

PROJECT NAME	Barlestone Road, Newbold Verdon, Leicestershire – Response to Leicestershire County Council Highways		
DOCUMENT NUMBER	BRNV-BWB-GEN-XX-RP-TR-0004	BWB REF	255555
AUTHOR	Matt Corner	STATUS	S2
CHECKED	Malcolm Ash	REVISION	P2
APPROVED	Matt Corner/AJ Oakes	DATE	01/06/26

1. INTRODUCTION

- 1.1 BWB Consulting Ltd (BWB) is commissioned by Wheeldon Bros 1867 Ltd ("The Applicant") to provide highways and transportation advice in support of an outline planning application for a proposed residential development of 67 dwellings, on land to the north of Barlestone Road in Newbold Verdon, Leicestershire.
- 1.2 The outline planning application was submitted to Hinckley and Bosworth Borough Council in December 2025 (planning reference 25/01162/OUT), which was supported by a Transport Statement produced by BWB. Leicestershire County Council (LCC), as the local highway authority, provided consultee comments on 27 January 2026 requesting further information on highways and transport matters. A copy of LCC's comments is included at **Appendix 1**, whilst a summary of their comments under the same sub-headings is provided below.

Site Access / Off-Site Works

- a) A survey of measured vehicle speeds is required to justify the 2.4 x 120m visibility splays shown from the proposed site access.
- b) The drawings show elements of infrastructure improvements being proposed as part of application reference 24/01061/OUT. A drawing detailing the extent of works being proposed as part of the development is required.

Carriageway Geometry

- c) Full dimensions of the proposed highway features should be provided demonstrating how they meet the requirements of the Design Manual for Roads and Bridges or LCC Standard Drawings, as appropriate.
- d) A 3 metres wide footway/cycleway should be provided along Barlestone Road clarifying whether land is required from application 24/01061/OUT.
- e) The proposed widening shows kinks on the horizontal alignment which should be explored and an understanding of whether land is required from application 24/01061/OUT.
- f) The junction should be designed to reduce the need for over-running of a refuse vehicle given Barlestone Road is a classified 'B' road.

Forward Visibility

- g) Forward visibility splays should be confirmed by the results of the vehicle speed survey.

Footway / Cycle Way Geometries

- h) The existing footpath from Main Street measures 1.2m and is proposed to be widened to 1.5m. The width should be increased to 2m with consideration given to the horizontal alignment of the carriageway.
- i) Connectivity to the Public Right of Way to the east of the proposed refuge should be considered.
- j) The proposed footway/cycleway should be 3m wide along its entire length.

Junction Capacity Assessment

- k) A junction capacity assessment is required of the proposed site access which takes into consideration traffic generated by committed developments.

Bull in the Oak Junction

- l) A contribution of £170,082 is required towards an improvement scheme at the B585 Bosworth Lane/Bosworth Road/A447 staggered crossroads junction (Bull in the Oak Junction). This would negate any further assessment of trip distribution.

Internal Layout

- m) It is recommended that the internal layout is designed to adoptable standards and put forward for adoption.
- n) It is recommended that the illustrative masterplan allows for secondary vehicular and pedestrian/cycle access points into neighbouring land parcels.

Transport Sustainability

- o) A Travel Plan to be conditioned and monitoring fee of £6,000 within S106 Agreement.

Public Rights of Way

- p) A condition for improvements to public footpath S13/1 that extends along the site's eastern boundary.

Construction Access

- q) Construction Traffic Management Plan to be conditioned.

- 1.3 A meeting was held with LCC on Tuesday 10th March 2026, the purpose of which was to discuss their comments and agree a way forward to resolve them, particularly with regard to footway/cycleway improvements. This Technical Note therefore builds on conversations from that meeting.

2. RESPONSE TO LEICESTERSHIRE COUNTY COUNCIL

Introduction

- 2.1 The following section responds to LCC's comments summarised in Section 1.

Site Access / Off-site Works

- 2.2 An Automatic Traffic Count survey was commissioned on Barlestone Road between 26 February 2026 and 4 March 2026 (7 days in total) to record existing vehicle flows and speeds. The location of the ATC survey was agreed with LCC beforehand and is shown on **Figure 1**.

Figure 1. Automatic Traffic Count Location



- 2.3 **Appendix 2** contains the raw survey data, whilst **Table 1** summarises the peak hour traffic flows and 85th percentile speeds in both directions.

Table 1. Automatic Traffic Count Results

	Eastbound		Westbound	
	Total vehicles	HGVs	Total vehicles	HGVs
Morning Peak Hour Flow (0700 to 0800)	494	5	344	3
Evening Peak Hour Flow (1600 to 1700)	370	4	450	1
85 th percentile speed	41.6mph		41.3mph	

- 2.4 The survey recorded 85th percentile vehicle speeds of 41.6mph in the eastbound direction and 41.3mph in the westbound direction. This supports visibility splays of 120 metres in both directions from the proposed site access, in accordance with Table 6 of the Leicestershire Highways Design Guide (LHDG). Full details of the proposed access layout are provided in the following section.

Carriageway Geometry

- 2.5 **Drawing Number BRNV-BWB-HML-00-DR-TR-100 Revision P4** shows the revised proposed site access arrangement from Barlestone Road. Since the Transport Statement was produced, the adjacent residential development being promoted by David Wilson Homes, hereafter referred to as "DWH Scheme" (HBBC ref 24/01061/OUT), has been refused and so there is uncertainty whether this development will come forward or not.
- 2.6 The proposed site access continues to comprise a simple T-junction with a 5.5 metres wide carriageway but now proposes larger 10 metres kerb radii (compared to 6 metres previously) to give greater flexibility for vehicles to leave and enter Barlestone Road which a 'B' class road. A taper is also proposed at the eastern side of the junction to allow larger refuse vehicles to exit the site without over-running the westbound lane on Barlestone Road. A 2 metres wide footway is proposed along the western side of the carriageway and a 3 metres wide footway/cycleway on the eastern side of the carriageway. The 3 metres footway/cycleway is proposed to continue east along Barlestone Road to an existing active travel connection to Sparkenhoe near the eastern boundary of the site. At this location, a Toucan crossing is proposed to transfer pedestrians and cyclists to the southern side of Barlestone Road. The existing footway at the southern edge of Barlestone Road has been widened to 2 metres (from 1.5 metres previously) to improve the infrastructure leading to the existing bus stops. This would provide a betterment for all users of the footway and provide a better alignment that reduces the bend on Barlestone Road.
- 2.7 The route for pedestrians and cyclists between the site and Newbold Verdon has therefore been amended. This is because the original scheme proposed infrastructure to the west to tie into the Toucan crossing associated with the DWH Scheme. However, as discussed with LCC at the meeting on 10th March 2026 the desire line for journeys from the site is to the east and the verge/highway boundary is significantly wider and so the

proposed infrastructure is considered most suitable to accommodate active travel trips from the proposed development to the facilities along Main Street.

- 2.8 All the infrastructure shown on **Drawing Number BRNV-BWB-HML-00-DR-TR-100 Revision P4**, including the access, footways, footway/cycleway and crossings are being proposed by the Applicant.
- 2.9 Whilst there is a possibility of the DWH Scheme lodging an Appeal, the proposed site plan at **Appendix 3** shows where an active travel connection could be provided to tie into the active travel infrastructure proposed on the DWH Scheme site plan.
- 2.10 **Drawing Number BRNV-BWB-HGN-00-DR-TR-110 Revision P3** shows swept path analysis of a 11.2 metres long refuse vehicle turning in and out of the proposed site access. It demonstrates how the vehicle would not over-run the opposing lanes on Barlestone Road. Whilst there would be some over-running of the site access, this is typical of residential developments, and acceptable on the basis that these servicing vehicles only visit once per week. This is also accepted in Manual for Streets, which states at Paragraph 6.8.1:

"The design of local roads should accommodate service vehicles without allowing their requirements to dominate the layout. On streets with low traffic flows and speeds, it may be assumed that they will be able to use the full width of the carriageway to manoeuvre. Larger vehicles which are only expected to use a street infrequently, such as pantechincons, need not be fully accommodated – designers could assume that they will have to reverse or undertake multi-point turns to turn around for the relatively small number of trips they will require access"

- 2.11 It is considered necessary provide entry tapers to accommodate a refuse vehicle internally, given this vehicle would visit once per week and because the development only comprises 67 dwellings so the risk of vehicles giving way is limited. Increasing the size of the access would encourage higher speeds for cars entering the development, which should be avoided.

Forward Visibility

- 2.12 The ATC survey has demonstrated that visibility splays of 120 metres are suitable along Barlestone Road. **Drawing Number BRNV-BWB-HML-00-DR-TR-100 Revision P4** shows that this is achievable from the proposed Toucan crossing to the east of the access on Barlestone Road and in both directions from the proposed site access.

Footway / Cycleway Geometries

- 2.13 **Drawing Number BRNV-BWB-HML-00-DR-TR-100 Revision P4** now proposes a 3 metres wide footway/cycleway along Barlestone Road to the east of the site access connecting to Sparkenhoe that leads into the centre of Newbold Verdon. The existing footway along the southern edge of Barlestone Road leading to Main Street is proposed to be widened to 2 metres. This therefore meets the requests from LCC and would ensure

pedestrians and cyclists are accommodated on the desire lines to the bus stops and other key facilities in Newbold Verdon.

- 2.14 LCC has requested a connection to the existing footpath S13/1 that extends north to south along the eastern side of the site. Whilst the site masterplan is currently illustrative, it shows a potential connection to the footpath from within the site, as per the extract below.

Figure 1. Proposed Connection to Footpath S13/1



- 2.15 **Drawing Number BRNV-BWB-HML-00-DR-TR-100 Revision P4** also proposes to provide a new footway from opposite the Toucan crossing on Barlestone Road to the start of the footpath at the boundary of the site. This would provide a continuous link from the site and the existing development in Newbold Verdon to footpath S13/1. Existing vegetation blocking the entry of the footpath on Barlestone Road will be cut back to ensure suitable access for all users. The Applicant is willing to accept a condition for a scheme of improvements along footpath S13/1.

Junction Capacity Assessment

- 2.16 The results of the ATC survey have been used to obtain observed traffic flows along Barlestone Road past the proposed site access. The results confirmed that the network peak period was between 0700 to 0800 hours in the morning and between 1600 to 1700

hours in the evening. **Diagrams 1** and **2** show the morning and evening peak hour 2026 observed flows presented as light vehicles, HGVs and Passenger Car Units (PCUs).

2.17 LCC has advised on the committed developments that should be taken into account within the transport modelling. These are listed below.

- 22/00277/OUT – 239 residential dwellings allowed at Appeal on land to the east of The Windmill Inn, Newbold Verdon.
- 24/01158/OUT – Outline planning application for 135 dwellings on land off Brascote Lane, Newbold Verdon.
- 25/00515/OUT – Outline planning application for 200 dwellings and other ancillary uses on land to the south of Bosworth Lane, Newbold Verdon.

2.18 Furthermore, LCC has requested that the DWG Scheme is included as a sensitivity test in the event an Appeal is allowed.

2.19 Traffic flow data has been extracted from each of the above committed developments, which are shown in **Diagrams 3** and **4** for the morning and evening peak hours, as well as total committed development traffic. Traffic from committed developments 22/00277/OUT and 24/01158/OUT were not included as the assignment figures confirmed there would be no traffic past the site on Barlestone Road (**Appendix 4**). Traffic from the DWH Scheme is included.

2.20 The LHDG contains a section on 'Transport Assessments' and confirms that where transport modelling is required, a future year of plus five years of the planning application date should be undertaken. Whilst this is considered reasonable given the proposed development comprises 67 dwellings and is expected to be complete and fully built out within 5 years, a future year of 2033 has been assessed to align with the assessment year undertaken within the DWH Scheme and agreed with LCC.

2.21 The National Trip End Model (NTEM adjusted by TEMPro) has been examined to obtain suitable growth factors that can be applied to the 2026 surveyed flows to scale them to a 2033 future year. **Appendix 5** includes the TEMPro outputs, whilst **Table 2** summarises the growth factors. **Diagrams 5** and **6** shows the 2033 future year flows for the morning and evening peak hours.

Table 2. Growth Factors

Year	Morning Peak Hour	Evening Peak Hour
2026-2033	1.049263	1.05007

2.22 The proposed development peak hour traffic set out in Section 7 of the Transport Statement has been distributed in accordance with the approved distribution pattern from the DWH Scheme. **Diagram 7** shows the development distribution pattern, whilst

Diagrams 8 and **9** show the corresponding proposed development traffic assignment for the morning and evening peak hours.

2.23 The following future year scenarios will be tested through a Junctions 11 model of the proposed site access.

- 2033 with committed and proposed development (**Diagrams 10** and **11**). This scenario includes traffic from the DWH Scheme.

2.24 A Junctions 11 model of the proposed site access junction on Barlestone Road has been built using standard geometric and visibility input parameters measured from **Drawing Number BRNV-BWB-HML-00-DR-TR-100 Revision P4**. A copy of the measurements and the Junctions 11 outputs are provided at **Appendix 6**, whilst **Table 3** summarises the results.

Table 3. Junctions 11 Modelling Results

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2033 - Base + Dev + Com + Sens										
Stream B-AC	D1	0.1	10.99	0.12	B	D2	0.0	9.28	0.03	A
Stream C-AB		0.0	5.00	0.01	A		0.1	4.45	0.06	A

2.25 The results show that the proposed site access would operate comfortably within capacity at a future year of 2033 inclusive of traffic from nearby committed developments.

Bull in the Oak Junction

2.26 LCC has requested a contribution of £170,082 towards an approved mitigation scheme at the Bull in the Oak junction. During the meeting on 10th March 2026, further clarification was requested as to how the level of contribution was calculated. LCC confirmed that a formula has been applied to all local developments based on the volume of traffic they are expected to generate through the junction, and the figure is therefore proportionate with other developments.

2.27 The Applicant agrees to accept a contribution of £170,082, which can be secured via a S106 Agreement as part of any planning permission being granted.

Internal Layout

2.28 The planning application is seeking outline permission and therefore the proposed site masterplan is illustrative at this stage. Nevertheless, the proposed site access at **Drawing Number BRNV-BWB-HML-00-DR-TR-100 Revision P4** has been designed to adopted standards within the LHDG and the Applicant intends to design the internal roads to adoptable standards as part of Reserved Matters applications.

Transport Sustainability

- 2.29 The Applicant accepts a condition to deliver a Travel Plan prior to occupation of the development and for a contribution of £6,000 to be made to LCC to monitor the Travel Plan process.

Public Rights of Way

- 2.30 The Applicant accepts a condition for improvements along footpath S13/1.

Construction Access

- 2.31 The Applicant accepts a condition for a Construction Traffic Management Plan to be submitted and agreed prior to construction starting on-site.

3. SUMMARY

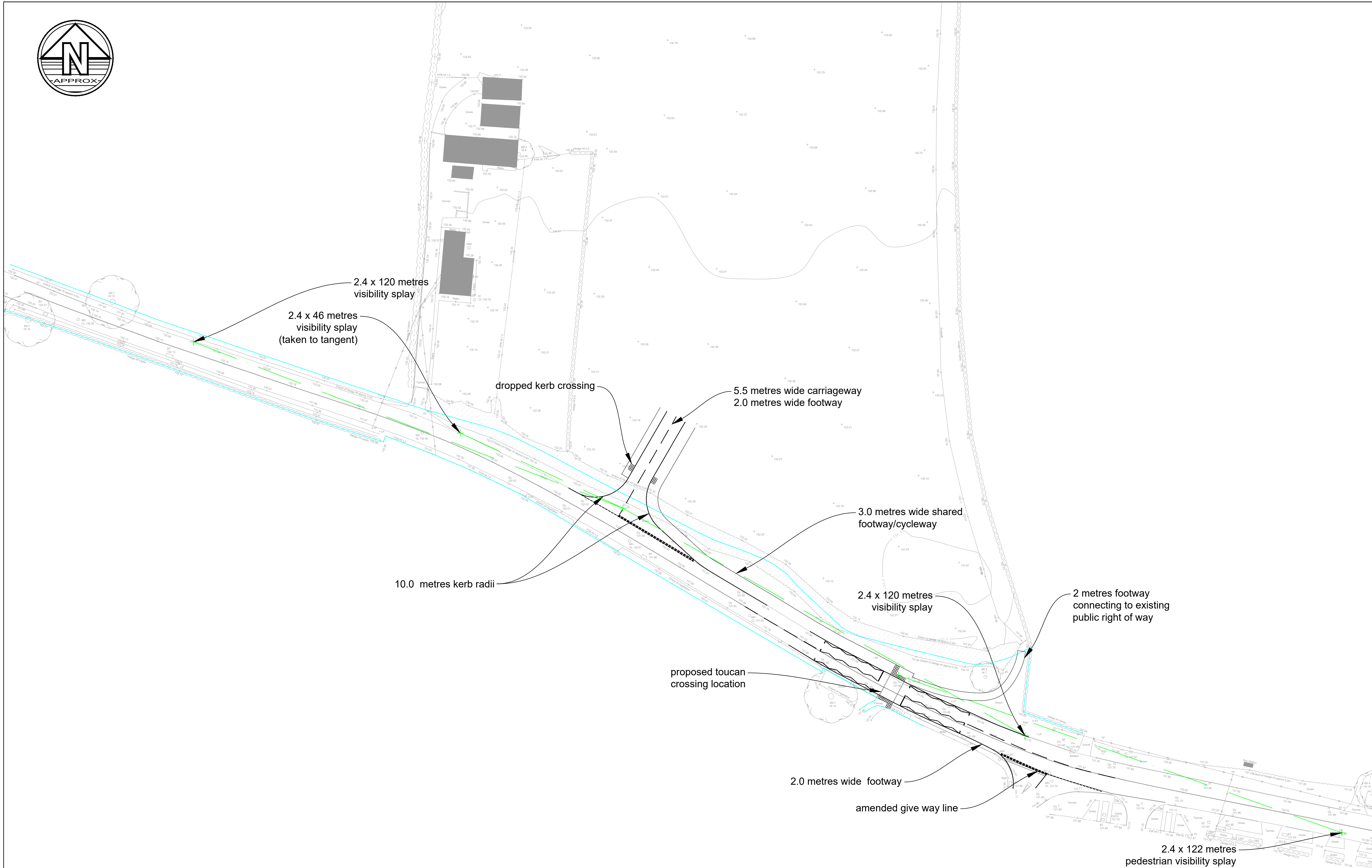
- 3.1 BWB Consulting Ltd (BWB) is commissioned by Wheeldon Bros 1867 Ltd ("The Applicant") to provide highways and transportation advice in support of an outline planning application for a proposed residential development of 67 dwellings, on land to the north of Barlestone Road in Newbold Verdon, Leicestershire.

- 3.2 Leicestershire County Council (RCC), local highway authority, raised a number of highways and transport related comments in their consultee response dated 27 January 2026. This Technical Note was produced to respond to each of those comments with the aim of resolving all outstanding highways and transport matters. A summary of the key conclusions is as follows:

1. An Automatic Traffic Count survey was commissioned on Barlestone Road at a location and time agreed with LCC. The 85th percentile speeds confirm that visibility splays of 2.4 x 120 metres are acceptable and achievable from the proposed site access.
2. The proposed site access layout has been amended to ensure that the geometry is suitable in accommodating refuse collection vehicles without them over-running the opposing lane on Barlestone Road. A full 3 metres wide footway/cycleway has been proposed to the east of the access to a new Toucan crossing opposite Sparkenhoe that leads into Newbold Verdon. This infrastructure would meet the requirements of the Leicestershire Highways Design Guide (LHDG) and ensure that all users are accommodated in a safe and suitable manner and along the desire lines.
3. The existing 1.2 metres wide footway along the southern side of Barlestone Road near Sparkenhoe is proposed to be widened to 2 metres into the junction with Main Street. This will provide improved walking facilities for users travelling to the existing bus stops on Main Street. A footway connection is also proposed to Public Footpath S13/1.
4. A Junctions 11 model has been built of the proposed site access arrangement and tested using 2033 future year flows inclusive of local committed development sites.

The results confirm that the proposed site access would operate well within capacity.

5. The Applicant accepts a financial contribution of £170,082 towards an improvement scheme at the Bull in the Oak junction. This can be secured via a S106 Agreement as part of planning permission being granted.
 6. Whilst the internal layout is illustrative at this stage, the roads will be designed to adoptable standards.
 7. The Applicant accepts a planning condition to produce a Travel Plan prior to occupation, a scheme of improvements along Footpath S13/1 prior to occupation and a Construction Traffic Management Plan prior to construction starting onsite.
- 3.3 The details in this Technical Note demonstrate how safe and suitable access can be achieved, how the proposed development would not have any unacceptable impacts on the local highway network and how a suitable internal layout will be achieved. , As a result, it is considered that this should resolve LCC's outstanding comments such that an agreement can be made on all highways and transport matters.



Notes

1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.
2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.

