

FAO: Ben Dutton
Leicestershire County Council
County Hall
Glenfield
Leicester
LE3 8RA

Our Ref: RS/2300432/250325

30th April 2025

By e-mail: Ben.Dutton@leics.gov.uk

Dear Ben,

Kyngs Golf and Country Club Market Bosworth (HBBC Planning Ref: 24/01157/HYB)

This letter has been prepared to address comments made by Leicestershire County Council (LCC), acting as the local highway authority, on the above planning application. A copy of LCC's formal consultation response is contained with **Enclosure A** of this letter.

The purpose of this letter is to provide LCC with additional information to address the points raised, with a view to ensuring LCC have no objection to the current proposals prior to determination of the application. It is noted that comments have been raised by LCC in respect of trip generation, site access, highway safety, and the proposed internal layout. This letter seeks to address each of these matters in turn under the relevant subheadings below.

A Transport Assessment was submitted to support the application by Ardent Consulting Engineers (**ACE Report 2402050-XX-00-RP-C-0002**), and where relevant this letter refers back to this report.

The relevant extracts from LCC's Highways Response are denoted in *blue italics* with Ardent Consulting Engineers (ACE) response below.

Site Access

LCC Comment

"The site would be accessed from Station Road, a C classified road subject to a 30mph speed limit. The Applicant is not proposing any amendments to the existing site access."

The LHA note as part of application reference 24/00019/FUL, improvements to the site access were required to the width and radii. The LHA advises that given the scale of the proposals; similar improvements are put forward by the Applicant."

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Suffolk: Suffolk Enterprise Centre, Felaw Maltings, 44 Felaw Street, Ipswich IP2 8SJ | 01473 407321

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Nottingham: Office 3, The Garage Studios, 41-43 St Mary's Gate, The Lace Market, Nottingham NG1 1PU | 0115 697 0940

Kent: Suite 10, 40 Churchill Business Square, Kings Hill, West Malling, Kent ME19 4YU | 01732 752155

Bristol: Temple Studios, Temple Gate, Bristol BS1 6QA | 0117 456 4994

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ACE Response

The supporting Transport Assessment does note that the development that the proposed development *"would be served by the already consented simple priority T-junction arrangement secured under application 19/01437/FUL."*

While it is noted that the applicant provided improvements under 24/00019/FUL, these were reproduced from the 19/01437/FUL application and have therefore been considered, as highlighted in the Transport Assessment. For completeness, **Drawing HAS/17-030/01** is provided as **Enclosure B** within this letter. This drawing shows how crossing facilities and amended kerb junction radii could be provided which is considered suitable to serve the development (see below trip generation and updated junction modelling section) in isolation of the proposed residential scheme to the south.

Notwithstanding the above, and also noting the extant S278 legal agreement for a ghost-island access arrangement for the KGCC site, based on a review of the LCC Highway Comments on the 24/01079/OUT (Richborough) application, LCC have suggested that the applicant *"should provide a ghost right turn lane on Station Road to access the development. This would need to consider the approved access to application 24/00560/HYB"* It is therefore that if the adjacent development is approved, such a scheme would mitigate the need for the applicant to provide any additional improvements such as radii modifications or crossing facilities.

Based on the above, it is considered that in isolation without considering the Richborough scheme, suitable improvements have been considered as outlined in **Drawing HAS/18030/01**. Alternatively, in the event that the 24/01079/OUT gets approval, a dedicated ghost island junction could be delivered by the developer of that scheme, subject to protection of the unfettered traffic generation rights in favour of the KGCC business expectation secured by the extant S278 legal agreement for the previously consented ghost-island arrangement.

Highway Safety

"Nevertheless, the LHA have very recently advised as part of application reference 24/00560/HYB that there are no specific trends within the PIC data for that application which could reasonably be exacerbated by the proposed development. Based on the LHA's own records, there are also no PIC's recorded along the length of Station Road during the last five years. Under the site-specific circumstances, the LHA advise it does not require up to date PIC analysis considering the most recent five-year period."

The above is noted, and no further PIC analysis will be required to support this application.

Trip Generation and Distribution

"The Applicant should liaise with the LPA in respect of a planning condition to restrict the use of the spa to public use only and provide an appropriately worded condition which they would agree to in the event the LHA was mindful to provide positive advice in respect of the proposals in the future."

The above is noted, and the applicant would be willing to agree to a suitably worded condition to restrict external public use of the site.

Furthermore, the LHA requests clarification if membership could be applied for solely for use of the spa, without the use of other facilities at the golf club such as the golf course, holiday lodges, clubhouse or hotel."

As alluded to above, the spa would solely be for the members of the golf course, lodges, club house and hotel and no external memberships for the spa only would be permitted. The applicant agrees that this can be covered by a suitably worded planning condition.

"Upon reviewing the TRICS output data within Appendix D, the LHA notes the Applicant has included both weekday and weekend trip rates within the assessment, which is against the TRICS good practice guide. Furthermore, it is noted the surveys for one of the sites (reference NF-03-J-02, Norwich, Norfolk) was undertaken during the Covid-19 pandemic when Covid-19 restrictions were in place. The LHA typically request such sites are not included in the analysis. The LHA therefore request the Applicant to reconsider the trip rates and would suggest trip rates to and from the site for both the weekday peaks, as well as the weekend peak are provided. These trip rates should not include sites affected by Covid-19 restrictions.

The LHA is aware of live application reference 25/00027/OUT (Outline planning permission for a leisure and recreation development to include a family health and wellbeing spa, holiday lodges and a wedding and conference venue. (All matters reserved except for access) | Land East of Bosworth Water Park, Wellsborough Road, Market Bosworth)."

In the first instance, the TRICS Database was interrogated to re-establish the likely level of peak hour and daily traffic movements generated by the proposed development using the suggested parameters suggested by LCC. This included the same criteria as previous but also excluded weekend sites and site surveyed during the pandemic. This resulted in a single site caravan park site and therefore would not provide a representative sample size and has been disregarded.

Therefore, as suggested by the LHA, the trip rates from the 25/0027/OUT application and have been used. For completeness, a new search was undertaken using the same parameters which are as follows:

Land Use: 03 – Residential, J – Holiday Accommodation

Parameter Range: 31 - 9700

Date Range: 01/01/05 to 17/02/20

Location Types: Suburban Area, Edge of Town, Neighbourhood Centre and Free Standing

Days: Weekdays Only

The resulting vehicle trip rates (per unit) and commensurate peak hour and daily vehicle trip generation for the proposed development are showed in the below table with the full TRICS output data contained in **Enclosure C** of this letter.

Site	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)			Weekday 12-hour (07:00-19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Vehicle Trip Rates (per unit)	0.019	0.040	-	0.091	0.051	-	0.856	0.744	-
Vehicle Trip Generation (126 units)	2	5	7	11	6	18	108	94	202

The table demonstrates the revised trip rates would result in slightly increased trip generation compared to the trip rates presented in the Transport Assessment. Notwithstanding, the increases would be negligible and would not warrant any additional off-site junction modelling. For robustness, the site access junction has been updated to reflect the above trip generation (see further below).

Trip Distribution

"The Applicant has based their trip distribution on that which was accepted by the LHA for the proposed hotel development as part of application 24/00019/FUL. This is accepted by the LHA."

The above is noted, and no further distribution assessment will be required to support the application.

Junction Capacity Assessments

"The Applicant has not provided the raw data for the traffic count the capacity assessment is based on, this is typically required by the LHA. Furthermore, it is unclear what year the traffic count was undertaken, or what traffic growth factors have been used to factor the baseline traffic count data up to 2029. Traffic counts must not be more than three years old and undertaken in a traffic neutral month."

In order to provide a consistent approach with the 24/01079/OUT application, the same traffic survey data (undertaken in July 2024) has been utilised which was contained within the appendices of the supporting Transport Assessment. The same TEMPro growth factors have also been utilised which are as follows:

- 2024 to 2029 AM Peak Hour = 1.0504
- 2024 to 2029 PM Peak Hour = 1.0521

Given the traffic data is publicly available information, this has been included as **Enclosure D** of this letter.

"It is noted the Applicant has referred to the following live planning applications within their TA:

- 24/01079/OUT - Outline planning application for up to 126 dwelling (all matters reserved except access)| Land north of Station Road, Market Bosworth.
- 24/00560/HYB - Hybrid planning application seeking full planning permission for residential development of 138 dwellinghouses along with landscaping, public open space, drainage infrastructure and new access following demolition of two existing dwellinghouses; and outline planning permission (all matters reserved except for point of access) for 0.55ha of employment uses (Classes E (g) (i, ii and iii), B2 and B8). Land Off Station Road, Market Bosworth.

The LHA note that the Applicant has stated that the traffic flows for these developments, as well as those at Kyngs Golf Club have been considered when assessing the impact of the proposals.

The LHA advise that typically, it would expect the traffic flow for each development to be included within the Applicant's traffic flow diagrams. Furthermore, the LHA is aware of the following live applications within Market Bosworth, which would also require consideration:

- 24/00831/OUT - Outline planning application for the erection of up to 100 dwellings (including 40% affordable housing) with public open space, landscaping, sustainable drainage system (SuDS) a vehicular access point and the demolition of one residential dwelling. All matters reserved except for means of access (re-submission of 22/00167/OUT)| Land north of Shenton Lane, Market Bosworth.*
- 25/00027/OUT - Outline planning permission for a leisure and recreation development to include a family health and wellbeing spa, holiday lodges and a wedding and conference venue. (All matters reserved except for access)| Land east of Bosworth Water Park, Wellsborough Road, Market Bosworth.*

Typically, the LHA would require the Applicant to consider all live planning applications as part of a sensitivity test. It should be noted that the trip rates proposed for application 24/01079/OUT are lower than those accepted by the LHA for applications 24/00560/HYB and 24/00831/OUT and will require updating by the Applicant for that application."

The above is accepted, and the above committed developments have been considered as part of the updated assessment provided below. It is noted that the trip rates contained as part of the 21/0179/OUT application are not considered acceptable to the LHA and therefore for the purposes of this new assessment, the trip rates from the 24/00560/HYB application have been applied to provide a robust assessment.

With respect to the 25/00027/OUT application, no formal highways assessment or distribution assessment has been undertaken and will therefore not be formally accounted for in the below updated assessment. Nevertheless, this would be accounted for in the background traffic growth figures.

At the request of the LHA the traffic flow figures have been revised, and are now as follows:

- Figure 1 Proposed Development Assignment
- Figure 2 Survey 2024 Traffic Flows (obtained from 24/01709/OUT traffic counts)
- Figure 3 Committed Dev: Total Consented Kyngs Golf Club Traffic Flows
- Figure 4 Committed Dev: Land North of Station Road (24/01079/OUT)
- Figure 5 Committed Dev: Land Off Station Road (24/00560/HYB).
- Figure 6 Committed Dev: Land North of Shenton Lane 24/00831/OUT)
- Figure 7 Total Committed Development
- Figure 8 2029 Future Year (using 24/01709/OUT TEMPro Growth Factors)
- Figure 9 2029 Without Development
- Figure 10 With Development 2029

The PICADY results for the "2029 Without Development" and "2029 With Development" scenarios are showed in the table below with the full outputs provided as **Enclosure E**.

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Proposed Layout - 2029 Without Development						
Stream B-AC	0.20	10.87	0.15	0.30	10.93	0.19
Stream C-AB	0.40	5.60	0.17	0.20	5.62	0.09
Proposed Layout - 2029 With Development						
Stream B-AC	0.20	10.21	0.12	0.30	10.67	0.21
Stream C-AB	0.40	5.83	0.17	0.20	5.80	0.11

The above results show that the proposed junction would continue to operate within acceptable levels of capacity, when taking into account revised trip rates and nearby committed developments.

It is therefore considered that this should alleviate the LHAs concerns with regards to the trip generation and modelling.

Internal Layout

"In principle, the LHA accepts that guests staying at the lodges should not need to drive to the spa/ golf clubhouse. However, it should be noted by the LPA that the furthest lodges could be located an approximate 1.2km walk from the proposed spa and the golf clubhouse. The submitted Planning Statement suggests that 'call on demand' electric buggies would be provided to transport guests between the lodges and the spa. The LHA advise that should guests decide to drive to the spa or golf clubhouse/ function room, this could create pressure on parking spaces for the golf club, clubhouse/ function room and hotel. This could be throughout the day and into the evening, particularly if the buggies were not available after a certain time given guests may be required to walk back to the lodges from the spa or clubhouse in the dark, or during inclement weather.

The LHA does not believe there would be any reasonable or enforceable way of preventing those staying in the lodges from driving to the golf club/ clubhouse/ hotel car park should they choose to do so."

While the above comment is noted, it is considered that this could be suitably managed and enforced as following:

- There would be a half hourly mini electric buggy bus for those wishing not to walk between the lodges and the other site facilities – the principle of these has already been established since planning consent was given for 02/00685/COU and for the other approved lodges on the site;
- The use of the timetabled mini electric buggy bus during busy seasons such as summer or school holidays would prevent visitors from having to walk long distances;
- The buggies would be scheduled during the opening hours of the spa facility and golf club is open a suitable strategy would be in place so that guests can easily request buggy;
- Monitoring would be in place to ensure that the above strategy is working effectively as it is in the operator's best interest to ensure that guests are not inconvenienced to encourage repeat business.

High quality wayfinding would also be incorporated into the layout such as approved low-level lighting along paths and signposted routes to encourage walking between the lodges and the spa facility.

Further to the above, by restricting private car travel between the lodges and the spa assists in reducing the likelihood of any conflicts between vehicles and pedestrians / cyclists.

While it is noted that the furthest lodge is located 1.2km away, collectively the above could be introduced to prevent the need to travel by private vehicle between the spa and lodges. A Car Parking Management Plan (CPMP) could be secured by condition to outline how the above strategy could be implemented and operated effectively.

Health Spa

"Full planning permission has been applied for in respect of the golf leisure and spa. The Applicant has stated that additional parking provision for the spa is not required due to it not being open to the public and sufficient parking already being provided for the hotel and golf club. Whilst the LHA accept that a level of parking has already been accepted for the provision of the golf club/ clubhouse/ function room and hotel, as advised above, the proposed holiday lodges are some distance away from the proposed spa and there could be potential for guests to drive to the car park should they choose to do so.

The proposals could result in additional staff being employed at the site and the number of staff employed by the proposals should therefore be clarified by the Applicant. Additional parking may therefore be required to cater for staff. Furthermore, the proposals could mean those staying at the hotel, lodges or playing golf stay on-site longer than they perhaps would have done so, or on the day of departure/ arrival. For example, if a guest checks out of the hotel/ lodges and spent the day at the spa, it is unclear where they would be required to park. In addition, should those travelling to stay at a lodge or the hotel intend to visit the spa or golf course prior to checking in, there could be a considerable number of vehicles requiring parking spaces. How parking is to be managed should therefore be clarified by the Applicant."

As outlined in the Highways response as part of the 24/00019/FUL application for the erection of a 50x room Golf and leisure accommodation facility with associated work, the maximum car parking demand was 185 parking spaces at the site, meaning the proposed 202 spaces would be in excess of the predicted demand.

Further to this, the original assumptions were based on the hotel operating as a traditional hotel, whereas the proposals are ancillary to the golf course and its associated facilities. It is therefore considered that there would be sufficient capacity to accommodate an uplift in parking demand associated with staff members at the spa facility and guests during arrival and departure periods.

This arrangement would be managed by on-site staff and in the event that parking demand exceeds supply, restrictions would be introduced to prevent guests who are checking out from using the spa facility.

If this arrangement does not align with the operational needs of the business, alternative measures would be explored. This could include allowing guests to leave their car at the

lodges for a limited time after check-out to prevent overlap with check-in periods. Alternatively, a late check-out system could be implemented which would permit guests to use the spa facility on the day of check-out.

A Staff Travel Plan could also be developed to reduce single-occupancy vehicle trips by employees of the spa. Where possible, the spa facility would seek to employ staff who live locally or can access the site via non-car modes of travel.

These measures, along with any necessary enforcement mechanisms, could be formally set out within a Car Parking Management Plan, secured by condition.

Overall, it is considered that suitable measures could be introduced to effectively manage car parking demand on site. Though it is important to reemphasise that there is predicted to be spare capacity based on assessments previously undertaken.

"The LHA considers there is limited risk to parking occurring within the adopted highway given the distance of the site from Station Road, however additional demand on parking, should it not be managed, could lead to parking in un-designated areas along the access road or elsewhere within the site. In the event application reference 24/01079/OUT was granted planning permission, in time this could also lead to on-street or inappropriate parking along the development roads given it fronts the golf club development."

The LHA advise the LPA it cannot accept a scenario where the spa is constructed without a car-park, no parking provision is proposed as part of the full application for the health spa. Therefore, the LHA has also considered a scenario where the spa is constructed prior to the golf club/ clubhouse/ hotel development or the lodges themselves.

In the event an appropriate condition could not be implemented restricting the use of the spa to the hotel/ lodges/ golf club members, so the spa could open just with members of the public could use the site, appropriate parking provision for the spa will be required within the red line boundary and will need to be conditioned as part of this application."

The above is noted, and the applicant would be willing to agree to a suitably worded condition that would prevent the spa from being constructed prior to the golf club / clubhouse / hotel / lodges. This would therefore prevent any overspill car parking on the surrounding highway network.

Transport Sustainability

"The proposed holiday lodges are a significant walk from amenities such as public transport provision, convenience stores and public houses within the centre of Market Bosworth.

Nevertheless, the LHA accept that the nature of the proposals means that guests staying at the site are likely to be using the on-site facilities such as the spa and golf course once they have arrived.

In addition, it appears there would be cooking facilities provided within each holiday lodge. On this basis, the LHA advise it could not justify the requirement for the Applicant to re-route the existing bus service which travels through the centre of Market Bosworth to cover Station Road fronting the site."

It is noted that no non-car modes / bus travel improvements would be required to accommodate the development.

Public Rights of Way

"Footpath S70 crosses several of the fairways north of the proposed Golf Leisure and Health Spa. The Site Plan seems to show a partial re-design of the golf fairways. The 2nd hole fairway crosses Footpath S70 effectively obstructing the legally defined route and offering instead an unauthorised diversion round the edges of the site boundary. Any planning application should include a legal diversion of this route to ensure the route is lawful."

It has been advised by the client that there are no changes to the existing fairways and therefore no obstruction to Footpath S7. As a result, there would be no requirement to provide a legal diversion of the route and users would continue to have unfettered access to the footpath.

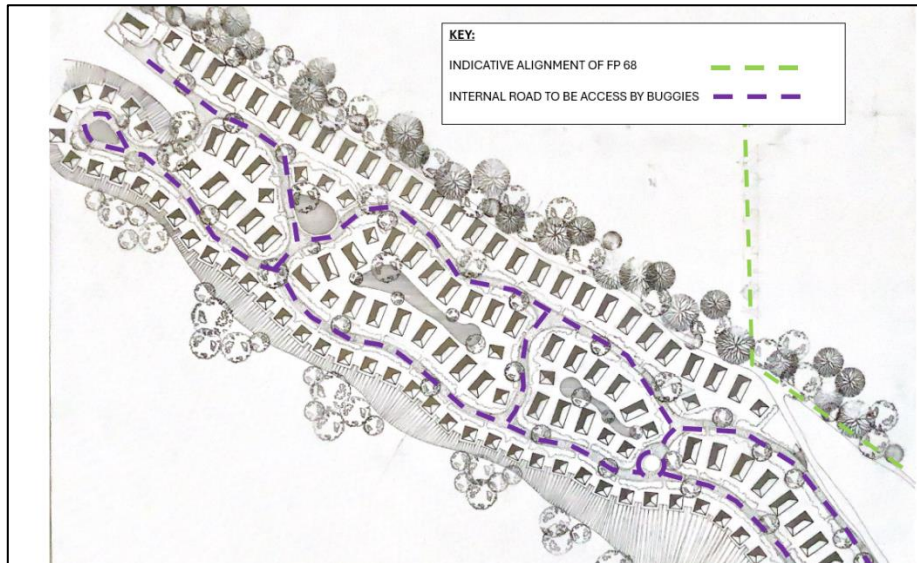
It is however noted that the Footpath S70 crosses the existing access road leading towards the lodges, and as part of the detailed design of the lodges a suitable crossing facility would be provided noting the level of vehicular movements along the route.

"Footpath S68 runs along an existing track crushed-stone and earth track across the northeastern part of the site. That track is also the intended access for the 126 Golf Holidays Lodges, the site for which would start next to the S68 Footpath route. It should be noted that Footpath S68 is part of the 'Leicestershire Round' long-distance walking trail which is popular with walking groups and for sponsored charity walks and runs. The proposal is noted to use electric buggies for transport guests, or staff and materials, to the lodges from the car parking near the Clubhouse. However, more detail is needed on what measures will be taken to minimise conflicts between the buggies and members of the public, including any groups of walkers or charity runners, who currently enjoy using the route unhindered."

The supporting layout plan for the lodges (Enclosure F) shows that a track will be provided adjacent to the north eastern most lodges that follows the current alignment of Footpath S68. The principle of this has already been established and accepted for planning approval 02/00685/COU 07/01287/FUL 19/00021/PP, 24/00026/FUL, and 24/00769/FUL (awaiting decision). Access to the lodges would be provided along an existing track through the existing access points.

It has also been confirmed by the applicant that the alignment of the route will not be amended and therefore no formal order would be required to divert this route and that the buggies would not be able to access this track. Where the footpath alignment follows the track towards the east, a dedicated area / path would be provided users for users of the footpath to prevent any conflict with buggies or vehicles. Alongside this, where necessary suitable signage would be provide alerting the drivers of the buggies of the footpath.

This is demonstrated on the following extract, noting it would be subject to a detailed review as part of a future Reserved Matters application.



Overall, it is considered that the above should alleviate the LHAs concerns with regards to the existing footpaths that cross the site.

Conclusions

Based on the details presented above, it is considered that the initial comments raised by LCC in respect of highways and transportation have been satisfactorily addressed. It is therefore considered that LCC should no longer have any objections to the proposed development, subject to any appropriately worded conditions.

I trust these details are satisfactory for your purposes and we look forward to receiving your feedback in due course. Should you have any queries or require further information, please do not hesitate to get in touch.

Yours sincerely

Ryan Smith

Ryan Smith
Associate Director

Encl.

Figures

Enclosure A: LCCs Highways Response

Enclosure B: HAS Drawing 17030/01

Enclosure C: Revised TRICS Outputs

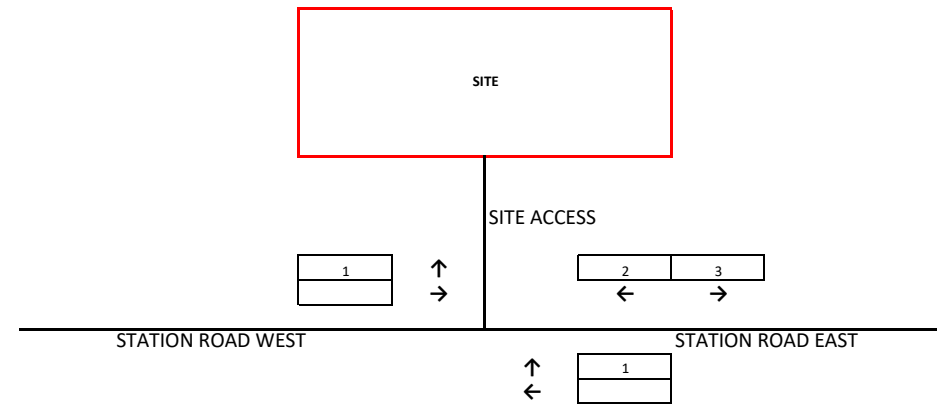
Enclosure D: Traffic Data

Enclosure E: PICADY Outputs

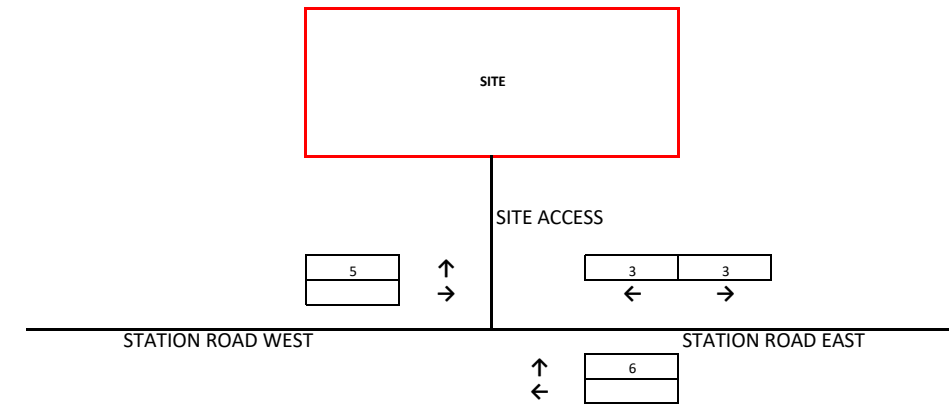
Enclosure F: Lodge Layout Plan

Figures

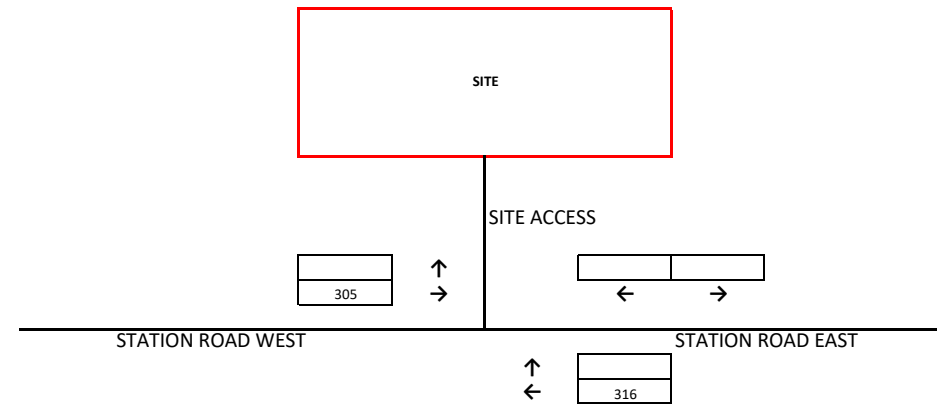
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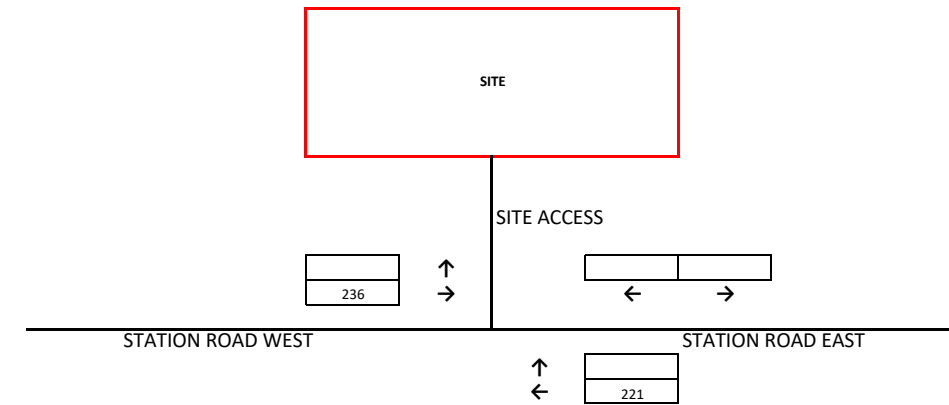
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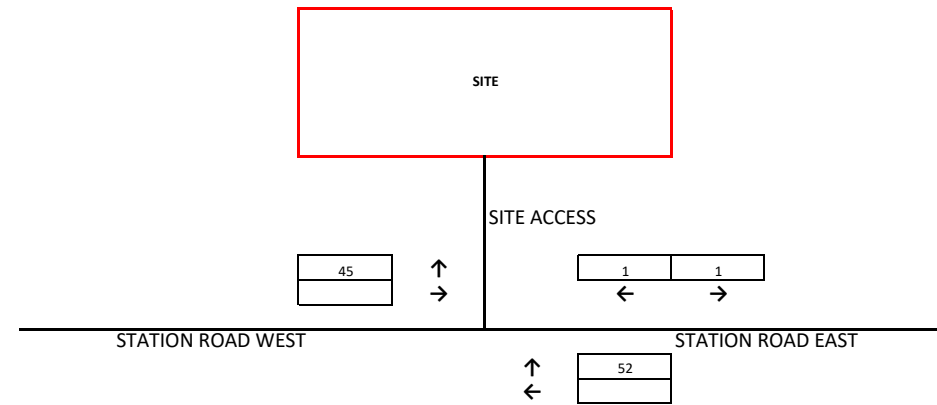
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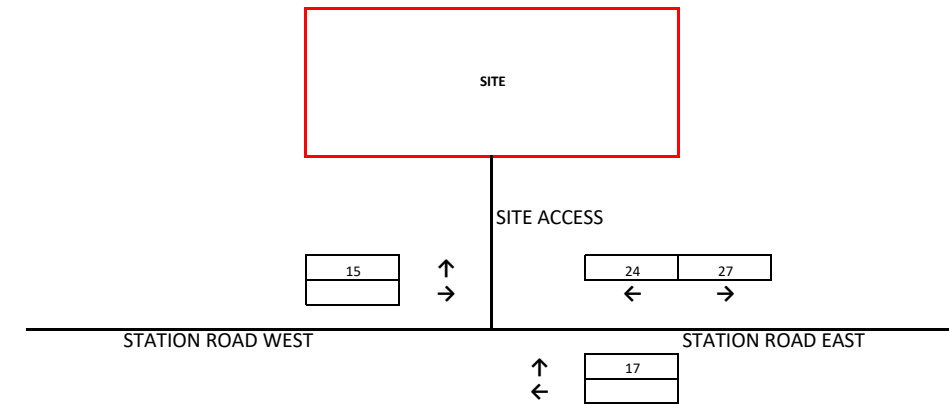
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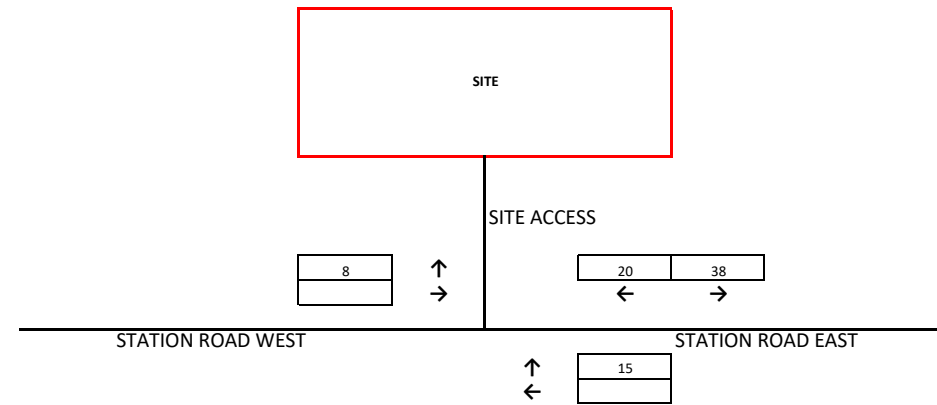
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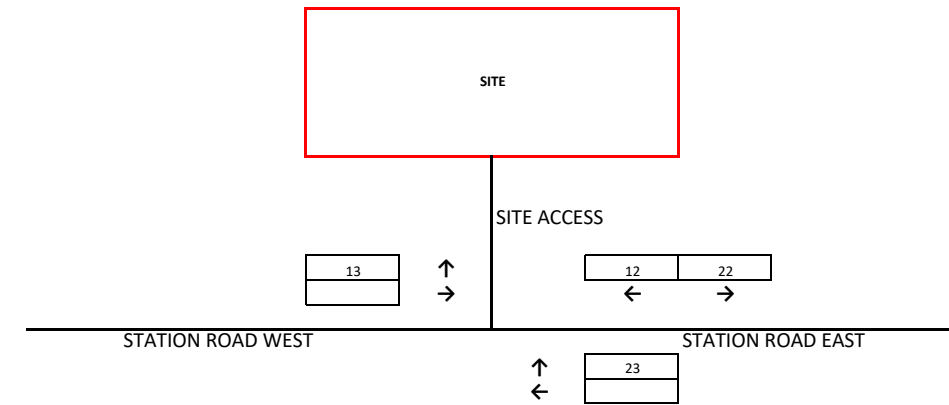
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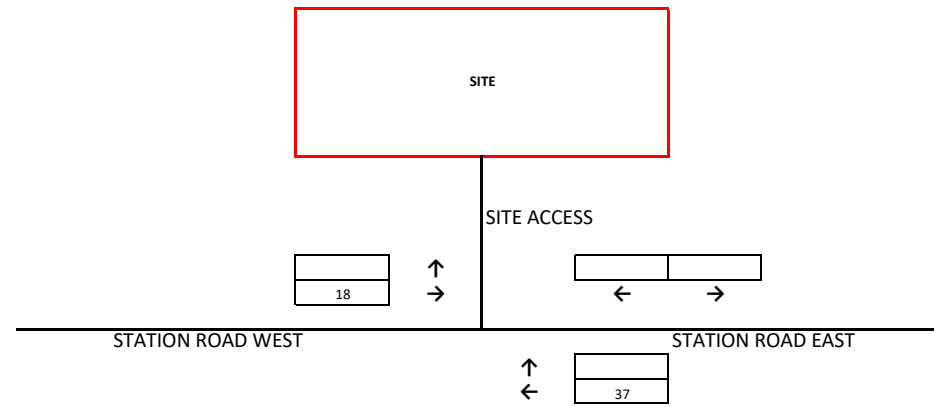


