

APPENDICES

APPENDIX A

Illustrative Masterplan



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PRE-APPLICATION

— Site boundary (49.197ha)

Rev.	Date	Description
Land south-east of DESFORD		
Illustrative masterplan		
Job ref: 785	Drawing number: SK03	Revision:
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APPENDIX B

HBBC Pre-Application Response

Please Ask For: Chris Brown
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Email: planning@hinckley-bosworth.gov.uk
Your Ref:
Our Ref: 25/10080/PREMAJ
Date: 22 September 2025



**Hinckley & Bosworth
Borough Council**

Ms Victoria Morrison
Claremont Planning Consultancy
Somerset House
37 Temple Street
Birmingham
B2 5DP

Dear Ms Morrison,

Pre-Application Response

Reference: 25/10080/PREMAJ
Proposal: Proposed development of up to 500 dwellings. New two - form entry Primary School, community use building with potential for health care uses, link road between Leicester Lane and Peckleton Lane, public open space sustainable drainage features and associated works.
Location: Land south of Bosworth Academy, Desford
Ward: DES

Thank you for your pre-application enquiry received 28 May 2025. The advice provided is based upon the information submitted with this enquiry and follows on from our meeting on 30 July 2025.

Summary

The development proposal is likely to be supported by the Local Planning Authority, subject to further consideration of key matters, including highway and landscape impact.

The scale of the proposal is significant and has the potential to result in significant benefits. At the time of writing, the proposal is to be included as a draft site allocation within the Reg 18 draft Local Plan, due for consultation this autumn. The proposal would therefore be supported in principle, although it is noted that a significant number of further details are required, particularly in relation to the impact of the development on the highway.

Ultimately, the impacts of the development must be weighed against the potential benefits of the scheme in the planning balance in accordance with Paragraph 11(d) of the NPPF.

Description of Proposal

The pre-application enquiry seeks advice on the provision of up to 500 dwellings at Land south of Bosworth Academy, Desford. The proposal shall be accessed from both Peckleton Lane to the west and Leicester Lane to the east, with a road through the site proposed to link the two accesses. The site is located to the south of Bosworth Academy, and border residential streets of Forest Rise, Banbrook Close, Peckleton View, Meadow Way and dwellings of the recent Owl Homes development located off Peckleton Lane. In addition the site border residential dwellings on Peckleton Lane itself, the Sport in Desford site and is located in close proximity to Griffen Park, located to the west side of Peckleton Lane.

The site would form a considerable extension to the south east of the existing settlement of Desford. The site would form an extension to and a new settlement boundary to the south east of Desford, with open countryside located to the south of the site, and to the east, across Leicester Lane.

The proposal also includes provision of a local centre, to include a community building and a site for a 2FE primary school, together with public open space and relevant sustainable urban drainage features as required.

Description of the Site

The c.42ha application site is located on the south eastern edge of, but outside of the identified settlement boundary of, Desford. The site comprises agricultural fields and includes land used by Desford Model Flying Club for recreational use.

The site is located within Character Area D (Newbold and Desford Rolling Farmland) of the Landscape Character Assessment (LCA) (2017), which is characterised by large-to-medium sized field patterns that are defined by single species hawthorn hedgerows. A further key characteristic of this Character Area is the open views where hedgerows have been improved, which give the impression of a large-scale landscape. One of the key values to this Character Area is the rural landscape and setting, and the sense of tranquillity that these areas provide to the settlements in this Character. These rural landscapes and settings are highlighted as being sensitive to change due to new development. As a result, the Character Area's Landscape Strategies include conserving and enhancing the long, panoramic views from higher ground of uncluttered skylines and church spires.

Planning History

There is no planning history for this site. Recent developments to the west of the site, a residential scheme by Owl Homes (18/01252/OUT & 20/00347/REM) and a commercial scheme by Griffen, are noted above. The only other planning history relates to non-residential development for a wind turbine (12/01121/FUL - refused and appeal dismissed).

Consultation

The County Council's Planning Obligations Team did not respond to the pre-application enquiry.

Archaeology

LCC Archaeology have set out the following:

'The Leicestershire and Rutland Historic Environment Record (HER) shows that, although the site lies within an area of archaeological interest, the application area itself has not undergone any previous archaeological assessment. Investigations in 1999 identified an Iron-Age/Roman site with multiple phases, c. 200m to the northwest (HER Ref.: MLE9267). Three prehistoric flint cores were also found immediately south of the site in the 1980s (MLE7557). Given the scale of the proposed development and the paucity of previous archaeological investigation within the site, it is considered likely that archaeological remains will be impacted by the scheme but the nature and significance of these remains is not currently understood. The archaeological potential of this site is therefore unknown and it is our view that further evaluation of the site is needed in order to provide the baseline archaeological information that is necessary in order to make an informed planning decision here.

In addition to the consideration of buried remains, there is also the issue of the impact of the proposals upon the earthworks of the medieval/post-medieval open field system, identified on the HER across two fields within the site. The assessment should therefore include consideration of the Ridge & Furrow earthwork remains within the application area and the potential impact of the scheme upon these remains. Lidar, available historic aerial photography, historic map regression (including any available estate maps) and previous earthwork recording within the site should be considered as part of this assessment'

LCC Archaeology therefore have requested that any application includes both:

1. An Archaeological Desk-based Assessment (DBA), as a minimum this should include an assessment of the HER, appraisal of other available published an/or documentary sources and a site inspection visit to establish existing and previous site conditions and land use.
2. A field evaluation, by appropriate techniques including fieldwalking, metal detecting survey, geophysical survey and trial trenching, if identified necessary in the assessment, to identify and locate any archaeological remains of significance, and propose suitable treatment to avoid or minimise damage by the development. Further design, civil engineering or archaeological work may then be necessary to achieve this.

The Historic & Natural Environment Team (HNET), Leicestershire County Council, as advisors to the planning authority, will provide a formal Brief for the work and approve a Specification for the Assessment at the request of the applicant. This will ensure that the necessary programme of archaeological work is undertaken to the satisfaction of the planning authority, in a cost-effective manner and with minimum disturbance to the archaeological resource. The Specification should comply with relevant Chartered Institute for Archaeologists "Standards" and "Code of Practice", and should include a suitable indication of arrangements for the implementation of the archaeological work, and the proposed timetable.

Both 1 and 2 above are requested prior to determination of the application. I would therefore suggest that such works are prioritised early in the programme for submitting a planning application. There will be time prior to submitting an application linked to additional highway modelling work (more below) and so the archaeology requests should also be factored in.

The Council can sometimes be flexible on the need for trial trenching prior to determination. However, given the scale of this site, and the level of likely public opposition, it is recommended in this case that both 1 and 2 are undertaken prior to determination to ensure that a decision is taken based on the best information available.

Drainage

Status of the Application

According to the Environment Agency (EA) website, the application site is located within Flood Zone 1, designated as low probability of flooding from rivers and sea, however the EA Surface Water mapping indicates that the application site is located in an area of higher risk of surface water flooding.

The proposed site is situated within the Rothley Brook Catchment (tributary of Soar). Leicestershire County Council's Infrastructure Planning (Flood Risk Management) Team has no record of flooding incidents within close proximity to the site. However, it is advised that not all instances of flooding are reported to Leicestershire County Council and as such, there may be a history of flooding for which we have no record.

Sustainable Drainage Strategy

As the development exceeds one hectare in size, a site-specific Flood Risk Assessment is required. Other sources of flood risk including (but not limited to) groundwater, canals, reservoirs, sewers, etc. should be considered as part of any forthcoming planning application. The County Council as the Lead Local Flood Authority (LLFA) would recommend reviewing the relevant Strategic Flood Risk Assessment for this area which may contain additional flood risk details.

The LLFA would expect a sequential approach to masterplan development whereby development is located in areas at the lowest risk of flooding. Given the currently undeveloped nature of the site, the LLFA would expect surface water runoff from the site to be suitably managed as per best practice guidance given in the CIRIA C753 The SuDS Manual.

The surface water drainage system for the proposed development should incorporate sustainable drainage principles (SuDS) to mitigate the risk of flooding on the site and ensure that surface water runoff does not increase flood risk elsewhere. The proposals should also include measures to address issues of water quality in accordance with current SuDS guidance.

The LLFA would expect any future surface water drainage scheme to assess the use of SuDS including but not limited to swales, attenuation basins and permeable paving in line with 'CIRIA C753 The SuDS Manual'. Such above ground SuDS structures would also provide one of the required treatment trains to manage water quality. It should be noted that the LLFA do not consider the use of underground storage tanks or oversize pipes as a suitable treatment train and as such where these are proposed, additional treatment trains should be implemented. Leicestershire County Council, in their role as LLFA, does not adopt SuDS.

The Drainage Strategy should provide outline operation and maintenance details along with an indicative proposal of who will maintain any SUDS features over the lifetime of the development. Any surface water drainage features should be located within the areas at lowest risk of flooding to ensure they remain operational during an extreme event. Any drainage features should also consider how an extreme event may constrain the discharge from any proposed drainage system and ensure the drainage infrastructure can adequately manage surface water runoff regardless (for example a surcharged outfall).

Infiltration Drainage

The LLFA would expect any surface water drainage proposal to seek to infiltrate unless demonstrated to be unfeasible. Such demonstration should include infiltration testing in accordance with BRE Digest 365 Soakaway Design. Should this not be appropriate, the LLFA would expect runoff from site to be discharge to the next most appropriate receptor at the greenfield 1 in 2 year discharge rate in line with the recently released National Standards for SuDS. Note that NPPF gives weight to emerging policy with much of Leicestershire's local Boroughs and Districts seeking to implement policy requiring a 20% reduction over greenfield QBar discharge rates. The applicant should ensure that all relevant surface water policy is being considered and that the more onerous elements of relevant policies are used.

All proposals should seek to mimic the pre-development surface water drainage regime of the site. As such, it is important to understand the existing surface water drainage regime of the site and to clearly convey this to the LPA and LLFA. As such, in all but the most straight forward scenarios, the LLFA would expect any future application to include a plan showing the existing drainage regime for the site. This plan should include topographic details, on-site overland flow routing directions, flow routes to and from the site, existing on-site and relevant off-site surface water drainage features (such as ditches, pipes, ponds etc.), flow directions of any existing drainage features, levels of existing features, identification of sub-catchments (including their size), identification of areas at risk of flooding and details of the downstream connectivity of any identified surface water receptors.

Over the lifetime of a development, it is possible that the overall impermeable area contributing to surface water runoff within the site could significantly increase (known as 'urban creep'). Sensitivity testing of a 10% increase in impermeable area should therefore be included where appropriate to ensure that surface water drainage designs can cope with future increases in impermeable areas.

Note that the National Standards for SuDS requires attenuation to take account of all areas intercepted by the surface water proposals, including permeable surfaces (with an appropriate Cv value).

The unnamed ordinary watercourses coming from the east site boundary heading south and west through the site is classified as an ordinary watercourse; as such consent may be required from Leicestershire County Council in their role as LLFA, under the Land Drainage Act (1991) for any activities within close proximity. Further information on the types of work/structure which require consent together with a template application form can be found on our website under the section 'Regulation of activities on watercourses'.

Leicestershire County Council opposes the culverting of watercourses; however, we recognise there are instances where culverting may be unavoidable. Any applicant will be required to justify the use of culverts and provide information demonstrating that there will be no detrimental effect on flood risk. Please refer to the County Council's policies which can be found on our website here:

<https://www.leicestershire.gov.uk/environment-and-planning/flooding-and-drainage/flood-risk-management>.

To safeguard access to watercourses or ditches for future maintenance, inspection and improvement works in the future; clear margins should be provided from the top of banks. A minimum clear margin of 3m should be provided from each top of bank for watercourses less than 2 metres in width, a minimum clear margin of 4.5m should be provided for watercourses 2 metres or greater in width.

Ecology

Natural England did not comment on the proposal but highlighted that they offer a separate chargeable discretionary pre-application service. LCC Ecology recommend engagement with Natural England due to the proximity to the Botcheston Bog SSSI.

The County Council's Ecology Department note the FPCR Ecological Appraisal submitted and the Phase 1 Habitat Survey. They also suggest that a Biodiversity Construction and Ecological Management Plan is submitted as part of any application, setting out suitable retention of and buffering to, two potential wildlife sites. This should also include details of precautionary working on site, details of removal of vegetation outside of bird nesting season and hedgehog mitigation.

LCC Ecology also note the identified wildlife corridor from Policy ENV3 of the Desford Neighbourhood Plan across the northern boundary of the site, with the Masterplan showing this as protected and retained. LCC Ecology also recommend that existing hedgerows and treelines within the site are retained, and this is likely to be required anyway to meet BNG requirements.

There is no evidence of badgers on the site, however due to historic records and foraging habitat, an updated badger survey is requested with any application. For bats, relevant trees are identified as having moderate potential for roosting bats and it is recommended these are retained and suitably buffered from proposed development. In addition, further details on lighting are required with any application and details of bat boxes to be located within the development.

For birds, further survey work is required for nesting skylarks, to identify breeding pairs, breeding territories and breeding positions, so as to inform relevant off site mitigation for new nesting opportunities. External nest boxes within the existing woodland for starlings, swifts, jackdaws and stock doves are noted.

No further survey work is required for great crested newts, nor for reptiles or water voles.

A Landscape and Ecology Management Plan is also required, setting out details related to hedgehog mitigation, as above, together with full details of proposed green infrastructure, together with native planting. All surveys have a two year shelf life.

Any forthcoming planning application will also need to be submitted with a Biodiversity Net Gain Assessment, including a completed Statutory Biodiversity Metric in an excel format. In accordance with Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021) the development will need to demonstrate that the development can provide a 10% net gain in biodiversity.

The County Council have confirmed that a Landscape Environmental Management Plan (LEMP) shall be secured via planning condition within any forthcoming planning application, which will need to include details of habitat enhancement and mitigation, and a management plan to secure the net gain in biodiversity for 30 years. Prior to commencement of works, a Biodiversity Gain Plan must also be submitted that details how net gain will be achieved and secured for a period of 30 years, whether on-site or off-site.

Police

Leicestershire Police have highlighted that it is crucial to take designing out crime into consideration in the design of the development and have referred to the Secured by Design (SBD) official police security initiative and its [Residential Guide 2025](#).

The Police have also noted further details with regards to securing allotment sites and providing designated drop off and parking areas for any proposed school.

Pollution

The Council's Environmental Services Department confirmed that any forthcoming planning application will require consideration of noise associated with adjacent commercial premises, air quality and land contamination. In addition, details of construction management will be required. These can be conditioned as part of any decision or submitted with an application.

Severn Trent Water

Reference to current guidance notes only (www.stwater.co.uk).

HBBC Affordable Housing

The proposed 500 dwellings would result in a 40% affordable requirement, of 200 dwellings, and be split approximately 75% social or affordable rent and 25% as intermediate tenure.

The site would be expected to provide a cross section of all house types for affordable housing for rent, and a mix of 2 and 3 bedroomed houses for shared ownership. An indicative mix of dwellings types for the 200 units would comprise the following:

Social rent: % and (number of dwellings) & Shared ownership % and (number of dwellings)

1	bed	-	10%	(15)	&	0
2	bed	bungalows	-	10%	(15)	& 0
2	bed	houses	-	40%	(60)	& 60% (30)
3	beds	-	30%	(45)	&	40% (20)

4 beds - 10% (15) & 0

The properties should all meet the Nationally Described Space Standards, and the rented properties should also meet the larger bedroom space sizes (i.e. 1 bed 2 person, 2 bed 4 person, 3 bed 5 person and 4 bed 6 person). The affordable housing should be spread evenly across the site in small clusters.

As this site is in the rural area, a cascade should be included in the section 106 agreement for the rented properties to require a connection firstly to people with a local connection to Desford and secondly to the Borough, as set out in the Council's housing allocations policy.

Leicester Integrated Care Board

Identify a requirement of £484,000 as a result of 1,210 additional patients and 40 additional hours of clinic time per week.

LCC Minerals and Waste

The western portion of the development site is located within a Minerals Safeguarding Area for sand and gravel. Therefore, as per Policy M11: 'Safeguarding of Mineral Resources' of the Leicestershire Minerals and Waste Local Plan (Adopted 2019) (LMWLP), should an application come forward at the site, it could require a Minerals Assessment provided the development type does not fall within the safeguarding exemptions outlined within Table 4 of the LMWLP. Should the development type not fall within the Table 4 exemptions, then criteria i-iv of Policy M11 must be Demonstrated.

LCC Highways

LCC Highways set out the following:

- Access layout to comply with the Leicestershire Highways Design Guide
- Accesses should be subject to a Stage 1 Road Safety Audit and an accompanying designers response.
- Accesses should include details of width, radii, visibility splays, and swept path analysis, based on a speed of 15kph.
- Transport Assessment required – needs to use the LHAs Pan Regional Transport Model (PRTM) and scoping with LCC is advised – etcf@leics.gov.uk
- For the PRTM commission, this requires scoping input from the LCC Highways Development Management Team to establish area of influence. This is to be followed by traffic surveys for junctions with a significant impact identified
- the PRTM outputs are required to be used alongside turning counts to predict satisfactory turning flow scenarios for detailed junction modelling to establish the traffic impact of the proposals. This can be done using an iterative Furnessing process, details of which are available via etcf@leics.gov.uk. If the Applicant wishes, Furnessing can be undertaken by the modelling framework consultant providing they are provided with junction surveys.
- You should complete the Active Travel England (ATE) planning application assessment toolkit available at <https://www.activetravelengland.gov.uk/resources>.
- The LHA would expect significant improvements to pedestrian connectivity. It should also be noted that the development would be expected to contribute towards a scheme of improvements at the A47/B582 junction known as Desford Crossroads.
- This proposed development site is crossed by public rights of way Footpaths R97, R98, and R99, and the northeast corner of the site almost adjoins the start of Footpath S2 east of Leicester Lane. Details of principles for public rights of way are set out in the LCC Highways full response and in the Highways Design Guide.

HBBC Planning Policy

Infrastructure notes include:

- Upgrade for existing Primary School from 2FE to 3FE required, in preference to new school site

- Opportunities for bus service provision and active travel should be explored
- Identified in a medium area for viability
- Opportunities to address playing pitch and sport and recreation deficiencies in the area

Concludes:

Desford is identified as a key rural settlement within the settlement hierarchy and has a range of facilities and amenities; the site is deemed to be located in a sustainable location. It sits directly opposite a key employment site within the Borough (Neovia / Caterpillar), lies immediately south of Bosworth Academy, and to the east of Sport in Desford which hosts a number of outdoor sport facilities. In sustainability terms the site is ideally located to meet the definition of sustainable development as set out in the NPPF.

There are conversations to be had around infrastructure, in particular the provision of a 2FE primary school on site. Evidence in the phase 2 ICS states that the existing Desford primary school is capable of expansion on site, which if this is the case there may not be the requirement for on-site primary provision as part of the development. Further discussion with LLC education is advised as there may be potential to increase sport provision on site as set out in the PPOSS if the school is not required on site.

Evidence also suggests (ICS Phase 2) that there is need for a new GP surgery which is being proposed on site and it is likely that development here would be deliverable in viability terms with a suggested maximum requirement for 20% affordable housing (based on the WPVA); subject to consultation with the Councils affordable housing officer.

In policy terms there are no objections to the principle of development on this site subject to all other material planning considerations being met.

Policy

The main relevant policies to be for this form of development are as follows:

- National Planning Policies and Guidance:
 1. National Planning Policy Framework (NPPF) (2024)
 2. Planning Practice Guidance (PPG)
 3. National Design Guide (2019)
- Core Strategy (2009):
 1. Policy 7: Key Rural Centres
 2. Policy 8: Key Rural Centres Relating to Leicester
 3. Policy 14: Rural Areas: Transport
 4. Policy 15: Affordable Housing
 5. Policy 16: Housing Density, Mix and Design
 6. Policy 19: Green Space and Play Provision
 7. Policy 20: Green Infrastructure

- Site Allocations and Development Management Policies Development Plan Document (SADMP) (2016):
 1. Policy DM1: Presumption in Favour of Sustainable Development
 2. Policy DM3: Infrastructure and Delivery
 3. Policy DM4: Safeguarding the Countryside and Settlement Separation
 4. Policy DM6: Enhancement of Biodiversity and Geological Interest
 5. Policy DM7: Preventing Pollution and Flooding
 6. Policy DM10: Development and Design
 7. Policy DM13: Preserving the Borough's Archaeology
 8. Policy DM17: Highways and Transportation
 9. Policy DM18: Vehicle Parking Standards

- Forthcoming Reg 18 draft Local Plan (autumn 2025) - draft site allocation in Appendix 3

- Desford Neighbourhood Plan 2018 – 2036 (DNP) (2021):
 1. Policy H1: Settlement Boundary
 2. Policy H4: Affordable Housing
 3. Policy H5: Housing Mix
 4. Policy H7: Housing Design
 5. Policy ENV3: Biodiversity General
 6. Policy ENV6 : Important views
 7. Policy T1: Traffic Management
 8. Policy T3: Electric Vehicles

- Other Relevant Guidance:
 1. Affordable Housing Supplementary Planning Document (2011)
 2. Good Design Guide (GDG) (2020)
 3. Landscape Character Assessment (LCA) (2017)
 4. Leicestershire Highway Design Guide (LHDG) (2024)
 5. Open Space and Recreation Study (2016)

All policy documents can be found on the Council's website at: [https://www.hinckley-bosworth.gov.uk/info/1004/planning_policy_and_the_local_plan/101/local_plan_2006 - 2026](https://www.hinckley-bosworth.gov.uk/info/1004/planning_policy_and_the_local_plan/101/local_plan_2006_-_2026)

Development Appraisal

The pre-application enquiry has been submitted with the following documents:

- Illustrative Masterplan
- Vision document
- Proposed link road alignment

Any advice given in this response is based on this information.

Principle of Development

Paragraph 2 of the National Planning Policy Framework (NPPF) identifies that planning law requires that applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise. The NPPF is a material planning consideration in planning decisions and, in accordance with Paragraph 3 of the NPPF, should be read as a whole.

Paragraph 7 of the NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. The three overarching objectives of sustainable development (economic, social, and environmental) are detailed within Paragraph 8 of the NPPF. Therefore, in accordance with Paragraph 11 of the NPPF, planning decisions should apply a presumption in favour of sustainable development.

However, Paragraph 12 of the NPPF confirms that the presumption in favour of sustainable development does not change the statutory status of the Development Plan as the starting point for decision making.

The current Development Plan consists of the adopted Core Strategy and the adopted Site Allocations and Development Management Policies Development Plan Document (SADMP). The spatial distribution of growth across the Borough during the plan period 2006-2026 is set out in the Core Strategy. This identifies and provides allocations for housing and other development in a hierarchy of settlements within the Borough.

Both the Core Strategy and the SADMP are over 5 years old and were adopted prior to the publication of the current NPPF. Paragraph 34 of the NPPF states that policies in local plans and spatial development strategies should be reviewed to assess whether they need updating at least once every five years and should then be updated as necessary.

Nevertheless, in accordance with Paragraph 232 of the NPPF, existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of the NPPF. Due weight should be given to existing policies according to their degree of consistency with the NPPF. Ultimately, the closer the policies in the plan are to the policies in the NPPF, the greater weight they may be given.

Key Policy Paragraph 110 of the NPPF states that the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

Policy 7 of the adopted Core Strategy states that the Council will support housing development within settlement boundaries that provides a mix of housing types and tenures. This is supported by Policy 8 of the adopted Core Strategy, which requires the Council to allocate for the development of a minimum of 110 new homes within Desford.

However, the application site is not within the identified settlement boundary of Desford and therefore in the designated countryside.

Policy H1 of the DNP highlights that development proposed outside the defined settlement boundary of Desford shall be treated as open countryside, where development will be carefully controlled in line with Local and National Strategic Planning Policies.

Chapter 11 of the NPPF promotes an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. This demonstrates that safeguarding and improving the environment is an effective use of land

Outside defined settlement boundaries, the countryside is not regarded as a sustainable location for new development. Chapter 15 of the NPPF requires planning policies and decisions to conserve and enhance the natural and local environment. Paragraph 187(b) specifically highlights that this should be achieved by, *“Recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services.”*

This is supported by Policy DM4 of the SADMP, which states that the Council will protect the intrinsic value, beauty, open character, and landscape character of the countryside from unsustainable development. To ensure this, Policy DM4 of the SADMP only considers development in the countryside sustainable where:

- (a) It is for outdoor sport or recreation purposes (including ancillary buildings) and it can be demonstrated that the proposed scheme cannot be provided within or adjacent to settlement boundaries; or
- (b) The proposal involves the change of use, re-use or extension of existing buildings which lead to the enhancement of the immediate setting; or
- (c) It significantly contributes to economic growth, job creation and/or diversification of rural businesses; or
- (d) It relates to the provision of stand-alone renewable energy developments in line with Policy DM2: Renewable Energy and Low Carbon Development; or
- (e) It relates to the provision of accommodation for a rural worker in line with Policy DM5 - Enabling Rural Worker Accommodation.

Therefore, the proposed development does not relate to, or comply with, any of the criteria above in Policy DM4 of the SADMP, but this does not mean that the development is not sustainable (as set out in the HBBC Policy response, as above). Importantly, Policy DM4 of the SADMP also requires that development meets five further requirements to be considered as sustainable development. These are discussed in detail further in the report.

Given the above, the Council considers that the proposal is offered no support by Policy DM4 of the SADMP. As such, the application does not accord with Development Plan Policy and is unacceptable in principle at this time, subject to the assessment of all other material considerations. Other material considerations are set out within the next sections of the report.

However, as noted above, and in the HBBC Policy response, the site is currently proposed as a draft site allocation within the latest Reg 18 draft Local Plan. The proposed autumn 2025 Reg 18 draft Local

Plan will seek to build upon the Reg 18 of summer 2024 by addressing the changes since that date through the publication of the latest NPPF and Standard Method. This includes the proposed allocation of further sites for residential development, to meet a new Plan period of 2024-2045, and a new Standard Method figure of 663 dwellings per annum, rather than 472dpa in summer 2024.

Housing Land Supply

Section 38(6) of the Planning and Compulsory Purchase Act 2004 and S70(2) of the Town and Country Planning Act 1990 require that applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise.

Chapter 5 of the NPPF requires planning policies and decisions to deliver a sufficient supply of homes to support the Government's objective of significantly boosting the supply of homes without unnecessary delay. The overall aim should be to meet an area's identified housing need, including an appropriate mix of housing types for the local community.

Paragraph 71 of the NPPF highlights that mixed tenure sites can provide a range of benefits, including creating diverse communities and support timely build out rates; and local planning authorities should support their development through their policies and decisions. Mixed tenure sites can include a mixture of ownership and rental tenures, including Social Rent, other rented affordable housing and build to rent, as well as housing designed for specific groups such as older people's housing and student accommodation, and plots sold for custom or self-build.

In order to promote sustainable development in rural areas, Paragraph 83 of the NPPF requires new housing to be located where it will enhance or maintain the vitality of rural communities.

Paragraph 11(d) of the NPPF states that planning decisions should apply a presumption in favour of sustainable development where there are no relevant Development Plan policies, or the policies which are most important for determining the application are out-of-date. Footnote 8 of Paragraph 11 of the NPPF highlights that housing policies are considered to be out-of-date where local planning authorities cannot demonstrate a five-year supply of deliverable housing sites.

The Council cannot currently demonstrate a 5yr housing land supply, with this currently identified as 3.9yrs supply as of August 2025. This will be updated through published monitoring figures in due course to a base date of March 2025 (rather than March 2024).

In light of this, and due to the age of relevant housing policies within the adopted Core Strategy, the 'tilted' balance in Paragraph 11(d) of the NPPF is triggered in accordance with Footnote 8 and Paragraph 11 of the NPPF.

For decision-taking, Paragraph 11(d) of the NPPF requires planning permission to be granted unless:

- i. The application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or
- ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

Footnote 9 of the NPPF confirms that the key policies identified at Paragraph 11(d)(ii) of the NPPF include Paragraphs 66 and 84 of Chapter 5 (Delivering a Sufficiently Supply of Homes), 91 of Chapter 7 (Ensuring the Vitality of Town Centres), 110 and 115 of Chapter 9 (Promoting Sustainable Transport), 129 of Chapter 11 (Making Effective Use of Land), and 135, and 139 of Chapter 12 (Achieving Well-Designed Places).

In this instance, Key Policy Paragraphs 66, 110, 115, 129, 135, and 139 are applicable to this development proposal.

Policy H5 of the DNP states that housing development proposals should provide a mixture of housing types specifically to meet the identified local needs of the Parish, as evidenced within the Parish Housing Needs Report. Therefore, the provision of dwellings of one-, two-, and three-bedrooms will be supported.

Given the above, the contribution of 500 dwellings towards the delivery of Council's five-year supply of land for housing is considered to attract significant weight in the planning balance. This can be further enhanced through the provision of a small number of self build dwellings to assist in meeting such needs.

Impact upon the Character of the Area

Chapter 12 of the NPPF confirms that good design is a key aspect of sustainable development, and the creation of high quality, beautiful, and sustainable buildings and places is fundamental to what the planning and development process should achieve. Key Policy Paragraph 135 of the NPPF details the six national policy requirements of development to ensure the creation of well-designed and beautiful places.

Key Policy Paragraph 129(d) and (e) of the NPPF states that planning decisions should support development that makes efficient use of land, taking into account the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and the importance of securing well-designed, attractive and healthy places respectively.

Key Policy Paragraph 139 of the NPPF states that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design (as contained in the National Design Guide and National Model Design Code), taking into account any local design guidance and supplementary planning documents such as design guides and codes.

Policy DM4(i) of the SADMP states that development in the countryside will be considered sustainable where it does not have a significant adverse effect on the intrinsic value, beauty, open character, and landscape character of the countryside.

Policy DM10(c) of the SADMP states that developments will be permitted where they complement or enhance the character of the surrounding area with regard to scale, layout, density, mass, design, materials and architectural features.

To support any forthcoming planning application the Applicant should demonstrate how the proposal is compliant with the National Design Guide and the Building for a Healthy Life Assessment (BfHLA).

It is recommended that a Landscape and Visual Impact Assessment supports any forthcoming planning application to appropriately assess the impact of the development. This will also be required to be assessed by an external consultant on behalf of the Council, at the expense of the applicant. The site is located in open countryside, beyond the existing settlement boundary, and is considerable in scale. Further, the site has a number of viewpoints both to the site from existing receptors and viewpoints in the village and is publicly accessible through public rights of way within the site.

The submitted LVA Technical Note is welcomed, and this will be required to be extended to a full LVIA to accompany any application, in whichever form. The proposed viewpoints, on page 12 of the Tech Note are noted, however further viewpoints may be required, included from the high point within the village, close to the Peckleton Lane, Kirkby Lane junction, where the Owl Homes development is clearly visible from, should be included here.

Given the above, it is considered that the development could result in significant harm to the character of the site, the surrounding area, and the intrinsic value, beauty, open character, and landscape character of the designated open countryside. Ultimately, the detrimental impacts of the development to the character of the area must be weighed against the potential benefits of the scheme in the planning balance in accordance with Paragraph 11(d) of the NPPF.

Design and Layout

Paragraph 131 of the NPPF confirms that the creation of high-quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve.

Paragraph 136 of the NPPF highlights that trees make an important contribution to the character and quality of urban environments and can also help mitigate and adapt to climate change. Planning decisions should ensure that new streets are tree-lined. The BfhLA promotes tree-lined streets as a best practice requirement. It is noted that the illustrative Masterplan does show trees to both sides of the main link road running east-west through the site.

Paragraph 137 of the NPPF states that applicants, where applicable, should provide sufficient information to demonstrate how their proposals will meet the design expectations set out in local and national policy.

Policy H7 of the DNP states new development needs to satisfy the following design principles (*note – some of these points are also replicated in the LCC Ecology response*):

- (a) Enhance and reinforce the local distinctiveness and character of the area.
- (c) Reflect the character and historic context of existing developments within the Parish and incorporate a diversity of materials. However, contemporary and innovative design and materials will be supported where positive improvement can be robustly demonstrated without detracting from the historic context. Roof and wall construction should follow technical best practice recommendations for integral bird nest boxes, and bat breeding and roosting sites
- (d) Development should be enhanced by fostering biodiversity and landscaping with existing trees and hedges preserved whenever possible
- (e) Where possible, enclosure of plots should be of native hedging, wooden fencing, or brick/stone wall with ground-level gaps that maintain connectivity of habitat for hedgehogs

- (f) Development should incorporate sustainable design and construction techniques to meet high standards for energy and water efficiency
- (g) Security lighting should be operated by intruder switching, not on constantly. Maximum light spillage onto bat foraging corridors should be 1 lux
- (i) Development should be of a density that respects the desirability of maintaining an area's prevailing character and setting
- (j) Properties should have built-in facilities for wildlife, for example, bee bricks, and swift boxes

Policy T1(e) of the DNP requires developments to consider, where appropriate, improvement and, where possible, the creation of footpaths and cycleways to key village services.

Guidance Point C1 of the NDG confirms that well-designed new development should respond positively to the features of the site itself and the surrounding context beyond including the existing built development and landscape character, amongst others.

Guidance Point I1 of the NDG highlights that new developments should consider the composition of street scenes and individual buildings and their elements including the height, scale, massing and relationship between buildings, as well as views, vistas, landmarks, and landscaping, amongst others. Ultimately, Guidance Point I2 of the NDG advised that well-designed places should contribute to local distinctiveness and Guidance Point I3 of the NDG highlights that design decisions at all levels and scale should help to create a memorable sense of place.

Pages 14 and 15 of the Good Design Guide highlights the five key components of design are: access, layout, space, appearance, and landscape. The Good Design Guide confirms that new development should look to respond appropriately to the existing layout of buildings, streets, and spaces to ensure that adjacent buildings relate to each other, streets are connected, and spaces complement one another. Ultimately, the Good Design Guide states that consideration should be given to the ongoing maintenance of the street scene from the outset.

Density

Guidance Point B1 of the NDG advises that well-designed new development makes efficient use of land with an amount and mix of development and open space that optimises density.

Policy 16 of the adopted Core Strategy requires a mix of housing types and tenures to be provided on all sites of 10 or more dwellings and a minimum net density of 30 dwellings per hectare for developments within, or adjoining, Key Rural Centres such as Desford. However, in exceptional circumstances where individual site characteristics dictate, a lower density may be acceptable.

The application site has a size of nearly 42 hectares, and a proposal for 500 dwellings would create a density of 12 dwellings per hectare. Whilst this would be less than the minimum density set out in Policy 16 of the adopted Core Strategy, it is noted that the proposed density does not take into account provision of non-residential requirements, with both a primary school and community building shown on the illustrative Masterplan, nor the public open space requirements, which are considerable for this size of site.

Connectivity

The BfHLA states that street space should be spaded fairly between pedestrians, cyclists, and motor vehicles as a best practice requirement. This should be demonstrated within any forthcoming Reserved Matters application, or any full element of a hybrid application.

Guidance Point M1 of the National Design Guide confirms that in a well-designed place all modes of transport are positively designed into the built form. They are integrated into public spaces with character that people enjoy using. Guidance Point M2 of the National Design Guide then highlights that in well-designed places, people should not need to rely on the car for everyday journeys, including getting to workplaces, shops, schools and other facilities, open spaces or the natural environment. Safe and direct routes with visible destinations or clear signposting encourage people to walk and cycle.

The BfHLA also states that private drives can frustrate pedestrian and cycle movement by failing to respond to existing or anticipated future desire lines

The design of the proposed layout is based on simple and relaxed street patterns, which is supported by the national design guidance. However, the layout consists of one primary street and all other streets are wholly based on cul-de-sac street patterns and unconnected private drives.

Members of Planning Committee frequently raise the matter of private drives within public meetings, and these should be avoided as much as possible, with all roads to be built to adoptable standards.

With regards to inter site connectivity, any forthcoming scheme should feature filtered permeability whereby additional pedestrian and cycle routes that should link together connected roads and provide further connection to the Public Right of Way and around the site. Legibility and connectivity should also be encouraged through the creation of areas of public open space such as greens and pocket parks within the main part of the development. Any pedestrian and cycle links through public open spaces should be constructed with a hard and permeable surface to ensure use in all weather conditions.

The illustrative Masterplan includes the three existing rights of way that cut across the site, leaving these on existing alignments and with further walking and cycling routes accessing the public rights of way. This is welcome within the proposed Masterplan, and this can be enhanced with the proposed walking/cycling routes connected up around the whole perimeter of the site. At present, there is a gap shown to the northern boundary, around the proposed orchard planting. A connection here, to the existing public right of way would be welcome to allow for permeability around the whole site. Further, any pedestrian/cycling link into the existing Sport in Desford site would be welcome and supported, allowing much greater non-vehicular access than currently.

Any forthcoming planning application should also demonstrate that street space is shared fairly between pedestrians, cyclists, and motor vehicles, which are supported by 20mph design speeds.

Character

The BfHLA also requires developments to draw inspiration from local architecture and/or landscape character to create a place with a locally inspired or otherwise distinctive character.

The Landscape Character Assessment (LCA) (2017) confirms that red brick is the predominant building material in the historic core of Desford but there are a number of styles and materials evident in the Rural Key Centre including rough cast rendering and slate. Crucially, one of the key townscape strategies for Desford within the LCA is to build upon and improve Desford's sense of place and individual identity through sensitive design and appropriate materials.

If a full or hybrid application is submitted, this will require full details of proposed house types for the whole development/first phase. These house types should be designed to ensure that the scheme is of a high-quality, and distinctive in accordance with National Planning Policy. This should be supported by appropriate justification in relation to how the design of the development achieves these criteria. Further details of design and principles for site layout are set out in the Council's Good Design Guide, including guidance for distances between dwellings and street scene elevations. Private spaces should be defined by strong boundary treatments, including behind off-street parking areas that face onto public views. Any detailed application should not utilise close-boarded timber fencing to define private areas that are prominent from the highway.

The nodes included within the Vision document are welcome, and a mix of house types should be provided that include a mix of proposed materials, including a mix of proposed roof materials. Given the scale of the scheme, at up to 500 dwellings, a phase or area of the scheme in a different house type product, for instance a more modern design, would not be unwelcome, however this ultimately depends upon the applicant, the phasing strategy and the final product proposed. Dwelling heights should not be above 2.5 storey unless there is sufficient justification, and then only where such dwellings are closely located to key nodes.

The BfHLA advocates creating memorable spaces and buildings and reflecting character in either a traditional or contemporary style. This should be supported by creating places to sit and space to linger.

Guidance Point P3 of the National Design Guide highlights that a well-designed public space encourages social interaction and is sited so that it is open and accessible to all local communities. It is connected into the movement network, preferably so that people naturally pass through it as they move around.

The BfHLA states that development should provide a connected and accessible network of public open spaces with paths and other routes into and through them.

Impact upon Residential Amenity

Key Policy Paragraph 135(f) of the NPPF requires planning policies and decisions to ensure that developments create places that are safe, inclusive, and accessible, which promote health and well-being, and a high standard of amenity for existing and future users.

Policy DM10(a) and (b) of the SADMP states development will be permitted provided that it would not have a significant adverse effect on the privacy and amenity of nearby residents and occupiers of adjacent buildings, including matters of lighting and noise and that the amenity of occupiers would not be adversely affected by activities within the vicinity of the site.

The Good Design Guide requires the way buildings to relate to each other, and their orientation and separation distances, to provide and protect acceptable levels of amenity.

Notwithstanding this, the separation distances within the Good Design Guide are the minimum standards that are required, and every application will be assessed on its own merits depending on the individual characteristics of the site such as orientation, ground levels, window positions, garden size, and shape.

Neighbouring Residential Amenity

There are no residential properties to the east or the south of the site. Whilst there are residential properties to the west of the site and north west of the site, these are shown as separated from the western boundary and north western boundary of the application site by an area of Public Open Space. The proximity to the final built out scheme by Owl Homes to the western boundary should also be taken into account, particularly as this could be the first phase of the development from Peckleton Lane. A strip of public open space, including a walking/cycling route, is currently shown, and further landscaping details to this boundary will be required.

In light of the above, it is not considered that the development shall result in any significant adverse impacts to neighbouring residential as a result of overlooking, loss of privacy, loss of light, or any overbearing impacts.

Space Standards

To support the residential amenity of future occupiers of the scheme, one of the aims of Section 4 (New Residential Development) within The Good Design Guide is to ensure that new residential development exceeds the internal space standards, including bedroom space and in-built storage space standards, set by the Nationally Described Space Standards (NDSS) (2015).

Private Outdoor Amenity and Garden Sizes

To comply with the Good Design Guide, two-bedroom houses should also provide a minimum of 60sqm of private outdoor amenity space with a minimum length of 7m.

Refuse and Recycling Storage

No details in relation to the storage or collection of recycling and refuse bins has been provided within this pre-application enquiry. These details should be provided within any forthcoming full or hybrid planning application.

Hinckley & Bosworth Borough Council's recycling and refuse collection services are from the boundary to the adopted highway and do not travel along, nor collect from private roads or driveways. Please refer to the policies within the Wheeled Bin and Container Policy (updated March 2018).

If all, or part, of the new roads within the development are to be private (unadopted), then consideration will need to be given to the adequate and safe collection of domestic recycling, garden waste, and refuse at the adopted highway boundary (up to two bins per property at one time). The bin storage area for flats needs to be large enough to accommodate containers for both recycling and general waste and to allow room for the residents to use the containers correctly.

Summary

To summarise, it is not considered that the development shall result in any significant adverse impacts to neighbouring residential as a result of overlooking, loss of privacy, loss of light, or any overbearing impacts. However, proposed layout and house types should meet the minimum standards set out within the Good Design Guide or Nationally Described Space Standards. Details in relation to the storage and collection of recycling and refuse bins should also be provided within any forthcoming planning application.

Highway Safety and Vehicle Parking Standards

Key Policy Paragraph 115(b) of the NPPF states that planning decisions should ensure that developments provide safe and suitable access to the site for all users. In accordance with Paragraph 115(d) of the NPPF, any proposal should ensure that 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.

Ultimately, 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 in accordance with Paragraph 116 of the NPPF.

To support this, Policy DM17 of the SADMP states that development proposals need to demonstrate that there is not a significant adverse impact upon highway safety, and that the residual cumulative impacts of development on the transport network are not severe.

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 highway authority (currently this is the Leicestershire Highway Design Guide (LHDG)) (2024).

Highway Safety

Personal Injury Collision (PIC) data would need to be obtained and reviewed for an identified study area around the site, including all study junctions. This should cover the most recent five-year period. The Applicant can contact ndi@leics.gov.uk to obtain up to date PIC data from Leicestershire County Council (LCC).

Trip Generation and Distribution

Trip generation for the development will need to be considered by the Applicant. This could be undertaken by the use of the TRICS database. There have been several applications for residential development in Desford within the last few years. The Local Highway Authority (LHA) will compare the Applicant's proposed trip rates to the most recent developments as part of any future application. This would be for consistency and lower trip rates are unlikely to be accepted.

