



Transport Statement

**Proposed Residential Development
Land East of Leicester Road
Earl Shilton**

Revision 0: May 2024

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1.3 Current Use and Description

- 1.3.1 There has been no previous development on the site. The existing site is shown on the topographical survey enclosed in **Appendix B**.

1.4 Proposed Development

- 1.4.1 The proposed development will comprise up to 33 dwellings. The proposed development layout is shown on the plan enclosed in **Appendix C**.

1.5 Consultations

- 1.5.1 A Pre-Application response was received from Leicestershire County Council in relation to the proposed development (Highway Reference Number: 023/5566/04/HEN). A full copy of the correspondence is included as **Appendix N**.
- 1.5.2 In terms of comments made by the Local Highway Authority (LHA), they were broken down into the following categories:
- **Site access** – It should be demonstrated that the site access has been designed in accordance with Part 3 of the Leicestershire Highway Design Guide (LHDG) and should be accompanied by an independent Stage 1 Road Safety Audit (RSA1), along with a Designer's Response to any problems raised and (if necessary) a revised site access drawing.
 - **Trip generation** – To be based on TRICS data for comparable sites. If less than 30 two-way trips are calculated for the development during peak usage time, a trip distribution exercise using Census data will not be required.
 - **Highway Safety** – Personal Injury Collisions should be considered for an identified study area covering the most recent 5-year period, dependent on data available.
 - **Internal Layout** – Regardless of the onsite roads remaining private or being offered for adoption, the internal site layout should be designed in accordance with the Leicestershire Highway Design Guide (LHDG).
 - **Off-site Implications (Approved Site Accesses)** – The implications of the site proposal, with or without the approved planning applications for land parcels west of Leicester Road being constructed. For avoidance of doubt, the LHA are referring to the 'Gladman Developments' (planning ref 21/00135/OUT) and 'Hill Top Farm' (planning ref 20/00916/FUL).
 - **Off-site Implications (Parking on Unnamed Road)** - The LHA is aware the unnamed road is well used for parking at present. The LHA would suggest a parking survey is undertaken of the unnamed road to demonstrate the level of parking which typically occurs along the road and what (if any) likely impact the proposed site access could have on displacing parking in the area.
 - **Public Right of Way** – Bridleway U25 which runs along Spring Gardens should be considered within the proposed development's scope of work, in terms of completing works that will encourage its use to steer future residents away from single occupancy vehicle movements.
 - **Contributions** – The LHA have stated that it is likely for the Applicant to provide 2 x 6-month bus passes, and that a further contribution will be sought for the provision of a Travel Pack for each dwelling. Other contributions may be deemed necessary by the LHA at the time an application is made.

2.0 Existing Conditions – Site Information

2.1 Site Location

- 2.1.1 The proposed development site is located at ‘Land East of Leicester Road, Earl Shilton’, as shown in **Inset 1.1** above and enclosed in **Appendix A**.

2.2 Permitted Use

- 2.2.1 The site is currently an undeveloped greenfield site with no previous development.

2.3 Neighbouring Land Uses

- 2.3.1 The neighbouring land uses are a mix of commercial and residential to the north, east and south. To the west, the site abuts Leicester Road, beyond which lie two open greenfield parcels that have been granted planning consent. The northern parcel (Gladman Developments) has outline approval for 140 dwellings (planning ref 21/00135/OUT). The southern parcel (Development at Hill Top Farm) has full planning approval for 50 dwellings (planning ref 20/00916/FUL).
- 2.3.2 On land immediately north, there is a site known as ‘Swedish Cottage’. In September 2023, full planning permission was granted for, ‘Change of use an alteration to existing commercial building (Class E) to meeting hall (Class F1) with associated access, parking and ancillary works.’ (planning ref. 23/00596/FUL). Following this planning consent, a hybrid planning application has been submitted for the same land parcel. The proposal still covers what has now been consented; however, it also allows for outline permission of 6 residential dwellings (planning ref 24/00035/HYB). The Hybrid application was validated in January 2024 and is currently awaiting a decision.

2.4 Existing Access Arrangements

- 2.4.1 There are two existing agricultural accesses located along the northern boundary, which are wide enough to accept vehicular traffic. The vehicular accesses are approximately 3.4m wide at the gated position. There is a third access located centrally between these two; however, this gate is not a suitable width for motorised vehicles.

3.0 Existing Conditions – Baseline Transport Data

3.1 Walking and Cycling

- 3.1.1 To the north, the proposed development has frontage onto an unnamed road that extends in an eastbound direction away from its junction with Leicester Road. There are grassed verges located either side of this unnamed road. To the west of the proposed development, the application boundary runs parallel to Leicester Road which provides a north/ south route to/ from Earl Shilton. There is currently a 1m wide footway on the western side of Leicester Road.
- 3.1.2 There is a Public Right of Way (PRoW) network within the local area. As far as the proposed development is concerned, the most relevant part of the PRoW network is Bridleway U25, which runs along Spring Gardens, directly adjacent to the eastern site boundary. When travelling southbound along this PRoW, connections can be made to the developed area of Earl Shilton accessible via Church Street.
- 3.1.3 Cycle routes throughout Earl Shilton and the wider area covered by Leicestershire County Council can be viewed online via the ‘Choose how you move’ website (<https://www.choosehowyoumove.co.uk>). An extract from this website has been taken for the area of Earl Shilton and is enclosed in **Appendix I**.
- 3.1.4 From the cycle map extract enclosed in **Appendix I**, a ‘Quieter Route’ is highlighted along Shilton Road and Church Street. Both carriageways connect to Leicester Road immediately north and south of the proposed development. Furthermore, the ‘Gladman Developments’ proposal (planning ref: 21/00135/OUT), allows for the widening of the existing footway along the western side of Leicester Road, so that it will become a 3m wide shared footway/ cycleway connecting Shilton Road to Church Street, and will be complete with a dedicated crossing over Leicester Road, just north of the Church Street junction. See **Appendix G** for further details on the approved site access strategy associated with developments parcels west of Leicester Road.
- 3.1.5 If either the ‘Gladman Developments’ (planning ref 21/00135/OUT) and/ or ‘Hill Top Farm’ (planning ref 20/00916/FUL) application sites do not come forward prior to consent being granted for the proposed development; an alternative pedestrian link would be required. The alternative proposal provides a footway connection on the development side of Leicester Road and continuing to Church Street, up to a point where an existing footway originates. Due to the scale of development being proposed, this off-site footway provision is considered an adequate addition to serve the site. See **Appendix G** for further details.

3.1.6 Walking and cycling distances to key local facilities is set out on the plan enclosed in **Appendix D**. The plan also shows the proximity of the site to key facilities including: schools, health services, shops etc. The suitability of the walking distance shown on the drawing is based on the guidance described in full below. Cycle journeys are generally considered acceptable if the distance is less than 5km.

3.1.7 In 2000 the Institution of Highways and Transportation published the document 'Providing for Journeys on Foot'. This document states that:

"80% of walk journeys and walk stages in urban areas are less than one mile. The average length of a walk journey is one kilometre (0.6 miles). This differs little by age or sex and has remained constant since 1975/76."

It goes on to define an average walking speed thus:

"An average walking speed of approximately 1.4 m/s can be assumed, which equates to approximately 400m in five minutes or three miles per hour."

3.1.8 Within the document:

"Table 3.2 contains suggested acceptable walking distances, for pedestrians without a mobility impairment for some common facilities. These may be used for planning and evaluation purposes."

Table 3.2 is replicated below as **Table 3.1**. Predicted journey times have been added to distances based on the 1.4m/s walking pace.

Table 3.1: Suggested Walking Distances - IHT 'Providing for Journeys on Foot'

	Town Centres		Commuting / School / Sight-seeing		Elsewhere	
	Distance	Time	Distance	Time	Distance	Time
Desirable	200m	2m 23s	500m	5m 57s	400m	4m 46s
Acceptable	400m	4m 46s	1000m	11m 54s	800m	9m 32s
Preferred	800m	9m 32s	2000m	23m 48s	1200m	14m 17s
Maximum						

3.2 PV2 Assessment

- 3.2.1 Notwithstanding the above, from pre-application correspondence it is noted that the LHA suggested the need to carry out a PV2 Assessment. The results of this assessment would help determine whether an uncontrolled pedestrian crossing would be appropriate for the intended location over Leicester Road.
- 3.2.2 The approved Transport Assessment used to support 'Gladman Developments' (planning ref 21/00135/OUT), includes traffic survey data for the length of Leicester Road that runs parallel to the proposed development's western boundary. The traffic survey data was used to forecast traffic flows along Leicester Road just north of Church Street for the future year 2036.
- 3.2.3 Traffic Flow Diagrams 19 and 20, which are included within the approved TA show the 'Without Development 2036' scenarios with 861 (AM) and 836 (PM) two-way vehicle movements along Leicester Road just north of Church Street, where the pedestrian crossing location is currently intended for the proposed residential development.
- 3.2.4 In addition to the traffic survey data used to support 'Gladman Developments' (planning ref 21/00135/OUT), the approved Transport Assessment also included vehicular traffic flows taken from the Leicester and Leicestershire Integrated Transport Model (LLITM). Like the traffic survey, the LLITM was also used to determine the predicted traffic flows along Leicester Road just north of Church Street for the future year 2036.
- 3.2.5 Traffic Flow Diagrams 7 and 8, which are included within the approved TA show the 'LLITM 2036 Flows' scenarios with 857 (AM) and 980 (PM) two-way vehicle movements along Leicester Road just north of Church Street, where the pedestrian crossing location is currently intended for the proposed residential development.
- 3.2.6 Seeing as the proposed pedestrian crossing would be new, the PV2 assessment needs to take account of potential crossing opportunities that may happen either 50m north or south of the intended crossing location. However, the proposed development is an undeveloped greenfield land parcel. Therefore, no existing pedestrian activity is expected to exist on the eastern side of Leicester Road, where it runs parallel to the proposed site boundary, as the only highway infrastructure present on the eastern of the carriageway is a grassed verge. As a result, the proposed development will represent the only location that pedestrians using the proposed crossing will depart from or arrive at, when considering a 50m distance north of south of the intended crossing point.
- 3.2.7 As far as MAC understand, if PV^2 is equal to or less than 10^8 , no formal controlled crossing is required for the location of interest. For this equation P = two-way pedestrian flow during a peak hour (considering a distance 50m north and south of the crossing point); whereas V = two-way vehicular flow during a peak hour or the road to be crossed.
- 3.2.8 **Table 4.4** which follows, states a maximum number of 2 pedestrian movements being generated by the development during both the AM and PM peak hours.

- 3.2.9 Based on a maximum of 2 pedestrians per hour, Leicester Road would need to receive more than 7,071 two-way vehicle movements in a peak hour, before a formal crossing should be considered i.e. $PV^2 > 10^8$.
- 3.2.10 **Paragraphs 3.2.3 and 3.2.5** confirm that the two-way traffic flows noted for Leicester Road during the future year 2036 scenarios, would fall significantly below 7,071. Therefore, in terms of the proposed crossing assessment, $PV^2 < 10^8$. A formal crossing over Leicester Road is not considered necessary to support the proposed development.
- 3.2.11 Given the vehicular traffic flow that would be required for Leicester Road, for PV^2 threshold to be exceeded and a formal zebra or pelican crossing deemed justifiable; it is reasonable to conclude that the result of the assessment would remain the same, with or without the approved residential sites to the west coming forward.

3.3 Public Transport

Bus

3.3.1 The nearest bus stops are located on High Street some 280m and 350m from the proposed development's western footway access that provides a crossing point over Leicester Road. The bus stops provide a flag, timetable, raised kerb, shelter and bin. The bus stops are located within a 4-minute walk from the development site, when using the proposed pedestrian access that leads to the ghost island crossing over Leicester Road.

3.3.2 At present, these nearest stops can be accessed from the site via the Bridleway U25, which runs along Spring Gardens to the east of the site. Spring Gardens connects to High Street via Church Street and Hill Top. The bus stops serve the bus routes described in **Table 3.2** below. For timetable and bus route details are enclosed in **Appendix E**.

Table 3.2: Bus Services and Frequencies

Route No.	Route	Typical Frequency		
		Mon - Fri	Sat	Sun
148	Leicester to Coventry via Hinckley, Nuneaton and Bedworth	~0530-2346 (2 per hour)	~0625-2346 (2 per hour)	~0945-1845 (1 per hour)
148	Coventry to Leicester via Hinckley, Nuneaton and Bedworth	~0618-2235 (2 per hour)	~0614-2235 (2 per hour)	~0825-1625 (1 per hour)
158	Leicester to Nuneaton via Hinckley	~0515-2146 (2 per hour)	~0610-0016 (2 per hour)	~0915-2015 (1 per hour)
158	Nuneaton to Leicester via Hinckley	~0445-2305 (2 per hour)	~0556-2305 (2 per hour)	~0855-1855 (1 per hour)

3.3.3 The proposed development has good access to frequent bus services and is therefore located in a sustainable location.

Rail

- 3.3.4 The nearest railway station is located at Hinckley railway station some 8.2 km (13.1 miles) from the development site. The railway station can be reached by car within a 15-minute drive; 36-minute bus journey using either Route 148 or 158; or a 35-minute cycle from the proposed development's principal site access. A copy of the onward travel information can from Hinckley railway station be found in **Appendix J**.
- 3.3.5 Hinckley railway station's car park is called Station Car Park and is operated by East Midlands Railway. There are a total of 70 car parking spaces available at this location. In addition to this, there are 16 cycle storage spaces on platform 1, where sheltered storage is available. The bicycle facilities are monitored by CCTV.

3.4 Highway network

- 3.4.1 The proposed development is accessed off the unnamed road to the north of the proposed development with the characteristics as set out in **Table 3.3** below. The proximity of this unnamed road in relation to the wider highway network can be seen on the plan enclosed within **Appendix D**.

Table 3.3: Unnamed Road characteristics

Characteristic	Value
Road classification	Unclassified
Carriageway Width	Approx. 6.7m wide
Footways:	None
Cycleways	None
Speed limit	60mph
Other features	Parking bays are located on either side of the road between the Leicester Road junction to the west and the Spring Gardens Junction to the east.
	Total Available Parking Length:
	Northern Side – 36m (7 car parking spaces/ 2 HGV spaces)
	Southern Side – 99m (19 car parking spaces/ 6 HGV spaces)

- 3.4.2 To the west, the unnamed road connects with Leicester Road, which has characteristics as set out in **Table 3.4** below. The proximity of Leicester Road in relation to the wider highway network can also be seen on the plan enclosed within **Appendix D**. Leicester Road is to be altered because of approved planning applications. The proposed changes to Leicester Road are shown on the plan enclosed in **Appendix G**.

Table 3.4: Leicester Road characteristics

Characteristic	Value
Road classification	C
Carriageway Width	Approx. 7.3m wide
Footways:	1m wide footway on western side of carriageway
Cycleways	None
Speed limit	50mph
Other features	N/A

3.5 Speed Survey

- 3.5.1 Two Automatic Traffic Counter (ATC) speed surveys were installed on the unnamed road which runs parallel to the site's northern boundary, either side of the proposed principal access position. ATC Site 1 to the west of the proposed access was attached to a speed sign, whereas ATC site 2 to the east of the proposed access was attached to a gate/fencepost. The location of the installed counters and their corresponding recordings are enclosed in **Appendix L** and **Appendix M** for Site 1 and Site 2 respectively.
- 3.5.2 Heading eastbound towards the site access, ATC Site 1 recorded an 85th percentile of 19.5mph, which is equivalent to a stopping sight distance of 24m.
- 3.5.3 Heading westbound towards the site access, ATC Site 2 recorded an 85th percentile of 26.2mph, which is equivalent to a stopping sight distance of 36m.
- 3.5.4 The Proposed Access Strategy drawing enclosed in **Appendix G**, illustrates the principal site access for vehicles, with 43m (30mph) visibility splays either side being achievable. As such, it can be confirmed that an adequate level of visibility is available for the proposed site access position.

3.6 Parking Beat Survey

- 3.6.1 In line with comments made in the LHA pre-application correspondence, a parking beat survey was commissioned along the unnamed road to the north. The main aim of this survey is to determine precisely how much of the available parking provision along this carriageway is used. From this, we can then better understand the likely impact of the proposed development on this existing highway feature.
- 3.6.2 The parking beat survey that was completed along the unnamed road consisted of Zone A (southern side of carriageway) and Zone B (northern side of carriageway). For this Transport Statement, it should be noted that the parking beat survey commissioned recognises 1 standard vehicle space as a 5m length, whereas 1 HGV space is recognised as 15m length. A full copy of the parking beat survey results is enclosed in **Appendix K**. A summary of the results is provided below.
- 3.6.3 The parking beat surveys recorded data in 30-minute snapshot intervals, over the full 24-hour period for each day the survey was carried out. Results were recorded on Thursday 8th and Saturday 10th February 2024, to identify the existing parking behaviour for a neutral weekday and weekend respectively.

Zone A

- 3.6.4 Zone A consists of 6 segments called 'restrictions', that have been labelled 1 through to 6. The total length of all restrictions on Zone A = 134.2m. The restrictions comprise:
- Dropped Kerbs = 11.3m
 - Double Yellow Lines = 23.9m
 - **Unrestricted Parking Bays = 99m (19 car parking spaces/ 6 HGV spaces)**
- 3.6.5 For the Thursday survey, a maximum of 3 vehicles were recorded simultaneously within the parking bays. However, this only occurs a couple times in the 24-hour period. Outside of this, vehicle numbers were typically 2 or less. Between midnight and 5:30am, an HGV (equivalent to 3 standard length vehicles), was recorded on Restriction 3.
- 3.6.6 For the Saturday survey, a maximum of 2 vehicles were recorded simultaneously within the parking bays. However, like the above, this only occurred for a single 30-minute period during the 24-hour period between 3am and 3:30am. Outside of this, a vehicle was constantly recorded on Restriction 1 for all of Saturday.

Zone B

- 3.6.7 Zone B consists of 4 restrictions, that have been labelled 7 through to 10. The total length of all restrictions on Zone B = 133.2m. The restrictions comprise:
- Dropped Kerbs = 9.9m
 - Double Yellow Lines = 87.3m
 - **Unrestricted Parking Bays = 36m (7 car parking spaces/ 2 HGV spaces)**
- 3.6.8 Based on the survey results, it can be confirmed that no vehicles were observed to park in Zone B on either survey day.
- 3.6.9 The survey data confirms that a minimal amount of the available parking along the unnamed road to the north is being used and is typically in the order of 2 or less at any given time. Therefore, the proposed development is expected to have a negligible impact on the existing parking behaviour on the adjacent road.

3.7 Collision Data

- 3.7.1 The most recent collision data has been obtained from CrashMap. The data covers the most recent 5-year period from 2018 to 2022. A copy of the collision data is enclosed in **Appendix F**.
- 3.7.2 There were no collisions recorded within the immediate vicinity of the site i.e. within 500m of the principal site access that will connect to the unnamed road to the north.

3.8 Summary

- 3.8.1 The proposed development is shown to be adequately well served for pedestrian, cyclist and public transport infrastructure.
- 3.8.2 The site is shown to be served by frequent bus services to key destinations.
- 3.8.3 Traffic speed survey data confirms that the proposed site access position for the principal vehicle entry point along the unnamed road to the north will have sufficient visibility, based on the speed at which vehicles currently travel along the carriageway.
- 3.8.4 The results of the parking beat survey along the unnamed road to the north confirms that the existing unrestricted parking bays are regularly used by both standard-length vehicles and HGVs. However, the available parking capacity is minimal. Therefore, the proposed development is likely to have an unnoticeable impact on the existing parking behaviour on the adjacent road.
- 3.8.5 A review of the collision data shows that there were no collisions recorded within the immediate vicinity of the site i.e. within 500m of the principal site access that will connect to the unnamed road to the north.

4.0 Proposed Development

4.1 Type and Scale

- 4.1.1 The proposed development comprises of up to 33 dwellings. A plan showing the proposed development is enclosed in **Appendix C**.

4.2 Access – all modes

- 4.2.1 For vehicles, the proposed development will be primarily accessed off the unnamed road which the site has frontage onto. At present, there are 3 access located off this road that can be used to gain entry to the proposed development site. The central of the three accesses, is wide enough to accommodate pedestrian movements, whereas the eastern and western accesses are currently wide enough to accommodate the movements of agricultural vehicles.
- 4.2.2 The principal access will provide a simple priority junction serving a development road with a width of 5.5m and will be sited approximately within the same location as the existing central site access located off the unnamed road.
- 4.2.3 The second proposed vehicle entry point will be for the Type 3 foul water pumping station, that will be required to ensure foul flows generated from the proposed development can be effectively disposed to the public sewer network located within Hill Top and Church Street to the south. It should be noted that the need for the access is purely to accommodate the appropriate maintenance vehicle during either a routine inspection or in an emergency. As a result, this access is expected to be seldomly used post construction. At the gated position of the pumping stations compound, the access is recommended to be no less than 3.8m wide (Design Construction Guidance “the Code” Approved Version 2.3, 11 November 2023). The pumping station will be sited so that the westernmost access can be reused; therefore, resulting in a negligible impact on the adjacent road network.
- 4.2.4 Separate footway links will be provided to both the western and eastern site boundaries, providing connections to the wider areas of Earl Shilton. All provisions will be constructed as a 3m width, to provide a suitable corridor that can accommodate anticipated traffic volume and movements associated with connections being made between the proposed development and available offsite infrastructure that will be used as downstream connection points.

- 4.2.5 To the west, the proposed footway will provide a route to a proposed crossing point over Leicester Road. The footway will be complete with appropriate tactile paving and a pedestrian refuge island located within the intended right turn ghost island junction, associated with approved western application site (planning ref. 21/00135/OUT).
- 4.2.6 To the east, there are two proposed footways that will provide a direct link to Bridleway U25, which runs along Spring Gardens.
- 4.2.7 The proposed site access strategy being supported by this Transport Statement, as well as conceptual layout of the approved accesses for the 'Gladman Developments' (planning ref. 21/00135/OUT) and 'Hill Top Farm' (planning ref. 20/00916/FUL) are shown on the MAC drawing 923-TA10A enclosed in **Appendix G**. If the proposed development is permitted before either of the adjacent schemes come forward, an alternative site access strategy will be built-out, the layout of which is shown on MAC drawing 923-TA11B also enclosed in **Appendix G**.
- 4.2.8 Stage 1 Road Safety Audits (RSA) have been completed for both site access proposals enclosed in **Appendix G**. MAC have prepared a Designer's Response to both RSA's. For a See **Appendix O**.

4.4 Parking

- 4.4.1 Once the final housing mix is known, the necessary parking requirements will be calculated in line with the relevant chapters of the Leicestershire Highway Design Guide, dated 2022.

4.5 Trip Generation

- 4.5.1 Person trip rates have been obtained from the TRICS database. The person trip selection criteria is set out in **Table 4.1** below. The full TRICS data is enclosed in **Appendix H**.

Table 4.1: TRICS Parameters

Parameter	Selection
Version	7.10.4
Main land use	03 – Residential
Sub land use	A – Houses Privately Owned
Regions	All of England except Greater London
Locations	Edge of Town Centre Suburban Area Edge of Town

- 4.5.2 From the TRICS database the predicted person trip rates are set out in **Table 4.2** below.