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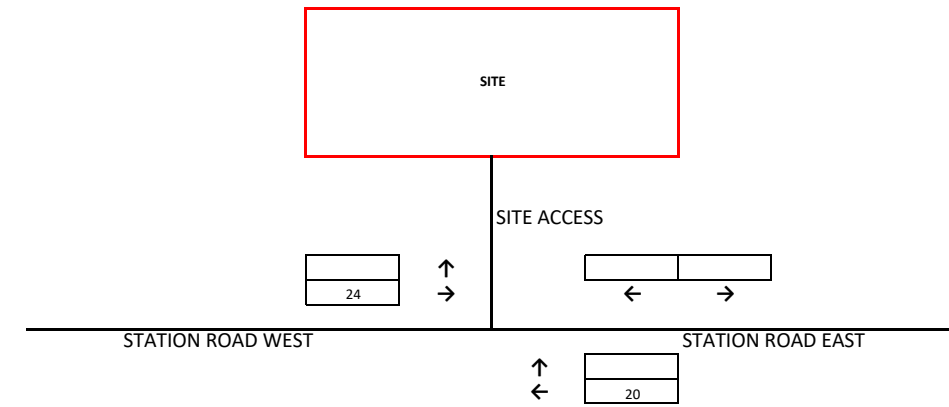


NOTE: BASED ON 24/01079/OUT DISTRIBUTION AND QUANUTUM OF DEVELOPMENT (130 DWELLINS). HIGHER TRIP RATES USED FROM 24/00560/HYB TO PROVIDE A ROBUST ASSESSMENT

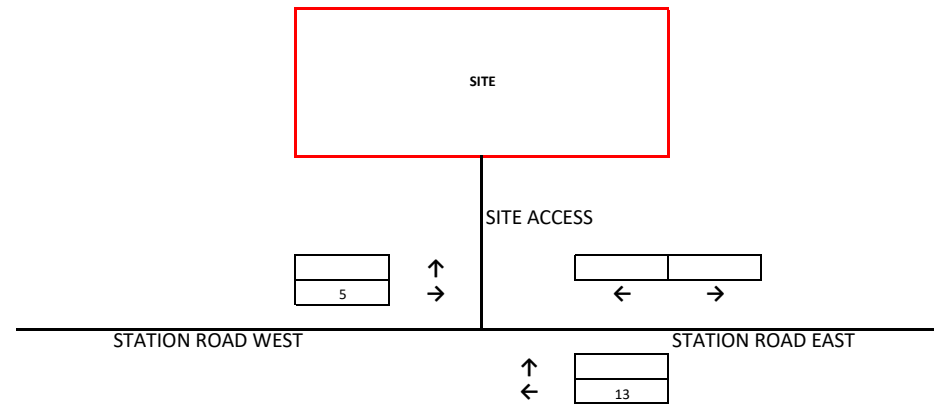
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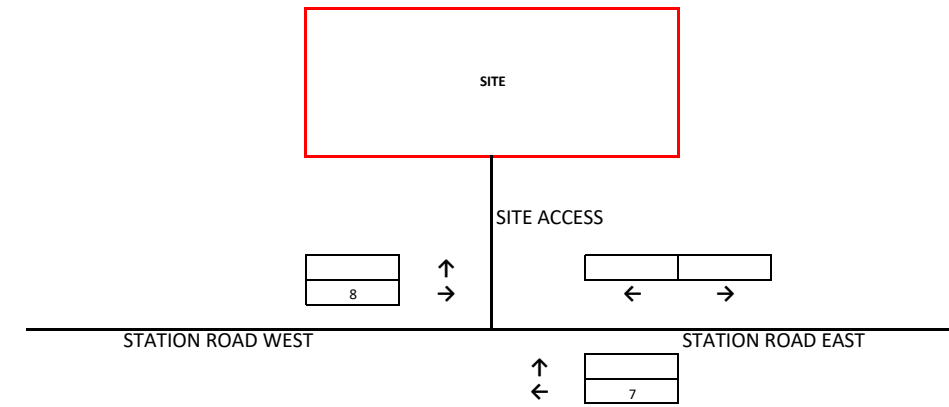
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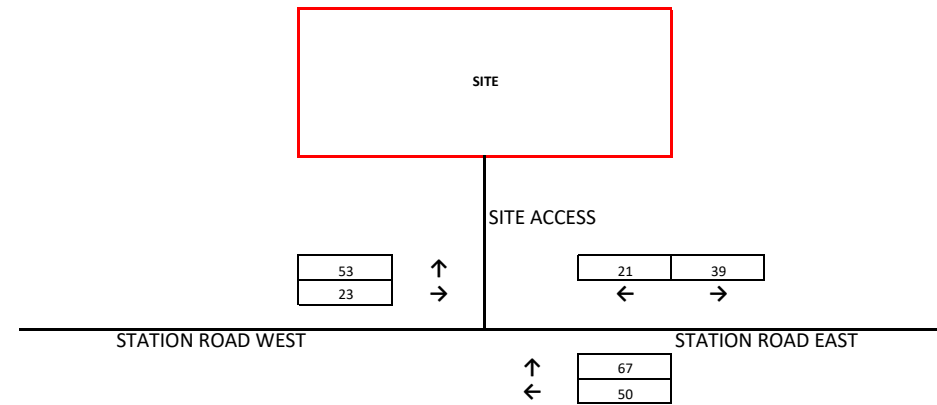
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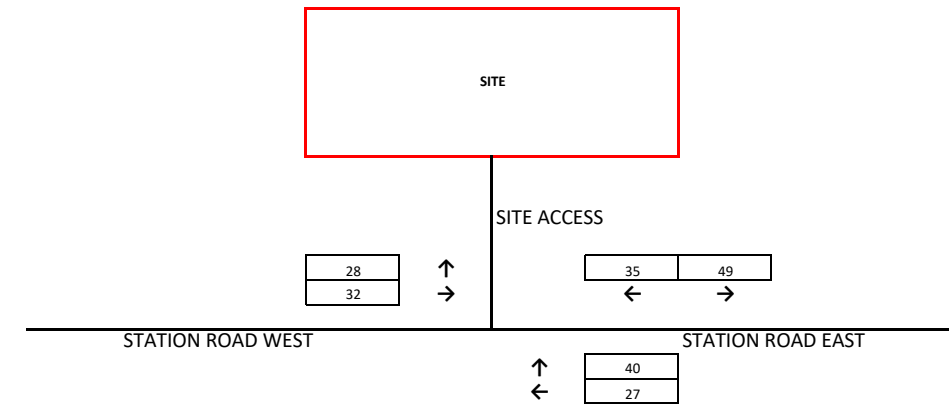
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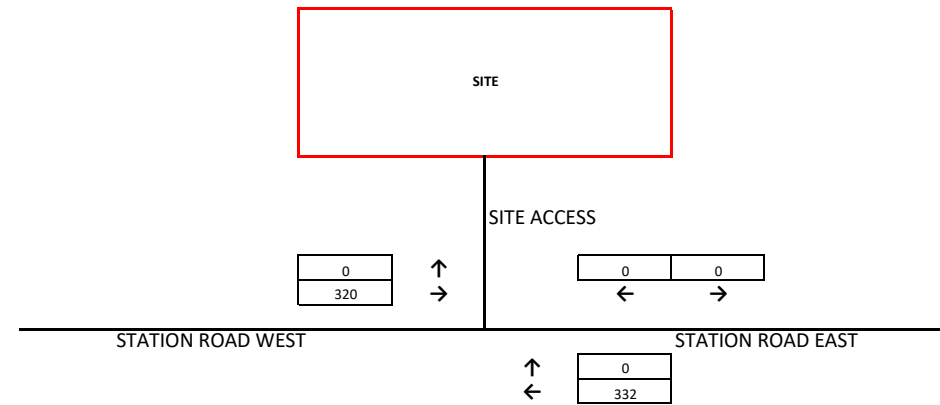
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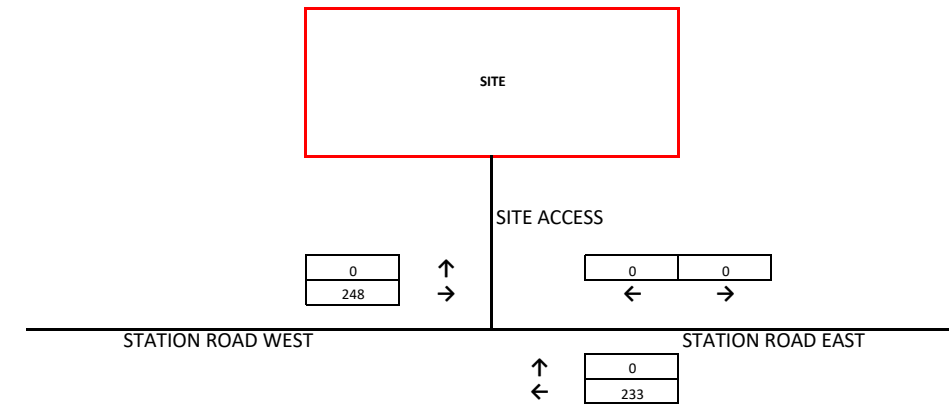


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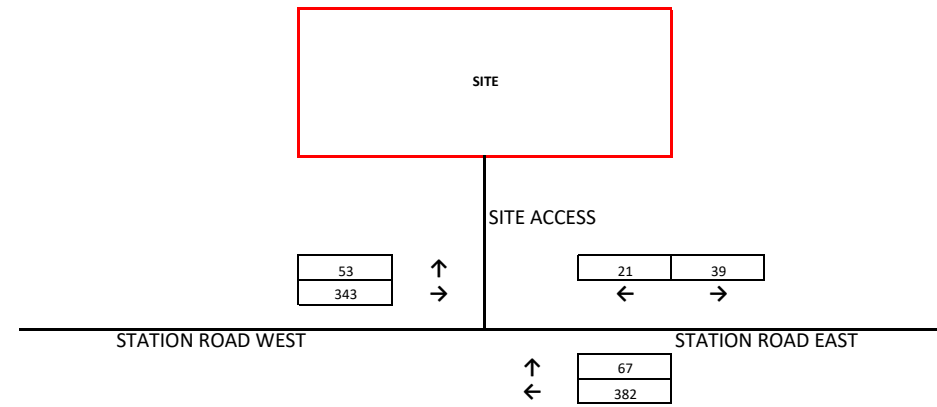
2024 to 2029 AM Growth Factor 1.0504

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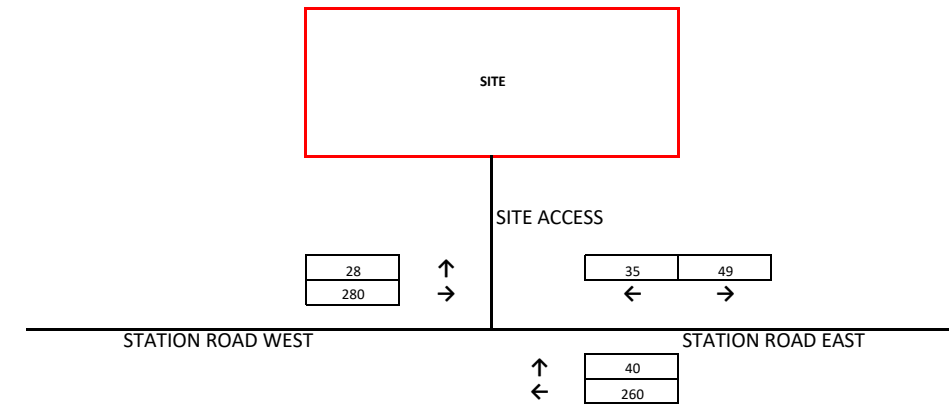


2024 to 2029 PM Growth Factor 1.0521

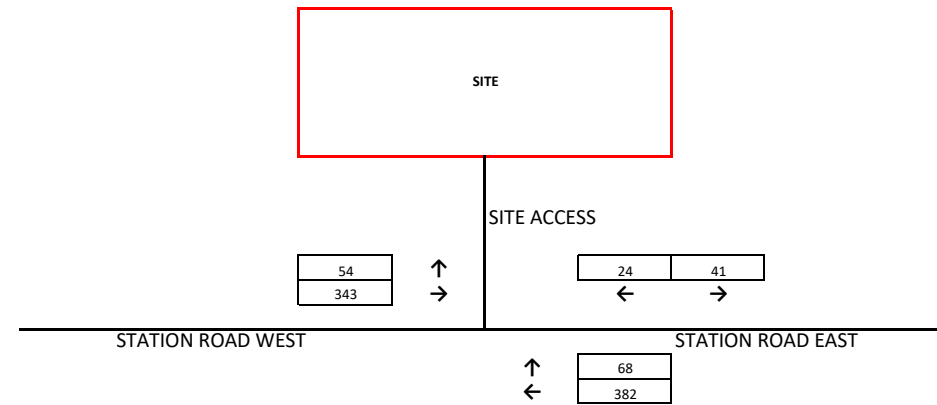
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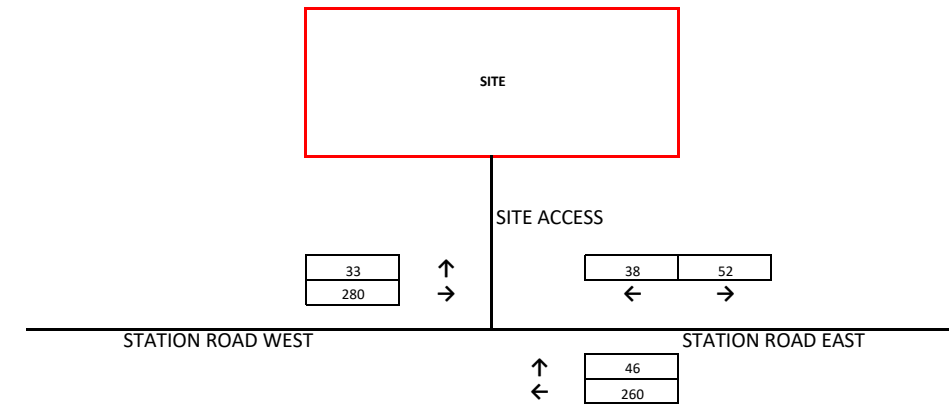
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Enclosure A

LCCs Highways Response

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



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

APPLICATION DETAILS

Planning Application Number: 24/01157/HYB

Highway Reference Number: 2024/1157/04/H

Application Address: Kyngs Golf And Country Club Station Road Market Bosworth Nuneaton Leicestershire CV13 0NP

Application Type: Hybrid

Description of Application: Hybrid planning application seeking Full planning permission for the erection of a golf leisure and health spa and Outline planning permission (all matters reserved except for access) for the erection of up to 126 golf holiday lodges with associated works

GENERAL DETAILS

Planning Case Officer: Alex Jelley

Applicant: Mr G Denny

County Councillor: Bertie Harrison-Rushton

Parish: Market Bosworth

Road Classification: Class C

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

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

Advice to Local Planning Authority

Background

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

Hybrid planning application seeking Full planning permission for the erection of a golf leisure and health spa and Outline planning permission (all matters reserved except for access) for the erection of up to 126 golf holiday lodges with associated works.

The site is located at Kyngs Golf and Country Club, Station Road, Market Bosworth.

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

- Transport Assessment ([TA] dated December 2024 and authored by Ardent Consulting Engineers);
- Planning Statement (dated December 2024 and authored by HMD);
- Location Plan (dated December 2024);
- HMD drawing number HMD/PD0574/01 (Site Plan); and
- HMD drawing number HMD/PD/0574/07 (Illustrative Site Layout Plan).

The LHA is aware of the following recent planning history at Kyngs Golf Club:

- *24/00769/FUL | Change of use of land and the siting of 9 single storey holiday lodges with vehicle parking and associated works (Revised Scheme 23/00508/FUL). The LHA advised no objection to the proposals subject to conditions, however the application is pending consideration by the LHA.*
- *24/00513/FUL | Erection of 4 holiday lodges and associated works (resubmission of 24/00027/FUL). The LHA advised no objection to the proposals subject to conditions and the proposals have been granted planning permission by the LPA.*
- *24/00026/FUL | Erection of 2 subterranean golf holiday lodges with associated works. The LHA advised no objection to the proposals subject to conditions and the proposals have been granted planning permission by the LPA.*
- *24/00019/FUL | The proposed erection of a 50x room Golf and leisure accommodation facility with associated works (part revised scheme to that approved under 19/01437/FUL). The LHA advised no objection to the proposals subject to conditions and the proposals have been granted planning permission by the LPA.*

In addition, there are several other planning applications at the site which have been refused planning permission by the LPA.

The LHA understand the proposed health spa would be restricted for use by guests of the proposed and consented holiday lodges, as well as users of the consented hotel only and would not be open to the public.

The LHA is familiar with the site access/ Station Road and has visited Market Bosworth on several occasions recently due to the volume of planning applications in the area. The LHA are also aware of live planning application reference 24/01079/OUT for up to 126 dwellings at land north of Station Road, Market Bosworth, which shares an existing access with this proposed development. Both applications have been reviewed by the LHA concurrently, with a separate response provided for that application.

Site Access

The site would be accessed from Station Road, a C classified road subject to a 30mph speed limit. The Applicant is not proposing any amendments to the existing site access.

The LHA note as part of application reference 24/00019/FUL, improvements to the site access were required to the width and radii. The LHA advises that given the scale of the proposals; similar improvements are put forward by the Applicant.

Highway Safety

The Applicant has obtained Personal Injury Collision (PIC) data from Crashmap for the five-year period between '2018 and 2022'. The Applicants PIC analysis initially refers to an incorrect and irrelevant location (the A518) and states that there have been no PIC's, however the study area

shown does show Station Road in the vicinity of the site access. The Applicant then highlights one PIC which occurred at the junction of Station Road and Godsons Hill in 2018. This was recorded as 'slight' in severity and involved a cyclist and a vehicle.

The LHA advises that the Applicants PIC analysis is out of date, given it only considers up to 2022.

Nevertheless, the LHA have very recently advised as part of application reference 24/00560/HYB that there are no specific trends within the PIC data for that application which could reasonably be exacerbated by the proposed development. Based on the LHA's own records, there are also no PIC's recorded along the length of Station Road during the last five years. Under the site-specific circumstances, the LHA advise it does not require up to date PIC analysis considering the most recent five-year period.

Trip Generation and Distribution

Trip Generation

As advised further above, the Applicant has stated that the proposed health spa would be restricted for use by guests of the proposed and consented holiday lodges, as well as users of the consented hotel and members of the golf club only and would not be open to the public. The LHA therefore advise that an appropriately worded planning condition will be required to restrict the use of the spa to prevent use by the public.

The Applicant should liaise with the LPA in respect of a planning condition to restrict the use of the spa to public use only and provide an appropriately worded condition which they would agree to in the event the LHA was mindful to provide positive advice in respect of the proposals in the future.

The LHA advise that without such a condition, or if membership could be obtained to the golf club just for use of the spa, the proposals could generate additional traffic on the network over and above the level which the Applicant suggests is considered as part of this application. It is therefore essential that the LHA understands whether a planning condition restricting use could be imposed at this stage and what the wording on this would be. Furthermore, the LHA requests clarification if membership could be applied for solely for use of the spa, without the use of other facilities at the golf club such as the golf course, holiday lodges, clubhouse or hotel.

The Applicant has used the TRICs database to ascertain the level of trips which the proposed holiday lodges could generate. The proposed vehicular trip rates and anticipated vehicle trips for 126 holiday lodges during the AM and PM peaks are shown in Table 1.

Site	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)			Weekday 12-hour (07:00-19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Vehicle Trip Rates (per unit)	0.017	0.023	-	0.063	0.067	-	0.712	0.725	-
Vehicle Trip Generation (126 units)	2	3	5	8	8	16	90	91	181

Table 1: Proposed vehicle trip rates and approximate level of vehicle trips (126 holiday lodges).

It is suggested that the trip rates for the holiday lodge use only (as opposed to the holiday lodge and the spa) would be appropriate given the restrictions on use of the proposed spa. Whilst the

LHA accept this in principle, clarity is required in respect of a planning condition restricting use as detailed above.

Upon reviewing the TRICs output data within Appendix D, the LHA notes the Applicant has included both weekday and weekend trip rates within the assessment, which is against the TRICs good practice guide. Furthermore, it is noted the surveys for one of the sites (reference NF-03-J-02, Norwich, Norfolk) was undertaken during the Covid-19 pandemic when Covid-19 restrictions were in place. The LHA typically request such sites are not included in the analysis. The LHA therefore request the Applicant to reconsider the trip rates and would suggest trip rates to and from the site for both the weekday peaks, as well as the weekend peak are provided. These trip rates should not include sites affected by Covid-19 restrictions.

The LHA is aware of live application reference 25/00027/OUT (*Outline planning permission for a leisure and recreation development to include a family health and wellbeing spa, holiday lodges and a wedding and conference venue. (All matters reserved except for access) | Land East of Bosworth Water Park, Wellsborough Road, Market Bosworth*).

The Applicant may wish to consider the use of the trip rates proposed for the holiday lodges as part of that application.

Trip Distribution

The Applicant has based their trip distribution on that which was accepted by the LHA for the proposed hotel development as part of application 24/00019/FUL. This is accepted by the LHA.

Junction Capacity Assessments

The Applicant has undertaken a capacity assessment of the site access to demonstrate this would operate within capacity. The Applicant has tested two scenarios:

- 2029 without development; and
- 2029 with development

The Applicant has not provided the raw data for the traffic count the capacity assessment is based on, this is typically required by the LHA. Furthermore, it is unclear what year the traffic count was undertaken, or what traffic growth factors have been used to factor the baseline traffic count data up to 2029. Traffic counts must not be more than three years old and undertaken in a traffic neutral month.

It is noted the Applicant has referred to the following live planning applications within their TA:

- 24/01079/OUT - *Outline planning application for up to 126 dwelling (all matters reserved except access) | Land north of Station Road, Market Bosworth.*
- 24/00560/HYB - *Hybrid planning application seeking full planning permission for residential development of 138 dwellinghouses along with landscaping, public open space, drainage infrastructure and new access following demolition of two existing dwellinghouses; and outline planning permission (all matters reserved except for point of access) for 0.55ha of employment uses (Classes E (g) (i, ii and iii), B2 and B8). Land Off Station Road, Market Bosworth.*

The LHA note that the Applicant has stated that the traffic flows for these developments, as well as those at Kyngs Golf Club have been considered when assessing the impact of the proposals.

The LHA advise that typically, it would expect the traffic flow for each development to be included within the Applicant's traffic flow diagrams. Furthermore, the LHA is aware of the following live applications within Market Bosworth, which would also require consideration:

- *24/00831/OUT - Outline planning application for the erection of up to 100 dwellings (including 40% affordable housing) with public open space, landscaping, sustainable drainage system (SuDS) a vehicular access point and the demolition of one residential dwelling. All matters reserved except for means of access (re-submission of 22/00167/OUT)| Land north of Shenton Lane, Market Bosworth .*
- *25/00027/OUT - Outline planning permission for a leisure and recreation development to include a family health and wellbeing spa, holiday lodges and a wedding and conference venue. (All matters reserved except for access)| Land east of Bosworth Water Park, Wellsborough Road, Market Bosworth.*

Typically, the LHA would require the Applicant to consider all live planning applications as part of a sensitivity test. It should be noted that the trip rates proposed for application 24/01079/OUT are lower than those accepted by the LHA for applications 24/00560/HYB and 24/00831/OUT and will require updating by the Applicant for that application.

Notwithstanding the above, the LHA advise that a capacity assessment would usually be required when approximately 30 or more two-way trips (e.g. 15 arrivals and 15 departures) are generated in either the AM or PM peaks. On this basis, following a review of the proposed trip rates and clarity on a planning condition restricting the use of the spa, should the level of two-way trips reach approximately 30, a capacity assessment which considers all the above will be required.

Should the Applicant need to undertake a traffic count, a permit is required to carry out any traffic count/speed survey on the public highway within Leicestershire. A permit can be obtained by contacting ndi@leics.gov.uk. Alternatively, Leicestershire County Council offer a data collection service including a large traffic count database. For details of the services available please contact ndi@leics.gov.uk.

Internal Layout

Holiday Lodges

The internal layout for the holiday lodge development is not for consideration at this stage. The Applicant has suggested that at least one parking space per lodge would be provided, which is welcomed by the LHA.

In principle, the LHA accepts that guests staying at the lodges should not need to drive to the spa/ golf clubhouse. However, it should be noted by the LPA that the furthest lodges could be located an approximate 1.2km walk from the proposed spa and the golf clubhouse. The submitted Planning Statement suggests that 'call on demand' electric buggies would be provided to transport guests between the lodges and the spa. The LHA advise that should guests decide to drive to the spa or golf clubhouse/ function room, this could create pressure on parking spaces for the golf club, clubhouse/ function room and hotel. This could be throughout the day and into the evening, particularly if the buggies were not available after a certain time given guests may be required to walk back to the lodges from the spa or clubhouse in the dark, or during inclement weather.

The LHA does not believe there would be any reasonable or enforceable way of preventing those staying in the lodges from driving to the golf club/ clubhouse/ hotel car park should they choose to do so.

Health Spa

Full planning permission has been applied for in respect of the golf leisure and spa. The Applicant has stated that additional parking provision for the spa is not required due to it not being open to the public and sufficient parking already being provided for the hotel and golf club. Whilst the LHA accept that a level of parking has already been accepted for the provision of the golf club/ clubhouse/ function room and hotel, as advised above, the proposed holiday lodges are some distance away from the proposed spa and there could be potential for guests to drive to the car park should they choose to do so.

The proposals could result in additional staff being employed at the site and the number of staff employed by the proposals should therefore be clarified by the Applicant. Additional parking may therefore be required to cater for staff. Furthermore, the proposals could mean those staying at the hotel, lodges or playing golf stay on-site longer than they perhaps would have done so, or on the day of departure/ arrival. For example, if a guest checks out of the hotel/ lodges and spent the day at the spa, it is unclear where they would be required to park. In addition, should those travelling to stay at a lodge or the hotel intend to visit the spa or golf course prior to checking in, there could be a considerable number of vehicles requiring parking spaces. How parking is to be managed should therefore be clarified by the Applicant.

The LHA considers there is limited risk to parking occurring within the adopted highway given the distance of the site from Station Road, however additional demand on parking, should it not be managed, could lead to parking in un-designated areas along the access road or elsewhere within the site. In the event application reference 24/01079/OUT was granted planning permission, in time this could also lead to on-street or inappropriate parking along the development roads given it fronts the golf club development.

The LHA advise the LPA it cannot accept a scenario where the spa is constructed without a car-park, no parking provision is proposed as part of the full application for the health spa. Therefore, the LHA has also considered a scenario where the spa is constructed prior to the golf club/ clubhouse/ hotel development or the lodges themselves.

In the event an appropriate condition could not be implemented restricting the use of the spa to the hotel/ lodges/ golf club members, so the spa could open just with members of the public could use the site, appropriate parking provision for the spa will be required within the red line boundary and will need to be conditioned as part of this application.

Transport Sustainability

The proposed holiday lodges are a significant walk from amenities such as public transport provision, convenience stores and public houses within the centre of Market Bosworth.

Nevertheless, the LHA accept that the nature of the proposals means that guests staying at the site are likely to be using the on-site facilities such as the spa and golf course once they have arrived.

In addition, it appears there would be cooking facilities provided within each holiday lodge. On this basis, the LHA advise it could not justify the requirement for the Applicant to re-route the existing bus service which travels through the centre of Market Bosworth to cover Station Road fronting the site.

Public Rights of Way

The application site is crossed by Public Footpaths S68 and S70 as shown below where HMD drawing number HMD/PD/0574/01 is overlaid with the alignments legally 'fixed' by the Definitive Map of public rights of way, the official record, plus greyscale Ordnance Survey Mastermapping to show the context.

Footpath S70 crosses several of the fairways north of the proposed Golf Leisure and Health Spa. The Site Plan seems to show a partial re-design of the golf fairways. The 2nd hole fairway crosses Footpath S70 effectively obstructing the legally-defined route and offering instead an unauthorised diversion round the edges of the site boundary. Any planning application should include a legal diversion of this route to ensure the route is lawful.

