



Barlestone Road (B582), Newbold Verdon, Leicestershire
Technical Note – Highways Response to LCC HDM
September 2025
Our Ref: 24832-TRAN-0806 Revision A

Introduction

MEC Consulting Group Ltd (MEC) has been commissioned by David Wilson Homes East Midlands (hereafter referred to as 'the Client') to provide Transport services in support of a proposed residential development at Barlestone Road, Newbold Verdon, Leicestershire (hereafter referred to as 'the Site').

The development comprises:

"An Outline planning application (all matters reserved except vehicular access) for the erection of up to 240 residential dwellings (Use Class C3), retention of the existing accesses off Barlestone Road and the creation of new accesses off Barlestone Road, a cemetery and a health centre car park (Use Class E(e)), public open space and associated infrastructure". Planning application reference 24/01061/OUT is currently at determination with the local planning authority – Hinckley and Bosworth Borough Council (HBBC) – and was supported by a Transport Assessment (TA) and Travel Plan (TP) prepared by MEC, dated October 2024.

The purpose of this Transport Technical Note 06 (TTN06) is to:

- Provide a single Highways response to address all outstanding comments from the local highway authority (LHA), i.e. Leicestershire County Council's (LCC) Highway Development Management (HDM) team; and
- Enable an approval to be granted by LCC on highways grounds to the local planning application.

A brief chronology of the comments received to date is provided below:

- October 2024 – Transport Assessment prepared by MEC is submitted to the local planning authority (LPA);
- January 2025 – LCC HDM's comments are issued;
- March 2025 – MEC prepares Transport Technical Note 04 (TTN04) to address all comments on Access and Layout matters and related elements, including a further run of LCC's Strategic Transport Model known as the 'Pan Regional Transport Model' (PRTM);
- May 2025 – MEC prepares Transport Technical Note 05 (TTN05) providing the results of the PRTM work, which includes a 'core' test of the proposed development impact on the external highway network, as well as a 'Sensitivity' test accommodating a request from LCC HDM for 3 No. live planning application sites to be tested alongside the proposed development impacts; and
- June 2025 – LCC HDM provides its formal planning response on TTN04 and TTN05, which requires further work in the PRTM and updates to some of the Access Designs.

LCC HDM comments from January and June 2025 are provided for reference in **Appendix A**. The remainder of this Technical Note addresses the formal planning response from LCC HDM dated June 2025, as well as subsequent informal advice provided by HDM via email.

Site Access

Agreements have been reached with LCC HDM to date as follows:

Existing Equestrian Centre Access

It was agreed by HDM its formal planning response issued in June 2025 that the access junction off Barlestone Road serving the existing Equestrian Centre be retained, and no highways works are required of the Client. This is noted by MEC.

Existing Byway Access

Informal comments were provided by HDM in its email of 18/07/2025 15:53 on MEC Drawing No. 24832_08_020_08 (Rev B), which stated:

“We feel a secondary point of access would significantly overcome a lot of these concerns given that Nursery Lane would be between the two other access points, or alternatively for example, gating Nursery Lane south of the spine road which would still allow access for landowners. Provision would however need to be made for non-motorised users.”

Discussions have progressed since with HDM on a gated arrangement being provided on the Nursery Lane Byway south of the proposed spine road. MEC Drawing No. 24832_08_020_08C was issued to HDM for informal advice on Wed 20/08/2025 21:21 and a response is awaited. This Drawing is included in **Appendix B**.

The following comments are repeated in support of the 08C Drawing:

- A 3.0m-width gap on the Byway has been added for pedestrians and cyclists to have satisfactory width to travel north / southbound on the Byway;
- The gate would swing south and we have shown a typical dimension for detailed design stage as well as envelope for vegetation management;
- The gate would remain locked and usable only by landowners to the north (can be conditioned) preventing misuse of the Byway by development traffic, and we have deliberately positioned it close to the spine road to prevent development traffic getting ‘stranded’ by turning south and having to reverse. It would also not disrupt the flow of traffic and non-motorised users east-west across the spine road;
- Traffic from the north would be prevented from crossing the spine road via a ‘stop line’ which would minimise inconvenience for landowners north of the site having to unlock 2 No. sets of gates whilst, like any junction, a stop line providing sufficient assurance from a road safety perspective that the east-west spine road is the priority movement; and
- We feel this is the optimal solution to meet all requirements, with Reserved Matters offering further ability to condition details for verification as required. This can include signage detailed which we have offered consideration of in terms of location on the Drawing.

It continues to be assumed – as no advice has been received from the LHA to the contrary – that Nursery Lane is unregistered land and LCC has sole maintenance rights of it, as per its advice it is adopted highway.

In further support of the proposed gated approach, it is noted that LCC has accepted a similar gated arrangement in Desford along Archer’s Way – as shown on the image below – where an agricultural access accommodating farm vehicles is gated in not one but 2 No. locations and severs an existing residential street. It is assumed that this arrangement in Desford continues to be suitable on highway safety grounds, and similarly, the arrangement proposed on Nursery Lane would also and should be acceptable therefore to LCC HDM.



Proposed New Access

MEC Drawing No. 24832_08_020_05A was accepted by HDM informally in its email of 11/04/2025 14:41, and formally in its June 2025 formal planning response. The Drawing is included for reference in **Appendix B**.

MEC Drawing No. 24832_08_020_03 (Rev D) – Proposed Access Strategy

It was accepted by HDM in its email of 18/07/2025 15:53 that matters on signage / cycle symbols could be left to Detailed Design stage, with the only outstanding comments as follows:

“At the northwest end of the proposed segregated cycleway, there needs to be provision for northbound cyclists who wish to leave the cycleway and join the carriageway.”

MEC has prepared Drawing No. 24832_08_020_03E therefore to add 1 No. dropped kerb north of the proposed access junction for cyclists to join the carriageway at this location, supported by symbols for cyclist to use the facility. This would be supported by signage to be reviewed at Detailed Design stage. The Drawing is included for reference in **Appendix B**.

MEC Drawing No. 24832_08_020_07 (Rev A) – Pedestrian and Cycle Improvements

This received the following comments from HDM in its email of 18/07/2025 15:53:

- *“The segregated cycleway is shown set back from the existing carriageway by approximately 5.5m with the verge between the carriageway and cycleway dedicated as adopted highway. LCC would not normally look to adopt infrastructure that is set back from the existing carriageway. This should be adjacent to the carriageway, with a verge width of 1.0m in accordance with LTN1/20 Table 6-1.*
- *The toucan crossing will enable users to cross Barlestone Road to get to Sparkenhoe, but there are no footways at present on the north side of Sparkenhoe, and users would be forced to use the grass verge or the carriageway in the turning head. This still requires consideration of what measures could be implemented.*
- *Where the segregated cycleway terminates at the existing Byway, blister surface tactile paving is shown. This would not be the correct use of the paving as it is for use at crossing points in pairs. This can be accounted for at the detailed design stage of the scheme.”*

In response to the first bullet point, the segregated cycleway will not be offered for adoption.

As regards the second bullet point, this has been considered and concluded that there is insufficient publicly-maintained land to provide footways on the grass verge given this is not publicly-maintained land, as shown on MEC Drawing No. 24832_08_020_07C and on the first image below at point 'B'.



The crossing distance from the kerb edge to footway – i.e. point 'A' on the image below – measures approximately 11.82m which is less than the approximate 14.1m crossing width for pedestrians permitted by LCC at the nearby junction of Mill Lane / B582 which would attract a considerably higher traffic flow. Given Sparkenhoe would attract less traffic than the Mill Lane / B582 priority junction, MEC consider off-road facilities for pedestrians to cross a distance of 11.82m are unnecessary in highway safety terms, despite the unavailability of publicly-maintained land to provide footways at point 'B'.

Notwithstanding this, consideration has been given to what improvements the development could deliver in this location for pedestrians. It is considered enhancements could be provided at both ends of 'A' in the image below to provide 1 No. pedestrian dropped kerb on the southern side of carriageway – and – renewal of the existing pedestrian dropped kerb on the northern side. This has therefore been incorporated into a Revision C of MEC Drawing No. 24832_08_020_07 as shown in **Appendix B**, and for agreement with LCC HDM.



Access to the Existing Highway Network

HDM stated in its June 2025 response that, *"Following provision of the additional information detailed above, and the Personal Injury Collision (PIC) analysis detailed below, the LHA will provide further advice on the proposals in respect of Policy 2 of the LHDG"*.

Based on the additional advice provided to the LHA above as regards access to the site together with further review of the PIC data requested as per the section that follow below, MEC consider that the LHA is now in a position to approve the access strategy in accordance with Policy 2 of the LHDG.

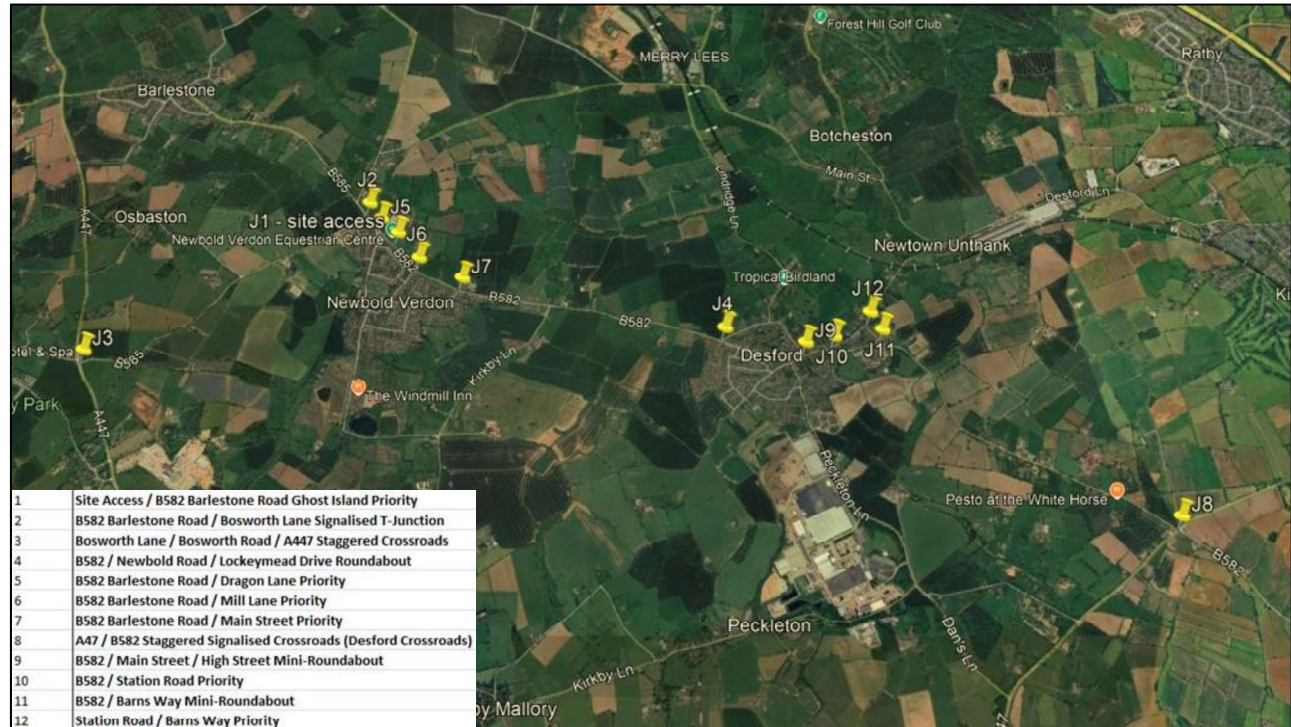
Highway Safety

HDM stated that, *"The LHA previously advised the PIC analysis did not consider up to date data and did not cover all the study junctions which the Applicant stated were under consideration."*

Updated Personal Injury Collision (PIC) information was therefore requested from LCC for the most recent 5-year period and provided by LCC on 9th June 2025. A copy of the data is provided in **Appendix C**.

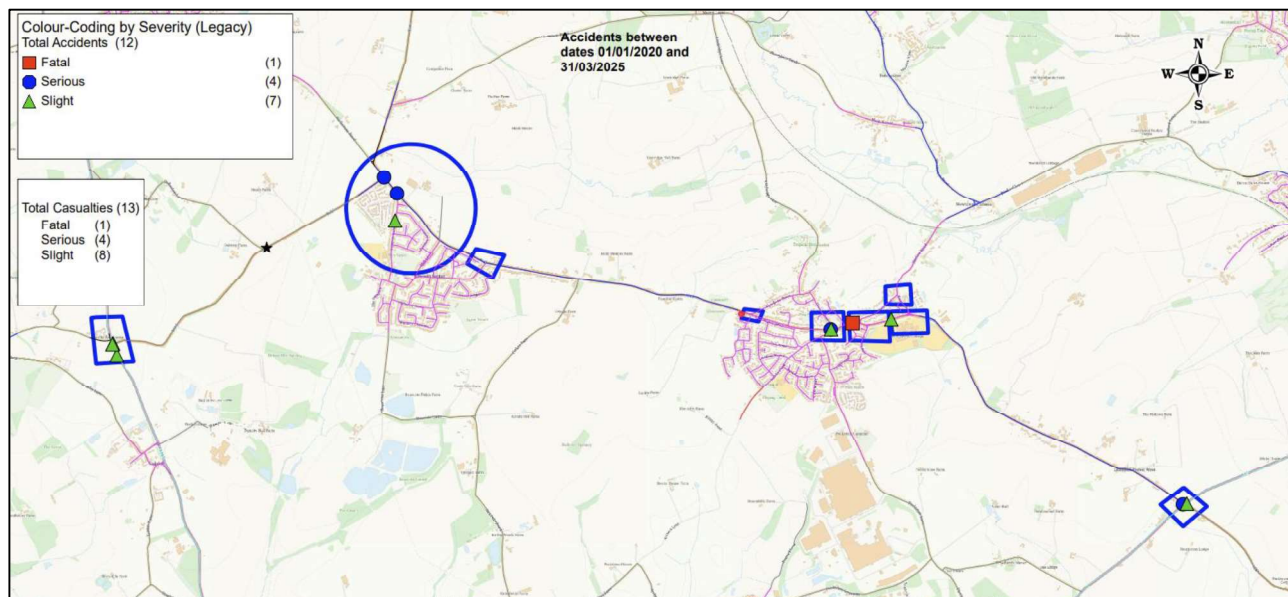
This data reviews the all the study area junctions, i.e. the 12 No. junctions agreed with LCC HDM on 4th April 2025 for vehicular impact assessment.

Figure 1: Vehicular Impact Study Area



The data provided by LCC covers the period 01/01/2020 – 31/03/25, and a total of 12 No. PICs occurred over the 63-month period as shown on **Figure 2**.

Figure 2: PIC Plot (LCC)



These are reviewed below per study area junction.

Junction 1 – Site Access / B582 Barlestone Road / Junction 2 and Junction 5

3 No. PICs occurred within 500m of the site access resulting in 1 serious, 1 “less serious” and 1 slight-severity injury.

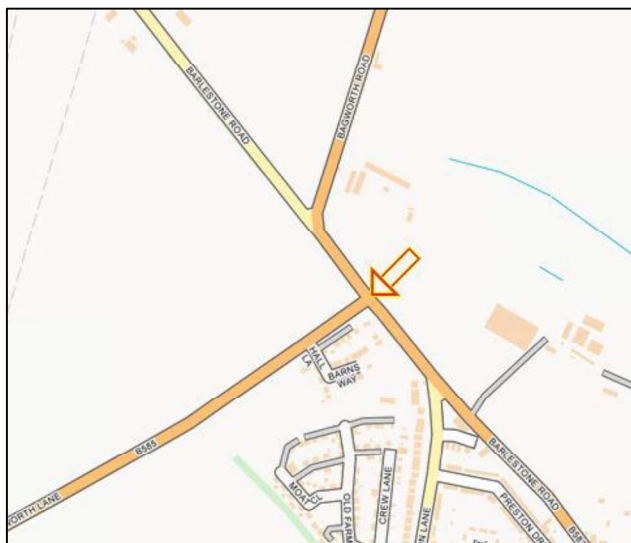
The serious collision occurred at the B582 / Dragon Lane Priority Junction (Junction 5) as shown on **Figure 3**. The collision involved a vehicle turning right from the minor road into the right turn bay that leads onto Barlestone Road into oncoming traffic. This occurred in daylight, in fine weather conditions and was most likely due to driver error.

Figure 3: Serious PIC on the B582 Barlestone Road



The “less serious” collision occurred at the B582 / Bosworth Lane Signalised T-Junction (Junction 2) shown on **Figure 4** and involved a vehicle performing a right manoeuvre into oncoming traffic. Since this occurred in daylight in fine weather conditions, this was likely due to driver error.

Figure 4: ‘Less Serious’ PIC on the B582 Barlestone Road



The “less serious” collision occurred at the B582 / Bosworth Lane Signalised T-Junction (Junction 2) shown on **Figure 4** and involved a vehicle striking a pedestrian. Since this occurred in daylight in fine weather conditions and no turning manoeuvre was performed, this was likely due to pedestrian error.

Junction 3 - Bosworth Lane / Bosworth Road / A447 Staggered Crossroads

3 No. collisions resulting in slight injuries occurred as follows:

- Vehicle commencing an overtake struck a van / goods Vehicle in the opposing lane;
- 2 vehicles colliding after turning into Bosworth Lane from opposing directions; and
- Vehicle entering the main road from Bosworth Lane into the path of an oncoming vehicle on A447.

All the collisions involved vehicles only, two of which were driver error (overtaking and turning into path of an oncoming vehicle) whilst the conflicting movement collisions was likely also due to driver error since this occurred during good visibility in daylight.

Junction 4 – B582 / Newbold Road / Lockymead Drive Roundabout

There were no recorded PICs at the junction.

Junction 6 – B582 / Mill Lane Priority Junction

There were no recorded PICs at the junction.

Junction 7 – B582 / Main Street Priority Junction

There were no recorded PICs at the junction.

Junction 8 – A47 / B582 Staggered Signalised Crossroads (Desford Crossroads)

1 No. slight 1 No. serious-severity collision occurred as follows:

- 2 vehicles colliding mid junction travelling attempting conflicting movements (NE – SW and NW – SE); and
- Vehicle turning right from Hinckley Road to the B582 into opposing traffic.

The serious collision occurred during wet but light conditions and was likely to driver error not speed (no skid marks were found), whilst the slight collision occurring dark but dry conditions – this was also likely due to driver error.

Junction 9 – B582 / Main Street / High Street Mini-Roundabout

1 No. slight 1 No. serious-severity collision occurred as follows:

- Slight – a vehicle entered the roundabout from B582 Manor Road into the path of a vehicle already on the roundabout.
- Serious – a vehicle entered the roundabout from B582 Manor Road into the path of a vehicle already on the roundabout.

Both collisions were therefore likely due to driver error.

Junction 10 – B582 / Station Road Priority Junction

A fatality was recorded involving a heavy goods vehicle (HGV) and a cyclist outside number 62 High Street. This occurred during daylight and on the exit of a bend. It is not possible to conclude the causation factor but no skid marks were found and this may, therefore, may been due to driver error.

Junction 11 – B582 / Barns Way Mini-Roundabout

A slight-severity collision involving two vehicles occurred Bosworth Academy at one of the school's access junctions. The collision report states a vehicle entered the B582 from the school access into the path of an oncoming vehicle. This was most likely, therefore, due to driver error.

Junction 12 – Station Rd / Barns Way Priority Junction

There were no recorded PICs at the junction.

Based on this review, the following conclusions are drawn:

- Review has been completed of all junctions in the Study Area, including at 11 No. existing junctions and in the vicinity of the proposed site access junction.
- Given LCC is unable to disclose causation factors to MEC in its dataset provided, it is not possible for this review to be definitive in terms of the exact cause of each collision. Whilst the analysis is therefore somewhat interpretative, it can be concluded that there does not appear to be clustering of PICs at any junctions – and – the majority if not all of the collisions were likely due to driver or pedestrian error, as opposed to the management by LCC of its highway network.

This element of HDM's formal June 2025 comments is now considered to be addressed.

Trip Generation

LCC HDM's June 2025 response re-iterated that the residential trip generation proposed by MEC for assessment in the PRTM was agreed. This matter is therefore addressed.

Junction Capacity Assessments

The study area for the Junction Capacity Assessments (JCAs) was agreed with LCC HDM on 4th April 2025, and outputs were obtained by MEC from the PRTM as per HDM's requirements as follows:

- Assessment of the Development impacts in a 2033 Do Something scenario (referred to as the '2033 With Development' scenario in the PRTM outputs); and
- Assessment of the cumulative impacts of the Development in a 2033 Do Something Sensitivity scenario (referred to as the '2033 With Development Sensitivity' in the PRTM outputs) alongside the following 3 No. live planning applications:
 - 24/01079/OUT (126 dwellings - Land North of Station Road Market Bosworth;
 - 24/00831/OUT (100 dwellings - Land North of Shenton Lane, Market Bosworth); and
 - 24/01158/OUT (135 dwellings - Land off Brascote Lane, Brascote Lane, Newbold Verdon).

The PRTM outputs have been furnished to LCC HDM's requirement's ('doubly-constrained' trip distribution matrix) by LCC's Network Data Intelligence (NDI) team given MEC does not hold the generalised cost matrix for the PRTM model and therefore cannot provide these outputs. The furnished outputs for the 11 No. existing junctions forming the JCA study area are included in **Appendix D**.

MEC provided observed flows at the 11 No. junctions to LCC NDI to assist this process. The observed flows are referred to in the JCAs as the '2025 Base Year' and are derived from junction turning counts collected by Road Data Services (RDS) Limited on Wednesday 9th April 2025. The RDS counts are included in **Appendix E** alongside queue length surveys that have been collected on the same day and used by MEC to validate the Base Year junction models.

A summary of the JCA inputs is as follows:

- Assessment periods – weekday AM 0800-0900 and PM 1700-1800 peak hour periods;
- Geometries for all existing junctions have been measured using Ordnance Survey (OS) mapping records in AutoCAD, other than for Junction 8 where LCCs-confirmed LinSig has been used. PDFs are included in **Appendix F** alongside MEC's validation checks;
- The results of the validation are shown below on **Figure 5** and demonstrate that:
 - The geometries validated well (within 5pcu of the observed maximum end queues in Junctions 9 and mean maximum queues in LinSig) with a 90.6% pass rate prior to any optimisation being applied;
 - Some optimisation was applied to Junction 3 (Arm D), Junction 9 (Arm B and D), Junction 10 (Arm C) and Junction 11 (Arm C) to achieve a closer validation. MEC's notes for each adjustment are included for reference in **Appendix F**; and
 - The results of the validation exercise demonstrate a 100% pass rate prior to the Forecasting stage.

Figure 5: Base Year JCA validation results

Figure 1 - Base Year Validation checks - Per entry arm / Without and With MEC Optimisation																		
No.	Junction Description	Without MEC Optimisation								With MEC Optimisation								Pass % (arms)
		Pass*?								Pass*?								
		AM 0800-0900				PM 1700-1800				AM 0800-0900				PM 1700-1800				
		A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	
2	B582 Barlestone Road / Bosworth Lane Signalised T-Junction	Y	Y	Y		Y	Y	Y										100%
3	Bosworth Lane / Bosworth Road / A447 Staggered Crossroads	Y	Y	Y	N	Y	Y	Y	N		Y						Y	100%
4	B582 / Newbold Road / Lockymead Drive Roundabout	Y	Y	Y	Y	Y	Y	Y	Y									100%
5	B582 Barlestone Road / Dragon Lane Priority		Y	Y			Y	Y										100%
6	B582 Barlestone Road / Mill Lane Priority		Y	Y			Y	Y										100%
7	B582 Barlestone Road / Main Street Priority		Y	Y			Y	Y										100%
8	A47 / B582 Staggered Signalised Crossroads (Desford Crossroads)	Y	Y	Y	Y	Y	Y	Y	Y									100%
9	B582 / Main Street / High Street Mini-Roundabout	Y	Y	Y	N	Y	N	Y	Y		Y			Y		Y		100%
10	B582 / Station Road Priority		Y	Y			Y	N									Y	100%
11	B582 / Barns Way Mini-Roundabout	Y	Y	N		Y	Y	Y			Y			Y				100%
12	Station Road / Barns Way Priority		Y	Y			Y	Y										100%

Modelled max end queues (junctions 3) / MMQs (LinSig) within 5pcu of queue counts on 3/4/2023

Total arms validated:

64

Pass rate pre MEC optimisation:

90.6%

Pass rate post MEC optimisation:

100.0%

Modelling of the 2033 DM, DS and DS Sensitivity scenarios has been conducted by MEC using Transport Research Laboratory's 'Junctions 9' software and JCT's 'LinSig' version 3 software. Both are industry-standard simulation software enabling assessment of capacity, queueing and delay at standalone and linked junctions.

The following capacity parameters are applied in this review:

- Non-Signalised Junctions – an RFC of 0.85 or less representing a junction entry or turning movement operating “within capacity” an RFC of up to / equal to 1.00 operating within total theoretical capacity, and an exceedance of 1.00 operating over theoretical capacity; and
- Signalised Junctions – a Degree of Saturation (DOS) of 0.90 or less for a junction entry or turning movement operating “within capacity”, a DOS of up to or equal / 1.00 operating within total theoretical capacity, and an exceedance of 1.00 operating over theoretical capacity.

The results are reviewed below per junction. A copy of all the modelling input files will be provided to LCC HDM separately using the software files so these can be checked, and therefore, the PDFs are not appended.

Junction 1 – Site Access / B582 Barlestone Road Ghost Island Priority

The proposed Site Access junction has been modelled using turning flows obtained from the PRTM since it is not an existing junction. A copy of the PRTM outputs is provided in **Appendix G**.

The results are shown below.

Table 1: Junction 1 Results Summary

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	J1 - Site Access_Barlestone Rd Ghost Island Priority - 2033 Do Something									
Stream B-AC	D1	0.4	8.73	0.30	A	D2	0.1	6.86	0.12	A
Stream C-AB		0.1	5.27	0.05	A		0.1	5.83	0.11	A
	J1 - Site Access_Barlestone Rd Ghost Island Priority - 2033 Do Something Sens									
Stream B-AC	D3	0.4	8.74	0.30	A	D4	0.1	6.92	0.12	A
Stream C-AB		0.1	5.29	0.05	A		0.1	5.84	0.11	A

The junction is forecast to operate well within capacity during all peak periods.

Junction 2 – B582 Barlestone Road / Bosworth Lane Signalised T-Junction

The LinSig model for the junction was obtained from LCC's Signals Team in November 2023. This confirmed the junction operates under MOVA.

It was also confirmed with LCC's Signals Team in April 2025 that no geometric changes have been made to the junction since November 2023 / it still operates under MOVA, the junction does not attract a high level of pedestrian demand, and that a fixed cycle time of anywhere up to 90-100 seconds would provide a realistic assessment of saturation flow under vehicle actuation in the Base Year. MEC has calibrated the model as per the LCC's Signals Team's settings and checked its validation to observed counts.

The results are shown below.

Table 2: Junction 2 Results Summary

B582 Barlestone Road / Bosworth Lane Signalised T-Junction				
Junction/Arm/ Lane Movement	AM		PM	
	DOS	Mean Max Queue	DOS	Mean Max Queue
2025 Base				
1/1 + 1/2 Barlestone Road (NW) Ahead Right	37.6%	5.4	36.9%	4.7
2/1 Barlestone Road (SE) Ahead Left	57.9%	10.2	69.0%	13.8
3/1 Bosworth Lane Left Right	58.3%	8.5	68.2%	10.8
PRC:	54.4%		30.5%	
Cycle Time:	100 Seconds		100 Seconds	
2033 Do Minimum				
1/1 + 1/2 Barlestone Road (NW) Ahead Right	43.6%	5.9	50.6%	6.9
2/1 Barlestone Road (SE) Ahead Left	64.9%	12.4	73.3%	16.6
3/1 Bosworth Lane Left Right	64.2%	10.6	72.4%	11.4
PRC:	38.6%		22.7%	
Cycle Time:	100 Seconds		100 Seconds	
2033 Do Something				
1/1 + 1/2 Barlestone Road (NW) Ahead Right	40.2%	6.3	50.5%	7.1
2/1 Barlestone Road (SE) Ahead Left	70.4%	14.8	76.9%	16.9
3/1 Bosworth Lane Left Right	69.7%	11.0	77.7%	12.9
PRC:	27.9%		15.8%	
Cycle Time:	100 Seconds		100 Seconds	
2033 Do Something Sensitivity				
1/1 + 1/2 Barlestone Road (NW) Ahead Right	40.2%	6.0	54.9%	7.8
2/1 Barlestone Road (SE) Ahead Left	72.4%	15.5	79.0%	17.6
3/1 Bosworth Lane Left Right	73.3%	11.7	78.5%	12.8
PRC:	22.8%		14.0%	
Cycle Time:	100 Seconds		100 Seconds	

This demonstrates the junction is forecast to operate within Practical Reserve Capacity (PRC) in the 2033 DS scenario, with no change to the cycle time required / all entries less than 90% Degree of Saturation (DOS).

Junction 3 – Bosworth Lane / Bosworth Road / A447 Staggered Crossroads

The results are shown below.

Table 3: Junction 3 Results Summary

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
J3 - Bosworth Lane_Bosworth Rd_A447 Staggered Crossroads - 2025 Base														
Stream B-C	D1	0.4	11.10	0.30	B	15.98	C	D2	0.5	14.15	0.35	B	35.23	E
Stream B-AD		1.2	30.15	0.55	D				2.3	49.95	0.72	E		
Stream A-BCD		0.2	7.49	0.14	A				0.2	8.23	0.14	A		
Stream D-ABC		6.1	75.02	0.89	F				17.2	175.56	1.04	F		
Stream C-ABD		0.4	10.30	0.27	B				0.5	10.71	0.35	B		
J3 - Bosworth Lane_Bosworth Rd_A447 Staggered Crossroads - 2033 Do Minimum														
Stream B-C	D3	1.1	22.54	0.53	C	40.94	E	D4	16.2	314.71	1.16	F	112.86	F
Stream B-AD		3.1	68.82	0.79	F				20.1	297.21	1.17	F		
Stream A-BCD		0.2	7.93	0.15	A				0.2	9.64	0.18	A		
Stream D-ABC		20.7	205.81	1.07	F				40.5	396.83	1.25	F		
Stream C-ABD		0.5	11.64	0.31	B				0.7	12.13	0.40	B		
J3 - Bosworth Lane_Bosworth Rd_A447 Staggered Crossroads - 2033 Do Something														
Stream B-C	D5	1.9	37.00	0.68	E	45.20	E	D6	19.9	376.08	1.23	F	129.11	F
Stream B-AD		4.2	89.11	0.85	F				23.6	362.83	1.24	F		
Stream A-BCD		0.2	7.91	0.14	A				0.2	9.57	0.17	A		
Stream D-ABC		21.7	214.45	1.08	F				45.1	441.22	1.29	F		
Stream C-ABD		0.5	11.93	0.32	B				0.8	13.52	0.46	B		
J3 - Bosworth Lane_Bosworth Rd_A447 Staggered Crossroads - 2033 Do Something Sens														
Stream B-C	D7	7.7	134.97	1.02	F	91.48	F	D8	30.7	650.02	1.54	F	295.82	F
Stream B-AD		8.3	147.82	0.98	F				43.2	631.61	1.55	F		
Stream A-BCD		0.2	8.41	0.17	A				0.3	10.64	0.21	B		
Stream D-ABC		44.2	395.53	1.24	F				103.1	1081.53	1.65	F		
Stream C-ABD		0.5	12.29	0.31	B				0.8	14.43	0.45	B		

The junction performance in the 2033 DS AM peak is reviewed first.

- The queue increases generated by the development in the 2033 DS scenario are modest with an increase in average driver delay across the junction of only 5 seconds; and
- The queue increases generated by the other live development sites lead to a substantial increase in overall junction delay / would likely require an improvement scheme(s) on Arm D being considered by those sites.

In the 2033 DS PM peak:

- The development impacts are not severe in terms of queue increase, with a minor increase in delay only of 17 seconds average delay/pcu; and
- The cumulative impacts of the other live development sites are significant, on Arm D but also Arm B / would likely require an improvement scheme(s) on Arm D being considered by those sites.

It is concluded that no mitigation is required at this junction to mitigate the residual impacts of the development in the 2033 DS scenario.

Junction 4 – B582 / Newbold Road / Lockymead Drive Roundabout

The results are shown below.

Table 4: Junction 4 Results Summary

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
J4 - B582_Newbold Rd_Lockeymead Drive Rbt - 2025 Base										
1 - Newbold Road	D1	0.1	8.46	0.09	A	D2	0.1	7.25	0.09	A
2 - B582 Manor Road		0.5	3.87	0.31	A		0.9	4.97	0.48	A
3 - Lockeymead Drive		0.1	4.36	0.09	A		0.1	4.67	0.07	A
4 - B582 Hunts Lane		1.2	6.80	0.54	A		0.7	5.04	0.39	A
J4 - B582_Newbold Rd_Lockeymead Drive Rbt - 2033 Do Minimum										
1 - Newbold Road	D3	0.2	9.46	0.14	A	D4	0.1	7.77	0.11	A
2 - B582 Manor Road		0.5	3.95	0.33	A		1.2	5.63	0.53	A
3 - Lockeymead Drive		0.1	4.44	0.09	A		0.1	4.98	0.07	A
4 - B582 Hunts Lane		1.8	8.55	0.64	A		0.8	5.63	0.46	A
J4 - B582_Newbold Rd_Lockeymead Drive Rbt - 2033 Do Something										
1 - Newbold Road	D5	0.2	10.21	0.16	B	D6	0.1	8.06	0.12	A
2 - B582 Manor Road		0.6	4.13	0.36	A		1.4	6.27	0.58	A
3 - Lockeymead Drive		0.1	4.55	0.09	A		0.1	5.23	0.07	A
4 - B582 Hunts Lane		2.3	10.31	0.70	B		1.0	6.01	0.49	A
J4 - B582_Newbold Rd_Lockeymead Drive Rbt - 2033 Do Something Sens										
1 - Newbold Road	D7	0.2	10.50	0.17	B	D8	0.1	8.19	0.13	A
2 - B582 Manor Road		0.6	4.17	0.36	A		1.5	6.58	0.60	A
3 - Lockeymead Drive		0.1	4.57	0.09	A		0.1	5.34	0.08	A
4 - B582 Hunts Lane		2.6	11.18	0.72	B		1.0	6.17	0.50	A

The junction is forecast to operate well within capacity during all peak periods.

Junction 5 – B582 Barlestone Road / Dragon Lane Priority

The results are shown below.

Table 5: Junction 5 Results Summary

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
J5 - B582_Dragon Lane Priority - 2025 Base										
Stream B-C	D1	0.3	8.49	0.22	A	D2	0.3	8.48	0.21	A
Stream B-A		0.1	10.09	0.13	B		0.1	10.77	0.07	B
Stream C-AB		0.7	6.01	0.30	A		1.1	7.14	0.39	A
J5 - B582_Dragon Lane Priority - 2033 Do Minimum										
Stream B-C	D3	0.4	9.26	0.26	A	D4	0.3	8.93	0.23	A
Stream B-A		0.2	10.60	0.13	B		0.1	11.39	0.07	B
Stream C-AB		0.9	6.55	0.34	A		1.3	7.77	0.44	A
J5 - B582_Dragon Lane Priority - 2033 Do Something										
Stream B-C	D5	0.4	9.79	0.28	A	D6	0.3	9.04	0.23	A
Stream B-A		0.1	11.28	0.13	B		0.1	12.17	0.09	B
Stream C-AB		1.0	6.68	0.35	A		1.5	7.76	0.47	A
J5 - B582_Dragon Lane Priority - 2033 Do Something Sens										
Stream B-C	D7	0.5	10.16	0.31	B	D8	0.3	9.11	0.24	A
Stream B-A		0.2	11.43	0.14	B		0.1	12.54	0.09	B
Stream C-AB		0.9	6.55	0.34	A		1.8	8.39	0.51	A

The junction is forecast to operate well within capacity during all peak periods.

Junction 6 – B582 Barlestone Road / Mill Lane Priority

The results are shown below.

Table 6: Junction 6 Results Summary

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	J6 - B582_Mill Lane Priority - 2025 Base									
Stream B-AC	D1	0.2	9.58	0.17	A	D2	0.2	9.37	0.17	A
Stream C-AB		0.1	4.99	0.08	A		0.3	5.30	0.14	A
	J6 - B582_Mill Lane Priority - 2033 Do Minimum									
Stream B-AC	D3	0.3	10.14	0.22	B	D4	0.2	9.67	0.19	A
Stream C-AB		0.2	5.01	0.08	A		0.4	5.70	0.20	A
	J6 - B582_Mill Lane Priority - 2033 Do Something									
Stream B-AC	D5	0.3	10.54	0.23	B	D6	0.3	10.25	0.21	B
Stream C-AB		0.3	4.85	0.12	A		0.5	5.71	0.21	A
	J6 - B582_Mill Lane Priority - 2033 Do Something Sens									
Stream B-AC	D7	0.3	10.42	0.23	B	D8	0.3	10.38	0.22	B
Stream C-AB		0.3	4.95	0.12	A		0.5	5.79	0.22	A

The junction is forecast to operate well within capacity during all peak periods.

Junction 7 – B582 Barlestone Road / Main Street Priority

The results are shown below.

Table 7: Junction 7 Results Summary

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
J7 - B582_Main Street Priority - 2025 Base										
Stream B-AC	D1	0.6	15.44	0.39	C	D2	0.4	13.62	0.28	B
Stream C-AB		0.1	4.56	0.05	A		0.2	4.97	0.10	A
J7 - B582_Main Street Priority - 2033 Do Minimum										
Stream B-AC	D3	0.9	17.88	0.48	C	D4	0.5	14.51	0.32	B
Stream C-AB		0.1	4.59	0.05	A		0.2	5.07	0.10	A
J7 - B582_Main Street Priority - 2033 Do Something										
Stream B-AC	D5	1.0	19.40	0.49	C	D6	0.5	15.72	0.33	C
Stream C-AB		0.1	4.43	0.06	A		0.2	5.01	0.11	A
J7 - B582_Main Street Priority - 2033 Do Something Sens										
Stream B-AC	D7	1.4	23.50	0.58	C	D8	0.6	16.90	0.37	C
Stream C-AB		0.1	4.43	0.05	A		0.3	5.07	0.11	A

The junction is forecast to operate well within capacity during all peak periods.

Junction 8 – A47 / B582 Staggered Signalised Crossroads (Desford Crossroads)

The LinSig for the junction was obtained from LCC's Signals Team in April 2025.

It was confirmed with LCC's Signals Team that the junction operates under MOVA and does not typically attract high levels of pedestrian demand on the crossings. It was also discussed that running the junction on a fixed cycle time of anywhere up to 120 seconds would provide a realistic assessment of saturation flow under vehicle actuation.

The results are shown below.

Table 8: Junction 8 Results Summary

A47 / B582 Staggered Signalised Crossroads (Desford Crossroads)				
Junction/Arm/ Lane Movement	AM		PM	
	DOS	Mean Max Queue	DOS	Mean Max Queue
2025 Base				
1/1 + 1/2 A47 Hinckley Road (SW) Right Ahead left	87.0%	16.5	87.3%	16.9
2/1 + 2/2 A47 Hinckley Road (NE) Left Ahead Right	90.3%	21.3	83.6%	17.5
3/1 + 3/2 B582 Leicester Lane Ahead Right Left	92.0%	25.1	87.5%	20.6
4/1 + 4/2 B582 Desford Road Left ahead Right	53.3%	9.9	87.3%	23.2
PRC:	-2.3%		2.9%	
Cycle Time:	120 Seconds		120 Seconds	
2033 Do Minimum				
1/1 + 1/2 A47 Hinckley Road (SW) Right Ahead left	108.7%	52.6	108.3%	57.4
2/1 + 2/2 A47 Hinckley Road (NE) Left Ahead Right	110.1%	83.4	102.5%	39.9
3/1 + 3/2 B582 Leicester Lane Ahead Right Left	112.5%	63.3	89.5%	24.2
4/1 + 4/2 B582 Desford Road Left ahead Right	73.7%	13.2	110.0%	71.4
PRC:	-25.0%		-22.3%	
Cycle Time:	120 Seconds		120 Seconds	
2033 Do Something				
1/1 + 1/2 A47 Hinckley Road (SW) Right Ahead left	111.1%	59.9	109.7%	61.9
2/1 + 2/2 A47 Hinckley Road (NE) Left Ahead Right	112.9%	95.3	106.6%	52.3
3/1 + 3/2 B582 Leicester Lane Ahead Right Left	111.8%	62.9	89.9%	24.5
4/1 + 4/2 B582 Desford Road Left ahead Right	72.2%	13.1	109.1%	69.3
PRC:	-25.4%		-21.9%	
Cycle Time:	120 Seconds		120 Seconds	
2033 Do Something Sensitivity				
1/1 + 1/2 A47 Hinckley Road (SW) Right Ahead left	112.0%	62.7	109.3%	59.3
2/1 + 2/2 A47 Hinckley Road (NE) Left Ahead Right	112.7%	94.5	1107.0%	53.6
3/1 + 3/2 B582 Leicester Lane Ahead Right Left	111.6%	62.3	89.9%	24.6
4/1 + 4/2 B582 Desford Road Left ahead Right	72.0%	13.1	109.9%	72.4
PRC:	-25.3%		-22.1%	
Cycle Time:	120 Seconds		120 Seconds	

The junction performance in the 2033 DS AM peak is reviewed first.

- High levels of queueing are forecast to occur in the AM peak prior to the development coming forward, with 84pcu on the A47 westbound, 53pcu on the A47 eastbound and 63pcu on the B582 Leicester Lane arm. This would increase to 96pcu on the A47 westbound, 60pcu on the A47 eastbound and no change on the B582 arm (remaining at 63pcu) in the 2033 DS AM peak;
- The increase in queue lengths on the A47 arms is reviewed below:
 - A47 westbound – queue would increase from 483m to 552m. No upstream junction blocking would occur

- and with the development adding only 12pcu; and
- A47 eastbound –queue would increase from 305m to 345m. No upstream junction blocking would occur and with the development adding only 7pcu.
- On the basis of available stacking space on the A47 arms and the development adding a modest amount of queueing vehicles only to sustainable background queues, the development impacts in the 2033 DS AM period are concluded to not be severe in highway safety or capacity terms.
- This is further supported by the minimal deterioration in overall junction capacity in the 2033 DM AM (-25.0% PRC) compared to -25.4% PRC in the 2033 DS AM.
- The 2033 DS Sensitivity test shows the cumulative impacts of the 4 No. sites tested would be very similar to the 2033 DS AM.

The junction performance in the PM peak is reviewed below:

- High levels of queueing are forecast to occur in the PM peak in 2033 prior to the development coming forward, with 40pcu on the A47 westbound, 58pcu on the A47 eastbound, 25pcu on the B582 Leicester Lane arm and 72pcu on the B582 Desford Road arm. This would increase to 53pcu on the A47 westbound, 62pcu on the A47 eastbound and no change on the B582 arm (remaining at 25pcu) and a reduction on the B582 Desford Road (70 pcu) in the 2033 DS PM peak;
- The increase in queue lengths on the A47 arms is reviewed below:
 - A47 westbound – queue would increase from 230m to 305m. No upstream junction blocking would occur and with the development adding only 13pcu; and
 - A47 eastbound –queue would increase from 334m to 357m. No upstream junction blocking would occur and with the development adding only 4pcu.
- On the basis of available stacking space on the A47 arms and the development adding a modest amount of queueing vehicles only to sustainable background queues, the development impacts in the 2033 DS PM period are concluded to not be severe in highway safety or capacity terms.
- This is further supported by review of the overall junction capacity which is forecast to operate slightly better due a reduction in queueing on the B582 Desford Lane entry (-22.3% PRC improves to 25.4% PRC in the 2033 DS PM)
- The 2033 DS Sensitivity test shows the cumulative impacts of the 4 No. sites tested would be very similar to the 2033 DS PM.

Noting that the December 2024 update to the NPPF continues (paragraph 116) to leave a determination of 'severity' open to interpretation by practitioners and highway authorities alike – i.e. some impact is acceptable for development and only a severe' impact, such as junction blocking or an impact generating a highway safety concern, can reasonably be used as a reason to refuse planning permission on highways grounds", MEC conclude that the stacking spacing will avoid any significant highway safety impacts, the queue increases are not severe, and the development impacts are satisfactory at Junction 8.

Junction 9 – B582 / Main Street / High Street Mini-Roundabout

The results are shown below.

Table 9a: Junction 9 Results Summary (Unmitigated)

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	J9 - B582_Main St_High St Mini Rbt - 2025 Base									
1 - Main Street	D1	0.4	8.40	0.30	A	D2	0.3	5.57	0.24	A
2 - B582 (E)		1.7	9.52	0.63	A		6.7	28.06	0.88	D
3 - High Street		1.3	12.58	0.57	B		1.0	13.88	0.50	B
4 - B582 (W)		13.8	78.68	0.97	F		1.5	12.01	0.60	B
	J9 - B582_Main St_High St Mini Rbt - 2033 Do Minimum									
1 - Main Street	D3	0.6	9.51	0.39	A	D4	0.5	6.69	0.33	A
2 - B582 (E)		2.9	14.07	0.75	B		26.1	89.22	1.01	F
3 - High Street		1.4	13.85	0.59	B		2.0	24.44	0.68	C
4 - B582 (W)		42.7	197.33	1.10	F		2.5	18.60	0.72	C
	J9 - B582_Main St_High St Mini Rbt - 2033 Do Something									
1 - Main Street	D5	0.6	9.33	0.38	A	D6	0.5	7.02	0.34	A
2 - B582 (E)		3.6	16.39	0.78	C		41.6	129.38	1.05	F
3 - High Street		1.4	14.48	0.59	B		2.4	28.09	0.71	D
4 - B582 (W)		75.5	352.49	1.20	F		3.2	22.23	0.77	C
	J9 - B582_Main St_High St Mini Rbt - 2033 Do Something Sens									
1 - Main Street	D7	0.6	9.30	0.38	A	D8	0.5	7.10	0.34	A
2 - B582 (E)		3.6	16.67	0.79	C		51.1	153.43	1.08	F
3 - High Street		1.4	14.11	0.58	B		2.5	29.94	0.73	D
4 - B582 (W)		87.4	420.04	1.23	F		3.4	23.45	0.78	C

The development impacts in the 2033 DS AM peak are considered significant with a substantial increase in queueing and delay on Arm D (B582 W). A mitigation scheme has been reviewed as shown on MEC Drawing No. 24832_08_020_10 in **Appendix H** involving kerb and refuge realignment on Arm B (B582 Eastern arm) to increase the entry width to the junction as well as minor entry width widening on Arm D (B582 Western arm).

This remains subject to a Stage 1 Road Safety Audit (RSA) but demonstrates the impacts of the development can be accommodated as well as the other live development sites as shown below.

Table 9b: Junction 9 Results Summary (Mitigated)

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
J9 - B582_Main St_High St Mini Rbt - 2033 Do Something										
1 - Main Street	D5	0.7	10.37	0.40	B	D6	0.5	7.02	0.34	A
2 - B582 (E)		2.5	11.24	0.71	B		14.0	49.02	0.96	E
3 - High Street		1.4	14.49	0.59	B		2.8	34.22	0.76	D
4 - B582 (W)		46.1	193.04	1.10	F		2.4	16.45	0.71	C
J9 - B582_Main St_High St Mini Rbt - 2033 Do Something Sens										
1 - Main Street	D7	0.7	10.36	0.40	B	D8	0.5	7.10	0.34	A
2 - B582 (E)		2.5	11.40	0.72	B		17.7	59.76	0.98	F
3 - High Street		1.4	14.11	0.58	B		3.3	39.14	0.78	E
4 - B582 (W)		56.5	228.99	1.13	F		2.6	17.21	0.72	C

Junction 10 – B582 / Station Road Priority Junction

The results are shown below.

Table 10a: Junction 10 Results Summary (Unmitigated)

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	J10 - B582_Station Rd Priority - 2025 Base									
Stream B-AC	D1	4.3	77.16	0.84	F	D2	15.0	182.18	1.03	F
Stream C-AB		0.1	5.73	0.06	A		0.0	4.47	0.01	A
	J10 - B582_Station Rd Priority - 2033 Do Minimum									
Stream B-AC	D3	18.6	243.48	1.09	F	D4	26.3	306.59	1.15	F
Stream C-AB		0.1	5.49	0.08	A		0.0	4.27	0.01	A
	J10 - B582_Station Rd Priority - 2033 Do Something									
Stream B-AC	D5	32.4	392.47	1.22	F	D6	40.0	450.12	1.26	F
Stream C-AB		0.2	5.48	0.08	A		0.0	4.25	0.02	A
	J10 - B582_Station Rd Priority - 2033 Do Something Sens									
Stream B-AC	D7	35.0	422.06	1.24	F	D8	46.3	538.80	1.31	F
Stream C-AB		0.2	5.60	0.08	A		0.0	4.22	0.02	A

The development impacts in the PM peak are considered significant with an increase in queueing and delay on Arm B (minor arm on Station Road). A mitigation scheme has been reviewed as shown on MEC Drawing No. 24832_08_020_11 in **Appendix H**, involving use of existing verge on Arm B (Station Road) to provide increased entry width for traffic emerging onto the B582.

This remains subject to a Stage 1 Road Safety Audit (RSA) but demonstrates the impacts of the development can be accommodated as well as the other live development sites as shown below.

Table 10b: Junction 10 Results Summary (Mitigated)

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
J10 - B582_Station Rd Priority - 2033 Do Something										
Stream B-C	D5	0.0	0.00	0.00	A	D6	1.0	740.74	0.82	F
Stream B-A		8.5	109.92	0.95	F		10.6	125.49	0.98	F
Stream C-AB		0.2	5.48	0.08	A		0.0	4.25	0.02	A
J10 - B582_Station Rd Priority - 2033 Do Something Sens										
Stream B-C	D7	0.0	0.00	0.00	A	D8	1.1	1069.41	1.03	F
Stream B-A		9.6	121.65	0.96	F		13.8	154.85	1.01	F
Stream C-AB		0.2	5.60	0.08	A		0.0	4.22	0.02	A

Junction 11 – B582 / Barns Way Mini-Roundabout

The results are shown below.

Table 11: Junction 11 Results Summary

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
J11 - B582_Barns Way Mini Rbt - 2025 Base										
1 - Barns Way	D1	1.8	14.88	0.65	B	D2	3.4	21.37	0.78	C
2 - B582 Leicester Lane E		1.0	6.50	0.48	A		1.7	9.12	0.63	A
3 - B582 Leicester Lane W		1.9	12.88	0.66	B		1.0	9.48	0.51	A
J11 - B582_Barns Way Mini Rbt - 2033 Do Minimum										
1 - Barns Way	D3	2.1	15.45	0.68	C	D4	4.6	28.38	0.83	D
2 - B582 Leicester Lane E		1.4	8.08	0.58	A		4.4	18.74	0.82	C
3 - B582 Leicester Lane W		1.7	12.44	0.63	B		1.4	12.14	0.59	B
J11 - B582_Barns Way Mini Rbt - 2033 Do Something										
1 - Barns Way	D5	2.2	16.31	0.69	C	D6	4.9	30.20	0.84	D
2 - B582 Leicester Lane E		1.5	8.41	0.60	A		5.0	20.87	0.84	C
3 - B582 Leicester Lane W		1.8	13.08	0.64	B		1.5	12.66	0.61	B
J11 - B582_Barns Way Mini Rbt - 2033 Do Something Sens										
1 - Barns Way	D7	2.2	16.10	0.69	C	D8	4.8	30.03	0.84	D
2 - B582 Leicester Lane E		1.6	8.56	0.60	A		5.3	21.96	0.85	C
3 - B582 Leicester Lane W		1.8	13.20	0.64	B		1.5	12.80	0.61	B

This demonstrates that all arms operate within practical capacity in both peaks.

Junction 12 – Station Road / Barns Way Priority

The results are shown below.

Table 12a: Junction 12 Results Summary (Unmitigated)

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	J12 - Station Rd_Barns Way Priority - 2025 Base									
Stream B-AC	D1	9.4	65.33	0.93	F	D2	1.5	15.28	0.60	C
Stream C-AB		1.4	8.54	0.48	A		6.0	20.11	0.80	C
	J12 - Station Rd_Barns Way Priority - 2033 Do Minimum									
Stream B-AC	D3	53.9	299.11	1.15	F	D4	3.1	26.25	0.76	D
Stream C-AB		2.8	12.46	0.65	B		9.0	29.25	0.86	D
	J12 - Station Rd_Barns Way Priority - 2033 Do Something									
Stream B-AC	D5	74.2	441.08	1.22	F	D6	3.7	30.74	0.80	D
Stream C-AB		3.5	14.85	0.71	B		13.6	45.88	0.93	E
	J12 - Station Rd_Barns Way Priority - 2033 Do Something Sens									
Stream B-AC	D7	81.4	491.20	1.24	F	D8	3.9	32.04	0.81	D
Stream C-AB		3.6	15.31	0.71	C		16.5	55.98	0.95	F

The development impacts in the AM peak are considered significant with an increase in queueing and delay on Arm B (minor arm on Station Road). A mitigation scheme has been reviewed as shown on MEC Drawing No. 24832_08_020_12 in **Appendix H**, involving a reduction of the nearside footway on Arm B (Station Road) to 2.0m width to enable additional vehicular throughput on the arm. This would increase crossing widths for pedestrians to

only 5.5m on the northern side of the entry where a pedestrian refuge in the centre of the carriageway is already provided, which is considered acceptable for pedestrians.

This remains subject to a Stage 1 Road Safety Audit (RSA) but demonstrates the impacts of the development can be accommodated as well as the other live development sites as below.

Table 12b: Junction 12 Results Summary (Mitigated)

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	J12 - Station Rd_Barns Way Priority - 2033 Do Something									
Stream B-AC	D5	53.6	274.08	1.14	F	D6	2.9	23.44	0.75	C
Stream C-AB		3.5	14.86	0.71	B		13.6	45.88	0.93	E
	J12 - Station Rd_Barns Way Priority - 2033 Do Something Sens									
Stream B-AC	D7	60.0	316.22	1.16	F	D8	3.0	24.22	0.76	C
Stream C-AB		3.6	15.31	0.71	C		16.5	55.98	0.95	F

Off-Site Implications

LCC HDM stated in its June 2025 formal planning response that, “The LHA has advised amendments which are required to the off-site works further above. Previously the LHA requested further justification for the off-site works including the crossing type proposed. The LHA have reviewed Items 7 and 18 of TN1 and considered the proposed crossing type, reduction in speed limit to 30mph, VAS and gateway signing and consider this to be acceptable.”

This relates to MEC Drawing No. 24832_08_020_09 ‘Speed Limit Change TRO’ issued with the October 2024 Transport Assessment and – it is assumed – the proposed Toucan Crossing reviewed earlier in this TTN06 – i.e. MEC Drawing No. 24832_08_020_07 (Rev C). LCC’s acceptance is noted and no further action is required.

Internal Layout

LCC HDM stated in its June 2025 formal planning response that, “As previously advised by the LHA, the internal layout of the development is not for consideration at this stage.” LCC’s comments are noted and no further action is required.

Transport Sustainability

LCC HDM stated in its June 2025 formal planning response that: “Whilst the Applicant has not submitted an up-to-date Travel Plan, they have acknowledged and accepted the provision of a Travel Pack, and two x six-month bus passes will be required for each dwelling. In addition, they have accepted the Travel Plan Monitoring Fee. The Applicant has also provided information in respect of pump priming the existing bus service through the village with one additional morning journey towards Leicester and three additional evening return journeys from Leicester to Newbold Verdon Monday - Saturday within Appendix K of TN1. The LHA will provide advice on the pump priming of the bus service within future observations.”

LCC’s comments are noted and no further action is required.

Summary and Conclusions

This TTN06 has been prepared by MEC further to a formal planning response issued by LCC HDM in June 2025 to the LPA.

It has demonstrated that:

- Safe and suitable access can be achieved by the site in accordance with the December 2024 NPPF;
- An updated review of the most recent 5-year PIC records provided by LCC in the junction capacity assessment study area indicates that no clustering appears to occur at any junction and incidents (12 No. over a 63-month period) appear to be due to driver error rather than any significant underlying highway safety issues on LCC’s highway network;

- The junction modelling has been validated to observed queueing conditions in April 2025 and validates strongly, with 100% arms passing. The 2033 Future Year assessments demonstrate that:
 - 3 No. junctions require mitigation from the development;
 - The other live development sites are likely to require a mitigation scheme at Junction 3 (Bosworth Lane / Bosworth Road / A447 Staggered Crossroads); and
 - The proposed development mitigation can accommodate the other live developments as well as the development proposals.

The junction modelling files can be submitted to LCC HDM for review and subject to this, MEC will proceed to instruct Stage 1 RSAs to commence on the junction mitigation schemes.

On the basis of this Technical Note, all matters raised by LCC HDM are considered addressed to enable an approval on Highways grounds to be granted to the local planning authority.

REGISTRATION OF AMENDMENTS

Date	Rev	Comment	Prepared By	Checked By	Approved By
September 2025	-	First issue	James Wright BSc (Hons) Assistant Transport Planner	Chris Heaney BSc (Hons) MCIHT MTPS Associate Director	Alexander Bennett BSc (Hons) MCIHT MTPS Managing Director
September 2025	A	Update to Drawing 07 (Rev C)	James Wright BSc (Hons) Assistant Transport Planner	Chris Heaney BSc (Hons) MCIHT MTPS Associate Director	Alexander Bennett BSc (Hons) MCIHT MTPS Managing Director

Appendices

- LCC HDM Planning Responses (January 2025 and June 2025)
- MEC Access Designs (Drawing No. 24832_08_020_03E, 24832_08_020_05A, 24832_08_020_07C and 24832_08_020_08C).
- Personal Injury Collision Data
- Traffic Flow Matrices (Furnished / 11 No. Junctions)
- Traffic Surveys (Junction Turning / Queue Counts – April 2025)
- MEC JCA Geometries / Base Year Validation Results
- PRTM Turning Flows
- MEC Junction Mitigation Schemes (Drawing No. 24832_08_020_010, 24832_08_020_11 and 24832_08_020_012)

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APPENDICES



APPENDIX A

Substantive response of the Local Highway Authority to a planning consultation received under The Development Management Order.



Response provided under the delegated authority of the Director of Environment & Transport.

APPLICATION DETAILS

Planning Application Number: 24/01061/OUT

Highway Reference Number: 2024/1061/04/H

Application Address: Land North Of Barlestone Road Newbold Verdon Leicestershire

Application Type: Outline (with access)

Description of Application: Outline planning application (all matters reserved except vehicular access) for the erection of up to 240 residential dwellings (Use Class C3), retention of the existing accesses off Barlestone Road and the creation of new accesses off Barlestone Road, land safeguarded for a cemetery and a health centre (Use Class E(e)), public open space and associated infrastructure

GENERAL DETAILS

Planning Case Officer: Emma Baumber

Applicant: C/O Agent

County Councillor: Ross Hills

Parish: Newbold Verdon

Road Classification: Class B

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

The Local Highway Authority does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been consulted by Hinckley & Bosworth Borough Council as the Local Planning Authority (LPA) on the following planning application:

Outline planning application (all matters reserved except vehicular access) for the erection of up to 240 residential dwellings (Use Class C3), retention of the existing accesses off Barlestone Road and the creation of new accesses off Barlestone Road, land safeguarded for a cemetery and a health centre (Use Class E(e)), public open space and associated infrastructure.