Given the scale and location of the proposed development, LHA would advise the use of PRTM to assess the impact of the development on the surrounding highway network as opposed to Census data. This is in line with the LHDG guidance, which advises the use of PRTM when a Transport

Assessment is required. This could, for example, provide trip distribution / assignment as well as having committed developments already taken into account within extracted flows. Therefore, the LHA would advise the applicant to contact ETCF@leics.gov.uk and liaise with the Highway Development Management Team to discuss the potential modelling requirements for the proposed development and timescales for obtaining the information. Further information on PRTM can be found at <https://www.leicestershire.gov.uk/roads-and-travel/road-maintenance/leicestershires-pan-regional-transport-model-prtm>.

Junction Capacity Assessments

The Applicant will need to consider the impact of the development traffic on surrounding key junctions. As a guide, junctions where approximately 30 or more two-way trips (e.g. 15 arrivals and 15 departures) will need consideration. The junctions which will require assessment would be informed by the PRTM exercise.

Notwithstanding the above and irrespective of the number of two-way trips, the LHA would advise an assessment of the B582 Leicester Lane/ B582 Desford Road/ A47 Hinckley Road signalised junction (Desford Crossroads).

The Applicant would need to ensure all traffic counts of study junctions have been undertaken within the last three years at the time the application is submitted.

- To enable traffic flow scenarios to be checked, the following is required: and
- Full traffic survey results as well as summary diagrams; and
- Peak hour and, if appropriate, PCU calculations; and
- Full explanation of all calculations; and
- Fully explained and evidenced details of committed development flows; and
- Full explanation of trip distribution / assignment and how the change in flows is built up; and
- Full explanation of the build-up of traffic flow scenarios.

For all 'Junctions' or 'Linsig' modelling, the following information will be required:

- Models should be validated against observed conditions; and
- Scale plans of junction geometries used for model input should be provided for review; and
- Full model outputs in PDF format; and
- Actual model files.

Off-Site Implications

It should be noted that improvements at the Desford Crossroads have been identified as a priority scheme for Leicestershire County Council. The junction operation is such that even a low level of trips can significantly impact the flow of traffic. It would therefore be advisable to undertake LINSIG modelling of this junction to provide a full assessment of the impact of the development on the junction, regardless of whether 30 or more two-way trips pass through the junction. A number of developments in Desford have been required to contribute towards an improvement scheme at this junction.

Site Access

The LHA will require the Applicant to submit an independent Stage 1 Road Safety Audit of the site accesses proposals and any off-site works, along with a Designer's Response to any problems raised with a revised drawing (if necessary) taking on board any changes to the design.

Internal Layout

The internal layout of the development would need to be designed fully in accordance with the LHDG in order for it to be considered for adoption.

The acceptability of the internal road layout of the development is also subject to a Section 38 Agreement in accordance with the Highways Act 1980.

Vehicle Parking Standards

Key Policy Paragraph 115(c) of the NPPF confirms that 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.

The BfHLA promotes a range of parking solutions and highlights that developments should not over rely on integral garages with frontage driveways, tandem parking arrangements, parking courtyards or on-street parking.

Guidance Point M3 of the National Design Guide confirms that well-designed parking is attractive, well-landscaped and sensitively integrated into the built form so that it does not dominate the development or the street scene. It incorporates green infrastructure, including trees, to soften the visual impact of cars, help improve air quality and contribute to biodiversity. Its arrangement and positioning relative to buildings limit its impacts, whilst ensuring it is secure and overlooked.

Policy DM18 of the SADMP requires developments to demonstrate an adequate level of off-street parking provision. Any reduction below minimum standards will require robust justification.

Policy H7(b) of the DNP states that adequate off-road parking should be provided as a minimum of two car parking spaces for dwellings of three bedrooms or less, and three spaces for dwellings of four bedrooms or more.

Table 28 (Residential Parking Standards) of the LHDG requires dwellings with up to three bedrooms should provide a minimum of two off-street parking spaces. This increases to a minimum of three off-street parking spaces for properties with four or more bedrooms.

The guidance in Table 28 of the LHDG does not apply to communal parking courts as experience has shown that many residents make little or no use of rear parking courts. Where communal parking courts are proposed, the LHA will be likely to resist a lower level of parking provision in-curtilage on the site.

The LHDG confirms that visitor parking is required for residential developments of more than 10 dwellings on a basis of 0.25 spaces per dwelling. In housing developments, this should be provided via suitable on-street parking provision. In apartment developments, visitor parking should be provided by additional spaces within the allocated parking area.

The LHDG recommends that tandem parking layouts be avoided where possible. If more than two parking spaces are proposed in a tandem arrangement, only the first two will be counted towards the required minimum parking standards.

Figure 44 (Dimensions) of the LHDG requires minimum parking sizes to be 2.4m in width by 5.5m in depth, and an additional 0.5m in width is required the parking space is bounded by a wall, fence, hedge, line of trees or other similar obstructions on one side. This width increases to 1m if the parking space is bounded on both sides. Tandem parking spaces should be provided with a depth of 6m per space (i.e., a depth of 12m is required for two tandem parking spaces.)

The LHDG states that garages will not normally be counted as a parking space for the purpose of calculating parking provision for:

- The garage meets the minimum dimensions
- Planning conditions are imposed to control the use of the garage; or
- Restrictions are placed on converting the garage to a room that can be lived in.

In accordance with the LHDG single bay garages should have a minimum internal dimension of 3m in width by 6m in depth, with a minimum door width for 2.3m. This increases to 6m in width with a minimum door width of 4.2m for double garages.

Any forthcoming planning application must ensure that the quantum and dimensions of the proposed parking provision for the development meets the requirements of the LHDG. This should also provide sufficient details of cycle storage.

Section 106 Contributions and Travel Sustainability

A Residential Travel Plan would need to be submitted in support of the proposals. The LHA would require a Travel Plan Monitoring fee (currently £6,000) as part of any future Section 106 agreement.

As well as a contribution towards the highway improvements at Desford Crossroads and any other junctions identified following PRTM modelling, and the Travel Plan Monitoring Fee, at this stage the LHA advise it would usually require one Travel Pack per dwelling (currently at a cost of £52.85 each), along with two x six-month bus passes (current cost of £510 per pass for an Arriva service) per dwelling and potentially improvements to the nearest two bus stops such as raised kerbs, timetable cases etc.

Summary

To summarise, the proposed site access and layout of the development should be amended within any forthcoming planning application in accordance with the Leicestershire Highway Design Guide, the Building for a Healthy Life Assessment, and the National Design Guide.

The proposal should utilise a variety of parking solutions that are mixed throughout the site to promote good design. The proposed parking provision should accord with the quantum and dimensions detailed within the Leicestershire Highway Design Guide and should be sensitively integrated into the built form so that it does not dominate the development or the street scene. Details of cycle storage should also be included within any forthcoming planning application.

The applicant is encouraged to liaise with the LHA at the earliest opportunity to scope the required modelling to inform the Transport Assessment. The applicant should note that PRTM modelling will take some time and will be required to be completed to inform off site junction improvements prior to submission of the application. Liaison with the LHA with regards to the two accesses, and the need for an RSA, would also be encouraged to minimise time once any application is submitted.

Infrastructure and Development Contributions

Policy DM3 of the adopted SADMP requires development to contribute towards the provision and maintenance of necessary infrastructure to mitigate the impact of additional development on community services and facilities.

Policy 14 of the adopted Core Strategy requires developments to support accessibility within rural areas by:

- Supporting the delivery of a viable, high quality public transport network between the Key Rural Centres and their nearest urban centre and between the Rural Villages and their nearest Key Rural Centre or urban centre.
- Supporting the provision of accessible transport services for mobility impaired and rurally isolated residents.
- Delivering safe cycle paths as detailed in the Hinckley & Bosworth Council's Rural Parishes Cycling Network Plan. This will deliver safe routes to school, to residential and employment areas, Key Rural Centres/urban areas, community, and leisure facilities and into the countryside.

Developers will be required to contribute towards these initiatives through developer contributions and/or land where they meet the tests set out in National Guidance. New development that would prejudice their implementation will not be permitted.

Affordable Housing

Key Policy Paragraph 66 of the NPPF confirms that where major development involving the provision of housing is proposed, planning policies and decisions should expect that the mix of affordable housing required meets identified local needs, across Social Rent, other affordable housing for rent and affordable home ownership tenures.

Footnote 31 of the NPPF highlights that the requirement to deliver a minimum of 25% of affordable housing as First Homes no longer applies. Delivery of First Homes can, however, continue where local planning authorities judge that they meet local need.

Policy 15 of the adopted Core Strategy states that developments that provide four dwellings or more in rural areas, including Desford, should allocate 40% of its units towards affordable housing.

Policy H4 of the DNP states that at least 40% of all new housing developments of 10 units or more should be affordable housing.

The Building for a Healthy Life Assessment (BfHLA) confirms that developments should be designed where it is difficult to determine the tenure of properties through architectural, landscape, or other differences. A range of housing typologies should also be supported by local housing needs and policies to help create a broad-based community and the affordable housing units should be distributed across the development.

The Council's Affordable Housing Officer has confirmed that this in accordance National Planning Policy, and 200 affordable housing properties should be provided with the tenure mix as set out in their response above.

This provision towards affordable housing is given significant weight in the planning balance.

Given recent issues with large scale developments struggling to secure a Registered Provider to take on the affordable homes it will be expected that should an application be submitted, progress can be demonstrated with regard to an RP and that Planning Committee would expect the RP to be secured, or at least close to secured, prior to any planning application being approved.

As this site is in the rural area, a cascade should be included in the Section 106 agreement for the rented properties to require a connection firstly to people with a local connection to Desford and secondly to the Borough, as set out in the Council's Housing Allocations Policy.

Infrastructure Contributions

The following infrastructure contributions have been requested by the County Council, and the Council's Section 106 Monitoring and Compliance Officer.

- Healthcare (£484,000.00)
- Libraries (Desford Library) (£ awaited)
- Off-Site Outdoor Sports Contributions (£173,760)
- Off-Site Outdoor Sports Maintenance (£82,560)
- On-Site Public Open Space Contributions (£327,474)
- On-Site Public Open Space Maintenance (£690,800)
- Primary Education (Desford Community Primary School) (£ awaited, however expansion of the existing school to be preferred over provision of a new school)
- Six-Month Bus Passes (two per dwelling at £510 per pass) (up to £510,000.00 - dependant on take up by future residents)
- Travel Packs (£52.85 per pack) (£26,425 – dependant on take up)
- Travel Plan Monitoring Fee (£6,000.00)
- Waste (Whetstone Household Waste and Recycling Centre) (£ awaited)

Leicestershire County Council has not responded with regards to planning contributions to support education, libraries or waste. For education, this is likely to be required in the form of a financial payment, to provide funding for expansion of the existing primary school, rather than a request for both land and a financial contribution towards a new school. Talks with LCC Education on this point have taken place and this was their clear preference, with space available to expand the existing school.

For the ICB, whilst they have responded and provided an indicative financial contribution figure, as the primary school as shown is not considered to be required, I would suggest that instead a new

medical centre is provided, as a significant upgrade on the existing GP practice within Desford. This would be considered as a significant benefit to the scheme.

I recommend that you discuss this with both the ICB and the existing Desford GP practice. The ICB can be contacted through:

- Kelly Contina - kelly.contina1@nhs.net
- Louise Robinson - louise.robinson68@nhs.net

They will be able to liaise with the GP practice to discuss further.

The Community Infrastructure Levy (Amendment) (England) (No.2) Regulations 2019 allow for a sum to be paid in respect of the cost of monitoring planning obligations. In this respect the county council charges £300.00 or 0.5% depending upon which is the greatest for each planning obligation.

Public Open Space (POS)

Policy 8 of the adopted Core Strategy asserts that the Council will address the existing deficiencies, quantity and accessibility of green space and play provision within Desford. New green space and play provision will be provided where necessary to meet the standards set out in Policy 19 of the adopted Core Strategy.

Policy 19 of the Core Strategy identifies standards for play and open space within the Borough. Developments should accord with this Policy and provide acceptable open space within the development, or if that is not possible contribute towards the provision and maintenance of open space off site. The Open Space and Recreation Study 2016 updates these standards and identifies the costs for off-site and on-site contributions. Please note that this Study is currently being updated to inform the new Local Plan evidence base, therefore these are subject to change on the publishing of the new Study.

The following on-site public open space provisions are therefore required:

On-Site Public Open Space (POS) Provision Requirements			
POS Type	Equipped Children's Play Space (ECPS)	Casual / Informal Space (C/I S)	Accessible Natural Green Space (ANGS)
Provision per Dwelling (2.4 People per Dwelling)	3.6	16.8	40
No. of Dwellings	500	500	500
Sqm to Provided	1,800	8,400	20,000
On-Site Provision per sqm	£181.93	£4.44	£4.09
Provision Contribution	£327,474	N/A	N/A.
Maintenance Contribution per sqm (Based on 20 Years)	£175.60	£10.80	£14.20
Maintenance Contribution	£316,080	£90,720	£284,000
POS Provision Total:	£327,474		
POS Maintenance Total:	£690,800		

An off-site contribution of £173,760 (£9.05 per sqm) and a maintenance contribution of £82,560 (£4.30 per sqm) towards 19,200sqm (38.4sqm per dwelling) of outdoor sports provision should also be provided within an agreed Section 106 Agreement.

For clarity, Casual/ Informal Space relates to informal recreational spaces such as greens and pocket parks whereas Accessible Natural Green Space refers to publicly accessible woodlands, urban forestry, and/or grasslands.

For the outdoor sport provision, rather than an off site financial contribution (as above), this would be preferred to be on site, in place of the site shown as school provision on the illustrative Masterplan. As set out above, a new school site is not likely to be required through this development, and as such on site sport provision would be preferred.

This would attract a benefit to the application, over and above a financial contribution, and also assist in meeting local deficits of sport provision.

I suggest that as part of any application you contact the FA and local football club providers, as well as the Council's sport and leisure team, to discuss this further. I believe the most suitable person to speak with is Graham Chilvers (HBBC), as he has been liaising with both Desford FC and the FA, and has a good understanding of broader community needs. He can provide valuable insight from a community perspective.

For matters specifically related to Desford FC, the best contact is Simon Goodman, the Club Chair. Graham has already been in discussions with him regarding pitch provision.

Regarding the FA, I recommend you speak with Shaun Waite. He is involved in our Playing Pitch Strategy (PPS) and has extensive knowledge of the needs of various clubs.

Name	Position	Organisation	Contact
-------------	-----------------	---------------------	----------------

Graham Chilvers	Health and Recreation Manager	HBBC	Graham.Chilvers@hinckley-bosworth.gov.uk
Simon Goodman	Chairman	Desford FC	online contact form 07849628088
Shaun Waite	Head of Football and Football Facilities	Leicestershire FA	Shaun.Waite@leicestershirefa.com

The key findings from the Planning Pitch Strategy **Assessment Report** are:

Desford & Caterpillar FC – Grass Pitch Provision (Central Sub-Area)

Desford & Caterpillar FC is based in the Central Analysis Area, they used to play on the pitches at Caterpillar but they have been stopped from using these pitches and so are now playing elsewhere without a permanent base. The Football Team currently uses the 3G pitch at Bosworth Academy for training and some match play. However, they report inadequate ancillary facilities, specifically the lack of a pavilion with changing rooms and toilets, which limits their ability to progress the senior men's section. At the Kirkby Road Recreation Ground, there are two full-size well-draining grass pitches and on-site changing facilities, which are highly valued by clubs, including Desford FC—but allocations are already at full capacity.

The Assessment identifies a quantified shortfall in grass pitches across adult and youth use within the Central (which includes Desford) Analysis Area:

- Central adult grass pitches currently have ~2.5 match equivalent sessions (MES) of unused capacity, projected to shrink to 1 MES per week by 2041.
- Youth 11v11 grass pitches already show a shortfall of 4 MES, increasing to 6 MES with future demand.
- Youth 9v9 provision currently has spare capacity, but this falls to a shortfall of 0.5 MES per week by 2041.

In short, the Central Analysis Area does have some adult grass-pitch capacity, but it's diminishing with rising participation. Youth grass-pitch provision is notably insufficient, particularly for 11v11 formats, where unmet demand is already evident.

In addition to the quantitative shortfall identified in the Assessment the relevant key recommendations from the **Action Plan** are:

Loss of grass pitches at Caterpillar Pitches

As noted in the Assessment Report, from the 2023/24 season, Caterpillar Pitches is no longer allowing community use. The site has one adult, one youth 9v9, one mini 7v7 and one mini 5v5 pitch which are all poor quality. The impact the loss of grass pitches at Caterpillar Pitches would increase the shortfalls on youth 9v9 pitches, whilst spare capacity would remain on adult and mini pitches, albeit at a reduced level. This is shown in the table below.

Pitch type	Current capacity	Potential capacity with access removed from Caterpillar pitches
Adult	4	3
Youth 11v11	12	12
Youth 9v9	1.5	2.5
Mini 7v7	5	4
Mini 5v5	9.5	8.5

The document recommends for the Central Area (which includes Desford) that priorities include: any new pitch installations should be accompanied by suitable ancillary infrastructure—e.g. lighting, toilets and changing provision—to maximise usability and community benefit.

In terms of timings of actions in the short term (1–2 yrs) priorities including protecting tenure and improving overplayed surfaces; medium-term (3–5 yrs) focusing on infrastructure investment; longer-term (beyond 5 yrs) contingency planning for securing developer funding and expanding capacity aligned with population growth. The proposed development within Desford would meet this longer term action of expanding capacity to meet population growth but also the immediate issue in relation to the loss of pitches at Caterpillar.

Summary of Central Analysis Area Grass pitch recommendations: Grass pitches are overplayed impacting on quality of pitch and accessibility. There is a particular shortfall in youth provision, in particular 11v11 shortages. There is a lack of infrastructure and there is a need to improve ancillary facilities at new pitches. Ensure full ancillary provision accompanies new pitch delivery.

All the above contributions are considered to meet the tests for planning obligations and should therefore form part of the Section 106 legal agreement to be formulated should the application be approved. Therefore, subject to the above contributions, the development is considered to comply with Policy DM3 of the SADMP, and Policy 19 of the Core Strategy.

Conclusion

In conclusion, the Council can not demonstrate a Five-Year Housing Land Supply. In light of this, and due to the age of relevant housing policies within the adopted Core Strategy, the ‘tilted’ balance in Paragraph 11(d) of the NPPF is triggered in accordance with Footnote 8 and Paragraph 11 of the NPPF.

For decision-taking, Paragraph 11(d)(ii) of the NPPF requires planning permission to be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

Given the above, the contribution of 500 dwellings towards the delivery of Council’s five-year supply of land for housing is considered to attract significant weight in the planning balance. In addition, the policy-compliant provision of 200 affordable housing properties is considered to attract significant weight in the planning balance.

The social and economic benefits associated with the construction of 500 dwellings are also considered to attract moderate weight in the planning balance. It is not considered that the development shall result in any significant adverse impacts to neighbouring residential as a result of overlooking, loss of privacy, loss of light, or any overbearing impacts, but this attracts neutral weight in the planning balance.

These benefits can be further enhanced through provision of on site sports provision, to help meet locally identified needs, and through provision of an enhanced medical facility, to replace the existing GP practice. Provision of both of these in any proposal is likely to attract support for any application from relevant parties.

However, the proposal represents new residential development within the countryside and may cause significant harm to the character of the area. It is recommended that a Landscape and Visual Impact Assessment supports any forthcoming planning application to appropriately assess the impact of the development.

The proposed site accesses and layout of the development should be in accordance with the Leicestershire Highway Design Guide, the Building for a Healthy Life Assessment, and the National Design Guide. Prior to any application a process of highway modelling, through the PRTM, should be undertaken to inform the Transport Assessment. This is a lengthy process, and the Borough Council is happy to be involved as necessary.

The provision of a link road, linking Peckleton Lane and Leicester Lane, needs to be phased carefully, to ensure that benefits from this are realised as early as possible in the development. It is hoped and expected that such a link road will provide relief to the existing Peckleton Lane/Kirkby Lane junction within Desford. Any benefits here should form a key message in submitting any application together with the sports pitch provision and medical centre provision.

Separately, Planning Committee are very likely to welcome sustainability measures for the proposed dwellings. Whilst electric car charging provision now forms part of the building regulations, anything provided as an enhancement, for example solar panels and/or heat pumps to dwellings, will be supported.

Ultimately, the detrimental impacts of the development must be weighed against the potential benefits of the scheme in the planning balance in accordance with Paragraph 11(d) of the NPPF. Should the site remain in the Local Plan process, to Reg 19 in Spring 2026 and then submission in late 2026, this will only gain weight through the process.

Documents and Fees Required Supporting a Planning Application

Based on the details of the pre-application request, the following information should be submitted when seeking householder planning permission:

- Outline/Hybrid/Full Application Form
- Ownership Certificates/Notices
- Planning Application Fee (£ dependant on type of application submitted)
- Site Location Plan
- Topographical Survey
- Planning Statement

- Design and Access Statement
- Existing and Proposed Site Plan
- Existing and Proposed Floor Plans (if hybrid or full)
- Existing and Proposed Elevations (if hybrid or full)
- Biodiversity Net Gain Assessment (and Metric in an Excel Format)
- Flood Risk Assessment and Drainage Strategy
- Transport Assessment and Junction Capacity Assessments
- Land Contamination Investigation and Mitigation
- Landscape and Visual Impact Assessment (LVIA)
- Noise Impact Assessment and Mitigation
- Personal Injury Collision (PIC) Data Analysis
- Preliminary Ecological Appraisal (PEA) with updated surveys as necessary together with Landscape & Ecology Management Plan and Biodiversity Construction and Ecological Management Plan
- Public Open Space Plan plan
- Stage 1 Road Safety Audit to inform detailed access plans
- Swept Path Analysis of Access and Internal Layout
- Transport Statement and Travel Plan
- Archaeology desk based assessment together with further work as recommended by the DBA
- Sustainability Statement
- Minerals Assessment

It is a requirement that all plans/elevations are drawn to a recognised scale and labelled accordingly. For further details in regard to the validation requirements for full planning permission and listed building consent submissions, a list of national and local requirements can be found under the 'Planning' pages on the Council's website.

I trust that this information is of use to you. If you have any queries on the above points, please do not hesitate to contact me.

Yours faithfully



Christopher Brown MRTPI
Assistant Director of Planning and Regeneration

The above comments are initial informal officer views only and are made without prejudice to any decision the local planning authority may make in respect of a subsequent application and are given without the opportunity to consider all the relevant issues that may arise from consultation or may be expressed by local residents and other interested parties. This letter does not constitute a decision under the Town and Country Planning Act 1990 (as amended) or other relevant legislation.

Where your proposed work requires additional consent under the Building Regulations, Hinckley and Bosworth Borough Council's Building Control Service are able to provide a quotation and advice. The Building Control Service can be contacted at building.control@blaby.gov.uk or call 0116 272 7533 to arrange a quote.

APPENDIX C

LCC Pre-Application Response

PRE-APPLICATION DETAILS:

District Reference Number:

Highway Reference Number: 2023/5258/04/P/HEN

Location: Land South of Desford, access via Peckleton Lane, Desford

Proposal:

Enquiry. Proposed access

GENERAL DETAILS

Planning Case Officer:

Applicant: Josh Norris

Parish: Desford

Road Classification: Class B

Please note that the contents of this report including any attachments are offered as my officer opinion and will not prejudice any future decision the Highway Authority may make in relation to this matter.

The following comments are based on a desktop exercise; no site visit is undertaken for pre-application advice.

Leicestershire County Council, in its role as Local Highway Authority (LHA) is in receipt of a pre-application advice request for a site access for a proposed residential scheme of up to 5050 dwellings situated at Land South of Desford, with access proposed via Peckleton Lane. This pre-application response is based on a high level review of the following relevant documents which form this pre-application request:

- Correspondence from the applicant received 10 November 2023;
- Plan titled 'Site Location' (Plan reference number 327523 - Figure 1); and,
- Drawing titled 'PECKLETON LANE SITE ACCESS' (Drawing number J32-7523-PS-002).

The LHA notes that the proposed development is not currently identified for allocation within the draft Hinckley and Bosworth Local Plan 2020 - 2029. The LHA notes from the correspondence received that *'it is intended that the site will be promoted for a residential-led allocation through the emerging Hinckley and Bosworth Local Plan (HBLP).'* Within the correspondence the applicant requests comments on the proposed access junction and pedestrian connectivity. The LHA provides comments on this (and provides comments on other matters for information) below.

Site Access

A single point of access is proposed in the form of a simple priority junction as indicated on the submitted site access drawing. The site is proposed to be accessed via Peckleton Lane, which is an adopted C-Classified Road subject to a 30 MPH speed limit and a 7.5 tonne weight restriction.

Vehicular visibility splays of 2.4 metres x 98.4 metres are indicated on the submitted site access drawing which are stated to be based upon 39.3 MPH recorded 85th percentile speeds. The LHA would require provision of the speed surveys (including raw data) in order to establish the required vehicular visibility splays in accordance with Part 3, Table DG4 of the Leicestershire Highway Design Guide (LHDG, available at <https://resources.leicestershire.gov.uk/lhdg>). Furthermore, vehicular visibility splays should be indicated in accordance with Part 3, Figure DG2a of the LHDG. The applicant is advised that a permit is required to carry out any traffic count / speed survey on the public highway within Leicestershire. A permit can be obtained by contacting the LHA's Network Data Intelligence (NDI) team at ndi@leics.gov.uk. Alternatively, Leicestershire County Council offer a data collection service including a large traffic count database. For details of the services available please contact ndi@leics.gov.uk.

Notwithstanding the above, the LHA notes that the correspondence makes reference to Part 3, Table DG1 'Major Residential Access Road' requirements within the LHDG. As identified by the applicant and stated within the LHDG, the LHA does not normally accept more than 400 dwellings from a single point of access. Therefore, the LHA advises the applicant that two points of access would typically be required. Furthermore, the access as currently presented would likely present delays to Peckleton Lane traffic stemming from the introduction of turning movements onto the network associated with a c. 550 dwelling development routing through a single point of access. Therefore, the LHA advises the applicant that it would be likely to seek to resist the single point of access as currently presented.

The applicant would be required to provide an options appraisal for the access strategy and options available. The LHA advises that the site access proposals should be informed by traffic surveys and both a scoped and agreed Junction Capacity Assessment and Highway Safety assessment. In accordance with Part 7, Appendix D of the LHDG, a Stage 1 Road Safety Audit and satisfactory Designer's Response would be required in support of the site access proposals.

The LHA note that the red line boundary, as indicated on Plan titled 'Site Location' (Plan reference number 327523 - Figure 1) extends to Leicester Lane to the east. Leicester Lane is an adopted B-Classified Road subject to a 40 MPH speed limit. In noting the LHA has advised against the single point of access as currently proposed (as covered above) the LHA advises the applicant early in the process that an access taken from Leicester Lane may be contrary to Policy IN5 : Our Access to the road network policy (Part 1 of the LHDG). The relevant part of this policy states:

'We will normally apply restrictions on new accesses for vehicles and the increased use of existing accesses on:

- Roads with a speed limit above 40 mph (that is 50mph, 60mph or 70mph) or where measured vehicle speeds are in excess of 40mph;*
- Roads with a speed limit of 40mph or less which are essentially rural in nature;*
- Routes where the access would affect bus-corridor or bus-priority measures being put in place;*
- Roads that are at or near capacity (cannot carry more traffic); and*
- Roads where there is an existing problem with road safety.'*

The LHA concludes (with regards to the site access) that the applicant would be required to provide an options appraisal for the access strategy and options available. In noting the site red line boundary, LHA requirements with regards to multiple points of access and Policy IN5 (in relation to the eastern site frontage along Leicester Lane) the applicant is advised to consider the suitability of roundabout accesses at each site frontage as a part of the required access strategy

options appraisal.

Internal Layout

The internal highway network would be required to be designed and constructed to an adoptable standard. Parking provision should be on the basis of two spaces for a dwelling of up to three beds and three spaces for a dwelling with four or more. For a garage to be classed as a parking space by the County Highway Authority, internal dimensions should measure 3 x 6 metres for a single garage and 6 x 6 metres for a double. 1 x 1 metre pedestrian visibility splays should also be provided at the junction of each private access drive where they adjoin a footway and drainage should be provided on all private access drives to prevent surface water from flowing into the highway. Further details with regards to the above can be found within Part 3 of the interim LHDG.

Highway Safety

The Applicant is advised to contact the Leicestershire County Council Network Data and Intelligence team (NDI) in order to obtain PIC data for the latest 5 year period for highway network local to the site within the Leicestershire Local Road Network, as this would be required to be submitted in support of an application. They can be contacted via email on NDI@leics.gov.uk or via customer services on 0116 305 0001. A review of the PIC record within an agreed Area of Influence (AOI) resulting from an agreed highway impact assessment would be required in support of the Transport Assessment, Highway Impact Assessment and in support of the site access proposals.

Transport Assessment

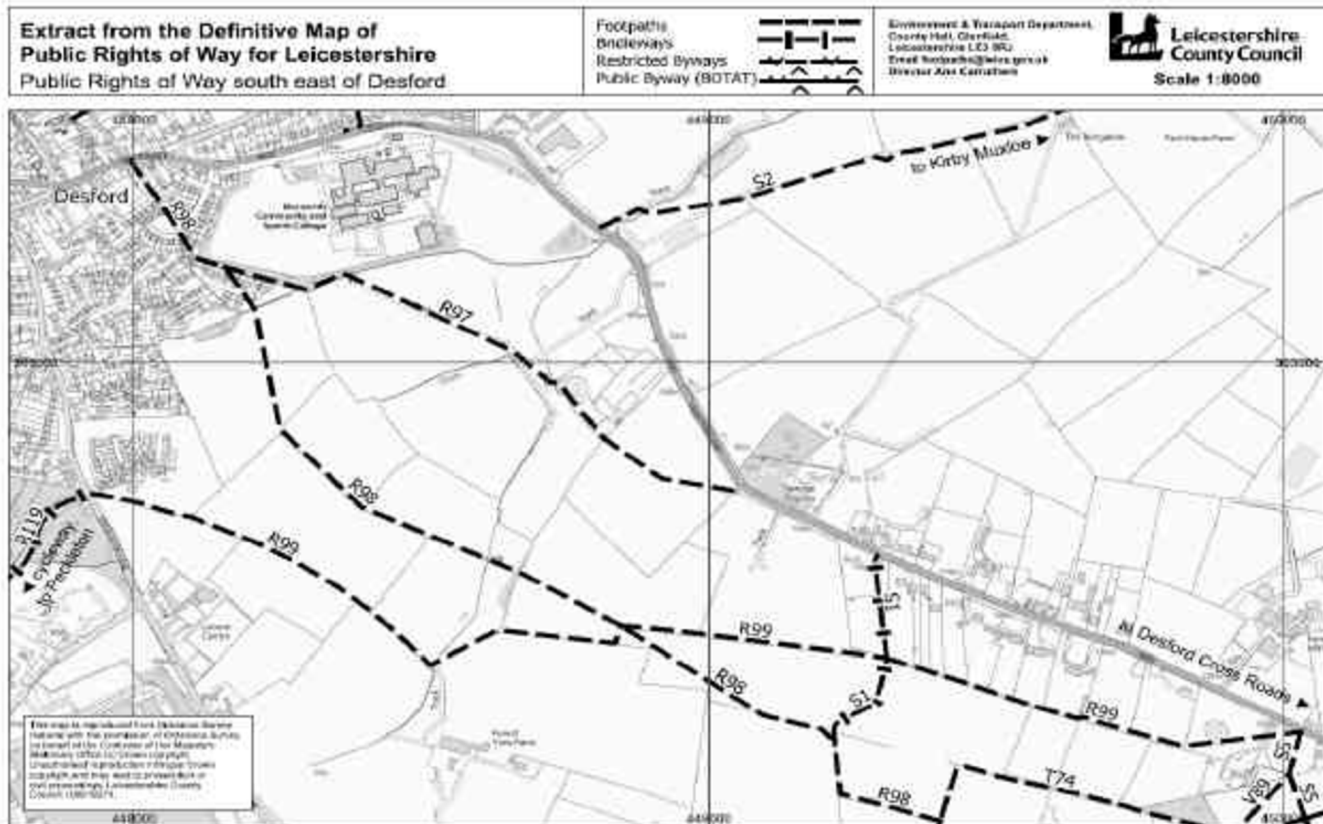
In accordance with Part 2, Table PDP1 of the LHDG a Transport Assessment (TA) would be required in support of an application. Further information relating to the requirements of a TA can be found in Appendix C of Part 7 of the LHDG.

The LHA would require the application of the Pan Regional Transport Model (PRTM) in order to assess the impact of development. The LHA would welcome involvement in this process and to agree and sign off relevant assumptions (such as vehicle trip generation, any phased testing, committed development, highway infrastructure assumptions etc.) prior to the forecast modelling being undertaken. The LHA would welcome input and to agree the model pro-forma before the applicant submits it to the ETCF Framework, this may best be undertaken through a pre-inception meeting. Please contact the Framework Team on etcf@leics.gov.uk for more information on the PRTM process.

Transport Sustainability/Public Rights of Way

In accordance with Part 2, Table PDP1 of the LHDG, a Travel Plan (TP) would be required in support of an application. The LHA refers the applicant to Leicestershire County Council guidance on Travel Plans, which can be found at <https://www.choosehowyoumove.co.uk/wp-content/uploads/2019/12/writing-a-successful-travel-plan.pdf>.

Public Rights of Way (PROWs) Footpaths R97, R98 and R99 run through the proposed development. Please find overleaf an extract based upon the definitive map of rights of way for Leicestershire for information:



The LHA advise the applicant that a scheme for the treatment and improvement of the PROWs within the application boundary and in the local vicinity would be required in support of an application.

As the above Definitive Map extract shows Public Footpath R98 (to Forest Rise) offers the shortest route from the centre of the site to the nearest bus stops and to the Bosworth Academy secondary school. Also via PROW R98 to the nearest cluster of shops is a similar distance to via the footway of Peckleton Lane - but much more is off-road or on residential side streets with less traffic. Consideration should be given towards providing pedestrian connectivity towards bus stops in the local vicinity. The LHA advises the applicant to note Part 1, Paragraph 1.39 of the LHDG which states that:

'In more rural areas i.e. those outside the PUA and SRC the following will apply:

- *Minimum of hourly bus service to SRC within 800m (10min) walk*
- *PUA / SRC within 5km*
- *800m (10min) walk to village centre offering access to key services for example education facilities, local convenience shop/Post Office, public house, community facilities, health services, employment areas'*

Correspondence from the applicant notes that there is currently no footway on Leicester Lane at the east end of the site. Whilst correct, the LHA would raise that there is a footway on Leicester Lane from the junction with PROW Footpath R97 eastwards which provides pedestrian connectivity to businesses in and around Desford Hall and at Desford Crossroads - which is also the nearest stopping point of buses serving Earl Shilton and Hinckley.

For historical reasons PROW Footpath S2 exits onto Leicester Lane but the only connection to the built-up area of Desford is via the verge of the busy Leicester Lane where it is outside the village

30mph speed limits. However, the start of PROW Footpath S2 is less than 30 metres from the northeast corner of this proposed residential development. The LHA raises with the applicant that Paragraph 100 of the National Planning Policy Framework (NPPF) states the following:

Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails

The PROW network in the local vicinity could be improved by including within the development a new public footpath between Footpaths R97 and S2 (which could be a grass-surface route beside the boundary hedge). If the scheme also provides minor improvements on Leicester Lane verges to make a safe link and crossing, this would allow pedestrians from the development site (and from the wider village) to make much better use of Footpath S2.

In noting the applicants pedestrian connectivity proposals (a footway link to the new footway associated with adjacent approved application 18/01252/OUT only) the LHA advises that the acceptability of such proposal would be dependant on the wider pedestrian, cycling and public transport connectivity proposed in connection with required appropriate treatment/improvements to the existing PROWs within the proposed development/local vicinity as well as in noting the requirement for an access strategy to be submitted (as covered above). The LHA advises that it is unlikely to accept the pedestrian connectivity proposal as currently presented.

Other Matters

The LHA also requests that the Applicant notes the following transport related application requirements at this stage. The TA and TP should set out the type of planning application and also detail the location of the site and its boundary on a scaled location plan.

To enable any traffic flow scenarios to be checked, the following would be required:

- Full traffic survey results as well as summary diagrams;
- Peak hour and, if appropriate, PCU calculations;
- Full explanation of all calculations;
- Fully explained and evidenced details of committed development flows;
- Full explanation of trip distribution and assignment and how the change in flows is built up; and
- Full explanation of the build-up of traffic flow scenarios.
- For all 'Junctions' or 'Linsig' modelling, the following information will be required:
- Models should be validated against observed conditions;
- Scale plans of junction geometries used for model input should be provided for review;
- Details of any signal specifications used;
- Full model outputs in PDF format; and
- Actual model files.

For any site access or other proposals on the highway, the following will be required:

- A Stage 1 Road Safety Audit and satisfactory Designer's Response;
- Scale design drawings in both AutoCAD and PDF format;
- Details of design methodology (E.g. explanation of standards applied, choice of junction type);
- Recorded free-flow design speeds will need to be demonstrated to define the SSD/visibility splay requirements;
- Pedestrian crossing assessments if appropriate;

- Any other models or supporting calculations; and
- It would be beneficial if the boundaries of the land under the control of the applicant and the extent of publicly adopted highway were shown on any site access drawing. HRE@leic.gov.uk can be approached to provide such highway boundary information.

Enquiries for traffic data, PIC data or to progress enquiries over the use of PRTM can be made to the Network Data and Intelligence team, at ndi@leics.gov.uk.

Date Received
9 November 2023

Case Officer
Perry Miller

Reviewer
SD

Date issued
20 December 2023

Subject: RE: Application 2026/7513/04/P/HEN
Date: Monday, 1 June 2026 at 10:30:52 British Summer Time
From: [REDACTED]

Attachments: image002.png, image003.png, image004.png, image005.png, image006.png, image007.png, image008.gif, image009.png

Hi Both,

Thanks for providing the information below, I consider the trip rates, subsequent trip generation and assumptions to be reasonable to be used for the modelling assessment.

Kind Regards,

[REDACTED]
[REDACTED]
Highway Development Management
Leicestershire County Council

Please note that the contents of this email including any attachments are offered as my officer opinion and will not prejudice any future decision the Highway Authority may make in relation to this matter.

[REDACTED]
[REDACTED]
Subject: Re: Application 2026/7513/04/P/HEN

Hi [REDACTED]

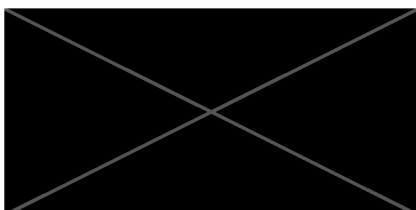
Hope you're keeping well.

Further to [REDACTED] email, please can you confirm that you are happy with the trip generation below for the GP Surgery / Local Centre. We have made robust assumptions in terms of the provision of floor area in order to provide an element of contingency in the modelling envelope.

I would be grateful if you could please confirm you are happy with the trip rates etc, only we are keen to commission your modelling team to start work on the PRTM at the earliest opportunity.

Many thanks in advance and I look forward to hearing from you.

Kind Regards,



www.modetransport.co.uk

mode transport planning

Griffin House, 18-19 Ludgate Hill, Birmingham, B3 1DW



be green, keep it on the screen!

Subject: Re: Application 2026/7513/04/P/HEN

Hi 

Hope you are keeping well.

Please find below breakdown of the additional land uses on site, with all TRICS outputs attached for your reference:

GP Surgery

- Upper limit of 1000sqm GFA

AM Peak (0800-0900)			PM Peak (1700-1800)			
	Arr	Dep	Total	Arr	Dep	Total
Vehicle Trip Rate (per 100sqm)	5.020	2.567	7.587	2.522	3.498	6.020
Trip Generation (1000sqm)	50	26	76	25	35	60

As a proportion of the trips to/from the surgery will be derived from the development itself (c.1500 of c.7500 patients / 20%), we have assumed that only 80% of trips will be external to the development.

We have then applied a further 20% reduction for pass-by trips, encompassing trips already present on the road network that would divert from their existing route to assess the GP Surgery.

Resulting in the following vehicle trip generation for new trips onto the highway network:

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arr	Dep	Total	Arr	Dep	Total
External Trip Generation	32	16	49	16	22	39

E Use Class

- Upper limit of 500sqm GFA
- Assuming worse case convenience retail

AM Peak (0800-0900)			PM Peak (1700-1800)			
	Arr	Dep	Total	Arr	Dep	Total
Trip rate	6.339	5.664	12.003	7.215	8.294	15.509
Vehicle Trips	32	28	60	36	41	78

We have made the following assumptions with regards to pass-by and diverted trips:

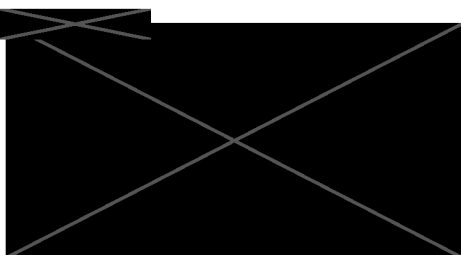
Linked Trip	30%
Primary (New)	30%
Transferred (Diverted)	20%
Primary (Pass-by)	20%

Resulting in the following vehicle trip generation for new trips onto the highway network:

AM Peak (0800-0900)			PM Peak (1700-1800)			
	Arr	Dep	Total	Arr	Dep	Total
New Trips	10	8	18	11	12	23

Please let me know if you are happy with the above, or if have any further questions or concerns.

Kind regards,



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mode transport planning

Griffin House, 18-19 Ludgate Hill, Birmingham, B3 1DW

Subject: RE: Application 2026/7513/04/P/HEN

Hi

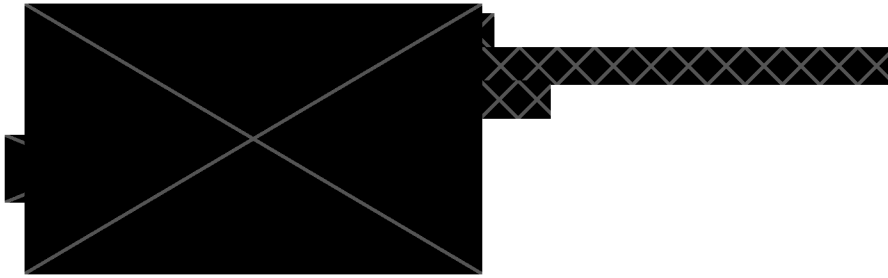
I have reviewed the pro-forma and the only comment I have is do you have any further details of the local community building such as scale, intended use (I note it says potential for healthcare) etc. Reason being is it could attract trips from the nearby villages. We would therefore require it to be assessed as part of the modelling assessment, appreciate there will be some level of pass by trips etc.