Key Plan

Legend

Highway boundary

P3	16.03.26	Addressing comments from LCC	FS	MC
P3	06.11.25	Addressing problems from RSA	FS	MC
P2	29.08.25	Updated Junction Location	FS	MC
P1	28.07.25	Preliminary Issue	FS	MC
Rev	Date	Details of issue / revision	Drw	Rev

Issues & Revisions

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Client
**WHEELDON BROTHERS
1867 LTD**

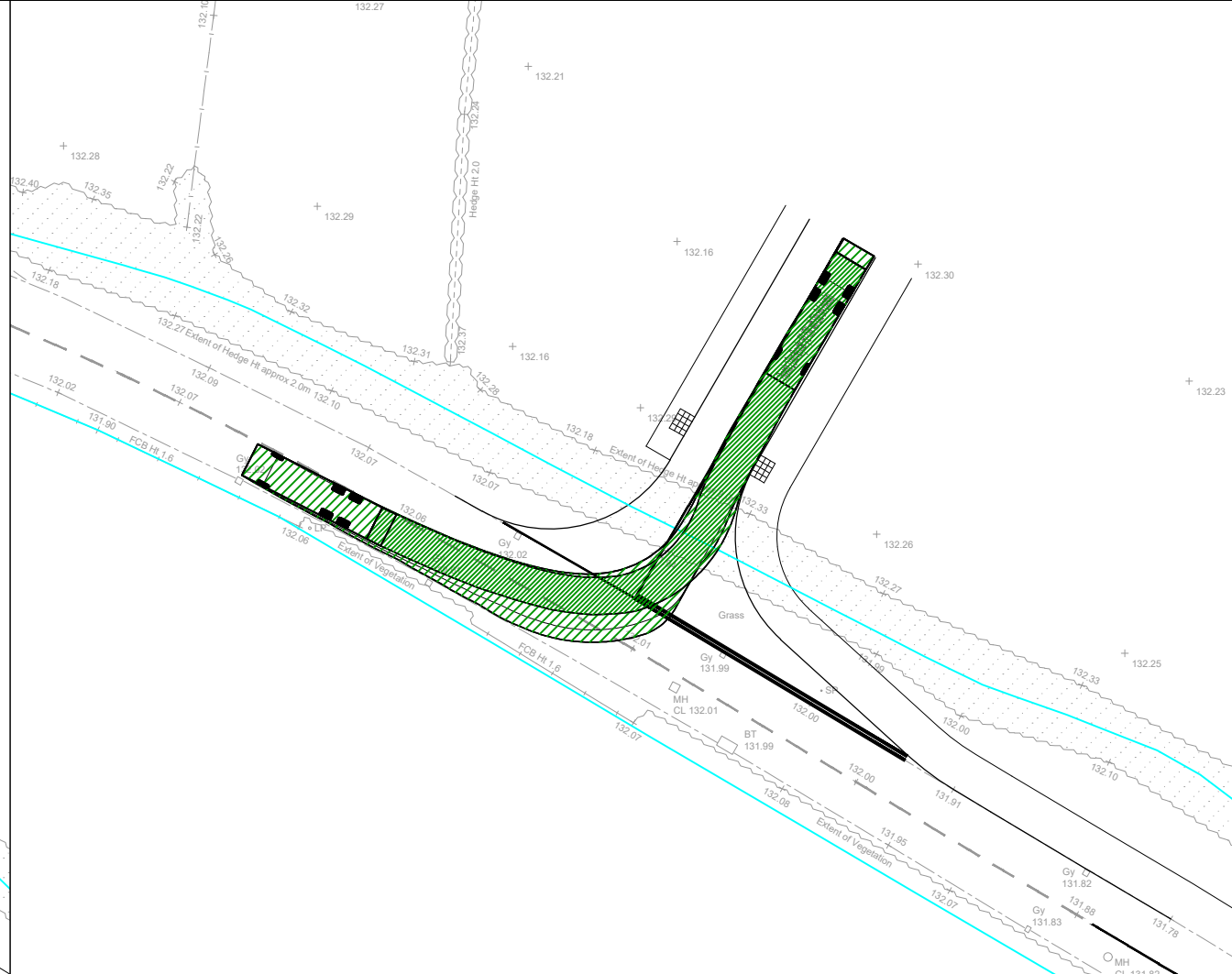
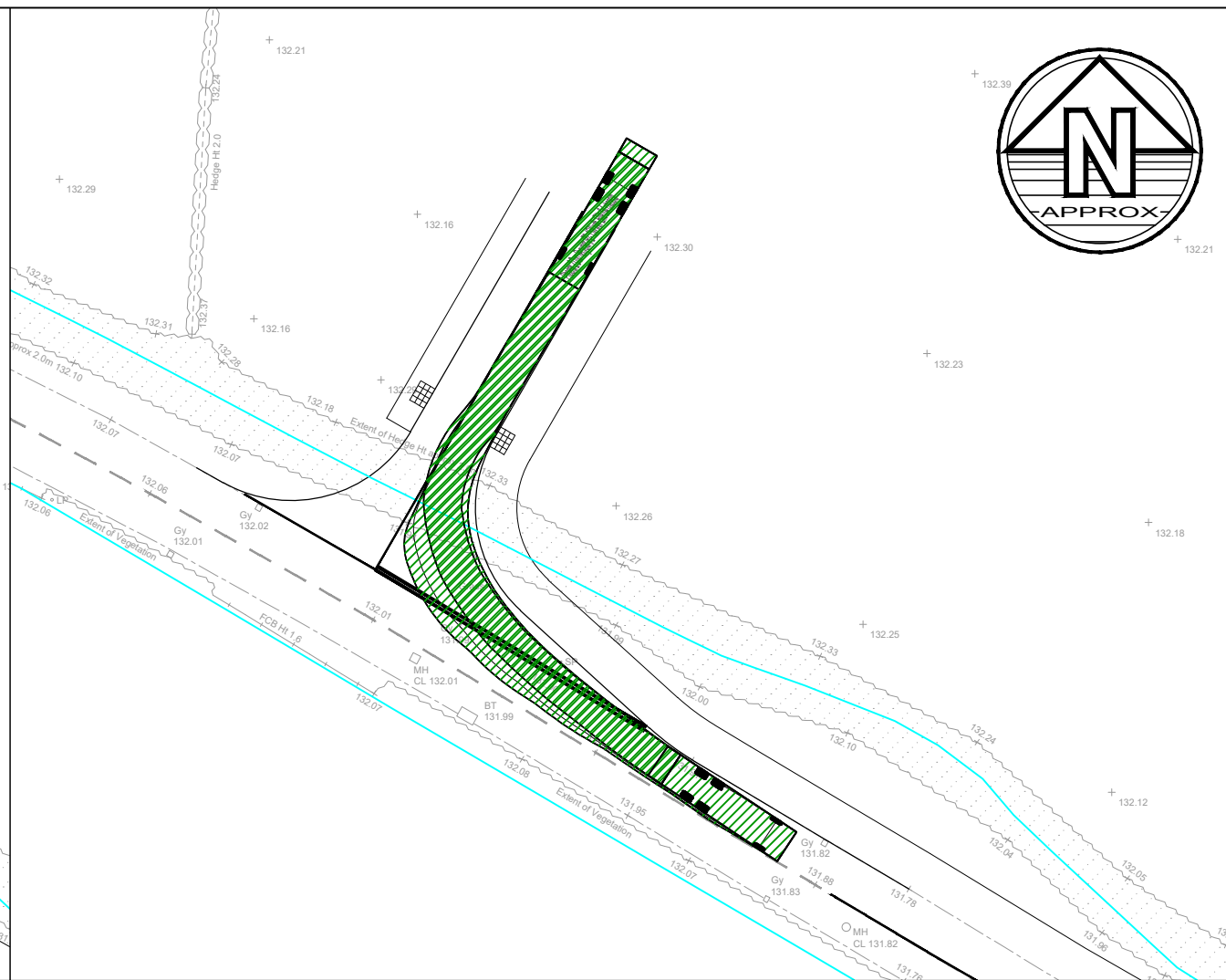
Project Title
**NORTH OF BARLESTONE
ROAD, NEWBOLD VERDON**

Drawing Title
**GENERAL ARRANGEMENT
DRAWING**

Drawn:	F. Summerfield	Reviewed:	M. Corner
BWB Ref:	255555	Date:	28.07.25

Drawing Status
PRELIMINARY

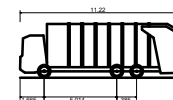
Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
BRNV-BWB-HML-00-DR-TR-100	S2	P4



Notes

1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.
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3. All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.

Key Plan



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)	
Overall Length	11.220m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to kerb Turning Radius	11.550m

P3	16.03.26	Addressing comments from LCC	FS	MC
P2	06.11.25	Addressing problems from RSA	FS	MC
P1	23.09.25	PRELIMINARY ISSUE	FS	MC
Rev	Date	Details of issue / revision	Drw	Rev

Issues & Revisions			
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Client	
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**WHELDON BROTHERS
1867 LTD**

Project Title

**NORTH OF BARLESTONE
ROAD, NEWBOLD VERDON**

Drawing Title

SWEPT PATH ANALYSIS - REFUSE VEHICLE

Drawn:	F. Summerfield	Reviewed:	M. Corner
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BWB Ref:	255555	Date:	23.09.25	Scale@A3:	1:500
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Drawing Status	

PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
BRNV-BWB-HGN-00-DR-TR-110	S2	P3

TRAFFIC FLOW DIAGRAMS

Diagram 1 – 2026 Observed Traffic Flows (morning peak hour)

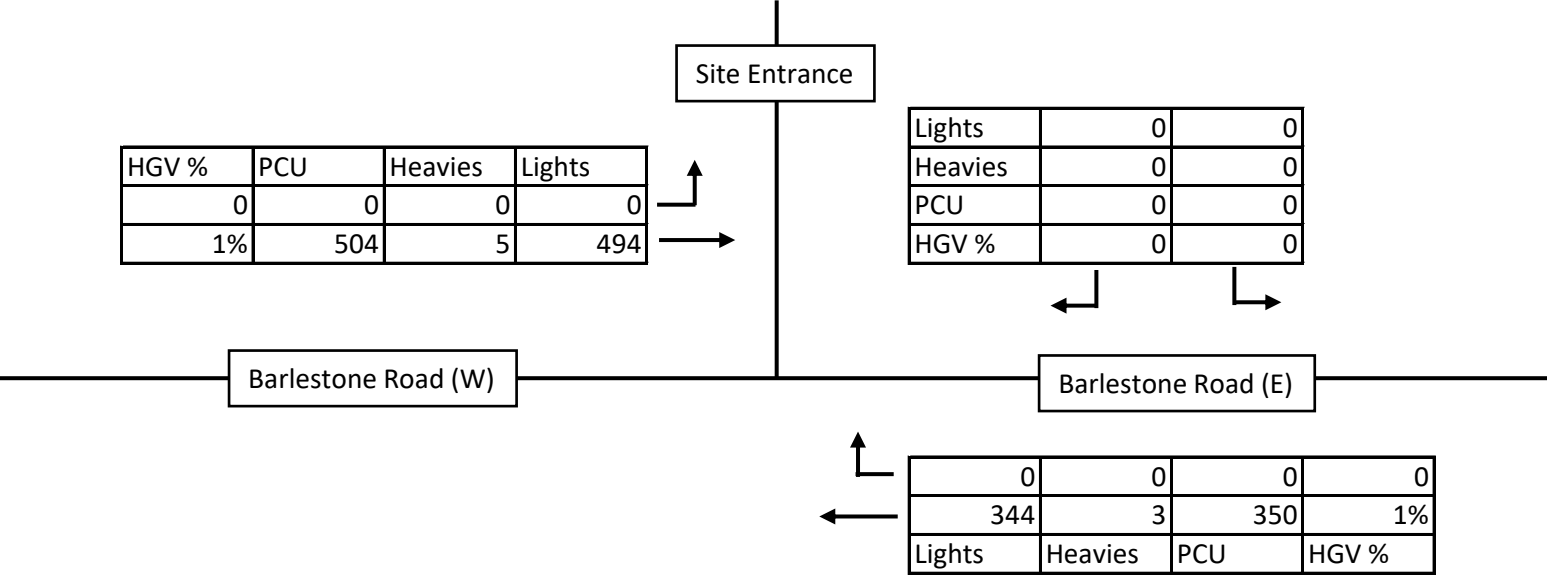


Diagram 2 – 2026 Observed Traffic Flows (evening peak hour)

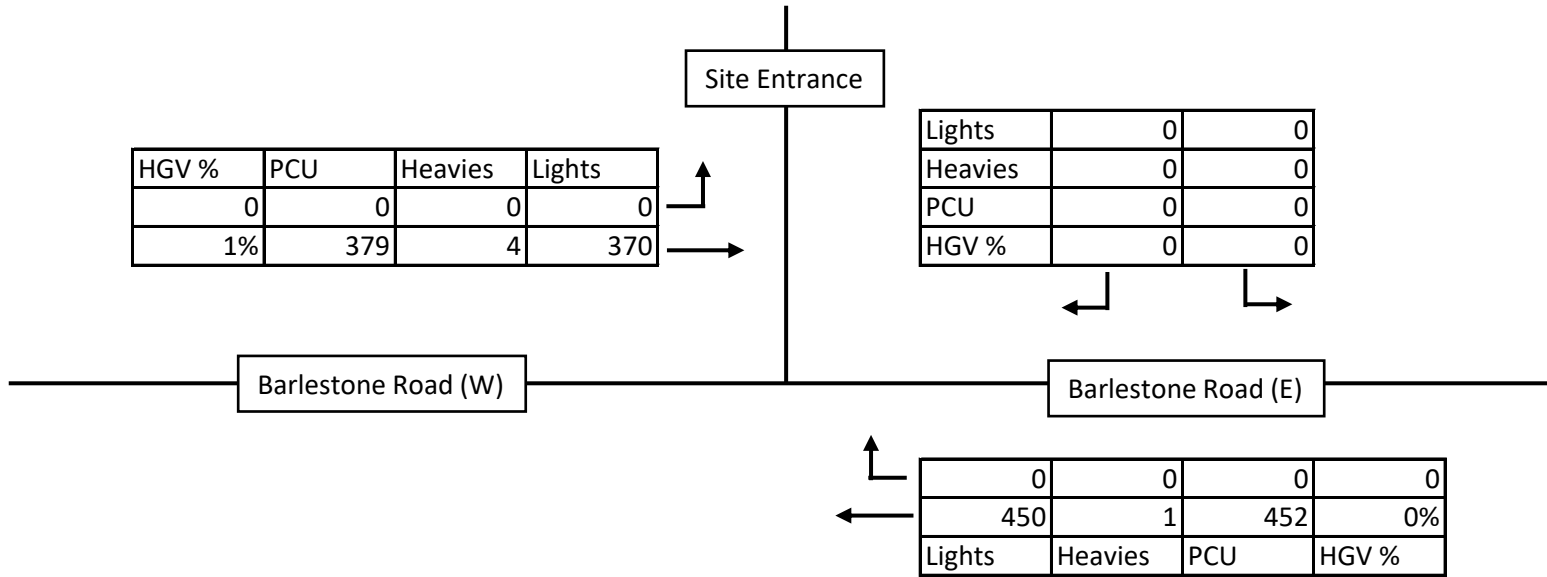


Diagram 3 – Committed Development Traffic Flows (morning peak hour)

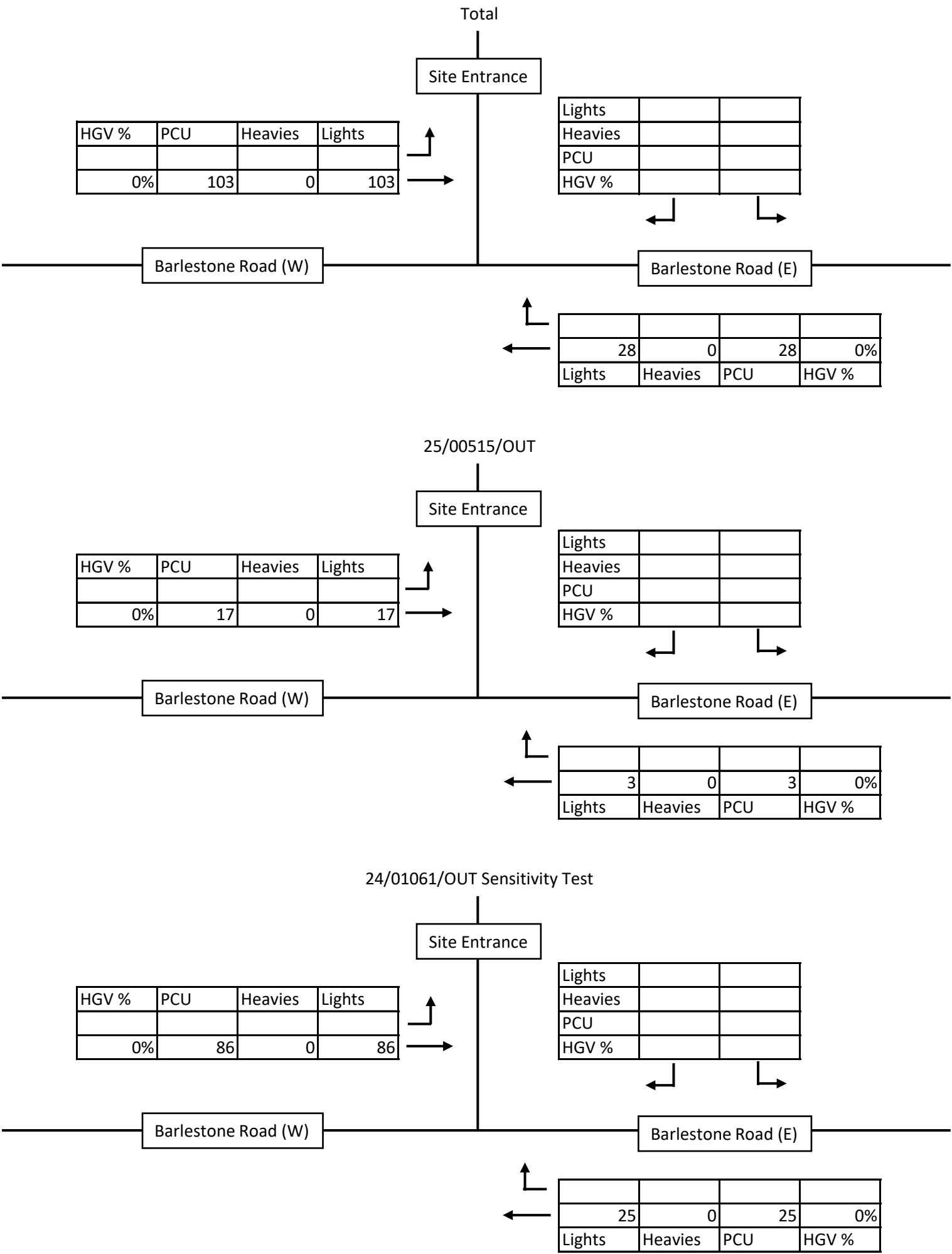


Diagram 4 – Committed Development Traffic Flows (evening peak hour)

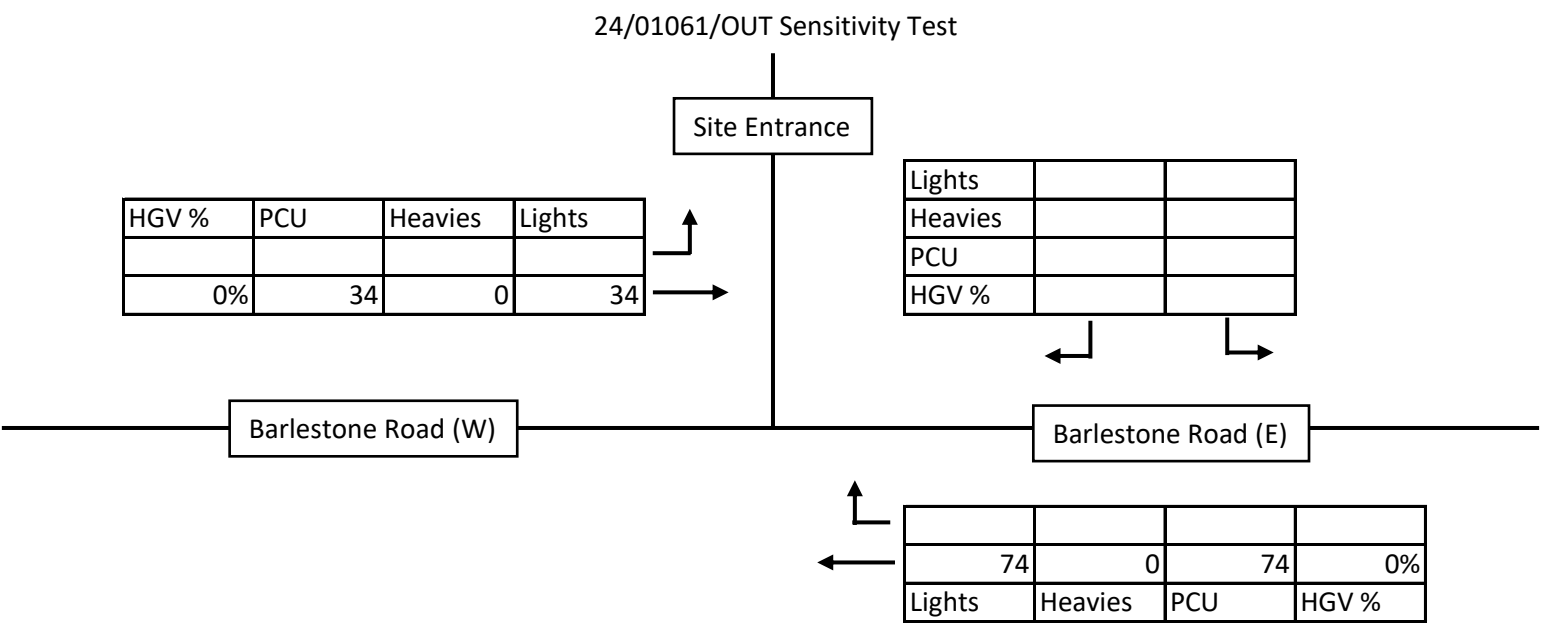
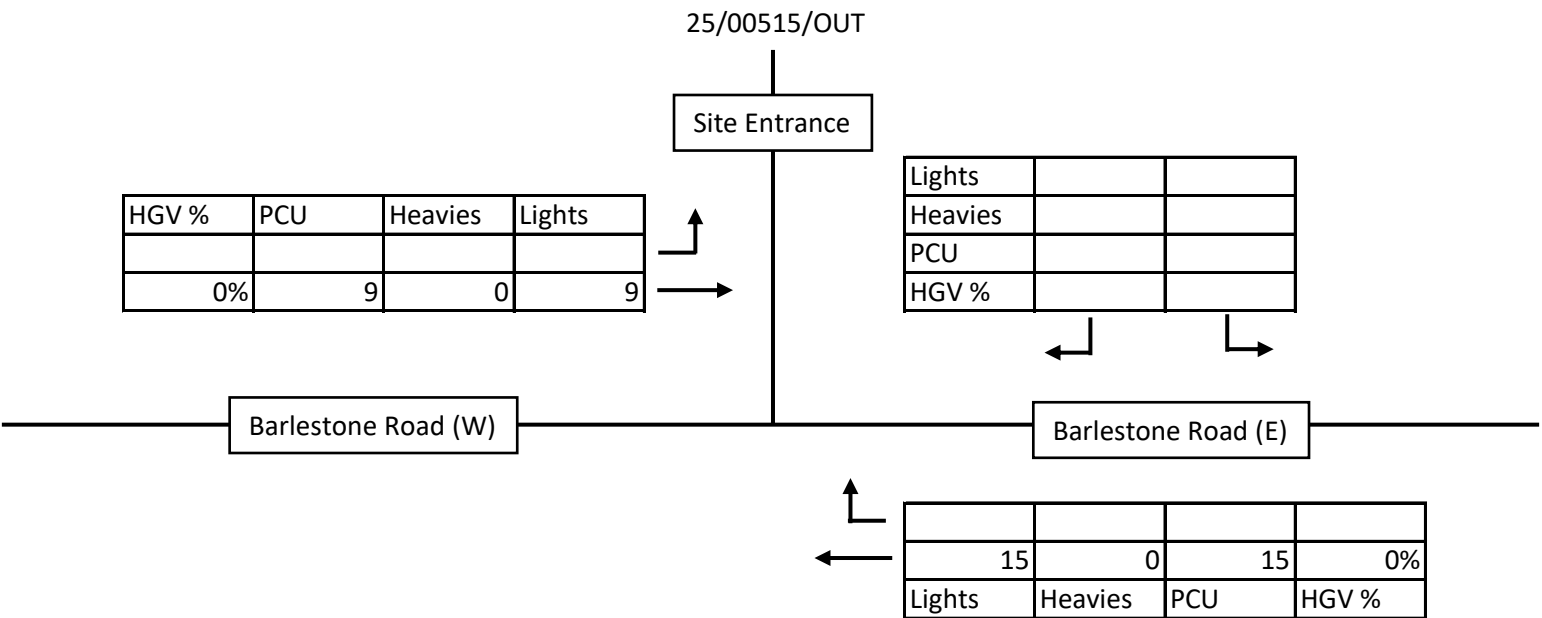
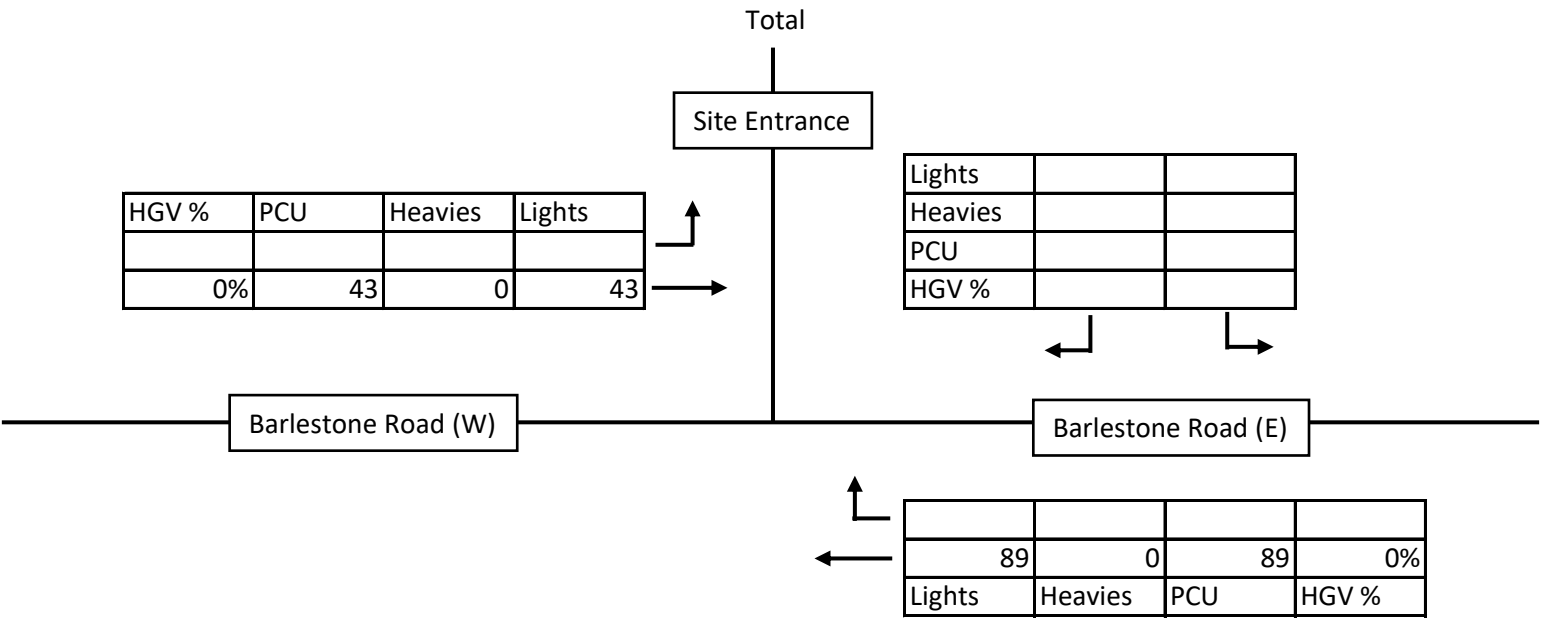