The site is located at land north of Barlestone Road, Newbold Verdon.

The LHA has reviewed the following documents submitted by the Applicant in support of the proposals:

- Transport Assessment (Report Ref: 24832-TRAN-0803 Rev B, authored MEC and dated October 2024);
- Travel Plan (Report Ref: 24832-TRAN-0802 Rev B, authored by MEC and dated October 2024); and
- Pegasus Group drawing number P22-3085_DE_013_M_01 (Indicative Masterplan).

These observations make reference to the Leicestershire Highway Design Guide (LHDG) throughout. The LHDG can be found at <https://www.leicestershirehighwaydesignguide.uk/>.

The LHA undertook a site visit to the area on 10th January 2025.

Site Access

The Applicant has stated that currently, there are two points of access to the site off Barlestone Road which is a B classified road (B582) subject to a 40mph speed limit. These are the existing Equestrian Centre access and off an existing byway known locally as Harry's Lane. A new point of access is also proposed to serve the majority of the development. Details of the site access arrangements are provided on MEC drawing number 24832_08_020_03 Rev B, which is provided within Appendix E of the Transport Assessment (TA).

The LHA addresses each point of access in turn below, along with Policy 2 of the LHDG.

Existing Equestrian Centre Access

The Applicant proposes to retain the existing Equestrian Centre access to serve the Equestrian Centre and proposed cemetery. The Applicant has stated that the proposals would reduce the overall size of the equestrian centre, with the cemetery not intensifying traffic at the access. On this basis, the Applicant does not propose to amend the existing access arrangements.

Vehicular visibility splays of 2.4 x 120m have been shown on the site access drawing, which based on the recorded speeds would be considered in accordance with Table 6 of the LHDG, which is available at <https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/road-layouts-and-design/visibility-splays>. The LHA does however require additional information in respect of the speed surveys to ascertain the visibility splays as detailed in the Proposed New Access section further below.

Following the LHA's site visit, it is noted the existing hedgerow restricts visibility in each direction and therefore it would be beneficial for the hedge to be cut back/ removed in close proximity to the access. However, the proposed new pedestrian/ cycleway facility to the north of Barlestone Road, along with the new development access mean it is likely that the hedgerow would require removal in any case.

The LHA advise it would be beneficial for the Applicant to provide evidence in respect of trips as detailed in the Trip Generation section further below. Subject to the proposals not increasing the level of trips, the LHA is unlikely to have any concerns in respect of the existing access.

Existing 'Byway' Access

The Applicant has stated that the byway (known as Harry's Lane) is an adopted highway and is to be retained to maintain the existing rights of access to existing dwellings. The Applicant has stated that the byway will cross the internal primary development road and need to be retained. MEC

drawing number 24832_08_020_08 included within Appendix H of the TA outlines a proposed design where the byway will cross the access road.

The Applicant has stated that the byway is not a development access and its junction with the spine road has been designed to deter movements and ensure the access is conspicuous. The byway will not be widened, and vegetation is proposed to be placed on the corners of the junction to reduce its visual prominence and make the byway appear more like a pedestrian / cycle route.

The LHA advise that the existing adopted single track road is called Nursery Lane and is not currently recorded on the Definitive Map of Public Rights of Way as a Byway Open To All Traffic (BOTAT). Nursery Lane does provide access to two unadopted BOTAT's – S7 and S12.

The LHA is aware of a Definitive Map Modification Order covering the whole adopted length of Nursery Lane an unrecorded missing link between Nursery Lane and Byways S7 and S12. This can be found at <https://www.leicestershire.gov.uk/sites/default/files/2023-02/M1323-byway-along-Manor-Farm-Lane-from-Brascote-Lane-to-bridleway-S25.pdf>. The application is yet to be determined by the LHA, but should it be successful, this would not change the adoption status of the route, which would remain an adopted unclassified road under LCC's responsibility, except for the unrecorded missing link, where the LHA has never adopted the surface. For further information, please contact footpaths@leics.gov.uk.

Vehicular visibility splays of 2.4 x 43m have been shown at the new access onto the development primary road. However, vehicular visibility splays have not been detailed on the submitted drawings onto Barlestone Road. Following a site visit the LHA considers vehicular visibility to be severely restricted (below 30 metres) in each direction at the junction onto Barlestone Road. Whilst there may be scope to improve visibility to the southeast of the junction given the red line of the site abuts the highway, to the northwest, the LHA believe visibility splays of even 2.4 x 43m (for a road where measured 85th percentile speeds were up to 30mph) would not be achievable without third party land.

The LHA notes that a segregated pedestrian/ cycle route is proposed to link to Nursery Lane and consider it reasonable that the proposed route and Nursery Lane could be used in the future by pedestrians/ cyclists and horse riders. Given Nursery Lane is a single track adopted road, and the Applicant is not proposing to sever vehicle links, the LHA have concerns that despite the Applicant stating the route would be designed to be conspicuous to drivers, there would be nothing to prevent drivers from using it. This could lead to an intensification in use of Nursery Lane on to a B classified road, where visibility is sub-standard for the recorded speed of passing traffic.

In addition, it could lead to conflict between non-motorised users and vehicles, or between vehicles. The LHA therefore advise that the Applicant is required to propose measures to prevent vehicular access between Barlestone Road and the development road.

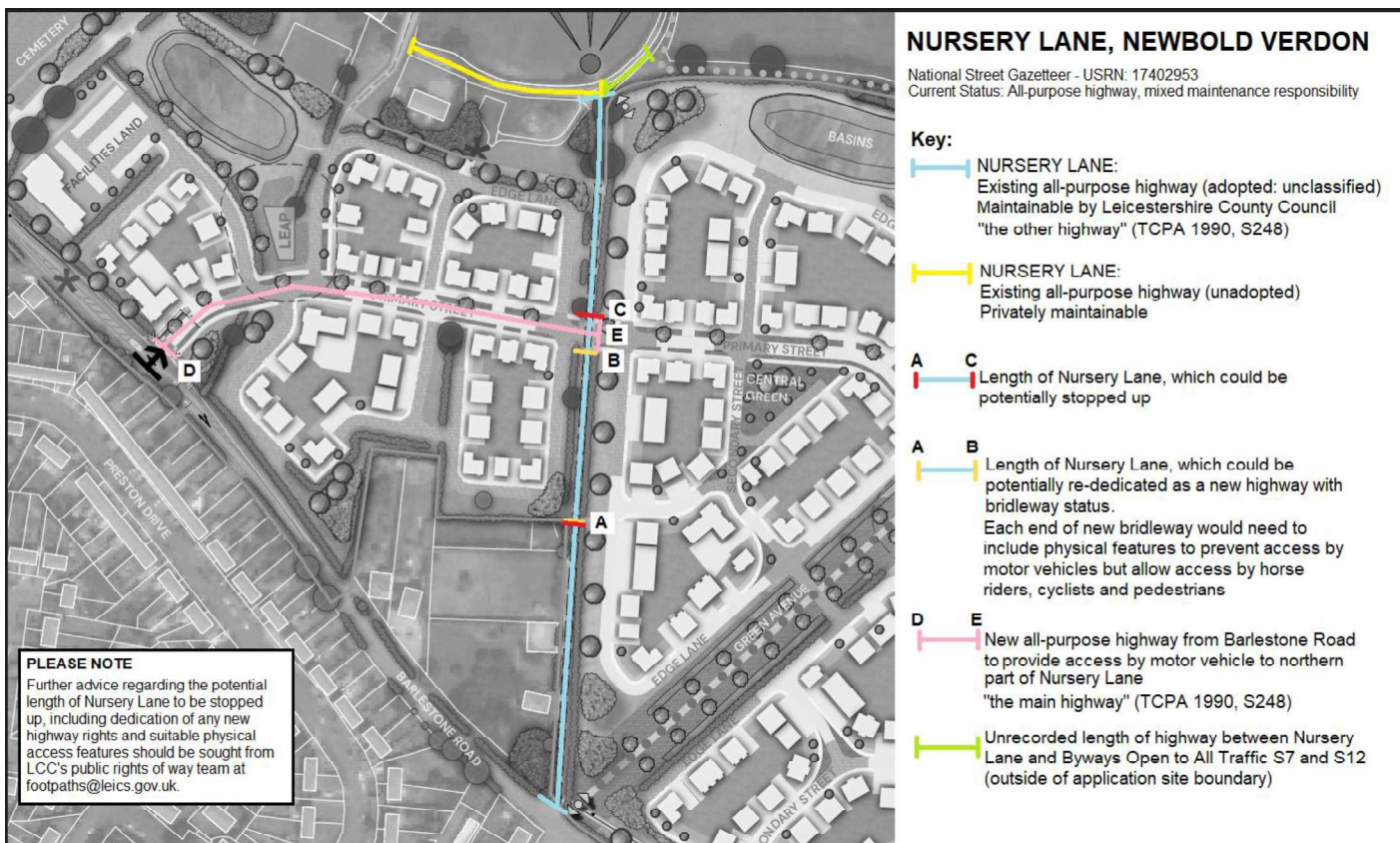
The LHA advise there are several legal processes that could be followed to do this. Some options are as follows, however it should be noted that the below is not legal advice:

- The Applicant could apply to the Department for Transport's National Transport Casework Team for an order under Section 247/248 of the Town and Country Planning Act 1990.

S247 enables the stopping up or diversion of highways to enable development of the land previously occupied by the highway. S248 is an extension to this that enables the stopping up of a highway ("the other highway" for the purpose of the application) that crosses or

enters the route of a proposed new highway (“the main highway” for the purpose of the application), but won’t itself be built on as part of the proposed development. It is the same application form for both S247 and S248 – the only addition being that the applicant needs to make reference to the proposed new highway that effectively replaces the existing highway that crosses it.

Below, the LHA has provided a greyscale extract from the indicative site layout, which illustrates what could be one option.



Nursery Lane between Points A and C (“the other highway”) could be stopped up under S248 because it crosses the proposed new highway (“the main highway”). The proposed new highway would preserve access for all forms of traffic from Barlestone Road to the northern part of Nursery Lane via Points D to E, while the unaffected part of Nursery Lane from Barlestone Road to Point A would preserve access for all forms of traffic to existing third-party land.

Between Points A and B, the stopped up length of Nursery Lane could be re-dedicated as a new highway with brideway status, enabling the retention of a through route for pedestrians, cyclists, and horse riders. Physical features at Points A and B would be required to prevent access by motor vehicles, while allowing access by other forms of traffic. LCC’s public rights of way team will be best placed to advise further on this – footpaths@leics.gov.uk. Appropriate signage may also be needed at the Barlestone Road access to Nursery Lane to make it clear that the route is not only a dead end (as an existing sign already does), but is a brideway only after a certain distance.

- It may be feasible for the whole length of Nursery Lane from Barlestone Road to Point A to be stopped up and re-dedicated as a bridleway, with private vehicular access rights reserved for existing adjoining landowners.
- Potentially the Applicant could close the existing junction of Nursery Lane with Barlestone Road to vehicles and implement a prohibition of driving order, which would require a Traffic Regulation Order (TRO). Landowners/ residents of Nursery Lane would then need to be re-routed through the development roads. The Applicant would be required to cover all costs associated with the TRO. The road would remain adopted in this scenario.

The LHA advise that with all potential options, access would need to be maintained for pedestrians, cyclists and horse riders. In addition, if the through route was severed there would be no vehicular turning space available at the end of the road. The Applicant would therefore need to provide a turning head to adoptable standards at the end of the road, which would potentially be adopted by Leicestershire County Council (LCC), should Nursery Lane remain an adopted road. The LHA believe this would be feasible given the eastern side of the road falls within the Applicants red line boundary.

It is unclear at this stage whether there would be objections received in respect of any proposals to sever Nursery Lane, which could affect what option is proposed. The LHA understand a storm drain runs under the road, which would also require access for maintenance etc. While the new spine road would provide an alternative vehicular access, it's possible that heavy farm traffic uses Nursery Lane, so a retained access from the spine road to the northern part of Nursery Lane may need to be suitable to accommodate vehicles such as a tractor and trailer, HGV or combine harvester accessing and egressing.

The LHA advise that the Applicant should provide details at this stage in respect of how they intend to progress with any proposals for Nursery Lane.

Proposed New Access

Apart from the proposed cemetery, the remaining development is proposed to be accessed off a new point of access onto Barlestone Road.

The submitted drawing details a single point of access to serve the site, with a 6.75m carriageway width, 2.0m footways on either side and a 6.0m junction radii. Visibility splays have been based on two Automatic Traffic Count (ATC) surveys which were undertaken either side of the proposed site access location between Friday 27th October – Thursday 2nd November 2023. Whilst the Applicant states a location plan of the surveys is provided in Appendix F of the TA, this does not appear to be available. The LHA hold records of a survey permit in the area; however, the LHA request clarity is provided on the location of both speed surveys and the survey permit number.

The speed survey to the north of the site access detailed 85th percentile speeds of 42.5mph in each direction, whilst the speed survey to the south of the site access detailed 85th percentile speeds of 42.1mph in each direction. The Applicant has therefore provided 2.4 x 120m visibility splays in each direction at the proposed access, which is in accordance with Table 6 of the LHDG. Whilst the LHA accepts the visibility splays in principle, this is subject to confirmation of the location of the speed surveys and survey permit number.

The Applicant has undertaken Swept Path Analysis (SPA) of a fire tender accessing and egressing the site in all directions. The LHA advise at in addition to this, a refuse collection vehicle length of 11.2m should be used. Furthermore, the LHA would advise that a vehicle speed of 15kph is used

for the SPA, this should be confirmed on the drawings. The Applicant can obtain further information from the LHDG by searching for *Swept Path Analysis*.

The Applicant has undertaken a Stage 1 Road Safety Audit (RSA1) of the site access arrangements, which is included within Appendix J of the TA. This also includes the off-site works. The LHA advise at this stage it will consider the off-site works, which include the proposed Toucan crossings and potential reduction in the speed limit, in more detail following additional information in respect of the number of pedestrians/ cyclists anticipated to use each crossing point.

The RSA1 raises eight problems with the access design/ off-site works. Designer's Responses have been provided to all problems. The LHA accepts the responses provided by the Applicant, except for Problem 1. This is due to LCC no longer using red surfacing due to the ongoing maintenance issues associated with its use.

The LHA advise the following points which the Applicant should note / revised in updated plans.

MEC drawing number 24832_08_020_03 Rev. B:

- Dimensions should be shown for the proposed segregated footway / cycleway ensuring compliance with Local Transport Note (LTN) 1/20¹. 2.0m would be required for cyclists as per LTN1/20 Table 5-2, and 2.0m for pedestrians as per Table 18 (pedestrian only routes) of the LHDG.
- A buffer strip should be detailed between the cycleway and the carriageway in accordance with LTN1/20 Table 6-1.
- The Applicant should provide a means for northwest bound cyclists to exit the segregated facilities and join the carriageway.
- Dimensions should be shown for the right turn lane in accordance with Table 5.22 of the Design Manual for Roads and Bridges (DMRB)² CD123. These should include the turning length, deceleration length and the direct taper length. The lane widths are in accordance with the DMRB requirements.
- 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).
- Dimensions for the proposed pedestrian refuge within the toucan crossing should be shown, ensuring compliance with LTN1/20.
- The Applicant should confirm that the visibility splays for users of the footway/cycleway looking north into the equestrian centre access will be clear of obstructions impeding visibility.
- The proposed access shows a tactile crossing on the east side of the carriageway but none on the west.

¹ <https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

² <https://www.standardsforhighways.co.uk/dmrbs>

- For information at this stage, in accordance with Tables 3 and 4 of the LHDG, the longitudinal gradient at junctions should not exceed 1:30 for the first 10m.
- 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.
- The proposed new highway boundary should be shown on the drawing e.g. where the footway/cycleway is located outside of the current highway extents.

MEC drawing number 24832_08_020_05 (Access Tracking)

- A vehicle profile for the refuse vehicle should be shown on the drawing. The profile provided is for a fire tender. A refuse vehicle of 11.2m length is recommended by LCC.
- The LHA requests a vehicle speed of 15kph is used for swept path analysis. A note should be added to the drawing confirming this.
- The swept paths show that the vehicle performing a left turn into the access is required to overrun the access road centreline which could result in collisions with oncoming vehicles.
- The swept paths show that the vehicle performing a left turn out of the access is also required to overrun the access road centreline which could result in collisions with oncoming vehicles.

MEC drawing number 24832-08-020-07 (Pedestrian / Cycle Improvements)

- The proposed new highway boundary should be shown on the drawing. LCC would not normally look to adopt infrastructure that is set back from the existing carriageway. Ideally this should be adjacent to the carriageway.
- The applicant should confirm what measures will be put in place to enable pedestrians and cyclists using the proposed toucan crossing to join the existing facilities on Sparkenhoe. It should be noted that there appears to be an area of third-party land between the highway extents on Barlestone Road and Sparkenhoe – this may require investigation by the Applicant. The Applicant can contact HRE@leics.gov.uk should they wish to obtain clarification on the highway boundary extents in this area.
- The visibility splays for the toucan crossing meet the requirements of Chapter 6 of the Traffic Signs Manual (2019)³.

Access to the Existing Highway Network

With regard to the principle of the proposed access, the Applicant has considered the proposals against Part 1, Section IN5 of the previous LHDG. Whilst the LHA appreciates this consideration, the LHA would draw the Applicant's attention to the Highway Development Management (HDM)

³ <https://www.gov.uk/government/publications/traffic-signs-manual>

Policy 2 in the revised LHDG, 'access to the existing highway network', which replaces policy IN5 from the previous LHDG. HDM Policy 2 states that:

'The council will apply a risk-based assessment of proposals for new accesses onto the existing highway network and alterations to and / or intensification of existing accesses so that they do not result in unacceptable road safety and operational concerns.' The policy context goes on to state:

'To ensure the provision of safe and suitable accesses for all users, the council will employ a risk-based approach to assessing the impact of proposals on new connections or alterations to the existing road network.'

In consideration of safety and efficient operation, the LHA will assess access proposals using a risk-based approach that considers relevant data including whether a proposal sits on Leicestershire's Resilient Network, the Major Road Network, vehicle volumes and speed limit, actual speeds and collision records alongside other relevant transport information provided by the Applicant.

The LHA notes that the B582 does not form part of either LCC's Resilient Network, or the Department for Transport's Major Road Network. The LHA also notes the Applicant's speed and traffic counts at the access. Given the LHA will require additional information on the proposed Toucan crossings in terms of the likely number of pedestrians crossing, the LHA will provide further advice on Policy 2 of the LHDG once this is available and the off-site works, including proposed speed limit reduction, can be considered further.

It should be noted that Policy 2 of the LHDG will also apply to the Nursery Lane/ Barlestone Road junction in the event the LHA has concerns the proposals could lead to an intensification of its use.

Highway Safety

The Applicant has obtained Personal Injury Collision (PIC) data from LCC for the five-year period between 1st January 2018 and 25th September 2023. The Applicants study area is outlined in Appendix C of the TA.

The LHA note however that the Applicant's study junctions are stated to extend to the B582 / Newbold Road / Lockymead Drive Roundabout to the southwest and the Bosworth Lane / Bosworth Road / A447 Staggered Crossroads to the west. All the Applicants study junctions should therefore be considered as part of the PIC analysis.

In addition, the analysis only considers up to September 2023, which is out of date. The LHA therefore requests that the Applicant undertakes additional PIC analysis to consider all study junctions, using up to date data.

While the LHA notes the Applicant considers there is not an existing road safety issue in their study area, once the above has been completed, the LHA will consider highway safety issues.

Trip Generation and Distribution

Trip Generation

The Applicant has considered the level of vehicle trips which the residential, health centre and cemetery elements of the proposals could generate within section six of the TA. These are addressed in turn below.

Residential Development (240 dwellings)

The Applicant has used the same TRICs trip rates which were accepted by the LHA as part of application references 11/00489/FUL (94 dwellings, 71 Dragon Lane, Newbold Verdon), 20/00143/FUL (116 dwellings, Land South Of Bosworth Lane, Newbold Verdon) and 22/00277/OUT (239 dwellings, land east of The Windmill Inn, Brascote Lane, Newbold Verdon). The proposed vehicular trip rates, along with the approximate number of vehicle trips the proposed development could generate during the AM and PM peak hours are shown in Table 1.

Time Period	Trip Rates (per unit)		Trip Generation (240 units)		
	Arrive	Depart	Arrive	Depart	Total
AM Peak (08:00-09:00)	0.074	0.606	18	145	163
PM Peak (17:00-18:00)	0.521	0.17	125	41	166

Rounding errors may occur

Table 1: Proposed residential vehicle trip rates (240 dwellings).

The trip rates are accepted by the LHA.

Health Centre

The Applicant has used TRICs database to ascertain the level of vehicular trips which could be generated by the proposed health centre. Based on the submitted application form, the health centre would have an internal floorspace of 1,100sqm. The proposed trip rates and approximate level of vehicle trips which could be generated by the proposed health centre are shown in Table 2.

Time Period	Trip Rates (100sqm)		Trip Generation (1100sqm)		
	Arrive	Depart	Arrive	Depart	Total
AM Peak (08:00-09:00)	2.759	1.463	30	16	46
PM Peak (17:00-18:00)	1.314	2.136	14	23	38

**Rounding errors may occur*

Table 2: Proposed Health Centre vehicle trip rates (1,100sqm).

The LHA have reviewed the proposed trip rates and consider these to be acceptable.

Total Trip Generation – Residential and Health Centre use

When combining the residential and health centre trips, the proposed development is estimated to generate approximately the following level of trips:

- 209 two-way vehicle trips (48 arrivals and 161 departures) during the AM peak hour; and
- 204 two-way vehicle trips (139 arrivals and 64 departures) in the PM peak hour.

All trips would be from the proposed new access.

Cemetery

The Applicant has advised that given the size of the proposed cemetery, it is likely to be a Garden of Rest with no on-site facilities beyond a small car park. The Applicant notes that although services would still occur, these are unlikely to be carried out during the traditional peak hours; general visiting would likely occur sporadically with no set time required, with peak hours for a Garden of Rest typically occurring on weekends, notably Sundays.

The Applicant states that gardeners or maintenance workers would be required to visit the site; however, it is unlikely more than one or two workers would be regularly required on site at any given time. In addition, given the equestrian centre would be reduced in size because of the proposals, it is suggested this would offset the trips generated by the cemetery.

The Applicant considers the cemetery would generate negligible trips in the peak hours, particularly given the reduction in size of the equestrian centre. On this basis, the Applicant considers omitting any peak hour traffic flows generated by the cemetery would not impact on the robustness of the capacity assessments.

The LHA note that whilst the equestrian centre would be reduced in size as a result of the proposals, it appears that several events are held at the site on a frequent/ daily basis and it is unclear if these would cease as a result of the proposals. It is noted that most of the site appears to be fields used for grazing horses. Clarity is therefore sought in respect of which elements of the site would be reduced in scale, along with an indication on the level of trips the site could currently generate in comparison the proposed cemetery use.

Trip Distribution

Given the scale of the development proposed, the number of developments in surrounding villages, e.g. Desford, Market Bosworth and Barlestone, the LHA advised the Applicant at the pre-application stage that the trip distribution from the development is considered using the Leicestershire Pan Regional Transport Model (PRTM). PRTM has the benefit of assigning and distributing trips on the network and considers committed development as a part of the model run. Further information can be found at:

<https://www.leicestershire.gov.uk/roads-and-travel/road-maintenance/leicestershires-pan-regional-transport-model-prtm>.

The Applicant has stated that at the time of writing the TA, the PRTM modelling has been commissioned, but the data is not available. The Applicant has provided an overview of capacity assessments within Newbold Verdon, with an aim to inform the need for any mitigation. The Applicant has acknowledged that the PRTM data, including assessments of the wider area of influence will be provided later, once available.

The Applicant has therefore based the current trip distribution within the TA on 2011 Census data for the Hinckley & Bosworth 005 Super Output Area and the methodology accepted by the LHA as part of application reference 20/00143/FUL. The trip distribution for the health centre has been assumed to be the same as the residential trip distribution.

The LHA advise that given the requirement for PRTM to be used for the proposed development, trip distribution based on Census data is not accepted. The LHA will review trip distribution once the PRTM modelling has been completed.

Given the scale of the development together with its location and the presence of other forthcoming developments in this area, the 'Level 2' assessment suggested by the Applicant will not be acceptable in this case as it is unlikely to account for speculative growth that is not identified within the draft Hinckley and Bosworth Draft Local Plan and as such would not accord with the cumulative assessment requirements of the National Planning Policy Framework (NPPF). The LHA is providing a consistent approach in the area.

Therefore in line with the above, the LHA requires a full PRTM assessment which will take into account the cumulative impact of development sites in Newbold Verdon. The Applicant should liaise with the framework team (etcf@leics.gov.uk) accordingly. The LHA would wish to work with the Applicant to assist throughout the process in order to help ensure that the modelling undertaken is fit for the purposes of a planning application.

Junction Capacity Assessments

The Applicants study junctions are detailed below:

1. Site Access (Barlestone Road / New Site Access);
2. Barlestone Road / B585 Bosworth Lane Signalised T-Junction;
3. Bosworth Lane / Bosworth Road / A447 Staggered Crossroads;
4. B582 Hunts Lane / B582 manor Road / Newbold Road / Lockeymead Drive Roundabout
5. Barlestone Road / Dragon Lane T-junction;
6. Balrestone Road / Mill Lane T-junction, and;
7. Barlestone Road / Main Street T-junction;

It has been stated that the junctions beyond the immediate vicinity of Newbold Verdon will be considered further once the results of the PRTM are available.

To establish the baseline survey data, the Applicant states within the TA that traffic surveys were undertaken at the study junctions on Thursday 25th May 2023. The LHA notes however that the raw data provided in Appendix L of the TA details that the surveys at junctions 2, 3, 4 were undertaken on Tuesday 31st October 2023.

In addition, the Applicant has stated that traffic flows for junctions 5, 6 and 7 have been obtained from application reference 22/00277/OUT, which were undertaken in June 2021. These surveys are considered to be over three years old and out of date and that up to date traffic surveys should be undertaken in a traffic neutral month. Alternatively, LCC may hold up to date surveys which the Applicant could obtain, the Applicant would need to contact NDI@leics.gov.uk for further information.

Whilst the LHA holds records of survey permits being obtained for the 31st October 2023 surveys, no records appear to be held for the 25th May 2023 surveys. The LHA therefore request clarity on the survey dates and advise that the Applicant contacts NDI@leics.gov.uk to seek retrospective permits for the traffic surveys included in Appendix L if necessary. Survey permits would also be required for all other junctions where traffic counts have been undertaken by the Applicant.

TEMPro traffic growth factors have been applied to the baseline 2023 counts to create forecast levels for 2024 and the future year of 2033. The LHA advises growth factors should be applied from the PRTM.

Notwithstanding the information submitted, the LHA will give further consideration to the Applicants traffic flow diagrams and capacity assessments once the PRTM exercise has been completed and both the traffic flow diagrams and the capacity assessments have incorporated the results of this.

Off-Site Implications

The Applicant is proposing to reduce the speed limit along the section of Barlestone Road fronting the site from 40mph to 30mph. This is detailed on MEC drawing number 24832_08_020_09 included within Appendix Q of the TA. The Applicant is proposing to install 30mph gateway signing and lining at each speed limit change. In addition, four Vehicle Activated Signs (VAS) are proposed

along the route to reinforce the speed limit and street lighting would be reviewed, with additional lighting provided if necessary.

Two new Toucan crossings are proposed across Barlestone Road as shown on MEC drawing numbers 24832_08_020_03 Rev. B and 24832_08_020_07 Rev. B. In addition, a shared use footway/ cycleway would be provided from the new site access alongside Barlestone Road to connect into the existing footway opposite Dragon Lane.

Whilst the LHA welcome the Applicants intention to provide two Toucan crossings, it is requested the Applicant provides an indication as to the level of pedestrians/ cyclists which they anticipate using each crossing. This should include consideration of pedestrians which may need to cross Barlestone Road to access the health centre or car park for the health centre. An assessment should then be undertaken for each crossing in line with TSM Chapter 6, along with an enhanced PV² assessment. The LHA will then consider pedestrian crossing facilities and off-site works, including the speed limit reduction.

It is also noted the Applicant has undertaken modelling of the Toucan crossings, which indicates that they would not lead to severe queueing or delays. The LHA will require the junction modelling files are provided so that this can be reviewed.

The LHA will consider whether there are any improvements required to nearby junctions as a result of the proposals, once further information has been submitted by the Applicant in respect of the PRTM modelling.

Internal Layout

The internal layout of the development is not for consideration at this stage. The LHA advise that in the event the proposals are granted planning permission by the LPA, it is strongly advised that the internal road network is designed to an adoptable standard and put forward for adoption by the LHA. Access to the remaining section(s) of Nursery Lane will need to be considered as part of the internal layout to ensure this is suitable to cater for the largest anticipated vehicles anticipated to use the route.

Transport Sustainability

The LHA has reviewed the submitted Travel Plan and considers this to be generally acceptable.

The Applicant will however need to ensure the Travel Plan Co-ordinator details are provided to s106monitoring@leics.gov.uk as soon as appointed.

The LHA would require a Travel Plan Monitoring fee of £6,000 as part of an Section 106 agreement, should the LPA be mindful to grant planning permission for the proposals in the future.

The Applicant would be required to provide one travel pack per dwelling (currently £52.85 per pack, if supplied by LCC) which contains an application form for two six-month bus passes to encourage sustainable travel to and from the site. Currently, the cost of a bus pass for an Arriva service is £510 per pass. The Applicant should be aware that should they choose to create the Travel Pack themselves, there is a fee of £500.00 to be paid to LCC to review the packs prior to distribution.

The LHA note that within the submitted TA, consideration is given to re-routing the existing hourly bus service between Market Bosworth and Leicester (153) to pass closer to the site. Correspondence with the bus operator (Arriva) within parts 7.8 – 7.11 and Appendix R of the TA suggests that the operator would not be willing to re-route the service as this would increase the

walking distance from the established demand within the existing built-up area of Newbold Verdon. Re-routing alternate buses would also leave this area with a two hourly service.

Arriva have suggested as an alternative that the applicant looks to contribute towards pump-priming extended hours of operation from Newbold Verdon with additional early morning journeys (the first Leicester bound journey is not until 0749 currently) and potentially later return departures from Leicester.

The LHA request the Applicant gives further consideration to bus service provision and advises what measures could be introduced because of the proposals. This should also be detailed within the updated Travel Plan.

Public Rights of Way

The application site is crossed by three minor highways, which are Public Footpaths R88 and S11 and a route named 'Nursery Lane' which as detailed further above, some application documents incorrectly label a public byway. Rather it is an adopted road that connects to Byways Open to All Traffic (BOTATs) S7 and S12, the latter of which is part of the northern site boundary.

The application documents propose these Public Rights of Way (PRoWs) are retained. However, the plans with the application reflect the physical PRoW routes on the ground. The Definitive Map of Public Rights of Way legally 'fixes' the status and alignment of every PRoW and, for historical reasons, routes on the ground may differ from the legal alignment, but it is the legal alignment which should be used for planning and development purposes.

The Definitive Map overlaid onto the Indicative Masterplan dwg no. P22-3085_DE_13_M_01 (see extract overleaf) shows differing routes for Footpath S11 at the northern site boundary, but that reflects a legal diversion in progress after a planning permission at the Equestrian Centre.

However, the masterplan shows Footpath R88 up to 7.5 metres away from its legal alignment. To reconcile this will require a PRoW diversion by a separate legal order made by the LPA, for which a separate application must be submitted and legally confirmed before the development is substantially complete.

The Landscape Strategy Plan dwg no. P22-3085_EN-015D shows Footpath S11 to be surfaced with self-binding gravel, though the LHDG standard is to use tarmac. The Landscape Plan has no indication of surfacing for Footpath R88. Any existing barriers on the PRoWs need to be replaced in line with the government's 'least restrictive option' policy reflecting the requirements of the Equality Act 2010. These matters need to be detailed in a scheme for the treatment of the Public Rights of Way.

Paragraph 105 of the NPPF (2024) requires that: *'Planning policies and decisions should protect and enhance public rights of way and [statutory] access, including taking opportunities to provide better facilities for users ...'* NPPF 105 is applied locally by the LHDG annex on Development and Public Rights of Way, and any PRoW scheme should be based on what that guidance requires.

The LHA advises that an appropriately worded condition could be for the treatment of the PRoW's, including where relevant, management during construction (including proposed temporary route(s)); ensuring plans reflect the correct legally-recorded PRoW alignments; and any new construction works. In addition, this would need to address surfacing, drainage, structures, signposting, and impacts of any landscaping and boundary treatments.

Extract from the Definitive Map of Public Rights of Way for Leicestershire

Overlay of the 24/01061/OUT Illustrative Masterplan

Footpaths
Bridleways
Restricted Byways
Public Byway (BOTAT)



Environment & Transport Department,
County Hall, Glenfield,
Leicestershire LE3 8RJ
Email footpaths@leics.gov.uk
Director Ann Carruthers



Leicestershire
County Council

Scale 1:3500 at A4 size



Construction Traffic

Construction traffic and how HGV's/ construction vehicles would access the site is not a material planning consideration. The LHA would not be able to seek to resist the proposals based on construction traffic, the type of vehicles used, or the route HGVs would take to access the site.

Nevertheless, the LHA would advise the LPA, that in the event it is mindful to advise approval of the proposed development, it would require a Construction Management Plan (CMP) to be submitted and approved prior to any construction works on the site. As a minimum the CMP should include details of the routing of construction traffic, along with details of parking and wheel washing facilities would be required as a condition.

Closing

The LHA requires the Applicant to submit additional information to the LPA in respect of the following points for further consideration by the LHA, this broadly includes:

- Details of a scheme to sever Nursery Lane to through traffic between the development roads and Barlestone Road;
- Confirmation in respect of the speed survey location and survey permit number(s);
- Swept path analysis of the refuse collection vehicle at the site access;
- Amendments to the site access drawing and off-site works as detailed above;
- PIC analysis based on up to date PIC data, as well as covering all study junctions;
- Consideration as to the level of trips the equestrian centre could generate in comparison to the cemetery;

- Trip distribution for the proposals based on PRTM evidence;
- Clarity in respect of the dates traffic counts were undertaken, along with survey permit numbers;
- Updated traffic counts which have been undertaken during a traffic neutral month within the last three years;
- Capacity assessments and consideration of all study junctions based on PRTM evidence;
- Consideration as to the level of pedestrians/ cyclists which could use each proposed Toucan crossing and an enhanced PV² assessment; and
- Further consideration in respect of bus service provision as detailed further above.

Date Received
26 November 2024

Case Officer
Ben Dutton

Reviewer
DH

Date issued
17 January 2025

Substantive response of the Local Highway Authority to a planning consultation received under The Development Management Order.



Response provided under the delegated authority of the Director of Environment & Transport.

APPLICATION DETAILS

Planning Application Number: 24/01061/OUT

Highway Reference Number: 2024/1061/04/H/R2

Application Address: Land North Of Barlestone Road Newbold Verdon Leicestershire

Application Type: Outline (with access)

Description of Application: Re-consultation. Outline planning application (all matters reserved except vehicular access) for the erection of up to 240 residential dwellings (Use Class C3), retention of the existing accesses off Barlestone Road and the creation of new accesses off Barlestone Road, land safeguarded for a cemetery and a health centre (Use Class E(e)), public open space and associated infrastructure

GENERAL DETAILS

Planning Case Officer: Emma Baumber

Applicant: C/O Agent

County Councillor: Mallory ED - Mark Bools CC

Parish: Newbold Verdon

Road Classification: Class B

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

The Local Highway Authority does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been re-consulted by Hinckley & Bosworth Borough Council as the Local Planning Authority (LPA) on the following planning application:

Outline planning application (all matters reserved except vehicular access) for the erection of up to 240 residential dwellings (Use Class C3), retention of the existing accesses off Barlestone Road and the creation of new accesses off Barlestone Road, land safeguarded for a cemetery and a health centre (Use Class E(e)), public open space and associated infrastructure.

The site is located at land north of Barlestone Road, Newbold Verdon.

The LHA previously advised within its observations dated 17th January 2025, the following information was required from the Applicant so the LHA could consider the proposals:

- Details of a scheme to sever Nursery Lane to through traffic between the development roads and Barlestone Road;
- Confirmation in respect of the speed survey location and survey permit number(s);
- Swept path analysis of the refuse collection vehicle at the site access;
- Amendments to the site access drawing and off-site works as detailed above;
- PIC analysis based on up-to-date PIC data, as well as covering all study junctions;
- Consideration as to the level of trips the equestrian centre could generate in comparison to the cemetery;
- Trip distribution for the proposals based on PRTM evidence;
- Clarity in respect of the dates traffic counts were undertaken, along with survey permit numbers;
- Updated traffic counts which have been undertaken during a traffic neutral month within the last three years;
- Capacity assessments and consideration of all study junctions based on PRTM evidence;
- Consideration as to the level of pedestrians/ cyclists which could use each proposed Toucan crossing and an enhanced PV² assessment; and
- Further consideration in respect of bus service provision as detailed further above.

The Applicant subsequently submitted the following information with the view to addressing some of the above points raised by the LHA:

- Technical Note ([TN1] reference 24832-TRAN-0804, dated March 2025 and authored by MEC).

More recently, the Applicant has submitted an additional document to address some of the remaining points related to the transport modelling which have been raised by the LHA:

- Technical Note ([TN2] reference 24832-TRAN-0805, dated May 2025 and authored by MEC)

Site Access

As per the LHA's previous observations, each point of access is dealt with in turn.

Existing Equestrian Centre Access

The Applicant previously stated that they intended to retain the existing equestrian centre access and that no amendments were proposed. This was on the basis that the proposals would reduce the scale of the existing equestrian centre and the cemetery not intensifying traffic at the site access.

The LHA now accept the Applicants trip generation as detailed further below and therefore accept no other works are required to that access.

Existing 'Byway' Access

The LHA previously outlined several measures the Applicant could consider implementing to prevent vehicular access along Nursery Lane between B582 Barlestone Road and the development spine road. The Applicant has provided a detailed response to this within Appendix C of TN1. In addition, MEC drawing number 24832_08_020_08 has been provided within Appendix D of TN1, which details the proposed byway crossing put forward by the Applicant. The proposals aim to prevent vehicles turning into or out of the byway and the development spine road and only

allow for traffic to continue straight on along the byway and across the spine road by installing bollards and tight junction radii.

After reviewing the proposals, there are concerns as to whether these would be sufficient to allow all vehicles, for example farm vehicles including combine harvesters and any vehicle which may need to access the dwelling to north of the proposed spine road or whether the bollards would also restrict access to the byway.

Should vehicles overhang the carriageway width, this could result in the bollards being damaged or vehicles not being able to access the BOTAT/ dwelling to the north of the development spine road and becoming stuck without any space to turn. Spacing the bollards further apart may allow for use by other vehicles as a cut through from the spine road. The Applicant should therefore give this further consideration and further swept path analysis may be required. Details of carriageway widths and the width between bollards would also be beneficial. Furthermore, the Applicant should explore whether any additional signage could be placed at the B582 Barlestone Road junction to highlight the route is not to be used to access the development.

Further to the above and given the number of dwellings proposed, [Table 3](#) of the [Leicestershire Highway Design Guide](#) states no more than 150 dwellings should be accessed from a single point of access. A second point of access onto Barlestone Road south of the byway access would both resolve the 150 dwelling limit within the LHDG and mean a suitable access route into the site was provided either side of the byway, further limiting any potential for it to be used as a cut through.

Proposed New Access

The LHA previously requested clarity in respect of the speed survey locations and survey permit numbers to verify the results of the surveys and subsequent visibility splays at the proposed access. The location of the surveys has been provided within Appendix E of TN1, along with confirmation of the survey permit numbers. The LHA can now confirm it accepts the speed surveys and proposed visibility splays at the access.

Swept Path Analysis of a refuse collection vehicle travelling at a 15KPH design speed has now been provided, as previously requested. This is shown on MEC drawing number 24832_08_020_05 Rev. A within Appendix F of TN1 and is considered acceptable to the LHA.

The LHA also provided comments in respect of the site access design and submitted Stage 1 Road Safety Audit. The Applicant has updated all drawings, and the LHA can provide advice as follows:

MEC drawing number 24832-08-020-03 Rev. C - Proposed Access Strategy, included in Appendix B of TN1

- The segregated cycleway meets the requirements of Local Transport Note (LTN) 1/20 (absolute minimum cycleway width 2.0m) and LHDG [Table 18](#) (footway width of 2.0m).
- A buffer strip has been provided between the cycleway and the carriageway, meeting the requirements of the LHDG.
- The drawing shows that facilities will be provided for cyclists to both enter and exit the cycleway / carriageway. The LHA are however concerned that cyclists joining the cycleway from the carriageway may collide with pedestrians heading in a north westerly direction. It is suggested the change from cycleway to just footway should occur north of the point where cyclists enter and leave the cycleway/carriageway and be shown on a revised drawing.

- The dimensions for the right turn lane correspond with Design Manual for Roads and Bridges (DMRB) CD123 Table 5.22, for a design speed of 70kph / 43.75mph. 85th percentile speed readings of up to 42.5mph were recorded and submitted.
- The drawing appears to show 15m corner radii at the proposed junction with corner tapers, but it would be beneficial if these could be labelled on the drawing.
- The proposed pedestrian refuge within the toucan crossing scales off at 3.5m width which is in line with LTN1/20. It would be beneficial if this could be labelled on the drawing.
- The proposed access includes an uncontrolled pedestrian crossing, but as there are no footway facilities southeast of the access, it is suggested the crossing may be better located away from the junction radii and further into the access.
- The carriageway lane widths at the proposed refuge meet the requirements of LTN1/20 clause 7.2.5.
- The proposed new highway boundary is shown on the drawing.

MEC drawing number 24832-08-020-05 Rev. A - Access Tracking, included in Appendix F of TN1

- The swept paths shown for an 11.23m length refuse vehicle are accepted and have been undertaken at a speed of 15kph as requested.
- The swept paths show that there is sufficient room for vehicles to turn left into and left out of the junction with little or no overrunning of the access road centreline.
- The swept paths show that there is sufficient room for vehicles to turn right into and right out of the junction with little or no overrunning of the access road centreline.

MEC drawing number 24832-08-020-07 Rev. A - Pedestrian / Cycle Improvements, included in Appendix H of TN1

- The proposed highway boundary is shown on the drawing which includes a large area of grass verge between the carriageway and the back of the proposed footway. LCC would not normally look to adopt infrastructure that is set back from the existing carriageway. Ideally this should be adjacent to the carriageway.
- The toucan crossing will enable users to cross Barlestone Road to get to Sparkenhoe, but there are no footways at present on the north side of Sparkenhoe, and users would be forced to use the grass verge or the carriageway in the turning head. Some form of pedestrian footway scheme is therefore required on Sparkenhoe and consideration may need to be given to both highway and non-highway trees in the area as part of this. As advised previously, it should be noted that there appears to be an area of third-party land between the highway extents on Barlestone Road and Sparkenhoe. Whilst the Applicant has provided highway boundary information and acknowledged this area, it is stated within TN1 that this is an existing situation and no change is proposed to that arrangement. The LHA maintain that given the proposed Toucan crossing, improvements to the pedestrian footway/ crossing provision would also be required on Sparkenhoe.

Access to the Existing Highway Network

Following provision of the additional information detailed above, and the Personal Injury Collision (PIC) analysis detailed below, the LHA will provide further advice on the proposals in respect of [Policy 2](#) of the LHDG.

Highway Safety

The LHA previously advised the PIC analysis did not consider up to date data and did not cover all the study junctions which the Applicant stated were under consideration.

No further analysis has been provided within TN1 or TN2. Up to date PIC analysis for the entire study area has therefore not been undertaken and is still required by the LHA as advised previously.

Trip Generation

Residential Development (240 dwellings)/ Health Centre

As set out in the previous highway observations the trip rates for the proposed residential development and proposed health centre were considered acceptable.

The LHA previously advised that trip distribution based of 2011 Census data was not accepted and that for a consistent approach with development in the area, a full assessment using the Pan Regional Transport Model (PRTM) was required. The LHA has been liaising with the Applicant on the PRTM work since the 17th January 2025 observations were issued and TN2 has recently been submitted by the Applicant, which is based on the results of the PRTM modelling.

The LHA will review the Applicants analysis of the impact of the development on the surrounding highway network when all the additional information required from the Applicant has been submitted to the LPA.

Cemetery

The Applicant previously stated that the reduction in the size of the existing equestrian centre would offset the trips generated by the proposed cemetery. The LHA requested clarity in respect of which elements of the site would be reduced in scale, along with an indication in the level of trips the site could generate in comparison to the proposed cemetery use.

The Applicant has stated with TN1 that after liaising with the landowner, the operation of the equestrian centre would not change because of the proposals. A traffic count was undertaken on Tuesday 25th February 2025 during the AM and PM peaks (08:00 – 09:00 and 17:00 – 18:00 respectively) and the results are provided within Appendix I of the TA. The survey was undertaken on a day which an event was held. The survey indicated:

- 14 two way trips in the AM peak (7 arrivals and 7 departures)
- 19 two way trips in the PM peak (10 arrivals and 9 departures)

On the basis that cemetery sites are not represented in TRICS, the Applicant has also provided traffic count data for a 6.8 hectare cemetery located in Corby, which was undertaken in 2019. The Applicant has then scaled the peak hour trips down to 0.7ha, the proposed scale of the garden of rest. This indicates that a total of 2 two-way trips could be anticipated in both the AM and PM peaks. On this basis, the Applicant considers that the proposed trip generation would not have a severe impact on the operation of the existing equestrian centre access.

Whilst the LHA notes the traffic survey for the existing cemetery was undertaken in 2019, it is accepted that the proposals would not have an impact on the operation of the existing junction during peak hours. While the proposals may generate a higher level of trips outside the network AM and PM peaks, it is accepted that these would be unlikely to have a severe impact on the operation of the existing junction.

Junction Capacity Assessments

The Applicant has now considered the impact of the proposed development at the following junctions:

No.	Junction description
1	Site Access / B582 Barlestone Road Ghost Island Priority
2	B582 Barlestone Road / Bosworth Lane Signalised T-Junction
3	Bosworth Lane / Bosworth Road / A447 Staggered Crossroads
4	B582 / Newbold Road / Lockymead Drive Roundabout
5	B582 Barlestone Road / Dragon Lane Priority
6	B582 Barlestone Road / Mill Lane Priority
7	B582 Barlestone Road / Main Street Priority
8	A47 / B582 Staggered Signalised Crossroads (Desford Crossroads)
9	B582 / Main Street / High Street Mini-Roundabout
10	B582 / Station Road Priority
11	B582 / Barns Way Mini-Roundabout
12	Station Road / Barns Way Priority

The Applicant has confirmed within TN1 that junctions 2, 3 and 4 were surveyed on Tuesday 31st October 2023 and not Thursday 25th May 2023. It was also previously advised by the LHA that the traffic surveys for junctions 5, 6 and 7 were considered to be out of date. Within TN2, the Applicant has confirmed new traffic counts were undertaken on Wednesday 9th April 2025. After reviewing the data in Appendix B of TN2, it appears junctions 2 to 12 above were all assessed on Tuesday 8th April 2025. The LHA has since received confirmation from the LPA that the Applicant has confirmed the surveys were undertaken on 9th April 2025. The LHA hold survey permits for all junctions on 9th April 2025, therefore this is accepted.

As part of the junction capacity assessments and PRTM work, the LHA has requested the Applicant undertakes a sensitivity test which includes the following live applications:

- 24/01079/OUT (126 dwellings - Land North of Station Road Market Bosworth)
- 24/00831/OUT (100 dwellings - Land North of Shenton Lane, Market Bosworth)
- 24/01158/OUT (135 dwellings - Land off Brascote Lane, Brascote Lane, Newbold Verdon)

This is to inform what the cumulative impact of these developments alongside the proposed development could be at Junction 3 in particular. Given the number of developments in the Market Bosworth and Newbold Verdon areas at present, the LHA has been requesting all the listed developments undertake a similar exercise.

It should be noted that recently permitted application 24/00560/HYB (135 dwellings and 0.6ha employment - Land Off Station Road, Market Bosworth) was included as a committed development within PRTM and therefore traffic for that development would already be included within the sensitivity test.

The Applicant provided the junction modelling files for all junctions on 2nd June 2025. The LHA will require the modelling files for the sensitivity test outlined above to enable checks to be undertaken.

It is noted at this stage that off-site mitigation is proposed at Junctions 9 and 10 only.

Off-Site Implications

The LHA has advised amendments which are required to the off-site works further above. Previously the LHA requested further justification for the off-site works including the crossing type proposed. The LHA have reviewed Items 7 and 18 of TN1 and considered the proposed crossing type, reduction in speed limit to 30mph, VAS and gateway signing and consider this to be acceptable.

Internal Layout

As previously advised by the LHA, the internal layout of the development is not for consideration at this stage.

Transport Sustainability

Whilst the Applicant has not submitted an up-to-date Travel Plan, they have acknowledged and accepted the provision of a Travel Pack, and two x six-month bus passes will be required for each dwelling. In addition, they have accepted the Travel Plan Monitoring Fee. The Applicant has also provided information in respect of pump priming the existing bus service through the village with one additional morning journey towards Leicester and three additional evening return journeys from Leicester to Newbold Verdon Monday - Saturday within Appendix K of TN1. The LHA will provide advice on the pump priming of the bus service within future observations.

Closing

The LHA requires the Applicant to submit the following additional information to the LPA in respect of the following points for further consideration by the LHA, broadly including:

- Further consideration of the byway crossing including additional swept path analysis demonstrating the largest vehicle such as a combine harvester could travel through the bollards and additional signage;
- Provision of a second point of access to the site south of Nursery Lane;
- Amendments to the site access design and off-site works as detailed;
- PIC analysis based upon up-to-date PIC data, as well as covering all study junctions; and
- Provision of the sensitivity test including other live developments in the local area and junction modelling files.

The LHA advise it would greatly aid response times to the LPA if all additional and outstanding information could be submitted by the Applicant to the LPA at one time. This will allow the LHA to provide a more detailed response and understand the impact of the proposed development on the local highway.

Date Received
26 March 2025

Case Officer
Ben Dutton

Reviewer
DH

Date issued
06 June 2025



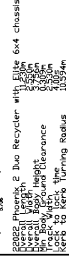
MEC
Consulting Group

APPENDICES



APPENDIX B

1. DO NOT SCALE THIS DRAWING.
2. SWEEP PATHS CARRIED OUT USING AUTOTRACK WITH VEHICLE SPEED OF 15kph.



REFUSE VEHICLE PROFILE

A	REFUSE LORRY TRACKING ADDED	DG	CH	AB
-	FIRST ISSUE	4W	DG	AB
REV:	AMENDMENTS:	DRN	CHK	APP
				DATE

PROJECT: BARLESTONE ROAD,
NEWBOLD VERDON

[illegible]

ACCESS TRACKING

CLIENT: **DAVIS WILSON HOMES EAST MIDLANDS**

DRAWING NUMBER: 24832 08 020 05

REVISION:	SHEET SIZE:	SCALE:
A	A3	1:500

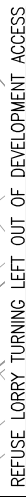
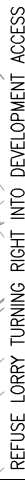
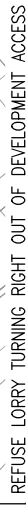
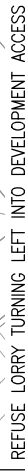
STATUS: **FOR INFORMATION / APPROVAL**

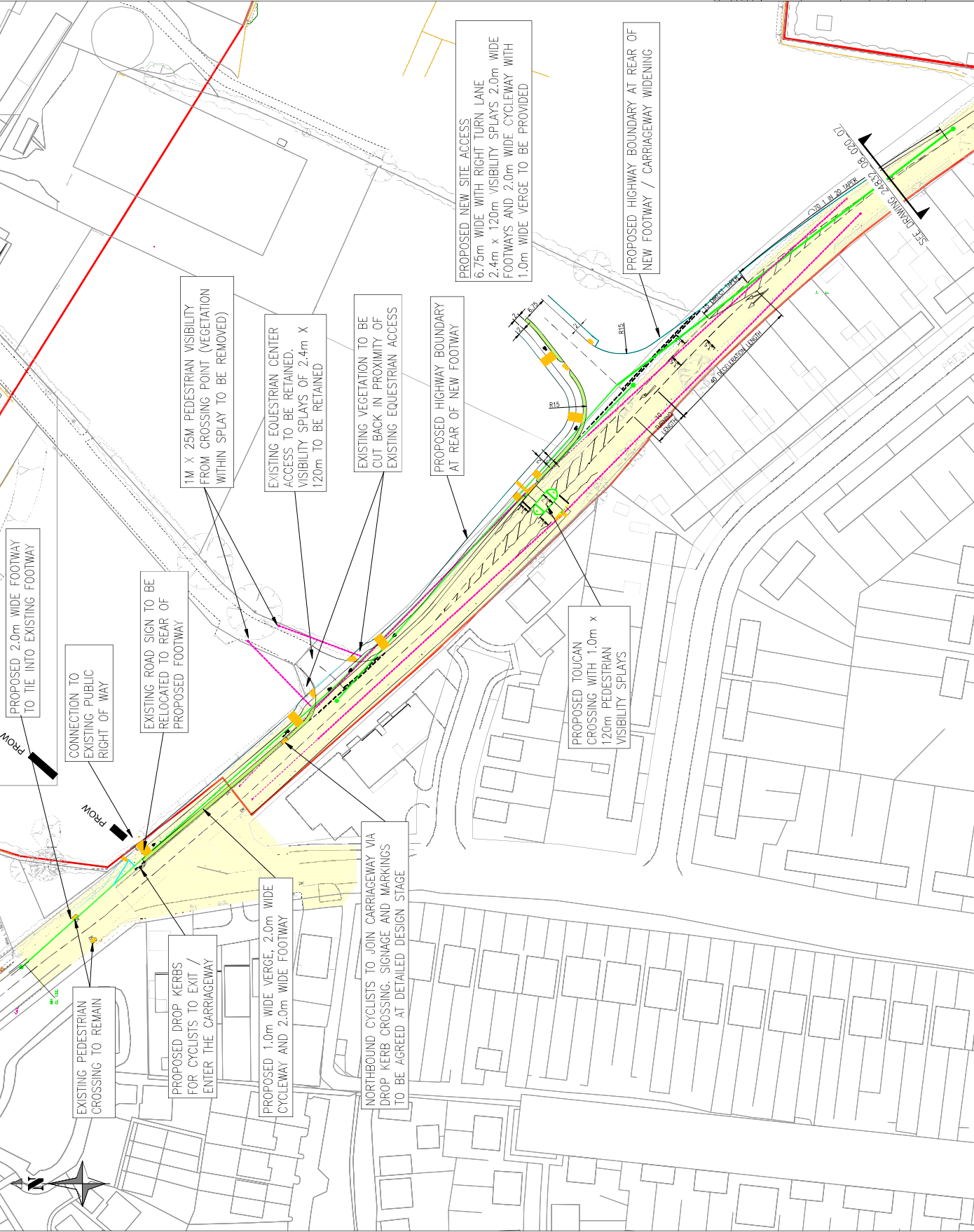
MEC

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ORDNANCE SURVEY © CROWN
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- NOTES:
- DO NOT SCALE THIS DRAWING.
 - VISIBILITY SPLAYS ON MEASURED 80MILE SPEEDS OF 42.5MPH (NORTHBOUND AND SOUTHBOUND)
- PEDESTRIAN VISIBILITY SPLAYS (1.0m x 120m)
 - JUNCTION VISIBILITY SPLAYS (2.4m x 120m) WITH 1m OFFSET
 - HIGHWAY BOUNDARY EXTENTS (APPROXIMATE) AS TAKEN FROM HIGHWAY RECORDS
 - PROPOSED LIMIT OF ADJUSTED HIGHWAY TO BE MAINTAINED BY LOC

1	PROJECT	BARLESTONE ROAD, NEWBOLD VERDON
2	CLIENT	DAVID WILSON HOMES EAST MIDLANDS
3	PROJECT NUMBER	24832_08_020_03
4	REVISION	E
5	DATE	24/08/2024
6	SCALE	1:500
7	STATUS	FOR INFORMATION / APPROVAL
8	FOR INFORMATION / APPROVAL	
9	MEC	MEC Consulting Group
10	MEC	MEC Consulting Group
11	MEC	MEC Consulting Group
12	MEC	MEC Consulting Group
13	MEC	MEC Consulting Group
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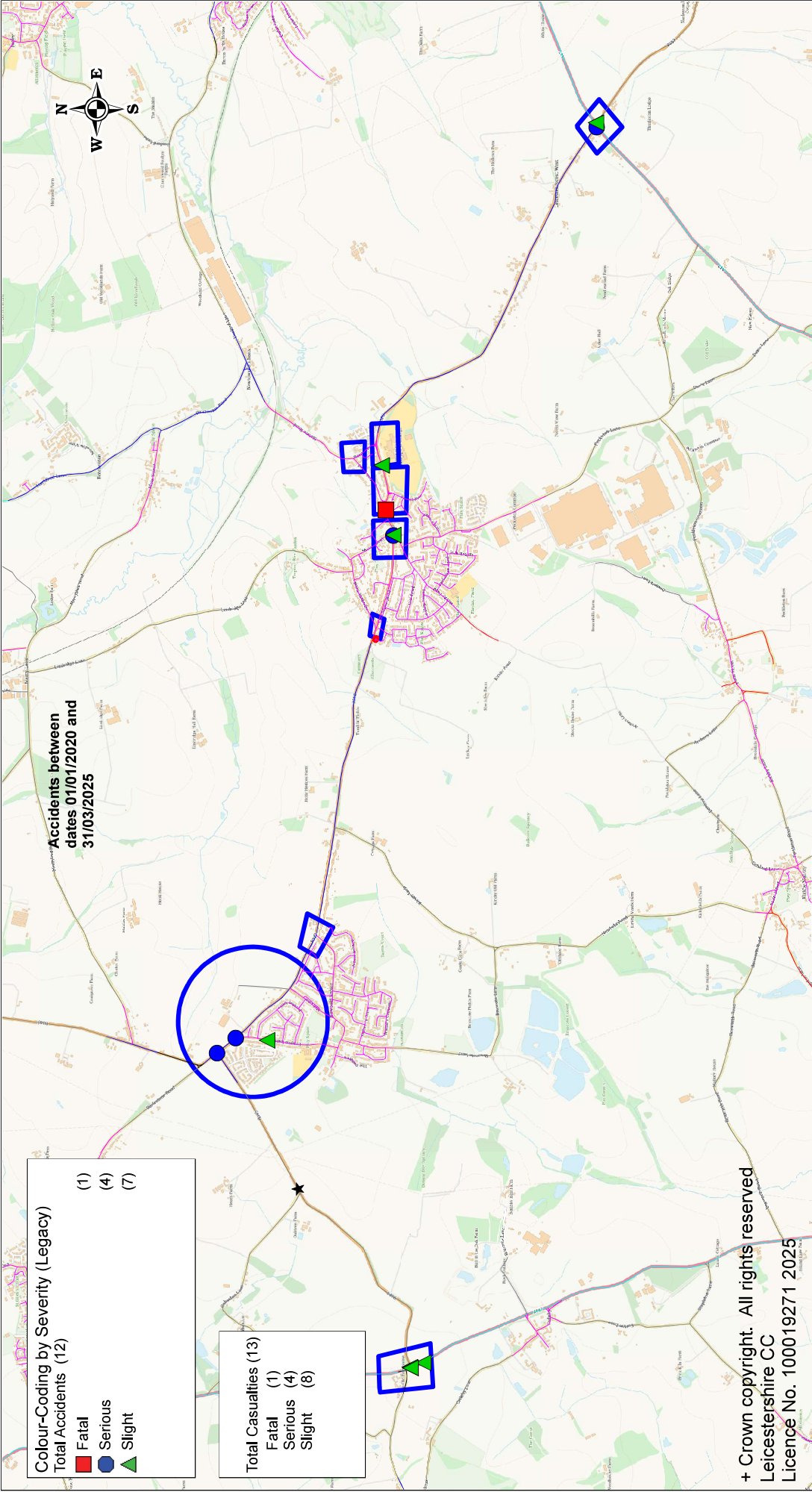


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APPENDICES



APPENDIX C



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SCALE

DATE

DRAWING No.