Thanks,



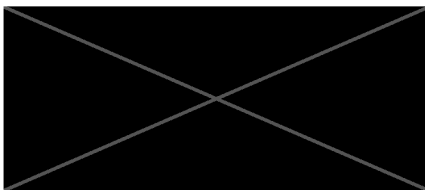
Fro

Sent: 11 May 2026 15:33



Have you had the chance to review the below, with regards to the PRTM modelling? I have attached the pro forma again for your reference.

Many thanks,



www.mode-transport-planning.co.uk

mode transport planning

Griffin House, 18-19 Ludgate Hill, Birmingham, B3 1DW



Subject: Re: Application 2026/7513/04/P/HEN

Hi

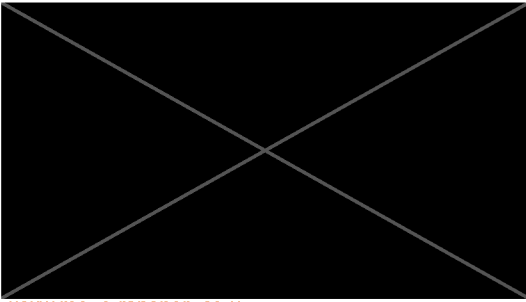
I hope you are keeping well.

Please find attached the PRTM modelling pro forma, which we will be circulating with the LCC modelling team. The proposed development scenarios are set out below:

- Core
 - 2026
 - 2032
 - 2036
- Core + development + no mitigation
 - 2032 (400 dwellings, separate vehicle access points)
 - 3026 (600 dwellings, two accesses and spine road)
- Core + development + mitigation
 - 2032 (400 dwellings, separate vehicle access points)
 - 3026 (600 dwellings, two accesses and spine road)
- Local plan sensitivity test
 - 2036 (600 dwellings, two accesses and spine road)

Could you please confirm the approach outlined above (and attached) is considered acceptable, before we progress further with the PRTM modelling runs.

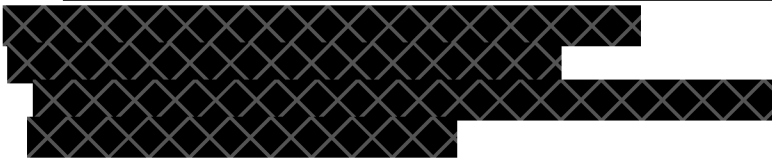
Many thanks,



www.mode-transport.co.uk

mode transport planning

Griffin House, 18-19 Ludgate Hill, Birmingham, B3 1DW



Subject: RE: Application 2026/7513/04/P/HEN

You don't often get email from suraj.dave@leics.gov.uk. [Learn why this is important](#)

Hi 

Hope you are well. Yes, please include a 2036 Local Plan sensitivity test with both Hinckley and Bosworth and Blaby's Local Plan allocations.

Thanks,

Kind Regards,



Leicestershire County Council



Please note that the contents of this email including any attachments are offered as my officer opinion and will not prejudice any future decision the Highway Authority may make in relation to this matter.



Subject: Re: Application 2026/7513/04/P/HEN

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Good afternoon,

I hope you are keeping well.

With regards to the pre-app response you provided (see attached), could you please confirm the scenarios you want to be assessed within the PRTM?

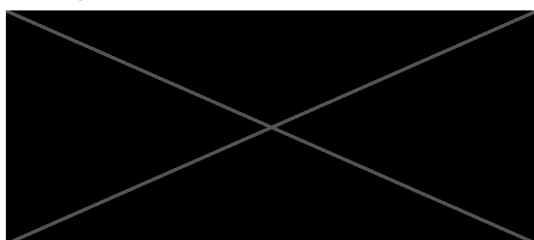
Traffic Growth

The LHA note that the Applicant has used TEMPro to growth the observed traffic for future year scenarios. Notwithstanding this, future year scenarios will be assessed as part of the PRTM assessment. Assuming submission of a planning application in 2026, the LHA would recommend the following scenarios to be assessed in PRTM. Additional 'base' years may be required if traffic surveys available to the Applicant were not undertaken in 2026.

- 2026 base
- 2031 do nothing
- 2036 do something
- 2036 + local plan sensitivity test

I assume it is your intention for us to run 2031 DN and DS scenarios, with the 2036 + local plan sensitivity test? Just want to confirm before we move ahead with anything!

Many thanks in advance,

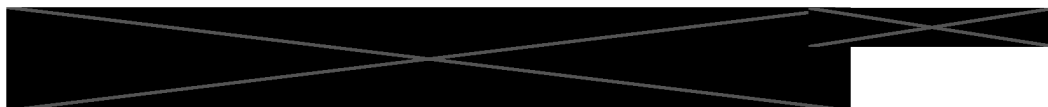


www.mode-transport.co.uk

mode transport planning

Griffin House, 18-19 Ludgate Hill, Birmingham, B3 1DW

keep up with mode:



Subject: Application 2026/7513/04/P/HEN

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Please find attached my representation in response to the above planning submission.

On behalf of
Leicestershire County Council
County Hall
Glenfield
Leicestershire
LE3 8RJ

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Subject: Access design comments

Date: Wednesday, 10 June 2026 at 15:24:47 British Summer Time

From:



To:

H



Please find access design comments for both of the site accesses proposed, Peckleton Lane and Leicester Lane.

Safety Audit

1. A Stage 1 Road Safety Audit should be provided at the planning application stage, along with the designer's responses to any issues raised in the audit.

Carriageway Cores

2. "All S278 works in Leicestershire require core samples of the existing road pavement during the Technical Approval process. This is to ensure that the full area of existing carriageway is suitable for the intensification of use, and that there are no underlying road pavement issues which are not evident on the surface, for example a perished binder layer. The cores also assist with ensuring that the pavement design matches the existing, for example you may propose a 40mm surface course, but the existing is 50mm. We would not want a 10mm layer of existing material left in situ. Any UKAS accredited lab is suitable, their website has a useful search function that can filter geographically for local providers. This can be undertaken at the detailed design stage of the scheme.

NRSWA Statutory Undertakers

3. Confirmation that statutory undertakers are not affected by the works should be provided. This should be either a websearch plan showing that they have no assets in the area of works, or if they do have assets in the area a formal NRSWA C3 response from the Statutory Undertaker stating that they are unaffected. If Statutory Undertakers are affected please provide the response letter, estimate of works and plan of the works. This can be undertaken at the detailed design stage of the scheme.

Peckleton Lane Site Access J32-7523-PS-004 Original

4. The access road carriageway width is in accordance with LHDG Table 3.
5. Dimensions are required showing that the footway widths should be in accordance with the LHDG Table 18.
6. At ghost island junctions where no diverge or merge tapers are provided, the corner radii should be 15 metres followed by a corner taper of 1:6, over a distance of 30 metres (DMRB CD123 5.6.3)

7. Dimensions should be shown for the right turn lane in accordance with Table 5.22 of the DMRB CD123. These should include the turning length, deceleration length and the direct taper length.
8. The formation of the ghost island hatching should be dimensioned and in accordance with DMRB CD123 Table 6.1.1.
9. The lane widths at the ghost right turn lane are in accordance with the DMRB CD123 para 6.8 and 6.10.
10. The visibility splays are in accordance with Table 6 and Figure 7 of the LHDG for the submitted speeds of 39.3mph. However, the LHA have concerns that the visibility splay to the north of the access would be obstructed by vehicles waiting at the Wellum Way junction.
11. LHDG requires swept path analysis is undertaken for an 11.2m length refuse vehicle, fire tender and pantechnicon / removal lorry, at a speed of 15kph. Ideally 0.5m clearance to kerbs should be provided. A note should be added to the drawing showing that vehicle speeds of 15kph have been used.
12. For information at this stage, in accordance with LHDG Tables 3 and 4 the longitudinal gradient at junctions should not exceed 1:30 for the first 10m.
13. In accordance with LTN1/20 Clause 7.2.5 carriageway lane widths at refuges and other traffic calming features should be either less than 3.2m or greater than 3.9m to avoid unsafe overtaking of cyclists by motor vehicles.
14. The existing drainage system should be proven by a CCTV survey to ensure it is running free of blockages and suitable for the proposed changes. The survey should cover the existing highway drainage system to where it outfalls / joins the Severn Trent Water system. A drainage system will be required to ensure that surface water from the development does not flow into the highway. This can be undertaken at the detailed design stage of the scheme.
15. It appears that the existing ditches would be affected by the proposed works. These would require Ordinary Watercourse Consent from the LLFA.

Leicester Lane Access Proposed Layout J328769-MI-SI-XX-DR-C-0120-S2 P01

16. The access road carriageway width is in accordance with LHDG Table 3.
17. The footway / shared use cycleway widths are in accordance with the LHDG Table 18 and 19.
18. LTN1/20 Table 6-1 recommends a minimum separation between the carriageway and the cycleway of 0.5m where the speed limit is 40mph.

19. At ghost island junctions where no diverge or merge tapers are provided, the corner radii should be 15 metres followed by a corner taper of 1:6, over a distance of 30 metres (DMRB CD123 5.6.3)
20. Dimensions should be shown for the right turn lane in accordance with Table 5.22 of the DMRB CD123. These should include the lane widths, turning length, deceleration length and the direct taper length.
21. The lane widths at the ghost right turn lane are in accordance with the DMRB CD123 para 6.8 and 6.10.
22. The formation of the ghost island hatching should be dimensioned and in accordance with DMRB CD123 Table 6.1.1.
23. The Applicant should note that at this location Deford Lane has double white lines, and not a dashed centreline to Diag 1004 as shown.
24. A speed survey should be undertaken to confirm that the junction visibility splays shown are suitable for the actual vehicle speeds.
25. The Applicant should confirm that the junction visibility splays can be achieved in the vertical plane.
26. The Applicant would need to ensure that the junction visibility splays are not obstructed by any proposed planting or landscaping.
27. LHDG requires swept path analysis is undertaken for an 11.2m length refuse vehicle, fire tender and pantechnicon / removal lorry, at a speed of 15kph. Ideally 0.5m clearance to kerbs should be provided. A note should be added to the drawing showing that vehicle speeds of 15kph have been used.
28. For information at this stage, in accordance with LHDG Tables 3 and 4 the longitudinal gradient at junctions should not exceed 1:30 for the first 10m.
29. It appears that the existing ditches would be affected by the proposed works. These would require Ordinary Watercourse Consent from the LLFA.

General Comments

30. The existing drainage system should be proven by a CCTV survey to ensure it is running free of blockages and suitable for the proposed changes. The survey should cover the existing highway drainage system to where it outfalls / joins the Severn Trent Water system. A drainage system will be required to ensure that surface water from the development does not flow in to the highway. This can be undertaken at the detailed design stage of the scheme.

31. Existing vegetation will need to be cut back to allow for the construction of the access and ensure visibility splays are maintained. Mitigation methods such as replacement planting should be shown on a landscaping drawing. Any vegetation removal should be undertaken to avoid the bird nesting season. A tree survey, Arboricultural Impact Assessment (AIA) and Arboricultural Method Statement (AMS) will need to be undertaken and submitted to LCC. All these measures can be addressed at the detailed design stage.
32. Full width carriageway resurfacing is required across the entire length of the proposed junction. This will eliminate joints and potential weak points in the carriageway and also reduce the chances of differential settlement. This can be allowed for at the detailed stage of the scheme.

Kind Regards,



Highway Development Management
Leicestershire County Council



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APPENDIX D

Highways Scoping Technical Note

Land South of Desford, Leicestershire

Highways Pre-App Scoping Note

Client:	Bellway Strategic Land, part of Bellway Homes Limited	File Ref:	260119_J327523_TN001 Rev C
Date:	19 January 2026	Job No.	J327523
Prepared by:	CC/KK	Approved by:	ALF / JFN

1. Introduction

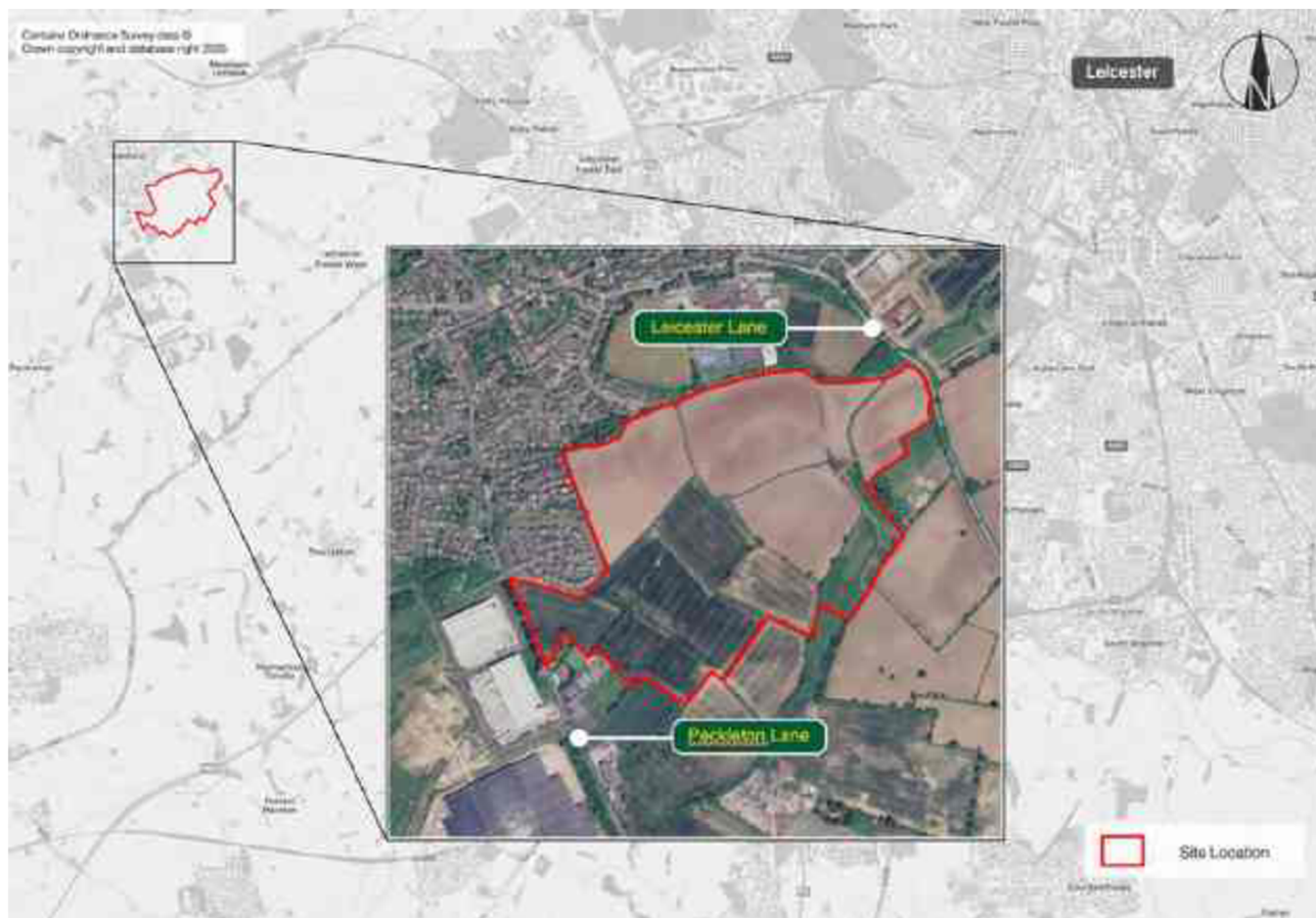
1.1 Overview

- 1.1.1 mode transport planning (mode) has prepared this Highways Scoping Technical Note (HSTN) on behalf of Bellway Strategic Land, part of Bellway Homes Limited to agree the assessment methodologies to be used in the subsequent highways work to be submitted as part of an outline planning application for a proposed residential development in Desford, Leicestershire.
- 1.1.2 An overview of the site location is illustrated in **Figure 1.1**, with a copy of the site's illustrative masterplan included in **Appendix A**, for reference.
- 1.1.3 The proposed scheme comprises an outline application for up to 550 dwellings and a community use building (with potential for healthcare uses) on land between Peckleton Lane and the B582 Leicester Lane, south of Desford, Leicestershire.

1.2 Purpose of Note

- 1.2.1 This HSTN Note sets out the proposed assessment methodologies, vehicle access strategy, sustainable access strategy, trip generation and distribution to be used in the transportation and highways work, which will accompany a subsequent planning application. The content of this scoping note forms the basis of scoping discussions with Leicestershire County Council (LCC) in their capacity as Local Highway Authority (LHA).
- 1.2.2 It is set out in the LCC's 'Leicestershire Highway Design Guide (LHDG): Planning application requirements' that a Transport Assessment (TA) and a Travel Plan (TP) will be required to support a development proposal of over 80 dwellings.

Figure 1.1 Site Location



1.2.3 Based on the scale of the development, it is proposed to submit a TA, which will include a full review of the development and its accessibility by all modes of transport. An associated Travel Plan (TP) will also be submitted, which sets out measures to promote the use of sustainable modes of transport to and from the site, in support of the planning application.

1.3 Emerging Planning Context

- 1.3.1 The draft Hinckley & Bosworth Local Plan sets out the vision and objectives for the borough up to 2045. The plan sets out a vision and framework for the future development of the area, addressing needs and opportunities to deliver sustainable development in the right locations.
- 1.3.2 Land South of Desford is identified as a strategic site within Policy NEW03: Housing Development Site as stated within the draft local plan for Hinckley & Bosworth (2024 – 2045).

1.4 Points of Agreement

1.4.1 Within this HSTN, the following have been highlighted as the key elements that mode seek to reach agreement on, through the pre application process:

- Principle of proposed access arrangements;
- The proposed Non-Motorised User (NMU) accessibility strategy;
- Trip generation methodology;
- Trip distribution methodology;.
- Personal Injury Collision (PIC) Assessment Extent.

1.5 Background

1.5.1 A previous scoping exercise was conducted by mode transport planning (ref. 231013_327525_TN001) regarding the site access appraisal, in October 2023. Responses were received by both the Local Planning Authority (LPA) and the LHA which stated:

- Hinckley and Bosworth Borough Council (HBBC) LPA, as part of a request for multi-disciplinary engagement by the applicant in July 2025 (ref. 25/10080/PREMAJ), whereby local planning policy including compliance with LCC Highway Design Guide and NPPF and network capacity were discussed such as the need for junction capacity assessments and trip generation and distribution assessment required.
- LCC (LHA) provided pre-application advice (ref. 2025/2444/04/HEN), of which comments on access strategy, scale of junction modelling, offsite highway works, and Public Rights of Ways was provided. It was concluded with a recommendation to the applicant to submit a transport scoping note prior to the submission of any future planning application. A copy of this response, alongside the LPA's response is provided within **Appendix B** for reference.

2. Planning Policy Considerations

2.1 Policy Review

2.1.1 As part of the TA and TP, a full review of the following national and local transport planning policies will be considered:

- National Planning Policy Framework (2024);
- Planning Practice Guidance (PPG);

- Leicestershire Local Transport Plan (LTP4) (2024);
- Leicestershire Cycling and Walking Strategy (2022);
- Leicestershire Highway Design Guide (2024);
- Hinckley & Bosworth Borough Council Development Plan Core Strategy (2009);
- Hinckley & Bosworth Borough Council Site Allocations & Development Management Policies DPD (2016);
- Hinckley & Bosworth Draft Local Plan 2024 - 2045;
- Hinckley & Bosworth Green Space Strategy 2023 - 2033; and,
- Desford Neighbourhood Development Plan (2021).

2.1.2 These documents and the pertinent planning policies are summarised in **Table 2.1**, with the intention that the planning application submission provides a summary of relevant policy alongside an explanation of how the proposals are deemed to be in accordance.

Table 2.1 Summary of Relevant Planning Policies

Policy Document	Relevant Policies/Passages
National Planning Policy Framework (2024)	Paras 108 to 117 inclusive
Planning Practice Guidance	National guidance on how to complete a transport statement
Leicestershire Local Transport Plan 4 (2024)	Multi-modal Area Investment Plans
Leicestershire Cycling and Walking Strategy	Local Cycling and Walking Infrastructure Plan (LCWIP)
Hinckley & Bosworth Core Strategy DPD (2009)	Policies 5, 8 and 14
Hinckley & Bosworth SADMP DPD (2016)	Policies DM17 and DM18
Hinckley & Bosworth Draft Local Plan	Policies REV01, NEW02 and NEW03
Hinckley & Bosworth Green Space Strategy	-
Desford Neighbourhood Development Plan (2021)	Policies T1, T2 and T3

2.1.3 It is requested that LCC provide comment on the consideration of the policy documentation outlined above, and (if required) advise on any further policy to consider as part of the TA.

3. Proposed Development

3.1 Overview

- 3.1.1 The proposed scheme comprises an outline application for up to 550 dwellings and a community use building (with potential for healthcare uses) on land between Peckleton Lane and the B582 Leicester Lane, south of Desford, Leicestershire.
- 3.1.2 An illustrative concept masterplan has been prepared, which demonstrates how the site could be delivered, and is attached in **Appendix A**, for reference.

4. Access Strategy

4.1 Overview

- 4.1.1 The emerging proposals for the site comprise of a residential scheme for up to 550 dwellings with two associated points of vehicular access; from Peckleton Lane and Leicester Lane, respectively.

4.2 Context

- 4.2.1 The LHDG indicates that a 'Major Residential Access Road' can serve a significant number of dwellings, typically up to around 1,000 units, although the normal threshold for a single point of access is around 400 dwellings.
- 4.2.2 The guidance generally expects new residential schemes to provide at least two points of access to the wider highway network to ensure permeability and resilience, unless physical or environmental constraints make this impracticable.

4.3 Proposed Access Junctions

Primary Access – Peckleton Lane

- 4.3.1 The primary point of access to the site will be provided off Peckleton Lane to the west of the site, and has been designed in accordance with the standards for a 'Major Residential Access Road', to allow for future bus access through the site.
- 4.3.2 The primary access takes the form of a priority ghost-island right turn lane junction, with a 6.75m wide access road on the minor arm in order to facilitate bus access.
- 4.3.3 An overview of the proposed site access arrangements along Peckleton Lane is provided in **Drawing J32-7523-PS-004**, attached at **Appendix C**, for reference.

Secondary Access – Leicester Lane

- 4.3.4 The secondary point of vehicular access will be provided from Leicester Lane to the east of the site, and has also been designed in accordance with the standards for a 'Major Residential Access Road', to allow for future bus access through the site.
- 4.3.5 The proposed secondary access also takes the form of a priority ghost-island right turn lane junction, with a 6.75m wide access road on the minor arm in order to facilitate bus access.
- 4.3.6 An overview of the proposed site access arrangements along Leicester Lane is provided in **Drawing J328769-MI-SI-XX-DR-C-0120**, attached at **Appendix C**, for reference.
- 4.3.7 As the scheme progresses, opportunities to provide a continuous 3m shared foot / cycleway along Leicester Lane, between the site and Bosworth Academy High School will be explored further; this will be dependent on the extent of available highway land along this section of Leicester Lane.

4.4 NMU / Pedestrian and Cycle Access

- 4.4.1 The site is in a location with opportunities for prospective residents and employees to access the site by sustainable modes. In terms of walking and cycling, the site will be developed with a focus on prioritising pedestrian activity and cycle movements within and around the development, to encourage non-car modes of travel.
- 4.4.2 Connections to wider routes will be explored by forging links with existing off-site routes to the north and west of the site. The principal desire line is north of the site, providing access to the existing comprehensive network of footways in surrounding residential areas, along with service and amenities in the centre of Desford. A key aspect of making the site viable is linking into the existing infrastructure.
- 4.4.3 In addition to the proposed connections for NMUs at the site access junctions, opportunities to enhance access along Footpaths R97, R98, and R99 will be explored through discussions with LCC.

Figure 4.1 Anticipated NMU Routes



4.5 Public Transport Strategy

- 4.5.1 A preliminary review of local mapping indicates that the 153-bus route is not within the required vicinity of bus stop locations set out in the 'The Institution of Highways & Transportation (IHT) publication, Guidelines for Planning for Public Transport in Developments, 1999' which suggests that "the maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m". Only the proposed developments most northern extent will be within the boundaries of the recommended 400m buffer, see **Figure 4.1** below, for reference.

Figure 4.2 Existing Bus Provision Catchment



- 4.5.2 To maximise opportunities for access to and from the site by public transport, it is considered that a bus service will likely need to be routed into the site.
- 4.5.3 Further discussions will need to be undertaken with LCC's public transport team and local bus operators, to ascertain whether this will be achieved through an upgrade and diversion of the existing 153 services routing through Desford, or, through the establishment and procurement of a new service.
- 4.5.4 At this stage, the proposed access junctions from Peckleton Lane and Leicester Lane, along with the internal link road, have all been designed to accommodate bus access and permeability. It is suggested that a proposed bus strategy for the site is discussed with LCC and local service operators as the site progresses to determine the viability of routing bus services into the site.

4.6 Parking

- 4.6.1 The proposed parking strategy for the site will be detailed as part of a future Reserved Matters application.

- 4.6.2 LCC's LHDG provides guidance on the level and type of parking provision required for new residential developments, including car, cycle, and visitor parking, as well as electric vehicle charging infrastructure.
- 4.6.3 The proposed development will provide parking in accordance with the relevant standards set out within the LHDG to ensure adequate provision is made to meet demand while encouraging sustainable travel choices.
- 4.6.4 A summary of the required parking for a residential development is presented within **Table 4.1**.

Table 4.1 LCC Residential Parking Standards

Category	Requirement / Standard	Notes / Additional Detail
Private car parking (per dwelling)	C3 dwellings (Class C3) – up to 3 bedrooms: 2 spaces per dwelling	Minimum requirement; excludes visitor spaces.
	C3 dwellings – 4 or more bedrooms: 3 spaces per dwelling	Applies to larger family homes.
Visitor car parking	For developments of more than 10 dwellings: 0.25 visitor spaces per dwelling	Should be via suitable on-street or within the allocated parking area in apartments.
Garages & tandem / communal parking courts	Garages generally <i>not</i> counted toward required spaces unless: meet min dimensions; are controlled by planning; restrictions on conversion to living space.	Tandem parking layouts are discouraged. If more than two in tandem, only first two count. Communal parking courts: council likely to resist reduced in-curtilage provision.
Cycle parking	For C3 dwellings: one cycle space per bedroom, secure and under cover.	Must be well located (near entrances), secure, sheltered.
EV Charging / Electric Vehicle Charge Points (EVCPs)	Every new home with off-street parking must have an EV charge-point.	"Off-street provision" is preferred. Infrastructure must comply with Building Regulations ("Infrastructure for the charging of electric vehicles")

- 4.6.5 In terms of the required level of cycle parking for residential schemes, cycle parking will be provided within the curtilage of each dwelling.

5. Traffic Impact

5.1 Overview

5.1.1 This section summarises the detailed assessments that will be undertaken to understand the impact of the development proposals on the operation of the local highway network, as part of a forthcoming TA; including vehicle trip generation and distribution.

5.2 Pan Regional Transport Model

5.2.1 It is noted due to the scale of the development a TA will be required, which will need to be supported using the LCC Pan Regional Transport Model (PRTM).

5.2.2 LCC is invited to provide the agreed modelling scenarios and necessary inputs alongside the Area of Influence which is associated with the PRTM. The PRTM outputs will be required to be used alongside turning counts to predict satisfactory turning flow scenarios for localised and detailed junction modelling to establish the traffic impact of the development proposals.

5.3 Traffic Generation

5.3.1 To provide an indication of the potential forecast traffic impact of the proposed development, data has been obtained from the TRICS (v8.25.6) database. Trip rates for similar developments for the following land use have been analysed:

- 03 / A – Residential / Houses Privately Owned.

5.3.2 Sites of similar scale and geographic setting have been included within the data samples and site selections. Sites located in Greater London, Scotland, Wales and Ireland have been excluded. The full TRICS search outputs are included as **Appendix D**, for reference.

5.3.3 **Table 5.1** provides a summary of the vehicle trip rates for the traditional highway network weekday morning (08:00-09:00) and evening (17:00-18:00) peak hours, along with an overview of the trip generation associated with the 550 dwelling development scheme.

Table 5.1 Trip Rates & Trip Generation*

Land Use	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Trip Rates (per dwelling)	0.147	0.364	0.511	0.327	0.159	0.486
Trips (550 dwellings)	81	200	281	180	87	267

**Figures shown are subject to rounding*

5.3.4 **Table 5.1** illustrates that a proposed development of 550 dwellings is forecast to generate approximately 281 and 267 two-way trips during the AM and PM peak hours, respectively. This equates to approximately 5 additional two-way trips per minute on the surrounding highway network during each of the respective peak periods.

5.3.5 Given the scale of development, off-site junction capacity assessments will likely be required as part of the TA for the site; in order to identify the impacts and locations where highways mitigation may be required. The following sections include a review of traffic distribution and a proposed study area of junction capacity assessments.

5.3.6 It is requested that LCC provide comment on the suitability of the trip rates and resultant trip generation, as set out above, to inform the impact of the proposals on the local highway network.

5.4 Traffic Distribution

5.4.1 To understand the routing of trips associated with the proposed development, traffic has been distributed across the local highway network using 2011 Census data, relating to the locations of workplaces where existing residents in (MSOA) E02005381: Hinckley and Bosworth 005; within which the site is located, travel to/from.

5.4.2 Routes between the resident MSOA/site and the workplace locations have been mapped, and the proportion of trips to each location using the route zones are summarised within **Table 5.2**, along with the percentage of traffic travelling to and from each zone, and corresponding number of arrivals and departures.

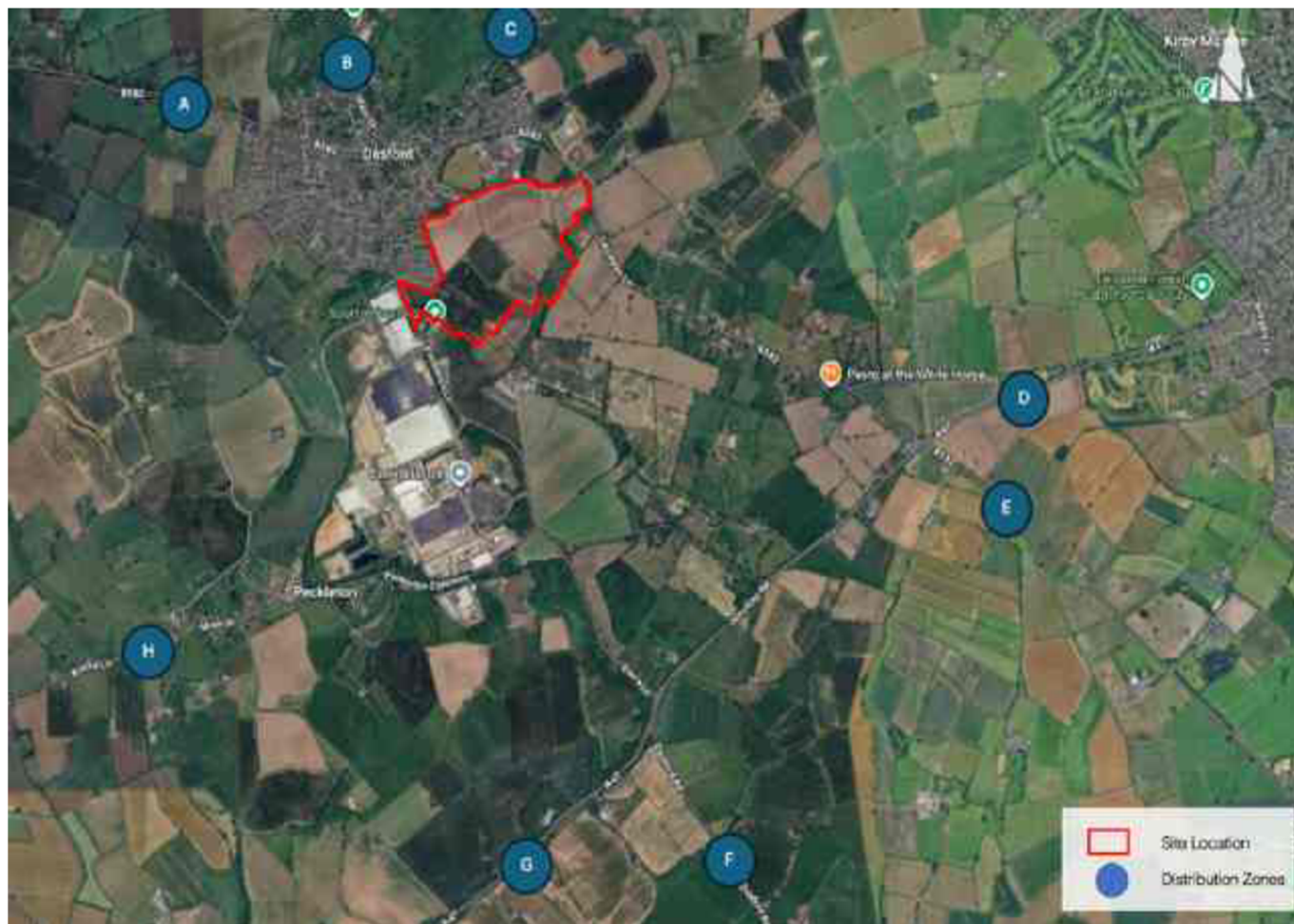
Table 5.2 Trip Distribution Using 2011 Census Data*

Zone	%	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
		Arr.	Dep.	Arr.	Dep.
A	19.3%	16	39	35	17
B	0.0%	0	0	0	0
C	24.8%	20	50	45	22
D	10.4%	8	21	19	9
E	20.1%	16	40	36	18
F	0.8%	1	2	1	1
G	18.1%	15	36	33	16
H	6.5%	5	13	12	6
All Zones	100.0%	81	200	180	87

**Figures shown are subject to rounding*

5.4.3 The local highway network was analysed and the main routes / areas surrounding the site were assigned to a zone. Traffic was then assigned to the road network based on the shortest journey time to each respective zone (using Google Maps journey planning tool). This has been used to determine the level of development traffic expected to be generated at key off site junctions. The zone plan is shown in **Figure 5.1**.

Figure 5.1 Traffic Distribution Zones



5.4.4 When assigning traffic onto the local highway network, consideration has been made of the assumed proportionate development split across the two site access points, as outlined below:

- Leicester Lane = **55%**
- Peckleton Lane = **45%**

5.5 Key Junctions

5.5.1 Based on the scale of development proposed and the routes to / from the site along the highway links in the locality, it is envisaged that junction assessments will be required at the locations summarised below:

Site Access Junctions

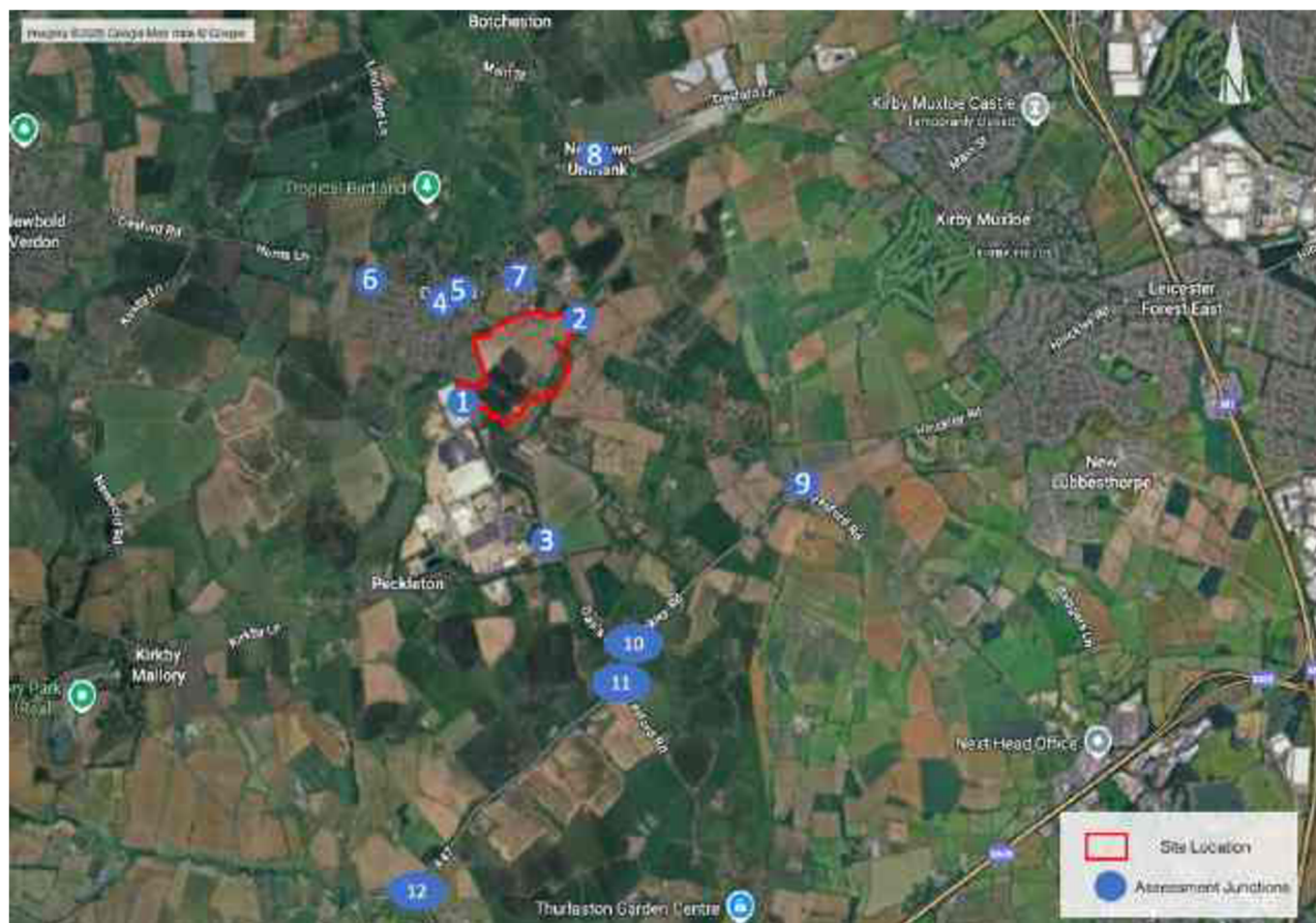
1. Primary Site Access (Western Site Frontage) / Peckleton Lane;
2. Secondary Site Access (Eastern Site Frontage) / Leicester Lane;

Off-Site Junctions

3. Peckleton Common / Peckleton Lane
4. Peckleton Lane / High Street / Kirby Road
5. B582 Manor Road / Main Street / High Street / Kirkby Road
6. B582 Hunts Lane / Manor Road / Newbold Road
7. B582 Leicester Lane / Barns Way
8. Botcheston Road / Desford Lane
9. A47 Hinckley Road (Eastbound) / Leicester Lane / B582 Desford Road
10. A47 Hinckley Road / Dans Lane
11. A47 Hinckley Road (Westbound) / Desford Road
12. A47 Leicester Road / A47 Hinckley Road / A47 Roundabout

5.5.2 The above junctions are also shown below within **Figure 5.2**.

Figure 5.2 : Map of Junctions to be Assessed



5.5.3 It is requested that LCC provide comment on the study area as part of the junction capacity assessment and whether any further junctions should be considered as part of the assessment.

5.6 Background Traffic Growth

5.6.1 The traffic impact of the scheme will be considered as part of a standard +5 and +10 year assessment, from the date of planning submission (anticipated to be 2026).

5.6.2 TEMPro has been used to obtain growth factors, which will be applied to background traffic data obtained from traffic surveys on the local highway network. The study area has been defined by the local MSOA, E02005381: Hinckley and Bosworth 005. For the interrogation of the TEMPro database the growth rates for 'car drivers only' were selected with the trip end type being defined as 'origin/destination'. A growth calculation for 'All Roads' was weighted to the TEMPro growth rates, with an average value calculated when considering the Hinckley and Bosworth 005.

5.6.3 A summary of the TEMPro growth factor rates is provided in **Table 5.3**.

Table 5.3 Summary of TEMPro Growth Factors

Growth Period	Area Type	Road Type	Adjusted Growth Factor	
			AM	PM
2026 – 2031	All	All	1.0539	1.0561
2026 - 2036	All	All	1.1004	1.1038

5.6.4 It is requested that LCC provide comment on the suitability of the TEMPro growth rates and the respective future assessment years.

6. Highway Safety

- 6.1.1 PPG states that when assessing Personal Injury Collision (PIC) data, consideration should be made of the most recently available three-year period of collision data, unless a high collision rate has been identified. For completeness, a review of collision data will be obtained from LCC for the most recently obtainable five-year period.
- 6.1.2 The proposed extent for the highway safety study will be consistent with the routing of the development traffic and proposed off-site junction assessment extent. A full review of recorded collision data included within the search area during the study period will be provided. The extent of the study area is shown in **Figure 6.1** below.

Figure 6.1 Proposed PIC Assessment Extent



6.1.3 LCC is invited to comment on the suitability of adopting the PIC study area shown in **Figure 6.1** to inform the collision assessment undertaken within the TA.

7. Travel Plan

7.1 Overview

7.1.1 An ongoing travel planning process at the site will be required in line with NPPF to ensure the efficient operation of the site. On this basis, a TP will also be prepared, which will include measures to encourage sustainable travel from the onset of the occupation.

7.2 Travel Plan

7.2.1 The TP will be provided as standalone documents as part of the application and will be produced in line with PPG Travel Plans, Transport Assessments and Statements (MHCLG-2014). The document will broadly cover the following:

- A review of relevant national and local transport policy;

- Information concerning the nature of the proposed development and the forecast level of trips by all modes of transport;
- Consider sustainable travel opportunities and accessibility to local amenities;
- Relevant information regarding existing travel habits in the surrounding area;
- Identify aims, objectives and targets;
- An action plan including suggested targets and potential objectives concerning travel to and from the site, along with details of how these can be achieved;
- Details of key roles and responsibilities including management, marketing and promotion of the travel plan; and,
- Suggested monitoring procedures.

8. Additional Comments

Any additional comments and/or items not covered within this TN that LCC consider need to be undertaken within the applicant's TA should also be advised.

9. Summary

9.1.1 This HSTN is seeking pre application advice from LCC highways, for a development of 550 dwellings on land between Peckleton Lane and the B582 Leicester Lane, south of Desford, Leicestershire.

9.1.2 It is requested that LCC provide advice, comment and agreement regarding the following key elements to be considered within the applicant's TA:

- Confirmation of key policy documentation to consider within application;
- Suitability of the proposed access strategy to serve the site (for both vehicular and pedestrian);
- Comment on the proposed methodology to obtain trip rates / trip generation to inform impact assessment; and,
- Comment on the junction capacity assessment study area.

