

Client:
Glenalmond Developments Ltd

Project:
**Hill Lane
Markfield**

Project No:
T25596
Report Title:
Transport Assessment

Prepared by:
Authorised by:
Rev:
Date:

NBK/TG
GM
-
07/11/2025

Hub Transport Planning Ltd
Floor 1B
4 Temple Row
Birmingham
B2 5HG
T. 0121 454 5530

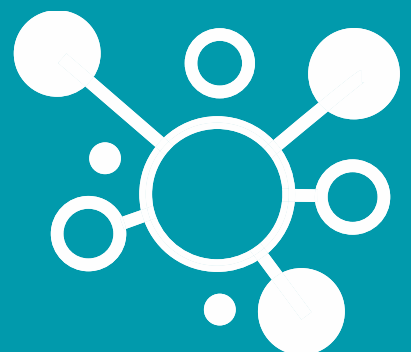


TABLE OF CONTENTS

1.0	INTRODUCTION	1
2.0	POLICY REVIEW	2
3.0	BACKGROUND INFORMATION	6
4.0	DEVELOPMENT PROPOSALS	14
5.0	TRAFFIC GENERATION, DISTRIBUTION AND ASSIGNMENT	17
6.0	TRAFFIC IMPACT	19
7.0	SUMMARY AND CONCLUSION	22

FIGURES

1.1	Site Location Plan
3.1	Local Facilities
3.2	Walking Distances
3.3	Cycling Distances
5.1 – 5.14	Traffic Flow Diagrams

DRAWINGS

Drawing T25596.001	Proposed Site Access Junction
Drawing T25596.002	Swept Path Analysis 01
Drawing T25596.003	Proposed Ashby Road Junction Improvement
Drawing T25596.004	Swept Path Analysis 02
Drawing T25596.005	Swept Path Analysis 03
Drawing T25596.006	Proposed Hill Lane Gateway Feature and Speed Limit Change
Drawing T25596.007	Proposed Dropped Kerb Crossing Point Across Ashby Road

Drawing T25596.008 Rev A	Internal Layout – Refuse Vehicle Swept Path Analysis 01
Drawing T25596.009 Rev A	Internal Layout – Refuse Vehicle Swept Path Analysis 02

APPENDICES

Appendix A	LCC Pre-Application Consultee Comments
Appendix B	PIA Data
Appendix C	ATC Data
Appendix D	CTC Data
Appendix E	Highway Boundary Data
Appendix F	Proposed Site Layout Plan
Appendix G	TRICS Trip Rates - 21/00387/OUT Planning Application
Appendix H	TRICS Trip Rates - Version 8.25.6 (2025)
Appendix I	Census 2011 Journey to Work Data
Appendix J	Hill Lane/Site Access – Junctions 11 Report
Appendix K	Existing Ashby Road/Hill Lane – Junctions 11 Report
Appendix L	Proposed Ashby Road/Hill Lane – Junctions 11 Report

THIS PAGE IS LEFT INTENTIONALLY BLANK

1.0 Introduction

Background

- 1.1 Hub Transport Planning Ltd has been commissioned by Glenalmond Developments Ltd. to provide transport advice for a proposed residential development off Hill Lane, Markfield.
- 1.2 It is intended that the site will provide up to 67 dwellings, the site location is shown on **Figure 1.1**.
- 1.3 Pre-application correspondence was undertaken with Leicestershire County Council (LCC), the local highway authority based on the development proposals (highway reference number: 2025/1575/04/HEN), with LCC providing their comments during June 2025.
- 1.4 The LCC pre-application comments are referenced throughout this report, whilst the full response is attached at **Appendix A**.
- 1.5 A previous outline planning application (reference: 21/00387/OUT) for 72 residential dwellings at the site was refused during March 2021, although no reasons for the refusal were given on highway grounds.

Structure of the Report

- 1.6 This report is intended to determine the relevant highway issues and indicate potential solutions, with reference to the impact of the proposed development at the site.
- 1.7 Following this introduction, the report is set out as follows:
 - Section 2.0 – Policy Review;
 - Section 3.0 – Background Information;
 - Section 4.0 – Development Proposals;
 - Section 5.0 – Trip Generation, Distribution and Assignment;
 - Section 6.0 – Traffic Impact; and
 - Section 7.0 – Summary and Conclusion.

Limitations of the Report

- 1.8 This report has been undertaken at the request of Glenalmond Developments Ltd. thus should not be entrusted to any third party without written permission from Hub Transport Planning Ltd. However, should any information contained within this report be used by any unauthorised third party, it is done so entirely at their own risk and shall not be the responsibility of Hub Transport Planning Ltd.
- 1.9 This report has been compiled using data from a number of external sources (such as TRICS, traffic count data and public transport information); these sources are considered to be trustworthy and therefore the data provided is considered to be accurate and relevant at the time of preparing this report.

2.0 Policy Review

Introduction

2.1 This section summarises the relevant transport policy documents against which the development proposals are considered at a national, regional, and local level. The most relevant policy documents relating to this site and the development proposals are detailed below:

- National Planning Policy Framework (December 2024)
- Leicestershire Country Council Local Transport Plan 4 (2025-2040)
- Hinckley & Bosworth Local Plan 2006 to 2026: Core Strategy (December 2009)

National Planning Policy Framework

2.2 The latest National Planning Policy Framework (NPPF) was published in December 2024 and sets out the government's planning policies for England and provides a framework for delivering housing and other development in a sustainable manner.

2.3 The most relevant paragraphs to the proposed development are 109 to 112 and 115 to 118, which are detailed in **Table 1**.

Table 1 – Relevant paragraphs from the NPPF relating to the proposed development

Paragraph Ref	Description
109	Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve: a) making transport considerations an important part of early engagement with local communities; b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places; c) understanding and addressing the potential impacts of development on transport networks; d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated; e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.
110	The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

Paragraph Ref	Description
111	Planning policies should: a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities; b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned; c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development; d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans); e) provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the General Aviation Strategy.
112	If setting local parking standards for residential and non-residential development, policies should take into account: a) the accessibility of the development; b) the type, mix and use of development; c) the availability of and opportunities for public transport; d) local car ownership levels; and e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.
115	In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that: a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location; b) safe and suitable access to the site can be achieved for all users; c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.
116	Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

Paragraph Ref	Description
117	Within this context [related to paragraph 116], applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport; c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
118	All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

Leicestershire Local Transport Plan

- 2.4 LCC's Vision for Transport Across Leicestershire is *“delivering a safe, connected and integrated transport network which is resilient and well managed to support the ambitions and health of our growing communities, safeguards the environment whilst delivering economic prosperity.*
- 2.5 The Leicestershire County Council (LCC) Local Transport Plan (LTP) was adopted in November 2024, which outlines the strategic transport goals for the county:
- *“Meet the current and future needs of all users in a coordinated manner and enable travel choices*
 - *Benefit all transport users including car drivers, freight, public transport, walking, wheeling, and cycling.*
 - *Provide wider public health, economic, and environmental benefits for local communities.*
 - *Provide the best value for money to taxpayers.”*
- 2.6 LCC's LTP will, through a collaborative process, develop transport solutions that are to be identified and delivered which maximise economic growth, support sustainable development and minimise delay across the transport network.
- 2.7 The LTP4 sets out a range of core policies, themes and objectives to ensure the above strategic transport goals are met. The six core policies include:
- Delivering the Vision;
 - Managing Demand;
 - Enabling Travel Choice;
 - Delivering Solutions;
 - Embracing Innovation; and
 - Evaluating Progress.

- 2.8 A key aspect of the LTP relating to new developments is to facilitate transport choice for all users of the road network to enable viable, safe and attractive transport alternatives to help reduce single occupancy vehicle journeys.
- 2.9 The LTP Policy 3 describes how LCC will work to provide an integrated transport network which supports the delivery of new homes and jobs across the county in a sustainable approach by ensuring the provision of transport connectivity to enable travel choice.

Hinckley & Bosworth Borough Council's Policy

- 2.10 Hinckley & Bosworth Borough Council's Core Strategy for the Local Plan sets out the overarching strategy and policies to guide the future development of the borough up to 2026. It builds on policy at a national and regional level.
- 2.11 The Core Strategy identifies Markfield as a Key Rural Centre. Policy 7 focuses on Key Rural Centres and their services:

"To support the Key Rural Centres and ensure they can provide key services to their rural hinterland, the council will:

- *Support housing development within settlement boundaries that provide a mix of housing types and tenures as detailed in Policy 15 and Policy 16.*
- *Support development under Policy 17: Local Needs.*
- *Require transport improvements in line with Policy 14."*

- 2.12 Policy 14 addresses the transport infrastructures and specifically that of rural areas:

"To support accessibility within the rural areas, the council will:

Support the delivery of a viable, high quality public transport network between the Key Rural Centres and their nearest urban centre and between the Rural Villages and their nearest Key Rural Centre or urban centre.

Support the provision of accessible transport services for mobility impaired and rurally isolated residents.

Deliver safe cycle paths as detailed in the Hinckley & Bosworth Council's Rural Parishes Cycle Network Plan. This will deliver safe routes to school, to residential and employment areas, Key Rural Centres/urban areas, community and leisure facilities and into the countryside.

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

3.0 Background Information

Site Location

- 3.1 The site is located within Markfield, at the western side of the village, where it is situated c.11km to the north-west of Leicester and c7.5km south-east of Coalville.
- 3.2 The site is bounded by Hill Lane to the west, residential properties to the north and east, and a Public Right of Way (PRoW) footpath, titled R17, in addition with fields to the south.
- 3.3 PRoW Footpath R17 is accessible from the Hill Lane Car Park which serves the Hill Hole Nature Reserve. The PRoW provides a pedestrian connection into the centre of the Village via Upland Drive or The Green.

Existing Highway Network

- 3.4 Hill Lane is a single lane two-way carriageway that varies in width although is generally c.5.0m wide south of the junction with Hill Lane Close. The carriageway widens as it approaches the junction with Ashby Road to the north. There are no footways present on Hill Lane, whilst the road is subject to the national speed limit of 60mph.
- 3.5 Hill Lane is c.750m in length and forms a junction with Ashby Road to the north, and Forest Road to the south, in the form of priority-controlled junctions. Markfield Industrial Estate is accessed off Hill Lane opposite the site via Hill Lane Close.
- 3.6 Ashby Road and Forest Road eastbound each form a junction with Main Street which provides access to the centre of Markfield. Ashby Road changes to Whitwick Road immediately west of the junction with Hill Lane, which provides access onto the A50.
- 3.7 The A50 south-eastbound leads towards Leicester, whilst north-westbound provides access onto the M1 at Junction 22, as well as a direct link onto the A511 at this junction, which leads to Coalville.

Highway Safety Review

- 3.8 To establish road safety conditions on the highway network, Personal Injury Accident (PIA) data in the vicinity of the site was requested from LCC for the latest-available five-year period between 1st of January 2020 to 31st of May 2025.
- 3.9 The data included all collisions recorded within Markfield and along the A50 between the junctions with Whitwick Road and Leicester Road/Markfield Lane/Launde Road – to be referred as The Fieldhead Roundabout for the remainder of this report.
- 3.10 A total of ten collisions were recorded along Hill Lane, Ashby Road and Forest Road within the vicinity of the site, in addition with the A50/Whitwick Junction and The Fieldhead Roundabout which form part of the PIA study area.
- 3.11 The PIA data provided by LCC is attached at **Appendix B** of this report, whilst a summary of the data is presented at **Table 2**

Table 2 – Personal Injury Accidents in the Vicinity of the Site.

Year	Slight	Serious	Fatal	Total
Ashby Road	1	0	0	1
A50/Whitwick Road Junction	4	2	0	6
The Fieldhead Roundabout	2	1	0	3
Total	7	3	0	10

- 3.12 **Table 2** shows that there have been a total of 10 PIAs recorded within the vicinity of the site.
- 3.13 Any relevant contributory factors associated with these collisions cannot be identified as the full accident descriptions have been withheld by the local police force and therefore cannot inform this analysis.
- 3.14 Of these, three were classified as Serious in terms of severity, whilst the remaining seven PIAs were classified as Slight, with one of the serious collisions at the A50/Whitwick Road junction involving a pedal cyclist.
- 3.15 Nonetheless, the low number of collisions at each of the road links and junctions identified within **Table 2** does not indicate that there is a significant highway safety concern within the vicinity of the site, with a single collision recorded along Ashby Road and six and three collisions occurring at the A50/Whitwick Junction and the Fieldhead Roundabout respectively.
- 3.16 It can therefore be determined that there are no existing highway safety issues within the immediate vicinity of the site that would be exacerbated by the development proposals.
- 3.17 Given that ultimately no highway objection was raised by LCC associated with the previous 21/00387/OUT Planning Application, this would indicate that they had no previous concerns regarding the proposed development traffic exacerbating any highway safety issue on the local highway network. It is concluded that this remains the case for the planning application that this TA supports.

Traffic Data

- 3.18 An Automatic Traffic Count (ATC) survey was undertaken between Wednesday 15th May and Tuesday 21st of May 2024 along Hill Lane, south of the access to the Hillside Car Park.
- 3.19 The 85th percentile speed results along Hill Lane were recorded as 42.9mph northbound and 46.6mph southbound, whilst the five-day average two-way traffic flows recorded during the AM and PM peak hours were 190 and 118 vehicles respectively.
- 3.20 The full ATC data is attached at **Appendix C** of this report.
- 3.21 Classified Turning Counts (CTC) surveys were undertaken at the Ashby Road/Hill Lane and Forest Road/Hill Lane junctions on Wednesday 15th May 2024, with the full data set attached at **Appendix D** of this report.
- 3.22 This survey data has been used as the baseline traffic flows along the local highway network for the junction capacity assessments undertaken and included within this TA, as detailed further within **Section 7.0** of this report.

Sustainable Travel

- 3.23 Walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer trips via public transport.

Walking Distance Guidance

- 3.24 The Institution of Highways and Transportation (IHT) (now Chartered Institution of Highways and Transportation (CIHT)) guidance document 'Providing for Journeys on Foot' provides advice for sustainable travel infrastructure provision within new developments. The suggested walking distances to key facilities (e.g. healthcare, shops) are presented in **Table 3**.

Table 3 – Suggested Walking Distances (CIHT Guidelines)

	Town Centre (m)	Commuting/Schools/ Sightseeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

- 3.25 Manual for Streets (MfS) and the National Design Guide (2021) states that 'walkable neighbourhoods' are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.
- 3.26 MfS also states that the 800m walking distance is not an upper limit and references the former Planning Policy Guidance Note 13: Transport (PPG13) guidance in respect of walking replacing short car trips, particularly those under 2km.
- 3.27 Table NTS0303 from the 2024 National Travel Survey (released August 2025) indicates that the national average walk trip distance in 2024 was 0.7 miles or 1.12km.
- 3.28 The 2024 National Travel Survey also shows that walking was the most frequent mode used for short trips, with 78% of trips under one mile (1.6km) being completed by foot in 2024, which is very similar to 2023 (82%) and 2022 (83%).

Cycling Distance Guidance

- 3.29 There is also potential for short car trips to be substituted for cycle trips, and for longer trips to be substituted by a combination of cycle and public transport trips.
- 3.30 The CIHT Planning for Cycling document (2014) states that *"The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips."*
- 3.31 The DfT Cycling and Walking Investment Strategy (2017) also refers to the threshold of 5 miles (or 8km), stating that *"Two out of every three personal trips are within five miles - an achievable distance to cycle for most people, with many shorter journeys also suitable for walking."*

- 3.32 The second cycling and walking investment strategy published by DfT in 2022 does not specifically reference the statement in the paragraph above, however one of the main objectives is to increase the percentage of short journeys (i.e. those under five miles) in towns and cities that are walked or cycled from 41% in 2018/2019 to 46% in 2025.
- 3.33 The 2024 National Travel Survey also shows that the average cycle trip distance (for all purposes) was 3.3 miles or 5.3km. Therefore, it is reasonable to consider cycling as a viable mode of travel for distances up to 8km.
- 3.34 This combined with the commuting data makes it reasonable to consider cycling as a viable mode of travel for up to 8km.

Local Facilities

- 3.35 The closest key local facilities in the vicinity of the site can be seen in **Figure 3.1** and are listed in **Table 4**, which does not represent an exhaustive list.
- 3.36 Distances have been measured from the centre of the site using existing pedestrian routes (allowing for a 150m walking distance between the centre of the site and the existing highway network).

Table 4 – Local Facilities

Plan Number	Local Facilities	Distance
Education		
E1	Kidspace Nursery	850m
E2	Mercentfeld Primary School	1.3km
E3	South Charnwood High School	2.4km
E4	Markfield Institute of Higher Education	2.6km
Healthcare		
H1	Markfield Medical Centre	1.6km
H2	Masons Chemist	1.6km
Leisure		
L1	Hill Hole Nature Reserve	380m
L2	Markfield Allotments	500m
L3	Markfield Cricket Club	500m
L4	Queens Head Pub	650m
L5	Markfield Skate Park	1.3km
Community		
C1	Saint Michael and All Angels	800m
C2	Markfield Congregational Church	900m
C3	Trinity Methodist Church	950m
C4	Markfield Library	1.2km
C5	Markfield Post Office	1.5km

Plan Number	Local Facilities	Distance
C6	The Markfield Mosque	2.5km
C7	Markfield Court Retirement Village	2.6km
Retail		
R1	Central Co-op Markfield	850m
R2	Londis Convenience Store	1.5km
R3	Markfield Services	1.6km
Employment		
EMP1	Old Cliffe Hill Quarry	1.6km

3.37 **Table 4** demonstrates that there is a reasonable range of local facilities within walking distance of the site in Markfield, mostly falling within the 2km upper limit outlined within the former PPG13 guidance, which can be used by residents daily.

Pedestrian Accessibility

- 3.38 No footways are present adjacent Hill Lane, excluding north of the junction with Hill Lane Close, where a footway is provided adjacent to the west side of the carriageway for a length of approximately 30m.
- 3.39 A footway is also provided adjacent to the southern side of Ashby Road within the vicinity of the junction with Hill Lane, which extends east, providing a continuous pedestrian route towards the centre of Markfield where a network of footways is provided within the village to the majority of the local facilities identified within **Table 4**.
- 3.40 An existing PRoW (Footpath R17) is accessible immediately south of the southern site boundary frontage from Hill Lane, via the vehicular access to the Hill Lane Car Park. This footpath provides direct and indirect links onto Upland Drive and The Green, which accommodate adjacent footway provision and form part of the pedestrian network of footways within Markfield.
- 3.41 **Figure 3.2** identifies the 800m, 1.2km and 2.0km walking distances from the centre of the site, in relation with the existing local road network and PRoWs.

Cycle Accessibility

- 3.42 The majority of the local roads within Markfield are subject to a 30mph speed limit, excluding Ashby Road and Hill Lane, which are currently subject to 40mph and 60mph speed limits, respectively, with the former road changing to a 60mph speed limit adjacent to and west of the junction with Hill Lane as it changes to Whitwick Road.
- 3.43 There are, however, urban characteristics along Ashby Road, including bus stops, adjacent footway provision and dwellings fronting onto the carriageway, which naturally creates greater driver awareness of pedestrians crossing and cyclists travelling along the carriageway.
- 3.44 As detailed within **Section 5.0** of this report, both Hill Lane and Ashby Road within the vicinity of the site, leading towards Markfield, are proposed to have changes to their existing speed limits to provide a continuous 40mph speed limit.

- 3.45 The existing characteristics of the local highway network and proposals to reduce speed limits therefore will provide greater opportunity for future residents of the proposed development to cycle on-street to access the local facilities within Markfield.
- 3.46 Further afield, Ratby Lane extends south from Markfield, changing to Thornton Lane *en route*, providing access onto National Cycle Network (NCN) 63. Eastbound, this route leads towards Leicester, providing access to Groby and Ratby *en route*, whilst westbound leads to Ibstock.
- 3.47 The Ratby Lane/Thornton Lane carriageway increases in speed limit to 50mph, demonstrating that access to the wider surrounding areas of the site by cycling, as part of a commute for example, is more suitable for cyclists with experience of travelling with traffic travelling at higher speeds on the highway network.
- 3.48 **Figure 3.3** identifies the 5.0km and 8.0km cycle distances from the centre of the site, in relation with the local NCN routes.

Bus Accessibility

- 3.49 The nearest bus stops to the site are located along Ashby Road c.350m to 400m walking distance from the centre of the site.
- 3.50 Both stops are provided in the form of a shelter design, which are served by Buses 29, 29A and 29B. These services connect Leicester and Swadlincote/Ashby de-la-Zouch, providing a c.30-minute frequency Monday to Saturday, with services provided in each direction before and during the typical AM peak hour and during and after the typical PM peak hour. These buses also operate on a Sunday at a reduced approximate hourly frequency.
- 3.51 The westbound bus stop is accessible via the existing footway adjacent to the southern side of Ashby Road, whilst the eastbound bus stop includes a hardstanding area around the shelter, with no dropped kerb crossing provision provided across the carriageway from the footway adjacent to the southern side of Ashby Road.
- 3.52 A summary of the frequency and destinations of these bus services is included in **Table 5** below.

Table 5 - Local Bus Services

Service No.	Stop Direction	Operator	Route	Frequency (approx.)		
				Monday - Friday	Saturday	Sunday
29/A	Eastbound	Arriva Midlands	Swadlincote/Ashby – Coalville – Leicester	C. 30-minutes First Service: 05:25 Last Service: 22:45	C. 30-minutes First Service: 05:25 Last Service: 22:45	Every Hour First Service: 05:55 Last Service: 21:45
29/A	Westbound	Arriva Midlands	Leicester – Coalville – Ashby/Swadlincote	C. 30-minutes First Service: 07:00 Last Service: 23:45	C. 30-minutes First Service: 07:00 Last Service: 23:45	Every Hour First Service: 07:05 Last Service: 22:45

- 3.53 **Table 5** demonstrates that the existing buses that stop locally from the site provide frequent services throughout the week, with the operation of these buses beginning early each day and ending late each night, providing opportunity for residents of the site to travel by bus to access the surrounding destinations, for commuting and leisure-based purposes.
- 3.54 Journey times for residents travelling to the following key destinations (including a c. seven-minute walk from the centre of the site) are:

- Leicester City Centre – 37 minutes
- Coalville – 42 minutes
- Ashby – 1 hr 10 minutes
- Swadlincote – 1 hr 35 minutes

- 3.55 This shows that residents can access facilities further afield within Leicester 40 minutes by bus (including the walk from the centre of the site to the bus stops) which reduces their reliance on a private vehicle.
- 3.56 The current £3 cap on single fares also makes buses very competitive with other modes of transport. The site is in a good location for new residents to access local employment, retail, and leisure destinations within Leicester, as well as other surrounding towns and villages.

Rail Accessibility

- 3.57 Both Leicester railway station and Loughborough railway station are located within c.14.5km and c.13.5km driving distance from the site to the east and north respectively.

Leicester Railway Station

- 3.58 Given the location of the station and its distance from the site, it is considered that residents would realistically only access this station by bus or car.
- 3.59 The station benefits from 508 car parking spaces, with 20 of these being accessible spaces.
- 3.60 The station can be accessed via the number 29/A bus service from Ashby Road; this service terminates at St Margaret's bus station, approximately a 1.2km walking distance from the railway station that is accessible via the pedestrian infrastructure through the city centre.
- 3.61 Leicester Railway Station is on the Midland Main line operated by the East Midlands Railway Service, as well as the CrossCountry Birmingham to Peterborough line. Services run from Leicester to destinations such as London St Pancras, Nottingham, Sheffield (two per hour), and Birmingham New Street (two per hour).

Loughborough Railway Station

- 3.62 Loughborough Rail Station is similarly located beyond the 8.0km cycle distance from the site, as such residents accessing this station would most likely travel by car.
- 3.63 The station benefits from 270 car parking spaces, 14 of these being accessible spaces.
- 3.64 The station is on the same Midland Main Line as Leicester Rail Station; and is the only line that serves Loughborough Rail Station. Services run from Loughborough to the destinations of London St Pancras, Nottingham, Sheffield, and Lincoln at frequencies of two per hour.
- 3.65 Overall, there is the opportunity for residents of the site to travel to either rail stations and continue their onward journey by train to destinations further afield for employment or leisure purposes, with Leicester Railway Station also accessible by the 29/A bus service.

Summary

- 3.66 The above review demonstrates that Markfield includes a range of local facilities that are generally accessible within the village by walking and cycling, with the proposed development to include off-site highway works to connect the site with the existing pedestrian infrastructure, as well as provide improved opportunities to cycle on-road from the site to the centre of the village, as detailed within **Section 4.0**.
- 3.67 The existing local bus services that stop within the vicinity of the site provide frequent opportunities throughout the week to the key surrounding destinations, whilst further afield, both Leicester and Loughborough Railway Stations provide access to the wider areas of the country.
- 3.68 It is therefore considered that residents will have a real choice about how they travel and that the proposals therefore accord with the guiding principles of the NPPF.
- 3.69 Given that no objections were raised on highway or sustainable travel reasons to the 21/00387/OUT Planning Application, this indicates that the local highway authority and planning authority do not identify the site to be within an unsustainable/inaccessible location, which we conclude must remain the case for this proposed development.

4.0 Development Proposals

Site Access Proposals

- 4.1 Access to the proposed development is to be provided in the form of a priority-controlled junction served from Hill Lane approximately 50m south-west of the Hill Lane/Hill Lane Close junction.
- 4.2 The site access road will be 5.5m wide with 2.0m wide adjacent footways and 6.0m corner radii, with the proposed road width above the absolute minimum 4.8m stated within the Leicestershire Highway Design Guide for a Residential Access Road – Secondary and Local Streets, which can accommodate *‘normally no more than 150 (dwellings) from a single point of access’*.
- 4.3 **Drawing T25596.001** identifies the proposed layout of the site access arrangements whilst **Drawing T25596.002** demonstrates that two-way Large Car movements and the LCC Refuse Vehicle inbound and outbound movements can be accommodated at the proposed site access junction.
- 4.4 As detailed within **Section 3.0** of this report, an ATC survey was undertaken along Hill Lane during a neutral week of May 2024, recording 85th percentile speeds of 42.9mph northbound and 46.6mph southbound.
- 4.5 The LCC pre-application comments for the development proposals, attached at **Appendix A**, refers to Table 6 of the Leicestershire Highway Design Guide, which identifies measured 85th percentile speeds of between 41mph to 44mph and 45mph to 53mph requires 120m (to the south) and 160m (to the north) ‘y’ length visibility splays, respectively, from an ‘x’ distance of 2.4m back into the site access.
- 4.6 **Drawing T25596.001** demonstrates that these visibility splays can be provided within the site boundary and highway boundary without the requirement of any third-party land.
- 4.7 The highway boundary data is attached at **Appendix E** of this report.

Internal Layout Proposals

- 4.8 The proposed site layout plan is attached at **Appendix F** of this report.
- 4.9 The internal layout of the proposed development will be designed in accordance with the guidelines of MfS, MfS2 and the Leicestershire Highway Design Guide.
- 4.10 The level of car parking provision will accord with the Off-Street Residential Car Parking Standards within the Leicestershire Highway Design Guide, with a minimum of two car parking spaces provided for up to 3-bedroom dwellings and a minimum of three car parking spaces provided for 4-bedroom dwellings.
- 4.11 In addition, a sheltered and secure cycle space will be provided per bedroom for each proposed dwelling in accordance with the Leicestershire Highway Design Guide.
- 4.12 **Drawing T25596.008 Rev A** and **T25596.009 Rev A** identifies that the LCC Refuse Vehicle is able to access and route throughout the site, indicating the vehicle passing a Large Car at key locations within the site.

Off-Site Highway Proposals

- 4.13 As part of the development proposals, a 2m wide footway is proposed adjacent to the eastern side of Hill Lane between the access onto PRow Footpath R17 and the footway adjacent to the southern side of Ashby Road, east of the junction with Hill Lane.
- 4.14 These proposals will ensure a continuous footway link is provided from the site to the centre of Markfield where the majority of facilities are located.
- 4.15 This subsequently results in the carriageway width of Hill Lane being altered within the immediate vicinity of the site, at a width of 6.3m which still allows comfortably for two-way vehicle movement, with an additional 2.0m width to accommodate the existing informal on-street parking adjacent to the north-west side of the carriageway, north-east of the Hill Lane/Hill Lane Close junction.
- 4.16 **Drawings T25596.001** and **T25596.003** identifies these off-site highway proposals along Hill Lane and at the junction with Ashby Road, whilst **Drawings T25596.002** and **T25596.004** demonstrate that a Large Car, LCC Refuse Vehicle, Rigid Truck and 16.5m Articulated Lorry are able to turn into and out of Hill Lane to/from Ashby Road, based on the proposed alterations, without any conflicts.
- 4.17 Whilst **Drawing T25596.005** demonstrates a Rigid Truck and 16.5m Articulated Lorry are still able to turn into and out of Hill Lane Close from Hill Lane with the proposed alterations in place along the major arm of this priority-controlled junction.
- 4.18 Further off-site highway works are proposed along Hill Lane approximately 145m south-west of the proposed site access junction, where a change in speed limit is proposed from 60mph to 40mph northeastbound, with new visual speed calming and gateway entry features proposed on Hill Lane.
- 4.19 **Drawing T25596.006** identifies the proposed speed limit change along Hill Lane and demonstrates that a 160m forward visibility splay can be provided from the speed limit change to and beyond the proposed site access junction i.e. one-step above the required visibility splays for the proposed speed limit change.
- 4.20 **Drawing T25596.003** also identifies proposals to relocate the existing 40mph – 60mph speed limit change along Ashby Road, currently positioned immediately east of the junction with Hill Lane, to approximately 40m north of this junction along Whitwick Road.
- 4.21 Whilst this drawing also identifies proposals to provide a 'Bend Ahead' traffic sign immediately east of the Ashby Road/Hill Lane junction.
- 4.22 As identified within **Section 3.0** of this report, there is no dropped kerb crossing provision across Ashby Road that provides access to the nearest eastbound bus stop from the site.
- 4.23 As a result, **Drawing T25596.007** proposes that a tactile dropped kerb crossing point is provided across the carriageway that provides an accessible pedestrian link from the footway adjacent the southern side of the Ashby Road to the hardstanding area associated with the local eastbound bus stop.

Stage One Road Safety Audit

- 4.24 As requested by LCC within their pre-application comments, a Stage One Road Safety Audit (RSA1) will be undertaken for the proposed site access arrangements and off-site highway works that form part of the development proposals.

T25596

Hill Lane, Markfield

-
- 4.25 This RSA1 will be undertaken following consultation with the local highway authority on the planning application that this report supports, and agreement of the proposals specified within this chapter and demonstrated within the drawings included within this TA.
- 4.26 An RSA1 Brief and Audit Team CV's will be issued to LCC for approval prior to the RSA1 being undertaken, with the Designer's Response to follow.

5.0 Traffic Generation, Distribution and Assignment

Traffic Generation

- 5.1 The previous 21/00387/OUT Planning Application for 72 dwellings at the site, which ultimately resulted in no outstanding highway objection, included trip rates within the accompanying Transport Assessment as identified within **Table 6**, with the full outputs attached at **Appendix G**.

Table 6 – Trip Rates and Resulting Forecast Vehicle Trips - Application Reference 21/00387/OUT

Peak Period	Trip Rate (per dwelling)		Vehicle Trips (67 dwellings)		Total
	In	Out	In	Out	
AM	0.133	0.552	9	37	46
PM	0.524	0.219	35	15	50

- 5.2 The traffic generation detailed in **Table 6** above indicates that the proposed development is forecast to generate 46 two-way vehicle trips in the AM peak, and 50 two-way vehicle trips in the PM peak.
- 5.3 An up-to-date TRICS assessment has also been undertaken using Version 8.25.6, with the Residential – Privately Owned Houses category being filtered using the following parameters:
- Regions – United Kingdom (excluding Northern Ireland and Greater London)
 - Units – 20 to 100
 - Days – Weekdays
 - Locations – Edge of Town
- 5.4 The resulting average trip rates and forecast vehicle trips are provided at **Table 7** below, whilst the TRICS outputs are attached at **Appendix H** of this report.

Table 7 – Trip Rates and Resulting Forecast Vehicle Trips – Up-To-Date TRICS Assessment

Peak Period	Trip Rate (per dwelling)		Vehicle Trips (67 dwellings)		Total
	In	Out	In	Out	
AM	0.167	0.382	11	26	37
PM	0.330	0.164	22	11	33

- 5.5 **Table 7** identifies that the two-way trip rates and resulting forecast trips in both the AM and PM peak hours are lower than the previously used and accepted trip rates forming part of the 21/00387/OUT Planning Application.
- 5.6 As a result, the trip rates and forecast trips identified within **Table 6** have been used to assess the impact of the proposed development along the local highway network for robustness.
- 5.7 It is also worth noting that LCC stated within their pre-application comments ‘The LHA would likely accept the trip rates used for the previous application’.

Distribution and Assignment

- 5.8 To determine the likely distribution of development traffic to and from the site, 2011 Census Travel to Work Origin Destination data has been interrogated, with the MSOA Hinckley & Bosworth 001 used as the place of residence. Full details and analysis of this data is included as **Appendix I**.
- 5.9 Traffic has been assigned to the network using online route mapping (Google Maps) which indicates that 86.7% of development site traffic will assign north along Hill Lane to/from the site via the Hill Lane/Ashby Road junction; of this, 48.5% will assign further north to/from Whitwick Road, and 38.2% will assign east to/from Ashby Road and the A50 Field Head roundabout.
- 5.10 Almost all the 48.5% of development site traffic along Whitwick Road will route towards the M1 junction 22, with 11.8% assigning north to/from the M1, and 16.8% assigning south to/from the M1.
- 5.11 The remaining 13.3% of the development traffic will assign south along Hill Lane to/from the site; at the junction with Forest Road, 10.8% will assign to/from the west and 2.5% to/from the east.
- 5.12 These development traffic proportions along the local highway network are consistent in terms of the methodology used and resulting splits with the previous 21/00387/OUT Planning Application.
- 5.13 LCC stated within their pre-application comments *'trip distribution can be considered as per the previous application based on 2011 Census data'*.
- 5.14 In terms of vehicle movements, this will result in 40 vehicle trips through the Hill Lane/Ashby Road junction in the morning peak hour and 43 vehicle trips in the evening peak hour: whilst to the south of the site, six and seven vehicle trips will travel through the Hill Lane/Forest Road junction during both the morning and evening peak hours respectively.
- 5.15 At Ashby Road, in the morning peak hour 23 vehicle trips will assign to/from the north and 17 to/from the east; whilst in the evening peak hour, 24 vehicle trips will assign to/from the north and 19 to/from the east.
- 5.16 The flow diagrams, which include the development traffic proportions and assignment are identified within **Figures 5.1 to 5.14**.

6.0 Traffic Impact

- 6.1 The LCC pre-application correspondence stated that *'The LHA advise that should the proposals generate approximately 30 or more additional two-way trips...in either the AM or PM peak hours at any key junction, capacity assessments would be required'*.
- 6.2 The forecast traffic generation, distribution and assignment within **Section 5.0** has identified that the following junctions are forecast to generate 30+ trips in the peak hour periods:
- Ashby Road/Hill Lane
 - Hill Lane/Site Access
- 6.3 These junctions have therefore been determined as the extent of the necessary capacity assessments to be tested within this TA.
- 6.4 As detailed within **Section 3.0**, on Wednesday 15th May 2024, a CTC survey was commissioned at the Ashby Road/Hill Lane junction, whilst an ATC survey was undertaken along Hill Lane during May 2024.
- 6.5 The ATC and CTC data is provided at **Appendices C** and **D** respectively, with the 2024 baseline flows determined from these surveys and included within the traffic flow diagrams at **Figures 5.1 to 5.14**.

Assessment Scenarios

- 6.6 The following scenarios have been assessed for the single off-site junction to undergo capacity assessments:
- 2024 Base
 - 2030 Base
 - 2030 Future Base + Committed Development
 - 2030 Future Base + Committed Development + Proposed Development
- 6.7 Whilst the site access junction with Hill Lane has only been assessed for the 2030 Future Base + Committed Development + Proposed Development scenario.

Traffic Growth

- 6.8 Growth factors obtained from TEMPro v8.1 for the Hinckley and Bosworth 001 MSOA are listed below:
- 2024 to 2030 – AM Peak = 1.0434; and
 - 2024 to 2030 – PM Peak = 1.0447.

Committed Development

- 6.9 LCC requested within their pre-application comments that vehicular trips associated with nearby committed developments are included within the capacity assessments, in addition with developments that are within the determination period of their planning applications as part of a sensitivity test.
- 6.10 LCC requested that the applicant consider the following committed developments:

- 20/00887/FUL - Demolition of existing conference centre and a residential building and erection of a new conference centre, including indoor sports facility, and new residential building with associated landscaping. The Islamic Foundation, Markfield Conference Centre, Ratby Lane, Markfield;
 - 20/01283/FUL – 282 dwellings, Land off London Road, Markfield;
 - 21/00787/OUT – 93 dwellings, Land North-east of Ashby Road;
 - 23/01144/FUL – 72 bed care home – Land off Leicester Road, Markfield; and
 - Charnwood Borough Council application reference P/22/1031/2 – 115 dwellings, land south of Markfield Lane, Field Head, Markfield.
- 6.11 All above committed developments have been considered except for the 20/00887/FUL development, which is estimated to generate 30 trips. These trips resulting from the 20/00887/FUL development would not significantly affect the capacity of the junctions that are assessed in this TA.
- 6.12 The traffic flow diagrams within their respective TAs were reviewed to identify the development traffic assignment at the junctions assessed within this TA.
- 6.13 The cumulative traffic flows for the committed developments are included within the traffic flow diagrams at **Figures 5.1 to 5.14**.

Junction Capacity Assessments

Hill Lane/Site Access Junction

- 6.14 The proposed Hill Lane/Site Access junction has been tested using the PICADY module of Junctions 11. The full output files for the junction, showing geometry and capacity calculations, are shown in **Appendix J**.
- 6.15 **Table 8** summarises the results of the analysis and details the predicted operation of the Hill Lane/Site Access priority-controlled junction.

Table 8 – Hill Lane/Site Access Priority-Controlled Junction

Approach	AM Peak			PM Peak		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2030 Base + Committed Development + Proposed Development						
Site Access	0.09	0	8	0.03	0	8
Hill Lane Right Turn	0.00	0	5	0.01	0	6

- 6.16 The assessment results demonstrate that the Hill Lane/Site Access junction will operate with significant spare capacity with negligible queues and delays during both peak hours in the 2030 Base + Committed Development + Proposed Development scenario.

Ashby Road/Hill Lane Junction

- 6.17 The Ashby Road/Hill Lane junction has been tested using the PICADY module of Junctions 11.
- 6.18 Given that improvements along Hill Lane form part of the development proposals, which subsequently minorly alter the Ashby Road/Hill Lane junction, separate assessments have been undertaken for the 2030 Base + Committed Development + Proposed Development scenarios.

- 6.19 The full output files for the existing and proposed junction, showing geometry and capacity calculations, are shown in **Appendices K** and **L** respectively.
- 6.20 The geometric inputs for both the existing and proposed Ashby Road/Hill Lane junction have been kept consistent with the modelling undertaken as part of the 21/00387/OUT Planning Application.
- 6.21 **Tables 9** and **10** summarise the results of the analysis and details the predicted operation of the Ashby Road/Hill Lane priority-controlled junction in its existing layout and proposed minor alterations with the development in place.

Table 9 – Existing Ashby Road/Hill Lane Priority-Controlled Junction

Approach	AM Peak			PM Peak		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2024 Base						
Hill Lane	0.20	0	8	0.14	0	7
Ashby Road Right Turn	0.11	0	6	0.07	0	5
2030 Base						
Hill Lane	0.21	0	6	0.15	0	7
Ashby Road Right Turn	0.12	0	8	0.07	0	5
2030 Base + Committed Development						
Hill Lane	0.27	0	8	0.17	0	7
Ashby Road Right Turn	0.13	0	6	0.14	0	6

Table 10 – Proposed Ashby Road/Hill Lane Priority-Controlled Junction

Approach	AM Peak			PM Peak		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2030 Base + Committed Development + Proposed Development						
Hill Lane	0.33	1	9	0.20	0	8
Ashby Road Right Turn	0.14	0	6	0.17	0	6

- 6.22 The assessment results demonstrate that the Ashby Road/Hill Lane junction will operate with significant spare capacity with negligible queues and delays during both peak hours in the 2030 Base + Committed Development + Proposed Development scenario.

7.0 Summary and Conclusion

Summary

- 7.1 Hub Transport Planning Ltd has been commissioned by Glenalmond Developments Ltd to provide transport advice for a proposed residential development at land off Hill Lane, Markfield, Leicestershire.
- 7.2 It is intended that the site will comprise of up to 67 residential dwellings. A previous outline planning application (reference: 21/00387/OUT) for 72 residential dwellings at the site was refused during March 2021, although no reasons for the refusal were given on highway grounds.
- 7.3 The site is in a suitable location in transport terms, with local facilities within a comfortable walking distance and sustainable transport routes present; the proposed development will deliver a new 2.0m wide footway along the eastern edge of Hill Lane, providing a material benefit to existing local users, as well as ensuring appropriate pedestrian connectivity for the site itself.
- 7.4 The site benefits from being within the vicinity of frequently served bus stops, which provide access to the surrounding urban areas of Leicester and Coalville. From Leicester, rail connections can be made to destinations further afield.
- 7.5 A review of the PIA data across the surrounding highway network does not suggest that there are any specific highway safety issues attributable to the layout of the local highway network within the latest five-year period.
- 7.6 Safe and suitable access to the site can be provided via a new priority-controlled T-junction on Hill Lane, with analysis demonstrating that the junction will operate well within capacity for the future development year of 2030. In addition, swept path analysis shows that the access can accommodate a large refuse vehicle inbound and outbound.
- 7.7 The Ashby Road/Hill Lane junction has also been shown to operate well within capacity with the proposed development in place, and with the amendments to the geometry resulting from the provision of the 2.0m wide footway connection along the eastern side of Hill Lane.
- 7.8 Swept path analysis demonstrates that the amended Ashby Road/Hill Lane junction can accommodate all required vehicle movements, even considering the presence of vehicles parked on-street along the western edge of the carriageway.
- 7.9 Car and cycling parking at the site will be in line with the guidance set out within the Leicestershire Highway Design Guide (LHDG).

Conclusion

- 7.10 The assessment work undertaken and detailed in this report demonstrates that, in NPPF terms, the development will have a negligible impact on the operation of the local highway network and will not have an unacceptable impact on highway safety.
- 7.11 It is therefore concluded that the proposals accord with national, regional, and local transport related policies and, as such, it is considered there are no reasons why the proposals should be resisted on traffic or transportation grounds.