Table 4.2: Person Trip Rates - Mean

Use	Morning Peak (0800-0900)			Afternoon Peak (1700-1800)		
	Arr	Dep	Total	Arr	Dep	Total
03 – Residential	0.244	0.772	1.016	0.538	0.322	0.860

- 4.5.3 To understand the number of trips generated by the development by mode we need to establish the likely modal split for a development in this location. The 2011 Census includes the ‘Method of Travel to Work’ (MTW) dataset which defines mode choice for all local authority wards. MTW data has been extracted from the 2011 Census for the Earl Shilton ward which includes the development site. The ‘Method of Travel to Work’ data is summarised in **Table 4.3** below.

Table 4.3: Method of Travel to Work - 2011 Census – Earl Shilton ward

Mode	Number	Proportion
Underground, metro, light rail or tram	3	0.1%
Train	20	0.4%
Bus, minibus or coach	207	4.4%
Taxi	16	0.3%
Motorcycle, scooter or moped	52	1.1%
Driving a car or van	3,695	78.2%
Passenger in a car or van	294	6.2%
Bicycle	90	1.9%
On foot	331	7.0%
Other method of travel to work	17	0.4%

- 4.5.4 Using the above mode splits (**Table 4.3**) it is possible to calculate the predicted number of trips generated by each mode. The proposed trips by mode is shown in Table 4.4 below.

Table 4.4: Trip Numbers by Mode

Mode	Morning Peak (0800-0900)			Afternoon Peak (1700-1800)		
	Arr	Dep	Total	Arr	Dep	Total
Underground, metro, light rail or tram	0	0	0	0	0	0
Train	0	0	0	0	0	0
Bus, minibus or coach	0	1	2	1	0	1
Taxi	0	0	0	0	0	0
Motorcycle, scooter or moped	0	0	0	0	0	0
Driving a car or van	7	21	28	15	9	24
Passenger in a car or van	1	2	2	1	1	2
Bicycle	0	1	1	0	0	1
On foot	1	2	2	1	1	2
Other method of travel to work	0	0	0	0	0	0
Total	9	27	36	19	11	30

- 4.5.5 The proposed development is predicted to generate **28 vehicle trips in the morning peak** and **24 trips in the evening peak**. It is considered that this number of vehicles will not result in a significant adverse impact which will result in detrimental harm to the highway network.
- 4.5.6 The number of vehicle trips generated by more sustainable forms of transport is considered to be acceptable considering the existing sustainable transport infrastructure.

5.0 Summary and Conclusion

5.1 Summary

- 5.1.1 The proposed residential development is located at 'Land East of Leicester Road, Earl Shilton'. The proposed development will comprise up to 33 dwellings.
- 5.1.2 To the north, the proposed development has frontage onto an unnamed road that extends in an eastbound direction away from its junction with Leicester Road. There are grassed verges located either side of this unnamed road. To the west of the proposed development, the application boundary runs parallel to Leicester Road which provides a north/ south route to/ from Earl Shilton. There is currently a 1m wide footway on the western side of Leicester Road.
- 5.1.3 There is a Public Right of Way (PRoW) network within the local area. As far as the proposed development is concerned, the most relevant part of the PRoW network is Bridleway U25, which runs along Spring Gardens, directly adjacent to the eastern site boundary.
- 5.1.4 The proposed development has good access to frequent bus services and is therefore located in a sustainable location.
- 5.1.5 In response to a suggestion made by the LHA, a PV2 assessment was carried out for Leicester Road. The result of this assessment is partly based on traffic survey data included within the approved TA for the 'Gladman Developments' (planning ref. 21/00135/OUT). The result confirmed that PV² would fall significantly below 10⁸. Therefore, a formal crossing over Leicester Road is not considered necessary to support the proposed development. Given the vehicular traffic flow that would be required for Leicester Road, for PV² threshold to be exceeded and a formal zebra or pelican crossing deemed justifiable; it is reasonable to conclude that the result of the assessment would remain the same, with or without the approved residential sites to the west coming forward.
- 5.1.6 Traffic speed survey data confirms that the proposed site access position for the principal vehicle entry point along the unnamed road to the north will have sufficient visibility, based on the speed at which vehicles currently travel along the carriageway.
- 5.1.7 The results of the parking beat survey along the unnamed road to the north confirms that the existing unrestricted parking bays are regularly used by both standard-length vehicles and HGVs. However, the available parking capacity is minimal. Therefore, the proposed development is likely to have an unnoticeable impact on the existing parking behaviour on the adjacent road.
- 5.1.8 In the most recent data period from 2018 to 2022, there have been no collisions recorded within the immediate vicinity of the site i.e. within 500m of the principal site access that will connect to the unnamed road to the north.

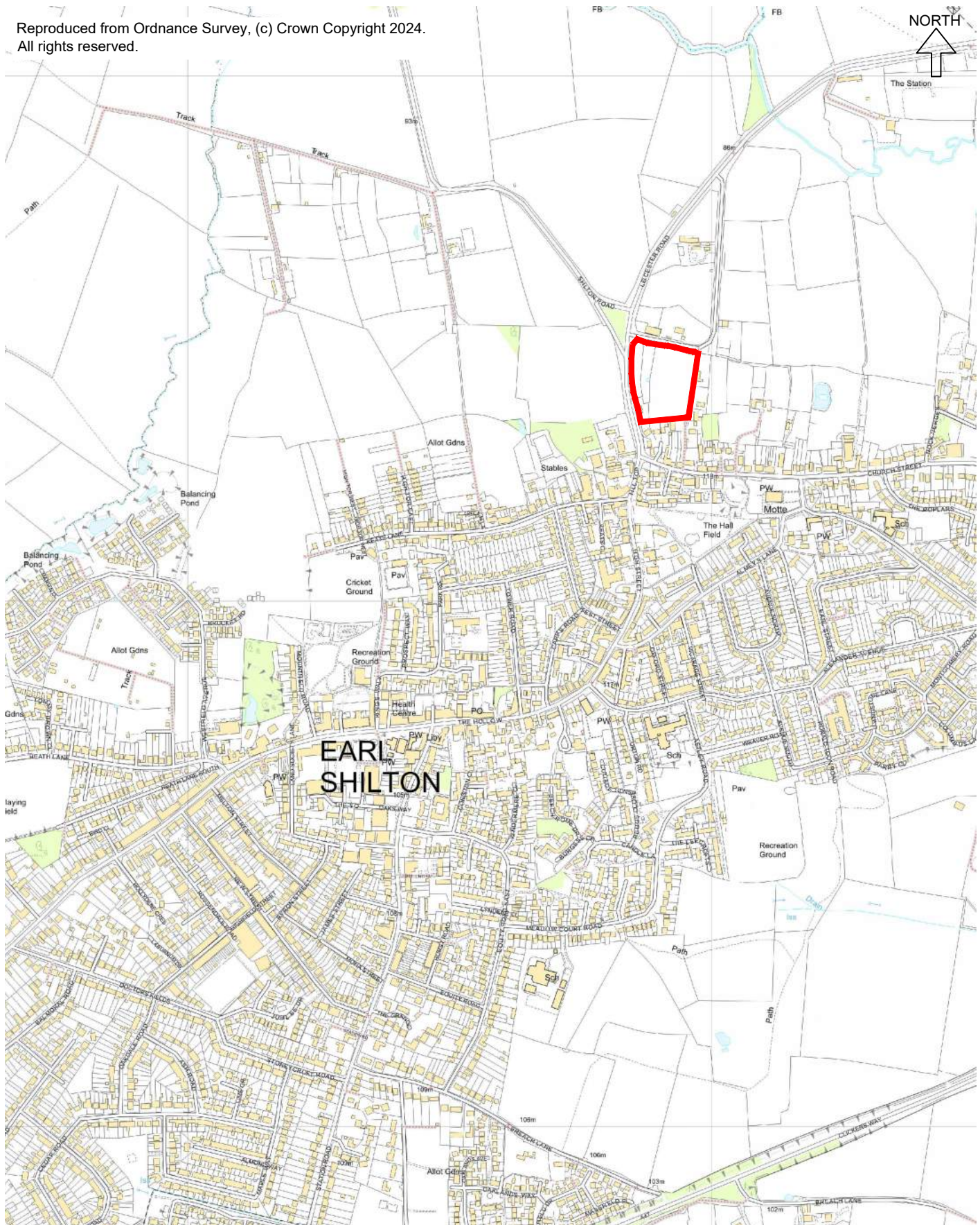
- 5.1.9 The principal access will provide a simple priority junction serving a development road with a width of 5.5m and will be sited approximately within the same location as the existing central site access located off the unnamed road. The second proposed vehicle entry point will be to the proposed onsite foul water pumping station that will be serviced to serve the site. At the gated position of the pumping station's compound, the access is recommended to be no less than 3.8m wide. The pumping station will be sited so that the westernmost access can be reused.
- 5.1.10 There will be separate 3m wide footway connections, 1 heading towards the western boundary, providing access to a new uncontrolled crossing point over Leicester Road. The remaining footways will provide connections to Bridleway U25 to the east.
- 5.1.11 Notwithstanding the above, if the approved planning application sites for land to the west of Leicester Road do not come forward, prior to consent be granted for the proposed development, an alternative 2m wide footway provision will be pursued to the west. The proposed footway link will connect to the existing pedestrian infrastructure located on the northern side of Church Street.
- 5.1.12 Once the final housing mix is known, the necessary parking requirements will be calculated in line with the relevant chapters of the Leicestershire Highway Design Guide, dated 2022.
- 5.1.13 The proposed development is predicted to generate 28 vehicle trips in the morning peak and 24 trips in the evening peak. It is considered that this number of vehicles will not result in a significant adverse impact which will result in detrimental harm to the highway network.
- 5.1.14 The number of vehicle trips generated by more sustainable forms of transport is considered to be acceptable considering the existing sustainable transport infrastructure.

5.2 Conclusion

- 5.2.1 Based on all the evidence provided within this Transport Statement, it is considered that the proposed development of up to 33 residential dwellings located on 'Land to the East of Leicester Road, Earl Shilton'; should be fully supported by the Local Planning Authority in terms of highways.

Appendix A

Location Plan
MAC drawing no. 932-TA01



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Martin Andrews Consulting Ltd

Client: Manor Oak Homes

Project: Land East of Leicester Road,
Earl Shilton

Date: 28.02.24

Drw: ZS

Chk: AN

Scale: 1:10,000

Size: A4

Title: Location Plan

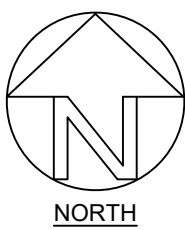
Drawing No. 923-TA01

Revision -

- Transport Assessments
- Flood Risk Assessments
- Highway Advice
- Drainage Strategies

Appendix B

Topographical Survey
Brightsurv drawing no. BRI753-T01-Revision B



GENERAL NOTES

This drawing is to be read and printed in full colour.

SURVEY NOTES

1. This plan should only be used for its original purpose. Brightsurv Ltd accepts no responsibility if supplied to any other party than the original client.
2. Certain areas of the site may have been inaccessible due to dense vegetation, vehicles etc on site at the time of survey, therefore not all services may be identified on the survey drawing.
3. Information shown outside of the site boundary has been taken from Ordnance Survey records and would need verification to be relied upon.
4. The spread of vegetation shown is approximate only. Where canopy spread is critical then this shall be regularly checked. Generally only trees with a spread greater than 2.0m will be shown on the drawing.
5. Where the identity of a service is shown this is based on a visual id only. Where specific identification is required then additional survey work shall be undertaken.
6. Dimensions shown are in millimetres and levels in metres unless indicated.

Levels Levels relate to GPS observations.

LEGEND KEY			
AV Air Valve	FL Floor Level	RE Rodding Eye	
B Bollard	FLI Flood Light	RL Ridge Level	
BH Borehole	FW Foul Water	RS Road Sign	
BL Bed Level	G Gully	RWP Rainwater Pipe	
BS Bus Stop	GV Gas Valve	St Stump	
BT BT Cover	Ht Height	SL Soft Level	
BW Brick Wall	IC Inspection Chamber	SV Stop Valve	
CATV Cable TV Cover	IL Invert Level	SVP Soil & Vent Pipe	
CIB Close Boarded	IRR Iron Railing	SW Surface Water	
CL Chain Link	KO Kerb Outlet	SWW Stone Wall	
CL Cover Level	LB Letter Box	THL Threshold Level	
Col. Column	LP Lamp Post	TL Traffic Light	
CRW Concrete Retaining Wall	MH Manhole	TP Telegraph Pole	
CW Concrete Wall	Mk Marker Post	US Underside	
C/P Catch Pit	NP Name Plate	UTL Unable To Lift	
DPC Damp Proof Course	OH Overhead	VP Vent Pipe	
Dr Drain	P Post	WL Water Level	
EL Eaves Level	PI Pipe	WM Water Meter	
ER Earth Rod	PR Post & Rail	WO Wash Out	
EP Electricity Pole	PW Post & Wire	WT Water Tap	
FH Fire Hydrant	PL Parapet Level		

Building		Tree Canopy	
Vegetation		Fence	
Control Station		Boundary	
Bush/Shrub		Contours	
Tree		OH Telecom	
Tree (Multi-Bolt)		OH Electric	
Gate		Foul Water	
		Surface Water	

Rev B - March 2024-
Building Heights added.

Rev A - Feb 2024- Additional
Track and road added.

Brightsurv Ltd.

9 Thickwillow
Godmanchester
PE29 2LR

Contact: Richard@brightsurv.co.uk
Tel: 07843 411 341

Client Manor Oak Homes

Project Land off Leicester Road
Earl Shilton

Title Topographical Survey

Checked by RB Date April 2023

Project ref Drawing no. Revision
BRI753 T01 B

Scale at A1 1:500 Drawn by RB

Status
For Information

Appendix C

Proposed Site Layout

Insitu Design drawing no. MANO.211003 CMP-01 R5

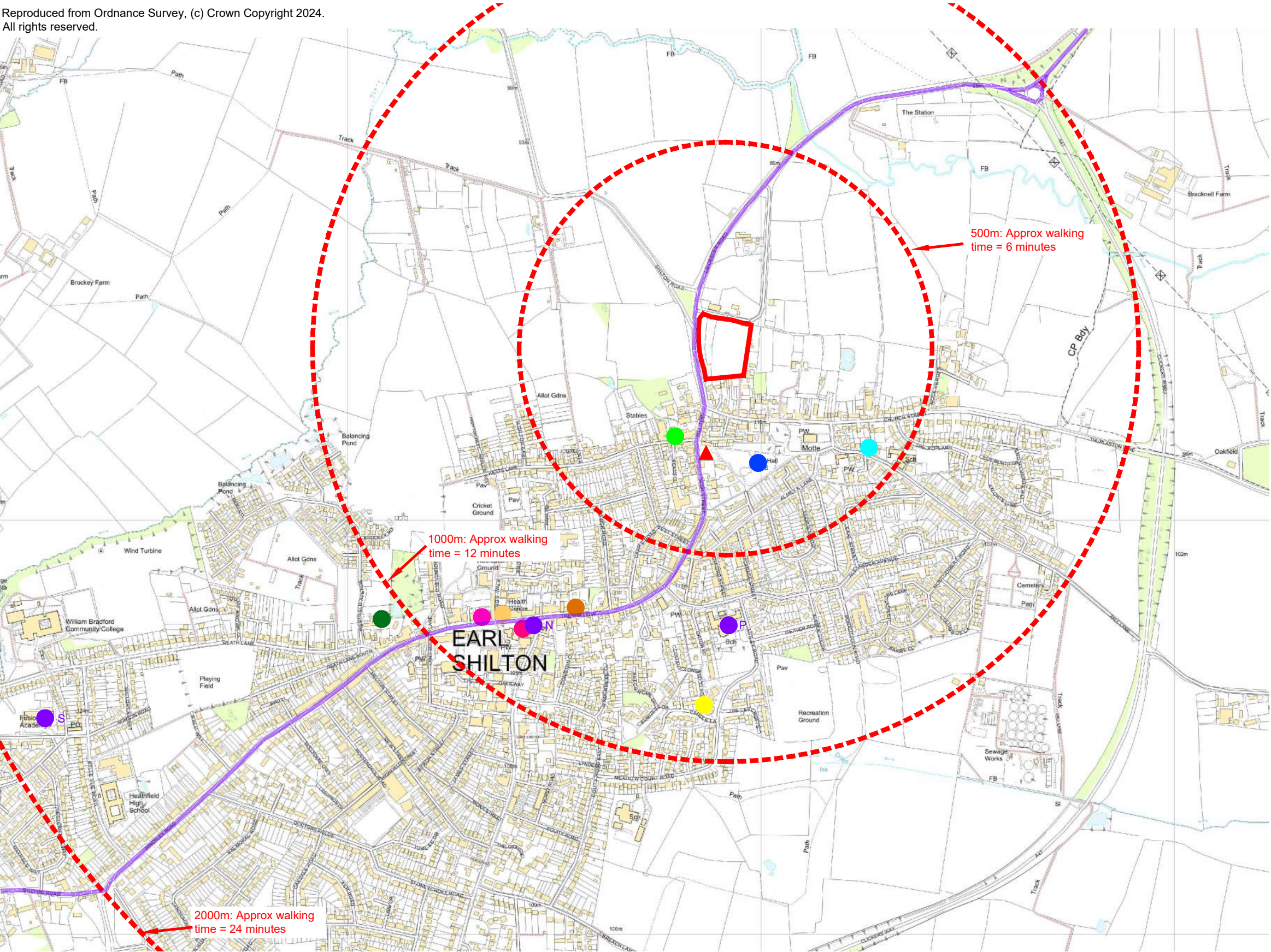


Rev	Description	Date	Au
R1	Preliminary Issue	19.04.23	MB
R2	Layout Amendments	18.05.23	MB
R3	Layout Amendments	22.05.23	MB
R4	Layout Amendments	15.03.24	MB
R5	Layout Amendments	15.03.24	MB

Project	Leicester Road, Earl Shilton	Dwg no.	CMP-01
Drawing	Concept Masterplan - 01	Scale	1:1000 @ A3
Client	Manor Oak Homes	Rev.	R5
Job no.	MANO.22.1003	Author	MB
Date	19.04.23		

Appendix D

Facilities Plan including Distances
MAC drawing no. 923-TA02



- Notes:
1. Walking distances based on a walking speed of 1.4 m/s from 'Providing For Journeys On Foot'.
 2. Actual walking distances may vary from radial distances shown.
 3. Nearest of each facility / service shown only.

Key

- Site Boundary
- Walking distances - radial
- Takeaway
- Convenience Store
- Public Park
- Fitness Facilities
- Post Office
- Community Facility
- Pharmacy
- Doctor's Surgery
- School - Primary (P) / Secondary (S) / Nursery (N)
- Library
- Bus Stops
- Bus Route



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Martin Andrews Consulting Ltd

- Transport Assessments
- Flood Risk Assessments
- Highway Advice
- Access Design
- Drainage Strategies
- Vehicle tracking

Client: Manor Oak Homes		Project: Leicester Road, Earl Shilton	
Title: Facilities Plan		Date: 01.03.24	
		Drw: ZS	
		Chk: AN	
Drawing No: 923-TA02		Scale: 1:10,000	
		Size: A3	
Revision: -			

Appendix E
Bus timetables and routes

MONDAYS TO FRIDAYS (excluding Bank Holidays)

	148	148	148	158	148	148	148	158	148	148	148	158	148	148	148	148
Leicester St Margaret's Bus Station								0520								
West End Mostyn Street								0528								
Leicester Forest East Kings Drive								0535								
Earl Shilton Library				0515		0530		0550		0605		0620			0640	
Barwell The Square				0521		0536		0556		0611		0626			0646	
Hinckley Bus Station Arrive				0533		0548		0608		0623		0638			0658	
Hinckley Bus Station Depart				0535		0550		0611		0626		0641			0701	
Nuneaton NWSL College				0545		0600		0621		0636		0651			0711	
Nuneaton Bus Station Arrive				0550		0605		0626		0641		0656			0716	
Nuneaton Bus Station Depart B2	0429	0459	0539		0559		0619		0634		0649		0659	0709		0719
Hill Top Post Office	0435	0505	0545		0605		0625		0640		0655		0705	0715		0725
Bedworth Town Centre	0449	0513	0553		0613		0633		0648		0703		0713	0723		0733
Exhall Blackhorse Road	0455	0519	0559		0619		0639		0654		0709		0720	0730		0740
Longford Square	0458	0522	0602		0622		0642		0657		0712		0724	0734		0744
Coventry Trinity Street TS3	0513	0537	0617		0637		0657		0712		0727		0742	0752		0803

	148	158	148	148	148	148	158	148	148	148	158	148	148	148	158	148
Leicester St Margaret's Bus Station		0620					0650			0705	0720			0735	0750	
West End Mostyn Street		0630					0700			0715	0730			0745	0800	
Leicester Forest East Kings Drive		0638					0708			0723	0738			0753	0808	
Earl Shilton Library		0653			0708		0725			0738	0755			0810	0825	
Barwell The Square		0659			0714		0732			0745	0802			0817	0832	
Hinckley Bus Station Arrive		0711			0726		0744			0757	0814			0829	0847	
Hinckley Bus Station Depart		0714			0729		0747			0800	0817			0834	0852	
Nuneaton NWSL College		0727			0742		0800			0813	0830			0847	0905	
Nuneaton Bus Station Arrive		0734			0749		0807			0820	0837			0854	0912	
Nuneaton Bus Station Depart B2	0729		0739	0749		0759		0809	0819	0829		0839	0849	0906		0916
Hill Top Post Office	0736		0746	0757		0808		0818	0826	0838		0848	0903	0913		0923
Bedworth Town Centre	0745		0755	0805		0817		0829	0837	0846		0856	0913	0924		0934
Exhall Blackhorse Road	0753		0803	0813		0824		0836	0844	0854		0904	0920	0929		0939
Longford Square	0758		0808	0818		0829		0839	0847	0858		0908	0924	0933		0943
Coventry Trinity Street TS3	0822		0832	0842		0852		0903	0911	0920		0930	0943	0952		1002

	148	148	158	148	148	148	158	148	148	148	158	148	148	148	158	148
Leicester St Margaret's Bus Station		0805	0820			0835	0850			0905	0920			0935	0950	
West End Mostyn Street		0815	0830			0845	0900			0915	0930			0945	1000	
Leicester Forest East Kings Drive		0823	0838			0853	0908			0923	0938			0953	1008	
Earl Shilton Library		0840	0853			0910	0923			0940	0953			1010	1023	
Barwell The Square		0847	0859			0917	0929			0947	0959			1017	1029	
Hinckley Bus Station Arrive		0902	0914			0929	0944			0959	1014			1029	1044	
Hinckley Bus Station Depart		0907	0919			0934	0949			1004	1019			1034	1049	
Nuneaton NWSL College		0920	0932			0947	1002			1017	1032			1047	1102	
Nuneaton Bus Station Arrive		0927	0939			0954	1009			1024	1039			1054	1109	
Nuneaton Bus Station Depart B2	0926	0936		0946	0956	1006		1016	1026	1036		1046	1056	1106		1116
Hill Top Post Office	0933	0943		0953	1003	1013		1023	1033	1043		1053	1103	1113		1123
Bedworth Town Centre	0944	0952		1004	1014	1022		1034	1044	1052		1104	1114	1122		1134
Exhall Blackhorse Road	0949	0959		1009	1019	1029		1039	1049	1059		1109	1119	1129		1139
Longford Square	0953	1003		1013	1023	1033		1043	1053	1103		1113	1123	1133		1143
Coventry Trinity Street TS3	1012	1022		1032	1042	1052		1102	1112	1122		1132	1142	1152		1202

