**89.2**	**215**	**8.4**	**42**	**1.7**	**2**	**0.1**
24H,0-24	**2585**	**17**	**0.7**	**2305**	**89.2**	**218**	**8.4**	**43**	**1.7**	**2**	**0.1**

13266		NEWBOLD VERDON			Site No: 13266001		Location	Bosworth Lane, Newbold Verdon			
Thu 11-Apr-24 to Wed 17-Apr-24					Channel: Eastbound						
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Wed 17-Apr-24											
00:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
01:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
02:00	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
03:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
04:00	**8**	0	0.0	7	87.5	0	0.0	1	12.5	0	0.0
05:00	**21**	0	0.0	20	95.2	1	4.8	0	0.0	0	0.0
06:00	**73**	0	0.0	68	93.2	5	6.9	0	0.0	0	0.0
07:00	**193**	1	0.5	159	82.4	25	13.0	8	4.2	0	0.0
08:00	**226**	1	0.4	202	89.4	19	8.4	4	1.8	0	0.0
09:00	**150**	0	0.0	129	86.0	16	10.7	5	3.3	0	0.0
10:00	**124**	0	0.0	107	86.3	13	10.5	4	3.2	0	0.0
11:00	**183**	4	2.2	154	84.2	18	9.8	6	3.3	1	0.6
12:00	**187**	4	2.1	161	86.1	18	9.6	4	2.1	0	0.0
13:00	**169**	3	1.8	143	84.6	19	11.2	4	2.4	0	0.0
14:00	**168**	1	0.6	149	88.7	16	9.5	1	0.6	1	0.6
15:00	**252**	3	1.2	227	90.1	17	6.8	5	2.0	0	0.0
16:00	**309**	0	0.0	276	89.3	28	9.1	5	1.6	0	0.0
17:00	**273**	1	0.4	257	94.1	11	4.0	4	1.5	0	0.0
18:00	**171**	0	0.0	162	94.7	7	4.1	2	1.2	0	0.0
19:00	**105**	0	0.0	98	93.3	7	6.7	0	0.0	0	0.0
20:00	**87**	0	0.0	82	94.3	5	5.8	0	0.0	0	0.0
21:00	**53**	0	0.0	51	96.2	1	1.9	1	1.9	0	0.0
22:00	**31**	0	0.0	30	96.8	1	3.2	0	0.0	0	0.0
23:00	**20**	0	0.0	20	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**2405**	**18**	**0.8**	**2126**	**88.4**	**207**	**8.6**	**52**	**2.2**	**2**	**0.1**
16H,6-22	**2723**	**18**	**0.7**	**2425**	**89.1**	**225**	**8.3**	**53**	**2.0**	**2**	**0.1**
18H,6-24	**2774**	**18**	**0.7**	**2475**	**89.2**	**226**	**8.2**	**53**	**1.9**	**2**	**0.1**
24H,0-24	**2820**	**18**	**0.6**	**2518**	**89.3**	**228**	**8.1**	**54**	**1.9**	**2**	**0.1**

13266	NEWBOLD VERDON	Site No: 13266001	Location	Bosworth Lane, Newbold Verdon
Thu 11-Apr-24 to Wed 17-Apr-24		Channel: Eastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Thu 11-Apr-24	**2736**	24	0.9	2452	89.6	208	7.6	50	1.8	2	0.1
Fri 12-Apr-24	**2767**	34	1.2	2440	88.2	222	8.0	67	2.4	4	0.1
Sat 13-Apr-24	**2046**	54	2.6	1866	91.2	108	5.3	18	0.9	0	0.0
Sun 14-Apr-24	**1907**	77	4.0	1737	91.1	75	3.9	18	0.9	0	0.0
Mon 15-Apr-24	**2451**	6	0.2	2220	90.6	192	7.8	30	1.2	3	0.1
Tue 16-Apr-24	**2585**	17	0.7	2305	89.2	218	8.4	43	1.7	2	0.1
Wed 17-Apr-24	**2820**	18	0.6	2518	89.3	228	8.1	54	1.9	2	0.1
Total Vehicles											
[--]	**17312**	230	1.5	15538	89.9	1251	7.0	280	1.6	13	0.1



Data produced by
Auto Surveys Ltd

13266		NEWBOLD VERDON		Site No: 13266001		Location	Bosworth Lane, Newbold Verdon				
Thu 11-Apr-24 to Wed 17-Apr-24				Channel: Westbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Thu 11-Apr-24											
00:00	**6**	0	0.0	4	66.7	2	33.3	0	0.0	0	0.0
01:00	**3**	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
02:00	**8**	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
03:00	**11**	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
04:00	**12**	0	0.0	9	75.0	3	25.0	0	0.0	0	0.0
05:00	**47**	0	0.0	41	87.2	6	12.8	0	0.0	0	0.0
06:00	**116**	0	0.0	94	81.0	19	16.4	2	1.7	1	0.9
07:00	**268**	1	0.4	236	88.1	30	11.2	0	0.0	1	0.4
08:00	**243**	1	0.4	205	84.4	25	10.3	10	4.1	2	0.8
09:00	**172**	3	1.7	152	88.4	15	8.7	1	0.6	1	0.6
10:00	**161**	1	0.6	142	88.2	15	9.3	2	1.2	1	0.6
11:00	**163**	1	0.6	134	82.2	23	14.1	5	3.1	0	0.0
12:00	**177**	2	1.1	142	80.2	26	14.7	6	3.4	1	0.6
13:00	**152**	1	0.7	132	86.8	16	10.5	2	1.3	1	0.7
14:00	**175**	2	1.1	155	88.6	12	6.9	3	1.7	3	1.7
15:00	**227**	3	1.3	202	89.0	19	8.4	3	1.3	0	0.0
16:00	**231**	2	0.9	206	89.2	22	9.5	1	0.4	0	0.0
17:00	**237**	0	0.0	219	92.4	17	7.2	0	0.0	1	0.4
18:00	**160**	2	1.3	146	91.3	11	6.9	0	0.0	1	0.6
19:00	**103**	2	1.9	96	93.2	3	2.9	0	0.0	2	1.9
20:00	**68**	1	1.5	63	92.7	3	4.4	0	0.0	1	1.5
21:00	**41**	0	0.0	37	90.2	4	9.8	0	0.0	0	0.0
22:00	**20**	1	5.0	18	90.0	1	5.0	0	0.0	0	0.0
23:00	**11**	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
12H,7-19	**2366**	**19**	**0.8**	**2071**	**87.5**	**231**	**9.8**	**33**	**1.4**	**12**	**0.5**
16H,6-22	**2694**	**22**	**0.8**	**2361**	**87.6**	**260**	**9.7**	**35**	**1.3**	**16**	**0.6**
18H,6-24	**2725**	**23**	**0.8**	**2389**	**87.7**	**262**	**9.6**	**35**	**1.3**	**16**	**0.6**
24H,0-24	**2812**	**23**	**0.8**	**2462**	**87.6**	**276**	**9.8**	**35**	**1.2**	**16**	**0.6**

13266		NEWBOLD VERDON			Site No: 13266001		Location	Bosworth Lane, Newbold Verdon			
Thu 11-Apr-24 to Wed 17-Apr-24					Channel: Westbound						
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Fri 12-Apr-24											
00:00	**6**	0	0.0	4	66.7	2	33.3	0	0.0	0	0.0
01:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	**8**	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
03:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
04:00	**13**	0	0.0	11	84.6	2	15.4	0	0.0	0	0.0
05:00	**43**	0	0.0	36	83.7	5	11.6	2	4.7	0	0.0
06:00	**112**	0	0.0	96	85.7	14	12.5	2	1.8	0	0.0
07:00	**247**	1	0.4	208	84.2	36	14.6	1	0.4	1	0.4
08:00	**207**	0	0.0	187	90.3	13	6.3	7	3.4	0	0.0
09:00	**182**	1	0.6	151	83.0	22	12.1	7	3.9	1	0.6
10:00	**205**	0	0.0	173	84.4	24	11.7	7	3.4	1	0.5
11:00	**199**	2	1.0	172	86.4	19	9.6	4	2.0	2	1.0
12:00	**196**	2	1.0	159	81.1	26	13.3	8	4.1	1	0.5
13:00	**187**	6	3.2	159	85.0	17	9.1	2	1.1	3	1.6
14:00	**230**	4	1.7	202	87.8	16	7.0	8	3.5	0	0.0
15:00	**261**	1	0.4	236	90.4	20	7.7	3	1.2	1	0.4
16:00	**243**	1	0.4	220	90.5	19	7.8	2	0.8	1	0.4
17:00	**222**	1	0.5	207	93.2	12	5.4	2	0.9	0	0.0
18:00	**151**	1	0.7	132	87.4	14	9.3	4	2.7	0	0.0
19:00	**90**	0	0.0	83	92.2	5	5.6	2	2.2	0	0.0
20:00	**55**	0	0.0	49	89.1	5	9.1	1	1.8	0	0.0
21:00	**53**	1	1.9	50	94.3	2	3.8	0	0.0	0	0.0
22:00	**32**	0	0.0	29	90.6	3	9.4	0	0.0	0	0.0
23:00	**15**	0	0.0	13	86.7	2	13.3	0	0.0	0	0.0
12H,7-19	**2530**	**20**	**0.8**	**2206**	**87.2**	**238**	**9.4**	**55**	**2.2**	**11**	**0.4**
16H,6-22	**2840**	**21**	**0.7**	**2484**	**87.5**	**264**	**9.3**	**60**	**2.1**	**11**	**0.4**
18H,6-24	**2887**	**21**	**0.7**	**2526**	**87.5**	**269**	**9.3**	**60**	**2.1**	**11**	**0.4**
24H,0-24	**2962**	**21**	**0.7**	**2590**	**87.4**	**278**	**9.4**	**62**	**2.1**	**11**	**0.4**

13266		NEWBOLD VERDON		Site No: 13266001		Location	Bosworth Lane, Newbold Verdon				
Thu 11-Apr-24 to Wed 17-Apr-24				Channel: Westbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Sat 13-Apr-24											
00:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
01:00	**8**	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
02:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
03:00	**11**	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
04:00	**8**	0	0.0	6	75.0	2	25.0	0	0.0	0	0.0
05:00	**13**	0	0.0	11	84.6	2	15.4	0	0.0	0	0.0
06:00	**28**	0	0.0	20	71.4	7	25.0	1	3.6	0	0.0
07:00	**79**	0	0.0	69	87.3	9	11.4	0	0.0	1	1.3
08:00	**118**	2	1.7	105	89.0	9	7.6	1	0.9	1	0.9
09:00	**215**	0	0.0	199	92.6	13	6.1	3	1.4	0	0.0
10:00	**220**	3	1.4	206	93.6	7	3.2	3	1.4	1	0.5
11:00	**231**	1	0.4	212	91.8	16	6.9	2	0.9	0	0.0
12:00	**219**	6	2.7	192	87.7	17	7.8	3	1.4	1	0.5
13:00	**167**	5	3.0	152	91.0	9	5.4	1	0.6	0	0.0
14:00	**187**	4	2.1	167	89.3	12	6.4	3	1.6	1	0.5
15:00	**173**	5	2.9	161	93.1	4	2.3	2	1.2	1	0.6
16:00	**159**	3	1.9	147	92.5	8	5.0	0	0.0	1	0.6
17:00	**111**	0	0.0	106	95.5	3	2.7	2	1.8	0	0.0
18:00	**126**	1	0.8	109	86.5	13	10.3	2	1.6	1	0.8
19:00	**84**	1	1.2	78	92.9	3	3.6	2	2.4	0	0.0
20:00	**49**	0	0.0	46	93.9	1	2.0	1	2.0	1	2.0
21:00	**36**	0	0.0	33	91.7	3	8.3	0	0.0	0	0.0
22:00	**21**	0	0.0	19	90.5	2	9.5	0	0.0	0	0.0
23:00	**17**	0	0.0	17	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**2005**	**30**	**1.5**	**1825**	**91.0**	**120**	**6.0**	**22**	**1.1**	**8**	**0.4**
16H,6-22	**2202**	**31**	**1.4**	**2002**	**90.9**	**134**	**6.1**	**26**	**1.2**	**9**	**0.4**
18H,6-24	**2240**	**31**	**1.4**	**2038**	**91.0**	**136**	**6.1**	**26**	**1.2**	**9**	**0.4**
24H,0-24	**2291**	**31**	**1.4**	**2085**	**91.0**	**140**	**6.1**	**26**	**1.1**	**9**	**0.4**

13266		NEWBOLD VERDON		Site No: 13266001		Location	Bosworth Lane, Newbold Verdon				
Thu 11-Apr-24 to Wed 17-Apr-24				Channel: Westbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Sun 14-Apr-24											
00:00	**11**	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
01:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
02:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
03:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	**9**	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
05:00	**12**	0	0.0	12	100.0	0	0.0	0	0.0	0	0.0
06:00	**22**	1	4.6	16	72.7	4	18.2	1	4.6	0	0.0
07:00	**43**	1	2.3	40	93.0	2	4.7	0	0.0	0	0.0
08:00	**91**	1	1.1	85	93.4	4	4.4	1	1.1	0	0.0
09:00	**147**	2	1.4	136	92.5	8	5.4	1	0.7	0	0.0
10:00	**179**	2	1.1	169	94.4	6	3.4	2	1.1	0	0.0
11:00	**208**	2	1.0	202	97.1	4	1.9	0	0.0	0	0.0
12:00	**204**	1	0.5	188	92.2	12	5.9	3	1.5	0	0.0
13:00	**218**	4	1.8	201	92.2	10	4.6	3	1.4	0	0.0
14:00	**184**	5	2.7	167	90.8	9	4.9	3	1.6	0	0.0
15:00	**159**	7	4.4	142	89.3	9	5.7	1	0.6	0	0.0
16:00	**144**	4	2.8	134	93.1	5	3.5	1	0.7	0	0.0
17:00	**119**	1	0.8	112	94.1	6	5.0	0	0.0	0	0.0
18:00	**101**	0	0.0	97	96.0	4	4.0	0	0.0	0	0.0
19:00	**67**	2	3.0	58	86.6	6	9.0	1	1.5	0	0.0
20:00	**39**	1	2.6	31	79.5	6	15.4	1	2.6	0	0.0
21:00	**30**	0	0.0	28	93.3	2	6.7	0	0.0	0	0.0
22:00	**18**	0	0.0	17	94.4	1	5.6	0	0.0	0	0.0
23:00	**9**	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**1797**	**30**	**1.7**	**1673**	**93.1**	**79**	**4.4**	**15**	**0.8**	**0**	**0.0**
16H,6-22	**1955**	**34**	**1.7**	**1806**	**92.4**	**97**	**5.0**	**18**	**0.9**	**0**	**0.0**
18H,6-24	**1982**	**34**	**1.7**	**1832**	**92.4**	**98**	**4.9**	**18**	**0.9**	**0**	**0.0**
24H,0-24	**2024**	**34**	**1.7**	**1874**	**92.6**	**98**	**4.8**	**18**	**0.9**	**0**	**0.0**

13266		NEWBOLD VERDON		Site No: 13266001		Location	Bosworth Lane, Newbold Verdon				
Thu 11-Apr-24 to Wed 17-Apr-24				Channel: Westbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Mon 15-Apr-24											
00:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
01:00	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
02:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
03:00	**5**	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
04:00	**9**	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
05:00	**43**	0	0.0	37	86.1	6	14.0	0	0.0	0	0.0
06:00	**110**	0	0.0	89	80.9	19	17.3	2	1.8	0	0.0
07:00	**269**	0	0.0	230	85.5	36	13.4	2	0.7	1	0.4
08:00	**238**	0	0.0	212	89.1	23	9.7	3	1.3	0	0.0
09:00	**169**	1	0.6	141	83.4	26	15.4	0	0.0	1	0.6
10:00	**167**	0	0.0	142	85.0	17	10.2	8	4.8	0	0.0
11:00	**149**	0	0.0	123	82.6	20	13.4	5	3.4	1	0.7
12:00	**141**	0	0.0	120	85.1	14	9.9	7	5.0	0	0.0
13:00	**132**	1	0.8	108	81.8	15	11.4	5	3.8	3	2.3
14:00	**158**	1	0.6	138	87.3	14	8.9	5	3.2	0	0.0
15:00	**185**	0	0.0	161	87.0	18	9.7	6	3.2	0	0.0
16:00	**195**	0	0.0	178	91.3	14	7.2	3	1.5	0	0.0
17:00	**228**	1	0.4	215	94.3	9	4.0	3	1.3	0	0.0
18:00	**134**	1	0.8	121	90.3	9	6.7	2	1.5	1	0.8
19:00	**94**	1	1.1	86	91.5	5	5.3	1	1.1	1	1.1
20:00	**46**	0	0.0	44	95.7	1	2.2	1	2.2	0	0.0
21:00	**41**	0	0.0	37	90.2	4	9.8	0	0.0	0	0.0
22:00	**21**	0	0.0	19	90.5	1	4.8	1	4.8	0	0.0
23:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**2165**	**5**	**0.2**	**1889**	**87.3**	**215**	**9.9**	**49**	**2.3**	**7**	**0.3**
16H,6-22	**2456**	**6**	**0.2**	**2145**	**87.3**	**244**	**9.9**	**53**	**2.2**	**8**	**0.3**
18H,6-24	**2484**	**6**	**0.2**	**2171**	**87.4**	**245**	**9.9**	**54**	**2.2**	**8**	**0.3**
24H,0-24	**2551**	**6**	**0.2**	**2230**	**87.4**	**253**	**9.9**	**54**	**2.1**	**8**	**0.3**