Diagram 5 – 2033 Future Year Traffic Flows (morning peak hour)

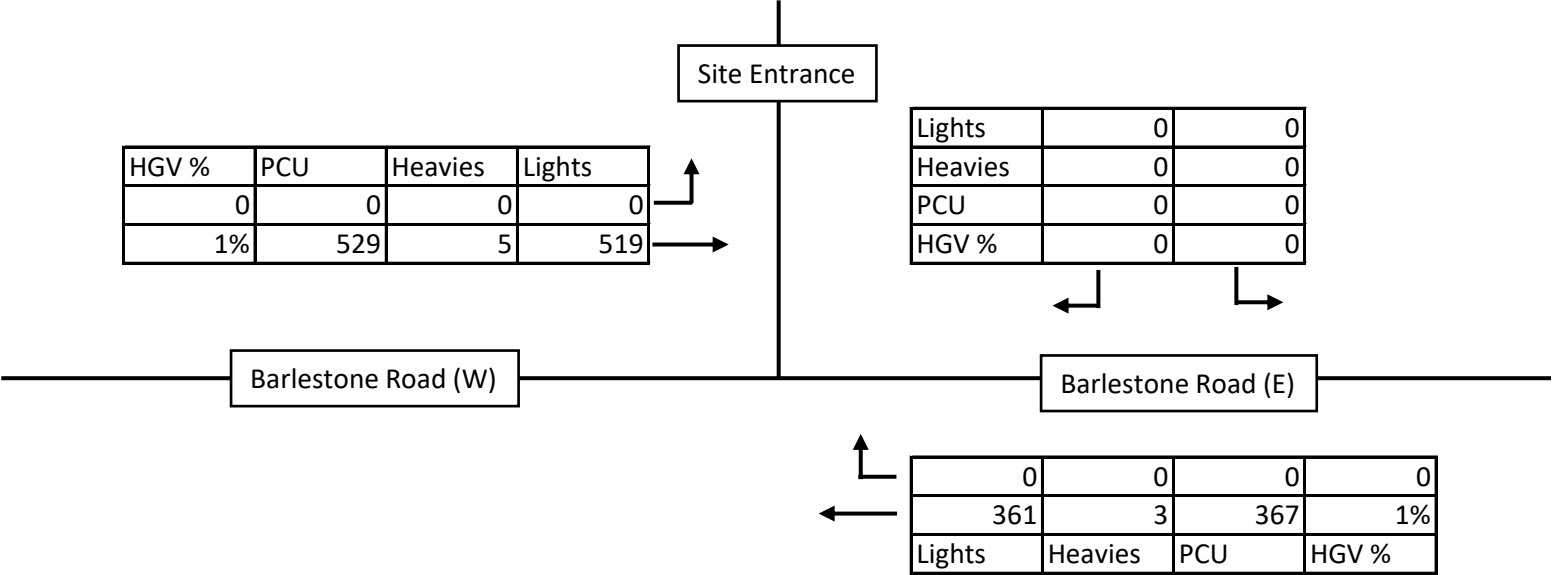


Diagram 6 – 2033 Future Year Traffic Flows (evening peak hour)

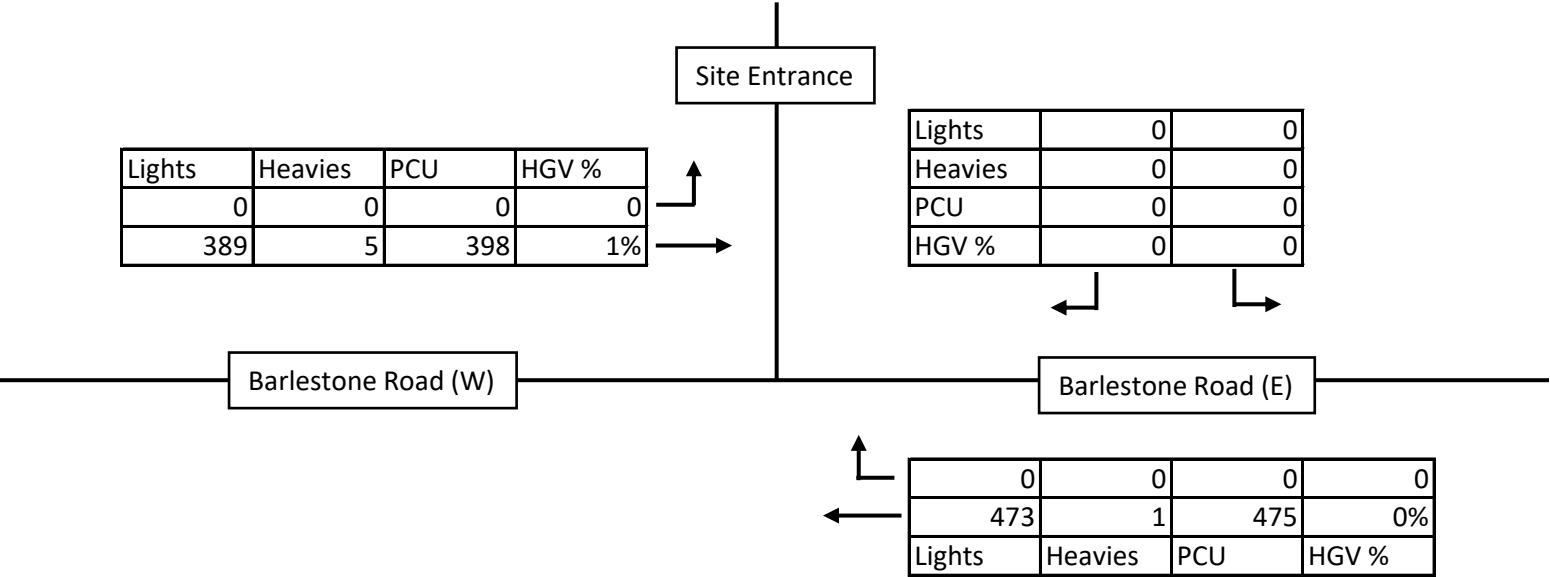


Diagram 7 – Development Traffic Distribution

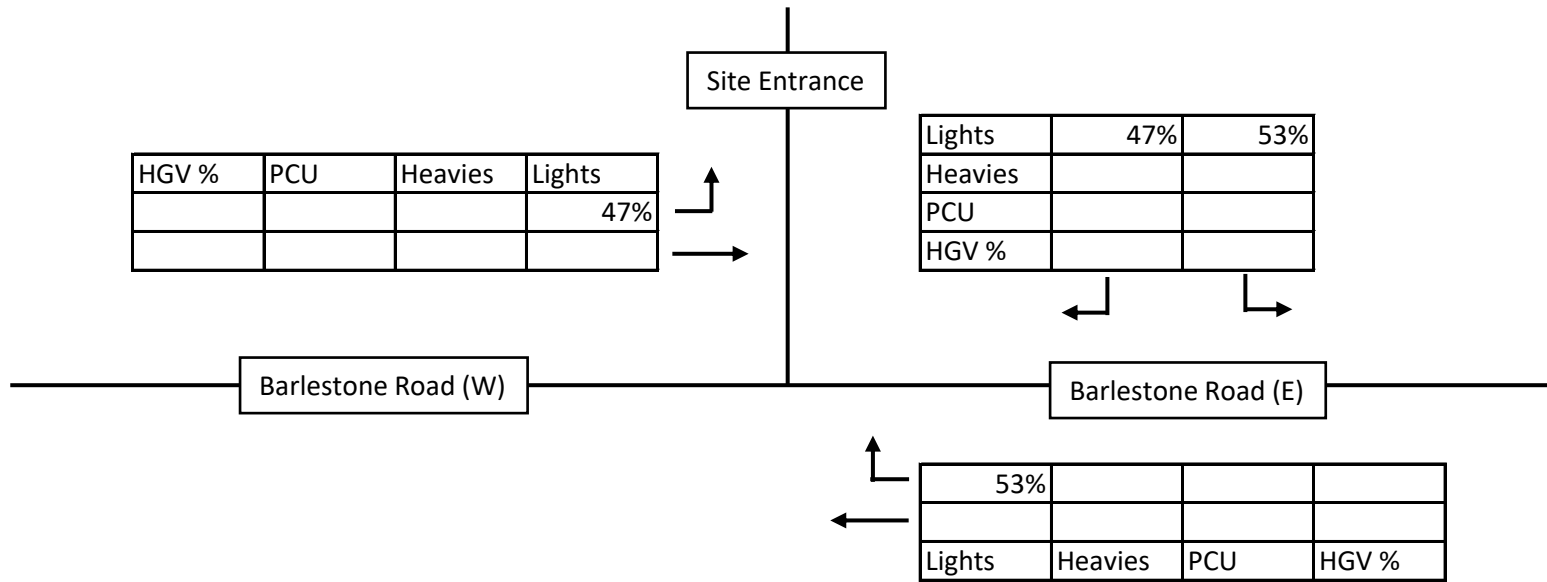
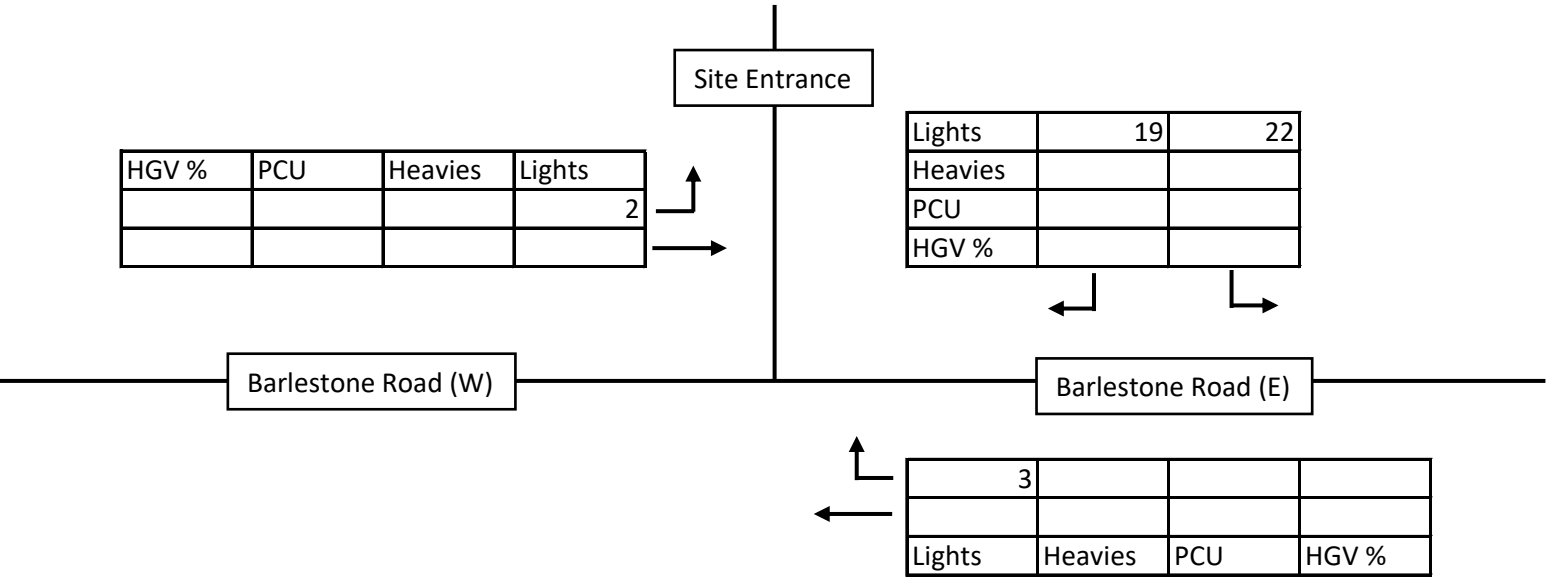


Diagram 8 – Development Traffic Assignment (morning peak hour)



Arrivals 5 Depart 41

Diagram 9 – Development Traffic Assignment (evening peak hour)

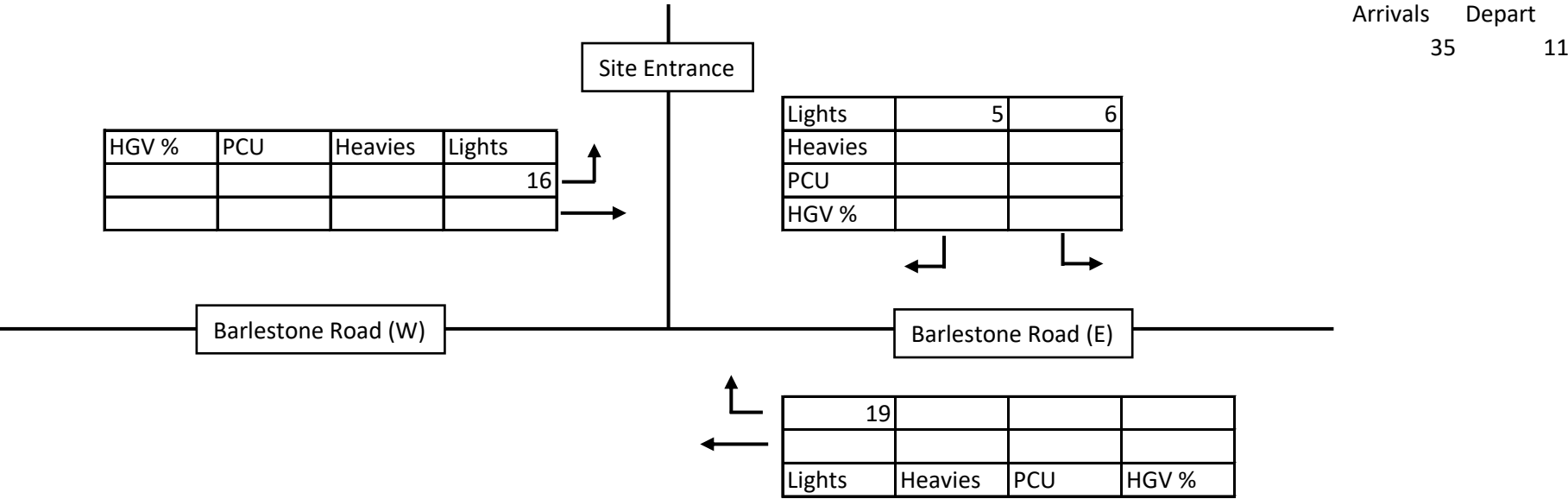


Diagram 10 – 2033 with Committed and Proposed Development (morning peak hour)

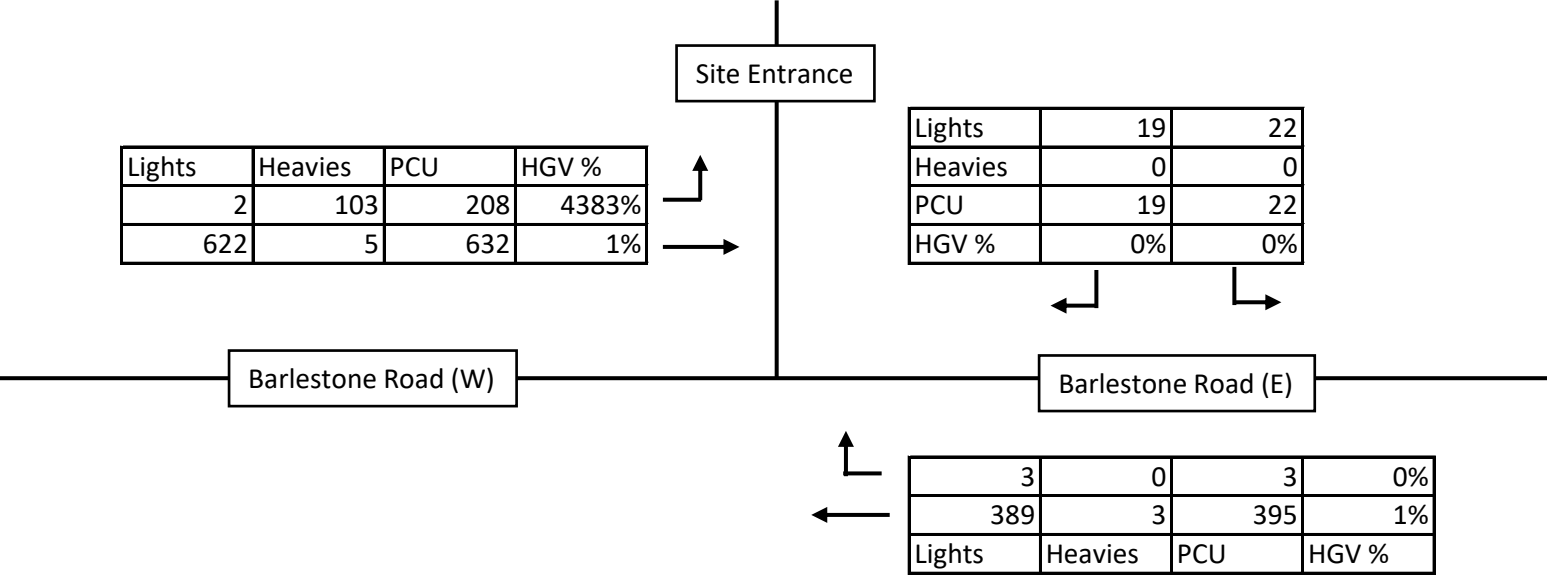


Diagram illustrating the layout of Barlestone Road (W) and Barlestone Road (E) relative to the Site Entrance. The Site Entrance is located at the top center, with a vertical line extending downwards to the road intersection. Barlestone Road (W) is on the left, and Barlestone Road (E) is on the right. Traffic flow is indicated by arrows.

Barlestone Road (W) Traffic Data:

Lights	Heavies	PCU	HGV %
16	43	102	261%
432	5	441	1%

Barlestone Road (E) Traffic Data:

Lights	Heavies	PCU	HGV %
5	0	5	0%
6	0	6	0%

Barlestone Road (W) and (E) Traffic Data:

Lights	Heavies	PCU	HGV %
19	0	19	0%
562	1	564	0%

Lights	5	6
Heavies	0	0
PCU	5	6
HGV %	0%	0%

19	0	19	0%
562	1	564	0%
Lights	Heavies	PCU	HGV %

APPENDICES

APPENDIX 1. Leicestershire County Council Comments

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



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

APPLICATION DETAILS

Planning Application Number: 25/01162/OUT

Highway Reference Number: 2025/1162/04/H

Application Address: Land North of Barlestone Road Newbold Verdon Leicestershire

Application Type: Outline (with access)

Description of Application: Outline planning permission for the erection of up to 67 dwellings (All matters reserved except for access)

GENERAL DETAILS

Planning Case Officer: Emma Baumber

Applicant: C/O Agent

County Councillor: Mallory ED - Mark Bools CC

Parish: Newbold Verdon

Road Classification: Class B

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

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

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been consulted by Hinckley & Bosworth Borough Council as the Local Planning Authority on an outline application for the erection of up to 67 dwellings. All matters other than access are reserved at this stage.

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

- Transport Statement (TS) dated November 2025 and authored by BWB
- CSA Environmental drawing number Rev. B (Illustrative Masterplan)

The LHA visited the site on 26th January 2025.

Site Access/ Off-Site Works

The site would be accessed off Barlestone Road, a B classified road (B582) subject to a 40mph speed limit. Details of the proposed site access arrangements are provided on BWB drawing number BRNV-BWB-HML-00-DR-TR-100-S2 Rev. P3, which is available within the TS. The

Applicant proposes a 5.50m wide access, 6.0m radii and 2.0m wide footways on one side of the access with a shared use footway/ cycleway on the other.