DRAWN BY

1 : 35430

09/06/2025

M-EC Newbold Verdon



Accidents between dates 01/01/2020 and 31/03/2025 (63) months

Selection: Notes:

; Refined using Accidents within selected Polygons (All polygons from table M-EC Newbold Verdon)

Selected Polygon:1. Site Access/BS82 Barlestone Road									
Police_ref	Date	Eastng	Northng	Weather	Road_cond	Visibility	Severity	Time	
202201101	19/12/2022	444490	304405	Fine without high winds	Dry	Day/light	Serious	1415	
Location: BS82 BARLESTON ROAD NEWBOLD VERDON JW DRAGON LANE.									

Vehicles:				
Type	Junct_Loecn	Manvres	Movef	Movef
Car	Entering main road	Turning right	S	SE
Car	Mid Junction - on roundabout or main road	Going ahead other	SE	NW

Casualties:				
Class	Severity			
Vehicle Passenger	Serious			

Police_ref	Date	Eastng	Northng	Weather	Road_cond	Visibility	Severity	Time
202300785	06/05/2023	444475	304195	Raining without high winds	Wet/Damp	Day/light	Slight	1610
Location: C5103 DRAGON LANE NEWBOLD VERDON EXACT LOCATION UNKNOWN..								

Vehicles:				
Type	Junct_Loecn	Manvres	Movef	Movef
Car	Not at or within 20M of Jct	Going ahead other	N	S

Casualties:				
Class	Severity			
Pedestrian	Slight			

Accidents between dates 01/01/2020 and 31/03/2025 (63) months

Selection: Notes:

; Refined using Accidents within selected Polygons (All polygons from table M-EC Newbold Verdon)

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202400714	06/08/2024	444390	304530	Fine without high winds	Wet/Damp	Day/light	Less serious	0720

Location: B582 BARLESTONE ROAD NEWBOLD VERON JW BOSWORTH LANE.

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Less serious

Selected Polygon:10. B582/Station Road

Accidents between dates 01/01/2020 and 31/03/2025 (63) months

Selection: Notes:

; Refined using Accidents within selected Polygons (All polygons from table M-EC Newbold Verdon)

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202100070	03/02/2021	448020	303400	Fine without high winds	Wet/Damp	Day/light	Fatal	0950

Location: B582 HIGH STREET DESFORD OUTSIDE NUMBER 62.

Vehicles:

Type	Junct_Loan	Manvres	Movef	Movet
Van / Goods 3.5 tonnes 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

Selected Polygon:11. B582/Barns Way

Accidents between dates 01/01/2020 and 31/03/2025 (63) months

Selection: Notes:

; Refined using Accidents within selected Polygons (All polygons from table M-EC Newbold Verdon)

Police_ref	Date	Eastng	Northng	Weather	Road_cond	Visibility	Severity	Time
202400284	04/03/2024	448320	303428	Fine without high winds	Frost/Ice	Day/light	Slight	0630

Location: B582 LEICESTER LANE DESFORD OUTSIDE BOSWORTH ACADEMY.

Vehicles:

Type	Junct_Loan	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

Selected Polygon:3. Bosworth Lane/Bosworth Road/A447

Police_ref	Date	Eastng	Northng	Weather	Road_cond	Visibility	Severity	Time
202100963	24/11/2021	442320	303150	Raining without high winds	Wet/Damp	Darkness: no street lighting	Slight	0600

Location: A447 ASHBY ROAD CADEBY S OF BULL IN THE OAK.

Vehicles:

Type	Junct_Loan	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Overtaking moving vehicle O/S	S	N
Van / Goods 3.5 tonnes mgw and under	Not at, or within 20M of Jct	Going ahead other	N	S

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2020 and 31/03/2025 (63) months

Selection: Notes:

; Refined using Accidents within selected Polygons (All polygons from table M-EC Newbold Verdon)

Police_ref	Date	Eastng	Northng	Weather	Road_cond	Visibility	Severity	Time
202301017	21/10/2023	442290	303240	Fine without high winds	Wet/Damp	Day/light	Slight	1300

Location: A447 ASHBY ROAD CADEBY JW BOSWORTH LANE.

Vehicles:

Type	Junct_Loan	Manvres	Movef	Movet
Car	Leaving main road	Turning right	S	E
Car	Leaving main road	Turning left	N	E

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Eastng	Northng	Weather	Road_cond	Visibility	Severity	Time
202400368	29/04/2024	442285	303235	Fine without high winds	Dry	Day/light	Slight	1130

Location: A447 BULL IN THE OAK CADEBT EXACT LOCATION NOT GIVEN.

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight

Selected Polygon:8. A47/BS82 Desford Crossroads

Accidents between dates 01/01/2020 and 31/03/2025 (63) months

Selection: Notes:

; Refined using Accidents within selected Polygons (All polygons from table M-EC Newbold Verdon)

Police_ref	Date	Eastng	Northng	Weather	Road_cond	Visibility	Severity	Time
202200892	20/10/2022	450580	301990	Raining without high winds	Wet/Damp	Day/light	Serious	1540

Location: A47 HINCKLEY ROAD THURLASTON AT DESFORD CROSSROADS.

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Serious

Police_ref	Date	Eastng	Northng	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_Loan	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

Selected Polygon:9. B582/Main Street/High Street

Accidents between dates 01/01/2020 and 31/03/2025 (63) months

Selection: Notes:

; Refined using Accidents within selected Polygons (All polygons from table M-EC Newbold Verdon)

Police_ref	Date	Eastng	Northng	Weather	Road_cond	Visibility	Severity	Time
202200536	30/06/2022	447850	303350	Fine without high winds	Dry	Day/light	Serious	1540

Location: B582 HIGH STREET DESFORD JW MAIN STREET.

Vehicles:

Type	Junct_Loen	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	Slight
Passenger	

Police_ref	Date	Eastng	Northng	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_Loen	Manvres	Movef	Movet
Car	Leaving roundabout	Turning right	E	N
Car	Entering roundabout	Going ahead	W	E

Casualties:

Class	Severity
Vehicle	Slight
Passenger	

Number of records in selection: 12



Accidents between dates: 01/01/2020 and 31/03/2025

Selection: ; Refined using Accidents within selected Polygons (All polygons from table M-EC Newbold Verdon)

Selected Polygon:1. Site Access/B582 Barlestone Road

Table 1 - Accidents by Month	2020	2021	2022	2023	2024	2025	Total
January	-	-	-	-	-	-	0
February	-	-	-	-	-	-	0
March	-	-	-	-	-	-	0
April	-	-	-	-	-	-	0
May	-	-	-	1	-	-	1
June	-	-	-	-	-	-	0
July	-	-	-	-	-	-	0
August	-	-	-	-	1	-	1
September	-	-	-	-	-	-	0
October	-	-	-	-	-	-	0
November	-	-	-	-	-	-	0
December	-	-	1	-	-	-	1
TOTAL	0	0	1	1	1	0	3

Table 2 - Casualties by Month	2020	2021	2022	2023	2024	2025	Total
January	-	-	-	-	-	-	0
February	-	-	-	-	-	-	0
March	-	-	-	-	-	-	0
April	-	-	-	-	-	-	0
May	-	-	-	1	-	-	1
June	-	-	-	-	-	-	0
July	-	-	-	-	-	-	0
August	-	-	-	-	1	-	1
September	-	-	-	-	-	-	0
October	-	-	-	-	-	-	0
November	-	-	-	-	-	-	0
December	-	-	1	-	-	-	1
TOTAL	0	0	1	1	1	0	3

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

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

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	1	0	0	1
TOTAL	0	0	0	1	0	0	1



Accidents between dates: 01/01/2020 and 31/03/2025

Selection: ; Refined using Accidents within selected Polygons (All polygons from table M-EC Newbold Verdon)

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

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

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	0	0	0
Slight	0	0	0	1	0	0	1
TOTAL	0	0	0	1	0	0	1

Table 10 - P2W 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	0	0	0	0
TOTAL	0	0	0	0	1	0	1

Selected Polygon:10. B582/Station Road

Table 1 - Accidents by Month	2020	2021	2022	2023	2024	2025	Total
January	-	-	-	-	-	-	0
February	-	1	-	-	-	-	1
March	-	-	-	-	-	-	0
April	-	-	-	-	-	-	0
May	-	-	-	-	-	-	0
June	-	-	-	-	-	-	0
July	-	-	-	-	-	-	0
August	-	-	-	-	-	-	0
September	-	-	-	-	-	-	0
October	-	-	-	-	-	-	0
November	-	-	-	-	-	-	0
December	-	-	-	-	-	-	0
TOTAL	0	1	0	0	0	0	1

Table 2 - Casualties by Month	2020	2021	2022	2023	2024	2025	Total
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Accidents between dates: 01/01/2020 and 31/03/2025

Selection: ; Refined using Accidents within selected Polygons (All polygons from table M-EC Newbold Verdon)

January	-	-	-	-	-	-	0
February	-	1	-	-	-	-	1
March	-	-	-	-	-	-	0
April	-	-	-	-	-	-	0
May	-	-	-	-	-	-	0
June	-	-	-	-	-	-	0
July	-	-	-	-	-	-	0
August	-	-	-	-	-	-	0
September	-	-	-	-	-	-	0
October	-	-	-	-	-	-	0
November	-	-	-	-	-	-	0
December	-	-	-	-	-	-	0
TOTAL	0	1	0	0	0	0	1

Table 3 - All 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	0	0	0	0	0
TOTAL	0	1	0	0	0	0	1

Table 4 - Casualties 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	0	0	0	0	0
TOTAL	0	1	0	0	0	0	1

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	0	0	0	0	0
TOTAL	0	1	0	0	0	0	1

Table 7 - Motor Vehicle Only 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 8 - 60 Plus 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	0	0	0	0	0
TOTAL	0	1	0	0	0	0	1



Accidents between dates: 01/01/2020 and 31/03/2025

Selection: ; Refined using Accidents within selected Polygons (All polygons from table M-EC Newbold Verdon)

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	0	0	0
Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0

Table 10 - P2W 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

Selected Polygon:11. B582/Barns Way

Table 1 - Accidents by Month	2020	2021	2022	2023	2024	2025	Total
January	-	-	-	-	-	-	0
February	-	-	-	-	-	-	0
March	-	-	-	-	1	-	1
April	-	-	-	-	-	-	0
May	-	-	-	-	-	-	0
June	-	-	-	-	-	-	0
July	-	-	-	-	-	-	0
August	-	-	-	-	-	-	0
September	-	-	-	-	-	-	0
October	-	-	-	-	-	-	0
November	-	-	-	-	-	-	0
December	-	-	-	-	-	-	0
TOTAL	0	0	0	0	1	0	1

Table 2 - Casualties by Month	2020	2021	2022	2023	2024	2025	Total
January	-	-	-	-	-	-	0
February	-	-	-	-	-	-	0
March	-	-	-	-	1	-	1
April	-	-	-	-	-	-	0
May	-	-	-	-	-	-	0
June	-	-	-	-	-	-	0
July	-	-	-	-	-	-	0
August	-	-	-	-	-	-	0
September	-	-	-	-	-	-	0
October	-	-	-	-	-	-	0
November	-	-	-	-	-	-	0
December	-	-	-	-	-	-	0
TOTAL	0	0	0	0	1	0	1

Table 3 - All 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	1	0	1
TOTAL	0	0	0	0	1	0	1



Accidents between dates: 01/01/2020 and 31/03/2025

Selection: ; Refined using Accidents within selected Polygons (All polygons from table M-EC Newbold Verdon)

Table 4 - Casualties 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	1	0	1
TOTAL	0	0	0	0	1	0	1

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	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 7 - Motor Vehicle Only 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	1	0	1
TOTAL	0	0	0	0	1	0	1

Table 8 - 60 Plus 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 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	0	0	0
Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0

Table 10 - P2W 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

Selected Polygon:3. Bosworth Lane/Bosworth Road/A447

Table 1 - Accidents by Month	2020	2021	2022	2023	2024	2025	Total
January	-	-	-	-	-	-	0



Accidents between dates: 01/01/2020 and 31/03/2025

Selection: ; Refined using Accidents within selected Polygons (All polygons from table M-EC Newbold Verdon)

February	-	-	-	-	-	-	0
March	-	-	-	-	-	-	0
April	-	-	-	-	1	-	1
May	-	-	-	-	-	-	0
June	-	-	-	-	-	-	0
July	-	-	-	-	-	-	0
August	-	-	-	-	-	-	0
September	-	-	-	-	-	-	0
October	-	-	-	1	-	-	1
November	-	1	-	-	-	-	1
December	-	-	-	-	-	-	0
TOTAL	0	1	0	1	1	0	3

Table 2 - Casualties by Month	2020	2021	2022	2023	2024	2025	Total
January	-	-	-	-	-	-	0
February	-	-	-	-	-	-	0
March	-	-	-	-	-	-	0
April	-	-	-	-	1	-	1
May	-	-	-	-	-	-	0
June	-	-	-	-	-	-	0
July	-	-	-	-	-	-	0
August	-	-	-	-	-	-	0
September	-	-	-	-	-	-	0
October	-	-	-	1	-	-	1
November	-	1	-	-	-	-	1
December	-	-	-	-	-	-	0
TOTAL	0	1	0	1	1	0	3

Table 3 - All 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	1	0	1	1	0	3
TOTAL	0	1	0	1	1	0	3

Table 4 - Casualties 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	1	0	1	1	0	3
TOTAL	0	1	0	1	1	0	3

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	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



Accidents between dates: 01/01/2020 and 31/03/2025

Selection: ; Refined using Accidents within selected Polygons (All polygons from table M-EC Newbold Verdon)

Table 7 - Motor Vehicle Only 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	1	0	1	1	0	3
TOTAL	0	1	0	1	1	0	3

Table 8 - 60 Plus 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	1	1	0	2
TOTAL	0	0	0	1	1	0	2

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	0	0	0
Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0

Table 10 - P2W 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

Selected Polygon:8. A47/B582 Desford Crossroads

Table 1 - Accidents by Month	2020	2021	2022	2023	2024	2025	Total
January	-	-	-	-	-	-	0
February	-	-	-	-	-	-	0
March	-	-	-	-	-	-	0
April	-	-	-	-	-	-	0
May	-	-	-	-	-	-	0
June	-	-	-	-	-	-	0
July	-	-	-	-	-	-	0
August	-	-	-	-	-	-	0
September	-	-	-	-	-	-	0
October	-	-	1	-	-	-	1
November	-	-	1	-	-	-	1
December	-	-	-	-	-	-	0
TOTAL	0	0	2	0	0	0	2

Table 2 - Casualties by Month	2020	2021	2022	2023	2024	2025	Total
January	-	-	-	-	-	-	0
February	-	-	-	-	-	-	0
March	-	-	-	-	-	-	0
April	-	-	-	-	-	-	0
May	-	-	-	-	-	-	0
June	-	-	-	-	-	-	0



Accidents between dates: 01/01/2020 and 31/03/2025

Selection: ; Refined using Accidents within selected Polygons (All polygons from table M-EC Newbold Verdon)

July	-	-	-	-	-	-	0
August	-	-	-	-	-	-	0
September	-	-	-	-	-	-	0
October	-	-	1	-	-	-	1
November	-	-	1	-	-	-	1
December	-	-	-	-	-	-	0
TOTAL	0	0	2	0	0	0	2

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

Table 4 - Casualties by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	1	0	0	0	1
Slight	0	0	1	0	0	0	1
TOTAL	0	0	2	0	0	0	2

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	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 7 - Motor Vehicle Only Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	1	0	0	0	1
Slight	0	0	1	0	0	0	1
TOTAL	0	0	2	0	0	0	2

Table 8 - 60 Plus 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 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	0	0	0



Accidents between dates: 01/01/2020 and 31/03/2025

Selection: ; Refined using Accidents within selected Polygons (All polygons from table M-EC Newbold Verdon)

Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0

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

Selected Polygon:9. B582/Main Street/High Street

Table 1 - Accidents by Month	2020	2021	2022	2023	2024	2025	Total
January	-	-	-	-	-	-	0
February	-	-	-	-	-	-	0
March	-	-	-	-	-	-	0
April	-	-	-	-	-	-	0
May	-	-	-	-	-	-	0
June	-	-	1	-	-	-	1
July	-	-	-	-	-	-	0
August	-	-	-	-	-	-	0
September	-	-	-	-	-	-	0
October	-	-	-	-	-	-	0
November	-	-	-	-	-	-	0
December	-	-	-	-	1	-	1
TOTAL	0	0	1	0	1	0	2

Table 2 - Casualties by Month	2020	2021	2022	2023	2024	2025	Total
January	-	-	-	-	-	-	0
February	-	-	-	-	-	-	0
March	-	-	-	-	-	-	0
April	-	-	-	-	-	-	0
May	-	-	-	-	-	-	0
June	-	-	2	-	-	-	2
July	-	-	-	-	-	-	0
August	-	-	-	-	-	-	0
September	-	-	-	-	-	-	0
October	-	-	-	-	-	-	0
November	-	-	-	-	-	-	0
December	-	-	-	-	1	-	1
TOTAL	0	0	2	0	1	0	3

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

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



Accidents between dates: 01/01/2020 and 31/03/2025

Selection: ; Refined using Accidents within selected Polygons (All polygons from table M-EC Newbold Verdon)

TOTAL	0	0	2	0	1	0	3
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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	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 7 - Motor Vehicle Only Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	1	0	0	0	1
Slight	0	0	0	0	1	0	1
TOTAL	0	0	1	0	1	0	2

Table 8 - 60 Plus 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 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	0	0	0
Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0

Table 10 - P2W 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

AccsMap Summary Report	
Accidents between dates:	01/01/2020 and 31/03/2025
Selection:	; Refined using Accidents within selected Polygons (All polygons from table M-EC Newbold Verdon)
Notes:	
Produced by:	Leicestershire County Council
Run on:	09/06/2025 02:36 PM

Police ref	Date	Day	Time	Severity	Escaping	Notifying	Vehicles	Casualties	Gas (F)	Gas (Se)	Gas (SI)	P2W	Cycles	Pedestrian	Children	60+	Weather	Visibility	Manoeuvre	Road Surface	Slid	RFEs	Vehicle	Location
Selected Polygon 1, Site Access B502 Barlestone Road																								
202201101	19/12/2022	Monday	1415	Serious		44480	30405	2	1	0	1	0	0	0	0	0	1	Fine without high winds	Light	Right turn	Dry	No	**Excluded**	B502 BARLESTON ROAD NEWBOLD VERNON JW DRAGON LANE.
202300785	09/05/2023	Saturday	1610	Slight		444475	304195	1	1	0	0	1	0	0	1	1	0	Raining without high wtn	Light	No turn	Wet/Damp	No	**Excluded**	C5103 DRAGON LANE NEWBOLD UNKNOWN. EXACT LOCATION
202400714	06/09/2024	Tuesday	0720	Less serious		444390	304530	2	1	0	0	1	0	0	0	0	0	Fine without high winds	Light	Right turn	Wet/Damp	Yes	**Excluded**	B502 BARLESTONE ROAD NEWBOLD VERNON JW BOWSWORTH LANE.
Selected Polygon 10, B502 Station Road																								
202100070	03/02/2021	Wednesday	0950	Fatal		448020	302400	2	1	1	0	0	0	1	0	0	1	Fine without high winds	Light	No turn	Wet/Damp	No	**Excluded**	B502 HIGH STREET DESFORD OUTSIDE NUMBER 62.
Selected Polygon 11, B502 Barns Way																								
202400284	04/03/2024	Monday	0830	Slight		449320	303428	2	1	0	0	1	0	0	0	0	0	Fine without high winds	Light	No turn	Frost/Ice	No	**Excluded**	B501 LEECHESTER LANE DESFORD OUTSIDE BOWSWORTH ACADEMY.
Selected Polygon 3, Bowsworth Lane/Bowsworth Road/A447																								
202100963	24/11/2021	Wednesday	0900	Slight		442320	303150	2	1	0	0	1	0	0	0	0	0	Raining without high wtn	Dark	No turn	Wet/Damp	Yes	**Excluded**	A447 ASHBY ROAD CADEBY'S OF BULL IN THE OAK.
202301017	21/10/2023	Saturday	1300	Slight		442290	303240	2	1	0	0	1	0	0	0	0	1	Fine without high winds	Light	Both left & right turn	Wet/Damp	No	**Excluded**	A447 ASHBY ROAD CADEBY JW A447 BULL IN THE OAK CADEBY
202400386	29/04/2024	Monday	1130	Slight		442285	303235	2	1	0	0	1	0	0	0	0	1	Fine without high winds	Light	No turn	Dry	No	**Excluded**	EXACT LOCATION NOT GIVEN.
Selected Polygon 8, A47/B502 Desford Crossroads																								
202200899	29/10/2022	Thursday	1540	Serious		450580	301980	2	1	0	1	0	1	0	0	0	0	Raining without high wtn	Light	Right turn	Wet/Damp	No	**Excluded**	A47 HINKLEY ROAD THURLASTON AT DESFORD CROSSROADS. EXACT LOCATION NOT GIVEN.
202201024	18/11/2022	Friday	2255	Slight		450610	301985	2	1	0	0	1	0	0	0	0	0	Other	Dark	No turn	Dry	No	**Excluded**	FOREST EAST JW DESFORD ROAD.
Selected Polygon 9, B502 Main Street/High Street																								
202200558	30/09/2022	Thursday	1540	Serious		447850	303350	2	2	0	0	1	1	0	0	0	0	Fine without high winds	Light	Right turn	Dry	No	**Excluded**	B502 HIGH STREET DESFORD JW MAIN STREET.
202401189	09/12/2024	Friday	1600	Slight		447853	303350	2	1	0	0	1	0	0	0	0	0	Fine without high winds	Dark	Right turn	Dry	No	**Excluded**	B502 HIGH STREET DESFORD JW MANOR ROAD.
Column Totals:																								
Slight: 7 Serious: 4 Fatal: 1								Gas: 13	Fat: 1	Ser: 8	Sh: 6	P2W: 2	Cycs: 1	Ped: 1	Child: 1	60+: 4	Light: 9 Dark: 3							
Total number of accidents listed: 12																								



MEC
Consulting Group

APPENDICES



APPENDIX D

B552/B585		2		3		4		5	
A B582 (SE) B B585 C B582 (NW)		A A447 (N) B B585 C A447 (S) D Bosworth Road		A447/B585/Bosworth Road A A447 (N) B B585 C A447 (S) D Bosworth Road		Newbold Road/B552/Lockyheed A Newbold Road B B585 (Manor Drive) C Lockyheed Drive D B582 (Hunts Lane)		B552/Dragon Lane A B552 (SE) B Dragon Lane C B552 (NW)	
Observed Counts (PCU)									
AM		PM		PM		PM		PM	
A 0 193 244 437 B 235 0 102 337 C 300 81 0 381 Total 535 274 346		A 0 210 340 550 B 267 0 103 370 C 276 117 0 393 Total 543 327 443		A 0 22 559 74 655 B 5 0 127 133 265 C 356 121 0 136 613 D 54 162 74 0 290 Total 415 305 760 343		A 0 26 2 10 38 B 30 0 29 342 401 C 11 52 0 11 74 D 10 560 5 0 575 Total 51 638 36 363		A 0 23 318 341 B 47 0 116 163 C 419 113 0 532 Total 466 136 434	
Furnished Matrices (PCU)									
2033 DN AM		2033 DN PM		2033 DN AM		2033 DN PM		2033 DN AM	
A 0 271 221 492 B 241 0 130 371 C 299 139 0 438 Total 545 410 340 Final R.A.D: 0.0%		A 0 332 403 595 B 267 0 140 405 C 312 155 0 472 Total 562 347 543 Final R.A.D: 0.1%		A 0 24 607 78 705 B 8 0 164 192 366 C 409 131 0 13 626 D 62 128 81 0 321 Total 476 333 852 367 Final R.A.D: 0.1%		A 0 31 3 24 58 B 30 0 25 342 415 C 21 37 25 32 74 D 33 638 7 0 678 Total 92 706 35 392 Final R.A.D: 0.9%		A 0 25 355 380 B 47 0 133 480 C 416 127 0 543 Total 463 152 488 Final R.A.D: 0.5%	
2033 DS AM		2033 DS PM		2033 DS AM		2033 DS PM		2033 DS AM	
A 0 252 313 565 B 241 0 130 371 C 220 111 0 431 Total 561 363 443 Final R.A.D: 0.1%		A 0 359 417 616 B 281 0 140 421 C 344 144 0 468 Total 622 343 557 Final R.A.D: 0.1%		A 0 24 611 70 705 B 8 0 177 161 346 C 410 138 0 15 681 D 62 138 81 0 322 Total 479 338 871 366 Final R.A.D: 0.1%		A 0 31 3 26 60 B 40 0 24 385 449 C 18 38 0 18 74 D 33 638 7 0 678 Total 91 722 35 429 Final R.A.D: 0.8%		A 0 27 428 455 B 43 0 136 179 C 432 125 0 557 Total 475 132 564 Final R.A.D: 0.1%	
2033 DSens AM		2033 DSens PM		2033 DSens AM		2033 DSens PM		2033 DSens AM	
A 0 260 329 589 B 240 0 143 383 C 316 137 0 433 Total 556 377 472 Final R.A.D: 0.0%		A 0 206 419 625 B 286 0 146 432 C 355 161 0 516 Total 641 367 565 Final R.A.D: 0.1%		A 0 25 616 83 724 B 8 0 171 181 360 C 423 127 0 135 685 D 74 198 85 0 557 Total 505 359 872 399 Final R.A.D: 0.1%		A 0 33 3 29 65 B 43 0 23 383 449 C 21 36 0 17 74 D 40 715 3 0 764 Total 104 784 35 429 Final R.A.D: 1.3%		A 0 25 432 457 B 47 0 153 200 C 430 123 0 553 Total 477 148 585 Final R.A.D: 0.2%	

Desford Crossroads									
Main Street/B552/High Street									
A47 (E)									
B552 (High)									
High Street									
B552 (Manor)									
Total									
Final R.A.D: 0.3%									
2033 DN AM									
2033 DN PM									
2033 DSens AM									
2033 DSens PM									
Total									
Final R.A.D: 0.3%									
2033 DN AM									
2033 DN PM									
2033 DSens AM									
2033 DSens PM									
Total									
Final R.A.D: 0.3%									
2033 DN AM									
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Total									
Final R.A.D: 0.3%									
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Final R.A.D: 0.3%									
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Total									
Final R.A.D: 0.3%									
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A						A						A						A						A						A					
B						B						B						B						B						B					
C						C						C						C						C						C					
Total						Total						Total						Total						Total						Total					
Final R.A.D: 0.5%						Final R.A.D: 0.5%						Final R.A.D: 0.5%						Final R.A.D: 0.5%						Final R.A.D: 0.5%						Final R.A.D: 0.5%					
2033 DSens AM						2033 DSens PM						2033 DSens PM						2033 DSens PM						2033 DSens PM						2033 DSens PM					
A						A						A						A						A						A					
B						B						B						B						B						B					
C						C						C						C						C						C					
Total						Total						Total						Total						Total						Total					
Final R.A.D: 0.5%						Final R.A.D: 0.5%						Final R.A.D: 0.5%						Final R.A.D: 0.5%						Final R.A.D: 0.5%						Final R.A.D: 0.5%					
2033 DSens AM						2033 DSens PM						2033 DSens PM						2033 DSens PM						2033 DSens PM						2033 DSens PM					
A						A						A						A						A						A					
B						B						B						B						B						B					
C						C						C						C						C						C					
Total						Total						Total						Total						Total						Total					
Final R.A.D: 0.5%						Final R.A.D: 0.5%						Final R.A.D: 0.5%						Final R.A.D: 0.5%						Final R.A.D: 0.5%						Final R.A.D: 0.5%					
2033 DSens AM						2033 DSens PM						2033 DSens PM						2033 DSens PM						2033 DSens PM						2033 DSens PM					
A						A						A						A						A						A					
B						B						B						B						B						B					
C						C						C						C						C						C					
Total						Total						Total						Total						Total						Total					
Final R.A.D: 0.5%						Final R.A.D: 0.5%						Final R.A.D: 0.5%						Final R.A.D: 0.5%						Final R.A.D: 0.5%						Final R.A.D: 0.5%					
2033 DSens AM						2033 DSens PM						2033 DSens PM						2033 DSens PM						2033 DSens PM						2033 DSens PM					
A						A						A						A						A						A					
B						B						B						B						B						B					
C						C						C						C						C						C					
Total						Total						Total						Total						Total						Total					
Final R.A.D: 0.5%						Final R.A.D: 0.5%						Final R.A.D: 0.5%						Final R.A.D: 0.5%						Final R.A.D: 0.5%						Final R.A.D: 0.5%					
2033 DSens AM						2033 DSens PM						2033 DSens PM						2033 DSens PM						2033 DSens PM						2033 DSens PM					
A						A						A						A						A						A					
B						B						B						B						B						B					
C						C						C						C						C						C					
Total						Total						Total						Total						Total						Total					
Final R.A.D: 0.5%						Final R.A.D: 0.5%						Final R.A.D: 0.5%						Final R.A.D: 0.5%						Final R.A.D: 0.5%						Final R.A.D: 0.5%					
2033 DSens AM						2033 DSens PM						2033 DSens PM						2033 DSens PM						2033 DSens PM						2033 DSens PM					
A						A						A						A						A						A					
B						B						B						B						B						B					
C						C						C						C						C						C					
Total						Total						Total						Total						Total						Total					
Final R.A.D: 0.5%						Final R.A.D: 0.5%						Final R.A.D: 0.5%						Final R.A.D: 0.5%						Final R.A.D: 0.5%						Final R.A.D: 0.5%					
2033 DSens AM						2033 DSens PM						2033 DSens PM						2033 DSens PM						2033 DSens PM						2033 DSens PM					
A						A						A						A						A						A					
B						B						B						B						B						B					
C						C						C						C						C						C					
Total						Total						Total						Total						Total						Total					
Final R.A.D: 0.5%						Final R.A.D: 0.5%						Final R.A.D: 0.5%						Final R.A.D: 0.5%						Final R.A.D: 0.5%						Final R.A.D: 0.5%					
2033 DSens AM						2033 DSens PM						2033 DSens PM						2033 DSens PM						2033 DSens PM						2033 DSens PM					
A						A						A						A						A						A					
B						B						B						B						B						B					
C						C						C						C						C						C					
Total						Total						Total						Total						Total						Total					
Final R.A.D: 0.5%						Final R.A.D: 0.5%						Final R.A.D: 0.5%						Final R.A.D: 0.5%						Final R.A.D: 0.5%						Final R.A.D: 0.5%					
2033 DSens AM						2033 DSens PM						2033 DSens PM						2033 DSens PM						2033 DSens PM						2033 DSens PM					
A						A						A						A						A						A					
B						B						B						B						B						B					
C						C						C						C						C						C					
Total						Total						Total						Total						Total						Total					
Final R.A.D: 0.5%						Final R.A.D: 0.5%						Final R.A.D: 0.5%						Final R.A.D: 0.5%</																	



MEC
Consulting Group

APPENDICES



APPENDIX E

Newbold Verdon
Tuesday 8th April 2025
Junction: 2
Approach: Barlestone Road North

Ahead to Barlestone Road (S)										Right to Bosworth Lane								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	44	12	2	0	1	59	61.0	0	0	12	5	1	0	0	18	18.5
07:15 - 07:30	0	0	77	12	3	2	0	94	98.1	0	0	12	10	1	0	0	23	23.5
07:30 - 07:45	0	0	82	11	1	0	2	96	98.5	0	1	25	7	0	1	0	34	34.7
07:45 - 08:00	0	0	75	8	4	0	2	89	93.0	0	0	19	3	1	3	0	26	30.4
Hourly Total	0	0	278	43	10	2	5	338	350.6	0	1	68	25	3	4	0	101	107.1
08:00 - 08:15	0	0	66	6	0	1	0	73	74.3	0	0	18	2	0	1	0	21	22.3
08:15 - 08:30	0	0	69	7	2	0	1	79	81.0	0	0	14	3	0	0	0	17	17.0
08:30 - 08:45	0	1	61	6	1	1	0	70	71.2	0	0	17	3	0	1	0	21	22.3
08:45 - 09:00	0	1	59	8	1	0	1	70	70.9	0	0	16	4	0	0	0	20	20.0
Hourly Total	0	2	255	27	4	2	2	292	297.4	0	0	65	12	0	2	0	79	81.6
09:00 - 09:15	0	0	39	11	0	0	0	50	50.0	0	0	12	9	0	0	0	21	21.0
09:15 - 09:30	0	0	44	4	1	0	0	49	49.5	0	0	9	6	2	1	0	18	20.3
09:30 - 09:45	0	1	43	5	1	0	0	50	49.9	0	0	10	3	3	2	0	18	22.1
09:45 - 10:00	0	0	32	9	1	0	0	42	42.5	0	0	9	3	0	0	0	12	12.0
Hourly Total	0	1	158	29	3	0	0	191	191.9	0	0	40	21	5	3	0	69	75.4
TOTAL	0	3	691	99	17	4	7	821	839.9	0	1	173	58	8	9	0	249	264.1
16:00 - 16:15	0	2	47	12	3	0	0	64	64.3	0	0	22	6	0	0	0	28	28.0
16:15 - 16:30	0	0	56	12	2	0	0	70	71.0	1	0	20	5	0	0	0	26	25.2
16:30 - 16:45	0	0	54	6	1	0	0	61	61.5	0	0	22	6	0	0	0	28	28.0
16:45 - 17:00	4	1	59	11	2	0	0	77	74.2	0	0	24	5	0	0	0	29	29.0
Hourly Total	4	3	216	41	8	0	0	272	271.0	1	0	88	22	0	0	0	111	110.2
17:00 - 17:15	0	0	68	13	1	0	0	82	82.5	0	1	34	1	3	0	0	39	39.9
17:15 - 17:30	0	1	57	5	1	0	0	64	63.9	0	0	26	8	1	0	0	35	35.5
17:30 - 17:45	0	0	57	7	0	0	1	65	66.0	0	1	15	5	0	0	0	21	20.4
17:45 - 18:00	0	1	51	10	0	0	0	62	61.4	0	0	16	2	0	0	0	18	18.0
Hourly Total	0	2	233	35	2	0	1	273	273.8	0	2	91	16	4	0	0	113	113.8
18:00 - 18:15	0	1	38	6	0	1	0	46	46.7	0	0	12	1	0	0	0	13	13.0
18:15 - 18:30	0	0	37	2	0	0	1	40	41.0	0	0	11	2	0	0	0	13	13.0
18:30 - 18:45	1	0	43	5	0	2	0	51	52.8	0	0	9	6	0	0	0	15	15.0
18:45 - 19:00	0	0	29	4	1	0	0	34	34.5	0	0	14	2	0	0	0	16	16.0
Hourly Total	1	1	147	17	1	3	1	171	175.0	0	0	46	11	0	0	0	57	57.0
TOTAL	5	6	596	93	11	3	2	716	719.8	1	2	225	49	4	0	0	281	281.0

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Left to Bosworth Lane										Ahead to Barlestone Road (N)								
TIME	CYCLE	M/CYCLE	CAR	LGW	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGW	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	36	7	1	0	0	44	44.5	0	1	16	9	0	1	0	27	27.7
07:15 - 07:30	1	0	45	15	0	0	1	62	62.2	0	0	26	9	1	1	0	37	38.8
07:30 - 07:45	0	0	63	10	2	0	0	75	76.0	0	0	45	11	3	1	0	60	62.8
07:45 - 08:00	0	1	40	10	1	0	0	52	51.9	0	0	44	6	1	2	0	53	56.1
Hourly Total	1	1	184	42	4	0	1	233	234.6	0	1	131	35	5	5	0	177	185.4
08:00 - 08:15	0	1	45	7	1	0	0	54	53.9	0	0	60	11	2	1	4	78	84.3
08:15 - 08:30	0	0	40	3	1	0	0	44	44.5	0	0	32	4	0	1	1	38	40.3
08:30 - 08:45	0	0	39	5	0	0	2	46	48.0	0	0	56	7	1	0	2	66	68.5
08:45 - 09:00	0	0	35	8	0	1	0	44	45.3	0	0	43	7	0	0	0	50	50.0
Hourly Total	0	1	159	23	2	1	2	188	191.7	0	0	191	29	3	2	7	232	243.1
09:00 - 09:15	0	0	28	3	3	0	1	35	37.5	0	0	35	5	3	1	1	45	48.8
09:15 - 09:30	0	6	31	5	0	0	0	42	38.4	0	0	34	5	4	0	0	43	45.0
09:30 - 09:45	0	0	38	5	2	0	1	46	48.0	2	0	25	4	2	0	0	33	32.4
09:45 - 10:00	0	1	38	3	1	0	0	43	42.9	0	0	39	4	2	1	0	46	48.3
Hourly Total	0	7	135	16	6	0	2	166	166.8	2	0	133	18	11	2	1	167	174.5
TOTAL	1	9	478	81	12	1	5	587	593.1	2	1	455	82	19	9	8	576	603.0
16:00 - 16:15	0	0	37	5	0	0	0	42	42.0	0	1	58	9	2	1	0	71	72.7
16:15 - 16:30	0	0	44	7	0	0	0	51	51.0	0	2	60	8	1	0	0	71	70.3
16:30 - 16:45	0	0	53	2	0	0	0	55	55.0	0	1	57	9	0	0	1	68	68.4
16:45 - 17:00	0	0	39	7	1	0	0	47	47.5	2	1	76	12	0	0	0	91	88.8
Hourly Total	0	0	173	21	1	0	0	195	195.5	2	5	251	38	3	1	1	301	300.2
17:00 - 17:15	0	0	52	4	1	0	1	58	59.5	0	1	72	7	1	0	0	81	80.9
17:15 - 17:30	0	1	41	7	0	0	0	49	48.4	1	0	70	8	3	1	0	83	85.0
17:30 - 17:45	0	0	49	1	0	1	0	51	52.3	0	0	79	9	0	0	0	88	88.0
17:45 - 18:00	0	0	43	6	0	0	0	49	49.0	0	2	74	7	0	0	0	83	81.8
Hourly Total	0	1	185	18	1	1	1	207	209.2	1	3	295	31	4	1	0	335	335.7
18:00 - 18:15	0	0	31	4	0	0	1	36	37.0	1	0	47	4	0	0	0	52	51.2
18:15 - 18:30	0	0	40	3	0	0	0	43	43.0	0	1	62	6	0	0	0	69	68.4
18:30 - 18:45	0	0	38	4	1	0	0	43	43.5	1	1	43	5	0	0	0	50	48.6
18:45 - 19:00	0	0	31	3	1	0	0	35	35.5	3	0	36	4	0	0	0	43	40.6
Hourly Total	0	0	140	14	2	0	1	157	159.0	5	2	188	19	0	0	0	214	208.8
TOTAL	0	1	498	53	4	1	2	559	563.7	8	10	734	88	7	2	1	850	844.7

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGW	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Newbold Verdon
Tuesday 8th April 2025
Junction: 2
Approach: Bosworth Lane

Left to Barlestone Road (N)										Right to Barlestone Road (S)									
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	
07:00 - 07:15	0	0	9	1	1	0	0	11	11.5	0	0	36	4	0	1	0	41	42.3	
07:15 - 07:30	0	0	19	6	0	0	0	25	25.0	0	0	33	5	3	0	0	41	42.5	
07:30 - 07:45	0	0	21	1	0	0	0	22	22.0	0	0	45	8	0	0	0	53	53.0	
07:45 - 08:00	0	1	25	3	1	0	0	30	29.9	0	0	39	4	2	0	0	45	46.0	
Hourly Total	0	1	74	11	2	0	0	88	88.4	0	0	153	21	5	1	0	180	183.8	
08:00 - 08:15	0	0	18	4	0	0	0	22	22.0	0	0	59	7	0	0	0	66	66.0	
08:15 - 08:30	0	0	28	5	2	0	0	35	36.0	0	0	50	7	2	0	0	59	60.0	
08:30 - 08:45	0	0	17	4	2	0	0	23	24.0	0	1	48	6	1	0	0	56	55.9	
08:45 - 09:00	0	0	10	4	1	1	0	16	17.8	0	0	41	4	2	1	0	48	50.3	
Hourly Total	0	0	73	17	5	1	0	96	99.8	0	1	198	24	5	1	0	229	232.2	
09:00 - 09:15	0	0	14	5	0	1	0	20	21.3	0	0	37	8	1	1	0	47	48.8	
09:15 - 09:30	1	0	7	2	0	0	0	10	9.2	0	0	25	7	1	0	0	33	33.5	
09:30 - 09:45	0	0	2	0	0	0	0	2	2.0	0	0	33	3	1	0	0	37	37.5	
09:45 - 10:00	0	0	12	0	0	0	0	12	12.0	0	0	25	7	0	0	0	32	32.0	
Hourly Total	1	0	35	7	0	1	0	44	44.5	0	0	120	25	3	1	0	149	151.8	
TOTAL	1	1	182	35	7	2	0	228	232.7	0	1	471	70	13	3	0	558	567.8	
16:00 - 16:15	0	0	15	6	0	0	0	21	21.0	1	1	49	9	3	0	0	63	63.1	
16:15 - 16:30	0	2	16	7	1	0	0	26	25.3	0	0	59	11	1	0	0	71	71.5	
16:30 - 16:45	0	0	12	4	0	0	0	16	16.0	0	0	45	18	0	0	0	63	63.0	
16:45 - 17:00	1	1	16	4	0	0	0	22	20.6	0	1	42	9	0	0	0	52	51.4	
Hourly Total	1	3	59	21	1	0	0	85	82.9	1	2	195	47	4	0	0	249	249.0	
17:00 - 17:15	0	0	23	3	0	0	0	26	26.0	1	0	67	5	1	0	0	74	73.7	
17:15 - 17:30	2	0	19	6	0	1	0	28	27.7	0	0	80	7	0	0	0	87	87.0	
17:30 - 17:45	0	0	26	4	0	0	0	30	30.0	0	0	44	8	0	0	0	52	52.0	
17:45 - 18:00	0	0	16	2	0	0	0	18	18.0	3	0	46	4	0	0	0	53	50.6	
Hourly Total	2	0	84	15	0	1	0	102	101.7	4	0	237	24	1	0	0	266	263.3	
18:00 - 18:15	0	0	14	3	0	0	0	17	17.0	0	0	30	2	0	0	0	32	32.0	
18:15 - 18:30	0	0	12	2	0	1	0	15	16.3	0	0	42	6	0	0	0	48	48.0	
18:30 - 18:45	0	0	14	0	0	0	0	14	14.0	0	0	35	1	0	0	0	36	36.0	
18:45 - 19:00	2	0	10	0	0	0	0	12	10.4	1	0	42	2	0	0	0	45	44.2	
Hourly Total	2	0	50	5	0	1	0	58	57.7	1	0	149	11	0	0	0	161	160.2	
TOTAL	5	3	193	41	1	2	0	245	242.3	6	2	581	82	5	0	0	676	672.5	

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

PCU Factors:				
CYCLE	0.2			
M/CYCLE	0.4			
CAR	1.0			
LGV	1.0			
OGV1	1.5			
OGV2	2.3			
BUS	2.0			

Left to Bosworth Lane										Ahead to A447 (S)										Right to Bosworth Road									
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs		
07:00 - 07:15	0	0	1	1	0	0	0	2	2.0	0	1	100	30	1	8	0	140	150.3	0	0	6	1	0	0	0	7	7.0		
07:15 - 07:30	0	0	6	0	0	0	0	6	6.0	0	3	94	21	2	4	0	124	128.4	0	0	7	1	0	0	0	8	8.0		
07:30 - 07:45	0	0	3	0	0	0	1	4	5.0	0	4	128	26	3	5	0	166	171.6	0	0	11	0	0	0	0	11	11.0		
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0	2	141	36	6	1	0	185	188.1	0	0	19	0	0	0	2	21	23.0		
Hourly Total	0	0	10	1	0	0	1	12	13.0	0	10	463	113	12	18	0	616	639.4	0	0	43	2	0	0	2	47	49.0		
08:00 - 08:15	0	0	5	2	1	0	0	8	8.5	0	0	106	25	3	3	0	137	142.4	0	0	31	2	0	0	1	34	35.0		
08:15 - 08:30	0	0	2	0	1	0	0	3	3.5	0	1	135	14	5	3	0	158	163.8	0	0	11	1	0	0	0	12	12.0		
08:30 - 08:45	0	0	1	0	0	0	0	1	1.0	0	2	111	17	4	1	0	135	137.1	0	0	12	1	0	0	0	13	13.0		
08:45 - 09:00	0	0	2	0	2	1	0	5	7.3	0	1	81	10	6	3	0	101	107.3	0	0	13	1	0	0	0	14	14.0		
Hourly Total	0	0	10	2	4	1	0	17	20.3	0	4	433	66	18	10	0	531	550.6	0	0	67	5	0	0	1	73	74.0		
09:00 - 09:15	0	0	3	0	1	0	0	4	4.5	0	1	65	14	2	1	0	83	84.7	0	0	13	0	0	0	0	13	13.0		
09:15 - 09:30	0	0	2	0	0	0	0	2	2.0	0	3	48	11	4	4	0	70	75.4	0	0	7	2	1	0	0	10	10.5		
09:30 - 09:45	0	0	2	0	0	0	0	2	2.0	0	0	47	6	5	4	0	62	69.7	0	0	8	4	0	0	0	12	12.0		
09:45 - 10:00	0	0	0	0	0	0	0	0	0.0	0	3	43	10	0	4	1	61	65.4	0	0	12	0	0	0	0	12	12.0		
Hourly Total	0	0	7	0	1	0	0	8	8.5	0	7	203	41	11	13	1	276	295.2	0	0	40	6	1	0	0	47	47.5		
TOTAL	0	0	27	3	5	1	1	37	41.8	0	21	1099	220	41	41	1	1423	1485.2	0	0	150	13	1	0	3	167	170.5		

16:00 - 16:15	0	0	3	0	0	0	0	3	3.0	0	3	66	23	1	2	0	95	96.3	0	0	13	0	0	0	0	13	13.0
16:15 - 16:30	0	0	1	1	0	0	0	2	2.0	0	2	77	25	3	0	0	107	107.3	0	0	12	4	0	0	0	16	16.0
16:30 - 16:45	0	0	3	0	0	0	0	3	3.0	0	1	92	16	2	1	0	112	113.7	0	0	13	0	0	0	0	13	13.0
16:45 - 17:00	0	0	5	1	0	0	0	6	6.0	0	1	103	17	1	0	0	122	121.9	0	0	16	0	0	0	0	16	16.0
Hourly Total	0	0	12	2	0	0	0	14	14.0	0	7	338	81	7	3	0	436	439.2	0	0	54	4	0	0	0	58	58.0
17:00 - 17:15	0	0	2	1	0	0	0	3	3.0	0	0	98	18	3	0	0	119	120.5	0	0	19	1	0	0	0	20	20.0
17:15 - 17:30	0	0	2	1	0	0	0	3	3.0	0	4	98	6	1	2	0	111	111.7	0	0	15	1	0	0	0	16	16.0
17:30 - 17:45	0	0	3	0	0	0	0	3	3.0	0	0	82	12	0	0	0	94	94.0	0	0	16	0	0	0	0	16	16.0
17:45 - 18:00	0	0	2	0	0	0	0	2	2.0	0	1	97	13	1	1	0	113	114.2	0	0	15	0	0	0	0	15	15.0
Hourly Total	0	0	9	2	0	0	0	11	11.0	0	5	375	49	5	3	0	437	440.4	0	0	65	2	0	0	0	67	67.0
18:00 - 18:15	0	0	0	0	0	0	0	0	0.0	0	1	85	6	1	2	0	95	97.5	0	0	10	2	0	0	0	12	12.0
18:15 - 18:30	0	0	2	0	0	0	0	2	2.0	0	1	59	5	0	1	0	66	66.7	0	0	14	0	0	0	0	14	14.0
18:30 - 18:45	0	0	3	0	0	0	0	3	3.0	0	1	53	8	1	1	0	64	65.2	0	0	11	2	0	0	0	13	13.0
18:45 - 19:00	0	0	1	0	0	0	0	1	1.0	0	0	55	2	0	0	0	57	57.0	0	0	13	0	0	0	0	13	13.0
Hourly Total	0	0	6	0	0	0	0	6	6.0	0	3	252	21	2	4	0	282	286.4	0	0	48	4	0	0	0	52	52.0
TOTAL	0	0	27	4	0	0	0	31	31.0	0	15	965	151	14	10	0	1155	1166.0	0	0	167	10	0	0	0	177	177.0

PCU Factors:					
CYCLE	0.2				
M/CYCLE	0.4				
CAR	1.0				
LGV	1.0				
OGV1	1.5				
OGV2	2.3				
BUS	2.0				

Left to A447 (S)															Ahead to Bosworth Road										Right to A447 (N)									
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs							
07:00 - 07:15	0	0	21	8	1	0	0	30	30.5	0	0	21	3	0	0	0	24	24.0	0	0	1	0	0	0	0	1	1.0							
07:15 - 07:30	0	0	21	8	0	0	0	29	29.0	0	0	27	7	3	0	1	38	40.5	0	0	2	0	0	0	0	2	2.0							
07:30 - 07:45	0	1	35	11	1	0	0	48	47.9	0	0	43	11	1	0	0	55	55.5	0	0	0	1	1	0	0	2	2.5							
07:45 - 08:00	0	0	37	6	3	3	0	49	54.4	0	1	41	9	0	0	0	51	50.4	0	0	1	0	0	0	0	1	1.0							
Hourly Total	0	1	114	33	5	3	0	156	161.8	0	1	132	30	4	0	1	168	170.4	0	0	4	1	1	0	0	6	6.5							
08:00 - 08:15	0	0	24	5	0	1	0	30	31.3	0	0	30	1	0	0	0	31	31.0	0	0	0	0	0	0	0	0	0.0							
08:15 - 08:30	0	0	25	2	1	0	0	28	28.5	0	1	37	2	0	0	0	40	39.4	0	0	0	1	0	0	0	1	1.0							
08:30 - 08:45	0	0	34	3	0	1	0	38	39.3	0	0	22	5	0	0	2	29	31.0	0	0	2	0	0	0	0	3	4.3							
08:45 - 09:00	0	0	22	6	0	0	0	28	28.0	0	0	24	5	0	1	0	30	31.3	0	0	0	0	0	0	0	0	0.0							
Hourly Total	0	0	105	16	1	2	0	124	127.1	0	1	113	13	0	1	2	130	132.7	0	0	2	1	0	1	0	4	5.3							
09:00 - 09:15	0	0	20	4	1	0	0	25	25.5	0	0	16	5	1	1	0	23	24.8	0	0	2	1	0	0	0	3	3.0							
09:15 - 09:30	0	0	23	8	0	1	1	33	35.3	0	6	25	2	0	0	0	33	29.4	0	0	0	0	0	0	0	1	1.0							
09:30 - 09:45	0	0	18	4	4	1	0	27	30.3	0	0	19	2	2	0	1	24	26.0	0	0	1	1	1	1	0	3	4.8							
09:45 - 10:00	0	0	16	4	0	0	0	20	20.0	0	0	0	0	0	0	0	34	34.0	0	0	1	1	1	0	0	3	3.5							
Hourly Total	0	0	77	20	5	2	1	105	111.1	0	6	93	10	3	1	1	114	114.2	0	0	4	3	2	1	0	10	12.3							
TOTAL	0	1	296	69	11	7	1	385	400.0	0	8	338	53	7	2	4	412	417.3	0	0	10	5	3	2	0	20	24.1							
16:00 - 16:15	0	0	26	5	0	1	0	32	33.3	0	0	29	2	0	0	0	31	31.0	0	1	1	0	0	0	0	2	1.4							
16:15 - 16:30	0	0	30	5	0	0	0	35	35.0	0	0	30	11	0	0	0	41	41.0	0	0	1	1	0	0	0	2	2.0							
16:30 - 16:45	1	0	23	4	0	0	0	28	27.2	0	0	30	4	0	0	0	34	34.0	0	0	1	0	0	0	0	1	1.0							
16:45 - 17:00	0	0	21	6	0	0	0	27	27.0	0	0	35	5	0	0	0	40	40.0	0	0	1	0	0	0	0	1	1.0							
Hourly Total	1	0	100	20	0	1	0	122	122.5	0	0	124	22	0	0	0	146	146.0	0	1	4	1	0	0	0	6	5.4							
17:00 - 17:15	1	0	29	6	1	0	0	37	36.7	0	0	34	2	1	0	0	37	37.5	0	0	0	0	2	0	0	2	3.0							
17:15 - 17:30	0	0	22	6	2	0	0	30	31.0	0	0	37	5	0	0	1	43	44.0	0	0	0	0	0	0	0	0	0.0							
17:30 - 17:45	0	0	28	7	0	1	0	36	37.3	0	0	42	3	0	0	0	45	45.0	0	0	3	0	0	0	0	3	3.0							
17:45 - 18:00	0	0	18	4	0	0	0	22	22.0	0	0	26	3	0	0	0	29	29.0	0	0	1	0	0	0	0	1	1.0							
Hourly Total	1	0	97	23	3	1	0	125	127.0	0	0	139	13	1	0	1	154	155.5	0	0	4	0	2	0	0	6	7.0							
18:00 - 18:15	0	0	18	2	0	0	0	20	20.0	0	0	24	3	0	0	1	28	29.0	0	0	1	0	0	0	0	1	1.0							
18:15 - 18:30	0	0	20	2	0	0	0	22	22.0	0	0	20	2	0	0	0	26	26.0	0	0	1	0	0	0	0	1	1.0							
18:30 - 18:45	0	0	20	3	0	0	0	23	23.0	0	0	20	3	0	0	0	23	23.0	0	0	0	0	1	0	0	1	1.5							
18:45 - 19:00	0	0	17	2	0	0	0	19	19.0	0	0	21	4	0	0	0	25	25.0	0	0	3	1	0	0	0	4	4.0							
Hourly Total	0	0	75	9	0	0	0	84	84.0	0	0	89	12	0	0	1	102	103.0	0	0	5	1	1	0	0	7	7.5							
TOTAL	2	0	272	52	3	2	0	331	333.5	0	0	352	47	1	0	2	402	404.5	0	1	13	2	3	0	0	19	19.9							

PCU Factors:				
CYCLE	0.2			
M/CYCLE	0.4			
CAR	1.0			
LGV	1.0			
OGV1	1.5			
OGV2	2.3			
BUS	2.0			

Left to Bosworth Road																	Ahead to A447 (N)										Right to Bosworth Lane									
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	Ahead to A447 (N)	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	13	3	2	0	0	18	19.0	0	0	45	13	4	5	0	67	76.5	0	0	13	3	2	0	0	18	19.0	0	0	13	3	2	0	0	18	19.0
07:15 - 07:30	0	0	18	3	0	0	0	21	21.0	0	0	59	15	2	2	0	78	81.6	0	0	18	7	2	0	0	27	28.0	0	0	18	7	2	0	0	27	28.0
07:30 - 07:45	0	0	22	1	0	0	0	23	23.0	0	0	66	17	1	2	0	86	89.1	0	0	20	4	0	0	0	24	24.0	0	0	20	4	0	0	0	24	24.0
07:45 - 08:00	0	0	24	2	0	0	0	26	26.0	0	0	82	17	2	4	0	105	111.2	0	1	26	7	0	0	1	35	35.4	0	1	26	7	0	0	1	35	35.4
Hourly Total	0	0	77	9	2	0	0	88	89.0	0	0	252	62	9	13	0	336	357.4	0	1	77	21	4	0	1	104	108.4	0	1	77	21	4	0	1	104	108.4
08:00 - 08:15	0	0	47	1	0	0	0	48	48.0	0	0	83	14	1	4	0	102	107.7	0	0	27	5	0	0	0	32	32.0	0	0	27	5	0	0	0	32	32.0
08:15 - 08:30	0	0	36	2	0	0	0	38	38.0	0	0	69	13	1	4	0	87	92.7	0	0	25	6	1	0	0	32	32.5	0	0	25	6	1	0	0	32	32.5
08:30 - 08:45	0	0	24	0	1	0	0	25	25.5	0	0	62	12	2	2	0	78	81.6	0	0	13	7	1	0	0	21	21.5	0	0	13	7	1	0	0	21	21.5
08:45 - 09:00	0	0	22	5	1	0	0	24	24.0	0	0	54	9	1	5	0	69	76.0	0	0	21	7	2	1	0	31	33.3	0	0	21	7	2	1	0	31	33.3
Hourly Total	0	0	129	5	1	0	0	135	135.5	0	0	268	48	5	15	0	336	358.0	0	0	86	25	4	1	0	116	119.3	0	0	86	25	4	1	0	116	119.3
09:00 - 09:15	0	0	17	4	1	0	0	22	22.5	0	3	53	18	6	2	0	82	85.8	0	0	19	5	0	0	1	25	26.3	0	0	19	5	0	0	1	25	26.3
09:15 - 09:30	0	0	22	2	0	0	0	24	24.0	0	0	43	9	4	1	0	57	60.3	0	0	11	3	0	0	0	14	14.0	0	0	11	3	0	0	0	14	14.0
09:30 - 09:45	0	2	18	2	1	0	0	23	22.3	0	1	43	12	1	5	0	62	68.4	0	0	12	3	0	0	0	15	15.0	0	0	12	3	0	0	0	15	15.0
09:45 - 10:00	0	19	1	0	0	0	0	20	8.6	0	0	56	7	0	4	0	67	72.2	0	0	15	4	1	0	0	20	20.5	0	0	15	4	1	0	0	20	20.5
Hourly Total	0	21	58	8	2	0	0	89	77.4	0	4	195	46	11	12	0	258	286.7	0	0	57	15	1	1	0	74	75.8	0	0	57	15	1	1	0	74	75.8
TOTAL	0	21	264	22	5	0	0	312	301.9	0	4	715	156	25	40	0	940	1002.1	0	1	220	61	9	2	1	294	301.5	0	0	220	61	9	2	1	294	301.5
16:00 - 16:15	0	0	37	1	0	0	0	38	38.0	1	1	76	12	0	1	0	91	90.9	0	0	39	8	3	0	0	50	51.5	0	0	39	8	3	0	0	50	51.5
16:15 - 16:30	0	0	22	1	0	0	0	23	23.0	0	3	82	10	1	4	0	100	103.9	0	2	30	9	1	0	0	42	41.3	0	0	30	9	1	0	0	42	41.3
16:30 - 16:45	1	0	32	4	0	0	0	37	36.2	0	1	79	18	1	0	0	99	98.9	0	0	32	16	0	0	0	48	48.0	0	0	32	16	0	0	0	48	48.0
16:45 - 17:00	0	0	22	3	0	0	0	25	25.0	0	1	107	14	0	2	0	126	126.6	0	1	34	2	0	0	0	37	36.4	0	0	34	2	0	0	0	37	36.4
Hourly Total	1	0	113	9	0	0	0	123	122.2	2	7	344	54	2	7	0	416	420.3	0	3	135	35	4	0	0	177	177.2	0	0	135	35	4	0	0	177	177.2
17:00 - 17:15	0	0	31	2	0	0	0	33	33.0	0	2	113	16	1	0	0	132	131.3	0	0	45	4	0	0	0	49	49.0	0	0	45	4	0	0	0	49	49.0
17:15 - 17:30	0	0	33	0	0	0	0	33	33.0	0	2	134	13	0	0	0	149	147.8	0	0	46	5	1	0	0	52	52.5	0	0	46	5	1	0	0	52	52.5
17:30 - 17:45	0	0	30	2	0	0	0	32	32.0	1	4	115	10	2	1	0	133	132.1	0	0	37	8	0	0	0	45	45.0	0	0	37	8	0	0	0	45	45.0
17:45 - 18:00	0	1	25	3	0	0	0	29	28.4	0	1	76	9	1	0	0	87	86.9	0	0	17	5	0	0	0	22	22.0	0	0	17	5	0	0	0	22	22.0
Hourly Total	0	1	119	7	0	0	0	127	126.4	1	9	438	48	4	1	0	501	498.1	0	0	145	22	1	0	0	168	168.5	0	0	145	22	1	0	0	168	168.5
18:00 - 18:15	0	0	22	2	0	0	0	24	24.0	1	2	68	8	0	0	0	79	77.0	0	0	21	6	0	0	0	27	27.0	0	0	21	6	0	0	0	27	27.0
18:15 - 18:30	0	0	18	0	0	0	0	18	18.0	0	1	83	4	0	0	0	88	87.4	0	0	26	2	0	0	0	29	30.3	0	0	26	2	0	0	0	29	30.3
18:30 - 18:45	0	0	21	1	0	0	0	22	22.0	0	0	59	5	0	2	0	66	68.6	0	0	18	1	0	0	0	19	19.0	0	0	18	1	0	0	0	19	19.0
18:45 - 19:00	0	0	13	2	0	0	0	15	15.0	0	1	41	1	0	0	1	44	44.4	0	0	21	4	0	0	0	25	25.0	0	0	21	4	0	0	0	25	25.0
Hourly Total	0	0	74	5	0	0	0	79	79.0	1	4	251	18	0	2	1	277	277.4	0	0	86	13	0	1	0	100	101.3	0	0	86	13	0	1	0	100	101.3
TOTAL	1	1	306	21	0	0	0	329	327.6	4	20	1033	120	6	10	1	1194	1195.8	0	3	366	70	5	1	1	445	447.0	0	0	366	70	5	1	1	445	447.0