THIS PAGE IS LEFT INTENTIONALLY BLANK

T25596
Hill Lane, Markfield

Figures



Legend

- Site Location
- Community
- Education
- Employment
- Healthcare
- Leisure
- Retail

T25596 Figure 3.1 - Local Facilities

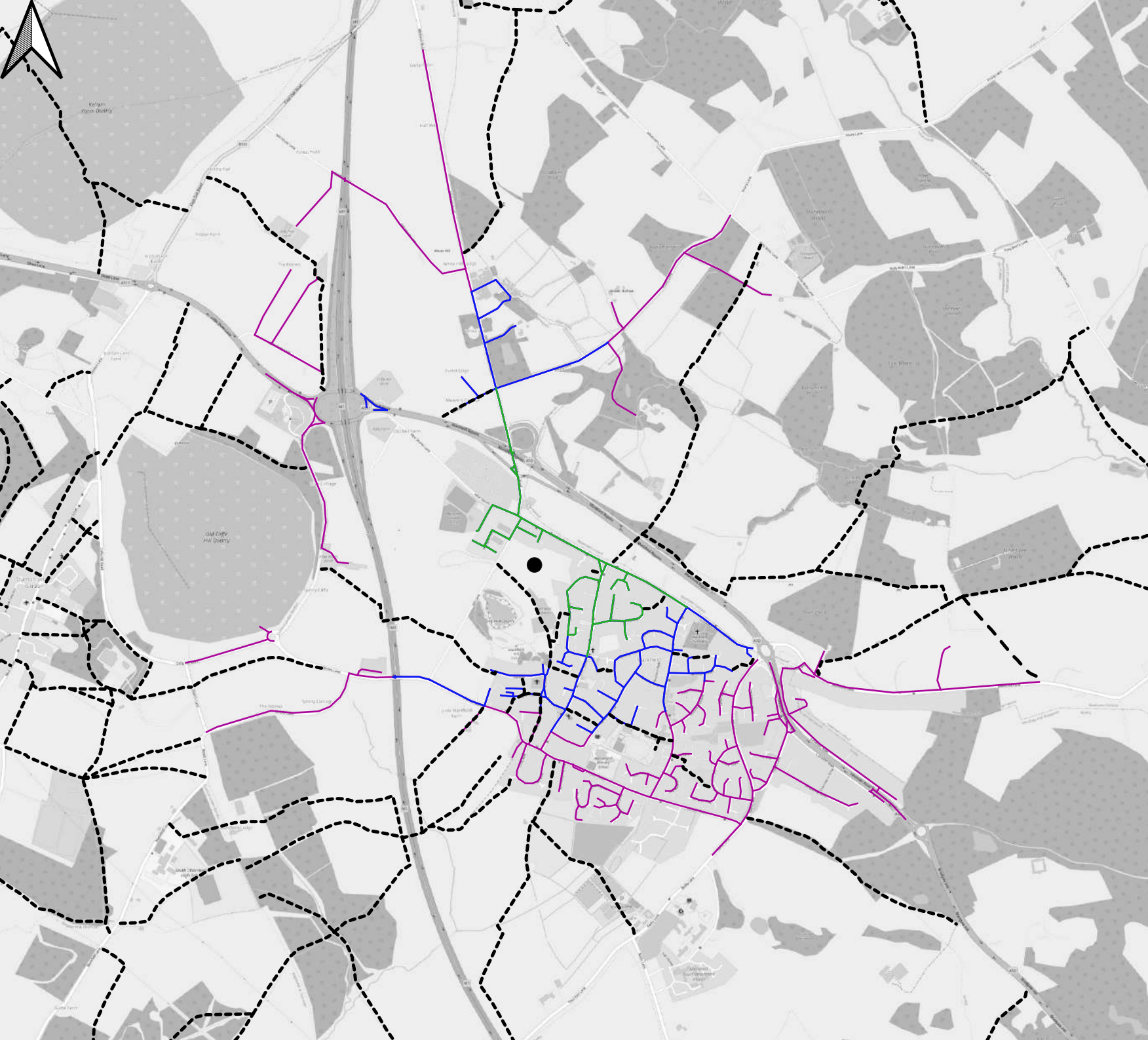
Glenalmond

hub
TRANSPORT PLANNING LTD

Contains Ordnance Survey data © Crown copyright and database right 2025 - License no.:100046404. Use of map data licensed by OpenStreetMap Foundation under ODbL. openstreetmap.org/copyright

0 250 500 m





Legend

●

Site Location

Walking Distances

—

800m

—

1.2km

—

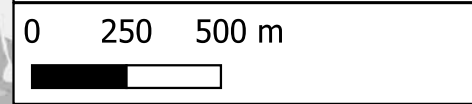
2km

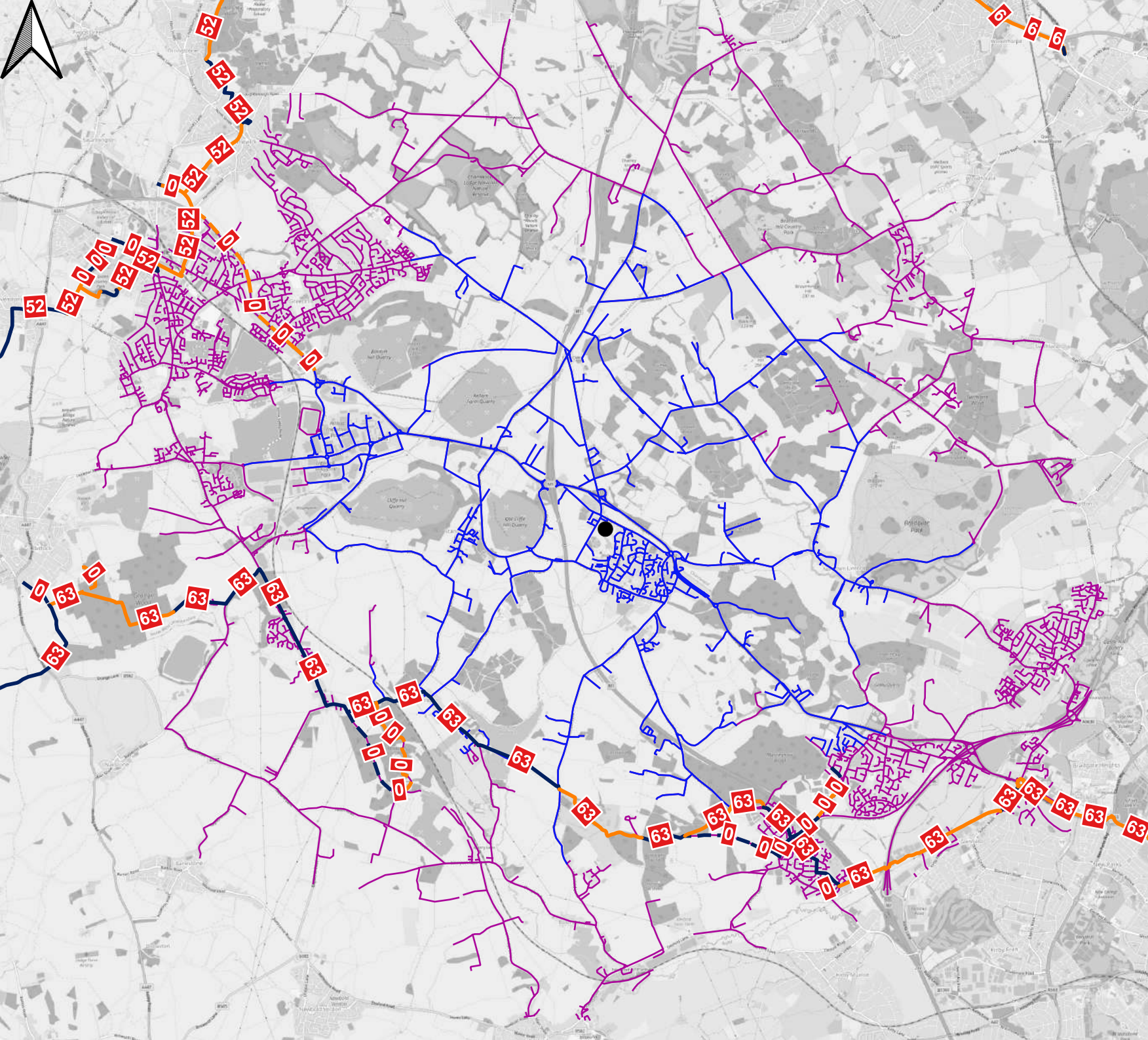
LCC Public Rights of Way

T25596 Figure 3.2 - Walking Distances



Contains Ordnance Survey data © Crown copyright and database right 2025 - License no.:100046404. Use of map data licensed by OpenStreetMap Foundation under ODbL. openstreetmap.org/copyright





- ## Legend
- Site Location
 - Cycling Distances
 - 5km
 - 8km
 - National Cycle Network
 - On-Road Route not on NCN
 - On-Road Route on NCN
 - Traffic-Free Route not on NCN
 - Traffic-Free Route on NCN

T25596 Figure 3.3 - Cycling Distances

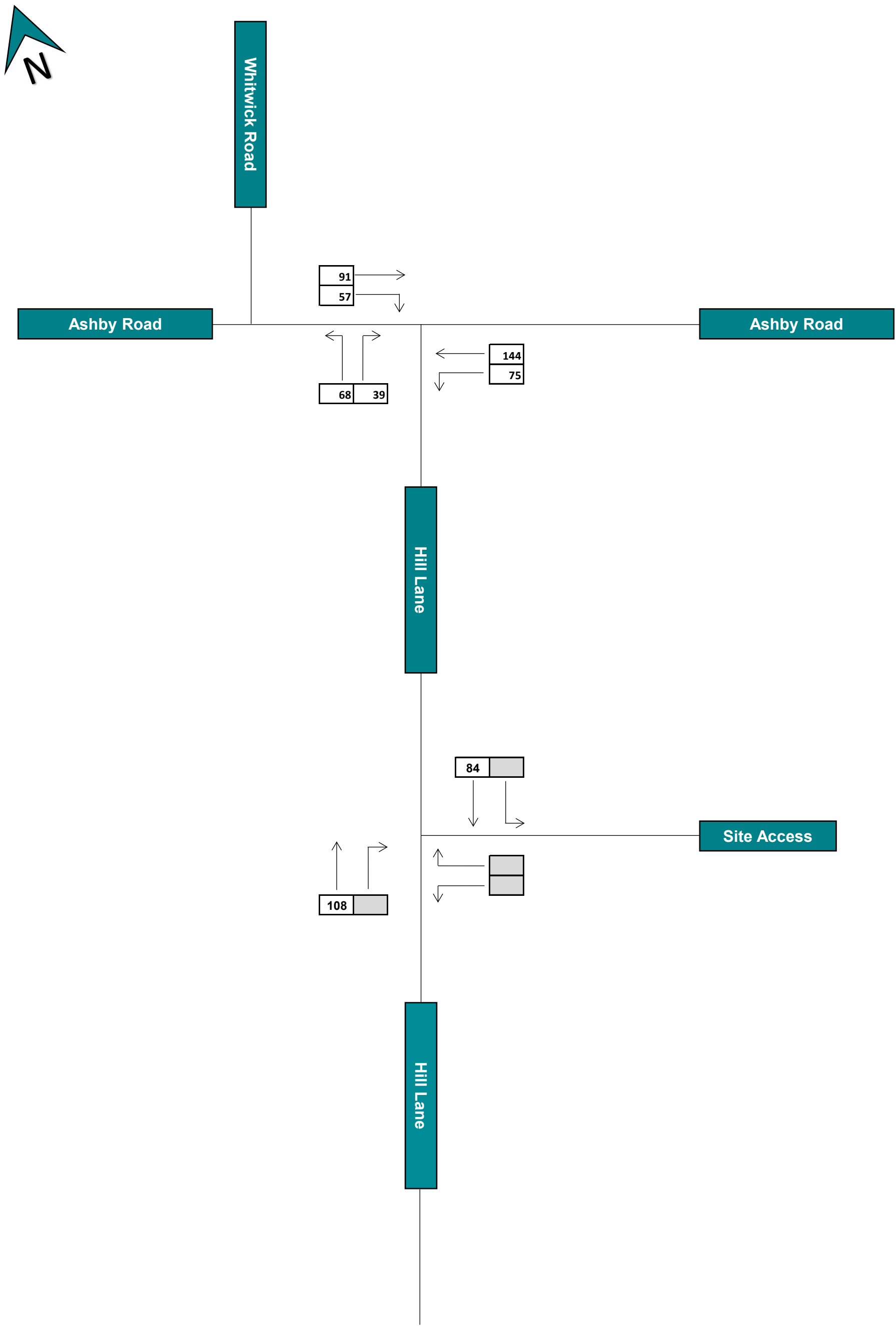
 Glenalmond

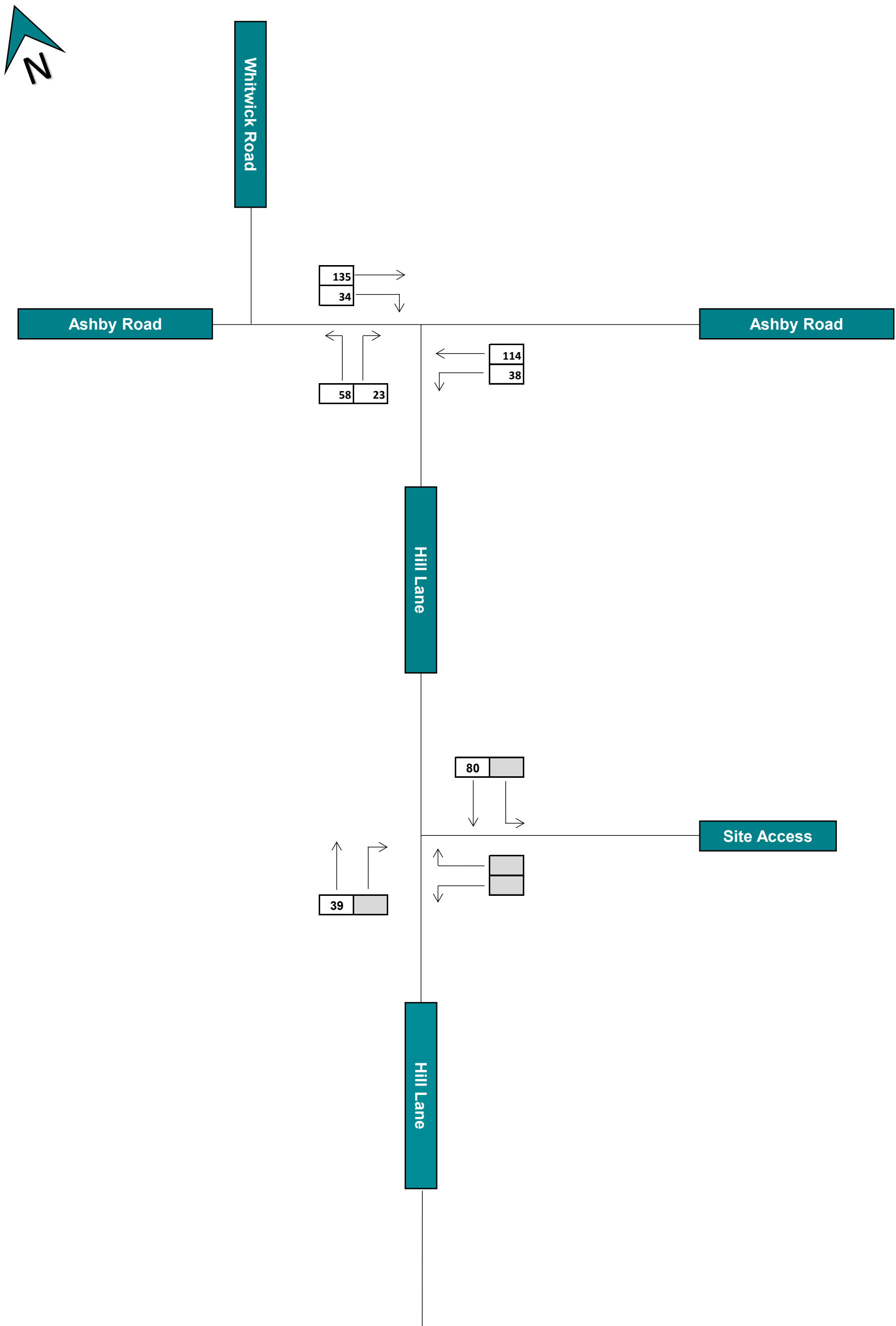
 hub
TRANSPORT PLANNING LTD

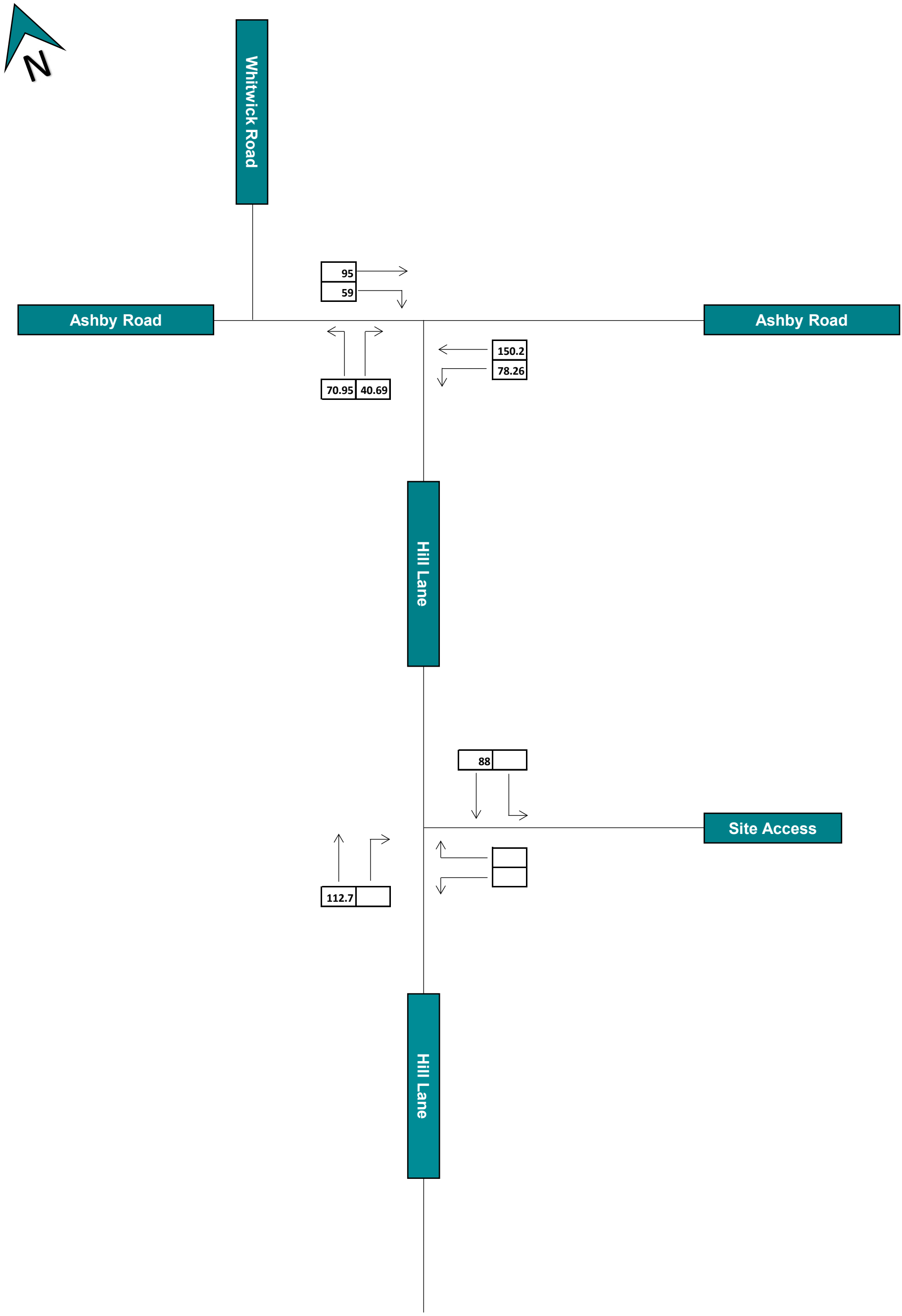
Contains Ordnance Survey data © Crown copyright and database right 2025 - License no.:100046404. Use of map data licensed by OpenStreetMap Foundation under ODbL. openstreetmap.org/copyright