9.1.3 mode transport planning is looking forward to positive, pro-active and constructive engagement with LCC in their capacity as LHA, discussing the contents of this HSTN and to receiving formal written advice to help shape the forthcoming outline planning application.

APPENDIX E

ATC Survey Data

Class		Axes	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	$d(1) \geq 1.7m$, $d(1) < 3.2m$ & $axes = 2$		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	$groups \geq 3$, $d(1) \geq 2.1m$, $d(1) < 3.2m$, $d(2) \geq 2.1m$ & $axes \geq 3, 4, 5$		
3	TB2	2	2	Two axle truck or Bus	$d(1) \geq 3.2m$ & $axes = 2$		Medium
4	TB3	3	2	Three axle truck or Bus	$axes = 3$ & $groups = 2$		
5	T4	≥ 3	2	Four axle truck	$axes \geq 3$ & $groups = 2$		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	$d(1) \geq 3.2m$, $axes = 3$ & $groups \geq 3$		Heavy
7	ART4	4	≥ 2	Four axle articulated vehicle or Rigid vehicle and trailer	$d(2) < 2.1m$ or $d(1) < 2.1m$ or $d(1) \geq 3.2m$ $axes = 4$ & $groups \geq 2$		
8	ART5	5	≥ 2	Five axle articulated vehicle or Rigid vehicle and trailer	$d(2) < 2.1m$ or $d(1) < 2.1m$ or $d(1) \geq 3.2m$ $axes = 5$ & $groups \geq 2$		
9	ART6	≥ 6	≥ 2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	$axes = 6$ & $groups \geq 2$ or $axes \geq 6$ & $groups = 3$		
10	BD	≥ 6	4	B-Double or Heavy truck and trailer	$groups = 4$ & $axes = 6$		
11	DRT	≥ 6	5	Double road train or Heavy truck and two trailers	$groups = 5, 6$ & $axes \geq 6$		
12	TRT	≥ 6	≥ 6	Triple road train or Heavy truck and three (or more) trailers	$groups = 6$ & $axes \geq 6$		
14	M/C	2	1 OR 2	Motorcycle	$d(1) \geq 1.18m$, $d(1) < 1.7m$ & $axes = 2$		Light
15	CYCLE	2	1 OR 2	Cycle	$d(1) = 1.18$ & $axes = 2$		

	Northbound	Southbound
Total	16857	17480
Mean Speed	33.8	36.7
85%	39	42.4



SITE: A1C 2 - Peckleton Ln, Desford

LOCATION: Attached to tree

GRID REFERENCE: 52.619641, -1.292883

DIRECTION: NORTHBOUND

SPEED LIMIT: 30

03 March 2026

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	37.1	-
0100	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	37.4	-
0200	12	10	0	1	0	0	0	0	0	0	0	0	0	1	0	37.1	43.6
0300	25	23	0	1	0	0	0	0	0	0	0	0	0	1	0	38.7	47.8
0400	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	37	-
0500	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	36.6	42.6
0600	62	56	0	4	0	0	0	0	0	0	0	0	0	2	0	37.1	44
0700	173	152	0	14	2	1	1	3	0	0	0	0	0	0	0	35.1	40.8
0800	276	241	1	30	1	2	1	0	0	0	0	0	0	0	0	33.2	38.6
0900	105	82	0	19	2	2	0	0	0	0	0	0	0	0	0	35.3	40.9
1000	104	86	0	16	1	0	0	0	0	0	0	0	0	1	0	33.8	38.9
1100	101	89	2	8	1	0	0	0	0	0	0	0	0	0	1	33.2	38
1200	126	109	0	16	0	1	0	0	0	0	0	0	0	0	0	32.6	37.4
1300	112	93	3	15	1	0	0	0	0	0	0	0	0	0	0	34.6	38.7
1400	229	194	1	25	2	0	0	1	1	0	0	0	0	5	0	33.8	39.2
1500	458	426	1	24	2	0	0	0	0	1	0	0	0	2	2	32.3	37
1600	368	341	1	19	4	0	0	1	0	0	0	0	0	2	0	32.6	36.8
1700	248	231	0	15	1	0	0	0	0	0	0	0	0	0	1	33.1	38.4
1800	150	136	1	10	2	0	0	0	0	0	0	0	0	1	0	32.5	37.5
1900	113	106	0	4	2	0	0	0	0	0	0	0	0	0	1	33.1	38.1
2000	49	46	0	2	1	0	0	0	0	0	0	0	0	0	0	34.7	40.7
2100	39	39	0	0	0	0	0	0	0	0	0	0	0	0	0	33	37.4
2200	29	27	0	2	0	0	0	0	0	0	0	0	0	0	0	38.6	46.8
2300	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	37.6	43.8
07-19	2450	2180	10	211	19	6	2	5	1	1	0	0	0	11	4	33.2	38.4
06-22	2713	2427	10	221	22	6	2	5	1	1	0	0	0	13	5	33.3	38.5
06-00	2766	2478	10	223	22	6	2	5	1	1	0	0	0	13	5	33.4	38.6
00-00	2839	2544	10	228	22	6	2	5	1	1	0	0	0	15	5	33.5	38.7

04 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	39.2	-
0100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	38	-
0200	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	36.7	-
0300	28	25	0	1	0	0	0	0	0	0	0	0	0	2	0	39.9	47.7
0400	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	41	-
0500	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	37.3	41.9
0600	60	53	0	4	2	0	0	0	0	0	0	0	0	1	0	38.9	44.6
0700	228	198	2	25	2	0	0	0	0	0	0	0	0	1	0	33.9	38.8
0800	239	214	1	23	0	0	0	1	0	0	0	0	0	0	0	33.9	38.4
0900	107	89	1	16	0	0	1	0	0	0	0	0	0	0	0	34.3	39
1000	127	101	2	23	0	0	0	0	0	0	0	0	0	0	1	34.7	39.3
1100	152	127	0	20	0	0	0	1	0	1	0	0	0	2	1	33.1	37
1200	124	105	0	16	0	0	0	0	0	0	0	0	0	3	0	34.6	39.1
1300	143	110	1	26	0	0	0	0	0	0	0	0	0	5	1	34.1	39.4
1400	215	185	0	22	2	0	0	0	0	1	0	0	0	5	0	35.1	41.4
1500	450	419	2	25	0	0	0	0	0	0	0	0	0	2	2	33.1	38.1
1600	358	327	1	24	3	0	0	0	0	0	0	0	0	3	0	33.9	39.6
1700	274	249	2	15	3	0	0	1	0	0	0	0	0	3	1	33	37.7
1800	171	154	3	11	2	0	0	0	0	0	0	0	0	1	0	32.5	37.6
1900	131	125	0	4	0	0	0	0	0	0	0	0	0	0	2	31.7	36.6
2000	81	79	0	2	0	0	0	0	0	0	0	0	0	0	0	32.8	37.5
2100	68	64	0	4	0	0	0	0	0	0	0	0	0	0	0	32.4	37.4
2200	32	30	0	1	1	0	0	0	0	0	0	0	0	0	0	36.9	44.5
2300	25	23	0	1	1	0	0	0	0	0	0	0	0	0	0	36.1	44.4
07-19	2588	2278	15	246	12	0	1	3	0	2	0	0	0	25	6	33.7	38.7
06-22	2928	2599	15	260	14	0	1	3	0	2	0	0	0	26	8	33.7	38.7
06-00	2985	2652	15	262	16	0	1	3	0	2	0	0	0	26	8	33.8	38.8
00-00	3056	2719	15	264	16	0	1	3	0	2	0	0	0	28	8	33.9	38.9

05 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	35.9	-
0100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	39.6	-
0200	11	8	0	2	0	0	0	0	0	0	0	0	0	1	0	32.1	39
0300	24	23	0	1	0	0	0	0	0	0	0	0	0	0	0	35.2	40.4
0400	5	4	0	0	1	0	0	0	0	0	0	0	0	0	0	39.2	-
0500	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	38.4	43.6
0600	66	58	0	5	1	0	0	0	0	0	0	0	0	2	0	38.2	41.5
0700	185	161	1	23	0	0	0	0	0	0	0	0	0	0	0	34.8	39.7
0800	214	185	0	23	4	0	1	0	0	0	0	0	0	1	0	36.3	41.4
0900	137	116	1	16	1	0	0	0	1	0	0	0	0	1	1	35	40.5
1000	120	99	0	15	3	1	0	0	0	0	0	0	0	2	0	33.7	39.8
1100	122	104	0	14	2	0	1	0	0	0	0	0	0	0	1	34	38.6
1200	126	104	0	18	1	0	0	0	0	1	0	0	0	1	1	34.2	38.9
1300	151	130	0	14	1	0	1	0	0	0	0	0	0	5	0	34.9	40.4
1400	200	179	2	13	1	1	0	0	0	0	0	0	0	3	1	33.9	38.9
1500	444	414	1	21	3	1	0	1	0	0	0	0	0	1	2	33.4	38.4
1600	362	331	1	22	0	1	0	0	0	0	0	0	0	7	0	33.5	37.9
1700	279	261	1	14	1	0	0	1	0	0	0	0	0	1	0	33	37.2
1800	137	132	0	4	0	0	0	0	0	0	0	0	0	0	1	31.8	36.7
1900	96	91	2	3	0	0	0	0	0	0	0	0	0	0	0	33.4	37.7
2000	98	89	0	4	1	0	0	0	0	0	0	0	0	2	2	31.2	36.5
2100	42	41	0	1	0	0	0	0	0	0	0	0	0	0	0	32.7	39.1
2200	33	32	0	1	0	0	0	0	0	0	0	0	0	0	0	36.3	44.5
2300	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	35.7	44.6
07-19	2477	2216	7	197	17	4	3	2	1	1	0	0	0	22	7	33.9	39
06-22	2779	2495	9	210	19	4	3	2	1	1	0	0	0	26	9	33.9	38.9
06-00	2835	2550	9	211	19	4	3	2	1	1	0	0	0	26	9	34	39.1
00-00	2904	2613	9	215	20	4	3	2	1	1	0	0	0	27	9	34	39.1

06 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	36.4	45.4
0100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	-
0200	14	13	0	1	0	0	0	0	0	0	0	0	0	0	0	36.1	44.7
0300	19	18	0	0	1	0	0	0	0	0	0	0	0	0	0	36.4	42.9
0400	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	33.6	-
0500	15	11	0	4	0	0	0	0	0	0	0	0	0	0	0	37.8	47.3
0600	56	45	0	6	4	0	0	0	0	0	0	0	0	1	0	38.5	45
0700	147	131	1	13	0	0	0	1	0	0	0	0	0	1	0	34.9	41
0800	166	139	1	21	1	0	0	1	0	1	0	0	0	1	1	34	39
0900	187	171	0	13	2	0	0	1	0	0	0	0	0	0	0	32.7	37.7
1000	163	136	0	21	4	0	0	0	0	0	0	0	0	1	1	33.4	38.6
1100	264	246	1	14	0	0	0	0	0	0	0	0	0	0	3	31.9	36.3
1200	186	163	0	19	2	0	0	0	0	0	0	0	0	2	0	33.5	38.1
1300	167	142	1	19	4	0	0	0	0	0	0	0	0	1	0	33.4	38.1
1400	186	155	0	26	4	0	0	0	0	0	0	0	0	0	1	33.1	38.7
1500	334	304	2	22	3	0	0	1	0	0	0	0	0	2	0	33.8	39.2
1600	255	236	1	16	1	0	0	0	0	0	0	0	0	1	0	33.1	37.4
1700	206	193	0	11	1	0	0	1	0	0	0	0	0	0	0	33.5	38.9
1800	150	137	1	7	3	0	1	0	0	0	0	0	0	0	1	33.5	38.6
1900	74	70	1	3	0	0	0	0	0	0	0	0	0	0	0	33.9	40.2
2000	57	54	0	2	0	0	0	0	0	0	0	0	0	0	1	33	38.2
2100	34	31	0	1	1	0	0	0	0	0	0	0	0	1	0	36.6	47.6
2200	42	40	0	0	1	0	0	0	0	0	0	0	0	1	0	35	43.3
2300	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	35.1	45.7
07-19	2411	2153	8	202	25	0	1	5	0	1	0	0	0	9	7	33.3	38.5
06-22	2632	2353	9	214	30	0	1	5	0	1	0	0	0	11	8	33.5	38.7
06-00	2693	2412	9	214	31	0	1	5	0	1	0	0	0	12	8	33.5	38.7
00-00	2764	2476	9	220	32	0	1	5	0	1	0	0	0	12	8	33.6	38.8

07 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	9	7	0	1	1	0	0	0	0	0	0	0	0	0	0	36.8	-
0100	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	27.9	-
0200	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	28.8	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	-
0400	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	37.5	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34	-
0600	13	10	0	2	1	0	0	0	0	0	0	0	0	0	0	36.3	48.2
0700	20	16	0	3	0	0	0	0	0	0	0	0	0	0	1	35.5	40.1
0800	44	41	0	2	1	0	0	0	0	0	0	0	0	0	0	35.5	40.7
0900	96	85	1	7	2	0	0	0	0	0	0	0	0	0	1	34.4	40.4
1000	149	138	1	6	3	0	0	0	0	0	0	0	0	1	0	33.9	39.7
1100	145	131	0	11	2	0	0	0	0	0	0	0	0	1	0	34	39.1
1200	157	134	1	11	0	3	0	0	0	0	0	0	0	7	1	33.5	38.5
1300	137	112	2	10	1	2	0	0	0	0	0	0	0	7	3	33.5	38.5
1400	114	106	0	3	0	0	0	0	0	0	0	0	0	5	0	34.1	38.8
1500	115	108	0	5	1	0	0	0	0	0	0	0	0	0	1	35.1	41
1600	112	105	0	7	0	0	0	0	0	0	0	0	0	0	0	34	40.3
1700	106	97	1	4	2	0	0	0	0	0	0	0	0	1	1	35.1	41
1800	80	74	0	4	0	0	0	0	0	0	0	0	0	2	0	34.3	38.8
1900	57	53	0	4	0	0	0	0	0	0	0	0	0	0	0	34.4	41.5
2000	51	49	0	1	0	0	0	0	1	0	0	0	0	0	0	34.8	39.3
2100	32	31	0	1	0	0	0	0	0	0	0	0	0	0	0	35	39.7
2200	26	26	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	36.1
2300	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	33.9	42.2
07-19	1275	1147	6	73	12	5	0	0	0	0	0	0	0	24	8	34.2	39.7
06-22	1428	1290	6	81	13	5	0	0	1	0	0	0	0	24	8	34.3	39.7
06-00	1467	1329	6	81	13	5	0	0	1	0	0	0	0	24	8	34.2	39.7
00-00	1494	1352	6	84	14	5	0	0	1	0	0	0	0	24	8	34.2	39.7

08 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	33.3	-
0100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	35.7	-
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	39.1	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	40.6	-
0500	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	36	-
0600	16	14	0	2	0	0	0	0	0	0	0	0	0	0	0	34	40.8
0700	14	12	1	1	0	0	0	0	0	0	0	0	0	0	0	37.7	42
0800	30	26	0	3	0	0	0	0	0	0	0	0	0	1	0	36.8	42.2
0900	54	53	0	1	0	0	0	0	0	0	0	0	0	0	0	35.6	42.6
1000	101	91	0	8	0	0	0	0	0	0	0	0	0	0	2	33.5	39.4
1100	125	117	0	8	0	0	0	0	0	0	0	0	0	0	0	34.4	40.2
1200	146	133	0	8	4	0	0	0	0	0	0	0	0	0	1	33.2	38.5
1300	104	98	0	4	1	0	0	0	0	0	0	0	0	1	0	33.5	38.3
1400	115	103	0	5	0	0	0	0	0	0	0	0	0	5	2	34.6	41
1500	112	100	0	7	2	0	0	0	0	1	0	0	0	1	1	34.8	40.7
1600	84	78	0	6	0	0	0	0	0	0	0	0	0	0	0	36.8	42.8
1700	92	82	1	6	3	0	0	0	0	0	0	0	0	0	0	35.5	40
1800	72	68	0	3	0	0	0	0	0	0	0	0	0	0	1	34.5	41.1
1900	47	42	0	3	2	0	0	0	0	0	0	0	0	0	0	36.2	42
2000	38	34	0	3	1	0	0	0	0	0	0	0	0	0	0	33.6	39.6
2100	27	27	0	0	0	0	0	0	0	0	0	0	0	0	0	35.9	41.4
2200	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	40.1	-
2300	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	36.1	-
07-19	1049	961	2	60	10	0	0	0	0	1	0	0	0	8	7	34.6	40.5
06-22	1177	1078	2	68	13	0	0	0	0	1	0	0	0	8	7	34.7	40.6
06-00	1193	1092	2	70	13	0	0	0	0	1	0	0	0	8	7	34.7	40.6
00-00	1217	1114	2	72	13	0	0	0	0	1	0	0	0	8	7	34.7	40.6

09 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	-
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	36.9	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8	-
0400	6	5	0	0	0	0	0	0	0	0	0	0	0	0	1	30.3	-
0500	17	15	0	2	0	0	0	0	0	0	0	0	0	0	0	38.1	43.3
0600	37	32	0	4	1	0	0	0	0	0	0	0	0	0	0	37.5	44.1
0700	191	165	1	25	0	0	0	0	0	0	0	0	0	0	0	34.7	39.8
0800	208	182	0	22	0	0	2	1	0	0	0	0	0	1	0	34.3	38.3
0900	110	86	0	20	4	0	0	0	0	0	0	0	0	0	0	34.9	39.4
1000	93	71	1	18	3	0	0	0	0	0	0	0	0	0	0	33.7	40.6
1100	106	92	0	12	1	0	0	1	0	0	0	0	0	0	0	33.2	37.3
1200	116	95	0	19	1	0	0	0	0	0	0	0	0	0	1	34	39.5
1300	104	86	1	16	1	0	0	0	0	0	0	0	0	0	0	33.8	39.8
1400	217	187	0	19	3	1	0	1	0	0	0	0	0	6	0	33.9	38.4
1500	470	448	2	15	4	0	0	1	0	0	0	0	0	0	0	31.8	36.8
1600	316	295	3	11	5	0	0	1	0	0	0	0	0	0	1	32.2	37.1
1700	239	225	0	8	3	0	0	1	0	0	0	0	0	2	0	32.3	37.7
1800	127	123	0	3	0	0	0	0	0	0	0	0	0	0	1	33.1	38.1
1900	76	71	0	4	0	0	0	0	0	0	0	0	0	0	1	32.8	37.5
2000	57	54	0	2	1	0	0	0	0	0	0	0	0	0	0	33.9	39.5
2100	34	31	0	3	0	0	0	0	0	0	0	0	0	0	0	36.2	43.8
2200	25	20	0	4	1	0	0	0	0	0	0	0	0	0	0	35.2	41.5
2300	27	25	0	1	1	0	0	0	0	0	0	0	0	0	0	37.7	44.2
07-19	2297	2055	8	188	25	1	2	6	0	0	0	0	0	9	3	33.1	38.1
06-22	2501	2243	8	201	27	1	2	6	0	0	0	0	0	9	4	33.2	38.3
06-00	2553	2288	8	206	29	1	2	6	0	0	0	0	0	9	4	33.3	38.4
00-00	2583	2315	8	208	29	1	2	6	0	0	0	0	0	9	5	33.3	38.5



SITE: A1C 2 - Peckleton Ln, Desford

LOCATION: Attached to tree

GRID REFERENCE: 52.619641, -1.292883

DIRECTION: NORTHBOUND

SPEED LIMIT: 30

03 March 2026

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	6	0	0	0	2	2	1	0	1	0	0	0	0	0	0	0	37.1	-
0100	7	0	0	0	1	4	0	1	1	0	0	0	0	0	0	0	37.4	-
0200	12	0	0	0	1	6	4	0	1	0	0	0	0	0	0	0	37.1	43.6
0300	25	0	0	0	3	11	5	3	2	1	0	0	0	0	0	0	38.7	47.8
0400	6	0	0	0	2	2	0	1	1	0	0	0	0	0	0	0	37	-
0500	17	0	0	0	2	8	6	1	0	0	0	0	0	0	0	0	36.6	42.6
0600	62	0	0	0	13	19	19	10	1	0	0	0	0	0	0	0	37.1	44
0700	173	0	0	1	45	72	43	12	0	0	0	0	0	0	0	0	35.1	40.8
0800	276	0	0	5	102	115	46	8	0	0	0	0	0	0	0	0	33.2	38.6
0900	105	0	0	0	27	43	25	8	2	0	0	0	0	0	0	0	35.3	40.9
1000	104	0	0	0	36	43	21	4	0	0	0	0	0	0	0	0	33.8	38.9
1100	101	0	1	0	34	45	20	1	0	0	0	0	0	0	0	0	33.2	38
1200	126	1	0	4	47	55	15	4	0	0	0	0	0	0	0	0	32.6	37.4
1300	112	0	0	0	34	50	22	4	1	0	0	0	1	0	0	0	34.6	38.7
1400	229	0	0	1	72	105	43	8	0	0	0	0	0	0	0	0	33.8	39.2
1500	458	0	5	6	199	183	56	9	0	0	0	0	0	0	0	0	32.3	37
1600	368	0	0	3	155	162	40	6	2	0	0	0	0	0	0	0	32.6	36.8
1700	248	0	0	8	88	101	46	4	0	0	1	0	0	0	0	0	33.1	38.4
1800	150	0	0	2	69	56	18	4	0	1	0	0	0	0	0	0	32.5	37.5
1900	113	0	1	1	39	52	17	3	0	0	0	0	0	0	0	0	33.1	38.1
2000	49	0	0	0	10	24	11	4	0	0	0	0	0	0	0	0	34.7	40.7
2100	39	0	0	1	14	18	4	1	1	0	0	0	0	0	0	0	33	37.4
2200	29	0	0	1	1	12	9	3	2	1	0	0	0	0	0	0	38.6	46.8
2300	24	0	0	0	4	6	10	4	0	0	0	0	0	0	0	0	37.6	43.8
07-19	2450	1	6	30	908	1030	395	72	5	1	1	0	1	0	0	0	33.2	38.4
06-22	2713	1	7	32	984	1143	446	90	7	1	1	0	1	0	0	0	33.3	38.5
06-00	2766	1	7	33	989	1161	465	97	9	2	1	0	1	0	0	0	33.4	38.6
00-00	2839	1	7	33	1000	1194	481	103	15	3	1	0	1	0	0	0	33.5	38.7

04 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	7	0	0	0	2	2	0	2	1	0	0	0	0	0	0	0	39.2	-
0100	6	0	0	1	1	2	0	1	0	1	0	0	0	0	0	0	38	-
0200	10	0	0	0	1	6	1	1	1	0	0	0	0	0	0	0	36.7	-
0300	28	0	0	0	1	9	10	6	2	0	0	0	0	0	0	0	39.9	47.7
0400	3	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	41	-
0500	17	0	0	0	2	5	10	0	0	0	0	0	0	0	0	0	37.3	41.9
0600	60	0	0	0	7	22	18	10	1	1	1	0	0	0	0	0	38.9	44.6
0700	228	0	0	2	69	113	37	4	3	0	0	0	0	0	0	0	33.9	38.8
0800	239	0	0	0	74	113	45	7	0	0	0	0	0	0	0	0	33.9	38.4
0900	107	0	0	1	32	43	27	3	1	0	0	0	0	0	0	0	34.3	39
1000	127	0	1	2	25	66	25	5	2	1	0	0	0	0	0	0	34.7	39.3
1100	152	0	0	1	52	78	19	2	0	0	0	0	0	0	0	0	33.1	37
1200	124	0	0	0	29	63	27	5	0	0	0	0	0	0	0	0	34.6	39.1
1300	143	0	0	0	48	60	26	6	1	2	0	0	0	0	0	0	34.1	39.4
1400	215	0	0	2	48	104	43	14	3	1	0	0	0	0	0	0	35.1	41.4
1500	450	1	0	13	156	192	76	9	2	1	0	0	0	0	0	0	33.1	38.1
1600	358	0	0	3	107	162	73	12	0	0	1	0	0	0	0	0	33.9	39.6
1700	274	0	0	8	98	125	32	10	1	0	0	0	0	0	0	0	33	37.7
1800	171	0	1	0	74	68	24	4	0	0	0	0	0	0	0	0	32.5	37.6
1900	131	0	2	4	55	53	16	0	1	0	0	0	0	0	0	0	31.7	36.6
2000	81	0	0	1	30	37	13	0	0	0	0	0	0	0	0	0	32.8	37.5
2100	68	0	0	2	23	33	9	1	0	0	0	0	0	0	0	0	32.4	37.4
2200	32	0	0	0	7	11	9	5	0	0	0	0	0	0	0	0	36.9	44.5
2300	25	0	0	1	3	13	4	4	0	0	0	0	0	0	0	0	36.1	44.4
07-19	2588	1	2	32	812	1187	454	81	13	5	1	0	0	0	0	0	33.7	38.7
06-22	2928	1	4	39	927	1332	510	92	15	6	2	0	0	0	0	0	33.7	38.7
06-00	2985	1	4	40	937	1356	523	101	15	6	2	0	0	0	0	0	33.8	38.8
00-00	3056	1	4	41	945	1380	545	111	20	7	2	0	0	0	0	0	33.9	38.9

05 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	10	0	0	0	2	5	2	1	0	0	0	0	0	0	0	0	35.9	-
0100	6	0	0	0	0	2	3	0	1	0	0	0	0	0	0	0	39.6	-
0200	11	0	0	1	4	4	2	0	0	0	0	0	0	0	0	0	32.1	39
0300	24	0	0	0	6	10	8	0	0	0	0	0	0	0	0	0	35.2	40.4
0400	5	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	39.2	-
0500	13	0	0	0	1	4	6	2	0	0	0	0	0	0	0	0	38.4	43.6
0600	66	0	0	0	5	27	27	4	0	1	2	0	0	0	0	0	38.2	41.5
0700	185	0	0	0	43	90	46	4	2	0	0	0	0	0	0	0	34.8	39.7
0800	214	0	0	1	34	95	69	12	3	0	0	0	0	0	0	0	36.3	41.4
0900	137	0	0	1	32	60	36	7	1	0	0	0	0	0	0	0	35	40.5
1000	120	0	1	2	34	55	25	2	1	0	0	0	0	0	0	0	33.7	39.8
1100	122	0	1	0	31	67	18	5	0	0	0	0	0	0	0	0	34	38.6
1200	126	0	0	3	32	61	27	2	0	0	0	0	1	0	0	0	34.2	38.9
1300	151	0	0	0	47	53	39	10	2	0	0	0	0	0	0	0	34.9	40.4
1400	200	0	0	5	52	102	32	9	0	0	0	0	0	0	0	0	33.9	38.9
1500	444	0	2	14	117	222	77	10	2	0	0	0	0	0	0	0	33.4	38.4
1600	362	0	1	1	141	148	56	13	1	1	0	0	0	0	0	0	33.5	37.9
1700	279	0	0	1	102	134	35	7	0	0	0	0	0	0	0	0	33	37.2
1800	137	0	0	6	59	55	16	1	0	0	0	0	0	0	0	0	31.8	36.7
1900	96	0	0	1	28	50	16	1	0	0	0	0	0	0	0	0	33.4	37.7
2000	98	1	4	6	42	34	8	2	1	0	0	0	0	0	0	0	31.2	36.5
2100	42	0	0	1	16	17	6	1	1	0	0	0	0	0	0	0	32.7	39.1
2200	33	0	0	0	7	15	4	6	1	0	0	0	0	0	0	0	36.3	44.5
2300	23	0	0	2	4	9	3	5	0	0	0	0	0	0	0	0	35.7	44.6
07-19	2477	0	5	34	724	1142	476	82	12	1	0	0	1	0	0	0	33.9	39
06-22	2779	1	9	42	815	1270	533	90	14	2	2	0	1	0	0	0	33.9	38.9
06-00	2835	1	9	44	826	1294	540	101	15	2	2	0	1	0	0	0	34	39.1
00-00	2904	1	9	45	839	1321	563	105	16	2	2	0	1	0	0	0	34	39.1

06 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	12	0	0	0	2	6	2	2	0	0	0	0	0	0	0	0	36.4	45.4
0100	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	34.4	-
0200	14	0	0	0	3	5	3	2	1	0	0	0	0	0	0	0	36.1	44.7
0300	19	0	0	0	5	6	6	1	1	0	0	0	0	0	0	0	36.4	42.9
0400	8	0	0	0	4	2	1	1	0	0	0	0	0	0	0	0	33.6	-
0500	15	0	0	0	3	5	4	2	1	0	0	0	0	0	0	0	37.8	47.3
0600	56	0	0	0	8	21	17	5	3	1	0	0	1	0	0	0	38.5	45
0700	147	0	0	6	32	63	34	10	2	0	0	0	0	0	0	0	34.9	41
0800	166	0	1	6	38	78	37	6	0	0	0	0	0	0	0	0	34	39
0900	187	0	0	12	55	90	27	3	0	0	0	0	0	0	0	0	32.7	37.7
1000	163	0	1	1	55	72	27	5	2	0	0	0	0	0	0	0	33.4	38.6
1100	264	1	2	6	106	117	30	2	0	0	0	0	0	0	0	0	31.9	36.3
1200	186	0	0	3	57	91	23	11	1	0	0	0	0	0	0	0	33.5	38.1
1300	167	0	0	0	65	71	24	6	1	0	0	0	0	0	0	0	33.4	38.1
1400	186	0	1	0	79	67	31	8	0	0	0	0	0	0	0	0	33.1	38.7
1500	334	0	0	7	95	158	71	2	1	0	0	0	0	0	0	0	33.8	39.2
1600	255	0	0	2	88	123	37	3	2	0	0	0	0	0	0	0	33.1	37.4
1700	206	0	0	4	66	93	35	5	3	0	0	0	0	0	0	0	33.5	38.9
1800	150	1	0	1	53	65	22	8	0	0	0	0	0	0	0	0	33.5	38.6
1900	74	0	0	1	20	33	17	3	0	0	0	0	0	0	0	0	33.9	40.2
2000	57	0	1	1	21	23	9	1	1	0	0	0	0	0	0	0	33	38.2
2100	34	0	0	0	6	19	4	1	3	1	0	0	0	0	0	0	36.6	47.6
2200	42	0	0	1	8	21	6	5	1	0	0	0	0	0	0	0	35	43.3
2300	19	0	0	0	7	6	3	3	0	0	0	0	0	0	0	0	35.1	45.7
07-19	2411	2	5	48	789	1088	398	69	12	0	0	0	0	0	0	0	33.3	38.5
06-22	2632	2	6	50	844	1184	445	79	19	2	0	0	1	0	0	0	33.5	38.7
06-00	2693	2	6	51	859	1211	454	87	20	2	0	0	1	0	0	0	33.5	38.7
00-00	2764	2	6	51	877	1236	471	95	23	2	0	0	1	0	0	0	33.6	38.8

07 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	9	0	0	0	1	4	3	1	0	0	0	0	0	0	0	0	36.8	-
0100	5	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	27.9	-
0200	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	28.8	-
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	30.1	-
0400	5	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	37.5	-
0500	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	34	-
0600	13	0	0	0	3	6	2	1	0	1	0	0	0	0	0	0	36.3	48.2
0700	20	0	1	0	1	10	6	2	0	0	0	0	0	0	0	0	35.5	40.1
0800	44	0	0	0	10	18	12	3	1	0	0	0	0	0	0	0	35.5	40.7
0900	96	1	0	1	26	42	18	7	1	0	0	0	0	0	0	0	34.4	40.4
1000	149	0	0	4	43	65	28	7	1	1	0	0	0	0	0	0	33.9	39.7
1100	145	0	0	6	40	68	22	8	1	0	0	0	0	0	0	0	34	39.1
1200	157	0	2	2	46	72	30	4	1	0	0	0	0	0	0	0	33.5	38.5
1300	137	0	1	2	45	58	29	2	0	0	0	0	0	0	0	0	33.5	38.5
1400	114	0	1	0	29	58	21	3	1	1	0	0	0	0	0	0	34.1	38.8
1500	115	0	1	0	25	51	32	4	2	0	0	0	0	0	0	0	35.1	41
1600	112	0	0	0	38	46	21	6	0	1	0	0	0	0	0	0	34	40.3
1700	106	0	1	0	29	36	34	4	2	0	0	0	0	0	0	0	35.1	41
1800	80	0	0	0	18	39	21	2	0	0	0	0	0	0	0	0	34.3	38.8
1900	57	0	0	0	22	17	11	5	2	0	0	0	0	0	0	0	34.4	41.5
2000	51	0	0	1	10	28	10	1	0	1	0	0	0	0	0	0	34.8	39.3
2100	32	0	0	0	10	14	6	1	0	0	1	0	0	0	0	0	35	39.7
2200	26	0	0	0	11	13	1	0	1	0	0	0	0	0	0	0	32.4	36.1
2300	13	0	0	1	4	4	3	1	0	0	0	0	0	0	0	0	33.9	42.2
07-19	1275	1	7	15	350	563	274	52	10	3	0	0	0	0	0	0	34.2	39.7
06-22	1428	1	7	16	395	628	303	60	12	5	1	0	0	0	0	0	34.3	39.7
06-00	1467	1	7	17	410	645	307	61	13	5	1	0	0	0	0	0	34.2	39.7
00-00	1494	1	7	17	422	654	311	63	13	5	1	0	0	0	0	0	34.2	39.7

08 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	9	0	0	1	3	3	2	0	0	0	0	0	0	0	0	0	33.3	-
0100	6	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	33.3	-
0200	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	35.7	-
0300	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	39.1	-
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	40.6	-
0500	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	36	-
0600	16	0	0	0	6	5	5	0	0	0	0	0	0	0	0	0	34	40.8
0700	14	0	0	0	0	6	7	1	0	0	0	0	0	0	0	0	37.7	42
0800	30	0	0	0	4	13	11	2	0	0	0	0	0	0	0	0	36.8	42.2
0900	54	0	0	0	14	19	17	4	0	0	0	0	0	0	0	0	35.6	42.6
1000	101	0	3	2	28	39	26	3	0	0	0	0	0	0	0	0	33.5	39.4
1100	125	0	0	0	33	55	32	4	1	0	0	0	0	0	0	0	34.4	40.2
1200	146	0	0	1	56	63	22	3	1	0	0	0	0	0	0	0	33.2	38.5
1300	104	0	0	2	33	46	18	4	1	0	0	0	0	0	0	0	33.5	38.3
1400	115	0	1	1	29	58	17	7	1	0	0	1	0	0	0	0	34.6	41
1500	112	0	1	0	25	48	32	6	0	0	0	0	0	0	0	0	34.8	40.7
1600	84	0	0	0	16	28	31	8	1	0	0	0	0	0	0	0	36.8	42.8
1700	92	0	0	1	23	36	27	3	0	1	1	0	0	0	0	0	35.5	40
1800	72	1	0	1	21	31	12	4	2	0	0	0	0	0	0	0	34.5	41.1
1900	47	0	0	0	7	23	14	3	0	0	0	0	0	0	0	0	36.2	42
2000	38	0	0	0	16	13	6	3	0	0	0	0	0	0	0	0	33.6	39.6
2100	27	0	0	1	5	9	11	0	1	0	0	0	0	0	0	0	35.9	41.4
2200	9	0	0	0	1	2	3	3	0	0	0	0	0	0	0	0	40.1	-
2300	7	0	0	0	3	0	3	1	0	0	0	0	0	0	0	0	36.1	-
07-19	1049	1	5	8	282	442	252	49	7	1	1	1	0	0	0	0	34.6	40.5
06-22	1177	1	5	9	316	492	288	55	8	1	1	1	0	0	0	0	34.7	40.6
06-00	1193	1	5	9	320	494	294	59	8	1	1	1	0	0	0	0	34.7	40.6
00-00	1217	1	5	10	325	505	300	60	8	1	1	1	0	0	0	0	34.7	40.6

09 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	29	-
0100	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	30.9	-
0200	3	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	36.9	-
0300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	34.8	-
0400	6	0	1	0	1	3	1	0	0	0	0	0	0	0	0	0	30.3	-
0500	17	0	0	1	1	4	9	2	0	0	0	0	0	0	0	0	38.1	43.3
0600	37	0	0	0	9	7	15	6	0	0	0	0	0	0	0	0	37.5	44.1
0700	191	0	0	0	38	106	37	9	1	0	0	0	0	0	0	0	34.7	39.8
0800	208	0	0	1	48	114	41	4	0	0	0	0	0	0	0	0	34.3	38.3
0900	110	0	0	0	29	46	28	5	2	0	0	0	0	0	0	0	34.9	39.4
1000	93	0	0	3	33	37	13	5	2	0	0	0	0	0	0	0	33.7	40.6
1100	106	0	0	0	40	50	14	1	1	0	0	0	0	0	0	0	33.2	37.3
1200	116	0	0	1	37	50	23	4	1	0	0	0	0	0	0	0	34	39.5
1300	104	0	0	2	34	45	16	7	0	0	0	0	0	0	0	0	33.8	39.8
1400	217	0	0	3	65	107	32	9	0	1	0	0	0	0	0	0	33.9	38.4
1500	470	0	6	15	204	183	53	8	1	0	0	0	0	0	0	0	31.8	36.8
1600	316	0	1	5	141	126	37	5	1	0	0	0	0	0	0	0	32.2	37.1
1700	239	0	4	4	102	86	38	4	1	0	0	0	0	0	0	0	32.3	37.7
1800	127	0	1	0	39	65	20	2	0	0	0	0	0	0	0	0	33.1	38.1
1900	76	1	0	1	27	35	8	3	1	0	0	0	0	0	0	0	32.8	37.5
2000	57	0	0	0	20	24	11	1	1	0	0	0	0	0	0	0	33.9	39.5
2100	34	0	0	0	7	15	7	5	0	0	0	0	0	0	0	0	36.2	43.8
2200	25	0	0	0	8	7	7	3	0	0	0	0	0	0	0	0	35.2	41.5
2300	27	0	0	1	3	9	10	3	0	1	0	0	0	0	0	0	37.7	44.2
07-19	2297	0	12	34	810	1015	352	63	10	1	0	0	0	0	0	0	33.1	38.1
06-22	2501	1	12	35	873	1096	393	78	12	1	0	0	0	0	0	0	33.2	38.3
06-00	2553	1	12	36	884	1112	410	84	12	2	0	0	0	0	0	0	33.3	38.4
00-00	2583	1	13	39	887	1121	421	86	13	2	0	0	0	0	0	0	33.3	38.5

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	16857	8	51	236	5295	7411	3092	623	108	22	7	1	3	0	0	0	33.8	39



SITE: A1G 2 - Peckleton Ln, Desford

LOCATION: Attached to tree

GRID REFERENCE: 52.619641, -1.292883

DIRECTION: NORTHBOUND

SPEED LIMIT: 30

Hour	Tue 03-Mar	Wed 04-Mar	Thu 05-Mar	Fri 06-Mar	Sat 07-Mar	Sun 08-Mar	Mon 09-Mar	Averages 1-5.	1-7.
0000-0100	6	7	10	12	9	9	1	7.2	7.7
0100-0200	7	6	6	3	5	6	2	4.8	5
0200-0300	12	10	11	14	6	3	3	10	8.4
0300-0400	25	28	24	19	1	2	1	19.4	14.3
0400-0500	6	3	5	8	5	1	6	5.6	4.9
0500-0600	17	17	13	15	1	3	17	15.8	11.9
0600-0700	62	60	66	56	13	16	37	56.2	44.3
0700-0800	173	228	185	147	20	14	19	184.8	136.9
0800-0900	276	239	214	166	44	30	208	220.6	168.1
0900-1000	105	107	137	187	96	54	110	129.2	113.7
1000-1100	104	127	120	163	149	101	93	121.4	122.4
1100-1200	101	152	122	264	145	125	106	149	145
1200-1300	126	124	126	186	157	146	116	135.6	140.1
1300-1400	112	143	151	167	137	104	104	135.4	131.1
1400-1500	229	215	200	186	114	115	217	209.4	182.3
1500-1600	458	450	444	334	115	112	470	431.2	340.4
1600-1700	368	358	362	255	112	84	316	331.8	265
1700-1800	248	274	279	206	106	92	239	249.2	206.3
1800-1900	150	171	137	150	80	72	127	147	126.7
1900-2000	113	131	96	74	57	47	76	98	84.9
2000-2100	49	81	98	57	51	38	57	68.4	61.6
2100-2200	39	68	42	34	32	27	34	43.4	39.4
2200-2300	29	32	33	42	26	9	25	32.2	28
2300-2400	24	25	23	19	13	7	27	23.6	19.7
Totals									
0700-1900	2450	2588	2477	2411	1275	1049	2297	2444.6	2078.1
0600-2200	2713	2928	2779	2632	1428	1177	2501	2710.6	2308.3
0600-0000	2766	2985	2835	2693	1467	1193	2553	2766.4	2356
0000-0000	2839	3056	2904	2764	1494	1217	2583	2829.2	2408.1
AM Peak	800	800	800	1100	1000	1100	800		
	276	239	214	264	149	125	208		
PM Peak	1500	1500	1500	1500	1200	1200	1500		
	458	450	444	334	157	146	470		



SITE: A1C 2 - Peckleton Ln, Desford

LOCATION: Attached to tree

GRID REFERENCE: 52.619641, -1.292883

DIRECTION: SOUTHBOUND

SPEED LIMIT: 30

03 March 2026

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	36.6	-
0100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	38.3	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	48.9	-
0300	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	41.7	-
0400	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	44.1	52.6
0500	186	174	1	7	0	0	1	0	0	0	0	0	0	3	0	38.3	43.8
0600	229	219	1	5	0	1	0	0	0	0	0	0	0	0	3	37.3	42.6
0700	345	316	2	25	0	0	1	1	0	0	0	0	0	0	0	36.8	42.2
0800	430	371	1	51	0	2	1	2	0	0	0	0	0	1	1	35.4	39.9
0900	200	167	1	27	0	3	0	0	0	0	0	0	0	1	1	35.1	39.9
1000	99	86	2	9	0	0	0	1	0	1	0	0	0	0	0	35.9	42.3
1100	107	89	0	15	1	1	0	0	0	0	0	0	0	0	1	34.8	40.7
1200	103	89	0	12	0	0	0	0	0	0	0	0	0	1	1	35.9	42.4
1300	136	111	0	21	0	0	0	0	1	0	0	0	0	0	3	35.3	40.8
1400	149	126	0	21	0	0	0	0	0	0	0	0	0	1	1	36.4	42
1500	169	153	3	11	0	0	0	0	0	0	0	0	0	2	0	36.2	42.3
1600	195	184	0	10	0	0	0	1	0	0	0	0	0	0	0	37.2	42.9
1700	168	150	2	13	0	0	0	0	0	0	0	0	0	2	1	36.2	41.9
1800	131	128	0	3	0	0	0	0	0	0	0	0	0	0	0	35.3	40.4
1900	91	89	0	1	0	0	0	0	0	0	0	0	0	0	1	35.7	41.2
2000	38	35	1	1	0	0	0	0	0	0	0	0	0	1	0	36.3	41
2100	41	39	0	1	1	0	0	0	0	0	0	0	0	0	0	38.3	47.1
2200	38	37	0	1	0	0	0	0	0	0	0	0	0	0	0	43.2	50.3
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	-
07-19	2232	1970	11	218	1	6	2	5	1	1	0	0	0	8	9	35.9	41.3
06-22	2631	2352	13	226	2	7	2	5	1	1	0	0	0	9	13	36.1	41.6
06-00	2673	2393	13	227	2	7	2	5	1	1	0	0	0	9	13	36.2	41.8
00-00	2888	2593	14	237	2	7	3	5	1	1	0	0	0	12	13	36.4	42.2