PCU Factors:					
CYCLE	0.2				
M/CYCLE	0.4				
CAR	1.0				
LGV	1.0				
OGV1	1.5				
OGV2	2.3				
BUS	2.0				

TIME	Left to A447 (N)						Ahead to Bosworth Lane						Right to A447 (S)														
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUis	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUis	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCU
07:00 - 07:15	0	0	1	4	0	0	0	5	5.0	0	0	29	3	1	0	0	33	33.5	0	1	7	0	0	0	0	8	7.4
07:15 - 07:30	0	0	8	2	0	0	0	10	10.0	0	0	27	3	1	0	0	31	31.5	0	0	8	4	0	0	0	12	12.0
07:30 - 07:45	0	0	10	0	0	0	1	11	12.0	0	0	25	5	0	0	0	30	30.0	0	0	14	1	0	0	0	15	15.0
07:45 - 08:00	0	0	10	1	0	0	0	11	11.0	0	0	32	6	1	0	0	39	39.5	0	0	12	5	1	1	0	19	20.8
Hourly Total	0	0	29	7	0	0	1	37	38.0	0	0	113	17	3	0	0	133	134.5	0	1	41	10	1	1	0	54	55.2
08:00 - 08:15	0	0	9	0	0	0	1	10	11.0	0	0	39	3	1	0	0	43	43.5	0	0	13	1	0	0	0	14	14.0
08:15 - 08:30	0	0	15	0	0	0	2	17	19.0	0	0	43	5	1	0	0	49	49.5	0	0	14	0	0	0	0	14	14.0
08:30 - 08:45	0	0	8	0	0	0	0	8	8.0	0	0	32	5	0	0	0	37	37.0	0	0	24	0	0	0	0	24	24.0
08:45 - 09:00	0	0	14	0	0	0	1	15	16.0	0	0	29	2	0	0	0	31	31.0	0	0	17	3	0	0	1	21	22.0
Hourly Total	0	0	46	0	0	0	4	50	54.0	0	0	143	15	2	0	0	160	161.0	0	0	68	4	0	0	1	73	74.0
09:00 - 09:15	0	0	8	2	0	0	0	10	10.0	0	0	26	5	1	0	0	32	32.5	0	0	16	1	1	0	0	18	18.5
09:15 - 09:30	0	0	11	1	0	0	0	12	12.0	0	0	16	7	0	0	0	23	23.0	0	0	21	3	0	0	0	24	24.0
09:30 - 09:45	0	0	8	3	0	0	0	11	11.0	0	0	19	4	0	0	0	23	23.0	0	5	18	0	0	0	0	23	20.0
09:45 - 10:00	0	0	6	2	0	0	0	8	8.0	0	0	23	2	0	0	0	25	25.0	0	3	20	1	0	0	1	25	24.2
Hourly Total	0	0	33	8	0	0	0	41	41.0	0	0	84	18	1	0	0	103	103.5	0	8	75	5	1	0	1	90	86.7
TOTAL	0	0	108	15	0	0	5	128	133.0	0	0	340	50	6	0	0	396	399.0	0	9	184	19	2	1	2	217	215.9
16:00 - 16:15	0	1	11	1	0	0	0	13	12.4	0	1	32	8	0	0	0	41	40.4	0	1	23	3	0	0	0	27	26.4
16:15 - 16:30	0	0	16	0	0	0	0	16	16.0	0	0	35	7	0	0	0	42	42.0	0	0	19	2	0	0	0	21	21.0
16:30 - 16:45	0	0	12	0	0	0	0	12	12.0	0	0	21	6	0	0	0	27	27.0	0	0	18	2	0	0	0	20	20.0
16:45 - 17:00	0	0	6	0	0	0	0	6	6.0	0	0	30	6	0	0	0	36	36.0	0	0	13	1	0	0	0	14	14.0
Hourly Total	0	1	45	1	0	0	0	47	46.4	0	1	118	27	0	0	0	146	145.4	0	1	73	8	0	0	0	82	81.4
17:00 - 17:15	0	0	13	0	0	0	0	13	13.0	0	0	36	3	1	0	0	40	40.5	0	0	28	1	0	0	0	29	28.0
17:15 - 17:30	0	0	13	0	0	0	0	13	13.0	0	0	46	4	0	0	0	50	50.0	0	0	22	1	0	0	0	23	23.0
17:30 - 17:45	0	0	21	1	0	0	1	23	24.0	0	0	31	2	0	0	0	33	33.0	0	0	23	5	0	0	1	29	30.0
17:45 - 18:00	0	0	10	1	0	0	0	12	12.5	0	0	31	0	0	0	0	31	31.0	0	0	16	2	0	0	0	18	18.0
Hourly Total	0	0	57	2	1	0	1	61	62.5	0	0	144	9	1	0	0	154	154.5	0	0	89	9	0	0	1	99	100.0
18:00 - 18:15	0	0	7	0	0	0	0	7	7.0	0	0	21	2	0	0	0	23	23.0	0	0	17	3	0	0	0	20	20.0
18:15 - 18:30	0	0	17	0	0	0	1	18	19.0	0	0	25	3	1	0	0	29	29.5	0	0	15	4	0	0	0	19	19.0
18:30 - 18:45	0	0	21	0	0	0	0	21	21.0	2	0	27	0	0	0	0	29	27.4	0	0	19	1	0	0	0	20	20.0
18:45 - 19:00	0	0	8	1	0	0	0	9	9.0	0	0	16	2	0	0	0	18	18.0	0	0	13	0	1	0	0	14	14.5
Hourly Total	0	0	53	1	0	0	1	55	56.0	2	0	89	7	1	0	0	99	97.9	0	0	64	8	1	0	0	73	73.5
TOTAL	0	1	155	4	1	0	2	163	164.9	2	1	351	43	2	0	0	399	397.8	0	1	226	25	1	0	1	254	254.9

TIME	Left to Manor Road						Ahead to Lockymead Drive						Right to Hunts Lane						PCU Factors:								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	5	0	0	0	0	5	5.0	0	0	0	0	0	0	0	0	0.0	0	0	0	1	0	0	0	1	1.0
07:30 - 07:45	0	0	8	0	0	0	0	8	8.0	0	0	0	0	0	0	0	0	0.0	0	0	0	1	1	0	0	2	2.0
07:45 - 08:00	0	0	5	1	0	0	0	6	6.0	0	0	0	0	0	0	0	0	0.0	0	0	0	5	1	0	0	6	6.0
Hourly Total	0	0	19	1	0	0	0	20	20.0	0	0	0	0	0	0	0	0	0.0	0	0	0	6	3	0	0	9	9.0
08:00 - 08:15	0	0	5	2	0	0	0	7	7.0	0	0	1	0	0	0	0	1	1.0	0	0	0	4	0	0	0	4	4.0
08:15 - 08:30	0	0	4	1	0	0	0	5	5.0	0	0	1	0	0	0	0	0	0.0	0	0	0	4	0	0	0	4	4.0
08:30 - 08:45	0	0	8	1	0	0	0	9	9.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
08:45 - 09:00	0	0	3	0	1	0	0	4	4.5	0	0	0	0	0	0	0	0	0.0	0	0	0	2	0	0	0	2	2.0
Hourly Total	0	0	20	4	1	0	0	25	25.5	0	0	2	0	0	0	0	2	2.0	0	0	0	8	2	0	0	10	10.0
09:00 - 09:15	0	0	3	2	0	0	0	5	5.0	0	0	3	0	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0.0
09:15 - 09:30	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0	0	0	0	2	0	0	0	2	2.0
09:30 - 09:45	0	0	2	0	1	0	0	3	3.5	0	0	0	0	0	0	0	0	0.0	0	0	0	3	0	0	0	3	3.0
09:45 - 10:00	0	0	7	0	1	0	0	8	8.5	1	0	0	0	0	0	0	1	0.2	0	0	0	3	1	1	0	5	5.5
Hourly Total	0	0	14	2	2	0	0	18	19.0	1	0	3	0	0	0	0	4	3.2	0	0	0	8	1	1	0	10	10.5
TOTAL	0	0	63	7	3	0	0	63	64.5	1	0	5	0	0	0	0	6	5.2	0	0	22	6	1	0	0	29	29.5
16:00 - 16:15	0	0	4	0	0	0	0	4	4.0	0	0	3	1	0	0	0	4	4.0	0	0	4	0	0	0	0	4	4.0
16:15 - 16:30	0	0	5	0	0	0	0	5	5.0	0	0	0	0	0	0	0	0	0.0	0	0	3	1	0	0	0	4	4.0
16:30 - 16:45	0	1	9	0	0	0	0	10	9.4	0	0	1	1	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	0	4	0	0	0	0	4	4.0	0	0	0	0	0	0	0	1	1.0	0	0	2	0	1	0	0	3	3.5
Hourly Total	0	1	22	0	0	0	0	23	22.4	0	0	5	2	0	0	0	7	7.0	0	0	9	1	1	0	0	11	11.5
17:00 - 17:15	0	0	10	0	0	0	0	10	10.0	0	0	2	1	0	0	0	3	3.0	0	0	2	0	0	0	0	2	2.0
17:15 - 17:30	0	0	8	0	0	0	0	8	8.0	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	6	0	0	0	0	6	6.0	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0
17:45 - 18:00	0	0	5	1	0	0	0	6	6.0	0	0	1	0	0	0	0	1	1.0	0	0	3	0	0	0	0	3	3.0
Hourly Total	0	0	29	1	0	0	0	30	30.0	0	0	5	1	0	0	0	6	6.0	0	0	6	0	0	0	0	6	6.0
18:00 - 18:15	0	1	3	0	0	0	0	4	3.4	0	0	0	0	0	0	0	0	0.0	0	0	2	0	1	0	0	3	3.5
18:15 - 18:30	0	0	5	0	0	0	0	5	5.0	0	0	0	0	0	0	0	0	0.0	0	1	4	0	0	0	0	5	4.4
18:30 - 18:45	0	0	2	0	0	0	0	2	2.0	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	2	2.0
18:45 - 19:00	0	0	4	0	0	0	0	4	4.0	0	0	0	0	0	0	0	0	0.0	0	0	4	0	0	0	0	4	4.0
Hourly Total	0	1	14	0	0	0	0	15	14.4	0	0	2	0	0	0	0	2	2.0	0	1	12	0	1	0	0	14	13.9
TOTAL	0	2	65	1	0	0	0	68	66.8	0	0	12	3	0	0	0	15	15.0	0	1	27	1	2	0	0	31	31.4

PCU Factors:					
CYCLE	0.2				
M/CYCLE	0.4				
CAR	1.0				
LGV	1.0				
OGV1	1.5				
OGV2	2.3				
BUS	2.0				

TIME	Left to Lockeymead Drive						Ahead to Hunts Lane						Right to Newbold Road					
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	
07:00 - 07:15	0	0	2	0	0	0	0	2	2.0	1	49	15	4	2	1	73	77.2	1.0
07:15 - 07:30	0	0	1	0	0	0	0	1	1.0	0	65	17	1	1	0	84	85.8	0.2
07:30 - 07:45	0	0	7	0	0	0	0	7	7.0	0	69	16	3	1	0	89	91.8	0.4
07:45 - 08:00	0	0	1	0	0	0	0	1	1.0	0	69	13	2	0	0	89	94.0	1.0
Hourly Total	0	0	11	0	0	0	0	11	11.0	1	282	61	10	6	3	335	348.8	3.0
08:00 - 08:15	0	0	5	1	0	0	0	6	6.0	0	74	11	2	0	0	88	90.0	1.5
08:15 - 08:30	0	0	4	0	0	0	0	4	4.0	0	69	9	0	1	2	81	84.3	2.3
08:30 - 08:45	0	0	5	1	0	0	0	6	6.0	0	79	10	1	1	2	93	96.8	2.0
08:45 - 09:00	0	0	13	0	0	0	0	13	13.0	0	53	12	1	1	0	68	69.2	8.0
Hourly Total	0	0	27	2	0	0	0	29	29.0	0	275	42	4	3	5	330	340.3	28.5
09:00 - 09:15	0	0	5	1	0	0	0	6	6.0	0	52	13	4	1	2	78	79.7	5.0
09:15 - 09:30	0	0	3	0	0	0	0	3	3.0	0	64	6	3	0	0	73	74.5	2.5
09:30 - 09:45	0	0	3	0	0	0	0	3	3.0	0	47	7	4	1	1	60	64.3	1.0
09:45 - 10:00	0	0	4	0	0	0	0	4	4.0	1	62	9	2	1	0	76	76.9	2.0
Hourly Total	0	0	15	1	0	0	0	16	16.0	1	225	35	13	3	3	287	295.4	10.5
TOTAL	0	0	53	3	0	0	0	56	56.0	2	752	138	27	12	11	952	984.5	47.5
16:00 - 16:15	0	0	10	0	0	0	0	10	10.0	0	113	18	0	2	0	135	136.4	6.5
16:15 - 16:30	0	0	14	1	1	0	0	16	16.5	0	103	15	0	0	1	122	121.2	2.0
16:30 - 16:45	0	0	7	0	0	0	0	7	7.0	0	117	12	0	0	0	130	129.4	3.0
16:45 - 17:00	0	0	15	2	0	0	0	17	17.0	2	121	11	0	0	0	137	133.6	1.0
Hourly Total	0	0	46	3	1	0	0	50	50.5	2	454	56	0	2	1	524	520.6	12.5
17:00 - 17:15	0	0	10	2	0	0	0	12	12.0	1	124	13	1	0	1	140	140.7	6.0
17:15 - 17:30	0	0	21	1	0	0	0	22	22.0	0	106	12	1	1	0	121	122.2	5.0
17:30 - 17:45	0	0	11	2	0	0	0	13	13.0	0	125	9	0	1	0	135	136.3	4.0
17:45 - 18:00	0	0	13	1	1	0	0	15	15.5	0	108	6	0	0	1	118	117.2	5.0
Hourly Total	0	0	55	6	1	0	0	62	62.5	1	483	40	2	2	2	514	516.4	20.0
18:00 - 18:15	0	0	9	0	0	0	0	9	9.0	0	68	6	0	0	0	74	74.0	4.0
18:15 - 18:30	0	0	9	3	0	0	0	12	12.0	1	97	9	0	0	0	110	107.4	1.4
18:30 - 18:45	0	0	13	2	0	0	0	15	15.0	0	72	5	2	0	0	79	80.0	0.0
18:45 - 19:00	0	0	7	0	0	0	0	7	7.0	0	68	8	0	0	1	77	78.0	5.0
Hourly Total	0	0	38	5	0	0	0	43	43.0	1	305	28	2	0	1	340	339.4	10.4
TOTAL	0	0	139	14	2	0	0	155	156.0	4	1222	124	4	4	4	1378	1376.4	42.9

TIME	Left to Hunts Lane					Ahead to Newbold Road					Right to Manor Road					PCU Factors:											
	CYCLE	M/CYCLE	CAR	LGV	OGV1	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	
07:00 - 07:15	0	0	2	1	1	0	4	4.5	0	0	0	1	0	0	0	1	1.0	0	0	10	1	0	0	0	0	11	11.0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0	0	0	13	1	0	0	0	0	15	14.4
07:30 - 07:45	0	0	7	1	0	0	8	8.0	0	0	0	0	0	0	0	0	0.0	0	0	12	2	0	0	0	0	14	14.0
07:45 - 08:00	0	0	2	0	0	0	2	2.0	0	0	4	1	0	0	0	5	5.0	0	0	16	0	0	0	0	0	16	16.0
Hourly Total	0	0	11	2	1	0	14	14.5	0	0	6	1	0	0	0	7	7.0	0	1	51	4	0	0	0	0	56	55.4
08:00 - 08:15	0	0	2	0	0	0	2	2.0	0	0	1	0	0	0	0	1	1.0	0	0	15	1	0	0	0	0	16	16.0
08:15 - 08:30	0	0	2	0	0	0	2	2.0	0	0	4	0	0	0	0	4	4.0	0	0	14	0	0	0	0	0	14	14.0
08:30 - 08:45	0	0	4	0	0	0	4	4.0	0	0	2	0	0	0	0	2	2.0	0	0	11	0	0	0	0	0	11	11.0
08:45 - 09:00	0	0	2	1	0	0	3	3.0	0	0	4	0	0	0	0	4	4.0	0	0	8	1	1	0	0	0	10	10.5
Hourly Total	0	0	10	1	0	0	11	11.0	0	0	11	0	0	0	0	11	11.0	0	0	48	2	1	0	0	0	51	51.5
09:00 - 09:15	0	0	2	1	0	0	3	3.0	0	0	3	0	0	0	0	3	3.0	0	0	6	1	0	0	0	0	7	7.0
09:15 - 09:30	0	0	2	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0	0	0	8	0	0	0	0	0	8	8.0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	9	0	0	0	0	0	9	9.0
09:45 - 10:00	0	0	2	0	0	0	2	2.0	0	0	1	0	0	0	0	1	1.0	0	0	8	0	0	0	0	0	8	8.0
Hourly Total	0	0	6	1	0	0	7	7.0	0	0	4	0	0	0	0	4	4.0	0	0	31	1	0	0	0	0	32	32.0
TOTAL	0	0	27	4	1	0	32	32.5	0	0	21	1	0	0	0	22	22.0	0	1	130	7	1	0	0	0	139	138.9
16:00 - 16:15	0	0	4	0	0	0	4	4.0	0	0	1	1	0	0	0	2	2.0	0	0	11	1	0	0	0	0	12	12.0
16:15 - 16:30	0	0	6	0	0	0	6	6.0	0	0	1	1	0	0	0	2	2.0	0	0	4	0	0	0	0	0	4	4.0
16:30 - 16:45	0	0	2	0	1	0	3	3.5	0	0	1	0	0	0	0	1	1.0	0	0	10	1	0	0	0	0	11	11.0
16:45 - 17:00	0	0	3	0	0	0	3	3.0	0	0	1	1	0	0	0	2	2.0	0	0	9	1	0	0	0	0	10	10.0
Hourly Total	0	0	15	0	1	0	16	16.5	0	0	4	3	0	0	0	7	7.0	0	0	34	3	0	0	0	0	37	37.0
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0	0	0	10	2	0	0	0	0	12	12.0
17:15 - 17:30	0	0	5	0	0	0	5	5.0	0	0	0	0	0	0	0	0	0.0	0	0	10	0	0	0	0	0	10	10.0
17:30 - 17:45	0	0	1	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0	0	0	10	1	0	0	0	0	11	11.0
17:45 - 18:00	0	0	2	1	0	0	3	3.0	0	0	0	0	0	0	0	0	0.0	0	0	7	0	0	0	0	0	7	7.0
Hourly Total	0	0	8	1	0	0	9	9.0	0	0	1	0	0	0	0	1	1.0	0	0	37	3	0	0	0	0	40	40.0
18:00 - 18:15	0	0	5	0	0	0	5	5.0	0	0	1	0	0	0	0	1	1.0	0	0	4	1	0	0	0	0	5	5.0
18:15 - 18:30	0	1	1	0	0	0	2	1.4	0	0	1	0	0	0	0	1	1.0	0	0	6	0	0	0	0	0	6	6.0
18:30 - 18:45	0	0	1	1	0	0	2	2.0	0	0	3	0	0	0	0	3	3.0	0	0	4	0	0	0	0	0	4	4.0
18:45 - 19:00	0	0	1	1	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0	0	0	8	0	0	0	0	0	8	8.0
Hourly Total	0	1	8	2	0	0	11	10.4	0	0	5	0	0	0	0	5	5.0	0	0	22	1	0	0	0	0	23	23.0
TOTAL	0	1	31	3	1	0	36	35.9	0	0	10	3	0	0	0	13	13.0	0	0	93	7	0	0	0	0	100	100.0

PCU Factors:					
CYCLE	0.2				
M/CYCLE	0.4				
CAR	1.0				
LGV	1.0				
OGV1	1.5				
OGV2	2.3				
BUS	2.0				

TIME		Left to Newbold Road						Ahead to Manor Road						Right to Lockyearne Drive						
		CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	
07:00 - 07:15		0	0	1	0	0	0	0	1	1.0	0	0	93	20	2	1	1	115	117.3	0
07:15 - 07:30		0	0	0	0	0	0	0	0	0.0	0	3	142	22	2	1	0	170	170.5	0
07:30 - 07:45		0	0	1	0	0	0	0	1	1.0	0	1	146	21	5	1	1	175	179.2	0
07:45 - 08:00		0	0	2	1	0	0	0	3	3.0	0	0	122	18	3	0	2	148.5	148.5	0
Hourly Total		0	0	4	1	0	0	0	5	5.0	0	4	503	81	10	3	4	605	615.5	0
08:00 - 08:15		0	0	2	0	0	0	0	2	2.0	0	1	134	19	2	0	0	156	156.4	0
08:15 - 08:30		0	0	4	1	0	0	0	5	5.0	0	0	135	12	3	1	1	152	155.8	0
08:30 - 08:45		0	0	1	0	0	0	0	1	1.0	0	0	120	19	0	0	0	139	139.0	0
08:45 - 09:00		0	0	2	0	0	0	0	2	2.0	0	1	91	10	2	0	0	104	104.4	0
Hourly Total		0	0	9	1	0	0	0	10	10.0	0	2	480	60	7	1	1	551	555.6	0
09:00 - 09:15		0	0	0	0	0	0	0	0	0.0	0	0	88	13	2	2	1	108	110.6	0
09:15 - 09:30		0	0	1	0	0	0	0	1	1.0	0	0	52	11	3	1	0	67	69.8	0
09:30 - 09:45		0	0	2	0	0	0	0	2	2.0	0	0	62	6	2	1	0	71	73.3	0
09:45 - 10:00		0	0	1	0	0	0	0	1	1.0	0	1	55	12	1	0	0	69	68.9	0
Hourly Total		0	0	4	0	0	0	0	4	4.0	0	1	257	42	8	4	1	313	322.6	0
TOTAL		0	0	17	2	0	0	0	19	19.0	0	7	1240	183	25	8	6	1469	1493.7	0
16:00 - 16:15		0	0	2	0	0	0	0	2	2.0	0	2	55	11	3	0	0	71	71.3	0
16:15 - 16:30		0	0	0	0	0	0	0	0	0.0	0	0	82	19	4	1	1	107	111.3	0
16:30 - 16:45		0	0	1	0	0	0	0	1	1.0	0	0	73	21	2	0	0	96	97.0	0
16:45 - 17:00		0	0	1	1	0	0	0	2	2.0	0	1	86	15	1	0	0	103	102.9	0
Hourly Total		0	0	4	1	0	0	0	5	5.0	0	3	298	66	10	1	1	377	382.5	0
17:00 - 17:15		0	0	2	0	0	0	0	2	2.0	0	1	103	9	0	0	0	113	112.4	0
17:15 - 17:30		0	0	2	0	0	0	0	2	2.0	0	3	84	11	0	0	0	98	96.2	0
17:30 - 17:45		0	0	0	0	0	0	0	0	0.0	1	0	78	11	1	0	0	91	90.7	0
17:45 - 18:00		0	0	3	0	0	0	0	3	3.0	0	1	80	10	0	1	1	93	94.7	0
Hourly Total		0	0	7	0	1	0	0	8	8.0	1	5	345	41	1	1	1	395	394.0	0
18:00 - 18:15		0	0	1	0	0	0	0	1	1.0	0	0	79	5	0	1	0	89	87.3	0
18:15 - 18:30		0	0	2	0	0	0	0	2	2.0	0	0	69	2	0	0	0	71	71.0	0
18:30 - 18:45		0	0	0	0	0	0	0	0	0.0	0	0	55	3	0	0	1	59	60.0	0
18:45 - 19:00		0	0	3	0	0	0	0	3	3.0	1	2	54	3	0	2	0	62	62.6	0
Hourly Total		0	0	6	0	0	0	0	6	6.0	1	3	257	13	0	3	1	281	280.9	0
TOTAL		0	0	17	1	1	0	0	19	19.5	5	11	898	120	11	5	3	1053	1057.4	0
		0	0	17	1	1	0	0	19	19.5	0	7	1240	183	25	8	6	1469	1493.7	0
		0	0	17	1	1	0	0	19	19.5	0	7	1240	183	25	8	6	1469	1493.7	0
		0	0	17	1	1	0	0	19	19.5	0	7	1240	183	25	8	6	1469	1493.7	0
		0	0	17	1	1	0	0	19	19.5	0	7	1240	183	25	8	6	1469	1493.7	0
		0	0	17	1	1	0	0	19	19.5	0	7	1240	183	25	8	6	1469	1493.7	0
		0	0	17	1	1	0	0	19	19.5	0	7	1240	183	25	8	6	1469	1493.7	0
		0	0	17	1	1	0	0	19	19.5	0	7	1240	183	25	8	6	1469	1493.7	0
		0	0	17	1	1	0	0	19	19.5	0	7	1240	183	25	8	6	1469	1493.7	0
		0	0	17	1	1	0	0	19	19.5	0	7	1240	183	25	8	6	1469	1493.7	0
		0	0	17	1	1	0	0	19	19.5	0	7	1240	183	25	8	6	1469	1493.7	0
		0	0	17	1	1	0	0	19	19.5	0	7	1240	183	25	8	6	1469	1493.7	0
		0	0	17	1	1	0	0	19	19.5	0	7	1240	183	25	8	6	1469	1493.7	0
		0	0	17	1	1	0	0	19	19.5	0	7	1240	183	25	8	6	1469	1493.7	0
		0	0	17	1	1	0	0	19	19.5	0	7	1240	183	25	8	6	1469	1493.7	0
		0	0	17	1	1	0	0	19	19.5	0	7	1240	183	25	8	6	1469	1493.7	0
		0	0	17	1	1	0	0	19	19.5	0	7	1240	183	25	8	6	1469	1493.7	0
		0	0	17	1	1	0	0	19	19.5	0	7	1240	183	25	8	6	1469	1493.7	0
		0	0	17	1	1	0	0	19	19.5	0	7	1240	183	25	8	6	1469	1493.7	0
		0	0	17	1	1	0	0	19	19.5	0	7	1240	183	25	8	6	1469	1493.7	0
		0	0	17	1	1	0	0	19	19.5	0	7	1240	183	25	8	6	1469	1493.7	0
		0	0	17	1	1	0	0	19	19.5	0	7	1240	183	25	8	6	1469	1493.7	0
		0	0	17	1	1	0	0	19	19.5	0	7	1240	183	25	8	6	1469	1493.7	0
		0	0	17	1	1	0	0	19	19.5	0	7	1240	183	25	8	6	1469	1493.7	0
		0	0	17	1	1	0	0	19	19.5	0	7	1240	183	25	8	6	1469	1493.7	0
		0	0	17	1	1	0	0	19	19.5	0	7	1240	183	25	8	6	1469	1493.7	0
		0	0	17	1	1	0	0	19	19.5	0	7	1240	183	25	8	6	1469	1493.7	0
		0	0	17	1	1	0	0	19	19.5	0	7	1240	183	25	8	6	1469	1493.7	0
		0	0	17	1	1	0	0	19	19.5	0	7	1240	183	25	8	6	1469	1493.7	0
		0	0	17	1	1	0	0	19	19.5	0	7	1240	183	25	8	6	1469	1493.7	0
		0	0	17	1	1	0	0	19	19.5	0	7	1240	183	25	8	6	1469	1493.7	0
		0	0	17	1	1	0	0	19	19.5	0	7	1240	183	25	8	6	1469	1493.7	0
		0	0	17	1	1	0	0	19	19.5	0	7	1240	183	25	8	6	1469	1493.7	0
		0	0	17	1	1	0	0	19	19.5	0	7	1240	183	25	8	6	1469	1493.7	0
		0	0	17	1	1	0	0	19	19.5	0	7	1240	183	25	8	6	1469	1493.7	0
		0	0	17	1	1	0	0	19	19.5	0	7	1240	183	25	8	6	1469	1493.7	0

Newbold Verdon
Tuesday 8th April 2025
Junction: 5
Approach: B582 East

Left to Dragon Lane										Ahead to B582 (W)								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	1	0	0	0	0	1	1.0	0	1	40	9	2	1	0	53	54.7
07:15 - 07:30	0	0	2	0	0	0	0	2	2.0	1	0	59	23	2	1	0	86	87.5
07:30 - 07:45	0	0	3	0	0	0	0	3	3.0	0	0	87	16	3	1	0	107	109.8
07:45 - 08:00	0	0	7	0	0	0	0	7	7.0	0	1	72	16	2	2	0	93	96.0
Hourly Total	0	0	13	0	0	0	0	13	13.0	1	2	288	64	9	5	0	339	348.0
08:00 - 08:15	0	0	6	0	0	0	0	6	6.0	0	0	70	11	2	1	1	85	88.3
08:15 - 08:30	0	0	6	0	0	0	0	6	6.0	0	0	72	7	1	1	1	72	74.8
08:30 - 08:45	0	0	8	0	0	0	0	8	8.0	0	0	63	10	1	0	2	86	88.5
08:45 - 09:00	0	0	3	0	0	0	0	3	3.0	0	0	48	15	0	1	0	64	65.3
Hourly Total	0	0	23	0	0	0	0	23	23.0	0	0	283	43	4	3	4	307	316.9
09:00 - 09:15	0	0	5	2	0	0	0	7	7.0	0	0	53	5	5	1	2	66	71.8
09:15 - 09:30	0	0	8	2	1	0	0	11	11.5	0	6	54	5	4	0	0	69	67.4
09:30 - 09:45	0	0	2	2	0	0	0	4	4.0	1	0	55	8	3	0	0	67	67.7
09:45 - 10:00	0	0	1	0	0	0	0	1	1.0	0	1	53	3	3	1	0	61	63.2
Hourly Total	0	0	16	6	1	0	0	23	23.5	1	7	215	21	15	2	2	263	270.1
TOTAL	0	0	52	6	1	0	0	59	59.5	2	9	726	128	28	10	6	909	935.0
16:00 - 16:15	0	0	8	2	0	0	0	10	10.0	0	1	70	12	2	1	0	86	87.7
16:15 - 16:30	0	1	8	1	0	0	0	10	9.4	0	2	84	11	1	0	0	98	97.3
16:30 - 16:45	0	0	7	1	0	0	0	8	8.0	0	1	92	9	0	0	1	103	103.4
16:45 - 17:00	0	0	10	0	0	0	0	10	10.0	1	1	91	15	1	0	0	109	108.1
Hourly Total	0	1	33	4	0	0	0	38	37.4	1	5	337	47	4	1	1	396	396.5
17:00 - 17:15	0	0	8	1	0	0	0	9	9.0	0	0	97	11	2	0	0	110	111.0
17:15 - 17:30	0	0	6	1	0	0	0	7	7.0	1	0	89	12	2	1	0	105	106.5
17:30 - 17:45	0	0	11	1	0	0	0	12	12.0	0	0	113	6	0	1	0	120	121.3
17:45 - 18:00	0	0	1	0	0	0	0	1	1.0	0	1	92	8	0	0	0	101	100.4
Hourly Total	0	0	26	3	0	0	0	29	29.0	1	1	391	37	4	2	0	436	439.2
18:00 - 18:15	0	0	5	0	0	0	0	5	5.0	0	0	59	2	0	0	0	61	61.0
18:15 - 18:30	0	0	6	0	0	0	0	6	6.0	0	1	82	8	0	0	0	91	90.4
18:30 - 18:45	0	0	6	0	0	0	0	6	6.0	1	1	73	7	1	0	0	83	82.1
18:45 - 19:00	0	0	5	1	0	0	0	6	6.0	0	0	57	6	1	0	0	64	64.5
Hourly Total	0	0	22	1	0	0	0	23	23.0	1	2	271	23	2	0	0	299	298.0
TOTAL	0	1	81	8	0	0	0	90	89.4	3	8	999	107	10	3	1	1131	1133.7

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Newbold Verdon
Tuesday 8th April 2025
Junction: 5
Approach: Dragon Lane

Left to B582 (W)										Right to B582 (E)								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	15	5	0	0	0	20	20.0	0	0	4	0	0	0	0	4	4.0
07:15 - 07:30	0	0	14	1	0	0	1	16	17.0	0	0	4	1	0	0	0	5	5.0
07:30 - 07:45	0	0	19	5	2	0	0	26	27.0	0	0	5	1	0	0	0	6	6.0
07:45 - 08:00	0	0	13	1	0	0	0	14	14.0	0	0	6	0	0	0	0	6	6.0
Hourly Total	0	0	61	12	2	0	1	76	78.0	0	0	19	2	0	0	0	21	21.0
08:00 - 08:15	0	1	36	5	1	0	3	46	48.9	0	0	16	1	0	0	0	17	17.0
08:15 - 08:30	0	0	9	0	0	0	0	9	9.0	0	0	10	0	0	0	0	10	10.0
08:30 - 08:45	0	0	22	2	0	0	2	26	28.0	0	0	8	1	0	0	0	9	9.0
08:45 - 09:00	0	0	28	1	0	0	0	29	29.0	0	0	10	1	0	0	0	11	11.0
Hourly Total	0	1	95	8	1	0	5	110	114.9	0	0	44	3	0	0	0	47	47.0
09:00 - 09:15	0	0	12	4	0	0	0	16	16.0	0	0	2	0	0	0	0	2	2.0
09:15 - 09:30	0	0	14	4	0	0	1	19	20.0	0	0	3	0	1	0	0	4	4.5
09:30 - 09:45	1	0	12	2	0	0	0	15	14.2	0	0	3	0	2	0	0	5	6.0
09:45 - 10:00	0	0	20	3	0	0	0	23	23.0	0	0	2	0	0	0	0	2	2.0
Hourly Total	1	0	58	13	0	0	1	73	73.2	0	0	10	0	3	0	0	13	14.5
TOTAL	1	1	214	33	3	0	7	259	266.1	0	0	73	5	3	0	0	81	82.5

16:00 - 16:15	0	0	26	3	0	0	0	29	29.0	0	0	1	1	0	0	0	2	2.0
16:15 - 16:30	0	0	21	4	0	0	0	25	25.0	0	0	2	0	0	0	1	3	4.0
16:30 - 16:45	0	0	20	2	0	0	0	22	22.0	0	0	5	1	0	0	0	6	6.0
16:45 - 17:00	1	0	22	3	0	0	0	26	25.2	0	0	5	1	0	0	0	6	6.0
Hourly Total	1	0	89	12	0	0	0	102	101.2	0	0	13	3	0	0	1	17	18.0
17:00 - 17:15	0	1	21	1	1	0	1	25	25.9	0	0	3	0	0	0	0	3	3.0
17:15 - 17:30	0	1	20	5	0	0	0	26	25.4	0	0	10	0	0	0	0	10	10.0
17:30 - 17:45	0	0	18	2	0	0	0	20	20.0	0	0	4	0	0	0	0	4	4.0
17:45 - 18:00	0	1	27	3	0	0	0	31	30.4	0	0	6	0	0	0	0	6	6.0
Hourly Total	0	3	86	11	1	0	1	102	101.7	0	0	23	0	0	0	0	23	23.0
18:00 - 18:15	1	0	22	5	0	0	1	29	29.2	0	1	3	0	0	0	0	4	3.4
18:15 - 18:30	0	0	19	0	0	0	0	19	19.0	0	0	4	0	0	0	0	4	4.0
18:30 - 18:45	0	0	11	2	0	0	0	13	13.0	0	0	0	0	0	0	0	0	0.0
18:45 - 19:00	3	0	10	0	0	0	0	13	10.6	0	0	2	0	0	0	0	2	2.0
Hourly Total	4	0	62	7	0	0	1	74	71.8	0	1	9	0	0	0	0	10	9.4
TOTAL	5	3	237	30	1	0	2	278	274.7	0	1	45	3	0	0	1	50	50.4

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Newbold Verdon
Tuesday 8th April 2025
Junction: 5
Approach: B582 West

Ahead to B582 (E)										Right to Dragon Lane								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	70	18	0	1	1	90	92.3	0	0	6	1	0	0	0	7	7.0
07:15 - 07:30	0	0	97	14	5	2	0	118	123.1	0	0	11	2	3	0	0	16	17.5
07:30 - 07:45	0	0	120	16	1	0	2	139	141.5	0	0	10	4	0	0	0	14	14.0
07:45 - 08:00	0	0	101	10	5	0	1	117	120.5	0	0	12	1	1	0	1	15	16.5
Hourly Total	0	0	388	58	11	3	4	464	477.4	0	0	39	8	4	0	1	52	55.0
08:00 - 08:15	0	0	104	10	0	0	0	114	114.0	0	0	23	2	0	1	0	26	27.3
08:15 - 08:30	0	0	100	13	4	0	0	117	119.0	0	0	18	3	0	0	1	22	23.0
08:30 - 08:45	0	1	76	10	1	0	0	88	87.9	0	1	29	0	2	0	0	32	32.4
08:45 - 09:00	0	0	76	11	3	1	0	91	93.8	0	1	25	1	0	0	1	28	28.4
Hourly Total	0	1	356	44	8	1	0	410	414.7	0	2	95	6	2	1	2	108	111.1
09:00 - 09:15	0	0	65	13	1	1	0	80	81.8	0	0	11	7	0	0	0	18	18.0
09:15 - 09:30	0	0	48	9	1	1	0	59	60.8	0	0	20	1	0	0	0	21	21.0
09:30 - 09:45	0	0	65	7	1	0	0	73	73.5	0	1	14	2	1	0	0	18	17.9
09:45 - 10:00	0	0	46	11	1	0	0	58	58.5	0	0	13	4	0	0	0	17	17.0
Hourly Total	0	0	224	40	4	2	0	270	274.6	0	1	58	14	1	0	0	74	73.9
TOTAL	0	1	988	142	23	6	4	1144	1166.7	0	3	192	28	7	1	3	234	240.0
16:00 - 16:15	0	2	71	13	6	0	0	92	93.8	1	1	29	7	0	0	0	38	36.6
16:15 - 16:30	0	0	84	17	3	0	0	104	105.5	0	0	31	6	0	0	0	37	37.0
16:30 - 16:45	0	0	71	16	1	0	0	88	88.5	0	0	24	7	0	0	0	31	31.0
16:45 - 17:00	1	2	76	19	0	0	0	98	96.0	0	0	24	2	2	0	0	28	29.0
Hourly Total	1	4	302	65	10	0	0	382	383.8	1	1	108	22	2	0	0	134	133.6
17:00 - 17:15	0	0	108	11	1	0	0	120	120.5	1	0	30	7	1	0	0	39	38.7
17:15 - 17:30	0	1	92	8	1	0	0	102	101.9	0	0	45	4	0	0	0	49	49.0
17:30 - 17:45	0	0	80	11	0	0	0	91	91.0	0	0	21	2	0	0	1	24	25.0
17:45 - 18:00	3	1	73	10	0	0	0	87	84.0	1	0	24	4	0	0	0	29	28.2
Hourly Total	3	2	353	40	2	0	0	400	397.4	2	0	120	17	1	0	1	141	140.9
18:00 - 18:15	0	0	53	6	0	1	0	60	61.3	0	1	16	3	0	0	0	20	19.4
18:15 - 18:30	0	0	70	6	0	0	0	76	76.0	0	0	9	2	0	0	1	12	13.0
18:30 - 18:45	0	0	58	3	0	2	0	63	65.6	1	0	20	2	0	0	0	23	22.2
18:45 - 19:00	1	0	49	5	1	0	0	56	55.7	0	0	21	3	0	0	0	24	24.0
Hourly Total	1	0	230	20	1	3	0	255	258.6	1	1	66	10	0	0	1	79	78.6
TOTAL	5	6	885	125	13	3	0	1037	1039.8	4	2	294	49	3	0	2	354	353.1

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

TIME	Left to B582 (E)						Ahead to Mill Lane						Right to B582 (W)						PCU Factors:									
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	
07:00 - 07:15	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1.0
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	
Hourly Total	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1.0
08:00 - 08:15	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1.0
08:15 - 08:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	
08:30 - 08:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	
08:45 - 09:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	
Hourly Total	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
09:00 - 09:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
09:30 - 09:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
09:45 - 10:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
TOTAL	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1.0
16:00 - 16:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
16:30 - 16:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
17:00 - 17:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
18:00 - 18:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
18:30 - 18:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
18:45 - 19:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
TOTAL	0	0	0	0	0	0	0	0	0.0	0	0	0	1	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0

Left to Mill Lane										Ahead to BSZ (W)										Right to Unmanned Road									
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV2	BUS	TOTAL	PCUs		CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs		CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL		
07:00 - 07:15	0	0	1	1	2	0	2	2.0		1	1	37	9	2	1	0	51	51.9		0	0	0	1	0	0	0	1	1.0	
07:15 - 07:30	0	0	1	2	0	0	3	3.0		0	0	58	22	1	2	0	83	86.1		0	0	1	0	0	0	0	1	1.0	
07:30 - 07:45	0	0	1	1	0	0	2	1.0		0	0	83	13	3	1	0	100	102.8		0	0	0	0	0	0	0	0	0.0	
07:45 - 08:00	0	0	3	1	0	0	4	4.0		0	0	1	70	13	1	0	87	89.5		0	0	0	0	0	0	0	0	0.0	
Hourly Total	0	0	6	4	0	0	10	10.0		1	2	248	57	7	6	0	321	330.3		0	0	2	0	0	0	0	2	2.0	
08:00 - 08:15	0	0	3	0	0	0	3	3.0		0	0	69	8	2	1	1	81	84.3		0	0	2	0	0	0	0	2	2.0	
08:15 - 08:30	0	0	6	0	0	0	6	6.0		0	0	60	6	2	1	1	70	73.3		0	0	0	0	0	0	0	0	0.0	
08:30 - 08:45	0	0	7	1	0	0	8	8.0		0	0	60	0	0	0	2	72	74.5		0	0	0	0	0	0	0	0	0.0	
08:45 - 09:00	0	0	4	0	0	0	4	4.0		0	0	46	18	0	1	0	65	66.3		0	0	0	0	0	0	0	0	0.0	
Hourly Total	0	0	20	1	0	0	21	21.0		0	0	238	58	5	3	4	288	298.4		0	0	2	0	0	0	0	2	2.0	
09:00 - 09:15	0	0	2	0	0	0	2	2.0		0	0	53	7	4	0	2	71	72.0		0	0	0	0	0	0	0	0	0.0	
09:15 - 09:30	0	0	3	0	0	0	3	3.0		0	0	55	7	5	0	0	67	69.5		0	0	0	0	0	0	0	0	0.0	
09:30 - 09:45	0	0	4	0	0	0	4	4.0		1	0	52	7	3	0	0	63	63.7		0	0	0	0	0	0	0	0	0.0	
09:45 - 10:00	0	0	4	0	0	0	4	4.0		0	1	50	4	1	1	0	57	58.2		0	0	0	0	0	0	0	0	0.0	
Hourly Total	0	0	9	0	0	0	9	9.0		1	6	210	25	13	1	2	258	263.4		0	0	0	0	0	0	0	0	0.0	
TOTAL	0	0	35	5	0	0	40.0	40.0		2	8	696	120	25	10	6	867	892.1		0	0	4	0	0	0	0	4	4.0	
16:00 - 16:15	0	0	8	3	0	0	11	11.0		0	2	80	12	0	1	0	95	95.1		0	0	1	0	0	0	0	1	1.0	
16:15 - 16:30	0	0	7	2	0	0	9	9.0		0	2	83	13	1	0	0	99	98.3		0	0	0	0	0	0	0	0	0.0	
16:30 - 16:45	0	0	7	2	0	0	9	9.0		0	1	85	7	0	0	1	94	94.4		0	0	0	0	0	0	0	0	0.0	
16:45 - 17:00	0	1	2	1	0	0	4	3.4		0	1	100	8	0	0	0	109	104.4		0	0	0	0	0	0	0	0	0.0	
Hourly Total	0	1	24	8	0	0	33	32.4		0	6	348	40	1	1	1	397	396.2		0	0	1	0	0	0	0	1	1.0	
17:00 - 17:15	0	0	5	0	0	0	5	5.0		0	0	99	10	0	0	0	109	104.0		0	0	0	0	0	0	0	0	0.0	
17:15 - 17:30	0	0	8	1	0	0	9	9.0		0	0	81	9	3	1	0	102	104.0		0	0	0	0	0	0	0	0	0.0	
17:30 - 17:45	0	0	7	0	0	0	7	7.0		0	0	111	7	0	0	1	129	120.3		0	0	0	0	0	0	0	0	0.0	
Hourly Total	0	0	26	1	0	0	30	30.0		1	1	377	34	3	2	0	418	430.7		0	0	0	0	0	0	0	0	0.0	
18:00 - 18:15	0	0	3	1	0	0	4	4.0		0	0	54	2	0	0	0	57	57.5		0	0	0	0	0	0	0	0	0.0	
18:15 - 18:30	0	0	3	1	0	0	4	4.0		0	1	80	2	0	0	0	88	87.4		0	0	0	0	0	0	0	0	0.0	
18:30 - 18:45	0	0	3	1	0	0	4	4.0		1	1	69	6	2	0	0	79	78.6		0	0	0	0	0	0	0	0	0.0	
18:45 - 19:00	0	0	3	0	0	0	3	3.0		0	0	54	5	0	0	0	59	59.0		0	0	0	0	0	0	0	0	0.0	
Hourly Total	0	0	12	3	0	0	15	15.0		1	2	257	20	3	0	0	283	282.5		0	0	0	1	0	0	0	1	1.0	
TOTAL	0	1	65	12	0	0	78	77.4		2	9	982	94	7	3	1	1098	1095.4		0	0	1	1	0	0	0	2	2.0	

Left to BS82 (W)										Ahead to Unnamed Road										Right to BS82 (E)									
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUis	CAR	M/CYCLE	CAR	OGV1	OGV2	BUS	TOTAL	PCUis	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUis			
07:00 - 07:15	0	0	2	0	0	0	0	3	3.0	0	0	0	0	0	0	0	0.0	0	0	7	1	0	0	0	8	8.0			
07:15 - 07:30	0	0	6	2	0	0	0	8	8.0	0	0	0	0	0	0	0	0.0	0	1	4	1	1	0	0	7	6.9			
07:30 - 07:45	0	0	7	1	0	0	0	8	8.0	0	0	0	0	0	0	0	0.0	0	0	7	2	0	0	0	9	9.0			
07:45 - 08:00	0	0	11	3	0	0	0	14	14.0	0	0	0	0	0	0	0	0.0	0	0	6	0	0	0	0	6	6.0			
Hourly Total	0	0	26	7	0	0	0	33	33.0	0	0	0	0	0	0	0	0.0	0	1	24	4	1	0	0	30	29.9			
08:00 - 08:15	0	0	6	2	0	0	0	8	8.0	0	0	0	0	0	0	0	0.0	0	0	9	2	0	0	0	11	11.0			
08:15 - 08:30	0	0	11	0	0	0	0	11	11.0	0	0	0	0	0	0	0	0.0	0	0	7	1	0	0	0	8	8.0			
08:30 - 08:45	0	0	12	3	0	0	0	15	15.0	0	0	0	0	0	0	0	0.0	0	0	0	0	1	0	0	0	6.5			
08:45 - 09:00	0	0	6	0	0	0	0	6	6.0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	6	6.0			
Hourly Total	0	0	35	5	0	0	0	40	40.0	0	0	0	0	0	0	0	0.0	0	0	27	3	1	0	0	31	31.5			
09:00 - 09:15	0	0	4	1	1	0	0	6	6.5	0	0	0	0	0	0	0	0.0	0	0	7	2	0	0	0	9	9.0			
09:15 - 09:30	0	0	8	0	0	0	0	8	8.0	0	0	0	0	0	0	0	0.0	0	0	2	0	0	0	0	2	2.0			
09:30 - 09:45	0	0	4	2	0	0	0	6	6.0	0	0	0	0	0	0	0	0.0	0	0	4	1	0	0	0	4	4.0			
09:45 - 10:00	0	0	5	0	1	0	0	6	6.5	0	0	0	0	0	0	0	0.0	0	0	1	4	1	0	0	6	5.4			
Hourly Total	0	0	21	3	2	0	0	26	27.0	0	0	0	0	0	0	0	0.0	0	0	1	17	3	0	0	0	20.4			
TOTAL	0	0	82	15	2	0	0	99	106.0	0	0	0	0	0	0	0	0.0	0	2	68	10	2	0	0	82	81.8			
16:00 - 16:15	0	0	7	1	1	0	0	9	9.5	0	0	0	0	0	0	0	0.0	0	0	1	1	0	0	0	2	2.0			
16:15 - 16:30	0	0	10	2	0	0	0	12	12.0	0	0	0	0	0	0	0	0.0	0	0	6	0	0	0	0	6	6.0			
16:30 - 16:45	0	0	5	3	0	0	0	8	8.0	0	0	0	0	0	0	0	0.0	0	0	4	2	0	0	0	6	6.0			
16:45 - 17:00	0	0	6	5	0	0	0	11	11.0	0	0	0	0	0	0	0	0.0	0	0	0	4	1	0	0	5	5.0			
Hourly Total	0	0	28	11	1	0	0	40	40.5	0	0	0	0	0	0	0	0.0	0	0	15	4	0	0	0	19	19.0			
17:00 - 17:15	0	0	11	1	0	0	0	13	13.5	0	0	0	0	0	0	0	0.0	0	0	3	1	0	0	0	4	4.0			
17:15 - 17:30	0	0	11	2	0	0	0	13	13.0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	3	3.0			
17:30 - 17:45	0	0	11	1	0	0	0	12	12.0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	3	3.0			
17:45 - 18:00	0	0	14	1	0	0	0	15	15.0	0	0	0	0	0	0	0	0.0	0	0	0	1	0	0	0	5	5.0			
Hourly Total	0	0	46	5	1	0	0	52	52.5	0	0	0	0	0	0	0	0.0	0	0	17	2	0	0	0	19	19.0			
18:00 - 18:15	0	0	11	0	0	0	0	11	11.0	0	0	0	0	0	0	0	0.0	0	0	5	0	0	0	0	5	5.0			
18:15 - 18:30	0	0	8	0	0	0	0	8	8.0	0	0	0	0	0	0	0	0.0	0	0	4	0	0	0	0	4	4.0			
18:30 - 18:45	0	0	8	0	0	0	0	8	8.0	0	0	0	0	0	0	0	0.0	0	0	3	1	0	0	0	4	4.0			
18:45 - 19:00	0	0	6	3	0	0	0	9	9.0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	7	7.0			
Hourly Total	0	0	33	3	0	0	0	36	36.0	0	0	0	0	0	0	0	0.0	0	0	7	1	0	0	0	20	20.0			
TOTAL	0	0	107	19	2	0	0	128	129.0	0	0	0	0	0	0	0	0.0	0	0	51	7	0	0	0	58	58.0			

PCU Factors:				
CYCLE	0.2			
M/CYCLE	0.4			
CAR	1.0			
LGV	1.0			
OGV1	1.5			
OGV2	2.3			
BUS	2.0			

Left to Unmanned Road										Ahead to B582 (E)										Right to Mill Lane									
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	B582 (E)	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs		
07:00 - 07:15	0	0	1	0	0	0	0	1	1.0	0	0	75	15	0	1	0	92	94.3	0	0	1	0	0	0	0	1	1.0		
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0	0	98	15	3	2	0	118	122.1	0	0	1	1	1	0	0	3	3.5		
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0	0	125	17	2	0	2	146	149.0	0	0	3	0	0	0	0	3	3.0		
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0	0	104	12	4	0	1	121	124.0	0	0	3	0	0	0	0	3	3.0		
Hourly Total	0	0	1	0	0	0	0	1	1.0	0	0	402	59	9	3	4	477	489.4	0	0	8	1	1	0	0	10	10.5		
08:00 - 08:15	0	0	0	0	0	0	0	0	0.0	0	0	113	10	0	0	0	123	123.0	0	0	5	2	0	0	0	7	7.0		
08:15 - 08:30	0	0	0	0	0	0	0	0	0.0	0	0	109	9	3	0	0	121	122.5	0	0	4	2	1	0	0	7	7.5		
08:30 - 08:45	0	0	0	0	0	0	0	0	0.0	0	0	81	10	3	1	0	91	91.0	0	0	4	1	1	0	0	6	6.5		
08:45 - 09:00	0	0	0	0	0	0	0	0	0.0	0	1	72	11	3	1	0	88	90.2	0	0	4	2	0	0	0	6	6.0		
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	1	375	40	6	1	0	423	426.7	0	0	17	7	2	0	0	26	27.0		
09:00 - 09:15	0	0	0	0	0	0	0	0	0.0	0	0	70	13	0	0	0	83	83.0	0	0	3	0	0	0	0	3	3.0		
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0	0	43	9	3	1	0	56	56.8	0	0	5	0	0	1	0	6	7.3		
09:30 - 09:45	0	0	0	0	0	0	0	0	0.0	0	0	58	9	2	0	0	69	70.0	0	0	10	1	0	0	0	11	11.0		
09:45 - 10:00	0	0	1	0	0	0	0	1	1.0	0	0	44	9	1	0	0	54	54.5	0	0	6	1	0	0	0	7	7.0		
Hourly Total	0	0	1	0	0	0	0	1	1.0	0	0	215	40	6	1	0	252	256.3	0	0	24	2	0	1	0	27	28.3		
TOTAL	0	0	2	0	0	0	0	2	2.0	0	1	992	139	21	5	4	1162	1182.4	0	0	49	10	3	1	0	63	65.8		
16:00 - 16:15	0	0	0	0	0	0	0	0	1.0	0	2	63	12	5	0	0	82	83.3	0	0	6	1	0	0	0	7	7.0		
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	0	0	69	14	3	0	1	87	89.5	0	0	16	1	0	0	0	17	17.0		
16:30 - 16:45	0	0	0	0	0	0	0	0	0.0	0	0	69	17	1	0	0	87	87.5	0	0	7	0	0	0	0	7	7.0		
16:45 - 17:00	0	0	0	0	0	0	0	0	0.0	0	2	74	17	1	0	0	94	93.3	0	0	6	3	0	0	0	9	9.0		
Hourly Total	0	0	0	0	0	0	0	0	1.0	0	4	275	60	10	0	1	350	353.6	0	0	35	5	0	0	0	40	40.0		
17:00 - 17:15	0	0	0	0	0	0	0	0	0.0	1	0	90	8	1	0	0	100	99.7	0	0	13	4	0	0	0	17	17.0		
17:15 - 17:30	0	0	0	0	0	0	0	0	0.0	0	1	92	6	1	0	0	100	99.9	0	0	11	2	0	0	0	13	13.0		
17:30 - 17:45	0	0	0	0	0	0	0	0	0.0	0	0	76	12	0	0	0	88	88.0	0	0	10	1	0	0	0	11	11.0		
17:45 - 18:00	0	0	1	0	0	0	0	1	1.0	3	1	68	7	0	0	0	79	76.0	0	0	9	1	0	0	0	10	10.0		
Hourly Total	0	1	0	0	0	0	0	1	1.0	4	2	326	33	2	0	0	367	363.6	0	0	43	8	0	0	0	51	51.0		
18:00 - 18:15	0	0	0	0	0	0	0	0	0.0	0	1	53	6	0	1	0	61	61.7	0	0	7	0	0	0	0	7	7.0		
18:15 - 18:30	0	0	0	0	0	0	0	0	0.0	0	0	62	4	0	0	0	66	66.0	0	0	9	1	0	0	0	10	10.0		
18:30 - 18:45	0	0	0	0	0	0	0	0	0.0	0	0	47	2	0	2	0	51	53.6	0	0	9	1	0	0	0	10	10.0		
18:45 - 19:00	0	0	0	0	0	0	0	0	0.0	1	0	44	5	0	0	0	50	49.2	0	0	12	0	0	0	0	12	12.0		
Hourly Total	0	0	0	0	0	0	0	0	0.0	1	1	206	17	0	3	0	228	230.5	0	0	37	2	0	0	0	39	39.0		
TOTAL	0	0	1	0	0	0	0	2	2.0	5	7	807	110	12	3	1	945	947.7	0	0	115	15	0	0	0	130	130.0		

Newbold Verdon
Tuesday 8th April 2025
Junction: 7
Approach: Desford Road

Left to Main Street										Ahead to Barlestone Road								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	4	1	0	0	0	5	5.0	1	1	41	11	2	1	0	57	57.9
07:15 - 07:30	0	0	8	0	0	0	1	9	10.0	0	0	66	22	0	1	0	89	90.3
07:30 - 07:45	0	0	6	1	0	0	0	7	7.0	0	0	70	15	3	1	0	89	91.8
07:45 - 08:00	0	0	5	4	0	0	2	11	13.0	0	1	61	10	2	2	0	76	79.0
Hourly Total	0	0	23	6	0	0	3	32	35.0	1	2	238	58	7	5	0	311	319.0
08:00 - 08:15	0	0	8	3	1	0	0	12	12.5	0	0	73	6	2	1	1	83	86.3
08:15 - 08:30	0	0	15	3	0	0	1	19	20.0	0	0	67	6	2	1	1	67	70.3
08:30 - 08:45	0	0	23	2	0	0	0	25	25.0	0	0	52	7	1	0	2	72	74.5
08:45 - 09:00	0	1	14	2	0	0	0	17	16.4	0	0	43	16	0	1	0	60	61.3
Hourly Total	0	1	60	10	1	0	1	73	73.9	0	0	235	35	5	3	4	282	292.4
09:00 - 09:15	0	0	9	4	1	0	0	14	14.5	0	5	45	8	4	1	2	65	67.3
09:15 - 09:30	0	0	13	2	0	0	0	15	15.0	0	0	51	7	5	0	0	63	65.5
09:30 - 09:45	0	0	10	0	1	0	1	12	13.5	1	0	46	7	3	0	0	57	57.7
09:45 - 10:00	0	0	13	0	1	0	0	14	14.5	0	1	49	6	1	1	0	58	59.2
Hourly Total	0	0	45	6	3	0	1	55	57.5	1	6	191	28	13	2	2	243	249.7
TOTAL	0	1	128	22	4	0	5	160	166.4	2	8	664	121	25	10	6	836	861.1