Footpath S68 runs along an existing track crushed-stone and earth track across the northeastern part of the site. That track is also the intended access for the 126 Golf Holidays Lodges, the site for which would start next to the S68 Footpath route. It should be noted that Footpath S68 is part of the '*Leicestershire Round*' long-distance walking trail which is popular with walking groups and for sponsored charity walks and runs. The proposal is noted to use electric buggies for transport guests, or staff and materials, to the lodges from the car parking near the Clubhouse. However, more detail is needed on what measures will be taken to minimise conflicts between the buggies and members of the public, including any groups of walkers or charity runners, who currently enjoy using the route unhindered.

Paragraph 105 of the NPPF requires that 'Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users' This requirement is echoed in the National Design Guide para 82. The NPPF is underpinned by Planning Practice Guidance (PPG) which references the Defra Rights of Way circular (1/09). The NPPF, PPG and Circular 1/09 are applied locally by the Leicestershire Highway Design Guide, in which the guidance on Development and public rights of way is at: <https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/public-rights-way>.

A scheme of treatment for the Public Rights of Way will be required as a condition in the event the LHA is able to advise no objection to the proposals in the future. This will need to include the management during construction (including proposed temporary route(s)); ensuring plans reflect the correct legally-recorded PRow alignments, or any legal diversion order to ensure they do so in future; and any new construction works and other enhancement. Physical construction should address width, surfacing, drainage, structures, signposting, and impacts of any landscaping and boundary treatments in accordance with the principles set out in the Leicestershire County Council's adopted guidance on Development and Public Rights of Way. The Applicant may however wish to provide details at this stage.

Closing

Based on the above, the following information should be submitted to the LPA for consideration by the LHA:

- Improvements to the site access in line with other recent developments at the Golf Club;
- Details of a proposed planning condition to restrict the use of the spa;
- Updated trip generation for the holiday lodges to take into account both weekdays and weekends and exclude surveys undertaken during the Covid-19 pandemic;
- Potentially trip generation analysis in respect of the spa should this be available for public use and depending on the wording of any suggested planning condition;

- Capacity assessments of at least the site access depending on the level of trips generated by the proposals following the above;
- Clarity in respect of staff numbers and parking arrangements for staff, as well as how parking would be managed to avoid pressures on parking within the site; and
- Potentially provision of a car park for the spa as part of the full application, depending on how the use will be restricted.

Date Received
6 January 2025

Case Officer
Ben Dutton

Reviewer
DH

Date issued
13 March 2025

Enclosure B

HAS Drawing 17030/01

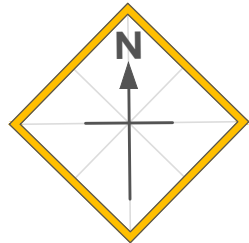
DRAWING #:
HAS/17-030/01

REV:
A

ROAD MARKINGS SHOWN ARE ILLUSTRATIVE,
BASED ON SITE OBSERVATIONS AND
TRANSFERRED TO TO OS MAPPING

ALL SPLAYS - 1:1,000 @ A3

1. DO NOT SCALE FROM THIS PLAN. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE NOTED.
2. THIS PLAN IS TO BE READ IN CONJUNCTION WITH ALL OTHER DOCUMENTS RELATING TO THIS PROJECT.
3. THIS PLAN HAS BEEN PREPARED FOR THE SOLE USE OF THE COMMISSIONING PARTY. IT MUST NOT BE COPIED OR REPRODUCED IN WHOLE OR PART WITHOUT THE WRITTEN CONSENT OF HIGHWAY ACCESS SOLUTIONS AND ANY RELEVANT THIRD-PARTY.
4. NO LIABILITY IS ACCEPTED BY HIGHWAY ACCESS SOLUTIONS FOR ANY USE OF THIS PLAN FOR PURPOSES OTHER THAN THAT WHICH IT WAS ORIGINALLY PREPARED FOR.
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6. IF ANY DOUBTS OR QUERIES ARISE FROM THIS PLAN, CONTACT HIGHWAYS ACCESS SOLUTIONS IMMEDIATELY.



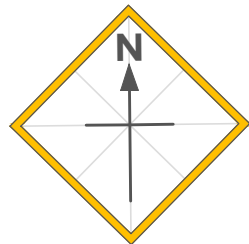
56 Radcliffe Road, West Bridgford
Nottinghamshire NG2 5HH

Telephone: 07738 274470
Email: ha-solutions@outlook.com

CLIENT:
Statue Homes Ltd

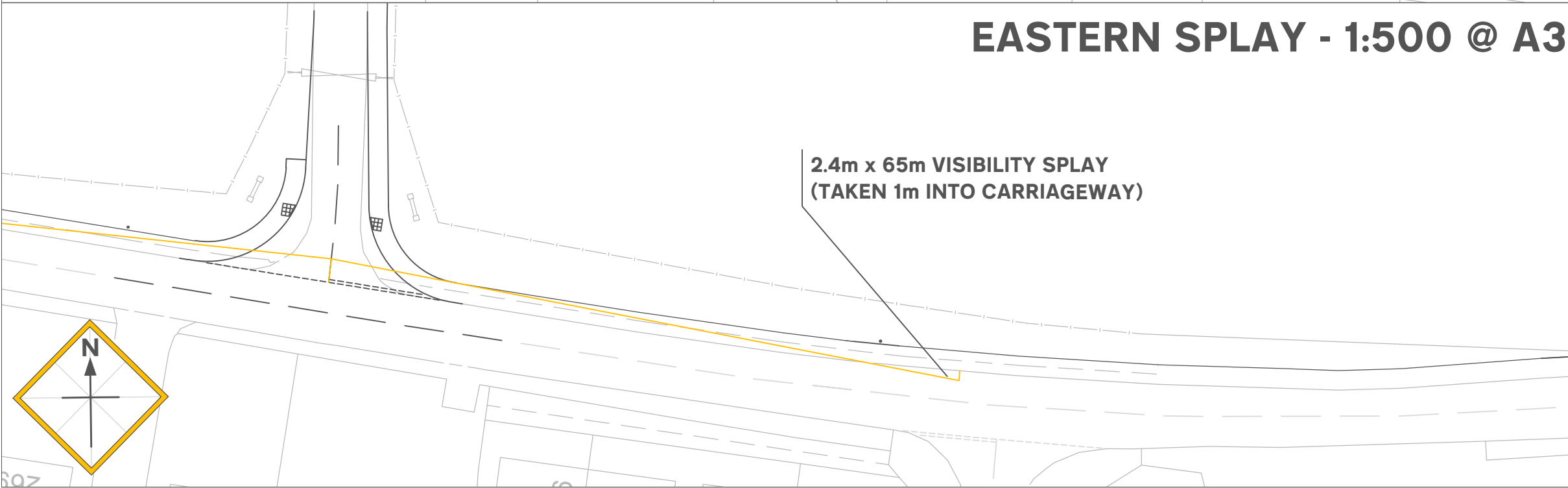
DRAWING TITLE:
4.5 x 120m VISIBILITY
SPLAYS AT EXISTING (AND
PROPOSED) ACCESS

PROJECT TITLE:
REDEVELOPMENT OF
KYNGS GOLF & COUNTY
PARK, STATION ROAD,
MARKET BOSWORTH



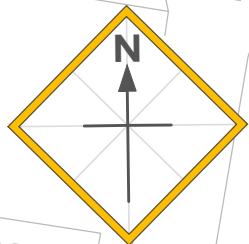
2.4 x 65m VISIBILITY SPLAY
(TAKEN 1m INTO CARRIAGEWAY)

WESTERN SPLAY - 1:500 @ A3



2.4m x 65m VISIBILITY SPLAY
(TAKEN 1m INTO CARRIAGEWAY)

EASTERN SPLAY - 1:500 @ A3



A	5/10/18	CHANGES TO ACCORD WITH FINAL LCC COMMENTS	ACD
REV.	DATE	ALTERATION(S) MADE	BY

DRAWING #:
HAS/17-030/01

REV:
A

DATE:
31/05/2018

PREPARED BY:
ACD

ORDNANCE SURVEY MAPPING © CROWN COPYRIGHT 2015
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TOPOGRAPHICAL DATA AS SUPPLIED.
ALL OTHER DATA © HIGHWAY ACCESS SOLUTIONS 2016-
ALL RIGHTS RESERVED.

Enclosure C
Revised TRICS Outputs

Calculation Reference: AUDIT-437201-250325-0304

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : J - HOLIDAY ACCOMMODATION
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	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: Number of units
 Actual Range: 55 to 300 (units:)
 Range Selected by User: 10 to 9700 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 17/02/20

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	1 days
Tuesday	1 days
Wednesday	2 days
Friday	3 days

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

Selected survey types:

Manual count	7 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:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	1
Free Standing (PPS6 Out of Town)	3

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:

Village	2
Out of Town	2
No Sub Category	3

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	X days - Selected
Servicing vehicles Excluded	7 days - Selected

Secondary Filtering selection:**Use Class:**

n/a 7 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:

1,000 or Less	2 days
1,001 to 5,000	2 days
5,001 to 10,000	1 days
10,001 to 15,000	2 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	2 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days
1.6 to 2.0	4 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:

No	7 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	7 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DC-03-J-05 STATION ROAD MORETON	CAMPING / CARAVAN	DORSET
	Free Standing (PPS6 Out of Town) Out of Town Total Number of units: 122 Survey date: FRIDAY 11/07/08		Survey Type: MANUAL
2	DS-03-J-01 MAIN ROAD THULSTON ELVASTON	CARAVAN PARK	DERBYSHIRE
	Free Standing (PPS6 Out of Town) Village Total Number of units: 152 Survey date: FRIDAY 29/07/11		Survey Type: MANUAL
3	HF-03-J-01 BREAKSPEAR WAY HEMEL HEMPSTEAD	CARAVAN	HERTFORDSHIRE
	Edge of Town No Sub Category Total Number of units: 55 Survey date: WEDNESDAY 30/07/08		Survey Type: MANUAL
4	NY-03-J-01 BAR LANE NEAR BOROUGHBRIDGE ROECLIFFE	CAMPING & CARAVANNING	NORTH YORKSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of units: 163 Survey date: TUESDAY 16/09/08		Survey Type: MANUAL
5	SF-03-J-01 WALTON AVENUE FELIXSTOWE	CARAVAN PARK	SUFFOLK
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of units: 300 Survey date: WEDNESDAY 28/05/08		Survey Type: MANUAL
6	SH-03-J-01 WELSHPOOL ROAD SHREWSBURY BICTON HEATH	CARAVAN PARK	SHROPSHIRE
	Edge of Town No Sub Category Total Number of units: 115 Survey date: FRIDAY 26/06/09		Survey Type: MANUAL
7	WM-03-J-01 MILL LANE NEAR COVENTRY ASTON CANTLOW	CARAVAN PARK	WEST MIDLANDS
	Free Standing (PPS6 Out of Town) Out of Town Total Number of units: 86 Survey date: MONDAY 08/06/09		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/J - HOLIDAY ACCOMMODATION

TOTAL VEHICLES

Calculation factor: 1 UNITS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	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	7	142	0.012	7	142	0.025	7	142	0.037
08:00 - 09:00	7	142	0.019	7	142	0.040	7	142	0.059
09:00 - 10:00	7	142	0.044	7	142	0.046	7	142	0.090
10:00 - 11:00	7	142	0.047	7	142	0.089	7	142	0.136
11:00 - 12:00	7	142	0.055	7	142	0.082	7	142	0.137
12:00 - 13:00	7	142	0.055	7	142	0.048	7	142	0.103
13:00 - 14:00	7	142	0.062	7	142	0.039	7	142	0.101
14:00 - 15:00	7	142	0.075	7	142	0.047	7	142	0.122
15:00 - 16:00	7	142	0.073	7	142	0.051	7	142	0.124
16:00 - 17:00	7	142	0.096	7	142	0.068	7	142	0.164
17:00 - 18:00	7	142	0.091	7	142	0.051	7	142	0.142
18:00 - 19:00	7	142	0.077	7	142	0.058	7	142	0.135
19:00 - 20:00	7	142	0.066	7	142	0.054	7	142	0.120
20:00 - 21:00	7	142	0.056	7	142	0.024	7	142	0.080
21:00 - 22:00	6	151	0.028	6	151	0.022	6	151	0.050
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.856			0.744			1.600

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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Parameter summary

Trip rate parameter range selected: 55 - 300 (units:)
 Survey date range: 01/01/05 - 17/02/20
 Number of weekdays (Monday-Friday): 7
 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.

Enclosure D
Traffic Data

13569		MARKET BOSWORTH								
JULY 2024					Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site	Location	Direction	Start Date	End Date						
Site No: 13569001	Site 1 - Main St, Market Bosworth (N of Park St) 52.6249939, -1.401349	Channel: Northbound	Wed 10-Jul-24	Tue 16-Jul-24	30	5434	814	776	25.3	20.8
		Channel: Southbound	Wed 10-Jul-24	Tue 16-Jul-24		5695	857	814	18.6	14.5

13569		MARKET BOSWORTH								
JULY 2024					Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site	Location	Direction	Start Date	End Date						
Site No: 13569002	Site 2 - Station Rd, Market Bosworth (W of BackLn) 52.624018, -1.402884	Channel: Eastbound	Wed 03-Jul-24	Tue 09-Jul-24	30	23056	3647	3294	27.6	22.9
		Channel: Westbound	Wed 03-Jul-24	Tue 09-Jul-24		22325	3519	3189	25.4	21.0

13569 MARKET BOSWORTH						Site No: 13569003		Location		Site 3 - Station Rd, Market Bosworth					
Wed 03-Jul-24 to Tue 09-Jul-24						Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
			CAR-BASED LGV	VEHICLES									AXLE MULTI-TRAILER ARTIC		
Wed 03-Jul-24															
00:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	0
01:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0
02:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
03:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0
04:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0
05:00	44	1	40	3	0	0	0	0	0	0	0	0	0	0	0
06:00	86	0	77	9	0	0	0	0	0	0	0	0	0	0	0
07:00	238	0	198	38	0	0	1	0	1	0	0	0	0	0	0
08:00	310	2	275	30	2	1	0	0	0	0	0	0	0	0	0
09:00	161	1	130	23	0	2	3	0	2	0	0	0	0	0	0
10:00	150	2	134	14	0	0	0	0	0	0	0	0	0	0	0
11:00	145	2	122	19	0	0	1	0	1	0	0	0	0	0	0
12:00	148	0	129	17	1	0	0	0	1	0	0	0	0	0	0
13:00	156	1	139	15	1	0	0	0	0	0	0	0	0	0	0
14:00	147	2	126	15	0	0	0	0	3	0	0	1	0	0	0
15:00	241	0	216	21	2	2	0	0	0	0	0	0	0	0	0
16:00	253	1	228	24	0	0	0	0	0	0	0	0	0	0	0
17:00	219	4	198	16	1	0	0	0	0	0	0	0	0	0	0
18:00	139	2	125	12	0	0	0	0	0	0	0	0	0	0	0
19:00	104	2	97	4	1	0	0	0	0	0	0	0	0	0	0
20:00	78	1	69	8	0	0	0	0	0	0	0	0	0	0	0
21:00	67	0	61	6	0	0	0	0	0	0	0	0	0	0	0
22:00	25	0	22	3	0	0	0	0	0	0	0	0	0	0	0
23:00	14	0	14	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	2307	17	2020	244	7	5	5	0	8	0	0	1	0	0	0
16H,6-22	2642	20	2324	271	8	5	5	0	8	0	0	1	0	0	0
18H,6-24	2681	20	2360	274	8	5	5	0	8	0	0	1	0	0	0
24H,0-24	2751	21	2422	281	8	5	5	0	8	0	0	1	0	0	0

13569 MARKET BOSWORTH						Site No: 13569003		Location		Site 3 - Station Rd, Market Bosworth					
Wed 03-Jul-24 to Tue 09-Jul-24						Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
			LGV	VEHICLES									AXLE MULTI-TRAILER ARTIC		
Thu 04-Jul-24															
00:00	2	0	1		1	0	0	0	0	0	0	0	0	0	0
01:00	4	0	2		2	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1		0	0	0	0	0	0	0	0	0	0	0
03:00	6	0	4		2	0	0	0	0	0	0	0	0	0	0
04:00	11	0	10		1	0	0	0	0	0	0	0	0	0	0
05:00	34	1	30		3	0	0	0	0	0	0	0	0	0	0
06:00	82	1	72		9	0	0	0	0	0	0	0	0	0	0
07:00	258	1	227		30	0	0	0	0	0	0	0	0	0	0
08:00	333	4	291		35	0	2	0	0	0	0	0	1	0	0
09:00	158	2	131		22	1	1	0	0	1	0	0	0	0	0
10:00	128	1	99		24	1	1	2	0	0	0	0	0	0	0
11:00	183	3	158		18	0	0	0	0	3	0	0	1	0	0
12:00	189	2	171		15	0	0	0	0	1	0	0	0	0	0
13:00	160	3	132		22	1	1	0	0	1	0	0	0	0	0
14:00	160	0	137		21	0	0	0	0	2	0	0	0	0	0
15:00	264	2	226		30	2	0	0	0	4	0	0	0	0	0
16:00	255	2	225		24	0	0	3	0	0	0	0	1	0	0
17:00	221	2	205		13	0	0	1	0	0	0	0	0	0	0
18:00	211	3	192		15	0	0	0	0	0	0	0	1	0	0
19:00	131	2	126		3	0	0	0	0	0	0	0	0	0	0
20:00	96	2	82		9	1	0	0	0	1	0	0	1	0	0
21:00	60	4	52		3	0	0	0	0	0	0	0	1	0	0
22:00	48	0	39		9	0	0	0	0	0	0	0	0	0	0
23:00	20	0	19		1	0	0	0	0	0	0	0	0	0	0
12H,7-19	2520	25	2194		269	5	5	6	0	12	0	0	4	0	0
16H,6-22	2889	34	2526		293	6	5	6	0	13	0	0	6	0	0
18H,6-24	2957	34	2584		303	6	5	6	0	13	0	0	6	0	0
24H,0-24	3015	35	2632		312	6	5	6	0	13	0	0	6	0	0

13569		MARKET BOSWORTH				Site No: 13569003		Location		Site 3 - Station Rd, Market Bosworth					
Wed 03-Jul-24 to Tue 09-Jul-24						Channel: Westbound									
													FIVE OR LESS		SEVEN
TIME	TOTAL	MOTOR-	CARS OR	LIGHT		TWO AXLE,	THREE	FOUR OR	FOUR OR		SIX OR		AXLE	SIX AXLE	OR
PERIOD	VEHICLES	CYCLES	CAR-BASED	GOODS	BUSES	SIX TYRE,	AXLE	MORE	LESS	FIVE AXLE	MORE		MULTI-	MULTI-	MORE
			LGV	VEHICLES		RIGID/BUSES	RIGID	RIGID	AXLE	ARTIC	AXLE		ARTIC	ARTIC	AXLE
Fri 05-Jul-24															
00:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
01:00	5	0	1	4	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0
04:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0
05:00	45	1	39	5	0	0	0	0	0	0	0	0	0	0	0
06:00	78	0	67	11	0	0	0	0	0	0	0	0	0	0	0
07:00	198	0	163	34	0	0	0	0	0	0	1	0	0	0	0
08:00	250	1	218	27	1	1	0	0	1	0	0	1	0	0	0
09:00	173	1	146	22	0	0	0	0	3	0	0	1	0	0	0
10:00	141	3	117	19	1	0	0	0	0	0	0	1	0	0	0
11:00	160	7	134	17	1	1	0	0	0	0	0	0	0	0	0
12:00	172	3	147	19	0	2	0	0	0	0	0	1	0	0	0
13:00	191	8	164	18	1	0	0	0	0	0	0	0	0	0	0
14:00	183	5	161	16	0	0	0	0	1	0	0	0	0	0	0
15:00	258	2	230	23	2	1	0	0	0	0	0	0	0	0	0
16:00	204	5	182	16	0	0	0	0	1	0	0	0	0	0	0
17:00	209	4	192	13	0	0	0	0	0	0	0	0	0	0	0
18:00	167	3	149	12	1	0	0	0	1	1	0	0	0	0	0
19:00	99	1	87	11	0	0	0	0	0	0	0	0	0	0	0
20:00	84	2	76	6	0	0	0	0	0	0	0	0	0	0	0
21:00	55	0	54	1	0	0	0	0	0	0	0	0	0	0	0
22:00	42	0	39	3	0	0	0	0	0	0	0	0	0	0	0
23:00	26	0	24	2	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	2306	42	2003	236	7	5	0	0	7	1	1	4	0	0	0
16H,6-22	2622	45	2287	265	7	5	0	0	7	1	1	4	0	0	0
18H,6-24	2690	45	2350	270	7	5	0	0	7	1	1	4	0	0	0
24H,0-24	2757	46	2406	280	7	5	0	0	7	1	1	4	0	0	0

13569 MARKET BOSWORTH						Site No: 13569003		Location Site 3 - Station Rd, Market Bosworth							
Wed 03-Jul-24 to Tue 09-Jul-24						Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
			CAR-BASED LGV	VEHICLES									AXLE MULTI-TRAILER ARTIC		
Sat 06-Jul-24															
00:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0
01:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
03:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
04:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0
05:00	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
06:00	19	0	19	0	0	0	0	0	0	0	0	0	0	0	0
07:00	50	0	43	7	0	0	0	0	0	0	0	0	0	0	0
08:00	68	0	65	3	0	0	0	0	0	0	0	0	0	0	0
09:00	147	2	124	19	0	1	1	0	0	0	0	0	0	0	0
10:00	146	1	132	13	0	0	0	0	0	0	0	0	0	0	0
11:00	144	1	137	6	0	0	0	0	0	0	0	0	0	0	0
12:00	177	4	156	17	0	0	0	0	0	0	0	0	0	0	0
13:00	148	5	131	12	0	0	0	0	0	0	0	0	0	0	0
14:00	170	1	144	23	0	0	0	0	1	0	1	0	0	0	0
15:00	135	2	125	8	0	0	0	0	0	0	0	0	0	0	0
16:00	172	2	159	9	0	0	1	0	0	0	0	1	0	0	0
17:00	89	0	82	6	0	0	1	0	0	0	0	0	0	0	0
18:00	80	1	73	6	0	0	0	0	0	0	0	0	0	0	0
19:00	68	0	65	3	0	0	0	0	0	0	0	0	0	0	0
20:00	70	0	64	6	0	0	0	0	0	0	0	0	0	0	0
21:00	67	3	59	5	0	0	0	0	0	0	0	0	0	0	0
22:00	50	0	48	2	0	0	0	0	0	0	0	0	0	0	0
23:00	40	2	36	2	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	1526	19	1371	129	0	1	3	0	1	0	1	1	0	0	0
16H,6-22	1750	22	1578	143	0	1	3	0	1	0	1	1	0	0	0
18H,6-24	1840	24	1662	147	0	1	3	0	1	0	1	1	0	0	0
24H,0-24	1876	24	1696	149	0	1	3	0	1	0	1	1	0	0	0

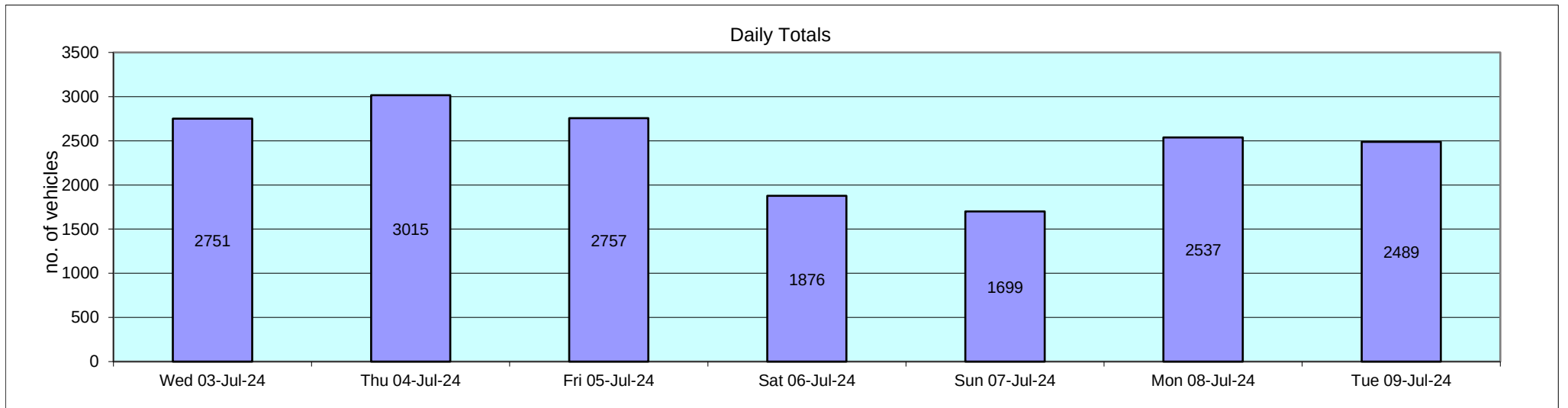
13569 MARKET BOSWORTH						Site No: 13569003		Location		Site 3 - Station Rd, Market Bosworth					
Wed 03-Jul-24 to Tue 09-Jul-24						Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
			CAR-BASED LGV	VEHICLES									AXLE MULTI-TRAILER ARTIC		
Sun 07-Jul-24															
00:00	21	0	16	5	0	0	0	0	0	0	0	0	0	0	0
01:00	13	0	12	1	0	0	0	0	0	0	0	0	0	0	0
02:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
04:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
05:00	10	1	9	0	0	0	0	0	0	0	0	0	0	0	0
06:00	13	0	12	1	0	0	0	0	0	0	0	0	0	0	0
07:00	26	1	25	0	0	0	0	0	0	0	0	0	0	0	0
08:00	54	5	45	3	0	0	0	0	0	0	1	0	0	0	0
09:00	113	8	94	8	1	1	0	0	0	1	0	0	0	0	0
10:00	151	10	133	7	0	1	0	0	0	0	0	0	0	0	0
11:00	148	6	131	11	0	0	0	0	0	0	0	0	0	0	0
12:00	161	7	146	7	0	0	0	0	1	0	0	0	0	0	0
13:00	154	2	139	13	0	0	0	0	0	0	0	0	0	0	0
14:00	149	0	138	10	0	0	1	0	0	0	0	0	0	0	0
15:00	127	0	122	4	0	1	0	0	0	0	0	0	0	0	0
16:00	134	4	121	7	0	0	2	0	0	0	0	0	0	0	0
17:00	124	1	112	11	0	0	0	0	0	0	0	0	0	0	0
18:00	94	2	83	9	0	0	0	0	0	0	0	0	0	0	0
19:00	79	4	72	3	0	0	0	0	0	0	0	0	0	0	0
20:00	41	0	38	3	0	0	0	0	0	0	0	0	0	0	0
21:00	31	1	23	6	0	0	1	0	0	0	0	0	0	0	0
22:00	21	0	20	1	0	0	0	0	0	0	0	0	0	0	0
23:00	20	0	18	2	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	1435	46	1289	90	1	3	3	1	1	1	0	0	0	0	0
16H,6-22	1599	51	1434	103	1	3	4	1	1	1	0	0	0	0	0
18H,6-24	1640	51	1472	106	1	3	4	1	1	1	0	0	0	0	0
24H,0-24	1699	52	1524	112	1	3	4	1	1	1	0	0	0	0	0

13569 MARKET BOSWORTH						Site No: 13569003		Location		Site 3 - Station Rd, Market Bosworth					
Wed 03-Jul-24 to Tue 09-Jul-24						Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
			CAR-BASED LGV	VEHICLES									AXLE MULTI-TRAILER ARTIC		
Mon 08-Jul-24															
00:00	6	0	4	2	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
04:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0
05:00	39	2	34	3	0	0	0	0	0	0	0	0	0	0	0
06:00	72	0	66	6	0	0	0	0	0	0	0	0	0	0	0
07:00	225	0	201	20	0	0	0	0	1	0	1	2	0	0	0
08:00	243	3	208	31	0	0	0	0	1	0	0	0	0	0	0
09:00	167	4	131	21	6	1	2	0	2	0	0	0	0	0	0
10:00	153	10	123	14	0	6	0	0	0	0	0	0	0	0	0
11:00	134	5	106	21	1	0	0	0	0	0	1	0	0	0	0
12:00	149	8	117	21	1	0	1	0	1	0	0	0	0	0	0
13:00	153	7	129	15	1	0	0	1	0	0	0	0	0	0	0
14:00	152	5	122	23	0	0	1	0	1	0	0	0	0	0	0
15:00	182	4	158	18	2	0	0	0	0	0	0	0	0	0	0
16:00	198	0	173	25	0	0	0	0	0	0	0	0	0	0	0
17:00	262	2	239	17	4	0	0	0	0	0	0	0	0	0	0
18:00	159	2	143	13	1	0	0	0	0	0	0	0	0	0	0
19:00	95	3	90	1	1	0	0	0	0	0	0	0	0	0	0
20:00	59	3	53	3	0	0	0	0	0	0	0	0	0	0	0
21:00	58	0	52	6	0	0	0	0	0	0	0	0	0	0	0
22:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0	0
23:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	2177	50	1850	239	16	7	4	1	6	0	2	2	0	0	0
16H,6-22	2461	56	2111	255	17	7	4	1	6	0	2	2	0	0	0
18H,6-24	2480	56	2128	257	17	7	4	1	6	0	2	2	0	0	0
24H,0-24	2537	58	2178	262	17	7	4	1	6	0	2	2	0	0	0

13569 MARKET BOSWORTH						Site No: 13569003		Location		Site 3 - Station Rd, Market Bosworth								
Wed 03-Jul-24 to Tue 09-Jul-24						Channel: Westbound												
																FIVE OR LESS		SEVEN
																AXLE	SIX AXLE	OR
																MULTI-	MULTI-	MORE
																TRAILER	TRAILER	AXLE
																ARTIC	ARTIC	ARTIC
TIME	TOTAL	MOTOR-	CARS OR	LIGHT		TWO AXLE,	THREE	FOUR OR	FOUR OR		SIX OR							
PERIOD	VEHICLES	CYCLES	CAR-BASED	GOODS	BUSES	SIX TYRE,	AXLE	MORE	LESS	FIVE AXLE	MORE	AXLE	TRAILER	TRAILER	AXLE			
			LGV	VEHICLES		RIGID/BUSES	RIGID	RIGID	AXLE	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC			
Tue 09-Jul-24																		
00:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0			
01:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0			
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0			
04:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0			
05:00	46	0	39	7	0	0	0	0	0	0	0	0	0	0	0			
06:00	81	0	74	7	0	0	0	0	0	0	0	0	0	0	0			
07:00	237	0	203	32	0	0	0	0	2	0	0	0	0	0	0			
08:00	241	2	205	31	0	1	0	1	0	0	0	1	0	0	0			
09:00	155	0	128	19	3	2	1	1	1	0	0	0	0	0	0			
10:00	111	0	91	13	1	4	0	0	1	0	0	1	0	0	0			
11:00	123	1	104	16	1	0	0	1	0	0	0	0	0	0	0			
12:00	151	0	130	19	2	0	0	0	0	0	0	0	0	0	0			
13:00	152	1	138	13	0	0	0	0	0	0	0	0	0	0	0			
14:00	126	2	107	13	2	0	0	0	2	0	0	0	0	0	0			
15:00	216	0	191	21	2	0	0	0	2	0	0	0	0	0	0			
16:00	204	0	180	23	1	0	0	0	0	0	0	0	0	0	0			
17:00	211	1	192	15	0	0	0	0	2	0	1	0	0	0	0			
18:00	165	2	151	12	0	0	0	0	0	0	0	0	0	0	0			
19:00	97	0	87	8	1	0	0	1	0	0	0	0	0	0	0			
20:00	78	2	74	2	0	0	0	0	0	0	0	0	0	0	0			
21:00	44	0	37	7	0	0	0	0	0	0	0	0	0	0	0			
22:00	25	0	23	2	0	0	0	0	0	0	0	0	0	0	0			
23:00	13	0	12	1	0	0	0	0	0	0	0	0	0	0	0			
12H,7-19	2092	9	1820	227	12	7	1	3	10	0	1	2	0	0	0			
16H,6-22	2392	11	2092	251	13	7	1	4	10	0	1	2	0	0	0			
18H,6-24	2430	11	2127	254	13	7	1	4	10	0	1	2	0	0	0			
24H,0-24	2489	11	2177	263	13	7	1	4	10	0	1	2	0	0	0			