04 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	49.6	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	35.1	-
0300	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	41.9	-
0400	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	41.3	49.1
0500	190	176	0	9	1	0	0	0	0	0	0	0	0	4	0	38.9	44.6
0600	209	195	0	9	1	0	0	0	0	0	0	0	0	1	3	38.6	43.9
0700	355	326	0	28	0	0	0	1	0	0	0	0	0	0	0	36.3	41.5
0800	401	369	0	27	0	0	1	1	0	0	0	0	0	3	0	37	41.5
0900	169	143	1	23	0	0	0	0	0	0	0	0	0	1	1	35.1	40.4
1000	131	107	0	13	1	1	0	0	0	0	0	0	0	5	4	35.3	41.9
1100	127	104	1	18	0	0	0	0	0	0	0	0	0	2	2	35.8	42.6
1200	128	108	0	15	0	0	0	0	0	0	0	0	0	3	2	36.3	41.7
1300	130	114	0	15	0	0	0	0	0	0	0	0	0	1	0	38.3	43.9
1400	123	115	0	7	0	0	0	0	0	0	0	0	0	1	0	37.1	42.7
1500	193	174	1	16	0	0	0	0	0	0	0	0	0	0	2	36.3	41.3
1600	177	153	1	20	0	0	0	0	0	0	0	0	0	2	1	37.6	43.2
1700	228	217	1	7	0	0	0	0	0	0	0	0	0	3	0	35.5	40.8
1800	168	163	0	2	0	1	0	0	0	1	0	0	0	0	1	34.7	39.2
1900	85	75	0	8	0	0	0	0	0	0	0	0	0	1	1	35.3	40.6
2000	70	64	0	6	0	0	0	0	0	0	0	0	0	0	0	37.1	41.6
2100	54	51	0	1	0	0	0	0	0	0	0	0	0	2	0	36.5	42.9
2200	20	18	0	2	0	0	0	0	0	0	0	0	0	0	0	38.9	45
2300	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	40.4	46.9
07-19	2330	2093	5	191	1	2	1	2	0	1	0	0	0	21	13	36.3	41.7
06-22	2748	2478	5	215	2	2	1	2	0	1	0	0	0	25	17	36.5	41.9
06-00	2781	2509	5	217	2	2	1	2	0	1	0	0	0	25	17	36.5	41.9
00-00	3004	2716	5	228	3	2	1	2	0	1	0	0	0	29	17	36.7	42.3

05 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	52.5	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38.9	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.6	-
0300	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	38.4	-
0400	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	41.6	51.6
0500	182	169	0	7	2	0	0	0	0	0	0	0	0	4	0	38.8	45.2
0600	190	179	0	5	3	0	0	0	0	0	0	0	0	0	3	38.4	44.7
0700	360	317	0	40	1	0	0	0	0	0	0	0	0	2	0	36.4	41.5
0800	448	389	3	49	0	1	1	2	0	0	0	0	0	2	1	36.6	41.4
0900	192	161	0	27	1	0	0	0	0	0	0	0	0	0	3	35.2	40.8
1000	136	124	0	9	0	0	0	1	0	0	0	0	0	1	1	35.8	40
1100	113	92	0	17	0	0	0	0	0	0	0	0	0	0	4	36.4	43.3
1200	131	114	0	14	0	0	0	0	0	0	0	0	0	0	3	36.5	42.5
1300	153	126	1	23	0	1	0	0	0	0	0	0	0	1	1	37.6	43
1400	150	128	0	14	1	0	0	1	0	0	0	0	0	3	3	36.6	41.8
1500	199	180	0	16	0	1	0	0	0	0	0	0	0	0	2	36.6	41.9
1600	195	176	1	16	0	0	0	0	0	0	0	1	0	0	1	37	43.5
1700	188	173	0	12	0	0	0	1	0	0	0	0	0	1	1	36.6	42.2
1800	150	139	0	11	0	0	0	0	0	0	0	0	0	0	0	34.4	38.8
1900	79	74	1	3	0	0	0	0	0	1	0	0	0	0	0	34.5	39.6
2000	54	51	0	2	0	0	0	0	0	0	0	0	0	1	0	36.3	42.3
2100	37	35	0	2	0	0	0	0	0	0	0	0	0	0	0	39	47.1
2200	28	26	0	2	0	0	0	0	0	0	0	0	0	0	0	37.9	44.1
2300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	38.6	-
07-19	2415	2119	5	248	3	3	1	5	0	0	0	1	0	10	20	36.4	41.8
06-22	2775	2458	6	260	6	3	1	5	0	1	0	1	0	11	23	36.5	42.1
06-00	2806	2487	6	262	6	3	1	5	0	1	0	1	0	11	23	36.5	42.1
00-00	3020	2687	6	270	8	3	1	5	0	1	0	1	0	15	23	36.7	42.3

06 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	35.1	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	40.4	-
0200	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	35.3	-
0300	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	39.4	-
0400	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	39.4	44.1
0500	181	170	1	7	1	0	0	0	0	0	0	0	0	1	1	39.2	45.9
0600	173	164	0	5	0	1	0	0	0	0	0	0	0	1	2	38.5	44.5
0700	245	219	0	24	0	1	0	1	0	0	0	0	0	0	0	36.7	42.7
0800	306	277	1	24	0	0	0	0	0	2	0	0	0	2	0	35.4	41
0900	187	162	0	22	0	0	0	0	0	0	0	0	0	0	3	34.1	39.7
1000	169	149	0	18	1	0	0	0	0	0	0	0	0	0	1	36.6	42.4
1100	112	100	0	9	1	0	0	1	0	0	0	0	0	1	0	36.6	42
1200	124	103	1	16	1	0	1	0	0	0	0	0	0	2	0	37.6	45.5
1300	117	98	0	17	2	0	0	0	0	0	0	0	0	0	0	37	42.9
1400	140	122	1	13	2	0	0	1	0	0	0	0	0	1	0	37.6	44.5
1500	206	183	0	20	1	1	0	0	0	0	0	0	0	1	0	36.3	41.3
1600	204	185	1	16	0	0	0	1	0	0	0	0	0	1	0	36.6	41.4
1700	175	167	0	5	0	0	0	0	0	0	0	0	0	2	1	37.4	43.5
1800	117	108	0	7	0	0	0	0	0	0	0	0	0	0	2	36	42
1900	73	68	1	3	0	0	0	0	0	0	0	0	0	1	0	36.8	42.4
2000	42	41	0	0	1	0	0	0	0	0	0	0	0	0	0	36.9	46.2
2100	26	25	0	0	0	0	0	0	0	0	0	0	0	1	0	36.9	47.7
2200	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	38.6	47.6
2300	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	38.6	47.2
07-19	2102	1873	4	191	8	2	1	4	0	2	0	0	0	10	7	36.4	42.3
06-22	2416	2171	5	199	9	3	1	4	0	2	0	0	0	13	9	36.6	42.6
06-00	2450	2205	5	199	9	3	1	4	0	2	0	0	0	13	9	36.6	42.6
00-00	2672	2412	6	210	10	3	1	4	0	2	0	0	0	14	10	36.8	42.7

07 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	37.9	-
0100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	-
0200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6	-
0300	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	36.5	-
0400	7	6	0	0	1	0	0	0	0	0	0	0	0	0	0	44.4	-
0500	26	25	0	0	0	0	0	0	0	0	0	0	0	1	0	43.1	49
0600	23	19	1	2	0	0	0	1	0	0	0	0	0	0	0	38.4	44.9
0700	38	32	2	3	0	0	1	0	0	0	0	0	0	0	0	39.2	44.5
0800	108	100	0	5	0	0	0	0	0	0	0	0	0	0	3	37.4	44.1
0900	145	127	1	11	0	0	0	0	0	0	0	0	0	1	5	34.6	40.4
1000	152	131	1	5	1	0	0	0	0	0	0	0	0	9	5	36	41.7
1100	155	137	1	10	2	0	0	0	0	0	0	0	0	5	0	36	41.5
1200	136	118	0	10	1	0	0	0	1	0	0	0	0	6	0	35.7	40.7
1300	142	134	1	3	0	0	0	0	0	0	0	0	0	0	4	35.9	42.8
1400	125	115	0	6	1	0	0	0	0	0	0	0	0	3	0	36.6	43
1500	111	99	0	8	1	0	0	0	0	0	0	0	0	2	1	36.2	41.8
1600	114	105	0	7	0	0	0	0	0	0	0	0	0	1	1	37.5	46
1700	94	91	0	2	1	0	0	0	0	0	0	0	0	0	0	36.7	42.9
1800	75	72	0	2	0	0	0	0	0	0	0	0	0	1	0	36.2	41.5
1900	50	47	0	3	0	0	0	0	0	0	0	0	0	0	0	37.7	45.4
2000	45	41	0	4	0	0	0	0	0	0	0	0	0	0	0	37.3	44.7
2100	38	37	0	0	1	0	0	0	0	0	0	0	0	0	0	36	42.5
2200	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	37.3	46.4
2300	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	37.2	-
07-19	1395	1261	6	72	7	0	1	0	1	0	0	0	0	28	19	36.3	42.2
06-22	1551	1405	7	81	8	0	1	1	1	0	0	0	0	28	19	36.4	42.4
06-00	1578	1431	7	82	8	0	1	1	1	0	0	0	0	28	19	36.4	42.4
00-00	1628	1478	7	83	9	0	1	1	1	0	0	0	0	29	19	36.5	42.6

08 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	37.9	-
0100	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	37.1	-
0200	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	38.1	-
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	-
0400	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	38.7	-
0500	38	38	0	0	0	0	0	0	0	0	0	0	0	0	0	40.2	45.6
0600	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	38.6	-
0700	27	25	0	0	1	0	0	0	0	0	0	0	0	1	0	39.5	48.9
0800	54	46	1	5	0	0	0	0	0	0	0	0	0	0	2	36.3	41.5
0900	115	102	2	8	1	0	0	0	0	0	0	0	0	0	2	36.4	42.7
1000	123	116	0	4	0	0	0	0	0	0	0	0	0	0	3	34.6	39.9
1100	113	108	0	4	0	0	0	0	0	0	0	0	0	0	1	36.3	42.3
1200	87	77	0	3	2	0	0	0	0	0	0	0	0	3	2	37.7	45.3
1300	122	115	1	2	1	0	0	0	0	0	0	0	0	1	2	36.8	43
1400	120	110	2	4	0	0	0	0	0	0	0	0	0	2	2	36.5	42.4
1500	95	90	0	5	0	0	0	0	0	0	0	0	0	0	0	37.9	44.4
1600	82	73	1	4	0	0	0	0	0	0	0	0	0	3	1	36.5	42.6
1700	80	77	0	0	0	0	0	0	0	0	0	0	0	2	1	37.1	43.7
1800	66	65	0	1	0	0	0	0	0	0	0	0	0	0	0	38	42.9
1900	50	46	0	3	1	0	0	0	0	0	0	0	0	0	0	38.1	44.5
2000	27	25	0	2	0	0	0	0	0	0	0	0	0	0	0	36.8	42.3
2100	24	23	0	1	0	0	0	0	0	0	0	0	0	0	0	36.8	41.6
2200	10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	43	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	-
07-19	1084	1004	7	40	5	0	0	0	0	0	0	0	0	12	16	36.7	42.7
06-22	1191	1104	7	46	6	0	0	0	0	0	0	0	0	12	16	36.8	42.7
06-00	1203	1114	7	48	6	0	0	0	0	0	0	0	0	12	16	36.8	42.9
00-00	1270	1179	7	50	6	0	0	0	0	0	0	0	0	12	16	36.9	43.2

09 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	40	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	46.1	-
0300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	44.4	-
0400	23	22	0	1	0	0	0	0	0	0	0	0	0	0	0	39.1	47.5
0500	185	175	0	6	0	0	0	0	0	0	0	0	0	4	0	39.4	44.7
0600	204	193	0	7	1	0	0	0	0	0	0	0	0	0	3	38.3	43.8
0700	430	377	3	46	1	1	1	0	0	0	0	0	0	1	0	36.8	41.3
0800	461	407	1	50	2	0	0	0	0	0	0	0	0	0	1	36.4	41.7
0900	182	166	0	13	0	0	0	0	1	0	0	0	0	0	2	36	41.3
1000	145	118	1	20	3	0	0	1	1	0	0	0	0	0	1	35.2	41.2
1100	98	84	1	10	1	0	0	0	0	0	0	0	0	0	2	35.3	41.3
1200	103	93	0	9	0	0	0	0	0	0	0	0	0	1	0	36	41.9
1300	139	114	1	20	2	0	0	0	0	0	0	0	0	0	2	36.1	41.2
1400	147	132	0	12	1	0	0	1	0	0	0	0	0	1	0	35.6	42.1
1500	195	178	0	14	0	0	1	0	0	0	0	0	0	1	1	35.8	40.8
1600	185	165	1	13	2	0	0	1	0	0	0	0	0	3	0	36.9	42.5
1700	212	193	1	15	1	0	0	0	0	0	0	0	0	0	2	36	41.6
1800	101	97	0	4	0	0	0	0	0	0	0	0	0	0	0	36.7	41.6
1900	64	60	0	4	0	0	0	0	0	0	0	0	0	0	0	36.4	41.6
2000	50	47	0	2	0	0	0	0	0	0	0	0	0	1	0	35.8	42.2
2100	37	33	1	2	0	0	0	0	0	0	0	0	0	1	0	39.9	46.9
2200	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	39.7	47.4
2300	14	13	0	0	0	0	0	0	0	0	0	0	0	0	1	36.3	42.8
07-19	2398	2124	9	226	13	1	2	3	2	0	0	0	0	7	11	36.2	41.4
06-22	2753	2457	10	241	14	1	2	3	2	0	0	0	0	9	14	36.4	41.8
06-00	2780	2483	10	241	14	1	2	3	2	0	0	0	0	9	15	36.4	41.8
00-00	2998	2690	10	248	14	1	2	3	2	0	0	0	0	13	15	36.6	42.1



SITE: A1C 2 - Peckleton Ln, Desford

LOCATION: Attached to tree

GRID REFERENCE: 52.619641, -1.292883

DIRECTION: SOUTHBOUND

SPEED LIMIT: 30

03 March 2026

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	3	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	36.6	-
0100	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	38.3	-
0200	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	48.9	-
0300	5	0	0	0	1	0	0	4	0	0	0	0	0	0	0	0	41.7	-
0400	17	0	0	0	0	4	4	6	2	0	0	1	0	0	0	0	44.1	52.6
0500	186	0	0	1	15	69	70	27	4	0	0	0	0	0	0	0	38.3	43.8
0600	229	1	1	1	22	86	91	23	4	0	0	0	0	0	0	0	37.3	42.6
0700	345	0	0	2	42	155	112	25	6	3	0	0	0	0	0	0	36.8	42.2
0800	430	0	0	0	60	250	104	16	0	0	0	0	0	0	0	0	35.4	39.9
0900	200	1	1	1	41	97	43	14	2	0	0	0	0	0	0	0	35.1	39.9
1000	99	0	0	1	21	43	23	8	3	0	0	0	0	0	0	0	35.9	42.3
1100	107	0	1	2	26	45	27	6	0	0	0	0	0	0	0	0	34.8	40.7
1200	103	0	2	1	15	45	32	8	0	0	0	0	0	0	0	0	35.9	42.4
1300	136	0	3	5	19	61	31	12	5	0	0	0	0	0	0	0	35.3	40.8
1400	149	0	1	0	27	65	38	15	1	2	0	0	0	0	0	0	36.4	42
1500	169	0	0	2	26	71	55	14	1	0	0	0	0	0	0	0	36.2	42.3
1600	195	0	0	0	27	85	58	21	3	1	0	0	0	0	0	0	37.2	42.9
1700	168	0	2	1	24	80	47	11	3	0	0	0	0	0	0	0	36.2	41.9
1800	131	1	0	2	26	58	35	8	1	0	0	0	0	0	0	0	35.3	40.4
1900	91	1	0	0	20	35	27	5	2	0	1	0	0	0	0	0	35.7	41.2
2000	38	0	0	0	5	19	12	2	0	0	0	0	0	0	0	0	36.3	41
2100	41	0	0	0	5	17	9	6	4	0	0	0	0	0	0	0	38.3	47.1
2200	38	0	0	0	2	9	10	10	5	1	1	0	0	0	0	0	43.2	50.3
2300	4	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	33.8	-
07-19	2232	2	10	17	354	1055	605	158	25	6	0	0	0	0	0	0	35.9	41.3
06-22	2631	4	11	18	406	1212	744	194	35	6	1	0	0	0	0	0	36.1	41.6
06-00	2673	4	11	18	409	1223	755	204	40	7	2	0	0	0	0	0	36.2	41.8
00-00	2888	4	11	19	426	1297	833	242	46	7	2	1	0	0	0	0	36.4	42.2

04 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	3	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	49.6	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	3	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	35.1	-
0300	4	0	0	0	1	0	1	1	1	0	0	0	0	0	0	0	41.9	-
0400	23	0	0	0	1	7	6	7	2	0	0	0	0	0	0	0	41.3	49.1
0500	190	0	0	0	19	55	74	33	8	1	0	0	0	0	0	0	38.9	44.6
0600	209	1	2	0	14	71	84	29	8	0	0	0	0	0	0	0	38.6	43.9
0700	355	0	0	1	46	166	116	19	5	1	1	0	0	0	0	0	36.3	41.5
0800	401	0	0	0	26	204	137	29	4	0	1	0	0	0	0	0	37	41.5
0900	169	1	0	1	38	78	39	7	4	1	0	0	0	0	0	0	35.1	40.4
1000	131	2	1	2	21	60	36	7	2	0	0	0	0	0	0	0	35.3	41.9
1100	127	0	2	0	26	48	38	12	1	0	0	0	0	0	0	0	35.8	42.6
1200	128	1	1	0	24	49	39	12	0	1	1	0	0	0	0	0	36.3	41.7
1300	130	0	0	1	10	48	50	14	7	0	0	0	0	0	0	0	38.3	43.9
1400	123	0	0	0	18	48	42	12	3	0	0	0	0	0	0	0	37.1	42.7
1500	193	3	0	0	22	86	70	10	1	1	0	0	0	0	0	0	36.3	41.3
1600	177	1	0	0	24	64	63	21	2	2	0	0	0	0	0	0	37.6	43.2
1700	228	0	0	2	41	114	55	14	2	0	0	0	0	0	0	0	35.5	40.8
1800	168	1	1	1	37	88	32	5	1	1	0	0	0	1	0	0	34.7	39.2
1900	85	0	0	1	19	38	23	3	1	0	0	0	0	0	0	0	35.3	40.6
2000	70	0	0	0	10	29	25	4	2	0	0	0	0	0	0	0	37.1	41.6
2100	54	0	0	0	11	23	14	5	0	1	0	0	0	0	0	0	36.5	42.9
2200	20	0	0	0	3	7	5	4	0	0	0	1	0	0	0	0	38.9	45
2300	13	0	0	0	2	3	6	1	0	0	0	1	0	0	0	0	40.4	46.9
07-19	2330	9	5	8	333	1053	717	162	32	7	3	0	0	1	0	0	36.3	41.7
06-22	2748	10	7	9	387	1214	863	203	43	8	3	0	0	1	0	0	36.5	41.9
06-00	2781	10	7	9	392	1224	874	208	43	8	3	2	0	1	0	0	36.5	41.9
00-00	3004	10	7	10	413	1287	957	249	55	9	4	2	0	1	0	0	36.7	42.3

05 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	3	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	52.5	-
0100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	38.9	-
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	29.6	-
0300	5	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0	38.4	-
0400	22	0	0	0	1	6	9	3	0	2	1	0	0	0	0	0	41.6	51.6
0500	182	0	0	0	16	58	71	30	6	1	0	0	0	0	0	0	38.8	45.2
0600	190	1	2	0	17	62	69	33	4	1	1	0	0	0	0	0	38.4	44.7
0700	360	0	0	2	53	161	117	23	3	1	0	0	0	0	0	0	36.4	41.5
0800	448	0	1	1	54	198	160	31	3	0	0	0	0	0	0	0	36.6	41.4
0900	192	2	1	1	22	107	47	11	1	0	0	0	0	0	0	0	35.2	40.8
1000	136	1	0	1	16	71	38	9	0	0	0	0	0	0	0	0	35.8	40
1100	113	2	2	2	12	40	40	13	2	0	0	0	0	0	0	0	36.4	43.3
1200	131	2	1	0	15	49	51	12	0	1	0	0	0	0	0	0	36.5	42.5
1300	153	0	1	1	14	60	59	14	4	0	0	0	0	0	0	0	37.6	43
1400	150	3	0	0	18	67	45	11	5	1	0	0	0	0	0	0	36.6	41.8
1500	199	1	1	2	24	81	73	14	2	0	1	0	0	0	0	0	36.6	41.9
1600	195	0	1	1	28	85	51	20	7	2	0	0	0	0	0	0	37	43.5
1700	188	1	0	0	24	85	59	17	2	0	0	0	0	0	0	0	36.6	42.2
1800	150	0	0	0	40	71	31	7	1	0	0	0	0	0	0	0	34.4	38.8
1900	79	0	0	2	19	33	20	4	1	0	0	0	0	0	0	0	34.5	39.6
2000	54	0	0	2	9	23	15	3	1	1	0	0	0	0	0	0	36.3	42.3
2100	37	0	0	1	5	9	14	6	0	2	0	0	0	0	0	0	39	47.1
2200	28	0	0	0	3	9	11	4	1	0	0	0	0	0	0	0	37.9	44.1
2300	3	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	38.6	-
07-19	2415	12	8	11	320	1075	771	182	30	5	1	0	0	0	0	0	36.4	41.8
06-22	2775	13	10	16	370	1202	889	228	36	9	2	0	0	0	0	0	36.5	42.1
06-00	2806	13	10	16	374	1212	900	232	38	9	2	0	0	0	0	0	36.5	42.1
00-00	3020	13	10	16	393	1278	982	267	44	13	4	0	0	0	0	0	36.7	42.3

06 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	7	0	0	1	2	0	4	0	0	0	0	0	0	0	0	0	35.1	-
0100	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	40.4	-
0200	5	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	35.3	-
0300	7	0	0	0	2	1	1	2	1	0	0	0	0	0	0	0	39.4	-
0400	20	0	0	0	1	7	8	3	1	0	0	0	0	0	0	0	39.4	44.1
0500	181	0	0	1	13	54	66	42	5	0	0	0	0	0	0	0	39.2	45.9
0600	173	0	2	0	13	60	68	22	8	0	0	0	0	0	0	0	38.5	44.5
0700	245	0	1	0	44	101	71	22	5	1	0	0	0	0	0	0	36.7	42.7
0800	306	0	0	3	63	132	87	18	3	0	0	0	0	0	0	0	35.4	41
0900	187	4	3	3	41	84	39	10	3	0	0	0	0	0	0	0	34.1	39.7
1000	169	0	1	2	24	77	44	14	7	0	0	0	0	0	0	0	36.6	42.4
1100	112	0	0	1	13	52	36	9	1	0	0	0	0	0	0	0	36.6	42
1200	124	0	0	0	18	49	36	13	6	2	0	0	0	0	0	0	37.6	45.5
1300	117	0	0	3	17	50	31	11	3	1	0	0	0	1	0	0	37	42.9
1400	140	0	0	1	16	63	36	19	3	2	0	0	0	0	0	0	37.6	44.5
1500	206	0	0	0	34	93	58	19	2	0	0	0	0	0	0	0	36.3	41.3
1600	204	0	0	1	33	80	71	16	3	0	0	0	0	0	0	0	36.6	41.4
1700	175	0	1	1	27	61	58	18	8	0	0	1	0	0	0	0	37.4	43.5
1800	117	1	1	1	18	52	32	9	1	1	1	0	0	0	0	0	36	42
1900	73	0	0	1	12	28	24	7	1	0	0	0	0	0	0	0	36.8	42.4
2000	42	0	0	2	9	11	11	8	1	0	0	0	0	0	0	0	36.9	46.2
2100	26	0	0	0	3	12	6	3	2	0	0	0	0	0	0	0	36.9	47.7
2200	19	0	0	0	2	7	6	3	0	0	1	0	0	0	0	0	38.6	47.6
2300	15	0	0	0	1	6	5	3	0	0	0	0	0	0	0	0	38.6	47.2
07-19	2102	5	7	16	348	894	599	178	45	7	1	1	0	1	0	0	36.4	42.3
06-22	2416	5	9	19	385	1005	708	218	57	7	1	1	0	1	0	0	36.6	42.6
06-00	2450	5	9	19	388	1018	719	224	57	7	2	1	0	1	0	0	36.6	42.6
00-00	2672	5	9	21	408	1082	800	271	65	7	2	1	0	1	0	0	36.8	42.7

07 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	6	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	37.9	-
0100	3	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	30.1	-
0200	5	1	0	1	2	0	1	0	0	0	0	0	0	0	0	0	25.6	-
0300	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	36.5	-
0400	7	0	0	0	0	2	0	4	1	0	0	0	0	0	0	0	44.4	-
0500	26	0	0	0	1	3	8	11	3	0	0	0	0	0	0	0	43.1	49
0600	23	0	0	0	4	5	10	3	1	0	0	0	0	0	0	0	38.4	44.9
0700	38	0	0	0	5	8	18	4	2	1	0	0	0	0	0	0	39.2	44.5
0800	108	0	3	0	15	32	38	16	4	0	0	0	0	0	0	0	37.4	44.1
0900	145	1	4	4	28	56	41	9	2	0	0	0	0	0	0	0	34.6	40.4
1000	152	3	2	1	10	77	47	10	1	1	0	0	0	0	0	0	36	41.7
1100	155	0	1	0	30	59	54	9	1	0	1	0	0	0	0	0	36	41.5
1200	136	0	0	0	30	49	48	9	0	0	0	0	0	0	0	0	35.7	40.7
1300	142	3	1	1	28	48	45	15	1	0	0	0	0	0	0	0	35.9	42.8
1400	125	0	0	0	22	51	35	14	3	0	0	0	0	0	0	0	36.6	43
1500	111	0	0	0	25	41	34	9	2	0	0	0	0	0	0	0	36.2	41.8
1600	114	0	1	1	21	37	29	15	8	2	0	0	0	0	0	0	37.5	46
1700	94	0	0	0	13	42	27	10	2	0	0	0	0	0	0	0	36.7	42.9
1800	75	0	0	0	14	29	25	3	4	0	0	0	0	0	0	0	36.2	41.5
1900	50	0	0	0	9	20	12	6	2	1	0	0	0	0	0	0	37.7	45.4
2000	45	0	1	0	6	15	15	6	2	0	0	0	0	0	0	0	37.3	44.7
2100	38	0	0	0	7	15	13	3	0	0	0	0	0	0	0	0	36	42.5
2200	20	0	0	0	4	6	5	5	0	0	0	0	0	0	0	0	37.3	46.4
2300	7	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	37.2	-
07-19	1395	7	12	7	241	529	441	123	30	4	1	0	0	0	0	0	36.3	42.2
06-22	1551	7	13	7	267	584	491	141	35	5	1	0	0	0	0	0	36.4	42.4
06-00	1578	7	13	7	271	593	500	146	35	5	1	0	0	0	0	0	36.4	42.4
00-00	1628	8	13	9	275	602	515	161	39	5	1	0	0	0	0	0	36.5	42.6

08 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	8	0	0	1	1	1	2	3	0	0	0	0	0	0	0	0	37.9	-
0100	5	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	37.1	-
0200	6	0	1	0	0	2	0	1	2	0	0	0	0	0	0	0	38.1	-
0300	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	29.7	-
0400	8	0	0	1	0	3	2	2	0	0	0	0	0	0	0	0	38.7	-
0500	38	0	0	0	2	10	14	10	2	0	0	0	0	0	0	0	40.2	45.6
0600	6	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	38.6	-
0700	27	0	0	0	8	4	6	6	1	2	0	0	0	0	0	0	39.5	48.9
0800	54	0	2	0	6	23	18	4	1	0	0	0	0	0	0	0	36.3	41.5
0900	115	0	2	1	17	47	34	12	2	0	0	0	0	0	0	0	36.4	42.7
1000	123	0	3	3	19	58	35	4	1	0	0	0	0	0	0	0	34.6	39.9
1100	113	1	0	1	21	39	41	10	0	0	0	0	0	0	0	0	36.3	42.3
1200	87	0	2	1	13	24	31	10	5	0	1	0	0	0	0	0	37.7	45.3
1300	122	1	1	0	18	47	39	13	3	0	0	0	0	0	0	0	36.8	43
1400	120	0	2	0	21	45	38	13	0	0	0	1	0	0	0	0	36.5	42.4
1500	95	0	0	1	10	37	30	14	1	1	1	0	0	0	0	0	37.9	44.4
1600	82	0	1	0	12	32	28	8	1	0	0	0	0	0	0	0	36.5	42.6
1700	80	0	1	0	12	31	23	11	2	0	0	0	0	0	0	0	37.1	43.7
1800	66	0	0	1	1	28	28	6	1	1	0	0	0	0	0	0	38	42.9
1900	50	0	0	1	9	15	15	7	2	1	0	0	0	0	0	0	38.1	44.5
2000	27	0	0	0	6	9	9	1	2	0	0	0	0	0	0	0	36.8	42.3
2100	24	0	0	1	1	9	11	2	0	0	0	0	0	0	0	0	36.8	41.6
2200	10	0	0	0	2	0	5	1	0	2	0	0	0	0	0	0	43	-
2300	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	33.8	-
07-19	1084	2	14	8	158	415	351	111	18	4	2	1	0	0	0	0	36.7	42.7
06-22	1191	2	14	10	174	450	389	122	22	5	2	1	0	0	0	0	36.8	42.7
06-00	1203	2	14	10	176	452	394	123	22	7	2	1	0	0	0	0	36.8	42.9
00-00	1270	2	15	12	182	470	413	140	26	7	2	1	0	0	0	0	36.9	43.2

09 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	40	-
0100	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	28.9	-
0200	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	46.1	-
0300	5	0	0	0	1	0	1	2	0	1	0	0	0	0	0	0	44.4	-
0400	23	0	0	0	2	8	9	1	3	0	0	0	0	0	0	0	39.1	47.5
0500	185	0	0	0	10	54	83	35	2	0	1	0	0	0	0	0	39.4	44.7
0600	204	1	2	0	9	71	89	29	2	1	0	0	0	0	0	0	38.3	43.8
0700	430	0	0	2	41	199	156	26	6	0	0	0	0	0	0	0	36.8	41.3
0800	461	1	0	0	55	214	159	30	1	1	0	0	0	0	0	0	36.4	41.7
0900	182	0	2	7	27	67	64	13	2	0	0	0	0	0	0	0	36	41.3
1000	145	0	1	1	29	68	38	8	0	0	0	0	0	0	0	0	35.2	41.2
1100	98	2	0	2	17	42	26	8	1	0	0	0	0	0	0	0	35.3	41.3
1200	103	0	0	0	24	37	30	11	1	0	0	0	0	0	0	0	36	41.9
1300	139	0	3	0	17	67	37	12	1	2	0	0	0	0	0	0	36.1	41.2
1400	147	0	0	0	35	57	43	12	0	0	0	0	0	0	0	0	35.6	42.1
1500	195	1	0	0	28	98	52	15	1	0	0	0	0	0	0	0	35.8	40.8
1600	185	0	0	0	23	83	59	18	1	1	0	0	0	0	0	0	36.9	42.5
1700	212	1	0	5	29	94	70	10	3	0	0	0	0	0	0	0	36	41.6
1800	101	0	0	3	10	45	33	9	1	0	0	0	0	0	0	0	36.7	41.6
1900	64	0	0	0	11	26	22	2	3	0	0	0	0	0	0	0	36.4	41.6
2000	50	0	0	0	9	25	11	5	0	0	0	0	0	0	0	0	35.8	42.2
2100	37	0	0	0	2	11	13	9	2	0	0	0	0	0	0	0	39.9	46.9
2200	13	0	0	0	2	2	5	4	0	0	0	0	0	0	0	0	39.7	47.4
2300	14	0	1	0	1	2	9	1	0	0	0	0	0	0	0	0	36.3	42.8
07-19	2398	5	6	20	335	1071	767	172	18	4	0	0	0	0	0	0	36.2	41.4
06-22	2753	6	8	20	366	1204	902	217	25	5	0	0	0	0	0	0	36.4	41.8
06-00	2780	6	9	20	369	1208	916	222	25	5	0	0	0	0	0	0	36.4	41.8
00-00	2998	6	9	21	382	1272	1009	262	30	6	1	0	0	0	0	0	36.6	42.1

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	17480	48	74	108	2479	7288	5509	1592	305	54	16	5	0	2	0	0	36.7	42.4



SITE: A1C 2 - Peckleton Ln, Desford

LOCATION: Attached to tree

GRID REFERENCE: 52.619641, -1.292883

DIRECTION: SOUTHBOUND

SPEED LIMIT: 30

	Tue 03-Mar	Wed 04-Mar	Thu 05-Mar	Fri 06-Mar	Sat 07-Mar	Sun 08-Mar	Mon 09-Mar	Averages 1-5.	1-7.
Hour									
0000-0100	3	3	3	7	6	8	2	3.6	4.6
0100-0200	3	0	1	2	3	5	2	1.6	2.3
0200-0300	1	3	1	5	5	6	1	2.2	3.1
0300-0400	5	4	5	7	3	2	5	5.2	4.4
0400-0500	17	23	22	20	7	8	23	21	17.1
0500-0600	186	190	182	181	26	38	185	184.8	141.1
0600-0700	229	209	190	173	23	6	204	201	147.7
0700-0800	345	355	360	245	38	27	430	347	257.1
0800-0900	430	401	448	306	108	54	461	409.2	315.4
0900-1000	200	169	192	187	145	115	182	186	170
1000-1100	99	131	136	169	152	123	145	136	136.4
1100-1200	107	127	113	112	155	113	98	111.4	117.9
1200-1300	103	128	131	124	136	87	103	117.8	116
1300-1400	136	130	153	117	142	122	139	135	134.1
1400-1500	149	123	150	140	125	120	147	141.8	136.3
1500-1600	169	193	199	206	111	95	195	192.4	166.9
1600-1700	195	177	195	204	114	82	185	191.2	164.6
1700-1800	168	228	188	175	94	80	212	194.2	163.6
1800-1900	131	168	150	117	75	66	101	133.4	115.4
1900-2000	91	85	79	73	50	50	64	78.4	70.3
2000-2100	38	70	54	42	45	27	50	50.8	46.6
2100-2200	41	54	37	26	38	24	37	39	36.7
2200-2300	38	20	28	19	20	10	13	23.6	21.1
2300-2400	4	13	3	15	7	2	14	9.8	8.3
Totals									
0700-1900	2232	2330	2415	2102	1395	1084	2398	2295.4	1993.7
0600-2200	2631	2748	2775	2416	1551	1191	2753	2664.6	2295
0600-0000	2673	2781	2806	2450	1578	1203	2780	2698	2324.4
0000-0000	2888	3004	3020	2672	1628	1270	2998	2916.4	2497.1
AM Peak	800 430	800 401	800 448	800 306	1100 155	1000 123	800 461		
PM Peak	1600 195	1700 228	1500 199	1500 206	1300 142	1300 122	1700 212		

Class		Axes	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	$d(1) \geq 1.7m$, $d(1) < 3.2m$ & $axes = 2$		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	$groups \geq 3$, $d(1) \geq 2.1m$, $d(1) < 3.2m$, $d(2) \geq 2.1m$ & $axes \geq 3, 4, 5$		
3	TB2	2	2	Two axle truck or Bus	$d(1) \geq 3.2m$ & $axes = 2$		Medium
4	TB3	3	2	Three axle truck or Bus	$axes = 3$ & $groups = 2$		
5	T4	≥ 3	2	Four axle truck	$axes \geq 3$ & $groups = 2$		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	$d(1) \geq 3.2m$, $axes = 3$ & $groups \geq 3$		Heavy
7	ART4	4	≥ 2	Four axle articulated vehicle or Rigid vehicle and trailer	$d(2) < 2.1m$ or $d(1) < 2.1m$ or $d(1) \geq 3.2m$ $axes = 4$ & $groups \geq 2$		
8	ART5	5	≥ 2	Five axle articulated vehicle or Rigid vehicle and trailer	$d(2) < 2.1m$ or $d(1) < 2.1m$ or $d(1) \geq 3.2m$ $axes = 5$ & $groups \geq 2$		
9	ART6	≥ 6	≥ 2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	$axes = 6$ & $groups \geq 2$ or $axes \geq 6$ & $groups = 3$		
10	BD	≥ 6	4	B-Double or Heavy truck and trailer	$groups = 4$ & $axes \geq 6$		
11	DRT	≥ 6	5	Double road train or Heavy truck and two trailers	$groups = 5, 6$ & $axes \geq 6$		
12	TRT	≥ 6	≥ 6	Triple road train or Heavy truck and three (or more) trailers	$groups = 6$ & $axes \geq 6$		
14	M/C	2	1 OR 2	Motorcycle	$d(1) \geq 1.18m$, $d(1) < 1.7m$ & $axes = 2$		Light
15	CYCLE	2	1 OR 2	Cycle	$d(1) = 1.18$ & $axes = 2$		

	Northbound	Southbound
Total	36299	36338
Mean Speed	36.3	38.1
85%	39.8	41.6



SITE: A1C 3 - Leicester Ln B582, Desford

LOCATION: Attached to hedgerow

GRID REFERENCE: 52.624394, -1.279428

DIRECTION: NORTHBOUND

SPEED LIMIT: 40

03 March 2026

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	39.8	49.8
0100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	38.6	-
0200	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	41.1	47.7
0300	9	6	0	3	0	0	0	0	0	0	0	0	0	0	0	40.4	-
0400	16	14	0	2	0	0	0	0	0	0	0	0	0	0	0	40.1	45.4
0500	67	60	0	6	0	0	0	0	0	0	0	0	0	1	0	38.3	42.6
0600	164	134	0	28	1	0	0	0	0	0	0	0	0	1	0	38.1	40.9
0700	402	345	0	49	2	0	0	2	1	0	0	0	0	1	2	35.8	39.6
0800	455	402	2	44	2	2	0	1	0	0	0	0	0	1	1	34.7	37.9
0900	251	220	1	22	2	0	0	1	2	2	0	0	0	0	1	36	39.4
1000	244	200	2	35	1	1	1	0	1	1	0	0	0	2	0	36.5	39.7
1100	276	226	1	38	2	3	0	0	1	0	0	0	0	5	0	36.4	39.8
1200	298	258	3	32	2	0	0	0	1	0	0	0	0	1	1	36.4	39.3
1300	304	262	2	31	2	4	1	0	0	0	0	0	0	0	2	35.9	39.1
1400	404	353	2	45	1	1	0	0	0	0	0	0	0	2	0	36	39.3
1500	480	417	3	51	0	1	0	1	1	0	0	0	0	4	2	35.9	39
1600	600	554	3	33	2	2	0	0	1	1	0	0	0	3	1	36.1	39.4
1700	596	562	1	24	0	0	0	0	0	0	0	0	0	6	3	36.1	39.3
1800	362	341	0	18	1	0	0	0	1	0	0	0	0	1	0	36.1	39
1900	255	246	0	6	0	0	0	0	0	0	0	0	0	2	1	36	40.3
2000	173	166	0	7	0	0	0	0	0	0	0	0	0	0	0	37.3	40.8
2100	138	134	0	4	0	0	0	0	0	0	0	0	0	0	0	37.5	41.5
2200	84	80	0	3	0	0	0	0	0	0	0	0	0	0	1	36.9	41
2300	40	39	0	0	0	0	0	0	1	0	0	0	0	0	0	39.1	43.6
07-19	4672	4140	20	422	17	14	2	5	9	4	0	0	0	26	13	35.9	39.3
06-22	5402	4820	20	467	18	14	2	5	9	4	0	0	0	29	14	36.1	39.5
06-00	5526	4939	20	470	18	14	2	5	10	4	0	0	0	29	15	36.1	39.5
00-00	5647	5048	20	481	18	14	2	5	10	4	0	0	0	30	15	36.2	39.6

04 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	41.9	47.3
0100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	42.1	-
0200	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	43.7	-
0300	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	37.7	-
0400	16	13	0	2	0	0	0	1	0	0	0	0	0	0	0	38.5	44.1
0500	66	54	0	10	0	0	0	0	0	0	0	0	0	2	0	39.2	43.7
0600	165	137	3	20	3	0	0	0	0	0	0	0	0	1	1	37.4	41.7
0700	392	336	0	47	2	3	0	0	0	1	0	1	0	1	1	36.8	40.3
0800	481	440	1	36	2	0	0	0	0	1	0	0	0	1	0	35	38.6
0900	252	218	2	23	3	3	0	1	0	2	0	0	0	0	0	36.5	40
1000	261	226	0	28	2	1	1	0	0	1	0	0	0	1	1	36.2	39.8
1100	274	229	1	39	1	1	0	0	1	0	0	0	0	0	2	36.1	39.7
1200	353	308	2	36	0	2	3	0	0	0	0	0	0	1	1	36.8	39.9
1300	340	304	2	21	0	3	0	0	1	1	1	0	0	7	0	36.4	39.7
1400	423	373	0	42	4	0	0	0	0	0	0	0	0	3	1	35.1	39.2
1500	501	447	2	38	2	1	0	3	1	1	0	0	0	5	1	35.7	39
1600	623	571	3	32	2	5	1	0	1	1	1	0	0	5	1	36	39.3
1700	616	585	3	22	1	1	0	0	0	2	0	0	0	1	1	36.2	39
1800	345	333	0	8	1	0	0	1	0	0	0	0	0	2	0	36	38.9
1900	282	269	1	9	2	0	0	0	0	0	0	0	0	1	0	35.9	39.7
2000	175	168	0	6	1	0	0	0	0	0	0	0	0	0	0	36.9	40
2100	118	113	0	2	0	0	0	0	0	1	0	0	0	2	0	37	41.3
2200	82	79	0	2	0	0	0	0	1	0	0	0	0	0	0	36.7	42.2
2300	32	30	0	0	1	0	0	0	0	1	0	0	0	0	0	38.3	42.1
07-19	4861	4370	16	372	20	20	5	5	4	10	2	1	0	27	9	36	39.4
06-22	5601	5057	20	409	26	20	5	5	4	11	2	1	0	31	10	36.1	39.5
06-00	5715	5166	20	411	27	20	5	5	5	12	2	1	0	31	10	36.1	39.6
00-00	5832	5266	20	425	27	20	5	6	5	12	2	1	0	33	10	36.2	39.7