MONDAYS TO FRIDAYS (excluding Bank Holidays)

	148	148	158	148	148	148	158	148	148	148	158	148	148	148	158	148
Leicester St Margaret's Bus Station	1005	1020				1035	1050				1105	1120			1135	1150
West End Mostyn Street	1015	1030				1045	1100				1115	1130			1145	1200
Leicester Forest East Kings Drive	1023	1038				1053	1108				1123	1138			1153	1208
Earl Shilton Library	1040	1053				1110	1123				1140	1153			1210	1223
Barwell The Square	1047	1059				1117	1129				1147	1159			1217	1229
Hinckley Bus Station Arrive	1059	1114				1129	1144				1159	1214			1229	1244
Hinckley Bus Station Depart	1104	1119				1134	1149				1204	1219			1234	1249
Nuneaton NWSL College	1117	1132				1147	1202				1217	1232			1247	1302
Nuneaton Bus Station Arrive	1124	1139				1154	1209				1224	1239			1254	1309
Nuneaton Bus Station Depart B2	1126	1136		1146	1156	1206		1216	1226	1236		1246	1256	1306		1316
Hill Top Post Office	1133	1143		1153	1203	1213		1223	1233	1243		1253	1303	1313		1323
Bedworth Town Centre	1144	1154		1204	1214	1222		1234	1244	1252		1304	1314	1322		1334
Exhall Blackhorse Road	1149	1159		1209	1219	1229		1239	1249	1259		1309	1319	1329		1339
Longford Square	1153	1203		1213	1223	1233		1243	1253	1303		1313	1323	1333		1343
Coventry Trinity Street TS3	1212	1222		1232	1242	1252		1302	1312	1322		1332	1342	1352		1402

	148	148	158	148	148	148	158	148	148	148	158	148	148	148	158	148
Leicester St Margaret's Bus Station	1205	1220				1235	1250				1305	1320			1335	1350
West End Mostyn Street	1215	1230				1245	1300				1315	1330			1345	1400
Leicester Forest East Kings Drive	1223	1238				1253	1308				1323	1338			1353	1408
Earl Shilton Library	1240	1253				1310	1323				1340	1353			1410	1423
Barwell The Square	1247	1259				1317	1329				1347	1359			1417	1429
Hinckley Bus Station Arrive	1259	1314				1329	1344				1359	1414			1429	1444
Hinckley Bus Station Depart	1304	1319				1334	1349				1404	1419			1434	1449
Nuneaton NWSL College	1317	1332				1347	1402				1417	1432			1447	1502
Nuneaton Bus Station Arrive	1324	1339				1354	1409				1424	1439			1454	1509
Nuneaton Bus Station Depart B2	1326	1336		1346	1356	1406		1416	1426	1436		1446	1456	1506		1516
Hill Top Post Office	1333	1343		1353	1403	1413		1423	1433	1443		1453	1503	1513		1523
Bedworth Town Centre	1344	1352		1404	1414	1422		1434	1444	1452		1504	1514	1522		1534
Exhall Blackhorse Road	1349	1359		1409	1419	1429		1439	1449	1459		1509	1519	1529		1539
Longford Square	1353	1403		1413	1423	1433		1443	1453	1503		1513	1523	1533		1543
Coventry Trinity Street TS3	1412	1422		1432	1442	1452		1502	1512	1522		1532	1542	1552		1602

	148	148	158	148	148	148	158	148	148	158	148	148	148	158	148	148
Leicester St Margaret's Bus Station	1405	1420				1435	1450				1505	1520			1535	1550
West End Mostyn Street	1415	1430				1445	1500				1515	1530			1545	1600
Leicester Forest East Kings Drive	1423	1438				1453	1508				1523	1541			1556	1611
Earl Shilton Library	1440	1453				1510	1523				1540	1558			1613	1628
Barwell The Square	1447	1459				1517	1529				1547	1604			1619	1634
Hinckley Bus Station Arrive	1459	1514				1529	1544				1559	1619			1634	1649
Hinckley Bus Station Depart	1504	1519				1534	1549				1604	1624			1639	1654
Nuneaton NWSL College	1517	1532				1547	1602				1617	1637			1652	1707
Nuneaton Bus Station Arrive	1524	1539				1554	1609				1624	1644			1659	1714
Nuneaton Bus Station Depart B2	1526	1536		1546	1556	1606		1626	1636		1646	1656	1701		1720	1730
Hill Top Post Office	1533	1543		1553	1604	1613		1633	1643		1653	1703	1708		1727	1737
Bedworth Town Centre	1544	1552		1604	1612	1622		1641	1651		1701	1711	1716		1735	1745
Exhall Blackhorse Road	1549	1559		1609	1619	1629		1648	1658		1708	1718	1723		1742	1752
Longford Square	1553	1603		1613	1623	1633		1652	1702		1712	1721	1727		1745	1755
Coventry Trinity Street TS3	1612	1622		1632	1642	1652		1712	1722		1732	1742	1747		1806	1823

MONDAYS TO FRIDAYS (excluding Bank Holidays)

	148	158	148	148	158	148	148	158	148	158	148	148	158	148	148	158
Leicester St Margaret's Bus Station	1605	1620		1635	1650		1705	1720	1735	1750		1805	1820		1835	1845
West End Mostyn Street	1615	1630		1645	1700		1715	1730	1745	1800		1814	1829		1844	1854
Leicester Forest East Kings Drive	1626	1641		1656	1711		1726	1741	1756	1811		1822	1837		1852	1902
Earl Shilton Library	1643	1658		1713	1728		1743	1758	1813	1825		1836	1851		1906	1916
Barwell The Square	1649	1704		1719	1734		1749	1804	1819	1831		1842	1857		1912	1922
Hinckley Bus Station Arrive	1704	1719		1734	1749		1804	1819	1834	1843		1852	1907		1922	1932
Hinckley Bus Station Depart	1709	1724		1739	1754		1809	1824	1839			1857			1927	1937
Nuneaton NWSL College	1722	1737		1752	1807		1822	1837	1852			1910			1940	1948
Nuneaton Bus Station Arrive	1729	1744		1759	1814		1829	1844	1859			1917			1947	1955
Nuneaton Bus Station Depart B2	1745		1800	1810		1825	1840					1905			1929	
Hill Top Post Office	1752		1807	1817		1832	1847					1912			1935	
Bedworth Town Centre	1800		1815	1825		1840	1855					1920			1942	
Exhall Blackhorse Road	1807		1820	1832		1845	1900					1925			1946	
Longford Square	1810		1823	1835		1849	1904					1929			1950	
Coventry Trinity Street TS3	1828		1840	1853		1907	1922					1947			2007	

	148	148	158	148	148	158	148	148	148	158	148	148	148	148	148
Leicester St Margaret's Bus Station		1910	1925	1945		2015		2045		2115		2145		2215	2315
West End Mostyn Street		1919	1934	1954		2024		2054		2124		2154		2224	2324
Leicester Forest East Kings Drive		1927	1942	2002		2032		2102		2132		2202		2232	2332
Earl Shilton Library		1941	1956	2016		2046		2116		2146		2216		2246	2346
Barwell The Square		1947	2002	2022		2052		2122		2152		2222		2252	2352
Hinckley Bus Station Arrive		1957	2012	2032		2102		2132		2202		2232		2302	0002
Hinckley Bus Station Depart		2007		2037		2107		2137		2207		2237		2307	0007
Nuneaton NWSL College		2018		2048		2118		2148		2218		2248		2318	0018
Nuneaton Bus Station Arrive		2025		2055		2123		2153		2223		2253		2323	0023
Nuneaton Bus Station Depart B2	1959		2029		2059		2129		2159		2229		2259		
Hill Top Post Office	2005		2035		2105		2135		2205		2235		2305		
Bedworth Town Centre	2012		2042		2112		2142		2212		2242		2312		
Exhall Blackhorse Road	2016		2046		2116		2146		2216		2246		2317		
Longford Square	2020		2050		2120		2150		2220		2250		2321		
Coventry Trinity Street TS3	2037		2107		2137		2207		2237		2307		2337		

SATURDAYS (excluding Bank Holidays)

	158	148	158	158	148	148	148	148	148	148	148	148	148	148	158	148
Leicester St Margaret's Bus Station				0620											0650	
West End Mostyn Street				0630											0700	
Leicester Forest East Kings Drive				0638											0708	
Earl Shilton Library	0610	0625	0640	0653	0708										0723	
Barwell The Square	0616	0631	0646	0659	0714										0729	
Hinckley Bus Station Arrive	0628	0643	0658	0711	0726										0741	
Hinckley Bus Station Depart	0628	0643	0658	0714	0729										0744	
Nuneaton NWSL College	0639	0654	0709	0727	0742										0757	
Nuneaton Bus Station Arrive	0644	0659	0714	0734	0749										0804	
Nuneaton Bus Station Depart B2						0539	0609	0630	0645	0659	0714	0729	0744	0754		0809
Hill Top Post Office						0545	0615	0636	0651	0705	0720	0734	0751	0801		0816
Bedworth Town Centre						0553	0623	0644	0659	0713	0728	0742	0759	0810		0825
Exhall Blackhorse Road						0600	0630	0651	0706	0720	0735	0749	0806	0817		0832
Longford Square						0604	0634	0655	0710	0724	0739	0753	0810	0822		0837
Coventry Trinity Street TS3						0617	0647	0708	0723	0742	0757	0811	0828	0842		0858

	148	148	148	158	148	148	158	148	148	158	148	148	158	148	148	158
Leicester St Margaret's Bus Station		0705		0720	0735		0750	0805		0820	0835		0850	0905		0920
West End Mostyn Street		0715		0730	0745		0800	0815		0830	0845		0900	0915		0930
Leicester Forest East Kings Drive		0723		0738	0753		0808	0823		0838	0853		0908	0923		0938
Earl Shilton Library		0738		0753	0810		0823	0840		0853	0908		0923	0938		0953
Barwell The Square		0745		0759	0817		0829	0847		0859	0914		0929	0944		0959
Hinckley Bus Station Arrive		0757		0811	0829		0841	0859		0914	0929		0944	0959		1014
Hinckley Bus Station Depart		0800		0814	0834		0844	0904		0919	0934		0949	1004		1019
Nuneaton NWSL College		0813		0827	0847		0857	0917		0932	0947		1002	1017		1032
Nuneaton Bus Station Arrive		0820		0834	0854		0904	0924		0939	0954		1009	1024		1039
Nuneaton Bus Station Depart B2	0824	0839	0854		0909	0924		0939	0954		1009	1024		1039	1054	
Hill Top Post Office	0831	0846	0901		0916	0931		0946	1001		1016	1031		1046	1101	
Bedworth Town Centre	0840	0855	0910		0925	0940		0955	1010		1025	1040		1055	1110	
Exhall Blackhorse Road	0847	0902	0917		0932	0947		1002	1016		1032	1047		1102	1117	
Longford Square	0852	0907	0922		0937	0952		1007	1021		1036	1052		1106	1121	
Coventry Trinity Street TS3	0913	0928	0943		0958	1013		1028	1042		1055	1109		1125	1140	

	148	148	158	148	148	158	148	148	158	148	148	158	148	148	158	148
Leicester St Margaret's Bus Station	0935		0950	1005		1020	1035		1050	1105		1120	1135		1150	1205
West End Mostyn Street	0945		1000	1015		1030	1045		1100	1115		1130	1145		1200	1215
Leicester Forest East Kings Drive	0953		1008	1023		1038	1053		1108	1123		1138	1153		1208	1223
Earl Shilton Library	1008		1023	1038		1053	1108		1123	1138		1153	1208		1223	1238
Barwell The Square	1014		1029	1044		1059	1114		1129	1144		1159	1214		1229	1244
Hinckley Bus Station Arrive	1029		1044	1059		1114	1129		1144	1159		1214	1229		1244	1259
Hinckley Bus Station Depart	1034		1049	1104		1119	1134		1149	1204		1219	1234		1249	1304
Nuneaton NWSL College	1047		1102	1117		1132	1147		1202	12:17		1232	1247		1302	1317
Nuneaton Bus Station Arrive	1054		1109	1124		1139	1154		1209	1224		1239	1254		1309	1324
Nuneaton Bus Station Depart B2	1109	1124		1139	1154		1209	1224		1239	1254		1309	1324		1339
Hill Top Post Office	1116	1131		1146	1201		1216	1231		1246	1301		1316	1331		1346
Bedworth Town Centre	1125	1140		1155	1210		1225	1240		1255	1310		1325	1340		1355
Exhall Blackhorse Road	1132	1147		1202	1217		1232	1247		1302	1317		1332	1347		1402
Longford Square	1136	1151		1206	1221		1236	1251		1306	1321		1336	1351		1406
Coventry Trinity Street TS3	1155	1210		1225	1240		1255	1310		1325	1340		1355	1410		1425

SATURDAYS (excluding Bank Holidays)

	148	158	148	148	158	148	148	158	148	148	158	148	148	158	148	148
Leicester St Margaret's Bus Station		1220	1235		1250	1305		1320	1335		1350	1405		1420	1435	
West End Mostyn Street		1230	1245		1300	1315		1330	1345		1400	1415		1430	1445	
Leicester Forest East Kings Drive		1238	1253		1308	1323		1338	1353		1408	1423		1438	1453	
Earl Shilton Library		1253	1308		1323	1338		1353	1408		1423	1438		1453	1508	
Barwell The Square		1259	1314		1329	1344		1359	1414		1429	1444		1459	1514	
Hinckley Bus Station Arrive		1314	1329		1344	1359		1414	1429		1444	1459		1514	1529	
Hinckley Bus Station Depart		1319	1334		1349	1404		1419	1434		1449	1504		1519	1534	
Nuneaton NWSL College		1332	1347		1402	1417		1432	1447		1502	1517		1532	1547	
Nuneaton Bus Station Arrive		1339	1354		1409	1424		1439	1454		1509	1524		1539	1554	
Nuneaton Bus Station Depart B2	1354		1409	1424		1439	1454		1509	1524		1539	1554		1609	1624
Hill Top Post Office	1401		1416	1431		1446	1501		1516	1531		1546	1601		1616	1631
Bedworth Town Centre	1410		1425	1440		1455	1510		1525	1540		1555	1610		1625	1640
Exhall Blackhorse Road	1417		1432	1447		1502	1517		1532	1547		1602	1617		1632	1647
Longford Square	1421		1436	1451		1506	1521		1536	1551		1606	1621		1636	1651
Coventry Trinity Street TS3	1440		1455	1510		1525	1540		1555	1610		1625	1640		1655	1710

	158	148	148	158	148	148	158	148	148	158	148	148	158	148	158	148
Leicester St Margaret's Bus Station	1450	1505		1520	1535		1550	1605		1620	1635		1650	1705	1720	1735
West End Mostyn Street	1500	1515		1530	1545		1600	1615		1630	1645		1700	1715	1730	1745
Leicester Forest East Kings Drive	1508	1523		1538	1553		1608	1623		1638	1653		1708	1723	1741	1756
Earl Shilton Library	1523	1538		1553	1608		1623	1638		1653	1708		1723	1738	1758	1813
Barwell The Square	1529	1544		1559	1614		1629	1644		1659	1714		1729	1744	1804	1819
Hinckley Bus Station Arrive	1544	1559		1614	1629		1644	1659		1714	1729		1744	1759	1819	1834
Hinckley Bus Station Depart	1549	1604		1619	1634		1649	1704		1719	1734		1749	1804	1824	1839
Nuneaton NWSL College	1602	1617		1632	1647		1702	1717		1732	1747		1802	1817	1837	1852
Nuneaton Bus Station Arrive	1609	1624		1639	1654		1709	1724		1739	1754		1809	1824	1844	1859
Nuneaton Bus Station Depart B2		1639	1654		1704	1724		1734	1754		1804	1825		1835		
Hill Top Post Office		1646	1701		1711	1731		1741	1801		1811	1832		1842		
Bedworth Town Centre		1655	1710		1720	1740		1750	1810		1820	1840		1850		
Exhall Blackhorse Road		1702	1717		1727	1747		1757	1817		1827	1845		1857		
Longford Square		1706	1721		1731	1751		1801	1821		1831	1849		1900		
Coventry Trinity Street TS3		1725	1740		1750	1810		1820	1840		1850	1907		1918		

	158	148	148	158	148	148	148	148	158	148	148	148	158	148	148	148
Leicester St Margaret's Bus Station	1750		1805	1820		1835		1910	1925		1945		2015		2045	
West End Mostyn Street	1800		1814	1829		1844		1919	1934		1954		2024		2054	
Leicester Forest East Kings Drive	1811		1822	1837		1852		1927	1942		2002		2032		2102	
Earl Shilton Library	1825		1836	1851		1906		1941	1956		2016		2046		2116	
Barwell The Square	1831		1842	1857		1912		1947	2002		2022		2052		2122	
Hinckley Bus Station Arrive	1843		1852	1907		1922		1957	2012		2032		2102		2132	
Hinckley Bus Station Depart			1857			1927		2007			2037		2107		2137	
Nuneaton NWSL College			1910			1938		2018			2048		2118		2148	
Nuneaton Bus Station Arrive			1917			1945		2025			2055		2123		2153	
Nuneaton Bus Station Depart B2		1905		1929		1959			2029		2059		2129		2159	
Hill Top Post Office		1912		1935		2005			2035		2105		2135		2205	
Bedworth Town Centre		1920		1942		2012			2042		2112		2142		2212	
Exhall Blackhorse Road		1925		1946		2016			2046		2116		2146		2216	
Longford Square		1929		1950		2020			2050		2120		2150		2220	
Coventry Trinity Street TS3		1947		2007		2037			2107		2137		2207		2237	

SATURDAYS (excluding Bank Holidays)

	158	148	148	148	148	158	148	158
Leicester St Margaret's Bus Station	2115		2145		2215	2245	2315	2345
West End Mostyn Street	2124		2154		2224	2254	2324	2354
Leicester Forest East Kings Drive	2132		2202		2232	2302	2332	0002
Earl Shilton Library	2146		2216		2246	2316	2346	0016
Barwell The Square	2152		2222		2252	2322	2352	
Hinckley Bus Station Arrive	2202		2232		2302	2332	0002	
Hinckley Bus Station Depart	2207		2237		2307		0007	
Nuneaton NWSL College	2218		2248		2318		0018	
Nuneaton Bus Station Arrive	2223		2253		2323		0023	
Nuneaton Bus Station Depart B2		2229		2259				
Hill Top Post Office		2235		2305				
Bedworth Town Centre		2242		2312				
Exhall Blackhorse Road		2246		2316				
Longford Square		2250		2320				
Coventry Trinity Street TS3		2307		2337				

SUNDAYS & MOST PUBLIC HOLIDAYS

	148	148	158	148	148	148	148	148	158	148	148	148	158	148	148	148
Leicester St Margaret's Bus Station								0915	0945				1015	1045		1115
West End Mostyn Street								0924	0954				1024	1054		1124
Leicester Forest East Kings Drive								0932	1002				1032	1102		1132
Earl Shilton Library			0915					0945	1015				1045	1115		1145
Barwell The Square			0921					0951	1021				1051	1121		1151
Hinckley Bus Station Arrive			0933					1003	1033				1103	1133		1203
Hinckley Bus Station Depart			0938		0908			1008	1038				1108	1138		1208
St Nicolas Park Shops			0949		x			x	1049				x	1149		x
Nuneaton NWSL College					0918			1018	x				1118	x		1218
Nuneaton Higham Lane School					0922			1022	x				1122	x		1222
Nuneaton Bus Station Arrive			0956		0926			1026	1056				1126	1156		1226
Nuneaton Bus Station Depart B2	0706	0812		0925		0955	1025			1055	1125				1155	1225
Hill Top Post Office	0712	0818		0931		1001	1031			1101	1131				1201	1231
Bedworth Town Centre	0719	0825		0938		1008	1038			1108	1138				1208	1238
Exhall Blackhorse Road	0723	0829		0942		1012	1042			1112	1142				1212	1242
Longford Square	0727	0833		0946		1016	1046			1116	1146				1216	1246
Coventry Trinity Street TS3	0744	0850		1005		1035	1105			1135	1205				1235	1305

	158	148	148	148	158	148	148	148	158	148	148	148	158	148	148	148
Leicester St Margaret's Bus Station	1145			1215	1245			1315	1345			1415	1445			1515
West End Mostyn Street	1154			1224	1254			1324	1354			1424	1454			1524
Leicester Forest East Kings Drive	1202			1232	1302			1332	1402			1432	1502			1532
Earl Shilton Library	1215			1245	1315			1345	1415			1445	1515			1545
Barwell The Square	1221			1251	1321			1351	1421			1451	1521			1551
Hinckley Bus Station Arrive	1233			1303	1333			1403	1433			1503	1533			1603
Hinckley Bus Station Depart	1238			1308	1338			1408	1438			1508	1538			1608
St Nicolas Park Shops	1249			x	1349			x	1449			x	1549			x
Nuneaton NWSL College	x			1318	x			1418	x			1518	x			1618
Nuneaton Higham Lane School	x			1322	x			1422	x			1522	x			1622
Nuneaton Bus Station Arrive	1256			1326	1356			1426	1456			1526	1556			1626
Nuneaton Bus Station Depart B2		1255	1325			1355	1425			1455	1525			1555	1625	
Hill Top Post Office		1301	1331			1401	1431			1501	1531			1601	1631	
Bedworth Town Centre		1308	1338			1408	1438			1508	1538			1608	1638	
Exhall Blackhorse Road		1312	1342			1412	1442			1512	1542			1612	1642	
Longford Square		1316	1346			1416	1446			1516	1546			1616	1646	
Coventry Trinity Street TS3		1335	1405			1435	1505			1535	1605			1635	1705	

[illegible]

MONDAYS TO FRIDAYS (excluding Bank Holidays)

	158	158	148	158	148	148	158	148	158	148	158	148	158	148	148	158
Coventry Trinity Street TS3						0540						0620		0645	0705	0715
Longford Square						0556						0636		0701	0722	0732
Bayton Rd School Lane						0559						0639		0704	0725	0735
Bedworth Town Centre						0607						0647		0712	0733	0743
Hill Top Post Office						0614						0654		0719	0744	0754
Nuneaton Bus Station Arrive						0620						0700		0725	0754	0804
Nuneaton Bus Station Depart C2			0542	0557	0617			0640	0650	0705	0720	0735	0750	0805		0820
Nuneaton NWSL College			0546	0601	0621			0644	0654	0709	0724	0739	0754	0809		0824
Hinckley Bus Station Arrive			0558	0613	0633			0656	0706	0721	0736	0751	0806	0821		0836
Hinckley Bus Station Depart		0545	0601	0616	0635		0648	0701	0711	0726	0741	0756	0811	0826		0841
Barwell The Square	0440	0555	0614	0628	0648		0701	0714	0724	0739	0754	0809	0824	0839		0854
Earl Shilton Mountfield Road	0445	0600	0618	0633	0655		0708	0721	0731	0746	0801	0816	0831	0846		0901
Leicester Forest East Kings Drive	0459	0614	0632	0648	0710		0723	0738	0748	0803	0818	0833	0848	0903		0918
West End Mostyn Street	0507	0622	0640	0656	0718		0733	0748	0758	0813	0828	0843	0858	0913		0928
Leicester St Margaret's Bus Station	0515	0634	0652	0708	0730		0745	0800	0810	0825	0840	0855	0910	0925		0940