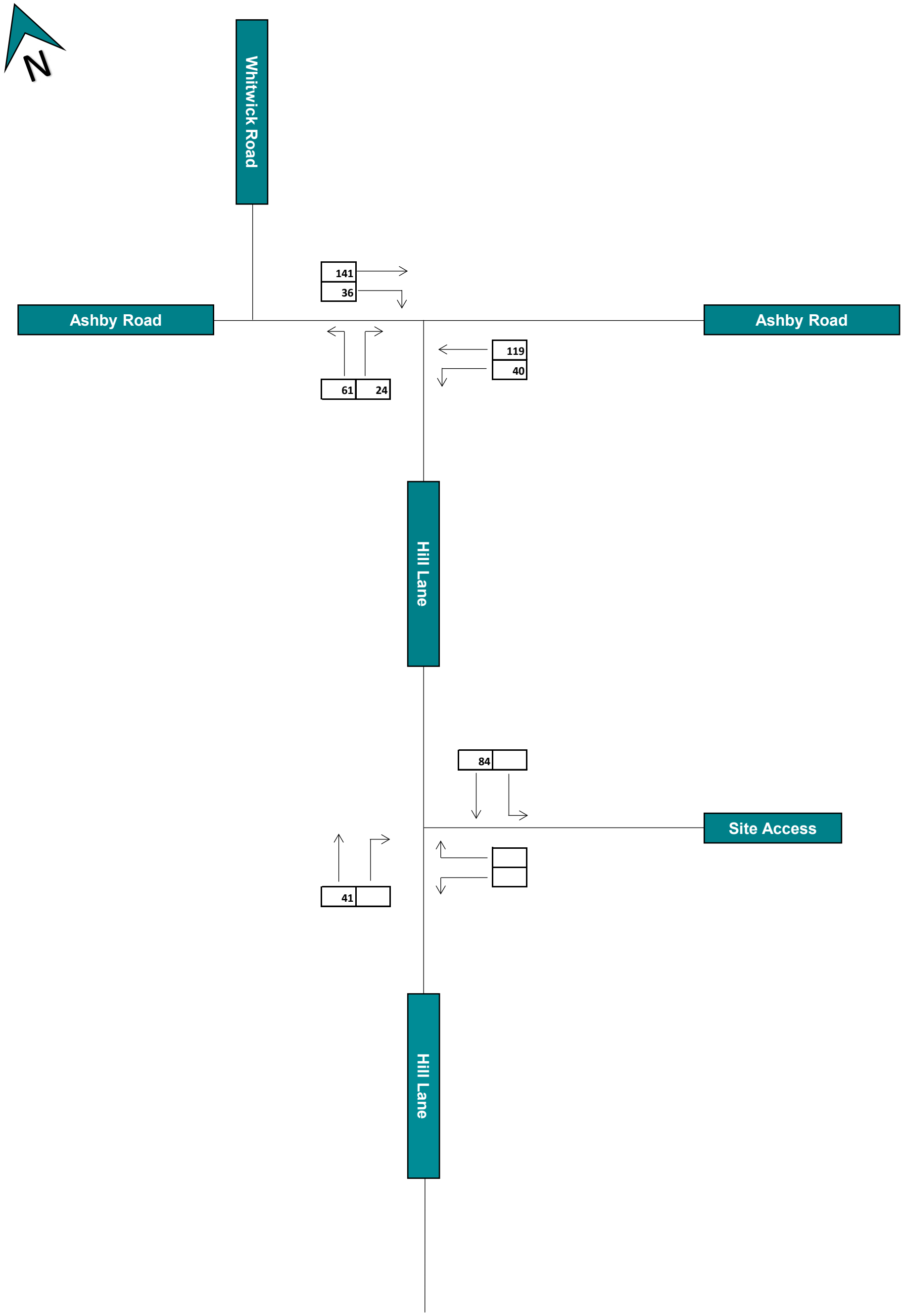
0 1 2 km

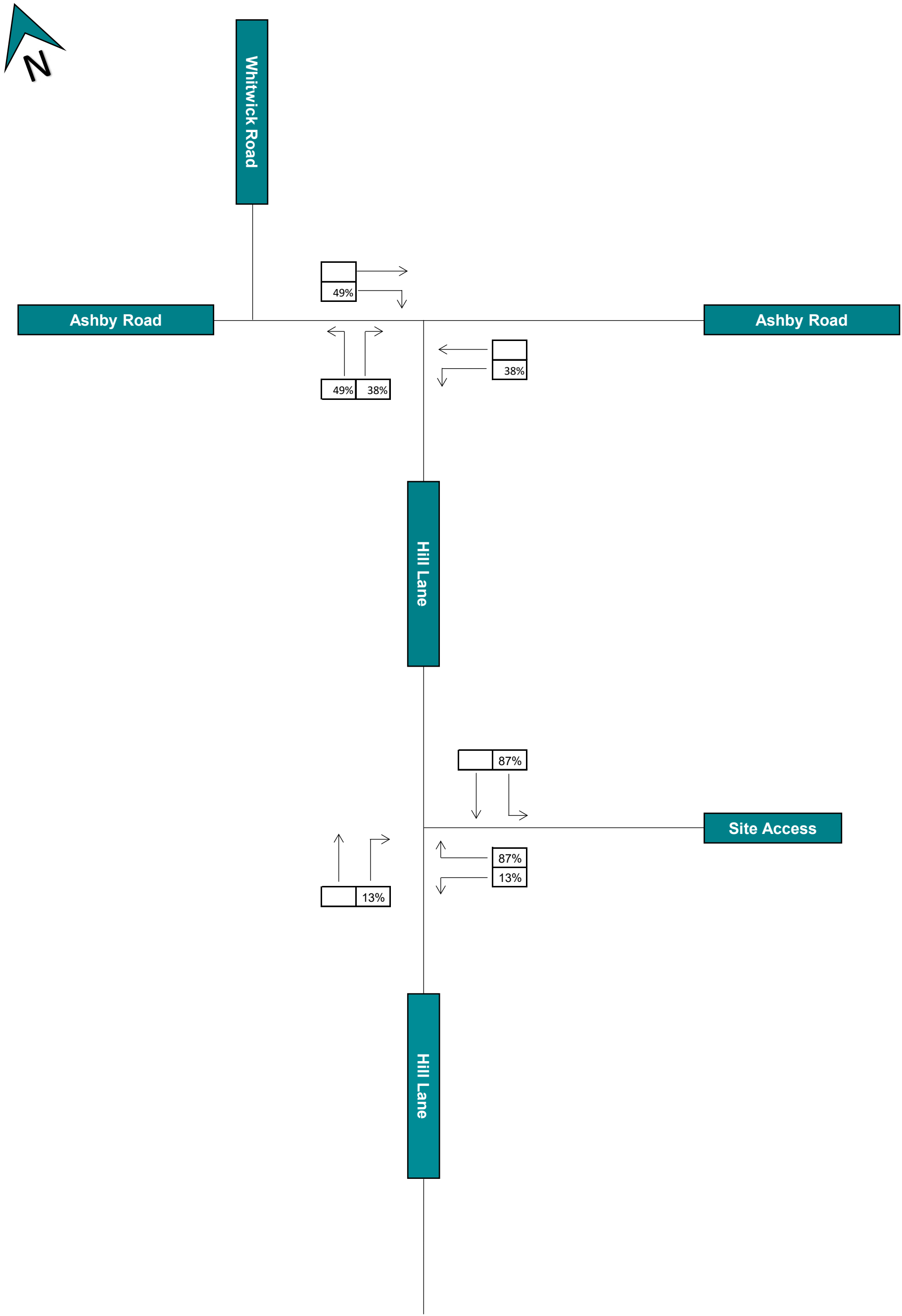


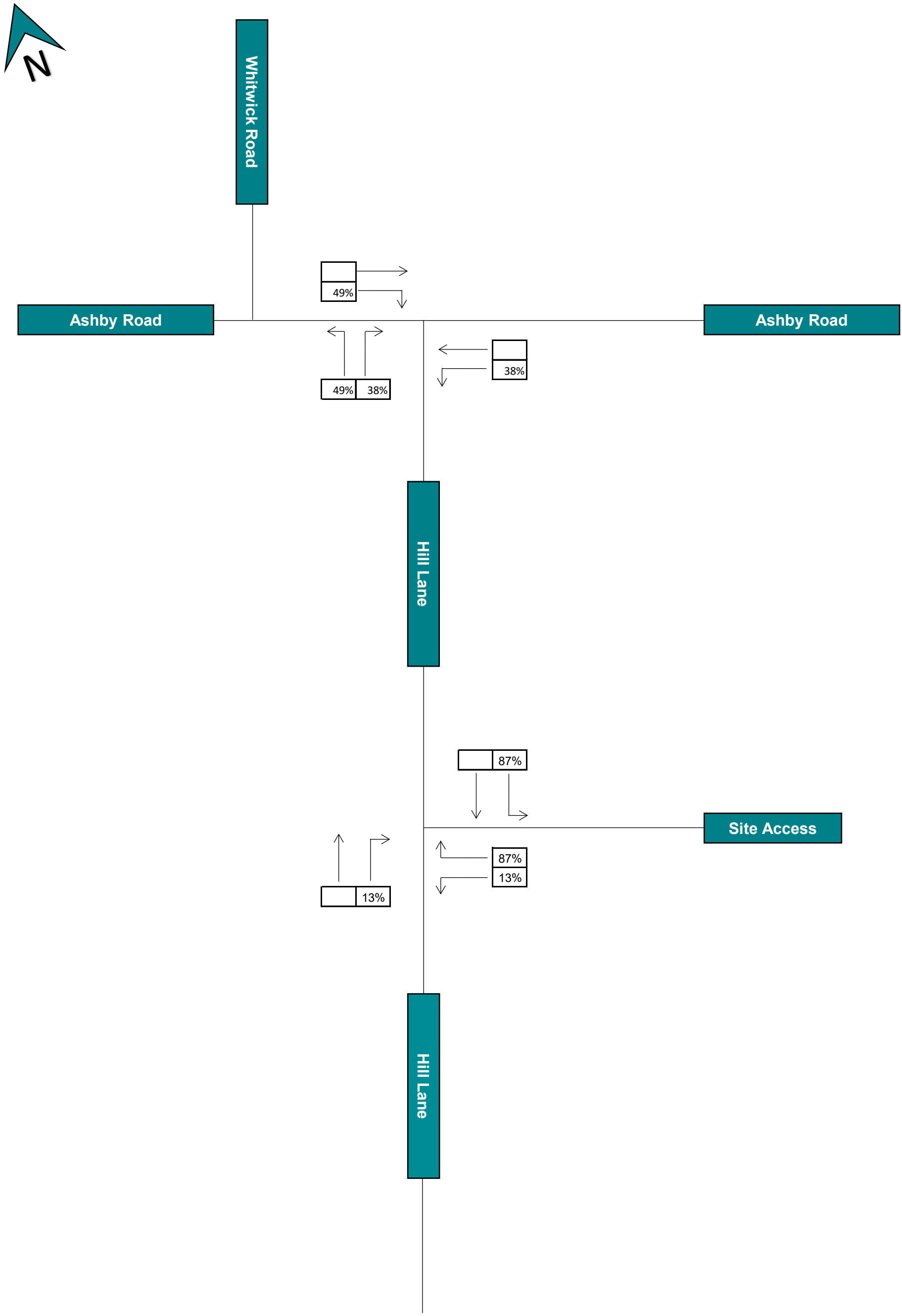


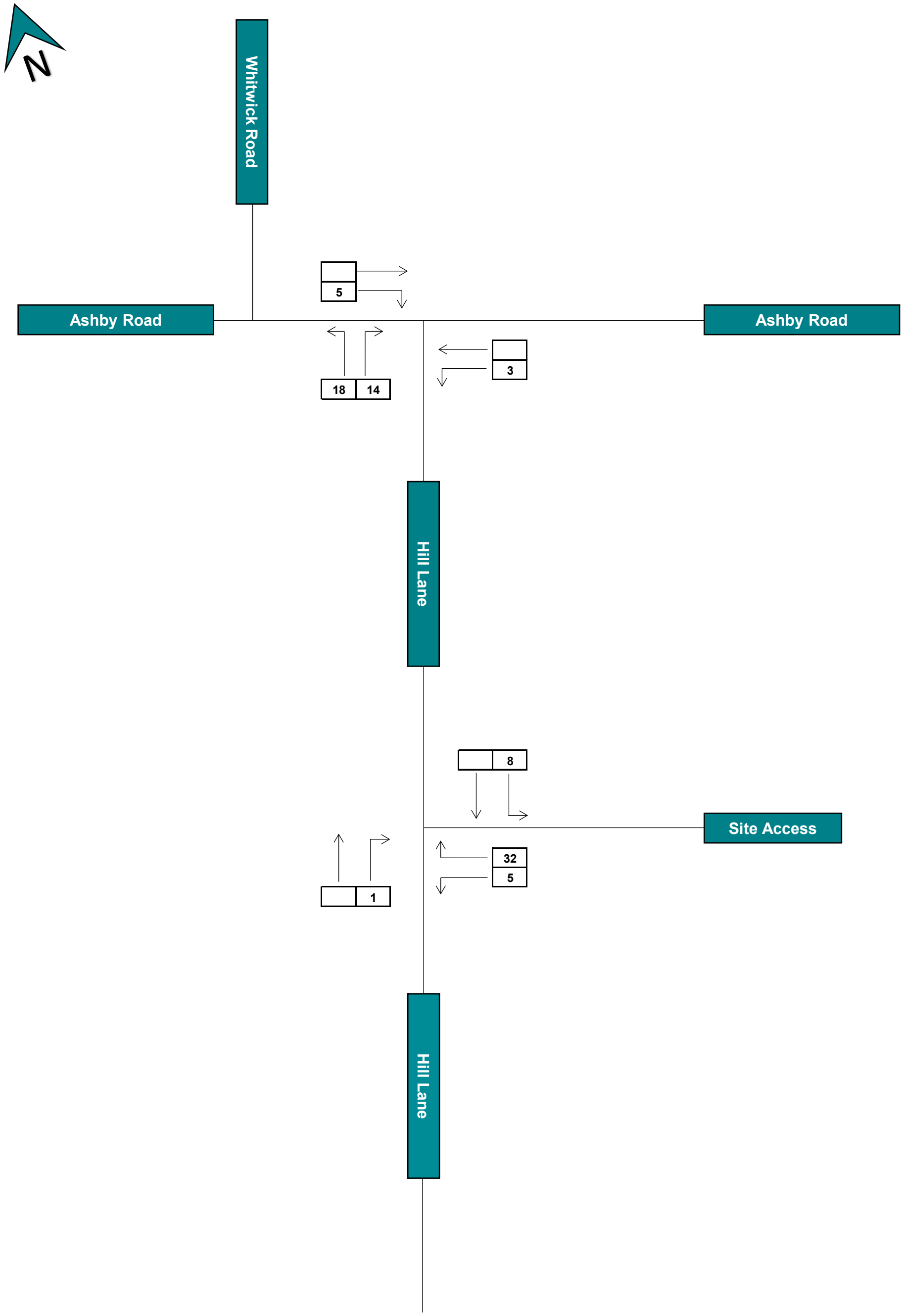


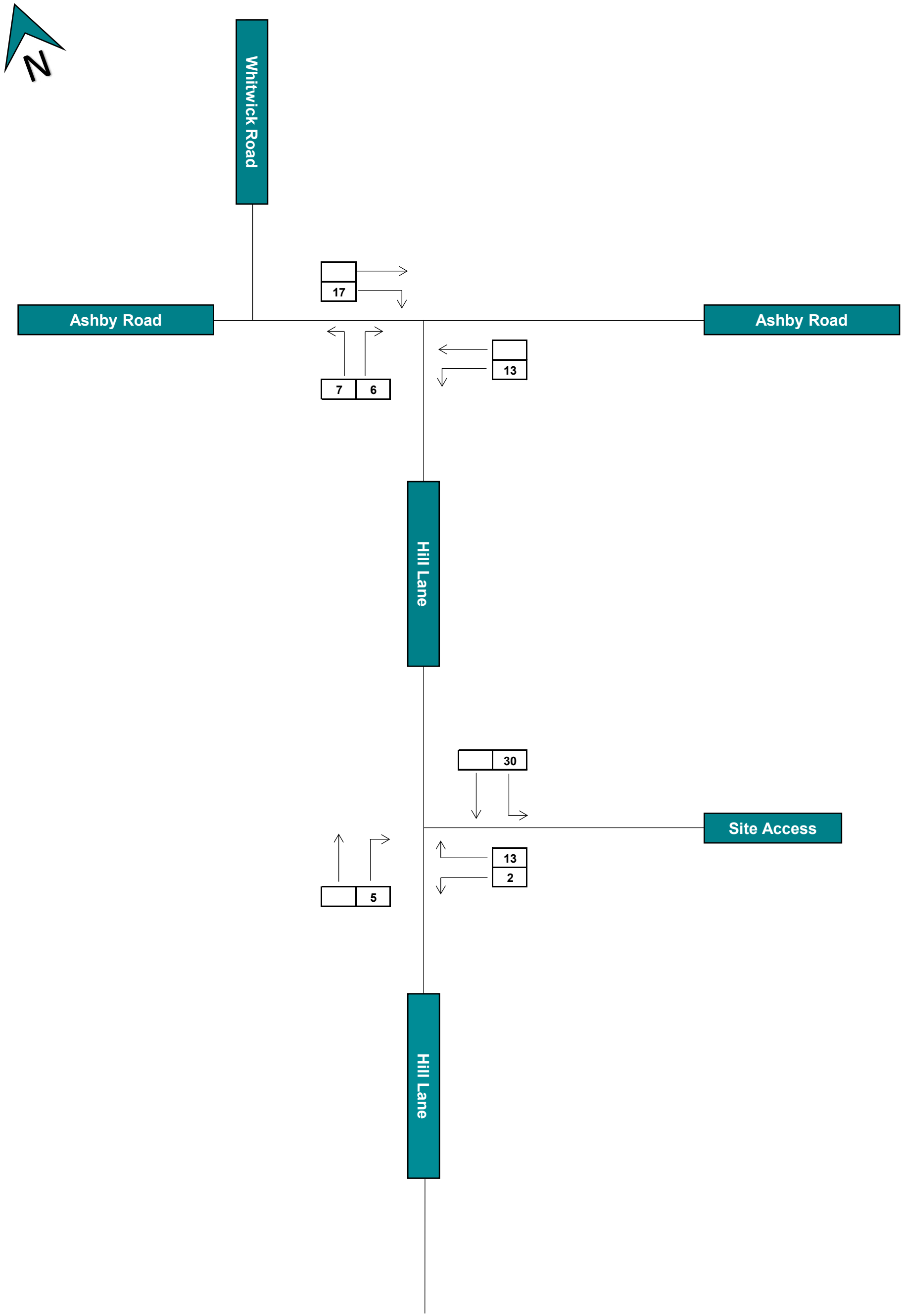


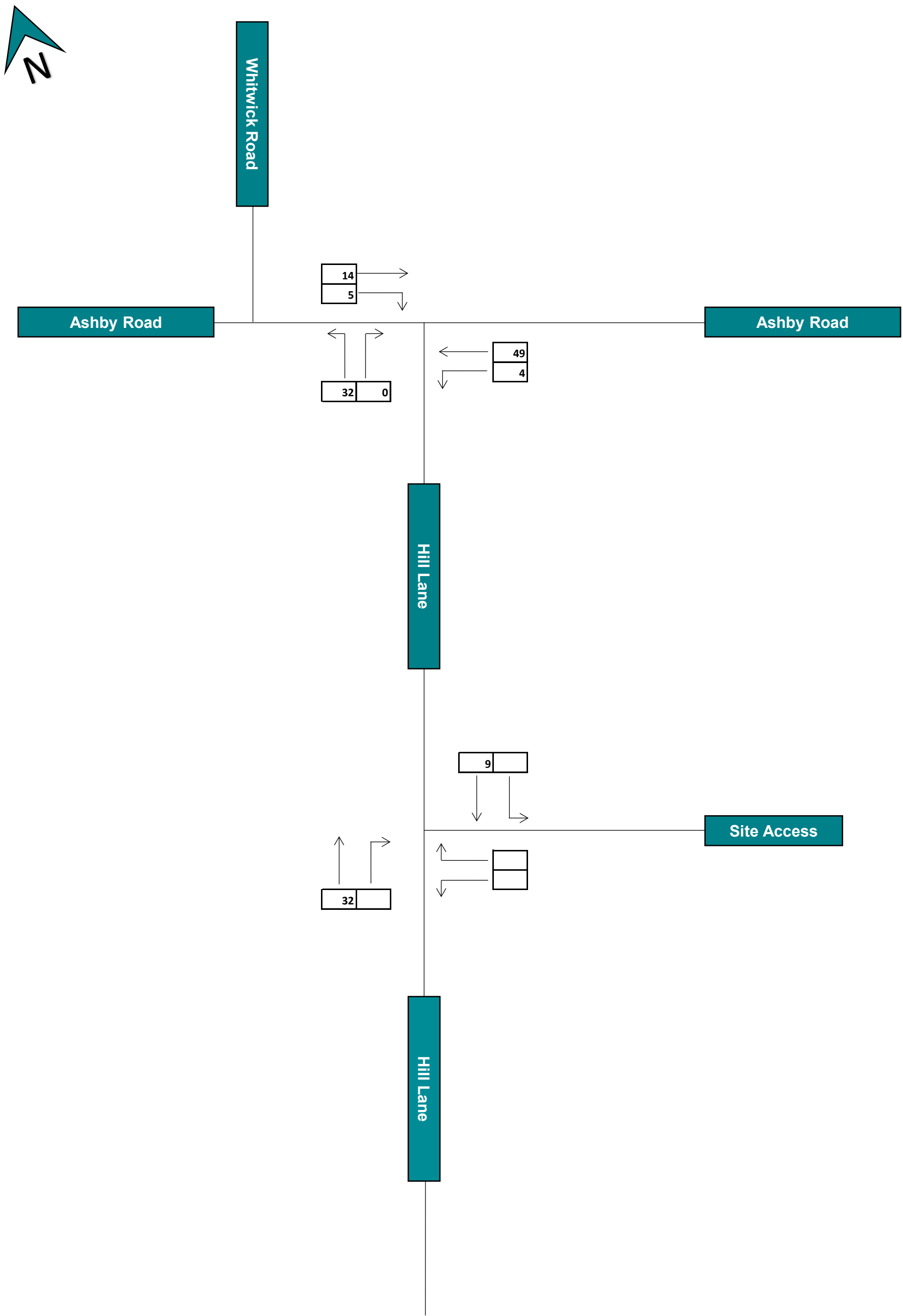


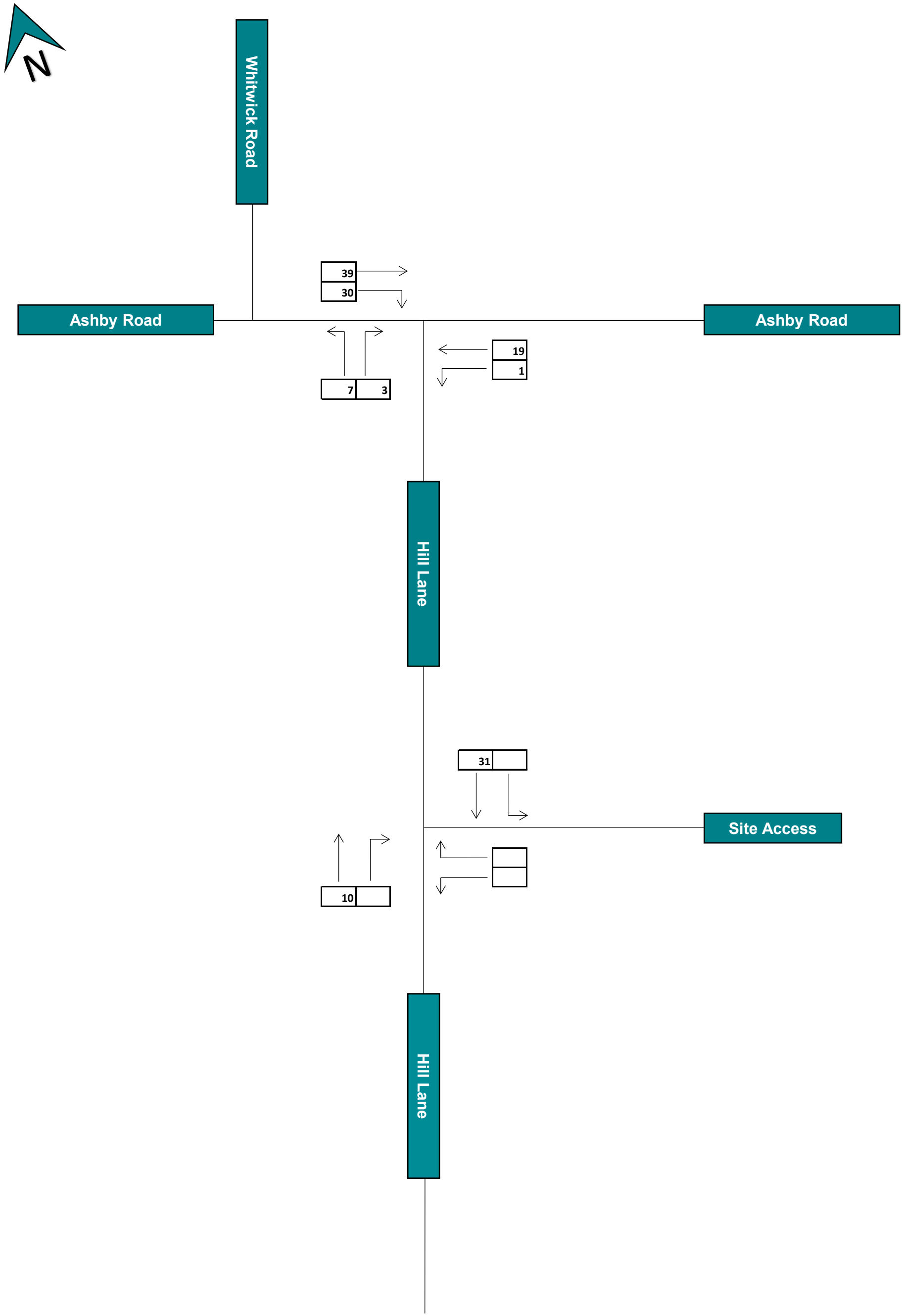


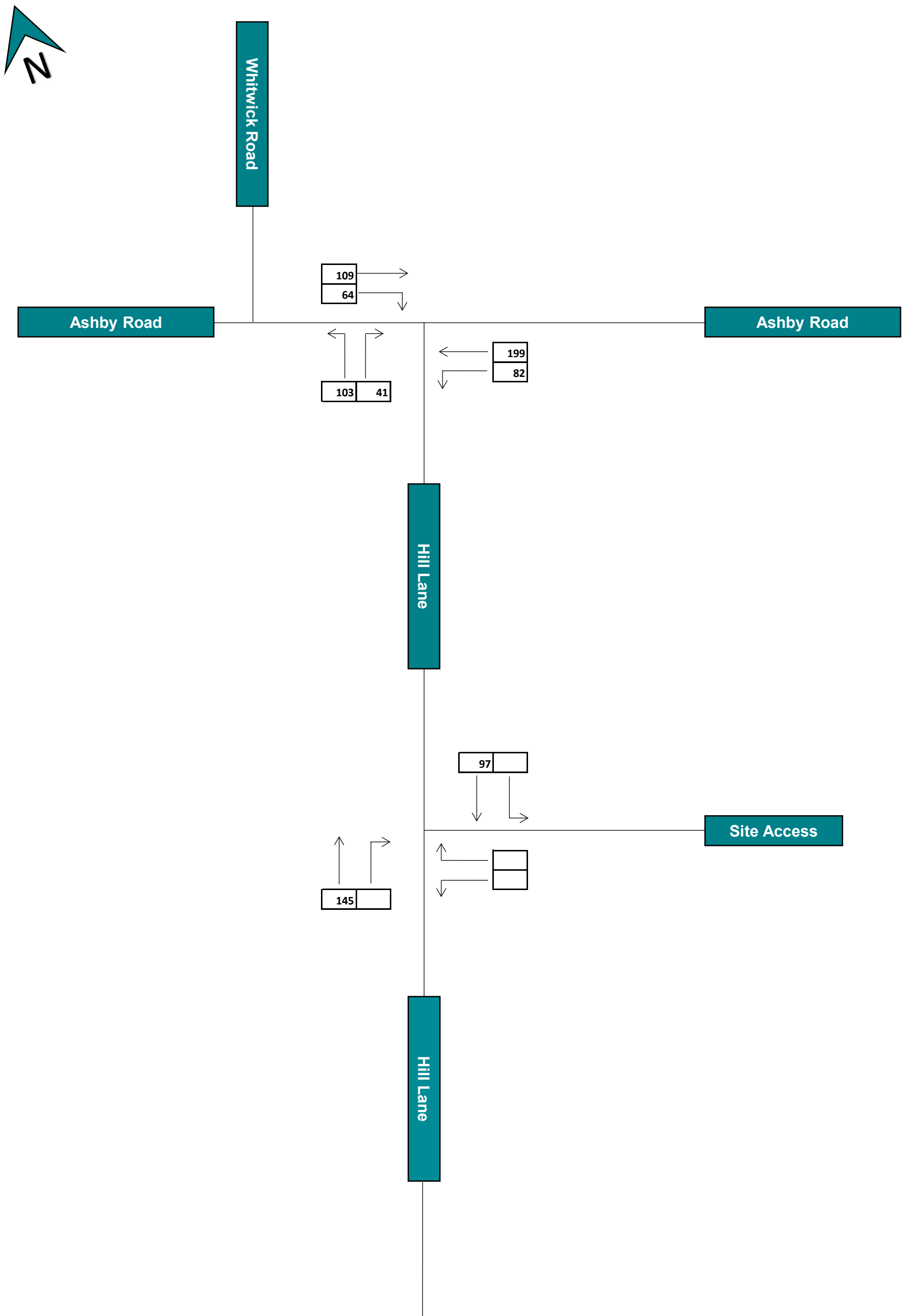


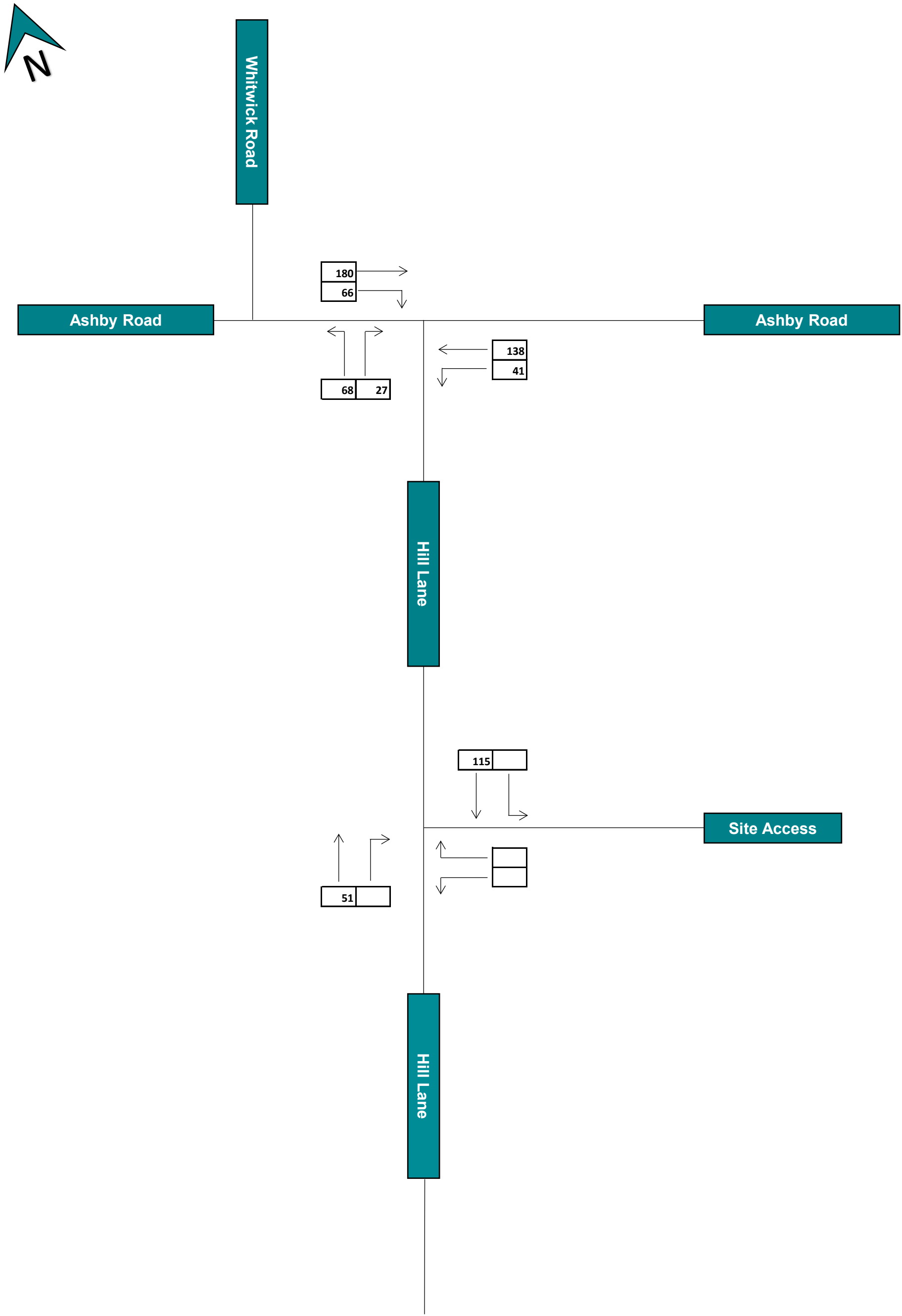


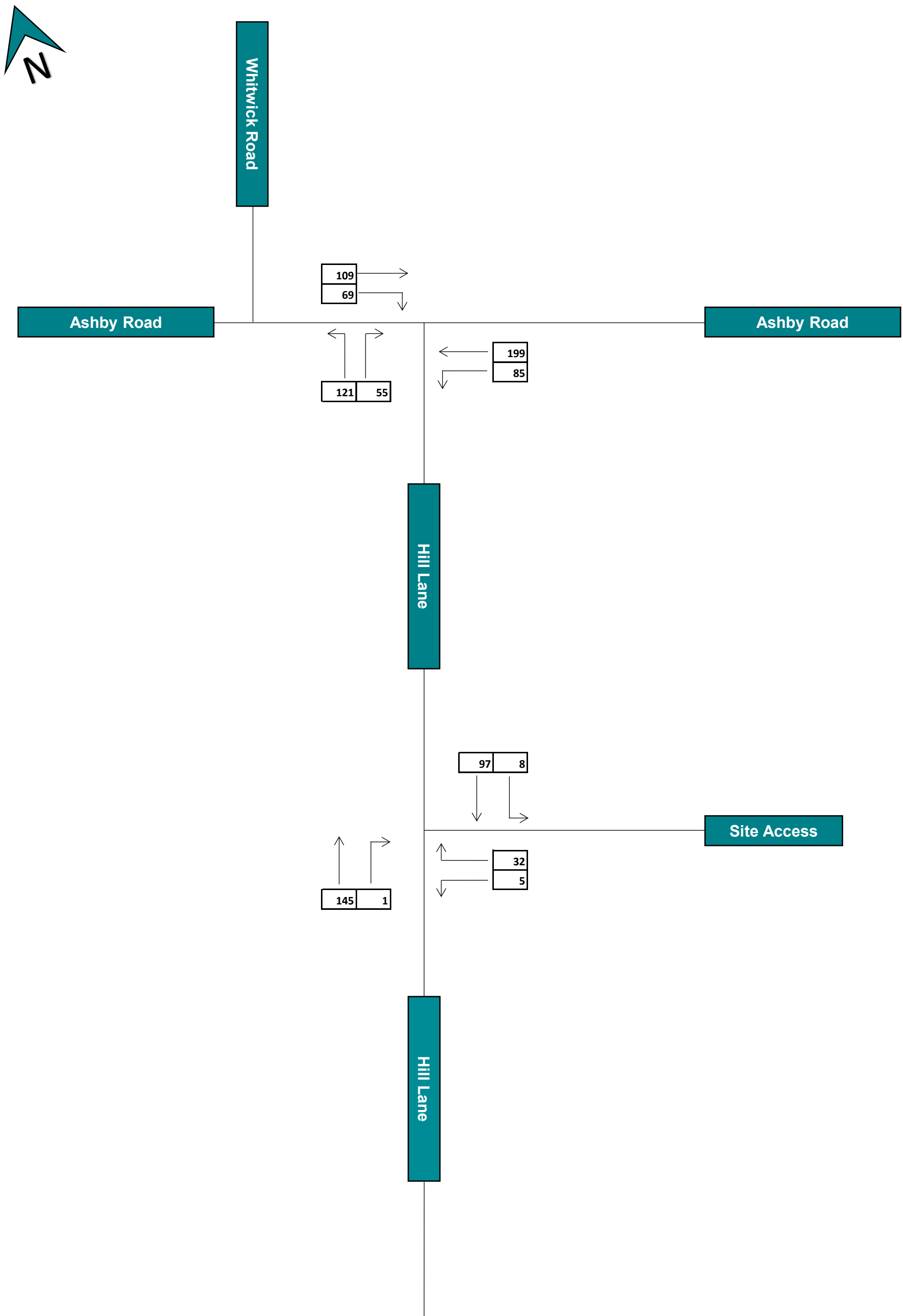


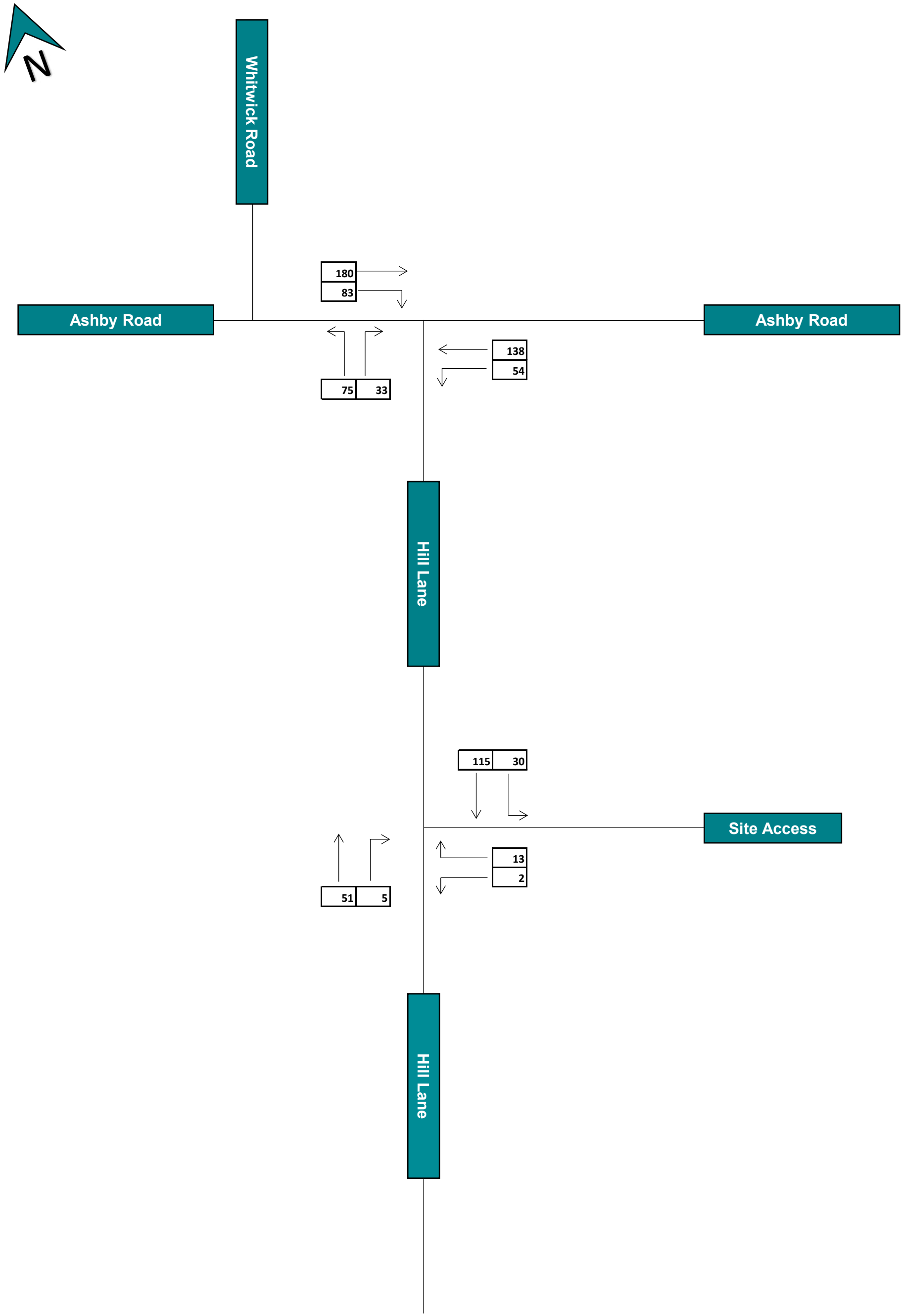






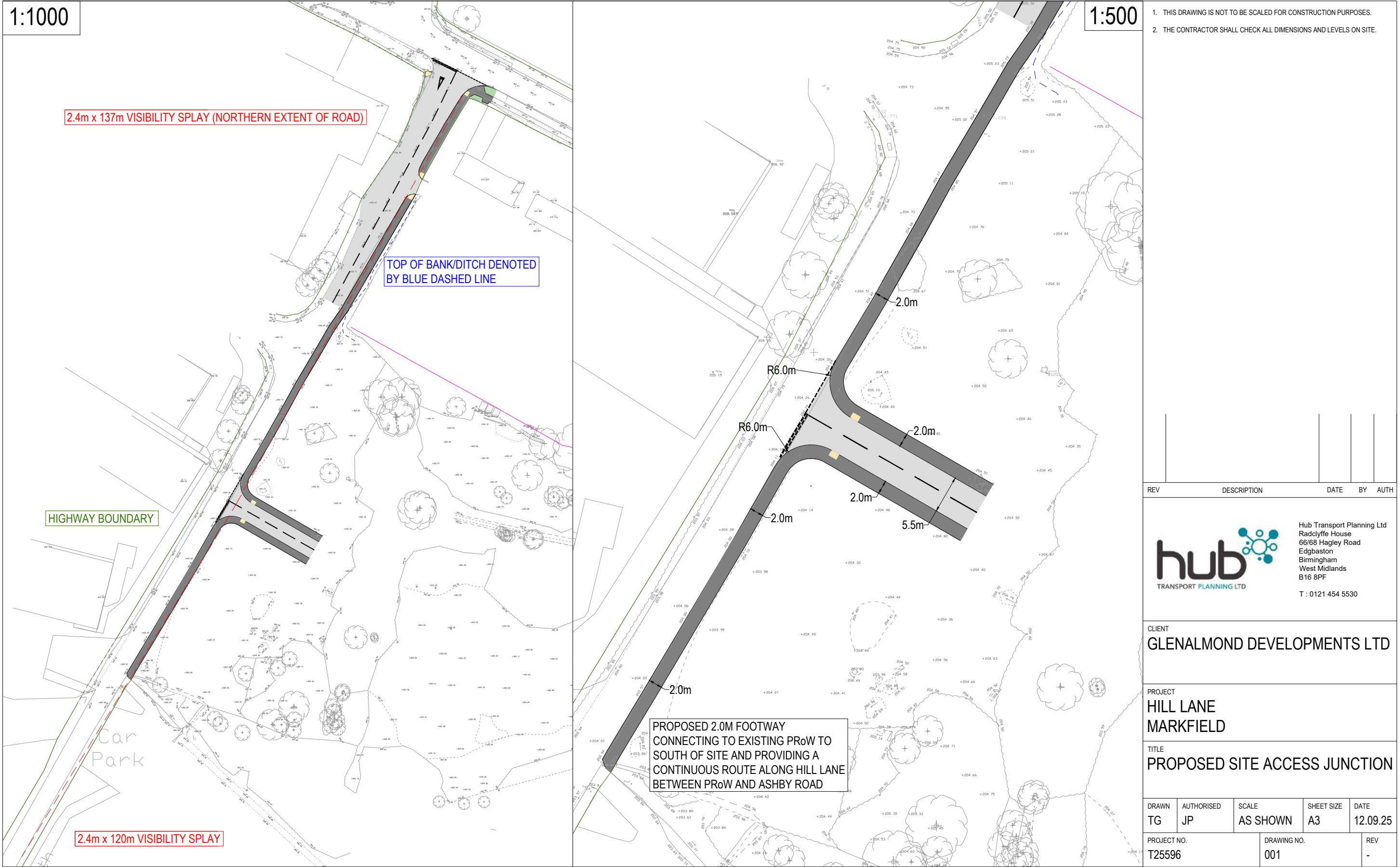






T25596
Hill Lane, Markfield

Drawings



1:1000

1:500

2.4m x 137m VISIBILITY SPLAY (NORTHERN EXTENT OF ROAD)

TOP OF BANK/DITCH DENOTED BY BLUE DASHED LINE

HIGHWAY BOUNDARY

2.4m x 120m VISIBILITY SPLAY

PROPOSED 2.0M FOOTWAY
CONNECTING TO EXISTING PRoW TO
SOUTH OF SITE AND PROVIDING A
CONTINUOUS ROUTE ALONG HILL LANE
BETWEEN PRoW AND ASHBY ROAD

- 1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
- 2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

REV	DESCRIPTION	DATE	BY	AUTH
-----	-------------	------	----	------



Hub Transport Planning Ltd
Radcliffe House
66/68 Hagley Road
Edgbaston
Birmingham
West Midlands
B16 8PF
T : 0121 454 5530

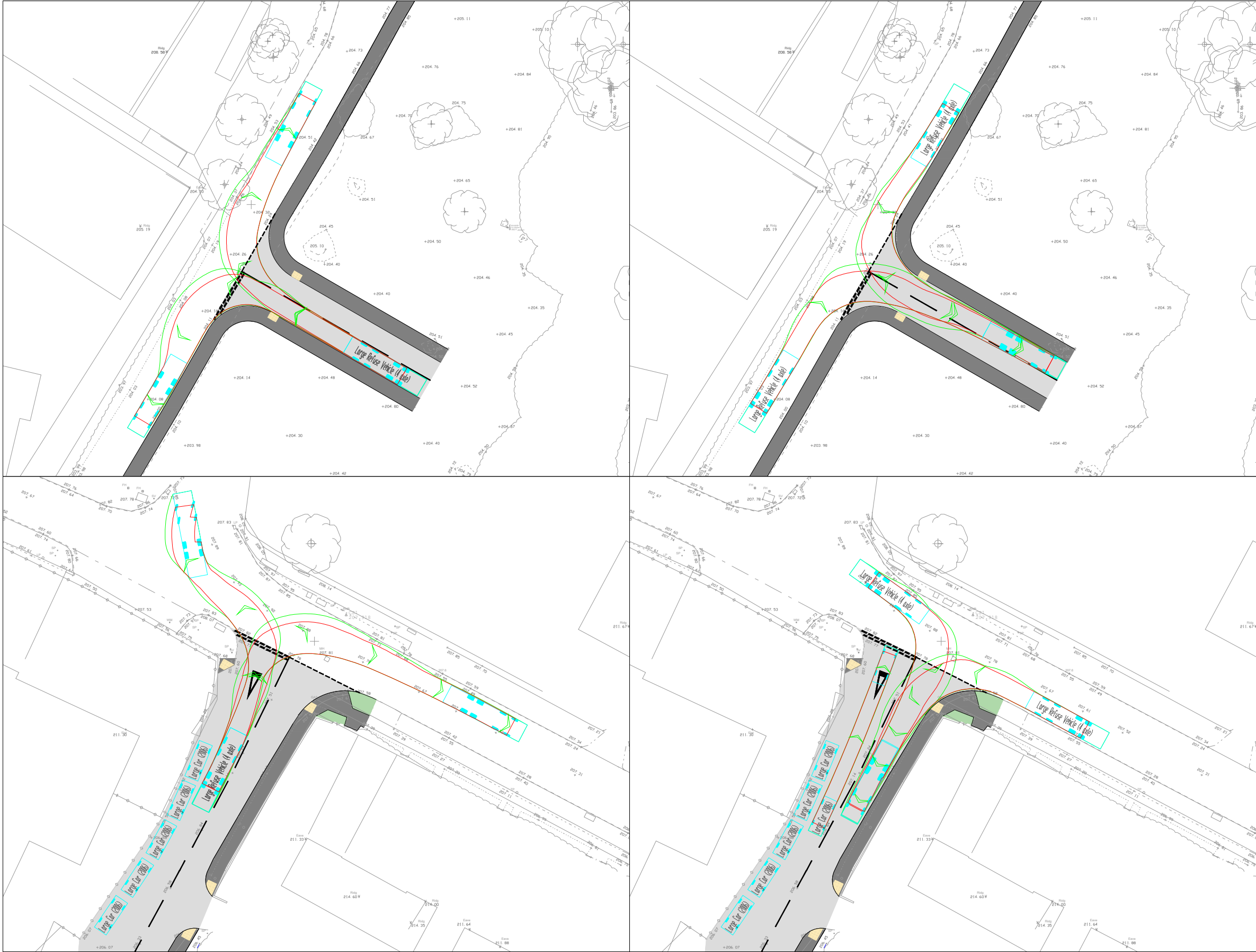
CLIENT
GLENALMOND DEVELOPMENTS LTD

PROJECT
HILL LANE
MARKFIELD

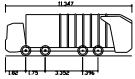
TITLE
PROPOSED SITE ACCESS JUNCTION

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
TG	JP	AS SHOWN	A3	12.09.25

PROJECT NO.	DRAWING NO.	REV
T25596	001	-



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.



Large Refuse Vehicle (4 axle)
Overall Length 12.0m
Overall Width 2.5m
Min Body Ground Clearance 0.25m
Max Track Width 2.5m
Lock to Lock Time 11.33m
Wall to Wall Turning Radius 11.33m



Large Car (2006)
Overall Length 4.2m
Overall Width 1.8m
Min Body Ground Clearance 0.25m
Max Track Width 1.8m
Lock to Lock Time 5.00m
Wall to Wall Turning Radius 5.00m

REV	DESCRIPTION	DATE	BY	AUTH
-----	-------------	------	----	------



Hub Transport Planning Ltd
Radclyffe House
66/68 Hagley Road
Edgbaston
Birmingham
West Midlands
B16 8PF
T : 0121 454 5530

CLIENT
GLENALMOND DEVELOPMENTS LTD

PROJECT
HILL LANE
MARKFIELD

TITLE
SWEEP PATH ANALYSIS 01

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
TG	JP	1:500	A3	12.09.25
PROJECT NO.		DRAWING NO.		REV
T25596		002		-



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

REV	DESCRIPTION	DATE	BY	AUTH
-----	-------------	------	----	------



Hub Transport Planning Ltd
Radclyffe House
66/68 Hagley Road
Edgbaston
Birmingham
West Midlands
B16 8PF

T : 0121 454 5530

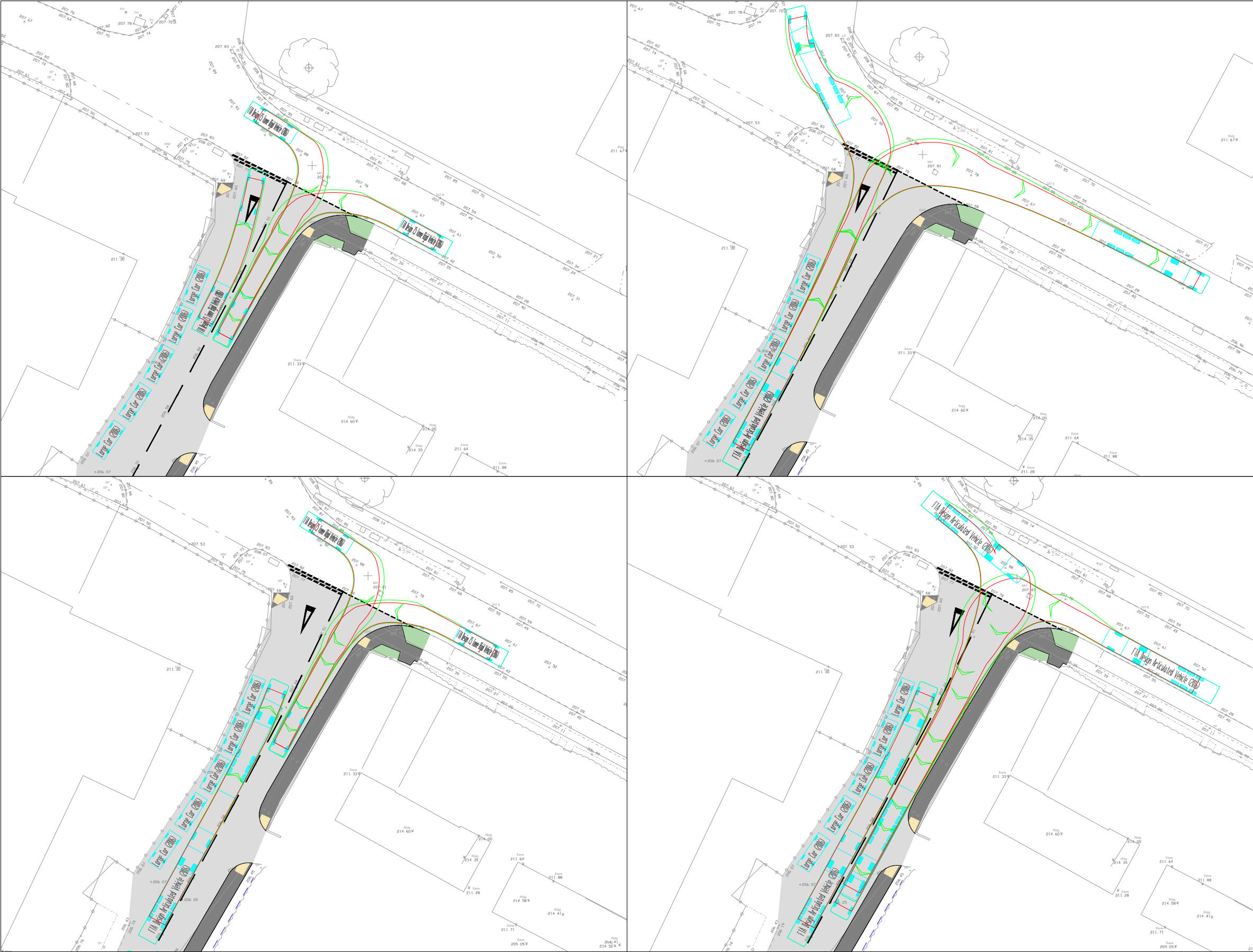
CLIENT
GLENALMOND DEVELOPMENTS LTD

PROJECT
HILL LANE
MARKFIELD

TITLE	PROPOSED ASHBY ROAD JUNCTION IMPROVEMENT
-------	---

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
TG	JP	1:500	A3	12.09.25

PROJECT NO. T25596	DRAWING NO. 003	REV -
-----------------------	--------------------	----------



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.

2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

FTA Design 7.5 Tonne Rigid Vehicle (2016)

Overall Length	11.100m
Overall Width	2.400m
Overall Body Height	3.000m
Min Body Ground Clearance	0.700m
Track Width	0.700m
Lock to Lock Time	3.000s
Kerb to Kerb Turning Radius	7.000m

FTA Design Articulated Vehicle (2016)

Overall Length	12.400m
Overall Width	2.400m
Overall Body Height	3.000m
Min Body Ground Clearance	0.700m
Track Width	0.700m
Lock to Lock Time	3.000s
Kerb to Kerb Turning Radius	6.000m

Large Car (2006)

Overall Length	4.700m
Overall Width	1.800m
Overall Body Height	1.500m
Min Body Ground Clearance	0.700m
Track Width	0.700m
Lock to Lock Time	3.000s
Kerb to Kerb Turning Radius	5.000m

REV	DESCRIPTION	DATE	BY	AUTH

Hub Transport Planning Ltd
Radcliffe House
66/68 Hagley Road
Edgbaston
Birmingham
West Midlands
B16 8PF
T : 0121 454 5530

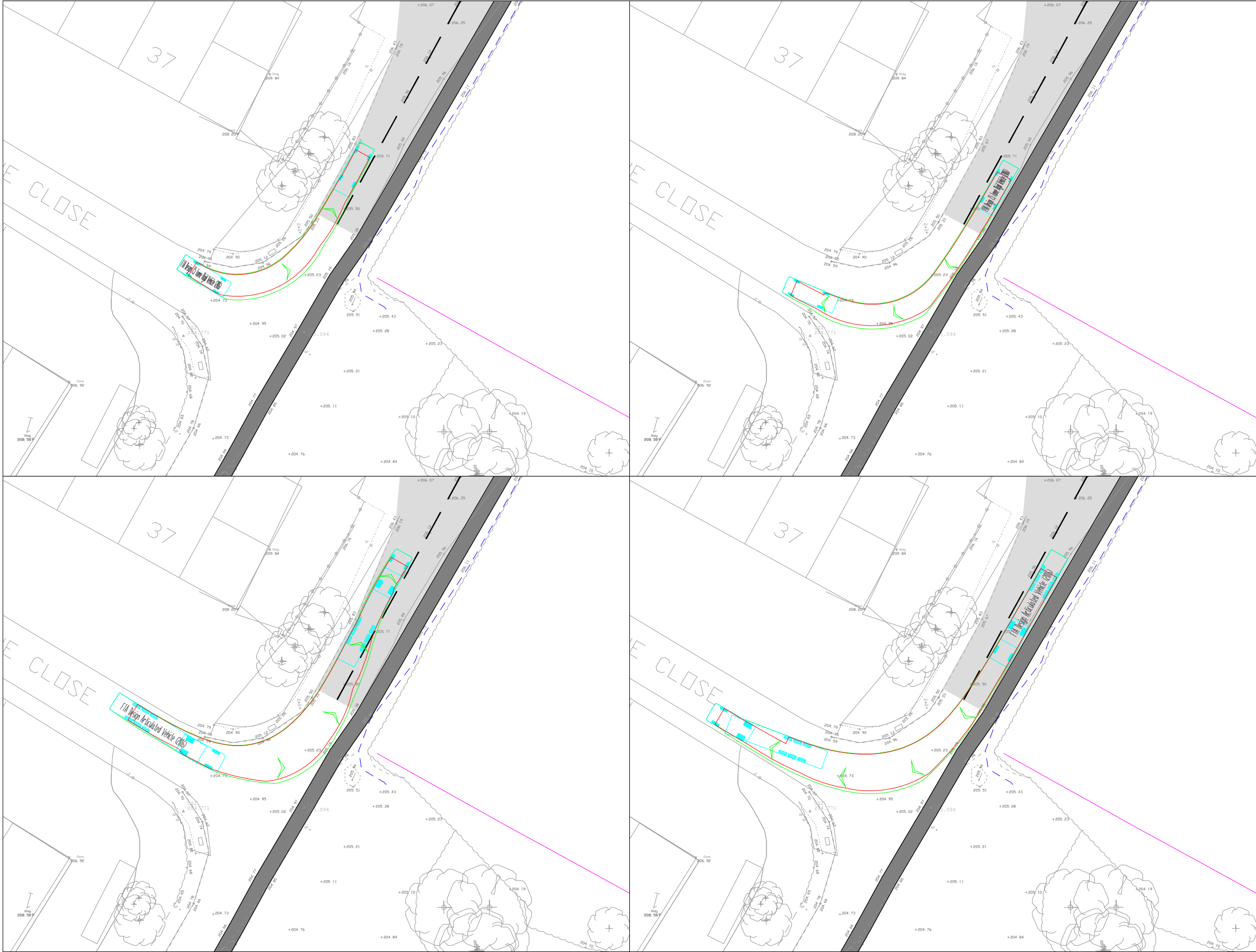
CLIENT
GLENALMOND DEVELOPMENTS LTD

PROJECT
HILL LANE
MARKFIELD

TITLE
SWEPT PATH ANALYSIS 02

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
TG	JP	1:500	A3	12.09.25

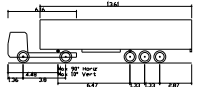
PROJECT NO.	DRAWING NO.	REV
T25596	004	-



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.



FTA Design 7.5 Tonne Rigid Vehicle (2016)
Overall Length 11.1m
Overall Width 2.4m
Overall Height 3.1m
Min Body Ground Clearance 0.7m
Track Width 2.0m
Lock to Lock Time 3.0m
Kerb to Kerb Turning Radius 7.00m



FTA Design Articulated Vehicle (2016)
Overall Length 12.4m
Overall Width 2.4m
Overall Height 3.1m
Min Body Ground Clearance 0.7m
Track Width 2.0m
Lock to Lock Time 3.0m
Kerb to Kerb Turning Radius 6.00m

REV	DESCRIPTION	DATE	BY	AUTH
-----	-------------	------	----	------



Hub Transport Planning Ltd
Radcliffe House
66/68 Hagley Road
Edgbaston
Birmingham
West Midlands
B16 8PF
T : 0121 454 5530

CLIENT
GLENALMOND DEVELOPMENTS LTD

PROJECT
HILL LANE
MARKFIELD

TITLE
SWEPT PATH ANALYSIS 03

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
TG	JP	1:500	A3	12.09.25
PROJECT NO. T25596		DRAWING NO. 005		REV -



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

REV	DESCRIPTION	DATE	BY	AUTH
-----	-------------	------	----	------



TRANSPORT PLANNING LTD

Hub Transport Planning Ltd
Radcliffe House
66/68 Hagley Road
Edgbaston
Birmingham
West Midlands
B16 8PF
T : 0121 454 5530

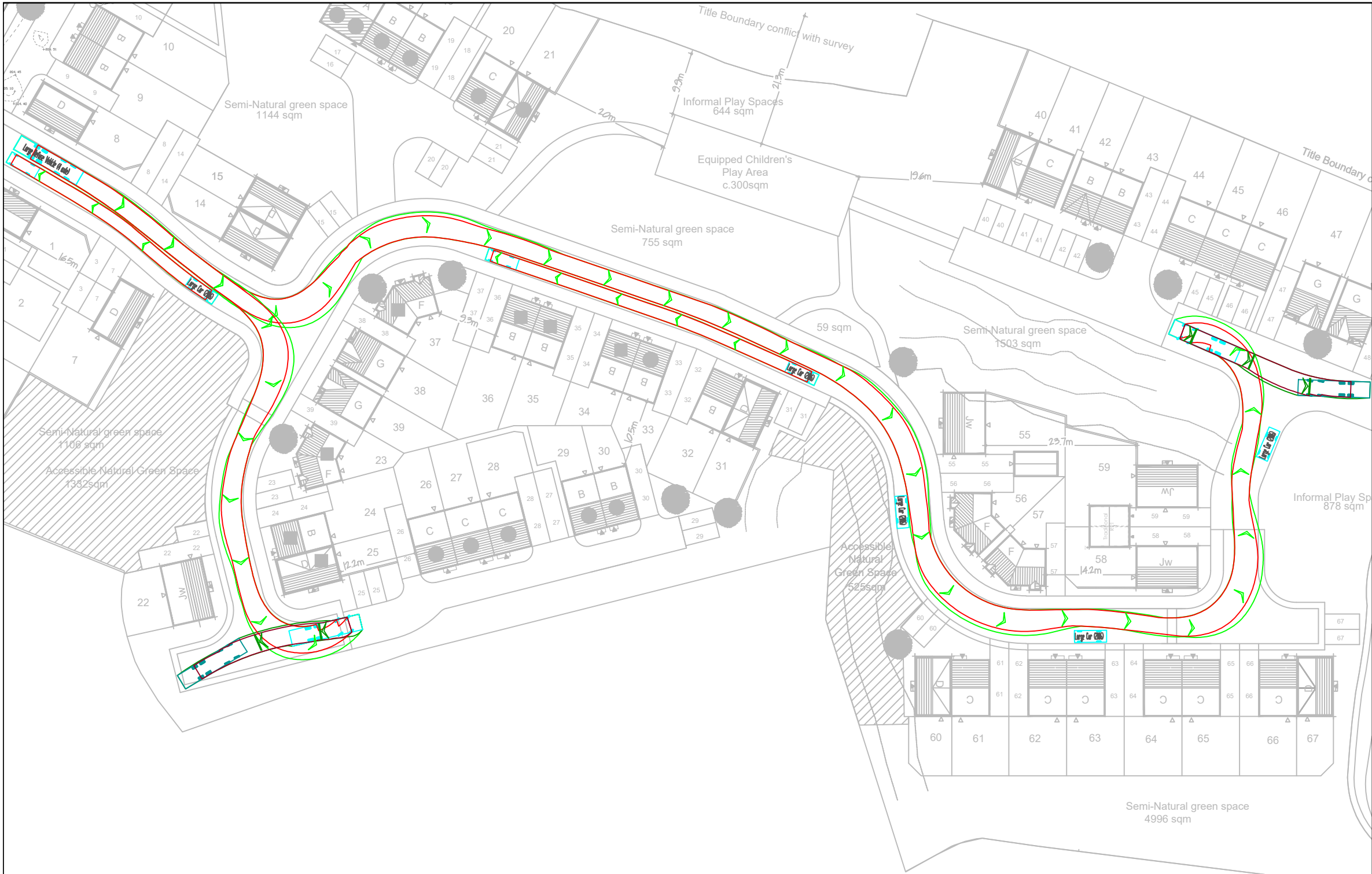
CLIENT
GLENALMOND DEVELOPMENTS LTD

PROJECT
HILL LANE
MARKFIELD

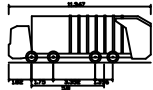
TITLE
PROPOSED HILL LANE GATEWAY
FEATURE AND SPEED LIMIT CHANGE

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
TG	JP	AS SHOWN	A3	12.09.25

PROJECT NO.	DRAWING NO.	REV
T25596	006	-



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.



Large Refuse Vehicle (4 axle)
Overall Length 11.347m
Overall Width 2.80m
Overall Body Height 3.20m
Max Body Ground Clearance 3.20m
Max Track Width 11.330m
Max Lock to Lock Time 11.330m
Wall to Wall Turning Radius 11.330m



Large Car (2006)
Overall Length 5.672m
Overall Width 1.80m
Overall Body Height 1.50m
Max Body Ground Clearance 1.50m
Max Track Width 1.50m
Max Lock to Lock Time 1.50m
Kerb to Kerb Turning Radius 3.00m

REV	DESCRIPTION	DATE	BY	AUTH
A	FIRST REVISION	22.10.25	TG	JP



Hub Transport Planning Ltd
Radcliffe House
66/68 Hagley Road
Edgbaston
Birmingham
West Midlands
B16 8PF
T : 0121 454 5530

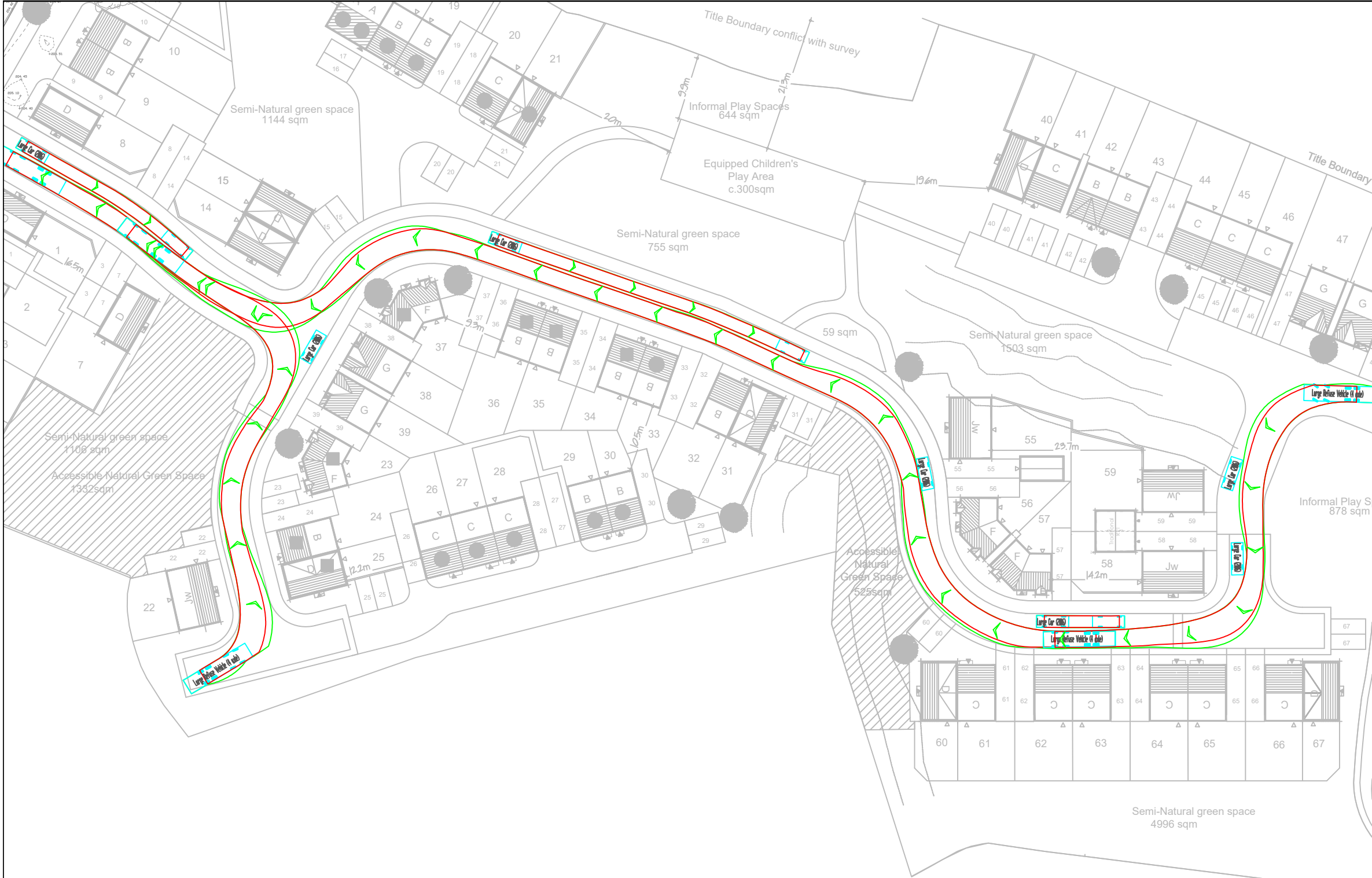
CLIENT
GLENALMOND DEVELOPMENTS LTD

PROJECT
**HILL LANE
MARKFIELD**

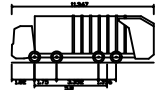
TITLE
**INTERNAL LAYOUT - REFUSE
VEHICLE SWEEP PATH ANALYSIS 01**

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
TG	JP	NTS	A3	21.10.25

PROJECT NO.	DRAWING NO.	REV
T25596	008	A



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.



Large Refuse Vehicle (4 axle)
Overall Length 11.347m
Overall Width 2.500m
Overall Body Height 3.000m
Min Body Ground Clearance 0.600m
Max Track Width 2.500m
Lock to Lock time 11.30m
Wall to Wall Turning Radius 11.30m



Large Car (2006)
Overall Length 4.500m
Overall Width 1.800m
Overall Body Height 1.500m
Min Body Ground Clearance 0.100m
Max Track Width 1.800m
Lock to Lock time 3.00m
Wall to Wall Turning Radius 3.00m

A	FIRST REVISION	22.10.25	TG	JP
REV	DESCRIPTION	DATE	BY	AUTH



Hub Transport Planning Ltd
Radcliffe House
66/68 Hagley Road
Edgbaston
Birmingham
West Midlands
B16 8PF
T : 0121 454 5530

CLIENT
GLENALMOND DEVELOPMENTS LTD

PROJECT
**HILL LANE
MARKFIELD**

TITLE
**INTERNAL LAYOUT - REFUSE
VEHICLE SWEEP PATH ANALYSIS 02**

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
TG	JP	NTS	A3	21.10.25

PROJECT NO.	DRAWING NO.	REV
T25596	009	A

Appendix A

LCC Pre-Application Consultee Comments

PRE-APPLICATION DETAILS

District Reference Number: 25/10062/PREMAJ

Highway Reference Number: 2025/1575/04/HEN

Location: Land Opposite Industrial Estate Hill Lane Markfield Leicestershire

Proposal: Enquiry. 65 Dwellings.

GENERAL DETAILS

Planning Case Officer: Matt Jedruch

Applicant: via Hinckley and Bosworth Borough Council

Parish: Markfield

Road Classification: Adopted Unclassified

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

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

Background

The Local Highway Authority (LHA) are in receipt of a pre-application enquiry for the construction of 65 dwellings at land opposite Industrial Estate, Hill Lane, Markfield.

The LHA is aware of application reference 21/00387/OUT for up to 72 dwellings at the same site. The LHA advised no objection to that application subject to conditions and contributions; however it is noted the application was refused by the Local Planning Authority on 23rd February 2022 on non-highways grounds.

Note – The LHA have included hyperlinks to relevant sections of the [Leicestershire Highway Design Guide \(LHDG\)](#) within this report. These are underlined and in blue text.

Based on [Table 1](#) of the LHDG, the proposals would need to be accompanied by a Transport Statement. Further information on these can be obtained from the [transport assessments, statements and travel plans](#) section of the LHDG.

The LHA note that the previous Transport Statement (TS) for application reference 21/00387/OUT has been submitted in support of the proposals. For the avoidance of doubt, the LHA advise this document is now out of date and will not be accepted as part of any future planning application. The Applicant will need to fully update the TS to reflect the current situation.

Site Access

Access to the site would be from Hill Lane, which is subject to the national speed limit.

Notwithstanding the previous application, supporting information in respect of the site access arrangements will need to be up to date.

The LHA would advise the Applicant to follow the [road layouts and design](#) section of the LHDG.

The site access would need to be designed in accordance with [Table 3](#) and [Table 9](#) of the LHDG and [swept path analysis](#) would need to be undertaken as per the LHDG guidance, with details of the vehicle speeds used provided on the drawing. Swept path analysis of a Phoenix 2 Series - Smooth Body RCV, EURO 5i - WIDE TRACK refuse collection vehicle accessing and egressing the access in all directions would be required. Tracking should be undertaken at 15kph for all permitted manoeuvres.

Vehicular visibility splays would need to be based on [Table 6](#) of the LHDG. The LHA strongly advise that an automatic (not handheld radar) speed survey is undertaken at the site access to demonstrate that an appropriate visibility splay can be achieved. Any speed and traffic surveys will need to be no more than three years old. The Applicant should be advised that a permit is required to carry out any traffic count/speed survey on the public highway within Leicestershire. A permit can be obtained by contacting 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.

The LHA will require the Applicant to submit an independent Stage 1 Road Safety Audit (RSA1) of the site access proposals and any off-site works, along with a Designer's Response to any problems raised with a revised drawing (if necessary) taking on board any changes to the design. Further information can be found on Road Safety Audits within the LHDG [road safety audit policy](#).

A 2.0m wide adoptable footway will be required to link the site to existing footway provisions in Markfield.

The LHA note that the red line boundary of the site appears to connect to Upland Drive. The LHA would strongly advise a pedestrian/ cycle link is provided to Upland Drive as this would improve the permeability of the site and shorten walking/ cycling links to the centre of Markfield.

Highway Safety

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

Trip Generation/ Distribution

Trip generation for development will need to be considered by the Applicant. The LHA would likely accept trip rates used for the previous application.

Trip distribution can be considered as per the previous application based on 2011 Census data.

Junction Capacity Assessments

The LHA advise that should the proposals generate approximately 30 or more additional two-way trips (e.g. 15 arrivals and 15 departures) in either the AM or PM peak hours at any key junction, capacity assessments would be required. At this stage, the LHA anticipates at least the following junctions may need consideration:

- Site access/ Hill Lane;
- Hill Lane/ Ashby Road/ Whitwick Road priority junction;

- Hill Lane/ Forest Road priority junction; and
- Leicester Road/ A50 Leicester Road/ Markfield Lane/ Launde Road roundabout (Field Head Roundabout).

Capacity assessments should consider a base year with traffic counts factored up to the year the application is submitted (e.g. 2025), along with a future year which is five years following on from the base year (e.g. 2030).

Committed developments in the area will also require consideration, including:

- 20/00887/FUL - Demolition of existing conference centre and a residential building and erection of a new conference centre, including indoor sports facility, and new residential building with associated landscaping. The Islamic Foundation, Markfield Conference Centre, Ratby Lane, Markfield;
- 20/01283/FUL – 282 dwellings, Land off London Road, Markfield; and
- 21/00787/OUT – 93 dwellings, Land North East of Ashby Road.

In addition, the LHA would strongly advise that the following developments are considered as part of a sensitivity test in the event planning permission was to be granted:

- 23/01144/FUL – 72 bed care home – Land off Leicester Road, Markfield; and
- Charnwood Borough Council application reference P/22/1031/2 – 115 dwellings, land south of Markfield Lane, Field Head, Markfield.

As stated above, traffic counts must not be more than three years old at the time any future application is submitted and undertaken in a traffic neutral month. It should be noted Covid-19 uplift factors must be applied to traffic flows undertaken up to 2nd September 2022. These would have been provided by LCC on application for a survey permit or ndi@leics.gov.uk can be contacted to provide the uplift factors and a retrospective survey permit (if necessary). However, the LHA would advise the Applicant to undertake new surveys to provide a robust assessment of the current situation.

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

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

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

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

Off-Site Implications

As part of the previous application, the LHA requested a contribution towards the Coalville Transport Strategy due to the impact of the proposed development on the Field Head Roundabout. The LHA advise that it is likely a similar contribution would be required as part of the current development proposals. The LHA strongly advise a capacity assessment of the roundabout is undertaken, irrespective of whether 30 two-way trips are generated through the roundabout.

The LHA has continued to seek contributions towards improvements to the junction as part of other nearby developments. Further information regarding the A511 Growth Corridor Scheme is available at <https://www.leicestershire.gov.uk/roads-and-travel/road-projects/a511-growth-corridor-scheme/scheme-overview>.

Internal Layout

The internal layout of the development would need to be designed fully in accordance with the LHDG for it to be considered for adoption. The Applicant should be aware of the LHAs [Highway Adoption Policy](#).

Parking provision (including visitor parking) should be designed in accordance with the [off-street residential car parking standards](#) and [design principles for off-street parking](#) detailed within the LHDG.

Swept path analysis of a refuse collection vehicle, to the specification and speeds detailed further above, would be required throughout the site.

Transport Sustainability

It should be noted the extent of the site is over an 800m walk to the nearest bus stop and over a 1KM to the village primary school. The provision of street lighting would be required along the pedestrian footway, which could feel quite isolated in places. As detailed further above, walking/ cycling links to the village centre could be reduced if a link to Upland Drive was provided.

Section 106 Contributions

At this stage, the LHA advise it would usually require one Travel Pack per dwelling (currently at a cost of £52.85 each), along with two x six-month bus passes (current cost of £510 per pass for an Arriva service) per dwelling and potentially improvements to the nearest two bus stops such as raised kerbs, timetable cases etc.

Date Received
6 May 2025

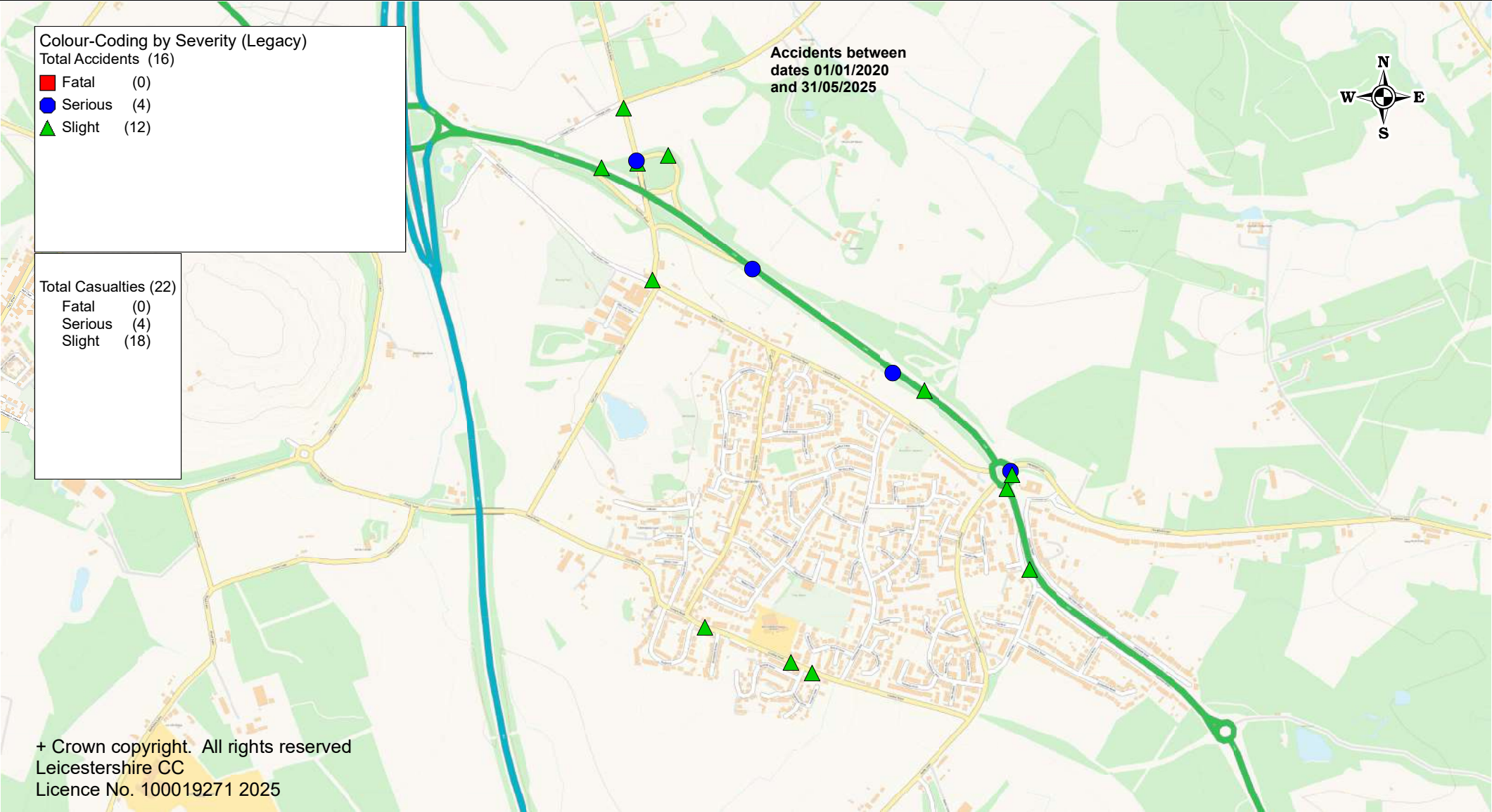
Case Officer
Ben Dutton

Reviewer
DH

Date issued
02 June 2025

Appendix B

Personal Injury Accident Data (PIA)



Her Majesty's Office (c) Crown Copyright



Hub Markfield

SCALE	1 : 15130
DATE	31/07/2025
DRAWING No.	
DRAWN BY	

Accidents between dates 01/01/2020 and 31/05/2025 (65) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2025 ("Hub Markfield 31.07.2025")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202000045	14/01/2020	448583	311048	Fine without high winds	Wet/Damp	Daylight	Slight	0839

Location: C5111 WHITWICK ROAD MARKFIELD JUNCTION WITH A50 SLIP ROAD (NORTHERN SIDE)

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle	Slight
Passenger	

Accidents between dates 01/01/2020 and 31/05/2025 (65) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2025 ("Hub Markfield 31.07.2025")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202000127	23/01/2020	449400	310400	Fine without high winds	Dry	Darkness: street lights present and lit	Slight	1830

Location: A50 SOUTHBOUND NEWTOWN LINFORD EXACT LOCATION UNKNOWN.