The drawing details a 2.4 x 120m visibility splay in each direction at the site access, which based on [Table 6](#) of the Leicestershire Highway Design Guide (LHDG – available at: <https://www.leicestershirehighwaydesignguide.uk/>) would be suitable for measured vehicle speeds of between 41-44mph. The Applicant has not however provided a speed survey evidencing vehicle speeds along this section of Barlestone Road and this is therefore required to inform visibility splays and the site access/ off-site works design. Depending on the speed limit compliance, it would also influence whether the LHA requires further speed reducing measures to be put forward as part of the proposals for example a reduction in the speed limit, or speed reducing measures such as Vehicle Activated Signs.

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

Further to the above, it is noted that the Applicant is proposing to implement some elements of the off-site works which have been proposed as part of application reference 24/01061/OUT (Land North of Barlestone Road, Newbold Verdon – up to 240 dwellings, creation of a new cemetery and health centre), notably the proposed Toucan crossing. The Applicant is requested to provide a drawing detailing the extent of all works which would be proposed as part of this development, including the Toucan crossing.

The LHA have reviewed the submitted drawing, however, the LHA require further clarity in respect of recorded vehicle speeds and the proposed speed limit before being able to provide detailed comments on the site access design/ off-site works. The proposals have been subject to a Stage 1 Road Safety Audit (RSA1) and a Designers Response to the problems raised has also been provided. These are available within Appendixes 5 and 6 of the TS.

Carriageway Geometry

- Based on a 40mph design speed, all horizontal and vertical geometry would need to be to Design Manual for Roads and Bridges design standards which will include road/ lane widths, pedestrian island widths to correct standards in accordance with LCC Standard Drawing [SD/11/24a](#), footway widths, correct taper lengths based on the speed proposed. The LHA request dimensions are provided on a revised drawing.
- The existing Carriageway realignment requires further explanation, and the Applicant will need to consider a 3m footway/ cycleway. The Applicant may be able to approach the landowner for application 24/01061/OUT to see if they would be willing to enable a complaint 3m footway / cycleway.
- The alignment appears to have kinks on the horizontal which needs to be explored in detail by the Applicant regarding available room. The LHA have concerns regarding the available room for the carriageway widening to the west of the existing access within the existing highway boundary and the existing ditch to the north of the carriageway. It is understood the existing drainage now has significant restrictions upon it. There may be a requirement for

land dedication from the adjacent application site 24/01061/OUT to be able to fit the proposals in but the Applicant should confirm this. The footway/ cycleway may also significantly affect what could be a third-party hedge alongside the frontage to application reference 24/01061/OUT.

- Where an open watercourse or ditch is near the footprint of any works, or directly affected by the proposals, the design will be required to reflect the requirements of Part 3 of Leicestershire County Council's Ordinary Watercourse Regulation and Culvert Policy. Further information is available at <https://www.leicestershire.gov.uk/sites/default/files/2024-02/Leicestershire-Ordinary-Watercourse-Regulation-and-Culvert-Policy.pdf>. The LHA therefore request further information at this stage in how the shared use footway/ cycleway would be accommodated.
- The new proposed site access, which measures 5.5m wide with a 3m wide footway cycle way and a 2 m wide footpath either side is in accordance with [Table 3](#) of the LHDG, however further consideration is required in respect of swept paths as detailed below.
- Swept path analysis is shown on BWB drawing number BRNV-BWB-HGN-00-DR-TR-110 Rev. P2, available on Page 33 of the TS. All four turning movements require substantial amounts of over-running on the opposite lanes to achieve the turn, which has also been picked up in the RSA1. Given the B classified status of Barlestone Road and likely level of traffic past the site access, the LHA request further consideration is given to the junction design to reduce the need for overrunning.
- In respect of the swept paths adjacent the proposed pedestrian crossing, this may be incorrect depending on the proposed speeds and DRMB road widths, this may require a max of 3.5m running lane.

Forward Visibility

- Visibility envelopes are dependent on road and design speeds and speed data, therefore statement 6.5 within the TS suggesting 25m is required is incorrect and these may require amendment.
- All visibility envelopes Look / need to be 120m and may be acceptable dependent on the actual speeds. This therefore requires further clarification from the Applicant.

Footway / Cycle Way geometries

- The existing footpath from Main Street to the proposed pedestrian crossing point measures approximately 1.2m wide and would be promoted for use with the proposed crossing facility as a route into the village from the development, this has also been noted in the RSA 1. Whilst the Applicant has proposed some widening to 1.5m, the LHA advise the width should be 2.0m and the Applicant seeks to widen this footway link further. This may have an effect on the horizontal alignment of the carriageway.
- The proposed footway from the development entrance to the pedestrian crossing point is 2.0m wide and would be acceptable
- The LHA advises connectivity to the Public Right of Way to the east of the refuge should also be considered by the Applicant.

- The LHA advise the shared footway/ cycleway will need to be 3m wide in its entirety as advise further above.

Highway Safety

The Applicant has reviewed Personal Injury Collision (PIC) data obtained from Leicestershire County Council for between 1st January 2020 and 18th June 2025. The Applicant has identified three PIC's which occurred within the study area during this time, all of which were classed as serious. These are identified on Figure 3 of the TS. The PIC's all occurred on the B582, with one occurring at each of the Bosworth Lane, Dragon Lane and Kirkby Road junctions. All three involved turning manoeuvres occurring between December 2022 and November 2024.

The Applicant has concluded within Paragraph 4.14 of the TS that the incidents appear to be isolated and dispersed and that there is no evidence of a PIC cluster at a specific location on the network. Whilst the PIC's are regrettable, the LHA accepts the Applicants conclusion and has not required highway safety improvement works to any of the junctions as a result of any of the other recent residential developments in the area.

Trip Generation and Trip Distribution

Trip Rates

The Applicants proposed vehicle trip rates and approximate level of vehicle trips which could be generated by the proposed development during the AM and PM peaks are shown in Table 1 below.

Time Period	Trip Rates			Trip Generation		
	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way
08:00 – 09:00	0.074	0.606	0.681	5	41	46
17:00 – 18:00	0.521	0.170	0.691	35	11	46

Table 1: Vehicle trip rates and generation – 67 dwellings (Obtained from the Applicants TS).

The LHA accept the trip rates, which have been used widely as part of other recent residential developments within Newbold Verdon.

Trip Distribution

The Applicant has stated the following in terms of trip distribution:

'In terms of vehicular impacts, an additional 46 trips during the peak periods equates to less than one additional movement per minute. It is envisaged that car trips will distribute evenly at the proposed site access point onto Barlestone Road for journeys to Leicester and the M1 to the east and Tamworth/Birmingham and the M42 to the west. Therefore, there is likely to be up to 23 additional peak hour trips through any off-site junction. This is a negligible impact that would not fundamentally affect the operation of any existing junctions.'

The LHA would usually expect trip distribution analysis to be undertaken using Census data, however under the site-specific circumstances, the LHA would be prepared to forgo this subject to a contribution towards an improvement scheme at the B585 Bosworth Lane/ Bosworth Road/ A447 Staggered Crossroads (Bull in the Oak Junction) as outlined below.

Junction Capacity Assessments

Site Access

Once the development is complete, the proposals are forecast to generate more than 30 two way trips at the site access with Barlestone Road. The Applicant has not undertaken a capacity assessment of the site access, which the LHA advise is required.

The capacity assessment will need to take into consideration the level of traffic generated by committed application reference 25/00515/OUT (Land South Of Bosworth Lane, Newbold Verdon - 200 dwellings, a community shop (Use Class E(a)) of up to 108 sqm), along with applications 24/01158/OUT (135 dwellings - Land Off Brascote Lane, Brascote Lane, Newbold Verdon) and 22/00277/OUT (239 dwellings - Land East Of The Windmill Inn, Brascote Lane, Newbold Verdon). Furthermore application 24/01061/OUT should be considered as part of a sensitivity test in the event an appeal is allowed.

Following provision of a capacity assessment, the LHA will provide further information in respect of junction capacity assessments.

Bull in the Oak Junction

Notwithstanding the above, LCC have recently and independently from all recent planning applications in the area identified draft proposals to signalise the Bull in the Oak Junction, which would offer significant capacity benefits in future years, given the additional pressure cumulative development traffic is likely to have on the junction. The scheme has a current cost estimate in the region of £1.5m to £2m. LCC's assessment considered the following developments:

- 24/01061/OUT (Land North of Barlestone Road, Newbold Verdon – up to 240 dwellings, creation of a new cemetery and health centre – Refused by the LPA)
- 24/01079/OUT (Land north of Station Road, Market Bosworth – 126 dwellings – Refused by the LPA and appeal lodged by the Applicant)
- 25/00515/OUT (Land South of Bosworth Lane, Newbold Verdon - 200 dwellings, a community shop (Use Class E(a)) of up to 108 sqm – Planning permission granted by the LPA)

When considering the level of traffic generated by application reference 24/01061/OUT, which is immediately adjacent to this proposed development, also accessed off Barlestone Road, 39% of the total trips for that development were forecast to pass through the junction in the AM peak. As part of the proposed development, this would equate to 18 two-way trips.

The LHA are actively seeking contributions towards the junction improvement scheme and advise the three developments stated above have each agreed to contribute a proportionate amount towards a scheme. Given this, the LHA advise it requests a contribution of £170,082 towards the works. This would negate any further assessment of the Bull in the Oak junction or trip distribution analysis by the Applicant.

Internal Layout

The internal layout of the development is not for consideration at this stage. The LHA advise that in the event the proposals are granted planning permission by the LPA, it is strongly advised that the

internal road network is designed to an adoptable standard and put forward for adoption by the LHA.

As part of application reference 24/01061/OUT, the LHA advised it would be beneficial for a second point of vehicular access to be provided. This would also have assisted in alleviating concerns about usage of Nursery Lane between Barlestone Road and the development spine road as a cut through. The LHA advised both the Applicant and the LPA, it would be beneficial for the Applicant to future proof the site layout to provide a vehicular and pedestrian link through to neighbouring land to the east, and work with any adjoining landowners to provide a second point of access in the event the adjoining land was put forward for development.

The Applicant has shown on the Illustrative Masterplan that a '*potential pedestrian link to the land to the west*' is being considered. The LHA advise the LPA that whilst such a link would be welcomed to encourage permeability between the two sites, a vehicular link is strongly encouraged by the LHA.

Whilst not specifically related to this application, the LHA advise a second vehicular link would be beneficial to alleviate concerns about the usage of Nursery Lane on the neighbouring site. Furthermore, it may benefit any future growth in the area on the basis that two access points would be available. The Applicant should clarify whether any discussions have been held with the neighbouring landowner regarding the possibility of providing vehicular access between the two sites. Consideration would need to be given to the proposed access design for this development, given the neighbouring development would be served by a ghost right turn lane.

Transport Sustainability

As detailed in [Table 1](#) of the LHDG, given the scale of development proposed, a Travel Plan is required, however one has not been submitted by the Applicant. The LHA is satisfied that a TP could be conditioned and provided by the Applicant prior to occupation of any dwelling in the event it is not submitted at the application stage.

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

The Applicant would be required to provide one travel pack per dwelling (currently £52.85 per pack, if supplied by LCC) which contains an application form for two six-month bus passes to encourage sustainable travel to and from the site. Currently, the cost of a bus pass for an Arriva service is £632.50 per pass. The Applicant should be aware that should they choose to create the Travel Pack, there is a fee of £500.00 to be paid to LCC to review the packs prior to distribution.

The centre of the site is an approximate 150m walk to bus stops served by a predominantly hourly service between Leicester city centre and Market Bosworth. A convenience store is located an approximate 450m walk the site, while a pharmacy, and public house are within approximately 700m. The village primary school is an approximate 1km walk.

Public Rights of Way

The application site includes public right of way Footpath S13/1 which runs inside the eastern site boundary.

The National Planning Policy Framework (Dec 2024) paragraph 105 requires:

*Planning policies and decisions should **protect** and **enhance** public rights of way and access, including taking opportunities to provide better facilities for users ...*

Also Planning Policy Guidance in Circular 1/09 establishes that:

The effect of development on a public right of way is a material consideration in the determination of applications for planning permission ...

Development changes the nature and usage of public rights of way, which must themselves be changed to reflect and provide for that future use. The current application fails to do that, leaving Footpath S13/1 as an unmaintained grass oasis.

If the LHA is able to provide a positive response to the application in the future condition(s) will be required in respect of a treatment scheme for the PRoW, which could comprise one single document; or a series of plans; or be parts of other document(s) (e.g. a Construction Management Plan) as long as all the impacts on the PRoW(s) are explicitly addressed and clearly identified within the document(s). The document should address width, surfacing, drainage, structures, and impacts of any landscaping and boundary treatments in accordance with the principles set out in the Leicestershire Highway Design Guide on Development and Public Rights of Way at: <https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/public-rights-way>

Government policy, reflecting the Equality Act 2010, is that PRoW barriers should be the 'least restrictive' option possible. Stiles are awkward even for otherwise able walkers, such as older people, with mobility limitations such as hip or knee problems that make it harder to climb over barriers. As a result, the 'least restrictive' option policy means new and reviewed crossing points must either involve gaps, pedestrian gates, or (if the boundary must be livestock proof) kissing gates to a design approved by the LHA.

Construction Access

Whilst not a material planning consideration, the LHA will require a Construction Management Plan to be conditioned in the event it can advise approval of the proposals in the future.

It should be noted however that planning permission is required for any construction access onto a classified road, unless it is in strict accordance with the development access planning approval. The LHA note that currently the access to the site appears to be via the existing access to the dwelling onto Barlestone Road, which would not be wide enough to cater for construction vehicles.

To carry out off-site works associated with a construction access onto a classified road, separate approval must first be obtained from Leicestershire County Council as Local Highway Authority. This will take the form of a major section 184 permit. However, if planning consent has not been secured in respect of the construction access, the section 184 application will be refused. The Applicant may therefore wish to consider the construction access as part of this application, unless the proposed development access would be used.

Closing

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

- Provision of a speed survey to demonstrate 85th percentile speeds at the site access;

- Further information in respect of the site access and off-site works design as detailed, including detailed drawings of all works proposed as part of the proposed development such as the Toucan crossing and clarity on speed limit reductions and the extent of any such reduction;
- A capacity assessment of the site access, which includes committed development in the area as well as a sensitivity test of live/ refused applications;
- Confirmation as to whether a second point of access could be provided through to application 24/01061/OUT and any amendments to the site access design onto Barlestone Road which may be required; and
- Provision of a Travel Plan.

Date Received **Case Officer**
16 December 2025 **Ben Dutton**

Reviewer
DH

Date issued
27 January 2026

APPENDIX 2. Traffic Survey Data

Newbold Verdon ATC, B582 Barlestone Road

Produced by Road Data Services Ltd.

Channel 1 - Eastbound

26/02/2026	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2	4	0	0	0	0	0	0	0	0	0	0	0	0	4
3	4	1	0	0	0	0	0	0	0	0	0	0	0	5
4	5	0	0	0	0	0	0	0	0	0	0	0	0	5
5	20	1	0	0	0	0	0	0	0	0	0	0	0	21
6	96	13	0	0	0	0	0	0	0	0	0	0	0	109
7	189	27	1	0	1	0	0	0	0	0	1	2	0	221
8	432	44	1	0	2	0	0	0	0	0	0	2	0	481
9	394	50	2	0	1	0	0	0	1	0	0	3	0	451
10	197	27	1	1	1	0	0	0	0	0	0	4	0	231
11	176	34	2	1	0	0	1	0	1	0	1	1	0	217
12	170	23	2	0	1	0	0	0	0	0	2	1	0	199
13	175	17	1	1	0	0	0	0	1	0	1	5	0	201
14	190	40	0	1	0	0	0	0	1	0	0	3	0	235
15	206	33	0	0	2	0	0	0	0	0	2	4	0	247
16	294	36	0	0	0	0	0	0	0	0	0	1	0	331
17	329	42	1	0	0	0	0	0	0	0	0	2	0	374
18	316	38	0	0	0	0	0	0	0	0	0	0	0	354
19	222	26	0	0	1	0	0	0	0	0	0	0	0	249
20	139	7	0	0	0	0	0	0	0	0	0	1	0	147
21	85	8	0	0	0	0	0	0	0	0	0	2	0	95
22	47	1	0	0	0	0	0	0	0	0	0	0	0	48
23	37	4	0	0	0	0	0	0	0	0	0	0	0	41
24	15	2	0	0	0	0	0	0	0	0	0	0	0	17
7-19	3101	410	10	4	8	0	1	0	4	0	6	26	0	3570
6-22	3561	453	11	4	9	0	1	0	4	0	7	31	0	4081
6-24	3613	459	11	4	9	0	1	0	4	0	7	31	0	4139
0-24	3746	474	11	4	9	0	1	0	4	0	7	31	0	4287

Channel 2 - Westbound

26/02/2026	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	13	2	0	0	0	0	0	0	0	0	0	0	0	15
2	7	2	0	0	0	0	0	0	0	0	0	1	0	10
3	12	0	0	0	0	0	0	0	0	0	0	0	0	12
4	10	2	0	0	0	0	0	0	0	0	0	1	0	13
5	9	3	0	0	0	0	0	0	0	0	0	0	0	12
6	63	11	0	0	1	0	0	0	0	0	0	0	0	75
7	111	18	0	0	1	0	0	0	0	0	0	2	0	132
8	283	38	0	0	0	0	0	1	1	0	0	1	0	324
9	273	33	1	1	0	0	0	0	0	0	0	3	0	311
10	193	14	0	0	0	0	0	0	0	0	0	0	0	207
11	206	16	0	0	0	0	0	0	0	0	0	3	0	225
12	217	19	0	0	0	0	0	1	0	0	0	3	0	240
13	186	19	1	0	1	0	0	0	0	0	0	0	0	207
14	196	27	0	0	1	0	0	0	0	0	0	1	0	225
15	290	16	0	0	1	0	0	0	0	0	0	0	0	307
16	394	33	0	0	0	0	0	0	0	0	0	2	0	429
17	440	32	1	0	0	0	0	0	0	0	0	0	0	473
18	465	18	2	0	1	0	0	0	0	0	0	0	0	486
19	254	5	0	0	0	0	0	1	0	0	0	0	0	260
20	171	7	1	0	0	0	0	1	0	0	0	0	0	180
21	135	2	1	0	0	0	0	0	0	0	0	0	0	138
22	117	3	0	0	0	0	0	0	0	0	0	0	0	120
23	71	5	1	0	0	0	0	0	0	0	1	0	0	78
24	29	4	0	0	0	0	0	0	1	0	0	0	0	34
7-19	3397	270	5	1	4	0	0	3	1	0	0	13	0	3694
6-22	3931	300	7	1	5	0	0	4	1	0	0	15	0	4264
6-24	4031	309	8	1	5	0	0	4	2	0	1	15	0	4376
0-24	4145	329	8	1	6	0	0	4	2	0	1	17	0	4513

Newbold Verdon ATC, B582 Barlestone Road

Produced by Road Data Services Ltd.

Channel 1 - Eastbound

26/02/2026	Vehicle Speeds (MPH)												
Hr Ending	0-10	10-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-70	70+	TOTAL
1	0	0	0	0	0	3	1	0	0	0	0	0	4
2	0	0	0	1	0	3	0	0	0	0	0	0	4
3	0	0	0	2	1	0	1	0	1	0	0	0	5
4	0	0	0	1	1	2	0	1	0	0	0	0	5
5	0	0	0	0	1	6	2	9	1	2	0	0	21
6	0	0	0	0	9	42	37	14	6	1	0	0	109
7	0	0	0	0	34	122	52	12	1	0	0	0	221
8	0	0	7	21	80	288	72	12	1	0	0	0	481
9	0	0	0	19	111	252	60	8	1	0	0	0	451
10	0	3	0	5	54	135	30	4	0	0	0	0	231
11	0	0	0	10	56	112	32	7	0	0	0	0	217
12	0	5	0	10	54	104	20	6	0	0	0	0	199
13	0	0	1	6	53	101	34	6	0	0	0	0	201
14	0	0	0	3	58	142	24	8	0	0	0	0	235
15	0	1	0	0	75	134	32	4	1	0	0	0	247
16	0	0	0	17	105	173	31	4	1	0	0	0	331
17	0	0	5	27	116	172	48	5	1	0	0	0	374
18	0	0	5	15	95	187	48	3	1	0	0	0	354
19	0	0	0	13	72	134	28	2	0	0	0	0	249
20	0	0	0	4	45	70	21	6	1	0	0	0	147
21	0	0	0	5	26	44	13	6	1	0	0	0	95
22	0	0	0	2	18	20	7	0	1	0	0	0	48
23	0	0	0	3	9	21	7	1	0	0	0	0	41
24	0	0	0	1	2	10	3	1	0	0	0	0	17
7-19	0	9	18	146	929	1934	459	69	6	0	0	0	3570
6-22	0	9	18	157	1052	2190	552	93	10	0	0	0	4081
6-24	0	9	18	161	1063	2221	562	95	10	0	0	0	4139
0-24	0	9	18	165	1075	2277	603	119	18	3	0	0	4287

Channel 2 - Westbound

26/02/2026	Vehicle Speeds (MPH)												
Hr Ending	0-10	10-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-70	70+	TOTAL
1	0	0	0	0	0	4	8	1	0	0	2	0	15
2	0	0	1	0	2	5	1	0	1	0	0	0	10
3	0	0	0	0	1	6	1	2	1	1	0	0	12
4	0	0	0	1	0	1	3	5	2	1	0	0	13
5	0	0	0	2	0	5	2	1	1	1	0	0	12
6	0	0	0	0	13	26	22	12	1	1	0	0	75
7	0	0	1	2	24	62	30	11	2	0	0	0	132
8	0	0	0	2	100	165	53	3	1	0	0	0	324
9	0	0	4	7	89	170	38	3	0	0	0	0	311
10	0	2	0	3	65	111	18	4	2	1	1	0	207
11	0	1	1	26	94	91	10	2	0	0	0	0	225
12	0	0	0	14	93	109	19	4	1	0	0	0	240
13	0	0	0	5	74	97	25	4	2	0	0	0	207
14	0	0	3	6	55	141	14	3	3	0	0	0	225
15	0	1	0	8	87	156	50	3	2	0	0	0	307
16	0	1	0	12	94	269	45	6	1	0	1	0	429
17	0	0	0	7	112	307	42	4	0	0	1	0	473
18	0	0	0	5	101	332	47	1	0	0	0	0	486
19	0	0	0	10	99	128	20	3	0	0	0	0	260
20	0	1	0	4	49	104	19	3	0	0	0	0	180
21	0	0	0	3	72	47	14	2	0	0	0	0	138
22	0	0	1	5	42	52	17	3	0	0	0	0	120
23	0	0	0	0	16	41	14	5	2	0	0	0	78
24	0	0	0	0	6	14	9	2	1	1	1	0	34
7-19	0	5	8	105	1063	2076	381	40	12	1	3	0	3694
6-22	0	6	10	119	1250	2341	461	59	14	1	3	0	4264
6-24	0	6	10	119	1272	2396	484	66	17	2	4	0	4376
0-24	0	6	11	122	1288	2443	521	87	23	6	6	0	4513

Newbold Verdon ATC, B582 Barlestone Road

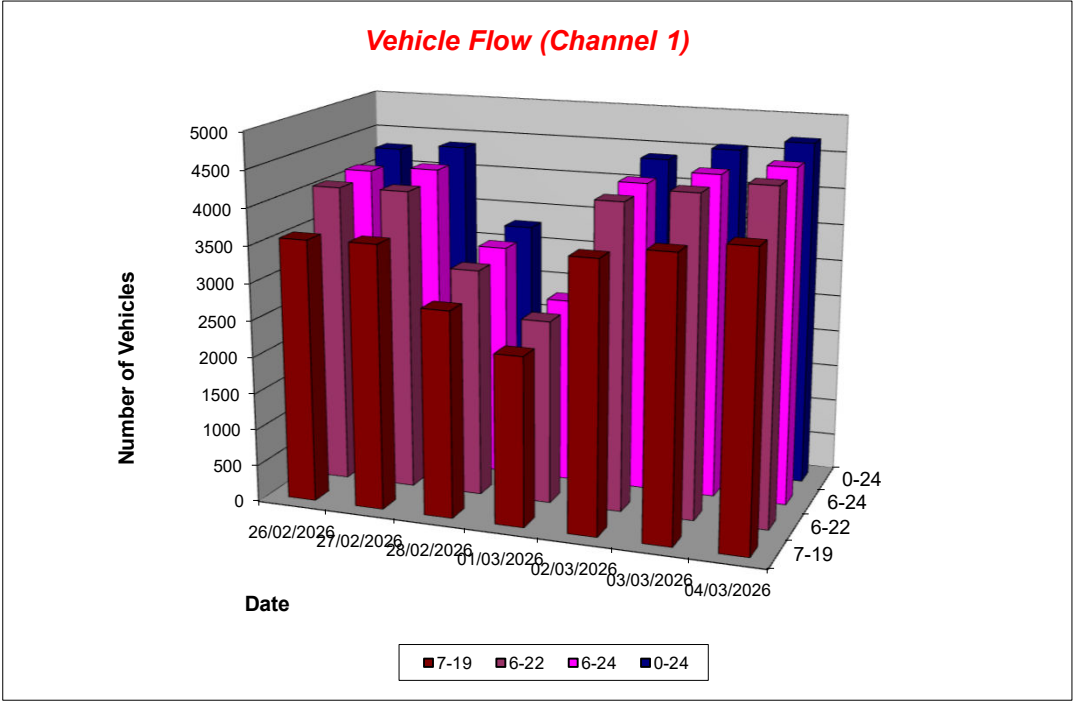
Produced by Road Data Services Ltd.