	148	148	158	148	148	148	158	148	148	148	158	148	148	148	158	148
Coventry Trinity Street TS3	0730	0745		0755	0815	0825		0835	0845	0855		0910	0915	0925		0935
Longford Square	0747	0802		0812	0835	0845		0855	0904	0914		0928	0933	0943		0953
Bayton Rd School Lane	0750	0805		0815	0838	0848		0858	0906	0916		0931	0936	0946		0956
Bedworth Town Centre	0758	0813		0823	0846	0856		0906	0915	0925		0939	0944	0954		1004
Hill Top Post Office	0809	0825		0835	0857	0907		0917	0926	0936		0949	0954	1004		1014
Nuneaton Bus Station Arrive	0821	0837		0847	0910	0920		0930	0935	0945		0958	1003	1013		1023
Nuneaton Bus Station Depart C2	0835		0850	0905		0920	0935		0950	1005					1020	1035
Nuneaton NWSL College	0839		0854	0909		0924	0939		0954	1009					1024	1039
Hinckley Bus Station Arrive	0851		0906	0921		0936	0951		1006	1021					1036	1051
Hinckley Bus Station Depart	0856		0911	0926		0941	0956		1011	1026					1041	1056
Barwell The Square	0909		0924	0939		0954	1009		1024	1039					1054	1109
Earl Shilton Mountfield Road	0916		0931	0946		1001	1016		1031	1046					1101	1116
Leicester Forest East Kings Drive	0933		0946	1003		1016	1033		1046	1103					1116	1133
West End Mostyn Street	0943		0956	1013		1026	1043		1056	1113					1126	1143
Leicester St Margaret's Bus Station	0955		1008	1025		1038	1055		1108	1125					1138	1155

	148	148	158	148	148	148	158	148	148	148	158	148	148	148	158	148
Coventry Trinity Street TS3	0945	0955		1005	1015	1025		1035	1045	1055		1105	1115	1125		1135
Longford Square	1005	1015		1025	1033	1043		1053	1103	1113		1123	1133	1143		1153
Bayton Rd School Lane	1009	1019		1029	1036	1046		1056	1106	1116		1126	1136	1146		1156
Bedworth Town Centre	1017	1027		1037	1044	1054		1104	1114	1124		1134	1144	1154		1204
Hill Top Post Office	1027	1037		1047	1054	1104		1114	1124	1134		1144	1154	1204		1214
Nuneaton Bus Station Arrive	1036	1046		1056	1103	1113		1123	1133	1143		1153	1203	1213		1223
Nuneaton Bus Station Depart C2			1050	1105		1120	1135		1150	1205					1220	1235
Nuneaton NWSL College			1054	1109		1124	1139		1154	1209					1224	1239
Hinckley Bus Station Arrive			1106	1121		1136	1151		1206	1221					1236	1251
Hinckley Bus Station Depart			1111	1126		1141	1156		1211	1226					1241	1256
Barwell The Square			1124	1139		1154	1210		1224	1239					1254	1309
Earl Shilton Mountfield Road			1131	1146		1201	1216		1231	1246					1301	1316
Leicester Forest East Kings Drive			1146	1203		1216	1233		1246	1303					1316	1333
West End Mostyn Street			1156	1213		1226	1243		1256	1313					1326	1343
Leicester St Margaret's Bus Station			1208	1225		1238	1255		1308	1325					1338	1355

MONDAYS TO FRIDAYS (excluding Bank Holidays)

	148	148	158	148	148	148	158	148	148	148	158	148	148	158	148
Coventry Trinity Street TS3	1145	1155		1205	1215	1225		1235	1245	1255		1305	1315	1325	1335
Longford Square	1203	1213		1223	1233	1243		1253	1303	1313		1323	1333	1343	1353
Bayton Rd School Lane	1206	1216		1226	1236	1246		1256	1306	1316		1326	1336	1346	1356
Bedworth Town Centre	1214	1224		1234	1244	1254		1304	1314	1324		1334	1344	1354	1404
Hill Top Post Office	1224	1234		1244	1254	1304		1314	1324	1334		1344	1354	1404	1414
Nuneaton Bus Station Arrive	1233	1243		1253	1303	1313		1323	1333	1343		1353	1403	1413	1423
Nuneaton Bus Station Depart C2			1250	1305			1320	1335			1350	1405		1420	1435
Nuneaton NWSL College			1254	1309			1324	1339			1354	1409		1424	1439
Hinckley Bus Station Arrive			1306	1321			1336	1351			1406	1421		1436	1451
Hinckley Bus Station Depart			1311	1326			1341	1356			1411	1426		1441	1456
Barwell The Square			1324	1339			1354	1409			1424	1439		1454	1509
Earl Shilton Mountfield Road			1331	1346			1401	1416			1431	1446		1501	1516
Leicester Forest East Kings Drive			1346	1403			1416	1433			1448	1503		1518	1533
West End Mostyn Street			1356	1413			1426	1443			1458	1513		1528	1543
Leicester St Margaret's Bus Station			1408	1425			1438	1455			1510	1525		1540	1555

	148	148	158	148	148	148	158	148	148	148	158	148	148	148	158	148
Coventry Trinity Street TS3	1345	1355		1405	1415	1425		1435	1445	1455		1505	1515	1525		1535
Longford Square	1403	1413		1423	1433	1443		1453	1503	1513		1523	1533	1543		1553
Bayton Rd School Lane	1406	1416		1426	1436	1446		1456	1506	1516		1526	1536	1546		1556
Bedworth Town Centre	1414	1424		1434	1444	1454		1504	1514	1524		1534	1544	1554		1604
Hill Top Post Office	1424	1434		1444	1454	1504		1514	1524	1534		1544	1554	1604		1614
Nuneaton Bus Station Arrive	1433	1443		1453	1503	1513		1523	1533	1543		1553	1603	1613		1623
Nuneaton Bus Station Depart C2			1450	1505			1520	1535			1550	1605		1620	1635	
Nuneaton NWSL College			1454	1509			1524	1539			1554	1609		1624	1639	
Hinckley Bus Station Arrive			1506	1521			1536	1551			1606	1621		1636	1651	
Hinckley Bus Station Depart			1511	1526			1541	1556			1611	1626		1641	1656	
Barwell The Square			1524	1539			1554	1609			1624	1639		1654	1709	
Earl Shilton Mountfield Road			1531	1546			1601	1616			1631	1646		1701	1716	
Leicester Forest East Kings Drive			1548	1603			1618	1633			1648	1703		1718	1733	
West End Mostyn Street			1558	1613			1628	1643			1658	1713		1728	1743	
Leicester St Margaret's Bus Station			1610	1625			1640	1655			1710	1725		1740	1755	

	148	148	158	148	148	148	158	148	148	158	148	148	158	148	148	148
Coventry Trinity Street TS3	1545	1555		1605	1615	1625		1635	1645		1705	1715		1725	1735	1745
Longford Square	1603	1613		1623	1633	1643		1653	1703		1723	1733		1743	1800	1810
Bayton Rd School Lane	1606	1616		1628	1638	1648		1658	1708		1728	1738		1748	1803	1813
Bedworth Town Centre	1614	1624		1637	1647	1657		1707	1717		1737	1747		1757	1813	1823
Hill Top Post Office	1624	1634		1649	1659	1709		1719	1729		1749	1759		1809	1823	1833
Nuneaton Bus Station Arrive	1633	1643		1702	1712	1722		1732	1742		1802	1812		1822	1830	1840
Nuneaton Bus Station Depart C2			1650	1705			1720	1740		1800			1820	1830		
Nuneaton NWSL College			1654	1709			1724	1744		1804			1824	1834		
Hinckley Bus Station Arrive			1706	1721			1736	1756		1816			1836	1844		
Hinckley Bus Station Depart			1711	1726			1741	1801		1821				1849		
Barwell The Square			1724	1739			1754	1814		1834				1900		
Earl Shilton Mountfield Road			1731	1745			1801	1821		1841				1905		
Leicester Forest East Kings Drive			1746	1801			1816	1836		1856				1919		
West End Mostyn Street			1756	1811			1826	1846		1906				1927		
Leicester St Margaret's Bus Station			1808	1823			1838	1858		1918				1937		

MONDAYS TO FRIDAYS (excluding Bank Holidays)

	148	158	148	148	148	148	148	148	158	148	148	148	148	158	148	148
Coventry Trinity Street TS3	1755		1810	1825	1835	1850	1900	1910		1930	1950	2010	2040		2110	2140
Longford Square	1820		1835	1843	1900	1910	1919	1927		1952	2007	2027	2057		2128	2158
Bayton Rd School Lane	1823		1838	1848	1903	1914	1923	1931		1956	2011	2031	2101		2132	2202
Bedworth Town Centre	1833		1848	1857	1913	1922	1930	1938		2003	2018	2038	2108		2138	2208
Hill Top Post Office	1843		1858	1909	1923	1931	1939	1947		2012	2027	2047	2117		2147	2217
Nuneaton Bus Station Arrive	1850		1905	1922	1930	1938	1946	1954		2019	2034	2054	2124		2151	2224
Nuneaton Bus Station Depart C2		1900		1930					2000	2030		2100		2130	2200	
Nuneaton NWSL College		1904		1934					2004	2034		2104		2134	2204	
Hinckley Bus Station Arrive		1914		1944					2014	2044		2114		2144	2214	
Hinckley Bus Station Depart		1919		1949					2019	2049		2119		2149	2219	
Barwell The Square		1930		2000					2030	2100		2130		2200	2230	
Earl Shilton Mountfield Road		1935		2005					2035	2105		2135		2205	2235	
Leicester Forest East Kings Drive		1949		2019					2049	2119		2149		2219	2249	
West End Mostyn Street		1957		2027					2057	2127		2157		2227	2257	
Leicester St Margaret's Bus Station		2007		2037					2107	2137		2207		2237	2307	

	158	148	148	148	148
Coventry Trinity Street TS3	2210	2240	2310	2340	
Longford Square	2228	2258	2328	2358	
Bayton Rd School Lane	2232	2302	2332	2402	
Bedworth Town Centre	2238	2308	2338	2408	
Hill Top Post Office	2247	2317	2347	2417	
Nuneaton Bus Station Arrive	2254	2324	2354	2424	
Nuneaton Bus Station Depart C2	2230				
Nuneaton NWSL College	2234				
Hinckley Bus Station Arrive	2244				
Hinckley Bus Station Depart	2249				
Barwell The Square	2300				
Earl Shilton Mountfield Road	2305				
Leicester Forest East Kings Drive	2319				
West End Mostyn Street	2327				
Leicester St Margaret's Bus Station	2337				

SATURDAYS (excluding Bank Holidays)																
	158	158	148	148	148	158	148	158	148	158	148	158	148	158	148	158
Coventry Trinity Street TS3			0620	0650											0712	
Longford Square			0638	0708											0728	
Bayton Rd School Lane			0642	0712											0732	
Bedworth Town Centre			0650	0720											0740	
Hill Top Post Office			0700	0730											0750	
Nuneaton Bus Station Arrive			0708	0739											0759	
Nuneaton Bus Station Depart C2					0535		0605		0635	0650	0705	0720	0735	0750	0805	0820
Nuneaton NWSL College					0539		0609		0639	0654	0709	0724	0739	0754	0809	0824
Hinckley Bus Station Arrive					0551		0621		0651	0706	0721	0736	0751	0806	0821	0836
Hinckley Bus Station Depart					0556	0611	0626	0641	0656	0711	0726	0741	0756	0811	0826	0841
Barwell The Square		0551			0609	0624	0639	0654	0709	0724	0739	0754	0809	0824	0839	0854
Earl Shilton Mountfield Road		0556			0614	0629	0644	0701	0714	0731	0746	0801	0816	0831	0846	0901
Leicester Forest East Kings Drive	0550	0610			0628	0643	0658	0716	0728	0746	0801	0816	0831	0846	0901	0916
West End Mostyn Street	0558	0618			0636	0651	0706	0726	0736	0756	0811	0826	0841	0856	0911	0926
Leicester St Margaret's Bus Station	0610	0630			0648	0703	0718	0738	0748	0808	0823	0838	0853	0908	0923	0938

	148	148	158	148	148	158	148	148	158	148	148	158	148	148	158	148
Coventry Trinity Street TS3	0727	0747		0802	0817		0832	0847		0902	0917		0932	0947		1002
Longford Square	0743	0805		0818	0835		0848	0905		0918	0935		0948	1005		1018
Bayton Rd School Lane	0747	0809		0822	0839		0852	0909		0922	0939		0952	1009		1022
Bedworth Town Centre	0755	0817		0830	0847		0900	0917		0930	0947		1000	1017		1030
Hill Top Post Office	0805	0827		0840	0857		0910	0927		0940	0957		1010	1027		1040
Nuneaton Bus Station Arrive	0814	0836		0849	0906		0919	0936		0949	1006		1019	1036		1049
Nuneaton Bus Station Depart C2	0835		0850	0905		0920	0935		0950	1005		1020	1035		1050	1105
Nuneaton NWSL College	0839		0854	0909		0924	0939		0954	1009		1024	1039		1054	1109
Hinckley Bus Station Arrive	0851		0906	0921		0936	0951		1006	1021		1036	1051		1106	1121
Hinckley Bus Station Depart	0856		0911	0926		0941	0956		1011	1026		1041	1056		1111	1126
Barwell The Square	0909		0924	0939		0954	1009		1024	1039		1054	1109		1124	1139
Earl Shilton Mountfield Road	0916		0931	0946		1001	1016		1031	1046		1101	1116		1131	1146
Leicester Forest East Kings Drive	0931		0946	1001		1016	1031		1046	1101		1116	1131		1146	1201
West End Mostyn Street	0941		0956	1011		1026	1041		1056	1111		1126	1141		1156	1211
Leicester St Margaret's Bus Station	0953		1008	1023		1038	1053		1108	1123		1138	1153		1208	1223

	148	158	148	148	158	148	148	158	148	148	158	148	148	158	148	148
Coventry Trinity Street TS3	1017		1032	1047		1102	1117		1132	1147		1202	1217		1232	1247
Longford Square	1035		1048	1105		1118	1135		1148	1205		1218	1235		1248	1305
Bayton Rd School Lane	1039		1052	1109		1122	1139		1152	1209		1222	1239		1252	1309
Bedworth Town Centre	1047		1100	1117		1130	1147		1200	1217		1230	1247		1300	1317
Hill Top Post Office	1057		1110	1127		1140	1157		1210	1227		1240	1257		1310	1327
Nuneaton Bus Station Arrive	1106		1119	1136		1149	1206		1219	1236		1249	1306		1319	1336
Nuneaton Bus Station Depart C2		1120	1135		1150	1205		1220	1235		1250	1305		1320	1335	
Nuneaton NWSL College		1124	1139		1154	1209		1224	1239		1254	1309		1324	1339	
Hinckley Bus Station Arrive		1136	1151		1206	1221		1236	1251		1306	1321		1336	1351	
Hinckley Bus Station Depart		1141	1156		1211	1226		1241	1256		1311	1326		1341	1356	
Barwell The Square		1154	1209		1224	1239		1254	1309		1324	1339		1354	1409	
Earl Shilton Mountfield Road		1201	1216		1231	1246		1301	1316		1331	1346		1401	1416	
Leicester Forest East Kings Drive		1216	1231		1246	1301		1316	1331		1346	1401		1416	1431	
West End Mostyn Street		1226	1241		1256	1311		1326	1341		1356	1411		1426	1441	
Leicester St Margaret's Bus Station		1238	1253		1308	1323		1338	1353		1408	1423		1438	1453	

SATURDAYS (excluding Bank Holidays)																	
	158	148	148	158	148	148	158	148	148	158	148	148	158	148	148	158	148
Coventry Trinity Street TS3		1302	1317		1332	1347		1402	1417		1432	1447		1502	1517		1532
Longford Square		1318	1335		1348	1405		1418	1435		1448	1505		1518	1535		1548
Bayton Rd School Lane		1322	1339		1352	1409		1422	1439		1452	1509		1522	1539		1552
Bedworth Town Centre		1330	1347		1400	1417		1430	1447		1500	1517		1530	1547		1600
Hill Top Post Office		1340	1357		1410	1427		1440	1457		1510	1527		1540	1557		1610
Nuneaton Bus Station Arrive		1349	1406		1419	1436		1449	1506		1519	1536		1549	1606		1619
Nuneaton Bus Station Depart C2	1350	1405		1420	1435		1450	1505		1520	1535		1550	1605		1620	1635
Nuneaton NWSL College	1354	1409		1424	1439		1454	1509		1524	1539		1554	1609		1624	1639
Hinckley Bus Station Arrive	1406	1421		1436	1451		1506	1521		1536	1551		1606	1621		1636	1651
Hinckley Bus Station Depart	1411	1426		1441	1456		1511	1526		1541	1556		1611	1626		1641	1656
Barwell The Square	1424	1439		1454	1509		1524	1539		1554	1609		1624	1639		1654	1709
Earl Shilton Mountfield Road	1431	1446		1501	1516		1531	1546		1601	1616		1631	1646		1701	1716
Leicester Forest East Kings Drive	1446	1501		1516	1531		1546	1601		1616	1631		1646	1701		1716	1731
West End Mostyn Street	1456	1511		1526	1541		1556	1611		1626	1641		1656	1711		1726	1741
Leicester St Margaret's Bus Station	1508	1523		1538	1553		1608	1623		1638	1653		1708	1723		1738	1753

	148	158	148	148	158	148	148	148	158	148	158	148	148	148	158	148	148
Coventry Trinity Street TS3	1547		1602	1617		1632	1647	1702		1717		1732	1748	1800		1815	1830
Longford Square	1605		1618	1635		1648	1705	1720		1735		1748	1806	1818		1833	1848
Bayton Rd School Lane	1609		1622	1639		1652	1709	1724		1739		1752	1810	1822		1837	1852
Bedworth Town Centre	1617		1630	1647		1700	1717	1732		1747		1800	1818	1830		1845	1900
Hill Top Post Office	1627		1640	1657		1710	1727	1742		1757		1810	1828	1840		1855	1910
Nuneaton Bus Station Arrive	1636		1649	1706		1719	1736	1751		1806		1819	1837	1848		1903	1919
Nuneaton Bus Station Depart C2		1650	1705		1720	1740			1800		1820	1830			1900		1930
Nuneaton NWSL College		1654	1709		1724	1744			1804		1824	1834			1904		1934
Hinckley Bus Station Arrive		1706	1721		1736	1756			1816		1836	1844			1914		1944
Hinckley Bus Station Depart		1711	1726		1741	1801			1821			1849			1919		1949
Barwell The Square		1724	1739		1754	1814			1834			1900			1930		2000
Earl Shilton Mountfield Road		1731	1746		1801	1821			1841			1905			1935		2005
Leicester Forest East Kings Drive		1746	1801		1816	1836			1856			1919			1949		2019
West End Mostyn Street		1756	1811		1826	1846			1906			1927			1957		2027
Leicester St Margaret's Bus Station		1808	1823		1838	1858			1918			1937			2007		2037

	148	148	158	148	148	148	148	148	158	148	148	158	148	148	148	148	
Coventry Trinity Street TS3	1845	1900		1915	1930	1950	2010	2040		2110	2140		2210	2240	2310	2340	
Longford Square	1903	1918		1933	1948	2008	2028	2058		2128	2158		2228	2258	2328	2358	
Bayton Rd School Lane	1907	1922		1937	1952	2012	2032	2102		2132	2202		2232	2302	2332	2402	
Bedworth Town Centre	1915	1930		1945	2000	2020	2040	2110		2140	2210		2240	2310	2340	2410	
Hill Top Post Office	1925	1940		1955	2010	2030	2050	2120		2150	2220		2250	2320	2350	2420	
Nuneaton Bus Station Arrive	1934	1949		2004	2019	2039	2059	2128		2159	2229		2259	2329	2359	2429	
Nuneaton Bus Station Depart C2			2000		2030		2100		2130	2200		2230					
Nuneaton NWSL College			2004		2034		2104		2134	2204		2234					
Hinckley Bus Station Arrive			2014		2044		2114		2144	2214		2244					
Hinckley Bus Station Depart			2019		2049		2119		2149	2219		2249					
Barwell The Square			2030		2100		2130		2200	2230		2300					
Earl Shilton Mountfield Road			2035		2105		2135		2205	2235		2305					
Leicester Forest East Kings Drive			2049		2119		2149		2219	2249		2319					
West End Mostyn Street			2057		2127		2157		2227	2257		2327					
Leicester St Margaret's Bus Station			2107		2137		2207		2237	2307		2337					

SUNDAYS & MOST PUBLIC HOLIDAYS

	148	158	148	148	158	148	148	148	158	148	148	148	158	148	148	148
Coventry Trinity Street TS3				0808			0908				1008	1038			1108	1138
Longford Square				0825			0925				1025	1055			1125	1155
Bayton Rd School Lane				0828			0928				1028	1058			1128	1158
Bedworth Town Centre				0835			0935	1005			1035	1105			1135	1205
Hill Top Post Office				0842			0942	1012			1042	1112			1142	1212
Nuneaton Bus Station Arrive				0850			0950	1020			1050	1120			1150	1220
Nuneaton Bus Station Depart C2	0740	0810	0840		0910	0940			1010	1040				1110	1140	
Nuneaton Eastfield Road	0744	x	0844		x	0944			x	1044				x	1144	
Nuneaton NWSL College	0748	x	0848		x	0948			x	1048				x	1148	
St Nicolas Park Shops	x	0817	x		0917	x			1017	x				1117	x	
Hinckley Bus Station Arrive	0759	0829	0859		0929	0959			1029	1059				1129	1159	
Hinckley Bus Station Depart	0805	0835	0905		0935	1005			1035	1105				1135	1205	
Barwell The Square	0818	0848	0918		0948	1018			1048	1118				1148	1218	
Earl Shilton Mountfield Road	0825	0855	0925		0955	1025			1055	1125				1155	1225	
Leicester Forest East Kings Drive	0840	0910	0940		1010	1040			1110	1140				1210	1240	
West End Mostyn Street	0850	0920	0950		1020	1050			1120	1150				1220	1250	
Leicester St Margaret's Bus Station	0902	0932	1002		1032	1102			1132	1202				1232	1302	