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle	Slight
Passenger	

Accidents between dates 01/01/2020 and 31/05/2025 (65) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2025 ("Hub Markfield 31.07.2025")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202000276	31/05/2020	448910	310746	Fine without high winds	Dry	Daylight	Serious	0650

Location: A50 NORTHBOUND NEWTOWN LINFORD APPROACHING WHITWICK ROAD SLIPROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Van / Goods 3.5 tonnes mgw and under	Not at, or within 20M of Jct	Overtaking moving vehicle O/S	SE	NW
Pedal Cycle (Including pedal assisted electric bicycles)	Not at, or within 20M of Jct	Going ahead other	SE	NW

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates 01/01/2020 and 31/05/2025 (65) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2025 ("Hub Markfield 31.07.2025")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202000789	07/10/2020	448625	310715	Raining without high winds	Wet/Damp	Darkness: street lighting unknown	Slight	2050

Location: C5108 ASHBY ROAD MARKFIELD JW ALTAR STONES LANE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Cleared junction or waiting/parked at junction exit	Going ahead right bend	SE	N
Car	Cleared junction or waiting/parked at junction exit	Parked	Parked	Parked

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2020 and 31/05/2025 (65) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2025 ("Hub Markfield 31.07.2025")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202000808	15/10/2020	449020	309625	Fine without high winds	Dry	Daylight	Slight	0845

Location: C5107 LONDON ROAD MARKFIELD OUTSIDE NUMBER 37.

Vehicles:

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

Casualties:

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

Accidents between dates01/01/2020 and 31/05/2025 (65) months

Selection:Notes:

; Refined using Accidents within selected Polygons -Data Requests 2025 ("Hub Markfield 31.07.2025")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202000996	23/12/2020	449635	310120	Fine without high winds	Wet/Damp	Darkness: street lights present and lit	Slight	1645

Location:A50 NORTHBOUND MARKFIELD AT FIELD HEAD ROUNDABOUT.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering roundabout	Starting	S	N
Car	Entering roundabout	Starting	S	N

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202001171	28/10/2020	449700	309890	Fine without high winds	Dry	Daylight	Slight	1311

Location:A50 MARKFIELD EXACT LOCATION & DIRECTIONS UNKNOWN.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	U-turn	S	S
Car	Not at, or within 20M of Jct	Going ahead other	S	N

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2020 and 31/05/2025 (65) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2025 ("Hub Markfield 31.07.2025")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202100138	19/03/2021	448580	311055	Raining without high winds	Wet/Damp	Daylight	Serious	1305

Location: C5111 WHITWICK ROAD MARKFIELD JW A50 SLIPROAD.

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Serious

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202200171	27/02/2022	449310	310450	Fine without high winds	Dry	Darkness: street lights present and lit	Serious	1739

Location: A50 NEWTOWN LINFORD EXACT LOCATION UNKNOWN.

Vehicles:

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

Casualties:

Class	Severity
Pedestrian	Serious

Accidents between dates 01/01/2020 and 31/05/2025 (65) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2025 ("Hub Markfield 31.07.2025")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202200384	11/05/2022	448480	311035	Raining without high winds	Wet/Damp	Daylight	Slight	0740

Location: A50 EASTBOUND MARKFIELD APPROX 100M E SLIPROAD TO WHITWICK ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead other	W	E
Car	Not at, or within 20M of Jct	Going ahead but held up	W	E
Van / Goods 3.5 tonnes mgw and under	Not at, or within 20M of Jct	Going ahead but held up	W	E
Taxi/Private hire car	Not at, or within 20M of Jct	Going ahead but held up	W	E

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates01/01/2020 and 31/05/2025 (65) months

Selection:Notes:

; Refined using Accidents within selected Polygons -Data Requests 2025 ("Hub Markfield 31.07.2025")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202300760	23/08/2023	448543	311205	Fine without high winds	Dry	Darkness: no street lighting	Slight	2045

Location: C5111 WHITWICK ROAD MARKFIELD JW PRIORY LANE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Jct Approach	Overtaking stat vehicle O/S	S	N
Van / Goods 3.5 tonnes mgw and under	Jct Approach	Starting	S	E

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202400075	15/01/2024	448775	309725	Fine without high winds	Dry	Darkness: street lights present and lit	Slight	2030

Location: C5107 LONDON ROAD MARKFIELD JW CAPTAINS LANE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving main road	Reversing	Unknown	Unknown

Casualties:

Class	Severity
Pedestrian	Slight

Accidents between dates01/01/2020 and 31/05/2025 (65) months

Selection:Notes:

; Refined using Accidents within selected Polygons -Data Requests 2025 ("Hub Markfield 31.07.2025")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202400573	23/06/2024	449645	310170	Fine without high winds	Dry	Darkness: street lights present and lit	Less serious	0200

Location: A50 FIELD HEAD ROUNDABOUT NEWTOWN LINFORD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering roundabout	Going ahead	N	S

Casualties:

Class	Severity
Driver / Rider	Less serious

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202400805	04/09/2024	449080	309595	Fine without high winds	Dry	Daylight	Slight	1710

Location: C5707 LONDON ROAD MARKFIELD OUTSIDE NUMBER 48.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead	E	W
Pedal Cycle (Including pedal assisted electric bicycles)	Not at, or within 20M of Jct	Going ahead	E	W

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2020 and 31/05/2025 (65) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2025 ("Hub Markfield 31.07.2025")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202500361	12/04/2025	449650	310160	Fine without high winds	Dry	Daylight	Slight	1345

Location: A50 FIELD HEAD ROUNDABOUT NEWTOWN LINFORD JW MARKFIELD LANE.

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202500448	10/05/2025	448670	311070	Fine without high winds	Dry	Daylight	Slight	1030

Location: A50 SLIPROAD MARKFIELD APPROX 75M E WHITWICK ROAD.

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2020 and 31/05/2025 (65) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2025 ("Hub Markfield 31.07.2025")

Number of records in selection: 16

Appendix C

Automatic Traffic Count Data (ATC)

13381		MARKFIELD								
MAY 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: 13381001	Hill Lane, Markfield 52.68990, -1.28357	Channel: Northbound	Wed 15-May-24	Tue 21-May-24	NSL	3995	646	571	42.9	36.1
		Channel: Southbound	Wed 15-May-24	Tue 21-May-24		4649	738	664	46.6	38.7

13381		MARKFIELD					Site No: 13381001		Location		Hill Lane, Markfield				
Wed 15-May-24 to Tue 21-May-24						Channel: Northbound									
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		
			CAR-BASED LGV	VEHICLES									AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 15-May-24															
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
05:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0
06:00	18	0	14	4	0	0	0	0	0	0	0	0	0	0	0
07:00	52	1	46	5	0	0	0	0	0	0	0	0	0	0	0
08:00	101	1	87	12	1	0	0	0	0	0	0	0	0	0	0
09:00	40	0	35	5	0	0	0	0	0	0	0	0	0	0	0
10:00	33	0	26	7	0	0	0	0	0	0	0	0	0	0	0
11:00	25	1	20	4	0	0	0	0	0	0	0	0	0	0	0
12:00	41	0	34	7	0	0	0	0	0	0	0	0	0	0	0
13:00	31	0	29	2	0	0	0	0	0	0	0	0	0	0	0
14:00	40	1	38	1	0	0	0	0	0	0	0	0	0	0	0
15:00	74	1	63	10	0	0	0	0	0	0	0	0	0	0	0
16:00	46	0	41	5	0	0	0	0	0	0	0	0	0	0	0
17:00	56	1	54	1	0	0	0	0	0	0	0	0	0	0	0
18:00	31	0	29	2	0	0	0	0	0	0	0	0	0	0	0
19:00	19	2	11	5	0	0	0	0	0	1	0	0	0	0	0
20:00	25	1	23	1	0	0	0	0	0	0	0	0	0	0	0
21:00	11	0	9	2	0	0	0	0	0	0	0	0	0	0	0
22:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
23:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	570	6	502	61	1	0	0	0	0	0	0	0	0	0	0
16H,6-22	643	9	559	73	1	0	0	0	0	1	0	0	0	0	0
18H,6-24	651	9	567	73	1	0	0	0	0	1	0	0	0	0	0
24H,0-24	664	9	580	73	1	0	0	0	0	1	0	0	0	0	0

13381		MARKFIELD					Site No: 13381001		Location		Hill Lane, Markfield				
Wed 15-May-24 to Tue 21-May-24						Channel: Northbound									
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		
Thu 16-May-24															
00:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	11	0	9	1	0	1	0	0	0	0	0	0	0	0	0
06:00	20	0	15	4	0	0	0	0	1	0	0	0	0	0	0
07:00	48	1	45	2	0	0	0	0	0	0	0	0	0	0	0
08:00	108	1	90	16	1	0	0	0	0	0	0	0	0	0	0
09:00	39	0	33	6	0	0	0	0	0	0	0	0	0	0	0
10:00	32	0	26	4	0	0	2	0	0	0	0	0	0	0	0
11:00	33	0	30	2	0	0	1	0	0	0	0	0	0	0	0
12:00	40	0	36	3	1	0	0	0	0	0	0	0	0	0	0
13:00	35	0	30	5	0	0	0	0	0	0	0	0	0	0	0
14:00	34	0	27	6	0	0	0	0	0	0	0	0	1	0	0
15:00	76	0	69	7	0	0	0	0	0	0	0	0	0	0	0
16:00	46	0	37	9	0	0	0	0	0	0	0	0	0	0	0
17:00	38	0	36	2	0	0	0	0	0	0	0	0	0	0	0
18:00	38	0	35	3	0	0	0	0	0	0	0	0	0	0	0
19:00	28	0	27	1	0	0	0	0	0	0	0	0	0	0	0
20:00	19	0	18	0	0	0	0	0	1	0	0	0	0	0	0
21:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	0
22:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0
23:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	567	2	494	65	2	0	3	0	0	0	0	0	1	0	0
16H,6-22	641	2	560	71	2	0	3	0	2	0	0	0	1	0	0
18H,6-24	647	2	564	73	2	0	3	0	2	0	0	0	1	0	0
24H,0-24	661	2	576	74	2	1	3	0	2	0	0	0	1	0	0

13381		MARKFIELD					Site No: 13381001		Location		Hill Lane, Markfield				
Wed 15-May-24 to Tue 21-May-24						Channel: Northbound									
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		
			CAR-BASED LGV	VEHICLES									AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 17-May-24															
00:00	0	0	0	0	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	11	0	10	1	0	0	0	0	0	0	0	0	0	0	0
06:00	17	0	12	4	0	1	0	0	0	0	0	0	0	0	0
07:00	57	3	52	2	0	0	0	0	0	0	0	0	0	0	0
08:00	102	0	88	13	0	1	0	0	0	0	0	0	0	0	0
09:00	47	1	41	4	0	0	1	0	0	0	0	0	0	0	0
10:00	28	1	23	4	0	0	0	0	0	0	0	0	0	0	0
11:00	28	0	24	4	0	0	0	0	0	0	0	0	0	0	0
12:00	40	1	33	6	0	0	0	0	0	0	0	0	0	0	0
13:00	32	1	27	4	0	0	0	0	0	0	0	0	0	0	0
14:00	36	0	35	1	0	0	0	0	0	0	0	0	0	0	0
15:00	79	1	69	8	0	1	0	0	0	0	0	0	0	0	0
16:00	59	2	50	6	0	0	1	0	0	0	0	0	0	0	0
17:00	35	1	30	4	0	0	0	0	0	0	0	0	0	0	0
18:00	17	0	16	1	0	0	0	0	0	0	0	0	0	0	0
19:00	26	0	26	0	0	0	0	0	0	0	0	0	0	0	0
20:00	15	0	14	1	0	0	0	0	0	0	0	0	0	0	0
21:00	6	0	4	2	0	0	0	0	0	0	0	0	0	0	0
22:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
23:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	560	11	488	57	0	2	2	0	0	0	0	0	0	0	0
16H,6-22	624	11	544	64	0	3	2	0	0	0	0	0	0	0	0
18H,6-24	630	11	550	64	0	3	2	0	0	0	0	0	0	0	0
24H,0-24	643	11	562	65	0	3	2	0	0	0	0	0	0	0	0

13381		MARKFIELD				Site No: 13381001		Location		Hill Lane, Markfield					
Wed 15-May-24 to Tue 21-May-24						Channel: Northbound									
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		
			CAR-BASED LGV	VEHICLES									AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 18-May-24															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
06:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0	0
07:00	9	0	7	2	0	0	0	0	0	0	0	0	0	0	0
08:00	29	5	20	4	0	0	0	0	0	0	0	0	0	0	0
09:00	40	1	35	4	0	0	0	0	0	0	0	0	0	0	0
10:00	30	0	27	3	0	0	0	0	0	0	0	0	0	0	0
11:00	33	0	28	4	0	0	1	0	0	0	0	0	0	0	0
12:00	45	2	43	0	0	0	0	0	0	0	0	0	0	0	0
13:00	41	5	35	1	0	0	0	0	0	0	0	0	0	0	0
14:00	27	0	25	1	0	1	0	0	0	0	0	0	0	0	0
15:00	30	0	29	1	0	0	0	0	0	0	0	0	0	0	0
16:00	24	0	23	1	0	0	0	0	0	0	0	0	0	0	0
17:00	21	0	21	0	0	0	0	0	0	0	0	0	0	0	0
18:00	16	0	16	0	0	0	0	0	0	0	0	0	0	0	0
19:00	19	0	18	1	0	0	0	0	0	0	0	0	0	0	0
20:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0	0
21:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
22:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	345	13	309	21	0	1	1	0	0	0	0	0	0	0	0
16H,6-22	387	13	348	24	0	1	1	0	0	0	0	0	0	0	0
18H,6-24	391	13	352	24	0	1	1	0	0	0	0	0	0	0	0
24H,0-24	398	13	359	24	0	1	1	0	0	0	0	0	0	0	0

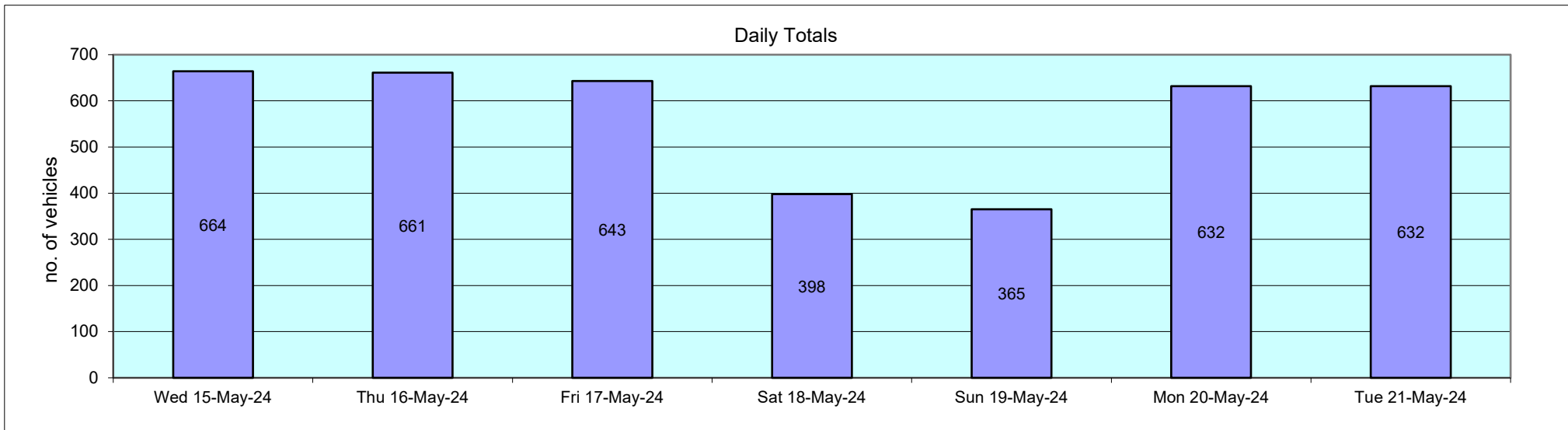
13381		MARKFIELD				Site No: 13381001		Location		Hill Lane, Markfield					
Wed 15-May-24 to Tue 21-May-24						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		
			CAR-BASED LGV	VEHICLES									AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 19-May-24															
00:00	3	0	3	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
05:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0	0
08:00	14	2	11	1	0	0	0	0	0	0	0	0	0	0	0
09:00	21	6	14	1	0	0	0	0	0	0	0	0	0	0	0
10:00	43	2	40	0	0	0	1	0	0	0	0	0	0	0	0
11:00	30	1	26	3	0	0	0	0	0	0	0	0	0	0	0
12:00	40	2	35	3	0	0	0	0	0	0	0	0	0	0	0
13:00	40	4	33	3	0	0	0	0	0	0	0	0	0	0	0
14:00	34	1	31	2	0	0	0	0	0	0	0	0	0	0	0
15:00	25	0	23	2	0	0	0	0	0	0	0	0	0	0	0
16:00	31	0	30	1	0	0	0	0	0	0	0	0	0	0	0
17:00	19	2	14	2	0	0	1	0	0	0	0	0	0	0	0
18:00	20	1	17	2	0	0	0	0	0	0	0	0	0	0	0
19:00	11	1	10	0	0	0	0	0	0	0	0	0	0	0	0
20:00	9	0	7	2	0	0	0	0	0	0	0	0	0	0	0
21:00	5	0	3	2	0	0	0	0	0	0	0	0	0	0	0
22:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	325	21	281	21	0	0	2	0	0	0	0	0	0	0	0
16H,6-22	350	22	301	25	0	0	2	0	0	0	0	0	0	0	0
18H,6-24	352	22	303	25	0	0	2	0	0	0	0	0	0	0	0
24H,0-24	365	22	315	26	0	0	2	0	0	0	0	0	0	0	0

13381	MARKFIELD					Site No: 13381001		Location		Hill Lane, Markfield					
Wed 15-May-24 to Tue 21-May-24			Channel: Northbound												
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		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			
			CAR-BASED LGV	LIGHT GOODS VEHICLES								AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Mon 20-May-24															
00:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	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	
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
04:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
05:00	14	0	12	1	0	0	0	0	1	0	0	0	0	0	
06:00	23	0	16	7	0	0	0	0	0	0	0	0	0	0	
07:00	47	0	44	3	0	0	0	0	0	0	0	0	0	0	
08:00	119	1	103	14	1	0	0	0	0	0	0	0	0	0	
09:00	41	0	30	9	0	0	2	0	0	0	0	0	0	0	
10:00	39	0	30	8	0	0	1	0	0	0	0	0	0	0	
11:00	26	0	23	3	0	0	0	0	0	0	0	0	0	0	
12:00	40	0	35	3	0	0	2	0	0	0	0	0	0	0	
13:00	42	0	37	5	0	0	0	0	0	0	0	0	0	0	
14:00	15	0	14	1	0	0	0	0	0	0	0	0	0	0	
15:00	56	0	50	6	0	0	0	0	0	0	0	0	0	0	
16:00	52	1	40	11	0	0	0	0	0	0	0	0	0	0	
17:00	34	1	30	2	0	0	0	0	0	0	0	1	0	0	
18:00	28	1	26	1	0	0	0	0	0	0	0	0	0	0	
19:00	14	0	13	1	0	0	0	0	0	0	0	0	0	0	
20:00	20	1	16	2	0	0	0	0	1	0	0	0	0	0	
21:00	11	0	10	1	0	0	0	0	0	0	0	0	0	0	
22:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
23:00	2	0	1	0	0	0	0	0	0	0	1	0	0	0	
12H,7-19	539	4	462	66	1	0	5	0	0	0	0	1	0	0	
16H,6-22	607	5	517	77	1	0	5	0	1	0	0	1	0	0	
18H,6-24	612	5	521	77	1	0	5	0	1	0	1	1	0	0	
24H,0-24	632	5	539	78	1	0	5	0	2	0	1	1	0	0	

13381		MARKFIELD					Site No: 13381001		Location		Hill Lane, Markfield				
Wed 15-May-24 to Tue 21-May-24						Channel: Northbound									
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		
			CAR-BASED LGV	VEHICLES									AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 21-May-24															
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:00	9	1	8	0	0	0	0	0	0	0	0	0	0	0	0
06:00	18	0	15	3	0	0	0	0	0	0	0	0	0	0	0
07:00	53	0	46	5	0	1	1	0	0	0	0	0	0	0	0
08:00	104	0	93	11	0	0	0	0	0	0	0	0	0	0	0
09:00	33	0	30	3	0	0	0	0	0	0	0	0	0	0	0
10:00	30	0	26	4	0	0	0	0	0	0	0	0	0	0	0
11:00	36	0	28	6	0	1	1	0	0	0	0	0	0	0	0
12:00	28	0	24	4	0	0	0	0	0	0	0	0	0	0	0
13:00	37	0	30	6	0	0	0	0	0	0	1	0	0	0	0
14:00	35	0	30	5	0	0	0	0	0	0	0	0	0	0	0
15:00	76	0	70	6	0	0	0	0	0	0	0	0	0	0	0
16:00	52	0	46	5	0	0	1	0	0	0	0	0	0	0	0
17:00	33	0	32	1	0	0	0	0	0	0	0	0	0	0	0
18:00	31	1	27	2	0	0	0	0	1	0	0	0	0	0	0
19:00	22	0	19	3	0	0	0	0	0	0	0	0	0	0	0
20:00	24	0	22	2	0	0	0	0	0	0	0	0	0	0	0
21:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
22:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	548	1	482	58	0	2	3	0	1	0	1	0	0	0	0
16H,6-22	618	1	544	66	0	2	3	0	1	0	1	0	0	0	0
18H,6-24	621	1	547	66	0	2	3	0	1	0	1	0	0	0	0
24H,0-24	632	2	556	66	0	2	3	0	2	0	1	0	0	0	0

13381 MARKFIELD Site No: 13381001 Location Hill Lane, Markfield
Wed 15-May-24 to Tue 21-May-24 Channel: Northbound

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 15-May-24	664	9	580	73	1	0	0	0	1	0	0	0	0	0
Thu 16-May-24	661	2	576	74	2	1	3	0	2	0	0	1	0	0
Fri 17-May-24	643	11	562	65	0	3	2	0	0	0	0	0	0	0
Sat 18-May-24	398	13	359	24	0	1	1	0	0	0	0	0	0	0
Sun 19-May-24	365	22	315	26	0	0	2	0	0	0	0	0	0	0
Mon 20-May-24	632	5	539	78	1	0	5	0	2	0	1	1	0	0
Tue 21-May-24	632	2	556	66	0	2	3	0	2	0	1	0	0	0
Total Vehicles														
[--]	3995	64	3487	406	4	7	16	0	7	0	2	2	0	0



13381	MARKFIELD				Site No: 13381001	Location	Hill Lane, Markfield				
Wed 15-May-24 to Tue 21-May-24				Channel: Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 15-May-24											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
05:00	10	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
06:00	18	0	0.0	14	77.8	4	22.2	0	0.0	0	0.0
07:00	52	1	1.9	46	88.5	5	9.6	0	0.0	0	0.0
08:00	101	1	1.0	87	86.1	12	11.9	0	0.0	1	1.0
09:00	40	0	0.0	35	87.5	5	12.5	0	0.0	0	0.0
10:00	33	0	0.0	26	78.8	7	21.2	0	0.0	0	0.0
11:00	25	1	4.0	20	80.0	4	16.0	0	0.0	0	0.0
12:00	41	0	0.0	34	82.9	7	17.1	0	0.0	0	0.0
13:00	31	0	0.0	29	93.6	2	6.5	0	0.0	0	0.0
14:00	40	1	2.5	38	95.0	1	2.5	0	0.0	0	0.0
15:00	74	1	1.4	63	85.1	10	13.5	0	0.0	0	0.0
16:00	46	0	0.0	41	89.1	5	10.9	0	0.0	0	0.0
17:00	56	1	1.8	54	96.4	1	1.8	0	0.0	0	0.0
18:00	31	0	0.0	29	93.6	2	6.5	0	0.0	0	0.0
19:00	19	2	10.5	11	57.9	5	26.3	1	5.3	0	0.0
20:00	25	1	4.0	23	92.0	1	4.0	0	0.0	0	0.0
21:00	11	0	0.0	9	81.8	2	18.2	0	0.0	0	0.0
22:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
23:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	570	6	1.1	502	88.1	61	10.7	0	0.0	1	0.2
16H,6-22	643	9	1.4	559	86.9	73	11.4	1	0.2	1	0.2
18H,6-24	651	9	1.4	567	87.1	73	11.2	1	0.2	1	0.2
24H,0-24	664	9	1.4	580	87.4	73	11.0	1	0.2	1	0.2

13381	MARKFIELD				Site No: 13381001		Location		Hill Lane, Markfield			
Wed 15-May-24 to Tue 21-May-24					Channel: Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %	
Thu 16-May-24												
00:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0	
01:00	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	0	0	-	0	-	0	-	0	-	0	-	
05:00	11	0	0.0	9	81.8	1	9.1	1	9.1	0	0.0	
06:00	20	0	0.0	15	75.0	4	20.0	1	5.0	0	0.0	
07:00	48	1	2.1	45	93.8	2	4.2	0	0.0	0	0.0	
08:00	108	1	0.9	90	83.3	16	14.8	0	0.0	1	0.9	
09:00	39	0	0.0	33	84.6	6	15.4	0	0.0	0	0.0	
10:00	32	0	0.0	26	81.3	4	12.5	2	6.3	0	0.0	
11:00	33	0	0.0	30	90.9	2	6.1	1	3.0	0	0.0	
12:00	40	0	0.0	36	90.0	3	7.5	0	0.0	1	2.5	
13:00	35	0	0.0	30	85.7	5	14.3	0	0.0	0	0.0	
14:00	34	0	0.0	27	79.4	6	17.7	1	2.9	0	0.0	
15:00	76	0	0.0	69	90.8	7	9.2	0	0.0	0	0.0	
16:00	46	0	0.0	37	80.4	9	19.6	0	0.0	0	0.0	
17:00	38	0	0.0	36	94.7	2	5.3	0	0.0	0	0.0	
18:00	38	0	0.0	35	92.1	3	7.9	0	0.0	0	0.0	
19:00	28	0	0.0	27	96.4	1	3.6	0	0.0	0	0.0	
20:00	19	0	0.0	18	94.7	0	0.0	1	5.3	0	0.0	
21:00	7	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0	
22:00	4	0	0.0	2	50.0	2	50.0	0	0.0	0	0.0	
23:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0	
12H,7-19	567	2	0.4	494	87.1	65	11.5	4	0.7	2	0.4	
16H,6-22	641	2	0.3	560	87.4	71	11.1	6	0.9	2	0.3	
18H,6-24	647	2	0.3	564	87.2	73	11.3	6	0.9	2	0.3	
24H,0-24	661	2	0.3	576	87.1	74	11.2	7	1.1	2	0.3	

13381	MARKFIELD				Site No: 13381001		Location		Hill Lane, Markfield		
Wed 15-May-24 to Tue 21-May-24				Channel: Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 17-May-24											
00:00	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	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	0	0	-	0	-	0	-	0	-	0	-
05:00	11	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
06:00	17	0	0.0	12	70.6	4	23.5	1	5.9	0	0.0
07:00	57	3	5.3	52	91.2	2	3.5	0	0.0	0	0.0
08:00	102	0	0.0	88	86.3	13	12.8	1	1.0	0	0.0
09:00	47	1	2.1	41	87.2	4	8.5	1	2.1	0	0.0
10:00	28	1	3.6	23	82.1	4	14.3	0	0.0	0	0.0
11:00	28	0	0.0	24	85.7	4	14.3	0	0.0	0	0.0
12:00	40	1	2.5	33	82.5	6	15.0	0	0.0	0	0.0
13:00	32	1	3.1	27	84.4	4	12.5	0	0.0	0	0.0
14:00	36	0	0.0	35	97.2	1	2.8	0	0.0	0	0.0
15:00	79	1	1.3	69	87.3	8	10.1	1	1.3	0	0.0
16:00	59	2	3.4	50	84.8	6	10.2	1	1.7	0	0.0
17:00	35	1	2.9	30	85.7	4	11.4	0	0.0	0	0.0
18:00	17	0	0.0	16	94.1	1	5.9	0	0.0	0	0.0
19:00	26	0	0.0	26	100.0	0	0.0	0	0.0	0	0.0
20:00	15	0	0.0	14	93.3	1	6.7	0	0.0	0	0.0
21:00	6	0	0.0	4	66.7	2	33.3	0	0.0	0	0.0
22:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
23:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	560	11	2.0	488	87.1	57	10.2	4	0.7	0	0.0
16H,6-22	624	11	1.8	544	87.2	64	10.3	5	0.8	0	0.0
18H,6-24	630	11	1.8	550	87.3	64	10.2	5	0.8	0	0.0
24H,0-24	643	11	1.7	562	87.4	65	10.1	5	0.8	0	0.0

13381	MARKFIELD				Site No: 13381001		Location		Hill Lane, Markfield			
Wed 15-May-24 to Tue 21-May-24					Channel: Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %	
Sat 18-May-24												
00:00	0	0	-	0	-	0	-	0	-	0	-	
01:00	0	0	-	0	-	0	-	0	-	0	-	
02:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0	
03:00	0	0	-	0	-	0	-	0	-	0	-	
04:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0	
05:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0	
06:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0	
07:00	9	0	0.0	7	77.8	2	22.2	0	0.0	0	0.0	
08:00	29	5	17.2	20	69.0	4	13.8	0	0.0	0	0.0	
09:00	40	1	2.5	35	87.5	4	10.0	0	0.0	0	0.0	
10:00	30	0	0.0	27	90.0	3	10.0	0	0.0	0	0.0	
11:00	33	0	0.0	28	84.9	4	12.1	1	3.0	0	0.0	
12:00	45	2	4.4	43	95.6	0	0.0	0	0.0	0	0.0	
13:00	41	5	12.2	35	85.4	1	2.4	0	0.0	0	0.0	
14:00	27	0	0.0	25	92.6	1	3.7	1	3.7	0	0.0	
15:00	30	0	0.0	29	96.7	1	3.3	0	0.0	0	0.0	
16:00	24	0	0.0	23	95.8	1	4.2	0	0.0	0	0.0	
17:00	21	0	0.0	21	100.0	0	0.0	0	0.0	0	0.0	
18:00	16	0	0.0	16	100.0	0	0.0	0	0.0	0	0.0	
19:00	19	0	0.0	18	94.7	1	5.3	0	0.0	0	0.0	
20:00	10	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0	
21:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0	
22:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0	
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0	
12H,7-19	345	13	3.8	309	89.6	21	6.1	2	0.6	0	0.0	
16H,6-22	387	13	3.4	348	89.9	24	6.2	2	0.5	0	0.0	
18H,6-24	391	13	3.3	352	90.0	24	6.1	2	0.5	0	0.0	
24H,0-24	398	13	3.3	359	90.2	24	6.0	2	0.5	0	0.0	

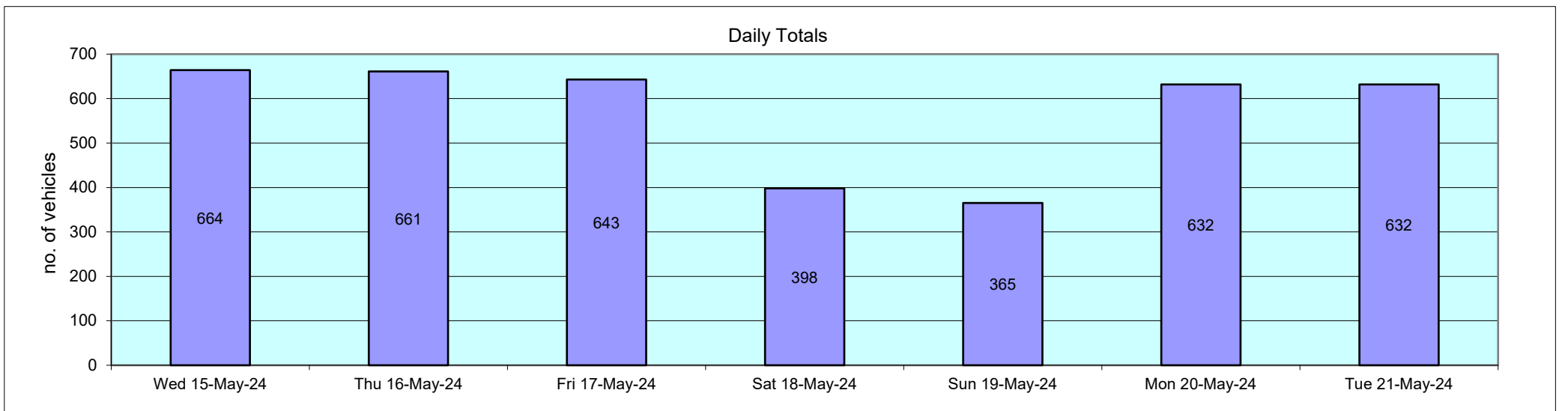
13381	MARKFIELD				Site No: 13381001		Location		Hill Lane, Markfield			
Wed 15-May-24 to Tue 21-May-24					Channel: Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %	
Sun 19-May-24												
00:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0	
01:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0	
02:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0	
03:00	0	0	-	0	-	0	-	0	-	0	-	
04:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0	
05:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0	
06:00	0	0	-	0	-	0	-	0	-	0	-	
07:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0	
08:00	14	2	14.3	11	78.6	1	7.1	0	0.0	0	0.0	
09:00	21	6	28.6	14	66.7	1	4.8	0	0.0	0	0.0	
10:00	43	2	4.7	40	93.0	0	0.0	1	2.3	0	0.0	
11:00	30	1	3.3	26	86.7	3	10.0	0	0.0	0	0.0	
12:00	40	2	5.0	35	87.5	3	7.5	0	0.0	0	0.0	
13:00	40	4	10.0	33	82.5	3	7.5	0	0.0	0	0.0	
14:00	34	1	2.9	31	91.2	2	5.9	0	0.0	0	0.0	
15:00	25	0	0.0	23	92.0	2	8.0	0	0.0	0	0.0	
16:00	31	0	0.0	30	96.8	1	3.2	0	0.0	0	0.0	
17:00	19	2	10.5	14	73.7	2	10.5	1	5.3	0	0.0	
18:00	20	1	5.0	17	85.0	2	10.0	0	0.0	0	0.0	
19:00	11	1	9.1	10	90.9	0	0.0	0	0.0	0	0.0	
20:00	9	0	0.0	7	77.8	2	22.2	0	0.0	0	0.0	
21:00	5	0	0.0	3	60.0	2	40.0	0	0.0	0	0.0	
22:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0	
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0	
12H,7-19	325	21	6.5	281	86.5	21	6.5	2	0.6	0	0.0	
16H,6-22	350	22	6.3	301	86.0	25	7.1	2	0.6	0	0.0	
18H,6-24	352	22	6.3	303	86.1	25	7.1	2	0.6	0	0.0	
24H,0-24	365	22	6.0	315	86.3	26	7.1	2	0.6	0	0.0	

13381	MARKFIELD				Site No: 13381001		Location		Hill Lane, Markfield			
Wed 15-May-24 to Tue 21-May-24					Channel: Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %	
Mon 20-May-24												
00:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0	
01:00	0	0	-	0	-	0	-	0	-	0	-	
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0	
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0	
04:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0	
05:00	14	0	0.0	12	85.7	1	7.1	1	7.1	0	0.0	
06:00	23	0	0.0	16	69.6	7	30.4	0	0.0	0	0.0	
07:00	47	0	0.0	44	93.6	3	6.4	0	0.0	0	0.0	
08:00	119	1	0.8	103	86.6	14	11.8	0	0.0	1	0.8	
09:00	41	0	0.0	30	73.2	9	22.0	2	4.9	0	0.0	
10:00	39	0	0.0	30	76.9	8	20.5	1	2.6	0	0.0	
11:00	26	0	0.0	23	88.5	3	11.5	0	0.0	0	0.0	
12:00	40	0	0.0	35	87.5	3	7.5	2	5.0	0	0.0	
13:00	42	0	0.0	37	88.1	5	11.9	0	0.0	0	0.0	
14:00	15	0	0.0	14	93.3	1	6.7	0	0.0	0	0.0	
15:00	56	0	0.0	50	89.3	6	10.7	0	0.0	0	0.0	
16:00	52	1	1.9	40	76.9	11	21.2	0	0.0	0	0.0	
17:00	34	1	2.9	30	88.2	2	5.9	1	2.9	0	0.0	
18:00	28	1	3.6	26	92.9	1	3.6	0	0.0	0	0.0	
19:00	14	0	0.0	13	92.9	1	7.1	0	0.0	0	0.0	
20:00	20	1	5.0	16	80.0	2	10.0	1	5.0	0	0.0	
21:00	11	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0	
22:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0	
23:00	2	0	0.0	1	50.0	0	0.0	1	50.0	0	0.0	
12H,7-19	539	4	0.7	462	85.7	66	12.2	6	1.1	1	0.2	
16H,6-22	607	5	0.8	517	85.2	77	12.7	7	1.2	1	0.2	
18H,6-24	612	5	0.8	521	85.1	77	12.6	8	1.3	1	0.2	
24H,0-24	632	5	0.8	539	85.3	78	12.3	9	1.4	1	0.2	

13381	MARKFIELD				Site No: 13381001	Location	Hill Lane, Markfield				
Wed 15-May-24 to Tue 21-May-24				Channel: Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 21-May-24											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	1	0	0.0	0	0.0	0	0.0	1	100.0	0	0.0
05:00	9	1	11.1	8	88.9	0	0.0	0	0.0	0	0.0
06:00	18	0	0.0	15	83.3	3	16.7	0	0.0	0	0.0
07:00	53	0	0.0	46	86.8	5	9.4	2	3.8	0	0.0
08:00	104	0	0.0	93	89.4	11	10.6	0	0.0	0	0.0
09:00	33	0	0.0	30	90.9	3	9.1	0	0.0	0	0.0
10:00	30	0	0.0	26	86.7	4	13.3	0	0.0	0	0.0
11:00	36	0	0.0	28	77.8	6	16.7	2	5.6	0	0.0
12:00	28	0	0.0	24	85.7	4	14.3	0	0.0	0	0.0
13:00	37	0	0.0	30	81.1	6	16.2	1	2.7	0	0.0
14:00	35	0	0.0	30	85.7	5	14.3	0	0.0	0	0.0
15:00	76	0	0.0	70	92.1	6	7.9	0	0.0	0	0.0
16:00	52	0	0.0	46	88.5	5	9.6	1	1.9	0	0.0
17:00	33	0	0.0	32	97.0	1	3.0	0	0.0	0	0.0
18:00	31	1	3.2	27	87.1	2	6.5	1	3.2	0	0.0
19:00	22	0	0.0	19	86.4	3	13.6	0	0.0	0	0.0
20:00	24	0	0.0	22	91.7	2	8.3	0	0.0	0	0.0
21:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
22:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	548	1	0.2	482	88.0	58	10.6	7	1.3	0	0.0
16H,6-22	618	1	0.2	544	88.0	66	10.7	7	1.1	0	0.0
18H,6-24	621	1	0.2	547	88.1	66	10.6	7	1.1	0	0.0
24H,0-24	632	2	0.3	556	88.0	66	10.4	8	1.3	0	0.0

13381	MARKFIELD	Site No: 13381001	Location	Hill Lane, Markfield
Wed 15-May-24 to Tue 21-May-24		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Wed 15-May-24	664	9	1.4	580	87.4	73	11.0	1	0.2	1	0.2
Thu 16-May-24	661	2	0.3	576	87.1	74	11.2	7	1.1	2	0.3
Fri 17-May-24	643	11	1.7	562	87.4	65	10.1	5	0.8	0	0.0
Sat 18-May-24	398	13	3.3	359	90.2	24	6.0	2	0.5	0	0.0
Sun 19-May-24	365	22	6.0	315	86.3	26	7.1	2	0.6	0	0.0
Mon 20-May-24	632	5	0.8	539	85.3	78	12.3	9	1.4	1	0.2
Tue 21-May-24	632	2	0.3	556	88.0	66	10.4	8	1.3	0	0.0
Total Vehicles											
[--]	3995	64	2.0	3487	87.4	406	9.7	34	0.8	4	0.1



13381 MARKFIELD					Site No: 13381001 Location Hill Lane, Markfield											
Wed 15-May-24 to Tue 21-May-24					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Wed 15-May-24																
00:00	1	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0
01:00	0	-	-	-	0	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
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	-	34.8	12.4	0	0	1	0	1	0	0	0	0	0	0	0
05:00	10	47.7	42.8	5.5	0	0	0	3	4	3	0	0	0	0	0	0
06:00	18	45.1	38.4	8.5	0	0	4	5	7	1	1	0	0	0	0	0
07:00	52	46.6	40.2	6.6	0	0	2	26	15	6	3	0	0	0	0	0
08:00	101	43.9	37.1	7.3	0	3	8	64	18	6	1	1	0	0	0	0
09:00	40	40.3	33.7	6.5	0	0	13	22	5	0	0	0	0	0	0	0
10:00	33	40.4	35.7	6	0	0	5	24	2	2	0	0	0	0	0	0
11:00	25	40.3	35.3	5.6	0	0	4	18	3	0	0	0	0	0	0	0
12:00	41	40.3	33.7	6.8	0	1	11	24	5	0	0	0	0	0	0	0
13:00	31	43.4	37.7	5.5	0	0	2	20	8	1	0	0	0	0	0	0
14:00	40	42.3	35.1	7.4	0	0	11	21	6	1	1	0	0	0	0	0
15:00	74	41.9	36	6.8	0	2	8	50	13	0	0	1	0	0	0	0
16:00	46	42.3	36.6	6.4	0	0	6	31	6	2	1	0	0	0	0	0
17:00	56	41.6	35.6	6.1	0	0	10	36	9	1	0	0	0	0	0	0
18:00	31	42.1	37.3	7.1	0	0	3	22	4	0	1	1	0	0	0	0
19:00	19	39.3	35.9	8.3	0	1	2	13	1	1	1	0	0	0	0	0
20:00	25	43.3	37.7	6.2	0	0	2	16	6	0	1	0	0	0	0	0
21:00	11	39.7	36.2	5.7	0	0	1	9	0	1	0	0	0	0	0	0
22:00	6	-	40.2	7.6	0	0	0	4	1	0	1	0	0	0	0	0
23:00	2	-	36	3.5	0	0	0	2	0	0	0	0	0	0	0	0
12H,7-19	570	43	36.3	6.8	0	6	83	358	94	19	7	3	0	0	0	0
16H,6-22	643	43.1	36.4	6.9	0	7	92	401	108	22	10	3	0	0	0	0
18H,6-24	651	43.1	36.4	6.9	0	7	92	407	109	22	11	3	0	0	0	0
24H,0-24	664	43.3	36.5	6.9	0	7	93	410	115	25	11	3	0	0	0	0

13381 MARKFIELD					Site No: 13381001 Location Hill Lane, Markfield											
Wed 15-May-24 to Tue 21-May-24					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Thu 16-May-24																
00:00	2	-	31	7.1	0	0	1	1	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	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
03:00	1	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	11	47.4	40.5	7.4	0	0	1	4	3	3	0	0	0	0	0	0
06:00	20	42.9	36.4	7.5	0	0	4	11	4	0	1	0	0	0	0	0
07:00	48	44.6	38.6	7.1	0	1	3	24	17	1	2	0	0	0	0	0
08:00	108	42	36	6.2	0	1	15	72	17	3	0	0	0	0	0	0
09:00	39	40.6	36.3	7.1	0	0	6	27	4	0	1	1	0	0	0	0
10:00	32	39.6	32.6	7.8	0	1	12	16	2	0	1	0	0	0	0	0
11:00	33	39	33.2	5.8	0	0	10	22	1	0	0	0	0	0	0	0
12:00	40	39.3	33.4	6.3	0	1	10	27	2	0	0	0	0	0	0	0
13:00	35	40.6	34.2	6.5	0	0	10	20	5	0	0	0	0	0	0	0
14:00	34	40.2	33.9	7.4	0	1	9	20	2	2	0	0	0	0	0	0
15:00	76	39.7	35.1	5	0	0	10	62	3	1	0	0	0	0	0	0
16:00	46	42.6	37.3	5.7	0	0	3	34	5	4	0	0	0	0	0	0
17:00	38	43.8	37.1	6.6	0	0	6	19	12	1	0	0	0	0	0	0
18:00	38	39.9	35	5.3	0	0	6	29	3	0	0	0	0	0	0	0
19:00	28	41.5	36.3	6.3	0	0	4	19	3	2	0	0	0	0	0	0
20:00	19	42.1	37.3	5.3	0	0	1	14	3	1	0	0	0	0	0	0
21:00	7	-	34.6	11	0	1	1	3	1	1	0	0	0	0	0	0
22:00	4	-	35.4	7.5	0	0	1	2	1	0	0	0	0	0	0	0
23:00	2	-	36	3.5	0	0	0	2	0	0	0	0	0	0	0	0
12H,7-19	567	41.3	35.5	6.5	0	5	100	372	73	12	4	1	0	0	0	0
16H,6-22	641	41.6	35.6	6.5	0	6	110	419	84	16	5	1	0	0	0	0
18H,6-24	647	41.6	35.6	6.5	0	6	111	423	85	16	5	1	0	0	0	0
24H,0-24	661	41.8	35.6	6.6	0	6	113	428	89	19	5	1	0	0	0	0

13381 MARKFIELD					Site No: 13381001 Location Hill Lane, Markfield											
Wed 15-May-24 to Tue 21-May-24					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Fri 17-May-24																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	16	-	0	1	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
03:00	1	-	48.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	11	45.3	41.5	6.4	0	0	0	5	4	1	1	0	0	0	0	0
06:00	17	47.2	37	8.5	0	0	4	8	1	4	0	0	0	0	0	0
07:00	57	45	38.2	7.5	0	3	1	31	16	6	0	0	0	0	0	0
08:00	102	43.3	37	6.1	0	0	11	67	18	5	1	0	0	0	0	0
09:00	47	42.5	36.3	6.9	0	2	3	32	8	2	0	0	0	0	0	0
10:00	28	39.9	35.3	6.7	0	2	0	24	1	1	0	0	0	0	0	0
11:00	28	40.6	34.8	7.1	0	1	5	18	3	1	0	0	0	0	0	0
12:00	40	40.5	34.8	6.5	0	0	10	24	5	1	0	0	0	0	0	0
13:00	32	43.7	37.3	6.9	0	0	4	20	5	2	1	0	0	0	0	0
14:00	36	40.6	34.7	7.6	0	1	8	22	3	1	1	0	0	0	0	0
15:00	79	40.8	35.7	6.1	0	1	10	57	8	3	0	0	0	0	0	0
16:00	59	40	34.9	5.9	0	1	9	44	4	1	0	0	0	0	0	0
17:00	35	43.3	37.4	5.9	0	0	3	23	7	2	0	0	0	0	0	0
18:00	17	42.6	35.7	7.2	0	0	4	9	3	1	0	0	0	0	0	0
19:00	26	40.3	35.7	5.8	0	1	1	21	3	0	0	0	0	0	0	0
20:00	15	40.2	34.7	7	0	0	4	9	1	1	0	0	0	0	0	0
21:00	6	-	39.8	8.9	0	0	1	2	1	2	0	0	0	0	0	0
22:00	1	-	48.5	-	0	0	0	0	0	1	0	0	0	0	0	0
23:00	5	-	34	5.3	0	0	1	4	0	0	0	0	0	0	0	0
12H,7-19	560	42.6	36.2	6.6	0	11	68	371	81	26	3	0	0	0	0	0
16H,6-22	624	42.7	36.2	6.7	0	12	78	411	87	33	3	0	0	0	0	0
18H,6-24	630	42.7	36.2	6.7	0	12	79	415	87	34	3	0	0	0	0	0
24H,0-24	643	42.9	36.2	6.8	0	13	79	420	91	36	4	0	0	0	0	0

13381 MARKFIELD					Site No: 13381001 Location Hill Lane, Markfield											
Wed 15-May-24 to Tue 21-May-24					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sat 18-May-24																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	2	-	36	3.5	0	0	0	2	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	48.5	-	0	0	0	0	0	1	0	0	0	0	0	0
05:00	4	-	41	6.5	0	0	0	2	1	1	0	0	0	0	0	0
06:00	8	-	42.6	6.2	0	0	0	3	2	3	0	0	0	0	0	0
07:00	9	-	36	3	0	0	0	9	0	0	0	0	0	0	0	0
08:00	29	44.2	34.1	11.2	0	5	4	12	5	1	2	0	0	0	0	0
09:00	40	42.8	36.2	7.3	0	2	3	26	7	2	0	0	0	0	0	0
10:00	30	43.5	37.9	5.5	0	0	1	22	4	3	0	0	0	0	0	0
11:00	33	40.3	35.2	7.6	0	1	6	21	3	1	1	0	0	0	0	0
12:00	45	43.4	35.6	7.9	0	2	8	23	10	2	0	0	0	0	0	0
13:00	41	42.9	35.5	8.3	0	4	2	25	9	1	0	0	0	0	0	0
14:00	27	44.1	37.6	6.9	0	0	3	17	4	2	1	0	0	0	0	0
15:00	30	42	36.8	6.1	0	0	3	21	5	0	1	0	0	0	0	0
16:00	24	44.2	38.3	6.3	0	0	1	17	3	2	1	0	0	0	0	0
17:00	21	41.6	35.3	7.6	0	1	3	13	3	1	0	0	0	0	0	0
18:00	16	41.2	36.8	4.9	0	0	1	12	3	0	0	0	0	0	0	0
19:00	19	43.6	37.7	6	0	0	2	10	7	0	0	0	0	0	0	0
20:00	10	46	38.5	9.2	0	0	1	7	0	1	0	1	0	0	0	0
21:00	5	-	36.5	8.3	0	0	1	3	0	1	0	0	0	0	0	0
22:00	3	-	35.2	8.8	0	0	1	1	1	0	0	0	0	0	0	0
23:00	1	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
12H,7-19	345	43.2	36.2	7.5	0	15	35	218	56	15	6	0	0	0	0	0
16H,6-22	387	43.6	36.5	7.5	0	15	39	241	65	20	6	1	0	0	0	0
18H,6-24	391	43.6	36.4	7.5	0	15	40	243	66	20	6	1	0	0	0	0
24H,0-24	398	43.7	36.5	7.5	0	15	40	247	67	22	6	1	0	0	0	0