05 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	15	14	0	0	0	0	0	0	0	0	0	0	0	1	0	38.2	43.7
0100	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	37.3	-
0200	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	37.1	42.2
0300	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	38.2	-
0400	18	15	0	2	1	0	0	0	0	0	0	0	0	0	0	38.6	44.9
0500	61	53	1	4	1	0	0	0	0	0	0	0	0	2	0	36.9	40.9
0600	156	133	0	22	0	0	0	0	0	0	0	0	0	1	0	38.7	42.8
0700	404	351	2	45	2	0	1	0	1	0	0	0	0	2	0	37.5	40.5
0800	459	413	4	38	3	0	0	1	0	0	0	0	0	0	0	35.4	38.5
0900	255	221	2	24	3	1	0	2	0	0	0	0	0	0	2	36	39.9
1000	281	238	3	31	2	2	0	2	0	0	0	0	0	3	0	35.7	39
1100	270	241	2	22	1	0	0	0	1	0	0	0	0	3	0	35.5	39.7
1200	310	261	3	40	1	0	0	1	1	0	0	0	0	1	2	36.3	39.5
1300	285	252	0	24	3	0	0	1	1	0	0	1	0	1	2	36.8	40.5
1400	392	339	0	39	1	2	1	3	1	0	0	0	0	5	1	36.4	39.9
1500	529	478	2	41	1	1	0	1	1	1	0	0	0	1	2	36.1	39.4
1600	596	550	0	40	2	0	1	0	0	0	0	0	0	3	0	36.4	39.7
1700	573	543	1	21	2	0	0	0	0	0	0	0	0	6	0	36.7	39.5
1800	392	368	1	17	0	0	0	3	0	0	0	0	0	3	0	35.8	39.1
1900	226	213	0	9	0	0	0	0	0	0	0	0	0	4	0	37.1	41.2
2000	181	175	0	4	0	1	0	0	0	0	0	0	0	1	0	36.2	39.8
2100	148	144	1	1	1	0	0	0	0	1	0	0	0	0	0	37.3	40.9
2200	108	107	0	0	1	0	0	0	0	0	0	0	0	0	0	37.6	42
2300	47	40	0	5	0	0	0	1	0	0	0	0	0	0	1	38.1	41.9
07-19	4746	4255	20	382	21	6	3	14	6	1	0	1	0	28	9	36.3	39.7
06-22	5457	4920	21	418	22	7	3	14	6	2	0	1	0	34	9	36.4	39.8
06-00	5612	5067	21	423	23	7	3	15	6	2	0	1	0	34	10	36.4	39.9
00-00	5732	5174	22	430	25	7	3	15	6	2	0	1	0	37	10	36.4	39.9

06 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	39.6	48.6
0100	9	6	0	2	0	0	0	0	0	0	0	0	0	1	0	39.2	-
0200	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	37.9	-
0300	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	38.7	-
0400	16	13	1	2	0	0	0	0	0	0	0	0	0	0	0	39.8	44.2
0500	77	72	0	5	0	0	0	0	0	0	0	0	0	0	0	39.4	44.1
0600	158	134	0	20	1	1	0	0	1	0	0	0	0	1	0	37.7	40.8
0700	373	325	2	33	5	1	0	3	0	2	0	0	0	2	0	35.9	39.1
0800	439	393	2	36	4	2	0	1	0	0	0	0	0	1	0	35.7	39.1
0900	248	214	1	28	2	0	1	1	1	0	0	0	0	0	0	36.8	39.8
1000	260	228	0	29	2	1	0	0	0	0	0	0	0	0	0	37	40
1100	287	248	2	31	1	2	0	0	0	1	0	0	0	2	0	36.4	40
1200	329	297	1	26	1	1	0	1	1	0	0	0	0	0	1	35.4	38.8
1300	353	307	2	38	2	2	0	0	0	0	0	0	0	2	0	36.6	40.2
1400	492	434	4	44	3	2	0	0	0	1	0	0	0	4	0	35.5	39
1500	555	497	2	49	2	2	0	0	0	1	0	0	0	1	1	35.6	38.9
1600	616	579	1	30	1	1	0	0	0	0	0	0	0	4	0	36.4	39.1
1700	468	451	2	14	0	0	1	0	0	0	0	0	0	0	0	36.3	38.8
1800	318	303	1	12	1	0	0	0	0	0	0	0	0	1	0	36	38.9
1900	223	208	0	7	3	0	0	0	0	1	0	0	0	4	0	36.1	40.6
2000	153	150	0	3	0	0	0	0	0	0	0	0	0	0	0	36.6	41.6
2100	117	114	0	3	0	0	0	0	0	0	0	0	0	0	0	37.5	41.3
2200	141	137	0	2	2	0	0	0	0	0	0	0	0	0	0	37.2	41.2
2300	69	67	0	1	1	0	0	0	0	0	0	0	0	0	0	35.9	39.6
07-19	4738	4276	20	370	24	14	2	6	2	5	0	0	0	17	2	36.1	39.3
06-22	5389	4882	20	403	28	15	2	6	3	6	0	0	0	22	2	36.2	39.5
06-00	5599	5086	20	406	31	15	2	6	3	6	0	0	0	22	2	36.2	39.5
00-00	5734	5208	21	417	31	15	2	6	3	6	0	0	0	23	2	36.3	39.6

07 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	34	34	0	0	0	0	0	0	0	0	0	0	0	0	0	38.4	42.6
0100	19	17	0	2	0	0	0	0	0	0	0	0	0	0	0	36.4	43.5
0200	10	6	0	2	1	0	0	0	1	0	0	0	0	0	0	34.7	-
0300	8	6	0	1	0	0	0	0	0	0	0	0	0	1	0	33.8	-
0400	11	10	0	0	1	0	0	0	0	0	0	0	0	0	0	35.6	40.6
0500	26	24	0	0	0	0	0	1	1	0	0	0	0	0	0	39.3	42.6
0600	43	37	0	6	0	0	0	0	0	0	0	0	0	0	0	37	41.6
0700	118	102	1	12	2	0	0	0	0	0	0	0	0	0	1	39.1	42.5
0800	175	155	1	14	2	0	0	0	0	0	0	0	0	3	0	36.6	40.2
0900	282	259	2	11	2	0	0	0	0	0	0	0	0	8	0	36.6	39.7
1000	409	365	0	22	1	3	0	2	0	1	1	0	0	13	1	35.2	38.5
1100	344	313	1	24	2	0	0	1	1	0	0	0	0	0	2	36.5	39.7
1200	363	336	4	13	0	0	0	1	0	0	0	0	0	7	2	35.8	39.8
1300	337	310	5	18	0	0	0	1	0	0	0	0	0	1	2	36.3	39.6
1400	317	297	1	12	0	0	0	0	0	0	0	0	0	4	3	36.4	40.2
1500	308	293	1	13	0	0	0	0	0	0	0	0	0	1	0	36.7	39.9
1600	329	311	1	11	0	0	0	0	0	0	0	0	0	5	1	36.3	39.9
1700	289	281	0	7	0	0	0	0	0	0	0	0	0	1	0	36.4	39.5
1800	205	196	1	8	0	0	0	0	0	0	0	0	0	0	0	36.9	40.3
1900	178	170	0	5	0	0	0	0	0	0	0	0	0	3	0	36.2	39.7
2000	132	126	0	5	0	0	0	0	0	0	0	0	0	1	0	36.8	41.3
2100	94	90	0	1	2	0	0	0	0	0	0	0	0	1	0	36.6	40.2
2200	108	103	0	3	0	0	0	0	0	0	0	0	0	2	0	36.9	40.6
2300	58	56	0	1	1	0	0	0	0	0	0	0	0	0	0	36.4	41.5
07-19	3476	3218	18	165	9	3	0	5	1	1	1	0	0	43	12	36.4	39.8
06-22	3923	3641	18	182	11	3	0	5	1	1	1	0	0	48	12	36.4	39.8
06-00	4089	3800	18	186	12	3	0	5	1	1	1	0	0	50	12	36.4	39.9
00-00	4197	3897	18	191	14	3	0	6	3	1	1	0	0	51	12	36.4	39.9

08 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	39	35	0	4	0	0	0	0	0	0	0	0	0	0	0	36.8	41.3
0100	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	38.4	42.9
0200	23	22	0	1	0	0	0	0	0	0	0	0	0	0	0	36.4	41.2
0300	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	39.8	-
0400	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	39.5	-
0500	11	8	1	1	0	0	0	0	0	0	0	0	0	1	0	35.8	40.3
0600	36	34	0	2	0	0	0	0	0	0	0	0	0	0	0	36	42
0700	72	64	1	4	2	1	0	0	0	0	0	0	0	0	0	37.9	42.2
0800	105	97	0	7	1	0	0	0	0	0	0	0	0	0	0	36	39.6
0900	231	218	0	10	1	0	0	0	1	0	0	0	0	0	1	35.9	39.7
1000	294	276	1	11	0	0	0	0	0	0	0	0	0	6	0	35.5	38.8
1100	354	331	1	16	1	1	0	0	1	0	0	0	0	2	1	36.2	39.7
1200	358	338	1	13	0	0	0	1	0	0	0	0	0	4	1	36.4	39.9
1300	361	333	1	17	2	0	0	0	1	0	0	0	0	6	1	36.6	39.9
1400	339	323	1	8	0	1	1	0	1	0	0	0	0	4	0	37.1	40.3
1500	312	288	2	19	0	0	0	0	0	0	0	0	0	3	0	37	40
1600	278	267	2	7	0	0	0	1	0	0	0	0	0	1	0	35.7	40.2
1700	265	259	1	5	0	0	0	0	0	0	0	0	0	0	0	37.3	40.3
1800	204	193	0	8	1	0	0	0	0	0	0	0	0	2	0	36.8	40.6
1900	150	143	1	6	0	0	0	0	0	0	0	0	0	0	0	37.1	40.8
2000	98	94	1	3	0	0	0	0	0	0	0	0	0	0	0	37.7	42.3
2100	76	73	0	3	0	0	0	0	0	0	0	0	0	0	0	37	40.3
2200	29	29	0	0	0	0	0	0	0	0	0	0	0	0	0	38.6	43.1
2300	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	39	43.8
07-19	3173	2987	11	125	8	3	1	2	4	0	0	0	0	28	4	36.5	39.9
06-22	3533	3331	13	139	8	3	1	2	4	0	0	0	0	28	4	36.5	40
06-00	3579	3376	13	140	8	3	1	2	4	0	0	0	0	28	4	36.6	40.2
00-00	3685	3472	14	148	8	3	1	2	4	0	0	0	0	29	4	36.6	40.2

09 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	41.4	-
0100	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	41	-
0200	6	5	0	0	1	0	0	0	0	0	0	0	0	0	0	40.8	-
0300	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	39.9	-
0400	19	18	0	0	0	0	0	0	0	0	0	0	0	1	0	41.8	46.3
0500	73	65	0	5	1	0	0	0	0	0	0	0	0	2	0	39.3	42.9
0600	161	143	0	16	0	0	0	0	0	1	0	0	0	1	0	37.9	40.9
0700	367	318	3	39	2	3	1	0	0	0	0	0	0	1	0	36.8	39.8
0800	426	401	2	20	0	1	0	0	0	0	0	0	0	0	2	34.3	38.1
0900	256	215	1	34	1	2	0	0	2	1	0	0	0	0	0	37.2	40.7
1000	236	205	1	27	0	1	1	0	0	0	0	0	0	1	0	37	40.2
1100	250	205	2	38	0	4	0	0	0	0	0	0	0	1	0	36.5	39.6
1200	275	244	1	23	2	2	0	0	0	0	0	0	0	2	1	36.5	39.4
1300	317	277	1	31	2	3	1	1	1	0	0	0	0	0	0	36.7	39.9
1400	414	358	1	46	3	0	4	0	1	0	0	0	0	0	1	36	39.5
1500	500	442	2	46	1	2	1	1	0	0	0	0	0	4	1	35.3	38.5
1600	595	554	3	33	0	0	0	0	0	1	0	0	0	2	2	35.9	39
1700	577	559	1	14	0	0	0	0	0	1	0	0	0	1	1	34.6	38.9
1800	358	336	0	20	0	0	0	1	0	1	0	0	0	0	0	35.5	38.7
1900	225	210	0	14	0	0	0	0	0	0	0	0	0	1	0	37.1	39.9
2000	174	162	1	11	0	0	0	0	0	0	0	0	0	0	0	36.7	40.4
2100	131	125	0	3	1	0	0	0	0	0	0	0	0	2	0	37.2	40.7
2200	60	56	0	3	0	0	0	0	0	0	0	0	0	0	1	38.6	42.7
2300	32	29	0	2	1	0	0	0	0	0	0	0	0	0	0	38.8	42.5
07-19	4571	4114	18	371	11	18	8	3	4	4	0	0	0	12	8	35.8	39.3
06-22	5262	4754	19	415	12	18	8	3	4	5	0	0	0	16	8	36	39.5
06-00	5354	4839	19	420	13	18	8	3	4	5	0	0	0	16	9	36	39.6
00-00	5472	4946	19	426	15	18	8	3	4	5	0	0	0	19	9	36.1	39.7



SITE: A1C 3 - Leicester Ln B582, Desford

LOCATION: Attached to hedgerow

GRID REFERENCE: 52.624394, -1.279428

DIRECTION: NORTHBOUND

SPEED LIMIT: 40

03 March 2026

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	15	0	0	0	0	7	5	1	1	0	1	0	0	0	0	0	39.8	49.8
0100	3	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	38.6	-
0200	11	0	0	0	0	3	5	2	1	0	0	0	0	0	0	0	41.1	47.7
0300	9	0	0	0	0	3	4	2	0	0	0	0	0	0	0	0	40.4	-
0400	16	0	0	0	1	4	6	4	1	0	0	0	0	0	0	0	40.1	45.4
0500	67	0	0	0	0	27	37	3	0	0	0	0	0	0	0	0	38.3	42.6
0600	164	0	0	0	4	56	96	8	0	0	0	0	0	0	0	0	38.1	40.9
0700	402	1	0	8	25	224	139	5	0	0	0	0	0	0	0	0	35.8	39.6
0800	455	0	0	1	60	298	93	3	0	0	0	0	0	0	0	0	34.7	37.9
0900	251	1	0	0	14	139	96	1	0	0	0	0	0	0	0	0	36	39.4
1000	244	0	0	0	10	142	85	7	0	0	0	0	0	0	0	0	36.5	39.7
1100	276	0	0	0	18	150	98	10	0	0	0	0	0	0	0	0	36.4	39.8
1200	298	0	0	1	21	157	108	11	0	0	0	0	0	0	0	0	36.4	39.3
1300	304	1	0	0	21	178	98	4	2	0	0	0	0	0	0	0	35.9	39.1
1400	404	0	0	0	36	212	153	3	0	0	0	0	0	0	0	0	36	39.3
1500	480	1	1	6	25	275	167	5	0	0	0	0	0	0	0	0	35.9	39
1600	600	1	0	1	33	348	210	7	0	0	0	0	0	0	0	0	36.1	39.4
1700	596	2	0	2	41	321	225	5	0	0	0	0	0	0	0	0	36.1	39.3
1800	362	0	0	0	19	217	124	1	1	0	0	0	0	0	0	0	36.1	39
1900	255	1	0	3	25	123	97	6	0	0	0	0	0	0	0	0	36	40.3
2000	173	0	0	0	4	85	76	8	0	0	0	0	0	0	0	0	37.3	40.8
2100	138	0	0	0	6	67	55	10	0	0	0	0	0	0	0	0	37.5	41.5
2200	84	0	0	1	7	40	30	5	0	1	0	0	0	0	0	0	36.9	41
2300	40	0	0	0	1	16	16	7	0	0	0	0	0	0	0	0	39.1	43.6
07-19	4672	7	1	19	323	2661	1596	62	3	0	0	0	0	0	0	0	35.9	39.3
06-22	5402	8	1	22	362	2992	1920	94	3	0	0	0	0	0	0	0	36.1	39.5
06-00	5526	8	1	23	370	3048	1966	106	3	1	0	0	0	0	0	0	36.1	39.5
00-00	5647	8	1	23	371	3094	2023	119	6	1	1	0	0	0	0	0	36.2	39.6

04 March 2026

[illegible]

05 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	15	0	1	0	0	5	6	2	1	0	0	0	0	0	0	0	38.2	43.7
0100	7	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	37.3	-
0200	11	0	0	0	0	6	4	1	0	0	0	0	0	0	0	0	37.1	42.2
0300	8	0	0	0	3	2	1	0	2	0	0	0	0	0	0	0	38.2	-
0400	18	0	0	0	1	6	8	2	1	0	0	0	0	0	0	0	38.6	44.9
0500	61	0	0	0	5	29	24	3	0	0	0	0	0	0	0	0	36.9	40.9
0600	156	0	0	0	4	52	84	14	2	0	0	0	0	0	0	0	38.7	42.8
0700	404	0	0	0	21	167	201	15	0	0	0	0	0	0	0	0	37.5	40.5
0800	459	0	0	1	59	276	118	4	0	0	0	1	0	0	0	0	35.4	38.5
0900	255	0	1	3	14	138	97	2	0	0	0	0	0	0	0	0	36	39.9
1000	281	1	0	0	29	158	88	4	1	0	0	0	0	0	0	0	35.7	39
1100	270	0	2	12	17	140	98	1	0	0	0	0	0	0	0	0	35.5	39.7
1200	310	2	0	0	17	165	120	6	0	0	0	0	0	0	0	0	36.3	39.5
1300	285	1	2	0	13	138	119	10	2	0	0	0	0	0	0	0	36.8	40.5
1400	392	1	0	0	21	215	147	8	0	0	0	0	0	0	0	0	36.4	39.9
1500	529	2	0	0	36	293	193	5	0	0	0	0	0	0	0	0	36.1	39.4
1600	596	0	0	4	30	325	230	7	0	0	0	0	0	0	0	0	36.4	39.7
1700	573	0	0	0	15	334	213	10	1	0	0	0	0	0	0	0	36.7	39.5
1800	392	0	1	4	18	251	114	4	0	0	0	0	0	0	0	0	35.8	39.1
1900	226	0	0	0	8	121	82	12	3	0	0	0	0	0	0	0	37.1	41.2
2000	181	0	0	1	18	96	58	6	2	0	0	0	0	0	0	0	36.2	39.8
2100	148	0	1	1	4	66	67	8	1	0	0	0	0	0	0	0	37.3	40.9
2200	108	0	0	0	7	47	44	9	1	0	0	0	0	0	0	0	37.6	42
2300	47	0	1	0	1	18	24	2	1	0	0	0	0	0	0	0	38.1	41.9
07-19	4746	7	6	24	290	2600	1738	76	4	0	0	1	0	0	0	0	36.3	39.7
06-22	5457	7	7	26	324	2935	2029	116	12	0	0	1	0	0	0	0	36.4	39.8
06-00	5612	7	8	26	332	3000	2097	127	14	0	0	1	0	0	0	0	36.4	39.9
00-00	5732	7	9	26	341	3052	2143	135	18	0	0	1	0	0	0	0	36.4	39.9

07 March 2026

[illegible]

08 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	39	0	0	0	3	18	15	3	0	0	0	0	0	0	0	0	36.8	41.3
0100	15	0	0	0	1	7	5	1	0	0	0	1	0	0	0	0	38.4	42.9
0200	23	0	0	1	1	13	6	2	0	0	0	0	0	0	0	0	36.4	41.2
0300	9	0	0	0	0	2	6	1	0	0	0	0	0	0	0	0	39.8	-
0400	9	0	0	0	0	4	2	3	0	0	0	0	0	0	0	0	39.5	-
0500	11	0	0	0	1	5	5	0	0	0	0	0	0	0	0	0	35.8	40.3
0600	36	0	0	0	6	15	14	1	0	0	0	0	0	0	0	0	36	42
0700	72	0	0	0	2	31	32	7	0	0	0	0	0	0	0	0	37.9	42.2
0800	105	0	0	2	9	56	37	1	0	0	0	0	0	0	0	0	36	39.6
0900	231	0	0	2	18	126	80	5	0	0	0	0	0	0	0	0	35.9	39.7
1000	294	0	0	1	27	178	85	3	0	0	0	0	0	0	0	0	35.5	38.8
1100	354	0	0	2	25	199	123	5	0	0	0	0	0	0	0	0	36.2	39.7
1200	358	1	0	2	11	195	145	4	0	0	0	0	0	0	0	0	36.4	39.9
1300	361	0	0	4	21	178	149	9	0	0	0	0	0	0	0	0	36.6	39.9
1400	339	0	0	2	9	162	160	4	2	0	0	0	0	0	0	0	37.1	40.3
1500	312	1	0	0	5	167	133	6	0	0	0	0	0	0	0	0	37	40
1600	278	5	1	6	17	141	99	9	0	0	0	0	0	0	0	0	35.7	40.2
1700	265	0	0	0	15	110	134	5	1	0	0	0	0	0	0	0	37.3	40.3
1800	204	0	0	0	10	111	70	11	2	0	0	0	0	0	0	0	36.8	40.6
1900	150	0	0	0	7	74	63	4	2	0	0	0	0	0	0	0	37.1	40.8
2000	98	0	0	1	1	48	39	7	2	0	0	0	0	0	0	0	37.7	42.3
2100	76	0	0	0	4	35	33	4	0	0	0	0	0	0	0	0	37	40.3
2200	29	0	0	0	0	13	13	3	0	0	0	0	0	0	0	0	38.6	43.1
2300	17	0	0	0	2	2	11	2	0	0	0	0	0	0	0	0	39	43.8
07-19	3173	7	1	21	169	1654	1247	69	5	0	0	0	0	0	0	0	36.5	39.9
06-22	3533	7	1	22	187	1826	1396	85	9	0	0	0	0	0	0	0	36.5	40
06-00	3579	7	1	22	189	1841	1420	90	9	0	0	0	0	0	0	0	36.6	40.2
00-00	3685	7	1	23	195	1890	1459	100	9	0	0	1	0	0	0	0	36.6	40.2

09 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	5	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	41.4	-
0100	8	0	0	0	0	2	3	3	0	0	0	0	0	0	0	0	41	-
0200	6	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	40.8	-
0300	7	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	39.9	-
0400	19	0	0	0	0	2	11	5	1	0	0	0	0	0	0	0	41.8	46.3
0500	73	0	0	0	0	23	42	7	1	0	0	0	0	0	0	0	39.3	42.9
0600	161	0	0	0	3	67	85	5	1	0	0	0	0	0	0	0	37.9	40.9
0700	367	0	0	0	12	213	132	8	2	0	0	0	0	0	0	0	36.8	39.8
0800	426	5	1	2	66	258	93	1	0	0	0	0	0	0	0	0	34.3	38.1
0900	256	0	0	0	10	122	117	7	0	0	0	0	0	0	0	0	37.2	40.7
1000	236	0	0	0	7	128	94	7	0	0	0	0	0	0	0	0	37	40.2
1100	250	0	0	3	4	146	91	6	0	0	0	0	0	0	0	0	36.5	39.6
1200	275	0	0	1	16	144	105	8	1	0	0	0	0	0	0	0	36.5	39.4
1300	317	0	0	0	12	181	116	7	1	0	0	0	0	0	0	0	36.7	39.9
1400	414	0	0	2	25	235	146	6	0	0	0	0	0	0	0	0	36	39.5
1500	500	2	0	6	33	327	127	4	1	0	0	0	0	0	0	0	35.3	38.5
1600	595	2	0	0	30	358	196	9	0	0	0	0	0	0	0	0	35.9	39
1700	577	12	9	2	68	297	186	3	0	0	0	0	0	0	0	0	34.6	38.9
1800	358	0	0	4	21	225	106	2	0	0	0	0	0	0	0	0	35.5	38.7
1900	225	0	0	0	3	123	95	4	0	0	0	0	0	0	0	0	37.1	39.9
2000	174	0	0	1	4	101	63	5	0	0	0	0	0	0	0	0	36.7	40.4
2100	131	0	0	0	3	67	55	6	0	0	0	0	0	0	0	0	37.2	40.7
2200	60	0	0	1	0	25	26	8	0	0	0	0	0	0	0	0	38.6	42.7
2300	32	0	0	0	0	11	18	2	1	0	0	0	0	0	0	0	38.8	42.5
07-19	4571	21	10	20	304	2634	1509	68	5	0	0	0	0	0	0	0	35.8	39.3
06-22	5262	21	10	21	317	2992	1807	88	6	0	0	0	0	0	0	0	36	39.5
06-00	5354	21	10	22	317	3028	1851	98	7	0	0	0	0	0	0	0	36	39.6
00-00	5472	21	10	22	317	3058	1919	116	9	0	0	0	0	0	0	0	36.1	39.7

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	36299	67	41	149	2197	19709	13211	852	68	2	1	2	0	0	0	0	36.3	39.8



SITE: A1C 3 - Leicester Ln B582, Desford

LOCATION: Attached to hedgerow

GRID REFERENCE: 52.624394, -1.279428

DIRECTION: NORTHBOUND

SPEED LIMIT: 40

Hour	Tue 03-Mar	Wed 04-Mar	Thu 05-Mar	Fri 06-Mar	Sat 07-Mar	Sun 08-Mar	Mon 09-Mar	Averages 1-5.	1-7.
0000-0100	15	16	15	18	34	39	5	13.8	20.3
0100-0200	3	4	7	9	19	15	8	6.2	9.3
0200-0300	11	8	11	7	10	23	6	8.6	10.9
0300-0400	9	7	8	8	8	9	7	7.8	8
0400-0500	16	16	18	16	11	9	19	17	15
0500-0600	67	66	61	77	26	11	73	68.8	54.4
0600-0700	164	165	156	158	43	36	161	160.8	126.1
0700-0800	402	392	404	373	118	72	367	387.6	304
0800-0900	455	481	459	439	175	105	426	452	362.9
0900-1000	251	252	255	248	282	231	256	252.4	253.6
1000-1100	244	261	281	260	409	294	236	256.4	283.6
1100-1200	276	274	270	287	344	354	250	271.4	293.6
1200-1300	298	353	310	329	363	358	275	313	326.6
1300-1400	304	340	285	353	337	361	317	319.8	328.1
1400-1500	404	423	392	492	317	339	414	425	397.3
1500-1600	480	501	529	555	308	312	500	513	455
1600-1700	600	623	596	616	329	278	595	606	519.6
1700-1800	596	616	573	468	289	265	577	566	483.4
1800-1900	362	345	392	318	205	204	358	355	312
1900-2000	255	282	226	223	178	150	225	242.2	219.9
2000-2100	173	175	181	153	132	98	174	171.2	155.1
2100-2200	138	118	148	117	94	76	131	130.4	117.4
2200-2300	84	82	108	141	108	29	60	95	87.4
2300-2400	40	32	47	69	58	17	32	44	42.1
Totals									
0700-1900	4672	4861	4746	4738	3476	3173	4571	4717.6	4319.6
0600-2200	5402	5601	5457	5389	3923	3533	5262	5422.2	4938.1
0600-0000	5526	5715	5612	5599	4089	3579	5354	5561.2	5067.7
0000-0000	5647	5832	5732	5734	4197	3685	5472	5683.4	5185.6
AM Peak	800	800	800	800	1000	1100	800		
	455	481	459	439	409	354	426		
PM Peak	1600	1600	1600	1600	1200	1300	1600		
	600	623	596	616	363	361	595		



SITE: A1C 3 - Leicester Ln B582, Desford

LOCATION: Attached to hedgerow

GRID REFERENCE: 52.624394, -1.279428

DIRECTION: SOUTHBOUND

SPEED LIMIT: 40

03 March 2026

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	38.5	42.2
0100	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	41	-
0200	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	40.9	-
0300	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	38.1	-
0400	27	24	0	2	1	0	0	0	0	0	0	0	0	0	0	39.9	45
0500	56	52	0	3	0	0	0	0	0	0	0	0	0	1	0	40.7	45
0600	339	296	0	38	1	1	0	0	0	1	0	0	0	1	1	38.8	41.6
0700	681	600	0	65	3	2	0	1	3	2	0	0	0	5	0	38.1	41.2
0800	560	508	4	36	6	3	1	1	1	0	0	0	0	0	0	37.2	40.4
0900	387	340	2	39	0	0	0	0	2	0	0	0	0	4	0	37.2	40.7
1000	256	215	0	34	3	1	1	0	1	0	0	0	0	1	0	38.3	41.6
1100	283	242	2	32	3	2	0	0	0	0	0	0	0	2	0	38.2	41.5
1200	287	250	2	31	1	0	1	1	1	0	0	0	0	0	0	38	41.8
1300	279	230	0	44	1	0	1	0	0	1	0	0	0	2	0	38.8	41.7
1400	311	274	0	28	3	2	0	1	0	1	0	0	0	2	0	38.1	42.1
1500	459	411	1	41	3	0	0	1	0	0	0	0	0	2	0	37.2	40.9
1600	433	383	1	38	3	3	0	0	0	0	0	0	0	5	0	37.8	41.4
1700	443	405	0	31	3	0	0	0	1	0	0	0	0	3	0	38.6	41.6
1800	351	325	1	20	4	0	0	1	0	0	0	0	0	0	0	37.3	40.6
1900	183	174	0	7	1	1	0	0	0	0	0	0	0	0	0	38	42.2
2000	135	130	0	5	0	0	0	0	0	0	0	0	0	0	0	38.2	42
2100	107	97	0	9	1	0	0	0	0	0	0	0	0	0	0	39.6	42.9
2200	78	70	0	2	2	0	0	0	0	0	1	0	0	2	1	40.2	44.8
2300	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	38.8	42.7
07-19	4730	4183	13	439	33	13	4	6	9	4	0	0	0	26	0	37.9	41.3
06-22	5494	4880	13	498	36	15	4	6	9	5	0	0	0	27	1	38	41.4
06-00	5587	4965	13	500	38	15	4	6	9	5	1	0	0	29	2	38	41.4
00-00	5702	5071	13	507	39	15	4	6	9	5	1	0	0	30	2	38	41.5

04 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	42.1	-
0100	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	43.6	-
0200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	44.3	-
0300	10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	37	-
0400	21	20	0	1	0	0	0	0	0	0	0	0	0	0	0	42.4	47.6
0500	71	65	0	5	0	0	0	0	0	1	0	0	0	0	0	41.2	45.5
0600	308	267	0	32	4	1	0	1	1	0	0	0	0	2	0	38.9	41.7
0700	654	585	5	55	3	0	0	0	0	1	0	0	0	5	0	38.8	41.7
0800	513	472	2	31	2	1	0	2	0	0	0	0	0	3	0	37.6	40.8
0900	392	349	1	33	4	1	0	1	1	0	0	0	0	2	0	37.6	40.9
1000	282	250	2	26	1	1	0	0	0	1	0	0	0	1	0	38	41
1100	270	224	1	38	2	0	0	0	2	0	0	0	0	2	1	38.4	41.8
1200	270	227	4	28	3	2	1	0	2	1	0	0	0	2	0	38.7	42.1
1300	302	254	1	35	5	1	0	2	0	0	0	0	0	4	0	38.3	41.7
1400	353	309	3	25	0	2	1	1	2	0	0	0	0	10	0	38.6	42.1
1500	504	453	1	34	9	0	0	2	0	0	0	0	0	2	3	37.1	41.1
1600	485	439	3	32	2	2	0	0	1	1	0	0	0	4	1	38.5	42
1700	512	480	0	15	11	0	0	0	0	1	0	0	0	4	1	38.2	41.5
1800	317	301	0	8	7	0	0	0	0	0	0	0	0	1	0	37.4	40.8
1900	198	176	0	9	11	1	0	0	0	0	0	0	0	1	0	38.2	41.7
2000	134	124	0	3	6	1	0	0	0	0	0	0	0	0	0	38	41.5
2100	121	113	1	3	4	0	0	0	0	0	0	0	0	0	0	39.2	43.9
2200	59	59	0	0	0	0	0	0	0	0	0	0	0	0	0	38.7	42.2
2300	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	38.1	42.9
07-19	4854	4343	23	360	49	10	2	8	8	5	0	0	0	40	6	38.1	41.5
06-22	5615	5023	24	407	74	13	2	9	9	5	0	0	0	43	6	38.2	41.6
06-00	5688	5096	24	407	74	13	2	9	9	5	0	0	0	43	6	38.2	41.6
00-00	5811	5210	24	415	74	13	2	9	9	6	0	0	0	43	6	38.2	41.7

05 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	39.1	43.8
0100	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	42.8	-
0200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	37.6	-
0300	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	36.9	-
0400	24	19	0	5	0	0	0	0	0	0	0	0	0	0	0	38.4	44.4
0500	71	63	0	4	1	1	0	0	0	1	0	0	0	1	0	37.7	42.1
0600	284	246	1	17	13	1	0	1	1	0	0	0	0	4	0	38.8	41.8
0700	618	550	2	40	16	4	0	0	0	1	0	0	0	5	0	37.9	40.8
0800	578	530	1	27	13	2	0	1	1	1	0	0	0	2	0	37.1	40.6
0900	369	332	2	18	7	7	0	1	0	0	0	0	0	2	0	38.2	41.2
1000	304	264	1	32	3	1	0	0	1	0	0	0	0	2	0	38	41.7
1100	281	243	0	32	2	1	0	0	0	0	0	0	0	3	0	38.1	41.1
1200	306	268	1	33	0	0	0	1	0	1	0	0	0	2	0	38.3	40.9
1300	388	324	2	47	3	0	0	4	1	2	0	0	0	4	1	38.3	41.4
1400	329	283	0	36	5	1	0	1	0	0	0	0	0	3	0	38.7	41.9
1500	526	473	2	37	7	2	1	0	1	0	0	0	0	3	0	37.9	41.3
1600	480	435	1	35	4	1	0	0	0	0	0	0	0	4	0	39	42.2
1700	443	409	5	17	3	0	0	1	1	0	0	0	0	6	1	38.9	41.9
1800	363	324	0	19	13	0	0	0	0	1	0	0	0	4	2	38	41.9
1900	223	210	0	8	5	0	0	0	0	0	0	0	0	0	0	38.1	41.5
2000	123	115	0	4	4	0	0	0	0	0	0	0	0	0	0	38.2	41.2
2100	93	81	0	5	6	0	0	0	0	0	1	0	0	0	0	38.5	42.2
2200	49	45	0	2	2	0	0	0	0	0	0	0	0	0	0	39.8	45.5
2300	32	31	0	0	1	0	0	0	0	0	0	0	0	0	0	38.6	43.5
07-19	4985	4435	17	373	76	19	1	9	5	6	0	0	0	40	4	38.2	41.5
06-22	5708	5087	18	407	104	20	1	10	6	6	1	0	0	44	4	38.2	41.5
06-00	5789	5163	18	409	107	20	1	10	6	6	1	0	0	44	4	38.2	41.5
00-00	5919	5277	18	421	108	21	1	10	6	7	1	0	0	45	4	38.2	41.5

06 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	38.9	43.6
0100	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	42	-
0200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	37.7	-
0300	5	3	0	0	2	0	0	0	0	0	0	0	0	0	0	41	-
0400	23	21	0	1	1	0	0	0	0	0	0	0	0	0	0	40.9	43.5
0500	68	62	0	2	3	0	0	0	0	0	0	0	0	1	0	42.2	46
0600	261	226	2	12	14	1	0	0	1	0	0	0	0	5	0	39.5	42.5
0700	512	442	0	37	27	1	0	1	1	0	0	0	0	2	1	38.1	41.8
0800	547	488	0	26	29	1	0	0	1	1	0	0	0	1	0	38.1	41
0900	316	275	1	21	16	0	0	0	1	0	1	0	0	1	0	38.5	41.8
1000	313	282	0	16	12	1	0	1	0	1	0	0	0	0	0	38.3	41.5
1100	303	266	1	20	11	1	1	1	0	0	0	0	0	0	2	38.5	41.7
1200	330	293	0	21	12	2	0	1	0	0	0	0	0	0	1	38.1	41.5
1300	327	280	0	33	10	2	0	0	0	0	0	0	0	2	0	38.3	41.7
1400	387	328	1	44	8	2	0	2	1	1	0	0	0	0	0	38.3	41.8
1500	493	455	2	26	6	2	0	0	1	0	0	0	0	1	0	37.4	40.6
1600	460	413	1	37	1	3	0	0	0	0	0	1	0	4	0	38.4	42.3
1700	381	341	0	29	7	0	0	0	1	1	0	1	0	0	1	38.5	41.6
1800	301	288	0	7	6	0	0	0	0	0	0	0	0	0	0	37.7	41.7
1900	195	184	0	2	8	0	0	0	0	0	0	0	0	1	0	38.9	42.8
2000	125	119	0	4	2	0	0	0	0	0	0	0	0	0	0	39.2	42.6
2100	88	83	0	2	3	0	0	0	0	0	0	0	0	0	0	37.8	41.8
2200	66	65	0	1	0	0	0	0	0	0	0	0	0	0	0	38.3	41.9
2300	41	37	0	2	2	0	0	0	0	0	0	0	0	0	0	37.2	41.9
07-19	4670	4151	6	317	145	15	1	6	6	4	1	2	0	11	5	38.2	41.5
06-22	5339	4763	8	337	172	16	1	6	7	4	1	2	0	17	5	38.3	41.7
06-00	5446	4865	8	340	174	16	1	6	7	4	1	2	0	17	5	38.3	41.7
00-00	5570	4979	8	343	180	16	1	6	7	4	1	2	0	18	5	38.3	41.7

07 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	28	26	0	2	0	0	0	0	0	0	0	0	0	0	0	40.1	42.5
0100	17	14	0	2	1	0	0	0	0	0	0	0	0	0	0	39.7	48.3
0200	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	35.1	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	36.3	40.6
0500	28	24	0	2	2	0	0	0	0	0	0	0	0	0	0	38.9	42.4
0600	64	52	0	7	3	1	0	0	0	0	0	0	0	1	0	38.4	44.4
0700	130	109	0	9	11	0	0	0	0	0	0	0	0	1	0	39.8	43.2
0800	237	218	0	10	7	1	0	0	0	0	0	0	0	1	0	39.8	43.2
0900	298	273	0	15	7	0	0	0	1	0	0	0	0	2	0	38.1	41.8
1000	349	317	2	17	9	0	0	0	0	0	1	0	0	2	1	37.3	40.8
1100	377	350	2	11	7	1	0	0	1	0	0	0	0	2	3	37.5	41.3
1200	393	347	2	31	4	2	0	2	2	0	0	0	0	3	0	38.3	41.9
1300	348	323	1	13	3	0	0	1	0	0	0	0	0	6	1	37.9	42.1
1400	356	333	4	9	3	0	0	0	0	0	0	0	0	7	0	37.5	41.2
1500	316	290	0	15	1	2	0	0	0	0	0	0	0	8	0	38.2	40.9
1600	287	270	0	14	2	0	0	0	1	0	0	0	0	0	0	38.1	42.1
1700	279	258	0	10	8	0	0	0	0	0	0	0	0	3	0	38.3	41.7
1800	194	180	1	9	4	0	0	0	0	0	0	0	0	0	0	38.3	42
1900	129	125	0	1	2	0	0	0	0	0	0	0	0	0	1	38.4	42.3
2000	139	132	0	2	4	0	0	0	0	0	0	0	0	0	1	36.9	40.4
2100	86	82	0	1	1	0	0	0	1	0	0	0	0	1	0	37.1	40.6
2200	68	64	0	2	2	0	0	0	0	0	0	0	0	0	0	39.3	43
2300	38	37	0	1	0	0	0	0	0	0	0	0	0	0	0	37.1	41.1
07-19	3564	3268	12	163	66	6	0	3	5	0	1	0	0	35	5	38.1	41.7
06-22	3982	3659	12	174	76	7	0	3	6	0	1	0	0	37	7	38.1	41.7
06-00	4088	3760	12	177	78	7	0	3	6	0	1	0	0	37	7	38.1	41.7
00-00	4181	3841	12	186	81	7	0	3	6	0	1	0	0	37	7	38.1	41.7

08 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	26	23	0	1	2	0	0	0	0	0	0	0	0	0	0	37.1	41.8
0100	21	20	0	1	0	0	0	0	0	0	0	0	0	0	0	35.2	38.2
0200	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	36.9	40.5
0300	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	37.1	-
0400	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	41.1	-
0500	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	41.9	45.4
0600	40	38	0	0	2	0	0	0	0	0	0	0	0	0	0	38.1	40.8
0700	50	43	0	5	1	0	1	0	0	0	0	0	0	0	0	39.9	43.9
0800	110	98	1	6	3	1	0	0	0	0	0	0	0	0	1	37.7	41.9
0900	276	261	2	7	4	0	0	0	0	0	0	0	0	2	0	37.6	41
1000	294	276	1	9	7	0	0	0	0	0	0	0	0	0	1	37.6	41.1
1100	363	338	0	18	4	0	0	0	1	0	0	0	0	2	0	38.2	41.2
1200	384	367	1	8	1	2	0	0	0	0	0	0	0	4	1	37.4	40.7
1300	354	333	0	17	2	0	0	0	0	0	0	0	0	1	1	37.8	41
1400	374	359	3	7	1	0	0	0	0	0	0	0	0	3	1	37.8	41
1500	274	257	2	12	0	0	0	0	0	0	0	0	0	3	0	38.2	41.7
1600	268	261	0	7	0	0	0	0	0	0	0	0	0	0	0	38.1	41.3
1700	230	215	0	8	1	0	0	0	2	0	0	0	0	4	0	38.5	42.1
1800	157	151	0	3	0	0	0	1	1	0	0	0	0	1	0	37.7	41.7
1900	157	149	0	7	1	0	0	0	0	0	0	0	0	0	0	38.3	41.5
2000	69	65	0	3	1	0	0	0	0	0	0	0	0	0	0	39.1	42.6
2100	45	41	0	3	1	0	0	0	0	0	0	0	0	0	0	38.8	44.2
2200	27	26	0	1	0	0	0	0	0	0	0	0	0	0	0	40.9	45.2
2300	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	40.5	44.3
07-19	3134	2959	10	107	24	3	1	1	4	0	0	0	0	20	5	37.9	41.3
06-22	3445	3252	10	120	29	3	1	1	4	0	0	0	0	20	5	37.9	41.3
06-00	3488	3293	10	122	29	3	1	1	4	0	0	0	0	20	5	38	41.4
00-00	3582	3382	10	125	31	3	1	1	4	0	0	0	0	20	5	38	41.4