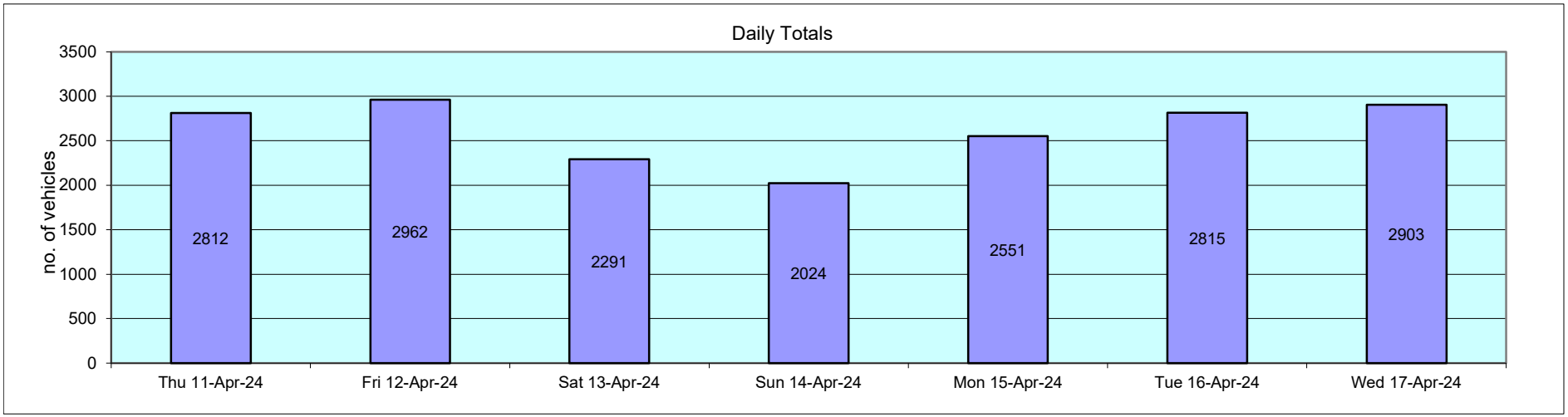
13266		NEWBOLD VERDON			Site No: 13266001		Location	Bosworth Lane, Newbold Verdon			
Thu 11-Apr-24 to Wed 17-Apr-24					Channel: Westbound						
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Tue 16-Apr-24											
00:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
01:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
03:00	**6**	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
04:00	**9**	0	0.0	7	77.8	2	22.2	0	0.0	0	0.0
05:00	**47**	0	0.0	40	85.1	6	12.8	1	2.1	0	0.0
06:00	**117**	0	0.0	100	85.5	14	12.0	3	2.6	0	0.0
07:00	**317**	2	0.6	274	86.4	37	11.7	3	1.0	1	0.3
08:00	**251**	0	0.0	219	87.3	28	11.2	4	1.6	0	0.0
09:00	**191**	0	0.0	160	83.8	23	12.0	6	3.1	2	1.1
10:00	**166**	2	1.2	139	83.7	21	12.7	3	1.8	1	0.6
11:00	**156**	0	0.0	126	80.8	23	14.7	6	3.9	1	0.6
12:00	**161**	0	0.0	138	85.7	20	12.4	3	1.9	0	0.0
13:00	**162**	0	0.0	132	81.5	21	13.0	8	4.9	1	0.6
14:00	**192**	1	0.5	172	89.6	16	8.3	3	1.6	0	0.0
15:00	**177**	0	0.0	162	91.5	13	7.3	2	1.1	0	0.0
16:00	**202**	1	0.5	177	87.6	21	10.4	3	1.5	0	0.0
17:00	**211**	1	0.5	191	90.5	15	7.1	3	1.4	1	0.5
18:00	**157**	0	0.0	148	94.3	7	4.5	2	1.3	0	0.0
19:00	**90**	0	0.0	81	90.0	7	7.8	1	1.1	1	1.1
20:00	**72**	0	0.0	64	88.9	6	8.3	1	1.4	1	1.4
21:00	**63**	1	1.6	58	92.1	4	6.4	0	0.0	0	0.0
22:00	**41**	0	0.0	38	92.7	3	7.3	0	0.0	0	0.0
23:00	**17**	0	0.0	16	94.1	1	5.9	0	0.0	0	0.0
12H,7-19	**2343**	**7**	**0.3**	**2038**	**87.0**	**245**	**10.5**	**46**	**2.0**	**7**	**0.3**
16H,6-22	**2685**	**8**	**0.3**	**2341**	**87.2**	**276**	**10.3**	**51**	**1.9**	**9**	**0.3**
18H,6-24	**2743**	**8**	**0.3**	**2395**	**87.3**	**280**	**10.2**	**51**	**1.9**	**9**	**0.3**
24H,0-24	**2815**	**8**	**0.3**	**2457**	**87.3**	**289**	**10.3**	**52**	**1.9**	**9**	**0.3**

13266		NEWBOLD VERDON			Site No: 13266001		Location	Bosworth Lane, Newbold Verdon			
Thu 11-Apr-24 to Wed 17-Apr-24					Channel: Westbound						
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Wed 17-Apr-24											
00:00	**8**	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
01:00	**8**	0	0.0	5	62.5	2	25.0	1	12.5	0	0.0
02:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
03:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
04:00	**16**	0	0.0	12	75.0	3	18.8	1	6.3	0	0.0
05:00	**52**	0	0.0	49	94.2	3	5.8	0	0.0	0	0.0
06:00	**108**	0	0.0	88	81.5	17	15.7	3	2.8	0	0.0
07:00	**278**	0	0.0	245	88.1	31	11.2	1	0.4	1	0.4
08:00	**246**	1	0.4	210	85.4	31	12.6	3	1.2	1	0.4
09:00	**175**	1	0.6	160	91.4	10	5.7	3	1.7	1	0.6
10:00	**186**	4	2.2	160	86.0	17	9.1	4	2.2	1	0.5
11:00	**180**	1	0.6	150	83.3	24	13.3	2	1.1	3	1.7
12:00	**142**	0	0.0	120	84.5	17	12.0	4	2.8	1	0.7
13:00	**171**	2	1.2	149	87.1	18	10.5	1	0.6	1	0.6
14:00	**204**	2	1.0	176	86.3	21	10.3	4	2.0	1	0.5
15:00	**221**	0	0.0	199	90.1	16	7.2	5	2.3	1	0.5
16:00	**216**	1	0.5	200	92.6	14	6.5	1	0.5	0	0.0
17:00	**236**	2	0.9	218	92.4	13	5.5	2	0.9	1	0.4
18:00	**172**	0	0.0	165	95.9	6	3.5	0	0.0	1	0.6
19:00	**113**	0	0.0	100	88.5	9	8.0	2	1.8	2	1.8
20:00	**62**	3	4.8	52	83.9	5	8.1	1	1.6	1	1.6
21:00	**43**	0	0.0	35	81.4	7	16.3	1	2.3	0	0.0
22:00	**26**	0	0.0	24	92.3	2	7.7	0	0.0	0	0.0
23:00	**29**	0	0.0	25	86.2	4	13.8	0	0.0	0	0.0
12H,7-19	**2427**	**14**	**0.6**	**2152**	**88.7**	**218**	**9.0**	**30**	**1.2**	**13**	**0.5**
16H,6-22	**2753**	**17**	**0.6**	**2427**	**88.2**	**256**	**9.3**	**37**	**1.3**	**16**	**0.6**
18H,6-24	**2808**	**17**	**0.6**	**2476**	**88.2**	**262**	**9.3**	**37**	**1.3**	**16**	**0.6**
24H,0-24	**2903**	**17**	**0.6**	**2560**	**88.2**	**271**	**9.3**	**39**	**1.3**	**16**	**0.6**

Data produced by
Auto Surveys Ltd

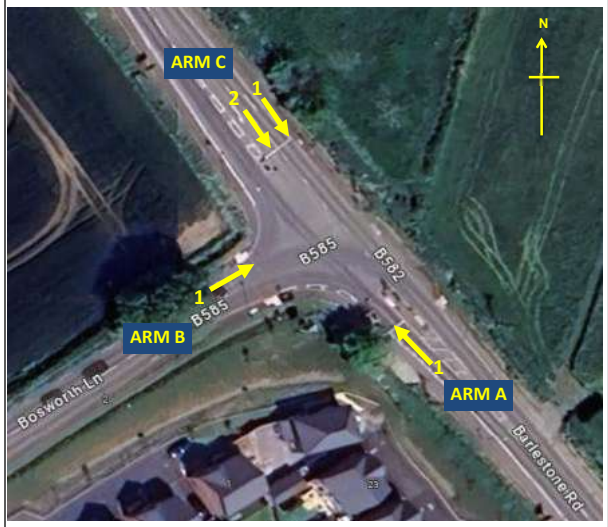
13266	NEWBOLD VERDON	Site No: 13266001	Location	Bosworth Lane, Newbold Verdon
Thu 11-Apr-24 to Wed 17-Apr-24		Channel: Westbound		

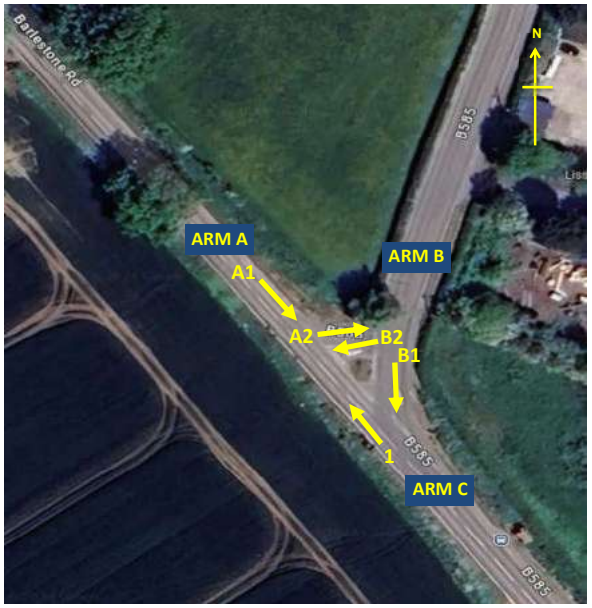
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Thu 11-Apr-24	**2812**	23	0.8	2462	87.6	276	9.8	35	1.2	16	0.6
Fri 12-Apr-24	**2962**	21	0.7	2590	87.4	278	9.4	62	2.1	11	0.4
Sat 13-Apr-24	**2291**	31	1.4	2085	91.0	140	6.1	26	1.1	9	0.4
Sun 14-Apr-24	**2024**	34	1.7	1874	92.6	98	4.8	18	0.9	0	0.0
Mon 15-Apr-24	**2551**	6	0.2	2230	87.4	253	9.9	54	2.1	8	0.3
Tue 16-Apr-24	**2815**	8	0.3	2457	87.3	289	10.3	52	1.9	9	0.3
Wed 17-Apr-24	**2903**	17	0.6	2560	88.2	271	9.3	39	1.3	16	0.6
Total Vehicles											
[--]	**18358**	140	0.8	16258	88.8	1605	8.5	286	1.5	69	0.4

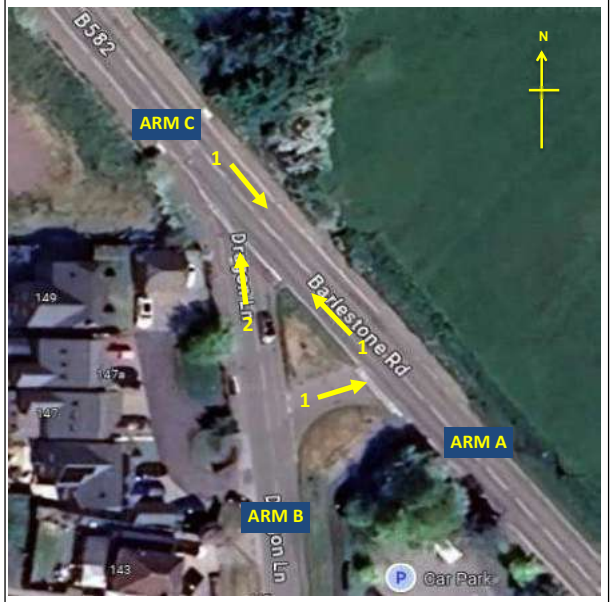


Data produced by
Auto Surveys Ltd

SITE:		DATE:	SITE:		DATE:	SITE:		DATE:
1	AUTO SURVEYS LTD	12/11/2024	2	AUTO SURVEYS LTD	12/11/2024	3	AUTO SURVEYS LTD	12/11/2024
LOCATION: BARLESTONE ROAD / BOSWORTH LANE / B582		DAY: TUESDAY	LOCATION: BARLESTONE ROAD / B585 (N) / B585 (SE)		DAY: TUESDAY	LOCATION: BARLESTONE ROAD / DRAGON LANE / B582		DAY: TUESDAY







JOB TITLE:	JOB NUMBER:	JOB TITLE:	JOB NUMBER:	JOB TITLE:	JOB NUMBER:
NEWBOLD VERDON	13894	NEWBOLD VERDON	13894	NEWBOLD VERDON	13894

MANUAL CLASSIFIED COUNTS

JOB REF: 13894

JOB NAME: NEWBOLD VERDON

SITE: 1 **DATE:** 12/11/2024

LOCATION: BARLESTONE ROAD / BOSWORTH LANE / B582 **DAY:** TUESDAY

TIME	A TO B FROM BARLESTONE ROAD TO BOSWORTH LANE								A TO C FROM BARLESTONE ROAD TO B582								TIME	B TO A FROM BOSWORTH LANE TO BARLESTONE ROAD								B TO C FROM BOSWORTH LANE TO B582							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	37	6	1	0	0	0	1	45	27	9	2	0	0	0	0	38	07:00	27	10	0	0	0	0	0	37	9	4	0	0	0	0	0	13
07:15	38	11	1	1	1	0	0	52	35	15	0	0	0	1	0	51	07:15	37	10	2	0	0	0	0	49	19	3	0	0	0	0	0	22
07:30	58	9	0	2	0	0	0	69	38	11	2	0	0	0	0	51	07:30	42	15	2	3	0	0	0	62	15	2	0	0	0	0	0	17
07:45	59	9	1	1	0	0	0	70	30	12	2	1	0	0	0	45	07:45	51	6	1	0	0	0	0	58	28	2	0	1	0	0	0	31
H/TOT	192	35	3	4	1	0	1	236	130	47	6	1	0	1	0	185	H/TOT	157	41	5	3	0	0	0	206	71	11	0	1	0	0	0	83
08:00	38	14	3	2	0	1	0	58	51	7	1	0	3	0	0	62	08:00	40	10	1	0	0	0	0	51	18	4	1	0	0	0	0	23
08:15	27	6	1	0	1	0	0	35	38	6	2	0	0	0	0	46	08:15	55	8	4	0	0	0	0	67	11	6	0	0	0	0	0	17
08:30	31	4	2	2	3	0	0	42	54	6	0	0	0	0	0	60	08:30	48	6	3	0	0	1	0	58	16	2	2	0	0	0	0	20
08:45	37	6	1	1	0	0	0	45	43	12	4	2	0	0	0	61	08:45	48	8	0	0	0	0	0	56	13	1	0	0	0	0	1	15
H/TOT	133	30	7	5	4	1	0	180	186	31	7	2	3	0	0	229	H/TOT	191	32	8	0	0	1	0	232	58	13	3	0	0	0	1	75
09:00	21	6	0	1	1	0	0	29	31	8	1	1	0	0	0	41	09:00	38	5	0	0	0	0	0	43	9	3	0	0	0	0	1	13
09:15	34	4	0	0	0	0	0	38	26	14	0	0	0	0	1	41	09:15	25	9	4	0	0	1	0	39	14	3	2	0	0	1	0	20
09:30	30	3	4	1	1	0	0	39	20	8	1	0	0	0	0	29	09:30	27	8	3	0	0	0	0	38	11	4	0	0	0	0	0	15
09:45	28	4	2	1	0	0	0	35	24	4	0	0	0	0	0	28	09:45	18	3	0	0	0	1	0	22	6	0	1	1	0	0	0	8
H/TOT	113	17	6	3	2	0	0	141	101	34	2	1	0	0	1	139	H/TOT	108	25	7	0	0	2	0	142	40	10	3	1	0	1	1	56
P/TOT	438	82	16	12	7	1	1	557	417	112	15	4	3	1	1	553	P/TOT	456	98	20	3	0	3	0	580	169	34	6	2	0	1	2	214

MANUAL CLASSIFIED COUNTS

JOB REF: 13894

JOB NAME: NEWBOLD VERDON

SITE: 1 **DATE:** 12/11/2024

LOCATION: BARLESTONE ROAD / BOSWORTH LANE / B582 **DAY:** TUESDAY

TIME	A TO B FROM BARLESTONE ROAD TO BOSWORTH LANE								A TO C FROM BARLESTONE ROAD TO B582								TIME	B TO A FROM BOSWORTH LANE TO BARLESTONE ROAD								B TO C FROM BOSWORTH LANE TO B582							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	44	10	3	1	0	0	0	58	60	9	2	0	0	0	0	71	16:00	52	9	1	2	0	0	0	64	16	3	1	0	0	0	0	20
16:15	31	10	0	1	1	1	0	44	46	15	1	1	0	0	0	63	16:15	51	11	2	0	1	0	0	65	15	3	0	0	0	0	0	18
16:30	28	9	0	0	1	0	0	38	56	7	2	0	0	0	0	65	16:30	55	11	1	0	0	1	0	68	15	5	0	0	0	0	0	20
16:45	44	5	0	0	0	0	0	49	67	8	2	0	0	0	0	77	16:45	45	9	1	0	0	0	0	55	18	4	0	0	0	0	0	22
H/TOT	147	34	3	2	2	1	0	189	229	39	7	1	0	0	0	276	H/TOT	203	40	5	2	1	1	0	252	64	15	1	0	0	0	0	80
17:00	49	4	1	0	0	1	0	55	56	6	3	0	0	0	0	65	17:00	60	7	0	0	0	0	0	67	16	3	0	0	0	0	0	19
17:15	43	4	2	0	1	0	0	50	62	7	0	0	0	0	0	69	17:15	39	7	1	0	0	1	0	48	17	0	1	0	0	0	0	18
17:30	49	5	2	0	0	0	0	56	68	3	0	0	0	1	0	72	17:30	43	5	0	0	0	1	0	49	13	1	1	0	0	0	0	15
17:45	34	5	0	0	0	0	0	39	68	6	0	0	1	0	0	75	17:45	29	3	0	0	0	0	0	32	12	0	1	0	0	0	0	13
H/TOT	175	18	5	0	1	1	0	200	254	22	3	0	1	1	0	281	H/TOT	171	22	1	0	0	2	0	196	58	4	3	0	0	0	0	65
18:00	29	4	0	0	1	0	0	34	55	5	0	0	0	0	0	60	18:00	41	7	1	0	0	0	0	49	21	4	0	0	0	0	0	25
18:15	26	1	1	1	0	1	0	30	40	4	2	0	0	0	0	46	18:15	33	2	1	0	0	0	1	37	14	1	1	0	0	0	0	16
18:30	36	1	0	0	0	0	0	37	40	1	0	0	0	0	0	41	18:30	21	2	0	0	0	0	0	23	11	1	0	0	0	0	0	12
18:45	16	0	0	0	0	1	0	17	36	3	1	0	0	0	0	40	18:45	29	6	0	0	0	0	0	35	8	1	0	0	0	0	0	9
H/TOT	107	6	1	1	1	2	0	118	171	13	3	0	0	0	0	187	H/TOT	124	17	2	0	0	0	1	144	54	7	1	0	0	0	0	62
P/TOT	429	58	9	3	4	4	0	507	654	74	13	1	1	1	0	744	P/TOT	498	79	8	2	1	3	1	592	176	26	5	0	0	0	0	207