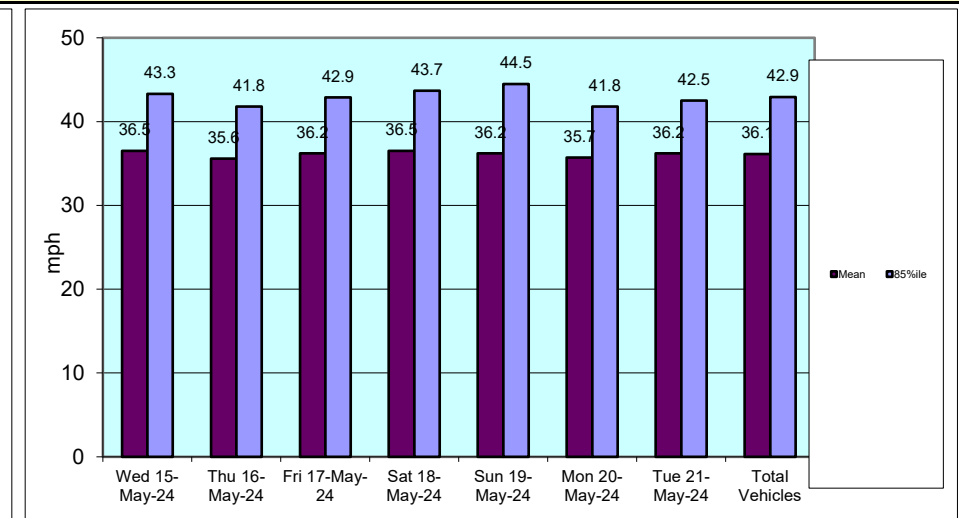
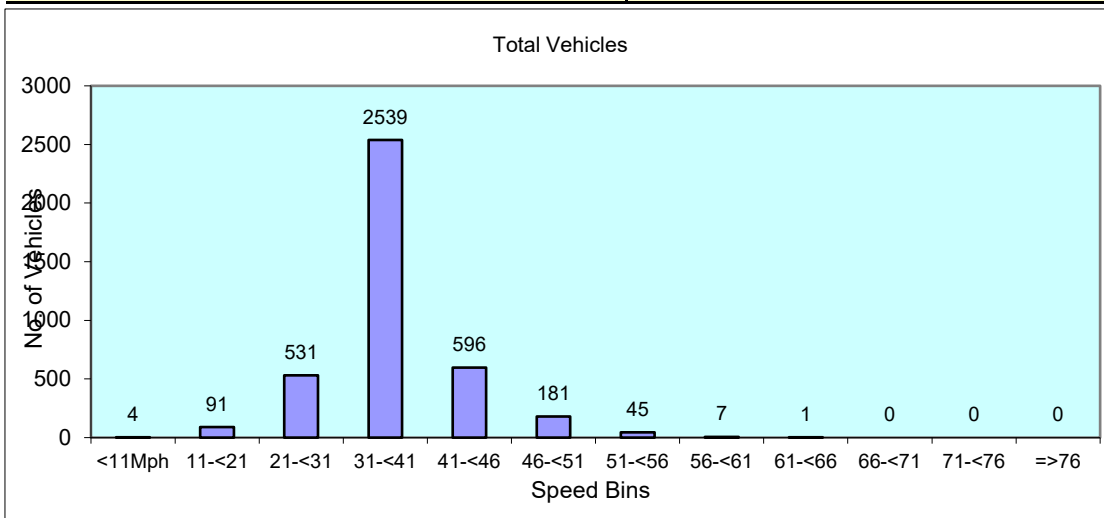
13381 MARKFIELD					Site No: 13381001 Location Hill Lane, Markfield											
Wed 15-May-24 to Tue 21-May-24					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sun 19-May-24																
00:00	3	-	41.8	10.4	0	0	0	2	0	0	1	0	0	0	0	0
01:00	3	-	41	4.5	0	0	0	1	2	0	0	0	0	0	0	0
02:00	1	-	48.5	-	0	0	0	0	0	1	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	-	38.5	5	0	0	0	2	1	0	0	0	0	0	0	0
05:00	3	-	41	4.5	0	0	0	1	2	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	8	-	38.2	10.1	0	0	2	3	1	1	1	0	0	0	0	0
08:00	14	41.7	34	9.2	0	2	1	8	3	0	0	0	0	0	0	0
09:00	21	39.6	30.5	10.3	0	6	1	12	2	0	0	0	0	0	0	0
10:00	43	43.9	35.3	10.1	0	7	1	21	12	1	1	0	0	0	0	0
11:00	30	43.5	36.2	7.7	0	1	4	19	2	4	0	0	0	0	0	0
12:00	40	45.5	38.8	8.2	0	2	2	17	14	4	1	0	0	0	0	0
13:00	40	45.6	36.4	9.9	1	3	3	19	8	6	0	0	0	0	0	0
14:00	34	44.1	36.9	7.5	0	1	4	19	7	3	0	0	0	0	0	0
15:00	25	41.9	35.3	7.5	0	1	4	15	4	1	0	0	0	0	0	0
16:00	31	43.3	35.9	8.6	0	1	6	17	4	1	2	0	0	0	0	0
17:00	19	42.1	35.2	7.9	0	1	3	11	3	1	0	0	0	0	0	0
18:00	20	45.2	37.3	6.6	0	0	2	14	1	3	0	0	0	0	0	0
19:00	11	40.3	33.3	9.4	0	1	3	5	1	1	0	0	0	0	0	0
20:00	9	-	38.2	6.3	0	0	1	4	4	0	0	0	0	0	0	0
21:00	5	-	39	4.8	0	0	0	3	2	0	0	0	0	0	0	0
22:00	1	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
23:00	1	-	26	-	0	0	1	0	0	0	0	0	0	0	0	0
12H,7-19	325	44.4	36	8.8	1	25	33	175	61	25	5	0	0	0	0	0
16H,6-22	350	44.4	36	8.7	1	26	37	187	68	26	5	0	0	0	0	0
18H,6-24	352	44.4	36	8.7	1	26	38	188	68	26	5	0	0	0	0	0
24H,0-24	365	44.5	36.2	8.7	1	26	38	194	73	27	6	0	0	0	0	0

13381 MARKFIELD					Site No: 13381001 Location Hill Lane, Markfield											
Wed 15-May-24 to Tue 21-May-24					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Mon 20-May-24																
00:00	2	-	31	7.1	0	0	1	1	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	1	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	2	-	36	3.5	0	0	0	2	0	0	0	0	0	0	0	0
05:00	14	49.5	40.3	9.8	0	0	3	3	4	2	2	0	0	0	0	0
06:00	23	46.1	38.3	6.8	0	0	2	14	3	4	0	0	0	0	0	0
07:00	47	46.4	39.8	6	0	0	0	30	9	6	2	0	0	0	0	0
08:00	119	41.9	36.5	5.6	0	1	10	86	20	2	0	0	0	0	0	0
09:00	41	39.7	34.4	5.7	0	0	9	29	3	0	0	0	0	0	0	0
10:00	39	40.4	34.1	6.7	0	1	9	24	5	0	0	0	0	0	0	0
11:00	26	40.3	35	6.6	0	0	6	16	3	1	0	0	0	0	0	0
12:00	40	39.4	33	7.8	0	4	6	28	1	1	0	0	0	0	0	0
13:00	42	40	34.6	7.2	0	0	11	27	2	1	0	1	0	0	0	0
14:00	15	38.7	34	5.1	0	0	3	12	0	0	0	0	0	0	0	0
15:00	56	40.6	36.5	5.3	0	0	4	45	5	1	1	0	0	0	0	0
16:00	52	42.7	35.7	7.4	0	1	10	30	8	2	1	0	0	0	0	0
17:00	34	39.9	33.2	8.9	2	1	5	23	2	1	0	0	0	0	0	0
18:00	28	40.6	33	10.1	0	5	3	16	1	3	0	0	0	0	0	0
19:00	14	43.3	38.5	5	0	0	0	10	3	1	0	0	0	0	0	0
20:00	20	39.2	33.6	7.2	0	1	4	14	0	1	0	0	0	0	0	0
21:00	11	45.3	35.3	11.3	0	0	5	3	1	1	0	1	0	0	0	0
22:00	3	-	44.3	8.8	0	0	0	1	1	0	1	0	0	0	0	0
23:00	2	-	31	7.1	0	0	1	1	0	0	0	0	0	0	0	0
12H,7-19	539	41.1	35.4	6.9	2	13	76	366	59	18	4	1	0	0	0	0
16H,6-22	607	41.4	35.5	7	2	14	87	407	66	25	4	2	0	0	0	0
18H,6-24	612	41.5	35.6	7.1	2	14	88	409	67	25	5	2	0	0	0	0
24H,0-24	632	41.8	35.7	7.1	2	14	92	417	71	27	7	2	0	0	0	0

13381 MARKFIELD					Site No: 13381001												Location	Hill Lane, Markfield
Wed 15-May-24 to Tue 21-May-24					Channel: Northbound													
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76		
Tue 21-May-24																		
00:00	1	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0		
01:00	0	-	-	-	0	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		
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0		
04:00	1	-	26	-	0	0	1	0	0	0	0	0	0	0	0	0		
05:00	9	-	37.7	11.3	0	1	1	3	1	3	0	0	0	0	0	0		
06:00	18	44.2	38.4	9.1	0	0	3	8	6	0	0	0	1	0	0	0		
07:00	53	43.5	38.2	4.8	0	0	1	36	15	1	0	0	0	0	0	0		
08:00	104	41.8	36.1	6	0	2	10	73	18	1	0	0	0	0	0	0		
09:00	33	40.3	34.9	6.2	0	0	7	22	3	1	0	0	0	0	0	0		
10:00	30	39.9	34.3	9	1	0	7	19	0	1	2	0	0	0	0	0		
11:00	36	42.8	36.3	7.2	0	1	4	24	3	4	0	0	0	0	0	0		
12:00	28	39.8	35.5	6	0	0	4	22	1	0	1	0	0	0	0	0		
13:00	37	40.6	35.1	7.6	0	1	7	24	2	2	1	0	0	0	0	0		
14:00	35	42.9	35.4	7.6	0	1	7	19	6	2	0	0	0	0	0	0		
15:00	76	41.5	36.8	4.8	0	0	4	59	12	1	0	0	0	0	0	0		
16:00	52	42.1	35.3	7.3	0	2	8	32	8	2	0	0	0	0	0	0		
17:00	33	38.8	37.3	6.2	0	0	2	26	1	3	1	0	0	0	0	0		
18:00	31	40.8	36.1	7.6	0	2	1	23	3	1	1	0	0	0	0	0		
19:00	22	41.3	36.5	5.2	0	0	2	16	4	0	0	0	0	0	0	0		
20:00	24	43.9	35.7	7.9	0	0	7	10	5	2	0	0	0	0	0	0		
21:00	6	-	38.5	4.7	0	0	0	4	2	0	0	0	0	0	0	0		
22:00	2	-	36	3.5	0	0	0	2	0	0	0	0	0	0	0	0		
23:00	1	-	48.5	-	0	0	0	0	0	1	0	0	0	0	0	0		
12H,7-19	548	42	36.1	6.5	1	9	62	379	72	19	6	0	0	0	0	0		
16H,6-22	618	42.3	36.2	6.6	1	9	74	417	89	21	6	0	1	0	0	0		
18H,6-24	621	42.4	36.2	6.6	1	9	74	419	89	22	6	0	1	0	0	0		
24H,0-24	632	42.5	36.2	6.7	1	10	76	423	90	25	6	0	1	0	0	0		

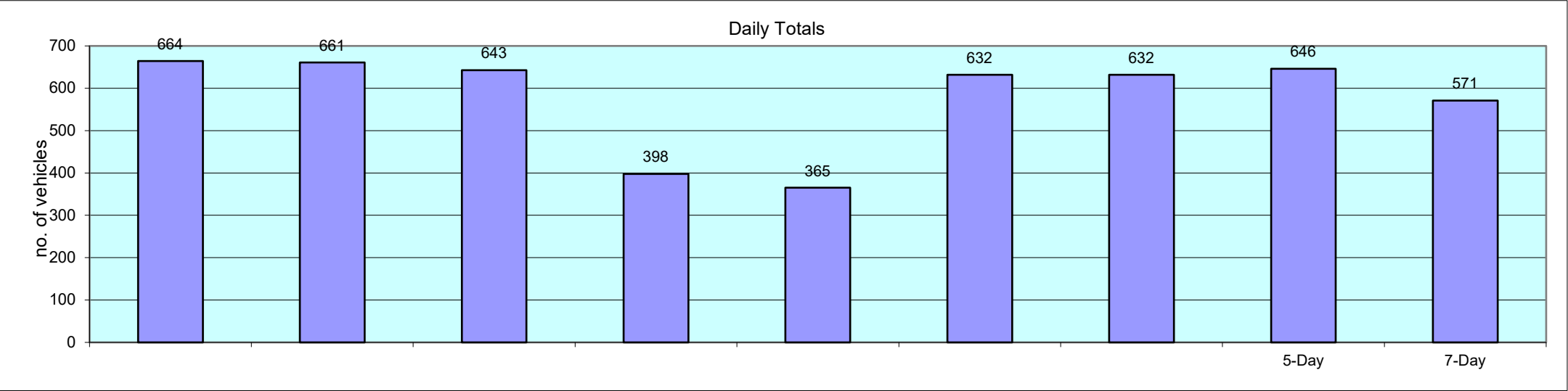
13381	MARKFIELD	Site No: 13381001	Location Hill Lane, Markfield
Wed 15-May-24 to Tue 21-May-24		Channel: Northbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Daily Totals																
Wed 15-May-24	664	43.3	36.5	6.9	0	7	93	410	115	25	11	3	0	0	0	0
Thu 16-May-24	661	41.8	35.6	6.6	0	6	113	428	89	19	5	1	0	0	0	0
Fri 17-May-24	643	42.9	36.2	6.8	0	13	79	420	91	36	4	0	0	0	0	0
Sat 18-May-24	398	43.7	36.5	7.5	0	15	40	247	67	22	6	1	0	0	0	0
Sun 19-May-24	365	44.5	36.2	8.7	1	26	38	194	73	27	6	0	0	0	0	0
Mon 20-May-24	632	41.8	35.7	7.1	2	14	92	417	71	27	7	2	0	0	0	0
Tue 21-May-24	632	42.5	36.2	6.7	1	10	76	423	90	25	6	0	1	0	0	0
Total Vehicles																
[--]	3995	42.9	36.1	7.2	4	91	531	2539	596	181	45	7	1	0	0	0



13381	MARKFIELD		Site No: 13381001		Location		Hill Lane, Markfield		
			Channel: Northbound						
TIME PERIOD	Wed 15-May-24	Thu 16-May-24	Fri 17-May-24	Sat 18-May-24	Sun 19-May-24	Mon 20-May-24	Tue 21-May-24	5-Day Av	7-Day Av
Week Begin: 15-May-24									
00:00	1	2	0	0	3	2	1	1	1
01:00	0	0	1	0	3	0	0	0	1
02:00	0	0	0	2	1	1	0	0	1
03:00	0	1	1	0	0	1	0	1	0
04:00	2	0	0	1	3	2	1	1	1
05:00	10	11	11	4	3	14	9	11	9
06:00	18	20	17	8	0	23	18	19	15
07:00	52	48	57	9	8	47	53	51	39
08:00	101	108	102	29	14	119	104	107	82
09:00	40	39	47	40	21	41	33	40	37
10:00	33	32	28	30	43	39	30	32	34
11:00	25	33	28	33	30	26	36	30	30
12:00	41	40	40	45	40	40	28	38	39
13:00	31	35	32	41	40	42	37	35	37
14:00	40	34	36	27	34	15	35	32	32
15:00	74	76	79	30	25	56	76	72	59
16:00	46	46	59	24	31	52	52	51	44
17:00	56	38	35	21	19	34	33	39	34
18:00	31	38	17	16	20	28	31	29	26
19:00	19	28	26	19	11	14	22	22	20
20:00	25	19	15	10	9	20	24	21	17
21:00	11	7	6	5	5	11	6	8	7
22:00	6	4	1	3	1	3	2	3	3
23:00	2	2	5	1	1	2	1	2	2
12H,7-19	570	567	560	345	325	539	548	557	493
16H,6-22	643	641	624	387	350	607	618	627	553
18H,6-24	651	647	630	391	352	612	621	632	558
24H,0-24	664	661	643	398	365	632	632	646	571
Am	08:00	08:00	08:00	09:00	10:00	08:00	08:00		
Peak	101	108	102	40	43	119	104		
Pm	15:00	15:00	15:00	12:00	13:00	15:00	15:00		
Peak	74	76	79	45	40	56	76		

13381		MARKFIELD		Site No: 13381001		Location		Hill Lane, Markfield	
				Channel: Northbound					
								5-Day	7-Day
TIME PERIOD	Wed 15-May-24	Thu 16-May-24	Fri 17-May-24	Sat 18-May-24	Sun 19-May-24	Mon 20-May-24	Tue 21-May-24	Av	Av



13381		MARKFIELD					Site No: 13381001		Location		Hill Lane, Markfield				
Wed 15-May-24 to Tue 21-May-24						Channel: Southbound									
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		
			CAR-BASED LGV	VEHICLES									AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 15-May-24															
00:00	1	0	1	0	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	0	0	0	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
05:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
06:00	25	1	16	6	0	0	1	0	0	0	0	0	1	0	0
07:00	40	0	36	4	0	0	0	0	0	0	0	0	0	0	0
08:00	80	0	63	17	0	0	0	0	0	0	0	0	0	0	0
09:00	46	0	39	6	0	1	0	0	0	0	0	0	0	0	0
10:00	40	1	36	3	0	0	0	0	0	0	0	0	0	0	0
11:00	40	0	31	8	0	0	1	0	0	0	0	0	0	0	0
12:00	58	0	49	9	0	0	0	0	0	0	0	0	0	0	0
13:00	39	1	32	6	0	0	0	0	0	0	0	0	0	0	0
14:00	54	0	49	5	0	0	0	0	0	0	0	0	0	0	0
15:00	83	0	64	19	0	0	0	0	0	0	0	0	0	0	0
16:00	75	2	63	10	0	0	0	0	0	0	0	0	0	0	0
17:00	82	1	59	21	1	0	0	0	0	0	0	0	0	0	0
18:00	56	0	50	6	0	0	0	0	0	0	0	0	0	0	0
19:00	13	0	11	2	0	0	0	0	0	0	0	0	0	0	0
20:00	17	0	13	4	0	0	0	0	0	0	0	0	0	0	0
21:00	19	0	17	2	0	0	0	0	0	0	0	0	0	0	0
22:00	11	0	10	1	0	0	0	0	0	0	0	0	0	0	0
23:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	693	5	571	114	1	1	1	0	0	0	0	0	0	0	0
16H,6-22	767	6	628	128	1	1	2	0	0	0	0	0	1	0	0
18H,6-24	784	6	644	129	1	1	2	0	0	0	0	0	1	0	0
24H,0-24	792	6	652	129	1	1	2	0	0	0	0	0	1	0	0

13381		MARKFIELD				Site No: 13381001		Location		Hill Lane, Markfield					
Wed 15-May-24 to Tue 21-May-24						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		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			
			CAR-BASED LGV	LIGHT GOODS VEHICLES								AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Thu 16-May-24															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	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	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	
06:00	14	0	10	3	0	1	0	0	0	0	0	0	0	0	
07:00	38	0	35	3	0	0	0	0	0	0	0	0	0	0	
08:00	84	0	70	14	0	0	0	0	0	0	0	0	0	0	
09:00	30	0	22	8	0	0	0	0	0	0	0	0	0	0	
10:00	33	0	30	3	0	0	0	0	0	0	0	0	0	0	
11:00	35	0	32	3	0	0	0	0	0	0	0	0	0	0	
12:00	26	0	22	4	0	0	0	0	0	0	0	0	0	0	
13:00	45	0	36	8	0	0	0	0	0	0	1	0	0	0	
14:00	48	0	40	8	0	0	0	0	0	0	0	0	0	0	
15:00	68	0	54	13	0	1	0	0	0	0	0	0	0	0	
16:00	66	0	53	13	0	0	0	0	0	0	0	0	0	0	
17:00	61	1	50	9	1	0	0	0	0	0	0	0	0	0	
18:00	59	0	55	4	0	0	0	0	0	0	0	0	0	0	
19:00	18	0	17	1	0	0	0	0	0	0	0	0	0	0	
20:00	13	0	12	1	0	0	0	0	0	0	0	0	0	0	
21:00	12	0	10	2	0	0	0	0	0	0	0	0	0	0	
22:00	13	0	12	1	0	0	0	0	0	0	0	0	0	0	
23:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	593	1	499	90	1	1	0	0	0	0	1	0	0	0	
16H,6-22	650	1	548	97	1	2	0	0	0	0	1	0	0	0	
18H,6-24	669	1	566	98	1	2	0	0	0	0	1	0	0	0	
24H,0-24	674	1	571	98	1	2	0	0	0	0	1	0	0	0	

13381		MARKFIELD					Site No: 13381001		Location		Hill Lane, Markfield				
Wed 15-May-24 to Tue 21-May-24						Channel: Southbound									
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		
			CAR-BASED LGV	VEHICLES									AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 17-May-24															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
06:00	8	0	4	4	0	0	0	0	0	0	0	0	0	0	0
07:00	31	0	28	3	0	0	0	0	0	0	0	0	0	0	0
08:00	93	0	72	20	0	0	1	0	0	0	0	0	0	0	0
09:00	38	0	29	8	0	0	0	0	1	0	0	0	0	0	0
10:00	18	0	15	3	0	0	0	0	0	0	0	0	0	0	0
11:00	33	0	26	7	0	0	0	0	0	0	0	0	0	0	0
12:00	57	1	48	8	0	0	0	0	0	0	0	0	0	0	0
13:00	56	1	44	10	0	0	0	0	1	0	0	0	0	0	0
14:00	75	0	66	9	0	0	0	0	0	0	0	0	0	0	0
15:00	71	1	54	16	0	0	0	0	0	0	0	0	0	0	0
16:00	84	3	72	8	0	0	1	0	0	0	0	0	0	0	0
17:00	95	2	84	8	1	0	0	0	0	0	0	0	0	0	0
18:00	38	0	32	5	0	0	0	0	1	0	0	0	0	0	0
19:00	25	0	23	2	0	0	0	0	0	0	0	0	0	0	0
20:00	17	1	14	2	0	0	0	0	0	0	0	0	0	0	0
21:00	17	0	15	2	0	0	0	0	0	0	0	0	0	0	0
22:00	13	0	11	2	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	689	8	570	105	1	0	2	0	3	0	0	0	0	0	0
16H,6-22	756	9	626	115	1	0	2	0	3	0	0	0	0	0	0
18H,6-24	778	9	645	118	1	0	2	0	3	0	0	0	0	0	0
24H,0-24	781	9	647	119	1	0	2	0	3	0	0	0	0	0	0

13381		MARKFIELD					Site No: 13381001		Location		Hill Lane, Markfield				
Wed 15-May-24 to Tue 21-May-24						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		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			
			CAR-BASED LGV	LIGHT GOODS VEHICLES								AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Sat 18-May-24															
00:00	4	0	4	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	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00	9	0	7	2	0	0	0	0	0	0	0	0	0	0	
08:00	9	1	7	1	0	0	0	0	0	0	0	0	0	0	
09:00	22	1	19	2	0	0	0	0	0	0	0	0	0	0	
10:00	51	2	44	5	0	0	0	0	0	0	0	0	0	0	
11:00	66	0	57	7	0	2	0	0	0	0	0	0	0	0	
12:00	53	1	41	8	0	0	0	0	1	0	0	2	0	0	
13:00	48	3	39	6	0	0	0	0	0	0	0	0	0	0	
14:00	40	0	33	6	0	1	0	0	0	0	0	0	0	0	
15:00	28	1	25	2	0	0	0	0	0	0	0	0	0	0	
16:00	49	1	40	8	0	0	0	0	0	0	0	0	0	0	
17:00	45	3	38	4	0	0	0	0	0	0	0	0	0	0	
18:00	38	0	33	5	0	0	0	0	0	0	0	0	0	0	
19:00	26	0	25	1	0	0	0	0	0	0	0	0	0	0	
20:00	26	0	24	2	0	0	0	0	0	0	0	0	0	0	
21:00	17	1	14	2	0	0	0	0	0	0	0	0	0	0	
22:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	458	13	383	56	0	3	0	0	1	0	0	2	0	0	
16H,6-22	527	14	446	61	0	3	0	0	1	0	0	2	0	0	
18H,6-24	535	14	454	61	0	3	0	0	1	0	0	2	0	0	
24H,0-24	542	14	460	62	0	3	0	0	1	0	0	2	0	0	

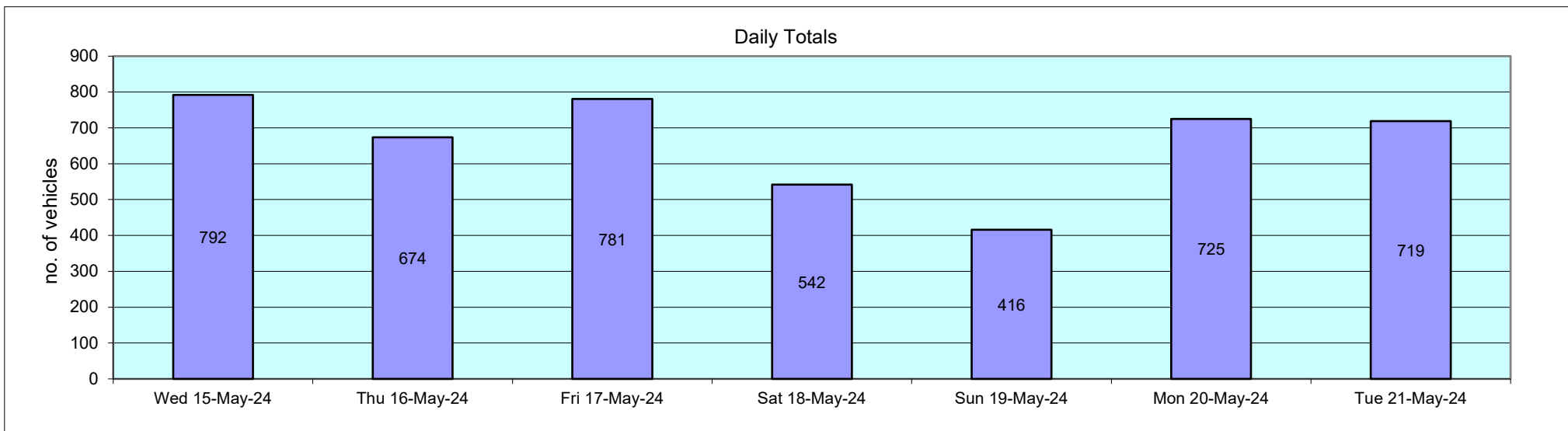
13381	MARKFIELD					Site No: 13381001		Location Hill Lane, Markfield							
Wed 15-May-24 to Tue 21-May-24			Channel: Southbound												
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	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	TRAILER											
Sun 19-May-24															
00:00	6	1	4		1	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
02:00	0	0	0		0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0		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	2	0	1		1	0	0	0	0	0	0	0	0	0	0
06:00	1	0	1		0	0	0	0	0	0	0	0	0	0	0
07:00	3	0	3		0	0	0	0	0	0	0	0	0	0	0
08:00	16	1	13		2	0	0	0	0	0	0	0	0	0	0
09:00	23	1	18		3	0	0	0	0	1	0	0	0	0	0
10:00	25	3	21		1	0	0	0	0	0	0	0	0	0	0
11:00	37	0	32		5	0	0	0	0	0	0	0	0	0	0
12:00	35	3	29		3	0	0	0	0	0	0	0	0	0	0
13:00	42	1	39		2	0	0	0	0	0	0	0	0	0	0
14:00	34	3	27		4	0	0	0	0	0	0	0	0	0	0
15:00	44	2	39		3	0	0	0	0	0	0	0	0	0	0
16:00	34	0	25		9	0	0	0	0	0	0	0	0	0	0
17:00	39	1	33		5	0	0	0	0	0	0	0	0	0	0
18:00	24	1	19		4	0	0	0	0	0	0	0	0	0	0
19:00	14	1	13		0	0	0	0	0	0	0	0	0	0	0
20:00	13	0	12		1	0	0	0	0	0	0	0	0	0	0
21:00	13	1	10		2	0	0	0	0	0	0	0	0	0	0
22:00	4	0	4		0	0	0	0	0	0	0	0	0	0	0
23:00	1	0	1		0	0	0	0	0	0	0	0	0	0	0
12H,7-19	356	16	298		41	0	0	0	0	1	0	0	0	0	0
16H,6-22	397	18	334		44	0	0	0	0	1	0	0	0	0	0
18H,6-24	402	18	339		44	0	0	0	0	1	0	0	0	0	0
24H,0-24	416	19	350		46	0	0	0	0	1	0	0	0	0	0

13381		MARKFIELD				Site No: 13381001		Location		Hill Lane, Markfield					
Wed 15-May-24 to Tue 21-May-24			Channel: Southbound												
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		
			CAR-BASED LGV	VEHICLES									AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 20-May-24															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
05:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	0
06:00	12	1	7	4	0	0	0	0	0	0	0	0	0	0	0
07:00	34	1	30	3	0	0	0	0	0	0	0	0	0	0	0
08:00	81	1	67	12	0	1	0	0	0	0	0	0	0	0	0
09:00	41	1	34	4	0	1	0	0	1	0	0	0	0	0	0
10:00	30	0	22	8	0	0	0	0	0	0	0	0	0	0	0
11:00	37	0	30	7	0	0	0	0	0	0	0	0	0	0	0
12:00	39	1	33	5	0	0	0	0	0	0	0	0	0	0	0
13:00	43	0	38	4	0	0	0	0	1	0	0	0	0	0	0
14:00	60	1	54	4	0	1	0	0	0	0	0	0	0	0	0
15:00	78	0	62	16	0	0	0	0	0	0	0	0	0	0	0
16:00	70	1	60	9	0	0	0	0	0	0	0	0	0	0	0
17:00	70	1	57	12	0	0	0	0	0	0	0	0	0	0	0
18:00	43	1	37	5	0	0	0	0	0	0	0	0	0	0	0
19:00	33	0	28	5	0	0	0	0	0	0	0	0	0	0	0
20:00	21	3	14	4	0	0	0	0	0	0	0	0	0	0	0
21:00	13	0	12	1	0	0	0	0	0	0	0	0	0	0	0
22:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
23:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	626	8	524	89	0	3	0	0	2	0	0	0	0	0	0
16H,6-22	705	12	585	103	0	3	0	0	2	0	0	0	0	0	0
18H,6-24	715	12	595	103	0	3	0	0	2	0	0	0	0	0	0
24H,0-24	725	12	603	105	0	3	0	0	2	0	0	0	0	0	0

13381		MARKFIELD				Site No: 13381001		Location		Hill Lane, Markfield					
Wed 15-May-24 to Tue 21-May-24						Channel: Southbound									
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		
			CAR-BASED LGV	VEHICLES									AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 21-May-24															
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	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	
03:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	
04:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	
05:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
06:00	10	0	5	5	0	0	0	0	0	0	0	0	0	0	
07:00	46	0	40	5	0	1	0	0	0	0	0	0	0	0	
08:00	78	0	62	15	0	0	0	1	0	0	0	0	0	0	
09:00	34	0	30	4	0	0	0	0	0	0	0	0	0	0	
10:00	30	0	25	2	2	1	0	0	0	0	0	0	0	0	
11:00	41	0	33	8	0	0	0	0	0	0	0	0	0	0	
12:00	30	0	27	3	0	0	0	0	0	0	0	0	0	0	
13:00	37	0	30	7	0	0	0	0	0	0	0	0	0	0	
14:00	43	0	35	7	0	0	1	0	0	0	0	0	0	0	
15:00	89	0	74	15	0	0	0	0	0	0	0	0	0	0	
16:00	68	0	60	8	0	0	0	0	0	0	0	0	0	0	
17:00	87	0	69	17	1	0	0	0	0	0	0	0	0	0	
18:00	47	1	39	7	0	0	0	0	0	0	0	0	0	0	
19:00	20	0	18	2	0	0	0	0	0	0	0	0	0	0	
20:00	25	0	22	3	0	0	0	0	0	0	0	0	0	0	
21:00	14	0	13	1	0	0	0	0	0	0	0	0	0	0	
22:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0	
23:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	630	1	524	98	3	2	1	1	0	0	0	0	0	0	
16H,6-22	699	1	582	109	3	2	1	1	0	0	0	0	0	0	
18H,6-24	712	1	595	109	3	2	1	1	0	0	0	0	0	0	
24H,0-24	719	1	600	110	3	2	1	1	1	0	0	0	0	0	

13381 MARKFIELD Site No: 13381001 Location Hill Lane, Markfield
Wed 15-May-24 to Tue 21-May-24 Channel: Southbound

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 15-May-24	792	6	652	129	1	1	2	0	0	0	0	1	0	0
Thu 16-May-24	674	1	571	98	1	2	0	0	0	0	1	0	0	0
Fri 17-May-24	781	9	647	119	1	0	2	0	3	0	0	0	0	0
Sat 18-May-24	542	14	460	62	0	3	0	0	1	0	0	2	0	0
Sun 19-May-24	416	19	350	46	0	0	0	0	1	0	0	0	0	0
Mon 20-May-24	725	12	603	105	0	3	0	0	2	0	0	0	0	0
Tue 21-May-24	719	1	600	110	3	2	1	1	1	0	0	0	0	0
Total Vehicles														
[--]	4649	62	3883	669	6	11	5	1	8	0	1	3	0	0



13381	MARKFIELD				Site No: 13381001		Location		Hill Lane, Markfield		
Wed 15-May-24 to Tue 21-May-24				Channel: Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 15-May-24											
00:00	1	0	0.0	1	100.0	0	0.0	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	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	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
06:00	25	1	4.0	16	64.0	6	24.0	2	8.0	0	0.0
07:00	40	0	0.0	36	90.0	4	10.0	0	0.0	0	0.0
08:00	80	0	0.0	63	78.8	17	21.3	0	0.0	0	0.0
09:00	46	0	0.0	39	84.8	6	13.0	1	2.2	0	0.0
10:00	40	1	2.5	36	90.0	3	7.5	0	0.0	0	0.0
11:00	40	0	0.0	31	77.5	8	20.0	1	2.5	0	0.0
12:00	58	0	0.0	49	84.5	9	15.5	0	0.0	0	0.0
13:00	39	1	2.6	32	82.1	6	15.4	0	0.0	0	0.0
14:00	54	0	0.0	49	90.7	5	9.3	0	0.0	0	0.0
15:00	83	0	0.0	64	77.1	19	22.9	0	0.0	0	0.0
16:00	75	2	2.7	63	84.0	10	13.3	0	0.0	0	0.0
17:00	82	1	1.2	59	72.0	21	25.6	0	0.0	1	1.2
18:00	56	0	0.0	50	89.3	6	10.7	0	0.0	0	0.0
19:00	13	0	0.0	11	84.6	2	15.4	0	0.0	0	0.0
20:00	17	0	0.0	13	76.5	4	23.5	0	0.0	0	0.0
21:00	19	0	0.0	17	89.5	2	10.5	0	0.0	0	0.0
22:00	11	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
23:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	693	5	0.7	571	82.4	114	16.5	2	0.3	1	0.1
16H,6-22	767	6	0.8	628	81.9	128	16.7	4	0.5	1	0.1
18H,6-24	784	6	0.8	644	82.1	129	16.5	4	0.5	1	0.1
24H,0-24	792	6	0.8	652	82.3	129	16.3	4	0.5	1	0.1

13381	MARKFIELD			Site No: 13381001			Location		Hill Lane, Markfield		
Wed 15-May-24 to Tue 21-May-24				Channel: Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 16-May-24											
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
06:00	14	0	0.0	10	71.4	3	21.4	1	7.1	0	0.0
07:00	38	0	0.0	35	92.1	3	7.9	0	0.0	0	0.0
08:00	84	0	0.0	70	83.3	14	16.7	0	0.0	0	0.0
09:00	30	0	0.0	22	73.3	8	26.7	0	0.0	0	0.0
10:00	33	0	0.0	30	90.9	3	9.1	0	0.0	0	0.0
11:00	35	0	0.0	32	91.4	3	8.6	0	0.0	0	0.0
12:00	26	0	0.0	22	84.6	4	15.4	0	0.0	0	0.0
13:00	45	0	0.0	36	80.0	8	17.8	1	2.2	0	0.0
14:00	48	0	0.0	40	83.3	8	16.7	0	0.0	0	0.0
15:00	68	0	0.0	54	79.4	13	19.1	1	1.5	0	0.0
16:00	66	0	0.0	53	80.3	13	19.7	0	0.0	0	0.0
17:00	61	1	1.6	50	82.0	9	14.8	0	0.0	1	1.6
18:00	59	0	0.0	55	93.2	4	6.8	0	0.0	0	0.0
19:00	18	0	0.0	17	94.4	1	5.6	0	0.0	0	0.0
20:00	13	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
21:00	12	0	0.0	10	83.3	2	16.7	0	0.0	0	0.0
22:00	13	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
23:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	593	1	0.2	499	84.2	90	15.2	2	0.3	1	0.2
16H,6-22	650	1	0.2	548	84.3	97	14.9	3	0.5	1	0.2
18H,6-24	669	1	0.2	566	84.6	98	14.7	3	0.5	1	0.2
24H,0-24	674	1	0.2	571	84.7	98	14.5	3	0.5	1	0.2

13381	MARKFIELD				Site No: 13381001		Location		Hill Lane, Markfield			
Wed 15-May-24 to Tue 21-May-24					Channel: Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %	
Fri 17-May-24												
00:00	0	0	-	0	-	0	-	0	-	0	-	
01:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0	
02:00	0	0	-	0	-	0	-	0	-	0	-	
03:00	0	0	-	0	-	0	-	0	-	0	-	
04:00	0	0	-	0	-	0	-	0	-	0	-	
05:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0	
06:00	8	0	0.0	4	50.0	4	50.0	0	0.0	0	0.0	
07:00	31	0	0.0	28	90.3	3	9.7	0	0.0	0	0.0	
08:00	93	0	0.0	72	77.4	20	21.5	1	1.1	0	0.0	
09:00	38	0	0.0	29	76.3	8	21.1	1	2.6	0	0.0	
10:00	18	0	0.0	15	83.3	3	16.7	0	0.0	0	0.0	
11:00	33	0	0.0	26	78.8	7	21.2	0	0.0	0	0.0	
12:00	57	1	1.8	48	84.2	8	14.0	0	0.0	0	0.0	
13:00	56	1	1.8	44	78.6	10	17.9	1	1.8	0	0.0	
14:00	75	0	0.0	66	88.0	9	12.0	0	0.0	0	0.0	
15:00	71	1	1.4	54	76.1	16	22.5	0	0.0	0	0.0	
16:00	84	3	3.6	72	85.7	8	9.5	1	1.2	0	0.0	
17:00	95	2	2.1	84	88.4	8	8.4	0	0.0	1	1.1	
18:00	38	0	0.0	32	84.2	5	13.2	1	2.6	0	0.0	
19:00	25	0	0.0	23	92.0	2	8.0	0	0.0	0	0.0	
20:00	17	1	5.9	14	82.4	2	11.8	0	0.0	0	0.0	
21:00	17	0	0.0	15	88.2	2	11.8	0	0.0	0	0.0	
22:00	13	0	0.0	11	84.6	2	15.4	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	689	8	1.2	570	82.7	105	15.2	5	0.7	1	0.2	
16H,6-22	756	9	1.2	626	82.8	115	15.2	5	0.7	1	0.1	
18H,6-24	778	9	1.2	645	82.9	118	15.2	5	0.6	1	0.1	
24H,0-24	781	9	1.2	647	82.8	119	15.2	5	0.6	1	0.1	

13381	MARKFIELD				Site No: 13381001		Location		Hill Lane, Markfield		
Wed 15-May-24 to Tue 21-May-24				Channel: Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 18-May-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	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
06:00	0	0	-	0	-	0	-	0	-	0	-
07:00	9	0	0.0	7	77.8	2	22.2	0	0.0	0	0.0
08:00	9	1	11.1	7	77.8	1	11.1	0	0.0	0	0.0
09:00	22	1	4.6	19	86.4	2	9.1	0	0.0	0	0.0
10:00	51	2	3.9	44	86.3	5	9.8	0	0.0	0	0.0
11:00	66	0	0.0	57	86.4	7	10.6	2	3.0	0	0.0
12:00	53	1	1.9	41	77.4	8	15.1	3	5.7	0	0.0
13:00	48	3	6.3	39	81.3	6	12.5	0	0.0	0	0.0
14:00	40	0	0.0	33	82.5	6	15.0	1	2.5	0	0.0
15:00	28	1	3.6	25	89.3	2	7.1	0	0.0	0	0.0
16:00	49	1	2.0	40	81.6	8	16.3	0	0.0	0	0.0
17:00	45	3	6.7	38	84.4	4	8.9	0	0.0	0	0.0
18:00	38	0	0.0	33	86.8	5	13.2	0	0.0	0	0.0
19:00	26	0	0.0	25	96.2	1	3.9	0	0.0	0	0.0
20:00	26	0	0.0	24	92.3	2	7.7	0	0.0	0	0.0
21:00	17	1	5.9	14	82.4	2	11.8	0	0.0	0	0.0
22:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	458	13	2.8	383	83.6	56	12.2	6	1.3	0	0.0
16H,6-22	527	14	2.7	446	84.6	61	11.6	6	1.1	0	0.0
18H,6-24	535	14	2.6	454	84.9	61	11.4	6	1.1	0	0.0
24H,0-24	542	14	2.6	460	84.9	62	11.4	6	1.1	0	0.0

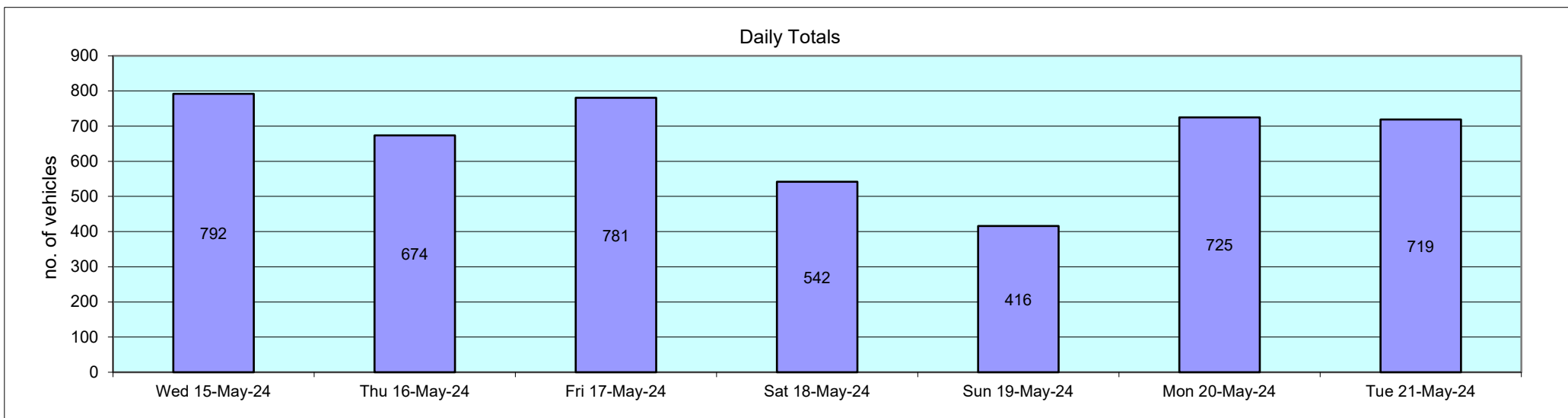
13381	MARKFIELD				Site No: 13381001		Location		Hill Lane, Markfield		
Wed 15-May-24 to Tue 21-May-24				Channel: Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 19-May-24											
00:00	6	1	16.7	4	66.7	1	16.7	0	0.0	0	0.0
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	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	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
06:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
07:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
08:00	16	1	6.3	13	81.3	2	12.5	0	0.0	0	0.0
09:00	23	1	4.4	18	78.3	3	13.0	1	4.4	0	0.0
10:00	25	3	12.0	21	84.0	1	4.0	0	0.0	0	0.0
11:00	37	0	0.0	32	86.5	5	13.5	0	0.0	0	0.0
12:00	35	3	8.6	29	82.9	3	8.6	0	0.0	0	0.0
13:00	42	1	2.4	39	92.9	2	4.8	0	0.0	0	0.0
14:00	34	3	8.8	27	79.4	4	11.8	0	0.0	0	0.0
15:00	44	2	4.6	39	88.6	3	6.8	0	0.0	0	0.0
16:00	34	0	0.0	25	73.5	9	26.5	0	0.0	0	0.0
17:00	39	1	2.6	33	84.6	5	12.8	0	0.0	0	0.0
18:00	24	1	4.2	19	79.2	4	16.7	0	0.0	0	0.0
19:00	14	1	7.1	13	92.9	0	0.0	0	0.0	0	0.0
20:00	13	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
21:00	13	1	7.7	10	76.9	2	15.4	0	0.0	0	0.0
22:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	356	16	4.5	298	83.7	41	11.5	1	0.3	0	0.0
16H,6-22	397	18	4.5	334	84.1	44	11.1	1	0.3	0	0.0
18H,6-24	402	18	4.5	339	84.3	44	11.0	1	0.3	0	0.0
24H,0-24	416	19	4.6	350	84.1	46	11.1	1	0.2	0	0.0

13381	MARKFIELD				Site No: 13381001		Location		Hill Lane, Markfield		
Wed 15-May-24 to Tue 21-May-24				Channel: Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 20-May-24											
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
05:00	7	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
06:00	12	1	8.3	7	58.3	4	33.3	0	0.0	0	0.0
07:00	34	1	2.9	30	88.2	3	8.8	0	0.0	0	0.0
08:00	81	1	1.2	67	82.7	12	14.8	1	1.2	0	0.0
09:00	41	1	2.4	34	82.9	4	9.8	2	4.9	0	0.0
10:00	30	0	0.0	22	73.3	8	26.7	0	0.0	0	0.0
11:00	37	0	0.0	30	81.1	7	18.9	0	0.0	0	0.0
12:00	39	1	2.6	33	84.6	5	12.8	0	0.0	0	0.0
13:00	43	0	0.0	38	88.4	4	9.3	1	2.3	0	0.0
14:00	60	1	1.7	54	90.0	4	6.7	1	1.7	0	0.0
15:00	78	0	0.0	62	79.5	16	20.5	0	0.0	0	0.0
16:00	70	1	1.4	60	85.7	9	12.9	0	0.0	0	0.0
17:00	70	1	1.4	57	81.4	12	17.1	0	0.0	0	0.0
18:00	43	1	2.3	37	86.1	5	11.6	0	0.0	0	0.0
19:00	33	0	0.0	28	84.9	5	15.2	0	0.0	0	0.0
20:00	21	3	14.3	14	66.7	4	19.1	0	0.0	0	0.0
21:00	13	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
22:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
23:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	626	8	1.3	524	83.7	89	14.2	5	0.8	0	0.0
16H,6-22	705	12	1.7	585	83.0	103	14.6	5	0.7	0	0.0
18H,6-24	715	12	1.7	595	83.2	103	14.4	5	0.7	0	0.0
24H,0-24	725	12	1.7	603	83.2	105	14.5	5	0.7	0	0.0

13381	MARKFIELD				Site No: 13381001		Location		Hill Lane, Markfield		
Wed 15-May-24 to Tue 21-May-24				Channel: Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 21-May-24											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	1	0	0.0	0	0.0	0	0.0	1	100.0	0	0.0
04:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
05:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
06:00	10	0	0.0	5	50.0	5	50.0	0	0.0	0	0.0
07:00	46	0	0.0	40	87.0	5	10.9	1	2.2	0	0.0
08:00	78	0	0.0	62	79.5	15	19.2	1	1.3	0	0.0
09:00	34	0	0.0	30	88.2	4	11.8	0	0.0	0	0.0
10:00	30	0	0.0	25	83.3	2	6.7	1	3.3	2	6.7
11:00	41	0	0.0	33	80.5	8	19.5	0	0.0	0	0.0
12:00	30	0	0.0	27	90.0	3	10.0	0	0.0	0	0.0
13:00	37	0	0.0	30	81.1	7	18.9	0	0.0	0	0.0
14:00	43	0	0.0	35	81.4	7	16.3	1	2.3	0	0.0
15:00	89	0	0.0	74	83.2	15	16.9	0	0.0	0	0.0
16:00	68	0	0.0	60	88.2	8	11.8	0	0.0	0	0.0
17:00	87	0	0.0	69	79.3	17	19.5	0	0.0	1	1.2
18:00	47	1	2.1	39	83.0	7	14.9	0	0.0	0	0.0
19:00	20	0	0.0	18	90.0	2	10.0	0	0.0	0	0.0
20:00	25	0	0.0	22	88.0	3	12.0	0	0.0	0	0.0
21:00	14	0	0.0	13	92.9	1	7.1	0	0.0	0	0.0
22:00	10	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
23:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	630	1	0.2	524	83.2	98	15.6	4	0.6	3	0.5
16H,6-22	699	1	0.1	582	83.3	109	15.6	4	0.6	3	0.4
18H,6-24	712	1	0.1	595	83.6	109	15.3	4	0.6	3	0.4
24H,0-24	719	1	0.1	600	83.5	110	15.3	5	0.7	3	0.4