16:00 - 16:15	0	0	24	3	0	0	0	27	27.0	0	2	85	14	0	1	0	102	102.1
16:15 - 16:30	0	1	30	5	0	0	0	36	35.4	0	2	86	12	0	0	0	100	98.8
16:30 - 16:45	0	1	31	2	0	0	0	34	33.4	0	1	93	8	0	0	1	103	103.4
16:45 - 17:00	1	0	24	2	0	0	0	27	26.2	0	2	91	9	1	0	0	103	102.3
Hourly Total	1	2	109	12	0	0	0	124	122.0	0	7	355	43	1	1	1	408	406.6
17:00 - 17:15	0	0	27	2	0	0	1	30	31.0	0	0	97	9	2	0	0	108	109.0
17:15 - 17:30	0	1	26	5	0	0	0	32	31.4	1	0	88	7	2	1	0	99	100.5
17:30 - 17:45	0	0	25	5	0	0	0	30	30.0	0	0	111	4	0	1	0	116	117.3
17:45 - 18:00	0	1	22	2	0	0	0	25	24.4	0	1	83	7	0	0	0	91	90.4
Hourly Total	0	2	100	14	0	0	1	117	116.8	1	1	379	27	4	2	0	414	417.2
18:00 - 18:15	0	1	18	2	0	0	1	22	22.4	0	0	54	3	1	0	0	58	58.5
18:15 - 18:30	1	2	15	0	0	0	0	18	16.0	0	1	79	8	0	0	0	88	87.4
18:30 - 18:45	0	0	16	1	0	0	0	17	17.0	1	1	62	5	1	0	0	70	69.1
18:45 - 19:00	0	0	17	0	0	0	1	18	19.0	0	0	53	6	0	0	0	59	59.0
Hourly Total	1	3	66	3	0	0	2	75	74.4	1	2	248	22	2	0	0	275	274.0
TOTAL	2	7	275	29	0	0	3	316	313.2	2	10	982	92	7	3	1	1097	1097.8

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Newbold Verdon
Tuesday 8th April 2025
Junction: 7
Approach: Main Street

Left to Barlestone Road										Right to Desford Road									
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0	0	23	2	0	0	0	25	25.0	
07:15 - 07:30	0	0	5	1	0	0	0	6	6.0	0	2	23	3	0	0	0	28	26.8	
07:30 - 07:45	0	0	12	0	0	0	0	12	12.0	0	1	22	5	0	0	0	28	27.4	
07:45 - 08:00	0	0	11	1	0	0	0	12	12.0	0	0	19	2	0	0	1	22	23.0	
Hourly Total	0	0	28	2	0	0	0	30	30.0	0	3	87	12	0	0	1	103	102.2	
08:00 - 08:15	0	0	5	0	0	0	0	5	5.0	0	1	14	4	0	0	0	19	18.4	
08:15 - 08:30	0	0	10	0	0	0	0	10	10.0	0	0	33	4	0	0	1	38	39.0	
08:30 - 08:45	0	0	5	0	0	0	0	5	5.0	0	0	23	3	0	0	0	26	26.0	
08:45 - 09:00	0	0	9	2	0	0	0	11	11.0	0	0	19	2	0	0	0	21	21.0	
Hourly Total	0	0	29	2	0	0	0	31	31.0	0	1	89	13	0	0	1	104	104.4	
09:00 - 09:15	0	0	11	0	0	0	0	11	11.0	0	0	8	3	1	0	1	13	14.5	
09:15 - 09:30	0	0	7	0	0	0	0	7	7.0	1	0	8	1	0	0	0	10	9.2	
09:30 - 09:45	0	0	6	0	0	0	0	6	6.0	0	1	11	1	0	1	0	14	14.7	
09:45 - 10:00	0	0	5	0	0	0	0	5	5.0	0	0	17	3	0	0	0	20	20.0	
Hourly Total	0	0	29	0	0	0	0	29	29.0	1	1	44	8	1	1	1	57	58.4	
TOTAL	0	0	86	4	0	0	0	90	90.0	1	5	220	33	1	1	3	264	265.0	

16:00 - 16:15	0	0	4	1	0	0	0	5	5.0	0	0	10	1	0	0	0	11	11.0
16:15 - 16:30	0	0	7	0	0	0	0	7	7.0	0	0	6	2	0	0	0	8	8.0
16:30 - 16:45	0	0	5	1	0	0	0	6	6.0	0	0	12	2	0	0	0	14	14.0
16:45 - 17:00	0	0	4	0	0	0	0	4	4.0	0	0	14	3	0	0	0	17	17.0
Hourly Total	0	0	20	2	0	0	0	22	22.0	0	0	42	8	0	0	0	50	50.0
17:00 - 17:15	0	0	9	0	0	0	0	9	9.0	0	0	14	2	0	0	0	16	16.0
17:15 - 17:30	0	0	8	1	0	0	0	9	9.0	0	0	7	5	0	0	0	12	12.0
17:30 - 17:45	0	0	7	1	0	0	0	8	8.0	0	0	14	2	0	0	0	16	16.0
17:45 - 18:00	0	0	6	0	0	0	0	6	6.0	0	0	13	1	0	1	1	16	18.3
Hourly Total	0	0	30	2	0	0	0	32	32.0	0	0	48	10	0	1	1	60	62.3
18:00 - 18:15	0	0	5	1	0	0	0	6	6.0	0	0	22	3	0	0	0	25	25.0
18:15 - 18:30	0	0	7	0	0	0	0	7	7.0	0	0	24	2	0	0	0	26	26.0
18:30 - 18:45	0	0	8	2	0	0	0	10	10.0	0	0	13	0	0	0	1	14	15.0
18:45 - 19:00	0	0	2	0	0	0	0	2	2.0	0	1	8	1	0	0	0	10	9.4
Hourly Total	0	0	22	3	0	0	0	25	25.0	0	1	67	6	0	0	1	75	75.4
TOTAL	0	0	72	7	0	0	0	79	79.0	0	1	167	24	0	1	2	185	187.7

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Newbold Verdon

Tuesday 8th April 2025

Junction: 7

Approach: Barlestone Road

Ahead to Desford Road										Right to Main Street								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	79	17	0	1	1	98	100.3	0	0	1	1	0	0	0	2	2.0
07:15 - 07:30	0	1	104	16	4	2	0	127	131.0	0	0	1	0	0	0	0	1	1.0
07:30 - 07:45	0	0	126	19	2	0	1	148	150.0	0	0	3	0	0	0	0	3	3.0
07:45 - 08:00	0	0	111	9	3	0	1	124	126.5	0	0	0	0	1	0	1	2	3.5
Hourly Total	0	1	420	61	9	3	3	497	507.8	0	0	5	1	1	0	1	8	9.5
08:00 - 08:15	0	0	117	14	0	0	0	131	131.0	0	0	4	0	0	0	0	4	4.0
08:15 - 08:30	0	0	112	11	3	0	0	126	127.5	0	0	5	0	0	0	0	5	5.0
08:30 - 08:45	0	0	80	11	0	0	0	91	91.0	0	0	6	0	1	0	0	7	7.5
08:45 - 09:00	0	1	72	7	3	0	0	83	83.9	0	0	2	1	0	0	0	3	3.0
Hourly Total	0	1	381	43	6	0	0	431	433.4	0	0	17	1	1	0	0	19	19.5
09:00 - 09:15	0	0	79	11	0	1	0	91	92.3	0	0	6	2	0	0	0	8	8.0
09:15 - 09:30	0	0	37	9	3	1	0	50	52.8	0	0	4	0	0	0	0	4	4.0
09:30 - 09:45	0	0	59	7	2	0	0	68	69.0	0	0	6	1	0	0	0	7	7.0
09:45 - 10:00	0	1	44	9	1	0	0	55	54.9	0	0	4	1	0	0	0	5	5.0
Hourly Total	0	1	219	36	6	2	0	264	269.0	0	0	20	4	0	0	0	24	24.0
TOTAL	0	3	1020	140	21	5	3	1192	1210.2	0	0	42	6	2	0	1	51	53.0

16:00 - 16:15	0	2	52	14	4	0	0	72	72.8	0	0	11	1	1	0	0	13	13.5
16:15 - 16:30	0	0	72	15	2	0	1	90	92.0	0	0	4	0	0	0	0	4	4.0
16:30 - 16:45	0	0	67	14	2	0	0	83	84.0	0	0	5	4	0	0	0	9	9.0
16:45 - 17:00	0	1	61	16	1	0	0	79	78.9	0	0	7	4	0	0	0	11	11.0
Hourly Total	0	3	252	59	9	0	1	324	327.7	0	0	27	9	1	0	0	37	37.5
17:00 - 17:15	1	1	86	8	1	0	0	97	96.1	0	0	11	2	0	0	0	13	13.0
17:15 - 17:30	0	1	87	5	0	0	0	93	92.4	0	0	6	1	0	0	0	7	7.0
17:30 - 17:45	0	0	73	11	1	0	0	85	85.5	0	0	11	1	0	0	0	12	12.0
17:45 - 18:00	3	1	64	8	0	0	0	76	73.0	0	0	6	1	0	0	0	7	7.0
Hourly Total	4	3	310	32	2	0	0	351	347.0	0	0	34	5	0	0	0	39	39.0
18:00 - 18:15	0	1	55	4	0	1	0	61	61.7	0	0	4	0	0	0	0	4	4.0
18:15 - 18:30	0	0	59	2	0	0	0	61	61.0	0	0	3	1	0	0	0	4	4.0
18:30 - 18:45	0	0	43	3	0	2	0	48	50.6	0	0	8	0	0	0	0	8	8.0
18:45 - 19:00	1	0	49	3	0	0	0	53	52.2	0	0	5	2	0	0	0	7	7.0
Hourly Total	1	1	206	12	0	3	0	223	225.5	0	0	20	3	0	0	0	23	23.0
TOTAL	5	7	768	103	11	3	1	898	900.2	0	0	81	17	1	0	0	99	99.5

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

TIME	Left to A47 (E)						Ahead to Desford Road						Right to A47 (W)						TOTAL	PCUs
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs		
07:00 - 07:15	0	0	25	7	0	0	1	33	34.0	0	0	64	17	2	2	0	85	88.6	0	17
07:15 - 07:30	0	1	22	8	0	0	0	31	30.4	0	0	104	12	1	1	0	118	119.8	0	14
07:30 - 07:45	0	0	18	2	5	1	0	26	29.8	0	3	102	15	3	0	0	123	122.7	0	14
07:45 - 08:00	0	0	19	2	1	0	0	22	22.5	0	0	124	11	3	2	0	140	144.1	0	7
Hourly Total	0	1	84	19	6	1	1	112	116.7	0	3	384	55	9	5	0	466	475.2	0	52
08:00 - 08:15	0	0	25	6	0	0	1	32	33.0	0	2	107	7	4	0	0	120	120.8	0	15
08:15 - 08:30	0	0	30	7	1	0	0	38	38.5	0	0	84	5	2	0	0	91	92.0	0	9
08:30 - 08:45	0	0	47	2	1	0	0	50	50.5	0	0	101	5	3	0	0	109	110.5	0	15
08:45 - 09:00	0	0	29	4	0	0	0	33	33.0	0	1	100	3	1	0	0	105	104.9	0	13
Hourly Total	0	0	131	19	2	0	1	153	155.0	0	3	392	20	10	0	0	425	428.2	0	52
09:00 - 09:15	0	0	23	6	2	0	0	31	32.0	0	0	60	5	2	0	0	67	68.0	0	12
09:15 - 09:30	0	0	18	2	0	1	0	21	22.3	0	0	69	8	2	1	0	80	82.3	0	15
09:30 - 09:45	0	0	13	0	0	0	0	13	13.0	0	0	46	4	1	0	0	51	51.5	0	14
09:45 - 10:00	0	0	20	0	0	0	0	20	20.0	0	0	56	9	2	0	0	67	68.0	0	13
Hourly Total	0	0	74	8	2	1	0	85	87.3	0	0	231	26	7	1	0	255	259.8	0	54
TOTAL	0	1	289	46	10	2	2	350	359.0	0	6	1017	101	26	6	0	1156	1173.2	0	158
16:00 - 16:15	0	0	44	11	0	0	1	56	57.0	0	1	57	21	3	0	0	82	82.9	0	25
16:15 - 16:30	0	0	31	6	1	0	0	38	38.5	0	0	51	21	1	0	0	73	73.5	0	32
16:30 - 16:45	0	0	33	7	0	0	0	40	40.0	0	0	69	15	1	0	0	85	85.5	0	33
16:45 - 17:00	1	0	37	0	0	0	0	38	37.2	0	0	59	9	0	0	0	68	68.0	0	40
Hourly Total	1	0	145	24	1	0	1	172	172.7	0	1	238	66	5	0	0	308	309.9	0	130
17:00 - 17:15	1	1	36	3	0	0	0	41	39.8	0	2	58	12	0	0	0	72	70.8	0	29
17:15 - 17:30	0	0	26	4	0	0	0	30	30.0	0	1	86	13	0	1	0	101	101.7	0	43
17:30 - 17:45	0	0	33	1	0	0	0	34	34.0	0	0	88	11	0	0	0	99	99.0	0	29
17:45 - 18:00	0	0	36	3	0	0	0	39	39.0	0	1	74	4	0	0	0	79	78.4	0	39
Hourly Total	1	1	131	11	0	0	0	144	142.6	0	4	308	40	0	1	0	351	349.9	0	140
18:00 - 18:15	0	0	28	4	0	0	0	32	32.0	0	2	46	6	0	0	0	54	52.8	0	23
18:15 - 18:30	1	0	30	1	0	0	0	32	31.2	0	1	66	7	1	0	0	75	74.9	0	22
18:30 - 18:45	0	0	36	6	1	0	0	43	43.5	0	0	50	3	0	0	0	53	53.0	0	21
18:45 - 19:00	0	0	28	2	1	0	0	31	31.5	0	0	40	4	2	0	0	46	47.0	0	17
Hourly Total	1	0	122	13	2	0	0	138	138.2	0	3	202	20	3	0	0	228	227.7	0	83
TOTAL	3	1	398	48	3	0	1	454	453.5	0	8	744	126	8	1	0	887	887.5	0	353

PCU Factors:				
CYCLE	0.2			
M/CYCLE	0.4			
CAR	1.0			
LGV	1.0			
OGV1	1.5			
OGV2	2.3			
BUS	2.0			

TIME	Left to Desford Road						Ahead to A47 (W)						Right to Lakerston Lane					
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	3	1	3	0	0	7	8.5	1	1	49	7	7	1	5	65	71.6
07:15 - 07:30	0	0	7	0	0	1	0	8	9.3	0	1	74	18	3	4	1	101	108.1
07:30 - 07:45	0	0	13	1	0	0	0	14	14.0	0	0	78	12	5	2	1	98	104.1
07:45 - 08:00	0	0	10	2	2	0	0	15	17.0	0	0	81	12	2	0	1	96	98.0
Hourly Total	0	0	33	4	5	1	1	44	48.8	1	2	282	49	11	11	4	360	381.8
08:00 - 08:15	0	0	15	1	0	0	0	16	16.0	1	0	72	12	2	4	1	92	98.4
08:15 - 08:30	0	0	33	4	1	1	0	39	40.8	0	0	72	12	3	1	0	88	90.8
08:30 - 08:45	0	0	42	3	0	1	0	46	47.3	0	0	74	15	2	1	2	94	98.3
08:45 - 09:00	0	0	41	5	0	0	0	46	46.0	0	0	80	11	0	2	1	94	97.6
Hourly Total	0	0	131	13	1	2	0	147	156.1	1	0	298	50	7	8	4	368	385.1
09:00 - 09:15	0	0	3	3	0	1	0	7	8.3	0	0	53	9	5	1	1	69	73.8
09:15 - 09:30	0	0	12	1	1	0	0	14	14.5	0	2	56	14	1	5	1	79	85.8
09:30 - 09:45	0	0	4	3	1	0	0	8	8.5	0	0	52	9	4	2	1	68	73.6
09:45 - 10:00	0	0	6	0	0	0	0	6	6.0	0	0	43	8	6	2	2	61	68.6
Hourly Total	0	0	25	7	2	1	0	35	37.3	0	2	204	40	16	10	5	277	301.8
TOTAL	0	0	189	24	8	4	1	228	236.2	2	4	784	139	34	29	13	1005	1068.7
16:00 - 16:15	0	0	11	6	0	0	0	17	17.0	1	1	73	8	1	1	4	89	93.4
16:15 - 16:30	0	0	10	2	0	0	0	12	12.0	1	0	84	14	1	0	3	103	105.7
16:30 - 16:45	0	0	5	3	0	1	0	9	10.3	0	2	92	11	3	0	2	110	112.3
16:45 - 17:00	0	0	15	0	0	0	0	15	15.0	0	1	130	12	4	0	0	147	146.4
Hourly Total	0	0	41	11	0	1	0	53	54.3	2	4	378	45	9	1	9	449	459.8
17:00 - 17:15	0	0	11	0	0	0	0	11	11.0	0	1	103	9	0	1	0	114	114.7
17:15 - 17:30	0	0	9	0	0	0	1	10	11.0	0	0	90	9	0	0	2	101	103.0
17:30 - 17:45	0	0	11	0	1	0	0	12	12.5	0	1	93	5	0	2	0	101	103.0
17:45 - 18:00	0	0	9	1	0	0	0	10	10.0	1	1	101	10	0	0	2	115	115.6
Hourly Total	0	0	40	1	1	0	1	43	44.5	1	3	387	33	0	3	4	431	436.3
18:00 - 18:15	0	0	6	1	0	0	0	7	7.0	0	1	80	11	0	1	1	94	95.7
18:15 - 18:30	0	0	9	0	0	0	0	9	9.0	0	0	101	10	0	1	0	112	113.3
18:30 - 18:45	0	0	1	0	0	0	0	1	1.0	0	0	70	3	0	5	2	80	88.5
18:45 - 19:00	0	0	7	0	0	0	0	7	7.0	0	2	57	4	0	0	2	65	65.8
Hourly Total	0	0	23	1	0	0	0	24	24.0	0	3	308	28	0	7	5	351	363.3
TOTAL	0	0	104	13	1	1	1	120	122.8	3	10	1074	106	9	11	18	1231	1268.4

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

TIME	Left to A47 (W)							Ahead to Leicester Lane							Right to A47 (E)											
	CYCLE	M/CYCLE	CAR	LGV	OGV1	BUS	PCUis	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUis	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUis	
07:00 - 07:15	0	0	18	8	1	0	27	0	1	22	12	3	0	0	36	35.9	0	0	3	1	2	0	0	6	7.0	
07:15 - 07:30	0	1	26	3	0	0	30	29.4	0	0	40	12	3	0	0	55	56.5	0	0	5	2	0	0	7	7.0	
07:30 - 07:45	0	1	22	8	1	0	31	31.5	0	1	48	12	2	1	0	64	65.7	0	0	3	0	1	0	4	4.5	
07:45 - 08:00	0	0	26	3	2	0	31	32.0	0	0	68	9	1	0	0	78	78.5	0	0	10	1	0	0	11	11.0	
Hourly Total	0	1	92	22	4	0	119	120.4	0	2	178	45	7	1	0	233	236.6	0	0	21	4	3	0	28	28.5	
08:00 - 08:15	0	0	18	3	1	0	22	22.5	0	0	53	10	3	0	1	67	69.5	0	0	7	1	0	0	8	8.0	
08:15 - 08:30	0	0	24	4	1	0	29	29.5	0	1	48	8	1	0	0	58	57.9	0	0	6	2	0	0	9	10.0	
08:30 - 08:45	0	0	19	6	1	0	26	26.5	0	0	29	6	0	0	0	35	35.0	0	0	5	1	0	0	6	6.0	
08:45 - 09:00	0	0	29	8	1	0	38	38.0	0	0	31	9	1	1	1	43	45.8	0	0	6	1	1	0	8	8.5	
Hourly Total	0	0	90	21	4	0	115	117.0	0	1	161	33	5	1	2	203	208.2	0	0	24	5	1	0	31	32.5	
09:00 - 09:15	0	1	19	4	1	1	25	26.8	0	0	34	11	2	0	0	47	48.0	0	0	8	2	2	0	12	13.0	
09:15 - 09:30	0	1	13	4	2	0	20	20.4	0	0	34	7	1	1	0	43	44.8	0	0	6	0	1	0	7	7.5	
09:30 - 09:45	0	0	21	4	0	0	25	25.0	0	0	34	9	1	2	0	46	48.1	0	0	7	2	1	1	11	12.8	
09:45 - 10:00	0	1	20	4	2	0	27	27.4	1	0	26	3	0	2	0	32	33.8	0	0	4	1	0	1	4	6.3	
Hourly Total	0	2	73	16	5	1	97	99.6	1	0	128	30	4	5	0	168	175.7	0	0	22	4	6	2	34	38.8	
TOTAL	0	3	255	59	13	1	331	337.0	1	3	467	108	16	7	2	604	620.5	0	0	67	13	10	2	1	93	101.8
16:00 - 16:15	0	0	57	3	0	0	61	62.0	0	1	82	11	0	0	0	94	93.4	0	0	9	1	0	0	10	10.0	
16:15 - 16:30	0	0	47	10	1	1	59	60.8	0	0	75	3	0	1	0	79	80.3	0	0	8	2	1	1	12	13.8	
16:30 - 16:45	0	0	41	1	0	0	42	42.0	0	3	100	12	1	0	0	116	116.7	0	0	5	1	0	0	6	6.0	
16:45 - 17:00	0	3	33	5	0	0	41	39.2	0	0	84	5	0	0	0	89	89.0	0	1	5	0	0	1	7	7.7	
Hourly Total	0	3	178	19	1	1	203	204.0	0	4	341	31	1	0	0	378	377.4	0	1	27	4	1	2	0	35	37.5
17:00 - 17:15	0	1	63	2	0	0	66	65.4	0	1	78	5	1	0	0	85	84.9	0	1	8	0	0	0	9	8.4	
17:15 - 17:30	0	1	58	1	0	0	60	59.4	0	1	109	3	0	0	0	113	112.4	0	0	10	0	0	0	4	4.0	
17:30 - 17:45	0	2	49	5	0	0	57	57.1	0	2	98	4	0	0	0	104	102.8	0	0	10	0	0	0	10	10.0	
17:45 - 18:00	0	0	42	3	0	1	46	47.3	0	1	76	8	0	0	0	85	84.4	0	0	9	4	0	0	13	13.0	
Hourly Total	0	4	212	11	0	2	229	228.2	0	5	381	20	1	0	0	387	384.5	0	1	31	4	0	0	36	36.4	
18:00 - 18:15	0	0	44	4	0	0	48	48.0	0	1	86	7	1	1	0	96	97.2	0	0	11	1	0	0	12	12.0	
18:15 - 18:30	0	0	32	3	0	0	35	35.0	0	1	75	4	0	1	0	81	81.7	0	0	9	0	0	0	9	9.0	
18:30 - 18:45	0	0	39	4	0	0	43	43.0	0	0	48	4	0	0	0	52	52.0	0	0	9	0	0	0	9	9.0	
18:45 - 19:00	0	0	30	6	0	0	36	38.0	0	1	39	10	0	0	0	50	49.4	0	0	8	0	0	0	8	8.0	
Hourly Total	0	0	145	17	0	0	162	162.0	0	3	248	25	1	2	0	279	280.3	0	0	37	1	0	0	38	38.0	
TOTAL	0	7	535	47	1	3	594	595.2	0	12	950	76	3	3	0	1044	1042.2	0	2	95	9	1	2	0	109	110.9

PCU Factors:				
CYCLE	0.2			
M/CYCLE	0.4			
CAR	1.0			
LGV	1.0			
OGV1	1.5			
OGV2	2.3			
BUS	2.0			

TIME	Left to Leicester Lane							Ahead to A47 (E)							Right to Desford Road												
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	11	3	0	0	1	15	16.0	1	1	85	13	4	1	2	107	110.9	0	0	41	10	1	0	2	54	56.5
07:15 - 07:30	0	0	10	3	0	0	1	14	15.3	0	1	84	15	0	0	3	103	105.4	0	0	37	4	1	0	1	43	44.5
07:30 - 07:45	0	0	9	0	0	0	0	9	9.0	0	1	93	8	7	0	2	111	115.9	0	2	46	2	2	0	1	53	53.8
07:45 - 08:00	0	0	5	2	0	0	0	7	7.0	0	0	72	12	2	4	0	90	96.2	0	0	51	3	2	0	0	56	57.0
Hourly Total	0	0	35	8	0	1	1	45	47.3	1	3	334	48	13	5	7	411	428.4	0	2	175	19	6	0	4	206	211.8
08:00 - 08:15	0	0	4	1	0	0	2	7	9.0	1	0	61	10	2	1	1	77	78.1	0	0	50	4	0	1	1	56	58.3
08:15 - 08:30	0	0	7	0	0	0	1	11	13.5	0	0	69	8	2	5	1	85	93.5	0	0	52	2	0	0	0	54	54.0
08:30 - 08:45	0	0	2	1	0	0	0	3	3.0	3	0	77	8	1	3	1	93	96.0	0	1	44	5	1	2	0	53	55.5
08:45 - 09:00	0	0	6	2	1	0	0	9	9.5	1	1	76	9	1	2	2	92	95.7	0	1	55	7	3	0	0	66	66.9
Hourly Total	0	0	19	4	4	0	3	30	35.0	4	3	283	35	6	11	5	347	364.3	0	2	201	18	4	3	1	229	234.7
09:00 - 09:15	0	0	13	1	0	0	0	14	14.0	0	0	95	11	5	2	0	113	118.1	1	0	29	5	0	0	0	35	34.2
09:15 - 09:30	0	0	6	2	0	0	0	8	8.0	0	1	71	6	3	4	1	86	93.1	0	0	38	5	0	0	0	43	43.0
09:30 - 09:45	0	0	6	1	0	0	0	7	7.0	0	0	64	2	2	4	2	74	82.2	0	0	28	2	1	1	0	32	33.8
09:45 - 10:00	0	0	7	3	0	0	0	10	10.0	0	0	60	6	5	4	0	75	82.7	0	0	32	3	4	0	0	39	41.0
Hourly Total	0	0	32	7	0	0	0	39	39.0	0	1	290	25	15	14	3	348	376.1	1	0	127	15	5	1	0	149	152.0
TOTAL	0	0	86	19	4	1	4	114	121.3	5	7	907	108	34	30	15	1106	1168.8	1	4	503	52	15	4	5	554	598.5
16:00 - 16:15	0	0	3	1	1	0	0	5	5.5	0	1	84	16	2	1	2	106	109.7	0	1	37	2	0	0	0	40	38.4
16:15 - 16:30	0	1	8	2	0	0	1	12	12.4	0	1	100	9	0	1	0	111	111.7	0	1	41	2	1	3	0	48	51.8
16:30 - 16:45	0	0	6	1	0	0	0	7	7.0	3	2	79	14	2	1	2	103	103.7	0	0	23	0	0	1	0	24	25.3
16:45 - 17:00	0	0	14	0	0	0	1	15	16.0	0	1	100	10	2	4	1	118	124.6	0	0	31	5	0	0	0	36	36.0
Hourly Total	0	1	31	4	0	0	2	39	40.9	3	5	383	49	5	7	5	438	449.7	0	2	132	9	1	4	0	148	152.5
17:00 - 17:15	0	0	17	0	0	0	0	17	17.0	0	0	80	8	2	2	0	92	95.6	0	2	26	6	1	0	0	33	33.5
17:15 - 17:30	0	0	15	2	0	0	0	17	17.0	1	1	81	3	0	0	2	88	88.6	0	2	29	1	0	1	0	33	33.1
17:30 - 17:45	0	0	12	0	0	0	0	12	12.0	0	0	90	9	0	0	0	99	99.0	0	0	32	3	1	0	0	32	32.5
17:45 - 18:00	0	0	8	0	0	0	0	8	8.0	0	0	65	7	2	0	2	76	78.0	0	0	28	3	1	0	0	36	36.5
Hourly Total	0	0	52	2	0	0	0	54	54.0	1	1	316	27	4	2	4	355	362.2	0	2	115	13	3	1	0	134	135.6
18:00 - 18:15	0	0	7	0	0	0	0	7	7.0	0	0	70	12	0	0	0	82	82.0	0	0	29	4	0	0	0	33	33.0
18:15 - 18:30	0	0	10	0	0	0	0	10	10.0	0	1	87	6	0	3	2	99	104.3	0	0	27	1	0	0	0	28	28.0
18:30 - 18:45	0	0	10	0	0	0	0	10	10.0	0	0	79	13	1	2	0	95	98.1	0	0	31	1	1	0	0	33	33.5
18:45 - 19:00	0	0	11	0	0	0	0	11	11.0	0	0	50	10	0	0	2	62	64.0	0	0	23	1	0	0	0	24	24.0
Hourly Total	0	0	38	0	0	0	0	38	38.0	0	1	286	41	1	5	4	338	348.4	0	0	110	7	1	0	0	118	118.5
TOTAL	0	1	121	6	1	0	2	131	132.9	4	7	965	117	11	14	13	1131	1160.3	0	4	357	29	5	5	0	400	406.6

TIME	Left to B582 (E)						Ahead to High Street						Right to B582 (W)														
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	11	0	0	0	0	11	11.0	0	0	0	9	0	0	0	9	9.0	0	0	0	1	0	0	0	1	1.0
07:15 - 07:30	0	1	18	7	0	0	0	26	25.4	0	0	4	1	0	0	5	5.0	0	0	0	1	0	0	0	0	1	1.0
07:30 - 07:45	0	0	18	1	0	0	0	19	19.0	0	0	7	1	0	0	8	8.0	0	0	0	2	1	0	0	0	3	3.0
07:45 - 08:00	0	0	27	4	0	0	0	31	31.0	0	0	18	2	0	0	20	20.0	0	0	0	1	0	0	0	0	1	1.0
Hourly Total	0	1	74	12	0	0	0	87	86.4	0	0	38	4	0	0	42	42.0	0	0	0	3	3	0	0	0	6	6.0
08:00 - 08:15	0	1	24	3	1	0	0	29	28.9	0	0	15	5	1	0	0	21	21.5	0	0	0	1	0	0	0	1	1.0
08:15 - 08:30	0	0	31	2	0	0	0	33	33.0	0	0	16	1	0	0	0	17	17.0	0	0	0	2	0	0	0	2	2.0
08:30 - 08:45	0	0	15	1	0	0	0	16	16.0	0	0	18	4	0	0	0	22	22.0	0	0	0	2	0	0	0	2	2.0
08:45 - 09:00	0	0	12	2	0	0	0	14	14.0	0	0	5	1	0	0	6	6.0	0	0	0	2	0	0	0	0	2	2.0
Hourly Total	0	1	82	8	1	0	0	92	91.9	0	0	54	11	1	0	0	66	66.5	0	0	0	7	0	0	0	7	7.0
09:00 - 09:15	0	0	12	0	0	0	0	12	12.0	0	0	9	0	0	0	9	9.0	0	0	0	4	0	0	0	0	4	4.0
09:15 - 09:30	0	0	8	0	0	0	0	8	8.0	0	0	5	1	1	0	0	7	7.5	0	0	0	0	0	0	0	0	0.0
09:30 - 09:45	0	0	6	0	0	0	0	6	6.0	0	0	4	1	0	0	0	5	5.0	0	0	0	3	0	0	0	3	3.0
09:45 - 10:00	0	0	2	0	0	0	0	2	2.0	0	0	1	2	0	0	0	3	3.0	0	0	0	2	0	0	0	2	2.0
Hourly Total	0	0	28	0	0	0	0	28	28.0	0	0	19	4	1	0	0	24	24.5	0	0	0	9	0	0	0	9	9.0
TOTAL	0	2	184	20	1	0	0	207	206.3	0	0	111	19	2	0	0	132	133.0	0	0	0	19	3	0	0	22	22.0
16:00 - 16:15	0	0	20	1	1	0	0	22	22.5	0	1	3	1	0	0	0	5	4.4	0	0	0	3	1	0	0	4	4.0
16:15 - 16:30	0	0	13	3	0	0	0	16	16.0	0	0	4	3	0	0	0	7	7.0	0	0	0	1	0	0	0	1	1.0
16:30 - 16:45	0	0	23	3	0	0	0	26	26.0	0	1	7	2	0	0	0	10	9.4	0	0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	0	14	3	0	0	0	17	17.0	1	0	11	0	1	0	0	13	12.7	0	0	1	1	0	0	0	2	2.0
Hourly Total	0	0	70	10	1	0	0	81	81.5	1	2	25	6	1	0	0	35	33.5	0	0	0	5	2	0	0	7	7.0
17:00 - 17:15	0	1	32	3	0	0	0	36	35.4	0	0	16	2	0	0	0	18	18.0	0	0	0	1	0	0	0	1	1.0
17:15 - 17:30	0	0	33	5	0	0	0	38	38.0	0	0	23	4	0	0	0	27	27.0	0	0	0	4	0	0	0	4	4.0
17:30 - 17:45	0	0	17	1	0	0	0	18	18.0	0	0	19	1	0	0	0	20	20.0	0	0	0	1	0	0	0	1	1.0
17:45 - 18:00	0	0	4	2	0	0	0	6	6.0	0	2	13	2	0	0	0	17	15.8	0	0	0	1	0	0	0	1	1.0
Hourly Total	0	1	86	11	0	0	0	98	97.4	0	2	71	9	0	0	0	82	80.8	0	0	0	7	0	0	0	7	7.0
18:00 - 18:15	0	0	10	3	0	0	0	13	13.0	0	0	6	0	0	0	0	6	6.0	0	0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	8	0	0	0	0	8	8.0	0	0	8	0	0	0	0	8	8.0	0	0	0	2	0	0	0	2	2.0
18:30 - 18:45	0	0	9	1	0	0	0	10	10.0	0	0	5	1	1	0	0	7	7.5	0	0	0	1	0	0	0	1	1.0
18:45 - 19:00	0	0	8	0	0	0	0	8	8.0	0	0	6	0	0	0	0	6	6.0	0	0	0	1	0	0	0	1	1.0
Hourly Total	0	0	35	4	0	0	0	39	39.0	0	0	25	1	1	0	0	27	27.5	0	0	0	4	0	0	0	4	4.0
TOTAL	0	1	191	25	1	0	0	218	217.9	1	4	121	16	2	0	0	144	141.8	0	0	0	16	2	0	0	18	18.0

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

TIME	Left to High Street						Ahead to B582 (W)						Right to Main Street						TOTAL	PCUS
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUS	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUS		
07:00 - 07:15	0	0	19	6	0	0	0	25	25.0	0	1	43	13	3	2	1	63	67.5	0	3
07:15 - 07:30	0	0	32	5	0	0	0	37	37.0	0	0	62	14	1	2	0	79	82.1	0	8
07:30 - 07:45	0	0	34	3	0	0	0	37	37.0	0	0	60	18	4	0	0	82	84.0	0	12
07:45 - 08:00	0	1	46	6	0	0	1	54	54.4	0	1	57	9	2	2	3	73	78.0	0	15
Hourly Total	0	1	131	20	0	0	1	153	153.4	0	2	222	54	10	6	3	297	311.6	0	38
08:00 - 08:15	0	0	36	4	0	0	0	40	40.0	0	0	60	8	3	0	1	72	74.5	0	8
08:15 - 08:30	0	0	48	3	0	0	0	51	51.0	0	0	60	13	0	1	2	76	78.3	0	13
08:30 - 08:45	0	0	83	16	1	0	0	100	100.5	0	0	78	8	1	0	2	89	91.5	0	6
08:45 - 09:00	0	3	37	6	0	0	0	46	44.2	0	1	58	14	1	1	0	75	76.2	0	8
Hourly Total	0	3	204	29	1	0	0	237	233.7	0	1	256	43	5	2	5	312	321.5	0	35
09:00 - 09:15	2	1	24	9	2	0	0	38	36.8	0	6	48	13	4	1	2	74	76.7	0	6
09:15 - 09:30	1	2	30	11	0	0	0	44	42.0	0	1	54	7	1	0	1	64	64.9	0	8
09:30 - 09:45	0	1	18	3	1	0	0	23	22.9	0	0	41	7	2	1	0	51	53.3	0	6
09:45 - 10:00	0	1	22	2	0	0	0	25	24.4	0	1	60	10	2	1	0	74	76.7	0	10
Hourly Total	3	5	94	25	3	0	0	130	126.1	0	8	203	37	9	3	3	263	269.6	0	30
TOTAL	3	9	429	74	4	0	1	520	515.2	0	11	681	134	24	11	11	872	902.7	0	103
16:00 - 16:15	0	1	33	12	0	0	0	46	45.4	0	2	104	24	1	2	0	133	134.9	0	11
16:15 - 16:30	0	0	57	9	1	0	0	67	67.5	0	1	102	11	1	0	1	116	116.9	0	15
16:30 - 16:45	0	0	37	15	2	0	0	54	55.0	0	0	97	17	0	0	0	114	114.0	0	12
16:45 - 17:00	1	0	41	12	0	0	1	55	55.2	2	3	125	12	2	0	0	144	141.6	0	10
Hourly Total	1	1	168	48	3	0	1	222	223.1	2	6	428	64	4	2	1	507	507.4	0	48
17:00 - 17:15	1	3	68	6	0	0	0	78	75.4	0	1	125	17	1	0	1	145	145.9	0	18
17:15 - 17:30	0	1	57	9	0	0	0	67	66.4	0	0	101	16	0	1	0	118	119.3	0	17
17:30 - 17:45	0	1	61	6	0	0	0	68	67.4	0	1	114	9	0	1	0	125	125.7	0	7
17:45 - 18:00	1	0	50	6	0	0	0	57	56.2	0	2	100	7	3	0	1	113	114.3	0	12
Hourly Total	2	5	236	27	0	0	0	270	265.4	0	4	440	49	4	2	2	501	505.2	0	54
18:00 - 18:15	0	1	51	4	0	0	0	56	55.4	0	0	67	7	0	0	0	74	74.0	0	13
18:15 - 18:30	2	0	55	1	0	0	0	58	56.4	1	2	99	13	0	0	0	115	113.0	0	15
18:30 - 18:45	0	0	32	5	0	0	0	37	37.0	0	0	74	4	2	0	0	80	81.0	0	7
18:45 - 19:00	0	0	21	2	0	0	0	23	23.0	0	0	66	7	0	0	1	74	76.0	0	5
Hourly Total	2	1	159	12	0	0	0	174	171.8	1	2	306	31	2	0	1	343	343.0	0	40
TOTAL	5	7	563	87	3	0	1	666	660.3	3	12	1174	144	10	4	4	1351	1355.6	0	142

PCU Factors:				
CYCLE	0.2			
M/CYCLE	0.4			
CAR	1.0			
LGV	1.0			
OGV1	1.5			
OGV2	2.3			
BUS	2.0			

TIME	Left to B582 (W)					Ahead to Main Street					Right to B582 (E)					TOTAL	PCUS
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUS	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2		
07:00 - 07:15	0	0	5	2	0	0	0	7	7.0	0	0	4	0	0	0	4	35.0
07:15 - 07:30	0	0	3	0	0	0	0	3	3.0	0	0	6	0	0	0	6	56.4
07:30 - 07:45	0	0	2	1	0	0	0	3	3.0	0	0	6	1	0	0	7	83.4
07:45 - 08:00	0	0	5	2	0	0	0	7	7.0	0	0	9	0	0	0	9	85.4
Hourly Total	0	0	15	5	0	0	0	20	20.0	0	0	25	1	0	0	26	260.2
08:00 - 08:15	0	0	3	1	0	0	0	4	4.0	1	0	3	1	0	0	5	82.0
08:15 - 08:30	0	0	2	0	0	0	0	2	2.0	0	0	10	2	0	0	12	79.0
08:30 - 08:45	0	0	2	0	0	0	0	2	2.0	0	1	6	2	0	0	9	61.7
08:45 - 09:00	0	0	2	1	0	0	0	3	3.0	0	0	12	1	0	0	13	69.0
Hourly Total	0	0	9	2	0	0	0	11	11.0	1	1	31	6	0	0	39	291.7
09:00 - 09:15	0	0	4	2	0	0	0	6	6.0	0	0	7	0	0	0	7	45.0
09:15 - 09:30	0	0	2	0	1	0	0	3	3.5	0	0	4	0	0	0	4	35.0
09:30 - 09:45	0	0	2	0	3	0	0	5	6.5	0	1	5	1	0	0	7	29.0
09:45 - 10:00	0	0	5	0	0	0	0	5	5.0	0	0	6	3	1	0	10	30.0
Hourly Total	0	0	13	2	4	0	0	19	21.0	0	1	22	4	1	0	28	138.4
TOTAL	0	0	37	9	4	0	0	50	52.0	1	2	78	11	1	0	93	690.3
16:00 - 16:15	0	0	11	1	0	0	0	12	12.0	0	0	13	2	0	0	15	82.8
16:15 - 16:30	0	0	7	1	0	0	0	8	8.0	0	0	8	1	0	0	9	86.0
16:30 - 16:45	0	0	5	2	0	0	0	7	7.0	0	0	9	0	0	0	9	61.0
16:45 - 17:00	0	0	4	2	0	0	0	6	6.0	0	0	10	2	0	0	12	73.0
Hourly Total	0	0	27	6	0	0	0	33	33.0	0	0	40	5	0	0	45	302.8
17:00 - 17:15	0	0	9	1	0	0	0	10	10.0	0	0	9	1	0	0	10	43.7
17:15 - 17:30	0	0	4	2	0	0	0	6	6.0	0	0	10	1	0	0	11	38.0
17:30 - 17:45	0	0	7	1	0	0	0	8	8.0	0	0	8	1	0	0	9	58.0
17:45 - 18:00	0	0	14	0	0	0	0	14	14.0	0	0	3	1	0	0	4	27.0
Hourly Total	0	0	34	4	0	0	0	38	38.0	0	0	30	4	0	0	34	165.9
18:00 - 18:15	0	0	4	1	0	0	0	5	5.0	0	0	10	0	0	0	10	40.5
18:15 - 18:30	0	1	4	0	0	0	0	5	4.4	0	0	3	1	0	0	4	38.8
18:30 - 18:45	0	0	1	1	0	0	0	2	2.0	0	0	9	0	0	0	9	27.0
18:45 - 19:00	0	0	4	0	0	0	0	4	4.0	0	0	9	0	0	0	9	25.0
Hourly Total	0	1	13	2	0	0	0	16	15.4	0	0	31	2	0	0	33	131.3
TOTAL	0	1	74	12	0	0	0	87	86.4	0	0	101	11	0	0	112	600.0

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

TIME	Left to Main Street						Ahead to B582 (E)						Right to High Street						TOTAL	PCU
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs		
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0	0	96	23	0	1	0	120	121.3	8	8.0
07:15 - 07:30	0	0	1	0	0	0	0	1	1.0	0	2	139	21	2	1	0	165	166.1	0	4.0
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0	2	141	24	4	0	1	172	173.8	0	3.0
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0	0	133	16	3	1	2	155	159.8	0	4.0
Hourly Total	0	0	1	0	0	0	0	1	1.0	0	4	509	84	9	3	3	612	621.0	0	19.0
08:00 - 08:15	0	0	1	0	0	0	0	1	1.0	0	1	133	19	3	0	1	157	158.9	0	6.0
08:15 - 08:30	0	0	1	0	0	0	0	1	1.0	0	0	131	12	2	1	2	148	152.3	0	10.0
08:30 - 08:45	0	0	1	1	0	0	0	2	2.0	0	0	116	16	2	0	0	134	135.0	0	5.0
08:45 - 09:00	0	0	1	0	0	0	0	1	1.0	0	1	94	12	4	0	0	111	112.4	0	7.0
Hourly Total	0	0	4	1	0	0	0	5	5.0	0	2	474	59	11	1	3	550	558.6	0	28.0
09:00 - 09:15	0	0	3	0	0	0	0	3	3.0	0	0	95	14	1	2	1	113	117.1	0	4.0
09:15 - 09:30	0	0	3	0	1	0	0	4	4.5	0	0	57	9	1	1	0	68	69.8	0	4.5
09:30 - 09:45	0	0	4	0	0	0	0	4	4.0	0	0	67	7	3	0	0	77	78.5	0	2.0
09:45 - 10:00	0	0	1	0	2	0	0	3	3.0	0	0	58	10	1	0	0	69	69.5	0	4.0
Hourly Total	0	0	11	0	3	0	0	14	15.5	0	0	277	40	6	3	1	327	334.9	0	14.5
TOTAL	0	0	16	1	3	0	0	20	21.5	0	6	1260	183	26	7	7	1489	1514.5	15	61.5
16:00 - 16:15	0	0	2	0	0	0	0	2	2.0	0	3	63	16	2	0	1	85	85.2	0	6.0
16:15 - 16:30	0	0	4	0	0	0	0	4	4.0	0	0	69	17	4	1	0	91	94.3	0	6.0
16:30 - 16:45	0	0	1	0	0	0	0	1	1.0	1	0	77	20	3	0	1	102	103.7	0	6.0
16:45 - 17:00	0	0	4	0	1	0	0	5	5.5	0	0	82	17	1	0	0	100	100.5	0	4.0
Hourly Total	0	0	11	0	1	0	0	12	12.5	1	3	291	70	10	1	2	379	383.7	0	22.0
17:00 - 17:15	0	0	2	1	0	0	0	3	3.0	1	2	96	8	0	0	0	107	105.0	0	6.0
17:15 - 17:30	0	0	1	0	0	0	0	1	1.0	0	3	89	9	0	0	0	101	99.2	0	1.0
17:30 - 17:45	2	0	1	1	0	0	0	4	2.4	0	0	81	7	1	0	0	89	89.5	0	6.0
17:45 - 18:00	0	0	1	0	0	0	0	1	1.0	0	0	70	11	0	1	1	83	85.3	0	5.0
Hourly Total	2	0	5	2	0	0	0	9	7.4	1	5	338	35	1	1	380	379.0	0	18.0	
18:00 - 18:15	0	0	2	0	0	0	0	2	2.0	3	1	74	9	0	1	0	88	86.3	0	3.0
18:15 - 18:30	0	0	0	0	0	0	0	0	0.0	0	1	69	2	0	0	0	72	71.4	0	8.0
18:30 - 18:45	0	0	0	1	0	0	0	1	1.0	0	0	46	4	0	0	1	51	52.0	0	5.0
18:45 - 19:00	0	0	4	0	0	0	0	4	4.0	1	1	49	5	0	2	0	58	59.2	0	10.0
Hourly Total	0	0	6	1	0	0	0	7	7.0	4	3	238	20	0	3	1	269	268.9	0	26.0
TOTAL	2	0	22	3	1	0	0	28	28.9	6	11	865	125	11	5	4	1027	1031.6	7	66.0

Newbold Verdon
Tuesday 8th April 2025
Junction: 10
Approach: Station Road

Left to B582 (E)																		Right to B582 (W)					
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs					
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0	0	35	10	1	1	0	47	48.8					
07:15 - 07:30	0	0	1	0	0	0	0	1	1.0	0	0	42	8	0	1	0	51	52.3					
07:30 - 07:45	0	0	1	0	0	0	0	1	1.0	0	0	39	8	1	0	0	48	48.5					
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0	1	40	8	1	0	1	51	51.9					
Hourly Total	0	0	2	0	0	0	0	2	2.0	0	1	166	34	3	2	1	197	201.5					
08:00 - 08:15	0	0	0	0	0	0	0	0	0.0	0	0	35	6	0	0	0	41	41.0					
08:15 - 08:30	0	0	0	0	0	0	0	0	0.0	0	0	29	9	0	1	0	39	40.3					
08:30 - 08:45	0	0	0	0	0	0	0	0	0.0	0	0	43	12	1	0	0	56	56.5					
08:45 - 09:00	0	0	0	0	0	0	0	0	0.0	0	4	45	12	0	0	0	61	58.6					
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	4	162	39	1	1	0	197	196.4					
09:00 - 09:15	0	0	1	0	0	0	0	1	1.0	2	7	36	9	2	1	0	57	53.5					
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0	2	41	7	0	0	0	50	48.8					
09:30 - 09:45	0	0	0	0	0	0	0	0	0.0	0	1	27	3	1	0	0	32	31.9					
09:45 - 10:00	0	0	0	0	0	0	0	0	0.0	0	1	47	3	0	0	0	51	50.4					
Hourly Total	0	0	1	0	0	0	0	1	1.0	2	11	151	22	3	1	0	190	184.6					
TOTAL	0	0	3	0	0	0	0	3	3.0	2	16	459	95	7	4	1	584	582.5					
16:00 - 16:15	0	0	1	0	0	0	0	1	1.0	0	1	52	10	0	1	0	64	64.7					
16:15 - 16:30	0	0	0	0	1	0	0	1	1.5	0	0	62	9	2	0	0	73	74.0					
16:30 - 16:45	0	0	0	0	0	0	0	0	0.0	0	0	42	13	1	0	0	56	56.5					
16:45 - 17:00	0	1	0	0	0	0	0	1	0.4	2	0	56	13	0	0	0	71	69.4					
Hourly Total	0	1	0	1	1	0	0	3	2.9	2	1	212	45	3	1	0	264	264.6					
17:00 - 17:15	0	0	1	0	0	0	0	1	1.0	0	0	56	9	0	0	0	65	65.0					
17:15 - 17:30	0	0	1	0	0	0	0	1	1.0	0	0	56	10	0	1	0	67	68.3					
17:30 - 17:45	0	1	0	0	0	0	1	2	2.4	0	1	60	4	0	0	0	65	64.4					
17:45 - 18:00	0	0	0	0	0	0	0	0	0.0	1	0	61	6	1	0	0	69	68.7					
Hourly Total	0	1	2	0	0	0	1	4	4.4	1	1	233	29	1	1	0	266	266.4					
18:00 - 18:15	0	0	0	0	0	0	0	0	0.0	0	0	56	4	0	0	0	60	60.0					
18:15 - 18:30	0	0	1	0	0	0	0	1	1.0	1	2	64	4	0	0	0	71	69.0					
18:30 - 18:45	0	0	0	0	0	0	0	0	0.0	0	0	51	7	1	0	0	59	59.5					
18:45 - 19:00	0	0	0	0	0	0	0	0	0.0	0	0	43	4	0	0	0	47	47.0					
Hourly Total	0	0	1	0	0	0	0	1	1.0	1	2	214	19	1	0	0	237	235.5					
TOTAL	0	2	4	0	1	0	1	8	8.3	4	4	659	93	5	2	0	767	766.5					

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Newbold Verdon
Tuesday 8th April 2025
Junction: 10
Approach: B582 East

TIME	Ahead to B582 (W)										Right to Station Road						PCU Factors:	
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	1	29	10	2	1	1	44	46.7	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	53	16	2	3	0	74	78.9	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	1	63	14	3	0	1	82	83.9	0	1	0	0	0	0	0	1	0.4
07:45 - 08:00	0	1	74	12	2	2	1	92	96.0	0	0	0	0	1	0	0	1	1.5
Hourly Total	0	3	219	52	9	6	3	292	305.5	0	1	0	0	1	0	0	2	1.9
08:00 - 08:15	0	0	69	8	3	0	1	81	83.5	0	0	1	0	0	0	1	2	3.0
08:15 - 08:30	0	0	89	9	0	0	3	101	104.0	0	0	3	0	0	0	0	3	3.0
08:30 - 08:45	0	0	120	15	1	0	2	138	140.5	0	0	9	0	0	0	0	9	9.0
08:45 - 09:00	0	0	52	12	1	1	0	66	67.8	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	330	44	5	1	6	386	395.8	0	0	13	0	0	0	1	14	15.0
09:00 - 09:15	0	0	42	14	4	0	2	62	66.0	0	0	0	0	0	0	0	0	0.0
09:15 - 09:30	1	0	53	12	1	0	1	68	68.7	0	0	2	0	0	0	0	2	2.0
09:30 - 09:45	0	0	35	9	2	1	0	47	49.3	0	0	0	0	0	0	0	0	0.0
09:45 - 10:00	0	1	44	9	1	1	0	56	57.2	1	0	0	0	0	0	0	1	0.2
Hourly Total	1	1	174	44	8	2	3	233	241.2	1	0	2	0	0	0	0	3	2.2
TOTAL	1	4	723	140	22	9	12	911	942.5	1	1	15	0	1	0	1	19	19.1
16:00 - 16:15	0	2	104	21	1	1	0	129	129.6	0	0	1	0	0	0	0	1	1.0
16:15 - 16:30	0	1	107	10	0	0	1	119	119.4	0	0	0	0	0	0	0	0	0.0
16:30 - 16:45	0	0	116	16	1	0	0	133	133.5	0	0	2	0	0	0	0	2	2.0
16:45 - 17:00	1	3	119	12	2	0	0	137	135.4	0	0	0	0	0	0	0	0	0.0
Hourly Total	1	6	446	59	4	1	1	518	517.9	0	0	3	0	0	0	0	3	3.0
17:00 - 17:15	1	4	154	14	1	0	1	175	173.3	0	0	2	0	0	0	0	2	2.0
17:15 - 17:30	0	1	133	13	0	0	0	147	146.4	0	0	1	0	0	0	0	1	1.0
17:30 - 17:45	0	1	117	8	0	1	0	127	127.7	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	2	102	8	1	0	0	113	112.3	0	0	0	0	0	0	0	0	0.0
Hourly Total	1	8	506	43	2	1	1	562	559.7	0	0	3	0	0	0	0	3	3.0
18:00 - 18:15	0	1	77	6	1	0	0	85	84.9	0	0	0	0	0	0	0	0	0.0
18:15 - 18:30	1	2	108	10	0	0	1	122	121.0	0	0	0	0	0	0	0	0	0.0
18:30 - 18:45	0	0	61	5	1	0	0	67	67.5	0	0	3	0	0	0	0	3	3.0
18:45 - 19:00	0	1	46	7	0	0	1	55	55.4	0	0	0	0	0	0	0	0	0.0
Hourly Total	1	4	292	28	2	0	2	329	328.8	0	0	3	0	0	0	0	3	3.0
TOTAL	3	18	1244	130	8	2	4	1409	1406.4	0	0	9	0	0	0	0	9	9.0

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Newbold Verdon
Tuesday 8th April 2025
Junction: 10
Approach: B582 West

Left to Station Road												Ahead to B582 (E)						PCU Factors:	
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	
07:00 - 07:15	0	0	64	11	1	0	0	76	76.5	0	0	71	18	0	1	1	91	93.3	0.2
07:15 - 07:30	0	2	95	22	1	0	1	121	121.3	0	2	97	18	1	1	0	119	119.6	0.4
07:30 - 07:45	0	3	131	23	1	0	1	159	158.7	0	1	107	10	4	1	0	123	125.7	1.0
07:45 - 08:00	0	1	122	21	1	0	1	146	146.9	0	0	106	11	1	1	1	120	122.8	1.0
Hourly Total	0	6	412	77	4	0	3	502	503.4	0	3	381	57	6	4	2	483	481.4	1.5
08:00 - 08:15	0	0	110	22	0	0	1	133	134.0	0	2	122	10	4	0	0	138	138.8	2.3
08:15 - 08:30	0	0	113	15	1	1	1	131	133.8	0	0	120	8	2	0	1	131	133.0	
08:30 - 08:45	0	0	85	16	2	0	0	103	104.0	1	0	103	7	1	0	0	112	111.7	
08:45 - 09:00	0	0	91	12	0	0	0	103	103.0	0	1	72	11	4	0	0	88	89.4	
Hourly Total	0	0	399	65	3	1	2	470	474.8	1	3	417	36	11	0	1	469	472.9	
09:00 - 09:15	0	0	79	12	1	1	1	94	96.8	0	0	65	10	0	1	0	76	77.3	
09:15 - 09:30	0	0	50	7	0	0	0	57	57.0	0	0	47	4	0	1	0	52	53.3	
09:30 - 09:45	0	0	54	6	1	0	0	61	61.5	0	0	50	1	2	0	0	53	54.0	
09:45 - 10:00	0	1	33	6	0	0	0	40	39.4	0	0	53	9	1	0	0	63	63.5	
Hourly Total	0	1	216	31	2	1	1	252	254.7	0	0	215	24	3	2	0	244	248.1	
TOTAL	0	7	1027	173	9	2	6	1224	1232.9	1	6	1013	117	20	6	3	1166	1182.4	
16:00 - 16:15	0	4	91	9	1	0	0	105	103.1	0	1	60	15	1	0	1	78	78.9	
16:15 - 16:30	0	0	111	16	1	1	0	129	130.8	0	0	51	19	3	0	0	73	74.5	
16:30 - 16:45	0	0	88	16	4	0	1	109	112.0	1	0	65	14	1	0	0	81	80.7	
16:45 - 17:00	0	0	76	18	0	0	0	94	94.0	0	0	80	10	0	0	0	90	90.0	
Hourly Total	0	4	366	59	6	1	1	437	439.9	1	1	256	58	5	0	1	322	324.1	
17:00 - 17:15	1	0	83	4	1	0	0	89	88.7	1	3	86	10	0	0	0	100	97.4	
17:15 - 17:30	0	2	77	8	0	0	0	87	85.8	0	0	78	10	0	0	0	88	88.0	
17:30 - 17:45	0	0	83	9	0	0	0	92	92.0	0	1	71	3	1	0	0	76	75.9	
17:45 - 18:00	0	1	45	9	0	1	1	57	56.7	0	0	55	8	0	0	0	63	63.0	
Hourly Total	1	3	288	30	1	1	1	325	325.2	1	4	290	31	1	0	0	327	324.3	
18:00 - 18:15	3	0	60	6	0	0	0	69	66.6	0	1	58	5	1	1	0	66	67.2	
18:15 - 18:30	0	2	48	2	0	0	0	52	50.8	0	1	68	3	0	0	0	72	71.4	
18:30 - 18:45	0	0	36	5	0	0	1	42	43.0	0	0	43	0	0	0	0	43	43.0	
18:45 - 19:00	1	0	31	3	0	0	0	35	34.2	0	1	48	4	0	2	0	55	57.0	
Hourly Total	4	2	175	16	0	0	1	198	194.6	0	3	217	12	1	3	0	236	238.6	
TOTAL	5	9	829	105	7	2	3	960	959.7	2	8	763	101	7	3	1	885	887.0	