13569 MARKET BOSWORTH Site No: 13569003 Location Site 3 - Station Rd, Market Bosworth
Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE
												AXLE MULTI-TRAILER ARTIC		AXLE OR MORE
Daily Totals														
Wed 03-Jul-24	2751	21	2422	281	8	5	5	0	8	0	0	1	0	0
Thu 04-Jul-24	3015	35	2632	312	6	5	6	0	13	0	0	6	0	0
Fri 05-Jul-24	2757	46	2406	280	7	5	0	0	7	1	1	4	0	0
Sat 06-Jul-24	1876	24	1696	149	0	1	3	0	1	0	1	1	0	0
Sun 07-Jul-24	1699	52	1524	112	1	3	4	1	1	1	0	0	0	0
Mon 08-Jul-24	2537	58	2178	262	17	7	4	1	6	0	2	2	0	0
Tue 09-Jul-24	2489	11	2177	263	13	7	1	4	10	0	1	2	0	0
Total Vehicles														
[--]	17124	247	15035	1659	52	33	23	6	46	2	5	16	0	0



13569		MARKET BOSWORTH								
JULY 2024					Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site	Location	Direction	Start Date	End Date						
Site No: 13569004	Site 4 - Station Rd, Market Bosworth 52.625004, -1.419951	Channel: Eastbound	Wed 03-Jul-24	Tue 09-Jul-24	30	16821	2660	2403	39.0	33.6
		Channel: Westbound	Wed 03-Jul-24	Tue 09-Jul-24		16950	2678	2421	39.6	33.9

13569 MARKET BOSWORTH						Site No: 13569004		Location		Site 4 - Station Rd, Market Bosworth					
Wed 03-Jul-24 to Tue 09-Jul-24						Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
			CAR-BASED LGV	VEHICLES									AXLE MULTI-TRAILER ARTIC		
Wed 03-Jul-24															
00:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0
01:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
02:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
03:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
04:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
05:00	28	0	27	1	0	0	0	0	0	0	0	0	0	0	0
06:00	75	0	62	12	0	0	0	0	1	0	0	0	0	0	0
07:00	201	2	184	14	0	1	0	0	0	0	0	0	0	0	0
08:00	307	0	268	32	2	0	2	0	2	0	0	1	0	0	0
09:00	158	1	131	23	0	0	1	0	1	0	1	0	0	0	0
10:00	144	0	126	15	0	0	2	0	0	1	0	0	0	0	0
11:00	121	2	100	17	0	0	1	0	1	0	0	0	0	0	0
12:00	133	2	111	18	1	0	0	0	1	0	0	0	0	0	0
13:00	134	1	116	17	0	0	0	0	0	0	0	0	0	0	0
14:00	194	1	169	21	1	0	0	0	2	0	0	0	0	0	0
15:00	261	1	238	19	1	0	0	0	2	0	0	0	0	0	0
16:00	236	0	206	28	0	0	0	0	1	0	0	1	0	0	0
17:00	216	0	203	13	0	0	0	0	0	0	0	0	0	0	0
18:00	167	0	151	14	1	0	0	0	1	0	0	0	0	0	0
19:00	122	3	112	6	0	0	1	0	0	0	0	0	0	0	0
20:00	74	4	63	7	0	0	0	0	0	0	0	0	0	0	0
21:00	45	0	41	4	0	0	0	0	0	0	0	0	0	0	0
22:00	44	2	41	1	0	0	0	0	0	0	0	0	0	0	0
23:00	27	0	27	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	2272	10	2003	231	6	1	6	0	11	1	1	2	0	0	0
16H,6-22	2588	17	2281	260	6	1	7	0	12	1	1	2	0	0	0
18H,6-24	2659	19	2349	261	6	1	7	0	12	1	1	2	0	0	0
24H,0-24	2710	19	2399	262	6	1	7	0	12	1	1	2	0	0	0

13569 MARKET BOSWORTH						Site No: 13569004		Location Site 4 - Station Rd, Market Bosworth							
Wed 03-Jul-24 to Tue 09-Jul-24						Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
			LGV	VEHICLES									AXLE MULTI-TRAILER ARTIC		
Thu 04-Jul-24															
00:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
01:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0
02:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
05:00	31	1	28	2	0	0	0	0	0	0	0	0	0	0	0
06:00	78	1	65	11	0	1	0	0	0	0	0	0	0	0	0
07:00	188	3	158	25	0	0	0	0	2	0	0	0	0	0	0
08:00	285	0	249	27	1	2	1	0	5	0	0	0	0	0	0
09:00	152	1	129	19	0	1	0	0	2	0	0	0	0	0	0
10:00	148	3	125	16	0	1	1	0	2	0	0	0	0	0	0
11:00	154	3	131	19	0	0	0	0	1	0	0	0	0	0	0
12:00	136	2	116	14	0	0	0	0	4	0	0	0	0	0	0
13:00	128	3	104	16	2	0	1	0	2	0	0	0	0	0	0
14:00	258	5	219	29	2	1	1	0	1	0	0	0	0	0	0
15:00	257	1	224	30	0	0	1	0	1	0	0	0	0	0	0
16:00	252	2	223	25	0	0	2	0	0	0	0	0	0	0	0
17:00	281	3	259	18	0	0	0	0	0	0	0	0	1	0	0
18:00	187	3	171	12	0	0	0	0	1	0	0	0	0	0	0
19:00	115	4	103	8	0	0	0	0	0	0	0	0	0	0	0
20:00	80	1	68	10	1	0	0	0	0	0	0	0	0	0	0
21:00	59	0	54	5	0	0	0	0	0	0	0	0	0	0	0
22:00	41	0	41	0	0	0	0	0	0	0	0	0	0	0	0
23:00	35	0	33	2	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	2426	29	2108	250	5	5	7	0	21	0	0	0	1	0	0
16H,6-22	2758	35	2398	284	6	6	7	0	21	0	0	0	1	0	0
18H,6-24	2834	35	2472	286	6	6	7	0	21	0	0	0	1	0	0
24H,0-24	2880	36	2512	291	6	6	7	0	21	0	0	0	1	0	0

13569		MARKET BOSWORTH				Site No: 13569004		Location		Site 4 - Station Rd, Market Bosworth					
Wed 03-Jul-24 to Tue 09-Jul-24						Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
													AXLE MULTI-TRAILER		
Fri 05-Jul-24															
00:00	8	0	7		1	0	0	0	0	0	0	0	0	0	0
01:00	4	0	4		0	0	0	0	0	0	0	0	0	0	0
02:00	2	0	2		0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	2		0	0	0	0	0	0	0	0	0	0	0
04:00	9	0	9		0	0	0	0	0	0	0	0	0	0	0
05:00	20	0	19		1	0	0	0	0	0	0	0	0	0	0
06:00	74	2	62		10	0	0	0	0	0	0	0	0	0	0
07:00	167	2	146		19	0	0	0	0	0	0	0	0	0	0
08:00	272	0	235		33	2	0	1	0	1	0	0	0	0	0
09:00	144	1	123		17	0	1	0	0	0	0	1	1	0	0
10:00	162	3	135		22	0	1	0	0	1	0	0	0	0	0
11:00	144	5	118		17	2	1	1	0	0	0	0	0	0	0
12:00	167	1	144		21	0	0	0	0	0	0	1	0	0	0
13:00	157	9	126		18	0	2	1	0	0	0	0	1	0	0
14:00	258	5	222		27	0	2	1	0	0	1	0	0	0	0
15:00	240	1	220		19	0	0	0	0	0	0	0	0	0	0
16:00	219	1	197		19	0	0	0	0	1	0	1	0	0	0
17:00	239	2	213		22	0	0	1	0	0	0	0	1	0	0
18:00	180	3	166		10	1	0	0	0	0	0	0	0	0	0
19:00	93	0	90		3	0	0	0	0	0	0	0	0	0	0
20:00	67	0	64		3	0	0	0	0	0	0	0	0	0	0
21:00	53	0	50		2	0	0	0	0	1	0	0	0	0	0
22:00	42	1	38		3	0	0	0	0	0	0	0	0	0	0
23:00	44	0	44		0	0	0	0	0	0	0	0	0	0	0
12H,7-19	2349	33	2045		244	5	7	5	0	3	1	3	3	0	0
16H,6-22	2636	35	2311		262	5	7	5	0	4	1	3	3	0	0
18H,6-24	2722	36	2393		265	5	7	5	0	4	1	3	3	0	0
24H,0-24	2767	36	2436		267	5	7	5	0	4	1	3	3	0	0

13569 MARKET BOSWORTH						Site No: 13569004		Location		Site 4 - Station Rd, Market Bosworth					
Wed 03-Jul-24 to Tue 09-Jul-24						Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
													AXLE MULTI-TRAILER ARTIC		
Sat 06-Jul-24															
00:00	13	0	13		0	0	0	0	0	0	0	0	0	0	0
01:00	10	0	9		1	0	0	0	0	0	0	0	0	0	0
02:00	3	0	3		0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	1		1	0	0	0	0	0	0	0	0	0	0
04:00	5	0	4		1	0	0	0	0	0	0	0	0	0	0
05:00	9	0	8		0	1	0	0	0	0	0	0	0	0	0
06:00	20	0	15		5	0	0	0	0	0	0	0	0	0	0
07:00	58	1	44		13	0	0	0	0	0	0	0	0	0	0
08:00	98	2	81		14	0	0	1	0	0	0	0	0	0	0
09:00	113	1	102		10	0	0	0	0	0	0	0	0	0	0
10:00	127	0	111		16	0	0	0	0	0	0	0	0	0	0
11:00	143	4	127		11	0	0	0	0	1	0	0	0	0	0
12:00	171	1	164		6	0	0	0	0	0	0	0	0	0	0
13:00	168	3	149		16	0	0	0	0	0	0	0	0	0	0
14:00	158	3	141		13	0	0	0	0	1	0	0	0	0	0
15:00	163	0	151		11	0	1	0	0	0	0	0	0	0	0
16:00	181	0	168		13	0	0	0	0	0	0	0	0	0	0
17:00	103	1	97		5	0	0	0	0	0	0	0	0	0	0
18:00	69	0	66		2	0	0	1	0	0	0	0	0	0	0
19:00	66	2	60		4	0	0	0	0	0	0	0	0	0	0
20:00	63	1	57		4	0	0	0	0	1	0	0	0	0	0
21:00	52	2	48		2	0	0	0	0	0	0	0	0	0	0
22:00	48	0	47		1	0	0	0	0	0	0	0	0	0	0
23:00	24	0	24		0	0	0	0	0	0	0	0	0	0	0
12H,7-19	1552	16	1401		130	0	1	2	0	2	0	0	0	0	0
16H,6-22	1753	21	1581		145	0	1	2	0	3	0	0	0	0	0
18H,6-24	1825	21	1652		146	0	1	2	0	3	0	0	0	0	0
24H,0-24	1867	21	1690		149	1	1	2	0	3	0	0	0	0	0

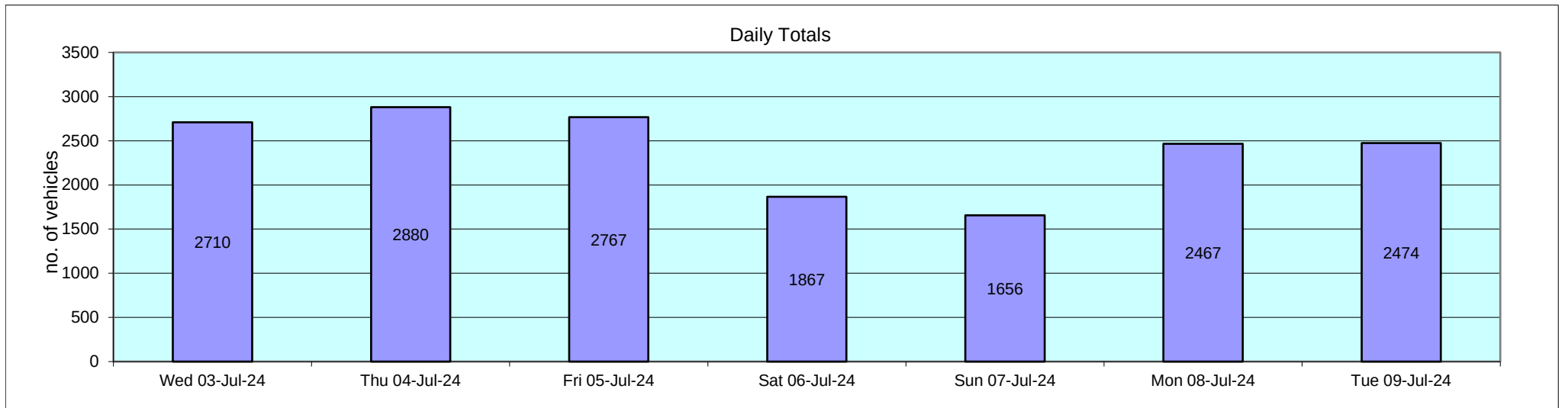
13569 MARKET BOSWORTH						Site No: 13569004		Location		Site 4 - Station Rd, Market Bosworth					
Wed 03-Jul-24 to Tue 09-Jul-24						Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
													AXLE MULTI-TRAILER ARTIC		
Sun 07-Jul-24															
00:00	18	0	16		2	0	0	0	0	0	0	0	0	0	0
01:00	5	0	5		0	0	0	0	0	0	0	0	0	0	0
02:00	5	0	5		0	0	0	0	0	0	0	0	0	0	0
03:00	3	0	3		0	0	0	0	0	0	0	0	0	0	0
04:00	5	0	5		0	0	0	0	0	0	0	0	0	0	0
05:00	7	0	7		0	0	0	0	0	0	0	0	0	0	0
06:00	16	0	13		3	0	0	0	0	0	0	0	0	0	0
07:00	26	1	19		6	0	0	0	0	0	0	0	0	0	0
08:00	43	3	35		5	0	0	0	0	0	0	0	0	0	0
09:00	125	11	103		10	0	1	0	0	0	0	0	0	0	0
10:00	118	3	110		4	0	1	0	0	0	0	0	0	0	0
11:00	180	8	158		12	0	0	0	0	1	0	0	1	0	0
12:00	159	8	144		7	0	0	0	0	0	0	0	0	0	0
13:00	161	3	146		10	0	0	0	0	2	0	0	0	0	0
14:00	150	2	138		9	0	1	0	0	0	0	0	0	0	0
15:00	123	0	115		6	0	0	0	0	2	0	0	0	0	0
16:00	136	4	122		9	0	1	0	0	0	0	0	0	0	0
17:00	106	1	101		3	0	0	0	0	1	0	0	0	0	0
18:00	98	1	89		8	0	0	0	0	0	0	0	0	0	0
19:00	79	2	71		5	0	0	0	0	0	0	0	1	0	0
20:00	40	0	33		6	0	0	1	0	0	0	0	0	0	0
21:00	28	0	28		0	0	0	0	0	0	0	0	0	0	0
22:00	12	0	12		0	0	0	0	0	0	0	0	0	0	0
23:00	13	0	13		0	0	0	0	0	0	0	0	0	0	0
12H,7-19	1425	45	1280		89	0	4	0	0	6	0	0	1	0	0
16H,6-22	1588	47	1425		103	0	4	1	0	6	0	0	2	0	0
18H,6-24	1613	47	1450		103	0	4	1	0	6	0	0	2	0	0
24H,0-24	1656	47	1491		105	0	4	1	0	6	0	0	2	0	0

13569 MARKET BOSWORTH						Site No: 13569004		Location		Site 4 - Station Rd, Market Bosworth					
Wed 03-Jul-24 to Tue 09-Jul-24						Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
			LGV	VEHICLES									AXLE MULTI-TRAILER ARTIC		
Mon 08-Jul-24															
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
01:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0
02:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
04:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
05:00	22	0	19	3	0	0	0	0	0	0	0	0	0	0	0
06:00	81	0	66	14	1	0	0	0	0	0	0	0	0	0	0
07:00	187	3	167	14	0	2	0	0	1	0	0	0	0	0	0
08:00	264	3	222	31	6	1	0	0	1	0	0	0	0	0	0
09:00	122	1	99	17	1	2	1	0	0	0	1	0	0	0	0
10:00	118	5	85	25	0	1	0	0	2	0	0	0	0	0	0
11:00	145	4	126	13	0	0	0	0	1	1	0	0	0	0	0
12:00	119	1	101	16	0	0	1	0	0	0	0	0	0	0	0
13:00	131	7	102	21	0	1	0	0	0	0	0	0	0	0	0
14:00	208	5	177	20	3	2	0	0	0	0	0	1	0	0	0
15:00	189	1	168	18	0	0	1	0	1	0	0	0	0	0	0
16:00	262	1	234	26	0	0	1	0	0	0	0	0	0	0	0
17:00	234	4	209	14	3	1	2	0	1	0	0	0	0	0	0
18:00	143	3	131	7	0	1	0	0	1	0	0	0	0	0	0
19:00	86	0	76	5	1	0	0	0	2	0	2	0	0	0	0
20:00	60	0	56	4	0	0	0	0	0	0	0	0	0	0	0
21:00	31	0	29	2	0	0	0	0	0	0	0	0	0	0	0
22:00	27	0	25	2	0	0	0	0	0	0	0	0	0	0	0
23:00	25	1	23	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	2122	38	1821	222	13	11	6	0	8	1	1	1	1	0	0
16H,6-22	2380	38	2048	247	15	11	6	0	10	1	3	1	0	0	0
18H,6-24	2432	39	2096	250	15	11	6	0	10	1	3	1	0	0	0
24H,0-24	2467	39	2126	255	15	11	6	0	10	1	3	1	0	0	0

13569 MARKET BOSWORTH						Site No: 13569004		Location		Site 4 - Station Rd, Market Bosworth					
Wed 03-Jul-24 to Tue 09-Jul-24						Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT	BUSES	TWO AXLE,	THREE	FOUR OR	FOUR OR	FIVE AXLE	SIX OR	FIVE OR	SIX AXLE	SEVEN	
			CAR-BASED LGV	GOODS VEHICLES		SIX TYRE, RIGID/BUSES	AXLE RIGID	MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	LESS MULTI-TRAILER ARTIC	MULTI-TRAILER ARTIC	OR MORE AXLE ARTIC	
Tue 09-Jul-24															
00:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0
01:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0
04:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0
05:00	18	0	16	2	0	0	0	0	0	0	0	0	0	0	0
06:00	85	1	68	16	0	0	0	0	0	0	0	0	0	0	0
07:00	166	1	149	11	0	2	1	0	2	0	0	0	0	0	0
08:00	264	0	223	34	2	2	1	0	1	0	1	0	0	0	0
09:00	137	0	110	25	0	1	1	0	0	0	0	0	0	0	0
10:00	124	0	104	17	0	2	1	0	0	0	0	0	0	0	0
11:00	131	0	107	20	0	1	1	0	2	0	0	0	0	0	0
12:00	127	3	104	19	0	0	0	0	1	0	0	0	0	0	0
13:00	129	1	107	19	0	0	0	0	2	0	0	0	0	0	0
14:00	195	0	168	17	3	5	1	0	1	0	0	0	0	0	0
15:00	157	0	131	22	0	1	1	0	1	0	1	0	0	0	0
16:00	218	1	194	23	0	0	0	0	0	0	0	0	0	0	0
17:00	244	3	227	14	0	0	0	0	0	0	0	0	0	0	0
18:00	207	3	195	8	1	0	0	0	0	0	0	0	0	0	0
19:00	95	2	84	9	0	0	0	0	0	0	0	0	0	0	0
20:00	44	1	40	3	0	0	0	0	0	0	0	0	0	0	0
21:00	41	4	33	4	0	0	0	0	0	0	0	0	0	0	0
22:00	43	0	42	1	0	0	0	0	0	0	0	0	0	0	0
23:00	30	1	28	0	0	0	0	1	0	0	0	0	0	0	0
12H,7-19	2099	12	1819	229	6	14	7	0	10	0	2	0	0	0	0
16H,6-22	2364	20	2044	261	6	14	7	0	10	0	2	0	0	0	0
18H,6-24	2437	21	2114	262	6	14	7	1	10	0	2	0	0	0	0
24H,0-24	2474	21	2146	267	6	14	7	1	10	0	2	0	0	0	0

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Wed 03-Jul-24	2710	19	2399	262	6	1	7	0	12	1	1	2	0	0
Thu 04-Jul-24	2880	36	2512	291	6	6	7	0	21	0	0	1	0	0
Fri 05-Jul-24	2767	36	2436	267	5	7	5	0	4	1	3	3	0	0
Sat 06-Jul-24	1867	21	1690	149	1	1	2	0	3	0	0	0	0	0
Sun 07-Jul-24	1656	47	1491	105	0	4	1	0	6	0	0	2	0	0
Mon 08-Jul-24	2467	39	2126	255	15	11	6	0	10	1	3	1	0	0
Tue 09-Jul-24	2474	21	2146	267	6	14	7	1	10	0	2	0	0	0
Total Vehicles														
[--]	16821	219	14800	1596	39	44	35	1	66	3	9	9	0	0



13569	MARKET BOSWORTH				Site No: 13569004	Location	Site 4 - Station Rd, Market Bosworth				
Wed 03-Jul-24 to Tue 09-Jul-24				Channel: Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 03-Jul-24											
00:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
01:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
03:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
04:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
05:00	28	0	0.0	27	96.4	1	3.6	0	0.0	0	0.0
06:00	75	0	0.0	62	82.7	12	16.0	1	1.3	0	0.0
07:00	201	2	1.0	184	91.5	14	7.0	1	0.5	0	0.0
08:00	307	0	0.0	268	87.3	32	10.4	5	1.6	2	0.7
09:00	158	1	0.6	131	82.9	23	14.6	3	1.9	0	0.0
10:00	144	0	0.0	126	87.5	15	10.4	3	2.1	0	0.0
11:00	121	2	1.7	100	82.6	17	14.1	2	1.7	0	0.0
12:00	133	2	1.5	111	83.5	18	13.5	1	0.8	1	0.8
13:00	134	1	0.8	116	86.6	17	12.7	0	0.0	0	0.0
14:00	194	1	0.5	169	87.1	21	10.8	2	1.0	1	0.5
15:00	261	1	0.4	238	91.2	19	7.3	2	0.8	1	0.4
16:00	236	0	0.0	206	87.3	28	11.9	2	0.9	0	0.0
17:00	216	0	0.0	203	94.0	13	6.0	0	0.0	0	0.0
18:00	167	0	0.0	151	90.4	14	8.4	1	0.6	1	0.6
19:00	122	3	2.5	112	91.8	6	4.9	1	0.8	0	0.0
20:00	74	4	5.4	63	85.1	7	9.5	0	0.0	0	0.0
21:00	45	0	0.0	41	91.1	4	8.9	0	0.0	0	0.0
22:00	44	2	4.6	41	93.2	1	2.3	0	0.0	0	0.0
23:00	27	0	0.0	27	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	2272	10	0.4	2003	88.2	231	10.2	22	1.0	6	0.3
16H,6-22	2588	17	0.7	2281	88.1	260	10.1	24	0.9	6	0.2
18H,6-24	2659	19	0.7	2349	88.3	261	9.8	24	0.9	6	0.2
24H,0-24	2710	19	0.7	2399	88.5	262	9.7	24	0.9	6	0.2

13569	MARKET BOSWORTH				Site No: 13569004	Location	Site 4 - Station Rd, Market Bosworth				
Wed 03-Jul-24 to Tue 09-Jul-24				Channel: Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 04-Jul-24											
00:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
01:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
02:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
03:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
04:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
05:00	31	1	3.2	28	90.3	2	6.5	0	0.0	0	0.0
06:00	78	1	1.3	65	83.3	11	14.1	1	1.3	0	0.0
07:00	188	3	1.6	158	84.0	25	13.3	2	1.1	0	0.0
08:00	285	0	0.0	249	87.4	27	9.5	8	2.8	1	0.4
09:00	152	1	0.7	129	84.9	19	12.5	3	2.0	0	0.0
10:00	148	3	2.0	125	84.5	16	10.8	4	2.7	0	0.0
11:00	154	3	2.0	131	85.1	19	12.3	1	0.7	0	0.0
12:00	136	2	1.5	116	85.3	14	10.3	4	2.9	0	0.0
13:00	128	3	2.3	104	81.3	16	12.5	3	2.3	2	1.6
14:00	258	5	1.9	219	84.9	29	11.2	3	1.2	2	0.8
15:00	257	1	0.4	224	87.2	30	11.7	2	0.8	0	0.0
16:00	252	2	0.8	223	88.5	25	9.9	2	0.8	0	0.0
17:00	281	3	1.1	259	92.2	18	6.4	1	0.4	0	0.0
18:00	187	3	1.6	171	91.4	12	6.4	1	0.5	0	0.0
19:00	115	4	3.5	103	89.6	8	7.0	0	0.0	0	0.0
20:00	80	1	1.3	68	85.0	10	12.5	0	0.0	1	1.3
21:00	59	0	0.0	54	91.5	5	8.5	0	0.0	0	0.0
22:00	41	0	0.0	41	100.0	0	0.0	0	0.0	0	0.0
23:00	35	0	0.0	33	94.3	2	5.7	0	0.0	0	0.0
12H,7-19	2426	29	1.2	2108	86.9	250	10.3	34	1.4	5	0.2
16H,6-22	2758	35	1.3	2398	87.0	284	10.3	35	1.3	6	0.2
18H,6-24	2834	35	1.2	2472	87.2	286	10.1	35	1.2	6	0.2
24H,0-24	2880	36	1.3	2512	87.2	291	10.1	35	1.2	6	0.2

13569	MARKET BOSWORTH				Site No: 13569004	Location	Site 4 - Station Rd, Market Bosworth				
Wed 03-Jul-24 to Tue 09-Jul-24				Channel: Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 05-Jul-24											
00:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
01:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
02:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
03:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
04:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
05:00	20	0	0.0	19	95.0	1	5.0	0	0.0	0	0.0
06:00	74	2	2.7	62	83.8	10	13.5	0	0.0	0	0.0
07:00	167	2	1.2	146	87.4	19	11.4	0	0.0	0	0.0
08:00	272	0	0.0	235	86.4	33	12.1	2	0.7	2	0.7
09:00	144	1	0.7	123	85.4	17	11.8	3	2.1	0	0.0
10:00	162	3	1.9	135	83.3	22	13.6	2	1.2	0	0.0
11:00	144	5	3.5	118	81.9	17	11.8	2	1.4	2	1.4
12:00	167	1	0.6	144	86.2	21	12.6	1	0.6	0	0.0
13:00	157	9	5.7	126	80.3	18	11.5	4	2.6	0	0.0
14:00	258	5	1.9	222	86.1	27	10.5	4	1.6	0	0.0
15:00	240	1	0.4	220	91.7	19	7.9	0	0.0	0	0.0
16:00	219	1	0.5	197	90.0	19	8.7	2	0.9	0	0.0
17:00	239	2	0.8	213	89.1	22	9.2	2	0.8	0	0.0
18:00	180	3	1.7	166	92.2	10	5.6	0	0.0	1	0.6
19:00	93	0	0.0	90	96.8	3	3.2	0	0.0	0	0.0
20:00	67	0	0.0	64	95.5	3	4.5	0	0.0	0	0.0
21:00	53	0	0.0	50	94.3	2	3.8	1	1.9	0	0.0
22:00	42	1	2.4	38	90.5	3	7.1	0	0.0	0	0.0
23:00	44	0	0.0	44	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	2349	33	1.4	2045	87.1	244	10.4	22	0.9	5	0.2
16H,6-22	2636	35	1.3	2311	87.7	262	9.9	23	0.9	5	0.2
18H,6-24	2722	36	1.3	2393	87.9	265	9.7	23	0.8	5	0.2
24H,0-24	2767	36	1.3	2436	88.0	267	9.7	23	0.8	5	0.2

13569	MARKET BOSWORTH				Site No: 13569004	Location	Site 4 - Station Rd, Market Bosworth				
Wed 03-Jul-24 to Tue 09-Jul-24				Channel: Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 06-Jul-24											
00:00	13	0	0.0	13	100.0	0	0.0	0	0.0	0	0.0
01:00	10	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
02:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
03:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
04:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
05:00	9	0	0.0	8	88.9	0	0.0	0	0.0	1	11.1
06:00	20	0	0.0	15	75.0	5	25.0	0	0.0	0	0.0
07:00	58	1	1.7	44	75.9	13	22.4	0	0.0	0	0.0
08:00	98	2	2.0	81	82.7	14	14.3	1	1.0	0	0.0
09:00	113	1	0.9	102	90.3	10	8.9	0	0.0	0	0.0
10:00	127	0	0.0	111	87.4	16	12.6	0	0.0	0	0.0
11:00	143	4	2.8	127	88.8	11	7.7	1	0.7	0	0.0
12:00	171	1	0.6	164	95.9	6	3.5	0	0.0	0	0.0
13:00	168	3	1.8	149	88.7	16	9.5	0	0.0	0	0.0
14:00	158	3	1.9	141	89.2	13	8.2	1	0.6	0	0.0
15:00	163	0	0.0	151	92.6	11	6.8	1	0.6	0	0.0
16:00	181	0	0.0	168	92.8	13	7.2	0	0.0	0	0.0
17:00	103	1	1.0	97	94.2	5	4.9	0	0.0	0	0.0
18:00	69	0	0.0	66	95.7	2	2.9	1	1.5	0	0.0
19:00	66	2	3.0	60	90.9	4	6.1	0	0.0	0	0.0
20:00	63	1	1.6	57	90.5	4	6.4	1	1.6	0	0.0
21:00	52	2	3.9	48	92.3	2	3.9	0	0.0	0	0.0
22:00	48	0	0.0	47	97.9	1	2.1	0	0.0	0	0.0
23:00	24	0	0.0	24	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	1552	16	1.0	1401	90.3	130	8.4	5	0.3	0	0.0
16H,6-22	1753	21	1.2	1581	90.2	145	8.3	6	0.3	0	0.0
18H,6-24	1825	21	1.2	1652	90.5	146	8.0	6	0.3	0	0.0
24H,0-24	1867	21	1.1	1690	90.5	149	8.0	6	0.3	1	0.1