09 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	39.7	-
0100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	40.4	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	41.7	-
0300	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	40.4	-
0400	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	41.2	46.3
0500	75	71	0	2	1	0	0	0	0	0	0	0	0	1	0	40.5	43.7
0600	297	261	1	27	5	1	0	0	1	0	0	0	0	1	0	38.7	41.9
0700	676	599	4	54	10	2	1	2	1	0	0	0	0	2	1	38.1	40.9
0800	567	510	2	39	10	2	1	1	0	1	0	0	0	1	0	34.1	40.8
0900	332	288	1	26	7	2	2	2	0	1	0	0	0	3	0	38.5	41.6
1000	294	253	2	31	4	0	0	2	1	0	0	0	0	1	0	37.8	40.8
1100	280	240	2	31	2	1	0	0	1	1	0	0	0	2	0	37.6	40.5
1200	278	250	1	24	0	3	0	0	0	0	0	0	0	0	0	37.6	40.6
1300	261	227	1	27	1	3	0	0	0	0	0	0	0	1	1	38.6	42.1
1400	298	266	2	28	0	1	0	0	0	0	0	0	0	1	0	38.5	41.8
1500	479	428	3	39	3	3	0	1	0	0	0	0	0	2	0	37.3	40.6
1600	504	455	0	43	2	1	0	1	0	0	0	0	0	2	0	37.7	41.5
1700	426	397	1	23	0	1	0	0	1	1	0	0	0	2	0	37.7	40.9
1800	301	275	2	20	1	0	0	0	0	0	0	0	0	1	2	37.8	41.4
1900	181	176	0	3	2	0	0	0	0	0	0	0	0	0	0	38.4	41.5
2000	148	137	0	7	2	0	0	0	0	0	0	0	0	2	0	38.3	42.6
2100	80	69	0	6	4	0	0	0	0	0	0	0	0	0	1	38.9	43.2
2200	41	37	0	4	0	0	0	0	0	0	0	0	0	0	0	39.7	44.6
2300	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	39.7	44.5
07-19	4696	4188	21	385	40	19	4	9	4	4	0	0	0	18	4	37.4	41.1
06-22	5402	4831	22	428	53	20	4	9	5	4	0	0	0	21	5	37.6	41.3
06-00	5458	4883	22	432	53	20	4	9	5	4	0	0	0	21	5	37.6	41.3
00-00	5573	4994	22	434	54	20	4	9	5	4	0	0	0	22	5	37.7	41.4



SITE: A1C 3 - Leicester Ln B582, Desford

LOCATION: Attached to hedgerow

GRID REFERENCE: 52.624394, -1.279428

DIRECTION: SOUTHBOUND

SPEED LIMIT: 40

03 March 2026

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	11	0	0	0	0	4	7	0	0	0	0	0	0	0	0	0	38.5	42.2
0100	7	0	0	0	1	1	4	0	1	0	0	0	0	0	0	0	41	-
0200	6	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	40.9	-
0300	8	0	0	0	0	3	5	0	0	0	0	0	0	0	0	0	38.1	-
0400	27	0	0	0	0	6	16	5	0	0	0	0	0	0	0	0	39.9	45
0500	56	0	0	0	0	9	36	11	0	0	0	0	0	0	0	0	40.7	45
0600	339	0	0	1	1	96	223	17	1	0	0	0	0	0	0	0	38.8	41.6
0700	681	0	0	1	13	239	403	24	1	0	0	0	0	0	0	0	38.1	41.2
0800	560	0	0	0	23	243	277	17	0	0	0	0	0	0	0	0	37.2	40.4
0900	387	0	5	3	14	147	205	13	0	0	0	0	0	0	0	0	37.2	40.7
1000	256	0	1	0	3	83	158	9	2	0	0	0	0	0	0	0	38.3	41.6
1100	283	0	0	0	4	104	159	15	1	0	0	0	0	0	0	0	38.2	41.5
1200	287	0	0	1	9	102	160	14	1	0	0	0	0	0	0	0	38	41.8
1300	279	0	0	0	6	85	169	18	1	0	0	0	0	0	0	0	38.8	41.7
1400	311	1	0	3	10	106	170	19	2	0	0	0	0	0	0	0	38.1	42.1
1500	459	1	0	0	12	217	217	12	0	0	0	0	0	0	0	0	37.2	40.9
1600	433	0	0	3	20	148	242	20	0	0	0	0	0	0	0	0	37.8	41.4
1700	443	0	0	2	6	119	295	20	1	0	0	0	0	0	0	0	38.6	41.6
1800	351	0	0	0	10	165	162	14	0	0	0	0	0	0	0	0	37.3	40.6
1900	183	0	0	1	4	78	86	13	1	0	0	0	0	0	0	0	38	42.2
2000	135	0	0	0	3	48	74	10	0	0	0	0	0	0	0	0	38.2	42
2100	107	0	0	0	0	25	69	11	2	0	0	0	0	0	0	0	39.6	42.9
2200	78	0	1	0	1	20	43	8	1	2	2	0	0	0	0	0	40.2	44.8
2300	15	0	0	0	0	6	9	0	0	0	0	0	0	0	0	0	38.8	42.7
07-19	4730	2	6	13	130	1758	2617	195	9	0	0	0	0	0	0	0	37.9	41.3
06-22	5494	2	6	15	138	2005	3069	246	13	0	0	0	0	0	0	0	38	41.4
06-00	5587	2	7	15	139	2031	3121	254	14	2	2	0	0	0	0	0	38	41.4
00-00	5702	2	7	15	140	2054	3194	271	15	2	2	0	0	0	0	0	38	41.5

04 March 2026

[illegible]

05 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	12	0	0	0	0	3	7	2	0	0	0	0	0	0	0	0	39.1	43.8
0100	10	0	0	0	0	1	5	4	0	0	0	0	0	0	0	0	42.8	-
0200	4	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	37.6	-
0300	9	0	0	0	0	6	2	1	0	0	0	0	0	0	0	0	36.9	-
0400	24	0	0	0	0	11	9	4	0	0	0	0	0	0	0	0	38.4	44.4
0500	71	0	0	0	4	26	34	6	1	0	0	0	0	0	0	0	37.7	42.1
0600	284	0	0	0	4	77	185	18	0	0	0	0	0	0	0	0	38.8	41.8
0700	618	0	0	5	14	214	360	25	0	0	0	0	0	0	0	0	37.9	40.8
0800	578	1	5	8	19	232	297	15	0	0	0	1	0	0	0	0	37.1	40.6
0900	369	0	0	0	3	132	218	16	0	0	0	0	0	0	0	0	38.2	41.2
1000	304	0	0	4	17	84	184	15	0	0	0	0	0	0	0	0	38	41.7
1100	281	0	0	2	4	104	158	13	0	0	0	0	0	0	0	0	38.1	41.1
1200	306	0	0	0	4	99	192	11	0	0	0	0	0	0	0	0	38.3	40.9
1300	388	0	0	3	4	133	226	21	0	1	0	0	0	0	0	0	38.3	41.4
1400	329	0	0	0	3	102	201	22	1	0	0	0	0	0	0	0	38.7	41.9
1500	526	0	0	0	13	204	289	20	0	0	0	0	0	0	0	0	37.9	41.3
1600	480	0	0	1	8	114	319	37	1	0	0	0	0	0	0	0	39	42.2
1700	443	0	0	2	2	114	291	32	2	0	0	0	0	0	0	0	38.9	41.9
1800	363	0	0	2	18	109	207	25	2	0	0	0	0	0	0	0	38	41.9
1900	223	0	0	0	2	91	119	10	1	0	0	0	0	0	0	0	38.1	41.5
2000	123	0	0	0	1	52	62	7	0	0	1	0	0	0	0	0	38.2	41.2
2100	93	0	0	0	4	31	49	8	1	0	0	0	0	0	0	0	38.5	42.2
2200	49	0	0	0	2	11	28	6	2	0	0	0	0	0	0	0	39.8	45.5
2300	32	0	0	0	1	8	19	4	0	0	0	0	0	0	0	0	38.6	43.5
07-19	4985	1	5	27	109	1641	2942	252	6	1	0	1	0	0	0	0	38.2	41.5
06-22	5708	1	5	27	120	1892	3357	295	8	1	1	1	0	0	0	0	38.2	41.5
06-00	5789	1	5	27	123	1911	3404	305	10	1	1	1	0	0	0	0	38.2	41.5
00-00	5919	1	5	27	127	1960	3463	322	11	1	1	1	0	0	0	0	38.2	41.5

06 March 2026

[illegible]

07 March 2026

[illegible]

08 March 2026

[illegible]

09 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	8	0	0	0	0	3	3	2	0	0	0	0	0	0	0	0	39.7	-
0100	4	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	40.4	-
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	41.7	-
0300	7	0	0	0	0	2	4	0	1	0	0	0	0	0	0	0	40.4	-
0400	20	0	0	0	0	3	11	4	2	0	0	0	0	0	0	0	41.2	46.3
0500	75	0	0	0	0	14	48	11	2	0	0	0	0	0	0	0	40.5	43.7
0600	297	0	0	0	1	100	180	15	1	0	0	0	0	0	0	0	38.7	41.9
0700	676	0	0	3	7	243	403	20	0	0	0	0	0	0	0	0	38.1	40.9
0800	567	62	16	3	13	167	292	14	0	0	0	0	0	0	0	0	34.1	40.8
0900	332	0	0	0	3	115	195	19	0	0	0	0	0	0	0	0	38.5	41.6
1000	294	0	0	0	1	124	159	10	0	0	0	0	0	0	0	0	37.8	40.8
1100	280	0	0	0	5	121	146	8	0	0	0	0	0	0	0	0	37.6	40.5
1200	278	0	0	0	7	123	136	12	0	0	0	0	0	0	0	0	37.6	40.6
1300	261	0	0	1	5	88	149	17	1	0	0	0	0	0	0	0	38.6	42.1
1400	298	0	0	2	1	95	182	18	0	0	0	0	0	0	0	0	38.5	41.8
1500	479	0	0	0	10	231	224	14	0	0	0	0	0	0	0	0	37.3	40.6
1600	504	0	0	0	21	201	255	27	0	0	0	0	0	0	0	0	37.7	41.5
1700	426	1	1	2	7	174	226	15	0	0	0	0	0	0	0	0	37.7	40.9
1800	301	0	0	4	4	117	161	15	0	0	0	0	0	0	0	0	37.8	41.4
1900	181	0	0	0	5	61	105	9	1	0	0	0	0	0	0	0	38.4	41.5
2000	148	0	0	0	4	57	76	10	1	0	0	0	0	0	0	0	38.3	42.6
2100	80	0	1	0	0	25	44	10	0	0	0	0	0	0	0	0	38.9	43.2
2200	41	0	0	0	0	11	23	6	1	0	0	0	0	0	0	0	39.7	44.6
2300	15	0	0	0	0	5	7	3	0	0	0	0	0	0	0	0	39.7	44.5
07-19	4696	63	17	15	84	1799	2528	189	1	0	0	0	0	0	0	0	37.4	41.1
06-22	5402	63	18	15	94	2042	2933	233	4	0	0	0	0	0	0	0	37.6	41.3
06-00	5458	63	18	15	94	2058	2963	242	5	0	0	0	0	0	0	0	37.6	41.3
00-00	5573	63	18	15	94	2081	3032	260	10	0	0	0	0	0	0	0	37.7	41.4

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	36338	76	71	109	889	12555	20534	2004	93	3	3	1	0	0	0	0	38.1	41.6



SITE: A1C3 - Leicester Ln B582, Desford

LOCATION: Attached to hedgerow

GRID REFERENCE: 52.624394, -1.279428

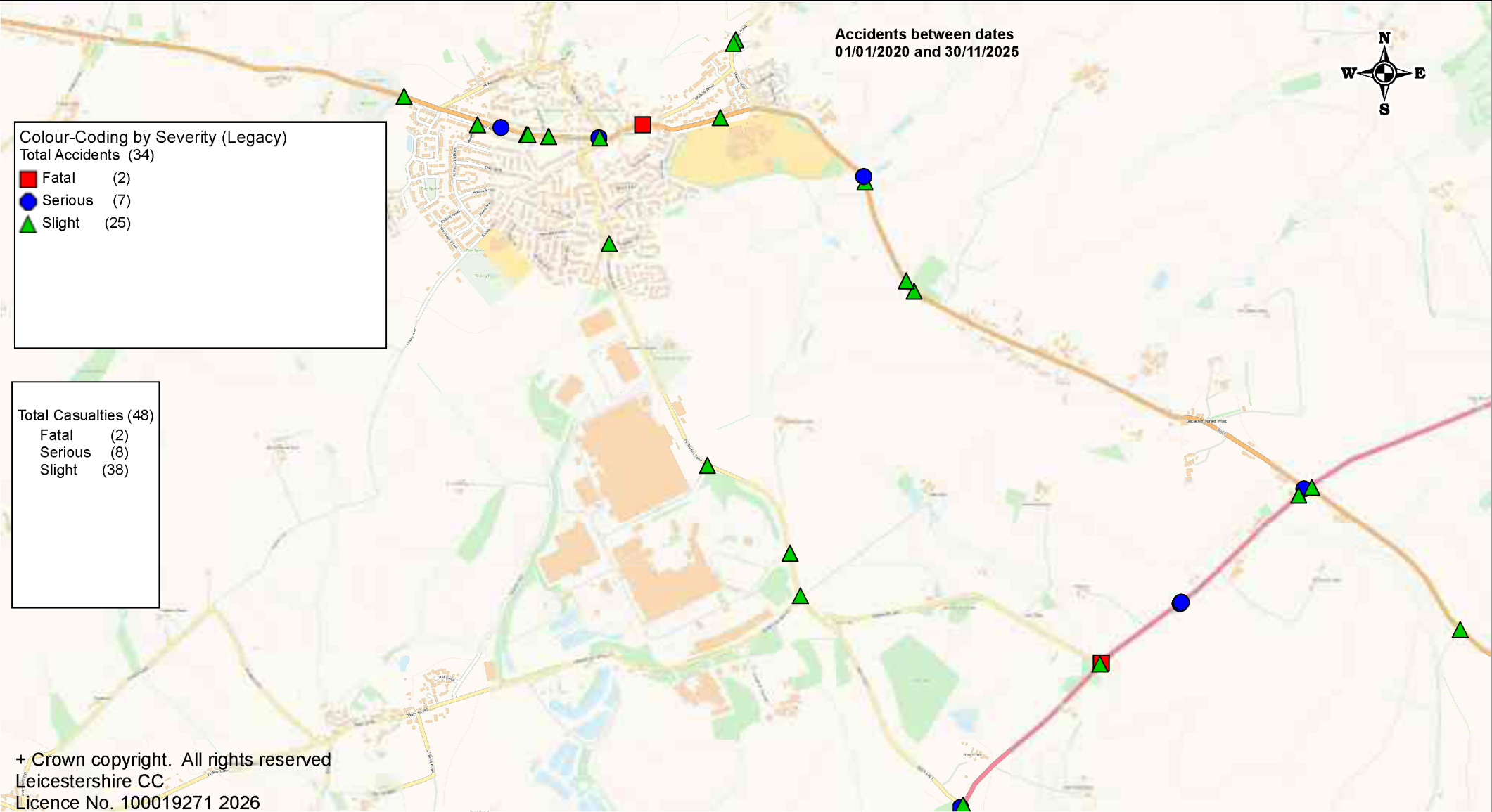
DIRECTION: SOUTHBOUND

SPEED LIMIT: 40

Hour	Tue 03-Mar	Wed 04-Mar	Thu 05-Mar	Fri 06-Mar	Sat 07-Mar	Sun 08-Mar	Mon 09-Mar	Averages 1-5.	1-7.
0000-0100	11	10	12	15	28	26	8	11.2	15.7
0100-0200	7	7	10	9	17	21	4	7.4	10.7
0200-0300	6	4	4	4	7	15	1	3.8	5.9
0300-0400	8	10	9	5	0	8	7	7.8	6.7
0400-0500	27	21	24	23	13	4	20	23	18.9
0500-0600	56	71	71	68	28	20	75	68.2	55.6
0600-0700	339	308	284	261	64	40	297	297.8	227.6
0700-0800	681	654	618	512	130	50	676	628.2	474.4
0800-0900	560	513	578	547	237	110	567	553	444.6
0900-1000	387	392	369	316	298	276	332	359.2	338.6
1000-1100	256	282	304	313	349	294	294	289.8	298.9
1100-1200	283	270	281	303	377	363	280	283.4	308.1
1200-1300	287	270	306	330	393	384	278	294.2	321.1
1300-1400	279	302	388	327	348	354	261	311.4	322.7
1400-1500	311	353	329	387	356	374	298	335.6	344
1500-1600	459	504	526	493	316	274	479	492.2	435.9
1600-1700	433	485	480	460	287	268	504	472.4	416.7
1700-1800	443	512	443	381	279	230	426	441	387.7
1800-1900	351	317	363	301	194	157	301	326.6	283.4
1900-2000	183	198	223	195	129	157	181	196	180.9
2000-2100	135	134	123	125	139	69	148	133	124.7
2100-2200	107	121	93	88	86	45	80	97.8	88.6
2200-2300	78	59	49	66	68	27	41	58.6	55.4
2300-2400	15	14	32	41	38	16	15	23.4	24.4
Totals									
0700-1900	4730	4854	4985	4670	3564	3134	4696	4787	4376.1
0600-2200	5494	5615	5708	5339	3982	3445	5402	5511.6	4997.9
0600-0000	5587	5688	5789	5446	4088	3488	5458	5593.6	5077.7
0000-0000	5702	5811	5919	5570	4181	3582	5573	5715	5191.1
AM Peak	700	700	700	800	1100	1100	700		
	681	654	618	547	377	363	676		
PM Peak	1500	1700	1500	1500	1200	1200	1600		
	459	512	526	493	393	384	504		

APPENDIX F

Collision Data



Her Majesty's Office (c) Crown Copyright



Mode Peckleton/Desford

SCALE	1 : 20570
DATE	29/01/2026
DRAWING No.	
DRAWN BY	



Accidents between dates: 01/01/2020 and 30/11/2025

Selection: ; Refined using Accidents within selected Polygons -Data Requests 2026 ("Mode Peckleton/Desford 29.01.2026")

Table 1 - Accidents by Month	2020	2021	2022	2023	2024	2025	Total
January	3	2	1	-	-	-	6
February	1	1	1	-	-	1	4
March	-	-	-	1	1	1	3
April	-	1	-	-	-	-	1
May	-	-	-	-	1	-	1
June	1	-	2	1	-	-	4
July	-	-	-	-	1	-	1
August	-	-	1	1	-	-	2
September	-	-	1	-	1	-	2
October	-	2	1	-	1	1	5
November	-	-	1	-	-	-	1
December	-	-	-	2	2	-	4
TOTAL	5	6	8	5	7	3	34

Table 2 - Casualties by Month	2020	2021	2022	2023	2024	2025	Total
January	4	2	2	-	-	-	8
February	2	1	2	-	-	1	6
March	-	-	-	2	1	1	4
April	-	3	-	-	-	-	3
May	-	-	-	-	2	-	2
June	3	-	3	2	-	-	8
July	-	-	-	-	1	-	1
August	-	-	1	2	-	-	3
September	-	-	1	-	1	-	2
October	-	2	1	-	1	1	5
November	-	-	1	-	-	-	1
December	-	-	-	2	3	-	5
TOTAL	9	8	11	8	9	3	48

Table 3 - All Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	1	1	0	0	0	0	2
Serious	1	2	2	0	2	0	7
Slight	3	3	6	5	5	3	25
TOTAL	5	6	8	5	7	3	34

Table 4 - Casualties by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	1	1	0	0	0	0	2
Serious	1	2	2	0	3	0	8
Slight	7	5	9	8	6	3	38
TOTAL	9	8	11	8	9	3	48

Table 5 - Pedestrian Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0

Table 6 - Cycle Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	1	0	0	0	0	1
Serious	0	0	0	0	0	0	0
Slight	0	0	2	1	0	1	4



Accidents between dates: 01/01/2020 and 30/11/2025

Selection: ; Refined using Accidents within selected Polygons -Data Requests 2026 ("Mode Peckleton/Desford 29.01.2026")

TOTAL	0	1	2	1	0	1	5
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Table 7 - Motor Vehicle Only Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	1	0	0	0	0	0	1
Serious	1	2	2	0	2	0	7
Slight	3	3	4	4	5	2	21
TOTAL	5	5	6	4	7	2	29

Table 8 - 60 Plus Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	1	0	0	0	0	1
Serious	1	0	0	0	0	0	1
Slight	2	2	0	1	1	0	6
TOTAL	3	3	0	1	1	0	8

Table 9 - Child Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	1	0	1
Slight	0	0	0	1	0	1	2
TOTAL	0	0	0	1	1	1	3

Table 10 - P2W Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	1	1	1	0	0	0	3
Slight	1	0	0	0	0	0	1
TOTAL	2	1	1	0	0	0	4

Accidents between dates 01/01/2020 and 30/11/2025 (71) months

Selection: Notes:
; Refined using Accidents within selected Polygons -Data
Requests 2026 ("Mode Peckleton/Desford 29.01.2026")

Selected Polygon:Mode Peckleton/Desford 29.01.2026

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202000017	17/01/2020	449795	301315	Fine without high winds	Wet/Damp	Darkness: no street lighting	Fatal	2342

Location: A47 HINCKLEY ROAD LEICESTER FOREST WEST JW PECKLETON LANE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Jct Approach	Going ahead other	NE	SW

Casualties:

Class	Severity
Driver / Rider	Fatal

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202000047	16/01/2020	449259	300761	Raining without high winds	Wet/Damp	Daylight	Slight	1224

Location: A47 HINCKLEY ROAD LEICESTER FOREST WEST JUNCTION WITH C4102 DANS LANE

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Jct Approach	Going ahead other	SW	NE
Van / Goods 3.5 tonnes mgw and under	Leaving main road	Turning right	NE	NW

Casualties:

Class	Severity
Vehicle Passenger Driver / Rider	Slight

Accidents between dates 01/01/2020 and 30/11/2025 (71) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data

Requests 2026 ("Mode Peckleton/Desford 29.01.2026")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202000073	22/01/2020	448864	300267	Fine without high winds	Dry	Darkness: no street lighting	Slight	1630
Location: A47 LEICESTER ROAD THURLASTON 88 METRES SOUTH WEST OF KNOLL FARM								

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead but held up	SW	NE
Motor Cycle over 50 cc and up to 125cc	Not at, or within 20M of Jct	Going ahead other	SW	NE

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202000366	23/06/2020	449250	300755	Fine without high winds	Dry	Daylight	Serious	1948
Location: A47 HINCKLEY ROAD LEICESTER FOREST WEST JW DANS LANE.								

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving main road	Turning right	NE	NW
Car	Jct Approach	Waiting to turn right	NW	SW
Motorcycle over 500cc	Mid Junction - on roundabout or main road	Going ahead other	SW	NE

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight
Driver / Rider	Serious

Accidents between dates 01/01/2020 and 30/11/2025 (71) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data

Requests 2026 ("Mode Peckleton/Desford 29.01.2026")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202000501	12/02/2020	449790	301310	Fine without high winds	Dry	Daylight	Slight	1618
Location: A47 HINCKLEY ROAD LEICESTER FOREST WEST JW PECKLETON LANE.								

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering main road	Starting	NW	SE
Car	Mid Junction - on roundabout or main road	Going ahead other	NE	SW

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202100055	29/01/2021	448880	303180	Fine without high winds	Wet/Damp	Daylight	Slight	0910
Location: B582 LEICESTER LANE DESFORD APPROX 550M SE BARNS WAY.								

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Goods vehicle - unknown weight	Mid Junction - on roundabout or main road	Waiting to turn right	NW	W
Car	Mid Junction - on roundabout or main road	Going ahead right bend	NW	S

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2020 and 30/11/2025 (71) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data

Requests 2026 ("Mode Peckleton/Desford 29.01.2026")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202100070	03/02/2021	448020	303400	Fine without high winds	Wet/Damp	Daylight	Fatal	0950
Location: B582 HIGH STREET DESFORD OUTSIDE NUMBER 62.								

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Van / Goods 3.5 tonnes mgw and under	Not at, or within 20M of Jct	Going ahead other	E	W
Pedal Cycle (Including pedal assisted electric bicycles)	Not at, or within 20M of Jct	Going ahead other	E	W

Casualties:

Class	Severity
Driver / Rider	Fatal

Accidents between dates 01/01/2020 and 30/11/2025 (71) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data

Requests 2026 ("Mode Peckleton/Desford 29.01.2026")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202100188	12/04/2021	451185	301445	Fine without high winds	Dry	Daylight	Slight	0925
Location: B582 DESFORD ROAD THURLASTON AT ENTRANCE TO HOEFIELDS FARM.								

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Waiting to turn right	NW	SW
Car	Mid Junction - on roundabout or main road	Going ahead other	NW	SE

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle	Slight
Passenger	
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202100823	15/10/2021	450100	301545	Fine without high winds	Dry	Daylight	Serious	1730
Location: A47 HINCKLEY ROAD LEICESTER FOREST WEST AT ENTRANCE TO BULLS HEAD.								

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering main road	Turning right	SE	NE
Car	Mid Junction - on roundabout or main road	Going ahead other	NE	SW

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates01/01/2020 and 30/11/2025 (71) months

Selection:Notes:

; Refined using Accidents within selected Polygons -Data

Requests 2026 ("Mode Peckleton/Desford 29.01.2026")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202100838	18/10/2021	448875	303200	Fine without high winds	Wet/Damp	Darkness: no street lighting	Serious	2250
Location: B582 LEICESTER LANE DESFORD APPROX 300M SE MANOR HILL FARM.								

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Motor Cycle over 50 cc and up to 125cc	Not at, or within 20M of Jct	Going ahead left bend	S	NW
Van / Goods 3.5 tonnes mgw and under	Not at, or within 20M of Jct	Going ahead right bend	NW	S

Casualties:

Class	Severity
Driver / Rider	Serious

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202101508	13/01/2021	447655	303355	Fine without high winds	Dry	Darkness: street lighting unknown	Slight	0653
Location: B582 MANOR ROAD DESFORD EXACT LOCATION UNKNOWN.								

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead other	W	E
Agricultural vehicle	Not at, or within 20M of Jct	Going ahead other	W	E

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2020 and 30/11/2025 (71) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data

Requests 2026 ("Mode Peckleton/Desford 29.01.2026")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202200006	04/01/2022	448590	301740	Fine without high winds	Dry	Daylight	Slight	1430

Location: C4102 PECKLETON LANE PECKLETON AT ENTRANCE TO CATERPILLAR.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Waiting to turn right	N	W
Car	Mid Junction - on roundabout or main road	Going ahead other	N	S

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Accidents between dates 01/01/2020 and 30/11/2025 (71) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data

Requests 2026 ("Mode Peckleton/Desford 29.01.2026")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202200117	10/02/2022	448940	300310	Fine without high winds	Dry	Daylight	Slight	0930

Location: A47 THURLASTON AT ENTRANCE TO KNOLL FARM.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering main road	Turning right	SW	SE
Car	Mid Junction - on roundabout or main road	Going ahead other	SW	NE
Car	Jct Approach	Overtaking moving vehicle O/S	SW	NE
Van / Goods 3.5 tonnes mgw and under	Jct Approach	Going ahead other	NE	SW

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates01/01/2020 and 30/11/2025 (71) months

Selection:Notes:

; Refined using Accidents within selected Polygons -Data

Requests 2026 ("Mode Peckleton/Desford 29.01.2026")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202200455	08/06/2022	448630	301575	Other	Wet/Damp	Daylight	Slight	0720
Location:	C4102 PECKLETON LANE PECKLETON JW PECKLETON COMMON.							

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving main road	Turning right	N	SW
Car	Mid Junction - on roundabout or main road	Going ahead right bend	N	SE

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202200536	30/06/2022	447850	303350	Fine without high winds	Dry	Daylight	Serious	1540
Location:	B582 HIGH STREET DESFORD JW MAIN STREET.							

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving roundabout	Turning right	E	N
Taxi/Private hire car	Entering roundabout	Going ahead other	W	E

Casualties:

Class	Severity
Driver / Rider	Serious
Vehicle Passenger	Slight

Accidents between dates01/01/2020 and 30/11/2025 (71) months

Selection:Notes:

; Refined using Accidents within selected Polygons -Data

Requests 2026 ("Mode Peckleton/Desford 29.01.2026")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202200675	15/08/2022	447570	303363	Fine without high winds	Dry	Darkness: street lights present and lit	Slight	2130

Location: B582 MANOR ROAD DESFORD JW HOLMFIELD ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Pedal Cycle (Including pedal assisted electric bicycles)	Mid Junction - on roundabout or main road	Going ahead other	E	W
Car	Leaving main road	Turning right	W	S

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2020 and 30/11/2025 (71) months
Selection: Notes:
; Refined using Accidents within selected Polygons -Data
Requests 2026 ("Mode Peckleton/Desford 29.01.2026")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202200807	26/09/2022	447890	302940	Fine without high winds	Dry	Daylight	Slight	1611
Location: PECKLETON VIEW DESFORD JW PECKLETON LANE.								

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Jct Approach	Going ahead but held up	E	W
Pedal Cycle (Including pedal assisted electric bicycles)	Entering main road	Going ahead other	S	N

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202200892	20/10/2022	450580	301990	Raining without high winds	Wet/Damp	Daylight	Serious	1540
Location: A47 HINCKLEY ROAD THURLASTON AT DESFORD CROSSROADS.								

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving main road	Turning right	NE	NW
Motor Cycle over 50 cc and up to 125cc	Mid Junction - on roundabout or main road	Going ahead other	SW	NE

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates 01/01/2020 and 30/11/2025 (71) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data

Requests 2026 ("Mode Peckleton/Desford 29.01.2026")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202201024	18/11/2022	450610	301995	Other	Dry	Darkness: street lights present and lit	Slight	2255
Location: A47 HINCKLEY ROAD LEICESTER FOREST EAST JW DESFORD ROAD.								

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Starting	NE	SW
Car	Mid Junction - on roundabout or main road	Going ahead other	NW	SE

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202300190	15/03/2023	448380	303730	Fine without high winds	Dry	Daylight	Slight	1254
Location: C3104 STATION ROAD DESFORD NR THE COTTAGE.								

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Goods 7.5 tonnes mgw and over	Not at, or within 20M of Jct	Going ahead right bend	S	NE
Car	Not at, or within 20M of Jct	Going ahead left bend	NE	S

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Accidents between dates01/01/2020 and 30/11/2025 (71) months

Selection:Notes:

; Refined using Accidents within selected Polygons -Data

Requests 2026 ("Mode Peckleton/Desford 29.01.2026")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202300499	22/06/2023	447095	303510	Fine without high winds	Dry	Daylight	Slight	1211

Location:

B582 HUNTS LANE DESFORD APPROX 130M W LOCKEYMEAD DRIVE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Van / Goods 3.5 tonnes mgw and under	Not at, or within 20M of Jct	Going ahead other	E	W
Car	Not at, or within 20M of Jct	Stopping	E	W
Car	Not at, or within 20M of Jct	Stopping	E	W
Car	Not at, or within 20M of Jct	Stopping	E	W

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates 01/01/2020 and 30/11/2025 (71) months
Selection: Notes:
; Refined using Accidents within selected Polygons -Data
Requests 2026 ("Mode Peckleton/Desford 29.01.2026")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202300710	13/08/2023	449070	302755	Raining without high winds	Wet/Damp	Darkness: no street lighting	Slight	2130
Location:		B582 LEICESTER LANE DESFORD APPROX 200M NW GREYSTONES.						

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead left bend	N	SE
Car	Not at, or within 20M of Jct	Going ahead right bend	SE	N
Car	Not at, or within 20M of Jct	Going ahead other	SE	NW

Casualties:

Class	Severity
Vehicle Passenger	Slight
Driver / Rider	Slight

Accidents between dates 01/01/2020 and 30/11/2025 (71) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data

Requests 2026 ("Mode Peckleton/Desford 29.01.2026")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202301215	07/12/2023	449260	300765	Raining without high winds	Wet/Damp	Daylight	Slight	1121
Location: A47 HINCKLEY ROAD LEICESTER FOREST WEST JW DANS LANE.								

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Going ahead other	S	N
Goods 7.5 tonnes mgw and over	Entering main road	Turning right	W	S

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202301249	14/12/2023	447575	303363	Other	Wet/Damp	Daylight	Slight	1039
Location: B582 MANOR ROAD DESFORD JW HOMEFIELD ROAD.								

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering main road	Turning right	S	E
Pedal Cycle (Including pedal assisted electric bicycles)	Mid Junction - on roundabout or main road	Going ahead other	W	E

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2020 and 30/11/2025 (71) months
Selection: Notes:
; Refined using Accidents within selected Polygons -Data
Requests 2026 ("Mode Peckleton/Desford 29.01.2026")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202400284	04/03/2024	448320	303428	Fine without high winds	Frost/Ice	Daylight	Slight	0630
Location: B582 LEICESTER LANE DESFORD OUTSIDE BOSWORTH ACADEMY.								

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering roundabout	Starting	S	N
Car	Mid Junction - on roundabout or main road	Going ahead	W	E

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202400473	22/05/2024	448270	302080	Raining without high winds	Wet/Damp	Daylight	Slight	0900
Location: C4102 PECKLETON LANE DESFORD AT GATE 2 ENTRANCE TO CATERPILLAR.								

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Goods 7.5 tonnes mgw and over	Entering main road	Turning right	SW	SE
Car	Mid Junction - on roundabout or main road	Going ahead	SE	N

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Accidents between dates 01/01/2020 and 30/11/2025 (71) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data

Requests 2026 ("Mode Peckleton/Desford 29.01.2026")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202400607	01/07/2024	449040	302795	Fine without high winds	Dry	Daylight	Slight	1050
Location: B582 LEICESTER LANE DESFORD EXACT LOCATION UNKNOWN.								

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead	SE	N

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202400879	21/09/2024	449130	300470	Raining without high winds	Wet/Damp	Daylight	Slight	1755
Location: A47 HINCKLEY ROAD THURLASTON APPROX 150M S DESFORD ROAD.								

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead	SW	N

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2020 and 30/11/2025 (71) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data

Requests 2026 ("Mode Peckleton/Desford 29.01.2026")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202400975	17/10/2024	447470	303390	Fine without high winds	Dry	Daylight	Less serious	1530
Location: B582 MANOR ROAD DSEFORD OUTSIDE NUMBER 72.								

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Van / Goods 3.5 tonnes mgw and under	Not at, or within 20M of Jct	Going ahead	W	E
Personal Powered Transporter	Not at, or within 20M of Jct	Going ahead	S	N

Casualties:

Class	Severity
Driver / Rider	Less serious

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202401189	06/12/2024	447853	303350	Fine without high winds	Dry	Darkness: street lights present and lit	Slight	1600
Location: B582 HIGH STREET DESFORD JW MANOR ROAD.								

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving roundabout	Turning right	E	N
Car	Entering roundabout	Going ahead	W	E

Casualties:

Class	Severity
Vehicle Passenger	Slight

Accidents between dates 01/01/2020 and 30/11/2025 (71) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data

Requests 2026 ("Mode Peckleton/Desford 29.01.2026")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202401246	26/12/2024	450105	301550	Fog or mist	Wet/Damp	Darkness: street lights present and lit	Moderately serious	1814

Location: A47 HINCKLEY ROAD LEICESTER FOREST WEST OUTSIDE THE BULLS HEAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving main road	Turning right	SW	SE
Car	Mid Junction - on roundabout or main road	Going ahead	NE	SW

Casualties:

Class	Severity
Driver / Rider	Moderately serious
Driver / Rider	Less serious

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202500119	04/02/2025	448370	303715	Fine without high winds	Dry	Daylight	Slight	0826

Location: C3104 STATION ROAD DESFORD NR THE COTTAGE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead	S	NE
Taxi/Private hire car	Not at, or within 20M of Jct	Going ahead	NE	S

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2020 and 30/11/2025 (71) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data

Requests 2026 ("Mode Peckleton/Desford 29.01.2026")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202500238	12/03/2025	447380	303400	Fine without high winds	Dry	Daylight	Slight	0800
Location: MANOR ROAD DESFORD OUTSIDE NUMBER 83.								

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering main road	Starting	S	N
Pedal Cycle (Including pedal assisted electric bicycles)	Mid Junction - on roundabout or main road	Going ahead	E	W

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202500984	15/10/2025	450560	301965	Fine without high winds	Dry	Daylight	Slight	1746
Location: A47 THURLASTON NR DESFORD CROSSROADS. EXACT LOCATION NOT GIVEN.								

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead but held up	SW	NE
Car	Not at, or within 20M of Jct	Going ahead	NE	SW

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2020 and 30/11/2025 (71) months

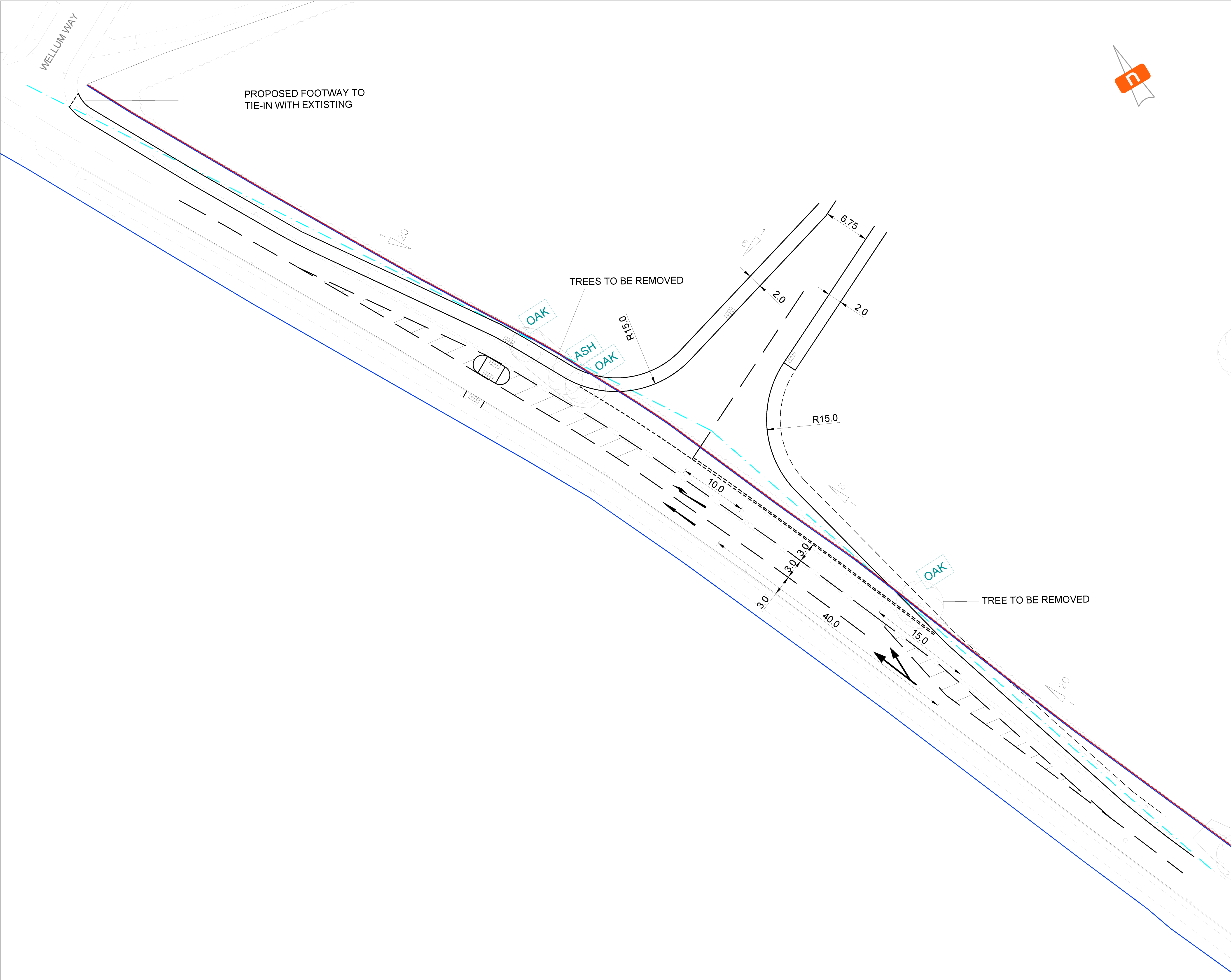
Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2026 ("Mode Peckleton/Desford 29.01.2026")

Number of records in selection: 34

APPENDIX G

Drawings



- General Notes
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 5. All levels in metres unless noted otherwise.