Newbold Verdon
Tuesday 8th April 2025
Junction: 11
Approach: Barns Way

Left to B582 (E)																		Right to B582 (W)					
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs					
07:00 - 07:15	0	0	37	13	1	1	0	52	53.8	0	0	8	3	0	0	1	12	13.0					
07:15 - 07:30	0	0	60	4	1	0	0	65	65.5	0	0	15	3	0	0	0	18	18.0					
07:30 - 07:45	0	0	63	5	3	1	0	72	74.8	0	0	26	5	1	0	0	32	32.5					
07:45 - 08:00	0	0	53	5	1	0	0	59	59.5	0	0	43	5	0	0	0	48	48.0					
Hourly Total	0	0	213	27	6	2	0	248	253.6	0	0	92	16	1	0	1	110	111.5					
08:00 - 08:15	0	1	58	2	0	0	0	61	60.4	0	0	36	4	0	0	0	40	40.0					
08:15 - 08:30	0	0	47	2	1	0	0	50	50.5	0	0	50	3	0	0	3	56	59.0					
08:30 - 08:45	0	0	51	1	1	0	1	54	55.5	0	0	50	7	0	0	0	57	57.0					
08:45 - 09:00	0	0	55	1	1	0	1	58	59.5	0	0	24	3	0	0	0	27	27.0					
Hourly Total	0	1	211	6	3	0	2	223	225.9	0	0	160	17	0	0	3	180	183.0					
09:00 - 09:15	0	1	31	4	1	0	0	37	36.9	0	0	14	6	1	0	0	21	21.5					
09:15 - 09:30	0	1	36	9	1	0	0	47	46.9	0	0	14	4	0	0	1	19	20.0					
09:30 - 09:45	0	0	26	6	1	0	0	33	33.5	0	0	9	2	0	0	0	11	11.0					
09:45 - 10:00	0	0	20	5	0	0	0	25	25.0	0	0	12	2	1	0	0	15	15.5					
Hourly Total	0	2	113	24	3	0	0	142	142.3	0	0	49	14	2	0	1	66	68.0					
TOTAL	0	3	537	57	12	2	2	613	621.8	0	0	301	47	3	0	5	356	362.5					
16:00 - 16:15	0	0	35	12	2	0	0	49	50.0	0	1	43	9	0	0	0	53	52.4					
16:15 - 16:30	0	0	53	0	0	0	1	54	55.0	0	0	41	3	0	0	0	44	44.0					
16:30 - 16:45	0	1	46	7	2	0	0	56	56.4	0	0	45	7	1	0	0	53	53.5					
16:45 - 17:00	0	0	54	8	1	1	0	64	65.8	1	2	42	8	1	0	2	56	56.5					
Hourly Total	0	1	188	27	5	1	1	223	227.2	1	3	171	27	2	0	2	206	206.4					
17:00 - 17:15	0	2	59	12	0	1	0	74	74.1	0	2	70	6	0	0	0	78	76.8					
17:15 - 17:30	0	1	72	6	0	0	1	80	80.4	0	1	63	10	0	0	0	74	73.4					
17:30 - 17:45	0	0	70	6	0	0	0	76	76.0	0	0	41	9	0	1	0	51	52.3					
17:45 - 18:00	0	1	50	5	0	0	0	56	55.4	0	1	36	3	0	0	1	41	41.4					
Hourly Total	0	4	251	29	0	1	1	286	285.9	0	4	210	28	0	1	1	244	243.9					
18:00 - 18:15	0	0	41	4	1	1	0	47	48.8	0	0	32	3	0	0	0	35	35.0					
18:15 - 18:30	0	1	63	7	1	0	0	72	71.9	0	0	26	3	0	0	0	29	29.0					
18:30 - 18:45	0	0	50	4	0	0	0	54	54.0	0	0	21	1	0	0	0	22	22.0					
18:45 - 19:00	0	0	39	5	2	0	0	46	47.0	0	0	7	1	0	0	1	9	10.0					
Hourly Total	0	1	193	20	4	1	0	219	221.7	0	0	86	8	0	0	1	95	96.0					
TOTAL	0	6	632	76	9	3	2	728	734.8	1	7	467	63	2	1	4	545	546.3					

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Newbold Verdon
Tuesday 8th April 2025
Junction: 11
Approach: B582 East

Ahead to B582 (W)										Right to Barns Way								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	1	20	7	1	1	0	30	31.2	0	0	19	11	0	1	1	32	34.3
07:15 - 07:30	0	0	40	13	1	3	0	57	61.4	0	0	23	11	0	0	0	34	34.0
07:30 - 07:45	0	1	47	11	3	0	1	63	64.9	0	0	34	6	1	0	0	41	41.5
07:45 - 08:00	0	0	56	6	2	3	2	69	75.9	0	0	46	10	0	0	0	56	56.0
Hourly Total	0	2	163	37	7	7	3	219	233.4	0	0	122	38	1	1	1	163	165.8
08:00 - 08:15	0	0	58	5	3	0	3	69	73.5	0	0	42	4	2	0	1	49	51.0
08:15 - 08:30	0	0	100	10	0	0	5	115	120.0	0	1	36	6	2	0	0	45	45.4
08:30 - 08:45	0	0	74	6	1	0	3	84	87.5	0	0	18	3	2	1	0	24	26.3
08:45 - 09:00	0	0	31	5	2	1	0	39	41.3	0	0	23	10	1	0	0	34	34.5
Hourly Total	0	0	263	26	6	1	11	307	322.3	0	1	119	23	7	1	1	152	157.2
09:00 - 09:15	0	0	36	8	4	0	2	50	54.0	0	0	20	6	1	0	0	27	27.5
09:15 - 09:30	0	0	37	8	1	0	0	46	46.5	0	0	22	7	1	0	0	30	30.5
09:30 - 09:45	1	0	25	7	2	0	0	35	35.2	0	0	20	8	0	1	0	29	30.3
09:45 - 10:00	0	1	33	7	1	1	0	43	44.2	0	0	19	3	0	0	0	22	22.0
Hourly Total	1	1	131	30	8	1	2	174	179.9	0	0	81	24	2	1	0	108	110.3
TOTAL	1	3	557	93	21	9	16	700	735.6	0	1	322	85	10	3	2	423	433.3
16:00 - 16:15	0	1	83	15	1	1	1	102	104.2	0	0	32	10	1	0	1	44	45.5
16:15 - 16:30	0	1	74	8	0	0	1	84	84.4	0	1	40	4	0	0	0	45	44.4
16:30 - 16:45	0	1	74	11	0	0	0	86	85.4	0	1	65	7	3	0	1	77	78.9
16:45 - 17:00	0	0	76	3	1	0	1	81	82.5	0	1	65	3	1	0	0	70	69.9
Hourly Total	0	3	307	37	2	1	3	353	356.5	0	3	202	24	5	0	2	236	238.7
17:00 - 17:15	1	2	92	6	1	0	0	102	100.5	0	0	51	5	0	0	0	56	56.0
17:15 - 17:30	0	0	83	4	0	0	0	87	87.0	0	2	70	7	0	0	0	79	77.8
17:30 - 17:45	0	1	67	3	0	0	0	71	70.4	0	0	67	1	0	0	0	68	68.0
17:45 - 18:00	0	1	76	5	2	0	0	84	84.4	0	1	55	1	0	0	0	57	56.4
Hourly Total	1	4	318	18	3	0	0	344	342.3	0	3	243	14	0	0	0	260	258.2
18:00 - 18:15	0	1	53	4	1	0	0	59	58.9	0	0	46	0	1	0	0	47	47.5
18:15 - 18:30	0	2	85	5	1	0	0	93	92.3	0	0	48	3	1	0	0	52	52.5
18:30 - 18:45	0	0	44	3	0	0	0	47	47.0	0	0	31	1	0	0	0	32	32.0
18:45 - 19:00	0	0	43	8	0	0	0	51	51.0	0	0	28	3	0	0	0	31	31.0
Hourly Total	0	3	225	20	2	0	0	250	249.2	0	0	153	7	2	0	0	162	163.0
TOTAL	1	10	850	75	7	1	3	947	948.0	0	6	598	45	7	0	2	658	659.9

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Left to Barns Way										Ahead to B582 (E)								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	3	3	0	0	0	6	6.0	0	0	71	17	0	1	1	90	92.3
07:15 - 07:30	0	0	3	3	0	0	0	6	6.0	0	1	86	19	1	0	1	108	108.9
07:30 - 07:45	0	0	8	2	0	0	0	10	10.0	0	2	97	9	4	1	0	113	115.1
07:45 - 08:00	0	0	9	3	0	0	1	13	14.0	0	0	82	7	1	1	0	91	92.8
Hourly Total	0	0	23	11	0	0	1	35	36.0	0	3	336	52	6	3	2	402	409.1
08:00 - 08:15	0	0	19	3	1	0	1	24	25.5	0	1	88	10	3	0	1	103	104.9
08:15 - 08:30	0	0	32	1	0	0	1	34	35.0	0	0	90	9	2	0	1	102	104.0
08:30 - 08:45	0	0	41	2	0	0	3	46	49.0	0	0	84	5	1	0	2	92	94.5
08:45 - 09:00	0	0	10	1	0	0	0	11	11.0	0	1	63	6	3	0	0	73	73.9
Hourly Total	0	0	102	7	1	0	5	115	120.5	0	2	325	30	9	0	4	370	377.3
09:00 - 09:15	0	0	9	2	0	0	0	11	11.0	0	0	57	10	2	1	0	70	72.3
09:15 - 09:30	0	0	4	0	0	0	0	4	4.0	0	0	42	2	2	1	0	47	49.3
09:30 - 09:45	0	0	4	0	1	0	0	5	5.5	0	0	48	2	0	0	0	50	50.0
09:45 - 10:00	0	0	5	1	0	0	0	6	6.0	0	0	43	7	2	0	0	52	53.0
Hourly Total	0	0	22	3	1	0	0	26	26.5	0	0	190	21	6	2	0	219	224.6
TOTAL	0	0	147	21	2	0	6	176	183.0	0	5	851	103	21	5	6	991	1011.0
16:00 - 16:15	0	0	15	1	0	0	0	16	16.0	0	1	61	17	1	0	1	81	81.9
16:15 - 16:30	0	1	11	2	0	0	0	14	13.4	0	0	65	16	4	0	0	85	87.0
16:30 - 16:45	0	0	18	1	0	0	0	19	19.0	1	0	65	14	1	0	1	82	82.7
16:45 - 17:00	0	1	21	2	0	0	1	25	25.4	0	0	64	8	1	0	0	73	73.5
Hourly Total	0	2	65	6	0	0	1	74	73.8	1	1	255	55	7	0	2	321	325.1
17:00 - 17:15	2	0	14	0	0	0	0	16	14.4	1	3	78	10	0	0	0	92	89.4
17:15 - 17:30	0	0	11	1	0	0	0	12	12.0	0	0	76	9	0	0	0	85	85.0
17:30 - 17:45	0	1	12	1	0	0	0	14	13.4	0	1	61	5	1	0	1	69	69.9
17:45 - 18:00	0	0	11	1	0	0	0	12	12.0	0	0	50	6	0	0	0	56	56.0
Hourly Total	2	1	48	3	0	0	0	54	51.8	1	4	265	30	1	0	1	302	300.3
18:00 - 18:15	0	0	14	1	0	0	0	15	15.0	0	1	52	4	0	1	0	58	58.7
18:15 - 18:30	0	0	9	0	0	0	0	9	9.0	1	1	66	3	0	0	0	71	69.6
18:30 - 18:45	0	0	14	0	0	0	0	14	14.0	0	0	36	5	0	0	0	41	41.0
18:45 - 19:00	0	0	8	0	0	0	0	8	8.0	0	1	40	4	0	2	0	47	49.0
Hourly Total	0	0	45	1	0	0	0	46	46.0	1	3	194	16	0	3	0	217	218.3
TOTAL	2	3	158	10	0	0	1	174	171.6	3	8	714	101	8	3	3	840	843.7

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Ahead to Barns Way										Right to Station Road (W)								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	41	13	1	1	1	57	59.8	0	0	34	11	1	1	0	47	48.8
07:15 - 07:30	0	0	72	8	1	0	0	81	81.5	0	0	45	7	0	1	0	53	54.3
07:30 - 07:45	0	0	80	9	4	1	0	94	97.3	0	0	33	8	2	0	0	43	44.0
07:45 - 08:00	0	0	97	7	0	0	0	104	104.0	0	1	39	9	1	0	1	51	51.9
Hourly Total	0	0	290	37	6	2	1	336	342.6	0	1	151	35	4	2	1	194	199.0
08:00 - 08:15	0	1	89	6	0	0	0	96	95.4	0	0	29	4	0	0	0	33	33.0
08:15 - 08:30	0	0	82	5	0	0	3	90	93.0	0	0	27	9	0	1	0	37	38.3
08:30 - 08:45	0	0	88	9	1	0	1	99	100.5	0	0	34	13	1	0	0	48	48.5
08:45 - 09:00	0	0	70	2	2	0	1	75	77.0	0	4	52	12	0	0	0	68	65.6
Hourly Total	0	1	329	22	3	0	5	360	365.9	0	4	142	38	1	1	0	186	185.4
09:00 - 09:15	0	1	44	9	2	0	0	56	56.4	2	9	33	6	2	1	0	53	48.3
09:15 - 09:30	0	1	46	10	1	0	1	59	59.9	0	0	38	7	0	0	0	45	45.0
09:30 - 09:45	0	0	32	8	1	0	0	41	41.5	0	1	28	3	1	0	0	33	32.9
09:45 - 10:00	0	0	30	8	0	0	0	38	38.0	0	1	46	3	0	0	0	50	49.4
Hourly Total	0	2	152	35	4	0	1	194	195.8	2	11	145	19	3	1	0	181	175.6
TOTAL	0	3	771	94	13	2	7	890	904.3	2	16	438	92	8	4	1	561	560.0
16:00 - 16:15	0	1	80	18	1	0	0	100	99.9	0	1	49	9	1	1	0	61	62.2
16:15 - 16:30	0	0	98	17	1	0	1	117	118.5	0	0	62	8	2	0	0	72	73.0
16:30 - 16:45	0	1	97	13	1	0	0	112	111.9	0	0	51	12	1	0	0	64	64.5
16:45 - 17:00	1	2	85	16	2	1	2	109	111.3	2	1	56	12	0	0	0	71	68.8
Hourly Total	1	4	360	64	5	1	3	438	441.6	2	2	218	41	4	1	0	268	268.5
17:00 - 17:15	0	4	132	14	0	1	0	151	149.9	0	0	54	9	1	1	0	65	66.8
17:15 - 17:30	0	2	126	15	0	0	1	144	143.8	0	2	62	11	0	0	0	75	73.8
17:30 - 17:45	0	0	114	14	0	1	0	129	130.3	1	0	51	3	0	0	1	56	56.2
17:45 - 18:00	0	2	87	9	0	0	1	99	98.8	0	0	59	7	1	0	0	67	67.5
Hourly Total	0	8	459	52	0	2	2	523	522.8	1	2	226	30	2	1	1	263	264.3
18:00 - 18:15	0	0	68	7	1	1	0	77	78.8	1	0	55	4	0	0	0	60	59.2
18:15 - 18:30	0	1	82	8	1	0	0	92	91.9	0	2	62	5	1	0	0	70	69.3
18:30 - 18:45	0	0	71	5	0	0	0	76	76.0	0	0	44	6	0	0	0	50	50.0
18:45 - 19:00	0	0	40	4	2	0	1	47	49.0	0	0	44	3	0	0	0	47	47.0
Hourly Total	0	1	261	24	4	1	1	292	295.7	1	2	205	18	1	0	0	227	225.5
TOTAL	1	13	1080	140	9	4	6	1253	1260.1	4	6	649	89	7	2	1	758	758.3

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Newbold Verdon
Tuesday 8th April 2025
Junction: 12
Approach: Barns Way

Left to Station Road (W)										Ahead to Station Road (N)								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0	0	23	15	0	1	1	40	42.3
07:15 - 07:30	0	0	1	0	0	0	0	1	1.0	0	0	24	15	0	0	0	39	39.0
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0	0	43	9	1	0	0	53	53.5
07:45 - 08:00	0	0	1	2	0	0	0	3	3.0	0	0	58	12	0	0	1	71	72.0
Hourly Total	0	0	2	2	0	0	0	4	4.0	0	0	148	51	1	1	2	203	206.8
08:00 - 08:15	0	0	1	0	0	0	0	1	1.0	0	0	63	6	3	0	2	74	77.5
08:15 - 08:30	0	0	1	1	0	0	0	1	1.0	0	1	63	8	2	0	0	74	74.4
08:30 - 08:45	0	0	1	1	0	0	0	2	2.0	0	1	61	5	2	1	4	74	79.7
08:45 - 09:00	0	0	0	1	0	0	0	1	1.0	0	0	32	8	1	0	0	41	41.5
Hourly Total	0	0	2	3	0	0	0	5	5.0	0	2	219	27	8	1	6	263	273.1
09:00 - 09:15	0	0	2	1	0	0	0	3	3.0	0	0	24	8	0	0	0	32	32.0
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0	0	27	6	2	0	0	35	36.0
09:30 - 09:45	0	0	1	0	0	0	0	1	1.0	0	0	17	9	0	1	0	27	28.3
09:45 - 10:00	0	0	0	0	0	0	0	0	0.0	0	0	28	4	0	0	0	32	32.0
Hourly Total	0	0	3	1	0	0	0	4	4.0	0	0	96	27	2	1	0	126	128.3
TOTAL	0	0	7	6	0	0	0	13	13.0	0	2	463	105	11	3	8	592	608.2
16:00 - 16:15	0	0	3	0	0	0	0	3	3.0	0	0	43	9	1	0	1	54	55.5
16:15 - 16:30	0	0	1	0	0	0	0	1	1.0	0	2	53	6	0	0	0	61	59.8
16:30 - 16:45	0	0	1	2	0	0	0	3	3.0	0	1	79	7	2	0	1	90	91.4
16:45 - 17:00	0	0	2	0	0	0	0	2	2.0	0	2	74	9	1	0	1	87	87.3
Hourly Total	0	0	7	2	0	0	0	9	9.0	0	5	249	31	4	0	3	292	294.0
17:00 - 17:15	0	0	2	0	0	0	0	2	2.0	0	0	60	4	0	0	0	64	64.0
17:15 - 17:30	0	0	1	0	0	0	0	1	1.0	0	2	82	7	0	0	0	91	89.8
17:30 - 17:45	0	0	1	0	0	0	0	1	1.0	0	1	74	2	0	0	0	77	76.4
17:45 - 18:00	0	0	2	0	0	0	0	2	2.0	0	1	63	2	0	0	0	66	65.4
Hourly Total	0	0	6	0	0	0	0	6	6.0	0	4	279	15	0	0	0	298	295.6
18:00 - 18:15	0	0	1	0	0	0	0	1	1.0	0	0	54	1	1	0	0	56	56.5
18:15 - 18:30	0	0	2	0	0	0	0	2	2.0	0	0	51	4	1	0	0	56	56.5
18:30 - 18:45	0	0	2	0	0	0	0	2	2.0	0	0	38	1	0	0	0	39	39.0
18:45 - 19:00	0	0	0	0	0	0	0	0	0.0	0	0	33	5	0	0	0	38	38.0
Hourly Total	0	0	5	0	0	0	0	5	5.0	0	0	176	11	2	0	0	189	190.0
TOTAL	0	0	18	2	0	0	0	20	20.0	0	9	704	57	6	0	3	779	779.6

Newbold Verdon

Tuesday 8th April 2025

Junction: 12

Approach: Station Road West

Left to Station Road (N)										Right to Barns Way								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	64	11	1	0	0	76	76.5	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	2	95	21	1	0	1	120	120.3	0	0	2	0	0	0	0	2	2.0
07:30 - 07:45	0	3	129	21	1	0	1	155	154.7	0	0	2	0	0	0	0	2	2.0
07:45 - 08:00	0	1	115	20	1	0	1	138	138.9	0	0	1	0	1	0	0	2	2.5
Hourly Total	0	6	403	73	4	0	3	489	490.4	0	0	5	0	1	0	0	6	6.5
08:00 - 08:15	0	0	120	24	0	0	2	146	148.0	0	0	3	0	0	0	0	3	3.0
08:15 - 08:30	0	0	113	13	1	0	1	128	129.5	0	0	2	2	0	0	0	4	4.0
08:30 - 08:45	0	0	94	16	2	0	0	112	113.0	0	0	5	0	0	0	0	5	5.0
08:45 - 09:00	0	0	85	13	0	0	0	98	98.0	0	0	3	0	0	0	0	3	3.0
Hourly Total	0	0	412	66	3	0	3	484	488.5	0	0	13	2	0	0	0	15	15.0
09:00 - 09:15	0	0	77	8	1	0	0	86	86.5	0	0	2	1	0	0	0	3	3.0
09:15 - 09:30	0	0	54	8	0	1	1	64	66.3	0	0	2	0	0	0	0	2	2.0
09:30 - 09:45	0	0	52	6	1	0	0	59	59.5	0	0	0	0	0	0	0	0	0.0
09:45 - 10:00	1	1	32	7	0	0	0	41	39.6	0	0	0	0	0	0	0	0	0.0
Hourly Total	1	1	215	29	2	1	1	250	251.9	0	0	4	1	0	0	0	5	5.0
TOTAL	1	7	1030	168	9	1	7	1223	1230.8	0	0	22	3	1	0	0	26	26.5

16:00 - 16:15	0	4	95	9	1	0	0	109	107.1	0	0	2	0	0	0	0	2	2.0
16:15 - 16:30	1	0	111	17	0	1	0	130	130.5	0	0	1	0	0	0	0	1	1.0
16:30 - 16:45	0	0	90	13	3	0	1	107	109.5	0	0	1	1	1	0	0	3	3.5
16:45 - 17:00	0	0	73	18	0	0	0	91	91.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	1	4	369	57	4	1	1	437	438.1	0	0	4	1	1	0	0	6	6.5
17:00 - 17:15	1	0	80	5	1	0	0	87	86.7	0	0	1	1	0	0	0	2	2.0
17:15 - 17:30	0	2	74	9	0	0	0	85	83.8	0	0	1	0	0	0	0	1	1.0
17:30 - 17:45	0	0	83	7	0	0	0	90	90.0	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	1	0	47	9	0	1	1	59	60.5	0	0	0	0	0	0	0	0	0.0
Hourly Total	2	2	284	30	1	1	1	321	321.0	0	0	2	1	0	0	0	3	3.0
18:00 - 18:15	3	0	57	6	0	0	0	66	63.6	0	0	1	0	0	0	0	1	1.0
18:15 - 18:30	0	2	48	2	0	0	0	52	50.8	0	0	3	0	0	0	0	3	3.0
18:30 - 18:45	0	2	38	3	0	0	1	44	43.8	0	0	0	0	0	0	0	0	0.0
18:45 - 19:00	1	0	31	2	0	0	0	34	33.2	0	0	3	1	0	0	0	4	4.0
Hourly Total	4	4	174	13	0	0	1	196	191.4	0	0	7	1	0	0	0	8	8.0
TOTAL	7	10	827	100	5	2	3	954	950.5	0	0	13	3	1	0	0	17	17.5

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Newbold Verdon, Tuesday 8th April 2025

Produced by Road Data Services Ltd.

Lane 1 is nearside lane

		Barlestone Road (North)		Barlestone Road (South)	Bosworth Lane
Time		Lane 1	Lane 2	Lane 1	Lane 1
7:00 - 7:05		6	1	3	4
7:05 - 7:10		2	1	2	3
7:10 - 7:15		1	0	9	5
7:15 - 7:20		3	1	5	6
7:20 - 7:25		4	3	7	4
7:25 - 7:30		2	1	5	5
7:30 - 7:35		6	2	5	4
7:35 - 7:40		3	1	6	4
7:40 - 7:45		8	2	5	5
7:45 - 7:50		4	1	6	5
7:50 - 7:55		4	2	10	4
7:55 - 8:00		3	1	6	6
8:00 - 8:05		7	1	7	8
8:05 - 8:10		4	2	8	9
8:10 - 8:15		3	0	6	5
8:15 - 8:20		5	2	3	8
8:20 - 8:25		3	2	3	4
8:25 - 8:30		3	1	5	4
8:30 - 8:35		4	2	4	5
8:35 - 8:40		4	1	10	3
8:40 - 8:45		3	2	5	4
8:45 - 8:50		3	2	3	5
8:50 - 8:55		4	1	2	4
8:55 - 9:00		2	1	5	4
9:00 - 9:05		1	1	3	4
9:05 - 9:10		4	1	7	6
9:10 - 9:15		0	0	4	10
9:15 - 9:20		1	1	3	5
9:20 - 9:25		4	0	3	3
9:25 - 9:30		1	0	3	3
9:30 - 9:35		1	2	3	3
9:35 - 9:40		2	4	3	3
9:40 - 9:45		2	1	4	3
9:45 - 9:50		3	0	3	3
9:50 - 9:55		1	1	4	3
9:55 - 10:00		1	1	3	2

16:00 - 16:05	1	3	5	5
16:05 - 16:10	4	4	5	7
16:10 - 16:15	6	3	8	6
16:15 - 16:20	5	2	5	6
16:20 - 16:25	4	1	5	5
16:25 - 16:30	2	1	4	5
16:30 - 16:35	4	1	7	4
16:35 - 16:40	3	3	6	6
16:40 - 16:45	3	1	6	7
16:45 - 16:50	6	4	6	2
16:50 - 16:55	2	0	5	8
16:55 - 17:00	2	2	5	5
17:00 - 17:05	5	2	5	7
17:05 - 17:10	3	4	6	7
17:10 - 17:15	5	3	6	9
17:15 - 17:20	4	5	5	6
17:20 - 17:25	3	1	5	9
17:25 - 17:30	3	2	6	11
17:30 - 17:35	5	1	4	4
17:35 - 17:40	3	1	4	7
17:40 - 17:45	8	3	5	5
17:45 - 17:50	3	1	4	6
17:50 - 17:55	2	0	4	5
17:55 - 18:00	2	2	4	2
18:00 - 18:05	2	1	5	5
18:05 - 18:10	6	0	4	5
18:10 - 18:15	1	0	3	2
18:15 - 18:20	1	2	4	3
18:20 - 18:25	3	1	8	9
18:25 - 18:30	2	0	3	4
18:30 - 18:35	1	0	4	5
18:35 - 18:40	1	0	5	5
18:40 - 18:45	3	0	4	5
18:45 - 18:50	1	2	4	5
18:50 - 18:55	2	1	4	6
18:55 - 19:00	3	1	3	2

Queues are maximum queues each 5 minutes

Newbold Verdon, Tuesday 8th April 2025

Produced by Road Data Services Ltd.

* Queue behind the flared lanes
Lane 1 is nearside lane

		A447 (North)	Bosworth Lane			A447 (South)	Bosworth Road	
Time		Right Turn	Lane 1	Lane 2	* Single	Right Turn	Lane 1	Lane 2
7:00 - 7:05		0	0	3	3	3	1	2
7:05 - 7:10		1	1	3	5	0	0	3
7:10 - 7:15		0	1	3	1	2	1	7
7:15 - 7:20		0	3	3	0	3	1	3
7:20 - 7:25		1	3	3	8	4	0	4
7:25 - 7:30		0	2	3	9	3	0	8
7:30 - 7:35		1	3	3	5	1	1	5
7:35 - 7:40		0	1	3	2	1	0	9
7:40 - 7:45		2	3	3	12	3	0	6
7:45 - 7:50		1	2	3	12	2	0	10
7:50 - 7:55		1	3	3	15	1	2	5
7:55 - 8:00		1	1	3	4	2	1	6
8:00 - 8:05		1	3	2	0	1	1	9
8:05 - 8:10		1	3	3	4	1	0	5
8:10 - 8:15		2	1	3	4	1	1	12
8:15 - 8:20		1	3	3	6	1	0	8
8:20 - 8:25		0	2	3	4	1	0	6
8:25 - 8:30		1	1	3	3	2	2	14
8:30 - 8:35		0	1	3	0	1	0	12
8:35 - 8:40		0	3	3	6	3	1	6
8:40 - 8:45		1	2	3	4	1	0	5
8:45 - 8:50		0	1	3	1	3	0	2
8:50 - 8:55		1	0	3	1	1	0	6
8:55 - 9:00		0	3	3	0	1	0	10
9:00 - 9:05		1	1	3	1	1	1	7
9:05 - 9:10		1	2	3	2	2	0	4
9:10 - 9:15		0	2	3	0	1	1	3
9:15 - 9:20		0	3	3	1	1	1	4
9:20 - 9:25		0	2	3	1	0	1	5
9:25 - 9:30		2	1	3	0	1	1	4
9:30 - 9:35		0	2	3	1	0	1	8
9:35 - 9:40		1	1	3	2	1	0	7
9:40 - 9:45		1	2	3	1	1	0	6
9:45 - 9:50		1	1	3	3	1	0	1
9:50 - 9:55		0	1	3	3	0	0	6
9:55 - 10:00		0	1	3	0	0	1	5
16:00 - 16:05		0	2	2	0	2	0	3
16:05 - 16:10		1	3	3	4	2	1	11
16:10 - 16:15		1	2	3	2	3	1	11
16:15 - 16:20		1	1	3	4	2	1	7
16:20 - 16:25		1	3	3	4	1	1	12
16:25 - 16:30		1	3	3	3	2	1	11
16:30 - 16:35		1	1	3	3	2	1	4
16:35 - 16:40		0	1	3	1	1	1	4
16:40 - 16:45		2	3	3	7	3	2	5
16:45 - 16:50		0	2	3	7	2	1	4
16:50 - 16:55		0	1	3	3	2	1	9
16:55 - 17:00		1	1	3	2	1	0	13
17:00 - 17:05		0	2	3	6	2	2	15
17:05 - 17:10		2	3	3	4	1	1	17
17:10 - 17:15		1	3	3	8	2	2	17
17:15 - 17:20		2	2	3	10	3	1	15
17:20 - 17:25		3	3	3	16	1	1	14
17:25 - 17:30		1	1	3	14	1	1	16
17:30 - 17:35		0	2	3	8	1	1	15
17:35 - 17:40		1	2	3	10	3	2	9
17:40 - 17:45		1	3	3	7	0	1	9
17:45 - 17:50		1	3	2	0	2	1	11
17:50 - 17:55		1	1	3	3	1	1	8
17:55 - 18:00		0	0	3	2	1	1	4
18:00 - 18:05		2	1	2	0	1	0	3
18:05 - 18:10		1	1	3	3	2	0	5
18:10 - 18:15		0	1	3	0	2	0	3
18:15 - 18:20		1	1	3	1	2	0	10
18:20 - 18:25		1	3	3	1	1	3	3
18:25 - 18:30		1	1	3	0	1	1	4
18:30 - 18:35		1	1	2	0	1	1	5
18:35 - 18:40		0	0	3	1	1	1	7
18:40 - 18:45		0	1	2	0	1	1	7
18:45 - 18:50		0	0	1	0	2	0	3
18:50 - 18:55		0	1	3	2	3	1	2
18:55 - 19:00		0	2	3	3	1	2	2

Queues are maximum queues each 5 minutes

Newbold Verdon, Tuesday 8th April 2025

Produced by Road Data Services Ltd.

		Newbold Road	Manor Road	Lockeymead Drive	Hunts Lane
Time		Lane 1	Lane 1	Lane 1	Lane 1
7:00 - 7:05		0	0	0	0
7:05 - 7:10		0	0	0	0
7:10 - 7:15		0	0	2	2
7:15 - 7:20		1	0	1	2
7:20 - 7:25		0	2	1	0
7:25 - 7:30		0	0	1	2
7:30 - 7:35		1	0	1	1
7:35 - 7:40		2	0	3	1
7:40 - 7:45		1	0	2	1
7:45 - 7:50		1	2	1	3
7:50 - 7:55		1	0	2	3
7:55 - 8:00		1	4	1	0
8:00 - 8:05		1	0	2	3
8:05 - 8:10		1	0	1	3
8:10 - 8:15		1	0	1	6
8:15 - 8:20		1	2	1	2
8:20 - 8:25		1	0	2	0
8:25 - 8:30		1	0	0	4
8:30 - 8:35		1	0	1	5
8:35 - 8:40		1	0	2	3
8:40 - 8:45		1	0	0	4
8:45 - 8:50		0	0	1	0
8:50 - 8:55		2	1	2	6
8:55 - 9:00		0	0	0	0
9:00 - 9:05		1	5	1	4
9:05 - 9:10		1	1	0	4
9:10 - 9:15		0	0	1	0
9:15 - 9:20		0	0	0	0
9:20 - 9:25		1	0	1	0
9:25 - 9:30		0	0	1	0
9:30 - 9:35		1	0	1	0
9:35 - 9:40		0	0	1	0
9:40 - 9:45		0	0	1	0
9:45 - 9:50		0	1	2	1
9:50 - 9:55		1	0	0	0
9:55 - 10:00		0	0	1	1

16:00 - 16:05	0	1	1	1
16:05 - 16:10	0	0	0	1
16:10 - 16:15	0	3	0	0
16:15 - 16:20	0	3	1	0
16:20 - 16:25	0	0	0	4
16:25 - 16:30	0	0	2	0
16:30 - 16:35	2	2	1	3
16:35 - 16:40	0	0	1	2
16:40 - 16:45	1	0	1	0
16:45 - 16:50	1	0	1	5
16:50 - 16:55	0	0	2	0
16:55 - 17:00	0	2	1	0
17:00 - 17:05	1	5	3	3
17:05 - 17:10	2	3	2	1
17:10 - 17:15	0	0	1	0
17:15 - 17:20	0	1	0	0
17:20 - 17:25	0	1	1	0
17:25 - 17:30	0	0	1	1
17:30 - 17:35	1	0	1	4
17:35 - 17:40	0	0	1	0
17:40 - 17:45	0	0	0	2
17:45 - 17:50	1	0	1	0
17:50 - 17:55	0	3	0	1
17:55 - 18:00	1	0	1	0
18:00 - 18:05	0	0	1	2
18:05 - 18:10	0	0	0	0
18:10 - 18:15	0	0	1	0
18:15 - 18:20	0	1	1	2
18:20 - 18:25	2	0	0	0
18:25 - 18:30	0	0	0	0
18:30 - 18:35	0	0	1	1
18:35 - 18:40	0	2	1	0
18:40 - 18:45	0	0	1	0
18:45 - 18:50	1	3	1	0
18:50 - 18:55	2	2	1	2
18:55 - 19:00	0	0	1	0

Queues are maximum queues each 5 minutes

Newbold Verdon, Tuesday 8th April 2025

Produced by Road Data Services Ltd.

		Dragon Lane		B582 (West)
Time		Left Turn	Right Turn	Right Turn
7:00 - 7:05		1	1	0
7:05 - 7:10		0	1	0
7:10 - 7:15		2	2	1
7:15 - 7:20		1	1	0
7:20 - 7:25		2	0	0
7:25 - 7:30		3	0	3
7:30 - 7:35		0	0	0
7:35 - 7:40		3	1	2
7:40 - 7:45		1	1	3
7:45 - 7:50		0	1	0
7:50 - 7:55		1	1	1
7:55 - 8:00		2	0	1
8:00 - 8:05		2	1	1
8:05 - 8:10		5	2	1
8:10 - 8:15		3	2	1
8:15 - 8:20		0	0	1
8:20 - 8:25		1	1	0
8:25 - 8:30		1	1	2
8:30 - 8:35		5	2	1
8:35 - 8:40		2	1	2
8:40 - 8:45		1	0	1
8:45 - 8:50		2	1	0
8:50 - 8:55		1	1	0
8:55 - 9:00		1	2	0
9:00 - 9:05		2	0	1
9:05 - 9:10		2	0	3
9:10 - 9:15		1	1	1
9:15 - 9:20		4	0	1
9:20 - 9:25		1	2	1
9:25 - 9:30		1	1	0
9:30 - 9:35		1	0	0
9:35 - 9:40		3	1	0
9:40 - 9:45		2	1	0
9:45 - 9:50		2	1	0
9:50 - 9:55		1	1	1
9:55 - 10:00		1	0	0

16:00 - 16:05	2	0	2
16:05 - 16:10	1	1	0
16:10 - 16:15	2	0	2
16:15 - 16:20	1	1	3
16:20 - 16:25	1	1	2
16:25 - 16:30	1	0	1
16:30 - 16:35	1	1	0
16:35 - 16:40	1	2	2
16:40 - 16:45	1	1	2
16:45 - 16:50	2	1	2
16:50 - 16:55	2	1	0
16:55 - 17:00	2	1	3
17:00 - 17:05	1	1	1
17:05 - 17:10	1	1	0
17:10 - 17:15	3	0	2
17:15 - 17:20	2	1	3
17:20 - 17:25	2	1	2
17:25 - 17:30	1	0	1
17:30 - 17:35	1	0	1
17:35 - 17:40	3	0	1
17:40 - 17:45	2	1	2
17:45 - 17:50	1	1	2
17:50 - 17:55	1	0	0
17:55 - 18:00	2	1	0
18:00 - 18:05	1	0	0
18:05 - 18:10	1	1	0
18:10 - 18:15	2	1	1
18:15 - 18:20	1	1	1
18:20 - 18:25	3	1	1
18:25 - 18:30	0	0	0
18:30 - 18:35	1	0	1
18:35 - 18:40	1	0	0
18:40 - 18:45	1	0	2
18:45 - 18:50	1	1	2
18:50 - 18:55	0	0	0
18:55 - 19:00	1	1	0

Queues are maximum queues each 5 minutes

Newbold Verdon, Tuesday 8th April 2025

Produced by Road Data Services Ltd.

		Unnamed Road	B582 (East)	Mill Lane	B582 (West)
Time		Lane 1	Right Turn	Lane 1	Right Turn
7:00 - 7:05		0	0	2	0
7:05 - 7:10		0	0	1	0
7:10 - 7:15		1	0	0	0
7:15 - 7:20		0	0	1	0
7:20 - 7:25		0	0	1	0
7:25 - 7:30		0	0	1	0
7:30 - 7:35		0	0	1	0
7:35 - 7:40		1	0	2	1
7:40 - 7:45		0	0	1	0
7:45 - 7:50		0	0	2	0
7:50 - 7:55		0	0	1	0
7:55 - 8:00		0	0	1	1
8:00 - 8:05		0	0	1	1
8:05 - 8:10		1	0	1	0
8:10 - 8:15		0	0	3	1
8:15 - 8:20		0	0	2	0
8:20 - 8:25		0	0	2	0
8:25 - 8:30		0	0	2	0
8:30 - 8:35		0	0	4	4
8:35 - 8:40		0	0	1	0
8:40 - 8:45		0	0	1	0
8:45 - 8:50		0	0	1	0
8:50 - 8:55		0	0	1	0
8:55 - 9:00		0	0	2	0
9:00 - 9:05		0	0	1	0
9:05 - 9:10		0	0	2	0
9:10 - 9:15		0	0	2	0
9:15 - 9:20		0	0	1	2
9:20 - 9:25		0	0	1	0
9:25 - 9:30		0	0	1	0
9:30 - 9:35		0	0	1	0
9:35 - 9:40		0	0	1	1
9:40 - 9:45		0	0	1	0
9:45 - 9:50		0	0	0	0
9:50 - 9:55		0	0	2	0
9:55 - 10:00		0	0	1	0

16:00 - 16:05	0	0	1	3
16:05 - 16:10	0	0	0	1
16:10 - 16:15	0	0	4	3
16:15 - 16:20	1	0	3	5
16:20 - 16:25	0	0	3	0
16:25 - 16:30	0	0	1	0
16:30 - 16:35	0	0	1	1
16:35 - 16:40	0	0	1	1
16:40 - 16:45	0	0	3	1
16:45 - 16:50	0	0	1	3
16:50 - 16:55	0	0	1	0
16:55 - 17:00	0	0	3	0
17:00 - 17:05	0	0	2	0
17:05 - 17:10	0	0	1	1
17:10 - 17:15	0	0	3	3
17:15 - 17:20	0	0	1	0
17:20 - 17:25	0	0	2	3
17:25 - 17:30	0	0	1	1
17:30 - 17:35	0	0	1	1
17:35 - 17:40	0	0	1	0
17:40 - 17:45	0	0	2	2
17:45 - 17:50	0	0	1	1
17:50 - 17:55	0	0	2	2
17:55 - 18:00	0	0	2	0
18:00 - 18:05	0	0	1	0
18:05 - 18:10	0	0	1	0
18:10 - 18:15	0	0	1	1
18:15 - 18:20	0	0	1	1
18:20 - 18:25	0	0	2	0
18:25 - 18:30	0	0	0	1
18:30 - 18:35	0	0	2	1
18:35 - 18:40	0	0	1	0
18:40 - 18:45	0	0	1	1
18:45 - 18:50	0	0	2	1
18:50 - 18:55	0	0	1	1
18:55 - 19:00	0	0	2	2

Queues are maximum queues each 5 minutes

Newbold Verdon, Tuesday 8th April 2025

Produced by Road Data Services Ltd.

		Main Street	Barlestone Road
Time		Lane 1	Right Turn
7:00 - 7:05		2	0
7:05 - 7:10		3	1
7:10 - 7:15		2	0
7:15 - 7:20		3	0
7:20 - 7:25		2	0
7:25 - 7:30		1	0
7:30 - 7:35		4	0
7:35 - 7:40		3	0
7:40 - 7:45		2	0
7:45 - 7:50		3	0
7:50 - 7:55		2	0
7:55 - 8:00		2	2
8:00 - 8:05		4	0
8:05 - 8:10		1	1
8:10 - 8:15		1	0
8:15 - 8:20		4	0
8:20 - 8:25		6	0
8:25 - 8:30		2	0
8:30 - 8:35		2	2
8:35 - 8:40		2	1
8:40 - 8:45		3	0
8:45 - 8:50		2	0
8:50 - 8:55		2	1
8:55 - 9:00		2	0
9:00 - 9:05		4	0
9:05 - 9:10		2	0
9:10 - 9:15		1	0
9:15 - 9:20		2	0
9:20 - 9:25		1	0
9:25 - 9:30		1	0
9:30 - 9:35		1	0
9:35 - 9:40		1	0
9:40 - 9:45		2	0
9:45 - 9:50		3	0
9:50 - 9:55		2	0
9:55 - 10:00		2	0

16:00 - 16:05		2	0
16:05 - 16:10		1	3
16:10 - 16:15		1	2
16:15 - 16:20		1	0
16:20 - 16:25		4	0
16:25 - 16:30		1	0
16:30 - 16:35		2	0
16:35 - 16:40		1	0
16:40 - 16:45		3	0
16:45 - 16:50		2	0
16:50 - 16:55		2	0
16:55 - 17:00		1	0
17:00 - 17:05		2	0
17:05 - 17:10		2	2
17:10 - 17:15		1	3
17:15 - 17:20		2	0
17:20 - 17:25		3	1
17:25 - 17:30		2	0
17:30 - 17:35		3	1
17:35 - 17:40		1	3
17:40 - 17:45		2	0
17:45 - 17:50		5	2
17:50 - 17:55		2	2
17:55 - 18:00		3	0
18:00 - 18:05		2	0
18:05 - 18:10		3	0
18:10 - 18:15		1	0
18:15 - 18:20		3	0
18:20 - 18:25		2	0
18:25 - 18:30		3	0
18:30 - 18:35		3	0
18:35 - 18:40		2	1
18:40 - 18:45		1	0
18:45 - 18:50		2	0
18:50 - 18:55		2	0
18:55 - 19:00		1	0

Queues are maximum queues each 5 minutes

Newbold Verdon, Tuesday 8th April 2025

Produced by Road Data Services Ltd.

* Queue behind the flared lanes
Lane 1 is nearside lane

Time	Leicester Lane				A47 (East)			Desford Road				A47 (West)		
	Lane 1	Lane 2	Lane 3	* Single	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	* Single	Lane 1	Lane 2	* Single
7:00 - 7:05	4	5	3		2	5	3	5	3	3		9	7	3
7:05 - 7:10	2	6	2	3	1	7	3	5	5	5	1	9	6	5
7:10 - 7:15	3	6	4	8	3	9	2	3	5	2	1	9	7	5
7:15 - 7:20	6	4	1	7	0	15	6	5	4	1	2	9	6	5
7:20 - 7:25	3	6	1	21	2	14	3	3	5	4	2	9	5	3
7:25 - 7:30	3	6	2	22	3	15	4	5	5	1	8	9	6	8
7:30 - 7:35	0	6	3	25	1	21	4	2	5	0	5	9	7	15
7:35 - 7:40	3	6	1	31	1	16	3	5	1	5	0	9	6	13
7:40 - 7:45	3	6	1	49	3	5	5	4	5	1	4	9	2	15
7:45 - 7:50	1	6	1	51	3	17	11	2	5	3	2	9	2	48
7:50 - 7:55	1	6	1	66	2	11	11	5	5	3	5	9	2	44
7:55 - 8:00	4	6	2	67	1	20	17	2	5	3	6	9	6	38
8:00 - 8:05	3	6	3	53	4	23	4	3	5	2	3	9	4	40
8:05 - 8:10	1	6	1	59	1	16	6	0	5	2	7	9	2	47
8:10 - 8:15	3	6	1	51	3	11	7	5	5	3	7	9	9	41
8:15 - 8:20	4	6	4	40	3	15	21	5	5	3	5	9	6	42
8:20 - 8:25	4	6	1	28	2	13	22	1	5	3	7	9	5	44
8:25 - 8:30	2	6	1	26	6	19	18	3	5	1	2	9	4	45
8:30 - 8:35	4	6	1	25	6	15	9	3	5	2	0	9	6	39
8:35 - 8:40	4	6	2	28	5	6	4	4	3	2	0	9	4	38
8:40 - 8:45	3	6	4	24	6	12	3	3	5	2	5	9	3	42
8:45 - 8:50	5	6	3	20	2	17	5	5	3	3	2	9	9	40
8:50 - 8:55	4	6	2	24	5	15	7	5	5	2	0	9	9	27
8:55 - 9:00	5	6	3	24	4	17	4	5	3	2	4	9	2	27
9:00 - 9:05	6	6	2	15	1	13	5	2	5	2	5	9	9	20
9:05 - 9:10	2	6	2	14	1	2	2	5	3	2	0	9	5	7
9:10 - 9:15	1	6	2	14	1	10	3	5	3	4	0	9	5	12
9:15 - 9:20	6	6	1	19	0	13	2	3	5	2	3	9	3	12
9:20 - 9:25	3	6	3	7	3	11	5	2	5	3	7	9	2	7
9:25 - 9:30	3	6	3	7	2	8	2	5	4	0	0	9	2	9
9:30 - 9:35	2	4	2	0	0	8	2	4	4	2	2	9	3	10
9:35 - 9:40	3	6	4	0	2	10	3	1	5	3	5	9	5	7
9:40 - 9:45	1	6	3	2	1	7	2	3	5	0	1	9	1	2
9:45 - 9:50	3	6	1	0	2	10	1	5	2	0	0	9	4	5
9:50 - 9:55	1	6	4	5	1	9	1	5	5	3	2	9	5	0
9:55 - 10:00	3	6	1	1	1	6	2	2	5	3	0	9	3	3
##### - 16:05	5	6	3	15	2	14	11	5	5	1	24	9	9	7
##### - 16:10	5	6	4	10	4	21	4	3	5	5	15	9	5	16
##### - 16:15	4	6	3	13	2	8	9	5	5	3	14	9	2	9
##### - 16:20	3	6	3	3	0	13	7	5	5	2	18	9	7	3
##### - 16:25	6	3	6	25	3	19	9	5	5	2	18	9	9	11
##### - 16:30	5	6	5	22	3	23	8	3	5	4	19	9	6	6
##### - 16:35	5	6	5	23	2	15	2	2	5	1	25	9	5	10
##### - 16:40	5	6	6	7	3	16	5	2	5	2	28	9	2	9
##### - 16:45	3	6	7	13	3	24	9	5	5	0	19	9	9	19
##### - 16:50	5	6	6	31	4	27	7	3	5	1	18	9	9	16
##### - 16:55	6	6	6	22	2	18	6	4	5	1	25	9	5	13
##### - 17:00	2	6	5	5	2	17	5	5	5	1	10	9	4	21
##### - 17:05	5	6	6	22	1	15	8	5	5	1	22	9	3	9
##### - 17:10	3	6	4	4	3	14	7	5	5	2	19	9	7	5
##### - 17:15	3	6	6	19	3	15	7	5	5	1	18	9	7	6
##### - 17:20	2	6	4	30	1	11	5	5	5	0	12	9	2	5
##### - 17:25	3	6	6	27	1	14	5	5	5	2	17	9	5	3
##### - 17:30	2	6	6	27	1	15	5	5	5	1	18	9	9	4
##### - 17:35	2	6	4	22	1	16	5	4	5	2	16	9	6	6
##### - 17:40	4	6	6	24	2	17	7	5	5	2	13	9	5	5
##### - 17:45	3	6	4	32	2	15	8	3	5	0	16	9	5	6
##### - 17:50	2	6	6	14	1	15	6	5	5	2	5	9	8	1
##### - 17:55	5	6	5	9	2	18	6	5	5	1	8	9	2	7
##### - 18:00	5	6	3	4	1	16	2	5	5	3	4	8	6	2
##### - 18:05	3	5	3	0	1	11	1	5	5	1	10	9	7	5
##### - 18:10	6	6	3	7	1	10	5	3	5	4	9	9	3	1
##### - 18:15	1	6	5	7	1	13	6	4	5	3	12	9	4	3
##### - 18:20	3	6	5	1	1	8	8	5	5	2	9	9	3	1
##### - 18:25	2	6	2	6	0	16	4	5	5	3	11	9	6	3
##### - 18:30	4	6	3	1	2	11	6	3	5	1	1	9	1	4
##### - 18:35	6	6	3	0	1	17	3	5	5	2	1	9	3	1
##### - 18:40	3	3	4	0	0	8	5	5	5	3	4	7	4	0
##### - 18:45	4	6	3	4	0	9	6	5	5	2	8	9	3	9
##### - 18:50	6	6	2	4	2	7	3	5	5	2	5	9	3	0
##### - 18:55	5	6	3	5	2	7	2	2	5	2	5	8	3	0
##### - 19:00	3	3	3	0	1	8	3	5	5	1	1	4	3	0

Queues are maximum queues each 5 minutes

Newbold Verdon, Tuesday 8th April 2025

Produced by Road Data Services Ltd.

		Main Street	B582 (East)	High Street	B582 (West)
Time		Lane 1	Lane 1	Lane 1	Lane 1
7:00 - 7:05		1	0	1	12
7:05 - 7:10		1	0	2	5
7:10 - 7:15		1	3	2	3
7:15 - 7:20		2	0	2	4
7:20 - 7:25		1	3	2	11
7:25 - 7:30		3	0	4	13
7:30 - 7:35		1	1	5	12
7:35 - 7:40		4	2	5	8
7:40 - 7:45		1	1	3	15
7:45 - 7:50		6	0	6	15
7:50 - 7:55		3	0	3	19
7:55 - 8:00		2	1	4	16
8:00 - 8:05		5	3	4	14
8:05 - 8:10		2	2	5	5
8:10 - 8:15		4	2	3	7
8:15 - 8:20		3	1	4	9
8:20 - 8:25		3	8	2	10
8:25 - 8:30		4	4	3	14
8:30 - 8:35		2	3	3	9
8:35 - 8:40		1	4	5	6
8:40 - 8:45		4	5	6	5
8:45 - 8:50		2	1	3	3
8:50 - 8:55		2	0	3	8
8:55 - 9:00		4	2	2	14
9:00 - 9:05		4	1	3	3
9:05 - 9:10		2	3	2	13
9:10 - 9:15		0	1	2	5
9:15 - 9:20		2	2	3	4
9:20 - 9:25		1	2	2	3
9:25 - 9:30		1	0	2	3
9:30 - 9:35		1	0	2	1
9:35 - 9:40		1	2	2	7
9:40 - 9:45		2	2	1	5
9:45 - 9:50		2	1	2	3
9:50 - 9:55		0	0	3	3
9:55 - 10:00		1	1	4	4

16:00 - 16:05	6	6	4	9
16:05 - 16:10	3	2	5	4
16:10 - 16:15	1	5	7	7
16:15 - 16:20	3	4	5	8
16:20 - 16:25	2	3	5	7
16:25 - 16:30	2	2	2	8
16:30 - 16:35	2	2	3	8
16:35 - 16:40	2	1	4	4
16:40 - 16:45	4	3	2	4
16:45 - 16:50	4	5	4	6
16:50 - 16:55	4	6	5	4
16:55 - 17:00	4	2	7	6
17:00 - 17:05	3	6	3	10
17:05 - 17:10	4	8	5	12
17:10 - 17:15	5	5	5	2
17:15 - 17:20	6	7	4	6
17:20 - 17:25	7	5	5	3
17:25 - 17:30	4	7	2	6
17:30 - 17:35	4	8	4	4
17:35 - 17:40	4	4	5	5
17:40 - 17:45	1	3	3	4
17:45 - 17:50	2	4	1	5
17:50 - 17:55	1	4	3	3
17:55 - 18:00	2	5	4	2
18:00 - 18:05	1	3	2	2
18:05 - 18:10	2	5	4	3
18:10 - 18:15	2	3	4	2
18:15 - 18:20	2	3	3	2
18:20 - 18:25	1	2	1	6
18:25 - 18:30	1	3	3	1
18:30 - 18:35	0	3	2	5
18:35 - 18:40	1	9	1	1
18:40 - 18:45	0	1	3	3
18:45 - 18:50	3	2	2	3
18:50 - 18:55	1	1	1	3
18:55 - 19:00	1	1	3	3

Queues are maximum queues each 5 minutes

Newbold Verdon, Tuesday 8th April 2025

Produced by Road Data Services Ltd.

		Station Road	B582 (East)
Time		Lane 1	Right Turn
7:00 - 7:05		3	0
7:05 - 7:10		3	0
7:10 - 7:15		6	0
7:15 - 7:20		3	0
7:20 - 7:25		14	0
7:25 - 7:30		4	0
7:30 - 7:35		5	1
7:35 - 7:40		4	0
7:40 - 7:45		5	0
7:45 - 7:50		12	0
7:50 - 7:55		5	0
7:55 - 8:00		7	0
8:00 - 8:05		4	0
8:05 - 8:10		3	2
8:10 - 8:15		3	1
8:15 - 8:20		6	1
8:20 - 8:25		5	1
8:25 - 8:30		5	1
8:30 - 8:35		7	8
8:35 - 8:40		7	8
8:40 - 8:45		7	0
8:45 - 8:50		5	0
8:50 - 8:55		2	0
8:55 - 9:00		3	0
9:00 - 9:05		6	0
9:05 - 9:10		1	0
9:10 - 9:15		2	0
9:15 - 9:20		4	0
9:20 - 9:25		2	0
9:25 - 9:30		3	0
9:30 - 9:35		4	0
9:35 - 9:40		3	0
9:40 - 9:45		4	0
9:45 - 9:50		6	0
9:50 - 9:55		4	0
9:55 - 10:00		1	0

16:00 - 16:05	2	0
16:05 - 16:10	5	0
16:10 - 16:15	10	0
16:15 - 16:20	5	0
16:20 - 16:25	14	0
16:25 - 16:30	4	0
16:30 - 16:35	3	2
16:35 - 16:40	14	0
16:40 - 16:45	4	0
16:45 - 16:50	11	0
16:50 - 16:55	14	0
16:55 - 17:00	15	0
17:00 - 17:05	15	0
17:05 - 17:10	18	0
17:10 - 17:15	20	1
17:15 - 17:20	6	0
17:20 - 17:25	6	0
17:25 - 17:30	8	0
17:30 - 17:35	11	0
17:35 - 17:40	5	0
17:40 - 17:45	4	0
17:45 - 17:50	5	0
17:50 - 17:55	8	0
17:55 - 18:00	5	0
18:00 - 18:05	4	0
18:05 - 18:10	5	0
18:10 - 18:15	3	0
18:15 - 18:20	14	0
18:20 - 18:25	4	0
18:25 - 18:30	5	0
18:30 - 18:35	3	0
18:35 - 18:40	6	1
18:40 - 18:45	2	0
18:45 - 18:50	2	0
18:50 - 18:55	4	0
18:55 - 19:00	3	0

Queues are maximum queues each 5 minutes

Newbold Verdon, Tuesday 8th April 2025

Produced by Road Data Services Ltd.

		Barns Way	B582 (East)	B582 (West)
Time		Lane 1	Lane 1	Lane 1
7:00 - 7:05		0	0	0
7:05 - 7:10		6	0	5
7:10 - 7:15		2	2	1
7:15 - 7:20		3	0	0
7:20 - 7:25		2	2	1
7:25 - 7:30		3	0	2
7:30 - 7:35		5	0	3
7:35 - 7:40		2	3	3
7:40 - 7:45		2	0	3
7:45 - 7:50		1	4	4
7:50 - 7:55		2	2	3
7:55 - 8:00		4	2	3
8:00 - 8:05		1	0	6
8:05 - 8:10		3	1	4
8:10 - 8:15		4	1	2
8:15 - 8:20		3	2	3
8:20 - 8:25		5	1	3
8:25 - 8:30		2	3	1
8:30 - 8:35		5	3	2
8:35 - 8:40		3	3	4
8:40 - 8:45		2	2	1
8:45 - 8:50		3	2	1
8:50 - 8:55		1	1	2
8:55 - 9:00		2	0	4
9:00 - 9:05		3	1	1
9:05 - 9:10		1	0	1
9:10 - 9:15		2	0	0
9:15 - 9:20		2	1	1
9:20 - 9:25		1	0	0
9:25 - 9:30		3	0	1
9:30 - 9:35		3	0	0
9:35 - 9:40		1	0	0
9:40 - 9:45		2	0	2
9:45 - 9:50		1	0	3
9:50 - 9:55		1	0	2
9:55 - 10:00		0	0	0

16:00 - 16:05	6	4	3
16:05 - 16:10	3	0	2
16:10 - 16:15	2	5	2
16:15 - 16:20	1	0	3
16:20 - 16:25	2	4	1
16:25 - 16:30	1	3	2
16:30 - 16:35	1	4	3
16:35 - 16:40	2	3	2
16:40 - 16:45	5	4	4
16:45 - 16:50	4	5	2
16:50 - 16:55	6	4	2
16:55 - 17:00	4	5	4
17:00 - 17:05	2	4	4
17:05 - 17:10	6	6	2
17:10 - 17:15	4	3	5
17:15 - 17:20	3	4	5
17:20 - 17:25	2	4	4
17:25 - 17:30	3	5	9
17:30 - 17:35	2	4	2
17:35 - 17:40	2	4	3
17:40 - 17:45	3	4	5
17:45 - 17:50	2	2	3
17:50 - 17:55	2	1	2
17:55 - 18:00	2	4	2
18:00 - 18:05	1	3	2
18:05 - 18:10	2	2	2
18:10 - 18:15	2	1	3
18:15 - 18:20	4	1	1
18:20 - 18:25	2	3	3
18:25 - 18:30	3	0	2
18:30 - 18:35	2	3	1
18:35 - 18:40	2	1	1
18:40 - 18:45	1	1	0
18:45 - 18:50	1	1	6
18:50 - 18:55	0	2	0
18:55 - 19:00	0	2	0

Queues are maximum queues each 5 minutes

Newbold Verdon, Tuesday 8th April 2025

Produced by Road Data Services Ltd.