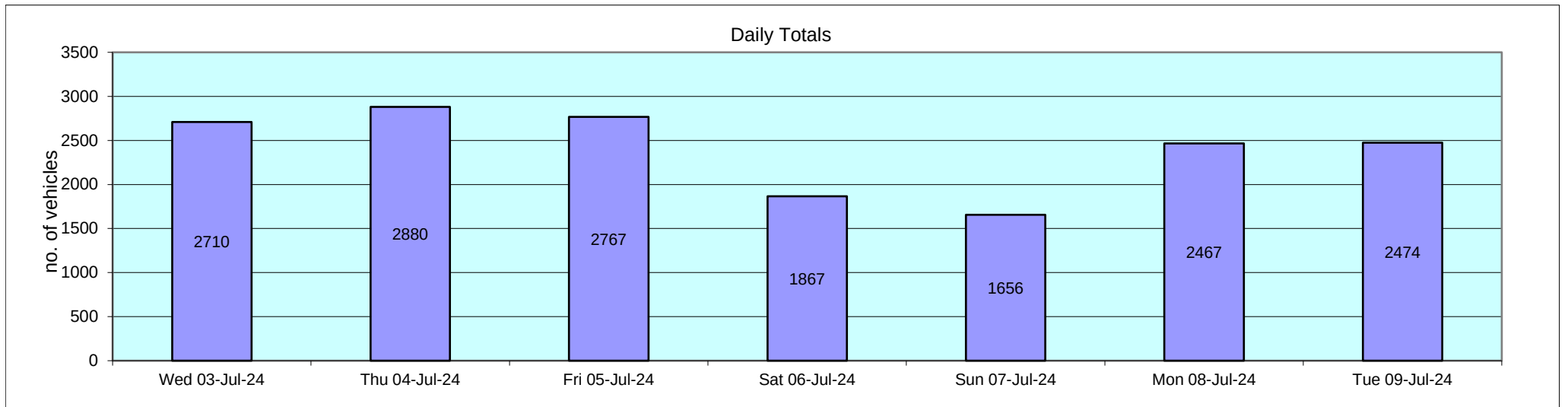
13569	MARKET BOSWORTH				Site No: 13569004	Location	Site 4 - Station Rd, Market Bosworth				
Wed 03-Jul-24 to Tue 09-Jul-24				Channel: Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 07-Jul-24											
00:00	18	0	0.0	16	88.9	2	11.1	0	0.0	0	0.0
01:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
02:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
03:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
04:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
05:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
06:00	16	0	0.0	13	81.3	3	18.8	0	0.0	0	0.0
07:00	26	1	3.9	19	73.1	6	23.1	0	0.0	0	0.0
08:00	43	3	7.0	35	81.4	5	11.6	0	0.0	0	0.0
09:00	125	11	8.8	103	82.4	10	8.0	1	0.8	0	0.0
10:00	118	3	2.5	110	93.2	4	3.4	1	0.9	0	0.0
11:00	180	8	4.4	158	87.8	12	6.7	2	1.1	0	0.0
12:00	159	8	5.0	144	90.6	7	4.4	0	0.0	0	0.0
13:00	161	3	1.9	146	90.7	10	6.2	2	1.2	0	0.0
14:00	150	2	1.3	138	92.0	9	6.0	1	0.7	0	0.0
15:00	123	0	0.0	115	93.5	6	4.9	2	1.6	0	0.0
16:00	136	4	2.9	122	89.7	9	6.6	1	0.7	0	0.0
17:00	106	1	0.9	101	95.3	3	2.8	1	0.9	0	0.0
18:00	98	1	1.0	89	90.8	8	8.2	0	0.0	0	0.0
19:00	79	2	2.5	71	89.9	5	6.3	1	1.3	0	0.0
20:00	40	0	0.0	33	82.5	6	15.0	1	2.5	0	0.0
21:00	28	0	0.0	28	100.0	0	0.0	0	0.0	0	0.0
22:00	12	0	0.0	12	100.0	0	0.0	0	0.0	0	0.0
23:00	13	0	0.0	13	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	1425	45	3.2	1280	89.8	89	6.3	11	0.8	0	0.0
16H,6-22	1588	47	3.0	1425	89.7	103	6.5	13	0.8	0	0.0
18H,6-24	1613	47	2.9	1450	89.9	103	6.4	13	0.8	0	0.0
24H,0-24	1656	47	2.8	1491	90.0	105	6.3	13	0.8	0	0.0

13569	MARKET BOSWORTH				Site No: 13569004	Location	Site 4 - Station Rd, Market Bosworth				
Wed 03-Jul-24 to Tue 09-Jul-24				Channel: Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 08-Jul-24											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
02:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
05:00	22	0	0.0	19	86.4	3	13.6	0	0.0	0	0.0
06:00	81	0	0.0	66	81.5	14	17.3	0	0.0	1	1.2
07:00	187	3	1.6	167	89.3	14	7.5	3	1.6	0	0.0
08:00	264	3	1.1	222	84.1	31	11.7	2	0.8	6	2.3
09:00	122	1	0.8	99	81.2	17	13.9	4	3.3	1	0.8
10:00	118	5	4.2	85	72.0	25	21.2	3	2.5	0	0.0
11:00	145	4	2.8	126	86.9	13	9.0	2	1.4	0	0.0
12:00	119	1	0.8	101	84.9	16	13.5	1	0.8	0	0.0
13:00	131	7	5.3	102	77.9	21	16.0	1	0.8	0	0.0
14:00	208	5	2.4	177	85.1	20	9.6	3	1.4	3	1.4
15:00	189	1	0.5	168	88.9	18	9.5	2	1.1	0	0.0
16:00	262	1	0.4	234	89.3	26	9.9	1	0.4	0	0.0
17:00	234	4	1.7	209	89.3	14	6.0	4	1.7	3	1.3
18:00	143	3	2.1	131	91.6	7	4.9	2	1.4	0	0.0
19:00	86	0	0.0	76	88.4	5	5.8	4	4.7	1	1.2
20:00	60	0	0.0	56	93.3	4	6.7	0	0.0	0	0.0
21:00	31	0	0.0	29	93.6	2	6.5	0	0.0	0	0.0
22:00	27	0	0.0	25	92.6	2	7.4	0	0.0	0	0.0
23:00	25	1	4.0	23	92.0	1	4.0	0	0.0	0	0.0
12H,7-19	2122	38	1.8	1821	85.8	222	10.5	28	1.3	13	0.6
16H,6-22	2380	38	1.6	2048	86.1	247	10.4	32	1.3	15	0.6
18H,6-24	2432	39	1.6	2096	86.2	250	10.3	32	1.3	15	0.6
24H,0-24	2467	39	1.6	2126	86.2	255	10.3	32	1.3	15	0.6

13569	MARKET BOSWORTH				Site No: 13569004	Location	Site 4 - Station Rd, Market Bosworth				
Wed 03-Jul-24 to Tue 09-Jul-24				Channel: Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 09-Jul-24											
00:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
01:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
04:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
05:00	18	0	0.0	16	88.9	2	11.1	0	0.0	0	0.0
06:00	85	1	1.2	68	80.0	16	18.8	0	0.0	0	0.0
07:00	166	1	0.6	149	89.8	11	6.6	5	3.0	0	0.0
08:00	264	0	0.0	223	84.5	34	12.9	5	1.9	2	0.8
09:00	137	0	0.0	110	80.3	25	18.3	2	1.5	0	0.0
10:00	124	0	0.0	104	83.9	17	13.7	3	2.4	0	0.0
11:00	131	0	0.0	107	81.7	20	15.3	4	3.1	0	0.0
12:00	127	3	2.4	104	81.9	19	15.0	1	0.8	0	0.0
13:00	129	1	0.8	107	83.0	19	14.7	2	1.6	0	0.0
14:00	195	0	0.0	168	86.2	17	8.7	7	3.6	3	1.5
15:00	157	0	0.0	131	83.4	22	14.0	4	2.6	0	0.0
16:00	218	1	0.5	194	89.0	23	10.6	0	0.0	0	0.0
17:00	244	3	1.2	227	93.0	14	5.7	0	0.0	0	0.0
18:00	207	3	1.5	195	94.2	8	3.9	0	0.0	1	0.5
19:00	95	2	2.1	84	88.4	9	9.5	0	0.0	0	0.0
20:00	44	1	2.3	40	90.9	3	6.8	0	0.0	0	0.0
21:00	41	4	9.8	33	80.5	4	9.8	0	0.0	0	0.0
22:00	43	0	0.0	42	97.7	1	2.3	0	0.0	0	0.0
23:00	30	1	3.3	28	93.3	0	0.0	1	3.3	0	0.0
12H,7-19	2099	12	0.6	1819	86.7	229	10.9	33	1.6	6	0.3
16H,6-22	2364	20	0.9	2044	86.5	261	11.0	33	1.4	6	0.3
18H,6-24	2437	21	0.9	2114	86.8	262	10.8	34	1.4	6	0.3
24H,0-24	2474	21	0.9	2146	86.7	267	10.8	34	1.4	6	0.2

13569	MARKET BOSWORTH	Site No: 13569004	Location	Site 4 - Station Rd, Market Bosworth
Wed 03-Jul-24 to Tue 09-Jul-24		Channel: Eastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Wed 03-Jul-24	2710	19	0.7	2399	88.5	262	9.7	24	0.9	6	0.2
Thu 04-Jul-24	2880	36	1.3	2512	87.2	291	10.1	35	1.2	6	0.2
Fri 05-Jul-24	2767	36	1.3	2436	88.0	267	9.7	23	0.8	5	0.2
Sat 06-Jul-24	1867	21	1.1	1690	90.5	149	8.0	6	0.3	1	0.1
Sun 07-Jul-24	1656	47	2.8	1491	90.0	105	6.3	13	0.8	0	0.0
Mon 08-Jul-24	2467	39	1.6	2126	86.2	255	10.3	32	1.3	15	0.6
Tue 09-Jul-24	2474	21	0.9	2146	86.7	267	10.8	34	1.4	6	0.2
Total Vehicles											
[--]	16821	219	1.4	14800	88.2	1596	9.3	167	1.0	39	0.2



13569 MARKET BOSWORTH					Site No: 13569004					Location Site 4 - Station Rd, Market Bosworth						
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Eastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 03-Jul-24																
00:00	9	-	39.1	4.8	0	0	0	0	0	0	2	5	1	1	0	0
01:00	3	-	35.2	5.9	0	0	0	0	0	1	0	2	0	0	0	0
02:00	2	-	38.5	7.1	0	0	0	0	0	0	1	0	1	0	0	0
03:00	3	-	41.8	3.1	0	0	0	0	0	0	0	1	2	0	0	0
04:00	6	-	36.8	6.2	0	0	0	0	0	1	2	1	2	0	0	0
05:00	28	41.3	36.7	4.8	0	0	0	0	0	3	9	11	5	0	0	0
06:00	75	39.9	35.2	5.4	0	0	0	0	0	11	42	13	5	3	1	0
07:00	201	39.8	33.8	5.7	0	0	0	3	12	40	82	44	19	1	0	0
08:00	307	38	32.6	5.1	0	0	0	3	24	82	126	63	8	1	0	0
09:00	158	39.3	33.3	5.5	0	0	0	1	10	41	61	32	12	1	0	0
10:00	144	38.2	33	5.6	0	0	1	1	4	44	61	25	5	1	2	0
11:00	121	38.6	33.2	5.8	0	0	2	1	2	32	57	16	9	2	0	0
12:00	133	36.8	32.4	4.6	0	0	0	1	2	51	55	22	0	2	0	0
13:00	134	37.5	32.8	4.7	0	0	0	0	3	47	57	21	5	1	0	0
14:00	194	38.5	33.3	5.3	0	0	1	1	7	51	80	48	3	2	1	0
15:00	261	37.2	32.7	4.6	0	0	0	0	10	83	119	39	9	1	0	0
16:00	236	39.2	33.3	6.3	0	1	5	4	2	57	101	47	14	5	0	0
17:00	216	39	33.9	5.2	0	0	1	3	3	45	97	57	8	1	1	0
18:00	167	40	34.8	5.3	0	0	1	2	1	28	70	49	15	1	0	0
19:00	122	40.2	35.4	5	0	0	0	0	1	21	43	46	10	0	1	0
20:00	74	40.9	35.5	7.3	0	0	1	2	1	10	28	21	6	3	1	1
21:00	45	40.8	35.3	5.7	0	0	0	0	1	10	14	13	6	1	0	0
22:00	44	39.8	35.2	6.1	0	0	0	0	1	8	18	13	2	0	2	0
23:00	27	40.2	35.5	5.9	0	0	0	0	0	7	7	10	1	2	0	0
12H,7-19	2272	38.7	33.2	5.4	0	1	11	20	80	601	966	463	107	19	4	0
16H,6-22	2588	39	33.5	5.5	0	1	12	22	83	653	1093	556	134	26	7	1
18H,6-24	2659	39.1	33.5	5.5	0	1	12	22	84	668	1118	579	137	28	9	1
24H,0-24	2710	39.2	33.6	5.5	0	1	12	22	84	673	1132	599	148	29	9	1

13569 MARKET BOSWORTH					Site No: 13569004					Location Site 4 - Station Rd, Market Bosworth						
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Eastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 04-Jul-24																
00:00	6	-	37.7	4	0	0	0	0	0	0	2	3	1	0	0	0
01:00	2	-	31	3.5	0	0	0	0	0	1	1	0	0	0	0	0
02:00	2	-	36	10.6	0	0	0	0	0	1	0	0	1	0	0	0
03:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
04:00	4	-	36	3.2	0	0	0	0	0	0	2	2	0	0	0	0
05:00	31	42.9	37.2	7.3	0	0	0	1	0	4	7	12	5	1	0	1
06:00	78	40	35.3	5.4	0	0	0	0	0	16	29	26	4	2	1	0
07:00	188	39.5	34.1	5.4	0	0	0	5	3	39	71	59	10	1	0	0
08:00	285	37.4	32.9	4.4	0	0	1	2	5	74	145	54	4	0	0	0
09:00	152	39.1	33.8	5.2	0	0	0	3	6	26	72	35	10	0	0	0
10:00	148	37.9	33.2	4.7	0	0	1	0	5	34	74	29	5	0	0	0
11:00	154	38	33	5.2	0	0	0	5	2	39	73	28	6	1	0	0
12:00	136	37.2	32.1	5.3	0	0	0	1	14	38	57	21	4	1	0	0
13:00	128	37.3	32.8	4.4	0	0	0	1	5	33	63	25	1	0	0	0
14:00	258	37.1	32.7	4.8	0	0	0	1	10	77	123	35	10	2	0	0
15:00	257	36.5	32.4	4.4	0	0	0	0	7	93	114	39	2	1	1	0
16:00	252	38	33.2	4.8	0	0	0	2	6	68	122	40	13	1	0	0
17:00	281	38.3	33.6	4.5	0	0	0	0	10	56	143	63	8	1	0	0
18:00	187	39.2	34.2	4.9	0	0	0	0	4	40	86	44	11	1	1	0
19:00	115	38.9	33.7	5.6	0	0	0	1	3	28	57	14	9	2	1	0
20:00	80	39.9	35.1	5.2	0	0	0	0	1	16	27	30	5	0	1	0
21:00	59	42.3	36.6	5.6	0	0	0	0	1	8	17	21	10	2	0	0
22:00	41	40	34.7	5.9	0	0	0	0	1	11	12	13	2	2	0	0
23:00	35	39.8	34.2	5.1	0	0	0	0	0	10	14	7	4	0	0	0
12H,7-19	2426	38.1	33.2	4.8	0	0	2	20	77	617	1143	472	84	9	2	0
16H,6-22	2758	38.5	33.4	4.9	0	0	2	21	82	685	1273	563	112	15	5	0
18H,6-24	2834	38.6	33.4	5	0	0	2	21	83	706	1299	583	118	17	5	0
24H,0-24	2880	38.6	33.5	5	0	0	2	22	83	712	1312	600	125	18	5	1

13569 MARKET BOSWORTH					Site No: 13569004					Location Site 4 - Station Rd, Market Bosworth						
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Eastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 05-Jul-24																
00:00	8	-	37.3	4.6	0	0	0	0	0	1	1	5	1	0	0	0
01:00	4	-	39.8	7.6	0	0	0	0	0	0	2	0	1	1	0	0
02:00	2	-	41	10.6	0	0	0	0	0	0	1	0	0	1	0	0
03:00	2	-	38.5	1.8	0	0	0	0	0	0	0	2	0	0	0	0
04:00	9	-	34.6	2.7	0	0	0	0	0	0	7	2	0	0	0	0
05:00	20	45.2	37.5	7	0	0	0	0	0	4	5	5	3	3	0	0
06:00	74	40.7	36.1	5.1	0	0	0	0	1	6	34	23	8	1	1	0
07:00	167	38.7	33.8	4.8	0	0	0	1	2	38	83	32	9	2	0	0
08:00	272	38.4	33.2	4.8	0	0	0	0	9	80	110	65	6	2	0	0
09:00	144	36.5	32.1	5.2	0	0	0	4	10	39	67	18	6	0	0	0
10:00	162	38.2	32.7	5.6	0	0	1	3	9	42	70	28	7	2	0	0
11:00	144	37.6	32	6.1	0	2	1	3	7	41	60	24	6	0	0	0
12:00	167	39.2	34.1	5	0	0	0	2	1	34	83	34	10	3	0	0
13:00	157	38.1	33	5.5	0	0	0	4	9	34	74	28	5	3	0	0
14:00	258	37.3	32.1	5	0	0	2	4	10	87	104	47	4	0	0	0
15:00	240	38	32.8	5.1	0	0	0	2	6	84	95	41	10	1	1	0
16:00	219	37.1	32.7	4.5	0	0	0	2	7	62	106	39	2	1	0	0
17:00	239	38.5	33.3	5.2	0	0	2	0	1	76	100	48	9	2	0	1
18:00	180	39.2	34.2	4.9	0	0	0	1	2	37	87	40	10	3	0	0
19:00	93	40.2	35.4	5.8	0	0	0	0	0	20	34	29	6	2	1	1
20:00	67	41.7	35.5	5.8	0	0	0	0	2	12	24	17	10	2	0	0
21:00	53	39.9	34.6	4.9	0	0	0	0	1	9	26	11	6	0	0	0
22:00	42	42	36.2	5.7	0	0	0	0	0	8	13	13	6	2	0	0
23:00	44	40.9	35.2	6.8	0	0	0	0	1	13	11	12	5	0	2	0
12H,7-19	2349	38.2	33	5.1	0	2	6	26	73	654	1039	444	84	19	1	1
16H,6-22	2636	38.6	33.3	5.2	0	2	6	26	77	701	1157	524	114	24	3	2
18H,6-24	2722	38.7	33.3	5.3	0	2	6	26	78	722	1181	549	125	26	5	2
24H,0-24	2767	38.8	33.4	5.3	0	2	6	26	78	727	1197	563	130	31	5	2

13569 MARKET BOSWORTH					Site No: 13569004					Location Site 4 - Station Rd, Market Bosworth						
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Eastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 06-Jul-24																
00:00	13	39.6	35	6.4	0	0	0	0	1	2	4	5	0	1	0	0
01:00	10	40.3	38	3.2	0	0	0	0	0	0	2	7	1	0	0	0
02:00	3	-	43.5	5	0	0	0	0	0	0	0	1	1	1	0	0
03:00	2	-	36	3.5	0	0	0	0	0	0	1	1	0	0	0	0
04:00	5	-	38.5	5.2	0	0	0	0	0	0	2	1	2	0	0	0
05:00	9	-	37.4	7.5	0	0	0	0	0	2	2	3	0	2	0	0
06:00	20	38.9	33.5	5.3	0	0	0	0	1	6	6	6	1	0	0	0
07:00	58	41.9	37.1	4.9	0	0	0	0	0	3	23	21	10	0	1	0
08:00	98	38.3	33.2	4.4	0	0	0	0	2	30	39	26	1	0	0	0
09:00	113	39.8	34	5.6	0	0	0	1	5	28	38	31	9	1	0	0
10:00	127	37.5	32.7	5.1	0	0	0	2	6	35	59	18	7	0	0	0
11:00	143	38.3	32.9	5.8	0	0	1	2	6	42	59	24	6	2	1	0
12:00	171	38.7	33.4	4.7	0	0	0	0	3	52	70	37	9	0	0	0
13:00	168	39.3	33.8	5.7	0	0	0	2	8	35	76	32	11	3	1	0
14:00	158	38.3	33.2	4.9	0	0	0	3	3	40	73	32	7	0	0	0
15:00	163	38.8	33.4	4.8	0	0	0	0	3	50	65	36	9	0	0	0
16:00	181	38.8	33.7	5.3	0	0	0	2	5	41	87	33	9	4	0	0
17:00	103	41	36	5.5	0	0	0	1	1	16	30	39	14	2	0	0
18:00	69	40.6	35.4	5.5	0	0	0	0	2	11	26	21	7	2	0	0
19:00	66	41.4	36.1	6.1	0	0	0	0	2	8	26	19	8	2	0	1
20:00	63	39.7	35	5	0	0	0	0	0	12	27	19	4	0	1	0
21:00	52	41.4	35.2	7.1	0	0	2	0	1	10	11	19	8	1	0	0
22:00	48	42.4	36	5.6	0	0	0	0	0	8	20	10	8	2	0	0
23:00	24	36.9	32.5	5.1	0	0	0	1	1	5	12	5	0	0	0	0
12H,7-19	1552	39.3	33.8	5.3	0	0	1	13	44	383	645	350	99	14	3	0
16H,6-22	1753	39.5	34	5.4	0	0	3	13	48	419	715	413	120	17	4	1
18H,6-24	1825	39.6	34	5.4	0	0	3	14	49	432	747	428	128	19	4	1
24H,0-24	1867	39.6	34.1	5.4	0	0	3	14	50	436	758	446	132	23	4	1

13569					MARKET BOSWORTH					Site No: 13569004					Location Site 4 - Station Rd, Market Bosworth						
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Eastbound																
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56					
Sun 07-Jul-24																					
00:00	18	39.5	34.9	4.7	0	0	0	0	0	3	9	4	2	0	0	0					
01:00	5	-	36.5	5.8	0	0	0	0	0	1	1	2	1	0	0	0					
02:00	5	-	32.5	6.6	0	0	0	0	0	3	1	0	1	0	0	0					
03:00	3	-	35.2	10.4	0	0	0	0	1	0	0	1	1	0	0	0					
04:00	5	-	31.5	5.8	0	0	0	0	1	1	2	1	0	0	0	0					
05:00	7	-	37.1	8.6	0	0	0	0	0	2	2	1	0	2	0	0					
06:00	16	38.6	33.5	4.7	0	0	0	0	0	6	4	6	0	0	0	0					
07:00	26	40.5	34.8	6.1	0	0	0	1	0	5	9	7	4	0	0	0					
08:00	43	40.1	34.2	6.8	0	0	0	3	1	8	11	16	3	1	0	0					
09:00	125	39.3	33.5	6.1	0	0	1	4	3	29	49	30	6	3	0	0					
10:00	118	38.5	33	5.7	0	0	0	2	9	28	47	28	0	4	0	0					
11:00	180	37.9	32.2	6.1	0	0	2	7	7	56	70	28	7	3	0	0					
12:00	159	37.7	32.5	5.6	0	0	1	5	6	42	71	29	2	3	0	0					
13:00	161	39.1	33.8	5.8	0	0	0	2	4	41	67	36	8	1	0	2					
14:00	150	37.7	32.9	5.3	0	0	1	0	6	45	67	24	4	2	1	0					
15:00	123	38.6	33.8	4.4	0	0	0	0	3	27	55	36	2	0	0	0					
16:00	136	38.8	34.3	5.8	0	0	0	1	4	23	69	32	2	2	1	2					
17:00	106	40.1	35.4	5.1	0	0	0	1	2	14	38	42	8	1	0	0					
18:00	98	40.1	35	5.3	0	0	1	0	2	16	33	38	8	0	0	0					
19:00	79	37.7	33.1	5.4	0	0	0	3	0	20	39	14	2	0	1	0					
20:00	40	39.7	35.3	5.1	0	0	0	0	0	7	17	13	1	2	0	0					
21:00	28	38.8	33	5.3	0	0	0	0	1	11	8	6	2	0	0	0					
22:00	12	35.2	33.5	7.2	0	0	0	0	1	2	8	0	0	0	1	0					
23:00	13	47.4	38.5	9.6	0	0	0	0	1	2	2	4	1	2	0	1					
12H,7-19	1425	39.1	33.5	5.7	0	0	6	26	47	334	586	346	54	20	2	4					
16H,6-22	1588	39	33.6	5.6	0	0	6	29	48	378	654	385	59	22	3	4					
18H,6-24	1613	39.1	33.6	5.7	0	0	6	29	50	382	664	389	60	24	4	5					
24H,0-24	1656	39.1	33.6	5.7	0	0	6	29	52	392	679	398	65	26	4	5					

13569 MARKET BOSWORTH					Site No: 13569004					Location Site 4 - Station Rd, Market Bosworth						
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Eastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 08-Jul-24																
00:00	1	-	53.5	-	0	0	0	0	0	0	0	0	0	0	1	0
01:00	3	-	35.2	3.1	0	0	0	0	0	0	2	1	0	0	0	0
02:00	4	-	38.5	6	0	0	0	0	0	0	2	0	2	0	0	0
03:00	1	-	48.5	-	0	0	0	0	0	0	0	0	0	1	0	0
04:00	4	-	43.5	4.2	0	0	0	0	0	0	0	1	2	1	0	0
05:00	22	43.8	36.7	6.6	0	0	0	0	1	2	9	4	4	2	0	0
06:00	81	41.7	36.7	5.5	0	0	0	0	0	10	28	29	10	3	1	0
07:00	187	38.8	33	5.7	0	0	0	5	14	39	76	43	9	1	0	0
08:00	264	37.1	32.9	4.3	0	0	0	1	8	68	138	42	7	0	0	0
09:00	122	39.3	33.5	5.4	0	0	0	0	6	35	44	28	7	2	0	0
10:00	118	38.3	32.5	5.6	0	0	0	3	9	31	45	26	3	1	0	0
11:00	145	38.5	32.7	5.8	0	0	0	5	7	40	57	28	6	2	0	0
12:00	119	35.7	31.8	4.7	0	0	1	0	7	40	56	13	1	1	0	0
13:00	131	38.6	33.5	4.9	0	0	0	4	2	24	63	35	3	0	0	0
14:00	208	36.9	31.3	6.8	0	5	3	5	14	60	84	28	7	2	0	0
15:00	189	38.2	32.9	4.8	0	0	0	0	7	61	76	37	8	0	0	0
16:00	262	37.8	33	4.7	0	0	0	2	13	59	130	52	5	1	0	0
17:00	234	38.3	33	4.8	0	0	0	2	9	65	98	53	7	0	0	0
18:00	143	39.3	34.2	4.9	0	0	0	2	2	28	61	43	7	0	0	0
19:00	86	38.4	33	6.4	0	0	0	1	6	25	34	14	2	3	0	1
20:00	60	38.6	33.7	4.5	0	0	0	0	2	14	25	18	1	0	0	0
21:00	31	43.3	36.4	6.6	0	0	0	0	0	5	14	5	4	2	1	0
22:00	27	39.9	35	5.9	0	0	0	0	0	7	10	7	1	2	0	0
23:00	25	39.9	34.9	5.3	0	0	0	0	1	5	7	10	2	0	0	0
12H,7-19	2122	38.2	32.8	5.2	0	5	4	29	98	550	928	428	70	10	0	0
16H,6-22	2380	38.5	33.1	5.4	0	5	4	30	106	604	1029	494	87	18	2	1
18H,6-24	2432	38.5	33.1	5.4	0	5	4	30	107	616	1046	511	90	20	2	1
24H,0-24	2467	38.6	33.2	5.4	0	5	4	30	108	618	1059	517	98	24	3	1

13569		MARKET BOSWORTH				Site No: 13569004					Location Site 4 - Station Rd, Market Bosworth						
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Eastbound												
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56	
Tue 09-Jul-24																	
00:00	8	-	34.8	4.7	0	0	0	0	0	2	2	4	0	0	0	0	
01:00	3	-	38.5	5	0	0	0	0	0	0	1	1	1	0	0	0	
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	3	-	33.5	5	0	0	0	0	0	1	1	1	0	0	0	0	
04:00	5	-	34.5	7.5	0	0	0	0	1	0	2	1	1	0	0	0	
05:00	18	40.5	35.7	5.7	0	0	0	0	0	3	8	4	2	1	0	0	
06:00	85	39.8	35.1	4.9	0	0	0	0	0	16	35	27	5	2	0	0	
07:00	166	39	33.7	4.9	0	0	0	1	0	49	70	34	11	1	0	0	
08:00	264	37.3	32.8	4.5	0	0	0	0	8	82	124	38	12	0	0	0	
09:00	137	38.2	33.2	4.7	0	0	0	0	3	41	61	25	6	1	0	0	
10:00	124	38.3	32.5	5.3	0	0	0	1	7	44	43	22	7	0	0	0	
11:00	131	39.2	33.9	4.9	0	0	0	0	3	33	54	33	7	1	0	0	
12:00	127	39.5	33.9	5.7	0	0	0	0	4	37	49	25	6	6	0	0	
13:00	129	38.9	33.6	5.2	0	0	0	1	4	31	61	21	10	1	0	0	
14:00	195	38	32.8	4.9	0	0	0	1	6	65	80	33	9	1	0	0	
15:00	157	38.1	32.8	4.8	0	0	0	0	6	53	62	29	7	0	0	0	
16:00	218	38.2	32.8	5.4	0	1	2	2	9	56	93	49	6	0	0	0	
17:00	244	38.5	33.7	4.3	0	0	0	1	2	55	119	61	5	1	0	0	
18:00	207	39.4	34.4	4.8	0	0	0	1	4	39	88	64	9	2	0	0	
19:00	95	41.1	35.6	6.7	0	0	1	0	1	19	33	26	11	1	2	1	
20:00	44	38.7	33.6	5.7	0	0	1	0	0	11	20	9	2	1	0	0	
21:00	41	41.3	35.8	5.3	0	0	0	0	0	7	16	11	6	1	0	0	
22:00	43	39.7	35	5.9	0	0	0	0	0	10	18	11	1	2	1	0	
23:00	30	39.6	34	6.5	0	0	1	0	0	7	12	7	2	1	0	0	
12H,7-19	2099	38.6	33.3	4.9	0	1	2	8	56	585	904	434	95	14	0	0	
16H,6-22	2364	38.9	33.5	5.1	0	1	4	8	57	638	1008	507	119	19	2	1	
18H,6-24	2437	38.9	33.6	5.1	0	1	5	8	57	655	1038	525	122	22	3	1	
24H,0-24	2474	39	33.6	5.1	0	1	5	8	58	661	1052	536	126	23	3	1	