Channel 1 - Eastbound

Vehicle Flow

Week 1

	26/02/2026	27/02/2026	28/02/2026	01/03/2026	02/03/2026	03/03/2026	04/03/2026	Weekday	
Hr Ending	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Average	Average
1	4	10	21	27	3	8	7	6	11
2	4	5	15	15	3	4	6	4	7
3	5	5	3	5	3	5	5	5	4
4	5	9	12	9	4	9	7	7	8
5	21	17	8	5	21	22	17	20	16
6	109	105	31	27	119	112	114	112	88
7	221	199	39	19	258	277	247	240	180
8	481	407	92	60	479	558	570	499	378
9	451	395	162	100	468	487	461	452	361
10	231	261	221	164	257	288	293	266	245
11	217	246	343	222	234	194	239	226	242
12	199	249	300	256	200	230	233	222	238
13	201	261	300	251	229	237	244	234	246
14	235	244	267	247	238	220	253	238	243
15	247	312	243	245	259	248	287	271	263
16	331	338	279	220	369	340	373	350	321
17	374	342	210	220	380	387	391	375	329
18	354	313	186	186	349	353	335	341	297
19	249	221	197	123	176	250	260	231	211
20	147	134	107	87	117	128	137	133	122
21	95	86	80	69	89	79	106	91	86
22	48	85	75	30	55	61	62	62	59
23	41	68	62	23	33	48	41	46	45
24	17	53	34	13	28	13	19	26	25
7-19	3570	3589	2800	2294	3638	3792	3939	3706	3375
6-22	4081	4093	3101	2499	4157	4337	4491	4232	3823
6-24	4139	4214	3197	2535	4218	4398	4551	4304	3893
0-24	4287	4365	3287	2623	4371	4558	4707	4458	4028



Newbold Verdon ATC, B582 Barlestone Road

Produced by Road Data Services Ltd.

Channel 1 - Eastbound

Average Speed

Week 1

Hr Ending	26/02/2026 Thursday	27/02/2026 Friday	28/02/2026 Saturday	01/03/2026 Sunday	02/03/2026 Monday	03/03/2026 Tuesday	04/03/2026 Wednesday
1	38.9	38.5	36.8	36.9	33.9	36.6	41.9
2	34.6	38.4	34.7	38.3	39.3	38.7	36.1
3	37.8	38.5	37.8	44.3	52.1	42.2	46.0
4	36.9	37.3	34.1	38.0	43.0	38.9	39.3
5	44.9	41.5	32.3	38.3	41.4	42.0	44.6
6	40.9	40.0	35.1	43.0	41.2	40.9	40.4
7	38.5	38.3	37.5	41.1	38.3	38.8	39.0
8	37.0	37.5	37.6	40.5	36.8	36.4	36.6
9	36.7	36.2	37.1	38.2	36.2	36.4	35.7
10	36.6	36.4	37.4	37.9	36.9	35.9	36.1
11	36.7	35.7	35.6	36.5	36.2	35.2	36.2
12	35.8	35.9	35.7	36.1	35.5	36.6	35.6
13	37.0	35.9	35.9	35.9	35.8	35.2	35.9
14	37.1	35.9	36.9	35.7	36.4	35.5	35.7
15	36.8	36.4	36.8	37.1	36.6	35.6	36.3
16	35.9	36.4	35.7	37.5	35.8	35.2	36.2
17	35.8	36.9	35.8	36.2	36.3	36.0	35.9
18	36.4	37.3	37.4	36.6	36.5	36.3	36.2
19	36.2	35.9	36.0	36.8	36.5	35.8	35.2
20	36.9	35.1	37.2	37.3	36.6	36.4	36.6
21	37.2	34.9	37.8	37.0	37.3	36.7	36.6
22	36.6	34.8	37.0	37.4	38.6	36.7	39.3
23	36.6	36.2	36.6	39.9	41.1	38.5	39.2
24	38.0	36.4	38.5	39.2	38.5	37.9	38.1
10-12	36.3	35.8	35.6	36.3	35.9	35.9	35.9
14-16	36.3	36.4	36.2	37.3	36.2	35.4	36.3
0-24	36.8	36.5	36.4	36.9	36.7	36.4	36.5

Mean (ALL)	36.6
Weekday Inter-Peak	36.0

Channel 1 - Eastbound

85th Percentile

Hr Ending	26/02/2026 Thursday	27/02/2026 Friday	28/02/2026 Saturday	01/03/2026 Sunday	02/03/2026 Monday	03/03/2026 Tuesday	04/03/2026 Wednesday
1	40.4	43.4	42.8	42.8	36.0	43.9	47.0
2	39.5	45.3	40.2	44.5	41.1	42.6	37.9
3	48.2	45.3	40.1	54.7	63.5	45.8	52.9
4	45.1	42.7	38.0	45.3	48.3	43.4	42.5
5	52.3	47.2	37.3	43.3	47.3	48.0	52.7
6	46.6	45.5	40.1	50.9	47.6	46.4	46.4
7	42.8	42.5	41.6	48.3	42.8	43.8	43.6
8	41.7	41.8	42.4	45.1	40.8	40.4	41.5
9	41.0	40.5	42.1	43.2	40.3	40.4	40.8
10	41.4	40.7	41.4	43.2	41.2	40.6	40.3
11	41.3	40.2	39.9	41.7	41.4	39.9	42.5
12	41.2	40.9	40.3	40.9	41.7	41.0	41.1
13	41.6	41.5	41.4	41.4	41.6	40.2	41.0
14	41.0	40.5	41.0	40.0	41.7	41.0	40.5
15	41.0	41.0	41.1	42.8	41.2	40.8	41.3
16	40.1	40.4	40.3	41.8	40.8	39.6	40.8
17	40.6	41.5	40.4	41.2	42.5	40.5	42.1
18	40.9	42.2	41.6	42.2	41.1	40.6	40.4
19	40.4	40.9	40.4	41.9	41.3	40.9	39.4
20	41.9	40.0	41.7	43.1	41.9	42.4	41.2
21	42.6	39.9	43.5	43.1	43.8	41.8	41.9
22	41.2	40.3	41.7	42.5	45.6	41.3	46.0
23	41.3	41.9	42.3	47.1	47.3	43.8	46.4
24	43.1	42.0	45.4	47.4	44.6	43.9	42.8
10-12	41.3	40.6	40.0	41.3	41.6	40.5	41.9
14-16	40.6	40.7	40.7	42.4	41.0	40.2	41.1
0-24	41.6	41.3	41.1	42.3	41.9	41.3	41.8

85th %ile (ALL)	41.6
Weekday Inter-Peak	40.9

Newbold Verdon ATC, B582 Barlestone Road

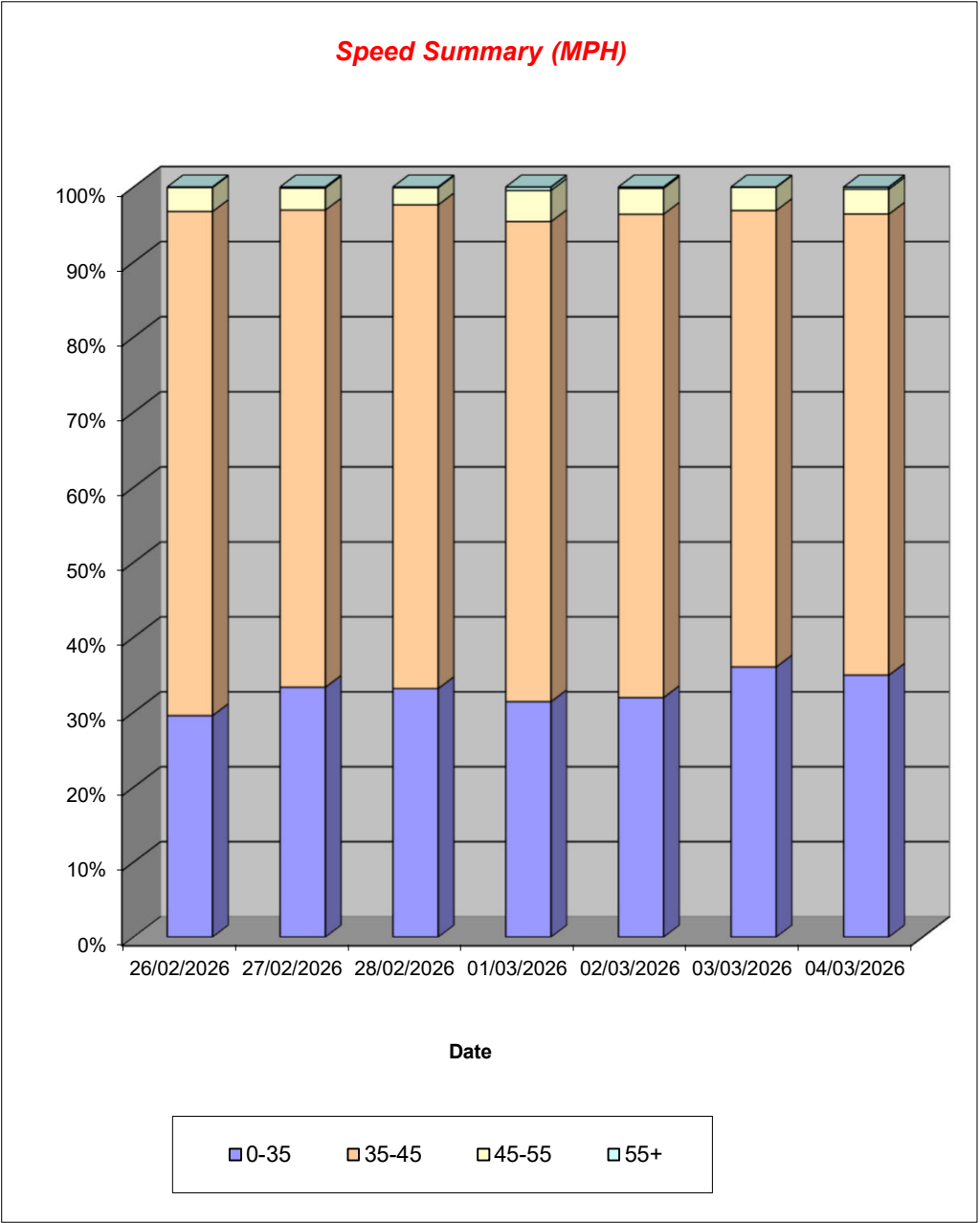
Produced by Road Data Services Ltd.

Channel 1 - Eastbound

Speed Summary

Week 1

Speed (MPH)	26/02/2026 Thursday	27/02/2026 Friday	28/02/2026 Saturday	01/03/2026 Sunday	02/03/2026 Monday	03/03/2026 Tuesday	04/03/2026 Wednesday
0-35	1267	1455	1090	824	1397	1643	1645
35-45	2880	2776	2119	1678	2816	2773	2892
45-55	137	128	75	109	150	140	156
55+	3	6	3	12	8	2	14
TOTAL	4287	4365	3287	2623	4371	4558	4707

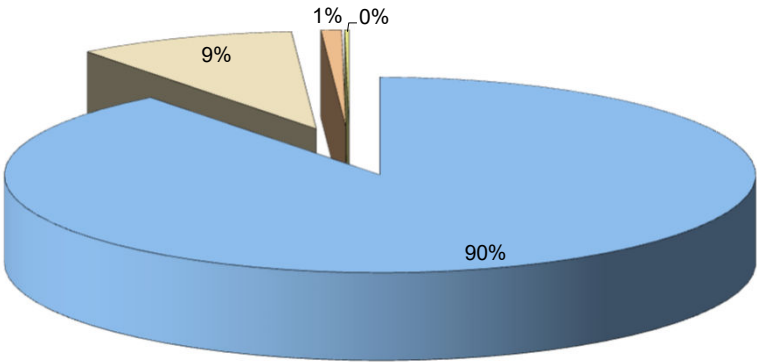


Newbold Verdon ATC, B582 Barlestone Road

Produced by Road Data Services Ltd.

Channel 1 - Eastbound			Vehicle Class		Week 1
Classes Day / Time	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
26/02/2026					
7-19	3101	410	45	14	3570
6-22	3561	453	52	15	4081
6-24	3613	459	52	15	4139
0-24	3746	474	52	-15	4257
27/02/2026					
7-19	3137	389	46	17	3589
6-22	3607	421	48	17	4093
6-24	3719	430	48	17	4214
0-24	3853	446	49	17	4365
28/02/2026					
7-19	2561	224	15	0	2800
6-22	2841	244	16	0	3101
6-24	2931	250	16	0	3197
0-24	3018	253	16	0	3287
01/03/2026					
7-19	2151	132	9	2	2294
6-22	2341	147	9	2	2499
6-24	2373	151	9	2	2535
0-24	2455	157	9	2	2623
02/03/2026					
7-19	3197	376	44	21	3638
6-22	3666	424	46	21	4157
6-24	3725	426	46	21	4218
0-24	3864	440	46	21	4371
03/03/2026					
7-19	3356	394	35	7	3792
6-22	3858	436	36	7	4337
6-24	3917	437	37	7	4398
0-24	4062	451	38	7	4558
04/03/2026					
7-19	3524	363	36	16	3939
6-22	4029	405	38	19	4491
6-24	4086	408	38	19	4551
0-24	4224	425	38	20	4707
Average					
7-19	3004	327	33	11	3375
6-22	3415	361	35	12	3823
6-24	3481	366	35	12	3893
0-24	3603	378	35	7	4024

Total Vehicle Class Distribution



Newbold Verdon ATC, B582 Barlestone Road

Produced by Road Data Services Ltd.

Channel 1 - Eastbound

27/02/2026	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	10	0	0	0	0	0	0	0	0	0	0	0	0	10
2	5	0	0	0	0	0	0	0	0	0	0	0	0	5
3	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4	7	2	0	0	0	0	0	0	0	0	0	0	0	9
5	14	3	0	0	0	0	0	0	0	0	0	0	0	17
6	93	11	0	0	0	0	0	0	0	0	0	1	0	105
7	179	19	0	0	0	0	0	0	0	0	0	1	0	199
8	356	47	0	0	2	0	0	0	0	0	0	2	0	407
9	348	43	0	0	1	0	0	0	0	0	0	3	0	395
10	223	33	0	1	1	0	0	0	0	0	1	2	0	261
11	210	25	0	1	1	0	1	0	1	0	1	6	0	246
12	221	24	0	0	2	0	0	0	0	0	1	1	0	249
13	213	44	0	1	0	0	0	2	0	0	0	1	0	261
14	206	32	0	0	3	0	0	0	0	0	1	2	0	244
15	264	38	1	0	1	0	0	0	1	0	1	6	0	312
16	297	37	0	0	0	0	0	0	2	0	0	2	0	338
17	306	27	1	0	4	0	0	0	2	0	0	2	0	342
18	285	26	0	0	1	0	0	0	1	0	0	0	0	313
19	208	13	0	0	0	0	0	0	0	0	0	0	0	221
20	126	7	0	0	0	0	0	0	0	0	0	1	0	134
21	84	2	0	0	0	0	0	0	0	0	0	0	0	86
22	81	4	0	0	0	0	0	0	0	0	0	0	0	85
23	65	3	0	0	0	0	0	0	0	0	0	0	0	68
24	47	6	0	0	0	0	0	0	0	0	0	0	0	53
7-19	3137	389	2	3	16	0	1	2	7	0	5	27	0	3589
6-22	3607	421	2	3	16	0	1	2	7	0	5	29	0	4093
6-24	3719	430	2	3	16	0	1	2	7	0	5	29	0	4214
0-24	3853	446	2	3	16	0	1	2	7	0	5	30	0	4365

Channel 2 - Westbound

27/02/2026	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	12	1	0	0	0	0	0	0	0	0	0	0	0	13
2	7	1	0	0	0	0	0	0	0	0	0	0	0	8
3	9	0	0	0	0	0	0	0	0	0	0	0	0	9
4	12	1	0	0	0	0	0	0	0	0	0	0	0	13
5	8	1	0	0	0	0	0	0	0	0	1	0	0	10
6	56	8	0	0	1	0	0	0	0	0	0	0	0	65
7	103	12	1	0	0	0	0	0	0	0	0	3	0	119
8	274	21	0	1	2	0	0	1	0	0	0	1	0	300
9	299	18	1	0	0	0	0	0	0	0	0	2	0	320
10	214	12	1	2	1	0	0	0	0	0	0	4	0	234
11	219	14	0	0	1	0	0	0	0	0	0	1	0	235
12	297	9	0	0	0	0	0	2	0	0	0	0	0	308
13	262	16	0	2	0	0	0	0	0	0	0	0	0	280
14	291	14	0	0	0	0	0	0	0	0	0	1	0	306
15	319	21	0	0	0	0	0	0	0	0	0	2	0	342
16	416	22	1	0	1	0	0	0	1	0	0	0	0	441
17	415	12	0	0	1	0	0	0	0	0	0	1	0	429
18	347	11	2	0	0	0	0	0	0	0	1	1	0	362
19	268	12	1	0	0	0	0	0	0	0	0	0	0	281
20	212	3	1	0	0	0	0	0	0	0	0	1	0	217
21	141	5	0	0	0	0	0	0	0	0	0	0	0	146
22	87	1	1	0	0	0	0	0	0	0	0	0	0	89
23	101	3	0	0	0	0	0	0	0	0	0	0	0	104
24	28	0	0	0	0	0	0	0	1	0	0	0	0	29
7-19	3621	182	6	5	6	0	0	3	1	0	1	13	0	3838
6-22	4164	203	9	5	6	0	0	3	1	0	1	17	0	4409
6-24	4293	206	9	5	6	0	0	3	2	0	1	17	0	4542
0-24	4397	218	9	5	7	0	0	3	2	0	2	17	0	4660

Newbold Verdon ATC, B582 Barlestone Road

Produced by Road Data Services Ltd.