MANUAL CLASSIFIED COUNTS

JOB REF: 13894

JOB NAME: NEWBOLD VERDON

SITE: 1 **DATE:** 12/11/2024

LOCATION: BARLESTONE ROAD / BOSWORTH LANE / B582 **DAY:** TUESDAY

TIME	C TO A FROM B582 TO BARLESTONE ROAD								C TO B FROM B582 TO BOSWORTH LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	45	13	2	0	0	0	0	60	8	2	1	0	0	0	0	11
07:15	60	15	2	1	0	0	0	78	14	6	0	1	0	0	0	21
07:30	80	11	2	0	2	0	0	95	10	2	0	0	0	0	0	12
07:45	80	6	2	0	2	0	0	90	12	4	1	0	0	0	0	17
H/TOT	265	45	8	1	4	0	0	323	44	14	2	1	0	0	0	61
08:00	73	6	0	0	0	0	0	79	11	5	0	0	0	0	0	16
08:15	65	5	3	0	1	0	0	74	12	0	0	0	0	0	0	12
08:30	63	6	4	0	0	0	0	73	10	4	0	0	0	0	0	14
08:45	50	7	0	1	1	0	0	59	21	7	0	0	0	0	0	28
H/TOT	251	24	7	1	2	0	0	285	54	16	0	0	0	0	0	70
09:00	43	8	4	1	0	0	0	56	10	2	0	0	0	0	0	12
09:15	32	8	2	0	0	0	0	42	18	1	2	0	0	0	0	21
09:30	26	3	1	0	0	0	0	30	8	3	0	0	0	0	0	11
09:45	22	3	3	1	1	0	0	30	9	4	0	0	0	0	0	13
H/TOT	123	22	10	2	1	0	0	158	45	10	2	0	0	0	0	57
P/TOT	639	91	25	4	7	0	0	766	143	40	4	1	0	0	0	188

TIME	C TO A FROM B582 TO BARLESTONE ROAD								C TO B FROM B582 TO BOSWORTH LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	35	9	1	0	0	0	0	45	19	5	2	1	0	0	0	27
16:15	43	13	2	2	0	0	0	60	17	5	0	2	0	0	0	24
16:30	43	15	1	1	1	0	0	61	13	7	1	0	0	0	0	21
16:45	46	9	1	0	0	1	0	57	19	4	0	0	0	0	0	23
H/TOT	167	46	5	3	1	1	0	223	68	21	3	3	0	0	0	95
17:00	53	14	1	0	0	0	0	68	26	4	0	0	0	0	0	30
17:15	56	6	0	0	0	1	0	63	21	4	3	0	0	0	0	28
17:30	65	8	1	0	0	0	0	74	18	0	0	0	0	0	0	18
17:45	43	3	2	0	1	0	0	49	21	5	0	0	0	0	0	26
H/TOT	217	31	4	0	1	1	0	254	86	13	3	0	0	0	0	102
18:00	49	4	1	1	0	0	0	55	10	1	0	0	0	0	0	11
18:15	32	5	0	0	1	0	0	38	7	1	0	0	0	1	0	9
18:30	33	5	0	0	0	0	0	38	12	0	0	0	0	0	0	12
18:45	28	3	0	0	0	0	0	31	6	2	0	0	0	0	0	8
H/TOT	142	17	1	1	1	0	0	162	35	4	0	0	0	1	0	40
P/TOT	526	94	10	4	3	2	0	639	189	38	6	3	0	1	0	237

MANUAL CLASSIFIED COUNTS

JOB REF: 13894

JOB NAME: NEWBOLD VERDON

SITE: 2 **DATE:** 12/11/2024

LOCATION: BARLESTONE ROAD / B585 (N) / B585 (SE) **DAY:** TUESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13894

JOB NAME: NEWBOLD VERDON

SITE: 2 **DATE:** 12/11/2024

LOCATION: BARLESTONE ROAD / B585 (N) / B585 (SE) **DAY:** TUESDAY

TIME	A TO B FROM BARLESTONE ROAD TO B585 (N)								A TO C FROM BARLESTONE ROAD TO B585 (SE)								TIME	B TO A FROM B585 (N) TO BARLESTONE ROAD								B TO C FROM B585 (N) TO B585 (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	0	0	0	0	0	0	2	40	9	2	0	0	0	0	51	07:00	0	0	0	0	0	0	0	0	16	7	2	0	0	0	0	25
07:15	4	1	0	0	0	1	1	7	45	9	1	0	0	0	0	55	07:15	1	1	0	0	0	0	0	2	31	12	1	2	0	0	0	46
07:30	7	0	0	0	1	0	0	8	44	8	0	0	2	0	0	54	07:30	1	0	0	0	0	0	0	1	42	6	2	0	0	0	0	50
07:45	6	0	1	0	0	0	0	7	50	5	0	0	1	0	0	56	07:45	2	0	0	0	0	1	0	3	41	4	3	0	1	0	0	49
H/TOT	19	1	1	0	1	1	1	24	179	31	3	0	3	0	0	216	**H/TOT**	4	1	0	0	0	1	0	6	130	29	8	2	1	0	0	170
08:00	3	0	1	0	0	0	0	4	45	5	0	0	0	0	0	50	08:00	2	1	0	0	0	0	0	3	38	6	0	0	0	0	0	44
08:15	2	0	1	0	0	0	0	3	43	3	2	0	1	0	0	49	08:15	5	0	1	0	0	0	0	6	36	2	1	0	0	0	0	39
08:30	4	1	1	0	0	0	0	6	32	1	2	0	0	0	0	35	08:30	3	0	0	0	0	0	0	3	44	8	2	0	0	0	0	54
08:45	9	0	0	0	0	0	0	9	36	5	0	0	1	0	0	42	08:45	2	0	0	0	0	0	0	2	40	10	0	1	0	0	0	51
H/TOT	18	1	3	0	0	0	0	22	156	14	4	0	2	0	0	176	**H/TOT**	12	1	1	0	0	0	0	14	158	26	3	1	0	0	0	188
09:00	2	0	0	0	0	0	0	2	32	4	2	0	0	0	0	38	09:00	1	0	0	0	0	0	0	1	17	7	1	1	0	0	0	26
09:15	2	0	0	0	0	0	0	2	24	4	2	0	0	0	0	30	09:15	3	0	0	0	0	0	0	3	27	4	3	0	0	0	0	34
09:30	1	0	0	0	0	0	0	1	20	0	0	0	0	0	0	20	09:30	2	0	0	0	0	0	0	2	16	6	1	0	0	0	0	23
09:45	3	0	0	0	0	0	0	3	13	0	2	1	1	0	0	17	09:45	0	0	0	0	0	0	2	2	19	5	1	0	0	0	0	25
H/TOT	8	0	0	0	0	0	0	8	89	8	6	1	1	0	0	105	**H/TOT**	6	0	0	0	0	0	2	8	79	22	6	1	0	0	0	108
P/TOT	45	2	4	0	1	1	1	54	424	53	13	1	6	0	0	497	**P/TOT**	22	2	1	0	0	1	2	28	367	77	17	4	1	0	0	466

TIME	A TO B FROM BARLESTONE ROAD TO B585 (N)								A TO C FROM BARLESTONE ROAD TO B585 (SE)								TIME	B TO A FROM B585 (N) TO BARLESTONE ROAD								B TO C FROM B585 (N) TO B585 (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	4	1	0	0	0	0	0	5	21	7	0	0	0	0	0	28	16:00	3	1	0	0	0	0	0	4	32	7	2	2	0	0	0	43
16:15	3	1	0	0	0	0	0	4	24	4	1	0	0	0	0	29	16:15	5	1	0	0	0	0	0	6	35	14	1	3	0	0	0	53
16:30	4	0	0	0	0	0	0	4	24	9	1	1	1	0	0	36	16:30	9	1	0	0	0	0	0	10	29	16	1	1	0	0	0	47
16:45	2	1	0	0	0	0	0	3	17	3	1	0	0	1	0	22	16:45	4	2	0	0	0	0	0	6	49	7	0	0	0	1	0	57
H/TOT	13	3	0	0	0	0	0	16	86	23	3	1	1	1	0	115	**H/TOT**	21	5	0	0	0	0	0	26	145	44	4	6	0	1	0	200
17:00	2	0	0	0	0	0	0	2	31	4	1	0	0	0	0	36	17:00	9	0	0	0	0	0	0	9	50	14	0	0	0	0	0	64
17:15	1	0	0	0	0	0	0	1	23	4	1	0	0	0	0	28	17:15	5	1	0	0	0	0	0	6	52	6	2	0	0	1	0	61
17:30	5	0	0	0	0	0	0	5	29	2	0	0	0	0	0	31	17:30	4	0	0	0	0	0	0	4	59	5	1	0	0	0	0	65
17:45	1	0	0	0	0	0	0	1	25	0	0	0	1	0	0	26	17:45	9	0	0	0	0	1	0	10	44	9	2	0	0	0	0	55
H/TOT	9	0	0	0	0	0	0	9	108	10	2	0	1	0	0	121	**H/TOT**	27	1	0	0	0	1	0	29	205	34	5	0	0	1	0	245
18:00	4	0	0	0	0	0	0	4	30	2	1	0	0	0	0	33	18:00	1	0	0	0	0	1	0	2	33	2	0	1	0	0	0	36
18:15	3	0	0	0	0	0	0	3	23	3	0	0	1	1	0	28	18:15	2	0	0	0	0	0	0	2	17	3	0	0	0	0	0	20
18:30	2	0	0	0	0	0	0	2	28	2	0	0	0	0	0	30	18:30	7	0	0	0	0	0	0	7	20	3	0	0	0	0	0	23
18:45	1	0	0	0	0	0	0	1	13	3	0	0	0	0	0	16	18:45	5	0	0	0	0	0	0	5	24	1	0	0	0	0	0	25
H/TOT	10	0	0	0	0	0	0	10	94	10	1	0	1	1	0	107	**H/TOT**	15	0	0	0	0	1	0	16	94	9	0	1	0	0	0	104
P/TOT	32	3	0	0	0	0	0	35	288	43	6	1	3	2	0	343	**P/TOT**	63	6	0	0	0	2	0	71	444	87	9	7	0	2	0	549

MANUAL CLASSIFIED COUNTS

JOB REF: 13894

JOB NAME: NEWBOLD VERDON

SITE: 2 **DATE:** 12/11/2024

LOCATION: BARLESTONE ROAD / B585 (N) / B585 (SE) **DAY:** TUESDAY

TIME	C TO A FROM B585 (SE) TO BARLESTONE ROAD								C TO B FROM B585 (SE) TO B585 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	9	2	1	0	0	0	0	12	24	11	1	0	0	0	0	36
07:15	14	5	0	0	0	0	0	19	41	13	0	0	0	1	0	55
07:30	10	4	1	0	0	0	0	15	40	9	1	0	0	0	0	50
07:45	12	5	1	0	0	0	0	18	49	10	1	2	0	0	0	62
H/TOT	45	16	3	0	0	0	0	64	154	43	3	2	0	1	0	203
08:00	21	4	1	0	3	0	0	29	49	6	1	0	0	0	0	56
08:15	18	2	0	0	0	0	0	20	29	10	2	0	0	0	0	41
08:30	37	3	0	0	0	0	0	40	33	4	2	0	0	0	0	39
08:45	24	7	0	1	0	0	0	32	32	7	4	1	0	0	1	45
H/TOT	100	16	1	1	3	0	0	121	143	27	9	1	0	0	1	181
09:00	22	1	1	0	0	0	1	25	15	11	0	1	0	0	0	27
09:15	18	9	0	0	0	0	1	28	25	7	2	0	0	1	0	35
09:30	14	4	1	0	0	0	0	19	16	8	0	0	0	0	0	24
09:45	16	1	0	0	0	0	0	17	14	3	1	1	0	0	0	19
H/TOT	70	15	2	0	0	0	2	89	70	29	3	2	0	1	0	105
P/TOT	215	47	6	1	3	0	2	274	367	99	15	5	0	2	1	489

TIME	C TO A FROM B585 (SE) TO BARLESTONE ROAD								C TO B FROM B585 (SE) TO B585 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	36	2	1	0	0	0	0	39	36	8	2	0	0	0	0	46
16:15	26	14	1	0	0	0	0	41	37	6	0	1	0	0	0	44
16:30	29	4	0	0	0	0	0	33	43	8	2	0	0	0	0	53
16:45	46	5	1	0	0	0	0	52	45	7	0	0	0	0	0	52
H/TOT	137	25	3	0	0	0	0	165	161	29	4	1	0	0	0	195
17:00	31	3	1	0	0	0	0	35	46	6	3	0	0	0	0	55
17:15	32	2	0	0	0	0	0	34	49	4	1	0	0	0	0	54
17:30	45	3	0	0	0	0	0	48	36	2	1	0	0	1	0	40
17:45	43	2	1	0	0	0	0	46	42	5	0	0	1	0	0	48
H/TOT	151	10	2	0	0	0	0	163	173	17	5	0	1	1	0	197
18:00	44	2	0	0	0	0	0	46	36	6	0	0	0	0	0	42
18:15	28	2	1	0	0	0	0	31	29	3	2	0	0	0	0	34
18:30	24	1	0	0	0	0	0	25	26	1	0	0	0	0	0	27
18:45	19	1	0	0	0	0	0	20	26	3	1	0	0	0	0	30
H/TOT	115	6	1	0	0	0	0	122	117	13	3	0	0	0	0	133
P/TOT	403	41	6	0	0	0	0	450	451	59	12	1	1	1	0	525

MANUAL CLASSIFIED COUNTS

JOB REF: 13894

JOB NAME: NEWBOLD VERDON

SITE: 3 **DATE:** 12/11/2024

LOCATION: BARLESTONE ROAD / DRAGON LANE / B582 **DAY:** TUESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13894

JOB NAME: NEWBOLD VERDON

SITE: 3 **DATE:** 12/11/2024

LOCATION: BARLESTONE ROAD / DRAGON LANE / B582 **DAY:** TUESDAY

TIME	A TO B FROM BARLESTONE ROAD TO DRAGON LANE								A TO C FROM BARLESTONE ROAD TO B582								TIME	B TO A FROM DRAGON LANE TO BARLESTONE ROAD								B TO C FROM DRAGON LANE TO B582							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	44	12	3	0	0	0	0	59	07:00	5	1	0	0	0	0	0	6	20	4	0	0	0	0	1	25
07:15	2	0	0	0	0	0	0	2	58	20	1	1	0	1	0	81	07:15	6	1	0	0	0	0	0	7	14	5	0	0	1	0	0	20
07:30	1	0	0	0	0	0	0	1	75	16	2	2	0	0	0	95	07:30	9	0	0	0	0	0	0	9	22	5	0	0	0	0	0	27
07:45	5	0	0	0	0	0	0	5	69	16	2	2	0	0	0	89	07:45	7	3	0	0	0	0	0	10	19	4	1	0	0	0	0	24
H/TOT	9	0	0	0	0	0	0	9	246	64	8	5	0	1	0	324	**H/TOT**	27	5	0	0	0	0	0	32	75	18	1	0	1	0	1	96
08:00	4	1	1	0	0	0	0	6	80	15	3	1	0	0	0	99	08:00	9	1	0	0	0	0	0	10	9	6	1	1	3	1	1	22
08:15	7	0	0	0	0	0	0	7	48	11	2	0	1	0	0	62	08:15	11	1	0	0	0	0	0	12	16	2	1	0	0	0	0	19
08:30	8	0	0	0	0	0	0	8	63	6	3	2	1	0	0	75	08:30	5	1	0	0	0	0	0	6	23	3	0	0	2	0	0	28
08:45	3	1	0	0	0	0	0	4	52	17	4	3	0	0	0	76	08:45	17	1	0	0	0	0	0	18	29	1	1	0	0	0	0	31
H/TOT	22	2	1	0	0	0	0	25	243	49	12	6	2	0	0	312	**H/TOT**	42	4	0	0	0	0	0	46	77	12	3	1	5	1	1	100
09:00	2	1	0	0	0	0	0	3	37	12	1	2	1	0	0	53	09:00	8	0	0	0	0	0	0	8	11	2	0	0	0	0	0	13
09:15	3	0	0	0	0	0	0	3	45	13	1	0	0	0	0	59	09:15	5	0	0	0	0	1	0	6	17	4	0	0	0	0	1	22
09:30	3	0	0	0	0	0	0	3	31	10	2	1	0	0	0	44	09:30	2	0	0	0	0	0	0	2	17	2	2	0	1	0	0	22
09:45	4	0	0	0	0	0	0	4	36	6	2	1	0	0	0	45	09:45	0	0	0	0	0	0	0	0	16	2	0	0	0	0	0	18
H/TOT	12	1	0	0	0	0	0	13	149	41	6	4	1	0	0	201	**H/TOT**	15	0	0	0	0	1	0	16	61	10	2	0	1	0	1	75
P/TOT	43	3	1	0	0	0	0	47	638	154	26	15	3	1	0	837	**P/TOT**	84	9	0	0	0	1	0	94	213	40	6	1	7	1	3	271

TIME	A TO B FROM BARLESTONE ROAD TO DRAGON LANE								A TO C FROM BARLESTONE ROAD TO B582								TIME	B TO A FROM DRAGON LANE TO BARLESTONE ROAD								B TO C FROM DRAGON LANE TO B582							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	2	3	0	0	0	0	1	6	81	19	4	2	0	0	0	106	16:00	2	0	0	0	0	0	0	2	26	2	0	0	0	0	0	28
16:15	6	0	0	0	0	0	0	6	68	21	0	0	1	1	0	91	16:15	3	0	0	0	1	0	0	4	14	2	1	2	0	0	0	19
16:30	7	0	0	0	0	0	0	7	68	16	1	0	1	0	0	86	16:30	4	0	0	0	0	0	0	4	11	2	1	0	0	0	0	14
16:45	5	0	0	0	0	0	0	5	87	12	2	0	0	0	0	101	16:45	4	0	0	0	0	0	0	4	22	1	1	0	0	0	1	25
H/TOT	20	3	0	0	0	0	1	24	304	68	7	2	2	1	0	384	**H/TOT**	13	0	0	0	1	0	0	14	73	7	3	2	0	0	1	86
17:00	5	0	0	0	0	0	0	5	92	8	2	0	0	1	0	103	17:00	6	1	1	0	0	0	0	8	18	2	1	0	0	0	0	21
17:15	4	0	0	0	0	0	0	4	78	9	2	0	0	0	0	89	17:15	1	0	0	0	0	0	0	1	20	2	0	0	1	0	0	23
17:30	7	0	0	0	0	0	0	7	104	7	2	0	0	1	0	114	17:30	2	0	0	0	0	0	0	2	18	1	0	0	0	0	0	19
17:45	7	1	0	0	0	0	0	8	83	9	0	0	1	0	0	93	17:45	3	0	1	0	0	0	0	4	15	2	0	0	0	0	0	17
H/TOT	23	1	0	0	0	0	0	24	357	33	6	0	1	2	0	399	**H/TOT**	12	1	2	0	0	0	0	15	71	7	1	0	1	0	0	80
18:00	4	0	0	0	0	0	0	4	65	8	0	0	0	0	0	73	18:00	4	1	0	0	0	0	0	5	19	1	0	0	1	0	0	21
18:15	6	1	0	0	0	0	0	7	50	3	3	1	0	1	0	58	18:15	9	0	0	0	0	0	0	9	14	2	0	0	0	0	0	16
18:30	4	1	0	0	0	0	0	5	61	3	0	0	0	0	0	64	18:30	6	0	0	0	0	0	0	6	15	0	0	0	0	0	0	15
18:45	4	0	0	0	0	0	0	4	41	2	1	0	0	1	0	45	18:45	4	0	0	0	0	0	0	4	9	0	0	0	0	0	0	9
H/TOT	18	2	0	0	0	0	0	20	217	16	4	1	0	2	0	240	**H/TOT**	23	1	0	0	0	0	0	24	57	3	0	0	1	0	0	61
P/TOT	61	6	0	0	0	0	1	68	878	117	17	3	3	5	0	1023	**P/TOT**	48	2	2	0	1	0	0	53	201	17	4	2	2	0	1	227