13569	MARKET BOSWORTH	Site No: 13569004	Location Site 4 - Station Rd, Market Bosworth
Wed 03-Jul-24 to Tue 09-Jul-24		Channel: Eastbound	

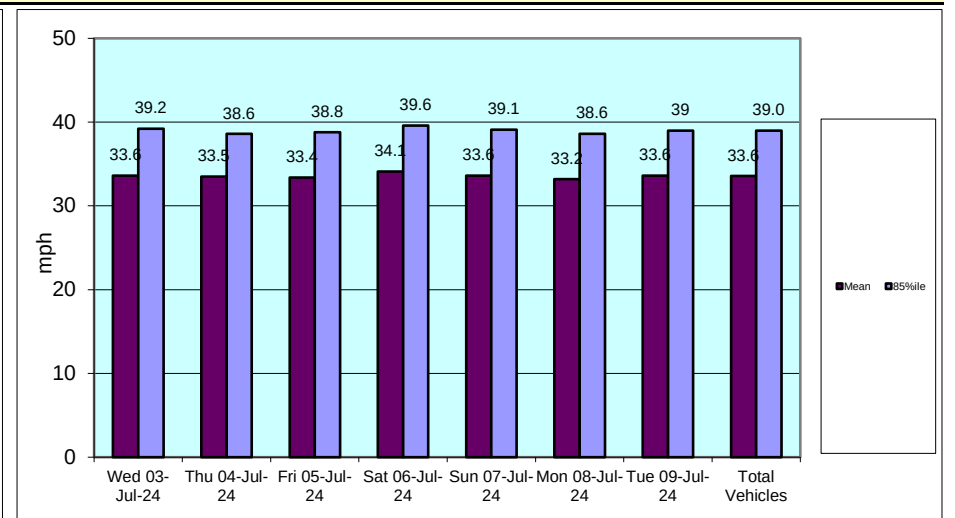
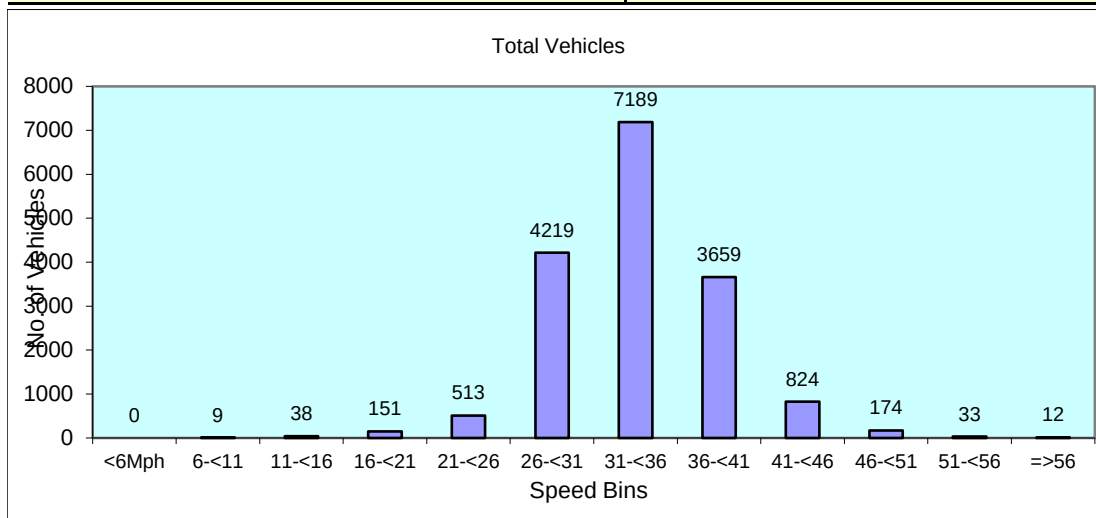
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
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Daily Totals

Wed 03-Jul-24	2710	39.2	33.6	5.5	0	1	12	22	84	673	1132	599	148	29	9	1
Thu 04-Jul-24	2880	38.6	33.5	5	0	0	2	22	83	712	1312	600	125	18	5	1
Fri 05-Jul-24	2767	38.8	33.4	5.3	0	2	6	26	78	727	1197	563	130	31	5	2
Sat 06-Jul-24	1867	39.6	34.1	5.4	0	0	3	14	50	436	758	446	132	23	4	1
Sun 07-Jul-24	1656	39.1	33.6	5.7	0	0	6	29	52	392	679	398	65	26	4	5
Mon 08-Jul-24	2467	38.6	33.2	5.4	0	5	4	30	108	618	1059	517	98	24	3	1
Tue 09-Jul-24	2474	39	33.6	5.1	0	1	5	8	58	661	1052	536	126	23	3	1

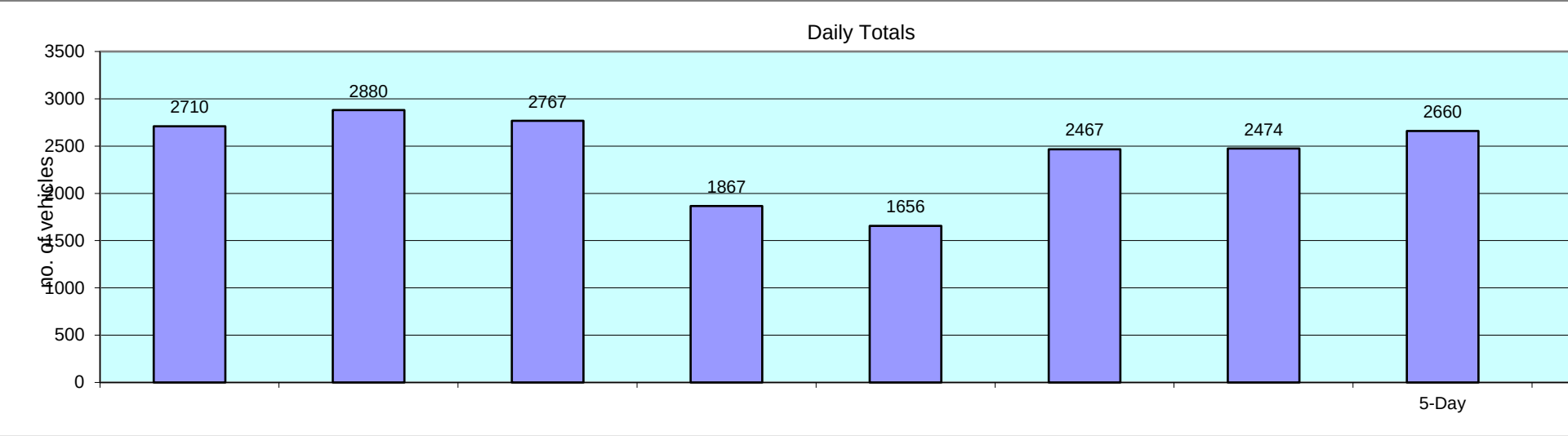
Total Vehicles

[--]	16821	39.0	33.6	5.3	0	9	38	151	513	4219	7189	3659	824	174	33	12
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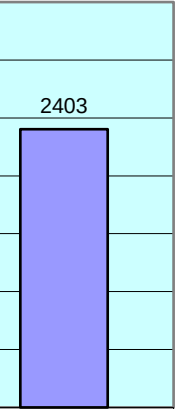
13569	MARKET BOSWORTH		Site No: 13569004		Location		Site 4 - Station Rd, Market Bosworth	
			Channel: Eastbound					
								5-Day
TIME PERIOD	Wed 03-Jul-24	Thu 04-Jul-24	Fri 05-Jul-24	Sat 06-Jul-24	Sun 07-Jul-24	Mon 08-Jul-24	Tue 09-Jul-24	Av
Week Begin: 03-Jul-24								
00:00	9	6	8	13	18	1	8	6
01:00	3	2	4	10	5	3	3	3
02:00	2	2	2	3	5	4	0	2
03:00	3	1	2	2	3	1	3	2
04:00	6	4	9	5	5	4	5	6
05:00	28	31	20	9	7	22	18	24
06:00	75	78	74	20	16	81	85	79
07:00	201	188	167	58	26	187	166	182
08:00	307	285	272	98	43	264	264	278
09:00	158	152	144	113	125	122	137	143
10:00	144	148	162	127	118	118	124	139
11:00	121	154	144	143	180	145	131	139
12:00	133	136	167	171	159	119	127	136
13:00	134	128	157	168	161	131	129	136
14:00	194	258	258	158	150	208	195	223
15:00	261	257	240	163	123	189	157	221
16:00	236	252	219	181	136	262	218	237
17:00	216	281	239	103	106	234	244	243
18:00	167	187	180	69	98	143	207	177
19:00	122	115	93	66	79	86	95	102
20:00	74	80	67	63	40	60	44	65
21:00	45	59	53	52	28	31	41	46
22:00	44	41	42	48	12	27	43	39
23:00	27	35	44	24	13	25	30	32
12H,7-19	2272	2426	2349	1552	1425	2122	2099	2254
16H,6-22	2588	2758	2636	1753	1588	2380	2364	2545
18H,6-24	2659	2834	2722	1825	1613	2432	2437	2617
24H,0-24	2710	2880	2767	1867	1656	2467	2474	2660
Am	08:00	08:00	08:00	11:00	11:00	08:00	08:00	
Peak	307	285	272	143	180	264	264	
Pm	15:00	17:00	14:00	16:00	13:00	16:00	17:00	
Peak	261	281	258	181	161	262	244	

13569		MARKET BOSWORTH		Site No: 13569004		Location		Site 4 - Station Rd, Market Bosworth	
				Channel: Eastbound					
								5-Day	
TIME PERIOD	Wed 03-Jul-24	Thu 04-Jul-24	Fri 05-Jul-24	Sat 06-Jul-24	Sun 07-Jul-24	Mon 08-Jul-24	Tue 09-Jul-24	Av	



7-Day Av	
9	
4	
3	
2	
5	
19	
61	
142	
219	
136	
134	
145	
145	
144	
203	
199	
215	
203	
150	
94	
61	
44	
37	
28	
2035	
2295	
2360	
2403	

7-Day
Av



7-Day

13569 MARKET BOSWORTH						Site No: 13569004		Location		Site 4 - Station Rd, Market Bosworth					
Wed 03-Jul-24 to Tue 09-Jul-24						Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
			LGV	VEHICLES									AXLE MULTI-TRAILER ARTIC		
Wed 03-Jul-24															
00:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
01:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0
02:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
04:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0
05:00	37	1	34	2	0	0	0	0	0	0	0	0	0	0	0
06:00	86	1	80	5	0	0	0	0	0	0	0	0	0	0	0
07:00	195	1	161	30	0	0	1	0	0	0	0	0	2	0	0
08:00	301	1	277	20	2	0	0	0	1	0	0	0	0	0	0
09:00	152	1	118	26	0	3	4	0	0	0	0	0	0	0	0
10:00	144	3	129	11	0	0	1	0	0	0	0	0	0	0	0
11:00	143	2	122	17	0	0	1	0	1	0	0	0	0	0	0
12:00	142	0	124	17	1	0	0	0	0	0	0	0	0	0	0
13:00	150	1	135	13	1	0	0	0	0	0	0	0	0	0	0
14:00	146	2	129	13	0	0	0	0	2	0	0	0	0	0	0
15:00	252	0	228	20	2	2	0	0	0	0	0	0	0	0	0
16:00	274	4	250	19	0	0	0	0	0	1	0	0	0	0	0
17:00	214	2	194	14	1	0	0	1	2	0	0	0	0	0	0
18:00	152	2	135	13	0	0	1	0	1	0	0	0	0	0	0
19:00	105	2	99	3	1	0	0	0	0	0	0	0	0	0	0
20:00	76	1	67	7	0	0	1	0	0	0	0	0	0	0	0
21:00	72	0	66	6	0	0	0	0	0	0	0	0	0	0	0
22:00	27	0	23	3	0	0	1	0	0	0	0	0	0	0	0
23:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	2265	19	2002	213	7	5	8	1	7	1	0	2	0	0	0
16H,6-22	2604	23	2314	234	8	5	9	1	7	1	0	2	0	0	0
18H,6-24	2644	23	2350	237	8	5	10	1	7	1	0	2	0	0	0
24H,0-24	2704	24	2405	241	8	5	10	1	7	1	0	2	0	0	0

13569		MARKET BOSWORTH				Site No: 13569004		Location		Site 4 - Station Rd, Market Bosworth					
Wed 03-Jul-24 to Tue 09-Jul-24						Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
			LGV	VEHICLES									AXLE MULTI-TRAILER ARTIC		
Thu 04-Jul-24															
00:00	2	0	1		1	0	0	0	0	0	0	0	0	0	0
01:00	3	0	1		2	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1		0	0	0	0	0	0	0	0	0	0	0
03:00	6	0	4		2	0	0	0	0	0	0	0	0	0	0
04:00	11	0	10		1	0	0	0	0	0	0	0	0	0	0
05:00	28	1	24		3	0	0	0	0	0	0	0	0	0	0
06:00	84	2	76		6	0	0	0	0	0	0	0	0	0	0
07:00	217	1	189		25	0	0	0	1	0	0	1	0	0	0
08:00	324	3	293		24	0	2	0	0	1	0	0	1	0	0
09:00	151	2	126		21	2	0	0	0	0	0	0	0	0	0
10:00	133	2	100		26	1	1	2	1	0	0	0	0	0	0
11:00	176	3	151		17	0	0	0	0	3	0	1	1	0	0
12:00	183	2	163		17	0	0	0	0	1	0	0	0	0	0
13:00	164	3	139		19	1	1	0	1	0	0	0	0	0	0
14:00	159	0	142		16	0	0	0	0	1	0	0	0	0	0
15:00	272	2	243		25	2	0	0	0	0	0	0	0	0	0
16:00	269	3	243		20	0	0	2	0	1	0	0	0	0	0
17:00	224	1	208		13	0	0	1	0	0	0	0	1	0	0
18:00	220	2	209		9	0	0	0	0	0	0	0	0	0	0
19:00	133	2	130		1	0	0	0	0	0	0	0	0	0	0
20:00	102	1	90		9	1	0	0	0	0	0	1	0	0	0
21:00	57	4	49		3	0	0	0	0	0	0	0	1	0	0
22:00	50	0	43		7	0	0	0	0	0	0	0	0	0	0
23:00	18	0	17		1	0	0	0	0	0	0	0	0	0	0
12H,7-19	2492	24	2206		232	6	4	5	3	7	0	2	3	0	0
16H,6-22	2868	33	2551		251	7	4	5	3	7	0	3	4	0	0
18H,6-24	2936	33	2611		259	7	4	5	3	7	0	3	4	0	0
24H,0-24	2987	34	2652		268	7	4	5	3	7	0	3	4	0	0

13569		MARKET BOSWORTH					Site No: 13569004		Location		Site 4 - Station Rd, Market Bosworth					
Wed 03-Jul-24 to Tue 09-Jul-24						Channel: Westbound										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
													AXLE MULTI-TRAILER ARTIC			
Fri 05-Jul-24																
00:00	3	0	3		0	0	0	0	0	0	0	0	0	0	0	
01:00	5	0	1		4	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0		0	0	0	0	0	0	0	0	0	0	0	
03:00	5	0	4		1	0	0	0	0	0	0	0	0	0	0	
04:00	8	0	8		0	0	0	0	0	0	0	0	0	0	0	
05:00	38	1	33		4	0	0	0	0	0	0	0	0	0	0	
06:00	74	0	67		7	0	0	0	0	0	0	0	0	0	0	
07:00	166	0	135		30	0	0	0	0	0	0	0	1	0	0	
08:00	242	0	219		17	3	1	1	0	0	0	0	1	0	0	
09:00	180	1	157		20	0	0	0	0	1	0	0	1	0	0	
10:00	152	3	123		24	0	0	1	1	0	0	0	0	0	0	
11:00	169	5	142		19	1	1	1	0	0	0	0	0	0	0	
12:00	201	4	182		13	0	1	0	0	0	0	0	1	0	0	
13:00	183	8	158		16	1	0	0	0	0	0	0	0	0	0	
14:00	201	3	179		17	0	0	0	1	1	0	0	0	0	0	
15:00	258	2	230		21	2	1	0	0	2	0	0	0	0	0	
16:00	211	5	190		12	0	0	3	0	1	0	0	0	0	0	
17:00	201	2	181		17	0	0	0	0	1	0	0	0	0	0	
18:00	175	1	163		9	1	0	0	0	1	0	0	0	0	0	
19:00	101	1	92		8	0	0	0	0	0	0	0	0	0	0	
20:00	83	2	78		3	0	0	0	0	0	0	0	0	0	0	
21:00	54	0	53		0	0	0	0	0	0	0	0	1	0	0	
22:00	41	0	38		3	0	0	0	0	0	0	0	0	0	0	
23:00	26	0	24		2	0	0	0	0	0	0	0	0	0	0	
12H,7-19	2339	34	2059		215	8	4	6	2	7	0	0	4	0	0	
16H,6-22	2651	37	2349		233	8	4	6	2	7	0	0	5	0	0	
18H,6-24	2718	37	2411		238	8	4	6	2	7	0	0	5	0	0	
24H,0-24	2777	38	2460		247	8	4	6	2	7	0	0	5	0	0	

13569		MARKET BOSWORTH				Site No: 13569004		Location		Site 4 - Station Rd, Market Bosworth					
Wed 03-Jul-24 to Tue 09-Jul-24						Channel: Westbound									
			CARS OR	LIGHT		TWO AXLE,	THREE	FOUR OR	FOUR OR		SIX OR	FIVE OR	LESS	SIX AXLE	SEVEN
TIME	TOTAL	MOTOR-	CAR-OR	GOODS		SIX TYRE,	AXLE	MORE	LESS	FIVE AXLE	MORE	AXLE	AXLE	AXLE	OR
PERIOD	VEHICLES	CYCLES	BASED	VEHICLES	BUSES	RIGID/BUSES	RIGID	RIGID	AXLE	ARTIC	ARTIC	ARTIC	TRAILER	TRAILER	AXLE
			LGV												
Sat 06-Jul-24															
00:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
01:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
03:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
04:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0
05:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0
06:00	21	0	21	0	0	0	0	0	0	0	0	0	0	0	0
07:00	49	0	43	6	0	0	0	0	0	0	0	0	0	0	0
08:00	67	0	65	2	0	0	0	0	0	0	0	0	0	0	0
09:00	151	3	128	18	0	1	1	0	0	0	0	0	0	0	0
10:00	146	1	135	10	0	0	0	0	0	0	0	0	0	0	0
11:00	142	3	134	5	0	0	0	0	0	0	0	0	0	0	0
12:00	176	5	155	16	0	0	0	0	0	0	0	0	0	0	0
13:00	142	4	127	10	0	0	0	0	1	0	0	0	0	0	0
14:00	173	1	152	20	0	0	0	0	0	0	0	0	0	0	0
15:00	133	2	125	6	0	0	0	0	0	0	0	0	0	0	0
16:00	170	2	157	7	0	1	1	0	0	0	1	1	0	0	0
17:00	91	0	86	5	0	0	0	0	0	0	0	0	0	0	0
18:00	80	2	73	5	0	0	0	0	0	0	0	0	0	0	0
19:00	68	0	65	2	0	0	0	0	1	0	0	0	0	0	0
20:00	73	0	66	7	0	0	0	0	0	0	0	0	0	0	0
21:00	63	3	56	3	0	0	1	0	0	0	0	0	0	0	0
22:00	49	0	47	2	0	0	0	0	0	0	0	0	0	0	0
23:00	37	0	34	2	0	0	0	0	1	0	0	0	0	0	0
12H,7-19	1520	23	1380	110	0	2	2	0	1	0	1	1	0	0	0
16H,6-22	1745	26	1588	122	0	2	3	0	2	0	1	1	0	0	0
18H,6-24	1831	26	1669	126	0	2	3	0	3	0	1	1	0	0	0
24H,0-24	1868	26	1705	127	0	2	3	0	3	0	1	1	0	0	0

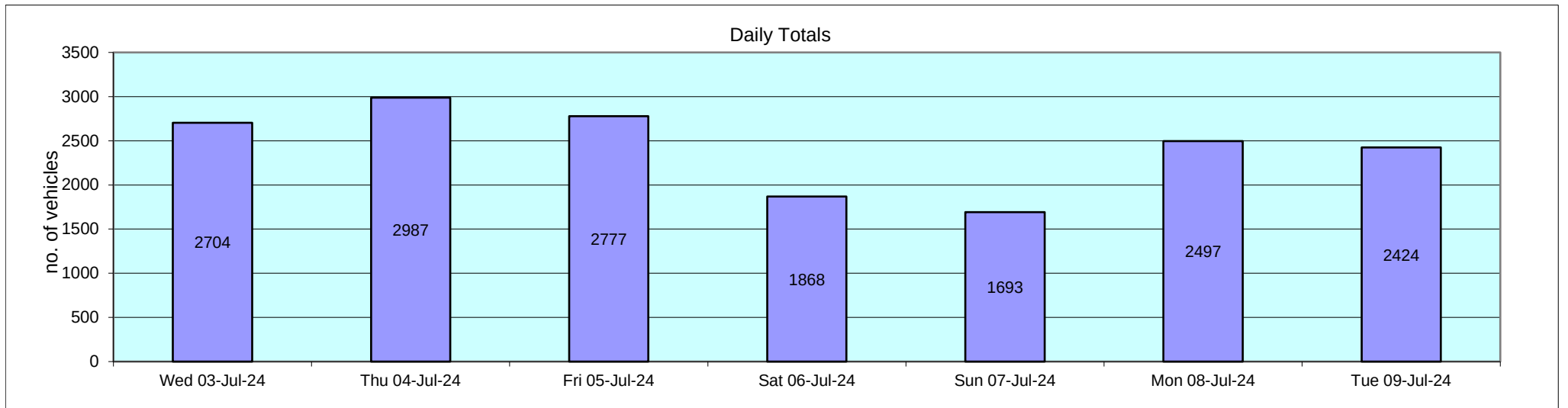
13569 MARKET BOSWORTH						Site No: 13569004		Location		Site 4 - Station Rd, Market Bosworth					
Wed 03-Jul-24 to Tue 09-Jul-24						Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
			CAR-BASED LGV	VEHICLES									AXLE MULTI-TRAILER ARTIC		
Sun 07-Jul-24															
00:00	22	0	18	4	0	0	0	0	0	0	0	0	0	0	0
01:00	13	0	12	1	0	0	0	0	0	0	0	0	0	0	0
02:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
04:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
05:00	11	1	10	0	0	0	0	0	0	0	0	0	0	0	0
06:00	15	0	14	1	0	0	0	0	0	0	0	0	0	0	0
07:00	26	1	25	0	0	0	0	0	0	0	0	0	0	0	0
08:00	53	3	48	1	0	0	0	0	0	0	1	0	0	0	0
09:00	112	9	93	7	1	1	0	0	1	0	0	0	0	0	0
10:00	146	9	128	7	0	1	1	0	0	0	0	0	0	0	0
11:00	151	7	134	10	0	0	0	0	0	0	0	0	0	0	0
12:00	162	7	148	7	0	0	0	0	0	0	0	0	0	0	0
13:00	152	2	138	12	0	0	0	0	0	0	0	0	0	0	0
14:00	142	0	132	9	0	0	1	0	0	0	0	0	0	0	0
15:00	127	0	122	4	0	1	0	0	0	0	0	0	0	0	0
16:00	131	3	119	8	0	0	1	0	0	0	0	0	0	0	0
17:00	126	1	114	11	0	0	0	0	0	0	0	0	0	0	0
18:00	99	2	93	4	0	0	0	0	0	0	0	0	0	0	0
19:00	78	4	71	3	0	0	0	0	0	0	0	0	0	0	0
20:00	41	1	39	1	0	0	0	0	0	0	0	0	0	0	0
21:00	32	1	25	5	0	0	1	0	0	0	0	0	0	0	0
22:00	20	0	20	0	0	0	0	0	0	0	0	0	0	0	0
23:00	19	0	17	2	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	1427	44	1294	80	1	3	3	0	1	0	1	0	0	0	0
16H,6-22	1593	50	1443	90	1	3	4	0	1	0	1	0	0	0	0
18H,6-24	1632	50	1480	92	1	3	4	0	1	0	1	0	0	0	0
24H,0-24	1693	51	1535	97	1	3	4	0	1	0	1	0	0	0	0

13569 MARKET BOSWORTH						Site No: 13569004		Location		Site 4 - Station Rd, Market Bosworth					
Wed 03-Jul-24 to Tue 09-Jul-24						Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
			CAR-BASED LGV	VEHICLES									AXLE MULTI-TRAILER ARTIC		
Mon 08-Jul-24															
00:00	7	0	5	2	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
04:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
05:00	32	1	29	2	0	0	0	0	0	0	0	0	0	0	0
06:00	71	0	66	5	0	0	0	0	0	0	0	0	0	0	0
07:00	188	0	169	14	0	1	0	0	1	0	0	3	0	0	0
08:00	232	2	196	31	1	0	0	0	2	0	0	0	0	0	0
09:00	169	5	134	20	5	2	2	0	1	0	0	0	0	0	0
10:00	156	12	121	12	0	7	2	0	2	0	0	0	0	0	0
11:00	132	5	107	19	1	0	0	0	0	0	0	0	0	0	0
12:00	143	7	114	20	0	0	0	0	1	1	0	0	0	0	0
13:00	148	5	125	15	1	0	0	0	1	0	0	1	0	0	0
14:00	154	4	127	19	0	0	1	0	1	0	0	2	0	0	0
15:00	180	5	151	20	2	0	1	0	0	0	1	0	0	0	0
16:00	213	0	191	21	0	0	0	0	0	0	1	0	0	0	0
17:00	275	4	251	17	3	0	0	0	0	0	0	0	0	0	0
18:00	162	3	145	13	1	0	0	0	0	0	0	0	0	0	0
19:00	90	3	85	1	1	0	0	0	0	0	0	0	0	0	0
20:00	58	1	52	4	0	0	0	0	1	0	0	0	0	0	0
21:00	57	0	52	5	0	0	0	0	0	0	0	0	0	0	0
22:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0	0
23:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	2152	52	1831	221	14	10	6	0	9	1	2	6	0	0	0
16H,6-22	2428	56	2086	236	15	10	6	0	10	1	2	6	0	0	0
18H,6-24	2447	56	2103	238	15	10	6	0	10	1	2	6	0	0	0
24H,0-24	2497	57	2148	242	15	10	6	0	10	1	2	6	0	0	0

13569 MARKET BOSWORTH						Site No: 13569004		Location		Site 4 - Station Rd, Market Bosworth					
Wed 03-Jul-24 to Tue 09-Jul-24						Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
			LGV	VEHICLES									AXLE MULTI-TRAILER ARTIC		
Tue 09-Jul-24															
00:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
01:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
04:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0
05:00	38	1	31	6	0	0	0	0	0	0	0	0	0	0	0
06:00	83	1	76	6	0	0	0	0	0	0	0	0	0	0	0
07:00	200	0	169	31	0	0	0	0	0	0	0	0	0	0	0
08:00	228	1	198	26	1	1	0	0	0	0	0	0	1	0	0
09:00	147	0	124	16	4	1	1	0	1	0	0	0	0	0	0
10:00	117	0	96	14	0	4	1	0	1	0	0	0	1	0	0
11:00	118	1	100	16	0	1	0	0	0	0	0	0	0	0	0
12:00	141	1	120	16	3	0	0	1	0	0	0	0	0	0	0
13:00	147	0	136	11	0	0	0	0	0	0	0	0	0	0	0
14:00	120	0	101	14	2	1	0	0	2	0	0	0	0	0	0
15:00	217	0	198	15	2	0	0	0	1	0	0	0	1	0	0
16:00	218	0	199	18	1	0	0	0	0	0	0	0	0	0	0
17:00	219	1	202	14	0	0	0	0	2	0	0	0	0	0	0
18:00	166	2	155	9	0	0	0	0	0	0	0	0	0	0	0
19:00	90	1	82	6	1	0	0	0	0	0	0	0	0	0	0
20:00	79	2	74	3	0	0	0	0	0	0	0	0	0	0	0
21:00	47	0	39	8	0	0	0	0	0	0	0	0	0	0	0
22:00	24	0	22	2	0	0	0	0	0	0	0	0	0	0	0
23:00	12	0	11	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	2038	6	1798	200	13	8	2	1	7	0	0	0	3	0	0
16H,6-22	2337	10	2069	223	14	8	2	1	7	0	0	0	3	0	0
18H,6-24	2373	10	2102	226	14	8	2	1	7	0	0	0	3	0	0
24H,0-24	2424	11	2144	234	14	8	2	1	7	0	0	0	3	0	0

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Wed 03-Jul-24	2704	24	2405	241	8	5	10	1	7	1	0	2	0	0
Thu 04-Jul-24	2987	34	2652	268	7	4	5	3	7	0	3	4	0	0
Fri 05-Jul-24	2777	38	2460	247	8	4	6	2	7	0	0	5	0	0
Sat 06-Jul-24	1868	26	1705	127	0	2	3	0	3	0	1	1	0	0
Sun 07-Jul-24	1693	51	1535	97	1	3	4	0	1	0	1	0	0	0
Mon 08-Jul-24	2497	57	2148	242	15	10	6	0	10	1	2	6	0	0
Tue 09-Jul-24	2424	11	2144	234	14	8	2	1	7	0	0	3	0	0
Total Vehicles														
[--]	16950	241	15049	1456	53	36	36	7	42	2	7	21	0	0



13569	MARKET BOSWORTH				Site No: 13569004	Location	Site 4 - Station Rd, Market Bosworth				
Wed 03-Jul-24 to Tue 09-Jul-24				Channel: Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 03-Jul-24											
00:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
01:00	4	0	0.0	2	50.0	2	50.0	0	0.0	0	0.0
02:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
03:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
04:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
05:00	37	1	2.7	34	91.9	2	5.4	0	0.0	0	0.0
06:00	86	1	1.2	80	93.0	5	5.8	0	0.0	0	0.0
07:00	195	1	0.5	161	82.6	30	15.4	3	1.5	0	0.0
08:00	301	1	0.3	277	92.0	20	6.6	1	0.3	2	0.7
09:00	152	1	0.7	118	77.6	26	17.1	7	4.6	0	0.0
10:00	144	3	2.1	129	89.6	11	7.6	1	0.7	0	0.0
11:00	143	2	1.4	122	85.3	17	11.9	2	1.4	0	0.0
12:00	142	0	0.0	124	87.3	17	12.0	0	0.0	1	0.7
13:00	150	1	0.7	135	90.0	13	8.7	0	0.0	1	0.7
14:00	146	2	1.4	129	88.4	13	8.9	2	1.4	0	0.0
15:00	252	0	0.0	228	90.5	20	7.9	2	0.8	2	0.8
16:00	274	4	1.5	250	91.2	19	6.9	1	0.4	0	0.0
17:00	214	2	0.9	194	90.7	14	6.5	3	1.4	1	0.5
18:00	152	2	1.3	135	88.8	13	8.6	2	1.3	0	0.0
19:00	105	2	1.9	99	94.3	3	2.9	0	0.0	1	1.0
20:00	76	1	1.3	67	88.2	7	9.2	1	1.3	0	0.0
21:00	72	0	0.0	66	91.7	6	8.3	0	0.0	0	0.0
22:00	27	0	0.0	23	85.2	3	11.1	1	3.7	0	0.0
23:00	13	0	0.0	13	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	2265	19	0.8	2002	88.4	213	9.4	24	1.1	7	0.3
16H,6-22	2604	23	0.9	2314	88.9	234	9.0	25	1.0	8	0.3
18H,6-24	2644	23	0.9	2350	88.9	237	9.0	26	1.0	8	0.3
24H,0-24	2704	24	0.9	2405	88.9	241	8.9	26	1.0	8	0.3