	158	148	148	148	158	148	148	148	158	148	148	148	158	148	148	148
Coventry Trinity Street TS3			1208	1238			1308	1338			1408	1438			1508	1538
Longford Square			1225	1255			1325	1355			1425	1455			1525	1555
Bayton Rd School Lane			1228	1258			1328	1358			1428	1458			1528	1558
Bedworth Town Centre			1235	1305			1335	1405			1435	1505			1535	1605
Hill Top Post Office			1242	1312			1342	1412			1442	1512			1542	1612
Nuneaton Bus Station Arrive			1250	1320			1350	1420			1450	1520			1550	1620
Nuneaton Bus Station Depart C2	1210	1240			1310	1340			1410	1440				1510	1540	
Nuneaton Eastfield Road	x	1244			x	1344			x	1444				x	1544	
Nuneaton NWSL College	x	1248			x	1348			x	1448				x	1548	
St Nicolas Park Shops	1217	x			1317	x			1417	x				1517	x	
Hinckley Bus Station Arrive	1229	1259			1329	1359			1429	1459				1529	1559	
Hinckley Bus Station Depart	1235	1305			1335	1405			1435	1505				1535	1605	
Barwell The Square	1248	1318			1348	1418			1448	1518				1548	1618	
Earl Shilton Mountfield Road	1255	1325			1355	1425			1455	1525				1555	1625	
Leicester Forest East Kings Drive	1310	1340			1410	1440			1510	1540				1610	1640	
West End Mostyn Street	1320	1350			1420	1450			1520	1550				1620	1650	
Leicester St Margaret's Bus Station	1332	1402			1432	1502			1532	1602				1632	1702	

SUNDAYS & MOST PUBLIC HOLIDAYS

	158	148	148	148	158	148	148	158	148	148	148	148	148
Coventry Trinity Street TS3			1608	1638			1708		1738	1808		2140	2340
Longford Square			1625	1655			1725		1755	1825		2157	2357
Bayton Rd School Lane			1628	1658			1728		1758	1828		2200	2400
Bedworth Town Centre			1635	1705			1735		1805	1835		2207	2407
Hill Top Post Office			1642	1712			1742		1812	1842		2214	2414
Nuneaton Bus Station Arrive			1650	1720			1750		1820	1850		2222	2422
Nuneaton Bus Station Depart C2	1610	1640			1710	1740		1810			1910		
Nuneaton Eastfield Road	x	1644			x	1744		x			1914		
Nuneaton NWSL College	x	1648			x	1748		x			1918		
St Nicolas Park Shops	1617	x			1717	x		1817			x		
Hinckley Bus Station Arrive	1629	1659			1729	1759		1829			1929		
Hinckley Bus Station Depart	1635	1705			1735			1835					
Barwell The Square	1648	1718			1748			1848					
Earl Shilton Mountfield Road	1655	1725			1755			1855					
Leicester Forest East Kings Drive	1710	1740			1810			1910					
West End Mostyn Street	1720	1750			1820			1920					
Leicester St Margaret's Bus Station	1732	1802			1832			1932					

148 journeys are run by **Stagecoach**

158 journeys are run by **Arriva**

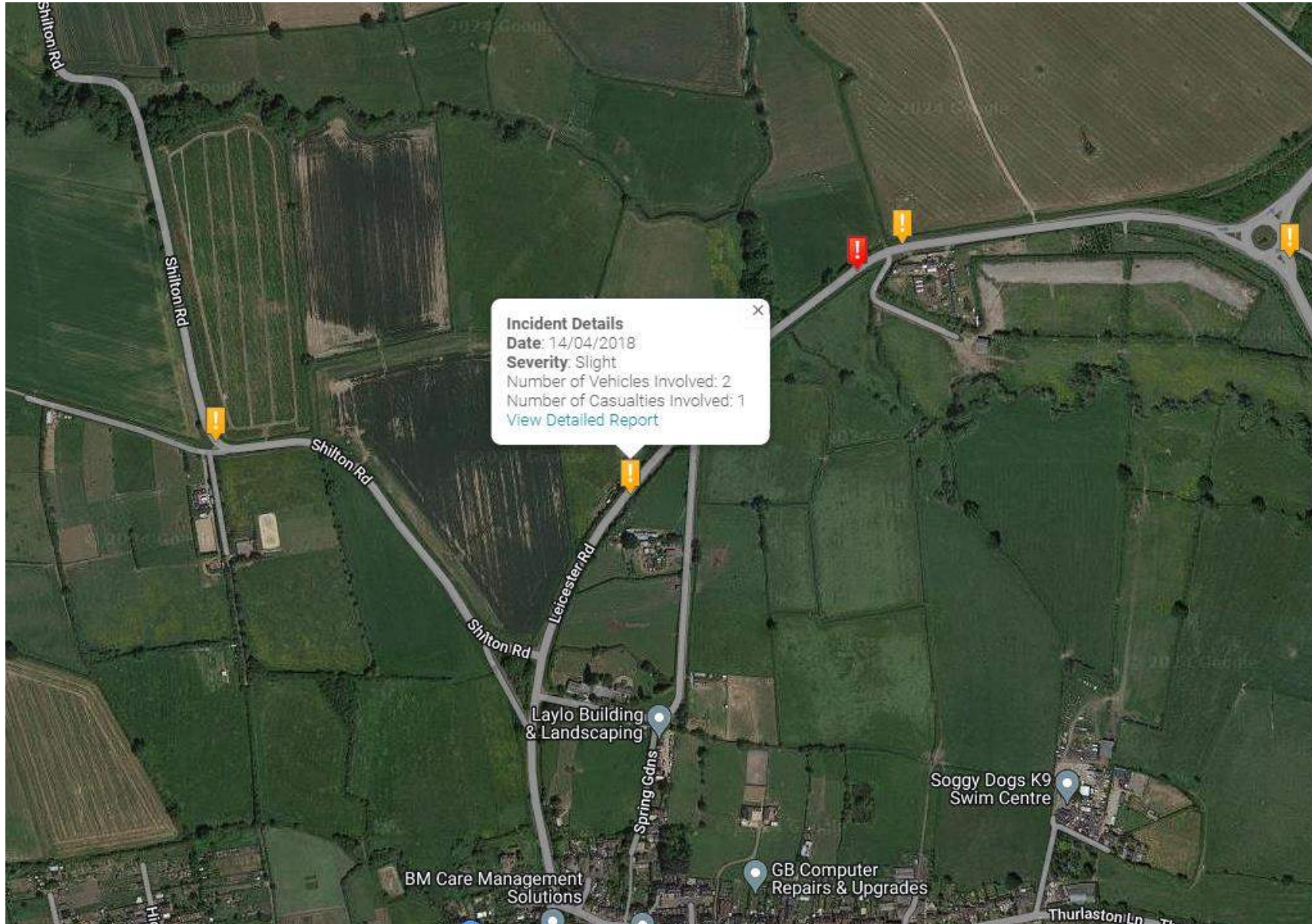
A proud partnership between



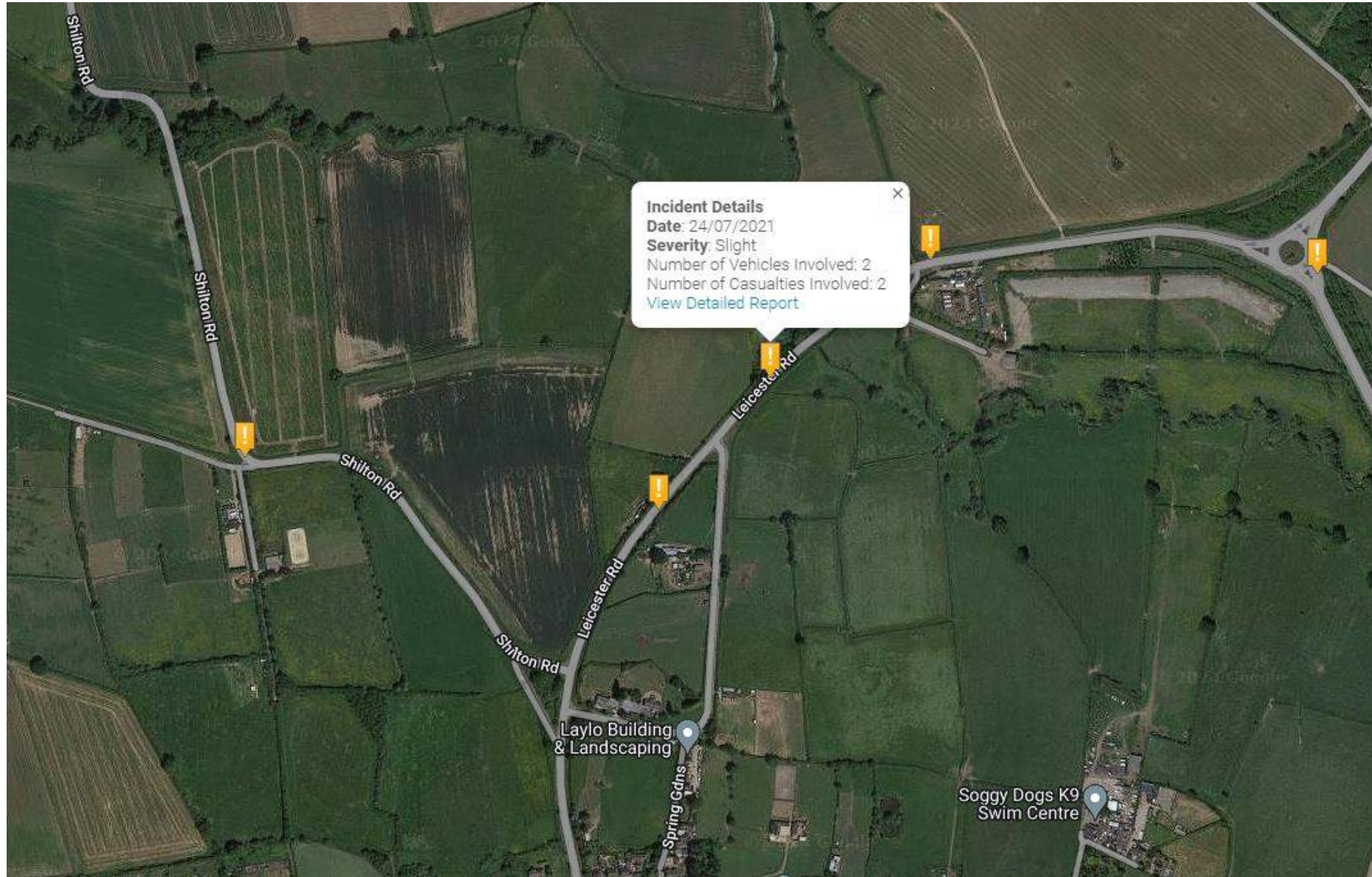
Accident Data Extract for proposed residential site and its immediate surroundings between 2018 and 2022. The data has been taken from the <https://www.crashmap.co.uk/Search> website by MAC Pre-Planning Engineering on Friday 28th February 2024. The approximate location of the development site is shown with a red line on the extract below.



Leicester Road (Southern Accident)



Leicester Road (Northern Accident)



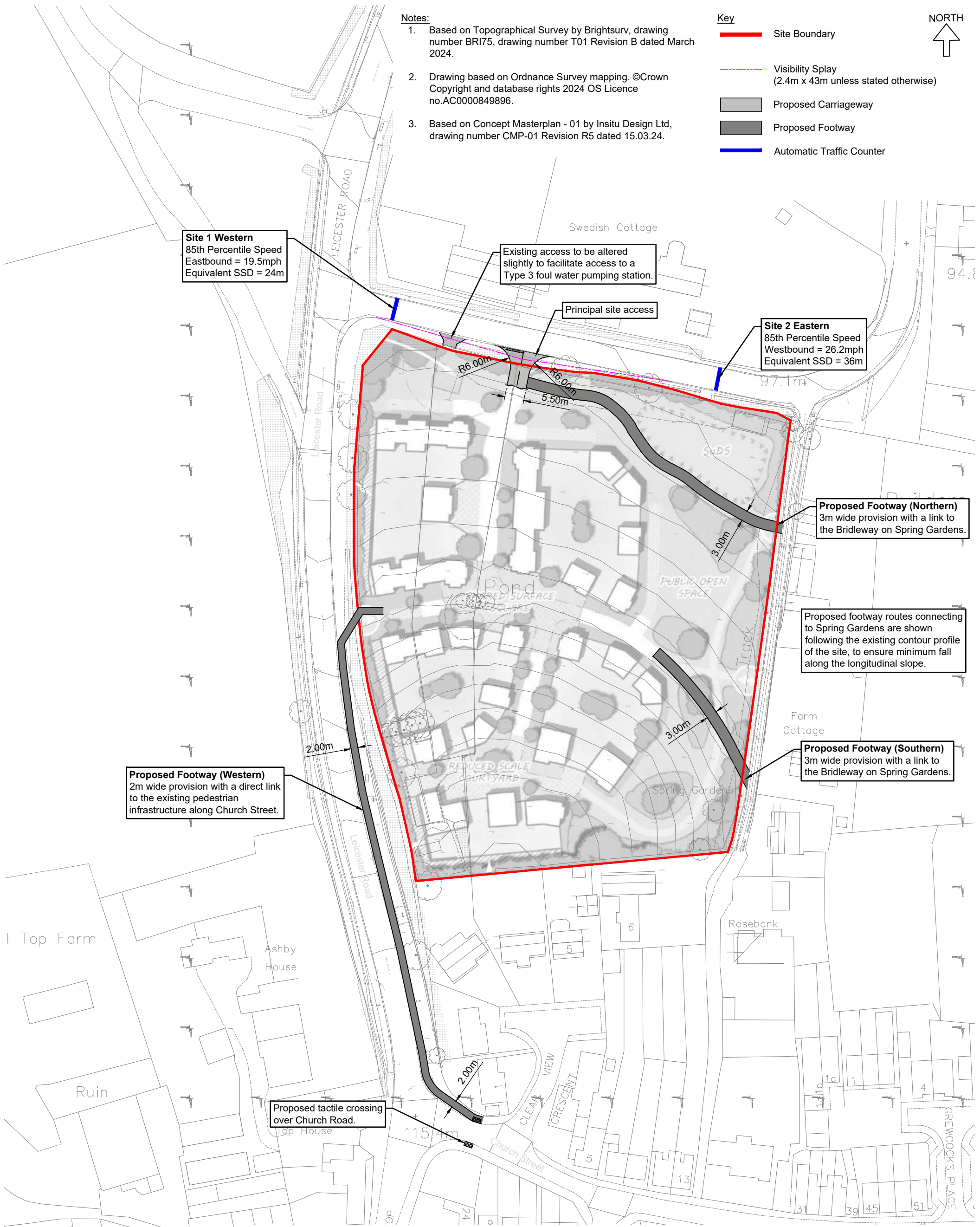
Keats Lane and High Street



Appendix G

Proposed Access Strategy
MAC drawing no. 923-TA10B

Proposed Access Strategy, Without Approved Sites to the West
MAC drawing no. 923-TA11A



- Notes:
- 1. Based on Topographical Survey by Brightsurv, drawing number BRI75, drawing number T01 Revision B dated March 2024.
 - 2. Drawing based on Ordnance Survey mapping. ©Crown Copyright and database rights 2024 OS Licence no.AC0000849896.
 - 3. Based on Concept Masterplan - 01 by Insitu Design Ltd, drawing number CMP-01 Revision R5 dated 15.03.24.

Key

Site Boundary

Visibility Splay
(2.4m x 43m unless stated otherwise)

Proposed Carriageway

Proposed Footway

Automatic Traffic Counter

NORTH

Site 1 Western
85th Percentile Speed
Eastbound = 19.5mph
Equivalent SSD = 24m

Existing access to be altered
slightly to facilitate access to a
Type 3 foul water pumping station.

Principal site access

Site 2 Eastern
85th Percentile Speed
Westbound = 26.2mph
Equivalent SSD = 36m

Proposed Footway (Northern)
3m wide provision with a link to
the Bridleway on Spring Gardens.

Proposed footway routes connecting
to Spring Gardens are shown
following the existing contour profile
of the site, to ensure minimum fall
along the longitudinal slope.

Proposed Footway (Western)
2m wide provision with a direct link
to the existing pedestrian
infrastructure along Church Street.

Proposed Footway (Southern)
3m wide provision with a link to
the Bridleway on Spring Gardens.

Proposed tactile crossing
over Church Road.



T: 01604 340544 Northampton Office
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Martin Andrews Consulting Ltd

- Transport Assessments
- Flood Risk Assessments
- Highway Advice
- Access Design
- Drainage Strategies
- Vehicle tracking

Client: Manor Oak Homes		Project: Leicester Road Earl Shilton	
Title: Proposed Site Access Strategy Without Approved Sites to the West		Date: 08.05.24	
		Drw: AN	
Drawing No: 923-TA11		Chk: MJA	
		Scale: 1:1000	
		Revision: A	
		Size: A3	

Calculation Reference: AUDIT-864401-240226-0255

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	5 days
	MW MEDWAY	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	DC DORSET	2 days
	SD SWINDON	1 days
	SM SOMERSET	1 days
	TB TORBAY	1 days
04	EAST ANGLIA	
	NF NORFOLK	3 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
09	NORTH	
	DH DURHAM	1 days
	FU WESTMORLAND & FURNESS	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 18 to 50 (units:)
Range Selected by User: 15 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 13/03/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	5 days
Tuesday	6 days
Wednesday	7 days
Thursday	5 days
Friday	4 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	27 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	7
Edge of Town	16

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	26
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	6 days - Selected
Servicing vehicles Excluded	21 days - Selected

Secondary Filtering selection:

Use Class:

C3 27 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	9 days
10,001 to 15,000	9 days
15,001 to 20,000	2 days
20,001 to 25,000	3 days
25,001 to 50,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	4 days
50,001 to 75,000	5 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	10 days
250,001 to 500,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	6 days
1.1 to 1.5	19 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	14 days
No	13 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	27 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AC-03-A-04	TOWN HOUSES		CHESHIRE WEST & CHESTER
	LONDON ROAD			
	NORTHWICH			
	LEFTWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	24		
	Survey date: THURSDAY	06/06/19	Survey Type: MANUAL	
2	CT-03-A-01	MIXED HOUSES		CENTRAL BEDFORDSHIRE
	ARLESEY ROAD			
	STOTFOLD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	46		
	Survey date: WEDNESDAY	22/06/22	Survey Type: MANUAL	
3	DC-03-A-09	MIXED HOUSES		DORSET
	A350			
	SHAFTESBURY			
	Edge of Town			
	No Sub Category			
	Total No of Dwellings:	50		
	Survey date: FRIDAY	19/11/21	Survey Type: MANUAL	
4	DC-03-A-10	MIXED HOUSES		DORSET
	ADDISON CLOSE			
	GILLINGHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	26		
	Survey date: WEDNESDAY	09/11/22	Survey Type: MANUAL	
5	DH-03-A-01	SEMI DETACHED		DURHAM
	GREENFIELDS ROAD			
	BISHOP AUCKLAND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	50		
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL	
6	ES-03-A-09	DETACHED & SEMI-DETACHED		EAST SUSSEX
	THE FAIRWAY			
	NEWHAVEN			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	47		
	Survey date: MONDAY	13/03/23	Survey Type: MANUAL	
7	FU-03-A-02	DETACHED / TERRACED HOUSING		WESTMORLAND & FURNESS
	MACADAM WAY			
	PENRITH			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	50		
	Survey date: TUESDAY	21/06/16	Survey Type: MANUAL	
8	HC-03-A-17	HOUSES & FLATS		HAMPSHIRE
	CANADA WAY			
	LIPHOOK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	36		
	Survey date: THURSDAY	12/11/15	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

9	HC-03-A-21	TERRACED & SEMI-DETACHED	HAMPSHIRE
	PRIESTLEY ROAD		
	BASINGSTOKE		
	HOUNDMILLS		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	39	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
10	HC-03-A-22	MIXED HOUSES	HAMPSHIRE
	BOW LAKE GARDENS		
	NEAR EASTLEIGH		
	BISHOPSTOKE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: WEDNESDAY	31/10/18	Survey Type: MANUAL
11	HC-03-A-30	TERRACED HOUSES	HAMPSHIRE
	MEUDON AVENUE		
	FARNBOROUGH		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	31	
	Survey date: FRIDAY	14/10/22	Survey Type: MANUAL
12	HC-03-A-31	MIXED HOUSES & FLATS	HAMPSHIRE
	KILN ROAD		
	LIPHOOK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	44	
	Survey date: FRIDAY	07/10/22	Survey Type: MANUAL
13	LN-03-A-04	DETACHED & SEMI-DETACHED	LINCOLNSHIRE
	EGERTON ROAD		
	LINCOLN		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	30	
	Survey date: MONDAY	29/06/15	Survey Type: MANUAL
14	MW-03-A-02	MIXED HOUSES	MEDWAY
	OTTERHAM QUAY LANE		
	RAINHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	19	
	Survey date: MONDAY	06/06/22	Survey Type: MANUAL
15	NF-03-A-05	MIXED HOUSES	NORFOLK
	HEATH DRIVE		
	HOLT		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL
16	NF-03-A-37	MIXED HOUSES	NORFOLK
	GREENFIELDS ROAD		
	DEREHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	44	
	Survey date: TUESDAY	27/09/22	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	NF-03-A-51	SEMI-DETACHED	NORFOLK
	CITY ROAD		
	NORWICH		
	LAKENHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	34	
	Survey date: TUESDAY	13/09/22	Survey Type: MANUAL
18	NT-03-A-08	DETACHED HOUSES	NOTTINGHAMSHIRE
	WIGHAY ROAD		
	HUCKNALL		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	36	
	Survey date: MONDAY	18/10/21	Survey Type: MANUAL
19	NY-03-A-12	TOWN HOUSES	NORTH YORKSHIRE
	RACECOURSE LANE		
	NORTHALLERTON		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	47	
	Survey date: TUESDAY	27/09/16	Survey Type: MANUAL
20	NY-03-A-14	DETACHED & BUNGALOWS	NORTH YORKSHIRE
	PALACE ROAD		
	RIPON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	45	
	Survey date: WEDNESDAY	18/05/22	Survey Type: MANUAL
21	PB-03-A-04	DETACHED HOUSES	PETERBOROUGH
	EASTFIELD ROAD		
	PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	28	
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL
22	SC-03-A-07	MIXED HOUSES	SURREY
	FOLLY HILL		
	FARNHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	41	
	Survey date: WEDNESDAY	11/05/22	Survey Type: MANUAL
23	SD-03-A-01	SEMI DETACHED	SWINDON
	HEADLANDS GROVE		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	27	
	Survey date: THURSDAY	22/09/16	Survey Type: MANUAL
24	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE		
	BURY ST EDMUNDS		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	18	
	Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

25	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD Edge of Town Residential Zone Total No of Dwellings: 33 Survey date: THURSDAY 24/09/15	DETACHED & SEMI	SOMERSET	Survey Type: MANUAL
26	TB-03-A-01 BRONSHILL ROAD TORQUAY Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 37 Survey date: WEDNESDAY 30/09/15	TERRACED HOUSES	TORBAY	Survey Type: MANUAL
27	WK-03-A-04 DALEHOUSE LANE KENILWORTH Edge of Town Residential Zone Total No of Dwellings: 49 Survey date: FRIDAY 27/09/19	DETACHED HOUSES	WARWICKSHIRE	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.68

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	37	0.086	27	37	0.257	27	37	0.343
08:00 - 09:00	27	37	0.176	27	37	0.356	27	37	0.532
09:00 - 10:00	27	37	0.178	27	37	0.201	27	37	0.379
10:00 - 11:00	27	37	0.148	27	37	0.169	27	37	0.317
11:00 - 12:00	27	37	0.154	27	37	0.151	27	37	0.305
12:00 - 13:00	27	37	0.163	27	37	0.201	27	37	0.364
13:00 - 14:00	27	37	0.178	27	37	0.167	27	37	0.345
14:00 - 15:00	27	37	0.156	27	37	0.203	27	37	0.359
15:00 - 16:00	27	37	0.293	27	37	0.211	27	37	0.504
16:00 - 17:00	27	37	0.281	27	37	0.171	27	37	0.452
17:00 - 18:00	27	37	0.332	27	37	0.192	27	37	0.524
18:00 - 19:00	27	37	0.224	27	37	0.135	27	37	0.359
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.369			2.414			4.783