MANUAL CLASSIFIED COUNTS

JOB REF: 13894

JOB NAME: NEWBOLD VERDON

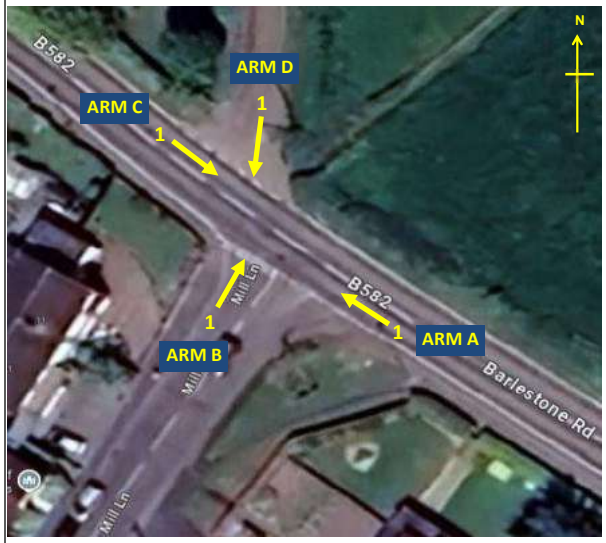
SITE: 3 **DATE:** 12/11/2024

LOCATION: BARLESTONE ROAD / DRAGON LANE / B582 **DAY:** TUESDAY

TIME	C TO A FROM B582 TO BARLESTONE ROAD								C TO B FROM B582 TO DRAGON LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	65	22	3	0	0	0	0	90	6	0	0	0	0	0	0	6
07:15	90	22	4	1	0	0	0	117	7	3	0	0	0	0	0	10
07:30	110	22	4	1	2	0	0	139	15	4	0	2	0	0	0	21
07:45	117	9	3	0	1	0	0	130	14	2	0	0	1	0	0	17
H/TOT	382	75	14	2	3	0	0	476	42	9	0	2	1	0	0	54
08:00	96	17	1	0	0	0	0	114	19	0	0	0	0	0	0	19
08:15	100	10	6	0	0	0	0	116	19	4	1	0	1	0	0	25
08:30	82	8	6	0	0	0	0	96	30	3	1	0	0	1	0	35
08:45	79	13	0	1	0	0	0	93	20	2	0	0	0	0	0	22
H/TOT	357	48	13	1	0	0	0	419	88	9	2	0	1	1	0	101
09:00	66	11	4	1	0	0	0	82	14	3	0	0	1	0	0	18
09:15	43	11	4	0	0	1	0	59	13	5	2	0	0	0	0	20
09:30	40	7	4	0	0	0	0	51	11	3	0	0	0	0	0	14
09:45	24	5	2	1	0	1	0	33	18	2	1	0	1	0	0	22
H/TOT	173	34	14	2	0	2	0	225	56	13	3	0	2	0	0	74
P/TOT	912	157	41	5	3	2	0	1120	186	31	5	2	4	1	0	229

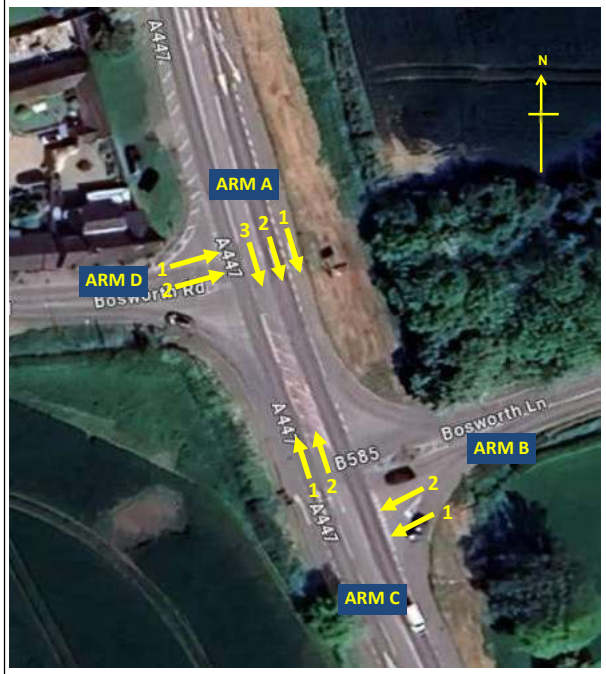
TIME	C TO A FROM B582 TO BARLESTONE ROAD								C TO B FROM B582 TO DRAGON LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	66	16	2	2	0	0	0	86	18	3	0	0	0	0	0	21
16:15	77	21	4	1	1	0	0	104	17	3	0	1	0	0	0	21
16:30	78	19	2	1	1	0	0	101	18	7	0	0	0	1	0	26
16:45	70	16	1	0	0	0	0	87	22	2	1	0	0	1	0	26
H/TOT	291	72	9	4	2	0	0	378	75	15	1	1	0	2	0	94
17:00	82	15	1	0	0	0	0	98	30	5	0	0	0	0	0	35
17:15	77	9	1	0	0	1	0	88	19	5	0	0	0	1	1	26
17:30	84	9	0	0	0	1	0	94	22	4	1	0	0	0	0	27
17:45	45	4	1	0	0	0	0	50	22	2	1	0	1	0	0	26
H/TOT	288	37	3	0	0	2	0	330	93	16	2	0	1	1	1	114
18:00	72	8	2	1	0	0	0	83	19	2	0	0	0	0	0	21
18:15	49	5	1	0	0	0	0	55	14	2	0	0	1	0	1	18
18:30	44	5	0	0	0	0	0	49	8	2	0	0	0	0	0	10
18:45	40	5	0	0	0	0	0	45	21	3	0	0	0	0	0	24
H/TOT	205	23	3	1	0	0	0	232	62	9	0	0	1	0	1	73
P/TOT	784	132	15	5	2	2	0	940	230	40	3	1	2	3	2	281

SITE:		DATE:
4	AUTO SURVEYS LTD	12/11/2024
LOCATION:		**DAY:**
BARLESTONE ROAD / MILL LANE / B582 / UN-NAMED ROAD		TUESDAY



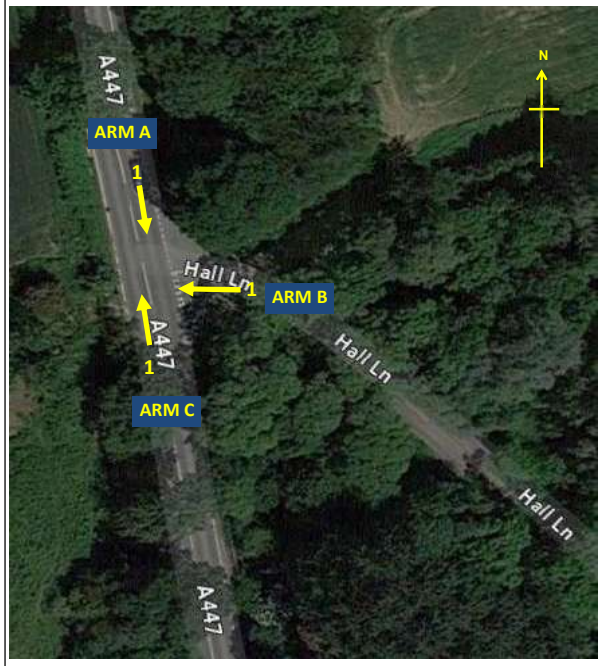
JOB TITLE:		JOB NUMBER:
NEWBOLD VERDON		13894

SITE:		DATE:
5	AUTO SURVEYS LTD	12/11/2024
LOCATION:		**DAY:**
A447 (N) / BOSWORTH LANE / A447 (S) / BOSWORTH ROAD		TUESDAY



JOB TITLE:		JOB NUMBER:
NEWBOLD VERDON		13894

SITE:		DATE:
6	AUTO SURVEYS LTD	12/11/2024
LOCATION:		**DAY:**
A447 (N) / HALL LANE / A447 (S)		TUESDAY



JOB TITLE:		JOB NUMBER:
NEWBOLD VERDON		13894

MANUAL CLASSIFIED COUNTS

JOB REF: 13894

JOB NAME: NEWBOLD VERDON

SITE: 4 **DATE:** 12/11/2024

LOCATION: BARLESTONE ROAD / MILL LANE / B582 / UN-NAMED ROAD **DAY:** TUESDAY

TIME	A TO B FROM BARLESTONE ROAD TO MILL LANE								A TO C FROM BARLESTONE ROAD TO B582								TIME	A TO D FROM BARLESTONE ROAD TO UN-NAMED ROAD								B TO A FROM MILL LANE TO BARLESTONE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	43	13	3	0	0	0	0	59	07:00	0	0	0	0	0	0	0	0	4	0	1	0	0	1	0	6
07:15	2	0	0	0	0	0	0	2	51	20	1	1	0	0	0	73	07:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
07:30	1	0	0	0	0	0	0	1	72	13	2	2	0	0	0	89	07:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
07:45	3	0	0	0	0	0	0	3	61	15	2	2	0	0	0	80	07:45	0	0	0	0	0	0	0	0	10	1	1	0	0	0	0	12
H/TOT	7	0	0	0	0	0	0	7	227	61	8	5	0	0	0	301	H/TOT	1	0	0	0	0	0	0	1	17	1	2	0	0	1	0	21
08:00	2	0	0	0	0	0	0	2	72	15	4	1	0	0	0	92	08:00	2	0	0	0	0	0	0	2	7	2	0	0	0	0	0	9
08:15	3	0	0	0	0	0	0	3	44	10	2	0	1	0	0	57	08:15	0	0	0	0	0	0	0	0	12	1	1	0	0	0	0	14
08:30	10	1	0	0	0	0	0	11	65	5	3	1	1	0	0	75	08:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:45	2	0	1	0	0	0	0	3	48	15	3	3	0	0	0	69	08:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
H/TOT	17	1	1	0	0	0	0	19	229	45	12	5	2	0	0	293	H/TOT	2	0	0	0	0	0	0	2	24	3	1	0	0	0	0	28
09:00	0	0	1	0	0	0	0	1	36	13	0	2	1	0	0	52	09:00	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	5
09:15	3	0	0	0	0	0	0	3	42	11	1	0	0	0	0	54	09:15	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
09:30	0	0	0	0	0	0	0	0	34	9	2	1	0	0	0	46	09:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
09:45	4	0	0	0	0	0	0	4	36	5	3	1	0	0	0	45	09:45	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
H/TOT	7	0	1	0	0	0	0	8	148	38	6	4	1	0	0	197	H/TOT	0	0	0	0	0	0	0	0	17	1	1	0	0	0	0	19
P/TOT	31	1	2	0	0	0	0	34	604	144	26	14	3	0	0	791	P/TOT	3	0	0	0	0	0	0	3	58	5	4	0	0	1	0	68

MANUAL CLASSIFIED COUNTS

JOB REF: 13894

JOB NAME: NEWBOLD VERDON

SITE: 4 **DATE:** 12/11/2024

LOCATION: BARLESTONE ROAD / MILL LANE / B582 / UN-NAMED ROAD **DAY:** TUESDAY

TIME	A TO B FROM BARLESTONE ROAD TO MILL LANE								A TO C FROM BARLESTONE ROAD TO B582								TIME	A TO D FROM BARLESTONE ROAD TO UN-NAMED ROAD								B TO A FROM MILL LANE TO BARLESTONE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	3	0	0	0	0	0	0	3	76	20	3	2	0	0	0	101	16:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
16:15	1	1	0	0	0	0	0	2	69	18	0	0	1	1	0	89	16:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
16:30	6	0	0	0	0	0	0	6	65	18	1	0	1	0	0	85	16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:45	7	0	0	0	0	0	0	7	82	10	1	0	0	0	0	93	16:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	17	1	0	0	0	0	0	18	292	66	5	2	2	1	0	368	H/TOT	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
17:00	2	2	0	0	0	0	0	4	94	7	2	0	0	1	0	104	17:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
17:15	5	1	0	0	0	0	0	6	80	5	2	0	0	0	0	87	17:15	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
17:30	3	0	0	0	0	0	0	3	99	7	1	0	0	1	0	108	17:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
17:45	6	0	0	0	0	0	0	6	84	10	0	0	1	0	0	95	17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	16	3	0	0	0	0	0	19	357	29	5	0	1	2	0	394	H/TOT	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10
18:00	2	0	0	0	0	0	0	2	69	6	0	0	0	0	0	75	18:00	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	5
18:15	7	1	0	0	0	0	0	8	51	5	3	1	0	1	0	61	18:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:30	4	0	0	0	0	0	0	4	57	4	0	0	0	0	0	61	18:30	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
18:45	3	0	0	0	0	0	0	3	39	3	1	0	0	1	0	44	18:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	16	1	0	0	0	0	0	17	216	18	4	1	0	2	0	241	H/TOT	0	0	0	0	0	0	0	0	13	2	1	0	0	0	0	16
P/TOT	49	5	0	0	0	0	0	54	865	113	14	3	3	5	0	1003	P/TOT	0	0	0	0	0	0	0	0	32	3	1	0	0	0	0	36

MANUAL CLASSIFIED COUNTS

JOB REF: 13894

JOB NAME: NEWBOLD VERDON

SITE: 4 **DATE:** 12/11/2024

LOCATION: BARLESTONE ROAD / MILL LANE / B582 / UN-NAMED ROAD **DAY:** TUESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13894

JOB NAME: NEWBOLD VERDON

SITE: 4 **DATE:** 12/11/2024

LOCATION: BARLESTONE ROAD / MILL LANE / B582 / UN-NAMED ROAD **DAY:** TUESDAY

TIME	B TO C FROM MILL LANE TO B582								B TO D FROM MILL LANE TO UN-NAMED ROAD								TIME	C TO A FROM B582 TO BARLESTONE ROAD								C TO B FROM B582 TO MILL LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	07:00	67	22	3	0	0	0	0	92	2	0	0	0	0	0	0	2
07:15	9	0	0	0	0	1	0	10	0	0	0	0	0	0	0	0	07:15	93	23	4	0	0	0	0	120	3	0	0	0	0	0	0	3
07:30	6	3	0	0	0	0	0	9	0	0	0	0	0	0	0	0	07:30	123	22	4	2	2	0	0	153	3	0	0	0	0	0	0	3
07:45	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	07:45	124	12	3	0	1	0	0	140	1	0	0	0	0	0	0	1
H/TOT	29	3	0	0	0	1	0	33	0	0	0	0	0	0	0	0	**H/TOT**	407	79	14	2	3	0	0	505	9	0	0	0	0	0	0	9
08:00	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0	08:00	97	18	2	0	0	0	0	117	3	1	0	0	0	0	0	4
08:15	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0	08:15	106	9	5	0	0	0	0	120	7	1	0	0	0	0	0	8
08:30	7	1	0	1	0	0	0	9	0	0	0	0	0	0	0	0	08:30	80	9	6	0	0	0	0	95	7	0	0	0	0	0	0	7
08:45	9	3	2	0	0	0	0	14	0	0	0	0	0	0	0	0	08:45	85	13	0	1	0	0	0	99	8	1	0	0	0	0	0	9
H/TOT	37	7	2	1	0	0	0	47	0	0	0	0	0	0	0	0	**H/TOT**	368	49	13	1	0	0	0	431	25	3	0	0	0	0	0	28
09:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	09:00	69	10	2	1	0	0	0	82	5	1	2	0	0	0	0	8
09:15	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0	09:15	47	9	4	0	0	2	0	62	2	2	0	0	0	0	0	4
09:30	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	09:30	38	6	3	0	0	0	0	47	5	0	1	0	0	0	0	6
09:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	09:45	21	5	3	1	0	1	0	31	3	0	0	0	0	0	0	3
H/TOT	15	3	0	0	0	0	0	18	0	0	0	0	0	0	0	0	**H/TOT**	175	30	12	2	0	3	0	222	15	3	3	0	0	0	0	21
P/TOT	81	13	2	1	0	1	0	98	0	0	0	0	0	0	0	0	**P/TOT**	950	158	39	5	3	3	0	1158	49	6	3	0	0	0	0	58

TIME	B TO C FROM MILL LANE TO B582								B TO D FROM MILL LANE TO UN-NAMED ROAD								TIME	C TO A FROM B582 TO BARLESTONE ROAD								C TO B FROM B582 TO MILL LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	8	1	1	0	0	0	0	10	0	0	0	0	0	0	0	0	16:00	55	16	1	2	0	0	0	74	11	0	1	0	0	0	0	12
16:15	6	3	0	0	0	0	0	9	0	0	0	0	0	0	0	0	16:15	72	19	3	1	2	0	0	97	12	3	0	0	0	0	0	15
16:30	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	16:30	67	15	3	1	1	0	0	87	12	3	0	0	0	0	0	15
16:45	7	1	1	0	0	0	0	9	0	0	0	0	0	0	0	0	16:45	64	12	0	0	0	0	0	76	9	4	1	0	0	0	0	14
H/TOT	27	5	2	0	0	0	0	34	0	0	0	0	0	0	0	0	**H/TOT**	258	62	7	4	3	0	0	334	44	10	2	0	0	0	0	56
17:00	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0	17:00	78	13	2	0	0	0	0	93	6	3	0	0	0	0	0	9
17:15	3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0	17:15	72	5	1	0	0	1	0	79	5	3	0	0	0	0	0	8
17:30	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	17:30	76	10	0	0	0	1	0	87	12	0	0	0	0	0	0	12
17:45	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	17:45	43	2	2	0	0	0	0	47	9	2	0	0	0	0	0	11
H/TOT	24	4	0	0	0	0	0	28	0	0	0	0	0	0	0	0	**H/TOT**	269	30	5	0	0	2	0	306	32	8	0	0	0	0	0	40
18:00	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	18:00	75	9	2	1	0	0	0	87	6	0	0	0	0	0	0	6
18:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	18:15	51	4	1	0	0	0	0	56	7	1	0	0	0	0	0	8
18:30	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	18:30	46	5	0	0	0	0	0	51	4	0	0	0	0	0	0	4
18:45	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	18:45	40	2	1	0	0	0	0	43	6	2	0	0	0	0	0	8
H/TOT	21	1	0	0	0	0	0	22	0	0	0	0	0	0	0	0	**H/TOT**	212	20	4	1	0	0	0	237	23	3	0	0	0	0	0	26
P/TOT	72	10	2	0	0	0	0	84	0	0	0	0	0	0	0	0	**P/TOT**	739	112	16	5	3	2	0	877	99	21	2	0	0	0	0	122