Channel 1 - Eastbound

27/02/2026	Vehicle Speeds (MPH)												
Hr Ending	0-10	10-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-70	70+	TOTAL
1	0	0	0	0	2	6	1	1	0	0	0	0	10
2	0	0	0	0	2	1	1	1	0	0	0	0	5
3	0	0	0	1	0	2	1	1	0	0	0	0	5
4	0	0	0	0	4	3	1	1	0	0	0	0	9
5	0	0	0	0	2	4	8	2	1	0	0	0	17
6	0	0	0	1	10	50	26	14	3	1	0	0	105
7	0	0	0	3	22	122	42	9	1	0	0	0	199
8	0	1	0	1	81	246	66	10	2	0	0	0	407
9	0	0	3	10	135	195	49	3	0	0	0	0	395
10	0	1	1	9	74	141	32	2	1	0	0	0	261
11	0	0	2	15	86	113	26	4	0	0	0	0	246
12	0	1	6	11	77	117	32	5	0	0	0	0	249
13	0	3	6	15	69	132	29	6	1	0	0	0	261
14	0	2	2	7	74	129	29	1	0	0	0	0	244
15	0	0	0	12	96	155	38	9	2	0	0	0	312
16	0	0	0	7	107	180	38	6	0	0	0	0	338
17	0	0	1	8	90	184	47	11	0	1	0	0	342
18	0	0	0	7	83	162	48	11	0	1	1	0	313
19	0	0	0	12	88	91	24	4	1	1	0	0	221
20	0	0	0	17	48	53	12	4	0	0	0	0	134
21	0	0	1	9	35	34	5	2	0	0	0	0	86
22	0	0	0	16	27	31	8	3	0	0	0	0	85
23	0	0	0	6	27	22	8	4	1	0	0	0	68
24	0	0	0	3	16	26	6	0	1	1	0	0	53
7-19	0	8	21	114	1060	1845	458	72	7	3	1	0	3589
6-22	0	8	22	159	1192	2085	525	90	8	3	1	0	4093
6-24	0	8	22	168	1235	2133	539	94	10	4	1	0	4214
0-24	0	8	22	170	1255	2199	577	114	14	5	1	0	4365

Channel 2 - Westbound

27/02/2026	Vehicle Speeds (MPH)												
Hr Ending	0-10	10-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-70	70+	TOTAL
1	0	0	0	0	2	3	4	2	2	0	0	0	13
2	0	0	0	0	2	3	3	0	0	0	0	0	8
3	0	1	0	0	3	2	1	2	0	0	0	0	9
4	0	0	0	0	3	5	5	0	0	0	0	0	13
5	0	0	0	2	1	2	1	4	0	0	0	0	10
6	0	0	0	1	15	26	16	7	0	0	0	0	65
7	0	0	1	2	23	65	21	6	0	1	0	0	119
8	0	0	0	8	109	143	32	7	1	0	0	0	300
9	0	0	2	7	104	188	17	1	1	0	0	0	320
10	0	1	4	4	88	113	23	1	0	0	0	0	234
11	0	0	1	3	93	118	14	5	0	1	0	0	235
12	0	1	4	11	97	166	21	5	2	1	0	0	308
13	0	0	0	13	79	165	21	2	0	0	0	0	280
14	0	0	0	13	56	193	36	3	5	0	0	0	306
15	0	0	0	5	67	235	33	2	0	0	0	0	342
16	0	0	1	1	124	245	64	6	0	0	0	0	441
17	0	1	0	10	104	266	43	5	0	0	0	0	429
18	0	0	3	13	96	209	35	4	2	0	0	0	362
19	0	0	0	13	121	124	20	2	1	0	0	0	281
20	0	1	2	24	113	70	5	2	0	0	0	0	217
21	0	0	0	4	52	75	13	2	0	0	0	0	146
22	0	0	0	22	45	18	4	0	0	0	0	0	89
23	0	0	0	6	46	48	3	0	1	0	0	0	104
24	0	0	0	0	8	15	4	1	0	1	0	0	29
7-19	0	3	15	101	1138	2165	359	43	12	2	0	0	3838
6-22	0	4	18	153	1371	2393	402	53	12	3	0	0	4409
6-24	0	4	18	159	1425	2456	409	54	13	4	0	0	4542
0-24	0	5	18	162	1451	2497	439	69	15	4	0	0	4660

Newbold Verdon ATC, B582 Barlestone Road

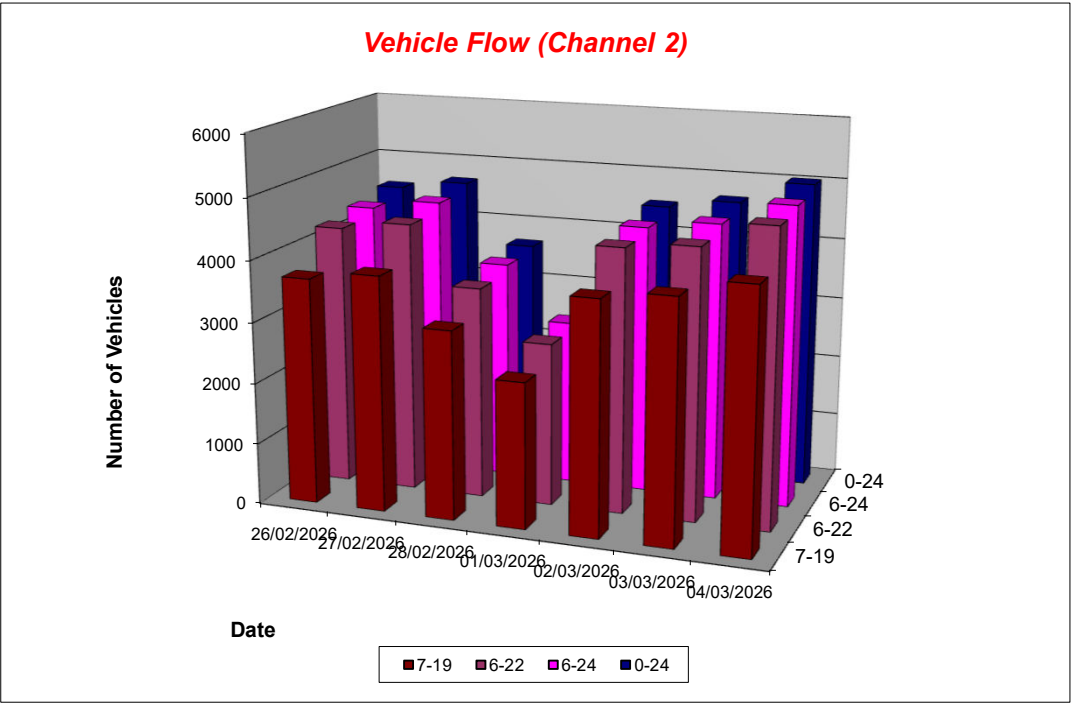
Produced by Road Data Services Ltd.

Channel 2 - Westbound

Vehicle Flow

Week 1

	26/02/2026	27/02/2026	28/02/2026	01/03/2026	02/03/2026	03/03/2026	04/03/2026	Weekday	
Hr Ending	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Average	Average
1	15	13	14	38	8	14	9	12	16
2	10	8	12	19	5	7	7	7	10
3	12	9	9	9	15	11	8	11	10
4	13	13	6	10	7	13	14	12	11
5	12	10	8	3	8	12	13	11	9
6	75	65	16	11	67	64	64	67	52
7	132	119	30	17	129	142	158	136	104
8	324	300	81	53	359	380	372	347	267
9	311	320	133	63	339	363	406	348	276
10	207	234	236	143	255	242	272	242	227
11	225	235	289	243	208	235	264	233	243
12	240	308	286	254	240	217	244	250	256
13	207	280	311	330	217	237	300	248	269
14	225	306	305	270	262	236	280	262	269
15	307	342	321	246	302	318	384	331	317
16	429	441	360	220	455	461	425	442	399
17	473	429	276	209	423	463	468	451	392
18	486	362	245	190	443	491	472	451	384
19	260	281	233	151	285	281	316	285	258
20	180	217	159	124	165	150	205	183	171
21	138	146	106	93	126	97	141	130	121
22	120	89	90	55	99	100	112	104	95
23	78	104	80	27	53	85	57	75	69
24	34	29	48	13	24	28	27	28	29
7-19	3694	3838	3076	2372	3788	3924	4203	3889	3556
6-22	4264	4409	3461	2661	4307	4413	4819	4442	4048
6-24	4376	4542	3589	2701	4384	4526	4903	4546	4146
0-24	4513	4660	3654	2791	4494	4647	5018	4666	4254



Newbold Verdon ATC, B582 Barlestone Road

Produced by Road Data Services Ltd.

Channel 2 - Westbound

Average Speed

Week 1

Hr Ending	26/02/2026 Thursday	27/02/2026 Friday	28/02/2026 Saturday	01/03/2026 Sunday	02/03/2026 Monday	03/03/2026 Tuesday	04/03/2026 Wednesday
1	44.9	42.2	33.9	40.4	36.6	46.8	41.5
2	37.2	38.6	35.2	35.8	43.0	36.9	38.3
3	41.4	35.6	37.3	35.5	44.3	43.3	42.5
4	45.0	37.7	29.8	38.1	39.9	42.2	45.5
5	39.8	40.1	32.7	41.3	41.3	39.6	40.1
6	40.0	38.5	35.7	37.1	39.7	39.9	40.6
7	38.5	37.7	36.4	35.5	37.2	38.3	38.6
8	36.9	36.1	37.3	39.8	37.1	37.4	37.2
9	36.5	36.0	36.8	38.5	35.8	36.0	35.8
10	36.7	35.6	36.1	36.9	35.6	35.8	35.9
11	34.6	36.1	35.8	35.4	35.3	35.5	34.1
12	35.8	35.8	35.3	35.9	35.8	35.4	35.4
13	36.3	36.0	35.7	35.7	36.0	35.3	36.3
14	36.5	37.1	36.2	36.4	36.1	35.8	36.8
15	36.6	36.9	37.2	37.1	35.5	35.4	35.3
16	36.9	36.9	37.0	36.3	36.8	36.0	37.1
17	36.6	36.7	37.2	37.1	37.0	36.8	37.8
18	36.9	36.4	36.5	37.8	36.5	36.7	37.4
19	35.7	35.4	36.2	36.1	36.6	36.4	36.5
20	36.3	33.7	36.0	37.9	36.0	35.9	35.1
21	35.4	35.9	36.6	36.0	36.7	38.5	36.1
22	36.0	32.7	37.4	38.7	38.0	37.9	37.3
23	38.3	34.8	36.1	39.4	39.9	37.7	40.7
24	40.5	37.9	37.0	37.2	40.9	42.5	40.9
10-12	35.2	35.9	35.5	35.6	35.5	35.4	34.7
14-16	36.8	36.9	37.1	36.7	36.3	35.8	36.2
0-24	36.6	36.2	36.4	36.7	36.5	36.5	36.6

Average (ALL)	36.5
Weekday Inter-Peak	36.0

Channel 2 - Westbound

85th Percentile

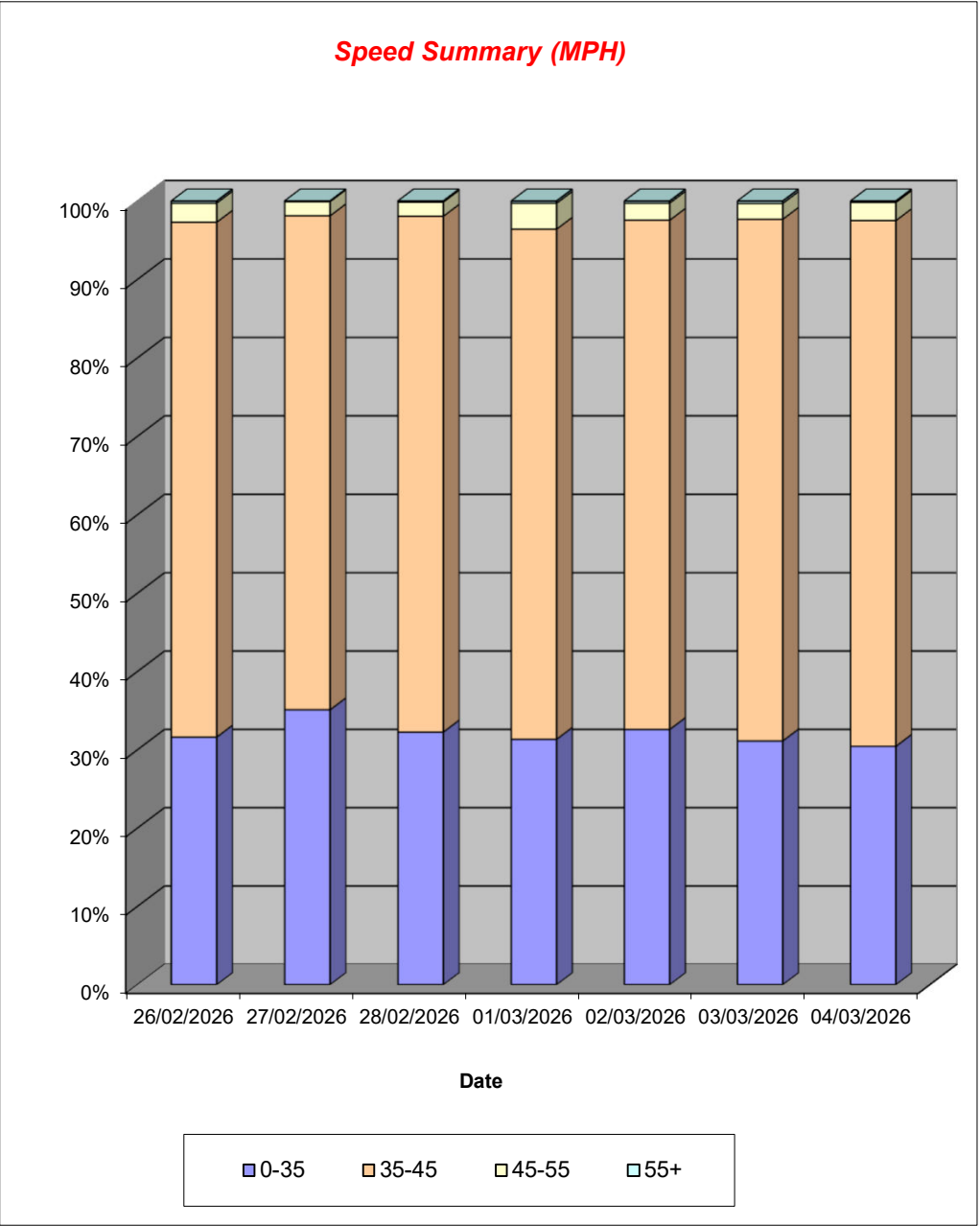
Hr Ending	26/02/2026 Thursday	27/02/2026 Friday	28/02/2026 Saturday	01/03/2026 Sunday	02/03/2026 Monday	03/03/2026 Tuesday	04/03/2026 Wednesday
1	54.0	49.0	39.0	47.4	40.8	60.3	45.9
2	44.9	43.2	38.5	43.5	47.6	43.1	50.3
3	48.6	46.6	43.8	40.7	50.4	49.6	49.1
4	52.6	41.6	34.5	43.6	45.3	49.4	52.4
5	48.5	48.7	37.2	42.7	48.7	45.1	46.3
6	45.8	44.0	41.1	43.4	45.5	45.6	47.0
7	43.8	42.6	41.6	41.9	42.1	43.1	44.2
8	41.1	40.5	42.7	46.9	41.7	42.2	41.3
9	40.8	39.9	42.0	44.4	40.7	40.2	39.7
10	42.0	40.1	40.5	42.0	39.6	40.2	39.9
11	39.2	40.4	39.9	40.9	40.0	41.0	39.6
12	40.3	40.6	40.0	40.2	40.4	40.2	39.9
13	40.9	39.8	40.6	40.2	40.4	40.8	41.9
14	40.9	41.5	40.4	41.4	40.8	40.1	40.8
15	41.1	40.3	42.1	41.5	39.9	40.0	40.2
16	41.2	40.9	41.2	40.7	41.9	40.9	41.3
17	40.4	40.7	41.3	42.8	41.4	40.6	41.8
18	40.4	40.7	40.7	41.8	40.7	41.0	41.5
19	39.6	39.5	40.3	41.2	41.2	40.5	40.8
20	40.6	38.0	40.3	44.5	40.4	41.7	40.2
21	39.6	39.8	41.3	40.7	41.3	43.1	40.9
22	40.7	37.3	41.7	47.2	43.5	42.4	42.2
23	43.2	38.8	41.5	46.1	46.8	41.5	46.6
24	47.5	43.6	42.6	46.4	47.4	49.8	48.7
10-12	39.8	40.5	39.9	40.6	40.2	40.6	39.8
14-16	41.2	40.7	41.7	41.1	41.2	40.6	40.8
0-24	41.2	40.6	41.0	42.0	41.3	41.4	41.4

85th %ile (ALL)	41.3
Weekday Inter-Peak	40.7

Newbold Verdon ATC, B582 Barlestone Road

Produced by Road Data Services Ltd.

	Channel 2 - Westbound				Speed Summary		Week 1
Speed (MPH)	26/02/2026 Thursday	27/02/2026 Friday	28/02/2026 Saturday	01/03/2026 Sunday	02/03/2026 Monday	03/03/2026 Tuesday	04/03/2026 Wednesday
0-35	1427	1636	1179	875	1465	1447	1528
35-45	2964	2936	2404	1816	2919	3092	3365
45-55	110	84	66	92	98	94	116
55+	12	4	5	8	12	14	9
TOTAL	4513	4660	3654	2791	4494	4647	5018

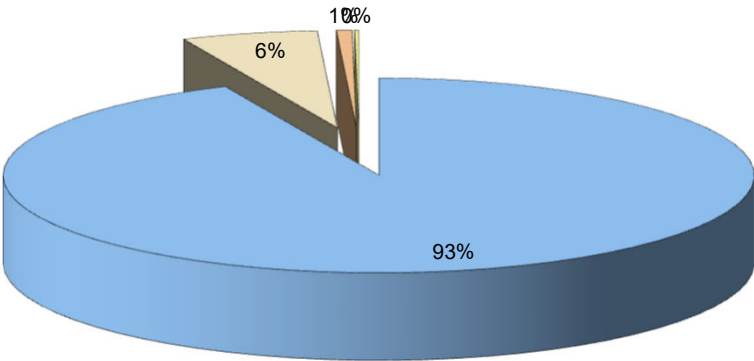


Newbold Verdon ATC, B582 Barlestone Road

Produced by Road Data Services Ltd.

Channel 2 - Westbound			Vehicle Class		Week 1
Classes Day / Time	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
26/02/2026					
7-19	3397	270	22	5	3694
6-22	3931	300	27	6	4264
6-24	4031	309	28	8	4376
0-24	4145	329	31	8	4513
27/02/2026					
7-19	3621	182	25	10	3838
6-22	4164	203	32	10	4409
6-24	4293	206	32	11	4542
0-24	4397	218	33	12	4660
28/02/2026					
7-19	2942	102	32	0	3076
6-22	3313	114	34	0	3461
6-24	3436	117	36	0	3589
0-24	3495	122	36	1	3654
01/03/2026					
7-19	2253	112	7	0	2372
6-22	2524	130	7	0	2661
6-24	2564	130	7	0	2701
0-24	2645	137	8	1	2791
02/03/2026					
7-19	3466	289	26	7	3788
6-22	3957	315	27	8	4307
6-24	4030	318	27	9	4384
0-24	4130	327	28	9	4494
03/03/2026					
7-19	3624	272	21	7	3924
6-22	4081	300	25	7	4413
6-24	4186	306	26	8	4526
0-24	4291	322	26	8	4647
04/03/2026					
7-19	3920	244	30	9	4203
6-22	4498	275	35	11	4819
6-24	4575	277	36	15	4903
0-24	4674	291	38	15	5018
Average					
7-19	3318	210	23	5	3556
6-22	3781	234	27	6	4048
6-24	3874	238	27	7	4146
0-24	3968	249	29	8	4254

Total Vehicle Class Distribution



Newbold Verdon ATC, B582 Barlestone Road

Produced by Road Data Services Ltd.

Channel 1 - Eastbound

28/02/2026	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	20	1	0	0	0	0	0	0	0	0	0	0	0	21
2	15	0	0	0	0	0	0	0	0	0	0	0	0	15
3	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4	12	0	0	0	0	0	0	0	0	0	0	0	0	12
5	7	1	0	0	0	0	0	0	0	0	0	0	0	8
6	30	1	0	0	0	0	0	0	0	0	0	0	0	31
7	31	8	0	0	0	0	0	0	0	0	0	0	0	39
8	71	21	0	0	0	0	0	0	0	0	0	0	0	92
9	143	18	0	0	0	0	0	0	0	0	0	1	0	162
10	202	18	0	0	1	0	0	0	0	0	0	0	0	221
11	313	27	0	0	2	0	0	0	0	0	0	1	0	343
12	270	28	0	0	2	0	0	0	0	0	0	0	0	300
13	280	17	0	0	2	0	0	0	0	0	0	1	0	300
14	247	20	0	0	0	0	0	0	0	0	0	0	0	267
15	226	16	0	0	0	0	0	0	0	0	0	1	0	243
16	261	17	0	0	0	0	0	0	0	0	0	1	0	279
17	193	16	0	0	0	0	0	0	0	0	0	1	0	210
18	175	9	0	0	0	0	1	0	0	0	0	1	0	186
19	180	17	0	0	0	0	0	0	0	0	0	0	0	197
20	100	6	0	0	0	0	0	0	0	0	0	1	0	107
21	79	1	0	0	0	0	0	0	0	0	0	0	0	80
22	70	5	0	0	0	0	0	0	0	0	0	0	0	75
23	61	1	0	0	0	0	0	0	0	0	0	0	0	62
24	29	5	0	0	0	0	0	0	0	0	0	0	0	34
7-19	2561	224	0	0	7	0	1	0	0	0	0	7	0	2800
6-22	2841	244	0	0	7	0	1	0	0	0	0	8	0	3101
6-24	2931	250	0	0	7	0	1	0	0	0	0	8	0	3197
0-24	3018	253	0	0	7	0	1	0	0	0	0	8	0	3287

Channel 2 - Westbound

28/02/2026	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	13	1	0	0	0	0	0	0	0	0	0	0	0	14
2	11	0	0	0	0	0	0	0	0	0	1	0	0	12
3	8	1	0	0	0	0	0	0	0	0	0	0	0	9
4	4	2	0	0	0	0	0	0	0	0	0	0	0	6
5	8	0	0	0	0	0	0	0	0	0	0	0	0	8
6	15	1	0	0	0	0	0	0	0	0	0	0	0	16
7	25	5	0	0	0	0	0	0	0	0	0	0	0	30
8	64	16	0	0	0	0	0	0	0	0	0	1	0	81
9	117	13	1	0	2	0	0	0	0	0	0	0	0	133
10	222	12	1	0	1	0	0	0	0	0	0	0	0	236
11	279	8	0	0	1	0	0	0	0	0	0	1	0	289
12	276	10	0	0	0	0	0	0	0	0	0	0	0	286
13	305	4	2	0	0	0	0	0	0	0	0	0	0	311
14	294	8	2	0	1	0	0	0	0	0	0	0	0	305
15	309	7	4	0	0	0	0	0	0	0	0	1	0	321
16	347	11	2	0	0	0	0	0	0	0	0	0	0	360
17	268	4	3	0	1	0	0	0	0	0	0	0	0	276
18	237	4	3	0	0	0	0	0	0	0	0	1	0	245
19	224	5	4	0	0	0	0	0	0	0	0	0	0	233
20	157	1	1	0	0	0	0	0	0	0	0	0	0	159
21	102	4	0	0	0	0	0	0	0	0	0	0	0	106
22	87	2	1	0	0	0	0	0	0	0	0	0	0	90
23	76	2	1	0	0	0	0	0	0	0	0	1	0	80
24	47	1	0	0	0	0	0	0	0	0	0	0	0	48
7-19	2942	102	22	0	6	0	0	0	0	0	0	4	0	3076
6-22	3313	114	24	0	6	0	0	0	0	0	0	4	0	3461
6-24	3436	117	25	0	6	0	0	0	0	0	0	5	0	3589
0-24	3495	122	25	0	6	0	0	0	0	0	1	5	0	3654

Newbold Verdon ATC, B582 Barlestone Road

Produced by Road Data Services Ltd.