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	18 - 50 (units:)
Survey date range:	01/01/15 - 13/03/23
Number of weekdays (Monday-Friday):	27
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.68

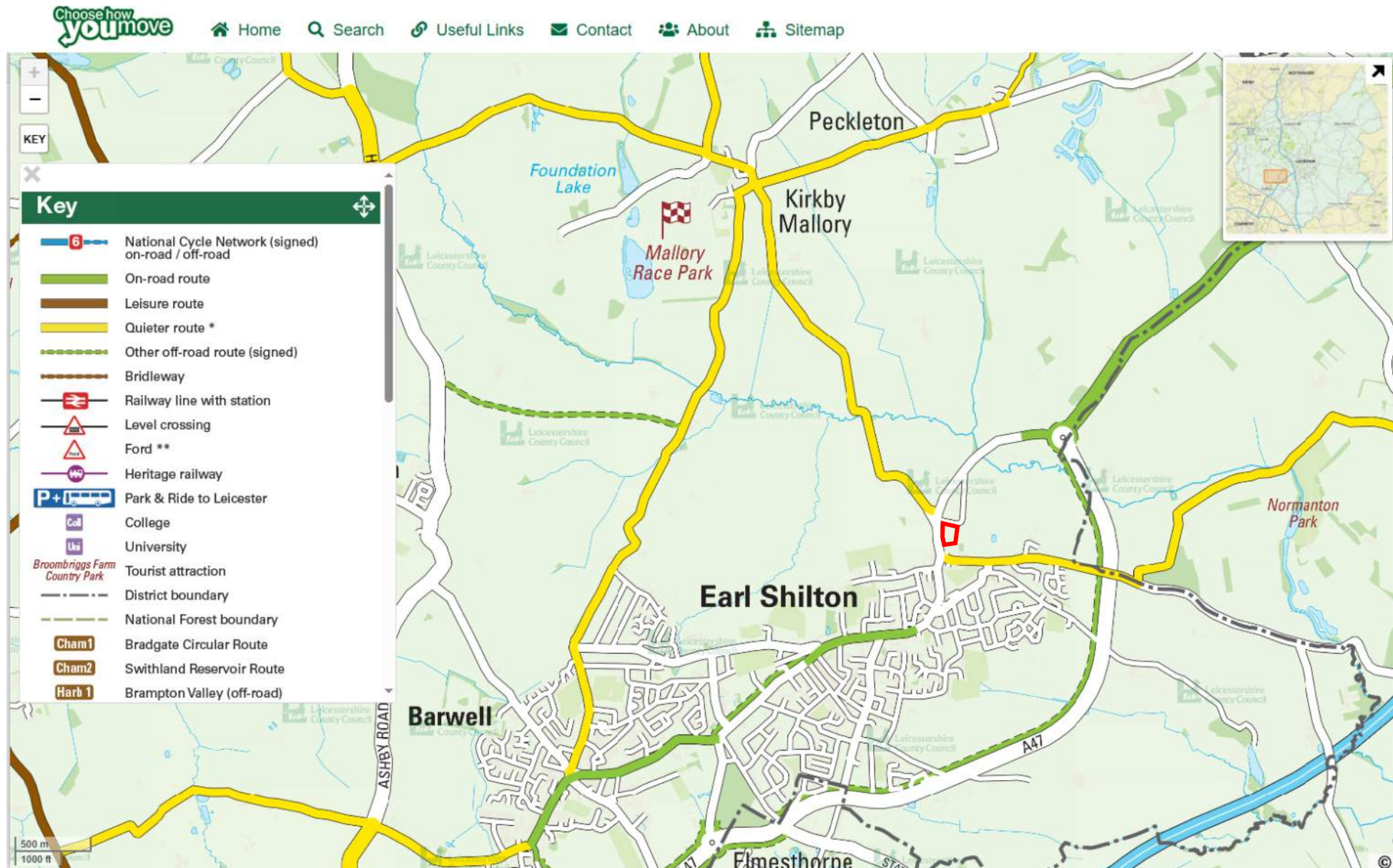
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	37	0.125	27	37	0.438	27	37	0.563
08:00 - 09:00	27	37	0.244	27	37	0.772	27	37	1.016
09:00 - 10:00	27	37	0.270	27	37	0.319	27	37	0.589
10:00 - 11:00	27	37	0.237	27	37	0.289	27	37	0.526
11:00 - 12:00	27	37	0.230	27	37	0.243	27	37	0.473
12:00 - 13:00	27	37	0.262	27	37	0.297	27	37	0.559
13:00 - 14:00	27	37	0.261	27	37	0.256	27	37	0.517
14:00 - 15:00	27	37	0.258	27	37	0.326	27	37	0.584
15:00 - 16:00	27	37	0.600	27	37	0.337	27	37	0.937
16:00 - 17:00	27	37	0.500	27	37	0.274	27	37	0.774
17:00 - 18:00	27	37	0.538	27	37	0.322	27	37	0.860
18:00 - 19:00	27	37	0.379	27	37	0.235	27	37	0.614
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.904			4.108			8.012

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Cycle mapping information has been taken from an interactive online map found at

https://leicestershire.activemap.co.uk/online_cycle_mapping_facility_county_map/earl+shilton+/?lat=52.577417&lng=-1.3255266&max=1. The information was downloaded by MAC Pre-Planning Engineering on Friday 28th February 2024. The approximate location of the development site is shown with a red line on the extract below.



Appendix J
Hinckley Train Station Route Map



Hinckley Station

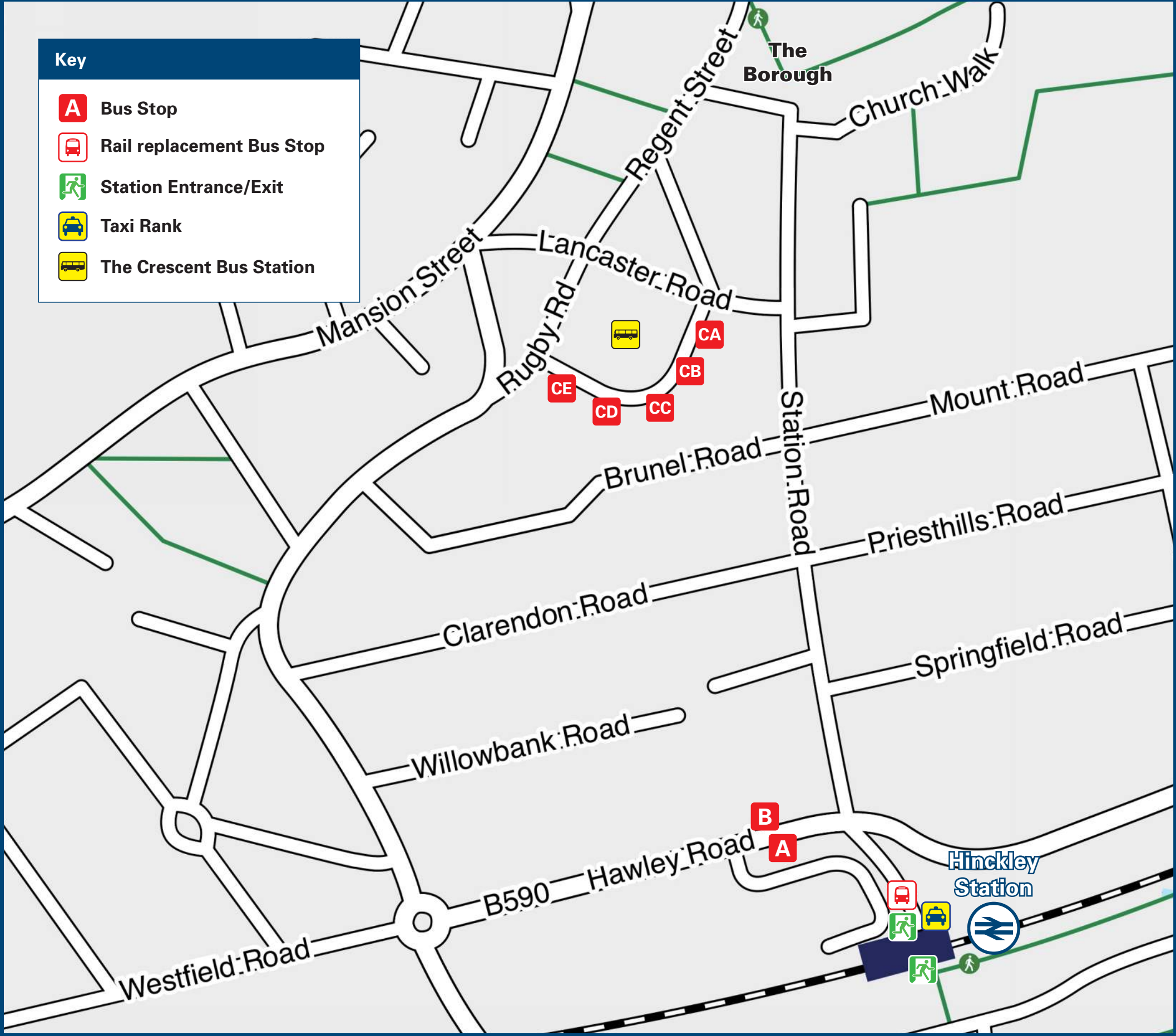
Onward Travel Information

Buses and Taxis



Key

Bus Stop

Rail replacement Bus Stop

Rail replacement buses and coaches depart from outside the front of the station.

Local area map



Key

Hinckley Library

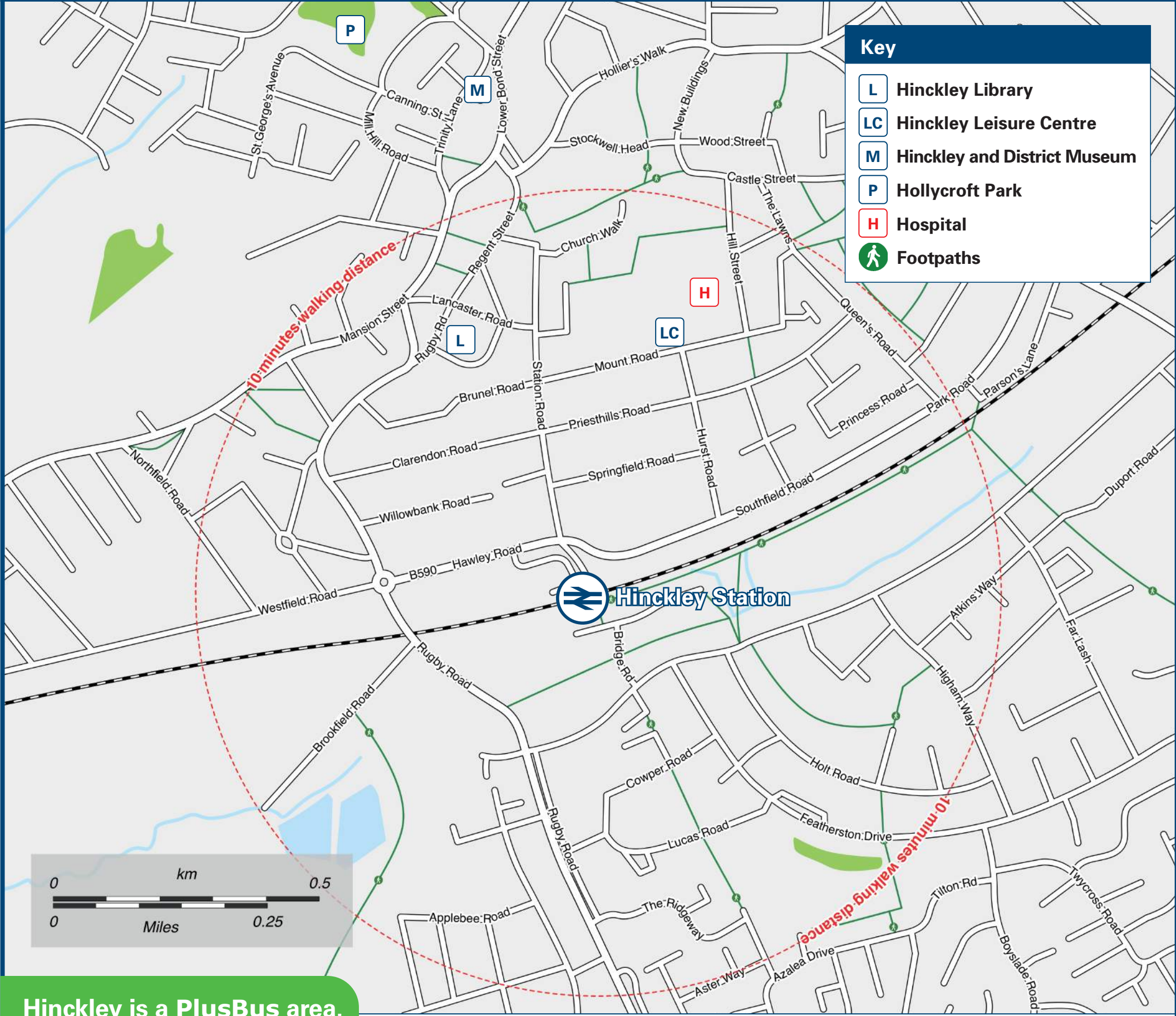
Hinckley Leisure Centre

Hinckley and District Museum

Hollycroft Park

Hospital

Footpaths



Hinckley is a PlusBus area.



PlusBus is a discount price 'bus pass' that you buy with your train ticket. It gives you unlimited bus travel around your chosen town, on participating buses. Visit www.plusbus.info

Main destinations by bus

(Data correct at May 2023)



DESTINATION	BUS ROUTES	BUS STOP
● Barwell	2	CA
	148, 158	CE
● Burbage (Co-operative Store, Tilton Road)	6, 6A, 7	A, CB
● Burbage (Three Pots Road)	X6	A, CB
● Burbage (The Sycamores, Windsor Street)	6, 6A, 7	A
	6, 6A, 7, 8	CB
Claybrooke Magna	8	CB
Coventry	X6	A, CB
	148	CD
● Dodwells Road	7	B, CC
● Earl Shilton	1, 148, 158	CE
Fosse Park	X6	B, CE
Higham-on-the-Hill	6, 6A	B, CC

DESTINATION	BUS ROUTES	BUS STOP
● Hinckley & Bosworth Community Hospital	148, 158	CE
● Hinckley Park	8	CB
● Hollycroft (Lyneham Close)	6, 6A, 7	B, CC
● Hollycroft Grange (Normandy Way)	11	CE
	8	CB
● Lash Hill (Burbage Road, Sapcote Road)	X6	B
	148, 158, X6	CE
Leicester City Centre	X6	B
Leicester Forest East	148, 158	CE
Lutterworth	8	CB
Magna Park	8	CB
Nuneaton	6, 6A, 7	B, CC
	148, 158	CD

DESTINATION	BUS ROUTES	BUS STOP
Stoke Golding	6, 6A	B, CC
● Town Centre (The Crescent Bus Station)	10 - 15 minutes walk from this station (see maps)	
	6, 6A, 7, X6	B
● Trent Road	11	CE
Ullesthorpe	8	CB
Walsgrave University Hospital	X6*	A, CB
Wyken Green	X6	A, CB
● Wykin Road	6, 6A	B

Notes

- **PlusBus** destination, please see below for details.
- Bus routes 1, 2, 6, 6A, 7 and 8 operate Mondays to Saturdays. No service on Sundays and Bank Holidays.
- Bus routes 148, 158 and X6 operate daily.
- For bus times and other bus service information, please contact Traveline on 0871 200 22 33.
- * Limited early morning and evening buses only to Walsgrave University Hospital, please check the timetable.
- Change trains at Nuneaton for this destination.
- Direct trains operate to this destination from this station

Taxis

Hinckley station is served by a taxi rank or a cab office. Check availability before travelling, and pre-book if necessary. Please consider using the following local operators: (Inclusion of this number doesn't represent any endorsement of the taxi firm)

Station Taxis
01455 614 444

A1 Taxis
01455 615 161

Hinckley Taxis
01455 616 666



Search FoxConnect on your app store

FoxConnect is a public on-demand bus service, connecting the rural areas of South West Leicestershire. You can book your journey through the mobile app or by phone on 0116 2165555. For further information please visit <https://www.foxconnect.co.uk/>



Further information about all onward travel

Local Cycle Info

choosehowyoumove.co.uk
For more information about cycle routes.

National Cycle Info

sustrans.org.uk
Sustrans is the UK's leading sustainable transport charity.

Bus Times

See timetable displays at bus stops.

www.traveline.info
0871 200 22 33
calls cost 15p per minute plus your phone company's access charge

NextBuses

Find the bus times for your stop.
Search for a bus stop by entering a postcode, street & town or a stop name & town.

PlusBus

plusbus.info
A discount price 'bus pass' that you buy with your train ticket. It gives you unlimited bus travel around your chosen town, on participating buses.

National Rail Enquiries

Online nationalrail.co.uk	NRE App Free National Rail Enquiries app for iOS and Android	Social Media facebook.com/nationalrailenq @nationalrailenq	Alert Me You can sign up to Alert Me messages on the National Rail Enquiries website where you can receive train and platform notifications directly to your smart phone. nationalrail.co.uk/alertme	Contact Centre 03457 48 49 50 Calls cost no more than calls to geographic numbers (01 or 02) and may be recorded.	PlusBike nationalrail.co.uk/plusbike For more information.
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National Rail
Britain's train companies working together







Parking Beat Data split by each individual parking zone and restriction						Thursday 8th February 2024 (30-Minute Snapshot Intervals)00:00-05:30																																				
ROAD NAME	PARKING ZONE	RESTRICTION NUMBER	RESTRICTION TYPE	METRES	5 METRES = 1 SPACE	TIME - 00:00			TIME - 00:30			TIME - 01:00			TIME - 01:30			TIME - 02:00			TIME - 02:30			TIME - 03:00			TIME - 03:30			TIME - 04:00			TIME - 04:30			TIME - 05:00			TIME - 05:30			
						PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS				
UNNAMED ROAD	ZONE 'A'	1	UNRESTRICTED MARKED PARKING BAY	20.9	4	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%				
		2	DROPPED KERB	5.5																																						
		3	UNRESTRICTED MARKED PARKING BAY	67.2	13	1	10	9.1%	1	10	9.1%	1	10	9.1%	1	10	9.1%	1	10	9.1%	1	10	9.1%	1	10	9.1%	1	10	9.1%	1	10	9.1%	1	10	9.1%	1	10	9.1%				
		4	DROPPED KERB	5.8																																						
		5	UNRESTRICTED MARKED PARKING BAY	10.9	2	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%				
		6	DOUBLE YELLOW LINE	23.9																																						
	ZONE 'B'	7	DOUBLE YELLOW LINE	17.1																																						
		8	UNRESTRICTED MARKED PARKING BAY	36	7	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%				
		9	DROPPED KERB	9.9																																						
		10	DOUBLE YELLOW LINE	70.2																																						
Parking Beat Data totals across all parking zones and restrictions																																										
UNNAMED ROAD	ZONES A&B	RESTRICTIONS 1-10	UNRESTRICTED MARKED PARKING BAY	135	26	1	23	4.2%	1	23	4.2%	1	23	4.2%	1	23	4.2%	1	23	4.2%	1	23	4.2%	1	23	4.2%	1	23	4.2%	1	23	4.2%	1	23	4.2%	1	23	4.2%				
			DROPPED KERB	21.2	0	0			0			0			0			0			0			0			0			0			0			0						
			DOUBLE YELLOW LINE	111.2	0	0			0			0			0			0			0			0			0			0			0			0						
See cell note.				% Restriction Stress		SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%				
				Key		75-99%			75-99%			75-99%			75-99%			75-99%			75-99%			75-99%			75-99%			75-99%			75-99%			75-99%						
						NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%				
Observed spaces definition - A real time space recorded at time of survey - not determined by calculation post survey. Observed spaces can be affected by poor parking practice (e.g 1 vehicle parking over 2 spaces)																																										

					Thursday 8th February 2024 (30-Minute Snapshot Intervals)06:00-11:30																																															
					TIME - 06:00			TIME - 06:30			TIME - 07:00			TIME - 07:30			TIME - 08:00			TIME - 08:30			TIME - 09:00			TIME - 09:30			TIME - 10:00			TIME - 10:30			TIME - 11:00			TIME - 11:30														
ROAD NAME	PARKING ZONE	RESTRICTION NUMBER	RESTRICTION TYPE	METRES	5 METRES = 1 SPACE	PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS								
UNNAMED ROAD	ZONE 'A'	1	UNRESTRICTED MARKED PARKING BAY	20.9	4	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	1	3	25.0%	1	3	25.0%	2	2	50.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%					
		2	DROPPED KERB	5.5																																																
		3	UNRESTRICTED MARKED PARKING BAY	67.2	13	0	13	0.0%	0	13	0.0%	0	13	0.0%	0	13	0.0%	0	13	0.0%	1	12	7.7%	1	12	7.7%	0	13	0.0%	0	13	0.0%	0	13	0.0%	1	12	7.7%	1	12	7.7%	1	12	7.7%								
		4	DROPPED KERB	5.8																																																
		5	UNRESTRICTED MARKED PARKING BAY	10.9	2	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%								
	ZONE 'B'	6	DOUBLE YELLOW LINE	23.9																																																
		7	DOUBLE YELLOW LINE	17.1																																																
		8	UNRESTRICTED MARKED PARKING BAY	36	7	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%					
		9	DROPPED KERB	9.9																																																
		10	DOUBLE YELLOW LINE	70.2																																																

Parking Beat Data totals across all parking zones and restrictions																																										
UNNAMED ROAD	ZONES A&B	RESTRICTIONS 1-10	UNRESTRICTED MARKED PARKING BAY	135	26	0	26	0.0%	0	26	0.0%	0	26	0.0%	0	26	0.0%	1	25	3.8%	2	24	7.7%	3	23	11.5%	0	26	0.0%	0	26	0.0%	0	26	0.0%	1	25	3.8%	1	25	3.8%	
			DROPPED KERB	21.2	0	0			0			0			0			0			0			0			0			0			0			0			0			
			DOUBLE YELLOW LINE	111.2	0	0			0			0			0			0			0			0			0			0			0			0			0			
			See cell note.																																							
				% Restriction Stress																																						
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Observed spaces definition - A real time space recorded at time of survey - not determined by calculation post survey. Observed spaces can be affected by poor parking practice (e.g 1 vehicle parking over 2 spaces)