13381	MARKFIELD	Site No: 13381001	Location	Hill Lane, Markfield
Wed 15-May-24 to Tue 21-May-24		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Wed 15-May-24	792	6	0.8	652	82.3	129	16.3	4	0.5	1	0.1
Thu 16-May-24	674	1	0.2	571	84.7	98	14.5	3	0.5	1	0.2
Fri 17-May-24	781	9	1.2	647	82.8	119	15.2	5	0.6	1	0.1
Sat 18-May-24	542	14	2.6	460	84.9	62	11.4	6	1.1	0	0.0
Sun 19-May-24	416	19	4.6	350	84.1	46	11.1	1	0.2	0	0.0
Mon 20-May-24	725	12	1.7	603	83.2	105	14.5	5	0.7	0	0.0
Tue 21-May-24	719	1	0.1	600	83.5	110	15.3	5	0.7	3	0.4
Total Vehicles											
[--]	4649	62	1.6	3883	83.6	669	14.1	29	0.6	6	0.1



13381 MARKFIELD					Site No: 13381001 Location Hill Lane, Markfield											
Wed 15-May-24 to Tue 21-May-24					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Wed 15-May-24																
00:00	1	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
01:00	1	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	-	39.8	5.3	0	0	0	1	1	0	0	0	0	0	0	0
04:00	1	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
05:00	3	-	45.2	3.1	0	0	0	0	2	1	0	0	0	0	0	0
06:00	25	49.4	37	14	0	4	4	7	3	4	1	0	2	0	0	0
07:00	40	50.5	42.8	8	0	0	1	16	9	8	5	0	1	0	0	0
08:00	80	45.4	38.6	7.2	0	0	9	41	20	6	4	0	0	0	0	0
09:00	46	40.5	35.1	7.4	0	2	7	30	4	3	0	0	0	0	0	0
10:00	40	41.5	33.3	9.5	0	4	10	19	5	1	0	1	0	0	0	0
11:00	40	43.1	37.8	7.1	0	0	3	28	6	1	0	2	0	0	0	0
12:00	58	45.7	39	8.2	0	2	4	26	18	4	4	0	0	0	0	0
13:00	39	46.7	38.2	8.8	0	1	5	19	7	5	1	1	0	0	0	0
14:00	54	45.3	38.7	7.4	0	0	5	30	12	5	0	2	0	0	0	0
15:00	83	47.8	39.9	8.4	0	1	6	41	18	11	2	3	1	0	0	0
16:00	75	45	38.6	8.3	0	0	9	39	19	5	2	0	0	0	0	1
17:00	82	46.7	39.2	8.4	0	2	3	49	14	9	1	2	2	0	0	0
18:00	56	46.9	40.3	7.2	0	0	3	27	16	6	3	1	0	0	0	0
19:00	13	41.9	34.7	8.3	0	1	2	7	3	0	0	0	0	0	0	0
20:00	17	47.6	40.1	9.3	0	1	1	5	6	3	1	0	0	0	0	0
21:00	19	48.8	38	10.3	0	1	3	8	2	3	2	0	0	0	0	0
22:00	11	42.4	32.6	10.5	0	2	2	4	3	0	0	0	0	0	0	0
23:00	6	-	43.5	6.4	0	0	0	2	1	3	0	0	0	0	0	0
12H,7-19	693	46	38.6	8.2	0	12	65	365	148	64	22	12	4	0	0	1
16H,6-22	767	46.2	38.5	8.5	0	19	75	392	162	74	26	12	6	0	0	1
18H,6-24	784	46.3	38.5	8.6	0	21	77	398	166	77	26	12	6	0	0	1
24H,0-24	792	46.2	38.5	8.6	0	21	77	401	170	78	26	12	6	0	0	1

13381 MARKFIELD					Site No: 13381001 Location Hill Lane, Markfield											
Wed 15-May-24 to Tue 21-May-24					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Thu 16-May-24																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	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
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	5	-	40.5	10.3	0	0	1	1	2	0	1	0	0	0	0	0
06:00	14	47	38.3	10.5	0	1	2	4	4	2	1	0	0	0	0	0
07:00	38	47	40.5	7.3	0	0	1	21	9	4	1	2	0	0	0	0
08:00	84	45.2	37.9	7.3	0	2	7	46	19	9	1	0	0	0	0	0
09:00	30	46	40.4	7.2	0	0	0	19	6	1	3	1	0	0	0	0
10:00	33	42.9	36.8	6.4	0	0	4	22	4	3	0	0	0	0	0	0
11:00	35	42.3	35.2	7.9	0	2	5	21	5	2	0	0	0	0	0	0
12:00	26	45.3	37.8	7.3	0	0	3	16	3	3	1	0	0	0	0	0
13:00	45	44	37	7	0	0	7	26	8	3	1	0	0	0	0	0
14:00	48	45.3	37.6	8.3	0	3	3	24	12	6	0	0	0	0	0	0
15:00	68	44.3	38.1	7.4	0	2	3	41	17	3	1	0	1	0	0	0
16:00	66	47.6	39.9	7.7	0	0	3	38	10	14	0	0	0	0	1	0
17:00	61	47.1	40.3	7.6	0	1	2	29	18	6	4	1	0	0	0	0
18:00	59	48.3	41	7.4	0	0	4	23	18	10	3	1	0	0	0	0
19:00	18	49.5	41.3	8.5	0	0	1	9	2	4	1	1	0	0	0	0
20:00	13	43.6	35.8	8.9	0	1	2	5	5	0	0	0	0	0	0	0
21:00	12	44.9	40	6.4	0	0	1	4	6	1	0	0	0	0	0	0
22:00	13	49.9	42.3	8.8	0	0	1	5	1	4	2	0	0	0	0	0
23:00	6	-	39.8	4.7	0	0	0	3	3	0	0	0	0	0	0	0
12H,7-19	593	45.9	38.7	7.6	0	10	42	326	129	64	15	5	1	0	1	0
16H,6-22	650	45.9	38.7	7.7	0	12	48	348	146	71	17	6	1	0	1	0
18H,6-24	669	46.1	38.8	7.7	0	12	49	356	150	75	19	6	1	0	1	0
24H,0-24	674	46.1	38.8	7.7	0	12	50	357	152	75	20	6	1	0	1	0

13381 MARKFIELD					Site No: 13381001 Location Hill Lane, Markfield											
Wed 15-May-24 to Tue 21-May-24					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Fri 17-May-24																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	-	43.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
06:00	8	-	40.7	12.1	0	1	0	2	3	0	2	0	0	0	0	0
07:00	31	49.5	42	7.9	0	0	2	11	8	7	2	1	0	0	0	0
08:00	93	45.1	39.3	5.7	0	0	2	56	25	8	2	0	0	0	0	0
09:00	38	47	39	8.6	0	0	5	19	7	4	1	2	0	0	0	0
10:00	18	45.5	37.9	8.1	0	0	3	9	3	2	1	0	0	0	0	0
11:00	33	43.1	36.5	7.5	0	1	4	20	6	1	1	0	0	0	0	0
12:00	57	43.9	36.9	7.3	1	0	6	34	12	4	0	0	0	0	0	0
13:00	56	46.9	39.4	8.5	0	2	2	29	13	6	2	2	0	0	0	0
14:00	75	45.1	37.9	7.2	0	1	7	43	15	7	2	0	0	0	0	0
15:00	71	48.7	40.7	7.4	0	1	0	39	15	9	6	1	0	0	0	0
16:00	84	47.4	40.2	9	0	1	5	43	20	7	4	1	2	0	1	0
17:00	95	46.5	38.1	8.1	0	3	8	52	16	12	4	0	0	0	0	0
18:00	38	46.6	39.6	7.5	0	1	2	16	12	7	0	0	0	0	0	0
19:00	25	47.9	35.3	11.2	0	2	7	9	2	2	3	0	0	0	0	0
20:00	17	47.2	41.1	5.8	0	0	0	8	5	4	0	0	0	0	0	0
21:00	17	45.9	37.6	9.1	0	1	2	7	4	3	0	0	0	0	0	0
22:00	13	48.8	36.4	11.9	0	1	3	5	2	0	1	1	0	0	0	0
23:00	9	-	43.2	6.6	0	0	0	3	3	2	1	0	0	0	0	0
12H,7-19	689	46.3	39	7.8	1	10	46	371	152	74	25	7	2	0	1	0
16H,6-22	756	46.5	38.9	8	1	14	55	397	166	83	30	7	2	0	1	0
18H,6-24	778	46.6	38.9	8	1	15	58	405	171	85	32	8	2	0	1	0
24H,0-24	781	46.6	38.9	8	1	15	58	406	173	85	32	8	2	0	1	0

13381 MARKFIELD					Site No: 13381001												Location	Hill Lane, Markfield
Wed 15-May-24 to Tue 21-May-24					Channel: Southbound													
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76		
Sat 18-May-24																		
00:00	4	-	37.3	8.4	0	0	1	1	2	0	0	0	0	0	0	0		
01:00	2	-	36	3.5	0	0	0	2	0	0	0	0	0	0	0	0		
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0		
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0		
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0		
05:00	1	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0		
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0		
07:00	9	-	39.9	9.6	0	0	0	7	1	0	0	0	1	0	0	0		
08:00	9	-	38.2	6.3	0	0	1	4	4	0	0	0	0	0	0	0		
09:00	22	43	36.8	8.5	0	1	2	14	3	0	2	0	0	0	0	0		
10:00	51	43.7	36.2	8.2	0	1	10	27	9	2	1	1	0	0	0	0		
11:00	66	46.4	37.6	9.6	0	3	11	26	15	8	2	0	1	0	0	0		
12:00	53	47.4	39.5	9.8	0	1	7	20	14	9	1	0	0	0	0	1		
13:00	48	46.8	39.2	7.7	0	0	6	21	12	8	0	1	0	0	0	0		
14:00	40	47.8	39.6	7.3	0	0	3	21	7	7	2	0	0	0	0	0		
15:00	28	47.9	40.3	9.7	1	1	0	9	10	6	1	0	0	0	0	0		
16:00	49	45.8	40.3	6.5	0	0	2	23	17	4	3	0	0	0	0	0		
17:00	45	50.3	41.9	9.1	0	0	4	17	9	9	2	4	0	0	0	0		
18:00	38	45.1	39.2	7.3	0	1	1	20	12	3	0	1	0	0	0	0		
19:00	26	47.5	40.6	9.9	0	0	3	11	7	2	1	1	0	1	0	0		
20:00	26	49.8	39.3	11.3	0	2	3	9	3	6	2	1	0	0	0	0		
21:00	17	50.9	38.8	12.1	0	0	5	5	4	0	2	0	0	1	0	0		
22:00	7	-	34.2	6.8	0	0	2	4	1	0	0	0	0	0	0	0		
23:00	1	-	26	-	0	0	1	0	0	0	0	0	0	0	0	0		
12H,7-19	458	47	39	8.5	1	8	47	209	113	56	14	7	2	0	0	1		
16H,6-22	527	47.4	39.1	8.9	1	10	58	234	127	64	19	9	2	2	0	1		
18H,6-24	535	47.3	39	8.9	1	10	61	238	128	64	19	9	2	2	0	1		
24H,0-24	542	47.2	39	8.8	1	10	62	241	131	64	19	9	2	2	0	1		

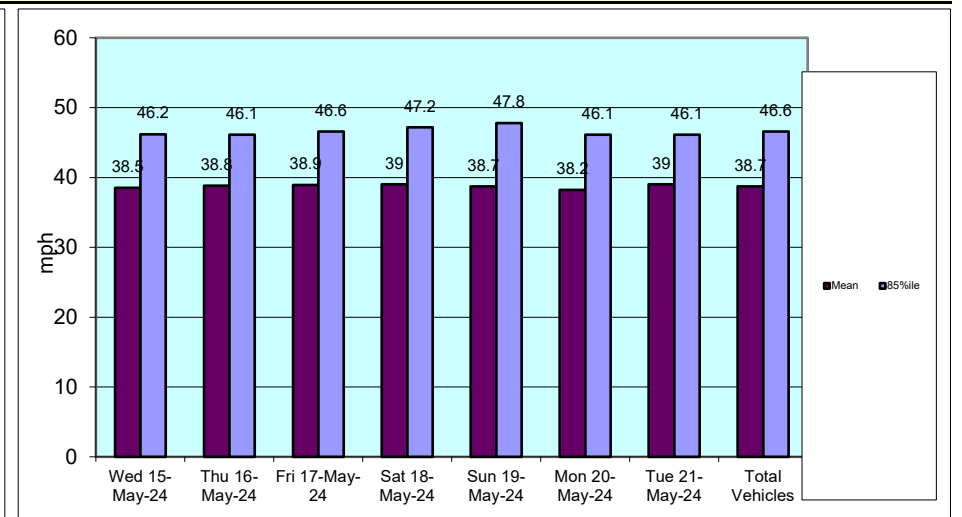
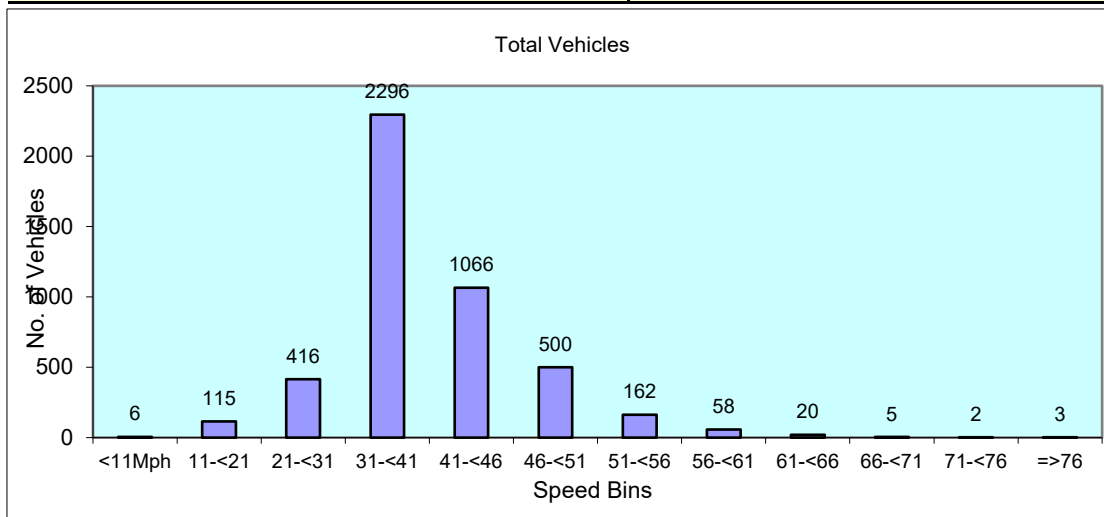
13381		MARKFIELD			Site No: 13381001		Location Hill Lane, Markfield									
Wed 15-May-24 to Tue 21-May-24					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sun 19-May-24																
00:00	6	-	35.2	10.3	0	1	0	3	2	0	0	0	0	0	0	0
01:00	1	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	5	-	48.5	14.2	0	0	0	2	1	0	0	0	2	0	0	0
05:00	2	-	39.8	5.3	0	0	0	1	1	0	0	0	0	0	0	0
06:00	1	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0
07:00	3	-	35.2	8.8	0	0	1	1	1	0	0	0	0	0	0	0
08:00	16	49.5	42.3	7.8	0	0	0	8	3	3	1	1	0	0	0	0
09:00	23	45.2	37	8.8	0	1	4	9	6	3	0	0	0	0	0	0
10:00	25	45.4	35.6	12	0	3	5	9	4	2	1	0	1	0	0	0
11:00	37	47.2	37.3	10.1	0	3	4	17	6	4	3	0	0	0	0	0
12:00	35	45.7	39.2	10.3	0	2	3	13	12	3	0	1	0	1	0	0
13:00	42	45.7	40.2	8.5	0	1	2	18	15	3	1	1	1	0	0	0
14:00	34	47.8	37.5	10.7	0	3	4	14	6	4	2	1	0	0	0	0
15:00	44	50.8	39.5	11.3	0	2	6	17	10	2	3	3	0	1	0	0
16:00	34	49	40.9	9.2	0	2	0	14	7	9	1	1	0	0	0	0
17:00	39	45.4	37.3	10.4	0	3	5	17	8	3	1	2	0	0	0	0
18:00	24	50.8	39.3	13.1	0	3	2	7	5	3	3	0	0	1	0	0
19:00	14	43.8	38.5	5.7	0	0	1	7	6	0	0	0	0	0	0	0
20:00	13	44.2	37.7	7.1	0	0	2	6	4	1	0	0	0	0	0	0
21:00	13	49.9	36.8	13.5	0	3	0	4	3	1	2	0	0	0	0	0
22:00	4	-	42.3	7.6	0	0	0	2	0	2	0	0	0	0	0	0
23:00	1	-	26	-	0	0	1	0	0	0	0	0	0	0	0	0
12H,7-19	356	48.1	38.7	10.3	0	23	36	144	83	39	16	10	2	3	0	0
16H,6-22	397	47.7	38.6	10.2	0	26	39	161	97	41	18	10	2	3	0	0
18H,6-24	402	47.8	38.6	10.2	0	26	40	163	97	43	18	10	2	3	0	0
24H,0-24	416	47.8	38.7	10.2	0	27	40	169	102	43	18	10	4	3	0	0

13381 MARKFIELD					Site No: 13381001 Location Hill Lane, Markfield											
Wed 15-May-24 to Tue 21-May-24					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Mon 20-May-24																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	26	-	0	0	1	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	-	57.3	30.1	0	0	0	1	0	0	0	0	0	0	0	1
05:00	7	-	42.4	10.8	0	0	1	2	1	2	0	1	0	0	0	0
06:00	12	49.5	42.7	11.1	0	1	0	3	3	3	1	1	0	0	0	0
07:00	34	50.1	42	10	0	2	1	10	8	9	2	2	0	0	0	0
08:00	81	45.9	39.2	7.7	1	0	5	41	22	8	3	1	0	0	0	0
09:00	41	45.5	37.4	8.1	0	0	8	20	7	4	2	0	0	0	0	0
10:00	30	43.5	37.3	6.8	0	1	1	21	4	3	0	0	0	0	0	0
11:00	37	39.8	34.6	6	0	0	8	26	2	1	0	0	0	0	0	0
12:00	39	42.7	34.1	9.1	0	4	7	20	5	3	0	0	0	0	0	0
13:00	43	43.6	35.8	9.5	2	0	6	26	4	2	3	0	0	0	0	0
14:00	60	44	36.6	7.2	0	1	9	34	11	5	0	0	0	0	0	0
15:00	78	46.5	40.2	7	0	1	1	41	22	8	4	1	0	0	0	0
16:00	70	48.3	39.8	8.8	0	1	9	25	19	11	3	2	0	0	0	0
17:00	70	44.5	37.1	8.1	1	2	6	38	17	5	1	0	0	0	0	0
18:00	43	47.1	38.2	9.7	0	2	5	20	8	5	2	0	1	0	0	0
19:00	33	44.9	39.3	8.6	0	0	3	19	6	2	1	1	1	0	0	0
20:00	21	46.4	39	8.7	0	1	2	7	7	4	0	0	0	0	0	0
21:00	13	43.8	36.2	10.8	0	1	2	7	1	1	0	1	0	0	0	0
22:00	7	-	39.2	4.7	0	0	0	4	3	0	0	0	0	0	0	0
23:00	3	-	35.2	8.8	0	0	1	1	1	0	0	0	0	0	0	0
12H,7-19	626	45.9	38	8.4	4	14	66	322	129	64	20	6	1	0	0	0
16H,6-22	705	46.1	38.1	8.5	4	17	73	358	146	74	22	9	2	0	0	0
18H,6-24	715	46	38.1	8.5	4	17	74	363	150	74	22	9	2	0	0	0
24H,0-24	725	46.1	38.2	8.6	4	17	76	366	151	76	22	10	2	0	0	1

13381 MARKFIELD					Site No: 13381001 Location Hill Lane, Markfield											
Wed 15-May-24 to Tue 21-May-24					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Tue 21-May-24																
00:00	1	-	53.5	-	0	0	0	0	0	0	1	0	0	0	0	0
01:00	0	-	-	-	0	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
03:00	1	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	2	-	36	3.5	0	0	0	2	0	0	0	0	0	0	0	0
05:00	3	-	49.3	11.8	0	0	0	1	0	0	1	1	0	0	0	0
06:00	10	49.3	40.3	11	0	1	0	4	1	3	1	0	0	0	0	0
07:00	46	50.3	42	9.4	0	1	2	18	9	10	4	0	2	0	0	0
08:00	78	47.3	40.5	7.3	0	1	3	34	25	11	3	1	0	0	0	0
09:00	34	45.5	38.3	6.6	0	0	3	20	6	5	0	0	0	0	0	0
10:00	30	44.8	37	7.2	0	0	5	17	4	4	0	0	0	0	0	0
11:00	41	44.6	36.9	7.5	0	1	5	24	6	5	0	0	0	0	0	0
12:00	30	45.3	38.6	7.1	0	0	3	16	7	3	1	0	0	0	0	0
13:00	37	44.3	38.2	6.4	0	0	3	22	9	2	1	0	0	0	0	0
14:00	43	44.8	37.4	8.8	0	3	3	21	12	2	2	0	0	0	0	0
15:00	89	46.1	39.4	8	0	2	5	44	24	8	5	0	1	0	0	0
16:00	68	44.8	38.4	7.5	0	2	4	36	20	3	3	0	0	0	0	0
17:00	87	45.6	39.6	6.6	0	0	7	37	32	10	1	0	0	0	0	0
18:00	47	47	40	8	0	1	3	19	15	7	1	1	0	0	0	0
19:00	20	43.9	37.4	6.8	0	0	3	10	6	1	0	0	0	0	0	0
20:00	25	45.6	38.8	8	0	1	1	13	6	3	1	0	0	0	0	0
21:00	14	40.5	36.4	4.8	0	0	1	11	2	0	0	0	0	0	0	0
22:00	10	46	37.3	8.2	0	0	2	5	1	2	0	0	0	0	0	0
23:00	3	-	41	4.5	0	0	0	1	2	0	0	0	0	0	0	0
12H,7-19	630	46.1	39.1	7.6	0	11	46	308	169	70	21	2	3	0	0	0
16H,6-22	699	46	39	7.6	0	13	51	346	184	77	23	2	3	0	0	0
18H,6-24	712	46	39	7.6	0	13	53	352	187	79	23	2	3	0	0	0
24H,0-24	719	46.1	39	7.7	0	13	53	356	187	79	25	3	3	0	0	0

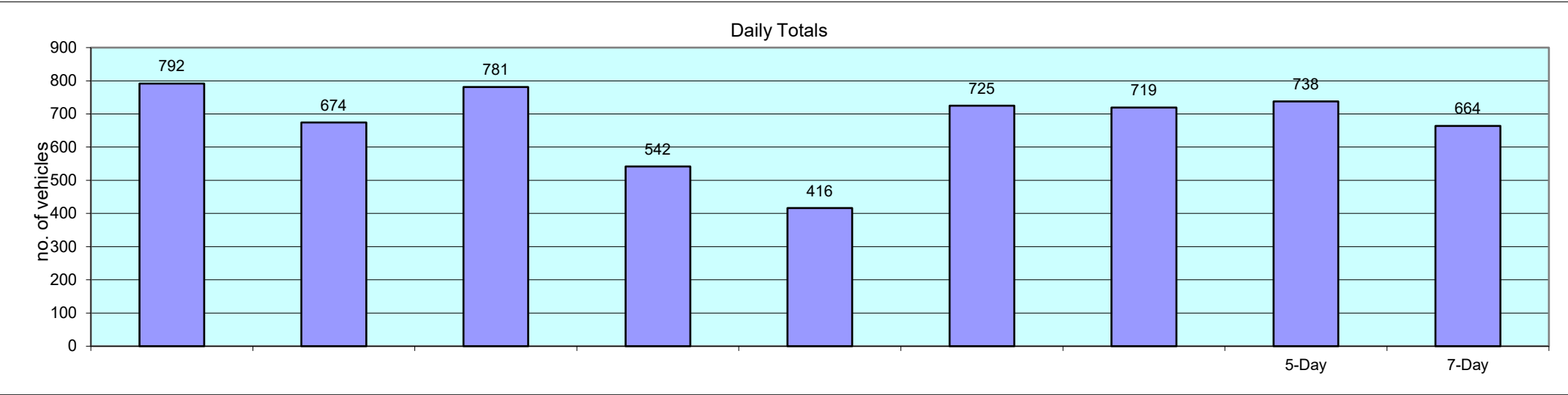
13381	MARKFIELD	Site No: 13381001	Location Hill Lane, Markfield
Wed 15-May-24 to Tue 21-May-24		Channel: Southbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Daily Totals																
Wed 15-May-24	792	46.2	38.5	8.6	0	21	77	401	170	78	26	12	6	0	0	1
Thu 16-May-24	674	46.1	38.8	7.7	0	12	50	357	152	75	20	6	1	0	1	0
Fri 17-May-24	781	46.6	38.9	8	1	15	58	406	173	85	32	8	2	0	1	0
Sat 18-May-24	542	47.2	39	8.8	1	10	62	241	131	64	19	9	2	2	0	1
Sun 19-May-24	416	47.8	38.7	10.2	0	27	40	169	102	43	18	10	4	3	0	0
Mon 20-May-24	725	46.1	38.2	8.6	4	17	76	366	151	76	22	10	2	0	0	1
Tue 21-May-24	719	46.1	39	7.7	0	13	53	356	187	79	25	3	3	0	0	0
Total Vehicles																
[--]	4649	46.6	38.7	8.5	6	115	416	2296	1066	500	162	58	20	5	2	3



13381	MARKFIELD		Site No: 13381001		Location		Hill Lane, Markfield		
			Channel: Southbound						
TIME PERIOD	Wed 15-May-24	Thu 16-May-24	Fri 17-May-24	Sat 18-May-24	Sun 19-May-24	Mon 20-May-24	Tue 21-May-24	5-Day Av	7-Day Av
Week Begin: 15-May-24									
00:00	1	0	0	4	6	0	1	0	2
01:00	1	0	1	2	1	0	0	0	1
02:00	0	0	0	0	0	1	0	0	0
03:00	2	0	0	0	0	0	1	1	0
04:00	1	0	0	0	5	2	2	1	1
05:00	3	5	2	1	2	7	3	4	3
06:00	25	14	8	0	1	12	10	14	10
07:00	40	38	31	9	3	34	46	38	29
08:00	80	84	93	9	16	81	78	83	63
09:00	46	30	38	22	23	41	34	38	33
10:00	40	33	18	51	25	30	30	30	32
11:00	40	35	33	66	37	37	41	37	41
12:00	58	26	57	53	35	39	30	42	43
13:00	39	45	56	48	42	43	37	44	44
14:00	54	48	75	40	34	60	43	56	51
15:00	83	68	71	28	44	78	89	78	66
16:00	75	66	84	49	34	70	68	73	64
17:00	82	61	95	45	39	70	87	79	68
18:00	56	59	38	38	24	43	47	49	44
19:00	13	18	25	26	14	33	20	22	21
20:00	17	13	17	26	13	21	25	19	19
21:00	19	12	17	17	13	13	14	15	15
22:00	11	13	13	7	4	7	10	11	9
23:00	6	6	9	1	1	3	3	5	4
12H,7-19	693	593	689	458	356	626	630	646	578
16H,6-22	767	650	756	527	397	705	699	715	643
18H,6-24	784	669	778	535	402	715	712	732	656
24H,0-24	792	674	781	542	416	725	719	738	664
Am	08:00	08:00	08:00	11:00	11:00	08:00	08:00		
Peak	80	84	93	66	37	81	78		
Pm	15:00	15:00	17:00	12:00	15:00	15:00	15:00		
Peak	83	68	95	53	44	78	89		

13381		MARKFIELD		Site No: 13381001		Location		Hill Lane, Markfield	
				Channel: Southbound					
								5-Day	7-Day
TIME PERIOD	Wed 15-May-24	Thu 16-May-24	Fri 17-May-24	Sat 18-May-24	Sun 19-May-24	Mon 20-May-24	Tue 21-May-24	Av	Av



Classification Schemes

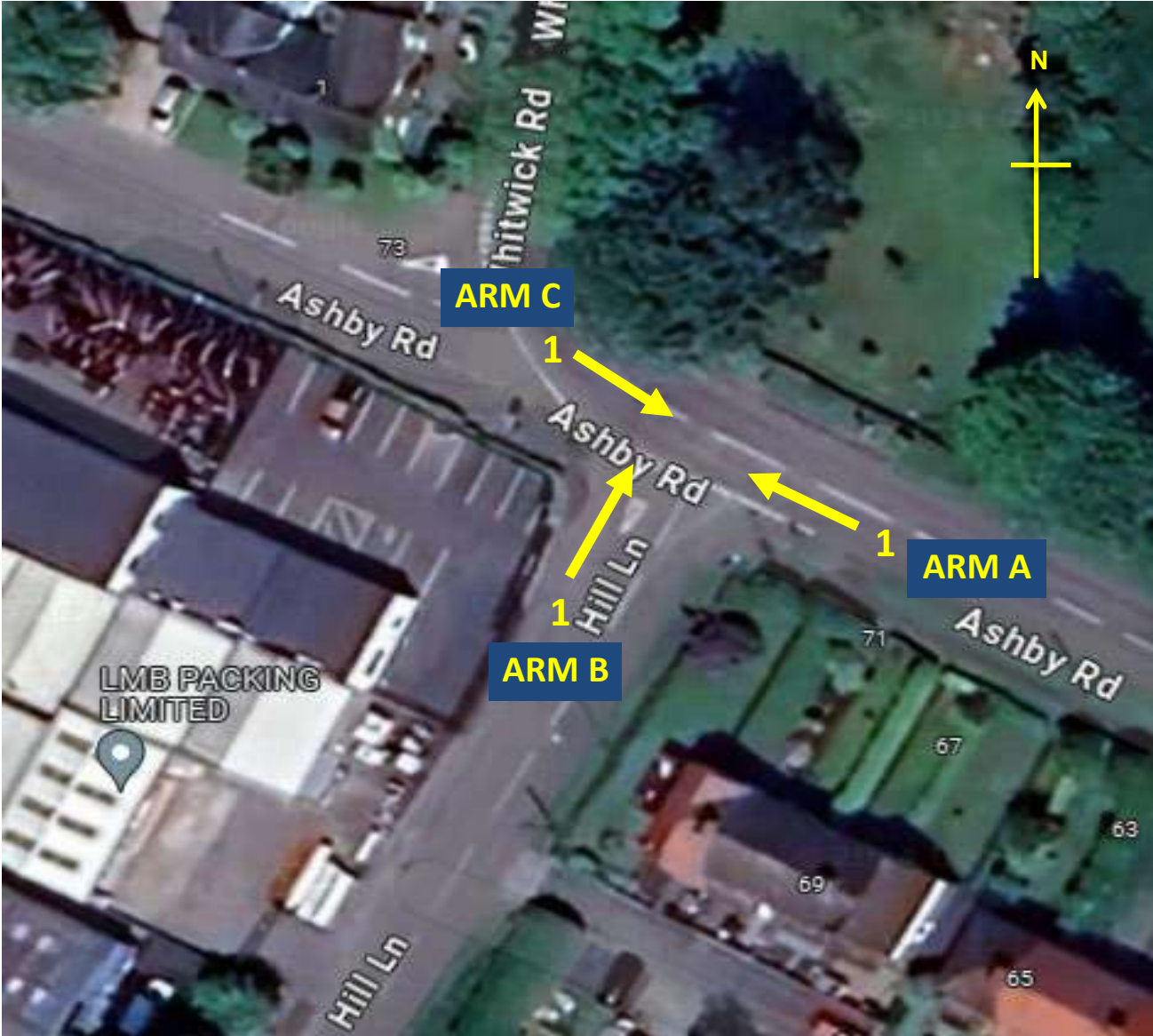
Scheme F Classification Scheme (Non-metric)

Scheme F is an attempt to implement the FWHHA'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	Axle 5 to 6
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					>10.0
13	truck	7 or more					

Appendix D

Classified Turning Count Data (CTC)

SITE: 1	 AUTO SURVEYS LTD TRAFFIC DATA COLLECTION	DATE: 15/05/2024
LOCATION: ASHBY ROAD (E) / HILL LANE / ASHBY ROAD (W)		DAY: WEDNESDAY
		
JOB TITLE: MARKFIELD	JOB NUMBER: 13381	

SITE: 2		DATE: 15/05/2024
LOCATION: FOREST ROAD (W) / HILL LANE / FOREST ROAD (E)		DAY: WEDNESDAY
		
JOB TITLE: MARKFIELD	JOB NUMBER: 13381	

MANUAL CLASSIFIED COUNTS



JOB REF: 13381

JOB NAME: MARKFIELD

SITE: 1

DATE: 15/05/2024

LOCATION: ASHBY ROAD (E) / HILL LANE / ASHBY ROAD (W)

DAY: WEDNESDAY

TIME	A TO B FROM ASHBY ROAD (E) TO HILL LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	1	0	0	0	0	0	5
07:15	8	0	0	0	0	0	1	9
07:30	9	1	0	0	0	0	0	10
07:45	13	2	1	0	0	2	0	18
H/TOT	34	4	1	0	0	2	1	42
08:00	15	3	1	0	0	0	0	19
08:15	23	6	1	0	0	0	0	30
08:30	8	4	0	0	0	0	0	12
08:45	9	1	1	0	0	0	0	11
H/TOT	55	14	3	0	0	0	0	72
09:00	5	1	0	0	0	0	0	6
09:15	5	2	1	0	0	0	0	8
09:30	2	1	1	0	0	0	0	4
09:45	4	4	2	0	0	0	0	10
H/TOT	16	8	4	0	0	0	0	28
P/TOT	105	26	8	0	0	2	1	142

A TO C FROM ASHBY ROAD (E) TO ASHBY ROAD (W)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
24	5	0	0	1	0	0	30
24	4	1	0	0	0	0	29
46	8	0	0	0	0	0	54
26	4	2	0	0	0	0	32
120	21	3	0	1	0	0	145
37	4	0	0	0	0	0	41
26	2	1	0	1	1	0	31
28	3	1	0	0	0	0	32
32	1	1	0	1	0	0	35
123	10	3	0	2	1	0	139
21	2	0	0	0	0	0	23
22	2	0	0	2	0	0	26
16	5	3	0	0	0	0	24
20	1	1	0	1	0	0	23
79	10	4	0	3	0	0	96
322	41	10	0	6	1	0	380

MANUAL CLASSIFIED COUNTS



JOB REF: 13381

JOB NAME: MARKFIELD

SITE: 1

DATE: 15/05/2024

LOCATION: ASHBY ROAD (E) / HILL LANE / ASHBY ROAD (W)

DAY: WEDNESDAY

TIME	A TO B FROM ASHBY ROAD (E) TO HILL LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	5	4	1	0	0	0	0	10
16:15	8	5	0	0	0	0	0	13
16:30	9	1	0	0	0	0	0	10
16:45	9	2	0	0	0	0	0	11
H/TOT	31	12	1	0	0	0	0	44
17:00	6	1	0	0	0	0	0	7
17:15	10	2	0	0	1	0	0	13
17:30	7	3	0	0	0	0	0	10
17:45	7	0	0	0	0	0	0	7
H/TOT	30	6	0	0	1	0	0	37
18:00	7	2	0	0	0	0	0	9
18:15	9	0	0	0	0	0	0	9
18:30	7	3	0	0	0	0	0	10
18:45	8	0	0	0	0	0	0	8
H/TOT	31	5	0	0	0	0	0	36
P/TOT	92	23	1	0	1	0	0	117

A TO C FROM ASHBY ROAD (E) TO ASHBY ROAD (W)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15	2	1	0	0	0	0	18
28	3	0	0	1	0	0	32
17	1	0	0	0	0	0	18
27	3	0	0	0	0	1	31
87	9	1	0	1	0	1	99
25	4	0	0	1	0	0	30
30	2	0	0	0	0	0	32
22	1	0	0	1	0	0	24
24	2	0	0	0	0	0	26
101	9	0	0	2	0	0	112
23	3	0	0	1	0	0	27
28	1	0	0	0	0	0	29
19	2	1	0	1	0	0	23
23	2	0	0	0	0	0	25
93	8	1	0	2	0	0	104
281	26	2	0	5	0	1	315

MANUAL CLASSIFIED COUNTS

JOB REF: 13381

JOB NAME: MARKFIELD

SITE: 1

LOCATION: ASHBY ROAD (E) / HILL LANE / ASHBY ROAD (W)



DATE: 15/05/2024

DAY: WEDNESDAY

A

B

07-Aug

MANUAL CLASSIFIED COUNTS

JOB REF: 13381

JOB NAME: MARKFIELD

SITE: 1

LOCATION: ASHBY ROAD (E) / HILL LANE / ASHBY ROAD (W)



DATE: 15/05/2024

DAY: WEDNESDAY

TIME	B TO A FROM HILL LANE TO ASHBY ROAD (E)								B TO C FROM HILL LANE TO ASHBY ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	0	0	0	0	0	0	5	5	1	0	0	0	0	0	6
07:15	0	0	0	0	0	0	0	0	5	2	0	0	0	1	0	8
07:30	3	0	0	0	0	0	0	3	11	1	1	0	0	0	0	13
07:45	3	3	0	0	0	0	0	6	8	3	2	0	0	0	0	13
H/TOT	11	3	0	0	0	0	0	14	29	7	3	0	0	1	0	40
08:00	8	2	1	0	0	0	0	11	14	2	1	0	0	0	0	17
08:15	5	1	0	0	1	0	0	7	19	0	1	0	0	0	0	20
08:30	10	1	0	0	0	0	0	11	12	2	1	0	0	0	0	15
08:45	6	2	0	0	0	0	0	8	8	3	1	0	0	0	0	12
H/TOT	29	6	1	0	1	0	0	37	53	7	4	0	0	0	0	64
09:00	1	5	1	0	0	0	0	7	4	3	1	0	0	0	0	8
09:15	1	3	0	0	0	0	0	4	7	1	3	0	0	0	0	11
09:30	3	2	0	0	0	0	0	5	5	2	0	0	0	0	0	7
09:45	5	1	0	0	0	0	0	6	7	1	1	0	0	0	0	9
H/TOT	10	11	1	0	0	0	0	22	23	7	5	0	0	0	0	35
P/TOT	50	20	2	0	1	0	0	73	105	21	12	0	0	1	0	139

MANUAL CLASSIFIED COUNTS

JOB REF: 13381

JOB NAME: MARKFIELD

SITE: 1

LOCATION: ASHBY ROAD (E) / HILL LANE / ASHBY ROAD (W)



DATE: 15/05/2024

DAY: WEDNESDAY

TIME	B TO A FROM HILL LANE TO ASHBY ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	4	1	0	0	0	0	0	5
16:15	4	1	0	0	0	1	0	6
16:30	10	4	0	0	0	0	0	14
16:45	7	1	0	0	0	0	0	8
H/TOT	25	7	0	0	0	1	0	33
17:00	8	2	0	0	0	0	0	10
17:15	5	0	0	0	0	0	0	5
17:30	3	0	0	0	0	0	0	3
17:45	5	0	0	0	0	0	0	5
H/TOT	21	2	0	0	0	0	0	23
18:00	13	0	0	0	0	0	0	13
18:15	6	0	0	0	0	0	0	6
18:30	4	0	0	0	0	0	0	4
18:45	2	0	0	0	0	0	0	2
H/TOT	25	0	0	0	0	0	0	25
P/TOT	71	9	0	0	0	1	0	81

	B TO C FROM HILL LANE TO ASHBY ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
7	2	1	0	0	0	0	0	10
16	0	0	0	0	0	0	0	16
11	2	0	0	0	0	1	1	15
13	2	0	0	0	0	0	0	15
47	6	1	0	0	0	1	1	56
12	5	0	0	0	0	0	0	17
16	4	0	0	0	0	0	0	20
12	0	0	0	0	0	1	0	13
8	0	0	0	0	0	0	0	8
48	9	0	0	0	0	1	0	58
3	0	1	0	0	0	0	0	4
3	0	0	0	0	0	0	0	3
7	1	0	0	0	0	0	0	8
3	0	0	0	0	0	0	0	3
16	1	1	0	0	0	0	0	18
111	16	2	0	0	0	2	1	132

MANUAL CLASSIFIED COUNTS

JOB REF: 13381

JOB NAME: MARKFIELD

SITE: 1

LOCATION: ASHBY ROAD (E) / HILL LANE / ASHBY ROAD (W)



DATE: 15/05/2024

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13381

JOB NAME: MARKFIELD

SITE: 1

LOCATION: ASHBY ROAD (E) / HILL LANE / ASHBY ROAD (W)



DATE: 15/05/2024

DAY: WEDNESDAY

TIME	C TO A FROM ASHBY ROAD (W) TO ASHBY ROAD (E)								C TO B FROM ASHBY ROAD (W) TO HILL LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	12	1	0	0	0	0	1	14	4	2	0	0	0	0	0	6
07:15	13	0	1	0	1	0	0	15	10	0	0	0	0	0	0	10
07:30	15	2	1	0	0	0	0	18	8	0	0	0	0	1	0	9
07:45	20	1	0	0	1	0	0	22	14	3	0	0	0	1	0	18
H/TOT	60	4	2	0	2	0	1	69	36	5	0	0	0	2	0	43
08:00	17	4	2	0	0	0	0	23	10	3	0	0	0	0	0	13
08:15	17	4	1	0	0	0	0	22	11	2	1	0	0	0	0	14
08:30	19	2	2	0	1	0	0	24	7	3	0	0	0	0	0	10
08:45	10	1	2	0	0	0	1	14	17	2	0	0	0	0	0	19
H/TOT	63	11	7	0	1	0	1	83	45	10	1	0	0	0	0	56
09:00	10	0	1	0	1	0	0	12	5	2	0	0	0	0	0	7
09:15	10	3	0	0	0	0	0	13	5	4	0	0	0	0	0	9
09:30	15	2	3	0	1	0	0	21	8	2	0	0	0	0	0	10
09:45	11	2	0	0	0	0	0	13	3	1	1	0	0	0	0	5
H/TOT	46	7	4	0	2	0	0	59	21	9	1	0	0	0	0	31
P/TOT	169	22	13	0	5	0	2	211	102	24	2	0	0	2	0	130

MANUAL CLASSIFIED COUNTS

JOB REF: 13381

JOB NAME: MARKFIELD

SITE: 1

LOCATION: ASHBY ROAD (E) / HILL LANE / ASHBY ROAD (W)



DATE: 15/05/2024

DAY: WEDNESDAY

TIME	C TO A FROM ASHBY ROAD (W) TO ASHBY ROAD (E)								C TO B FROM ASHBY ROAD (W) TO HILL LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	34	3	0	0	0	0	0	37	5	3	0	0	0	0	0	8
16:15	17	5	0	0	1	0	0	23	9	1	0	0	0	0	0	10
16:30	26	2	0	0	1	0	0	29	4	4	0	0	0	2	0	10
16:45	29	5	1	0	0	0	0	35	8	2	0	0	0	0	0	10
H/TOT	106	15	1	0	2	0	0	124	26	10	0	0	0	2	0	38
17:00	27	1	0	0	0	0	0	28	16	1	0	0	0	0	0	17
17:15	33	6	0	0	1	0	0	40	6	3	0	0	0	0	0	9
17:30	28	2	0	0	0	0	0	30	7	0	0	0	0	0	0	7
17:45	30	2	1	0	1	0	0	34	1	0	0	0	0	0	0	1
H/TOT	118	11	1	0	2	0	0	132	30	4	0	0	0	0	0	34
18:00	22	1	0	0	0	0	0	23	6	0	0	0	0	0	0	6
18:15	23	3	1	0	1	0	0	28	9	0	0	0	0	0	0	9
18:30	12	1	0	0	0	0	0	13	3	0	0	0	0	0	0	3
18:45	16	4	0	0	1	0	0	21	6	0	0	0	0	0	0	6
H/TOT	73	9	1	0	2	0	0	85	24	0	0	0	0	0	0	24
P/TOT	297	35	3	0	6	0	0	341	80	14	0	0	0	2	0	96

MANUAL CLASSIFIED COUNTS

JOB REF: 13381

JOB NAME: MARKFIELD

SITE: 1

LOCATION: ASHBY ROAD (E) / HILL LANE / ASHBY ROAD (W)



DATE: 15/05/2024

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13381

JOB NAME: MARKFIELD

SITE: 1

LOCATION: ASHBY ROAD (E) / HILL LANE / ASHBY ROAD (W)



DATE: 15/05/2024

DAY: WEDNESDAY

TIME	TO ARM A ASHBY ROAD (E)								FROM ARM A ASHBY ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	17	1	0	0	0	0	1	19	28	6	0	0	1	0	0	35
07:15	13	0	1	0	1	0	0	15	32	4	1	0	0	0	1	38
07:30	18	2	1	0	0	0	0	21	55	9	0	0	0	0	0	64
07:45	23	4	0	0	1	0	0	28	39	6	3	0	0	2	0	50
H/TOT	71	7	2	0	2	0	1	83	154	25	4	0	1	2	1	187
08:00	25	6	3	0	0	0	0	34	52	7	1	0	0	0	0	60
08:15	22	5	1	0	1	0	0	29	49	8	2	0	1	1	0	61
08:30	29	3	2	0	1	0	0	35	36	7	1	0	0	0	0	44
08:45	16	3	2	0	0	0	1	22	41	2	2	0	1	0	0	46
H/TOT	92	17	8	0	2	0	1	120	178	24	6	0	2	1	0	211
09:00	11	5	2	0	1	0	0	19	26	3	0	0	0	0	0	29
09:15	11	6	0	0	0	0	0	17	27	4	1	0	2	0	0	34
09:30	18	4	3	0	1	0	0	26	18	6	4	0	0	0	0	28
09:45	16	3	0	0	0	0	0	19	24	5	3	0	1	0	0	33
H/TOT	56	18	5	0	2	0	0	81	95	18	8	0	3	0	0	124
P/TOT	219	42	15	0	6	0	2	284	427	67	18	0	6	3	1	522

MANUAL CLASSIFIED COUNTS

JOB REF: 13381

JOB NAME: MARKFIELD

SITE: 1

LOCATION: ASHBY ROAD (E) / HILL LANE / ASHBY ROAD (W)



DATE: 15/05/2024

DAY: WEDNESDAY

TIME	TO ARM A ASHBY ROAD (E)								FROM ARM A ASHBY ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	38	4	0	0	0	0	0	42	20	6	2	0	0	0	0	28
16:15	21	6	0	0	1	1	0	29	36	8	0	0	1	0	0	45
16:30	36	6	0	0	1	0	0	43	26	2	0	0	0	0	0	28
16:45	36	6	1	0	0	0	0	43	36	5	0	0	0	0	1	42
H/TOT	131	22	1	0	2	1	0	157	118	21	2	0	1	0	1	143
17:00	35	3	0	0	0	0	0	38	31	5	0	0	1	0	0	37
17:15	38	6	0	0	1	0	0	45	40	4	0	0	1	0	0	45
17:30	31	2	0	0	0	0	0	33	29	4	0	0	1	0	0	34
17:45	35	2	1	0	1	0	0	39	31	2	0	0	0	0	0	33
H/TOT	139	13	1	0	2	0	0	155	131	15	0	0	3	0	0	149
18:00	35	1	0	0	0	0	0	36	30	5	0	0	1	0	0	36
18:15	29	3	1	0	1	0	0	34	37	1	0	0	0	0	0	38
18:30	16	1	0	0	0	0	0	17	26	5	1	0	1	0	0	33
18:45	18	4	0	0	1	0	0	23	31	2	0	0	0	0	0	33
H/TOT	98	9	1	0	2	0	0	110	124	13	1	0	2	0	0	140
P/TOT	368	44	3	0	6	1	0	422	373	49	3	0	6	0	1	432

MANUAL CLASSIFIED COUNTS

JOB REF: 13381

JOB NAME: MARKFIELD

SITE: 1

LOCATION: ASHBY ROAD (E) / HILL LANE / ASHBY ROAD (W)



DATE: 15/05/2024

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13381

JOB NAME: MARKFIELD

SITE: 1

LOCATION: ASHBY ROAD (E) / HILL LANE / ASHBY ROAD (W)