Channel 1 - Eastbound

28/02/2026	Vehicle Speeds (MPH)												
Hr Ending	0-10	10-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-70	70+	TOTAL
1	0	0	0	3	4	8	5	0	1	0	0	0	21
2	0	0	0	2	7	4	1	1	0	0	0	0	15
3	0	0	0	0	0	2	1	0	0	0	0	0	3
4	0	0	0	2	5	4	1	0	0	0	0	0	12
5	0	0	0	4	2	1	1	0	0	0	0	0	8
6	0	0	0	3	12	12	4	0	0	0	0	0	31
7	0	0	0	1	9	20	9	0	0	0	0	0	39
8	0	0	0	3	23	41	20	5	0	0	0	0	92
9	0	0	0	6	44	73	32	6	1	0	0	0	162
10	0	0	0	3	48	127	39	4	0	0	0	0	221
11	0	0	3	16	125	172	24	2	1	0	0	0	343
12	0	0	1	22	96	142	35	4	0	0	0	0	300
13	1	3	4	13	84	158	28	5	4	0	0	0	300
14	0	1	0	5	55	171	30	4	1	0	0	0	267
15	0	0	0	9	60	137	35	1	0	1	0	0	243
16	0	1	1	12	104	134	21	5	1	0	0	0	279
17	0	0	2	6	74	103	20	5	0	0	0	0	210
18	0	0	0	3	36	113	26	7	1	0	0	0	186
19	0	0	1	11	59	106	18	2	0	0	0	0	197
20	0	0	0	3	29	49	24	2	0	0	0	0	107
21	0	0	1	4	14	44	12	1	3	1	0	0	80
22	0	0	0	3	19	36	14	3	0	0	0	0	75
23	0	1	0	3	13	30	14	1	0	0	0	0	62
24	0	0	1	1	9	10	8	3	1	1	0	0	34
7-19	1	5	12	109	808	1477	328	50	9	1	0	0	2800
6-22	1	5	13	120	879	1626	387	56	12	2	0	0	3101
6-24	1	6	14	124	901	1666	409	60	13	3	0	0	3197
0-24	1	6	14	138	931	1697	422	61	14	3	0	0	3287

Channel 2 - Westbound

28/02/2026	Vehicle Speeds (MPH)												
Hr Ending	0-10	10-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-70	70+	TOTAL
1	0	0	0	3	5	5	1	0	0	0	0	0	14
2	0	0	0	0	5	6	1	0	0	0	0	0	12
3	0	0	0	1	2	3	2	1	0	0	0	0	9
4	0	0	1	2	2	1	0	0	0	0	0	0	6
5	0	0	0	1	6	0	1	0	0	0	0	0	8
6	0	0	0	0	10	4	0	2	0	0	0	0	16
7	0	0	0	2	11	9	6	2	0	0	0	0	30
8	0	0	0	4	23	32	15	6	1	0	0	0	81
9	0	0	0	7	40	60	22	3	0	1	0	0	133
10	0	0	1	14	72	118	28	3	0	0	0	0	236
11	0	1	1	6	109	145	26	0	1	0	0	0	289
12	0	0	13	9	92	154	15	3	0	0	0	0	286
13	1	2	6	16	84	173	28	0	1	0	0	0	311
14	0	0	2	11	87	171	30	4	0	0	0	0	305
15	0	5	0	6	45	217	42	6	0	0	0	0	321
16	0	0	0	7	88	209	49	3	3	1	0	0	360
17	0	0	0	6	54	177	34	4	0	1	0	0	276
18	0	0	1	8	67	143	23	3	0	0	0	0	245
19	0	0	1	4	77	131	14	6	0	0	0	0	233
20	0	0	0	2	61	79	15	0	2	0	0	0	159
21	0	0	0	4	27	60	11	2	1	1	0	0	106
22	0	0	0	2	14	61	9	3	0	1	0	0	90
23	0	0	0	6	24	38	9	1	2	0	0	0	80
24	0	0	0	3	15	20	7	1	2	0	0	0	48
7-19	1	8	25	98	838	1730	326	41	6	3	0	0	3076
6-22	1	8	25	108	951	1939	367	48	9	5	0	0	3461
6-24	1	8	25	117	990	1997	383	50	13	5	0	0	3589
0-24	1	8	26	124	1020	2016	388	53	13	5	0	0	3654

Newbold Verdon ATC, B582 Barlestone Road

Produced by Road Data Services Ltd.

Channel 1 - Eastbound

01/03/2026	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	24	3	0	0	0	0	0	0	0	0	0	0	0	27
2	14	1	0	0	0	0	0	0	0	0	0	0	0	15
3	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4	9	0	0	0	0	0	0	0	0	0	0	0	0	9
5	4	1	0	0	0	0	0	0	0	0	0	0	0	5
6	26	1	0	0	0	0	0	0	0	0	0	0	0	27
7	16	3	0	0	0	0	0	0	0	0	0	0	0	19
8	51	9	0	0	0	0	0	0	0	0	0	0	0	60
9	88	12	0	0	0	0	0	0	0	0	0	0	0	100
10	149	12	1	1	0	0	0	0	1	0	0	0	0	164
11	207	15	0	0	0	0	0	0	0	0	0	0	0	222
12	243	11	1	0	0	0	1	0	0	0	0	0	0	256
13	243	7	0	0	0	0	1	0	0	0	0	0	0	251
14	230	17	0	0	0	0	0	0	0	0	0	0	0	247
15	233	10	0	0	0	0	0	0	0	0	0	2	0	245
16	207	12	0	0	1	0	0	0	0	0	0	0	0	220
17	208	12	0	0	0	0	0	0	0	0	0	0	0	220
18	174	10	0	0	2	0	0	0	0	0	0	0	0	186
19	118	5	0	0	0	0	0	0	0	0	0	0	0	123
20	84	3	0	0	0	0	0	0	0	0	0	0	0	87
21	61	8	0	0	0	0	0	0	0	0	0	0	0	69
22	29	1	0	0	0	0	0	0	0	0	0	0	0	30
23	21	2	0	0	0	0	0	0	0	0	0	0	0	23
24	11	2	0	0	0	0	0	0	0	0	0	0	0	13
7-19	2151	132	2	1	3	0	2	0	1	0	0	2	0	2294
6-22	2341	147	2	1	3	0	2	0	1	0	0	2	0	2499
6-24	2373	151	2	1	3	0	2	0	1	0	0	2	0	2535
0-24	2455	157	2	1	3	0	2	0	1	0	0	2	0	2623

Channel 2 - Westbound

01/03/2026	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	33	4	1	0	0	0	0	0	0	0	0	0	0	38
2	19	0	0	0	0	0	0	0	0	0	0	0	0	19
3	9	0	0	0	0	0	0	0	0	0	0	0	0	9
4	8	2	0	0	0	0	0	0	0	0	0	0	0	10
5	3	0	0	0	0	0	0	0	0	0	0	0	0	3
6	9	1	0	0	0	0	0	0	1	0	0	0	0	11
7	14	3	0	0	0	0	0	0	0	0	0	0	0	17
8	46	6	0	0	1	0	0	0	0	0	0	0	0	53
9	52	11	0	0	0	0	0	0	0	0	0	0	0	63
10	136	7	0	0	0	0	0	0	0	0	0	0	0	143
11	238	4	0	0	0	0	0	0	0	0	0	1	0	243
12	244	9	1	0	0	0	0	0	0	0	0	0	0	254
13	322	6	0	0	0	0	0	0	0	0	0	2	0	330
14	253	16	0	0	1	0	0	0	0	0	0	0	0	270
15	233	13	0	0	0	0	0	0	0	0	0	0	0	246
16	212	7	0	0	1	0	0	0	0	0	0	0	0	220
17	199	10	0	0	0	0	0	0	0	0	0	0	0	209
18	180	10	0	0	0	0	0	0	0	0	0	0	0	190
19	138	13	0	0	0	0	0	0	0	0	0	0	0	151
20	117	7	0	0	0	0	0	0	0	0	0	0	0	124
21	89	4	0	0	0	0	0	0	0	0	0	0	0	93
22	51	4	0	0	0	0	0	0	0	0	0	0	0	55
23	27	0	0	0	0	0	0	0	0	0	0	0	0	27
24	13	0	0	0	0	0	0	0	0	0	0	0	0	13
7-19	2253	112	1	0	3	0	0	0	0	0	0	3	0	2372
6-22	2524	130	1	0	3	0	0	0	0	0	0	3	0	2661
6-24	2564	130	1	0	3	0	0	0	0	0	0	3	0	2701
0-24	2645	137	2	0	3	0	0	0	1	0	0	3	0	2791

Newbold Verdon ATC, B582 Barlestone Road

Produced by Road Data Services Ltd.

Channel 1 - Eastbound

01/03/2026	Vehicle Speeds (MPH)												
Hr Ending	0-10	10-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-70	70+	TOTAL
1	0	0	0	3	6	12	4	2	0	0	0	0	27
2	0	0	0	1	3	4	6	1	0	0	0	0	15
3	0	0	0	0	1	1	0	2	0	1	0	0	5
4	0	0	0	2	1	1	4	1	0	0	0	0	9
5	0	0	0	0	1	2	1	1	0	0	0	0	5
6	0	0	0	0	2	9	9	2	4	0	1	0	27
7	0	0	0	0	2	6	10	0	0	0	1	0	19
8	0	0	0	0	4	30	16	10	0	0	0	0	60
9	0	0	0	2	18	53	20	5	2	0	0	0	100
10	0	1	0	3	29	92	31	6	0	2	0	0	164
11	0	5	2	1	50	130	30	4	0	0	0	0	222
12	0	1	3	8	86	117	37	4	0	0	0	0	256
13	0	2	3	12	93	97	36	6	1	1	0	0	251
14	0	0	0	13	94	118	20	2	0	0	0	0	247
15	0	3	0	7	75	103	43	8	5	1	0	0	245
16	0	0	0	0	53	126	32	6	2	1	0	0	220
17	0	2	0	12	59	115	27	5	0	0	0	0	220
18	0	0	3	10	43	93	32	4	0	0	0	1	186
19	0	0	0	5	32	65	13	6	2	0	0	0	123
20	0	0	0	4	24	39	13	4	3	0	0	0	87
21	0	0	0	7	16	33	8	1	4	0	0	0	69
22	0	0	0	1	7	16	4	2	0	0	0	0	30
23	0	0	0	0	4	10	5	2	0	2	0	0	23
24	0	0	0	0	5	4	1	2	0	1	0	0	13
7-19	0	14	11	73	636	1139	337	66	12	5	0	1	2294
6-22	0	14	11	85	685	1233	372	73	19	5	1	1	2499
6-24	0	14	11	85	694	1247	378	77	19	8	1	1	2535
0-24	0	14	11	91	708	1276	402	86	23	9	2	1	2623

Channel 2 - Westbound

01/03/2026	Vehicle Speeds (MPH)												
Hr Ending	0-10	10-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-70	70+	TOTAL
1	0	0	0	1	7	13	11	3	1	2	0	0	38
2	0	1	0	1	6	7	2	1	1	0	0	0	19
3	0	0	1	0	2	5	1	0	0	0	0	0	9
4	0	0	0	1	2	4	1	2	0	0	0	0	10
5	0	0	0	0	0	1	2	0	0	0	0	0	3
6	0	0	0	0	5	2	3	1	0	0	0	0	11
7	0	0	0	4	2	7	3	1	0	0	0	0	17
8	0	1	0	0	9	20	12	9	2	0	0	0	53
9	0	1	0	3	3	39	9	7	1	0	0	0	63
10	0	1	0	3	35	80	21	1	2	0	0	0	143
11	0	4	0	21	82	107	21	8	0	0	0	0	243
12	0	0	5	4	85	136	22	1	1	0	0	0	254
13	0	2	1	11	116	168	28	3	1	0	0	0	330
14	0	4	1	9	66	150	37	3	0	0	0	0	270
15	0	1	0	4	51	147	38	4	1	0	0	0	246
16	0	0	1	11	54	128	24	1	1	0	0	0	220
17	0	2	2	12	47	85	54	5	2	0	0	0	209
18	0	0	0	0	31	114	39	6	0	0	0	0	190
19	0	0	1	9	45	73	19	2	2	0	0	0	151
20	0	0	0	7	29	56	23	2	4	1	2	0	124
21	0	0	1	2	31	52	5	1	0	1	0	0	93
22	0	0	1	2	16	17	10	6	2	0	0	1	55
23	0	0	0	2	6	6	9	3	1	0	0	0	27
24	0	0	0	2	5	2	3	0	0	0	1	0	13
7-19	0	16	11	87	624	1247	324	50	13	0	0	0	2372
6-22	0	16	13	102	702	1379	365	60	19	2	2	1	2661
6-24	0	16	13	106	713	1387	377	63	20	2	3	1	2701
0-24	0	17	14	109	735	1419	397	70	22	4	3	1	2791

Newbold Verdon ATC, B582 Barlestone Road

Produced by Road Data Services Ltd.

Channel 1 - Eastbound

02/03/2026	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
3	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4	3	1	0	0	0	0	0	0	0	0	0	0	0	4
5	20	1	0	0	0	0	0	0	0	0	0	0	0	21
6	107	12	0	0	0	0	0	0	0	0	0	0	0	119
7	228	28	0	0	0	0	0	0	0	0	0	2	0	258
8	424	48	1	0	1	0	0	0	1	0	0	4	0	479
9	415	45	1	0	2	0	0	0	2	0	0	3	0	468
10	229	26	0	0	0	0	0	1	1	0	0	0	0	257
11	195	33	2	1	3	0	0	0	0	0	0	0	0	234
12	168	27	0	0	1	0	0	0	1	0	0	3	0	200
13	202	21	0	0	1	0	1	0	0	1	1	2	0	229
14	198	34	1	0	1	0	1	0	1	0	1	1	0	238
15	221	26	1	0	4	0	0	2	0	0	2	3	0	259
16	338	28	0	0	0	0	0	1	0	0	0	2	0	369
17	330	45	0	1	0	0	0	1	1	0	0	2	0	380
18	322	26	0	0	0	0	0	0	1	0	0	0	0	349
19	155	17	0	0	2	0	0	1	0	0	0	1	0	176
20	107	10	0	0	0	0	0	0	0	0	0	0	0	117
21	80	9	0	0	0	0	0	0	0	0	0	0	0	89
22	54	1	0	0	0	0	0	0	0	0	0	0	0	55
23	32	1	0	0	0	0	0	0	0	0	0	0	0	33
24	27	1	0	0	0	0	0	0	0	0	0	0	0	28
7-19	3197	376	6	2	15	0	2	6	8	1	4	21	0	3638
6-22	3666	424	6	2	15	0	2	6	8	1	4	23	0	4157
6-24	3725	428	6	2	15	0	2	6	8	1	4	23	0	4218
0-24	3864	440	6	2	15	0	2	6	8	1	4	23	0	4371

Channel 2 - Westbound

02/03/2026	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	8	0	0	0	0	0	0	0	0	0	0	0	0	8
2	4	1	0	0	0	0	0	0	0	0	0	0	0	5
3	13	2	0	0	0	0	0	0	0	0	0	0	0	15
4	5	2	0	0	0	0	0	0	0	0	0	0	0	7
5	7	0	0	0	1	0	0	0	0	0	0	0	0	8
6	63	4	0	0	0	0	0	0	0	0	0	0	0	67
7	117	11	0	0	0	0	0	0	1	0	0	0	0	129
8	328	24	3	0	0	0	0	1	1	0	0	2	0	359
9	321	16	0	0	1	0	0	0	0	0	0	1	0	339
10	240	13	0	0	1	0	0	0	0	0	0	1	0	255
11	184	20	0	0	1	0	0	0	0	0	0	3	0	208
12	223	16	1	0	0	0	0	0	0	0	0	0	0	240
13	187	29	0	0	0	0	0	1	0	0	0	0	0	217
14	225	34	0	0	0	0	0	0	2	0	0	1	0	262
15	270	26	0	0	2	0	1	0	1	0	0	2	0	302
16	408	41	0	0	1	0	0	0	0	0	1	4	0	455
17	387	35	0	0	0	0	0	0	0	0	0	1	0	423
18	420	23	0	0	0	0	0	0	0	0	0	0	0	443
19	273	12	0	0	0	0	0	0	0	0	0	0	0	285
20	160	5	0	0	0	0	0	0	0	0	0	0	0	165
21	122	4	0	0	0	0	0	0	0	0	0	0	0	126
22	92	6	0	0	1	0	0	0	0	0	0	0	0	99
23	51	2	0	0	0	0	0	0	0	0	0	0	0	53
24	22	1	0	0	0	0	0	0	1	0	0	0	0	24
7-19	3466	289	4	0	6	0	1	2	4	0	1	15	0	3788
6-22	3957	315	4	0	7	0	1	2	5	0	1	15	0	4307
6-24	4030	318	4	0	7	0	1	2	6	0	1	15	0	4384
0-24	4130	327	4	0	8	0	1	2	6	0	1	15	0	4494

Newbold Verdon ATC, B582 Barlestone Road

Produced by Road Data Services Ltd.

Channel 1 - Eastbound

02/03/2026	Vehicle Speeds (MPH)												
Hr Ending	0-10	10-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-70	70+	TOTAL
1	0	0	0	0	2	1	0	0	0	0	0	0	3
2	0	0	0	0	0	1	2	0	0	0	0	0	3
3	0	0	0	0	0	0	1	1	0	0	1	0	3
4	0	0	0	0	0	2	0	2	0	0	0	0	4
5	0	0	0	0	2	7	6	5	1	0	0	0	21
6	0	0	0	0	11	53	27	17	8	2	1	0	119
7	0	0	0	2	36	155	49	13	3	0	0	0	258
8	0	1	0	3	135	275	57	7	1	0	0	0	479
9	0	0	3	12	153	250	43	6	1	0	0	0	468
10	0	1	0	2	70	144	33	7	0	0	0	0	257
11	0	1	2	8	82	108	26	6	1	0	0	0	234
12	0	9	0	6	66	88	28	3	0	0	0	0	200
13	0	5	3	11	73	86	47	4	0	0	0	0	229
14	1	0	1	12	63	126	31	3	0	0	0	1	238
15	0	1	3	3	75	135	37	5	0	0	0	0	259
16	0	1	7	20	114	178	42	7	0	0	0	0	369
17	0	10	5	18	80	196	62	7	2	0	0	0	380
18	0	0	1	13	113	166	44	11	1	0	0	0	349
19	0	0	0	5	56	90	17	6	2	0	0	0	176
20	0	0	0	6	34	57	14	3	2	1	0	0	117
21	0	0	0	1	33	39	9	5	1	0	0	1	89
22	0	0	0	1	10	28	13	0	2	0	0	1	55
23	0	0	0	1	2	9	16	3	2	0	0	0	33
24	0	0	0	2	6	8	10	1	1	0	0	0	28
7-19	1	29	25	113	1080	1842	467	72	8	0	0	1	3638
6-22	1	29	25	123	1193	2121	552	93	16	1	0	3	4157
6-24	1	29	25	126	1201	2138	578	97	19	1	0	3	4218
0-24	1	29	25	126	1216	2202	614	122	28	3	2	3	4371

Channel 2 - Westbound

02/03/2026	Vehicle Speeds (MPH)												
Hr Ending	0-10	10-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-70	70+	TOTAL
1	0	0	0	1	0	6	1	0	0	0	0	0	8
2	0	0	0	0	0	1	2	1	1	0	0	0	5
3	0	0	0	0	0	4	5	4	1	1	0	0	15
4	0	0	0	0	1	3	1	2	0	0	0	0	7
5	0	0	0	0	1	3	2	1	1	0	0	0	8
6	0	0	0	0	11	32	13	8	2	1	0	0	67
7	0	1	0	3	31	58	32	4	0	0	0	0	129
8	0	1	2	9	70	217	53	5	1	1	0	0	359
9	0	0	5	24	97	173	34	6	0	0	0	0	339
10	0	0	3	11	92	136	12	1	0	0	0	0	255
11	0	1	2	11	83	88	22	1	0	0	0	0	208
12	0	2	0	12	81	118	25	2	0	0	0	0	240
13	0	0	2	8	71	108	26	2	0	0	0	0	217
14	0	1	0	18	79	127	33	4	0	0	0	0	262
15	0	0	1	22	101	141	33	4	0	0	0	0	302
16	0	4	7	11	97	262	62	9	2	1	0	0	455
17	0	0	0	6	118	233	61	2	1	0	2	0	423
18	0	0	2	13	117	254	52	3	1	1	0	0	443
19	0	0	0	5	93	145	35	6	0	0	1	0	285
20	0	1	0	7	47	96	13	1	0	0	0	0	165
21	0	0	0	1	45	59	15	5	1	0	0	0	126
22	0	0	0	6	17	51	17	5	2	1	0	0	99
23	0	0	0	3	5	25	12	5	1	1	1	0	53
24	0	0	0	0	2	12	6	1	2	1	0	0	24
7-19	0	9	24	150	1099	2002	448	45	5	3	3	0	3788
6-22	0	11	24	167	1239	2266	525	60	8	4	3	0	4307
6-24	0	11	24	170	1246	2303	543	68	11	6	4	0	4384
0-24	0	11	24	171	1259	2352	567	82	16	8	4	0	4494

Newbold Verdon ATC, B582 Barlestone Road

Produced by Road Data Services Ltd.