MANUAL CLASSIFIED COUNTS

JOB REF: 13894

JOB NAME: NEWBOLD VERDON

SITE: 4 **DATE:** 12/11/2024

LOCATION: BARLESTONE ROAD / MILL LANE / B582 / UN-NAMED ROAD **DAY:** TUESDAY

TIME	C TO D FROM B582 TO UN-NAMED ROAD								D TO A FROM UN-NAMED ROAD TO BARLESTONE ROAD								TIME	D TO B FROM UN-NAMED ROAD TO MILL LANE								D TO C FROM UN-NAMED ROAD TO B582							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	07:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4	P/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1

TIME	C TO D FROM B582 TO UN-NAMED ROAD								D TO A FROM UN-NAMED ROAD TO BARLESTONE ROAD								TIME	D TO B FROM UN-NAMED ROAD TO MILL LANE								D TO C FROM UN-NAMED ROAD TO B582							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	H/TOT	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	P/TOT	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3

MANUAL CLASSIFIED COUNTS

JOB REF: 13894

JOB NAME: NEWBOLD VERDON

SITE: 4 **DATE:** 12/11/2024

LOCATION: BARLESTONE ROAD / MILL LANE / B582 / UN-NAMED ROAD **DAY:** TUESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13894

JOB NAME: NEWBOLD VERDON

SITE: 5 **DATE:** 12/11/2024

LOCATION: A447 (N) / BOSWORTH LANE / A447 (S) / BOSWORTH ROAD **DAY:** TUESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13894

JOB NAME: NEWBOLD VERDON

SITE: 5 **DATE:** 12/11/2024

LOCATION: A447 (N) / BOSWORTH LANE / A447 (S) / BOSWORTH ROAD **DAY:** TUESDAY

TIME	A TO B FROM A447 (N) TO BOSWORTH LANE								A TO C FROM A447 (N) TO A447 (S)								TIME	A TO D FROM A447 (N) TO BOSWORTH ROAD								B TO A FROM BOSWORTH LANE TO A447 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	0	0	0	0	0	0	4	98	24	3	2	0	0	0	127	07:00	4	1	0	0	0	0	0	5	1	0	0	0	0	0	0	1
07:15	5	1	0	0	0	0	0	6	101	17	2	4	0	2	0	126	07:15	8	1	1	0	0	0	0	10	2	1	0	0	0	0	0	3
07:30	1	1	1	0	0	0	0	3	133	38	1	7	0	1	0	180	07:30	15	4	0	0	0	0	0	19	0	0	0	0	0	0	0	0
07:45	3	0	0	0	0	0	0	3	115	32	7	2	0	1	0	157	07:45	10	2	0	0	2	0	0	14	1	0	0	0	0	0	0	1
H/TOT	13	2	1	0	0	0	0	16	447	111	13	15	0	4	0	590	H/TOT	37	8	1	0	2	0	0	48	4	1	0	0	0	0	0	5
08:00	3	0	0	0	0	0	0	3	106	22	5	4	0	0	0	137	08:00	14	1	0	0	1	0	0	16	1	0	0	1	0	0	0	2
08:15	3	0	2	0	0	0	0	5	119	24	3	4	1	0	0	151	08:15	9	1	0	0	1	0	0	11	0	1	0	0	0	0	0	1
08:30	1	0	0	0	0	0	0	1	105	19	3	2	0	0	0	129	08:30	7	3	1	0	0	0	0	11	4	0	1	0	1	0	0	6
08:45	2	0	0	0	0	0	0	2	69	19	3	2	0	0	0	93	08:45	11	3	0	0	0	0	0	14	1	0	0	0	0	0	0	1
H/TOT	9	0	2	0	0	0	0	11	399	84	14	12	1	0	0	510	H/TOT	41	8	1	0	2	0	0	52	6	1	1	1	1	0	0	10
09:00	1	0	0	0	0	0	0	1	55	11	5	5	0	0	0	76	09:00	5	0	0	0	0	0	0	5	1	0	0	0	1	0	0	2
09:15	0	0	0	0	0	0	0	0	51	11	1	2	0	0	0	65	09:15	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
09:30	2	2	1	1	0	0	0	6	53	20	2	6	0	0	1	82	09:30	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
09:45	0	1	0	0	0	1	0	2	52	16	1	0	0	0	0	69	09:45	13	0	0	0	0	0	0	13	1	1	1	1	0	0	0	4
H/TOT	3	3	1	1	0	1	0	9	211	58	9	13	0	0	1	292	H/TOT	35	1	0	0	0	0	0	36	2	1	1	1	1	0	0	6
P/TOT	25	5	4	1	0	1	0	36	1057	253	36	40	1	4	1	1392	P/TOT	113	17	2	0	4	0	0	136	12	3	2	2	2	0	0	21

TIME	A TO B FROM A447 (N) TO BOSWORTH LANE								A TO C FROM A447 (N) TO A447 (S)								TIME	A TO D FROM A447 (N) TO BOSWORTH ROAD								B TO A FROM BOSWORTH LANE TO A447 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	2	2	0	1	0	0	0	5	51	15	0	0	0	0	0	66	16:00	7	1	0	0	0	0	0	8	2	0	0	0	0	0	0	2
16:15	0	1	0	0	0	0	0	1	92	15	3	2	0	0	0	112	16:15	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0
16:30	4	0	0	0	0	0	0	4	97	16	0	1	0	0	0	114	16:30	11	1	1	0	0	0	0	13	1	0	0	0	0	0	0	1
16:45	2	0	0	0	0	0	0	2	83	20	1	2	0	1	0	107	16:45	4	1	0	0	0	0	0	5	2	0	0	0	0	0	0	2
H/TOT	8	3	0	1	0	0	0	12	323	66	4	5	0	1	0	399	H/TOT	29	5	1	0	0	0	0	35	5	0	0	0	0	0	0	5
17:00	1	2	0	0	0	0	0	3	77	13	1	0	0	1	0	92	17:00	13	0	0	0	1	0	0	14	2	0	0	0	0	0	0	2
17:15	2	1	0	0	0	0	0	3	99	12	3	1	0	0	0	115	17:15	17	2	0	0	0	0	0	19	2	0	1	0	0	0	0	3
17:30	3	0	0	0	0	0	0	3	90	15	4	1	0	0	0	110	17:30	12	1	1	0	0	0	0	14	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	68	8	2	0	0	0	0	78	17:45	10	2	1	0	0	0	0	13	2	0	0	0	0	0	0	2
H/TOT	6	3	0	0	0	0	0	9	334	48	10	2	0	1	0	395	H/TOT	52	5	2	0	1	0	0	60	6	0	1	0	0	0	0	7
18:00	1	0	0	0	0	0	0	1	76	4	0	0	0	0	0	80	18:00	11	2	0	0	0	0	0	13	1	0	0	0	0	0	0	1
18:15	3	0	0	0	0	0	0	3	38	4	2	2	0	0	0	46	18:15	8	0	0	0	0	0	0	8	1	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	47	1	1	0	0	0	0	49	18:30	8	0	0	0	0	1	0	9	0	0	0	0	0	0	0	0
18:45	2	0	0	0	0	0	0	2	46	4	0	0	1	0	0	51	18:45	8	0	0	0	0	0	0	8	1	0	0	0	0	1	0	2
H/TOT	6	0	0	0	0	0	0	6	207	13	3	2	1	0	0	226	H/TOT	35	2	0	0	0	1	0	38	3	0	0	0	0	1	0	4
P/TOT	20	6	0	1	0	0	0	27	864	127	17	9	1	2	0	1020	P/TOT	116	12	3	0	1	1	0	133	14	0	1	0	0	1	0	16

MANUAL CLASSIFIED COUNTS

JOB REF: 13894

JOB NAME: NEWBOLD VERDON

SITE: 5 **DATE:** 12/11/2024

LOCATION: A447 (N) / BOSWORTH LANE / A447 (S) / BOSWORTH ROAD **DAY:** TUESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13894

JOB NAME: NEWBOLD VERDON

SITE: 5 **DATE:** 12/11/2024

LOCATION: A447 (N) / BOSWORTH LANE / A447 (S) / BOSWORTH ROAD **DAY:** TUESDAY

TIME	B TO C FROM BOSWORTH LANE TO A447 (S)								B TO D FROM BOSWORTH LANE TO BOSWORTH ROAD								TIME	C TO A FROM A447 (S) TO A447 (N)								C TO B FROM A447 (S) TO BOSWORTH LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	24	6	0	1	0	0	0	31	25	4	1	0	0	0	0	30	07:00	53	7	3	1	0	1	0	65	14	2	0	0	0	0	0	16
07:15	16	5	1	0	0	0	1	23	21	4	0	1	1	0	0	27	07:15	53	22	2	0	0	1	0	78	19	8	1	0	0	0	0	28
07:30	37	9	0	1	0	0	0	47	35	5	1	0	0	0	0	41	07:30	64	22	6	1	0	0	0	93	22	3	1	2	0	0	0	28
07:45	25	3	2	2	0	0	0	32	50	5	0	0	0	0	0	55	07:45	90	20	2	1	0	0	0	113	25	4	0	1	1	0	0	31
H/TOT	102	23	3	4	0	0	1	133	131	18	2	1	1	0	0	153	**H/TOT**	260	71	13	3	0	2	0	349	80	17	2	3	1	0	0	103
08:00	23	9	1	0	0	0	0	33	31	10	2	0	0	1	0	44	08:00	74	13	6	3	0	0	0	96	31	6	2	0	0	0	0	39
08:15	15	3	0	0	0	0	0	18	24	2	0	0	1	0	1	28	08:15	73	14	4	2	0	0	0	93	14	5	0	0	0	0	0	19
08:30	21	3	0	0	0	0	0	24	17	4	1	0	2	0	0	24	08:30	66	7	4	3	0	2	0	82	15	3	2	0	0	0	0	20
08:45	27	7	0	2	0	0	0	36	21	4	1	0	0	0	0	26	08:45	65	15	5	2	0	0	0	87	20	3	0	0	0	0	1	24
H/TOT	86	22	1	2	0	0	0	111	93	20	4	0	3	1	1	122	**H/TOT**	278	49	19	10	0	2	0	358	80	17	4	0	0	0	1	102
09:00	17	5	0	1	0	0	0	23	20	2	0	0	0	0	0	22	09:00	56	9	2	4	1	0	0	72	16	5	1	0	0	0	0	22
09:15	23	3	2	0	0	0	0	28	23	4	0	0	0	0	0	27	09:15	59	10	4	3	0	0	0	76	14	8	1	0	0	1	0	24
09:30	29	3	2	0	0	0	0	34	19	1	1	1	1	0	0	23	09:30	29	12	5	2	0	0	0	48	16	2	0	0	0	0	0	18
09:45	15	5	1	0	0	0	0	21	16	5	0	0	0	0	0	21	09:45	33	9	2	1	0	0	0	45	9	1	1	0	0	0	0	11
H/TOT	84	16	5	1	0	0	0	106	78	12	1	1	1	0	0	93	**H/TOT**	177	40	13	10	1	0	0	241	55	16	3	0	0	1	0	75
P/TOT	272	61	9	7	0	0	1	350	302	50	7	2	5	1	1	368	**P/TOT**	715	160	45	23	1	4	0	948	215	50	9	3	1	1	1	280

TIME	B TO C FROM BOSWORTH LANE TO A447 (S)								B TO D FROM BOSWORTH LANE TO BOSWORTH ROAD								TIME	C TO A FROM A447 (S) TO A447 (N)								C TO B FROM A447 (S) TO BOSWORTH LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	30	5	1	2	0	0	0	38	21	7	1	0	0	0	0	29	16:00	79	17	1	2	0	1	0	100	40	5	1	0	0	0	0	46
16:15	20	4	0	2	0	0	0	26	24	5	1	0	0	0	0	30	16:15	83	16	3	0	0	3	0	105	40	6	1	0	0	0	0	47
16:30	18	11	0	0	0	0	0	29	23	9	0	1	2	0	0	35	16:30	93	7	1	0	0	0	0	101	35	8	2	0	0	1	0	46
16:45	20	3	0	0	0	0	0	23	26	2	0	0	0	0	0	28	16:45	116	8	1	0	0	1	1	127	36	7	0	0	0	0	0	43
H/TOT	88	23	1	4	0	0	0	116	94	23	2	1	2	0	0	122	**H/TOT**	371	48	6	2	0	5	1	433	151	26	4	0	0	1	0	182
17:00	21	3	0	0	0	0	0	24	27	3	1	0	0	0	0	31	17:00	114	19	2	2	0	1	0	138	32	3	0	0	0	0	1	36
17:15	25	3	1	0	0	0	0	29	38	5	0	0	0	0	0	43	17:15	125	9	1	1	0	1	0	137	30	1	2	0	0	0	0	33
17:30	31	2	1	0	0	0	0	34	47	1	2	0	1	0	0	51	17:30	97	8	0	0	0	0	0	105	27	1	0	0	0	0	0	28
17:45	22	3	1	0	0	0	0	26	31	6	0	0	1	0	0	38	17:45	76	9	0	0	0	0	0	85	25	1	0	0	0	0	0	26
H/TOT	99	11	3	0	0	0	0	113	143	15	3	0	2	0	0	163	**H/TOT**	412	45	3	3	0	2	0	465	114	6	2	0	0	0	1	123
18:00	13	0	0	0	0	0	0	13	19	5	0	0	1	0	0	25	18:00	73	4	0	1	0	0	0	78	27	1	0	0	0	0	0	28
18:15	10	2	0	1	0	1	0	14	18	0	1	0	0	0	0	19	18:15	59	3	1	1	0	0	0	64	17	2	1	0	0	0	0	20
18:30	13	1	0	0	0	0	0	14	24	0	0	0	0	0	0	24	18:30	52	2	0	0	0	1	0	55	12	0	0	0	0	0	0	12
18:45	14	1	0	0	0	0	0	15	12	0	0	0	0	0	0	12	18:45	36	3	0	1	0	0	0	40	18	2	0	0	0	1	0	21
H/TOT	50	4	0	1	0	1	0	56	73	5	1	0	1	0	0	80	**H/TOT**	220	12	1	3	0	1	0	237	74	5	1	0	0	1	0	81
P/TOT	237	38	4	5	0	1	0	285	310	43	6	1	5	0	0	365	**P/TOT**	1003	105	10	8	0	8	1	1135	339	37	7	0	0	2	1	386

MANUAL CLASSIFIED COUNTS

JOB REF: 13894

JOB NAME: NEWBOLD VERDON

SITE: 5 **DATE:** 12/11/2024

LOCATION: A447 (N) / BOSWORTH LANE / A447 (S) / BOSWORTH ROAD **DAY:** TUESDAY

TIME	C TO D FROM A447 (S) TO BOSWORTH ROAD								D TO A FROM BOSWORTH ROAD TO A447 (N)								TIME	D TO B FROM BOSWORTH ROAD TO BOSWORTH LANE								D TO C FROM BOSWORTH ROAD TO A447 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	8	2	2	0	0	0	0	12	4	0	0	0	0	1	0	5	07:00	21	9	0	0	0	0	0	30	10	2	1	0	0	0	0	13
07:15	17	3	1	0	0	0	0	21	4	2	0	0	0	0	0	6	07:15	30	7	1	0	0	0	0	38	11	3	1	1	0	0	0	16
07:30	27	6	0	0	0	0	0	33	4	1	0	0	1	0	0	6	07:30	32	8	0	0	0	0	0	40	10	1	2	0	0	0	0	13
07:45	44	2	1	0	0	0	0	47	3	1	0	0	0	0	0	4	07:45	34	5	1	0	0	0	0	40	11	2	1	0	0	0	0	14
H/TOT	96	13	4	0	0	0	0	113	15	4	0	0	1	1	0	21	**H/TOT**	117	29	2	0	0	0	0	148	42	8	5	1	0	0	0	56
08:00	50	5	1	0	0	0	0	56	9	3	0	0	1	0	0	13	08:00	29	6	0	0	0	0	0	35	15	2	0	0	0	0	0	17
08:15	53	8	1	0	1	0	0	63	4	0	0	0	1	0	0	5	08:15	38	7	2	0	0	0	0	47	23	4	1	0	0	0	0	28
08:30	31	9	0	0	0	0	0	40	12	3	0	0	1	0	0	16	08:30	40	3	2	0	0	1	0	46	28	5	0	0	2	0	0	35
08:45	21	2	0	0	0	0	0	23	11	0	1	0	1	0	0	13	08:45	35	5	0	0	0	0	1	41	19	1	0	0	1	0	0	21
H/TOT	155	24	2	0	1	0	0	182	36	6	1	0	4	0	0	47	**H/TOT**	142	21	4	0	0	1	1	169	85	12	1	0	3	0	0	101
09:00	12	0	0	0	0	0	0	12	2	2	0	0	1	0	0	5	09:00	26	5	1	0	0	0	0	32	21	4	0	0	1	0	0	26
09:15	18	0	0	0	0	0	0	18	2	3	1	0	0	0	0	6	09:15	22	3	1	0	0	0	0	26	23	6	1	0	0	0	0	30
09:30	21	3	2	0	0	0	0	26	4	1	0	0	0	0	0	5	09:30	19	5	2	1	0	0	0	27	23	2	1	0	0	0	0	26
09:45	17	4	1	0	0	0	0	22	9	2	0	0	1	0	0	12	09:45	15	2	0	0	0	0	0	17	13	2	2	0	0	0	0	17
H/TOT	68	7	3	0	0	0	0	78	17	8	1	0	2	0	0	28	**H/TOT**	82	15	4	1	0	0	0	102	80	14	4	0	1	0	0	99
P/TOT	319	44	9	0	1	0	0	373	68	18	2	0	7	1	0	96	**P/TOT**	341	65	10	1	0	1	1	419	207	34	10	1	4	0	0	256