DATE: 15/05/2024

DAY: WEDNESDAY

TIME	TO ARM B HILL LANE								FROM ARM B HILL LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	8	3	0	0	0	0	0	11	10	1	0	0	0	0	0	11
07:15	18	0	0	0	0	0	1	19	5	2	0	0	0	1	0	8
07:30	17	1	0	0	0	1	0	19	14	1	1	0	0	0	0	16
07:45	27	5	1	0	0	3	0	36	11	6	2	0	0	0	0	19
H/TOT	70	9	1	0	0	4	1	85	40	10	3	0	0	1	0	54
08:00	25	6	1	0	0	0	0	32	22	4	2	0	0	0	0	28
08:15	34	8	2	0	0	0	0	44	24	1	1	0	1	0	0	27
08:30	15	7	0	0	0	0	0	22	22	3	1	0	0	0	0	26
08:45	26	3	1	0	0	0	0	30	14	5	1	0	0	0	0	20
H/TOT	100	24	4	0	0	0	0	128	82	13	5	0	1	0	0	101
09:00	10	3	0	0	0	0	0	13	5	8	2	0	0	0	0	15
09:15	10	6	1	0	0	0	0	17	8	4	3	0	0	0	0	15
09:30	10	3	1	0	0	0	0	14	8	4	0	0	0	0	0	12
09:45	7	5	3	0	0	0	0	15	12	2	1	0	0	0	0	15
H/TOT	37	17	5	0	0	0	0	59	33	18	6	0	0	0	0	57
P/TOT	207	50	10	0	0	4	1	272	155	41	14	0	1	1	0	212

MANUAL CLASSIFIED COUNTS

JOB REF: 13381

JOB NAME: MARKFIELD

SITE: 1

LOCATION: ASHBY ROAD (E) / HILL LANE / ASHBY ROAD (W)



DATE: 15/05/2024

DAY: WEDNESDAY

TIME	TO ARM B HILL LANE								FROM ARM B HILL LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	10	7	1	0	0	0	0	18	11	3	1	0	0	0	0	15
16:15	17	6	0	0	0	0	0	23	20	1	0	0	0	1	0	22
16:30	13	5	0	0	0	2	0	20	21	6	0	0	0	1	1	29
16:45	17	4	0	0	0	0	0	21	20	3	0	0	0	0	0	23
H/TOT	57	22	1	0	0	2	0	82	72	13	1	0	0	2	1	89
17:00	22	2	0	0	0	0	0	24	20	7	0	0	0	0	0	27
17:15	16	5	0	0	1	0	0	22	21	4	0	0	0	0	0	25
17:30	14	3	0	0	0	0	0	17	15	0	0	0	0	1	0	16
17:45	8	0	0	0	0	0	0	8	13	0	0	0	0	0	0	13
H/TOT	60	10	0	0	1	0	0	71	69	11	0	0	0	1	0	81
18:00	13	2	0	0	0	0	0	15	16	0	1	0	0	0	0	17
18:15	18	0	0	0	0	0	0	18	9	0	0	0	0	0	0	9
18:30	10	3	0	0	0	0	0	13	11	1	0	0	0	0	0	12
18:45	14	0	0	0	0	0	0	14	5	0	0	0	0	0	0	5
H/TOT	55	5	0	0	0	0	0	60	41	1	1	0	0	0	0	43
P/TOT	172	37	1	0	1	2	0	213	182	25	2	0	0	3	1	213

MANUAL CLASSIFIED COUNTS

JOB REF: 13381

JOB NAME: MARKFIELD

SITE: 1

LOCATION: ASHBY ROAD (E) / HILL LANE / ASHBY ROAD (W)



DATE: 15/05/2024

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13381

JOB NAME: MARKFIELD

SITE: 1

LOCATION: ASHBY ROAD (E) / HILL LANE / ASHBY ROAD (W)



DATE: 15/05/2024

DAY: WEDNESDAY

TIME	TO ARM C ASHBY ROAD (W)								FROM ARM C ASHBY ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	29	6	0	0	1	0	0	36	16	3	0	0	0	0	1	20
07:15	29	6	1	0	0	1	0	37	23	0	1	0	1	0	0	25
07:30	57	9	1	0	0	0	0	67	23	2	1	0	0	1	0	27
07:45	34	7	4	0	0	0	0	45	34	4	0	0	1	1	0	40
H/TOT	149	28	6	0	1	1	0	185	96	9	2	0	2	2	1	112
08:00	51	6	1	0	0	0	0	58	27	7	2	0	0	0	0	36
08:15	45	2	2	0	1	1	0	51	28	6	2	0	0	0	0	36
08:30	40	5	2	0	0	0	0	47	26	5	2	0	1	0	0	34
08:45	40	4	2	0	1	0	0	47	27	3	2	0	0	0	1	33
H/TOT	176	17	7	0	2	1	0	203	108	21	8	0	1	0	1	139
09:00	25	5	1	0	0	0	0	31	15	2	1	0	1	0	0	19
09:15	29	3	3	0	2	0	0	37	15	7	0	0	0	0	0	22
09:30	21	7	3	0	0	0	0	31	23	4	3	0	1	0	0	31
09:45	27	2	2	0	1	0	0	32	14	3	1	0	0	0	0	18
H/TOT	102	17	9	0	3	0	0	131	67	16	5	0	2	0	0	90
P/TOT	427	62	22	0	6	2	0	519	271	46	15	0	5	2	2	341

MANUAL CLASSIFIED COUNTS

JOB REF: 13381

JOB NAME: MARKFIELD

SITE: 1

LOCATION: ASHBY ROAD (E) / HILL LANE / ASHBY ROAD (W)



DATE: 15/05/2024

DAY: WEDNESDAY

TIME	TO ARM C ASHBY ROAD (W)								FROM ARM C ASHBY ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	22	4	2	0	0	0	0	28	39	6	0	0	0	0	0	45
16:15	44	3	0	0	1	0	0	48	26	6	0	0	1	0	0	33
16:30	28	3	0	0	0	1	1	33	30	6	0	0	1	2	0	39
16:45	40	5	0	0	0	0	1	46	37	7	1	0	0	0	0	45
H/TOT	134	15	2	0	1	1	2	155	132	25	1	0	2	2	0	162
17:00	37	9	0	0	1	0	0	47	43	2	0	0	0	0	0	45
17:15	46	6	0	0	0	0	0	52	39	9	0	0	1	0	0	49
17:30	34	1	0	0	1	1	0	37	35	2	0	0	0	0	0	37
17:45	32	2	0	0	0	0	0	34	31	2	1	0	1	0	0	35
H/TOT	149	18	0	0	2	1	0	170	148	15	1	0	2	0	0	166
18:00	26	3	1	0	1	0	0	31	28	1	0	0	0	0	0	29
18:15	31	1	0	0	0	0	0	32	32	3	1	0	1	0	0	37
18:30	26	3	1	0	1	0	0	31	15	1	0	0	0	0	0	16
18:45	26	2	0	0	0	0	0	28	22	4	0	0	1	0	0	27
H/TOT	109	9	2	0	2	0	0	122	97	9	1	0	2	0	0	109
P/TOT	392	42	4	0	5	2	2	447	377	49	3	0	6	2	0	437

MANUAL CLASSIFIED COUNTS

JOB REF: 13381

JOB NAME: MARKFIELD

SITE: 1

LOCATION: ASHBY ROAD (E) / HILL LANE / ASHBY ROAD (W)



DATE: 15/05/2024

DAY: WEDNESDAY

QUEUE LENGTHS

JOB REF: 13381

JOB NAME: MARKFIELD

SITE: 1



DATE: 15/05/2024

LOCATION: ASHBY ROAD (E) / HILL LANE / ASHBY ROAD (W)

DAY: WEDNESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A	ARM B	ARM C	TIME	ARM A	ARM B	ARM C
	ASHBY ROAD (E)	HILL LANE	ASHBY ROAD (W)		ASHBY ROAD (E)	HILL LANE	ASHBY ROAD (W)
	LANE 1	LANE 1	LANE 1		LANE 1	LANE 1	LANE 1
07:00	0	0	0	16:00	0	1	0
07:05	0	1	0	16:05	0	1	0
07:10	0	0	0	16:10	0	1	1
07:15	0	0	0	16:15	0	1	0
07:20	0	0	0	16:20	0	1	2
07:25	0	0	1	16:25	0	1	0
07:30	0	0	0	16:30	0	1	0
07:35	0	1	0	16:35	0	2	0
07:40	0	1	0	16:40	0	1	0
07:45	0	1	0	16:45	0	2	1
07:50	0	1	0	16:50	0	1	0
07:55	0	2	0	16:55	0	1	0
08:00	0	2	2	17:00	0	1	0
08:05	0	2	1	17:05	0	1	0
08:10	0	1	0	17:10	0	1	1
08:15	0	1	1	17:15	0	2	1
08:20	0	2	1	17:20	0	1	0
08:25	0	1	2	17:25	0	1	0
08:30	0	1	0	17:30	0	0	0
08:35	0	1	0	17:35	0	1	0
08:40	0	1	0	17:40	0	0	0
08:45	0	2	0	17:45	0	0	0
08:50	0	1	0	17:50	0	1	0
08:55	0	1	0	17:55	0	0	0
09:00	0	0	0	18:00	0	1	0
09:05	0	1	0	18:05	0	0	0
09:10	0	0	1	18:10	0	2	0
09:15	0	1	0	18:15	0	1	0
09:20	0	0	0	18:20	0	1	0
09:25	0	0	0	18:25	0	2	0
09:30	0	0	0	18:30	0	0	0
09:35	0	1	0	18:35	0	1	0
09:40	0	1	1	18:40	0	0	0
09:45	0	1	0	18:45	0	0	0
09:50	0	1	1	18:50	0	1	0
09:55	0	0	0	18:55	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 13381

JOB NAME: MARKFIELD

SITE: 2

LOCATION: FOREST ROAD (W) / HILL LANE / FOREST ROAD (E)



DATE: 15/05/2024

DAY: WEDNESDAY

TIME	A TO B FROM FOREST ROAD (W) TO HILL LANE								A TO C FROM FOREST ROAD (W) TO FOREST ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	6	0	0	0	0	0	0	6	9	2	0	0	0	0	0	11
07:15	3	1	0	0	0	1	0	5	12	3	2	0	0	0	0	17
07:30	9	1	0	0	0	0	0	10	16	2	0	0	0	0	1	19
07:45	12	3	0	0	0	0	0	15	19	1	0	0	1	0	0	21
H/TOT	30	5	0	0	0	1	0	36	56	8	2	0	1	0	1	68
08:00	22	2	1	0	0	0	0	25	28	1	0	0	0	0	0	29
08:15	24	0	0	0	1	0	0	25	52	1	0	1	1	0	0	55
08:30	15	3	0	0	0	0	0	18	40	6	0	0	2	0	0	48
08:45	3	0	1	0	0	0	1	5	18	0	1	0	0	0	0	19
H/TOT	64	5	2	0	1	0	1	73	138	8	1	1	3	0	0	151
09:00	1	1	2	0	0	0	0	4	16	3	0	0	0	0	0	19
09:15	6	0	0	0	0	0	0	6	6	0	1	0	0	0	0	7
09:30	5	0	0	0	0	0	0	5	10	2	0	0	0	0	0	12
09:45	5	1	0	0	0	0	0	6	7	5	0	0	0	0	0	12
H/TOT	17	2	2	0	0	0	0	21	39	10	1	0	0	0	0	50
P/TOT	111	12	4	0	1	1	1	130	233	26	4	1	4	0	1	269

MANUAL CLASSIFIED COUNTS

JOB REF: 13381

JOB NAME: MARKFIELD

SITE: 2

LOCATION: FOREST ROAD (W) / HILL LANE / FOREST ROAD (E)



DATE: 15/05/2024

DAY: WEDNESDAY

TIME	A TO B FROM FOREST ROAD (W) TO HILL LANE								A TO C FROM FOREST ROAD (W) TO FOREST ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	4	1	0	0	0	0	0	5	17	3	0	0	0	0	0	20
16:15	7	0	0	0	0	0	0	7	22	1	0	0	0	0	0	23
16:30	9	0	0	0	0	0	0	9	23	4	1	0	0	0	1	29
16:45	9	1	0	0	0	0	0	10	18	2	0	0	0	0	1	21
H/TOT	29	2	0	0	0	0	0	31	80	10	1	0	0	0	2	93
17:00	8	1	0	0	0	0	0	9	23	3	0	0	0	1	1	28
17:15	9	1	0	0	0	0	0	10	21	4	0	0	1	0	0	26
17:30	2	0	0	0	0	1	0	3	23	1	0	0	0	0	1	25
17:45	6	0	0	0	0	0	0	6	23	1	0	0	0	0	0	24
H/TOT	25	2	0	0	0	1	0	28	90	9	0	0	1	1	2	103
18:00	9	0	0	0	0	0	0	9	26	3	0	0	0	0	0	29
18:15	4	0	0	0	0	0	0	4	19	3	1	0	0	0	0	23
18:30	6	0	0	0	0	0	0	6	31	2	0	0	0	0	0	33
18:45	2	0	0	0	0	0	0	2	15	1	0	0	0	0	0	16
H/TOT	21	0	0	0	0	0	0	21	91	9	1	0	0	0	0	101
P/TOT	75	4	0	0	0	1	0	80	261	28	2	0	1	1	4	297

MANUAL CLASSIFIED COUNTS

JOB REF: 13381

JOB NAME: MARKFIELD

SITE: 2

LOCATION: FOREST ROAD (W) / HILL LANE / FOREST ROAD (E)



DATE: 15/05/2024

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13381

JOB NAME: MARKFIELD

SITE: 2

LOCATION: FOREST ROAD (W) / HILL LANE / FOREST ROAD (E)



DATE: 15/05/2024

DAY: WEDNESDAY

TIME	B TO A								B TO C							
	FROM HILL LANE TO FOREST ROAD (W)								FROM HILL LANE TO FOREST ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	2	0	0	0	0	0	3	2	0	0	0	0	0	0	2
07:15	2	0	0	0	0	0	0	2	3	2	0	0	0	0	0	5
07:30	3	0	1	0	0	0	0	4	3	0	0	0	0	0	0	3
07:45	10	3	0	0	0	0	0	13	9	1	0	0	0	0	0	10
H/TOT	16	5	1	0	0	0	0	22	17	3	0	0	0	0	0	20
08:00	15	1	0	0	0	0	0	16	5	1	0	0	0	0	0	6
08:15	19	5	0	0	0	0	0	24	5	2	0	0	0	0	0	7
08:30	9	0	0	0	0	0	0	9	2	1	1	0	0	0	0	4
08:45	8	2	0	0	0	0	0	10	3	0	0	0	0	0	0	3
H/TOT	51	8	0	0	0	0	0	59	15	4	1	0	0	0	0	20
09:00	3	2	0	0	0	0	0	5	9	1	0	0	0	0	0	10
09:15	4	1	0	0	0	0	0	5	2	0	0	0	0	0	0	2
09:30	7	1	1	0	0	0	0	9	5	1	0	0	0	0	0	6
09:45	3	2	0	0	0	0	0	5	1	0	0	0	0	0	0	1
H/TOT	17	6	1	0	0	0	0	24	17	2	0	0	0	0	0	19
P/TOT	84	19	2	0	0	0	0	105	49	9	1	0	0	0	0	59

MANUAL CLASSIFIED COUNTS

JOB REF: 13381

JOB NAME: MARKFIELD

SITE: 2

LOCATION: FOREST ROAD (W) / HILL LANE / FOREST ROAD (E)



DATE: 15/05/2024

DAY: WEDNESDAY

TIME	B TO A								B TO C							
	FROM HILL LANE TO FOREST ROAD (W)								FROM HILL LANE TO FOREST ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	4	4	0	0	0	0	0	8	4	1	0	0	0	0	0	5
16:15	7	2	0	0	0	0	0	9	9	2	0	0	0	0	0	11
16:30	11	3	0	0	0	0	0	14	4	1	0	0	0	0	0	5
16:45	12	1	0	0	0	1	0	14	5	1	0	0	0	1	0	7
H/TOT	34	10	0	0	0	1	0	45	22	5	0	0	0	1	0	28
17:00	9	3	0	0	0	0	0	12	11	0	0	0	0	0	0	11
17:15	11	4	0	0	1	0	0	16	7	5	0	0	0	0	0	12
17:30	6	2	0	0	0	0	0	8	6	1	0	0	0	0	0	7
17:45	6	2	0	0	0	0	1	9	3	0	0	0	0	0	0	3
H/TOT	32	11	0	0	1	0	1	45	27	6	0	0	0	0	0	33
18:00	7	2	0	0	0	0	0	9	2	0	0	0	0	0	0	2
18:15	14	0	0	0	0	0	0	14	7	0	0	0	0	0	0	7
18:30	6	2	0	0	0	0	0	8	2	1	0	0	0	0	0	3
18:45	8	1	0	0	0	0	0	9	7	0	0	0	0	0	0	7
H/TOT	35	5	0	0	0	0	0	40	18	1	0	0	0	0	0	19
P/TOT	101	26	0	0	1	1	1	130	67	12	0	0	0	1	0	80

MANUAL CLASSIFIED COUNTS

JOB REF: 13381

JOB NAME: MARKFIELD

SITE: 2

LOCATION: FOREST ROAD (W) / HILL LANE / FOREST ROAD (E)



DATE: 15/05/2024

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13381

JOB NAME: MARKFIELD

SITE: 2

LOCATION: FOREST ROAD (W) / HILL LANE / FOREST ROAD (E)



DATE: 15/05/2024

DAY: WEDNESDAY

TIME	C TO A FROM FOREST ROAD (E) TO FOREST ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	8	3	0	0	0	0	0	11
07:15	11	4	1	0	0	0	1	17
07:30	16	3	0	0	0	0	0	19
07:45	27	2	0	0	1	0	1	31
H/TOT	62	12	1	0	1	0	2	78
08:00	47	2	0	0	3	0	0	52
08:15	50	5	0	0	1	0	0	56
08:30	27	3	0	0	0	0	0	30
08:45	21	2	0	0	0	1	0	24
H/TOT	145	12	0	0	4	1	0	162
09:00	11	2	0	0	0	0	0	13
09:15	9	1	2	0	1	0	1	14
09:30	17	1	0	0	0	0	0	18
09:45	12	1	2	0	0	0	0	15
H/TOT	49	5	4	0	1	0	1	60
P/TOT	256	29	5	0	6	1	3	300

C TO B FROM FOREST ROAD (E) TO HILL LANE							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
3	1	1	0	0	0	0	5
3	2	0	0	0	0	0	5
3	1	0	0	0	0	0	4
5	0	0	0	0	0	0	5
14	4	1	0	0	0	0	19
7	0	0	0	0	0	0	7
2	0	0	0	0	0	0	2
5	1	0	0	0	0	0	6
10	1	0	0	0	0	0	11
24	2	0	0	0	0	0	26
1	2	0	0	0	0	0	3
4	0	0	0	0	0	0	4
5	0	0	0	0	0	0	5
4	0	0	0	0	0	0	4
14	2	0	0	0	0	0	16
52	8	1	0	0	0	0	61

MANUAL CLASSIFIED COUNTS

JOB REF: 13381

JOB NAME: MARKFIELD

SITE: 2

LOCATION: FOREST ROAD (W) / HILL LANE / FOREST ROAD (E)



DATE: 15/05/2024

DAY: WEDNESDAY

TIME	C TO A							
	FROM FOREST ROAD (E) TO FOREST ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	13	2	1	0	0	0	1	17
16:15	24	2	1	0	1	0	0	28
16:30	12	0	0	0	0	0	0	12
16:45	25	3	1	0	0	0	0	29
H/TOT	74	7	3	0	1	0	1	86
17:00	12	4	1	0	0	0	0	17
17:15	34	2	0	0	0	0	0	36
17:30	15	1	0	0	0	0	0	16
17:45	14	2	0	0	0	0	0	16
H/TOT	75	9	1	0	0	0	0	85
18:00	18	1	0	0	0	0	0	19
18:15	19	1	0	0	0	0	1	21
18:30	12	0	0	0	1	0	0	13
18:45	27	1	0	0	0	0	0	28
H/TOT	76	3	0	0	1	0	1	81
P/TOT	225	19	4	0	2	0	2	252

	C TO B							
	FROM FOREST ROAD (E) TO HILL LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
5	0	0	0	0	0	0	0	5
6	0	0	0	0	0	0	0	6
1	1	0	0	0	0	0	0	2
3	1	0	0	0	0	0	0	4
15	2	0	0	0	0	0	0	17
4	2	0	0	0	0	0	0	6
8	1	0	0	0	0	0	0	9
5	0	0	0	0	0	0	0	5
7	0	0	0	0	0	0	0	7
24	3	0	0	0	0	0	0	27
2	0	1	0	0	0	0	0	3
2	1	0	0	0	0	0	0	3
2	0	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0	0
6	1	1	0	0	0	0	0	8
45	6	1	0	0	0	0	0	52

MANUAL CLASSIFIED COUNTS

JOB REF: 13381

JOB NAME: MARKFIELD

SITE: 2

LOCATION: FOREST ROAD (W) / HILL LANE / FOREST ROAD (E)



DATE: 15/05/2024

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13381

JOB NAME: MARKFIELD

SITE: 2

LOCATION: FOREST ROAD (W) / HILL LANE / FOREST ROAD (E)



DATE: 15/05/2024

DAY: WEDNESDAY

TIME	TO ARM A FOREST ROAD (W)								FROM ARM A FOREST ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	9	5	0	0	0	0	0	14	15	2	0	0	0	0	0	17
07:15	13	4	1	0	0	0	1	19	15	4	2	0	0	1	0	22
07:30	19	3	1	0	0	0	0	23	25	3	0	0	0	0	1	29
07:45	37	5	0	0	1	0	1	44	31	4	0	0	1	0	0	36
H/TOT	78	17	2	0	1	0	2	100	86	13	2	0	1	1	1	104
08:00	62	3	0	0	3	0	0	68	50	3	1	0	0	0	0	54
08:15	69	10	0	0	1	0	0	80	76	1	0	1	2	0	0	80
08:30	36	3	0	0	0	0	0	39	55	9	0	0	2	0	0	66
08:45	29	4	0	0	0	1	0	34	21	0	2	0	0	0	1	24
H/TOT	196	20	0	0	4	1	0	221	202	13	3	1	4	0	1	224
09:00	14	4	0	0	0	0	0	18	17	4	2	0	0	0	0	23
09:15	13	2	2	0	1	0	1	19	12	0	1	0	0	0	0	13
09:30	24	2	1	0	0	0	0	27	15	2	0	0	0	0	0	17
09:45	15	3	2	0	0	0	0	20	12	6	0	0	0	0	0	18
H/TOT	66	11	5	0	1	0	1	84	56	12	3	0	0	0	0	71
P/TOT	340	48	7	0	6	1	3	405	344	38	8	1	5	1	2	399

MANUAL CLASSIFIED COUNTS

JOB REF: 13381

JOB NAME: MARKFIELD

SITE: 2

LOCATION: FOREST ROAD (W) / HILL LANE / FOREST ROAD (E)



DATE: 15/05/2024

DAY: WEDNESDAY

TIME	TO ARM A FOREST ROAD (W)								FROM ARM A FOREST ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	17	6	1	0	0	0	1	25	21	4	0	0	0	0	0	25
16:15	31	4	1	0	1	0	0	37	29	1	0	0	0	0	0	30
16:30	23	3	0	0	0	0	0	26	32	4	1	0	0	0	1	38
16:45	37	4	1	0	0	1	0	43	27	3	0	0	0	0	1	31
H/TOT	108	17	3	0	1	1	1	131	109	12	1	0	0	0	2	124
17:00	21	7	1	0	0	0	0	29	31	4	0	0	0	1	1	37
17:15	45	6	0	0	1	0	0	52	30	5	0	0	1	0	0	36
17:30	21	3	0	0	0	0	0	24	25	1	0	0	0	1	1	28
17:45	20	4	0	0	0	0	1	25	29	1	0	0	0	0	0	30
H/TOT	107	20	1	0	1	0	1	130	115	11	0	0	1	2	2	131
18:00	25	3	0	0	0	0	0	28	35	3	0	0	0	0	0	38
18:15	33	1	0	0	0	0	1	35	23	3	1	0	0	0	0	27
18:30	18	2	0	0	1	0	0	21	37	2	0	0	0	0	0	39
18:45	35	2	0	0	0	0	0	37	17	1	0	0	0	0	0	18
H/TOT	111	8	0	0	1	0	1	121	112	9	1	0	0	0	0	122
P/TOT	326	45	4	0	3	1	3	382	336	32	2	0	1	2	4	377

MANUAL CLASSIFIED COUNTS

JOB REF: 13381

JOB NAME: MARKFIELD

SITE: 2

LOCATION: FOREST ROAD (W) / HILL LANE / FOREST ROAD (E)



DATE: 15/05/2024

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13381

JOB NAME: MARKFIELD

SITE: 2

LOCATION: FOREST ROAD (W) / HILL LANE / FOREST ROAD (E)



DATE: 15/05/2024

DAY: WEDNESDAY

TIME	TO ARM B HILL LANE								FROM ARM B HILL LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	9	1	1	0	0	0	0	11	3	2	0	0	0	0	0	5
07:15	6	3	0	0	0	1	0	10	5	2	0	0	0	0	0	7
07:30	12	2	0	0	0	0	0	14	6	0	1	0	0	0	0	7
07:45	17	3	0	0	0	0	0	20	19	4	0	0	0	0	0	23
H/TOT	44	9	1	0	0	1	0	55	33	8	1	0	0	0	0	42
08:00	29	2	1	0	0	0	0	32	20	2	0	0	0	0	0	22
08:15	26	0	0	0	1	0	0	27	24	7	0	0	0	0	0	31
08:30	20	4	0	0	0	0	0	24	11	1	1	0	0	0	0	13
08:45	13	1	1	0	0	0	1	16	11	2	0	0	0	0	0	13
H/TOT	88	7	2	0	1	0	1	99	66	12	1	0	0	0	0	79
09:00	2	3	2	0	0	0	0	7	12	3	0	0	0	0	0	15
09:15	10	0	0	0	0	0	0	10	6	1	0	0	0	0	0	7
09:30	10	0	0	0	0	0	0	10	12	2	1	0	0	0	0	15
09:45	9	1	0	0	0	0	0	10	4	2	0	0	0	0	0	6
H/TOT	31	4	2	0	0	0	0	37	34	8	1	0	0	0	0	43
P/TOT	163	20	5	0	1	1	1	191	133	28	3	0	0	0	0	164

MANUAL CLASSIFIED COUNTS

JOB REF: 13381

JOB NAME: MARKFIELD

SITE: 2

LOCATION: FOREST ROAD (W) / HILL LANE / FOREST ROAD (E)



DATE: 15/05/2024

DAY: WEDNESDAY

TIME	TO ARM B HILL LANE								FROM ARM B HILL LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	9	1	0	0	0	0	0	10	8	5	0	0	0	0	0	13
16:15	13	0	0	0	0	0	0	13	16	4	0	0	0	0	0	20
16:30	10	1	0	0	0	0	0	11	15	4	0	0	0	0	0	19
16:45	12	2	0	0	0	0	0	14	17	2	0	0	0	2	0	21
H/TOT	44	4	0	0	0	0	0	48	56	15	0	0	0	2	0	73
17:00	12	3	0	0	0	0	0	15	20	3	0	0	0	0	0	23
17:15	17	2	0	0	0	0	0	19	18	9	0	0	1	0	0	28
17:30	7	0	0	0	0	1	0	8	12	3	0	0	0	0	0	15
17:45	13	0	0	0	0	0	0	13	9	2	0	0	0	0	1	12
H/TOT	49	5	0	0	0	1	0	55	59	17	0	0	1	0	1	78
18:00	11	0	1	0	0	0	0	12	9	2	0	0	0	0	0	11
18:15	6	1	0	0	0	0	0	7	21	0	0	0	0	0	0	21
18:30	8	0	0	0	0	0	0	8	8	3	0	0	0	0	0	11
18:45	2	0	0	0	0	0	0	2	15	1	0	0	0	0	0	16
H/TOT	27	1	1	0	0	0	0	29	53	6	0	0	0	0	0	59
P/TOT	120	10	1	0	0	1	0	132	168	38	0	0	1	2	1	210

MANUAL CLASSIFIED COUNTS

JOB REF: 13381

JOB NAME: MARKFIELD

SITE: 2

LOCATION: FOREST ROAD (W) / HILL LANE / FOREST ROAD (E)



DATE: 15/05/2024

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13381

JOB NAME: MARKFIELD

SITE: 2

LOCATION: FOREST ROAD (W) / HILL LANE / FOREST ROAD (E)



DATE: 15/05/2024

DAY: WEDNESDAY

TIME	TO ARM C FOREST ROAD (E)								FROM ARM C FOREST ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	11	2	0	0	0	0	0	13	11	4	1	0	0	0	0	16
07:15	15	5	2	0	0	0	0	22	14	6	1	0	0	0	1	22
07:30	19	2	0	0	0	0	1	22	19	4	0	0	0	0	0	23
07:45	28	2	0	0	1	0	0	31	32	2	0	0	1	0	1	36
H/TOT	73	11	2	0	1	0	1	88	76	16	2	0	1	0	2	97
08:00	33	2	0	0	0	0	0	35	54	2	0	0	3	0	0	59
08:15	57	3	0	1	1	0	0	62	52	5	0	0	1	0	0	58
08:30	42	7	1	0	2	0	0	52	32	4	0	0	0	0	0	36
08:45	21	0	1	0	0	0	0	22	31	3	0	0	0	1	0	35
H/TOT	153	12	2	1	3	0	0	171	169	14	0	0	4	1	0	188
09:00	25	4	0	0	0	0	0	29	12	4	0	0	0	0	0	16
09:15	8	0	1	0	0	0	0	9	13	1	2	0	1	0	1	18
09:30	15	3	0	0	0	0	0	18	22	1	0	0	0	0	0	23
09:45	8	5	0	0	0	0	0	13	16	1	2	0	0	0	0	19
H/TOT	56	12	1	0	0	0	0	69	63	7	4	0	1	0	1	76
P/TOT	282	35	5	1	4	0	1	328	308	37	6	0	6	1	3	361

MANUAL CLASSIFIED COUNTS

JOB REF: 13381

JOB NAME: MARKFIELD

SITE: 2

LOCATION: FOREST ROAD (W) / HILL LANE / FOREST ROAD (E)



DATE: 15/05/2024

DAY: WEDNESDAY

TIME	TO ARM C FOREST ROAD (E)								FROM ARM C FOREST ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	21	4	0	0	0	0	0	25	18	2	1	0	0	0	1	22
16:15	31	3	0	0	0	0	0	34	30	2	1	0	1	0	0	34
16:30	27	5	1	0	0	0	1	34	13	1	0	0	0	0	0	14
16:45	23	3	0	0	0	1	1	28	28	4	1	0	0	0	0	33
H/TOT	102	15	1	0	0	1	2	121	89	9	3	0	1	0	1	103
17:00	34	3	0	0	0	1	1	39	16	6	1	0	0	0	0	23
17:15	28	9	0	0	1	0	0	38	42	3	0	0	0	0	0	45
17:30	29	2	0	0	0	0	1	32	20	1	0	0	0	0	0	21
17:45	26	1	0	0	0	0	0	27	21	2	0	0	0	0	0	23
H/TOT	117	15	0	0	1	1	2	136	99	12	1	0	0	0	0	112
18:00	28	3	0	0	0	0	0	31	20	1	1	0	0	0	0	22
18:15	26	3	1	0	0	0	0	30	21	2	0	0	0	0	1	24
18:30	33	3	0	0	0	0	0	36	14	0	0	0	1	0	0	15
18:45	22	1	0	0	0	0	0	23	27	1	0	0	0	0	0	28
H/TOT	109	10	1	0	0	0	0	120	82	4	1	0	1	0	1	89
P/TOT	328	40	2	0	1	2	4	377	270	25	5	0	2	0	2	304

MANUAL CLASSIFIED COUNTS

JOB REF: 13381

JOB NAME: MARKFIELD

SITE: 2

LOCATION: FOREST ROAD (W) / HILL LANE / FOREST ROAD (E)



DATE: 15/05/2024

DAY: WEDNESDAY

QUEUE LENGTHS

JOB REF: 13381

JOB NAME: MARKFIELD

SITE: 2



DATE: 15/05/2024

LOCATION: FOREST ROAD (W) / HILL LANE / FOREST ROAD (E)

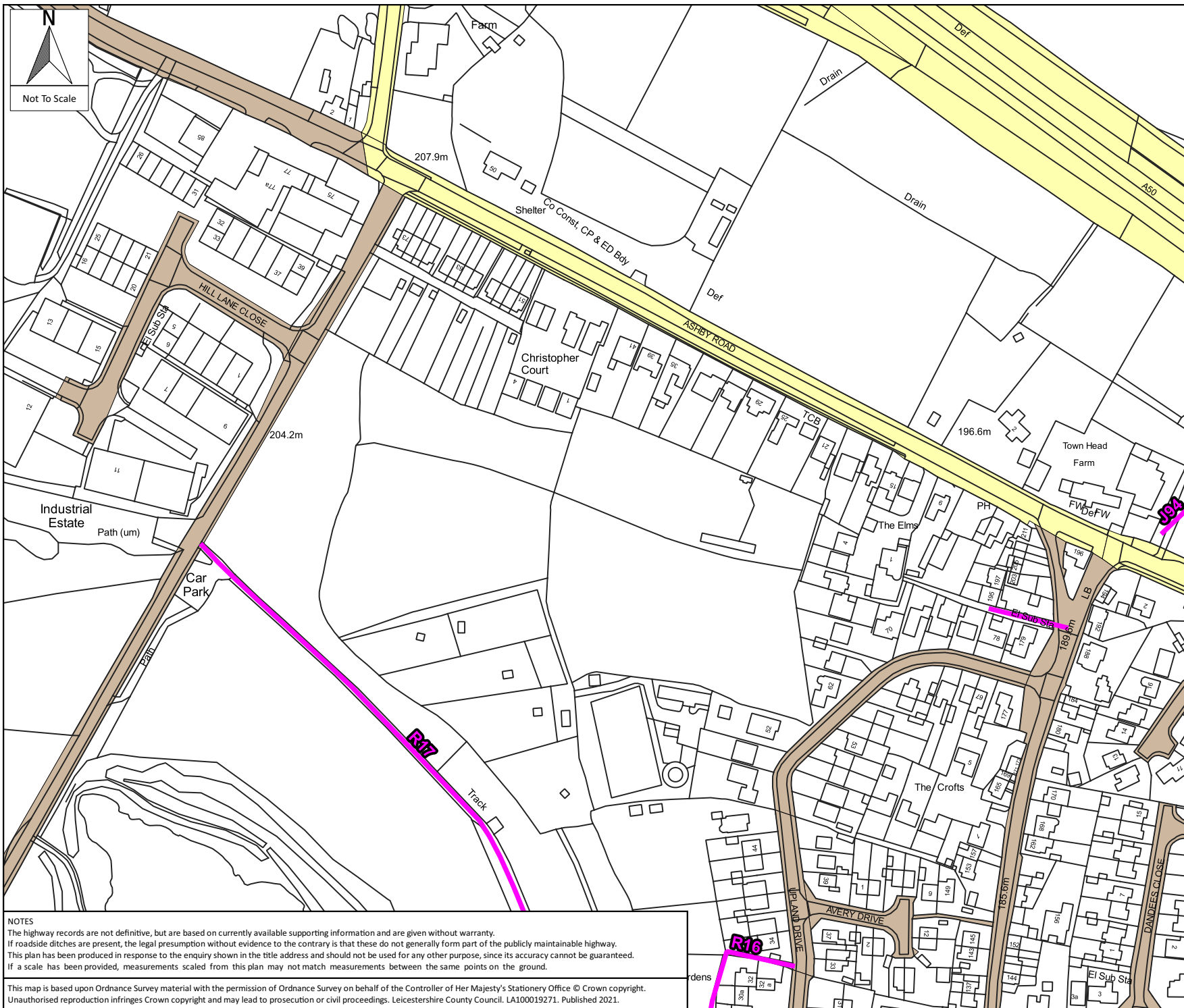
DAY: WEDNESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A	ARM B	ARM C	TIME	ARM A	ARM B	ARM C
	FOREST ROAD (W)	HILL LANE	FOREST ROAD (E)		FOREST ROAD (W)	HILL LANE	FOREST ROAD (E)
	LANE 1	LANE 1	LANE 1		LANE 1	LANE 1	LANE 1
07:00	0	0	0	16:00	0	1	0
07:05	0	1	0	16:05	0	0	0
07:10	0	0	0	16:10	0	1	0
07:15	0	1	0	16:15	0	0	0
07:20	0	0	0	16:20	0	1	0
07:25	0	0	0	16:25	0	0	1
07:30	0	0	0	16:30	0	1	0
07:35	0	0	0	16:35	0	0	0
07:40	0	1	0	16:40	0	2	0
07:45	0	0	0	16:45	0	1	0
07:50	0	1	0	16:50	0	1	0
07:55	0	1	0	16:55	0	1	1
08:00	0	1	0	17:00	0	1	0
08:05	0	0	0	17:05	0	1	0
08:10	0	1	0	17:10	0	1	0
08:15	0	2	0	17:15	0	2	0
08:20	0	1	0	17:20	0	1	0
08:25	0	1	0	17:25	0	1	0
08:30	0	1	0	17:30	0	1	0
08:35	0	1	0	17:35	0	0	0
08:40	0	1	0	17:40	0	1	0
08:45	0	0	0	17:45	0	0	0
08:50	0	0	0	17:50	0	1	0
08:55	0	1	0	17:55	0	0	0
09:00	0	0	0	18:00	0	1	0
09:05	0	0	0	18:05	0	1	0
09:10	0	1	0	18:10	0	0	0
09:15	0	0	0	18:15	0	2	0
09:20	0	0	0	18:20	0	1	0
09:25	0	1	0	18:25	0	1	0
09:30	0	0	0	18:30	0	0	0
09:35	0	0	0	18:35	0	0	1
09:40	0	1	0	18:40	0	1	0
09:45	0	0	0	18:45	0	2	0
09:50	0	0	0	18:50	0	0	0
09:55	0	0	0	18:55	0	0	0

Appendix E

Highway Boundary Data



NOTES
The highway records are not definitive, but are based on currently available supporting information and are given without warranty.
If roadside ditches are present, the legal presumption without evidence to the contrary is that these do not generally form part of the publicly maintainable highway.
This plan has been produced in response to the enquiry shown in the title address and should not be used for any other purpose, since its accuracy cannot be guaranteed.
If a scale has been provided, measurements scaled from this plan may not match measurements between the same points on the ground.

This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright.
Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Leicestershire County Council. LA100019271. Published 2021.

Key

Highway Status

Extents

- Adopted: Classified Route
- Adopted: Unclassified Route

Public Rights of Way

- Footpath



ENVIRONMENT AND TRANSPORT
DEPARTMENT

On Behalf Of
Ann Carruthers, Director

Highway Record Enquiry

Location

Ashby Road
Markfield

Reference NDI/HRE/2101095

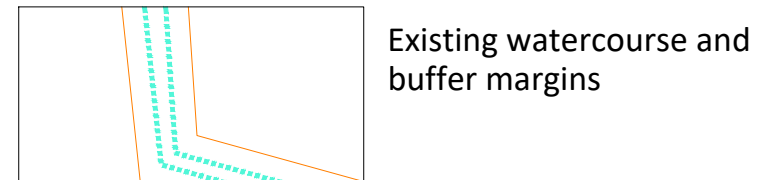
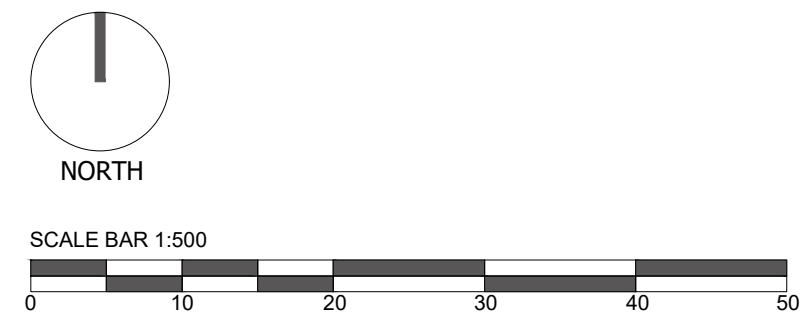
Drawing No. 100/A

Date Produced 28/01/2021

Highway Record Enquiries
County Hall, Glenfield, LE3 8RJ
0116 305 7189 | hre@leics.gov.uk

Appendix F

Proposed Site Layout Plan





☐ Preliminary ☐ Design ☐ Information ☐ Comment ☒ Planning ☐ Construction		
Client: Glenalmond Developments Ltd		
Project: Markfield	Scale: 1:500	Sheet Size: @ A1
Title: Site Layout	Date: Sept 2025	Rev: -
Job No: GDA05	Drawing No: PL002.1	Drawn: DM
Checked: -		
T: 0121 439 1151 A: 1 Legge Lane, Birmingham, B1 3LD E: admin@ophirarchitecture.com		

Registered in England and Wales, Company No. 12234473
All written/verbal statements and their contents are subject to verification by Construction Ltd.
This drawing and design are © Copyright of Ophir Architecture Ltd.
No reproduction or distribution is permitted without prior written consent.

Appendix G

TRICS Trip Rates – 21/00387/OUT Planning Application

Calculation Reference: AUDIT-141301-210120-0134

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	3 days
	KC KENT	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	3 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	2 days
	SM SOMERSET	3 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	3 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
	SY SOUTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	3 days
09	NORTH	
	DH DURHAM	1 days
10	WALES	
	PS POWYS	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 23 to 99 (units:)
 Range Selected by User: 20 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 16/09/20

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	7 days
Tuesday	6 days
Wednesday	11 days
Thursday	10 days
Friday	3 days

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

Selected survey types:

Manual count	37 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)	14
Edge of Town	17
Neighbourhood Centre (PPS6 Local Centre)	6

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

Selected Location Sub Categories:

Residential Zone	31
Village	5
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3 37 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 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	1 days
1,001 to 5,000	6 days
5,001 to 10,000	10 days
10,001 to 15,000	4 days
15,001 to 20,000	7 days
20,001 to 25,000	4 days
25,001 to 50,000	5 days

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

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	5 days
50,001 to 75,000	5 days
75,001 to 100,000	8 days
100,001 to 125,000	1 days
125,001 to 250,000	11 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

1.1 to 1.5	36 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	10 days
No	27 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	37 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-05 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES	CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 Survey date: MONDAY 17/10/16 Survey Type: MANUAL		
2	CH-03-A-09 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD	TERRACED HOUSES	CHESHIRE
	Edge of Town Residential Zone Total No of Dwellings: 24 Survey date: MONDAY 24/11/14 Survey Type: MANUAL		
3	CH-03-A-10 MEADOW DRIVE NORTHWICH BARNTON	SEMI-DETACHED & TERRACED	CHESHIRE
	Edge of Town Residential Zone Total No of Dwellings: 40 Survey date: TUESDAY 04/06/19 Survey Type: MANUAL		
4	CH-03-A-11 LONDON ROAD NORTHWICH LEFTWICH	TOWN HOUSES	CHESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 24 Survey date: THURSDAY 06/06/19 Survey Type: MANUAL		
5	DC-03-A-08 HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST	BUNGALOWS	DORSET
	Edge of Town Residential Zone Total No of Dwellings: 28 Survey date: MONDAY 24/03/14 Survey Type: MANUAL		
6	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI-DETACHED & TERRACED	DURHAM
	Edge of Town Residential Zone Total No of Dwellings: 57 Survey date: FRIDAY 19/10/18 Survey Type: MANUAL		
7	DV-03-A-01 BRONSHILL ROAD TORQUAY	TERRACED HOUSES	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 37 Survey date: WEDNESDAY 30/09/15 Survey Type: MANUAL		
8	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 70 Survey date: MONDAY 28/09/15 Survey Type: MANUAL		

LIST OF SITES relevant to selection parameters (Cont.)

9	ES-03-A-05	MIXED HOUSES & FLATS	EAST SUSSEX
	RATTLE ROAD		
	NEAR EASTBOURNE		
	STONE CROSS		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	99	
	Survey date: WEDNESDAY	05/06/19	Survey Type: MANUAL
10	HC-03-A-21	TERRACED & SEMI-DETACHED	HAMPSHIRE
	PRIESTLEY ROAD		
	BASINGSTOKE		
	HOUNDMILLS		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	39	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
11	HC-03-A-22	MIXED HOUSES	HAMPSHIRE
	BOW LAKE GARDENS		
	NEAR EASTLEIGH		
	BISHOPSTOKE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: WEDNESDAY	31/10/18	Survey Type: MANUAL
12	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY		
	LIPHOOK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	19/11/19	Survey Type: MANUAL
13	HI-03-A-14	SEMI-DETACHED & TERRACED	HIGHLAND
	KING BRUDE ROAD		
	INVERNESS		
	SCORGUIE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: WEDNESDAY	23/03/16	Survey Type: MANUAL
14	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD		
	ASHFORD		
	WILLESBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	51	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL
15	LE-03-A-02	DETACHED & OTHERS	LEICESTERSHIRE
	MELBOURNE ROAD		
	IBSTOCK		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	85	
	Survey date: THURSDAY	28/06/18	Survey Type: MANUAL
16	NF-03-A-02	HOUSES & FLATS	NORFOLK
	DEREHAM ROAD		
	NORWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	98	
	Survey date: MONDAY	22/10/12	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	NF-03-A-04	MIXED HOUSES	NORFOLK
	NORTH WALSHAM ROAD NORTH WALSHAM		
	Edge of Town Residential Zone		
	Total No of Dwellings:		70
	Survey date: WEDNESDAY		18/09/19
18	NF-03-A-05	MIXED HOUSES	NORFOLK
	HEATH DRIVE HOLT		
	Edge of Town Residential Zone		
	Total No of Dwellings:		40
	Survey date: THURSDAY		19/09/19
19	NY-03-A-09	MIXED HOUSING	NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE NORTHALLERTON		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:		52
	Survey date: MONDAY		16/09/13
20	NY-03-A-10	HOUSES AND FLATS	NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD RIPON		
	Edge of Town No Sub Category		
	Total No of Dwellings:		71
	Survey date: TUESDAY		17/09/13
21	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE
	HORSEFAIR BOROUGHBRIDGE		
	Edge of Town Residential Zone		
	Total No of Dwellings:		23
	Survey date: WEDNESDAY		18/09/13
22	PS-03-A-02	DETACHED / SEMI-DETACHED	POWYS
	GUNROG ROAD WELSHPOOL		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:		28
	Survey date: MONDAY		11/05/15
23	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD BYFLEET		
	Edge of Town Residential Zone		
	Total No of Dwellings:		71
	Survey date: THURSDAY		23/01/14
24	SF-03-A-06	DETACHED & SEMI-DETACHED	SUFFOLK
	BURY ROAD KENTFORD		
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:		38
	Survey date: FRIDAY		22/09/17

Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

25	SF-03-A-07 FOXHALL ROAD IPSWICH	MIXED HOUSES	SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 73 Survey date: THURSDAY 09/05/19		
26	SH-03-A-05 SANDCROFT TELFORD SUTTON HILL	SEMI-DETACHED / TERRACED	SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 54 Survey date: THURSDAY 24/10/13		
27	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD	DETACHED & SEMI	SOMERSET
	Edge of Town Residential Zone Total No of Dwellings: 33 Survey date: THURSDAY 24/09/15		
28	SM-03-A-02 HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL	MIXED HOUSES	SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 42 Survey date: TUESDAY 25/09/18		
29	SM-03-A-03 HYDE LANE NEAR TAUNTON CREECH ST MICHAEL	MIXED HOUSES	SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 41 Survey date: TUESDAY 25/09/18		
30	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK	DETACHED HOUSES	STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 26 Survey date: WEDNESDAY 22/11/17		
31	SY-03-A-01 A19 BENTLEY ROAD DONCASTER BENTLEY RISE	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 54 Survey date: WEDNESDAY 18/09/13		
32	WK-03-A-04 DALEHOUSE LANE KENILWORTH	DETACHED HOUSES	WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 49 Survey date: FRIDAY 27/09/19		

LIST OF SITES relevant to selection parameters (Cont.)