Parking Beat Data split by each individual parking zone and restriction					Thursday 8th February 2024 (30-Minute Snapshot Intervals)12:00-17:30																																					
ROAD NAME	PARKING ZONE	RESTRICTION NUMBER	RESTRICTION TYPE	METRES	5 METRES = 1 SPACE	TIME - 12:00			TIME - 12:30			TIME - 13:00			TIME - 13:30			TIME - 14:00			TIME - 14:30			TIME - 15:00			TIME - 15:30			TIME - 16:00			TIME - 16:30			TIME - 17:00			TIME - 17:30			
						PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS				
UNNAMED ROAD	ZONE 'A'	1	UNRESTRICTED MARKED PARKING BAY	20.9	4	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	1	3	25.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%				
		2	DROPPED KERB	5.5																																						
		3	UNRESTRICTED MARKED PARKING BAY	67.2	13	2	10	16.7%	2	10	16.7%	2	10	16.7%	2	10	16.7%	2	10	16.7%	0	13	0.0%	0	13	0.0%	0	13	0.0%	0	13	0.0%	0	13	0.0%	0	13	0.0%				
		4	DROPPED KERB	5.8																																						
		5	UNRESTRICTED MARKED PARKING BAY	10.9	2	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%				
		6	DOUBLE YELLOW LINE	23.9																																						
	ZONE 'B'	7	DOUBLE YELLOW LINE	17.1																																						
		8	UNRESTRICTED MARKED PARKING BAY	36	7	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%				
		9	DROPPED KERB	9.9																																						
		10	DOUBLE YELLOW LINE	70.2																																						
Parking Beat Data totals across all parking zones and restrictions																																										
UNNAMED ROAD	ZONES A&B	RESTRICTIONS 1-10	UNRESTRICTED MARKED PARKING BAY	135	26	2	23	8.0%	2	23	8.0%	2	23	8.0%	2	23	8.0%	3	22	12.0%	0	26	0.0%	0	26	0.0%	0	26	0.0%	0	26	0.0%	0	26	0.0%	0	26	0.0%				
			DROPPED KERB	21.2	0	0			0			0			0			0			0			0			0			0			0			0						
			DOUBLE YELLOW LINE	111.2	0	0			0			0			0			0			0			0			0			0			0			0						
See cell note.				% Restriction Stress		SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%				
				Key		75-99%			75-99%			75-99%			75-99%			75-99%			75-99%			75-99%			75-99%			75-99%			75-99%			75-99%						
						NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%				
Observed spaces definition - A real time space recorded at time of survey - not determined by calculation post survey. Observed spaces can be affected by poor parking practice (e.g 1 vehicle parking over 2 spaces)																																										

Parking Beat Data split by each individual parking zone and restriction					Thursday 8th February 2024 (30-Minute Snapshot Intervals)18:00-00:00																																								
ROAD NAME	PARKING ZONE	RESTRICTION NUMBER	RESTRICTION TYPE	METRES	5 METRES = 1 SPACE	TIME - 18:00			TIME - 18:30			TIME - 19:00			TIME - 19:30			TIME - 20:00			TIME - 20:30			TIME - 21:00			TIME - 21:30			TIME - 22:00			TIME - 22:30			TIME - 23:00			TIME - 23:30			TIME - 00:00			
						PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS				
UNNAMED ROAD	ZONE 'A'	1	UNRESTRICTED MARKED PARKING BAY	20.9	4	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%				
		2	DROPPED KERB	5.5																																									
		3	UNRESTRICTED MARKED PARKING BAY	67.2	13	0	13	0.0%	0	13	0.0%	0	13	0.0%	1	12	7.7%	0	13	0.0%	0	13	0.0%	0	13	0.0%	0	13	0.0%	0	13	0.0%	0	13	0.0%	0	13	0.0%	0	13	0.0%				
		4	DROPPED KERB	5.8																																									
		5	UNRESTRICTED MARKED PARKING BAY	10.9	2	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%				
		6	DOUBLE YELLOW LINE	23.9																																									
	ZONE 'B'	7	DOUBLE YELLOW LINE	17.1																																									
		8	UNRESTRICTED MARKED PARKING BAY	36	7	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%				
		9	DROPPED KERB	9.9																																									
		10	DOUBLE YELLOW LINE	70.2																																									
Parking Beat Data totals across all parking zones and restrictions																																													
UNNAMED ROAD	ZONES A&B	RESTRICTIONS 1-10	UNRESTRICTED MARKED PARKING BAY	135	26	0	26	0.0%	0	26	0.0%	0	26	0.0%	1	25	3.8%	0	26	0.0%	0	26	0.0%	0	26	0.0%	0	26	0.0%	0	26	0.0%	0	26	0.0%	0	26	0.0%	0	26	0.0%	0	26	0.0%	
			DROPPED KERB	21.2	0	0			0			0			0			0			0			0			0			0			0			0			0			0			
			DOUBLE YELLOW LINE	111.2	0	0			0			0			0			0			0			0			0			0			0			0			0			0			
See cell note.	% Restriction Stress Key SPACES AVAILABLE 0-74% SPACES AVAILABLE																																												

Parking Beat Data split by each individual parking zone and restriction						Thursday 8th February 2024 (30-Minute Snapshot Intervals)00:00-05:30																																									
ROAD NAME	PARKING ZONE	RESTRICTION NUMBER	RESTRICTION TYPE	METRES	5 METRES = 1 SPACE	TIME - 00:00			TIME - 00:30			TIME - 01:00			TIME - 01:30			TIME - 02:00			TIME - 02:30			TIME - 03:00			TIME - 03:30			TIME - 04:00			TIME - 04:30			TIME - 05:00			TIME - 05:30								
						PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS						
UNNAMED ROAD	ZONE 'A'	1	UNRESTRICTED MARKED PARKING BAY	20.9	4	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%						
		2	DROPPED KERB	5.5																																											
		3	UNRESTRICTED MARKED PARKING BAY	67.2	13	1	10	9.1%	1	10	9.1%	1	10	9.1%	1	10	9.1%	1	10	9.1%	1	10	9.1%	1	10	9.1%	1	10	9.1%	1	10	9.1%	1	10	9.1%	1	10	9.1%	1	10	9.1%						
		4	DROPPED KERB	5.8																																											
		5	UNRESTRICTED MARKED PARKING BAY	10.9	2	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%						
		6	DOUBLE YELLOW LINE	23.9																																											
	ZONE 'B'	7	DOUBLE YELLOW LINE	17.1																																											
		8	UNRESTRICTED MARKED PARKING BAY	36	7	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%						
		9	DROPPED KERB	9.9																																											
		10	DOUBLE YELLOW LINE	70.2																																											
Parking Beat Data totals across all parking zones and restrictions																																															
UNNAMED ROAD	ZONES A&B	RESTRICTIONS 1-10	UNRESTRICTED MARKED PARKING BAY	135	26	1	23	4.2%	1	23	4.2%	1	23	4.2%	1	23	4.2%	1	23	4.2%	1	23	4.2%	1	23	4.2%	1	23	4.2%	1	23	4.2%	1	23	4.2%	1	23	4.2%	1	23	4.2%						
			DROPPED KERB	21.2	0	0			0			0			0			0			0			0			0			0			0			0			0								
			DOUBLE YELLOW LINE	111.2	0	0			0			0			0			0			0			0			0			0			0			0			0								
See cell note.				% Restriction Stress		SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%						
				Key		75-99%			75-99%			75-99%			75-99%			75-99%			75-99%			75-99%			75-99%			75-99%			75-99%			75-99%			75-99%								
						NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%						
Observed spaces definition - A real time space recorded at time of survey - not determined by calculation post survey. Observed spaces can be affected by poor parking practice (e.g 1 vehicle parking over 2 spaces)																																															

Parking Beat Data split by each individual parking zone and restriction						Thursday 8th February 2024 (30-Minute Snapshot Intervals)06:00-11:30																																						
ROAD NAME	PARKING ZONE	RESTRICTION NUMBER	RESTRICTION TYPE	METRES	5 METRES = 1 SPACE	TIME - 06:00			TIME - 06:30			TIME - 07:00			TIME - 07:30			TIME - 08:00			TIME - 08:30			TIME - 09:00			TIME - 09:30			TIME - 10:00			TIME - 10:30			TIME - 11:00			TIME - 11:30					
						PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS			
UNNAMED ROAD	ZONE 'A'	1	UNRESTRICTED MARKED PARKING BAY	20.9	4	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	1	3	25.0%	1	3	25.0%	2	2	50.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%
		2	DROPPED KERB	5.5																																								
		3	UNRESTRICTED MARKED PARKING BAY	67.2	13	0	13	0.0%	0	13	0.0%	0	13	0.0%	0	13	0.0%	0	13	0.0%	1	12	7.7%	1	12	7.7%	0	13	0.0%	0	13	0.0%	0	13	0.0%	1	12	7.7%	1	12	7.7%	1	12	7.7%
		4	DROPPED KERB	5.8																																								
		5	UNRESTRICTED MARKED PARKING BAY	10.9	2	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%
	ZONE 'B'	6	DOUBLE YELLOW LINE	23.9																																								
		7	DOUBLE YELLOW LINE	17.1																																								
		8	UNRESTRICTED MARKED PARKING BAY	36	7	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%
		9	DROPPED KERB	9.9																																								
		10	DOUBLE YELLOW LINE	70.2																																								

Parking Beat Data totals across all parking zones and restrictions																																									
UNNAMED ROAD	ZONES A&B	RESTRICTIONS 1-10	UNRESTRICTED MARKED PARKING BAY	135	26	0	26	0.0%	0	26	0.0%	0	26	0.0%	0	26	0.0%	1	25	3.8%	2	24	7.7%	3	23	11.5%	0	26	0.0%	0	26	0.0%	0	26	0.0%	1	25	3.8%	1	25	3.8%
			DROPPED KERB	21.2	0	0			0			0			0			0			0			0			0			0			0			0			0		
			DOUBLE YELLOW LINE	111.2	0	0			0			0			0			0			0			0			0			0			0			0			0		
See cell note.				% Restriction Stress																																					
				Key																																					
				SPACES AVAILABLE		0-74%		SPACES AVAILABLE		0-74%		SPACES AVAILABLE		0-74%		SPACES AVAILABLE		0-74%		SPACES AVAILABLE		0-74%		SPACES AVAILABLE		0-74%		SPACES AVAILABLE		0-74%		SPACES AVAILABLE		0-74%		SPACES AVAILABLE		0-74%			
				NO SPACES AVAILABLE		100%		NO SPACES AVAILABLE		100%		NO SPACES AVAILABLE		100%		NO SPACES AVAILABLE		100%		NO SPACES AVAILABLE		100%		NO SPACES AVAILABLE		100%		NO SPACES AVAILABLE		100%		NO SPACES AVAILABLE		100%		NO SPACES AVAILABLE		100%			

Observed spaces definition - A real time space recorded at time of survey - not determined by calculation post survey. Observed spaces can be affected by poor parking practice (e.g 1 vehicle parking over 2 spaces)

Parking Beat Data split by each individual parking zone and restriction					Thursday 8th February 2024 (30-Minute Snapshot Intervals)12:00-17:30																																										
ROAD NAME	PARKING ZONE	RESTRICTION NUMBER	RESTRICTION TYPE	METRES	5 METRES = 1 SPACE	TIME - 12:00			TIME - 12:30			TIME - 13:00			TIME - 13:30			TIME - 14:00			TIME - 14:30			TIME - 15:00			TIME - 15:30			TIME - 16:00			TIME - 16:30			TIME - 17:00			TIME - 17:30								
						PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAIRED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS									
UNNAMED ROAD	ZONE 'A'	1	UNRESTRICTED MARKED PARKING BAY	20.9	4	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	1	3	25.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%						
		2	DROPPED KERB	5.5																																											
		3	UNRESTRICTED MARKED PARKING BAY	67.2	13	2	10	16.7%	2	10	16.7%	2	10	16.7%	2	10	16.7%	2	10	16.7%	0	13	0.0%	0	13	0.0%	0	13	0.0%	0	13	0.0%	0	13	0.0%	0	13	0.0%	0	13	0.0%						
		4	DROPPED KERB	5.8																																											
		5	UNRESTRICTED MARKED PARKING BAY	10.9	2	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%						
		6	DOUBLE YELLOW LINE	23.9																																											
	ZONE 'B'	7	DOUBLE YELLOW LINE	17.1																																											
		8	UNRESTRICTED MARKED PARKING BAY	36	7	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%						
		9	DROPPED KERB	9.9																																											
		10	DOUBLE YELLOW LINE	70.2																																											
Parking Beat Data totals across all parking zones and restrictions																																															
UNNAMED ROAD	ZONES A&B	RESTRICTIONS 1-10	UNRESTRICTED MARKED PARKING BAY	135	26	2	23	8.0%	2	23	8.0%	2	23	8.0%	2	23	8.0%	3	22	12.0%	0	26	0.0%	0	26	0.0%	0	26	0.0%	0	26	0.0%	0	26	0.0%	0	26	0.0%	0	26	0.0%	0	26	0.0%			
			DROPPED KERB	21.2	0	0			0			0			0			0			0			0			0			0			0			0			0								
			DOUBLE YELLOW LINE	111.2	0	0			0			0			0			0			0			0			0			0			0			0			0								
See cell note.				% Restriction Stress		SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%						
				Key		75-99%			75-99%			75-99%			75-99%			75-99%			75-99%			75-99%			75-99%			75-99%			75-99%			75-99%			75-99%			75-99%					
						NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%
Observed spaces definition - A real time space recorded at time of survey - not determined by calculation post survey. Observed spaces can be affected by poor parking practice (e.g 1 vehicle parking over 2 spaces)																																															

Parking Beat Data split by each individual parking zone and restriction

					Thursday 8th February 2024 (30-Minute Snapshot Intervals) 18:00-00:00																																										
					TIME - 18:00			TIME - 18:30			TIME - 19:00			TIME - 19:30			TIME - 20:00			TIME - 20:30			TIME - 21:00			TIME - 21:30			TIME - 22:00			TIME - 22:30			TIME - 23:00			TIME - 23:30			TIME - 00:00						
ROAD NAME	PARKING ZONE	RESTRICTION NUMBER	RESTRICTION TYPE	METRES	5 METRES = 1 SPACE	PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PAVED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS						
UNNAMED ROAD	ZONE 'A'	1	UNRESTRICTED MARKED PARKING BAY	20.9	4	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%			
		2	DROPPED KERB	5.5																																											
		3	UNRESTRICTED MARKED PARKING BAY	67.2	13	0	13	0.0%	0	13	0.0%	0	13	0.0%	1	12	7.7%	0	13	0.0%	0	13	0.0%	0	13	0.0%	0	13	0.0%	0	13	0.0%	0	13	0.0%	0	13	0.0%	0	13	0.0%	0	13	0.0%			
		4	DROPPED KERB	5.8																																											
		5	UNRESTRICTED MARKED PARKING BAY	10.9	2	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%			
		6	DOUBLE YELLOW LINE	23.9																																											
	ZONE 'B'	7	DOUBLE YELLOW LINE	17.1																																											
		8	UNRESTRICTED MARKED PARKING BAY	36	7	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%	0	7	0.0%
		9	DROPPED KERB	9.9																																											
		10	DOUBLE YELLOW LINE	70.2																																											

Parking Beat Data totals across all parking zones and restrictions

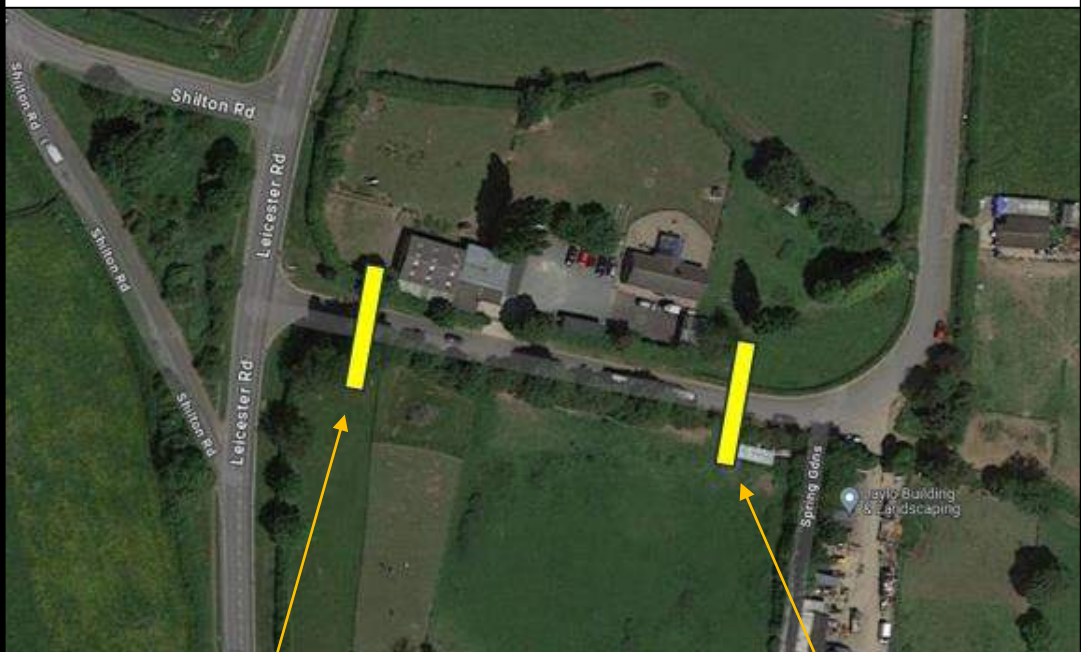
UNNAMED ROAD	ZONES A&B	RESTRICTIONS 1-10	UNRESTRICTED MARKED PARKING BAY	135	26	0	26	0.0%	0	26	0.0%	0	26	0.0%	1	25	3.8%	0	26	0.0%	0	26	0.0%	0	26	0.0%	0	26	0.0%	0	26	0.0%	0	26	0.0%	0	26	0.0%	0	26	0.0%	0	26	0.0%	0	26	0.0%			
			DROPPED KERB	21.2	0	0			0			0			0			0			0			0			0			0			0			0			0			0			0					
			DOUBLE YELLOW LINE	111.2	0	0			0			0			0			0			0			0			0			0			0			0			0			0			0					
See cell note.				% Restriction Stress		SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%	SPACES AVAILABLE		0-74%			
				Key		75-99%			75-99%			75-99%			75-99%			75-99%			75-99%			75-99%			75-99%			75-99%			75-99%			75-99%			75-99%			75-99%			75-99%					
						NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%	NO SPACES AVAILABLE		100%

Observed spaces definition - A real time space recorded at time of survey - not determined by calculation post survey. Observed spaces can be affected by poor parking practice (e.g 1 vehicle parking over 2 spaces)



Survey Type: Automatic Traffic Counter

Location: Land off Leicester Road, Earl Shilton



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

	Eastbound	Westbound
Total	423	366
Mean Speed	16.8	16.1
85%	19.5	18.6



SITE: Land off Leicester Road, Earl Shilton (Site 1 - Western)

LOCATION: Attached to speed signs

GRID REFERENCE: 52.582396, -1.309851

DIRECTION: EASTBOUND

SPEED LIMIT: 50 / NSL

02 February 2024

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0800	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	17.8	-
0900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.3	-
1000	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18.4	-
1100	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	15.8	-
1200	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	-
1300	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	16.6	-
1400	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	-
1500	6	3	0	1	1	0	0	0	0	0	0	0	0	0	1	0	18.2	-
1600	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.3	-
1700	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.5	-
1800	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2	-
1900	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	-
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	-
2100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.5	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	43	35	0	6	1	0	0	0	0	0	0	0	0	1	0	17	18.8	
06-22	49	41	0	6	1	0	0	0	0	0	0	0	0	1	0	17.1	19.6	
06-00	49	41	0	6	1	0	0	0	0	0	0	0	0	1	0	17.1	19.6	
00-00	49	41	0	6	1	0	0	0	0	0	0	0	0	1	0	17.1	19.6	

03 February 2024

[illegible]

04 February 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18	-	
0800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14	-	
0900	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	13.6	-	
1000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	16.1	-	
1100	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	19.5	-	
1200	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	17.7	-	
1300	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	-	
1400	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	15.3	-	
1500	6	3	0	0	0	1	0	0	0	0	0	0	0	2	0	18.1	-	
1600	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	18	-	
1700	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17.1	-	
1800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.2	-	
1900	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	15.1	-	
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	-	
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	-	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
07-19	38	31	0	2	2	1	0	0	0	0	0	0	0	2	0	17.1	19.8	
06-22	43	36	0	2	2	1	0	0	0	0	0	0	0	2	0	17	19.5	
06-00	43	36	0	2	2	1	0	0	0	0	0	0	0	2	0	17	19.5	
00-00	44	37	0	2	2	1	0	0	0	0	0	0	0	2	0	17.1	19.8	

05 February 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85		
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.6	-	
0700	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	15.8	-	
0800	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.3	-	
0900	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	18.4	-	
1000	4	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	18.8	-	
1100	10	8	0	1	0	0	0	0	0	0	1	0	0	0	0	0	15.9	-	
1200	4	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	16.4	-	
1300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.5	-	
1400	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	-	
1500	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	15.1	-	
1600	5	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	18.1	-	
1700	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.1	-	
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
1900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-	
2000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.7	-	
2100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.8	-	
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	-	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
07-19	48	38	1	3	5	0	0	0	0	1	0	0	0	0	0	0	16.6	19.1	
06-22	56	46	1	3	5	0	0	0	0	1	0	0	0	0	0	0	16.4	19.2	
06-00	57	47	1	3	5	0	0	0	0	1	0	0	0	0	0	0	16.4	19.2	
00-00	57	47	1	3	5	0	0	0	0	1	0	0	0	0	0	0	16.4	19.2	

06 February 2024

[illegible]

07 February 2024

[illegible]

08 February 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85		
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2	-	
0600	6	4	0	1	0	1	0	0	0	0	0	0	0	0	0	0	15	-	
0700	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.2	-	
0800	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	17.9	-	
0900	10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	17	-	
1000	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	12.6	-	
1100	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.7	21.5	
1200	6	4	0	0	1	0	0	1	0	0	0	0	0	0	0	0	14.5	-	
1300	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.7	-	
1400	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-	
1500	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14.3	-	
1600	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	16.2	-	
1700	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	-	
1800	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.5	-	
1900	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.9	-	
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.3	-	
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.8	-	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
07-19	65	57	0	6	1	0	0	1	0	0	0	0	0	0	0	0	15.9	18.7	
06-22	78	68	0	7	1	1	0	1	0	0	0	0	0	0	0	0	15.8	18.7	
06-00	78	68	0	7	1	1	0	1	0	0	0	0	0	0	0	0	15.8	18.7	
00-00	79	69	0	7	1	1	0	1	0	0	0	0	0	0	0	0	15.8	18.7	

[illegible]

03 February 2024

[illegible]

04 February 2024

[illegible]

05 February 2024

[illegible]

06 February 2024

[illegible]

07 February 2024

[illegible]

08 February 2024

[illegible]

Grand Total

[illegible]



SITE: Land off Leicester Road, Earl Shilton (Site 1 - Western)