MANUAL CLASSIFIED COUNTS

JOB REF: 13894

JOB NAME: NEWBOLD VERDON

SITE: 5 **DATE:** 12/11/2024

LOCATION: A447 (N) / BOSWORTH LANE / A447 (S) / BOSWORTH ROAD **DAY:** TUESDAY

TIME	C TO D FROM A447 (S) TO BOSWORTH ROAD								D TO A FROM BOSWORTH ROAD TO A447 (N)								TIME	D TO B FROM BOSWORTH ROAD TO BOSWORTH LANE								D TO C FROM BOSWORTH ROAD TO A447 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	25	2	1	0	1	0	0	29	11	0	1	0	0	0	0	12	16:00	34	5	1	0	1	0	0	41	26	5	0	0	1	0	0	32
16:15	16	4	0	0	0	0	0	20	25	3	2	0	0	0	0	30	16:15	31	6	1	0	0	0	0	38	29	2	2	0	0	0	0	33
16:30	22	5	0	0	0	0	0	27	7	0	1	0	0	0	0	8	16:30	22	3	0	0	0	0	0	25	19	5	2	0	0	0	0	26
16:45	28	2	0	0	0	0	0	30	12	1	0	0	0	0	0	13	16:45	32	3	0	0	0	0	0	35	18	2	0	0	0	0	0	20
H/TOT	91	13	1	0	1	0	0	106	55	4	4	0	0	0	0	63	**H/TOT**	119	17	2	0	1	0	0	139	92	14	4	0	1	0	0	111
17:00	25	3	0	0	0	0	0	28	14	1	0	0	0	0	0	15	17:00	32	3	0	0	0	0	0	35	17	0	1	0	0	0	0	18
17:15	23	4	0	0	0	0	1	28	19	1	0	0	0	0	0	20	17:15	31	3	0	0	0	0	0	34	19	3	0	0	0	0	0	22
17:30	24	0	0	0	0	0	0	24	8	2	0	0	1	0	0	11	17:30	27	1	1	0	0	0	0	29	22	1	1	0	0	0	0	24
17:45	23	1	0	0	0	0	0	24	7	1	0	0	0	0	0	8	17:45	15	4	0	0	0	0	0	19	14	4	1	0	0	0	0	19
H/TOT	95	8	0	0	0	0	1	104	48	5	0	0	1	0	0	54	**H/TOT**	105	11	1	0	0	0	0	117	72	8	3	0	0	0	0	83
18:00	20	2	0	0	0	0	0	22	14	0	0	0	0	0	0	14	18:00	38	2	1	0	0	0	1	42	15	2	0	0	0	0	0	17
18:15	20	0	2	0	0	0	0	22	9	1	0	0	1	0	0	11	18:15	18	1	1	0	0	0	0	20	7	2	1	0	0	0	0	10
18:30	18	1	0	0	0	0	0	19	11	0	1	0	0	0	0	12	18:30	24	4	0	0	0	0	0	28	16	2	0	0	0	0	0	18
18:45	20	2	0	0	0	0	0	22	10	0	0	0	0	0	0	10	18:45	14	3	0	0	0	0	0	17	14	0	0	0	0	0	0	14
H/TOT	78	5	2	0	0	0	0	85	44	1	1	0	1	0	0	47	**H/TOT**	94	10	2	0	0	0	1	107	52	6	1	0	0	0	0	59
P/TOT	264	26	3	0	1	0	1	295	147	10	5	0	2	0	0	164	**P/TOT**	318	38	5	0	1	0	1	363	216	28	8	0	1	0	0	253

MANUAL CLASSIFIED COUNTS

JOB REF: 13894

JOB NAME: NEWBOLD VERDON

SITE: 6 **DATE:** 12/11/2024

LOCATION: A447 (N) / HALL LANE / A447 (S) **DAY:** TUESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13894

JOB NAME: NEWBOLD VERDON

SITE: 6 **DATE:** 12/11/2024

LOCATION: A447 (N) / HALL LANE / A447 (S) **DAY:** TUESDAY

TIME	A TO B FROM A447 (N) TO HALL LANE								A TO C FROM A447 (N) TO A447 (S)								TIME	B TO A FROM HALL LANE TO A447 (N)								B TO C FROM HALL LANE TO A447 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	106	25	4	1	0	0	0	136	07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	114	23	3	4	0	1	0	145	07:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	155	37	1	5	0	0	0	198	07:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:45	0	1	0	0	0	0	0	1	133	33	7	3	1	1	0	178	07:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	1	0	0	0	0	0	1	508	118	15	13	1	2	0	657	H/TOT	0	2	0	0	0	0	0	2	1	0	0	0	0	0	0	1
08:00	1	0	0	0	0	0	0	1	116	28	4	4	2	0	0	154	08:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0	131	23	4	3	1	0	0	162	08:15	1	1	1	0	0	0	0	3	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	101	24	4	2	0	0	0	131	08:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	84	19	5	3	0	0	0	111	08:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	432	94	17	12	3	0	0	558	H/TOT	3	1	1	0	0	0	0	5	1	1	0	0	0	0	0	2
09:00	0	1	0	0	0	0	0	1	63	13	3	5	0	0	0	84	09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	2	1	0	0	0	0	0	3	53	10	1	2	0	0	1	67	09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	66	21	3	7	0	0	0	97	09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	0	0	1	68	14	1	0	0	1	0	84	09:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	3	2	0	0	0	0	0	5	250	58	8	14	0	1	1	332	H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
P/TOT	4	3	0	0	0	0	0	7	1190	270	40	39	4	3	1	1547	P/TOT	4	3	1	0	0	0	0	8	2	1	0	0	0	0	0	3

TIME	A TO B FROM A447 (N) TO HALL LANE								A TO C FROM A447 (N) TO A447 (S)								TIME	B TO A FROM HALL LANE TO A447 (N)								B TO C FROM HALL LANE TO A447 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	2	0	0	0	0	0	0	2	62	16	0	1	0	0	0	79	16:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	96	18	6	1	0	0	0	121	16:15	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0
16:30	2	0	0	0	0	0	0	2	116	16	0	3	0	0	0	135	16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	90	20	1	0	0	1	0	112	16:45	1	1	1	0	0	0	0	3	1	0	0	0	0	0	0	1
H/TOT	4	0	0	0	0	0	0	4	364	70	7	5	0	1	0	447	H/TOT	2	1	2	0	0	0	0	5	2	1	0	0	0	0	0	3
17:00	1	0	0	0	0	0	0	1	95	15	0	0	1	0	0	111	17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	127	16	2	2	0	0	0	147	17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	95	15	1	0	2	0	0	113	17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	1	78	10	3	0	0	0	0	91	17:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	0	2	395	56	6	2	3	0	0	462	H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	91	6	0	1	0	0	0	98	18:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	47	3	2	2	0	0	0	54	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	62	2	0	0	0	0	0	64	18:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	48	3	0	0	1	0	0	52	18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	248	14	2	3	1	0	0	268	H/TOT	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
P/TOT	6	0	0	0	0	0	0	6	1007	140	15	10	4	1	0	1177	P/TOT	2	1	2	0	0	0	0	5	5	1	0	0	0	0	0	6

MANUAL CLASSIFIED COUNTS

JOB REF: 13894

JOB NAME: NEWBOLD VERDON

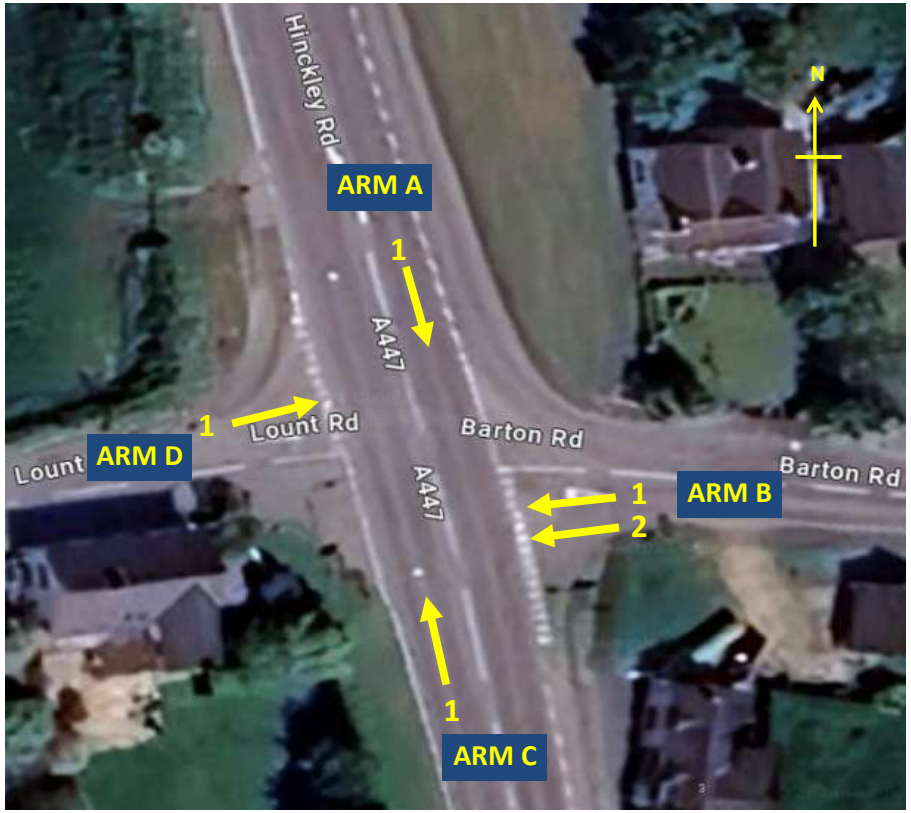
SITE: 6 **DATE:** 12/11/2024

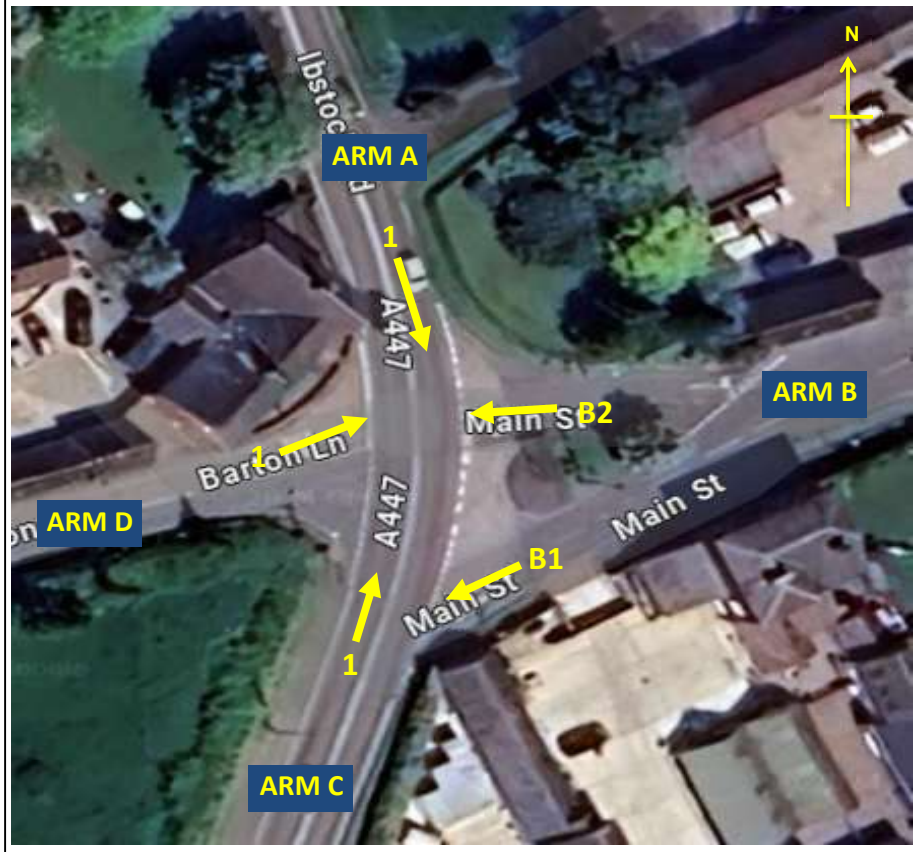
LOCATION: A447 (N) / HALL LANE / A447 (S) **DAY:** TUESDAY

TIME	C TO A FROM A447 (S) TO A447 (N)								C TO B FROM A447 (S) TO HALL LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	62	11	1	3	0	0	0	77	0	0	0	0	0	0	0	0
07:15	59	23	3	0	0	3	0	88	0	0	0	0	0	0	0	0
07:30	71	22	5	2	1	0	0	101	0	0	0	0	0	0	0	0
07:45	95	22	3	1	0	0	0	121	0	0	0	0	0	0	0	0
H/TOT	287	78	12	6	1	3	0	387	0	0	0	0	0	0	0	0
08:00	80	13	7	3	1	0	0	104	0	0	0	0	0	0	0	0
08:15	71	21	6	2	1	0	0	101	0	0	0	0	0	0	0	0
08:30	92	12	5	3	2	2	0	116	0	0	0	0	0	0	0	0
08:45	80	15	5	2	1	0	0	103	1	0	0	0	0	0	0	1
H/TOT	323	61	23	10	5	2	0	424	1	0	0	0	0	0	0	1
09:00	56	12	4	2	3	0	0	77	1	0	0	0	0	0	0	1
09:15	56	13	5	4	0	0	0	78	0	0	0	0	0	0	0	0
09:30	42	13	5	1	0	0	0	61	1	0	0	0	0	0	0	1
09:45	42	11	2	2	1	0	0	58	0	0	0	0	0	0	0	0
H/TOT	196	49	16	9	4	0	0	274	2	0	0	0	0	0	0	2
P/TOT	806	188	51	25	10	5	0	1085	3	0	0	0	0	0	0	3

TIME	C TO A FROM A447 (S) TO A447 (N)								C TO B FROM A447 (S) TO HALL LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	94	17	2	1	0	1	0	115	0	0	0	0	0	0	0	0
16:15	99	20	3	1	0	3	0	126	0	0	0	0	0	0	0	0
16:30	95	8	1	0	0	0	0	104	0	0	0	0	0	0	0	0
16:45	125	8	0	0	0	2	0	135	0	0	0	0	0	0	0	0
H/TOT	413	53	6	2	0	6	0	480	0	0	0	0	0	0	0	0
17:00	137	20	3	2	0	1	0	163	0	0	0	0	0	0	0	0
17:15	141	10	2	1	0	0	0	154	0	0	0	0	0	0	0	0
17:30	105	10	0	0	1	0	0	116	0	0	0	0	0	0	0	0
17:45	99	10	0	0	0	0	0	109	0	0	0	0	0	0	0	0
H/TOT	482	50	5	3	1	1	0	542	0	0	0	0	0	0	0	0
18:00	85	8	0	0	0	0	0	93	0	0	0	0	0	0	0	0
18:15	71	0	2	0	1	0	0	74	0	0	0	0	0	0	0	0
18:30	69	2	0	0	0	0	0	71	0	0	0	0	0	0	0	0
18:45	45	3	0	0	0	1	0	49	0	0	0	0	0	0	0	0
H/TOT	270	13	2	0	1	1	0	287	0	0	0	0	0	0	0	0
P/TOT	1165	116	13	5	2	8	0	1309	0	0	0	0	0	0	0	0

SITE:		DATE:	SITE:		DATE:
7	AUTO SURVEYS LTD	12/11/2024	8	AUTO SURVEYS LTD	26/11/2024
LOCATION:		DAY:	LOCATION:		DAY:
A447 (N) / BARTON ROAD / A447 (S) / LOUNT ROAD		TUESDAY	A447 (N) / MAIN STREET / A447 (S) / BARTON LANE		TUESDAY





JOB TITLE:		JOB NUMBER:	JOB TITLE:		JOB NUMBER:
NEWBOLD VERDON		13894	NEWBOLD VERDON		13894

MANUAL CLASSIFIED COUNTS

JOB REF: 13894

JOB NAME: NEWBOLD VERDON

SITE: 7 **DATE:** 12/11/2024

LOCATION: A447 (N) / BARTON ROAD / A447 (S) / LOUNT ROAD **DAY:** TUESDAY

AUTO SURVEYS LTD

TIME	A TO B FROM A447 (N) TO BARTON ROAD								A TO C FROM A447 (N) TO A447 (S)								TIME	A TO D FROM A447 (N) TO LOUNT ROAD								B TO A FROM BARTON ROAD TO A447 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	17	4	2	0	0	0	0	23	91	24	5	1	0	0	0	121	07:00	1	0	0	0	0	0	0	1	11	2	0	0	0	1	0	14
07:15	18	9	1	0	2	0	0	30	87	28	2	5	0	2	0	124	07:15	0	0	0	0	0	0	0	0	15	6	1	0	0	0	0	22
07:30	20	2	0	0	1	0	0	23	126	36	2	5	0	0	0	169	07:30	1	0	0	0	0	0	0	1	19	4	0	0	0	0	0	23
07:45	31	1	0	0	1	0	0	33	113	26	7	3	1	1	0	151	07:45	1	0	0	0	0	0	0	1	15	1	1	0	0	0	0	17
H/TOT	86	16	3	0	4	0	0	109	417	114	16	14	1	3	0	565	**H/TOT**	3	0	0	0	0	0	0	3	60	13	2	0	0	1	0	76
08:00	13	2	0	0	1	0	0	16	105	27	4	4	0	0	0	140	08:00	1	0	0	0	0	0	0	1	16	3	0	0	0	0	0	19
08:15	16	0	0	0	0	0	0	16	111	19	5	3	1	0	0	139	08:15	1	0	0	0	0	0	0	1	14	3	1	0	0	0	0	18
08:30	14	0	1	0	0	0	0	15	83	23	3	2	0	0	0	111	08:30	0	1	0	0	0	0	0	1	15	1	0	0	0	0	0	16
08:45	6	0	2	0	0	0	0	8	56	12	5	3	0	0	0	76	08:45	0	2	0	0	0	0	0	2	24	4	0	1	0	0	0	29
H/TOT	49	2	3	0	1	0	0	55	355	81	17	12	1	0	0	466	**H/TOT**	2	3	0	0	0	0	0	5	69	11	1	1	0	0	0	82
09:00	7	5	0	0	0	0	0	12	54	12	1	5	0	0	0	72	09:00	0	0	0	0	0	0	0	0	14	3	1	0	0	0	0	18
09:15	8	3	1	0	0	0	0	12	46	11	1	1	0	0	1	60	09:15	1	0	0	0	0	0	0	1	7	1	0	0	0	0	0	8
09:30	6	1	0	0	0	0	0	7	45	16	2	7	0	0	0	70	09:30	1	0	0	0	0	0	0	1	7	4	3	0	0	0	0	14
09:45	6	0	1	1	0	0	0	8	46	12	2	0	0	1	0	61	09:45	1	1	0	0	0	0	0	2	14	1	0	0	0	0	0	15
H/TOT	27	9	2	1	0	0	0	39	191	51	6	13	0	1	1	263	**H/TOT**	3	1	0	0	0	0	0	4	42	9	4	0	0	0	0	55
P/TOT	162	27	8	1	5	0	0	203	963	246	39	39	2	4	1	1294	**P/TOT**	8	4	0	0	0	0	0	12	171	33	7	1	0	1	0	213