KEY:	
—	SITE BOUNDARY
—	HIGHWAY BOUNDARY (TRANSCRIBED HIGHWAY BOUNDARY BASED ON LCC)
- - -	VISIBILITY SPLAYS NB 2.4m x 96.9m (39 mph RECORDED 85%ILE SPEEDS) SB 2.4m x 111.2m (42.4mph RECORDED 85%ILE SPEEDS) (VISIBILITY SPLAYS ARE BASED UPON DMRB STANDARDS)

P02	24.06.26	Updated as LCC comments	DJR	KTY
P01	21.11.25	Initial issue	DJR	KTY
Rev	Date	Details of issue / revision	Drw	Rev

Issues & Revisions

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**BELLWAY STRATEGIC LAND
PART OF
BELLWAY HOMES LTD**

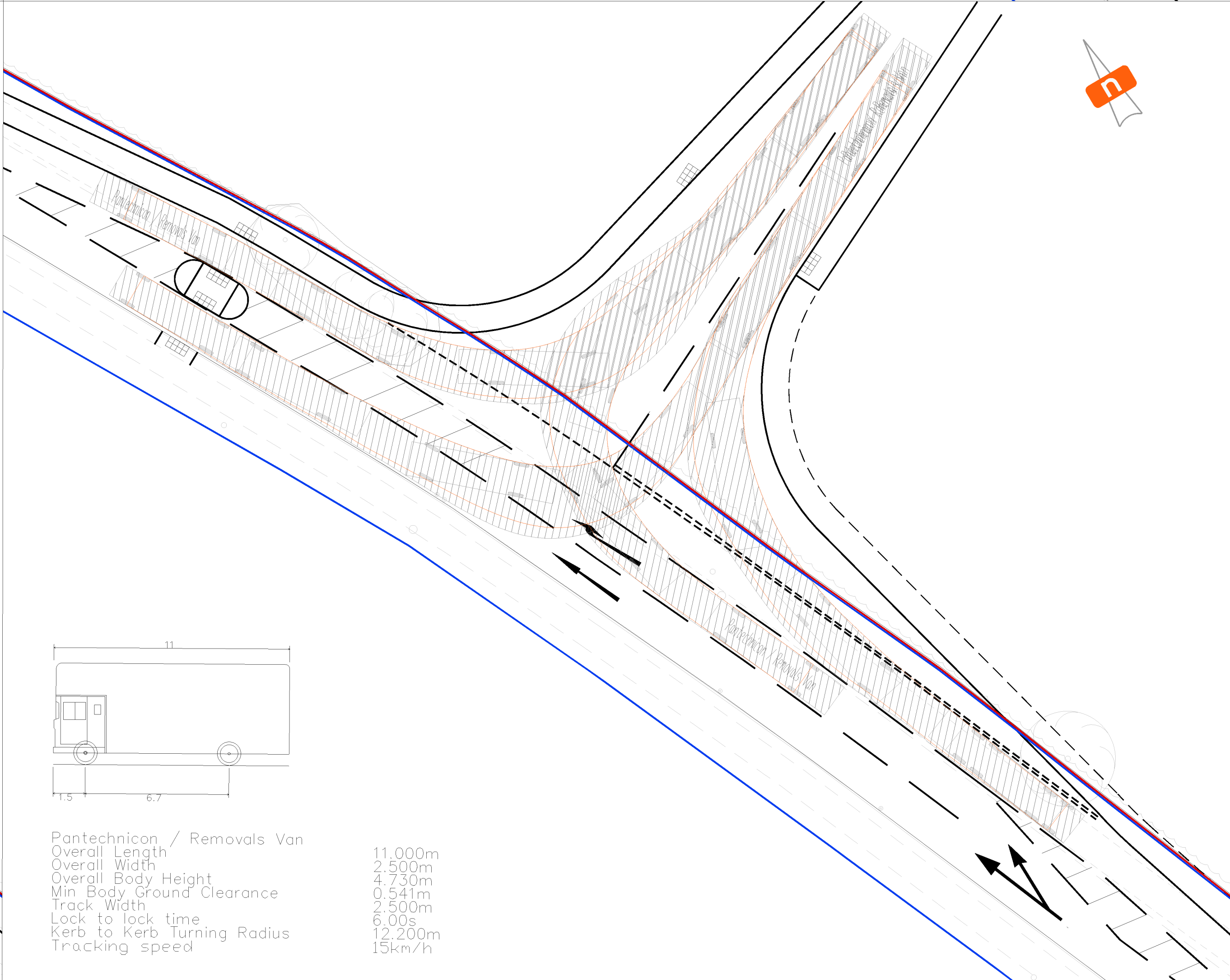
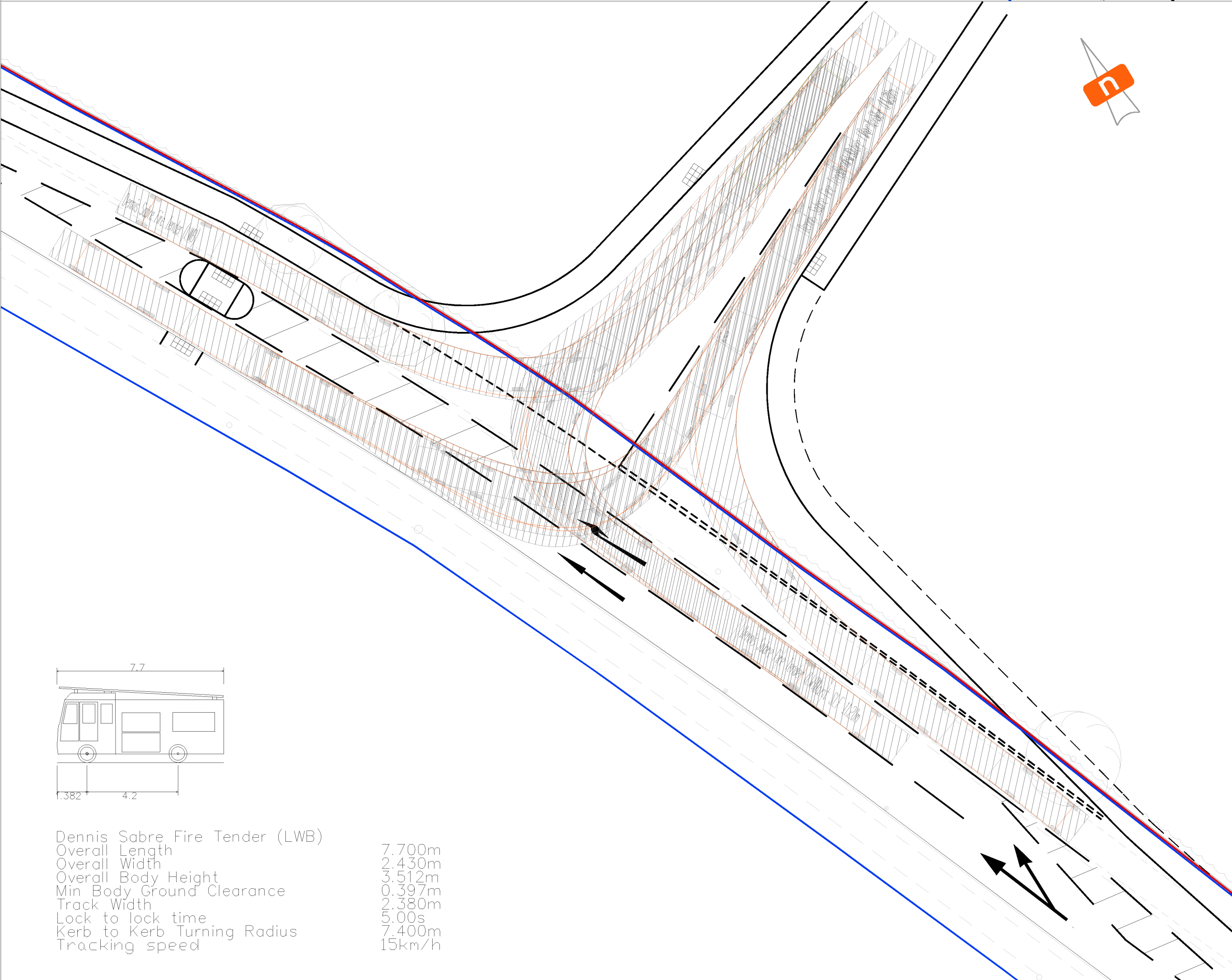
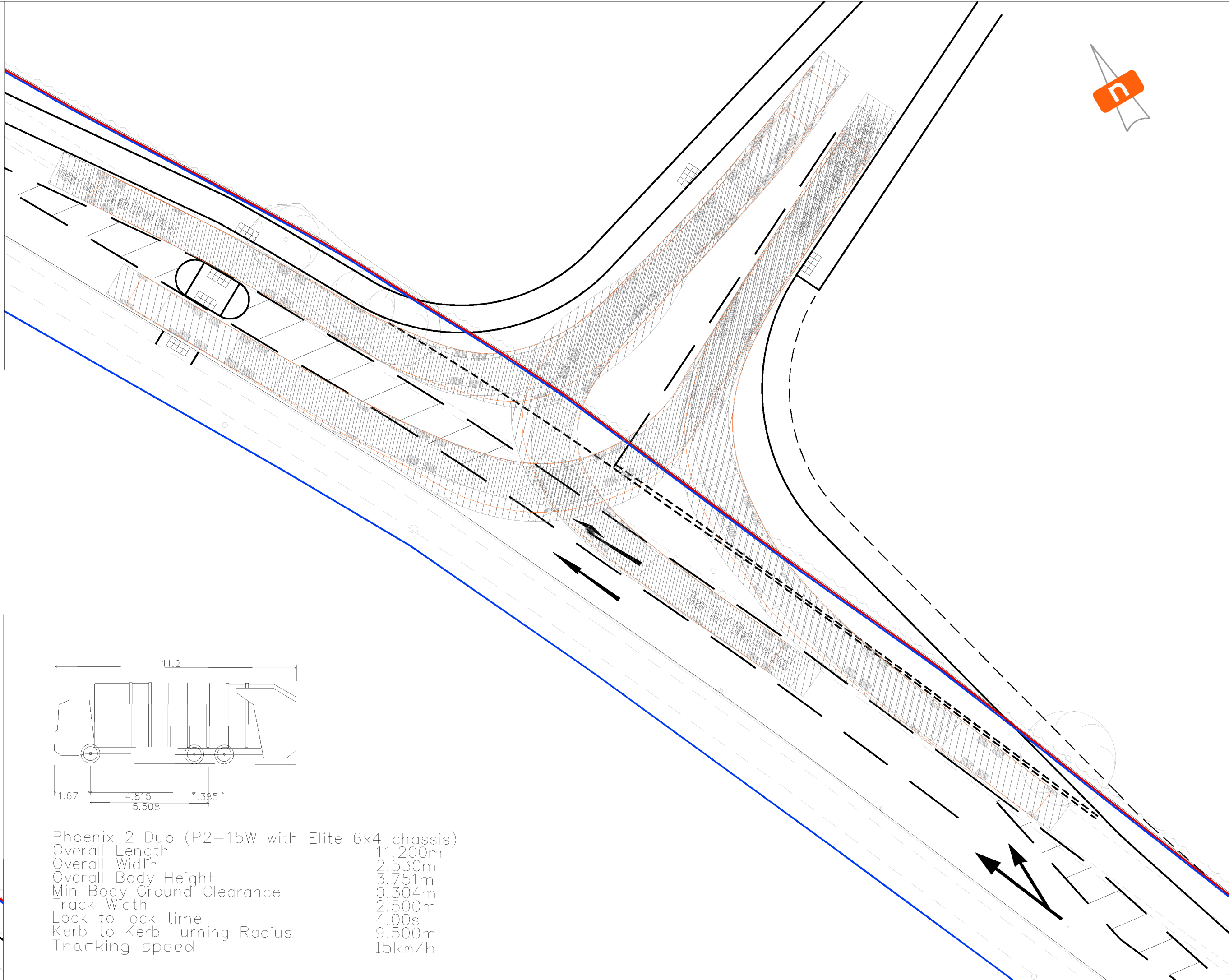
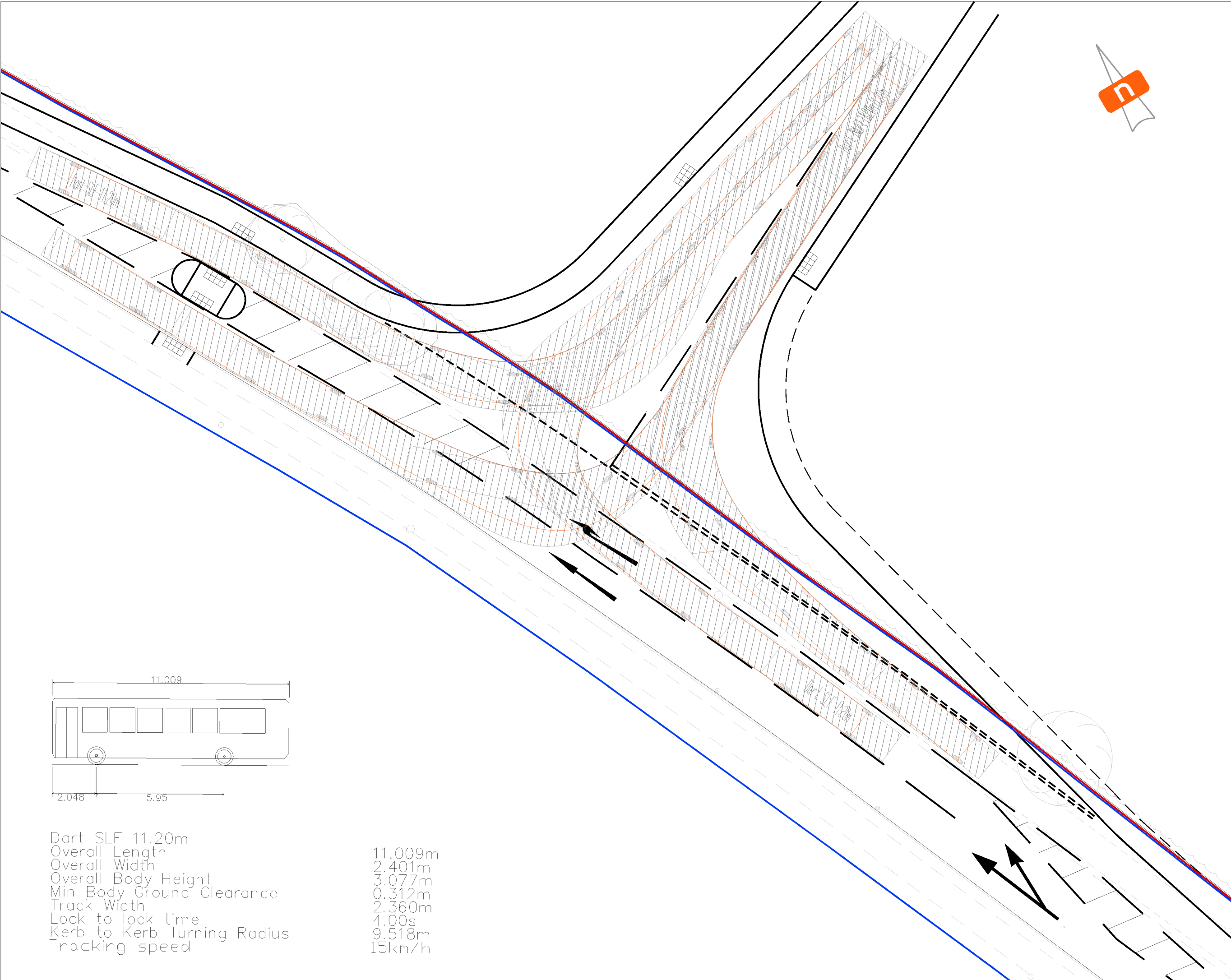
Project Title

**LAND SOUTH OF
DES福德
PROPOSED LINK ROAD**

Drawing Title

**PECKLETON LANE
ACCESS
PROPOSED LAYOUT**

Drawn:	DJR	Reviewed:	KTY
mode Ref:	J32 8769	Date:	21.11.25
Scale@A1:	1:250		
Drawing Status			
PRELIMINARY			
Project - Originator - Zone - Level - Type - Role - Number	Status	Rev	
J328769-MI-SI-XX-DR-C-0115	S2	P02	



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 5. All levels in metres unless noted otherwise.

KEY:

- SITE BOUNDARY
- HIGHWAY BOUNDARY
(TRANSCRIBED HIGHWAY BOUNDARY BASED ON LCC)

P02	24.06.26	Updated as LCC comments	DJR	KTY
P01	18.11.25	Initial issue	DJR	KTY
Rev	Date	Details of issue / revision	Drw	Rev

Issues & Revisions

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BELLWAY STRATEGIC LAND
PART OF
BELLWAY HOMES LTD

Project Title

LAND SOUTH OF
DES福德
PROPOSED LINK ROAD

Drawing Title

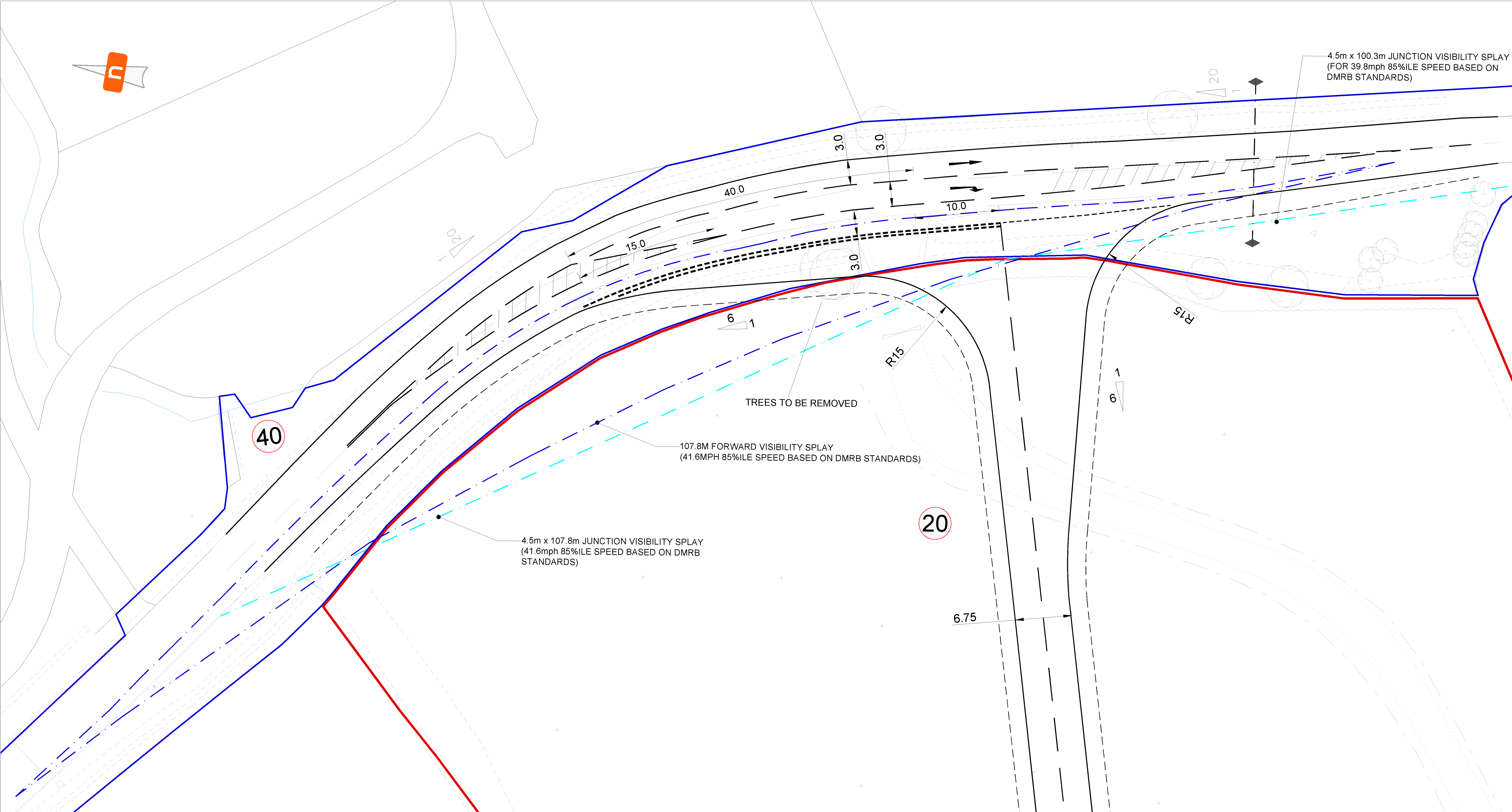
PECKLETON LANE
ACCESS
VEHICLE SWEEP PATHS

Drawn:	DJR	Reviewed:	KTY
mode Ref:	J32 8769	Date:	18.11.25
Scale@A1:	1:250		

Drawing Status

PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
J328769-MI-SI-XX-DR-C-0116	S2	P02



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 - All dimensions in metres unless noted otherwise.
 - All levels in metres unless noted otherwise.

- Key**
- SITE BOUNDARY
 - HIGHWAY BOUNDARY
 - FORWARD VISIBILITY SPLAY
 - JUNCTION VISIBILITY SPLAY

P02	17.06.26	Updated as LCC comments	DJR	KTY
P01	18.11.25	Initial issue	DJR	KTY
Rev	Date	Details of issue / revision	Drw	Rev

Issues & Revisions

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**BELLWAY STRATEGIC LAND
PART OF
BELLWAY HOMES LTD**

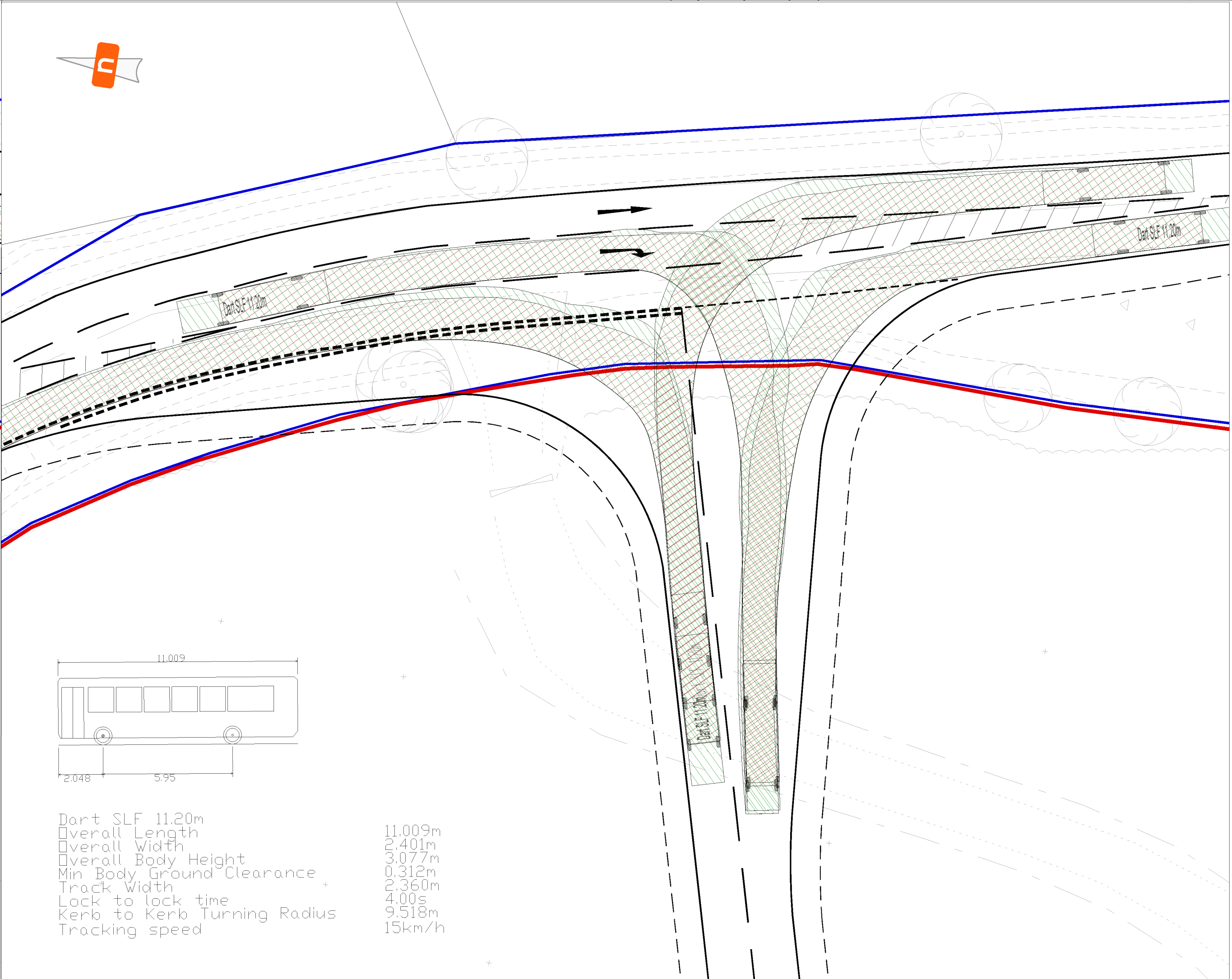
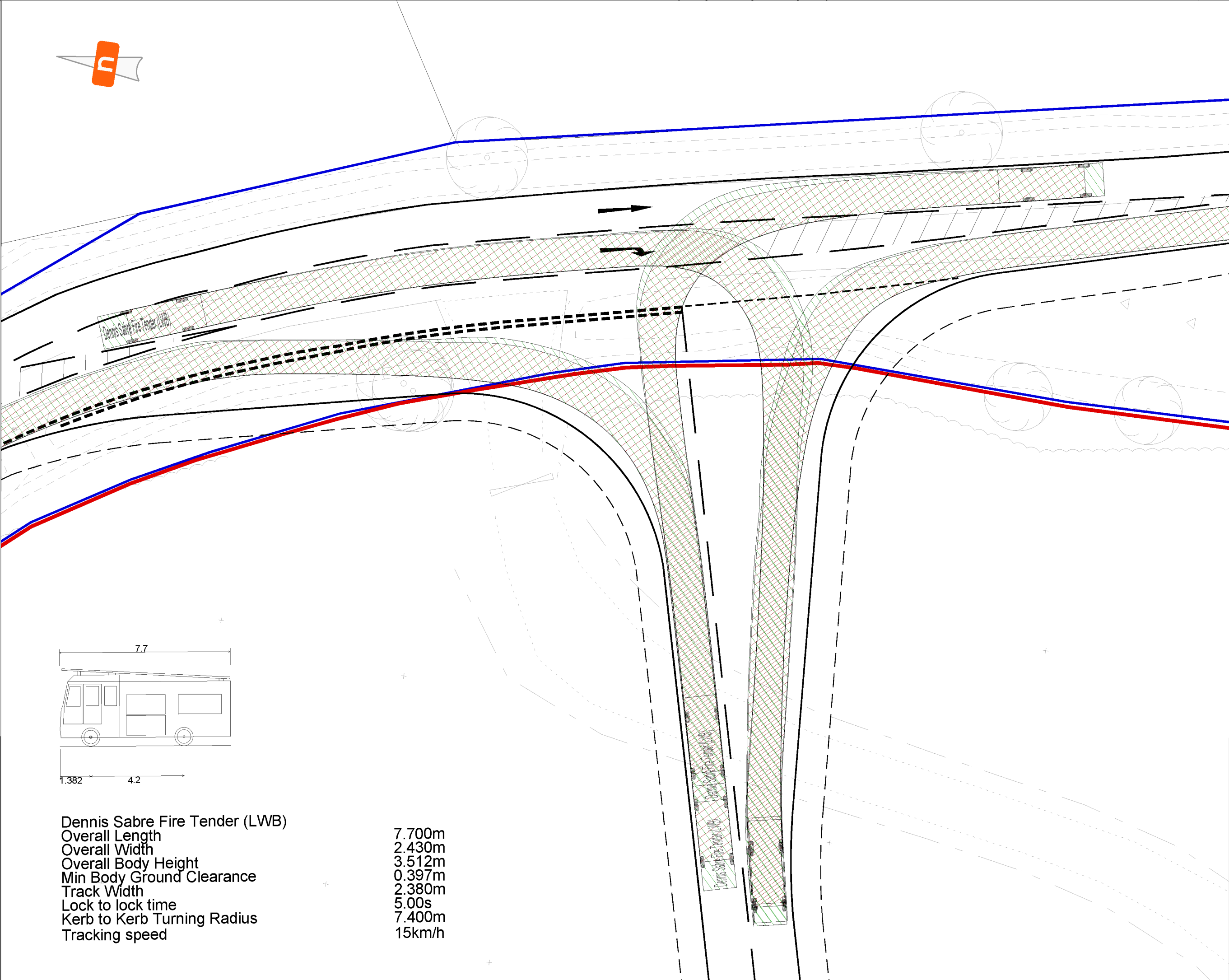
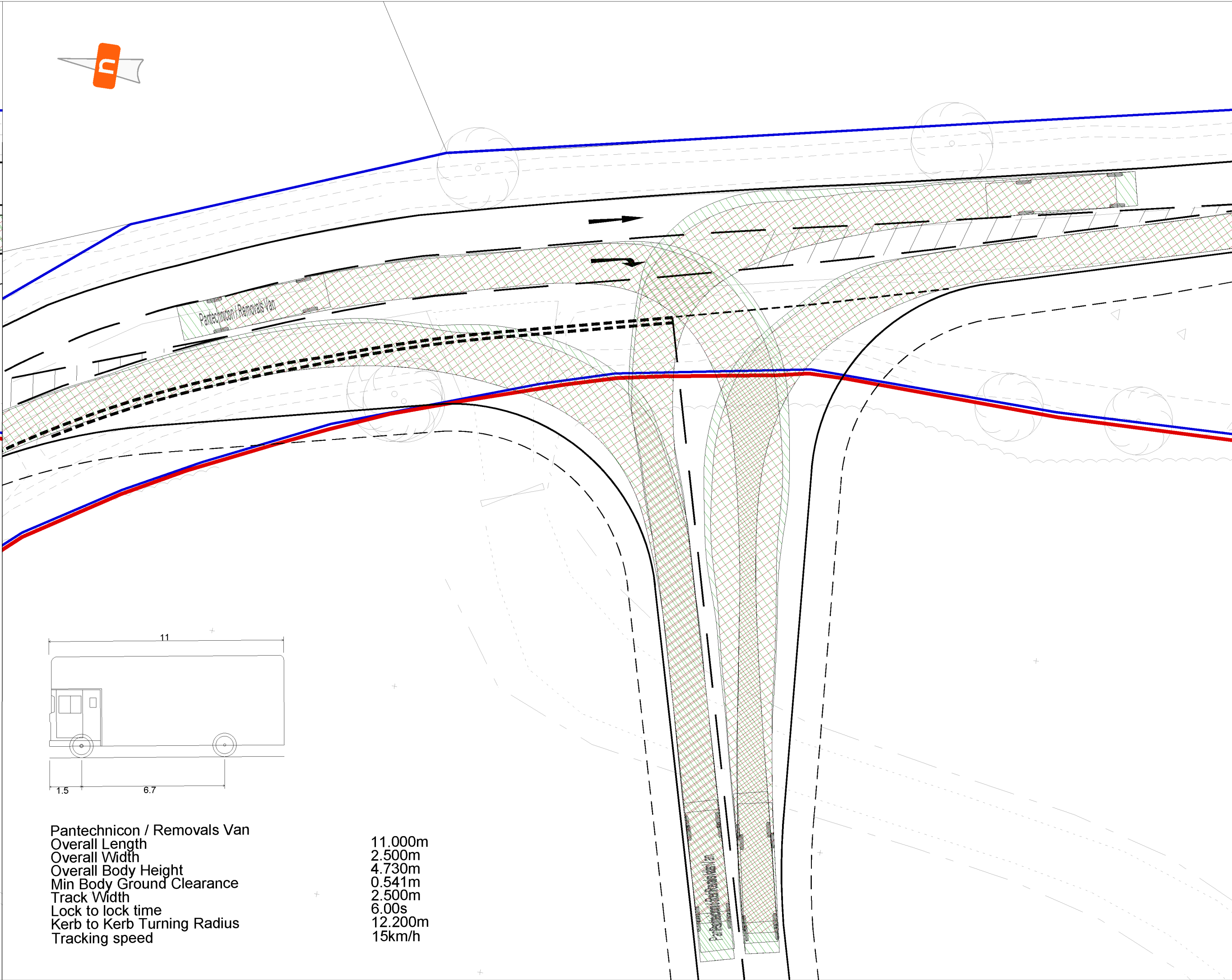
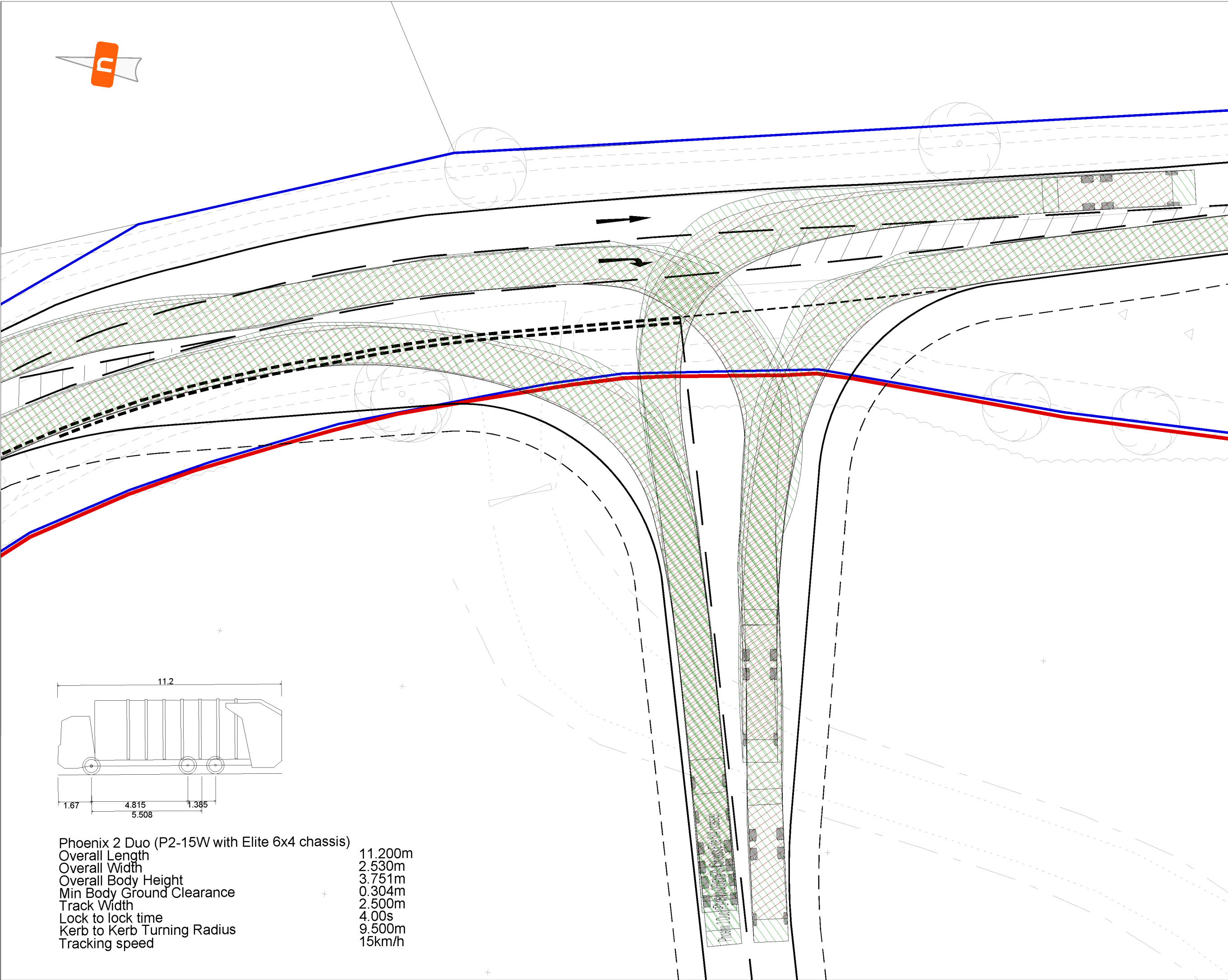
Project Title

**LAND SOUTH OF
DESFORD
PROPOSED LINK ROAD**

Drawing Title

**LEICESTER LANE
ACCESS
PROPOSED LAYOUT**

Drawn:	DJR	Reviewed:	KTY
mode Ref:	J32 8769	Date:	18.11.25 Scale@A1: 1:250
Drawing Status PRELIMINARY			
Project - Originator - Zone - Level - Type - Role - Number	Status	Rev	
J328769-MI-SI-XX-DR-C-0120	S2	P02	



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4. All dimensions in metres unless noted otherwise.
5. All levels in metres unless noted otherwise.

Key

- SITE BOUNDARY
- HIGHWAY BOUNDARY

P02	17.06.26	Updated as LCC comments	DJR	KTY
P01	18.11.25	Initial issue	DJR	KTY
Rev	Date	Details of issue / revision	Drw	Rev

Issues & Revisions

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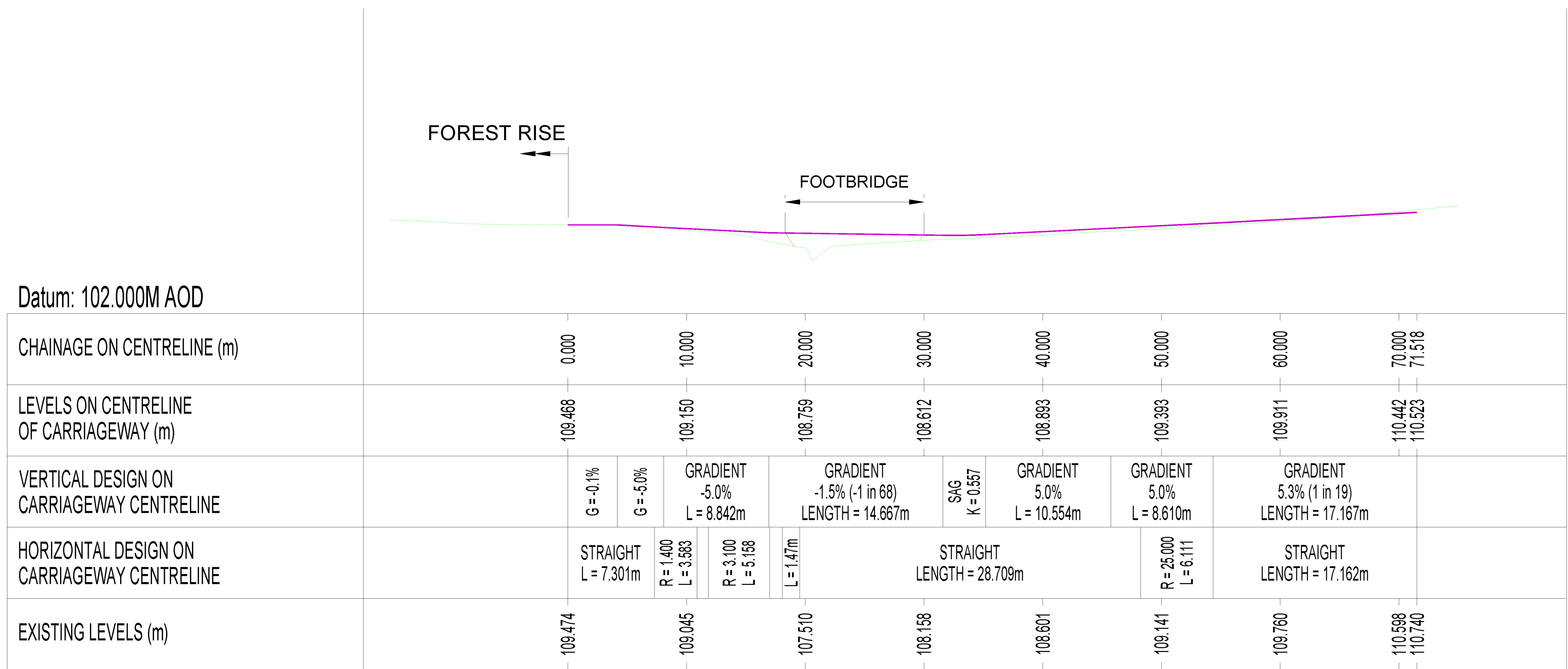
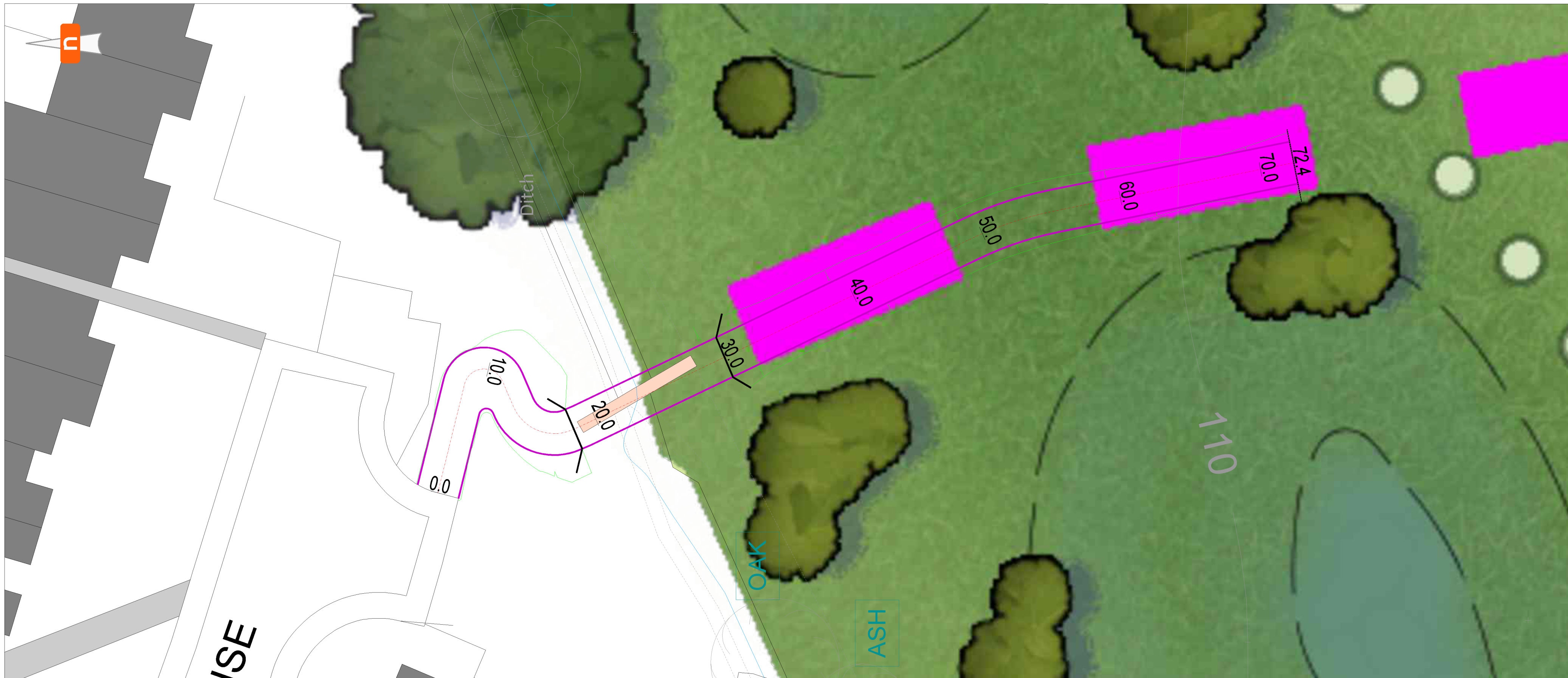


Client
**BELLWAY STRATEGIC LAND
PART OF
BELLWAY HOMES LTD**

Project Title
**LAND SOUTH OF
DES福德
PROPOSED LINK ROAD**

Drawing Title
**LEICESTER LANE
ACCESS
VEHICLE SWEEP PATHS**

Drawn:	DJR	Reviewed:	KTY
mode Ref:	J32 8769	Date:	24.06.26
Scale@A1:	1:250	Status	Rev
Drawing Status PRELIMINARY			
Project - Originator - Zone - Level - Type - Role - Number	Status	Rev	
J328769-MI-SI-XX-DR-C-0125	S2	P01	



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5. All levels in metres unless noted otherwise.

P02	24.06.26	Alignment updated	DJR	KTY
P01	04.06.26	Initial issue	DJR	KTY
Rev	Date	Details of issue / revision	Drw	Rev

Issues & Revisions

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Client

**BELLWAY STRATEGIC LAND
PART OF
BELLWAY HOMES LTD**

Project Title

LAND SOUTH OF DESFORD

Drawing Title

PROPOSED CYCLEWAY LINK TO FOREST RISE

Drawn:	DJR		Reviewed:	KTY	
mode Ref:	J32 8769	Date:	04.06.26	Scale@A1:	1:200
Drawing Status					
PRELIMINARY					
Project - Originator - Zone - Level - Type - Role - Number				Status	Rev
J328769-MI-SI-XX-DR-C-0160				S2	P02