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Wed 03-Jul-24 to Tue 09-Jul-24				Channel: Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 04-Jul-24											
00:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
01:00	3	0	0.0	1	33.3	2	66.7	0	0.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	6	0	0.0	4	66.7	2	33.3	0	0.0	0	0.0
04:00	11	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
05:00	28	1	3.6	24	85.7	3	10.7	0	0.0	0	0.0
06:00	84	2	2.4	76	90.5	6	7.1	0	0.0	0	0.0
07:00	217	1	0.5	189	87.1	25	11.5	2	0.9	0	0.0
08:00	324	3	0.9	293	90.4	24	7.4	4	1.2	0	0.0
09:00	151	2	1.3	126	83.4	21	13.9	0	0.0	2	1.3
10:00	133	2	1.5	100	75.2	26	19.6	4	3.0	1	0.8
11:00	176	3	1.7	151	85.8	17	9.7	5	2.8	0	0.0
12:00	183	2	1.1	163	89.1	17	9.3	1	0.6	0	0.0
13:00	164	3	1.8	139	84.8	19	11.6	2	1.2	1	0.6
14:00	159	0	0.0	142	89.3	16	10.1	1	0.6	0	0.0
15:00	272	2	0.7	243	89.3	25	9.2	0	0.0	2	0.7
16:00	269	3	1.1	243	90.3	20	7.4	3	1.1	0	0.0
17:00	224	1	0.5	208	92.9	13	5.8	2	0.9	0	0.0
18:00	220	2	0.9	209	95.0	9	4.1	0	0.0	0	0.0
19:00	133	2	1.5	130	97.7	1	0.8	0	0.0	0	0.0
20:00	102	1	1.0	90	88.2	9	8.8	1	1.0	1	1.0
21:00	57	4	7.0	49	86.0	3	5.3	1	1.8	0	0.0
22:00	50	0	0.0	43	86.0	7	14.0	0	0.0	0	0.0
23:00	18	0	0.0	17	94.4	1	5.6	0	0.0	0	0.0
12H,7-19	2492	24	1.0	2206	88.5	232	9.3	24	1.0	6	0.2
16H,6-22	2868	33	1.2	2551	89.0	251	8.8	26	0.9	7	0.2
18H,6-24	2936	33	1.1	2611	88.9	259	8.8	26	0.9	7	0.2
24H,0-24	2987	34	1.1	2652	88.8	268	9.0	26	0.9	7	0.2

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Wed 03-Jul-24 to Tue 09-Jul-24				Channel: Westbound							

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Wed 03-Jul-24 to Tue 09-Jul-24				Channel: Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 06-Jul-24											
00:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
01:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
04:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
05:00	13	0	0.0	13	100.0	0	0.0	0	0.0	0	0.0
06:00	21	0	0.0	21	100.0	0	0.0	0	0.0	0	0.0
07:00	49	0	0.0	43	87.8	6	12.2	0	0.0	0	0.0
08:00	67	0	0.0	65	97.0	2	3.0	0	0.0	0	0.0
09:00	151	3	2.0	128	84.8	18	11.9	2	1.3	0	0.0
10:00	146	1	0.7	135	92.5	10	6.9	0	0.0	0	0.0
11:00	142	3	2.1	134	94.4	5	3.5	0	0.0	0	0.0
12:00	176	5	2.8	155	88.1	16	9.1	0	0.0	0	0.0
13:00	142	4	2.8	127	89.4	10	7.0	1	0.7	0	0.0
14:00	173	1	0.6	152	87.9	20	11.6	0	0.0	0	0.0
15:00	133	2	1.5	125	94.0	6	4.5	0	0.0	0	0.0
16:00	170	2	1.2	157	92.4	7	4.1	4	2.4	0	0.0
17:00	91	0	0.0	86	94.5	5	5.5	0	0.0	0	0.0
18:00	80	2	2.5	73	91.3	5	6.3	0	0.0	0	0.0
19:00	68	0	0.0	65	95.6	2	2.9	1	1.5	0	0.0
20:00	73	0	0.0	66	90.4	7	9.6	0	0.0	0	0.0
21:00	63	3	4.8	56	88.9	3	4.8	1	1.6	0	0.0
22:00	49	0	0.0	47	95.9	2	4.1	0	0.0	0	0.0
23:00	37	0	0.0	34	91.9	2	5.4	1	2.7	0	0.0
12H,7-19	1520	23	1.5	1380	90.8	110	7.2	7	0.5	0	0.0
16H,6-22	1745	26	1.5	1588	91.0	122	7.0	9	0.5	0	0.0
18H,6-24	1831	26	1.4	1669	91.2	126	6.9	10	0.6	0	0.0
24H,0-24	1868	26	1.4	1705	91.3	127	6.8	10	0.5	0	0.0

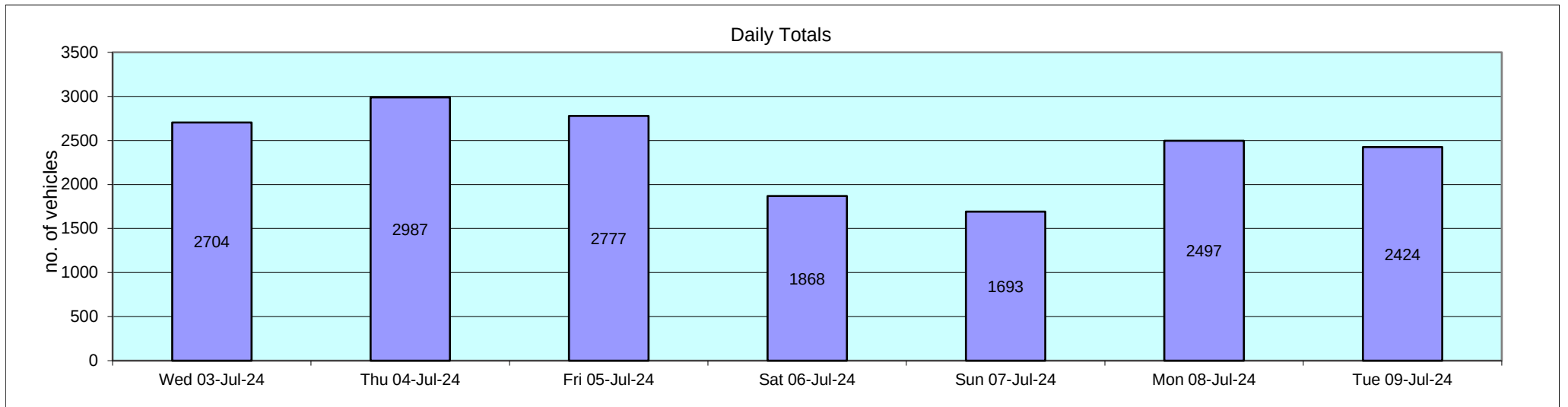
13569				MARKET BOSWORTH		Site No: 13569004		Location		Site 4 - Station Rd, Market Bosworth	
Wed 03-Jul-24 to Tue 09-Jul-24				Channel: Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 07-Jul-24											
00:00	22	0	0.0	18	81.8	4	18.2	0	0.0	0	0.0
01:00	13	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
02:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
05:00	11	1	9.1	10	90.9	0	0.0	0	0.0	0	0.0
06:00	15	0	0.0	14	93.3	1	6.7	0	0.0	0	0.0
07:00	26	1	3.9	25	96.2	0	0.0	0	0.0	0	0.0
08:00	53	3	5.7	48	90.6	1	1.9	1	1.9	0	0.0
09:00	112	9	8.0	93	83.0	7	6.3	2	1.8	1	0.9
10:00	146	9	6.2	128	87.7	7	4.8	2	1.4	0	0.0
11:00	151	7	4.6	134	88.7	10	6.6	0	0.0	0	0.0
12:00	162	7	4.3	148	91.4	7	4.3	0	0.0	0	0.0
13:00	152	2	1.3	138	90.8	12	7.9	0	0.0	0	0.0
14:00	142	0	0.0	132	93.0	9	6.3	1	0.7	0	0.0
15:00	127	0	0.0	122	96.1	4	3.2	1	0.8	0	0.0
16:00	131	3	2.3	119	90.8	8	6.1	1	0.8	0	0.0
17:00	126	1	0.8	114	90.5	11	8.7	0	0.0	0	0.0
18:00	99	2	2.0	93	93.9	4	4.0	0	0.0	0	0.0
19:00	78	4	5.1	71	91.0	3	3.9	0	0.0	0	0.0
20:00	41	1	2.4	39	95.1	1	2.4	0	0.0	0	0.0
21:00	32	1	3.1	25	78.1	5	15.6	1	3.1	0	0.0
22:00	20	0	0.0	20	100.0	0	0.0	0	0.0	0	0.0
23:00	19	0	0.0	17	89.5	2	10.5	0	0.0	0	0.0
12H,7-19	1427	44	3.1	1294	90.7	80	5.6	8	0.6	1	0.1
16H,6-22	1593	50	3.1	1443	90.6	90	5.7	9	0.6	1	0.1
18H,6-24	1632	50	3.1	1480	90.7	92	5.6	9	0.6	1	0.1
24H,0-24	1693	51	3.0	1535	90.7	97	5.7	9	0.5	1	0.1

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Wed 03-Jul-24 to Tue 09-Jul-24				Channel: Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 08-Jul-24											
00:00	7	0	0.0	5	71.4	2	28.6	0	0.0	0	0.0
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
04:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
05:00	32	1	3.1	29	90.6	2	6.3	0	0.0	0	0.0
06:00	71	0	0.0	66	93.0	5	7.0	0	0.0	0	0.0
07:00	188	0	0.0	169	89.9	14	7.5	5	2.7	0	0.0
08:00	232	2	0.9	196	84.5	31	13.4	2	0.9	1	0.4
09:00	169	5	3.0	134	79.3	20	11.8	5	3.0	5	3.0
10:00	156	12	7.7	121	77.6	12	7.7	11	7.1	0	0.0
11:00	132	5	3.8	107	81.1	19	14.4	0	0.0	1	0.8
12:00	143	7	4.9	114	79.7	20	14.0	2	1.4	0	0.0
13:00	148	5	3.4	125	84.5	15	10.1	2	1.4	1	0.7
14:00	154	4	2.6	127	82.5	19	12.3	4	2.6	0	0.0
15:00	180	5	2.8	151	83.9	20	11.1	2	1.1	2	1.1
16:00	213	0	0.0	191	89.7	21	9.9	1	0.5	0	0.0
17:00	275	4	1.5	251	91.3	17	6.2	0	0.0	3	1.1
18:00	162	3	1.9	145	89.5	13	8.0	0	0.0	1	0.6
19:00	90	3	3.3	85	94.4	1	1.1	0	0.0	1	1.1
20:00	58	1	1.7	52	89.7	4	6.9	1	1.7	0	0.0
21:00	57	0	0.0	52	91.2	5	8.8	0	0.0	0	0.0
22:00	10	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
23:00	9	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
12H,7-19	2152	52	2.4	1831	85.1	221	10.3	34	1.6	14	0.7
16H,6-22	2428	56	2.3	2086	85.9	236	9.7	35	1.4	15	0.6
18H,6-24	2447	56	2.3	2103	85.9	238	9.7	35	1.4	15	0.6
24H,0-24	2497	57	2.3	2148	86.0	242	9.7	35	1.4	15	0.6

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TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 09-Jul-24											
00:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
01:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	6	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
05:00	38	1	2.6	31	81.6	6	15.8	0	0.0	0	0.0
06:00	83	1	1.2	76	91.6	6	7.2	0	0.0	0	0.0
07:00	200	0	0.0	169	84.5	31	15.5	0	0.0	0	0.0
08:00	228	1	0.4	198	86.8	26	11.4	2	0.9	1	0.4
09:00	147	0	0.0	124	84.4	16	10.9	3	2.0	4	2.7
10:00	117	0	0.0	96	82.1	14	12.0	7	6.0	0	0.0
11:00	118	1	0.9	100	84.8	16	13.6	1	0.9	0	0.0
12:00	141	1	0.7	120	85.1	16	11.4	1	0.7	3	2.1
13:00	147	0	0.0	136	92.5	11	7.5	0	0.0	0	0.0
14:00	120	0	0.0	101	84.2	14	11.7	3	2.5	2	1.7
15:00	217	0	0.0	198	91.2	15	6.9	2	0.9	2	0.9
16:00	218	0	0.0	199	91.3	18	8.3	0	0.0	1	0.5
17:00	219	1	0.5	202	92.2	14	6.4	2	0.9	0	0.0
18:00	166	2	1.2	155	93.4	9	5.4	0	0.0	0	0.0
19:00	90	1	1.1	82	91.1	6	6.7	0	0.0	1	1.1
20:00	79	2	2.5	74	93.7	3	3.8	0	0.0	0	0.0
21:00	47	0	0.0	39	83.0	8	17.0	0	0.0	0	0.0
22:00	24	0	0.0	22	91.7	2	8.3	0	0.0	0	0.0
23:00	12	0	0.0	11	91.7	1	8.3	0	0.0	0	0.0
12H,7-19	2038	6	0.3	1798	88.2	200	9.8	21	1.0	13	0.6
16H,6-22	2337	10	0.4	2069	88.5	223	9.5	21	0.9	14	0.6
18H,6-24	2373	10	0.4	2102	88.6	226	9.5	21	0.9	14	0.6
24H,0-24	2424	11	0.5	2144	88.5	234	9.7	21	0.9	14	0.6

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Wed 03-Jul-24 to Tue 09-Jul-24		Channel: Westbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Wed 03-Jul-24	2704	24	0.9	2405	88.9	241	8.9	26	1.0	8	0.3
Thu 04-Jul-24	2987	34	1.1	2652	88.8	268	9.0	26	0.9	7	0.2
Fri 05-Jul-24	2777	38	1.4	2460	88.6	247	8.9	24	0.9	8	0.3
Sat 06-Jul-24	1868	26	1.4	1705	91.3	127	6.8	10	0.5	0	0.0
Sun 07-Jul-24	1693	51	3.0	1535	90.7	97	5.7	9	0.5	1	0.1
Mon 08-Jul-24	2497	57	2.3	2148	86.0	242	9.7	35	1.4	15	0.6
Tue 09-Jul-24	2424	11	0.5	2144	88.5	234	9.7	21	0.9	14	0.6
Total Vehicles											
[--]	16950	241	1.5	15049	89.0	1456	8.4	151	0.9	53	0.3



13569					MARKET BOSWORTH					Site No: 13569004					Location Site 4 - Station Rd, Market Bosworth						
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Westbound																
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56					
Wed 03-Jul-24																					
00:00	6	-	46	11.8	0	0	0	0	0	1	0	1	1	1	0	2					
01:00	4	-	34.8	2.8	0	0	0	0	0	0	3	1	0	0	0	0					
02:00	2	-	38.5	1.8	0	0	0	0	0	0	0	2	0	0	0	0					
03:00	2	-	33.5	1.8	0	0	0	0	0	0	2	0	0	0	0	0					
04:00	9	-	35.7	7.7	0	0	0	0	1	2	0	5	0	1	0	0					
05:00	37	44	38.4	6.1	0	0	0	0	1	2	8	17	5	3	1	0					
06:00	86	42.4	36.6	5.7	0	0	1	0	0	7	34	27	13	4	0	0					
07:00	195	39.5	33.9	5.1	0	0	0	0	7	49	75	49	14	1	0	0					
08:00	301	38.9	33.6	4.9	0	0	1	0	10	74	127	76	11	2	0	0					
09:00	152	37.6	32.5	5.4	0	1	0	3	7	40	69	27	4	1	0	0					
10:00	144	38.7	33.8	4.7	0	0	0	0	2	36	68	30	6	2	0	0					
11:00	143	38.3	32.7	5.3	0	0	1	1	5	47	56	24	9	0	0	0					
12:00	142	37.8	33	5.2	0	0	0	1	8	36	68	20	7	2	0	0					
13:00	150	38.7	32.8	5.5	0	0	0	1	13	40	56	32	7	1	0	0					
14:00	146	40.5	34.8	6.5	0	0	1	2	3	30	56	35	12	4	3	0					
15:00	252	37.8	32.9	4.6	0	0	0	0	4	87	106	47	6	1	1	0					
16:00	274	38.8	33.2	5.3	0	0	1	4	8	77	107	63	14	0	0	0					
17:00	214	39.3	33.8	5	0	0	0	0	5	59	84	50	15	1	0	0					
18:00	152	40	33.9	6.2	0	0	0	4	7	35	52	38	12	4	0	0					
19:00	105	40.1	34.9	5.8	0	0	0	2	2	22	30	40	7	1	1	0					
20:00	76	40.8	35.6	5.9	0	0	0	1	2	9	31	22	7	4	0	0					
21:00	72	40.1	34.4	5.1	0	0	0	0	1	16	33	13	9	0	0	0					
22:00	27	42.1	32.8	9.4	0	1	0	1	2	9	5	4	2	3	0	0					
23:00	13	42.4	35.8	7.6	0	0	0	0	1	1	7	1	2	0	1	0					
12H,7-19	2265	39	33.4	5.3	0	1	4	16	79	610	924	491	117	19	4	0					
16H,6-22	2604	39.3	33.7	5.4	0	1	5	19	84	664	1052	593	153	28	5	0					
18H,6-24	2644	39.3	33.7	5.5	0	2	5	20	87	674	1064	598	157	31	6	0					
24H,0-24	2704	39.4	33.8	5.5	0	2	5	20	89	679	1077	624	163	36	7	2					

13569 MARKET BOSWORTH					Site No: 13569004					Location Site 4 - Station Rd, Market Bosworth						
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 04-Jul-24																
00:00	2	-	43.5	14.1	0	0	0	0	0	0	1	0	0	0	1	0
01:00	3	-	38.5	8.8	0	0	0	0	0	0	2	0	0	1	0	0
02:00	1	-	48.5	-	0	0	0	0	0	0	0	0	0	1	0	0
03:00	6	-	37.7	5.1	0	0	0	0	0	1	0	4	1	0	0	0
04:00	11	39.9	32.6	8.7	0	0	0	2	0	3	0	5	1	0	0	0
05:00	28	45.4	38.1	7.6	0	0	0	0	3	2	3	10	6	4	0	0
06:00	84	44	37.5	7.1	0	0	1	0	1	8	25	30	10	5	3	1
07:00	217	40.7	35.6	5.7	0	0	0	2	6	33	68	80	23	4	1	0
08:00	324	39.2	33.9	5.2	0	0	0	4	6	77	140	74	19	4	0	0
09:00	151	39.5	34.1	5.2	0	0	0	1	6	27	71	33	12	1	0	0
10:00	133	38.7	33.2	5.5	0	0	0	3	9	24	62	27	7	1	0	0
11:00	176	36.6	31.5	5.2	0	0	0	6	10	67	63	25	5	0	0	0
12:00	183	38.3	33.4	5.2	0	0	1	2	2	47	89	30	9	3	0	0
13:00	164	39.3	33.9	5.7	0	0	0	1	5	42	71	30	8	7	0	0
14:00	159	38.7	33.3	5	0	0	0	0	4	51	63	31	9	1	0	0
15:00	272	38.7	33.3	5.1	0	0	0	2	5	87	107	55	14	1	1	0
16:00	269	39.8	34	5.8	0	0	1	1	10	71	96	65	18	6	1	0
17:00	224	39.9	34.9	5.4	0	0	1	0	7	34	93	71	12	5	1	0
18:00	220	39.6	34.4	5.4	0	0	0	0	3	56	85	59	12	3	1	1
19:00	133	39.7	34.3	5.3	0	0	0	0	4	29	58	29	10	3	0	0
20:00	102	40.6	34.5	6.3	0	0	0	0	6	24	35	23	11	1	2	0
21:00	57	42.4	35.3	6.8	0	0	0	0	3	12	20	11	7	3	1	0
22:00	50	39.8	34.4	6.2	0	0	0	0	0	15	21	8	4	1	0	1
23:00	18	44	36.8	6.8	0	0	0	0	1	1	8	3	3	2	0	0
12H,7-19	2492	39.4	33.8	5.4	0	0	3	22	73	616	1008	580	148	36	5	1
16H,6-22	2868	39.6	34	5.6	0	0	4	22	87	689	1146	673	186	48	11	2
18H,6-24	2936	39.7	34	5.6	0	0	4	22	88	705	1175	684	193	51	11	3
24H,0-24	2987	39.8	34.1	5.7	0	0	4	24	91	711	1181	703	201	57	12	3

13569					MARKET BOSWORTH					Site No: 13569004					Location Site 4 - Station Rd, Market Bosworth						
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Westbound																
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56					
Fri 05-Jul-24																					
00:00	3	-	38.5	8.8	0	0	0	0	0	0	2	0	0	1	0	0					
01:00	5	-	33.5	6.3	0	0	0	0	0	2	2	0	1	0	0	0					
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0					
03:00	5	-	37.5	5.6	0	0	0	0	0	1	0	3	1	0	0	0					
04:00	8	-	37.3	6	0	0	0	0	0	2	0	4	2	0	0	0					
05:00	38	45.5	38.9	6.8	0	0	0	0	1	5	5	11	11	5	0	0					
06:00	74	43.9	37.9	6.2	0	0	0	0	1	5	24	26	11	5	1	1					
07:00	166	40.3	34.4	5.2	0	0	0	0	2	46	56	43	19	0	0	0					
08:00	242	39.2	34.1	5.1	0	0	0	0	11	45	112	58	12	3	1	0					
09:00	180	39.5	33.8	5.8	0	0	0	2	10	41	68	45	10	3	1	0					
10:00	152	38.9	33.8	4.7	0	0	0	1	3	36	64	42	6	0	0	0					
11:00	169	38.3	32.6	5.1	0	0	0	2	7	58	59	38	4	1	0	0					
12:00	201	38.1	32.7	5.3	0	0	1	3	8	59	86	32	12	0	0	0					
13:00	183	39	33.2	5.5	0	0	1	0	8	56	66	40	10	2	0	0					
14:00	201	39.1	33	5.6	0	0	0	4	11	56	76	38	16	0	0	0					
15:00	258	38.3	33.7	4.5	0	0	0	0	6	56	133	52	9	2	0	0					
16:00	211	38.6	33.5	5.1	0	0	1	1	8	47	96	49	7	2	0	0					
17:00	201	39.6	34.1	5.7	0	1	0	0	12	38	76	60	12	1	1	0					
18:00	175	40.4	34.8	5.6	0	0	0	0	5	35	74	39	17	4	1	0					
19:00	101	40.6	35.8	4.5	0	0	0	0	0	10	48	30	13	0	0	0					
20:00	83	41	34.9	6.6	0	0	1	0	5	17	20	27	11	2	0	0					
21:00	54	38.9	33.8	5.1	0	0	0	0	4	8	27	11	4	0	0	0					
22:00	41	40	34.5	5.8	0	0	0	0	0	12	16	8	4	0	1	0					
23:00	26	37.6	32.7	6.1	0	0	0	0	1	11	8	5	0	0	1	0					
12H,7-19	2339	39.2	33.6	5.3	0	1	3	13	91	573	966	536	134	18	4	0					
16H,6-22	2651	39.5	33.9	5.4	0	1	4	13	101	613	1085	630	173	25	5	1					
18H,6-24	2718	39.5	33.9	5.4	0	1	4	13	102	636	1109	643	177	25	7	1					
24H,0-24	2777	39.6	34	5.5	0	1	4	13	103	646	1118	661	192	31	7	1					

13569					MARKET BOSWORTH					Site No: 13569004					Location Site 4 - Station Rd, Market Bosworth						
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Westbound																
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56					
Sat 06-Jul-24																					
00:00	5	-	40.5	7.7	0	0	0	0	0	0	2	1	0	2	0	0					
01:00	5	-	34.5	2.6	0	0	0	0	0	0	4	1	0	0	0	0					
02:00	1	-	48.5	-	0	0	0	0	0	0	0	0	0	1	0	0					
03:00	5	-	37.5	4.4	0	0	0	0	0	0	2	2	1	0	0	0					
04:00	8	-	39.8	9.3	0	0	0	0	0	1	2	3	0	0	2	0					
05:00	13	44.9	35.8	7.6	0	0	0	0	1	2	5	2	1	2	0	0					
06:00	21	43.3	39	7.9	0	0	0	0	0	2	5	9	3	0	0	2					
07:00	49	42.5	36.7	6.2	0	0	0	0	0	6	21	12	7	2	0	1					
08:00	67	41.3	35.7	5.4	0	0	0	0	0	13	24	19	9	2	0	0					
09:00	151	39.2	33.7	5.1	0	0	0	1	7	33	61	41	8	0	0	0					
10:00	146	39.1	33.9	5.4	0	2	0	0	1	30	70	33	10	0	0	0					
11:00	142	39.1	33.4	5.4	0	0	0	1	7	37	58	28	10	1	0	0					
12:00	176	38.8	33.2	5.5	0	0	1	5	2	47	70	43	7	1	0	0					
13:00	142	39.6	33.5	6.7	0	0	1	3	7	38	49	31	7	5	0	1					
14:00	173	38.7	33.4	6	0	0	0	6	6	37	79	34	6	3	2	0					
15:00	133	38.5	33.6	4.8	0	0	1	0	4	27	63	35	2	1	0	0					
16:00	170	40.1	34.5	5.6	0	0	0	0	3	40	75	32	15	4	0	1					
17:00	91	41.5	35.5	6.4	0	0	0	1	0	20	33	22	9	4	2	0					
18:00	80	40.5	35.9	5.5	0	0	0	1	1	7	35	26	6	4	0	0					
19:00	68	42.7	36.7	5.5	0	0	0	0	0	8	26	20	10	4	0	0					
20:00	73	40.3	35.6	5.2	0	0	0	0	3	6	31	25	6	2	0	0					
21:00	63	39.1	33.4	6.4	0	0	1	1	2	16	25	13	2	3	0	0					
22:00	49	39.7	35.5	4.4	0	0	0	0	0	7	18	22	1	1	0	0					
23:00	37	39.7	33.8	6.3	0	0	0	0	2	12	11	8	2	2	0	0					
12H,7-19	1520	39.6	34.1	5.7	0	2	3	18	38	335	638	356	96	27	4	3					
16H,6-22	1745	39.8	34.3	5.8	0	2	4	19	43	367	725	423	117	36	4	5					
18H,6-24	1831	39.8	34.3	5.8	0	2	4	19	45	386	754	453	120	39	4	5					
24H,0-24	1868	39.9	34.4	5.8	0	2	4	19	46	389	769	462	122	44	6	5					

13569					MARKET BOSWORTH					Site No: 13569004					Location Site 4 - Station Rd, Market Bosworth						
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Westbound																
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56					
Sun 07-Jul-24																					
00:00	22	39.2	34.2	5.6	0	0	0	0	0	7	8	5	1	1	0	0					
01:00	13	38.8	35.8	7.4	0	0	0	0	0	4	3	4	1	0	1	0					
02:00	7	-	37.8	10.6	0	0	0	0	0	2	2	1	1	0	0	1					
03:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0					
04:00	7	-	34.2	4.7	0	0	0	0	0	1	5	0	1	0	0	0					
05:00	11	45.3	37.6	11	0	0	1	0	0	2	0	4	2	1	1	0					
06:00	15	40.3	33.8	7.5	0	0	0	1	2	1	4	5	2	0	0	0					
07:00	26	40.3	35.2	5.6	0	0	0	0	1	3	13	5	3	1	0	0					
08:00	53	40.7	34.3	6.9	0	0	1	1	2	9	21	11	7	0	1	0					
09:00	112	38.7	32.4	6.4	0	0	0	3	12	32	34	25	3	2	1	0					
10:00	146	38.2	32.6	6	0	1	1	3	4	45	56	31	4	0	0	1					
11:00	151	38.1	32.5	5.8	0	1	1	1	9	45	60	26	6	2	0	0					
12:00	162	39.1	33.7	5.6	0	0	1	1	6	38	68	37	9	0	2	0					
13:00	152	38	32.5	5.9	0	1	3	1	9	34	69	29	6	0	0	0					
14:00	142	38.9	33.6	5	0	0	0	0	5	36	61	31	8	1	0	0					
15:00	127	38.6	33.7	4.6	0	0	0	0	4	29	55	37	1	1	0	0					
16:00	131	38.7	33.6	4.9	0	0	0	0	3	35	60	24	8	1	0	0					
17:00	126	40.5	35	5.8	0	0	0	1	2	23	53	31	12	3	0	1					
18:00	99	41.2	35.2	5.7	0	0	0	0	2	20	39	22	14	1	1	0					
19:00	78	39.1	33.6	5.8	0	0	1	1	4	13	35	19	4	1	0	0					
20:00	41	41.4	36.3	7	0	0	0	0	1	7	14	12	4	1	1	1					
21:00	32	44.4	37.1	8.4	0	0	0	0	0	10	5	9	4	1	2	1					
22:00	20	36.6	32.3	4.5	0	0	0	0	1	7	8	4	0	0	0	0					
23:00	19	39.3	36.1	6.5	0	0	0	0	1	2	7	6	1	2	0	0					
12H,7-19	1427	39.1	33.5	5.7	0	3	7	11	59	349	589	309	81	12	5	2					
16H,6-22	1593	39.3	33.6	5.9	0	3	8	13	66	380	647	354	95	15	8	4					
18H,6-24	1632	39.3	33.6	5.9	0	3	8	13	68	389	662	364	96	17	8	4					
24H,0-24	1693	39.4	33.7	5.9	0	3	9	13	68	406	680	378	102	19	10	5					