		Station Road (North)	Station Road (West)
Time		Right Turn	Lane 1
7:00 - 7:05		0	3
7:05 - 7:10		1	1
7:10 - 7:15		1	2
7:15 - 7:20		1	9
7:20 - 7:25		1	2
7:25 - 7:30		2	4
7:30 - 7:35		2	2
7:35 - 7:40		0	6
7:40 - 7:45		1	6
7:45 - 7:50		1	5
7:50 - 7:55		0	5
7:55 - 8:00		2	10
8:00 - 8:05		1	9
8:05 - 8:10		0	5
8:10 - 8:15		2	5
8:15 - 8:20		2	3
8:20 - 8:25		0	8
8:25 - 8:30		1	7
8:30 - 8:35		1	4
8:35 - 8:40		1	6
8:40 - 8:45		1	4
8:45 - 8:50		1	1
8:50 - 8:55		2	5
8:55 - 9:00		0	2
9:00 - 9:05		1	1
9:05 - 9:10		0	2
9:10 - 9:15		1	3
9:15 - 9:20		1	2
9:20 - 9:25		0	4
9:25 - 9:30		1	1
9:30 - 9:35		0	3
9:35 - 9:40		1	3
9:40 - 9:45		0	2
9:45 - 9:50		2	1
9:50 - 9:55		0	1
9:55 - 10:00		0	1

16:00 - 16:05		0	4
16:05 - 16:10		2	8
16:10 - 16:15		2	4
16:15 - 16:20		1	7
16:20 - 16:25		1	9
16:25 - 16:30		1	3
16:30 - 16:35		1	6
16:35 - 16:40		2	2
16:40 - 16:45		1	4
16:45 - 16:50		2	5
16:50 - 16:55		2	3
16:55 - 17:00		2	4
17:00 - 17:05		1	5
17:05 - 17:10		1	4
17:10 - 17:15		1	2
17:15 - 17:20		2	3
17:20 - 17:25		1	3
17:25 - 17:30		2	3
17:30 - 17:35		1	2
17:35 - 17:40		2	6
17:40 - 17:45		2	2
17:45 - 17:50		2	3
17:50 - 17:55		2	3
17:55 - 18:00		2	5
18:00 - 18:05		1	3
18:05 - 18:10		1	3
18:10 - 18:15		2	2
18:15 - 18:20		1	1
18:20 - 18:25		0	1
18:25 - 18:30		0	1
18:30 - 18:35		0	1
18:35 - 18:40		0	0
18:40 - 18:45		0	2
18:45 - 18:50		1	1
18:50 - 18:55		1	2
18:55 - 19:00		0	0

Queues are maximum queues each 5 minutes



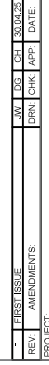
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Consulting Group

APPENDICES



APPENDIX F

1. DO NOT SCALE THIS DRAWING.



DRAWING TITLE:

DAVID WILSON HOMES

DRAWING NUMBER:

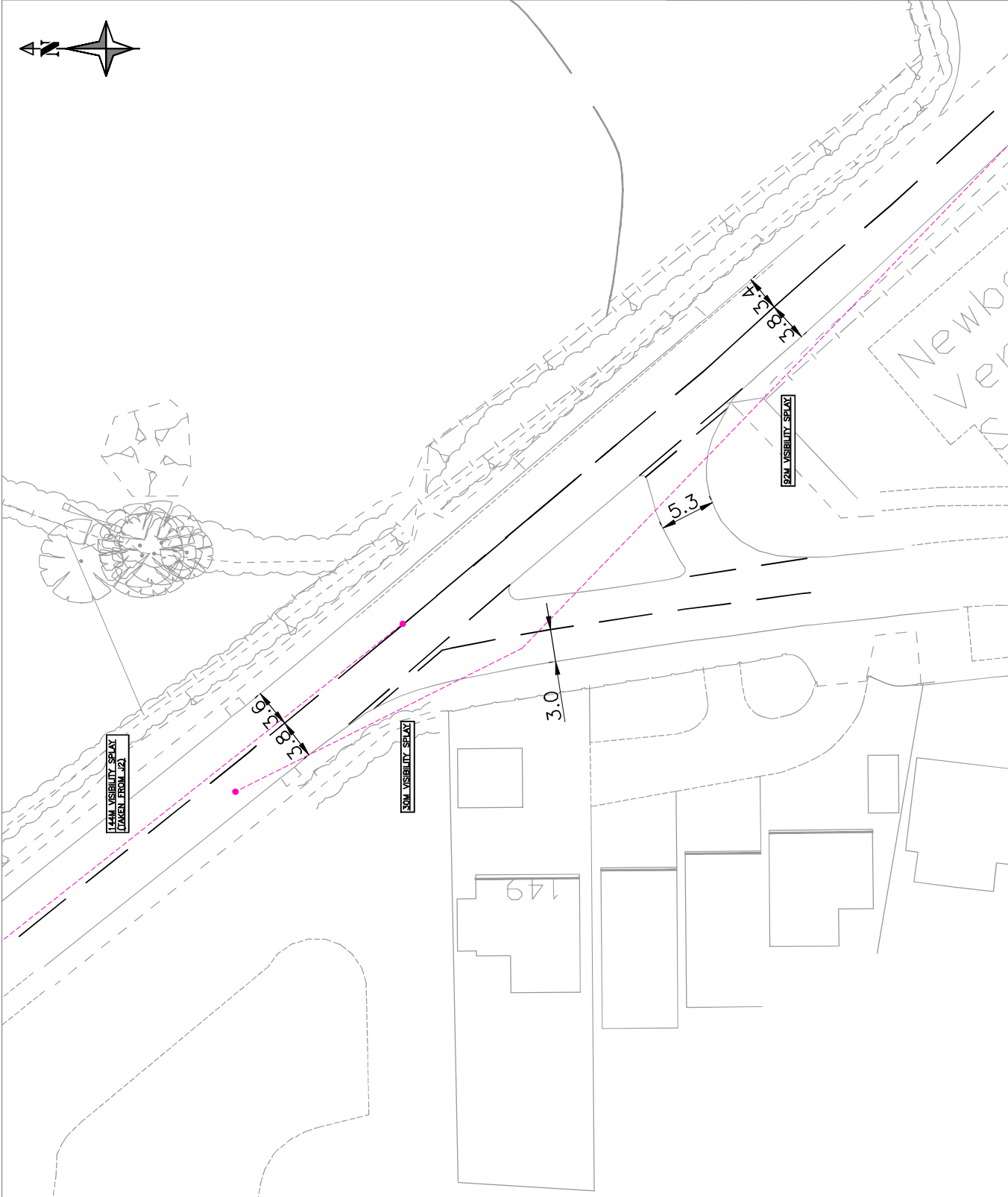
REVISION:	SHEET SIZE: A4	SCALE: 1:500
STATUS:		

STATUS:

MEC
Consulting Group
Birmingham | Brighton | Leicester

Telephone: 01530 264 753
Email: group@m-ec.co.uk
Website: www.m-ec.co.uk

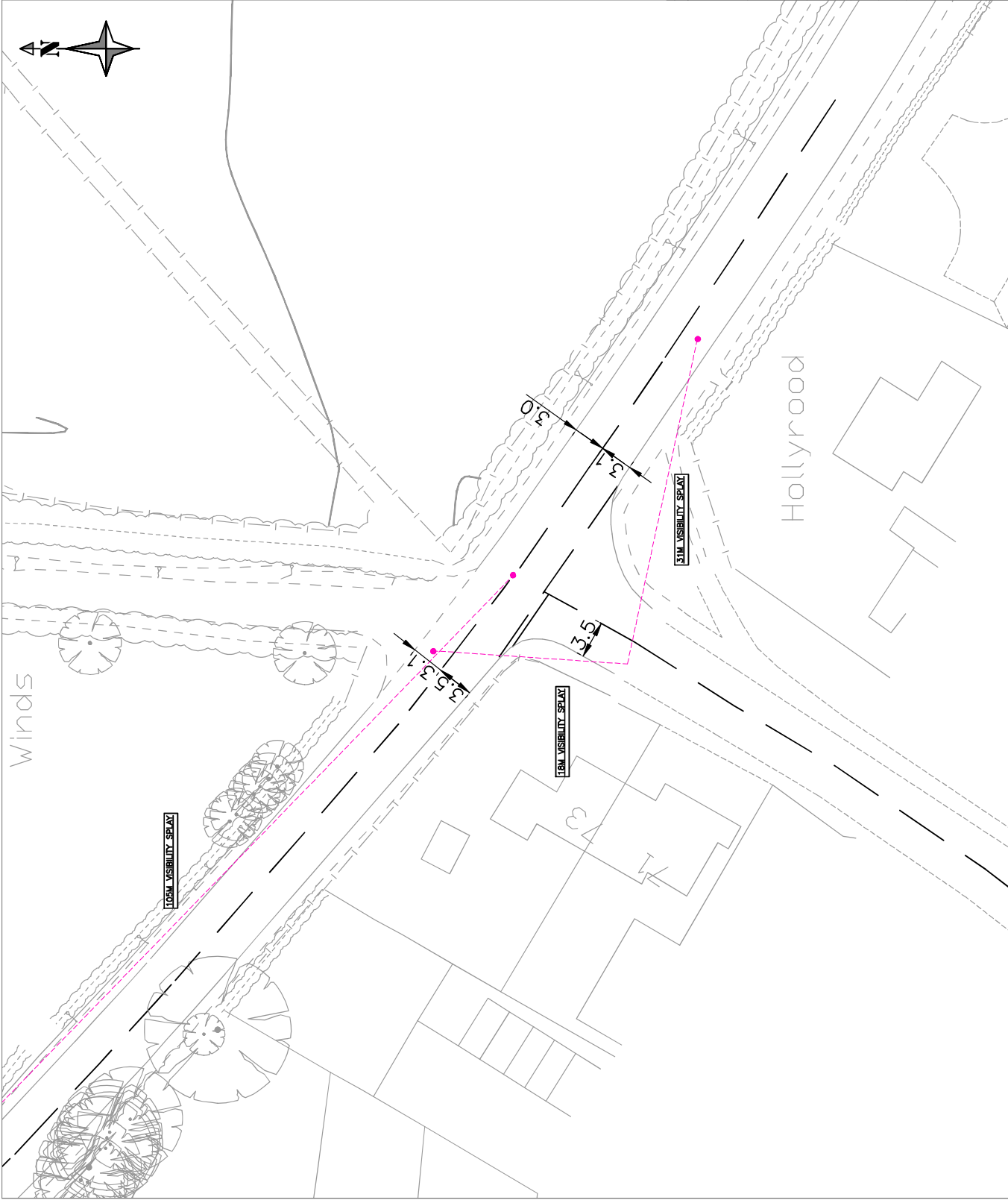
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100055865.



NOTES:

- DO NOT SCALE THIS DRAWING.

REV	FIRST ISSUE	JW	DC	CH	15.04.25
AMENDMENTS	DRN	CHK	APP	DATE	
PROJECT					
BARLESTONE ROAD, NEWBOLD VERDON					
DRAWING TITLE					
JUNCTION 5 GEOMETRIES					
CLIENT: DAVID WILSON HOMES					
DRAWING NUMBER					
REVISION		SHEET SIZE		SCALE	
-		A4		1:500	
STATUS					
-					
MEC Consulting Group Birmingham Brighton Leicester Telephone: 01530 264 753 Email: groups@mec.co.uk Website: www.mec.co.uk CRENDAANCE SURVEY © CROWN COPYRIGHT 2015. ALL RIGHTS RESERVED. PROJECT NUMBER: 100056865.					



NOTES:

1. DO NOT SCALE THIS DRAWING.

REV	FIRST ISSUE	AMENDMENTS	DATE
1			15.04.25

PROJECT	BARLESTONE ROAD, NEWBOLD VERDON
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DRAWING TITLE:

JUNCTION 6 GEOMETRIES

CLIENT:

DAVID WILSON HOMES

DRAWING NUMBER:

REVISION:

SHEET SIZE:

A4

SCALE:

1:500

STATUS:

MEC

Consulting Group

Birmingham | Brighton | Leicester

Telephone: 01530 264 753

Email: groups@mec.co.uk

Website: www.mec.co.uk

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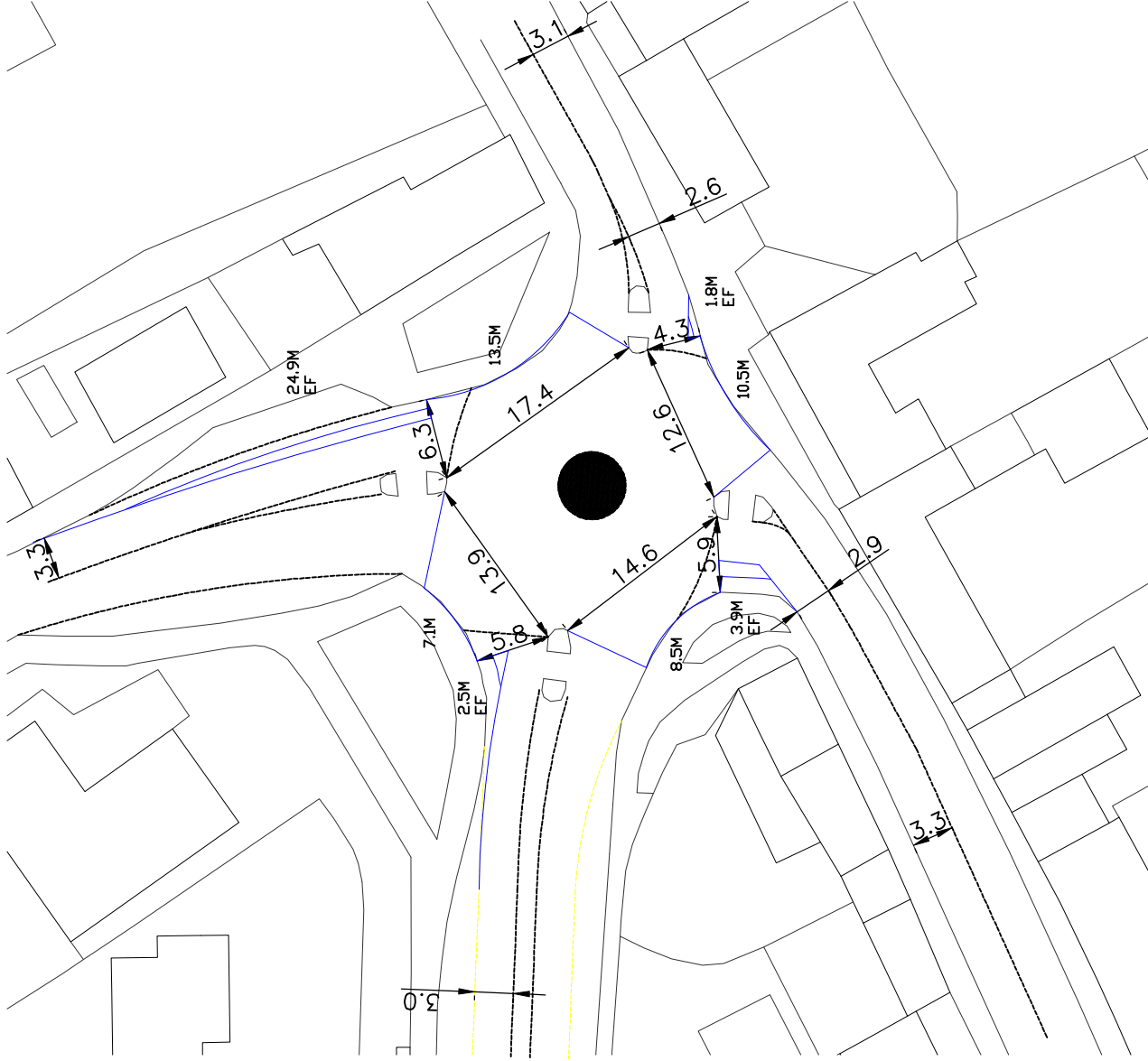
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PROJECT NUMBER: 100056865



NOTES:

- 1. DO NOT SCALE THIS DRAWING.



REV	AMENDMENTS	DATE	CHK	APP	DATE
1	FIRST ISSUE	15/04/25			

PROJECT: NEWBOLD VERDON,
BARLESTONE ROAD

DRAWING TITLE: JUNCTION 9 GEOMETRIES

CLIENT: DAVID WILSON HOMES

DRAWING NUMBER: -

REVISION: - SHEET SIZE: A4 SCALE: 1:500

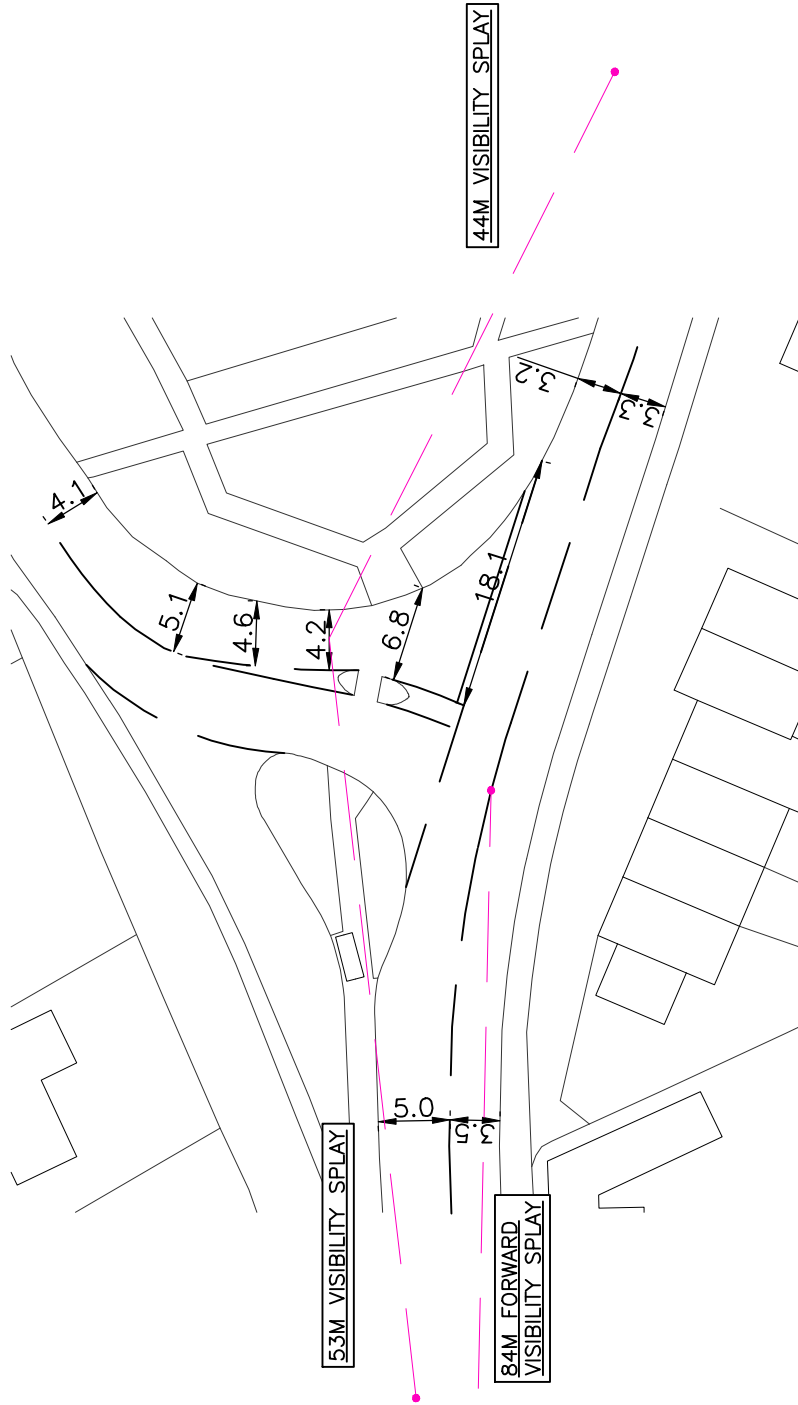
STATUS: FOR INFORMATION / APPROVAL



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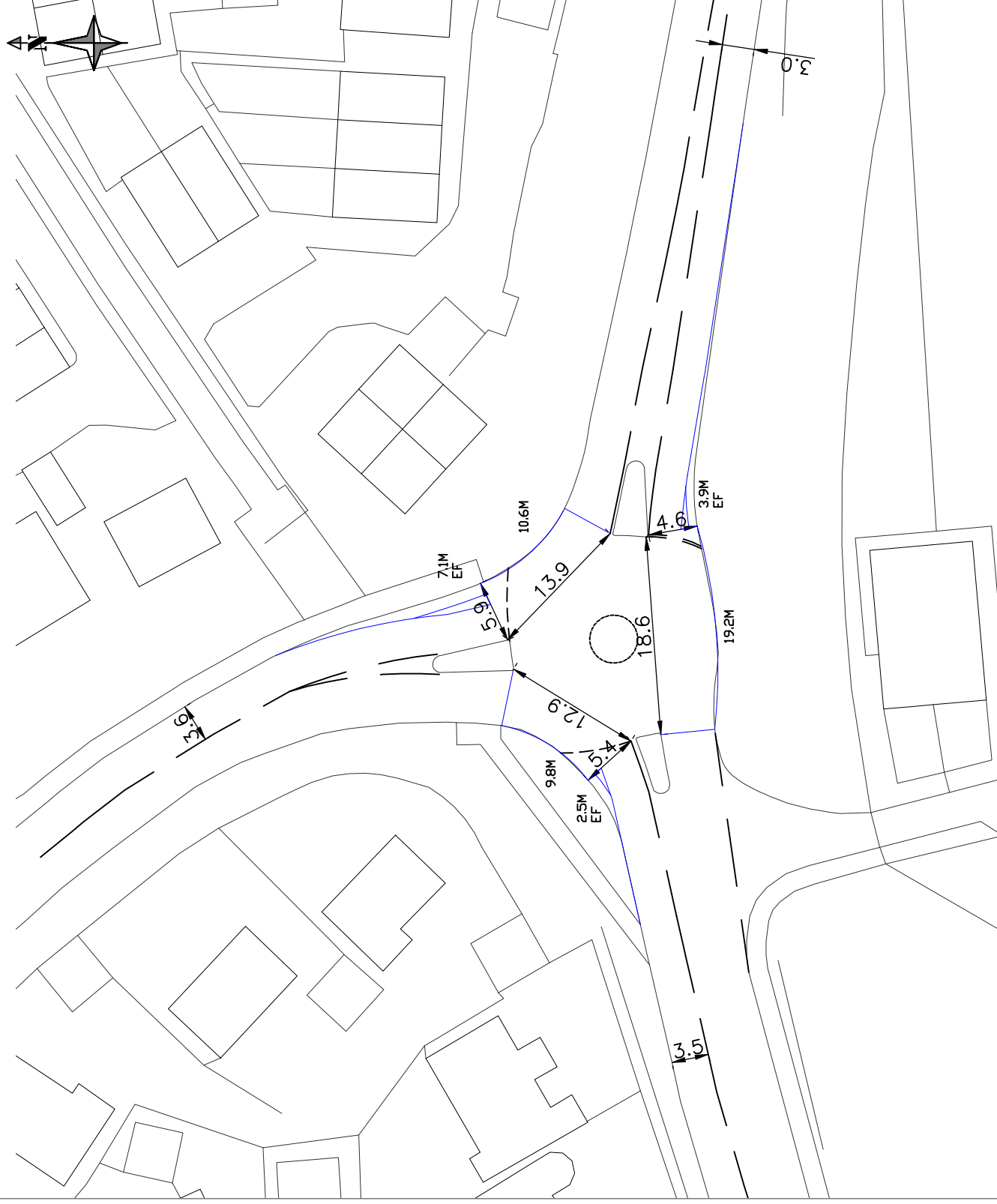


1. DO NOT SCALE THIS DRAWING.
2. VISIBILITY SPLAYS ESTIMATED FROM GOOGLE EARTH WHERE OUTSIDE OF OS

	DATE	APP.	CHK.	DRAWN	BY	DATE	15.06.18
	REV.	AMENDMENTS			FIRST ISSUE		
PROJECT							
BARLESTONE ROAD NEWBOLD VERDON							
DRAWING TITLE							
JUNCTION 10 GEOMETRIES							
CURTIN	DAVID WILSON HOMES						
DRAWING NUMBER							
REVISION	-	SHEET SIZE	A4	SCALE	1:500		
STATUS							
FOR INFORMATION / APPROVAL							
				 Telephone 01532 264723 Email group@mec.co.uk Website www.mec.co.uk ORANGEVA SURVEY © CROWN COPYRIGHT 2015. ALL RIGHTS RESERVED. 10005595. Birmingham Brighton Leicester			

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1. DO NOT SCALE THIS DRAWING.



REV	FIRST ISSUE	JW	DG	CH	15.04.25
AMENDMENTS:		DRN	CHK	APP	DATE

PROJECT:

DRAWING TITLE:

JUNCTION 11 GEOMETRIES

CLIENT:

DAVID WILSON HOMES

DRAWING NUMBER:

REVISION:	SHEET SIZE:	SCALE:
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STATUS:

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Telephone: 01530 264 753
Email: group@m-sc.co.uk
Website: www.m-sc.co.uk

24832 - Barlestone Rd, Newbold Verdon
Transport - JCA validation checks for TRAN-0805

Prepared by:	C Heaney	29/4/2025
Reviewed by:		

1 Validation summary

Figure 1 - Base Year Validation checks - Per entry arm / Without and With MEC Optimisation

No.	Junction Description	Without MEC Optimisation Pass*?								With MEC Optimisation Pass*?								Pass % (arms)
		AM 0800-0900				PM 1700-1800				AM 0800-0900				PM 1700-1800				
		A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	
2	B582 Barlestone Road / Bosworth Lane Signalised T-junction	Y	Y	Y		Y	Y	Y										100%
3	Bosworth Lane / Bosworth Road / A447 Staggered Crossroads	Y	Y	Y	N	Y	Y	Y	Y								Y	100%
4	B582 / Newbold Road / Lockymead Drive Roundabout	Y	Y	Y	Y													100%
5	B582 Barlestone Road / Dragon Lane Priority		Y	Y			Y	Y	Y									100%
6	B582 Barlestone Road / Mill Lane Priority		Y	Y			Y	Y	Y									100%
7	B582 Barlestone Road / Main Street Priority		Y	Y			Y	Y	Y									100%
8	A47 / B582 Staggered Signalised Crossroads (Desford Crossroads)	Y	Y	Y	Y	Y	Y	Y	Y	Y								100%
9	B582 / Main Street / High Street Mini-Roundabout	Y	Y	Y	N	Y	N	Y	Y					Y				100%
10	B582 / Station Road Priority		Y	Y	Y			Y	Y	N							Y	100%
11	B582 / Barns Way Mini-Roundabout	Y	Y	Y	N					Y	Y	Y						100%
12	Station Road / Barns Way Priority		Y	Y	Y													100%

*Modelled max end queues (Junctions9) / MMOs (Linsig) within 5pcu of queue counts on 9/4/2025

Total arms validated: 64
Pass rate pre MEC optimisation: 90.6%
Pass rate post MEC optimisation: 100.0%

Junction 2

Newbold Verdon, Tuesday 8th April 2025

Produced by Road Data Services Ltd.

C					A		B	
Barlstone Road (North)					Barlstone Road (South)		Bosworth Lane	
Time	Lane 1	Lane 2			Lane 1	Lane 1	Lane 1	Lane 1
7:00 - 7:05	6	1			3			3
7:05 - 7:10	2	1			2			5
7:10 - 7:15	1	0			9			6
7:15 - 7:20	3	1			5			4
7:20 - 7:25	4	3			7			5
7:25 - 7:30	2	1			5			4
7:30 - 7:35	6	2			5			4
7:35 - 7:40	3	1			6			5
7:40 - 7:45	8	2			5			5
7:45 - 7:50	4	1			6			4
7:50 - 7:55	4	2			10			4
7:55 - 8:00	3	1			6			6
8:00 - 8:05	7	1	8		7			8
8:05 - 8:10	4	2	6		8		8	9
8:10 - 8:15	5	0	7		6			5
8:15 - 8:20	5	2	7		3			8
8:20 - 8:25	3	2	5		3			4
8:25 - 8:30	3	1	4		5			4
8:30 - 8:35	4	2	6		4			5
8:35 - 8:40	4	1	5		10			3
8:40 - 8:45	3	2	5		6		10	5
8:45 - 8:50	3	2	5		2			4
8:50 - 8:55	4	2	6		2			4
8:55 - 9:00	2	1	3		5		5	5
9:00 - 9:05	1	1	3		3			4
9:05 - 9:10	4	1			7			6
9:10 - 9:15	0	0			4			10
9:15 - 9:20	1	1			3			5
9:20 - 9:25	4	0			3			3
9:25 - 9:30	1	2			3			3
9:30 - 9:35	1	2			3			3
9:35 - 9:40	2	4			3			3
9:40 - 9:45	2	1			4			3
9:45 - 9:50	3	0			3			3
9:50 - 9:55	1	1			4			3
9:55 - 10:00	1	1			3			2
16:00 - 16:05	1	3			5			5
16:05 - 16:10	4	4			5			7
16:10 - 16:15	6	3			8			6
16:15 - 16:20	5	2			5			6
16:20 - 16:25	4	1			5			5
16:25 - 16:30	2	1			4			5
16:30 - 16:35	4	3			6			4
16:35 - 16:40	3	3			6			7
16:40 - 16:45	3	1			6			7
16:45 - 16:50	6	4			6			2
16:50 - 16:55	2	0			5			8
16:55 - 17:00	2	2			5			5
17:00 - 17:05	5	2	7		5			5
17:05 - 17:10	3	4	7		6			6
17:10 - 17:15	5	3	8		6		6	14
17:15 - 17:20	4	5	9		5			5
17:20 - 17:25	3	1	4		5			5
17:25 - 17:30	3	2	5		6			15
17:30 - 17:35	5	1	6		4			4
17:35 - 17:40	3	1	4		4			4
17:40 - 17:45	3	1	11		5			16
17:45 - 17:50	3	0	4		4			4
17:50 - 17:55	0	4	2		4			4
17:55 - 18:00	2	2	4		4			8
18:00 - 18:05	2	1			5			5
18:05 - 18:10	6	0			4			5
18:10 - 18:15	1	0			3			2
18:15 - 18:20	1	0			4			3
18:20 - 18:25	3	2			3			4
18:25 - 18:30	2	0			3			4
18:30 - 18:35	1	0			4			5
18:35 - 18:40	1	0			5			5
18:40 - 18:45	3	0			4			5
18:45 - 18:50	1	2			4			5
18:50 - 18:55	2	1			4			5
18:55 - 19:00	3	1			3			2

Queues are maximum queues each 5 minutes

CH Review (red) - 26/04/2025

MEC arms in matrix (clockwise)

Table 1 - MEC validation checks - AM Peak 0800-0900

Arm	AM00		Pass?
	Observed	Modelled	
A - B552 Barlstone Rd (S)	7	9	Y
B - B555 Bosworth Lane	7	11	Y
C - B552 Barlstone Rd (N)	7	6	Y

*within 5pcu

Table 2 - MEC validation checks - PM Peak 1700-1800

Arm	PM00		Pass?
	Observed	Modelled	
A - B552 Barlstone Rd (S)	5	9	Y
B - B555 Bosworth Lane	13	14	Y
C - B552 Barlstone Rd (N)	8	4	Y

*within 5pcu

Junction 3

Newbold Verdon, Tuesday 8th April 2025

Produced by Road Data Services Ltd.

* Queue behind the flared lanes
Lane 1 is nearside lane

A		B										C		D															
A447 (North)					Bosworth Lane										A447 (South)					Bosworth Road									
Right Turn					Lane 1		Lane 2		* Single		Right Turn		Lane 1		Lane 2		Right Turn					Lane 1		Lane 2					
Time					Lane 1		Lane 2		* Single		Right Turn		Lane 1		Lane 2		Right Turn					Lane 1		Lane 2					
7:00 - 7:05					0	0	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3				
7:05 - 7:10					1	1	3	3	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5				
7:10 - 7:15					0	0	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3				
7:15 - 7:20					0	0	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3				
7:20 - 7:25					1	3	3	3	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8				
7:25 - 7:30					0	2	3	3	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7				
7:30 - 7:35					1	3	3	3	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5				
7:35 - 7:40					0	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3				
7:40 - 7:45					2	3	3	3	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12				
7:45 - 7:50					1	2	3	3	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12				
7:50 - 7:55					1	3	3	3	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15				
7:55 - 8:00					1	3	3	3	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15				
8:00 - 8:05					1	3	3	3	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8				
8:05 - 8:10					1	3	3	3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4				
8:10 - 8:15					2	1	3	3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4				
8:15 - 8:20					1	3	3	3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4				
8:20 - 8:25					1	3	3	3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4				
8:25 - 8:30					1	3	3	3	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8				
8:30 - 8:35					0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:35 - 8:40					0	3	3	3	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6				
8:40 - 8:45					0	1	3	3	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5				
8:45 - 8:50					0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:50 - 8:55					1	0	3	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
8:55 - 9:00					0	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9:00 - 9:05					1	1	3	3	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9				
9:05 - 9:10					1	2	3	3	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10				
9:10 - 9:15					0	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9:15 - 9:20					0	3	3	3	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9				
9:20 - 9:25					0	2	3	3	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9				
9:25 - 9:30					1	2	3	3	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10				
9:30 - 9:35					0	2	3	3	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9				
9:35 - 9:40					1	3	3	3	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9				
9:40 - 9:45					1	2	3	3	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9				
9:45 - 9:50					1	1	3	3	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8				
9:50 - 9:55					0	1	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3				
9:55 - 10:00					0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
16:05 - 16:10					0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
16:10 - 16:15					1	2	3	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
16:15 - 16:20					1	1	3	3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4				
16:20 - 16:25					1	3	3	3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4				
16:25 - 16:30					1	3	3	3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4				
16:30 - 16:35					1	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3				
16:35 - 16:40					0	1	3	3	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12				
16:40 - 16:45					0	1	3	3	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12				
16:45 - 16:50					2	3	3	3	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7				
16:50 - 16:55					0	2	3	3	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7				
16:55 - 17:00					0	1	3	3	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7				
17:00 - 17:05					1	2	3	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2				
17:05 - 17:10					2	3	3	3	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6				
17:10 - 17:15					1	3	3	3	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8				
17:15 - 17:20					2	3	3	3	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18				
17:20 - 17:25					3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
17:25 - 17:30					1	1	3	3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4				
17:30 - 17:35					0	2	3	3	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6				
17:35 - 17:40					1	3	3	3	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7				
17:40 - 17:45					1	3	3	3	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8				
17:45 - 17:50					1	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
17:50 - 17:55					1	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
17:55 - 18:00					1	1	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3				
18:00 - 18:05					0	0	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3				
18:05 - 18:10					2	1	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3				
18:10 - 18:15					1	1	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3				
18:15 - 18:20					0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
18:20 - 18:25					1	1	3	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
18:25 - 18:30					1	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
18:30 - 18:35					1	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
18:35 - 18:40					1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
18:40 - 18:45					0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
18:45 - 18:50					0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
18:50 - 18:55					0	1	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3				
18:55 - 19:00					0	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3				

Produced by Road Data Services Ltd.

MEC arms in matrix (clockwise)

Queues are maximum queues each 5 minutes

B					C				
Dragon Lane					B582 (West)				
Time	Left Turn	Right Turn	Left Turn	Right Turn	Time	Left Turn	Right Turn	Left Turn	Right Turn
7:00 - 7:05	1	1	1	0	7:00 - 7:05	0	1	0	0
7:05 - 7:10	0	0	1	0	7:05 - 7:10	2	2	1	0
7:10 - 7:15	2	1	2	0	7:15 - 7:20	1	1	0	0
7:15 - 7:20	1	1	1	0	7:20 - 7:25	2	0	0	0
7:20 - 7:25	0	0	0	0	7:25 - 7:30	3	0	3	0
7:25 - 7:30	0	0	0	0	7:30 - 7:35	0	0	0	0
7:30 - 7:35	3	0	0	0	7:35 - 7:40	0	0	3	0
7:35 - 7:40	1	1	1	0	7:40 - 7:45	1	1	0	0
7:40 - 7:45	0	0	0	0	7:45 - 7:50	0	1	0	0
7:45 - 7:50	1	1	1	0	7:50 - 7:55	1	1	1	0
7:50 - 7:55	1	1	1	0	7:55 - 8:00	2	0	1	0
7:55 - 8:00	2	0	0	0	8:00 - 8:05	2	0	1	0
8:00 - 8:05	2	2	1	1	8:05 - 8:10	0	0	0	0
8:05 - 8:10	3	2	2	1	8:10 - 8:15	3	2	5	1
8:10 - 8:15	0	0	0	0	8:15 - 8:20	1	1	0	1
8:15 - 8:20	1	1	1	0	8:20 - 8:25	0	0	0	0
8:20 - 8:25	5	1	1	2	8:25 - 8:30	1	1	2	0
8:25 - 8:30	5	2	0	1	8:30 - 8:35	1	0	0	0
8:30 - 8:35	1	0	0	0	8:35 - 8:40	2	0	1	0
8:35 - 8:40	1	0	0	1	8:40 - 8:45	1	0	1	2
8:40 - 8:45	2	1	0	0	8:45 - 8:50	2	1	0	0
8:45 - 8:50	1	1	1	0	8:50 - 8:55	1	1	0	0
8:50 - 8:55	1	2	0	0	8:55 - 9:00	1	2	3	0
8:55 - 9:00	2	0	0	1	9:00 - 9:05	2	0	0	0
9:00 - 9:05	1	1	1	0	9:05 - 9:10	2	0	0	0
9:05 - 9:10	2	1	1	0	9:10 - 9:15	1	1	0	0
9:10 - 9:15	0	0	0	0	9:15 - 9:20	4	0	1	0
9:15 - 9:20	4	0	0	1	9:20 - 9:25	1	2	1	0
9:20 - 9:25	1	2	1	0	9:25 - 9:30	1	1	0	0
9:25 - 9:30	1	0	0	0	9:30 - 9:35	1	0	0	0
9:30 - 9:35	2	1	0	0	9:35 - 9:40	0	0	0	0
9:35 - 9:40	2	1	0	0	9:40 - 9:45	2	1	0	0
9:40 - 9:45	2	1	1	0	9:45 - 9:50	1	1	0	0
9:45 - 9:50	1	1	1	0	9:50 - 9:55	1	1	1	0
9:50 - 9:55	1	0	0	0	9:55 - 10:00	1	0	0	0
16:00 - 16:05	2	0	0	0	16:00 - 16:05	2	0	2	0
16:05 - 16:10	2	0	0	0	16:05 - 16:10	0	0	0	0
16:10 - 16:15	1	0	0	0	16:10 - 16:15	1	0	2	0
16:15 - 16:20	1	1	1	0	16:15 - 16:20	1	1	3	0
16:20 - 16:25	1	1	1	0	16:20 - 16:25	1	1	2	0
16:25 - 16:30	1	0	0	0	16:25 - 16:30	1	0	1	0
16:30 - 16:35	1	1	1	0	16:30 - 16:35	1	1	0	0
16:35 - 16:40	1	1	1	0	16:35 - 16:40	1	1	0	0
16:40 - 16:45	1	2	1	0	16:40 - 16:45	2	1	2	0
16:45 - 16:50	2	1	1	0	16:45 - 16:50	2	1	2	0
16:50 - 16:55	2	1	1	0	16:50 - 16:55	2	1	0	0
16:55 - 17:00	2	1	1	0	16:55 - 17:00	2	1	3	0
17:00 - 17:05	1	1	1	0	17:00 - 17:05	1	1	1	0
17:05 - 17:10	3	0	0	0	17:05 - 17:10	3	0	2	0
17:10 - 17:15	3	0	0	3	17:15 - 17:20	2	1	2	0
17:15 - 17:20	2	1	1	0	17:20 - 17:25	2	1	2	0
17:20 - 17:25	1	0	0	1	17:25 - 17:30	1	0	1	1
17:25 - 17:30	1	0	0	0	17:30 - 17:35	1	0	1	0
17:30 - 17:35	2	0	0	0	17:35 - 17:40	2	1	0	0
17:35 - 17:40	2	0	0	3	17:40 - 17:45	2	1	2	0
17:40 - 17:45	1	1	1	0	17:45 - 17:50	1	1	2	0
17:45 - 17:50	1	0	0	0	17:50 - 17:55	1	0	0	0
17:50 - 17:55	2	1	1	3	17:55 - 18:00	2	1	0	0
17:55 - 18:00	1	0	0	0	18:00 - 18:05	1	0	0	0
18:00 - 18:05	1	0	0	0	18:05 - 18:10	1	1	0	0
18:05 - 18:10	1	1	1	0	18:10 - 18:15	1	1	0	0
18:10 - 18:15	1	1	1	1	18:15 - 18:20	1	1	1	0
18:15 - 18:20	3	1	1	1	18:20 - 18:25	3	1	1	0
18:20 - 18:25	0	0	0	0	18:25 - 18:30	1	0	0	0
18:25 - 18:30	1	0	0	0	18:30 - 18:35	1	0	1	0
18:30 - 18:35	1	0	0	0	18:35 - 18:40	1	0	0	0
18:35 - 18:40	1	1	1	0	18:40 - 18:45	1	1	2	0
18:40 - 18:45	0	0	0	0	18:45 - 18:50	0	0	0	0
18:45 - 18:50	1	1	1	0	18:50 - 18:55	1	1	0	0
18:50 - 18:55	1	1	1	0	18:55 - 19:00	1	1	0	0

Queues are maximum queues each 5 minutes

Table 1 - MEC validation checks - AM Peak 0800-0900

Arm	Max End Queue		Pass?*		Max End Queue		Pass?*	
	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled
A - B582 Barlestone Rd (SE)	5	1	Y	Y				
B - Dragon Lane	2	1	Y	Y				
C - B582 Barlestone Rd (NW)								

*Within 5pcu

Table 2 - MEC validation checks - PM Peak 1700-1800

Arm	Max End Queue		Pass?*		Max End Queue		Pass?*	
	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled
A - B582 Barlestone Rd (SE)	3	1	Y	Y				
B - Dragon Lane	2	2	Y	Y				
C - B582 Barlestone Rd (NW)								

*Within 5pcu

Junction 6

Newbold Verdon, Tuesday 8th April 2025

Produced by Road Data Services Ltd.

					A	B	C	
		Unnamed Road	B582 (East)	Mill Lane	B582 (West)			
Time	Lane 1	Right Turn	Lane 1	Right Turn				
7:00 - 7:05	0	0	2	0				
7:05 - 7:10	0	0	0	0				
7:10 - 7:15	1	0	0	0				
7:15 - 7:20	0	0	1	0				
7:20 - 7:25	0	0	1	0				
7:25 - 7:30	0	0	1	0				
7:30 - 7:35	0	0	2	0				
7:35 - 7:40	1	0	1	0				
7:40 - 7:45	0	0	2	0				
7:45 - 7:50	0	0	2	0				
7:50 - 7:55	0	0	1	0				
7:55 - 8:00	0	0	1	1				
8:00 - 8:05	0	0	1	0				
8:05 - 8:10	1	0	0	1				
8:10 - 8:15	0	0	3	1				
8:15 - 8:20	0	0	2	0				
8:20 - 8:25	0	0	2	0				
8:25 - 8:30	0	0	2	0				
8:30 - 8:35	0	0	4	4				
8:35 - 8:40	0	0	0	0				
8:40 - 8:45	0	0	1	0				
8:45 - 8:50	0	0	1	0				
8:50 - 8:55	0	0	1	0				
8:55 - 9:00	0	0	2	0				
9:00 - 9:05	0	0	1	0				
9:05 - 9:10	0	0	2	0				
9:10 - 9:15	0	0	2	0				
9:15 - 9:20	0	0	1	2				
9:20 - 9:25	0	0	1	0				
9:25 - 9:30	0	0	1	0				
9:30 - 9:35	0	0	1	0				
9:35 - 9:40	0	0	1	1				
9:40 - 9:45	0	0	1	0				
9:45 - 9:50	0	0	0	0				
9:50 - 9:55	0	0	2	0				
9:55 - 10:00	0	0	1	0				
16:00 - 16:05	0	0	1	3				
16:05 - 16:10	0	0	0	1				
16:10 - 16:15	0	0	4	3				
16:15 - 16:20	1	0	3	5				
16:20 - 16:25	0	0	0	0				
16:25 - 16:30	0	0	0	0				
16:30 - 16:35	0	0	1	1				
16:35 - 16:40	0	0	1	1				
16:40 - 16:45	0	0	3	1				
16:45 - 16:50	0	0	1	0				
16:50 - 16:55	0	0	1	0				
16:55 - 17:00	0	0	3	0				
17:00 - 17:05	0	0	2	0				
17:05 - 17:10	0	0	0	0				
17:10 - 17:15	0	0	3	3				
17:15 - 17:20	0	0	2	0				
17:20 - 17:25	0	0	1	1				
17:25 - 17:30	0	0	1	1				
17:30 - 17:35	0	0	1	1				
17:35 - 17:40	0	0	1	0				
17:40 - 17:45	0	0	2	2				
17:45 - 17:50	0	0	2	2				
17:50 - 17:55	0	0	2	0				
17:55 - 18:00	0	0	2	0				
18:00 - 18:05	0	0	1	0				
18:05 - 18:10	0	0	1	0				
18:10 - 18:15	0	0	1	0				
18:15 - 18:20	0	0	2	1				
18:20 - 18:25	0	0	0	0				
18:25 - 18:30	0	0	0	1				
18:30 - 18:35	0	0	2	1				
18:35 - 18:40	0	0	1	0				
18:40 - 18:45	0	0	1	0				
18:45 - 18:50	0	0	2	1				
18:50 - 18:55	0	0	1	1				
18:55 - 19:00	0	0	2	2				

Queues are maximum queues each 5 minutes

CA Review (red) - 26/4/2025

MEC arms in matrix (clockwise)

Table 1 - MEC validation checks - AM Peak 0800-0900

Arm	Max End Queue		Pass?*	
	Observed	Modelled	Observed	Modelled
A - B582 Barlastone Rd (SE)	3	1	Y	
B - Mill Lane	1	1	Y	
C - B582 Barlastone Rd (NW)				

*Within 50m

Table 2 - MEC validation checks - PM Peak 1700-1800

Arm	Max End Queue		Pass?*	
	Observed	Modelled	Observed	Modelled
A - B582 Barlastone Rd (SE)	3	1	Y	
B - Mill Lane	3	1	Y	
C - B582 Barlastone Rd (NW)				

*Within 50m

Produced by Road Data Services Ltd.

3

16300	16305	2	0
16305	16310	1	3
16310	16315	1	2
16315	16320	4	0
16320	16325	4	0
16325	16330	1	0
16330	16335	2	0
16335	16340	1	0
16340	16345	3	0
16345	16350	2	0
16350	16355	2	0
16355	16360	1	0
16360	16365	2	0
16365	16370	1	0
16370	16375	2	0
16375	16380	2	0
16380	16385	2	0
16385	16390	2	0
16390	16395	2	0
16395	16400	2	0
16400	16405	2	0
16405	16410	3	0
16410	16415	1	0
16415	16420	2	0
16420	16425	3	0
16425	16430	3	0
16430	16435	3	0
16435	16440	2	1
16440	16445	1	0
16445	16450	3	0
16450	16455	2	0
16455	16460	1	0
16460	16465	2	0
16465	16470	1	0
16470	16475	2	0
16475	16480	2	0
16480	16485	2	0
16485	16490	2	0
16490	16495	2	0
16495	16500	2	0
16500	16505	2	0
16505	16510	2	0
16510	16515	2	0
16515	16520	2	0
16520	16525	2	0
16525	16530	2	0
16530	16535	2	0
16535	16540	2	0
16540	16545	2	0
16545	16550	2	0
16550	16555	2	0
16555	16560	2	0
16560	16565	2	0
16565	16570	2	0
16570	16575	2	0
16575	16580	2	0
16580	16585	2	0
16585	16590	2	0
16590	16595	2	0
16595	16600	2	0
16600	16605	2	0
16605	16610	2	0
16610	16615	2	0
16615	16620	2	0
16620	16625	2	0
16625	16630	2	0
16630	16635	2	0
16635	16640	2	0
16640	16645	2	0
16645	16650	2	0
16650	16655	2	0
16655	16660	2	0
16660	16665	2	0
16665	16670	2	0
16670	16675	2	0
16675	16680	2	0
16680	16685	2	0
16685	16690	2	0
16690	16695	2	0
16695	16700	2	0
16700	16705	2	0
16705	16710	2	0
16710	16715	3	0
16715	16720	3	0
16720	16725	3	0
16725	16730	2	0
16730	16735	3	0
16735	16740	3	0
16740	16745	2	0
16745	16750	2	0
16750	16755	2	0
16755	16760	2	0
16760	16765	2	0
16765	16770	2	0
16770	16775	2	0
16775	16780	2	0
16780	16785	2	0
16785	16790	2	0
16790	16795	2	0
16795	16800	2	0
16800	16805	2	0
16805	16810	2	0
16810	16815	2	0
16815	16820	2	0
16820	16825	2	0
16825	16830	2	0
16830	16835	3	0
16835	16840	2	1
16840	16845	1	0
16845	16850	3	0
16850	16855	2	0
16855	16860	1	0
16860	16865	2	0
16865	16870	2	0
16870	16875	2	0
16875	16880	2	0
16880	16885	2	0
16885	16890	2	0
16890	16895	2	0
16895	16900	2	0
16900	16905	2	0
16905	16910	2	0
16910	16915	2	0
16915	16920	2	0
16920	16925	2	0
16925	16930	2	0
16930	16935	2	0
16935	16940	2	0
16940	16945	2	0
16945	16950	2	0
16950	16955	2	0
16955	16960	2	0
16960	16965	2	0
16965	16970	2	0
16970	16975	2	0
16975	16980	2	0
16980	16985	2	0
16985	16990	2	0
16990	16995	2	0
16995	17000	2	0

Queues are maximum queues each 5 minutes

Arm	Max End Queue	Pass?*
	Max End Queue	Pass?*

***within 5pcu**

Arm	Max End Queue	Pass?*

***within 5pcu**

Queues are maximum queues each 5 minutes

Produced by Road Data Services Ltd.

A		B		C		D	
Main Street	B582 (East)	High Street	B582 (West)				
Lane 1	Lane 1	Lane 1	Lane 1				
Time	7:00 - 7:05	7:05 - 7:10	7:10 - 7:15	7:15 - 7:20	7:20 - 7:25	7:25 - 7:30	7:30 - 7:35
1	1	0	2	2	4	13	19
2	1	0	2	2	4	13	19
3	1	0	2	2	4	13	19
4	1	0	2	2	4	13	19
5	1	0	2	2	4	13	19
6	1	0	2	2	4	13	19
7	1	0	2	2	4	13	19
8	1	0	2	2	4	13	19
9	1	0	2	2	4	13	19
10	1	0	2	2	4	13	19
11	1	0	2	2	4	13	19
12	1	0	2	2	4	13	19
13	1	0	2	2	4	13	19
14	1	0	2	2	4	13	19
15	1	0	2	2	4	13	19
16	1	0	2	2	4	13	19
17	1	0	2	2	4	13	19
18	1	0	2	2	4	13	19
19	1	0	2	2	4	13	19
20	1	0	2	2	4	13	19
21	1	0	2	2	4	13	19
22	1	0	2	2	4	13	19
23	1	0	2	2	4	13	19
24	1	0	2	2	4	13	19
25	1	0	2	2	4	13	19
26	1	0	2	2	4	13	19
27	1	0	2	2	4	13	19
28	1	0	2	2	4	13	19
29	1	0	2	2	4	13	19
30	1	0	2	2	4	13	19
31	1	0	2	2	4	13	19
32	1	0	2	2	4	13	19
33	1	0	2	2	4	13	19
34	1	0	2	2	4	13	19
35	1	0	2	2	4	13	19
36	1	0	2	2	4	13	19
37	1	0	2	2	4	13	19
38	1	0	2	2	4	13	19
39	1	0	2	2	4	13	19
40	1	0	2	2	4	13	19
41	1	0	2	2	4	13	19
42	1	0	2	2	4	13	19
43	1	0	2	2	4	13	19
44	1	0	2	2	4	13	19
45	1	0	2	2	4	13	19
46	1	0	2	2	4	13	19
47	1	0	2	2	4	13	19
48	1	0	2	2	4	13	19
49	1	0	2	2	4	13	19
50	1	0	2	2	4	13	19
51	1	0	2	2	4	13	19
52	1	0	2	2	4	13	19
53	1	0	2	2	4	13	19
54	1	0	2	2	4	13	19
55	1	0	2	2	4	13	19
56	1	0	2	2	4	13	19
57	1	0	2	2	4	13	19
58	1	0	2	2	4	13	19
59	1	0	2	2	4	13	19
60	1	0	2	2	4	13	19
61	1	0	2	2	4	13	19
62	1	0	2	2	4	13	19
63	1	0	2	2	4	13	19
64	1	0	2	2	4	13	19
65	1	0	2	2	4	13	19
66	1	0	2	2	4	13	19
67	1	0	2	2	4	13	19
68	1	0	2	2	4	13	19
69	1	0	2	2	4	13	19
70	1	0	2	2	4	13	19

Queues are maximum queues each 5 minutes

CH Review (red) - 26/4/2025

MEC arms in matrix (clockwise)

Table 1 - MEC validation checks - AM Peak 0800-0900

Arm	Max End-Of-Trial Observed	Max End-Of-Trial Modelled	Pass*	Max End-Of-Trial Observed	Max End-Of-Trial Modelled	Pass*
A - Main Street	4	1	Y	4	1	Y
B - Back Street	5	0	Y	5	0	Y
C - 1982 (W)	6	0	Y	6	0	Y
D - 1982 (W)	14	51	N	14	14	Y

*within 500u

Table 2 - MEC validation checks - PM Peak 1700-1800

Arm	Pw5*		Pw5**		Pw5*		Pw5*	
	Observed	Modelled	Observed	Modelled	Observed	Modelled	Observed	Modelled
A - Main Street	5	1					Y	
B - High Street	5	139					Y	
C - High Street	5	5	W		Intercept adjustment		1	
D - B582 (W)	6	3		Y			Y	

*within 500m

				B		C	
Station Road		Lane 1		B582 (East)		Right Turn	
Time							
7:00 - 7:05				3		0	
7:05 - 7:10				6		0	
7:10 - 7:15				3		0	
7:15 - 7:20				14		0	
7:20 - 7:25				4		0	
7:25 - 7:30				4		0	
7:30 - 7:35				4		0	
7:35 - 7:40				5		0	
7:40 - 7:45				12		0	
7:45 - 7:50				5		0	
7:50 - 7:55				7		0	
7:55 - 8:00				3		2	
8:00 - 8:05				3		2	
8:05 - 8:10				6		1	
8:10 - 8:15				5		1	
8:15 - 8:20				5		1	
8:20 - 8:25				7		8	
8:25 - 8:30				7		0	
8:30 - 8:35				7		0	
8:35 - 8:40				5		0	
8:40 - 8:45				2		0	
8:45 - 8:50				3		0	
8:50 - 8:55				6		0	
8:55 - 9:00				3		0	
9:00 - 9:05				6		0	
9:05 - 9:10				2		0	
9:10 - 9:15				4		0	
9:15 - 9:20				2		0	
9:20 - 9:25				3		0	
9:25 - 9:30				4		0	
9:30 - 9:35				2		0	
9:35 - 9:40				4		0	
9:40 - 9:45				6		0	
9:45 - 9:50				4		0	
9:50 - 9:55				1		0	
9:55 - 10:00							
16:00 - 16:05				2		0	
16:05 - 16:10				10		0	
16:10 - 16:15				5		0	
16:15 - 16:20				14		0	
16:20 - 16:25				4		0	
16:25 - 16:30				3		2	
16:30 - 16:35				4		0	
16:35 - 16:40				11		0	
16:40 - 16:45				11		0	
16:45 - 16:50				14		0	
16:50 - 16:55				15		0	
16:55 - 17:00				15		0	
17:00 - 17:05				23		3	
17:05 - 17:10				6		0	
17:10 - 17:15				6		0	
17:15 - 17:20				8		0	
17:20 - 17:25				11		0	
17:25 - 17:30				4		0	
17:30 - 17:35				4		0	
17:35 - 17:40				5		0	
17:40 - 17:45				8		0	
17:45 - 17:50				5		0	
17:50 - 17:55				5		0	
17:55 - 18:00				4		0	
18:00 - 18:05				5		0	
18:05 - 18:10				14		0	
18:10 - 18:15				4		0	
18:15 - 18:20				5		0	
18:20 - 18:25				3		1	
18:25 - 18:30				6		0	
18:30 - 18:35				2		0	
18:35 - 18:40				3		0	
18:40 - 18:45				4		0	
18:45 - 18:50				3		0	
18:50 - 18:55				4		0	
18:55 - 19:00				3		0	

Queues are maximum queues each 5 minutes

Table 1 - MEC validation checks - AM Peak 0800-0900

Arm	Max End Queue		Pass?*		Max End Queue		Pass?*	
	Observed	Modelled			Observed	Modelled		
A - B582 (NW)								
B - Station Road	7	2	Y	Y	7	5	Y	Y
C - B582 (SE)	1	1	Y	Y	1	1	Y	Y

*within 5sec

Table 2 - MEC validation checks - PM Peak 1700-1800

Arm	Max End Queue		Pass?*		Max End Queue		Pass?*	
	Observed	Modelled			Observed	Modelled		
A - B582 (NW)								
B - Station Road	20	4	N	Y	20	15	Y	Y
C - B582 (SE)	1	1	Y	Y	1	0	Y	Y

*within 5sec

A		B		C	
Barns Way		B582 (East)		B582 (West)	
Time	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
7:00 - 7:05	6	0	0	0	0
7:05 - 7:10	6	0	0	0	0
7:10 - 7:15	2	2	2	2	1
7:15 - 7:20	3	0	0	0	0
7:20 - 7:25	2	2	2	1	1
7:25 - 7:30	3	0	0	0	2
7:30 - 7:35	2	0	0	0	2
7:35 - 7:40	3	3	3	3	3
7:40 - 7:45	2	0	0	0	3
7:45 - 7:50	1	4	4	4	4
7:50 - 7:55	2	2	2	2	3
7:55 - 8:00	4	2	2	3	3
8:00 - 8:05	4	2	2	3	6
8:05 - 8:10	3	1	1	1	6
8:10 - 8:15	4	4	1	1	2
8:15 - 8:20	3	2	2	2	3
8:20 - 8:25	5	1	1	3	3
8:25 - 8:30	2	3	3	1	1
8:30 - 8:35	5	3	3	2	2
8:35 - 8:40	2	2	2	2	2
8:40 - 8:45	2	2	2	2	1
8:45 - 8:50	3	2	2	1	1
8:50 - 8:55	1	1	1	2	2
8:55 - 9:00	2	0	0	4	4
9:00 - 9:05	3	1	1	1	1
9:05 - 9:10	1	0	0	0	0
9:10 - 9:15	2	0	0	0	0
9:15 - 9:20	2	1	1	1	1
9:20 - 9:25	1	0	0	0	0
9:25 - 9:30	3	0	0	1	1
9:30 - 9:35	3	0	0	0	0
9:35 - 9:40	1	0	0	0	0
9:40 - 9:45	2	0	0	0	0
9:45 - 9:50	1	0	0	2	2
9:50 - 9:55	1	0	0	3	3
9:55 - 10:00	0	0	0	0	0

16:00 - 16:05	6	4	4	3	3
16:05 - 16:10	2	4	4	2	2
16:10 - 16:15	2	5	5	2	2
16:15 - 16:20	1	0	0	3	3
16:20 - 16:25	2	4	4	1	1
16:25 - 16:30	1	3	3	2	2
16:30 - 16:35	1	4	4	3	3
16:35 - 16:40	2	4	4	2	2
16:40 - 16:45	5	4	4	4	4
16:45 - 16:50	4	5	5	2	2
16:50 - 16:55	6	4	4	2	2
16:55 - 17:00	4	5	5	4	4
17:00 - 17:05	2	4	4	4	4
17:05 - 17:10	2	4	4	2	2
17:10 - 17:15	4	3	3	2	2
17:15 - 17:20	3	4	4	5	5
17:20 - 17:25	2	4	4	4	4
17:25 - 17:30	3	5	5	9	9
17:30 - 17:35	2	4	4	2	2
17:35 - 17:40	2	4	4	3	3
17:40 - 17:45	3	4	4	4	4
17:45 - 17:50	2	4	4	3	3
17:50 - 17:55	2	1	1	2	2
17:55 - 18:00	2	4	4	2	2
18:00 - 18:05	1	3	3	2	2
18:05 - 18:10	2	2	2	2	2
18:10 - 18:15	2	2	2	2	2
18:15 - 18:20	4	1	1	1	1
18:20 - 18:25	2	3	3	3	3
18:25 - 18:30	3	0	0	2	2
18:30 - 18:35	2	3	3	1	1
18:35 - 18:40	2	1	1	0	0
18:40 - 18:45	1	1	1	0	0
18:45 - 18:50	1	1	1	0	0
18:50 - 18:55	0	2	2	0	0
18:55 - 19:00	0	2	2	0	0

Queues are maximum queues each 5 minutes

Table 1 - MEC validation checks - AM Peak 0800-0900

Arm	Max End Queue		Pass**		Max End Queue		Pass**	
	Observed	Modelled	Y	N	Observed	Modelled	Y	N
A - Barns Way	4	2	Y		4	2	Y	
B - B582 Leicester Lane (E)	3	1	Y		3	1	Y	
C - B582 Leicester Lane (W)	4	2	Y		4	2	Y	

*within 50m

Table 2 - MEC validation checks - PM Peak 1700-1800

Arm	Max End Queue		Pass**		Max End Queue		Pass**	
	Observed	Modelled	Y	N	Observed	Modelled	Y	N
A - Barns Way	4	4	Y		4	4	Y	
B - B582 Leicester Lane (E)	5	2	Y		5	2	Y	
C - B582 Leicester Lane (W)	9	1	N		9	1	Y	

*within 50m

Junction 12

Newbold Verdon, Tuesday 8th April 2025

CU Review (red) - 26/4/2025

Produced by Road Data Services Ltd.