LOCATION: Attached to speed signs

GRID REFERENCE: 52.582396, -1.309851

DIRECTION: EASTBOUND

SPEED LIMIT: 50 / NSL

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Averages	
	02-Feb	03-Feb	04-Feb	05-Feb	06-Feb	07-Feb	08-Feb	1-5.	1-7.
Hour									
0000-0100	0	2	1	0	1	0	0	0.2	0.6
0100-0200	0	0	0	0	0	0	0	0	0
0200-0300	0	0	0	0	0	0	0	0	0
0300-0400	0	1	0	0	0	0	0	0	0.1
0400-0500	0	0	0	0	0	0	0	0	0
0500-0600	0	0	0	0	1	0	1	0.4	0.3
0600-0700	0	1	0	1	0	3	6	2	1.6
0700-0800	0	0	1	5	3	3	5	3.2	2.4
0800-0900	4	4	1	3	2	0	4	2.6	2.6
0900-1000	1	5	5	1	5	5	10	4.4	4.6
1000-1100	2	4	4	4	4	9	3	4.4	4.3
1100-1200	5	5	5	10	3	9	11	7.6	6.9
1200-1300	10	3	2	4	12	3	6	7	5.7
1300-1400	3	4	6	4	10	11	9	7.4	6.7
1400-1500	4	1	2	4	9	8	3	5.6	4.4
1500-1600	6	3	6	2	1	10	2	4.2	4.3
1600-1700	3	1	3	5	5	5	4	4.4	3.7
1700-1800	2	1	2	6	3	4	5	4	3.3
1800-1900	3	3	1	0	5	5	3	3.2	2.9
1900-2000	3	2	3	1	2	1	5	2.4	2.4
2000-2100	1	2	1	2	0	1	1	1	1.1
2100-2200	2	1	1	4	2	0	1	1.8	1.6
2200-2300	0	0	0	1	2	2	0	1	0.7
2300-2400	0	1	0	0	1	0	0	0.2	0.3
Totals									
0700-1900	43	34	38	48	62	72	65	58	51.7
0600-2200	49	40	43	56	66	77	78	65.2	58.4
0600-0000	49	41	43	57	69	79	78	66.4	59.4
0000-0000	49	44	44	57	71	79	79	67	60.4
AM Peak	1100	1100	1100	1100	900	1100	1100		
	5	5	5	10	5	9	11		
PM Peak	1200	1300	1500	1700	1200	1300	1300		
	10	4	6	6	12	11	9		

[illegible]

03 February 2024

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.3	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.3	-
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	-
0800	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18	-
0900	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	15.1	-
1000	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	16	-
1100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	-
1200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.7	-
1300	7	5	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14.4	-
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
1500	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.6	-
1600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.1	-
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
1800	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.5	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
2000	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	18.4	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	-
07-19	28	23	0	4	0	0	0	0	0	0	0	0	0	0	1	14.7	18.3	
06-22	31	25	0	4	1	0	0	0	0	0	0	0	0	0	1	15	18.5	
06-00	32	26	0	4	1	0	0	0	0	0	0	0	0	0	1	15	18.5	
00-00	33	27	0	4	1	0	0	0	0	0	0	0	0	0	1	15	18.4	

04 February 2024

[illegible]

05 February 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85					
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0600	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14.9	-			
0700	3	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	13.9	-			
0800	4	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	17	-			
0900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.1	-			
1000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	-			
1100	5	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	16.1	-			
1200	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	15.5	-			
1300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.9	-			
1400	5	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	15.5	-			
1500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	-			
1600	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.9	-			
1700	7	5	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	14.1	-			
1800	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.5	-			
1900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-			
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	-			
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
07-19	44	31	0	7	3	1	0	0	0	0	0	0	0	0	0	2	15.5	18.2				
06-22	50	36	0	7	4	1	0	0	0	0	0	0	0	0	0	2	15.7	18.7				
06-00	50	36	0	7	4	1	0	0	0	0	0	0	0	0	0	2	15.7	18.7				
00-00	50	36	0	7	4	1	0	0	0	0	0	0	0	0	0	2	15.7	18.7				

06 February 2024

[illegible]

07 February 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85		
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.3	-	
0600	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	14.9	-	
0700	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	15	-	
0800	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	16.9	-	
0900	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.5	-	
1000	6	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	16.5	-	
1100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.1	-	
1200	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.2	-	
1300	7	5	0	1	0	0	0	0	0	0	0	0	0	0	1	0	16.2	-	
1400	6	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	20.3	-	
1500	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18.9	-	
1600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	-	
1700	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18	-	
1800	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.1	-	
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
2000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	-	
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
07-19	55	45	0	8	1	0	0	0	0	0	0	0	0	1	0	0	17.3	20	
06-22	59	48	0	8	2	0	0	0	0	0	0	0	0	1	0	0	17.2	19.9	
06-00	59	48	0	8	2	0	0	0	0	0	0	0	0	1	0	0	17.2	19.9	
00-00	60	49	0	8	2	0	0	0	0	0	0	0	0	1	0	0	17.2	19.9	

08 February 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85		
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.3	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0600	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.6	-	
0700	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5	-	
0800	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.9	-	
0900	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.3	-	
1000	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	16.2	-	
1100	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.3	-	
1200	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	16.2	-	
1300	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.5	17.9	
1400	9	5	0	4	0	0	0	0	0	0	0	0	0	0	0	0	15.3	-	
1500	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14.5	-	
1600	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	16.3	-	
1700	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	-	
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
1900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.9	-	
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.5	-	
2100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.7	-	
2200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19	-	
2300	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	15.3	-	
07-19	58	48	0	10	0	0	0	0	0	0	0	0	0	0	0	0	15.9	18	
06-22	66	56	0	10	0	0	0	0	0	0	0	0	0	0	0	0	15.9	18	
06-00	69	57	0	11	0	0	0	0	0	0	0	0	0	0	1	0	15.9	18.1	
00-00	71	59	0	11	0	0	0	0	0	0	0	0	0	0	1	0	15.8	18	

[illegible]

03 February 2024

[illegible]

04 February 2024

[illegible]

05 February 2024

[illegible]

06 February 2024

[illegible]

07 February 2024

[illegible]

08 February 2024

[illegible]

Grand Total

[illegible]



SITE: Land off Leicester Road, Earl Shilton (Site 1 - Western)

LOCATION: Attached to speed signs

GRID REFERENCE: 52.582396, -1.309851

DIRECTION: WESTBOUND

SPEED LIMIT: 50 / NSL

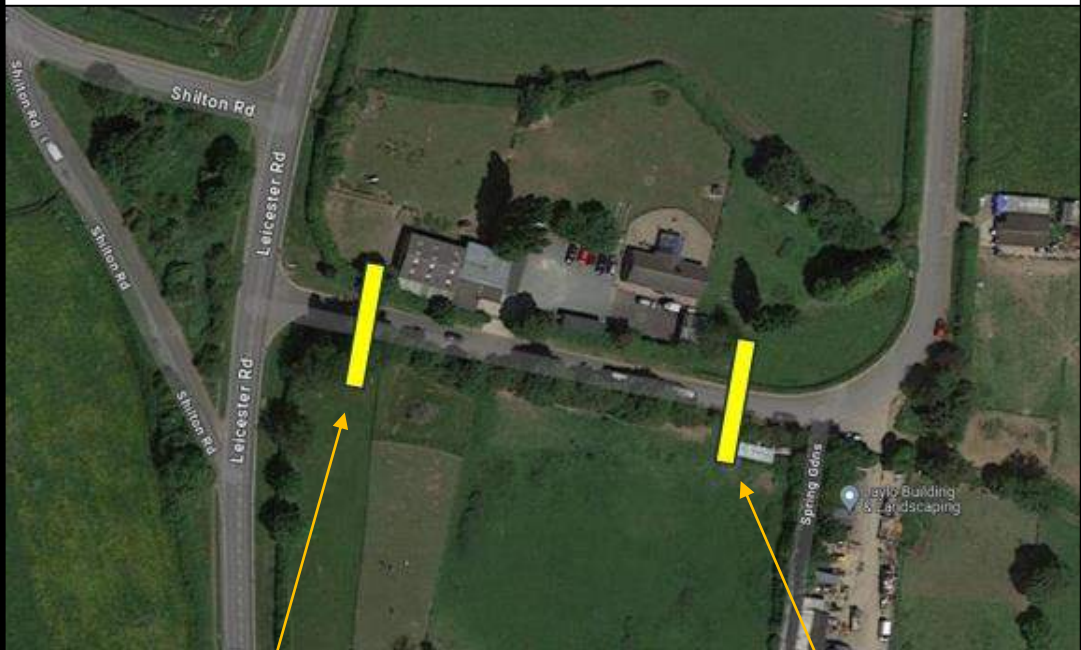
	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Averages	
	02-Feb	03-Feb	04-Feb	05-Feb	06-Feb	07-Feb	08-Feb	1-5.	1-7.
Hour									
0000-0100	0	1	0	0	0	0	0	0	0.1
0100-0200	0	0	0	0	0	1	0	1	0.3
0200-0300	0	0	1	0	0	0	0	0	0.1
0300-0400	0	0	0	0	0	0	0	0	0
0400-0500	0	0	0	0	0	0	1	0.2	0.1
0500-0600	0	0	1	0	1	1	0	0.4	0.4
0600-0700	0	1	0	3	1	2	3	1.8	1.4
0700-0800	0	1	1	3	1	3	2	1.8	1.6
0800-0900	5	2	0	4	1	2	4	3.2	2.6
0900-1000	1	4	3	1	5	4	5	3.2	3.3
1000-1100	3	2	2	2	4	6	3	3.6	3.1
1100-1200	3	4	0	5	8	3	5	4.8	4
1200-1300	8	1	2	4	11	7	5	7	5.4
1300-1400	4	7	5	4	7	7	11	6.6	6.4
1400-1500	3	0	3	5	7	6	9	6	4.7
1500-1600	5	3	2	1	2	6	5	3.8	3.4
1600-1700	1	1	5	3	6	2	5	3.4	3.3
1700-1800	7	0	2	7	5	6	4	5.8	4.4
1800-1900	2	3	3	5	2	3	0	2.4	2.6
1900-2000	3	0	2	2	1	0	1	1.4	1.3
2000-2100	1	2	0	0	1	2	1	1	1
2100-2200	2	0	0	1	3	0	3	1.8	1.3
2200-2300	1	0	1	0	0	0	1	0.4	0.4
2300-2400	1	1	2	0	0	0	2	0.6	0.9
Totals									
0700-1900	42	28	28	44	59	55	58	51.6	44.9
0600-2200	48	31	30	50	65	59	66	57.6	49.9
0600-0000	50	32	33	50	65	59	69	58.6	51.1
0000-0000	50	33	35	50	67	60	71	59.6	52.3
AM Peak	800	1100	900	1100	1100	1000	1100		
	5	4	3	5	8	6	5		
PM Peak	1200	1300	1600	1700	1200	1300	1300		
	8	7	5	7	11	7	11		

Appendix M
ATC Survey Data – Site 2 Eastern



Survey Type: Automatic Traffic Counter

Location: Land off Leicester Road, Earl Shilton



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

	Eastbound	Westbound
Total	364	309
Mean Speed	20.1	20.7
85%	25.4	26.2



SPEED LIMIT: 50

[illegible]

04 February 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.5	-	
0900	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	23.2	-	
1000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	-	
1100	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	24	-	
1200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	-	
1300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	-	
1400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	-	
1500	10	3	0	0	0	1	0	0	0	0	0	0	0	0	6	18.4	-	
1600	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-	
1700	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.7	-	
1800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.4	-	
1900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	-	
2000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	27	-	
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	-	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
07-19	36	27	0	2	0	1	0	0	0	0	0	0	0	6	0	21.3	26.9	
06-22	40	30	0	3	0	1	0	0	0	0	0	0	0	6	0	21.7	27.1	
06-00	40	30	0	3	0	1	0	0	0	0	0	0	0	6	0	21.7	27.1	
00-00	41	31	0	3	0	1	0	0	0	0	0	0	0	6	0	21.9	27.1	

05 February 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85		
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0700	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.1	-	
0800	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14.1	-	
0900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7	-	
1000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.6	-	
1100	8	6	0	1	0	0	0	0	0	1	0	0	0	0	0	0	20.6	-	
1200	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-	
1300	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	17.6	-	
1400	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18.5	-	
1500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	-	
1600	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	19.1	-	
1700	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	25.5	-	
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
1900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7	-	
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
2100	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.7	-	
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.6	-	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
07-19	43	32	0	9	0	0	0	0	1	0	0	0	0	0	1	19.6	25.9		
06-22	47	35	0	10	0	0	0	0	1	0	0	0	0	0	1	19.8	25.9		
06-00	49	37	0	10	0	0	0	0	1	0	0	0	0	0	1	19.8	25.9		
00-00	49	37	0	10	0	0	0	0	1	0	0	0	0	0	1	19.8	25.9		

06 February 2024

[illegible]

07 February 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85		
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0600	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.7	-	
0700	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19	-	
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0900	4	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	19	-	
1000	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18.6	-	
1100	6	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	18.5	-	
1200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	-	
1300	8	5	0	3	0	0	0	0	0	0	0	0	0	0	0	0	19.1	-	
1400	8	5	0	3	0	0	0	0	0	0	0	0	0	0	0	0	17.8	-	
1500	8	4	0	3	0	0	0	0	1	0	0	0	0	0	0	0	18.7	-	
1600	5	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	20.1	-	
1700	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	-	
1800	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.2	-	
1900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	-	
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	-	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
07-19	59	38	0	19	1	0	0	0	1	0	0	0	0	0	0	0	19	24.3	
06-22	63	41	0	20	1	0	0	0	1	0	0	0	0	0	0	0	19.1	24.3	
06-00	65	43	0	20	1	0	0	0	1	0	0	0	0	0	0	0	19.1	24.3	
00-00	65	43	0	20	1	0	0	0	1	0	0	0	0	0	0	0	19.1	24.3	

08 February 2024

[illegible]

09 February 2024

[illegible]

[illegible]

04 February 2024

[illegible]

05 February 2024

[illegible]

06 February 2024

[illegible]

07 February 2024

[illegible]

08 February 2024

[illegible]

09 February 2024

[illegible]

Grand Total

[illegible]



SITE: Land off Leicester Road, Earl Shilton (Site 2 - Eastern)

LOCATION: Attached to gate/fencepost

GRID REFERENCE: 52.582170, -1.308511

DIRECTION: EASTBOUND

SPEED LIMIT: 50

	Sat	Sun	Mon	Tue	Wed	Thu	Fri		Averages	
	03-Feb	04-Feb	05-Feb	06-Feb	07-Feb	08-Feb	09-Feb		1-5.	1-7.
Hour										
0000-0100	2	1	0	1	0	0	1		0.4	0.7
0100-0200	0	0	0	0	0	0	0		0	0
0200-0300	0	0	0	0	0	0	0		0	0
0300-0400	1	0	0	0	0	1	0		0.2	0.3
0400-0500	0	0	0	0	0	0	1		0.2	0.1
0500-0600	0	0	0	0	0	0	0		0	0
0600-0700	1	0	0	0	3	4	3		2	1.6
0700-0800	0	0	3	3	2	3	5		3.2	2.3
0800-0900	3	1	4	2	0	2	3		2.2	2.1
0900-1000	4	4	1	3	4	9	5		4.4	4.3
1000-1100	4	2	3	4	7	2	0		3.2	3.1
1100-1200	5	5	8	3	6	7	8		6.4	6
1200-1300	3	2	4	3	4	6	7		4.8	4.1
1300-1400	4	5	4	5	8	6	4		5.4	5.1
1400-1500	1	1	4	5	8	4	1		4.4	3.4
1500-1600	3	10	2	1	8	2	5		3.6	4.4
1600-1700	1	3	4	4	5	3	5		4.2	3.6
1700-1800	1	2	6	3	3	5	5		4.4	3.6
1800-1900	2	1	0	4	4	3	0		2.2	2
1900-2000	1	2	1	2	1	4	1		1.8	1.7
2000-2100	3	1	0	0	0	1	1		0.4	0.9
2100-2200	1	1	3	2	0	1	0		1.2	1.1
2200-2300	0	0	2	1	2	0	1		1.2	0.9
2300-2400	1	0	0	1	0	0	2		0.6	0.6
Totals										
0700-1900	31	36	43	40	59	52	48		48.4	44.1
0600-2200	37	40	47	44	63	62	53		53.8	49.4
0600-0000	38	40	49	46	65	62	56		55.6	50.9
0000-0000	41	41	49	47	65	63	58		56.4	52
AM Peak	1100	1100	1100	1000	1000	900	1100			
	5	5	8	4	7	9	8			
PM Peak	1300	1500	1700	1400	1500	1300	1200			
	4	10	6	5	8	6	7			



SITE: Land off Leicester Road, Earl Shilton (Site 2 - Eastern)

LOCATION: Attached to gate/fencepost

GRID REFERENCE: 52.582170, -1.308511

DIRECTION: WESTBOUND

SPEED LIMIT: 50

03 February 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85		
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	-	
0800	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1	-	
0900	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	17.7	-	
1000	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.2	-	
1100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.3	-	
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
1300	6	4	0	1	0	0	0	0	0	0	0	0	0	0	0	1	19.7	-	
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
1500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-	
1600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	-	
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
1800	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	-	
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
2000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-	
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
2300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.3	-	
07-19	24	19	0	3	0	0	0	0	0	0	0	0	0	0	2	20.1	26.8		
06-22	26	21	0	3	0	0	0	0	0	0	0	0	0	0	2	20.5	26.7		
06-00	27	21	0	4	0	0	0	0	0	0	0	0	0	0	2	20.5	26.5		
00-00	27	21	0	4	0	0	0	0	0	0	0	0	0	0	2	20.5	26.5		

04 February 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85		
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4	-	
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.9	-	
1000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	-	
1100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.5	-	
1200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	-	
1300	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	27.3	-	
1400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	-	
1500	7	3	0	0	0	0	0	0	0	0	0	0	0	0	4	0	20.6	-	
1600	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-	
1700	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	-	
1800	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	-	
1900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.3	-	
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	-	
2300	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	28.4	-	
07-19	28	22	0	2	0	0	0	0	0	0	0	0	0	4	0	0	23.5	30.1	
06-22	30	24	0	2	0	0	0	0	0	0	0	0	0	4	0	0	23	29.4	
06-00	33	26	0	2	1	0	0	0	0	0	0	0	0	4	0	0	23.3	29.1	
00-00	34	27	0	2	1	0	0	0	0	0	0	0	0	4	0	0	23.4	29.1	

05 February 2024

[illegible]

06 February 2024

[illegible]

07 February 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85		
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0600	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	17	-	
0700	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	19.6	-	
0800	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	21.4	-	
0900	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	19.1	-	
1000	5	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	17.3	-	
1100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.4	-	
1200	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	16.4	-	
1300	5	2	0	1	1	0	0	0	0	0	0	0	0	0	1	0	22.8	-	
1400	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.7	-	
1500	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	21.5	-	
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
1700	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	26	-	
1800	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	-	
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
2000	3	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	20.7	-	
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
07-19	43	30	1	8	2	1	0	0	0	0	0	0	0	1	0	0	20.5	26.2	
06-22	48	33	1	9	2	1	0	0	1	0	0	0	0	1	0	0	20.3	26.1	
06-00	48	33	1	9	2	1	0	0	1	0	0	0	0	1	0	0	20.3	26.1	
00-00	48	33	1	9	2	1	0	0	1	0	0	0	0	1	0	0	20.3	26.1	

08 February 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85		
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0600	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	10.5	-	
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	-	
0800	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	20.4	-	
0900	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-	
1000	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	16.3	-	
1100	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18.3	-	
1200	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.9	-	
1300	11	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	19.6	26.7	
1400	8	5	0	3	0	0	0	0	0	0	0	0	0	0	0	0	19.8	-	
1500	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	16.5	-	
1600	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	21.2	-	
1700	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	-	
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
1900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	-	
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	-	
2100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	-	
2200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	13.8	-	
2300	2	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	22.2	-	
07-19	55	44	0	10	1	0	0	0	0	0	0	0	0	0	0	0	19.5	25.3	
06-22	63	51	0	11	1	0	0	0	0	0	0	0	0	0	0	0	19.5	25.1	
06-00	66	52	0	12	1	0	0	0	0	0	0	0	0	1	0	0	19.5	25	
00-00	67	53	0	12	1	0	0	0	0	0	0	0	0	1	0	0	19.6	25	

09 February 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85		
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0600	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	15.8	-	
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.4	-	
0800	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	-	
0900	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9	-	
1000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	-	
1100	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-	
1200	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	22.8	-	
1300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	-	
1400	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.5	-	
1500	7	4	0	2	0	0	0	0	0	0	0	0	0	0	0	1	17.4	-	
1600	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	-	
1700	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-	
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
1900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	-	
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7	-	
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6	-	
07-19	36	28	0	7	0	0	0	0	0	0	0	0	0	0	0	1	21.3	27.1	
06-22	39	30	0	8	0	0	0	0	0	0	0	0	0	0	0	1	20.9	27.1	
06-00	41	32	0	8	0	0	0	0	0	0	0	0	0	0	0	1	20.9	26.8	
00-00	41	32	0	8	0	0	0	0	0	0	0	0	0	0	0	1	20.9	26.8	

[illegible]

04 February 2024

[illegible]

05 February 2024

[illegible]

06 February 2024

[illegible]

07 February 2024

[illegible]

08 February 2024

[illegible]

09 February 2024

[illegible]

Grand Total

[illegible]



SITE: Land off Leicester Road, Earl Shilton (Site 2 - Eastern)

LOCATION: Attached to gate/fencepost

GRID REFERENCE: 52.582170, -1.308511

DIRECTION: WESTBOUND

SPEED LIMIT: 50

	Sat	Sun	Mon	Tue	Wed	Thu	Fri		Averages	
	03-Feb	04-Feb	05-Feb	06-Feb	07-Feb	08-Feb	09-Feb		1-5.	1-7.
Hour										
0000-0100	0	0	0	0	0	0	0		0	0
0100-0200	0	0	0	1	0	1	0		0.4	0.3
0200-0300	0	1	0	0	0	0	0		0	0.1
0300-0400	0	0	0	0	0	0	0		0	0
0400-0500	0	0	0	0	0	0	0		0	0
0500-0600	0	0	0	0	0	0	0		0	0
0600-0700	0	0	2	1	2	2	2		1.8	1.3
0700-0800	1	1	1	0	2	1	1		1	1
0800-0900	2	0	5	1	2	3	3		2.8	2.3
0900-1000	4	1	1	4	2	6	4		3.4	3.1
1000-1100	2	1	0	3	5	3	1		2.4	2.1
1100-1200	4	1	3	8	3	6	4		4.8	4.1
1200-1300	0	2	3	11	5	5	3		5.4	4.1
1300-1400	6	5	3	7	5	11	2		5.6	5.6
1400-1500	0	2	4	6	5	8	3		5.2	4
1500-1600	2	7	1	1	6	5	7		4	4.1
1600-1700	1	4	3	7	0	4	4		3.6	3.3
1700-1800	0	2	4	4	6	3	4		4.2	3.3
1800-1900	2	2	3	0	2	0	0		1	1.3
1900-2000	0	2	2	0	0	2	1		1	1
2000-2100	2	0	0	1	3	1	0		1	1
2100-2200	0	0	0	2	0	3	0		1	0.7
2200-2300	0	1	0	0	0	1	1		0.4	0.4
2300-2400	1	2	0	0	0	2	1		0.6	0.9
Totals										
0700-1900	24	28	31	52	43	55	36		43.4	38.4
0600-2200	26	30	35	56	48	63	39		48.2	42.4
0600-0000	27	33	35	56	48	66	41		49.2	43.7
0000-0000	27	34	35	57	48	67	41		49.6	44.1
AM Peak	1100	1100	800	1100	1000	1100	1100			
	4	1	5	8	5	6	4			
PM Peak	1300	1500	1700	1200	1700	1300	1500			
	6	7	4	11	6	11	7			