MANUAL CLASSIFIED COUNTS

JOB REF: 13894

JOB NAME: NEWBOLD VERDON

SITE: 7 **DATE:** 12/11/2024

LOCATION: A447 (N) / BARTON ROAD / A447 (S) / LOUNT ROAD **DAY:** TUESDAY

AUTO SURVEYS LTD

TIME	A TO B FROM A447 (N) TO BARTON ROAD								A TO C FROM A447 (N) TO A447 (S)								TIME	A TO D FROM A447 (N) TO LOUNT ROAD								B TO A FROM BARTON ROAD TO A447 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	11	6	0	0	0	0	0	17	44	17	0	1	0	0	0	62	16:00	1	1	0	0	0	0	0	2	17	3	1	0	0	0	0	21
16:15	20	5	0	0	1	0	0	26	80	14	3	0	0	0	0	97	16:15	0	0	0	0	0	0	0	0	22	9	1	0	0	0	0	32
16:30	16	5	1	1	0	0	0	23	99	19	1	2	0	0	0	121	16:30	0	0	0	0	0	0	0	0	14	5	0	0	0	0	0	19
16:45	20	3	0	0	0	0	0	23	68	24	3	0	0	2	0	97	16:45	2	0	1	1	0	0	0	4	9	3	0	0	0	0	0	12
H/TOT	67	19	1	1	1	0	0	89	291	74	7	3	0	2	0	377	**H/TOT**	3	1	1	1	0	0	0	6	62	20	2	0	0	0	0	84
17:00	32	5	0	0	0	0	0	37	79	17	1	0	1	0	0	98	17:00	0	0	1	0	0	0	0	1	19	0	0	0	0	0	0	19
17:15	19	3	0	0	0	0	0	22	114	13	2	1	0	0	0	130	17:15	0	1	0	0	0	0	0	1	12	0	0	0	0	0	0	12
17:30	28	3	0	0	0	0	0	31	73	15	2	2	0	0	0	92	17:30	2	0	0	0	0	0	0	2	14	2	0	0	0	0	0	16
17:45	24	2	0	0	0	0	0	26	57	13	3	0	0	0	0	73	17:45	0	0	0	0	0	0	0	0	29	1	0	0	1	2	0	33
H/TOT	103	13	0	0	0	0	0	116	323	58	8	3	1	0	0	393	**H/TOT**	2	1	1	0	0	0	0	4	74	3	0	0	1	2	0	80
18:00	19	1	0	0	0	0	0	20	71	6	1	0	0	0	0	78	18:00	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
18:15	19	1	0	0	0	0	0	20	33	4	2	2	0	0	0	41	18:15	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	19
18:30	4	0	0	0	0	0	0	4	46	3	0	0	0	1	0	50	18:30	0	0	0	0	0	0	0	0	21	3	0	0	0	0	0	24
18:45	16	2	0	0	0	0	0	18	41	1	0	0	1	0	0	43	18:45	0	0	0	1	0	0	0	1	10	2	1	0	0	0	0	13
H/TOT	58	4	0	0	0	0	0	62	191	14	3	2	1	1	0	212	**H/TOT**	0	0	0	1	0	0	0	1	60	5	1	0	0	0	0	66
P/TOT	228	36	1	1	1	0	0	267	805	146	18	8	2	3	0	982	**P/TOT**	5	2	2	2	0	0	0	11	196	28	3	0	1	2	0	230

MANUAL CLASSIFIED COUNTS

JOB REF: 13894

JOB NAME: NEWBOLD VERDON

SITE: 7 **DATE:** 12/11/2024

LOCATION: A447 (N) / BARTON ROAD / A447 (S) / LOUNT ROAD **DAY:** TUESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13894

JOB NAME: NEWBOLD VERDON

SITE: 7 **DATE:** 12/11/2024

LOCATION: A447 (N) / BARTON ROAD / A447 (S) / LOUNT ROAD **DAY:** TUESDAY

TIME	B TO C FROM BARTON ROAD TO A447 (S)								B TO D FROM BARTON ROAD TO LOUNT ROAD								TIME	C TO A FROM A447 (S) TO A447 (N)								C TO B FROM A447 (S) TO BARTON ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	7	1	0	0	0	0	0	8	2	3	0	0	0	0	0	5	07:00	54	8	2	2	0	0	0	66	4	0	0	0	0	0	0	4
07:15	16	0	0	0	0	1	0	17	6	2	0	0	0	0	0	8	07:15	61	22	3	0	0	1	0	87	3	0	0	0	0	2	0	5
07:30	22	3	0	0	0	0	0	25	3	1	0	0	0	0	0	4	07:30	48	18	6	1	0	0	0	73	3	2	0	0	1	0	0	6
07:45	11	5	0	0	0	0	0	16	7	5	0	0	0	0	0	12	07:45	95	27	4	1	0	0	0	127	6	1	0	0	0	0	0	7
H/TOT	56	9	0	0	0	1	0	66	18	11	0	0	0	0	0	29	**H/TOT**	258	75	15	4	0	1	0	353	16	3	0	0	1	2	0	22
08:00	16	0	0	0	2	0	0	18	15	0	0	0	1	0	0	16	08:00	77	10	6	3	0	0	0	96	5	0	0	0	1	0	0	6
08:15	10	2	0	0	0	0	0	12	12	0	0	0	2	0	0	14	08:15	66	18	6	2	1	0	0	93	4	2	1	0	0	0	0	7
08:30	12	0	0	0	0	0	0	12	17	1	0	0	0	0	0	18	08:30	83	9	4	3	2	2	0	103	5	3	0	0	0	0	0	8
08:45	19	2	0	0	0	0	0	21	7	0	0	0	0	0	0	7	08:45	67	14	4	2	0	0	0	87	6	1	1	0	1	0	0	9
H/TOT	57	4	0	0	2	0	0	63	51	1	0	0	3	0	0	55	**H/TOT**	293	51	20	10	3	2	0	379	20	6	2	0	2	0	0	30
09:00	7	2	2	0	0	0	0	11	7	0	0	0	0	1	0	8	09:00	47	10	2	2	3	0	0	64	7	1	1	0	0	0	0	9
09:15	6	2	0	0	0	0	0	8	3	2	0	0	0	0	1	6	09:15	48	10	5	4	0	0	0	67	5	1	0	0	0	0	0	6
09:30	13	1	0	0	0	0	0	14	3	1	1	0	0	0	0	5	09:30	30	11	4	1	0	0	0	46	7	2	0	0	0	0	0	9
09:45	21	2	0	0	0	0	0	23	3	0	0	0	0	0	2	5	09:45	37	9	2	1	0	0	0	49	7	1	0	0	1	0	0	9
H/TOT	47	7	2	0	0	0	0	56	16	3	1	0	0	0	4	24	**H/TOT**	162	40	13	8	3	0	0	226	26	5	1	0	1	0	0	33
P/TOT	160	20	2	0	2	1	0	185	85	15	1	0	3	0	4	108	**P/TOT**	713	166	48	22	6	3	0	958	62	14	3	0	4	2	0	85

TIME	B TO C FROM BARTON ROAD TO A447 (S)								B TO D FROM BARTON ROAD TO LOUNT ROAD								TIME	C TO A FROM A447 (S) TO A447 (N)								C TO B FROM A447 (S) TO BARTON ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	9	1	0	0	0	0	0	10	13	0	0	0	0	0	1	14	16:00	78	15	1	0	0	0	0	94	10	0	1	0	0	1	0	12
16:15	11	4	3	0	0	0	0	18	7	1	1	0	0	0	0	9	16:15	72	21	2	1	0	3	0	99	15	3	1	0	0	0	0	19
16:30	11	1	0	0	0	0	0	12	8	0	0	0	0	0	0	8	16:30	66	14	0	0	0	0	0	80	14	0	0	1	0	0	0	15
16:45	8	1	0	0	0	0	0	9	8	0	0	0	0	0	0	8	16:45	105	8	1	0	0	1	0	115	24	1	0	0	0	0	0	25
H/TOT	39	7	3	0	0	0	0	49	36	1	1	0	0	0	1	39	**H/TOT**	321	58	4	1	0	4	0	388	63	4	2	1	0	1	0	71
17:00	17	0	0	0	0	0	0	17	8	1	0	0	0	0	0	9	17:00	104	14	2	2	0	1	0	123	14	4	0	0	0	1	0	19
17:15	8	2	0	1	0	0	0	11	9	0	0	0	0	0	0	9	17:15	109	17	3	0	0	0	0	129	21	2	0	0	0	0	0	23
17:30	11	0	1	0	0	0	0	12	8	1	0	0	0	0	0	9	17:30	75	5	0	0	0	1	0	81	21	2	0	0	0	0	0	23
17:45	10	0	0	0	0	0	0	10	9	2	0	0	0	0	0	11	17:45	75	9	1	0	0	1	0	86	19	1	0	0	1	0	0	21
H/TOT	46	2	1	1	0	0	0	50	34	4	0	0	0	0	0	38	**H/TOT**	363	45	6	2	0	3	0	419	75	9	0	0	1	1	0	86
18:00	5	2	0	0	0	0	0	7	7	0	0	0	0	0	0	7	18:00	56	7	0	0	0	0	0	63	19	2	0	0	0	0	0	21
18:15	7	0	0	0	0	0	0	7	2	0	0	0	0	0	0	2	18:15	50	4	1	0	0	0	0	55	13	1	0	0	1	0	0	15
18:30	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	18:30	49	1	1	0	0	1	0	52	10	2	0	0	0	0	0	12
18:45	5	1	0	0	0	0	0	6	3	1	0	0	0	0	0	4	18:45	32	5	0	0	0	1	0	38	9	0	0	0	0	0	0	9
H/TOT	22	4	0	0	0	0	0	26	12	1	0	0	0	0	0	13	**H/TOT**	187	17	2	0	0	2	0	208	51	5	0	0	1	0	0	57
P/TOT	107	13	4	1	0	0	0	125	82	6	1	0	0	0	1	90	**P/TOT**	871	120	12	3	0	9	0	1015	189	18	2	1	2	2	0	214

MANUAL CLASSIFIED COUNTS

JOB REF: 13894

JOB NAME: NEWBOLD VERDON

SITE: 7 **DATE:** 12/11/2024

LOCATION: A447 (N) / BARTON ROAD / A447 (S) / LOUNT ROAD **DAY:** TUESDAY

TIME	C TO D FROM A447 (S) TO LOUNT ROAD								D TO A FROM LOUNT ROAD TO A447 (N)								TIME	D TO B FROM LOUNT ROAD TO BARTON ROAD								D TO C FROM LOUNT ROAD TO A447 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	07:00	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
07:15	0	2	0	0	0	0	0	2	1	0	0	0	0	0	0	1	07:15	6	0	1	0	0	0	0	7	3	0	0	0	0	0	0	3
07:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	07:30	9	0	1	0	0	0	0	10	3	0	0	0	0	0	0	3
07:45	3	3	0	0	0	0	0	6	4	1	0	0	0	0	0	5	07:45	5	2	0	0	0	0	0	7	0	0	0	0	0	0	0	0
H/TOT	4	5	0	0	0	0	0	9	9	1	0	0	0	0	0	10	**H/TOT**	25	2	2	0	0	0	0	29	7	0	0	0	0	0	0	7
08:00	1	2	0	0	0	0	0	3	5	1	0	0	0	0	0	6	08:00	7	3	1	0	0	0	0	11	1	1	0	0	0	0	0	2
08:15	4	1	0	0	0	0	0	5	7	1	0	0	1	0	0	9	08:15	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4
08:30	4	1	2	0	0	0	0	7	6	0	0	0	0	0	0	6	08:30	12	1	1	0	0	0	0	14	2	0	0	0	0	0	0	2
08:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	08:45	7	0	0	0	0	0	0	7	1	1	0	0	0	0	0	2
H/TOT	11	4	2	0	0	0	0	17	20	2	0	0	1	0	0	23	**H/TOT**	29	4	2	0	0	0	0	35	8	2	0	0	0	0	0	10
09:00	0	1	0	0	0	0	0	1	1	1	0	0	0	0	0	2	09:00	7	0	0	0	0	0	0	7	2	1	0	0	0	0	0	3
09:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	09:15	8	0	1	0	0	0	0	9	0	0	0	0	0	0	0	0
09:30	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	2	09:30	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
09:45	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3	09:45	4	0	1	0	0	0	0	5	1	0	0	0	0	0	0	1
H/TOT	6	2	0	0	0	0	0	8	6	1	0	0	0	0	0	7	**H/TOT**	20	0	2	0	0	0	0	22	7	1	0	0	0	0	0	8
P/TOT	21	11	2	0	0	0	0	34	35	4	0	0	1	0	0	40	**P/TOT**	74	6	6	0	0	0	0	86	22	3	0	0	0	0	0	25

MANUAL CLASSIFIED COUNTS

JOB REF: 13894

JOB NAME: NEWBOLD VERDON

SITE: 7 **DATE:** 12/11/2024

LOCATION: A447 (N) / BARTON ROAD / A447 (S) / LOUNT ROAD **DAY:** TUESDAY

TIME	C TO D FROM A447 (S) TO LOUNT ROAD								D TO A FROM LOUNT ROAD TO A447 (N)								TIME	D TO B FROM LOUNT ROAD TO BARTON ROAD								D TO C FROM LOUNT ROAD TO A447 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	4	0	0	0	0	0	0	4	3	0	0	1	0	0	0	4	16:00	10	0	0	0	0	0	0	10	5	1	0	0	0	0	0	6
16:15	3	1	0	0	0	0	0	4	4	0	0	0	0	0	0	4	16:15	10	3	0	0	0	0	0	13	1	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	16:30	7	5	0	0	0	0	0	12	2	2	0	1	0	0	0	5
16:45	3	0	0	0	0	0	0	3	3	1	0	0	0	0	0	4	16:45	8	3	0	0	0	1	0	12	1	1	0	0	0	0	0	2
H/TOT	10	1	0	0	0	0	0	11	11	1	0	1	0	0	0	13	**H/TOT**	35	11	0	0	0	1	0	47	9	4	0	1	0	0	0	14
17:00	2	1	1	0	0	0	0	4	1	1	0	0	0	0	0	2	17:00	8	4	0	0	0	0	0	12	0	0	0	0	0	0	0	0
17:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	17:15	8	5	0	0	0	0	0	13	0	1	1	0	0	0	0	2
17:30	3	0	0	0	0	0	0	3	1	0	0	1	0	0	0	2	17:30	6	1	0	0	0	0	0	7	2	1	1	0	0	0	0	4
17:45	5	2	0	0	0	0	0	7	2	0	0	0	0	0	0	2	17:45	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
H/TOT	12	3	1	0	0	0	0	16	5	1	0	1	0	0	0	7	**H/TOT**	26	10	0	0	0	0	0	36	4	2	2	0	0	0	0	8
18:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	18:00	11	1	0	0	0	0	0	12	6	0	0	0	0	0	0	6
18:15	1	0	1	0	0	0	0	2	2	0	0	0	0	0	0	2	18:15	9	0	0	0	0	0	0	9	1	0	0	0	0	0	0	1
18:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	18:30	6	0	0	0	0	0	0	6	2	0	0	0	0	0	0	2
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18:45	5	1	0	0	0	0	0	6	2	0	0	0	0	0	0	2
H/TOT	3	0	1	0	0	0	0	4	4	0	0	0	0	0	0	4	**H/TOT**	31	2	0	0	0	0	0	33	11	0	0	0	0	0	0	11
P/TOT	25	4	2	0	0	0	0	31	20	2	0	2	0	0	0	24	**P/TOT**	92	23	0	0	0	1	0	116	24	6	2	1	0	0	0	33

MANUAL CLASSIFIED COUNTS

JOB REF: 13894

JOB NAME: NEWBOLD VERDON

SITE: 8 **DATE:** 26/11/2024

LOCATION: A447 (N) / MAIN STREET / A447 (S) / BARTON LANE **DAY:** TUESDAY

TIME	A TO B FROM A447 (N) TO MAIN STREET								A TO C FROM A447 (N) TO A447 (S)								TIME	A TO D FROM A447 (N) TO BARTON LANE								B TO A FROM MAIN STREET TO A447 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	1	0	0	0	0	0	1	77	22	3	3	0	1	0	106	07:00	7	2	0	0	0	0	0	9	2	0	0	0	0	0	0	2
07:15	2	2	0	0	0	0	0	4	83	29	1	8	0	0	0	121	07:15	7	0	0	0	0	0	0	7	5	0	0	0	0	0	0	5
07:30	1	0	0	0	0	0	0	1	120	29	0	6	0	0	0	155	07:30	12	2	0	0	0	0	0	14	1	1	0	0	0	0	0	2
07:45	3	0	0	0	0	0	0	3	113	41	3	15	2	0	0	174	07:45	15	2	1	1	0	0	0	19	0	0	0	0	0	0	0	0
H/TOT	6	3	0	0	0	0	0	9	393	121	7	32	2	1	0	556	**H/TOT**	41	6	1	1	0	0	0	49	8	1	0	0	0	0	0	9
08:00	4	2	1	0	0	0	0	7	136	30	8	10	0	0	0	184	08:00	14	1	0	0	0	0	0	15	4	0	1	0	0	0	0	5
08:15	1	0	1	0	0	0	0	2	118	17	7	9	0	1	0	152	08:15	12	4	0	0	0	0	0	16	2	0	0	0	0	0	0	2
08:30	2	0	0	0	0	0	0	2	77	22	4	7	0	1	0	111	08:30	14	4	0	0	0	0	0	18	1	1	0	0	0	0	0	2
08:45	3	3	0	0	0	0	0	6	52	14	1	2	1	0	0	70	08:45	10	2	0	0	0	0	0	12	7	0	0	0	0	0	0	7
H/TOT	10	5	2	0	0	0	0	17	383	83	20	28	1	2	0	517	**H/TOT**	50	11	0	0	0	0	0	61	14	1	1	0	0	0	0	16
09:00	4	0	0	0	0	0	0	4	53	13	2	1	0	0	0	69	09:00	4	2	0	0	0	0	0	6	6	0	0	0	0	0	0	6
09:15	3	1	0	0	0	0	0	4	42	6	7	2	0	0	0	57	09:15	1	2	0	0	0	0	0	3	1	0	0	0	0	0	0	1
09:30	3	0	0	0	0	0	0	3	46	9	2	9	0	0	0	66	09:30	4	2	0	0	0	0	0	6	1	0	0	0	0	0	0	1
09:45	3	0	0	0	0	0	0	3	35	11	2	4	0	0	0	52	09:45	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
H/TOT	13	1	0	0	0	0	0	14	176	39	13	16	0	0	0	244	**H/TOT**	13	6	0	0	0	0	0	19	10	0	0	0	0	0	0	10
P/TOT	29	9	2	0	0	0	0	40	952	243	40	76	3	3	0	1317	**P/TOT**	104	23	1	1	0	0	0	129	32	2	1	0	0	0	0	35