		C		B	
		Station Road (North)	Right Turn	Station Road (West)	Lane 1
Time					
7:00 - 7:05		0	3		
7:05 - 7:10		0	1		
7:10 - 7:15		1	2		
7:15 - 7:20		1	9		
7:20 - 7:25		1	2		
7:25 - 7:30		2	4		
7:30 - 7:35		2	2		
7:35 - 7:40		1	6		
7:40 - 7:45		1			
7:45 - 7:50		1	5		
7:50 - 7:55		0	5		
7:55 - 8:00		2	10		
8:00 - 8:05		0	6		
8:05 - 8:10		0	6		
8:10 - 8:15	2	5			
8:15 - 8:20	2		3		
8:20 - 8:25	0		8		
8:25 - 8:30	1	7			
8:30 - 8:35	1	4			
8:35 - 8:40	1	4			
8:40 - 8:45	1	4			
8:45 - 8:50	1		1		
8:50 - 8:55	2		5		
8:55 - 9:00	0		2		
9:00 - 9:05	1		1		
9:05 - 9:10	1		3		
9:10 - 9:15	1		2		
9:15 - 9:20	1		1		
9:20 - 9:25	0		4		
9:25 - 9:30	1		1		
9:30 - 9:35	0		3		
9:35 - 9:40	0		2		
9:40 - 9:45	2		1		
9:45 - 9:50	0		1		
9:50 - 9:55	0		1		
9:55 - 10:00	0		1		

Table 1 - MEC validation checks - AM Peak 0800-0900

Arm	Max End Queue		Pass?	
	Observed	Modelled	Observed	Modelled
A - Barna Way				
B - Station Road (W)	7	4	Y	
C - Station Road (N)	2	2		

*within 50m

16:00 - 16:05	0	4
16:05 - 16:10	0	4
16:10 - 16:15	2	4
16:15 - 16:20	1	7
16:20 - 16:25	1	9
16:25 - 16:30	1	3
16:30 - 16:35	1	6
16:35 - 16:40	1	4
16:40 - 16:45	1	4
16:45 - 16:50	2	5
16:50 - 16:55	2	3
16:55 - 17:00	2	4
17:00 - 17:05	1	5
17:05 - 17:10	1	5
17:10 - 17:15	1	2
17:15 - 17:20	2	3
17:20 - 17:25	1	3
17:25 - 17:30	2	3
17:30 - 17:35	1	2
17:35 - 17:40	1	2
17:40 - 17:45	2	2
17:45 - 17:50	2	3
17:50 - 17:55	2	3
17:55 - 18:00	2	5
18:00 - 18:05	1	3
18:05 - 18:10	1	3
18:10 - 18:15	1	3
18:15 - 18:20	1	1
18:20 - 18:25	0	1
18:25 - 18:30	0	1
18:30 - 18:35	0	1
18:35 - 18:40	0	0
18:40 - 18:45	0	0
18:45 - 18:50	1	1
18:50 - 18:55	1	2
18:55 - 19:00	0	0

Queues are maximum queues each 5 minutes

MEC arms in matrix (clockwise)

Table 2 - MEC validation checks - PM Peak 1700-1800

Arm	Max End Queue		Pass?	
	Observed	Modelled	Observed	Modelled
A - Barna Way				
B - Station Road (W)	5	2	Y	
C - Station Road (N)	2	7		

*within 50m



MEC
Consulting Group

APPENDICES



APPENDIX G

Project
Document
Version
Date

PRTM Applications - Barlestone Road
Modelled turning flow data
v2.0
12/08/2025

Note:

The unit for highway flow is **vehicles per hour**.
Please note that volume-capacity ratios for exploded junctions are available for approach / exit links only.
Turning flows excluded bus traffic

Scenarios

This spreadsheet provides modelled turning flow data for the selected junctions for the following forecast model scenarios:

2024 'Without Development'
2033 'Without Development'
2033 'With Development'
2033 'With Development' Sensitivity Test

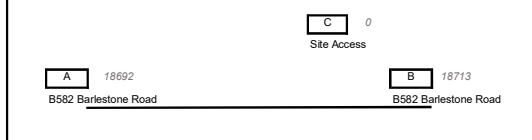
Tabs - Modelled Junction Turning Flows

Tab	Location
J1-Flows	Site Access / B582 Barlestone Rd Priority Junction
J2-Flows	B582 Barlestone Rd / B585 Bosworth Lane Signalised T-Junction
J3-Cordon	A447 / B585 Bosworth Lane / Bosworth Road / A447 Staggered Crossroads
J4-Flows	B582 / B582 Manor Rd / Newbold Rd / Lockymead Drive Roundabout
J5-Cordon	B582 Barlestone Rd / Dragon Lane Priority Junction
J6-Flows	B582 Barlestone Rd / Mill Lane Priority Junction
J7-Flows	B582 Barlestone Rd / Main St Priority Junction
J8-Flows	B582 High Street/ High Street/ B582 Manor Road/ Main Street mini roundabout
J9-Flows	Station Road/ B582 Leicester Lane/ B582 High Street priority junction
J10-Flows	Station Road / Barns Way priority junction
J11-Flows	B582 Leicester Lane/ Barns Way mini roundabout
J12-Cordon	Desford Road / Hinckley Road / Leicester Lane Crossroads

Junction Turning Flows for J1 - Site Access / B582 Barlestone Rd Priority Junction



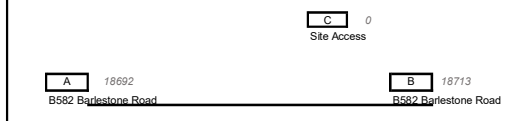
2024 Without Development - Saturn Diagram with node number



2024 Without Development (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	99	16	116	8%	132	3	135	8%
B-A	135	9	144	9%	116	3	119	7%

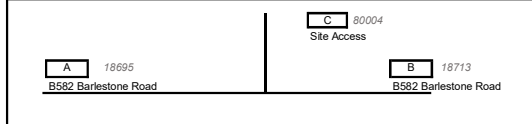
2033 Without Development - Saturn Diagram with node number



2033 Without Development (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	98	15	113	7%	139	2	141	8%
B-A	173	9	182	11%	153	3	156	9%

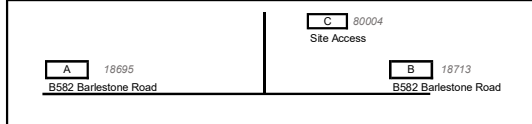
2033 With Development - Saturn Diagram with node number



2033 With Development (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	97	15	112	7%	137	2	138	9%
A-C	15	0	15	1%	66	0	66	5%
B-A	171	9	180	11%	151	3	153	10%
B-C	32	0	32	2%	72	0	72	5%
C-A	77	0	77	11%	23	0	23	3%
C-B	85	0	85	8%	41	0	41	4%

2033 With Development Sensitivity Test - Saturn Diagram with node number



2033 With Development Sensitivity Test (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	98	14	112	8%	140	2	142	9%
A-C	15	0	15	1%	67	0	67	5%
B-A	173	9	182	11%	154	3	157	10%
B-C	33	0	33	2%	72	0	72	5%
C-A	77	0	77	11%	24	0	24	3%
C-B	84	0	84	8%	41	0	41	4%

Junction Turning Flows for J2 - B582 Barlestone Rd / B585 Bosworth Lane Signalised T-Junction



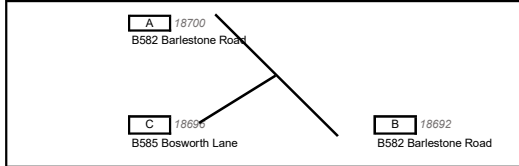
2024 Without Development - Saturn Diagram with node number



2024 Without Development (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	101	8	108	12%	98	4	102	12%
A-C	212	11	222	29%	219	0	219	28%
B-A	96	9	105	28%	92	2	94	25%
B-C	44	1	45	15%	28	0	28	10%
C-A	62	0	62	28%	81	0	81	31%
C-B	17	10	27	19%	47	0	48	21%

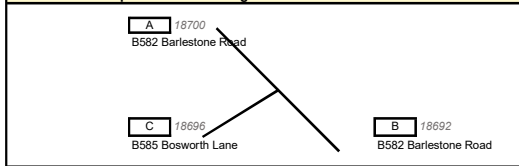
2033 Without Development - Saturn Diagram with node number



2033 Without Development (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	111	11	122	15%	120	5	125	15%
A-C	270	2	271	38%	274	0	274	37%
B-A	117	13	130	36%	103	3	106	31%
B-C	71	1	72	25%	60	0	61	22%
C-A	97	0	97	39%	101	0	102	40%
C-B	13	8	22	16%	42	0	42	22%

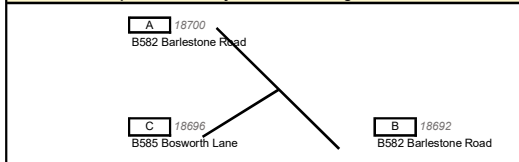
2033 With Development - Saturn Diagram with node number



2033 With Development (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	122	11	133	16%	146	5	151	18%
A-C	252	2	254	39%	264	0	264	37%
B-A	149	13	162	49%	117	3	120	36%
B-C	112	1	113	42%	67	0	67	25%
C-A	98	0	99	39%	101	0	101	46%
C-B	17	8	26	18%	79	0	79	40%

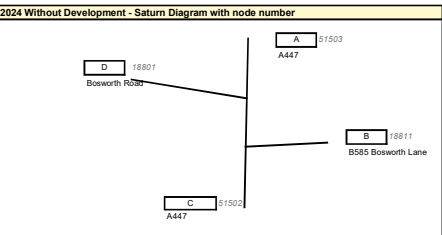
2033 With Development Sensitivity Test - Saturn Diagram with node number



2033 With Development Sensitivity Test (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	118	11	129	16%	156	5	161	19%
A-C	259	2	260	41%	281	0	282	40%
B-A	166	13	179	55%	122	3	125	37%
B-C	119	1	120	47%	72	0	73	28%
C-A	109	0	110	44%	104	0	104	50%
C-B	18	8	27	20%	86	0	86	44%

Junction Turning Flows for J3 - A447 / B585 Bosworth Lane / Bosworth Road / A447 Staggered Crossroads

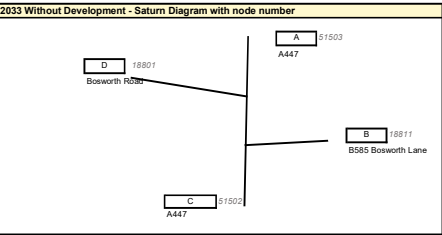


2024 Without Development (in vehicles) - Actual Flows

Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	0	0	0	0	0	0
A-B	0	8	8	0	0	0
A-C	462	8	471	353	6	359
A-D	0	0	0	0	0	0
B-A	0	1	1	0	0	0
B-B	0	0	0	0	0	0
B-C	148	11	159	156	0	156
B-D	108	0	108	90	0	90
C-A	463	21	484	538	3	531
C-B	18	0	18	34	0	34
C-C	0	0	0	0	0	0
C-D	0	0	0	0	0	0
D-A	0	0	0	0	0	0
D-B	61	2	63	94	0	94
D-C	0	0	0	0	0	0
D-D	0	0	0	0	0	0

2024 Without Development - VIC By Arms

Junction Arms	AM		PM	
	Entry Arm	Exit Arm	Entry Arm	Exit Arm
A	12%	37%	9%	39%
B	22%	8%	19%	10%
C	13%	48%	14%	38%
D	5%	8%	7%	7%

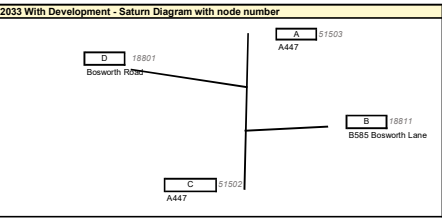


2033 Without Development (in vehicles) - Actual Flows

Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	0	0	0	0	0	0
A-B	0	7	7	0	0	0
A-C	483	24	507	408	8	416
A-D	0	0	0	0	0	0
B-A	0	1	1	0	0	0
B-B	0	0	0	0	0	0
B-C	204	2	205	180	0	180
B-D	132	0	133	150	0	150
C-A	533	17	550	616	5	621
C-B	18	0	18	42	0	43
C-C	0	0	0	0	0	0
C-D	0	0	0	0	0	0
D-A	0	0	0	0	0	0
D-B	93	2	95	101	0	101
D-C	0	0	0	0	0	0
D-D	0	0	0	0	0	0

2033 Without Development - VIC By Arms

Junction Arms	AM		PM	
	Entry Arm	Exit Arm	Entry Arm	Exit Arm
A	14%	42%	11%	46%
B	26%	10%	26%	11%
C	15%	54%	17%	45%
D	7%	10%	8%	12%

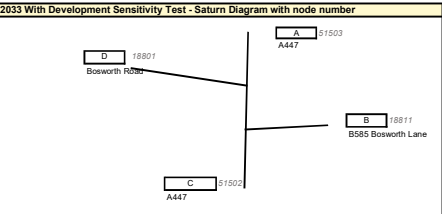


2033 With Development (in vehicles) - Actual Flows

Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	0	0	0	0	0	0
A-B	0	7	7	0	0	0
A-C	483	24	507	408	8	416
A-D	0	0	0	0	0	0
B-A	0	1	1	0	0	0
B-B	0	0	0	0	0	0
B-C	225	2	227	187	0	187
B-D	131	0	131	140	0	140
C-A	536	17	553	618	5	624
C-B	21	0	22	73	0	73
C-C	0	0	0	0	0	0
C-D	0	0	0	0	0	0
D-A	0	0	0	0	0	0
D-B	94	2	96	106	0	107
D-C	0	0	0	0	0	0
D-D	0	0	0	0	0	0

2033 With Development - VIC By Arms

Junction Arms	AM		PM	
	Entry Arm	Exit Arm	Entry Arm	Exit Arm
A	14%	42%	11%	46%
B	28%	10%	25%	14%
C	15%	56%	18%	45%
D	7%	10%	8%	11%



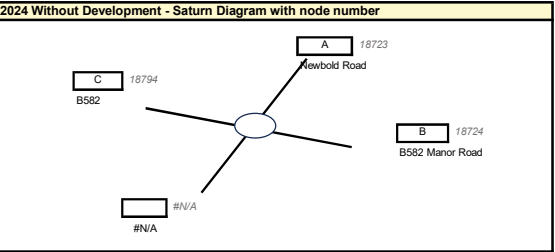
2033 With Development Sensitivity Test (in vehicles) - Actual Flows

Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	0	0	0	0	0	0
A-B	0	7	7	0	0	0
A-C	485	24	509	410	8	418
A-D	16	0	17	8	0	8
B-A	0	1	1	0	0	0
B-B	0	0	0	0	0	0
B-C	222	2	223	184	0	184
B-D	147	0	148	166	0	166
C-A	538	17	555	619	5	624
C-B	24	0	24	75	0	75
C-C	0	0	0	0	0	0
C-D	0	0	0	0	0	0
D-A	25	0	25	42	0	43
D-B	104	2	106	116	0	116
D-C	0	0	0	0	0	0
D-D	0	0	0	0	0	0

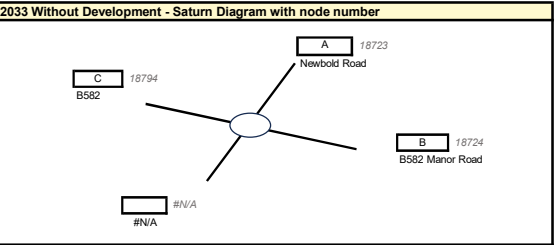
2033 With Development Sensitivity Test - VIC By Arms

Junction Arms	AM		PM	
	Entry Arm	Exit Arm	Entry Arm	Exit Arm
A	14%	44%	11%	50%
B	29%	11%	27%	15%
C	15%	56%	18%	45%
D	10%	13%	12%	14%

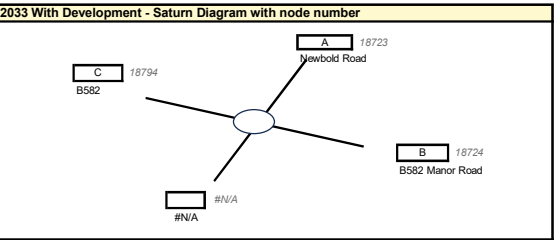
Junction Turning Flows for J4 - B582 / B582 Manor Rd / Newbold Rd / Lockymead Drive Roundabout



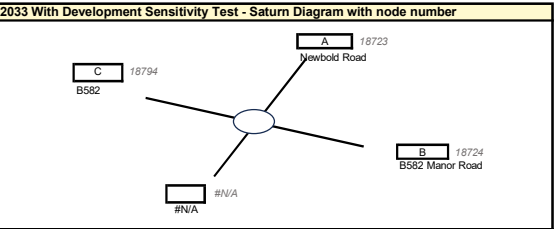
2024 Without Development (in vehicles) - Actual Flows								
Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	0	0	0	0%	0	0	0	0%
A-C	4	0	4	0%	8	0	8	1%
B-A	0	0	0	0%	0	0	0	0%
B-C	207	9	217	21%	276	3	279	26%
C-A	15	0	15	36%	10	0	10	29%
C-B	334	17	351	35%	292	3	295	28%



2033 Without Development (In vehicles) - Actual Flows								
Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B <td>0</td> <td>0</td> <td>0</td> <td>0%</td> <td>0</td> <td>0</td> <td>0</td> <td>0%</td>	0	0	0	0%	0	0	0	0%
A-C <td>24</td> <td>0</td> <td>24</td> <td>3%</td> <td>18</td> <td>0</td> <td>18</td> <td>2%</td>	24	0	24	3%	18	0	18	2%
B-A <td>0</td> <td>0</td> <td>0</td> <td>0%</td> <td>0</td> <td>0</td> <td>0</td> <td>0%</td>	0	0	0	0%	0	0	0	0%
B-C <td>222</td> <td>9</td> <td>231</td> <td>22%</td> <td>345</td> <td>3</td> <td>348</td> <td>33%</td>	222	9	231	22%	345	3	348	33%
C-A <td>56</td> <td>0</td> <td>56</td> <td>44%</td> <td>34</td> <td>0</td> <td>34</td> <td>35%</td>	56	0	56	44%	34	0	34	35%
C-B <td>400</td> <td>15</td> <td>416</td> <td>44%</td> <td>342</td> <td>2</td> <td>344</td> <td>35%</td>	400	15	416	44%	342	2	344	35%

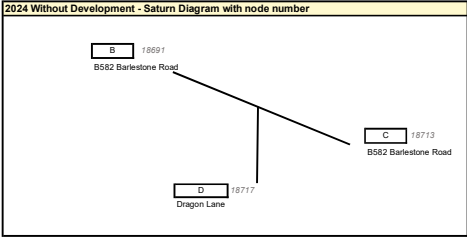


2033 With Development (in vehicles) - Actual Flows								
Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	0	0	0	0%	0	0	0	0%
A-C	26	0	26	4%	20	0	20	2%
B-A	0	0	0	0%	0	0	0	0%
B-C	257	9	266	26%	404	3	407	38%
C-A	55	0	55	50%	35	0	35	38%
C-B	467	15	482	50%	378	2	380	38%



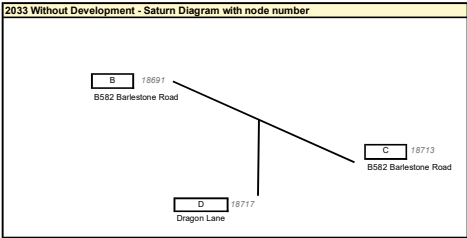
2033 With Development Sensitivity Test (in vehicles) - Actual Flows								
Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	0	0	0	0%	0	0	0	0%
A-C	31	0	31	4%	24	0	24	3%
B-A	0	0	0	0%	0	0	0	0%
B-C	257	9	266	26%	427	3	430	40%
C-A	52	0	52	52%	35	0	35	39%
C-B	490	15	505	52%	385	2	387	39%

Junction Turning Flows for J5 - B582 Barlestone Rd / Dragon Lane Priority Junction



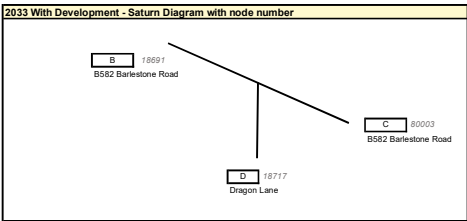
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
B-B	0	0	0	0	0	0
B-C	99	16	115	132	3	135
B-D	19	1	20	14	1	15
C-B	135	9	144	116	3	119
C-C	0	0	0	0	0	0
C-D	0	0	0	0	0	0
D-B	5	2	7	3	0	3
D-C	0	0	0	0	0	0
D-D	0	0	0	0	0	0

2024 Without Development - V/C By Arms					
Junction	AM		PM		Arms
	Entry Arm	Exit Arm	Entry Arm	Exit Arm	
B	11%	12%	11%	9%	
C	9%	8%	7%	8%	
D	1%	1%	0%	1%	



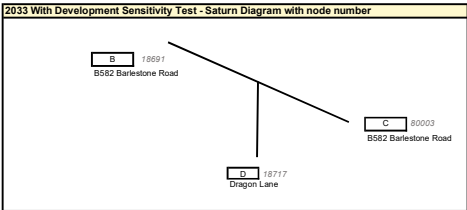
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
B-B	0	0	0	0	0	0
B-C	98	15	113	139	2	141
B-D	27	5	31	23	4	27
C-B	173	9	182	154	3	156
C-C	0	0	0	0	0	0
C-D	0	0	0	0	0	0
D-B	15	5	20	10	1	11
D-C	0	0	0	0	0	0
D-D	0	0	0	0	0	0

2033 Without Development - V/C By Arms					
Junction	AM		PM		Arms
	Entry Arm	Exit Arm	Entry Arm	Exit Arm	
B	12%	16%	13%	13%	
C	11%	7%	9%	8%	
D	2%	2%	1%	2%	



Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
B-B	0	0	0	0	0	0
B-C	112	15	127	203	2	204
B-D	27	5	32	22	4	25
C-B	248	9	257	174	3	177
C-C	0	0	0	0	0	0
C-D	0	0	0	0	0	0
D-B	13	5	19	10	1	11
D-C	0	0	0	0	0	0
D-D	0	0	0	0	0	0

2033 With Development - V/C By Arms					
Junction	AM		PM		Arms
	Entry Arm	Exit Arm	Entry Arm	Exit Arm	
B	13%	21%	16%	14%	
C	16%	8%	11%	12%	
D	2%	2%	1%	2%	



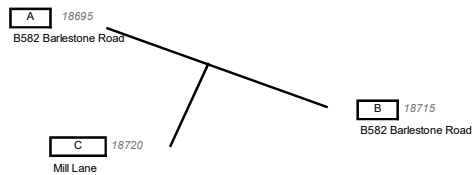
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
B-B	0	0	0	0	0	0
B-C	113	14	127	207	2	208
B-D	23	5	28	31	4	35
C-B	250	9	259	178	3	181
C-C	0	0	0	0	0	0
C-D	0	0	0	0	0	0
D-B	35	5	40	16	1	16
D-C	0	0	0	0	0	0
D-D	0	0	0	0	0	0

2033 With Development Sensitivity Test - V/C By Arms					
Junction	AM		PM		Arms
	Entry Arm	Exit Arm	Entry Arm	Exit Arm	
B	13%	23%	19%	15%	
C	16%	8%	11%	12%	
D	3%	2%	1%	3%	

Junction Turning Flows for J6 - B582 Barlestone Rd / Mill Lane Priority Junction



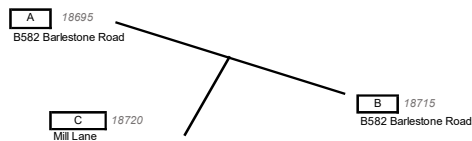
2024 Without Development - Saturn Diagram with node number



2024 Without Development (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	64	16	81	6%	50	3	53	3%
A-C	35	0	35	3%	82	0	82	6%
B-A	93	8	102	6%	91	3	94	6%
B-C	0	0	0	0%	0	0	0	0%
C-A	41	0	42	4%	25	0	25	2%
C-B	0	0	0	0%	0	0	0	0%

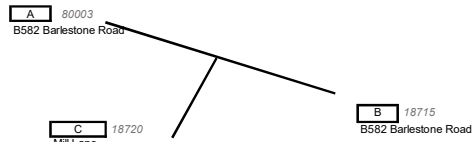
2033 Without Development - Saturn Diagram with node number



2033 Without Development (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	61	15	75	5%	34	2	36	2%
A-C	37	0	38	3%	105	0	105	7%
B-A	111	8	119	8%	122	3	125	8%
B-C	0	0	0	0%	0	0	0	0%
C-A	62	1	63	6%	31	0	31	3%
C-B	0	0	0	0%	0	0	0	0%

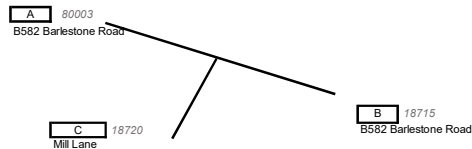
2033 With Development - Saturn Diagram with node number



2033 With Development (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	131	14	146	10%	72	2	73	5%
A-C	51	0	51	4%	105	0	105	8%
B-A	140	8	148	9%	183	3	185	11%
B-C	0	0	0	0%	0	0	0	0%
C-A	64	1	65	6%	40	0	40	4%
C-B	0	0	0	0%	0	0	0	0%

2033 With Development Sensitivity Test - Saturn Diagram with node number



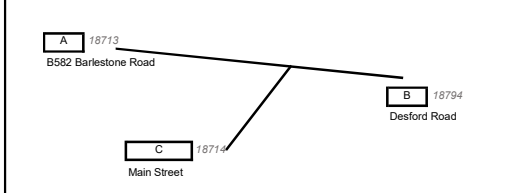
2033 With Development Sensitivity Test (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	131	14	146	10%	72	2	74	5%
A-C	51	0	51	4%	109	0	109	8%
B-A	141	8	149	9%	186	3	189	11%
B-C	0	0	0	0%	0	0	0	0%
C-A	65	1	65	6%	41	0	41	4%
C-B	0	0	0	0%	0	0	0	0%

Junction Turning Flows for J7 - B582 Barlestone Rd / Main St Priority Junction

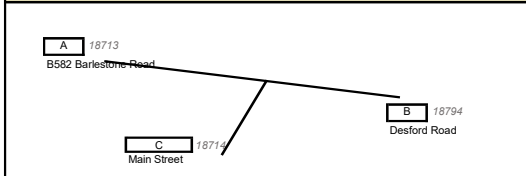


2024 Without Development - Saturn Diagram with node number



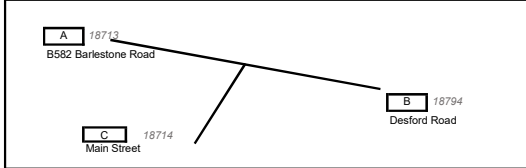
2024 Without Development (in vehicles) - Actual Flows								
Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	64	16	81	6%	50	3	53	3%
A-C	0	0	0	0%	0	0	0	0%
B-A	39	8	48	3%	60	3	63	4%
B-C	67	0	67	5%	137	0	137	9%
C-A	54	0	54	5%	31	0	31	3%
C-B	172	1	173	21%	94	0	95	11%

2033 Without Development - Saturn Diagram with node number



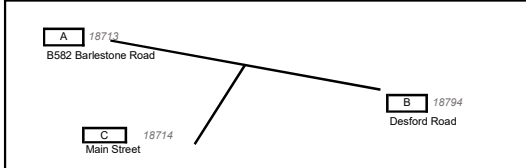
2033 Without Development (in vehicles) - Actual Flows								
Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	61	15	75	5%	34	2	36	2%
A-C	0	0	0	0%	0	0	0	0%
B-A	43	8	51	4%	87	3	90	6%
B-C	69	0	69	5%	153	0	153	11%
C-A	68	0	68	7%	35	0	35	3%
C-B	189	1	190	23%	103	0	103	12%

2033 With Development - Saturn Diagram with node number



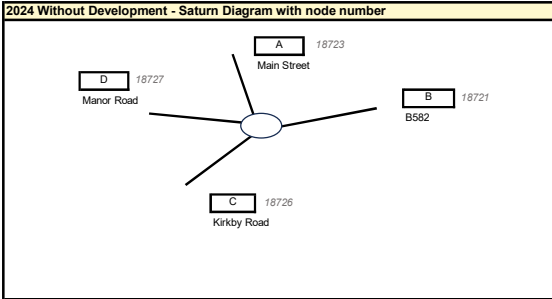
2033 With Development (in vehicles) - Actual Flows								
Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	131	14	146	9%	72	2	74	4%
A-C	0	0	0	0%	0	0	0	0%
B-A	72	8	80	5%	147	3	150	10%
B-C	69	0	69	5%	153	0	153	11%
C-A	68	0	68	7%	35	0	35	3%
C-B	189	1	189	24%	102	0	103	13%

2033 With Development Sensitivity Test - Saturn Diagram with node number

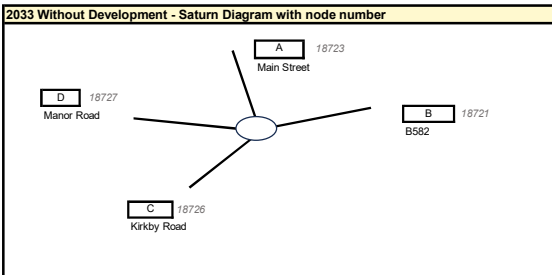


2033 With Development Sensitivity Test (in vehicles) - Actual Flows								
Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	131	14	146	9%	72	2	74	4%
A-C	0	0	0	0%	0	0	0	0%
B-A	73	8	80	5%	151	3	153	10%
B-C	72	0	72	5%	175	0	175	13%
C-A	69	0	69	7%	35	0	35	3%
C-B	215	1	215	27%	110	0	110	14%

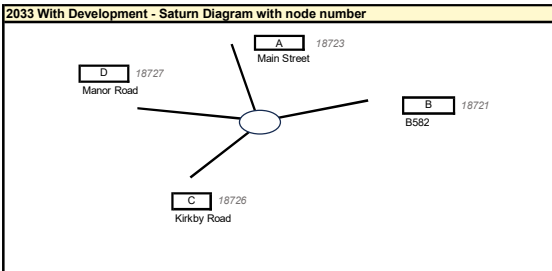
Junction Turning Flows for J8 - B582 High Street/ High Street/ B582 Manor Road/ Main Street mini roundabout



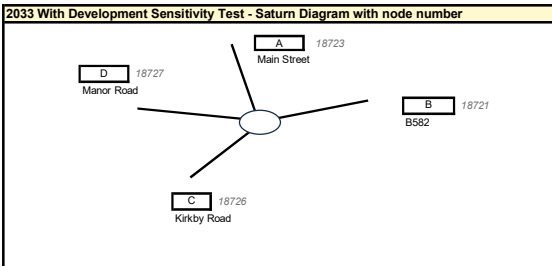
2024 Without Development (in vehicles) - Actual Flows								
Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	147	0	147	40%	122	0	122	34%
A-C	65	0	65	40%	95	0	95	33%
A-D	0	0	0	0%	0	0	0	0%
B-A	108	0	108	51%	148	0	148	66%
B-C	214	0	214	51%	243	1	244	66%
B-D	186	9	195	51%	259	3	262	66%
C-A	132	0	132	54%	84	0	84	45%
C-B	303	1	304	54%	245	0	246	45%
C-D	21	0	22	54%	17	0	17	45%
D-A	0	0	0	0%	0	0	0	0%
D-B	317	17	334	57%	252	3	255	42%
D-C	17	0	17	57%	40	0	40	43%



2033 Without Development (in vehicles) - Actual Flows								
Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	164	0	164	55%	161	0	161	47%
A-C	104	0	104	55%	111	0	111	47%
A-D	0	0	0	0%	0	0	0	0%
B-A	145	0	145	63%	198	0	198	79%
B-C	262	0	262	62%	238	1	239	79%
B-D	201	8	210	62%	327	3	329	79%
C-A	143	0	143	56%	108	0	108	59%
C-B	289	1	290	56%	265	0	266	59%
C-D	21	0	21	56%	18	0	18	61%
D-A	0	0	0	0%	0	0	0	0%
D-B	382	15	398	70%	301	2	302	56%
D-C	18	0	18	69%	41	0	42	56%

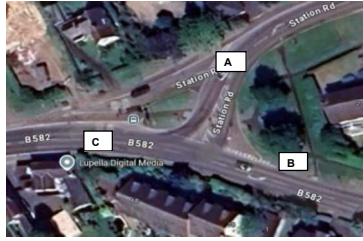


2033 With Development (in vehicles) - Actual Flows								
Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	159	0	159	60%	160	0	160	49%
A-C	102	0	102	61%	112	0	112	49%
A-D	0	0	0	0%	0	0	0	0%
B-A	144	0	144	66%	191	0	191	83%
B-C	263	0	264	66%	227	1	228	83%
B-D	235	8	243	66%	384	3	387	83%
C-A	145	0	145	57%	108	0	108	64%
C-B	276	1	276	57%	265	0	266	64%
C-D	22	0	22	58%	20	0	20	65%
D-A	0	0	0	0%	0	0	0	0%
D-B	447	15	462	79%	335	2	337	61%
D-C	19	0	19	76%	43	0	43	61%

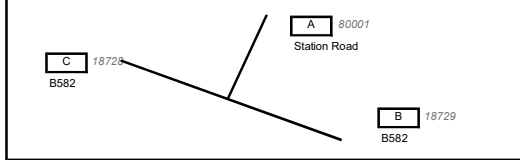


2033 With Development Sensitivity Test (in vehicles) - Actual Flows								
Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	158	0	158	62%	160	0	160	50%
A-C	101	0	101	63%	111	0	111	50%
A-D	0	0	0	0%	0	0	0	0%
B-A	143	0	143	66%	190	0	190	85%
B-C	268	0	268	66%	226	1	227	85%
B-D	235	8	243	66%	407	3	410	85%
C-A	147	0	147	56%	108	0	108	66%
C-B	267	1	268	56%	267	0	267	67%
C-D	22	0	22	56%	20	0	20	65%
D-A	0	0	0	0%	0	0	0	0%
D-B	471	15	486	82%	342	2	344	62%
D-C	20	0	20	83%	43	0	43	63%

Junction Turning Flows for J9 - Station Road/ B582 Leicester Lane/ B582 High Street priority junction



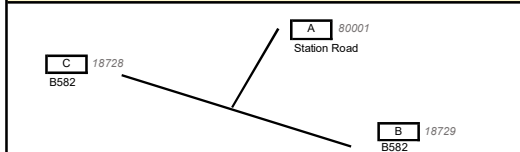
2024 Without Development - Saturn Diagram with node number



2024 Without Development (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	56	0	56	8%	63	0	63	8%
A-C	247	0	247	47%	246	0	246	44%
B-A	40	0	40	5%	73	0	73	9%
B-C	261	9	270	17%	403	4	407	26%
C-A	237	0	237	23%	308	0	308	25%
C-B	531	18	548	39%	311	3	315	23%

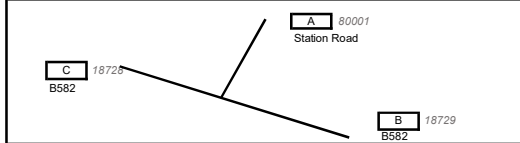
2033 Without Development - Saturn Diagram with node number



2033 Without Development (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	48	0	48	8%	43	0	43	6%
A-C	304	0	304	59%	268	0	268	53%
B-A	55	0	55	8%	73	0	73	11%
B-C	303	9	312	20%	494	4	498	32%
C-A	323	0	323	31%	380	0	380	31%
C-B	513	16	529	41%	347	2	350	28%

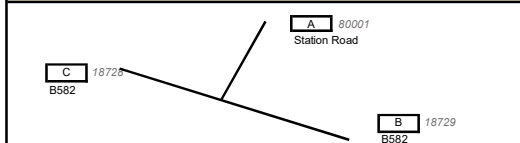
2033 With Development - Saturn Diagram with node number



2033 With Development (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	48	0	48	8%	46	0	46	7%
A-C	324	0	324	65%	283	0	283	57%
B-A	56	0	56	8%	73	0	73	11%
B-C	318	9	327	21%	520	4	524	34%
C-A	354	0	354	34%	399	0	399	33%
C-B	528	16	544	43%	361	2	363	29%

2033 With Development Sensitivity Test - Saturn Diagram with node number



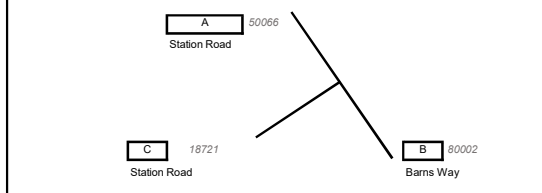
2033 With Development Sensitivity Test (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	48	0	48	8%	46	0	46	7%
A-C	326	0	326	66%	291	0	291	59%
B-A	56	0	56	8%	73	0	73	11%
B-C	320	9	328	21%	532	4	535	35%
C-A	364	0	364	35%	405	0	405	34%
C-B	532	16	547	43%	364	2	366	29%

Junction Turning Flows for J10 - Station Road / Barns Way priority junction



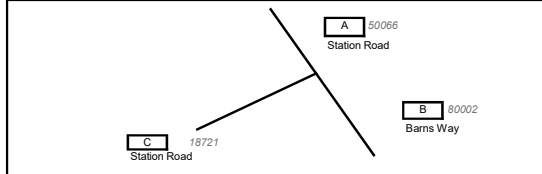
2024 Without Development - Saturn Diagram with node number



2024 Without Development (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	90	0	90	7%	50	0	50	4%
A-C	304	0	304	22%	309	0	309	22%
B-A	70	0	70	4%	131	0	131	8%
B-C	0	0	0	0%	0	0	0	0%
C-A	277	0	277	23%	381	0	381	33%
C-B	0	0	0	0%	0	0	0	0%

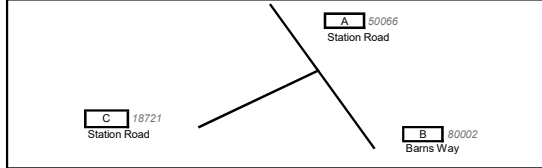
2033 Without Development - Saturn Diagram with node number



2033 Without Development (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	130	0	130	10%	75	0	75	6%
A-C	353	0	353	27%	311	0	311	24%
B-A	135	0	135	8%	218	0	218	13%
B-C	0	0	0	0%	0	0	0	0%
C-A	377	0	377	33%	452	0	452	42%
C-B	0	0	0	0%	0	0	0	0%

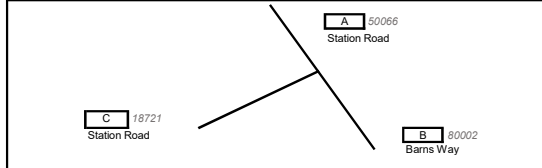
2033 With Development - Saturn Diagram with node number



2033 With Development (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	133	0	133	11%	74	0	74	6%
A-C	372	0	372	28%	329	0	329	26%
B-A	137	0	137	8%	215	0	215	13%
B-C	0	0	0	0%	0	0	0	0%
C-A	410	0	410	36%	472	0	472	44%
C-B	0	0	0	0%	0	0	0	0%

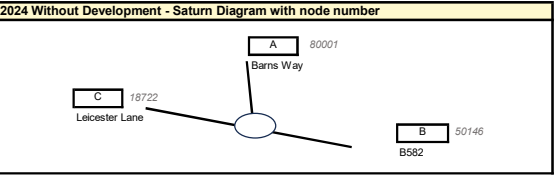
2033 With Development Sensitivity Test - Saturn Diagram with node number



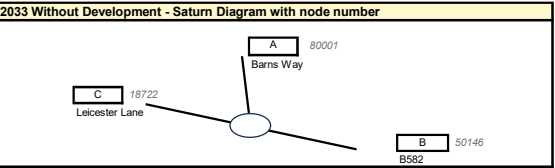
2033 With Development Sensitivity Test (in vehicles) - Actual Flows

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	131	0	131	11%	72	0	72	6%
A-C	375	0	375	29%	337	0	337	26%
B-A	139	0	139	8%	214	0	214	13%
B-C	0	0	0	0%	0	0	0	0%
C-A	421	0	421	37%	477	0	477	44%
C-B	0	0	0	0%	0	0	0	0%

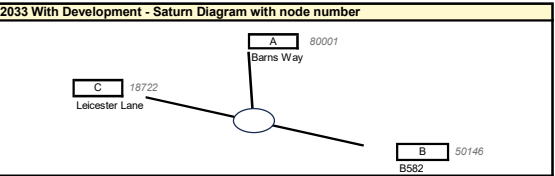
Junction Turning Flows for J11 - B582 Leicester Lane/ Barns Way mini roundabout



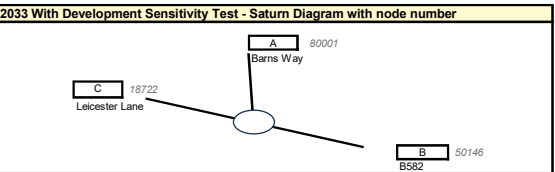
2024 Without Development (in vehicles) - Actual Flows								
Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	90	0	90	11%	50	0	50	6%
A-C	0	0	0	0%	0	0	0	0%
B-A	70	0	70	34%	131	0	131	45%
B-C	283	11	294	34%	354	4	358	45%
C-A	0	0	0	0%	0	0	0	0%
C-B	428	19	446	44%	290	4	294	29%



2033 Without Development (in vehicles) - Actual Flows								
Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	130	0	130	16%	75	0	75	9%
A-C	0	0	0	0%	0	0	0	0%
B-A	135	0	135	44%	218	0	218	62%
B-C	327	10	337	44%	455	4	459	62%
C-A	0	0	0	0%	0	0	0	0%
C-B	381	16	397	41%	317	2	319	34%

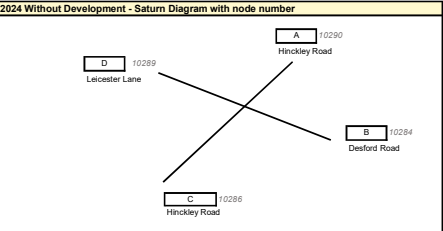


2033 With Development (in vehicles) - Actual Flows								
Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	133	0	133	16%	74	0	74	9%
A-C	0	0	0	0%	0	0	0	0%
B-A	137	0	137	45%	215	0	215	64%
B-C	341	10	351	45%	477	4	481	64%
C-A	0	0	0	0%	0	0	0	0%
C-B	394	16	410	42%	330	2	333	35%



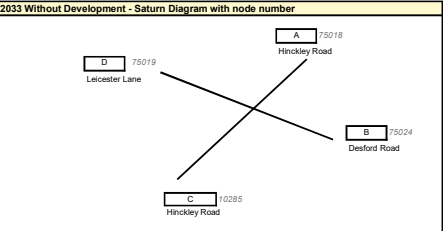
2033 With Development Sensitivity Test (in vehicles) - Actual Flows								
Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	131	0	131	16%	72	0	72	8%
A-C	0	0	0	0%	0	0	0	0%
B-A	139	0	139	46%	214	0	214	64%
B-C	342	10	352	46%	487	4	491	65%
C-A	0	0	0	0%	0	0	0	0%
C-B	394	16	410	42%	333	2	335	35%

Junction Turning Flows for J12 - Desford Road / Hinckley Road / Leicester Lane Crossroads



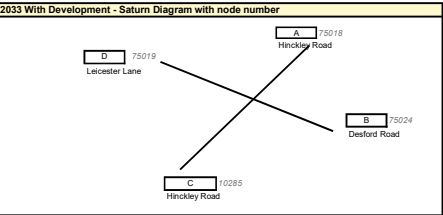
2024 Without Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	0	0	0	0	0	0
A-B	42	1	43	66	0	66
A-C	530	25	555	651	6	657
A-D	92	3	95	55	1	56
B-A	42	0	43	18	0	18
B-B	0	0	0	0	0	0
B-C	197	4	201	183	3	186
B-D	261	9	269	430	3	433
C-A	515	23	538	375	6	381
C-B	136	13	149	85	4	90
C-C	0	0	0	0	0	0
C-D	0	0	0	0	0	0
D-A	128	3	131	17	0	17
D-B	390	16	405	324	3	328
D-C	0	0	0	0	0	0
D-D	0	0	0	0	0	0

2024 Without Development - V/C By Arms					
Junction Arms	AM		PM		
	Entry Arm	Exit Arm	Entry Arm	Exit Arm	
A	12%	55%	13%	32%	
B	9%	46%	11%	36%	
C	18%	59%	12%	64%	
D	11%	22%	7%	29%	



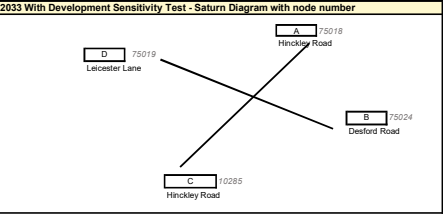
2033 Without Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	0	0	0	0	0	0
A-B	90	1	91	85	0	85
A-C	675	27	703	709	7	715
A-D	158	2	160	137	1	138
B-A	37	0	38	61	0	62
B-B	0	0	0	0	0	0
B-C	187	10	196	173	8	182
B-D	303	8	311	536	3	540
C-A	514	22	536	343	8	351
C-B	222	25	247	307	8	315
C-C	0	0	0	0	0	0
C-D	2	0	2	0	0	0
D-A	44	2	46	41	0	41
D-B	467	14	481	352	2	354
D-C	0	0	0	0	0	0
D-D	0	0	0	0	0	0

2033 Without Development - V/C By Arms					
Junction Arms	AM		PM		
	Entry Arm	Exit Arm	Entry Arm	Exit Arm	
A	51%	39%	46%	28%	
B	29%	51%	40%	45%	
C	38%	28%	36%	27%	
D	46%	28%	31%	40%	



2033 With Development (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	0	0	0	0	0	0
A-B	91	1	92	85	0	85
A-C	674	27	701	719	7	725
A-D	164	2	166	139	1	139
B-A	31	0	32	61	0	61
B-B	0	0	0	0	0	0
B-C	187	10	197	169	8	177
B-D	312	8	320	553	3	556
C-A	501	21	523	335	8	343
C-B	231	25	255	312	8	320
C-C	0	0	0	0	0	0
C-D	3	0	3	0	0	0
D-A	43	2	45	41	0	41
D-B	483	14	497	364	2	366
D-C	0	0	0	0	0	0
D-D	0	0	0	0	0	0

2033 With Development - V/C By Arms					
Junction Arms	AM		PM		
	Entry Arm	Exit Arm	Entry Arm	Exit Arm	
A	52%	37%	47%	27%	
B	29%	52%	41%	46%	
C	38%	28%	36%	27%	
D	47%	29%	32%	41%	



2033 With Development Sensitivity Test (in vehicles) - Actual Flows						
Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-A	0	0	0	0	0	0
A-B	91	1	92	86	0	86
A-C	674	27	702	721	7	727
A-D	165	2	167	141	1	141
B-A	31	0	31	61	0	61
B-B	0	0	0	0	0	0
B-C	187	10	196	167	8	175
B-D	312	8	320	561	3	564
C-A	495	21	516	330	8	338
C-B	237	25	262	313	8	321
C-C	0	0	0	0	0	0
C-D	4	0	4	0	0	0
D-A	43	2	46	41	0	41
D-B	482	14	496	365	2	367
D-C	0	0	0	0	0	0
D-D	0	0	0	0	0	0

2033 With Development Sensitivity Test - V/C By					
Junction Arms	AM		PM		
	Entry Arm	Exit Arm	Entry Arm	Exit Arm	
A	52%	37%	48%	27%	
B	29%	52%	42%	46%	
C	38%	28%	36%	27%	
D	47%	29%	32%	42%	

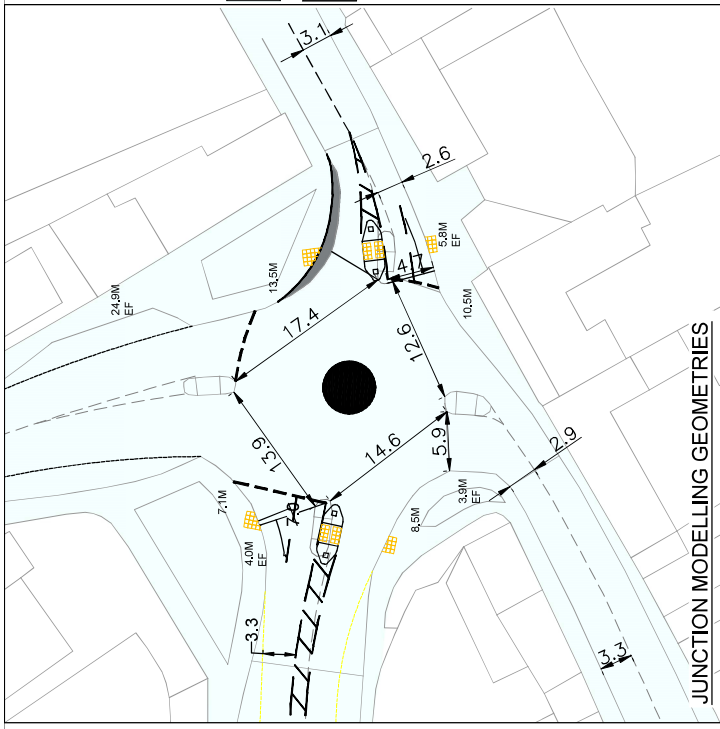
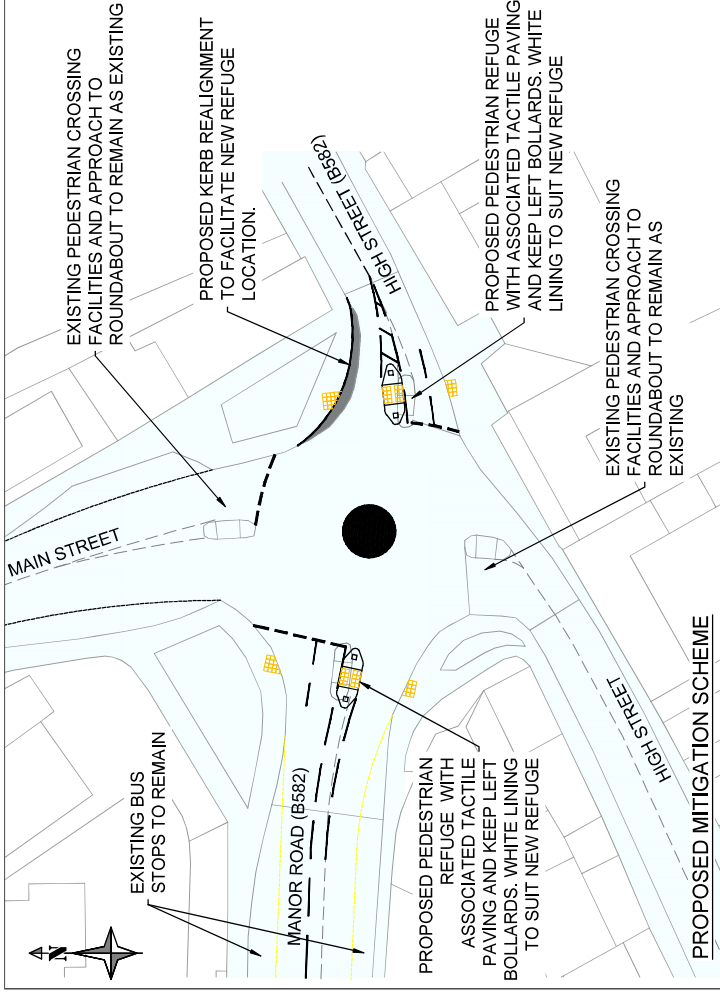


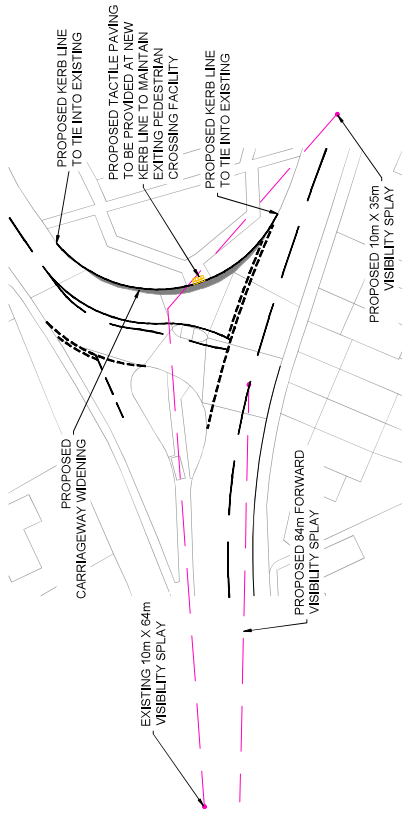
MEC
Consulting Group

APPENDICES

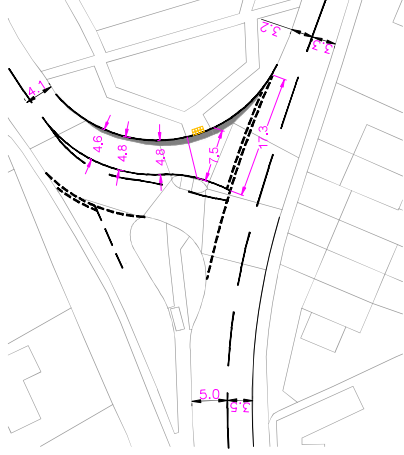


APPENDIX H

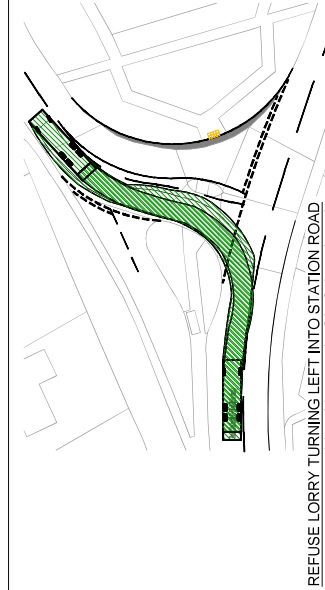




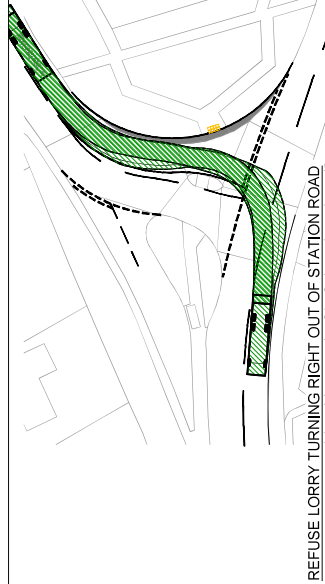
PROPOSED MITIGATION SCHEME



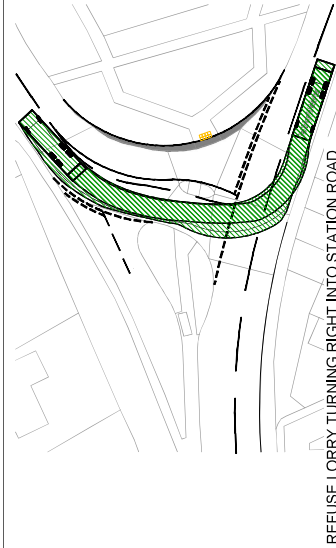
JUNCTION MODELLING GEOMETRIES



REFUSE LORRY TURNING LEFT INTO STATION ROAD



REFUSE LORRY TURNING RIGHT OUT OF STATION ROAD



REFUSE LORRY TURNING RIGHT INTO STATION ROAD



REFUSE LORRY TURNING LEFT OUT OF STATION ROAD

NOTES:

1. DO NOT SCALE THIS DRAWING.
2. VISIBILITY SPLAYS ESTIMATED FROM GOOGLE EARTH WHERE OUTSIDE OF OS

KEY:

PROPOSED CARRIAGEWAY WIDENING TO MITIGATE DEVELOPMENT IMPACT

REV	DESCRIPTION	DATE
1	ISSUED FOR TENDERS	2020/08/11
2	ISSUED FOR TENDERS	2020/08/11
3	ISSUED FOR TENDERS	2020/08/11
4	ISSUED FOR TENDERS	2020/08/11
5	ISSUED FOR TENDERS	2020/08/11
6	ISSUED FOR TENDERS	2020/08/11
7	ISSUED FOR TENDERS	2020/08/11
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98	ISSUED FOR TENDERS	2020/08/11
99	ISSUED FOR TENDERS	2020/08/11
100	ISSUED FOR TENDERS	2020/08/11

[illegible]

- AREA OF PROPOSED CARRIAGEWAY

REC'D	PROJECT ISSUE AMENDMENTS	DATE	ISSUED TO NO.	CHKD BY NO.	DATE
PROJECT: BARLESTONE ROAD NEWBOLD VERDON					
DRAWINGS TITLE: STATION ROAD / BARNES WAY SECTION 120 MITIGATION SCHEME AND MODELLING GEOMETRIES					
CUSTOMER:	DAVID WILSON HOMES				
DRAWING NUMBER:	24832_08_020_12				
REVISION	-	DATE	A3	SCALE	1:500
STATUS:					
FOR INFORMATION / APPROVAL					
 Tel: 01302-354733 Email: info@meccgroup.co.uk www.meccgroup.co.uk CONSULTANT'S NAME: J. NEWBOLD PROJECT NO.: 24832_08_020_12 CLIENT'S ADDRESS: NEWBOLD VERDON Consulting Group Barlestone Road Newbold Verdon					