13569					MARKET BOSWORTH					Site No: 13569004					Location Site 4 - Station Rd, Market Bosworth						
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Westbound																
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56					
Mon 08-Jul-24																					
00:00	7	-	37.8	9	0	0	0	0	0	2	2	0	1	2	0	0					
01:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0					
02:00	1	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0					
03:00	2	-	38.5	1.8	0	0	0	0	0	0	0	2	0	0	0	0					
04:00	7	-	38.5	4.3	0	0	0	0	0	0	2	3	2	0	0	0					
05:00	32	44.2	38.2	5.9	0	0	0	0	0	4	7	10	9	2	0	0					
06:00	71	42.6	37.4	5.1	0	0	0	0	0	4	27	25	12	2	1	0					
07:00	188	40.2	35	5.4	0	0	0	0	6	35	65	64	13	5	0	0					
08:00	232	38.9	33.1	5.5	0	0	0	6	7	66	90	48	13	2	0	0					
09:00	169	37.4	32.1	5.9	1	0	0	4	15	41	75	26	5	2	0	0					
10:00	156	38.2	32	6.2	0	0	3	2	17	41	56	30	6	1	0	0					
11:00	132	38	33.2	4.9	0	0	1	0	3	34	64	24	5	1	0	0					
12:00	143	35.6	31.5	5.1	0	0	1	3	8	50	64	12	5	0	0	0					
13:00	148	36.1	31.5	5.5	0	0	0	4	19	38	64	18	5	0	0	0					
14:00	154	38.3	32.6	5.3	0	1	0	0	7	55	53	31	7	0	0	0					
15:00	180	38.8	33.3	5.3	0	0	0	3	1	58	71	35	11	0	1	0					
16:00	213	39	33.4	5.5	0	0	1	0	14	47	96	37	15	3	0	0					
17:00	275	39.4	33.6	5.6	0	0	0	3	20	62	89	88	10	3	0	0					
18:00	162	39.8	34	5.3	0	0	0	1	7	33	71	33	17	0	0	0					
19:00	90	40	34.7	5.8	0	0	0	1	2	18	36	24	6	2	1	0					
20:00	58	40.8	35.2	7	0	0	0	0	3	14	16	16	6	0	3	0					
21:00	57	40.3	34.8	6	0	0	0	0	2	12	22	14	5	1	1	0					
22:00	10	46	40	7.2	0	0	0	0	0	0	4	2	2	1	1	0					
23:00	9	-	34.6	9	0	0	0	0	2	1	3	0	2	1	0	0					
12H,7-19	2152	38.8	33	5.6	1	1	6	26	124	560	858	446	112	17	1	0					
16H,6-22	2428	39.1	33.3	5.7	1	1	6	27	131	608	959	525	141	22	7	0					
18H,6-24	2447	39.2	33.4	5.7	1	1	6	27	133	609	966	527	145	24	8	0					
24H,0-24	2497	39.3	33.5	5.8	1	1	6	27	133	616	977	543	157	28	8	0					

13569					MARKET BOSWORTH					Site No: 13569004					Location Site 4 - Station Rd, Market Bosworth						
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Westbound																
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56					
Tue 09-Jul-24																					
00:00	4	-	34.8	2.8	0	0	0	0	0	0	3	1	0	0	0	0					
01:00	2	-	33.5	1.8	0	0	0	0	0	0	2	0	0	0	0	0					
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0					
03:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0					
04:00	6	-	41	5.4	0	0	0	0	0	0	1	2	2	1	0	0					
05:00	38	45.8	39.4	6.8	0	0	0	0	0	3	8	15	6	4	1	1					
06:00	83	43	36.5	6	0	0	1	0	1	9	30	22	18	2	0	0					
07:00	200	40.4	35.3	4.9	0	0	0	0	1	32	87	56	21	3	0	0					
08:00	228	39.5	33.7	5.8	0	0	2	2	3	67	78	59	13	3	1	0					
09:00	147	37.4	32	5.4	0	0	0	1	16	45	56	23	5	1	0	0					
10:00	117	37.5	33	4.8	0	0	0	0	8	24	62	17	6	0	0	0					
11:00	118	39.2	33.3	5.7	0	0	0	1	6	36	40	26	8	0	1	0					
12:00	141	39.6	33.9	5.4	0	0	0	1	5	33	61	27	12	2	0	0					
13:00	147	38.8	33.5	4.8	0	0	0	0	4	41	60	35	6	1	0	0					
14:00	120	38.9	33.3	5.3	0	0	0	0	3	41	44	23	7	2	0	0					
15:00	217	38.9	33.3	5.3	0	0	0	0	14	56	89	43	13	2	0	0					
16:00	218	38.7	32.7	6.2	0	3	1	2	12	58	83	48	9	1	1	0					
17:00	219	39.9	34.4	5.4	0	0	1	0	7	47	81	64	17	2	0	0					
18:00	166	39.7	34	5.9	0	0	1	2	5	42	55	48	10	2	1	0					
19:00	90	40.3	35.2	5.1	0	0	0	1	0	14	38	27	9	1	0	0					
20:00	79	39.9	33.7	5.7	0	0	0	0	2	26	30	11	8	2	0	0					
21:00	47	39.9	33.9	5.9	0	0	0	0	2	15	13	12	4	1	0	0					
22:00	24	42.6	35.4	6	0	0	0	0	0	7	7	4	6	0	0	0					
23:00	12	42.8	34.3	8	0	0	0	0	2	2	4	1	2	1	0	0					
12H,7-19	2038	39.3	33.6	5.5	0	3	5	9	84	522	796	469	127	19	4	0					
16H,6-22	2337	39.6	33.8	5.6	0	3	6	10	89	586	907	541	166	25	4	0					
18H,6-24	2373	39.6	33.8	5.6	0	3	6	10	91	595	918	546	174	26	4	0					
24H,0-24	2424	39.7	33.9	5.6	0	3	6	10	91	599	932	564	182	31	5	1					

13569	MARKET BOSWORTH	Site No: 13569004	Location Site 4 - Station Rd, Market Bosworth
Wed 03-Jul-24 to Tue 09-Jul-24		Channel: Westbound	

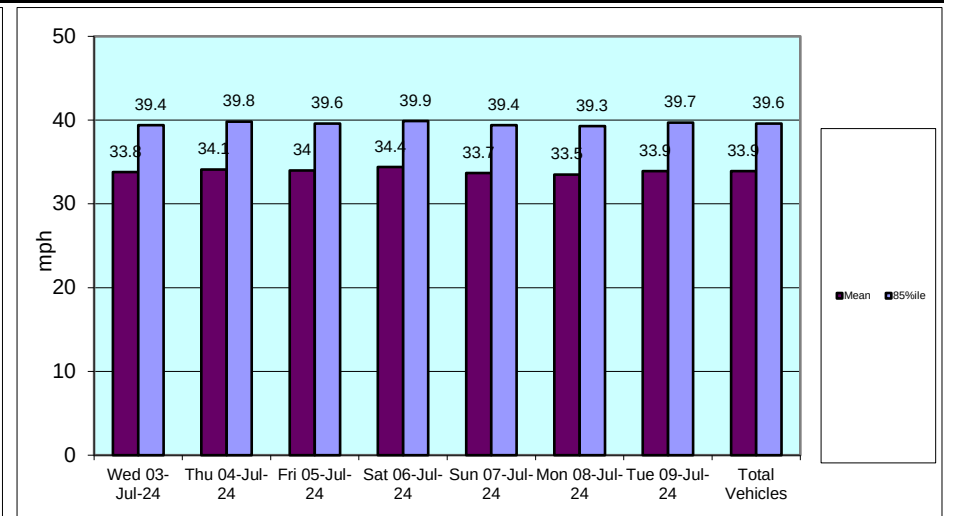
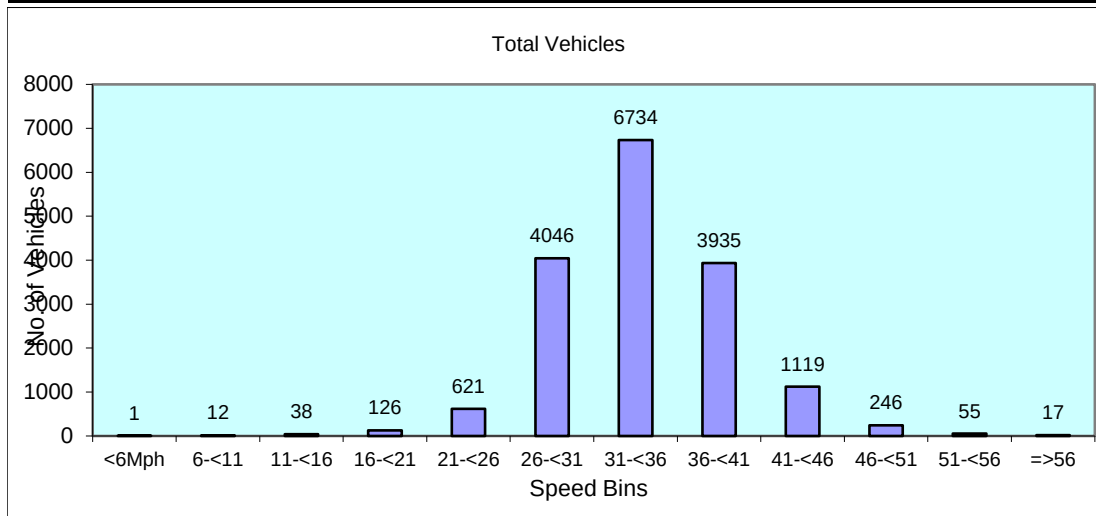
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
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Daily Totals

Wed 03-Jul-24	2704	39.4	33.8	5.5	0	2	5	20	89	679	1077	624	163	36	7	2
Thu 04-Jul-24	2987	39.8	34.1	5.7	0	0	4	24	91	711	1181	703	201	57	12	3
Fri 05-Jul-24	2777	39.6	34	5.5	0	1	4	13	103	646	1118	661	192	31	7	1
Sat 06-Jul-24	1868	39.9	34.4	5.8	0	2	4	19	46	389	769	462	122	44	6	5
Sun 07-Jul-24	1693	39.4	33.7	5.9	0	3	9	13	68	406	680	378	102	19	10	5
Mon 08-Jul-24	2497	39.3	33.5	5.8	1	1	6	27	133	616	977	543	157	28	8	0
Tue 09-Jul-24	2424	39.7	33.9	5.6	0	3	6	10	91	599	932	564	182	31	5	1

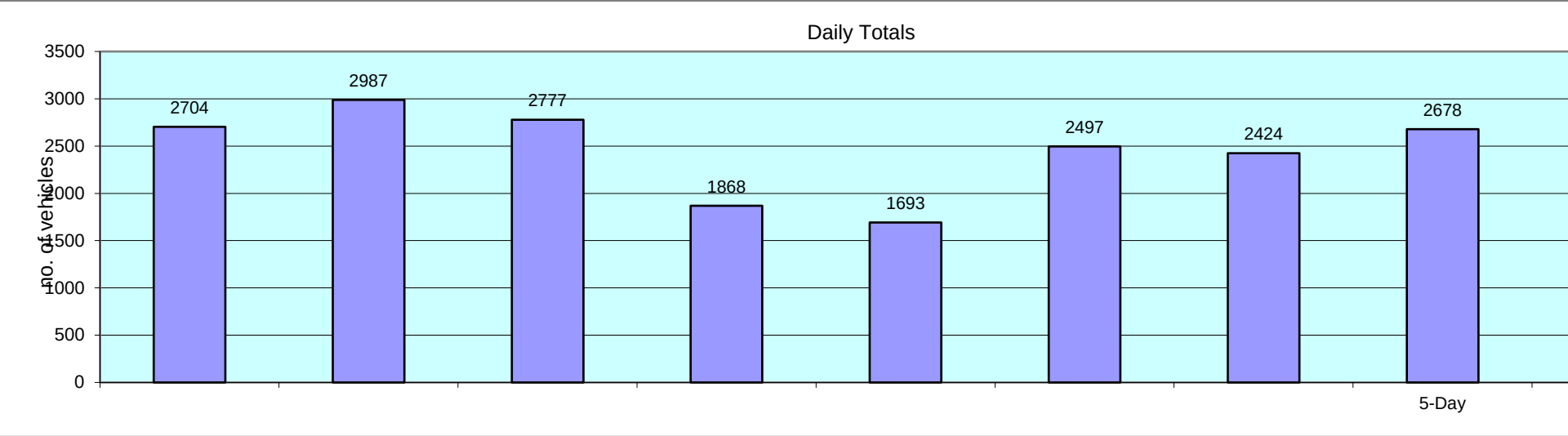
Total Vehicles

[--]	16950	39.6	33.9	5.7	1	12	38	126	621	4046	6734	3935	1119	246	55	17
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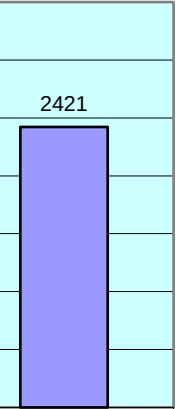
13569	MARKET BOSWORTH			Site No: 13569004		Location		Site 4 - Station Rd, Market Bosworth	
Channel: Westbound									
								5-Day	
TIME PERIOD	Wed 03-Jul-24	Thu 04-Jul-24	Fri 05-Jul-24	Sat 06-Jul-24	Sun 07-Jul-24	Mon 08-Jul-24	Tue 09-Jul-24	Av	
Week Begin: 03-Jul-24									
00:00	6	2	3	5	22	7	4	4	
01:00	4	3	5	5	13	1	2	3	
02:00	2	1	0	1	7	1	0	1	
03:00	2	6	5	5	1	2	1	3	
04:00	9	11	8	8	7	7	6	8	
05:00	37	28	38	13	11	32	38	35	
06:00	86	84	74	21	15	71	83	80	
07:00	195	217	166	49	26	188	200	193	
08:00	301	324	242	67	53	232	228	265	
09:00	152	151	180	151	112	169	147	160	
10:00	144	133	152	146	146	156	117	140	
11:00	143	176	169	142	151	132	118	148	
12:00	142	183	201	176	162	143	141	162	
13:00	150	164	183	142	152	148	147	158	
14:00	146	159	201	173	142	154	120	156	
15:00	252	272	258	133	127	180	217	236	
16:00	274	269	211	170	131	213	218	237	
17:00	214	224	201	91	126	275	219	227	
18:00	152	220	175	80	99	162	166	175	
19:00	105	133	101	68	78	90	90	104	
20:00	76	102	83	73	41	58	79	80	
21:00	72	57	54	63	32	57	47	57	
22:00	27	50	41	49	20	10	24	30	
23:00	13	18	26	37	19	9	12	16	
12H,7-19	2265	2492	2339	1520	1427	2152	2038	2257	
16H,6-22	2604	2868	2651	1745	1593	2428	2337	2578	
18H,6-24	2644	2936	2718	1831	1632	2447	2373	2624	
24H,0-24	2704	2987	2777	1868	1693	2497	2424	2678	
Am	08:00	08:00	08:00	09:00	11:00	08:00	08:00		
Peak	301	324	242	151	151	232	228		
Pm	16:00	15:00	15:00	12:00	12:00	17:00	17:00		
Peak	274	272	258	176	162	275	219		

13569		MARKET BOSWORTH			Site No: 13569004		Location		Site 4 - Station Rd, Market Bosworth	
					Channel: Westbound					
									5-Day	
TIME PERIOD	Wed 03-Jul-24	Thu 04-Jul-24	Fri 05-Jul-24	Sat 06-Jul-24	Sun 07-Jul-24	Mon 08-Jul-24	Tue 09-Jul-24	Av		



7-Day Av
7
5
2
3
8
28
62
149
207
152
142
147
164
155
156
206
212
193
151
95
73
55
32
19
2033
2318
2369
2421

7-Day
Av



7-Day

Classification Schemes

Scheme F Classification Scheme (Non-metric)

Scheme F is an attempt to implement the FWHA's visual classification scheme as an axle-based classification scheme. This is one of several interpretations.

Class	Vehicle Type	No. of Axles	Axle spacing in feet			
			Axle 1 to 2	Axle 2 to 3	Axle 3 to 4	Axle 4 to 5
1	motorcycle	2	<6.0			
2	passenger car	2	6.0 - 10.0			
	car + 1 axle trailer	3	<10.0	10.0 - 18.0		
	car + 2 axle trailer	4	<10.0		<3.5	
3	pickup	2	10.0 - 15.0			
	pickup + 1 axle trailer	3	10.0 - 15.0	10.0 - 18.0		
	pickup + 2 axle trailer	4	10.0 - 15.0		<3.5	
	pickup + 3 axle trailer	5	9.9 - 15.0			<3.5
4	Traditional bus/coach	2	>20.0			
	Traditional bus/coach	3	>19.0			
5	single unit truck/bus - dual rear axle	2	14.9 - 20.0			<3.5
6	3 axle truck	3		<18.0		
7	4 axle truck	4				
8	2S1	3		>18.0		
	2S2	4		>5.0	>3.5	
	3S1	4		<5.0	>10.0	
9	3S2	5		<6.1		3.5 - 8.0
	5 axle combination	5				
10	6 axle combination	6			3.5 - 5.0	
	3S3	6				
11	2S1-2	5		>6.0		
12	3S1-2	6				
13	truck	7 or more				

ification

Axle 5 to 6
>10.0

Enclosure E
PICADY Outputs

Junctions 10						
PICADY 10 - Priority Intersection Module						
Version: 10.1.0.1820						
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com						
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution						

Filename: Station Road - Site Access - Rev C.j10

Path: Y:\ARDENT PROJECTS\2300432 - Station Road, Market Bosworth\Transport\PICADY

Report generation date: 04/04/2025 16:51:13

- »Proposed Layout - 2029 Without Development, AM
- »Proposed Layout - 2029 Without Development, PM
- »Proposed Layout - 2029 With Development, AM
- »Proposed Layout - 2029 With Development, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Proposed Layout - 2029 Without Development						
Stream B-AC	0.2	10.87	0.15	0.3	10.93	0.19
Stream C-AB	0.4	5.60	0.17	0.2	5.62	0.09
Proposed Layout - 2029 With Development						
Stream B-AC	0.2	10.21	0.12	0.3	10.67	0.21
Stream C-AB	0.4	5.83	0.17	0.2	5.80	0.11

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

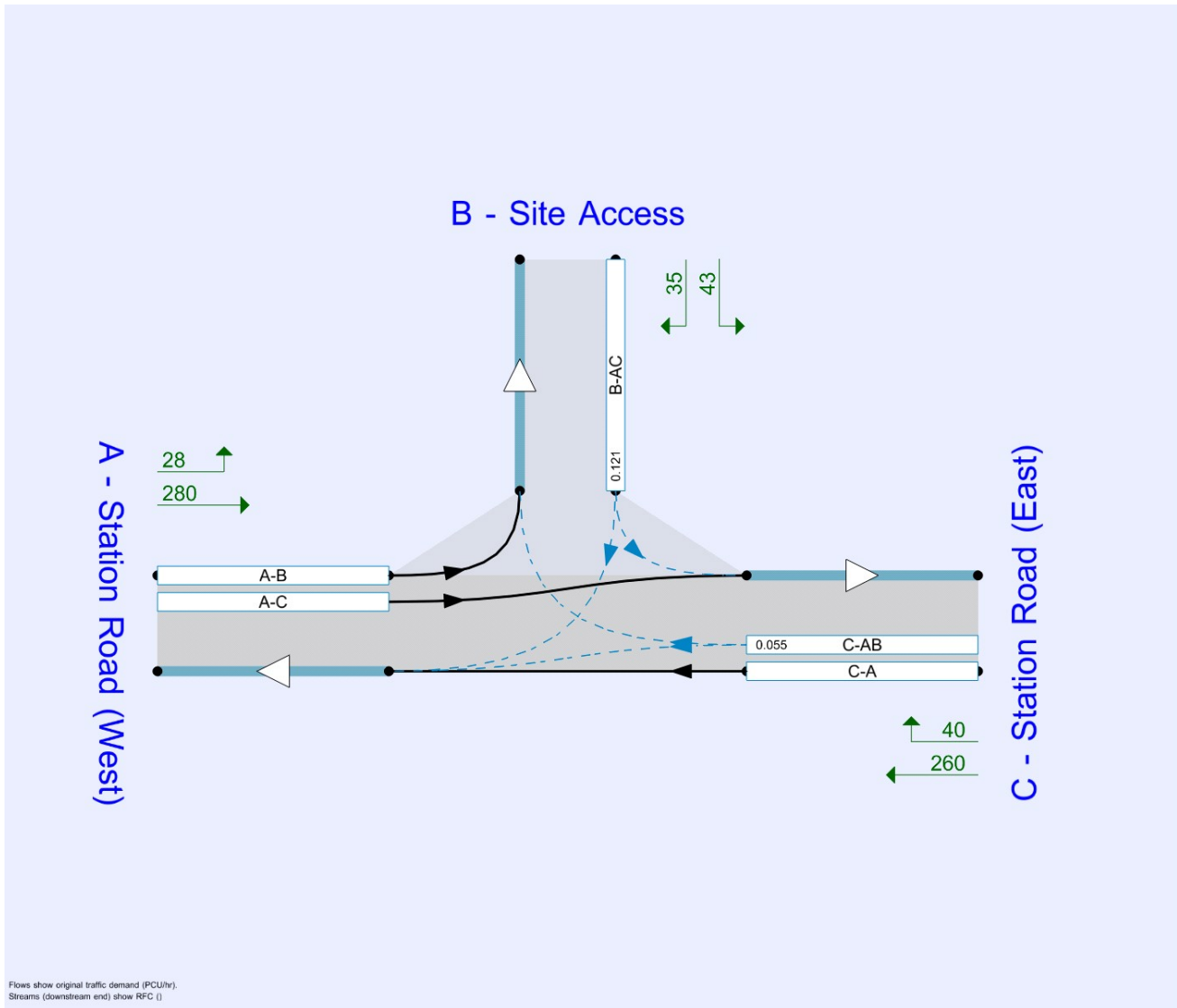
File summary

File Description

Title	Station Road / Site Access
Location	Market Bosworth
Site number	
Date	28/02/2024
Version	V1
Status	Proposed
Identifier	Rev C
Client	Statue Homes Ltd
Jobnumber	2300431
Enumerator	ARDENTCE\nottinghamlaptop
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2029 Without Development	AM	ONE HOUR	08:00	09:30	15	✓
D4	2029 Without Development	PM	ONE HOUR	17:00	18:30	15	✓
D5	2029 With Development	AM	ONE HOUR	08:00	09:30	15	✓
D6	2029 With Development	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Proposed Layout	✓	✓	D3,D4,D5,D6	100.000	100.000

Proposed Layout - 2029 Without Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Station Road / Site Access	T-Junction	Two-way	Two-way	Two-way		1.46	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.46	A

Arms

Arms

Arm	Name	Description	Arm type
A	Station Road (West)		Major
B	Site Access		Minor
C	Station Road (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Station Road (East)	6.30			180.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.75	35	30

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	491	0.088	0.223	0.140	0.319
B-C	627	0.095	0.240	-	-
C-B	678	0.259	0.259	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2029 Without Development	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Am	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Station Road (West)		ONE HOUR	✓	396	100.000
B - Site Access		ONE HOUR	✓	60	100.000
C - Station Road (East)		ONE HOUR	✓	449	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Station Road (West)	B - Site Access	C - Station Road (East)
From	A - Station Road (West)	0	53	343
	B - Site Access	21	0	39
	C - Station Road (East)	382	67	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Station Road (West)	B - Site Access	C - Station Road (East)
From	A - Station Road (West)	10	10	10
	B - Site Access	10	10	10
	C - Station Road (East)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.15	10.87	0.2	B	55	83
C-AB	0.17	5.60	0.4	A	110	165
C-A					302	453
A-B					49	73
A-C					315	472

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	11	477	0.095	45	0.0	0.1	9.148	A
C-AB	79	20	792	0.100	78	0.0	0.2	5.544	A
C-A	259	65			259				
A-B	40	10			40				
A-C	258	65			258				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	13	458	0.118	54	0.1	0.1	9.797	A
C-AB	104	26	818	0.127	104	0.2	0.3	5.553	A
C-A	299	75			299				
A-B	48	12			48				
A-C	308	77			308				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	17	431	0.153	66	0.1	0.2	10.853	B
C-AB	146	37	854	0.171	146	0.3	0.4	5.597	A
C-A	348	87			348				
A-B	58	15			58				
A-C	378	94			378				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	17	430	0.153	66	0.2	0.2	10.865	B
C-AB	146	37	854	0.171	146	0.4	0.4	5.603	A
C-A	348	87			348				
A-B	58	15			58				
A-C	378	94			378				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	13	458	0.118	54	0.2	0.1	9.815	A
C-AB	104	26	818	0.128	105	0.4	0.3	5.566	A
C-A	299	75			299				
A-B	48	12			48				
A-C	308	77			308				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	11	477	0.095	45	0.1	0.1	9.176	A
C-AB	80	20	793	0.100	80	0.3	0.2	5.563	A
C-A	258	65			258				
A-B	40	10			40				
A-C	258	65			258				

Proposed Layout - 2029 Without Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Station Road / Site Access	T-Junction	Two-way	Two-way	Two-way		1.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.73	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2029 Without Development	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Station Road (West)		ONE HOUR	✓	308	100.000
B - Site Access		ONE HOUR	✓	78	100.000
C - Station Road (East)		ONE HOUR	✓	300	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Station Road (West)	B - Site Access	C - Station Road (East)
	A - Station Road (West)	0	28	280
	B - Site Access	35	0	43
	C - Station Road (East)	260	40	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A - Station Road (West)	B - Site Access	C - Station Road (East)
	A - Station Road (West)	10	10	10
	B - Site Access	10	10	10
	C - Station Road (East)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.19	10.93	0.3	B	72	107
C-AB	0.09	5.62	0.2	A	54	81
C-A					221	332
A-B					26	39
A-C					257	385

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	15	484	0.121	58	0.0	0.2	9.293	A
C-AB	41	10	747	0.055	40	0.0	0.1	5.608	A
C-A	185	46			185				
A-B	21	5			21				
A-C	211	53			211				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	70	18	469	0.150	70	0.2	0.2	9.923	A
C-AB	52	13	761	0.068	52	0.1	0.1	5.582	A
C-A	218	54			218				
A-B	25	6			25				
A-C	252	63			252				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	86	21	448	0.192	86	0.2	0.3	10.913	B
C-AB	70	17	783	0.089	69	0.1	0.2	5.555	A
C-A	261	65			261				
A-B	31	8			31				
A-C	308	77			308				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	86	21	448	0.192	86	0.3	0.3	10.929	B
C-AB	70	17	783	0.089	70	0.2	0.2	5.558	A
C-A	261	65			261				
A-B	31	8			31				
A-C	308	77			308				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	70	18	469	0.150	70	0.3	0.2	9.947	A
C-AB	52	13	762	0.068	52	0.2	0.1	5.589	A
C-A	218	54			218				
A-B	25	6			25				
A-C	252	63			252				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	15	484	0.121	59	0.2	0.2	9.328	A
C-AB	41	10	747	0.055	41	0.1	0.1	5.616	A
C-A	185	46			185				
A-B	21	5			21				
A-C	211	53			211				

Proposed Layout - 2029 With Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Station Road / Site Access	T-Junction	Two-way	Two-way	Two-way		1.46	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.46	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2029 With Development	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Station Road (West)		ONE HOUR	✓	366	100.000
B - Site Access		ONE HOUR	✓	49	100.000
C - Station Road (East)		ONE HOUR	✓	404	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Station Road (West)	B - Site Access	C - Station Road (East)
From	A - Station Road (West)	0	46	320
	B - Site Access	17	0	32
	C - Station Road (East)	332	72	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Station Road (West)	B - Site Access	C - Station Road (East)
From	A - Station Road (West)	10	10	10
	B - Site Access	10	10	10
	C - Station Road (East)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.12	10.21	0.2	B	45	67
C-AB	0.17	5.83	0.4	A	109	164
C-A					261	392
A-B					42	63
A-C					294	440

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	9	485	0.076	37	0.0	0.1	8.821	A
C-AB	80	20	772	0.104	79	0.0	0.2	5.712	A
C-A	224	56			224				
A-B	35	9			35				
A-C	241	60			241				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	11	467	0.094	44	0.1	0.1	9.359	A
C-AB	104	26	793	0.131	104	0.2	0.3	5.749	A
C-A	259	65			259				
A-B	41	10			41				
A-C	288	72			288				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	13	442	0.122	54	0.1	0.2	10.194	B
C-AB	143	36	823	0.174	143	0.3	0.4	5.826	A
C-A	302	75			302				
A-B	51	13			51				
A-C	352	88			352				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	13	442	0.122	54	0.2	0.2	10.207	B
C-AB	143	36	823	0.174	143	0.4	0.4	5.834	A
C-A	301	75			301				
A-B	51	13			51				
A-C	352	88			352				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	11	467	0.094	44	0.2	0.1	9.371	A
C-AB	104	26	793	0.131	105	0.4	0.3	5.761	A
C-A	259	65			259				
A-B	41	10			41				
A-C	288	72			288				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	9	485	0.076	37	0.1	0.1	8.848	A
C-AB	80	20	773	0.104	81	0.3	0.2	5.731	A
C-A	224	56			224				
A-B	35	9			35				
A-C	241	60			241				

Proposed Layout - 2029 With Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Station Road / Site Access	T-Junction	Two-way	Two-way	Two-way		2.07	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.07	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2029 With Development	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Station Road (West)		ONE HOUR	✓	281	100.000
B - Site Access		ONE HOUR	✓	87	100.000
C - Station Road (East)		ONE HOUR	✓	285	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Station Road (West)	B - Site Access	C - Station Road (East)
From	A - Station Road (West)	0	33	248
	B - Site Access	34	0	53
	C - Station Road (East)	233	52	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Station Road (West)	B - Site Access	C - Station Road (East)
From	A - Station Road (West)	10	10	10
	B - Site Access	10	10	10
	C - Station Road (East)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.21	10.67	0.3	B	80	120
C-AB	0.11	5.80	0.2	A	68	101
C-A					194	291
A-B					30	45
A-C					228	341

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	16	499	0.131	65	0.0	0.2	9.107	A
C-AB	51	13	738	0.070	51	0.0	0.1	5.761	A
C-A	163	41			163				
A-B	25	6			25				
A-C	187	47			187				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	20	486	0.161	78	0.2	0.2	9.710	A
C-AB	65	16	751	0.087	65	0.1	0.1	5.775	A
C-A	191	48			191				
A-B	30	7			30				
A-C	223	56			223				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	24	467	0.205	96	0.2	0.3	10.642	B
C-AB	86	22	769	0.112	86	0.1	0.2	5.797	A
C-A	228	57			228				
A-B	36	9			36				
A-C	273	68			273				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	24	467	0.205	96	0.3	0.3	10.667	B
C-AB	86	22	769	0.112	86	0.2	0.2	5.801	A
C-A	228	57			228				
A-B	36	9			36				
A-C	273	68			273				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	20	486	0.161	78	0.3	0.2	9.734	A
C-AB	65	16	751	0.087	65	0.2	0.2	5.779	A
C-A	191	48			191				
A-B	30	7			30				
A-C	223	56			223				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	16	499	0.131	66	0.2	0.2	9.145	A
C-AB	51	13	738	0.070	52	0.2	0.1	5.771	A
C-A	163	41			163				
A-B	25	6			25				
A-C	187	47			187				

Enclosure F
Lodge Layout Plan