MANUAL CLASSIFIED COUNTS

JOB REF: 13894

JOB NAME: NEWBOLD VERDON

SITE: 8 **DATE:** 26/11/2024

LOCATION: A447 (N) / MAIN STREET / A447 (S) / BARTON LANE **DAY:** TUESDAY

TIME	A TO B FROM A447 (N) TO MAIN STREET								A TO C FROM A447 (N) TO A447 (S)								TIME	A TO D FROM A447 (N) TO BARTON LANE								B TO A FROM MAIN STREET TO A447 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	4	0	1	0	0	0	0	5	54	23	1	4	0	0	0	82	16:00	6	1	0	0	0	0	0	7	1	1	0	0	0	0	0	2
16:15	2	1	0	0	0	0	0	3	48	15	2	1	1	0	0	67	16:15	5	0	0	0	0	0	0	5	2	2	0	0	0	0	0	4
16:30	2	0	0	0	0	0	0	2	75	12	4	1	0	0	0	92	16:30	3	0	0	0	0	0	0	3	1	1	0	0	0	0	0	2
16:45	4	0	0	0	0	0	0	4	89	11	3	1	0	0	0	104	16:45	6	1	0	0	0	0	0	7	3	0	0	0	0	0	0	3
H/TOT	12	1	1	0	0	0	0	14	266	61	10	7	1	0	0	345	**H/TOT**	20	2	0	0	0	0	0	22	7	4	0	0	0	0	0	11
17:00	4	1	0	0	0	0	0	5	77	12	3	1	0	0	0	93	17:00	5	1	0	0	0	0	0	6	7	0	0	0	0	0	0	7
17:15	2	0	0	0	0	0	0	2	75	8	1	0	0	0	0	84	17:15	8	1	0	0	0	0	0	9	0	1	0	0	0	0	0	1
17:30	4	0	0	0	0	0	0	4	63	10	0	0	0	1	0	74	17:30	5	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3
17:45	5	0	0	0	0	0	0	5	58	6	0	1	0	0	0	65	17:45	8	0	0	0	0	0	0	8	1	2	0	0	0	0	0	3
H/TOT	15	1	0	0	0	0	0	16	273	36	4	2	0	1	0	316	**H/TOT**	26	2	0	0	0	0	0	28	11	3	0	0	0	0	0	14
18:00	2	0	0	0	0	0	0	2	40	6	1	2	0	0	0	49	18:00	3	0	0	0	0	0	0	3	4	0	1	0	0	0	0	5
18:15	0	0	0	0	0	0	0	0	46	2	0	1	0	1	0	50	18:15	3	2	0	0	0	0	0	5	2	0	0	0	0	0	0	2
18:30	1	0	0	0	0	0	0	1	34	1	0	0	0	0	0	35	18:30	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
18:45	3	0	0	0	0	0	0	3	27	1	0	0	0	0	0	28	18:45	2	0	1	0	0	0	0	3	2	0	0	0	0	0	0	2
H/TOT	6	0	0	0	0	0	0	6	147	10	1	3	0	1	0	162	**H/TOT**	15	2	1	0	0	0	0	18	8	0	1	0	0	0	0	9
P/TOT	33	2	1	0	0	0	0	36	686	107	15	12	1	2	0	823	**P/TOT**	61	6	1	0	0	0	0	68	26	7	1	0	0	0	0	34

MANUAL CLASSIFIED COUNTS

JOB REF: 13894

JOB NAME: NEWBOLD VERDON

SITE: 8 **DATE:** 26/11/2024

LOCATION: A447 (N) / MAIN STREET / A447 (S) / BARTON LANE **DAY:** TUESDAY

TIME	B TO C FROM MAIN STREET TO A447 (S)								B TO D FROM MAIN STREET TO BARTON LANE								TIME	C TO A FROM A447 (S) TO A447 (N)								C TO B FROM A447 (S) TO MAIN STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	33	11	1	0	0	0	0	45	6	2	0	0	0	0	0	8	07:00	36	12	3	3	0	0	0	54	19	4	0	0	0	0	0	23
07:15	45	16	4	0	1	1	0	67	8	3	0	0	0	0	0	11	07:15	43	12	0	0	0	0	0	55	27	7	2	1	0	0	0	37
07:30	45	15	5	0	0	0	0	65	13	3	0	0	0	0	0	16	07:30	44	13	2	1	0	0	0	60	39	5	0	0	0	1	0	45
07:45	66	26	3	0	1	1	0	97	13	3	0	0	0	0	1	17	07:45	63	20	4	1	0	0	0	88	44	8	1	0	0	0	0	53
H/TOT	189	68	13	0	2	2	0	274	40	11	0	0	0	0	1	52	**H/TOT**	186	57	9	5	0	0	0	257	129	24	3	1	0	1	0	158
08:00	68	18	5	0	1	0	0	92	19	4	2	0	0	0	0	25	08:00	69	15	1	5	0	0	0	90	34	7	0	0	0	0	0	41
08:15	69	19	3	0	0	1	0	92	19	5	1	0	0	0	0	25	08:15	41	13	4	5	0	0	0	63	40	3	0	0	0	0	0	43
08:30	50	12	3	0	0	0	0	65	13	1	1	0	0	0	0	15	08:30	56	14	6	1	0	0	0	77	28	2	2	0	1	0	0	33
08:45	38	12	2	0	1	0	0	53	9	6	0	0	0	0	1	16	08:45	53	14	1	2	2	1	0	73	34	3	0	0	1	0	0	38
H/TOT	225	61	13	0	2	1	0	302	60	16	4	0	0	0	1	81	**H/TOT**	219	56	12	13	2	1	0	303	136	15	2	0	2	0	0	155
09:00	17	9	1	0	0	0	0	27	4	1	2	0	0	0	0	7	09:00	50	7	1	3	0	0	0	61	28	5	2	0	0	0	0	35
09:15	20	8	2	0	0	0	0	30	4	0	0	0	0	0	0	4	09:15	38	6	2	2	0	0	0	48	15	1	1	0	1	0	0	18
09:30	35	6	2	0	0	0	0	43	5	3	2	0	0	0	1	11	09:30	40	8	2	1	0	0	0	51	17	4	0	0	2	0	0	23
09:45	19	4	2	1	1	0	0	27	3	2	1	0	0	0	0	6	09:45	30	7	1	4	0	0	0	42	19	3	2	0	0	0	0	24
H/TOT	91	27	7	1	1	0	0	127	16	6	5	0	0	0	1	28	**H/TOT**	158	28	6	10	0	0	0	202	79	13	5	0	3	0	0	100
P/TOT	505	156	33	1	5	3	0	703	116	33	9	0	0	0	3	161	**P/TOT**	563	141	27	28	2	1	0	762	344	52	10	1	5	1	0	413

MANUAL CLASSIFIED COUNTS

JOB REF: 13894

JOB NAME: NEWBOLD VERDON

SITE: 8 **DATE:** 26/11/2024

LOCATION: A447 (N) / MAIN STREET / A447 (S) / BARTON LANE **DAY:** TUESDAY

TIME	B TO C FROM MAIN STREET TO A447 (S)								B TO D FROM MAIN STREET TO BARTON LANE								TIME	C TO A FROM A447 (S) TO A447 (N)								C TO B FROM A447 (S) TO MAIN STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	30	8	0	0	0	0	0	38	3	0	0	0	0	0	0	3	16:00	61	18	4	1	0	0	0	84	37	2	1	0	0	0	0	40
16:15	45	8	3	0	0	0	0	56	3	3	0	0	0	0	0	6	16:15	71	16	2	2	0	0	0	91	28	5	2	0	0	0	0	35
16:30	43	15	0	0	0	0	0	58	9	3	0	0	0	0	0	12	16:30	64	21	5	0	0	1	0	91	35	11	2	0	0	0	0	48
16:45	40	10	2	0	0	0	0	52	5	2	0	0	0	0	0	7	16:45	82	19	1	4	0	0	0	106	29	3	0	0	0	0	0	32
H/TOT	158	41	5	0	0	0	0	204	20	8	0	0	0	0	0	28	**H/TOT**	278	74	12	7	0	1	0	372	129	21	5	0	0	0	0	155
17:00	47	8	1	0	0	0	0	56	12	3	1	0	0	0	0	16	17:00	79	7	0	2	0	0	0	88	34	5	0	0	0	0	0	39
17:15	47	5	2	0	0	0	0	54	16	0	1	0	0	0	0	17	17:15	92	11	0	1	0	1	0	105	24	3	1	0	0	2	0	30
17:30	44	9	2	0	0	1	0	56	13	2	0	0	0	0	0	15	17:30	77	13	2	0	0	1	0	93	28	4	1	0	0	1	0	34
17:45	32	6	0	0	0	0	0	38	11	0	0	0	0	0	0	11	17:45	60	9	3	0	0	2	0	74	27	5	1	0	0	2	0	35
H/TOT	170	28	5	0	0	1	0	204	52	5	2	0	0	0	0	59	**H/TOT**	308	40	5	3	0	4	0	360	113	17	3	0	0	5	0	138
18:00	31	5	0	0	0	0	0	36	11	1	1	0	0	0	0	13	18:00	52	10	0	1	0	1	0	64	22	4	0	0	0	0	0	26
18:15	33	2	0	0	0	0	0	35	7	0	0	0	0	0	0	7	18:15	45	3	0	0	0	1	0	49	22	3	0	0	0	0	0	25
18:30	19	1	0	0	0	0	0	20	7	0	0	0	0	0	0	7	18:30	40	6	1	1	0	0	0	48	15	1	0	0	0	0	0	16
18:45	16	2	0	0	0	0	0	18	3	0	0	0	0	0	0	3	18:45	36	2	2	0	0	0	0	40	12	0	0	0	0	0	0	12
H/TOT	99	10	0	0	0	0	0	109	28	1	1	0	0	0	0	30	**H/TOT**	173	21	3	2	0	2	0	201	71	8	0	0	0	0	0	79
P/TOT	427	79	10	0	0	1	0	517	100	14	3	0	0	0	0	117	**P/TOT**	759	135	20	12	0	7	0	933	313	46	8	0	0	5	0	372

MANUAL CLASSIFIED COUNTS

JOB REF: 13894

JOB NAME: NEWBOLD VERDON

SITE: 8 **DATE:** 26/11/2024

LOCATION: A447 (N) / MAIN STREET / A447 (S) / BARTON LANE **DAY:** TUESDAY

TIME	C TO D FROM A447 (S) TO BARTON LANE								D TO A FROM BARTON LANE TO A447 (N)								D TO B FROM BARTON LANE TO MAIN STREET								D TO C FROM BARTON LANE TO A447 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	4	2	1	0	0	0	0	7	07:00	1	4	0	0	0	0	0	5	1	0	0	0	0	0	0	1
07:15	2	0	0	0	0	0	0	2	4	2	0	0	0	0	0	6	07:15	5	2	2	0	0	0	0	9	0	0	0	0	0	0	0	0
07:30	0	0	1	0	0	0	0	1	3	0	0	0	0	0	0	3	07:30	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1	9	0	0	0	0	0	0	9	07:45	6	1	1	0	0	0	0	8	0	0	0	0	0	0	0	0
H/TOT	4	0	1	0	0	0	0	5	20	4	1	0	0	0	0	25	**H/TOT**	17	8	3	0	0	0	0	28	1	0	0	0	0	0	0	1
08:00	2	0	0	0	0	0	0	2	11	0	0	0	0	0	0	11	08:00	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	12	0	1	1	0	0	0	14	08:15	9	1	0	0	1	0	1	12	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	1	12	3	0	0	0	0	0	15	08:30	11	1	0	0	1	0	0	13	0	0	0	0	0	0	0	0
08:45	1	1	0	0	0	0	0	2	10	2	0	0	0	1	0	13	08:45	5	3	0	0	0	0	0	8	0	0	0	0	1	0	0	1
H/TOT	4	1	0	0	0	0	0	5	45	5	1	1	0	1	0	53	**H/TOT**	31	5	0	0	2	0	1	39	0	0	0	0	1	0	0	1
09:00	0	1	0	0	0	0	0	1	8	3	0	0	0	0	0	11	09:00	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	6	09:15	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	09:30	2	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	09:45	2	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	23	3	1	0	0	0	0	27	**H/TOT**	13	5	1	0	0	0	0	19	0	0	0	0	0	0	0	0
P/TOT	8	2	1	0	0	0	0	11	88	12	3	1	0	1	0	105	**P/TOT**	61	18	4	0	2	0	1	86	1	0	0	0	1	0	0	2

MANUAL CLASSIFIED COUNTS

JOB REF: 13894

JOB NAME: NEWBOLD VERDON

SITE: 8 **DATE:** 26/11/2024

LOCATION: A447 (N) / MAIN STREET / A447 (S) / BARTON LANE **DAY:** TUESDAY

TIME	C TO D FROM A447 (S) TO BARTON LANE								D TO A FROM BARTON LANE TO A447 (N)								D TO B FROM BARTON LANE TO MAIN STREET								D TO C FROM BARTON LANE TO A447 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	16	4	0	0	0	0	0	20	16:00	4	5	1	0	0	0	0	10	1	0	0	0	0	0	0	1
16:15	1	0	0	0	0	0	0	1	9	4	0	0	0	0	0	13	16:15	7	4	0	0	0	0	0	11	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	1	9	3	0	0	0	0	0	12	16:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	7	3	0	0	0	0	0	10	16:45	8	5	1	0	0	0	1	15	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	41	14	0	0	0	0	0	55	**H/TOT**	22	14	2	0	0	0	1	39	1	0	0	0	0	0	0	1
17:00	7	0	0	0	0	0	0	7	12	1	0	0	0	0	0	13	17:00	3	1	0	0	0	0	0	4	2	0	0	0	0	0	0	2
17:15	2	0	0	0	0	0	0	2	10	1	0	0	0	0	0	11	17:15	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	1	12	2	0	0	0	0	0	14	17:30	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	1	6	1	0	0	0	0	0	7	17:45	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
H/TOT	11	0	0	0	0	0	0	11	40	5	0	0	0	0	0	45	**H/TOT**	19	4	0	0	0	0	0	23	2	0	0	0	0	0	0	2
18:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	18:00	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
18:15	0	1	0	0	0	0	0	1	5	1	0	0	0	0	0	6	18:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	18:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
18:45	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	3	18:45	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1
H/TOT	3	2	0	0	0	0	0	5	12	1	0	0	0	0	0	13	**H/TOT**	7	0	0	0	0	0	1	8	4	0	0	0	0	0	0	4
P/TOT	16	2	0	0	0	0	0	18	93	20	0	0	0	0	0	113	**P/TOT**	48	18	2	0	0	0	2	70	7	0	0	0	0	0	0	7

SITE:		DATE:	SITE:		DATE:
7	AUTO SURVEYS LTD	17/12/2024	8	AUTO SURVEYS LTD	17/12/2024
LOCATION: A447 (N) / BARTON ROAD / A447 (S) / LOUNT ROAD		DAY: TUESDAY	LOCATION: A447 (N) / MAIN STREET / A447 (S) / BARTON LANE		DAY: TUESDAY

JOB TITLE:		JOB NUMBER:	JOB TITLE:		JOB NUMBER:
NEWBOLD VERDON		13894	NEWBOLD VERDON		13894

MANUAL CLASSIFIED COUNTS

JOB REF: 13894

JOB NAME: NEWBOLD VERDON

SITE: 7 **DATE:** 12/11/2024

LOCATION: A447 (N) / BARTON ROAD / A447 (S) / LOUNT ROAD **DAY:** TUESDAY

TIME	MOV 1 TO ARM A TO A447 (N)								MOV 2 FROM ARM A FROM A447 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	75	0	0	0	0	0	0	75	89	1	0	1	0	0	0	91
07:15	88	3	1	0	0	0	0	92	125	1	2	1	2	0	0	131
07:30	101	8	3	1	0	0	0	113	165	9	3	2	0	0	0	179
07:45	101	12	2	0	0	0	0	115	126	13	4	3	2	0	0	148
H/TOT	365	23	6	1	0	0	0	395	505	24	9	7	4	0	0	549
08:00	88	18	0	0	0	1	0	107	142	9	2	2	2	0	0	157
08:15	98	11	4	0	1	0	0	114	117	11	4	2	0	1	0	135
08:30	86	22	6	0	2	1	0	117	112	16	2	5	0	1	0	136
08:45	84	13	4	1	0	0	0	102	67	16	4	4	0	1	0	92
H/TOT	356	64	14	1	3	2	0	440	438	52	12	13	2	3	0	520
09:00	62	10	2	1	0	0	0	75	66	9	5	3	0	1	0	84
09:15	50	15	1	2	0	1	0	69	78	6	4	1	0	0	0	89
09:30	64	10	2	3	0	0	0	79	56	10	3	1	0	1	0	71
09:45	58	10	4	2	0	0	0	74	65	6	3	2	0	0	0	76
H/TOT	234	45	9	8	0	1	0	297	265	31	15	7	0	2	0	320
P/TOT	955	132	29	10	3	3	0	1132	1208	107	36	27	6	5	0	1389

MANUAL CLASSIFIED COUNTS

JOB REF: 13894

JOB NAME: NEWBOLD VERDON

SITE: 8 **DATE:** 12/11/2024

LOCATION: A447 (N) / MAIN STREET / A447 (S) / BARTON LANE **DAY:** TUESDAY

TIME	MOV 1 TO ARM C TO A447 (S)								MOV 2 FROM ARM C FROM A447 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	99	5	0	2	0	0	0	106	67	5	0	0	0	0	0	72
07:15	133	6	2	4	3	0	0	148	74	16	2	1	0	0	0	93
07:30	153	15	6	2	0	1	0	177	89	12	1	1	1	1	0	105
07:45	107	28	6	2	2	0	0	145	100	21	4	0	0	0	0	125
H/TOT	492	54	14	10	5	1	0	576	330	54	7	2	1	1	0	395
08:00	135	20	1	1	2	0	0	159	90	19	0	0	0	0	0	109
08:15	107	14	4	3	0	1	0	129	107	10	3	1	1	0	0	122
08:30	111	16	2	7	0	1	0	137	87	19	6	0	2	1	0	115
08:45	64	17	4	1	0	1	0	87	86	16	5	0	0	0	0	107
H/TOT	417	67	11	12	2	3	0	512	370	64	14	1	3	1	0	453
09:00	67	11	7	2	0	1	0	88	65	10	2	2	0	0	0	79
09:15	72	5	4	1	0	0	0	82	43	11	1	2	0	1	0	58
09:30	64	9	2	1	0	1	0	77	71	12	1	3	0	0	0	87
09:45	61	6	3	2	0	0	0	72	60	7	4	2	0	0	0	73
H/TOT	264	31	16	6	0	2	0	319	239	40	8	9	0	1	0	297
P/TOT	1173	152	41	28	7	6	0	1407	939	158	29	12	4	3	0	1145