33	WL-03-A-02	SEMI DETACHED		WILTSHIRE
	HEADLANDS GROVE			
	SWINDON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	27		
	Survey date: THURSDAY	22/09/16	Survey Type: MANUAL	
34	WS-03-A-05	TERRACED & FLATS		WEST SUSSEX
	UPPER SHOREHAM ROAD			
	SHOREHAM BY SEA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	48		
	Survey date: WEDNESDAY	18/04/12	Survey Type: MANUAL	
35	WS-03-A-07	BUNGALOWS		WEST SUSSEX
	EMMS LANE			
	NEAR HORSHAM			
	BROOKS GREEN			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:	57		
	Survey date: THURSDAY	19/10/17	Survey Type: MANUAL	
36	WS-03-A-10	MIXED HOUSES		WEST SUSSEX
	TODDINGTON LANE			
	LITTLEHAMPTON			
	WICK			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	79		
	Survey date: WEDNESDAY	07/11/18	Survey Type: MANUAL	
37	WY-03-A-01	MIXED HOUSING		WEST YORKSHIRE
	SPRING VALLEY CRESCENT			
	LEEDS			
	BRAMLEY			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total No of Dwellings:	46		
	Survey date: WEDNESDAY	21/09/16	Survey Type: MANUAL	

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	37	50	0.083	37	50	0.320	37	50	0.403
08:00 - 09:00	37	50	0.146	37	50	0.381	37	50	0.527
09:00 - 10:00	37	50	0.156	37	50	0.190	37	50	0.346
10:00 - 11:00	37	50	0.131	37	50	0.162	37	50	0.293
11:00 - 12:00	37	50	0.156	37	50	0.168	37	50	0.324
12:00 - 13:00	37	50	0.161	37	50	0.162	37	50	0.323
13:00 - 14:00	37	50	0.172	37	50	0.177	37	50	0.349
14:00 - 15:00	37	50	0.166	37	50	0.185	37	50	0.351
15:00 - 16:00	37	50	0.263	37	50	0.180	37	50	0.443
16:00 - 17:00	37	50	0.299	37	50	0.173	37	50	0.472
17:00 - 18:00	37	50	0.334	37	50	0.166	37	50	0.500
18:00 - 19:00	37	50	0.263	37	50	0.151	37	50	0.414
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.330			2.415			4.745

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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

Parameter summary

Trip rate parameter range selected:	23 - 99 (units:)
Survey date range:	01/01/12 - 16/09/20
Number of weekdays (Monday-Friday):	38
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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.

Calculation Reference: AUDIT-141301-210120-0133

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 17 to 80 (units:)
 Range Selected by User: 11 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 19/10/18

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
Friday	1 days

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

Selected survey types:

Manual count	3 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	2

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

Selected Location Sub Categories:

Residential Zone	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.

Secondary Filtering selection:

Use Class:

C3	3 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	2 days
15,001 to 20,000	1 days

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

Population within 5 miles:

25,001 to 50,000	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:

1.1 to 1.5	3 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	3 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	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CH-03-B-01	HOUSES & FLATS		CESHIRE
	WORDSWORTH CRES.			
	CHESTER			
	BLACON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	80		
	Survey date: MONDAY	17/11/14	Survey Type: MANUAL	
2	WL-03-B-01	TERRACED HOUSES		WILTSHIRE
	BUTTERFIELD DRIVE			
	AMESBURY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	54		
	Survey date: TUESDAY	18/09/18	Survey Type: MANUAL	
3	WY-03-B-04	TERRACED HOUSES		WEST YORKSHIRE
	SYKES CLOSE			
	BATLEY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	17		
	Survey date: FRIDAY	19/10/18	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/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	50	0.046	3	50	0.212	3	50	0.258
08:00 - 09:00	3	50	0.132	3	50	0.272	3	50	0.404
09:00 - 10:00	3	50	0.126	3	50	0.232	3	50	0.358
10:00 - 11:00	3	50	0.132	3	50	0.166	3	50	0.298
11:00 - 12:00	3	50	0.139	3	50	0.106	3	50	0.245
12:00 - 13:00	3	50	0.172	3	50	0.079	3	50	0.251
13:00 - 14:00	3	50	0.185	3	50	0.159	3	50	0.344
14:00 - 15:00	3	50	0.146	3	50	0.185	3	50	0.331
15:00 - 16:00	3	50	0.265	3	50	0.113	3	50	0.378
16:00 - 17:00	3	50	0.219	3	50	0.113	3	50	0.332
17:00 - 18:00	3	50	0.199	3	50	0.146	3	50	0.345
18:00 - 19:00	3	50	0.172	3	50	0.146	3	50	0.318
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.933			1.929			3.862

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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

Parameter summary

Trip rate parameter range selected: 17 - 80 (units:)
Survey date range: 01/01/12 - 19/10/18
Number of weekdays (Monday-Friday): 3
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.

Appendix H

TRICS Trip Rates Version 8.25.6 (2025)

Audit Code: 26899e77-aa50-4e90-887b-5da6e664d272

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	BO	BEDFORD	1 day
	CT	CENTRAL BEDFORDSHIRE	1 day
	ES	EAST SUSSEX	4 days
	EX	ESSEX	1 day
	HC	HAMPSHIRE	5 days
	SC	SURREY	1 day
	WS	WEST SUSSEX	3 days
03	SOUTH WEST		
	DC	DORSET	1 day
04	EAST ANGLIA		
	NF	NORFOLK	5 days
05	EAST MIDLANDS		
	NT	NOTTINGHAMSHIRE	1 day
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 day
	WK	WARWICKSHIRE	1 day
	WO	WORCESTERSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 day
08	NORTH WEST		
	LC	LANCASHIRE	1 day
09	NORTH		
	DH	DURHAM	1 day
	IM	ISLE OF MAN	1 day
13	MUNSTER		
	TI	TIPPERARY	1 day

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

Audit Code: 26899e77-aa50-4e90-887b-5da6e664d272

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:	DWELLS
Actual Range:	0.8 to 6.12 (units:DWELLS)
Range Selected by User:	20 to 100 (units:DWELLS)
Parking Spaces Range:	6 - 2696

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 17/09/24

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:

Friday	5 days
Monday	5 days
Thursday	4 days
Tuesday	8 days
Wednesday	9 days

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

Selected survey types:

Manual count	31
Direction ATC Count	0

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

Selected Locations:

Edge of Town	31 days
--------------	---------

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:

Out of Town	2 days
Residential Zone	29 days

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 Vehicle Counts:

Servicing vehicles Excluded	25 days
Servicing vehicles Included	6 days

Audit Code: 26899e77-aa50-4e90-887b-5da6e664d272

Secondary Filtering Selection:

Use Class:

C3	31 surveys
----	------------

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:

419 - 3500

Population within 1 mile:

1,001 to 5,000	2 surveys
10,001 to 15,000	12 surveys
15,001 to 20,000	4 surveys
20,001 to 25,000	2 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	10 surveys

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

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	10 surveys
25,001 to 50,000	3 surveys
250,001 to 500,000	2 surveys
5,001 to 25,000	6 surveys
50,001 to 75,000	5 surveys
75,001 to 100,000	4 surveys

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	8 surveys
1.1 to 1.5	21 surveys
1.6 to 2.0	2 surveys

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.

Audit Code: 26899e77-aa50-4e90-887b-5da6e664d272

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	14 surveys
Yes	17 surveys

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:

2 - Poor	1 surveys
No PTAL Present	30 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Audit Code: 26899e77-aa50-4e90-887b-5da6e664d272

1	BO-03-A-01	DETACHED HOUSES	BEDFORD
CARNOUSTIE DRIVE BEDFORD GREAT DENHAM Edge of Town Residential Zone Site area: 4.23 hect Survey date: Thursday 15/10/2020			
		Survey Type: Manual	
2	CT-03-A-03	MIXED HOUSES	CENTRAL BEDFORDSHIRE
ARLESEY ROAD STOTFOLD Edge of Town Residential Zone Site area: 3.69 hect Survey date: Tuesday 27/06/2023			
		Survey Type: Manual	
3	DC-03-A-10	MIXED HOUSES	DORSET
ADDISON CLOSE GILLINGHAM Edge of Town Residential Zone Site area: 1.4 hect Survey date: Wednesday 09/11/2022			
		Survey Type: Manual	
4	DH-03-A-03	SEMI-DETACHED & TERRACED	DURHAM
PILGRIMS WAY DURHAM Edge of Town Residential Zone Site area: 5.603 hect Survey date: Friday 19/10/2018			
		Survey Type: Manual	
5	ES-03-A-05	MIXED HOUSES & FLATS	EAST SUSSEX
RATTLE ROAD NEAR EASTBOURNE STONE CROSS Edge of Town Residential Zone Site area: 2.8 hect Survey date: Wednesday 05/06/2019			
		Survey Type: Manual	
6	ES-03-A-07	MIXED HOUSES & FLATS	EAST SUSSEX
NEW ROAD HAILSHAM HELLINGLY Edge of Town Residential Zone Site area: 3.49 hect Survey date: Thursday 07/11/2019			
		Survey Type: Manual	
7	ES-03-A-09	DETACHED & SEMI-DETACHED	EAST SUSSEX
THE FAIRWAY NEWHAVEN Edge of Town Residential Zone Site area: 1.5 hect Survey date: Monday 13/03/2023			
		Survey Type: Manual	
8	ES-03-A-13	DETACHED HOUSES	EAST SUSSEX
A265 HEATHFIELD Edge of Town			

Audit Code: 26899e77-aa50-4e90-887b-5da6e664d272

Residential Zone

Site area: 1.7 hect

Survey date: Monday 18/03/2024

Survey Type: Manual

9	EX-03-A-02	DETACHED & SEMI-DETACHED	ESSEX
MANOR ROAD			
CHIGWELL			
GRANGE HILL			
Edge of Town			
Residential Zone			
Site area: 6.12 hect			
Survey date: Monday 27/11/2017			
Survey Type: Manual			

10	HC-03-A-21	TERRACED & SEMI-DETACHED	HAMPSHIRE
PRIESTLEY ROAD			
BASINGSTOKE			
HOUNDMILLS			
Edge of Town			
Residential Zone			
Site area: 1.2 hect			
Survey date: Tuesday 13/11/2018			
Survey Type: Manual			

11	HC-03-A-22	MIXED HOUSES	HAMPSHIRE
BOW LAKE GARDENS			
NEAR EASTLEIGH			
BISHOPSTOKE			
Edge of Town			
Residential Zone			
Site area: 1.69 hect			
Survey date: Wednesday 31/10/2018			
Survey Type: Manual			

12	HC-03-A-27	MIXED HOUSES	HAMPSHIRE
DAIRY ROAD			
ANDOVER			
Edge of Town			
Residential Zone			
Site area: 2.5 hect			
Survey date: Tuesday 16/11/2021			
Survey Type: Manual			

13	HC-03-A-31	MIXED HOUSES & FLATS	HAMPSHIRE
KILN ROAD			
LIPHOOK			
Edge of Town			
Residential Zone			
Site area: 2.17 hect			
Survey date: Friday 07/10/2022			
Survey Type: Manual			

14	HC-03-A-37	MIXED HOUSES	HAMPSHIRE
REDFIELDS LANE			
FLEET			
CHURCH CROOKHAM			
Edge of Town			
Residential Zone			
Site area: 3.46 hect			
Survey date: Wednesday 27/03/2024			
Survey Type: Manual			

15	IM-03-A-05	MIXED HOUSES	ISLE OF MAN
SCARLETT ROAD			
CASTLETOWN			
Edge of Town			
Residential Zone			
Site area: 2.19 hect			
Survey date: Tuesday 21/05/2024			
Survey Type: Manual			

Audit Code: 26899e77-aa50-4e90-887b-5da6e664d272

16 GREENSIDE PRESTON COTTAM Edge of Town Residential Zone Site area: 1.316 hect Survey date: Friday 17/11/2017	LC-03-A-31	DETACHED HOUSES	LANCASHIRE	Survey Type: Manual
17 WOODFARM LANE GORLESTON-ON-SEA Edge of Town Residential Zone Site area: 3.1 hect Survey date: Tuesday 21/09/2021	NF-03-A-25	MIXED HOUSES & FLATS	NORFOLK	Survey Type: Manual
18 HEATH DRIVE HOLT Edge of Town Residential Zone Site area: 3.51 hect Survey date: Wednesday 22/09/2021	NF-03-A-26	MIXED HOUSES	NORFOLK	Survey Type: Manual
19 NORWICH ROAD SWAFFHAM Edge of Town Out of Town Site area: 3.15 hect Survey date: Tuesday 27/09/2022	NF-03-A-34	MIXED HOUSES	NORFOLK	Survey Type: Manual
20 GREENFIELDS ROAD DEREHAM Edge of Town Residential Zone Site area: 1.64 hect Survey date: Tuesday 27/09/2022	NF-03-A-37	MIXED HOUSES	NORFOLK	Survey Type: Manual
21 BRANDON ROAD SWAFFHAM Edge of Town Residential Zone Site area: 2.79 hect Survey date: Friday 14/10/2016	NF-03-A-50	MIXED HOUSES	NORFOLK	Survey Type: Manual
22 WIGHAY ROAD HUCKNALL Edge of Town Residential Zone Site area: 1.61 hect Survey date: Monday 18/10/2021	NT-03-A-08	DETACHED HOUSES	NOTTINGHAMSHIRE	Survey Type: Manual
23 PALACE ROAD RIPON Edge of Town Residential Zone	NY-03-A-14	DETACHED & BUNGALOWS	NORTH YORKSHIRE	

Audit Code: 26899e77-aa50-4e90-887b-5da6e664d272

Site area: 2.9 hect

Survey date: Wednesday 18/05/2022

Survey Type: Manual

24 FOLLY HILL FARNHAM Edge of Town Residential Zone Site area: 5.82 hect Survey date: Tuesday 14/05/2024	SC-03-A-11	MIXED HOUSES	SURREY	Survey Type: Manual
25 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK Edge of Town Residential Zone Site area: 0.8 hect Survey date: Wednesday 22/11/2017	ST-03-A-08	DETACHED HOUSES	STAFFORDSHIRE	Survey Type: Manual
26 BRITTAS ROAD THURLES Edge of Town Out of Town Site area: 3.43 hect Survey date: Thursday 17/06/2021	TI-03-A-01	MIXED HOUSES	TIPPERARY	Survey Type: Manual
27 DALEHOUSE LANE KENILWORTH Edge of Town Residential Zone Site area: 2.425 hect Survey date: Friday 27/09/2019	WK-03-A-04	DETACHED HOUSES	WARWICKSHIRE	Survey Type: Manual
28 RYE GRASS LANE REDDITCH Edge of Town Residential Zone Site area: 1.11 hect Survey date: Thursday 01/10/2020	WO-03-A-07	MIXED HOUSES & FLATS	WORCESTERSHIRE	Survey Type: Manual
29 TODDINGTON LANE LITTLEHAMPTON WICK Edge of Town Residential Zone Site area: 2.27 hect Survey date: Wednesday 07/11/2018	WS-03-A-10	MIXED HOUSES	WEST SUSSEX	Survey Type: Manual
30 SHOPWHYKE ROAD CHICHESTER Edge of Town Residential Zone Site area: 2.9 hect Survey date: Wednesday 01/03/2023	WS-03-A-17	MIXED HOUSES & FLATS	WEST SUSSEX	Survey Type: Manual
31 TURNERS HILL ROAD	WS-03-A-19	MIXED HOUSES & FLATS	WEST SUSSEX	

Audit Code: 26899e77-aa50-4e90-887b-5da6e664d272

EAST GRINSTEAD

Edge of Town

Residential Zone

Site area: 5.16 hect

Survey date: Monday 15/05/2023

Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
CC-03-A-01	25-05-2016	Ireland & London Excluded
CT-03-A-01	22-06-2022	Removed: Site re-surveyed by CT-03-A-03
DE-03-A-04	19-05-2022	Ireland & London Excluded
DE-03-A-05	20-05-2022	Ireland & London Excluded
DL-03-A-10	20-06-2018	Ireland & London Excluded
EN-03-A-01	24-11-2021	Ireland & London Excluded
NF-03-A-05	19-09-2019	Removed: Site re-surveyed by NF-03-A-26
SC-03-A-07	11-05-2022	Removed: Site re-surveyed by SC-03-A-11

Audit Code: 26899e77-aa50-4e90-887b-5da6e664d272

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

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	31	60	0.095	0.315	0.410
08:00-09:00	31	60	0.167	0.382	0.549
09:00-10:00	31	60	0.152	0.186	0.338
10:00-11:00	31	60	0.140	0.165	0.305
11:00-12:00	31	60	0.147	0.143	0.290
12:00-13:00	31	60	0.175	0.163	0.338
13:00-14:00	31	60	0.177	0.181	0.358
14:00-15:00	31	60	0.176	0.213	0.389
15:00-16:00	31	60	0.280	0.182	0.462
16:00-17:00	31	60	0.279	0.170	0.449
17:00-18:00	31	60	0.330	0.164	0.494
18:00-19:00	31	60	0.258	0.144	0.402
19:00-20:00	1	97	0.062	0.052	0.114
20:00-21:00	1	97	0.031	0.021	0.052
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.469	2.481	4.950

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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

Audit Code: 26899e77-aa50-4e90-887b-5da6e664d272

Parameter Summary:

Trip rate parameter range selected:	20 - 100 (units: DWELLS)
Survey date date range:	14/10/2016 - 21/05/2024
Number of weekdays (Monday-Friday):	31
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix I

Census 2011 – Journey to Work Data

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)
ONS Crown Copyright Reserved [from Nomis on 18 December 2020]

population All usual residents aged 16 and over in employment the week before the census
units Persons
date 2011
method of travel to work Driving a car or van

usual residence

place of work : 2011 census merged local authority district

**E02005377 :
Hinckley and
Bosworth 001**

%

%/2

Assignment

Assignment

Leicester	703				
North West Leicestershire	453				
Hinckley and Bosworth	396				
Charnwood	351				
Blaby	328				
Harborough	49	1.8%		Hill Ln (N) - Whitwick Rd (N)	M1 (S)
Oadby and Wigston	42	1.6%	0.8%	Hill Ln (N) - Whitwick Rd (N)	M1 (S)
			0.8%	Hill Ln (N) - Ashby Rd (E) - A50 (E)	
Coventry	31	1.2%		Hill Ln (N) - Whitwick Rd (N)	M1 (S)
Birmingham	28	1.1%		Hill Ln (N) - Whitwick Rd (N)	M1 (S)
Nuneaton and Bedworth	27	1.0%	0.5%	Hill Ln (N) - Whitwick Rd (N)	M1 (S)
			0.5%	Hill Ln (S) - Forest Rd (W)	
Nottingham	26	1.0%		Hill Ln (N) - Whitwick Rd (N)	M1 (N)
North Warwickshire	21	0.8%	0.4%	Hill Ln (N) - Whitwick Rd (N)	
			0.4%	Hill Ln (S) - Forest Rd (W)	
Melton	20	0.8%	0.4%	Hill Ln (N) - Whitwick Rd (N)	
			0.4%	Hill Ln (N) - Ashby Rd (E) - A50 (E)	
Rugby	18	0.7%		Hill Ln (N) - Whitwick Rd (N)	M1 (S)
Rushcliffe	17	0.6%	0.3%	Hill Ln (N) - Whitwick Rd (N)	M1 (N)
			0.3%	Hill Ln (N) - Ashby Rd (E) - A50 (E)	
Derby	16	0.6%		Hill Ln (N) - Whitwick Rd (N)	M1 (N)
East Staffordshire	14	0.5%		Hill Ln (N) - Whitwick Rd (N)	M1 (N)
South Kesteven	12	0.5%	0.2%	Hill Ln (N) - Whitwick Rd (N)	M1 (N)
			0.2%	Hill Ln (N) - Ashby Rd (E) - A50 (E)	
South Derbyshire	10	0.4%		Hill Ln (N) - Whitwick Rd (N)	M1 (N)
Amber Valley	9	0.3%		Hill Ln (N) - Whitwick Rd (N)	M1 (N)
Erewash	9	0.3%		Hill Ln (N) - Whitwick Rd (N)	M1 (N)
Daventry	9	0.3%		Hill Ln (N) - Whitwick Rd (N)	M1 (S)
Solihull	9	0.3%		Hill Ln (N) - Whitwick Rd (N)	M1 (S)
Northampton	8	0.3%		Hill Ln (N) - Whitwick Rd (N)	
Lichfield	7	0.3%		Hill Ln (N) - Whitwick Rd (N)	
Ashfield	6	0.2%		Hill Ln (N) - Whitwick Rd (N)	M1 (N)
Broxtowe	6	0.2%		Hill Ln (N) - Whitwick Rd (N)	M1 (N)
Gedling	6	0.2%	0.1%	Hill Ln (N) - Whitwick Rd (N)	M1 (N)
			0.1%	Hill Ln (N) - Ashby Rd (E) - A50 (E)	
Newark and Sherwood	6	0.2%	0.1%	Hill Ln (N) - Whitwick Rd (N)	M1 (N)
			0.1%	Hill Ln (N) - Ashby Rd (E) - A50 (E)	
Warwick	6	0.2%		Hill Ln (N) - Whitwick Rd (N)	M1 (S)
Tamworth	5	0.2%		Hill Ln (N) - Whitwick Rd (N)	
Milton Keynes	5	0.2%		Hill Ln (N) - Whitwick Rd (N)	M1 (S)
Stratford-on-Avon	4	0.2%		Hill Ln (N) - Whitwick Rd (N)	M1 (S)
E02005377 : Hinckley and Bosworth 001	157	5.9%		Hill Ln (S) - Forest Rd (W)	
E02005409 : North West Leicestershire 013	151	5.7%		Hill Ln (N) - Whitwick Rd (N)	
E02005406 : North West Leicestershire 010	129	4.9%		Hill Ln (N) - Whitwick Rd (N)	
E02005338 : Blaby 006	117	4.4%	2.2%	Hill Ln (N) - Whitwick Rd (N)	M1 (S)
			2.2%	Hill Ln (N) - Ashby Rd (E) - A50 (E)	
E02006851 : Leicester 041	112	4.2%		Hill Ln (N) - Ashby Rd (E) - A50 (E)	
E02002830 : Leicester 004	104	3.9%		Hill Ln (N) - Ashby Rd (E) - A50 (E)	
E02006850 : Leicester 040	96	3.6%		Hill Ln (N) - Ashby Rd (E) - A50 (E)	
E02006820 : Blaby 013	84	3.2%		Hill Ln (N) - Ashby Rd (E) - A50 (E)	
E02002834 : Leicester 008	61	2.3%		Hill Ln (N) - Ashby Rd (E) - A50 (E)	
E02005346 : Charnwood 002	60	2.3%		Hill Ln (N) - Whitwick Rd (N)	M1 (N)
E02005381 : Hinckley and Bosworth 005	49	1.8%		Hill Ln (S) - Forest Rd (W)	
E02005378 : Hinckley and Bosworth 002	42	1.6%		Hill Ln (N) - Ashby Rd (E) - A50 (E)	
E02005347 : Charnwood 003	39	1.5%		Hill Ln (N) - Whitwick Rd (N)	M1 (N)
E02005407 : North West Leicestershire 011	37	1.4%		Hill Ln (N) - Whitwick Rd (N)	
E02005336 : Blaby 004	35	1.3%	0.7%	Hill Ln (N) - Whitwick Rd (N)	M1 (S)
			0.7%	Hill Ln (N) - Ashby Rd (E) - A50 (E)	
E02005386 : Hinckley and Bosworth 010	29	1.1%	0.5%	Hill Ln (N) - Whitwick Rd (N)	M1 (S)
			0.5%	Hill Ln (S) - Forest Rd (W)	
E02005379 : Hinckley and Bosworth 003	28	1.1%		Hill Ln (S) - Forest Rd (E)	
E02002856 : Leicester 030	28	1.1%	0.5%	Hill Ln (N) - Whitwick Rd (N)	M1 (S)
			0.5%	Hill Ln (N) - Ashby Rd (E) - A50 (E)	
E02005356 : Charnwood 012	27	1.0%	0.5%	Hill Ln (N) - Whitwick Rd (N)	
			0.5%	Hill Ln (N) - Ashby Rd (E) - A50 (E)	
E02005360 : Charnwood 016	27	1.0%	0.5%	Hill Ln (N) - Whitwick Rd (N)	
			0.5%	Hill Ln (N) - Ashby Rd (E) - A50 (E)	
E02005380 : Hinckley and Bosworth 004	23	0.9%	0.4%	Hill Ln (N) - Whitwick Rd (N)	
			0.4%	Hill Ln (S) - Forest Rd (W)	
E02002828 : Leicester 002	23	0.9%		Hill Ln (N) - Ashby Rd (E) - A50 (E)	
E02005399 : North West Leicestershire 003	22	0.8%		Hill Ln (N) - Whitwick Rd (N)	
E02002832 : Leicester 006	22	0.8%		Hill Ln (N) - Ashby Rd (E) - A50 (E)	
E02002849 : Leicester 023	21	0.8%	0.4%	Hill Ln (N) - Whitwick Rd (N)	M1 (S)
			0.4%	Hill Ln (N) - Ashby Rd (E) - A50 (E)	
E02006819 : Leicester 039	21	0.8%		Hill Ln (N) - Ashby Rd (E) - A50 (E)	
E02005397 : North West Leicestershire 001	20	0.8%		Hill Ln (N) - Whitwick Rd (N)	M1 (N)
E02005401 : North West Leicestershire 005	20	0.8%		Hill Ln (N) - Whitwick Rd (N)	
E02005361 : Charnwood 017	20	0.8%		Hill Ln (N) - Ashby Rd (E) - A50 (E)	
E02005366 : Charnwood 022	20	0.8%		Hill Ln (N) - Ashby Rd (E) - A50 (E)	
E02005335 : Blaby 003	20	0.8%		Hill Ln (S) - Forest Rd (E)	
E02002827 : Leicester 001	20	0.8%		Hill Ln (N) - Ashby Rd (E) - A50 (E)	
E02005405 : North West Leicestershire 009	19	0.7%		Hill Ln (N) - Whitwick Rd (N)	
E02005339 : Blaby 007	19	0.7%	0.4%	Hill Ln (N) - Whitwick Rd (N)	M1 (S)
			0.4%	Hill Ln (S) - Forest Rd (E)	
E02005354 : Charnwood 010	18	0.7%		Hill Ln (N) - Whitwick Rd (N)	
E02002846 : Leicester 020	18	0.7%	0.3%	Hill Ln (N) - Whitwick Rd (N)	M1 (S)
			0.3%	Hill Ln (N) - Ashby Rd (E) - A50 (E)	
E02005387 : Hinckley and Bosworth 011	17	0.6%	0.3%	Hill Ln (N) - Whitwick Rd (N)	M1 (S)
			0.3%	Hill Ln (S) - Forest Rd (W)	
E02005350 : Charnwood 006	17	0.6%		Hill Ln (N) - Whitwick Rd (N)	M1 (N)
E02005355 : Charnwood 011	17	0.6%	0.3%	Hill Ln (N) - Whitwick Rd (N)	
			0.3%	Hill Ln (N) - Ashby Rd (E) - A50 (E)	
E02005349 : Charnwood 005	14	0.5%		Hill Ln (N) - Whitwick Rd (N)	M1 (N)
E02005351 : Charnwood 007	14	0.5%		Hill Ln (N) - Whitwick Rd (N)	M1 (N)
E02005353 : Charnwood 009	14	0.5%		Hill Ln (N) - Whitwick Rd (N)	M1 (N)
E02005365 : Charnwood 021	14	0.5%		Hill Ln (N) - Ashby Rd (E) - A50 (E)	
E02002829 : Leicester 003	14	0.5%		Hill Ln (N) - Ashby Rd (E) - A50 (E)	
E02002857 : Leicester 031	14	0.5%	0.3%	Hill Ln (N) - Whitwick Rd (N)	M1 (S)
			0.3%	Hill Ln (N) - Ashby Rd (E) - A50 (E)	
E02005385 : Hinckley and Bosworth 009	13	0.5%	0.2%	Hill Ln (N) - Whitwick Rd (N)	M1 (S)

Hill Ln (N) - Whitwick Rd (N)	48.5%	M1 (N)	11.8%	
Hill Ln (N) - Ashby Rd (E) - A50 (E)	38.2%	M1 (S)	16.8%	28.6%
Hill Ln (S) - Forest Rd (W)	10.8%			
Hill Ln (S) - Forest Rd (E)	2.5%	13.3%		
	100.0%			

2,657 100.0%

will be affected, particularly small counts at the lowest geographies.

Appendix J

Hill Lane/Site Access - Junctions 11 Report

Junctions 11															
PICADY 11 - Priority Intersection Module															
Version: 11.0.0.2177 © Copyright TRL Software Limited, 2024															
For sales and distribution information, program advice and maintenance, contact TRL Software: +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: T25596_Hill Lane-Site Access PICADY Assessment.j11
Path: C:\Users\TommyGregory\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T25596 Hill Lane, Markfield\Modelling\Picady
Report generation date: 04/11/2025 14:06:04

»2030 | Base + Committed + Development | AM
»2030 | Base + Committed + Development | PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2030 - Base + Committed + Development													
Stream B-AC	D1	0.1	8.30	0.09	A	1.09	366 % [Stream B-AC]	D2	0.0	7.77	0.03	A	0.68	598 % [Stream B-AC]
Stream C-AB		0.0	5.10	0.00	A				0.0	5.57	0.01	A		

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Hill Lane/Site Access
Location	Markfield
Site number	
Date	18/09/2025
Version	
Status	(new file)
Identifier	
Client	Glenalmond Developments Ltd
Jobnumber	T25596
Enumerator	AzureAD\TommyGregory
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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030	Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15
D2	2030	Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2030 | Base + Committed + Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

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	Hill Lane/Site Access	T-Junction	Two-way	Two-way	Two-way		1.09	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	366	Stream B-AC	1.09	A

Arms

Arms

Arm	Name	Description	Arm type
A	Hill Lane (N)		Major
B	Site Access		Minor
C	Hill Lane (S)		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	5.35			143.0	✓	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	One lane	3.22	25	24

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	508	0.095	0.241	0.151	0.344
B-C	653	0.103	0.260	-	-
C-B	657	0.262	0.262	-	-

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030	Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	105	100.000
B		✓	37	100.000
C		✓	146	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	8	97
	B	32	0	5
	C	145	1	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.09	8.30	0.1	A
C-AB	0.00	5.10	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	0.00	490	0.057	28	0.1	7.782	A
C-AB	0.89	0.00	707	0.001	0.89	0.0	5.100	A
C-A	109	0.00			109			
A-B	6	0.00			6			
A-C	73	0.00			73			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	0.00	483	0.069	33	0.1	7.996	A
C-AB	1	0.00	717	0.002	1	0.0	5.030	A
C-A	130	0.00			130			
A-B	7	0.00			7			
A-C	87	0.00			87			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	0.00	474	0.086	41	0.1	8.303	A
C-AB	1	0.00	731	0.002	1	0.0	4.936	A
C-A	159	0.00			159			
A-B	9	0.00			9			
A-C	107	0.00			107			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	0.00	474	0.086	41	0.1	8.304	A
C-AB	1	0.00	731	0.002	1	0.0	4.936	A
C-A	159	0.00			159			
A-B	9	0.00			9			
A-C	107	0.00			107			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	0.00	483	0.069	33	0.1	8.000	A
C-AB	1	0.00	717	0.002	1	0.0	5.030	A
C-A	130	0.00			130			
A-B	7	0.00			7			
A-C	87	0.00			87			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	0.00	490	0.057	28	0.1	7.792	A
C-AB	0.89	0.00	707	0.001	0.89	0.0	5.102	A
C-A	109	0.00			109			
A-B	6	0.00			6			
A-C	73	0.00			73			

2030 | Base + Committed + Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

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	Hill Lane/Site Access	T-Junction	Two-way	Two-way	Two-way		0.68	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	598	Stream B-AC	0.68	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2030	Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	145	100.000
B		✓	15	100.000
C		✓	56	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	30	115
	B	13	0	2
From	C	51	5	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
From	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	7.77	0.0	A
C-AB	0.01	5.57	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	494	0.023	11	0.0	7.460	A
C-AB	4	0.00	653	0.006	4	0.0	5.544	A
C-A	38	0.00			38			
A-B	23	0.00			23			
A-C	87	0.00			87			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	0.00	488	0.028	13	0.0	7.586	A
C-AB	5	0.00	653	0.007	5	0.0	5.556	A
C-A	46	0.00			46			
A-B	27	0.00			27			
A-C	103	0.00			103			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	0.00	480	0.034	16	0.0	7.767	A
C-AB	6	0.00	652	0.009	6	0.0	5.572	A
C-A	56	0.00			56			
A-B	33	0.00			33			
A-C	127	0.00			127			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	0.00	480	0.034	17	0.0	7.767	A
C-AB	6	0.00	652	0.009	6	0.0	5.574	A
C-A	56	0.00			56			
A-B	33	0.00			33			
A-C	127	0.00			127			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	0.00	488	0.028	14	0.0	7.590	A
C-AB	5	0.00	653	0.007	5	0.0	5.556	A
C-A	46	0.00			46			
A-B	27	0.00			27			
A-C	103	0.00			103			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	494	0.023	11	0.0	7.464	A
C-AB	4	0.00	653	0.006	4	0.0	5.544	A
C-A	38	0.00			38			
A-B	23	0.00			23			
A-C	87	0.00			87			

Appendix K

Existing Ashby Road/Hill Lane – Junctions 11 Report

Junctions 11														
PICADY 11 - Priority Intersection Module														
Version: 11.0.0.2177 © Copyright TRL Software Limited, 2024														
For sales and distribution information, program advice and maintenance, contact TRL Software: +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: T25596_Existing Ashby Road-Hill Lane PICADY Assessment.j11
Path: C:\Users\TommyGregory\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T25596 Hill Lane, Markfield\Modelling\Picady
Report generation date: 18/09/2025 11:01:02

- »2024 | Base | AM
- »2024 | Base | PM
- »2030 | Base | AM
- »2030 | Base | PM
- »2030 | Base + Committed | AM
- »2030 | Base + Committed | PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2024 - Base													
Stream B-AC	D1	0.2	7.56	0.20	A	2.55	195 % [Stream B-AC]	D2	0.2	6.72	0.14	A	1.92	294 % [Stream B-AC]
Stream C-AB		0.1	6.12	0.11	A				0.1	5.44	0.07	A		
	2030 - Base													
Stream B-AC	D3	0.3	7.70	0.21	A	2.60	182 % [Stream B-AC]	D4	0.2	6.80	0.15	A	1.95	276 % [Stream B-AC]
Stream C-AB		0.2	6.15	0.12	A				0.1	5.44	0.07	A		
	2030 - Base + Committed													
Stream B-AC	D5	0.4	8.32	0.27	A	2.80	133 % [Stream B-AC]	D6	0.2	7.15	0.17	A	2.24	215 % [Stream B-AC]
Stream C-AB		0.2	6.28	0.13	A				0.2	5.65	0.14	A		

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Existing Ashby Road/Hill Lane
Location	Markfield
Site number	
Date	18/09/2025
Version	
Status	(new file)
Identifier	
Client	Glenalmond Developments Ltd
Jobnumber	T25596
Enumerator	AzureAD\TommyGregory
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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15
D3	2030	Base	AM	ONE HOUR	07:45	09:15	15
D4	2030	Base	PM	ONE HOUR	16:45	18:15	15
D5	2030	Base + Committed	AM	ONE HOUR	07:45	09:15	15
D6	2030	Base + Committed	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

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	untitled	T-Junction	Two-way	Two-way	Two-way		2.55	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	195	Stream B-AC	2.55	A

Arms

Arms

Arm	Name	Description	Arm type
A	Ashby Road (e)		Major
B	Hill Lane		Minor
C	Ashby Road (w)		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	7.10			137.0	✓	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	One lane	4.52	30	19

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	572	0.099	0.251	0.158	0.358
B-C	733	0.107	0.270	-	-
C-B	653	0.241	0.241	-	-

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	219	100.000
B		✓	107	100.000
C		✓	148	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	75	144
	B	39	0	68
	C	91	57	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.20	7.56	0.2	A
C-AB	0.11	6.12	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	0.00	617	0.131	80	0.1	6.700	A
C-AB	48	0.00	659	0.073	48	0.1	5.888	A
C-A	64	0.00			64			
A-B	56	0.00			56			
A-C	108	0.00			108			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	0.00	607	0.158	96	0.2	7.041	A
C-AB	59	0.00	660	0.089	58	0.1	5.983	A
C-A	75	0.00			75			
A-B	67	0.00			67			
A-C	129	0.00			129			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	118	0.00	594	0.198	118	0.2	7.553	A
C-AB	74	0.00	662	0.112	74	0.1	6.118	A
C-A	89	0.00			89			
A-B	83	0.00			83			
A-C	159	0.00			159			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	118	0.00	594	0.198	118	0.2	7.559	A
C-AB	74	0.00	662	0.112	74	0.1	6.120	A
C-A	89	0.00			89			
A-B	83	0.00			83			
A-C	159	0.00			159			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	0.00	607	0.158	96	0.2	7.051	A
C-AB	59	0.00	660	0.089	59	0.1	5.987	A
C-A	74	0.00			74			
A-B	67	0.00			67			
A-C	129	0.00			129			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	0.00	617	0.131	81	0.2	6.721	A
C-AB	48	0.00	659	0.073	48	0.1	5.895	A
C-A	63	0.00			63			
A-B	56	0.00			56			
A-C	108	0.00			108			

2024 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.92	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	294	Stream B-AC	1.92	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	152	100.000
B		✓	81	100.000
C		✓	169	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	38	114
	B	23	0	58
	C	135	34	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.14	6.72	0.2	A
C-AB	0.07	5.44	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	0.00	642	0.095	61	0.1	6.184	A
C-AB	30	0.00	692	0.043	30	0.1	5.435	A
C-A	97	0.00			97			
A-B	29	0.00			29			
A-C	86	0.00			86			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	0.00	635	0.115	73	0.1	6.401	A
C-AB	37	0.00	700	0.053	37	0.1	5.432	A
C-A	115	0.00			115			
A-B	34	0.00			34			
A-C	102	0.00			102			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	0.00	625	0.143	89	0.2	6.713	A
C-AB	47	0.00	711	0.067	47	0.1	5.426	A
C-A	139	0.00			139			
A-B	42	0.00			42			
A-C	126	0.00			126			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	0.00	625	0.143	89	0.2	6.716	A
C-AB	47	0.00	711	0.067	47	0.1	5.427	A
C-A	139	0.00			139			
A-B	42	0.00			42			
A-C	126	0.00			126			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	0.00	635	0.115	73	0.1	6.405	A
C-AB	37	0.00	700	0.053	37	0.1	5.434	A
C-A	115	0.00			115			
A-B	34	0.00			34			
A-C	102	0.00			102			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	0.00	642	0.095	61	0.1	6.194	A
C-AB	30	0.00	692	0.043	30	0.1	5.439	A
C-A	97	0.00			97			
A-B	29	0.00			29			
A-C	86	0.00			86			

2030 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

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	untitled	T-Junction	Two-way	Two-way	Two-way		2.60	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	182	Stream B-AC	2.60	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2030	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	228	100.000
B		✓	112	100.000
C		✓	154	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	78	150
	B	41	0	71
	C	95	59	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.21	7.70	0.3	A
C-AB	0.12	6.15	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	0.00	614	0.137	84	0.2	6.773	A
C-AB	50	0.00	659	0.076	49	0.1	5.903	A
C-A	66	0.00			66			
A-B	59	0.00			59			
A-C	113	0.00			113			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	0.00	604	0.167	101	0.2	7.141	A
C-AB	61	0.00	661	0.092	61	0.1	6.002	A
C-A	77	0.00			77			
A-B	70	0.00			70			
A-C	135	0.00			135			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	123	0.00	591	0.209	123	0.3	7.693	A
C-AB	77	0.00	663	0.116	77	0.2	6.144	A
C-A	92	0.00			92			
A-B	86	0.00			86			
A-C	165	0.00			165			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	123	0.00	591	0.209	123	0.3	7.701	A
C-AB	77	0.00	663	0.116	77	0.2	6.146	A
C-A	92	0.00			92			
A-B	86	0.00			86			
A-C	165	0.00			165			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	0.00	604	0.167	101	0.2	7.155	A
C-AB	61	0.00	661	0.092	61	0.1	6.008	A
C-A	77	0.00			77			
A-B	70	0.00			70			
A-C	135	0.00			135			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	0.00	614	0.137	84	0.2	6.798	A
C-AB	50	0.00	659	0.076	50	0.1	5.912	A
C-A	66	0.00			66			
A-B	59	0.00			59			
A-C	113	0.00			113			

2030 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.95	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	276	Stream B-AC	1.95	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2030	Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	159	100.000
B		✓	85	100.000
C		✓	177	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	40	119
	B	24	0	61
	C	141	36	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.15	6.80	0.2	A
C-AB	0.07	5.44	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	64	0.00	641	0.100	64	0.1	6.232	A
C-AB	32	0.00	694	0.046	32	0.1	5.437	A
C-A	101	0.00			101			
A-B	30	0.00			30			
A-C	90	0.00			90			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	0.00	633	0.121	76	0.1	6.462	A
C-AB	40	0.00	702	0.056	39	0.1	5.435	A
C-A	120	0.00			120			
A-B	36	0.00			36			
A-C	107	0.00			107			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	94	0.00	623	0.150	93	0.2	6.797	A
C-AB	51	0.00	714	0.071	51	0.1	5.429	A
C-A	144	0.00			144			
A-B	44	0.00			44			
A-C	131	0.00			131			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	94	0.00	623	0.150	94	0.2	6.800	A
C-AB	51	0.00	714	0.071	51	0.1	5.433	A
C-A	144	0.00			144			
A-B	44	0.00			44			
A-C	131	0.00			131			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	0.00	633	0.121	77	0.1	6.469	A
C-AB	40	0.00	702	0.056	40	0.1	5.436	A
C-A	120	0.00			120			
A-B	36	0.00			36			
A-C	107	0.00			107			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	64	0.00	641	0.100	64	0.1	6.244	A
C-AB	32	0.00	694	0.046	32	0.1	5.441	A
C-A	101	0.00			101			
A-B	30	0.00			30			
A-C	90	0.00			90			

2030 | Base + Committed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

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	untitled	T-Junction	Two-way	Two-way	Two-way		2.80	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	133	Stream B-AC	2.80	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2030	Base + Committed	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	281	100.000
B		✓	144	100.000
C		✓	173	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	82	199
	B	41	0	103
	C	109	64	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.27	8.32	0.4	A
C-AB	0.13	6.28	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	108	0.00	619	0.175	108	0.2	7.023	A
C-AB	55	0.00	657	0.084	55	0.1	5.973	A
C-A	75	0.00			75			
A-B	62	0.00			62			
A-C	150	0.00			150			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	129	0.00	608	0.213	129	0.3	7.522	A
C-AB	68	0.00	658	0.103	68	0.1	6.095	A
C-A	88	0.00			88			
A-B	74	0.00			74			
A-C	179	0.00			179			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	159	0.00	591	0.268	158	0.4	8.304	A
C-AB	86	0.00	660	0.131	86	0.2	6.271	A
C-A	104	0.00			104			
A-B	90	0.00			90			
A-C	219	0.00			219			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	159	0.00	591	0.268	159	0.4	8.319	A
C-AB	86	0.00	660	0.131	86	0.2	6.276	A
C-A	104	0.00			104			
A-B	90	0.00			90			
A-C	219	0.00			219			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	129	0.00	608	0.213	130	0.3	7.543	A
C-AB	68	0.00	658	0.103	68	0.1	6.101	A
C-A	88	0.00			88			
A-B	74	0.00			74			
A-C	179	0.00			179			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	108	0.00	619	0.175	109	0.2	7.056	A
C-AB	55	0.00	657	0.084	55	0.1	5.984	A
C-A	75	0.00			75			
A-B	62	0.00			62			
A-C	150	0.00			150			

2030 | Base + Committed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

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	untitled	T-Junction	Two-way	Two-way	Two-way		2.24	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	215	Stream B-AC	2.24	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2030	Base + Committed	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	179	100.000
B		✓	95	100.000
C		✓	246	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	41	138
	B	27	0	68
	C	180	66	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.17	7.15	0.2	A
C-AB	0.14	5.65	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	0.00	631	0.113	71	0.1	6.423	A
C-AB	61	0.00	710	0.087	61	0.1	5.549	A
C-A	124	0.00			124			
A-B	31	0.00			31			
A-C	104	0.00			104			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	0.00	621	0.137	85	0.2	6.711	A
C-AB	77	0.00	721	0.106	76	0.2	5.587	A
C-A	145	0.00			145			
A-B	37	0.00			37			
A-C	124	0.00			124			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	0.00	608	0.172	104	0.2	7.146	A
C-AB	100	0.00	737	0.135	99	0.2	5.643	A
C-A	171	0.00			171			
A-B	45	0.00			45			
A-C	152	0.00			152			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	0.00	608	0.172	105	0.2	7.148	A
C-AB	100	0.00	737	0.135	100	0.2	5.649	A
C-A	171	0.00			171			
A-B	45	0.00			45			
A-C	152	0.00			152			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	0.00	621	0.137	86	0.2	6.722	A
C-AB	77	0.00	721	0.106	77	0.2	5.590	A
C-A	144	0.00			144			
A-B	37	0.00			37			
A-C	124	0.00			124			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	0.00	631	0.113	72	0.1	6.437	A
C-AB	62	0.00	710	0.087	62	0.1	5.557	A
C-A	124	0.00			124			
A-B	31	0.00			31			
A-C	104	0.00			104			

Appendix L

Proposed Ashby Road/Hill Lane - Junctions 11 Report

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
© Copyright TRL Software Limited, 2024

For sales and distribution information, program advice and maintenance, contact TRL Software:
+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: T25596_Proposed Ashby Road-Hill Lane PICADY Assessment.j11

Path: C:\Users\TommyGregory\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T25596 Hill Lane, Markfield\Modelling\Picady

Report generation date: 04/11/2025 14:31:03

»2030 | Base + Committed + Development | AM

»2030 | Base + Committed + Development | PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2030 - Base + Committed + Development													
Stream B-AC	D1	0.5	9.31	0.33	A	3.38	100 % [Stream B-AC]	D1-1	0.2	7.56	0.20	A	2.59	180 % [Stream B-AC]
Stream C-AB		0.2	6.36	0.14	A				0.3	5.92	0.17	A		

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Proposed Ashby Road/Hill Lane
Location	Markfield
Site number	
Date	18/09/2025
Version	
Status	(new file)
Identifier	
Client	Glenalmond Developments Ltd
Jobnumber	T25596
Enumerator	AzureAD\TommyGregory
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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030	Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15
D1-1	2030	Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2030 | Base + Committed + Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

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	untitled	T-Junction	Two-way	Two-way	Two-way		3.38	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	100	Stream B-AC	3.38	A

Arms

Arms

Arm	Name	Description	Arm type
A	Ashby Road (e)		Major
B	Hill Lane		Minor
C	Ashby Road (w)		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	7.10			137.0	✓	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	One lane	4.46	30	19

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	569	0.099	0.249	0.157	0.356
B-C	729	0.106	0.269	-	-
C-B	653	0.241	0.241	-	-

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030	Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	284	100.000
B		✓	176	100.000
C		✓	178	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	85	199
	B	55	0	121
	C	109	69	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.33	9.31	0.5	A
C-AB	0.14	6.36	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	133	0.00	609	0.217	131	0.3	7.515	A
C-AB	59	0.00	656	0.090	59	0.1	6.022	A
C-A	75	0.00			75			
A-B	64	0.00			64			
A-C	150	0.00			150			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	158	0.00	597	0.265	158	0.4	8.187	A
C-AB	73	0.00	658	0.111	73	0.1	6.157	A
C-A	87	0.00			87			
A-B	76	0.00			76			
A-C	179	0.00			179			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	194	0.00	581	0.334	193	0.5	9.281	A
C-AB	93	0.00	659	0.141	93	0.2	6.354	A
C-A	103	0.00			103			
A-B	94	0.00			94			
A-C	219	0.00			219			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	194	0.00	581	0.334	194	0.5	9.307	A
C-AB	93	0.00	660	0.141	93	0.2	6.359	A
C-A	103	0.00			103			
A-B	94	0.00			94			
A-C	219	0.00			219			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	158	0.00	597	0.265	159	0.4	8.221	A
C-AB	73	0.00	658	0.111	73	0.2	6.165	A
C-A	87	0.00			87			
A-B	76	0.00			76			
A-C	179	0.00			179			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	133	0.00	609	0.217	133	0.3	7.560	A
C-AB	59	0.00	656	0.091	60	0.1	6.033	A
C-A	75	0.00			75			
A-B	64	0.00			64			
A-C	150	0.00			150			

2030 | Base + Committed + Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

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	untitled	T-Junction	Two-way	Two-way	Two-way		2.59	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	180	Stream B-AC	2.59	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1-1	2030	Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	192	100.000
B		✓	108	100.000
C		✓	263	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	54	138
	B	33	0	75
	C	180	83	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.20	7.56	0.2	A
C-AB	0.17	5.92	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	0.00	620	0.131	81	0.1	6.671	A
C-AB	77	0.00	707	0.109	77	0.2	5.705	A
C-A	121	0.00			121			
A-B	41	0.00			41			
A-C	104	0.00			104			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	0.00	609	0.159	97	0.2	7.023	A
C-AB	96	0.00	719	0.134	96	0.2	5.785	A
C-A	140	0.00			140			
A-B	49	0.00			49			
A-C	124	0.00			124			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	119	0.00	595	0.200	119	0.2	7.556	A
C-AB	125	0.00	734	0.171	125	0.3	5.911	A
C-A	164	0.00			164			
A-B	59	0.00			59			
A-C	152	0.00			152			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	119	0.00	595	0.200	119	0.2	7.563	A
C-AB	125	0.00	734	0.171	125	0.3	5.916	A
C-A	164	0.00			164			
A-B	59	0.00			59			
A-C	152	0.00			152			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	0.00	609	0.159	97	0.2	7.033	A
C-AB	97	0.00	719	0.134	97	0.2	5.796	A
C-A	140	0.00			140			
A-B	49	0.00			49			
A-C	124	0.00			124			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	0.00	620	0.131	81	0.2	6.692	A
C-AB	77	0.00	708	0.109	78	0.2	5.720	A
C-A	121	0.00			121			
A-B	41	0.00			41			
A-C	104	0.00			104			