Channel 1 - Eastbound

03/03/2026	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	7	1	0	0	0	0	0	0	0	0	0	0	0	8
2	3	1	0	0	0	0	0	0	0	0	0	0	0	4
3	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4	6	3	0	0	0	0	0	0	0	0	0	0	0	9
5	20	1	1	0	0	0	0	0	0	0	0	0	0	22
6	104	8	0	0	0	0	0	0	0	0	0	0	0	112
7	249	28	0	0	0	0	0	0	0	0	0	0	0	277
8	500	53	0	0	2	0	0	0	0	0	1	2	0	558
9	430	52	0	0	2	0	0	0	0	0	0	3	0	487
10	252	33	0	0	1	0	0	0	1	0	0	1	0	288
11	157	30	3	0	1	0	1	0	0	0	0	2	0	194
12	206	23	0	0	0	0	0	0	0	0	0	1	0	230
13	199	33	0	0	2	0	1	0	1	0	0	1	0	237
14	185	33	0	0	0	0	0	0	0	0	1	1	0	220
15	214	30	0	0	2	0	0	0	0	0	0	2	0	248
16	312	25	0	0	2	0	1	0	0	0	0	0	0	340
17	343	41	0	1	0	0	0	0	0	0	1	1	0	387
18	329	22	0	0	0	0	1	0	1	0	0	0	0	353
19	229	19	0	0	2	0	0	0	0	0	0	0	0	250
20	117	10	0	0	0	0	0	0	0	0	0	1	0	128
21	77	2	0	0	0	0	0	0	0	0	0	0	0	79
22	59	2	0	0	0	0	0	0	0	0	0	0	0	61
23	47	1	0	0	0	0	0	0	0	0	0	0	0	48
24	12	0	0	0	0	0	0	0	0	0	0	1	0	13
7-19	3356	394	3	1	14	0	4	0	3	0	3	14	0	3792
6-22	3858	436	3	1	14	0	4	0	3	0	3	15	0	4337
6-24	3917	437	3	1	14	0	4	0	3	0	3	16	0	4398
0-24	4062	451	4	1	14	0	4	0	3	0	3	16	0	4558

Channel 2 - Westbound

03/03/2026	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	14	0	0	0	0	0	0	0	0	0	0	0	0	14
2	6	1	0	0	0	0	0	0	0	0	0	0	0	7
3	11	0	0	0	0	0	0	0	0	0	0	0	0	11
4	10	3	0	0	0	0	0	0	0	0	0	0	0	13
5	7	5	0	0	0	0	0	0	0	0	0	0	0	12
6	57	7	0	0	0	0	0	0	0	0	0	0	0	64
7	123	17	1	0	1	0	0	0	0	0	0	0	0	142
8	356	22	1	0	1	0	0	0	0	0	0	0	0	380
9	332	31	0	0	0	0	0	0	0	0	0	0	0	363
10	216	24	0	0	1	0	0	0	0	0	0	1	0	242
11	214	17	2	0	1	0	0	0	0	0	0	1	0	235
12	193	23	0	0	0	0	0	0	0	0	0	1	0	217
13	209	21	1	0	1	0	0	0	1	0	0	4	0	237
14	215	18	1	1	0	0	0	0	1	0	0	0	0	236
15	295	19	0	1	0	0	0	0	0	0	1	2	0	318
16	422	37	0	1	0	0	0	0	0	0	0	1	0	461
17	438	25	0	0	0	0	0	0	0	0	0	0	0	463
18	465	24	0	0	1	0	0	1	0	0	0	0	0	491
19	269	11	1	0	0	0	0	0	0	0	0	0	0	281
20	144	5	1	0	0	0	0	0	0	0	0	0	0	150
21	93	3	1	0	0	0	0	0	0	0	0	0	0	97
22	97	3	0	0	0	0	0	0	0	0	0	0	0	100
23	81	4	0	0	0	0	0	0	0	0	0	0	0	85
24	24	2	0	0	0	0	0	0	1	0	0	1	0	28
7-19	3624	272	6	3	5	0	0	1	2	0	1	10	0	3924
6-22	4081	300	9	3	6	0	0	1	2	0	1	10	0	4413
6-24	4186	308	9	3	6	0	0	1	3	0	1	11	0	4526
0-24	4291	322	9	3	6	0	0	1	3	0	1	11	0	4647

Newbold Verdon ATC, B582 Barlestone Road

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Channel 1 - Eastbound

03/03/2026	Vehicle Speeds (MPH)												
Hr Ending	0-10	10-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-70	70+	TOTAL
1	0	0	0	0	4	2	1	0	1	0	0	0	8
2	0	0	0	0	0	3	0	1	0	0	0	0	4
3	0	0	0	0	0	1	2	2	0	0	0	0	5
4	0	0	0	0	1	5	2	1	0	0	0	0	9
5	0	0	0	1	0	5	11	4	1	0	0	0	22
6	0	0	0	0	6	52	34	16	3	0	1	0	112
7	0	1	0	2	42	140	68	21	3	0	0	0	277
8	0	0	0	10	187	281	77	2	0	1	0	0	558
9	0	0	0	6	153	277	42	7	2	0	0	0	487
10	0	0	1	17	102	132	30	5	1	0	0	0	288
11	0	1	0	10	86	75	21	1	0	0	0	0	194
12	0	2	0	1	69	125	28	5	0	0	0	0	230
13	0	5	2	5	100	104	16	4	1	0	0	0	237
14	0	3	4	14	69	106	18	5	1	0	0	0	220
15	0	3	1	9	91	117	21	5	1	0	0	0	248
16	0	0	2	22	141	144	27	4	0	0	0	0	340
17	0	1	4	18	113	205	39	7	0	0	0	0	387
18	0	0	0	13	113	184	36	7	0	0	0	0	353
19	0	0	4	10	90	110	27	7	2	0	0	0	250
20	0	0	0	15	34	53	19	5	2	0	0	0	128
21	0	0	1	6	15	42	13	2	0	0	0	0	79
22	0	0	0	2	16	33	7	2	1	0	0	0	61
23	0	0	0	0	11	23	7	7	0	0	0	0	48
24	0	0	0	1	3	5	3	1	0	0	0	0	13
7-19	0	15	18	135	1314	1860	382	59	8	1	0	0	3792
6-22	0	16	19	160	1421	2128	489	89	14	1	0	0	4337
6-24	0	16	19	161	1435	2156	499	97	14	1	0	0	4398
0-24	0	16	19	162	1446	2224	549	121	19	1	1	0	4558

Channel 2 - Westbound

03/03/2026	Vehicle Speeds (MPH)												
Hr Ending	0-10	10-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-70	70+	TOTAL
1	0	0	0	0	1	5	2	2	1	0	1	2	14
2	0	0	0	1	0	5	0	1	0	0	0	0	7
3	0	0	0	0	0	4	2	3	2	0	0	0	11
4	0	0	0	0	2	3	5	1	1	1	0	0	13
5	0	0	0	0	2	5	3	2	0	0	0	0	12
6	0	0	0	0	10	26	18	5	5	0	0	0	64
7	0	1	0	0	20	86	26	9	0	0	0	0	142
8	0	0	0	14	72	228	58	1	1	6	0	0	380
9	0	0	0	19	117	191	32	4	0	0	0	0	363
10	0	2	2	8	77	132	18	3	0	0	0	0	242
11	0	5	2	12	67	130	14	4	0	1	0	0	235
12	1	2	0	8	79	110	16	1	0	0	0	0	217
13	0	6	0	11	87	116	12	4	1	0	0	0	237
14	0	0	1	9	88	117	16	4	1	0	0	0	236
15	0	2	0	13	130	136	33	3	0	1	0	0	318
16	0	6	1	19	118	267	46	4	0	0	0	0	461
17	0	0	0	13	98	294	53	5	0	0	0	0	463
18	0	2	8	6	100	309	63	2	1	0	0	0	491
19	0	0	0	9	78	161	28	3	1	1	0	0	281
20	0	4	1	3	54	60	26	2	0	0	0	0	150
21	0	0	0	1	14	53	23	5	1	0	0	0	97
22	0	0	0	1	22	52	21	4	0	0	0	0	100
23	0	0	0	0	17	48	19	1	0	0	0	0	85
24	0	0	0	0	1	13	7	4	2	0	1	0	28
7-19	1	25	14	141	1111	2191	389	38	5	9	0	0	3924
6-22	1	30	15	146	1221	2442	485	58	6	9	0	0	4413
6-24	1	30	15	146	1239	2503	511	63	8	9	1	0	4526
0-24	1	30	15	147	1254	2551	541	77	17	10	2	2	4647

Newbold Verdon ATC, B582 Barlestone Road

Produced by Road Data Services Ltd.

Channel 1 - Eastbound

04/03/2026	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	6	1	0	0	0	0	0	0	0	0	0	0	0	7
2	6	0	0	0	0	0	0	0	0	0	0	0	0	6
3	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4	6	1	0	0	0	0	0	0	0	0	0	0	0	7
5	16	1	0	0	0	0	0	0	0	0	0	0	0	17
6	99	14	0	0	0	0	0	0	0	0	1	0	0	114
7	220	24	0	0	1	0	0	0	2	0	0	0	0	247
8	521	44	0	0	1	0	0	0	2	0	0	2	0	570
9	405	49	0	0	2	0	0	1	1	0	0	3	0	461
10	260	30	0	0	2	0	0	0	1	0	0	0	0	293
11	213	25	1	0	0	0	0	0	0	0	0	0	0	239
12	204	25	0	0	0	0	1	0	0	0	1	2	0	233
13	199	36	3	1	0	0	0	0	3	0	0	2	0	244
14	223	27	1	0	0	0	0	0	0	0	1	1	0	253
15	255	22	0	1	2	0	1	0	1	0	1	4	0	287
16	339	28	2	0	2	0	0	0	0	0	1	1	0	373
17	354	33	0	1	2	0	0	0	0	0	0	1	0	391
18	310	25	0	0	0	0	0	0	0	0	0	0	0	335
19	241	19	0	0	0	0	0	0	0	0	0	0	0	260
20	123	12	0	1	0	0	0	0	0	0	0	1	0	137
21	101	5	0	0	0	0	0	0	0	0	0	0	0	106
22	61	1	0	0	0	0	0	0	0	0	0	0	0	62
23	40	1	0	0	0	0	0	0	0	0	0	0	0	41
24	17	2	0	0	0	0	0	0	0	0	0	0	0	19
7-19	3524	363	7	3	11	0	2	1	8	0	4	16	0	3939
6-22	4029	405	7	4	12	0	2	1	10	0	4	17	0	4491
6-24	4086	408	7	4	12	0	2	1	10	0	4	17	0	4551
0-24	4224	425	7	4	12	0	2	1	10	0	5	17	0	4707

Channel 2 - Westbound

04/03/2026	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	8	1	0	0	0	0	0	0	0	0	0	0	0	9
2	7	0	0	0	0	0	0	0	0	0	0	0	0	7
3	8	0	0	0	0	0	0	0	0	0	0	0	0	8
4	13	1	0	0	0	0	0	0	0	0	0	0	0	14
5	10	2	0	0	1	0	0	0	0	0	0	0	0	13
6	53	10	0	0	0	0	0	0	0	0	0	1	0	64
7	138	18	0	0	0	0	0	0	0	0	0	2	0	158
8	345	22	4	0	1	0	0	0	0	0	0	0	0	372
9	382	19	4	0	0	0	0	0	0	0	0	1	0	406
10	250	17	4	0	0	0	0	0	0	0	0	1	0	272
11	246	14	2	2	0	0	0	0	0	0	0	0	0	264
12	216	26	0	1	1	0	0	0	0	0	0	0	0	244
13	274	25	1	0	0	0	0	0	0	0	0	0	0	300
14	254	21	0	1	0	0	0	0	3	0	0	1	0	280
15	356	24	0	0	1	0	0	0	1	0	0	2	0	384
16	398	26	0	0	0	0	0	0	0	0	0	1	0	425
17	445	20	2	0	0	0	0	0	1	0	0	0	0	468
18	452	17	1	0	1	0	0	0	0	0	0	1	0	472
19	302	13	0	0	1	0	0	0	0	0	0	0	0	316
20	196	6	1	1	0	0	0	1	0	0	0	0	0	205
21	136	4	1	0	0	0	0	0	0	0	0	0	0	141
22	108	3	1	0	0	0	0	0	0	0	0	0	0	112
23	53	1	1	0	0	0	0	0	1	0	1	0	0	57
24	24	1	0	0	0	0	0	0	1	0	1	0	0	27
7-19	3920	244	18	4	5	0	0	0	5	0	0	7	0	4203
6-22	4498	275	21	5	5	0	0	1	5	0	0	9	0	4819
6-24	4575	277	22	5	5	0	0	1	7	0	2	9	0	4903
0-24	4674	291	22	5	6	0	0	1	7	0	2	10	0	5018

Newbold Verdon ATC, B582 Barlestone Road

Produced by Road Data Services Ltd.

Channel 1 - Eastbound

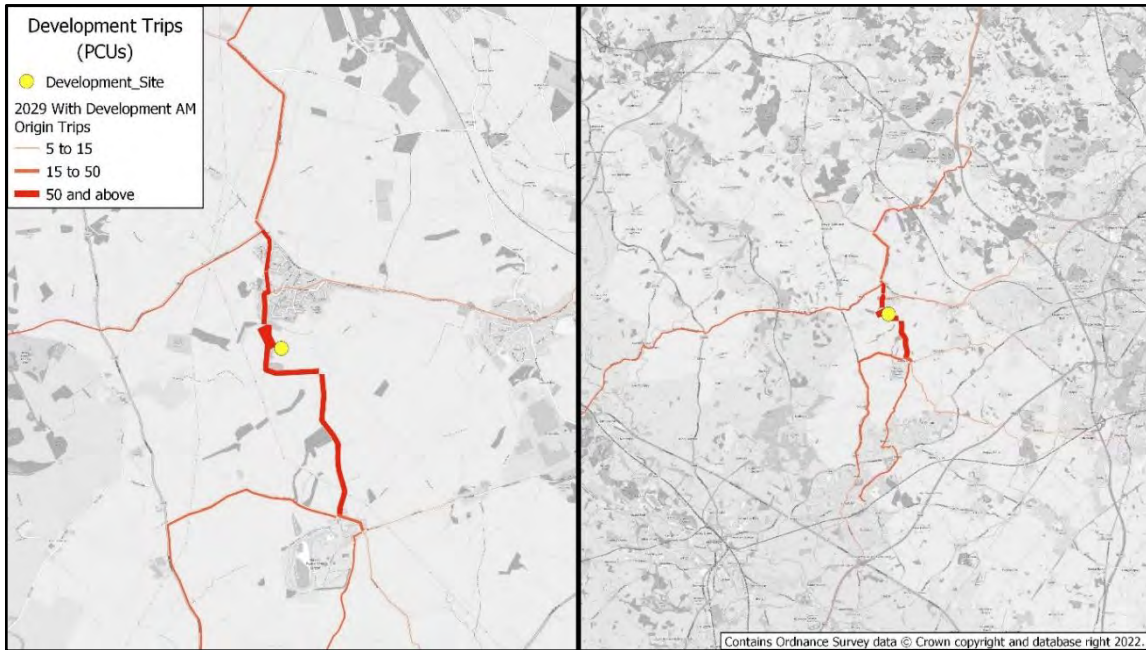
04/03/2026	Vehicle Speeds (MPH)												
Hr Ending	0-10	10-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-70	70+	TOTAL
1	0	0	0	0	0	5	0	1	1	0	0	0	7
2	0	0	0	0	1	5	0	0	0	0	0	0	6
3	0	0	0	0	0	1	2	1	0	1	0	0	5
4	0	0	0	0	1	4	2	0	0	0	0	0	7
5	0	0	0	0	1	4	5	1	5	1	0	0	17
6	0	1	0	0	7	56	29	16	5	0	0	0	114
7	0	0	0	1	24	142	62	15	2	1	0	0	247
8	0	1	0	23	156	319	55	13	1	0	0	2	570
9	0	3	3	34	144	223	45	6	3	0	0	0	461
10	0	1	0	5	110	139	34	3	1	0	0	0	293
11	0	5	0	9	79	109	24	7	3	3	0	0	239
12	0	5	0	11	72	120	17	8	0	0	0	0	233
13	1	3	3	4	77	130	18	7	1	0	0	0	244
14	0	3	3	7	85	124	28	3	0	0	0	0	253
15	0	2	0	8	103	131	32	10	1	0	0	0	287
16	0	1	0	8	133	188	37	3	1	1	1	0	373
17	0	10	11	11	98	196	54	10	0	0	1	0	391
18	0	0	0	5	127	158	39	6	0	0	0	0	335
19	0	0	0	16	108	117	15	4	0	0	0	0	260
20	0	0	0	5	46	61	21	3	1	0	0	0	137
21	0	0	0	3	40	41	17	4	1	0	0	0	106
22	0	0	0	2	14	22	16	7	0	0	1	0	62
23	0	0	0	0	8	20	10	1	0	1	1	0	41
24	0	0	0	1	2	10	5	1	0	0	0	0	19
7-19	1	34	20	141	1292	1954	398	80	11	4	2	2	3939
6-22	1	34	20	152	1416	2220	514	109	15	5	3	2	4491
6-24	1	34	20	153	1426	2250	529	111	15	6	4	2	4551
0-24	1	35	20	153	1436	2325	567	130	26	8	4	2	4707

Channel 2 - Westbound

04/03/2026	Vehicle Speeds (MPH)												
Hr Ending	0-10	10-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-70	70+	TOTAL
1	0	0	0	0	0	4	3	2	0	0	0	0	9
2	0	1	0	0	0	2	3	0	1	0	0	0	7
3	0	0	0	0	1	2	2	2	1	0	0	0	8
4	0	0	0	0	0	4	3	4	1	2	0	0	14
5	0	0	0	0	4	3	3	2	1	0	0	0	13
6	0	0	0	2	10	19	21	8	3	1	0	0	64
7	0	1	0	0	28	82	32	10	5	0	0	0	158
8	1	0	0	6	73	233	52	6	1	0	0	0	372
9	0	0	0	14	147	207	38	0	0	0	0	0	406
10	0	2	1	2	90	158	17	2	0	0	0	0	272
11	0	6	3	24	110	109	10	2	0	0	0	0	264
12	0	2	0	9	87	129	16	1	0	0	0	0	244
13	1	4	1	21	67	156	45	3	1	1	0	0	300
14	0	0	0	7	74	158	38	2	1	0	0	0	280
15	0	5	6	18	119	206	25	5	0	0	0	0	384
16	0	0	1	12	92	252	63	4	1	0	0	0	425
17	0	0	0	5	79	282	92	10	0	0	0	0	468
18	0	1	1	5	91	295	69	8	2	0	0	0	472
19	0	0	0	5	97	181	28	4	0	0	1	0	316
20	0	1	6	14	73	89	19	2	1	0	0	0	205
21	0	0	2	6	46	69	13	4	1	0	0	0	141
22	0	0	1	1	29	64	12	3	0	2	0	0	112
23	0	0	0	1	7	19	21	7	1	1	0	0	57
24	0	0	0	0	5	10	7	3	1	0	1	0	27
7-19	2	20	13	128	1126	2366	493	47	6	1	1	0	4203
6-22	2	22	22	149	1302	2670	569	66	13	3	1	0	4819
6-24	2	22	22	150	1314	2699	597	78	15	4	2	0	4903
0-24	2	23	22	152	1329	2733	632	94	22	7	2	0	5018

APPENDIX 3. Proposed Site Plan (illustrative)

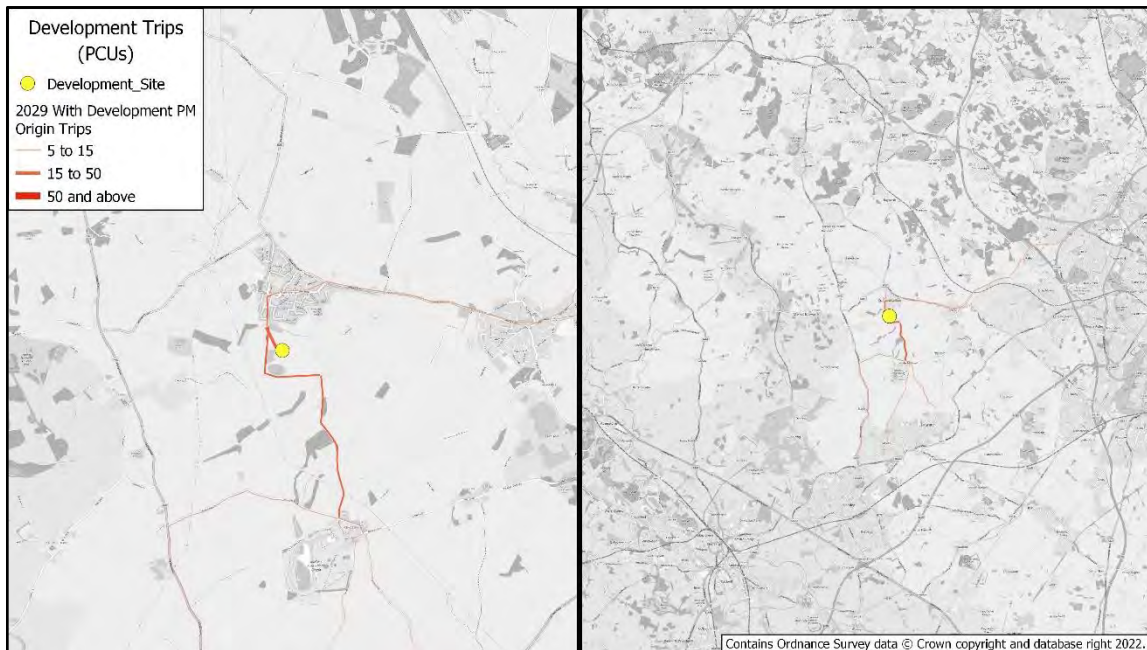
APPENDIX 4. Committed Development Traffic Assignment Figures

Figure 2.1: Trip Distribution to and from the Proposed Development for 2029 (AM)**2029 'With Development' (AM) – From the Development (145 cars)**

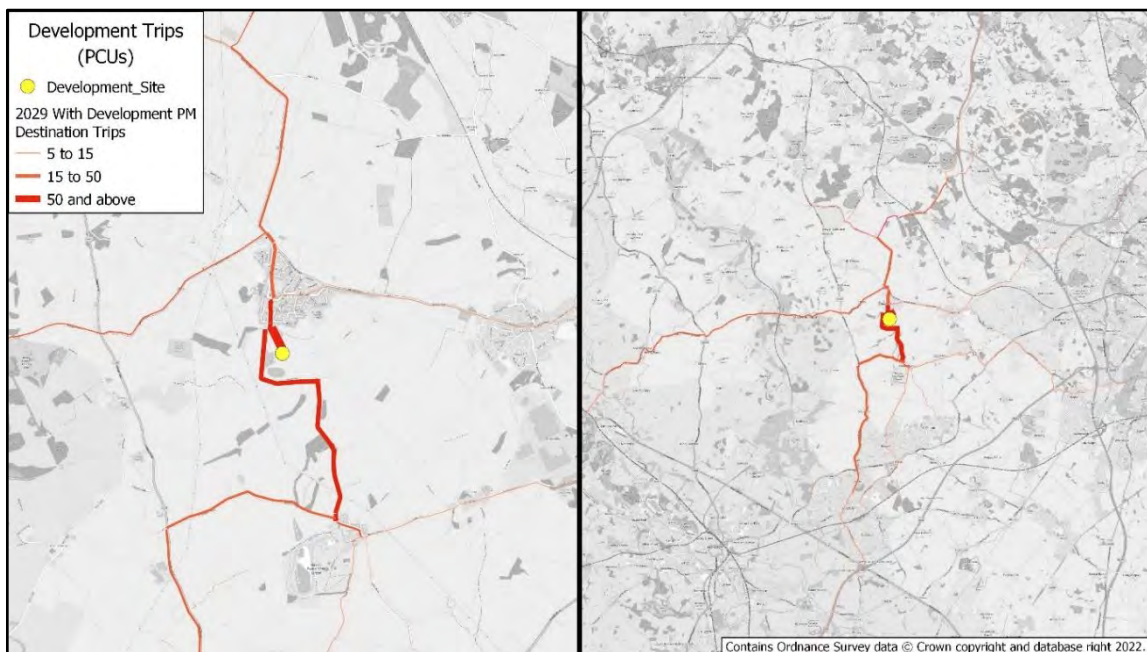
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2029 'With Development' (AM) – To the Development (18 cars)

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Figure 2.2: Trip Distribution to and from the Proposed Development for 2029 (PM)**2029 'With Development' (PM) – From the Development (41 cars)**

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2029 'With Development' (PM) – To the Development (125 cars)

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5.0 Trip Generation, Distribution and Assignment

Traffic Generation

- 5.1 The traffic generation for the proposed development has been derived using the trip rates that were used in the Bloor Phase 2 application (ref: 20/00143/FUL), as advised by the LHA for Phase 1 of the development.
- 5.2 The trip rates and forecast development traffic are presented in **Table 5**.

Table 5 – Trip Rates and Vehicle Trips (as per application ref: 20/00143/FUL) and Brascote Lane Ph1

Peak Period	Trip Rate		Trips (135 Dwellings)		Total
	In	Out	In	Out	
AM	0.074	0.606	10	82	92
PM	0.521	0.17	70	23	93

NB: AM peak is 08:00-09:00, PM peak is 17:00-18:00; trips have been rounded.

- 5.3 The forecast traffic generation detailed in **Table 5** above indicates that the proposed development would result in 92 two-way vehicle trips in the AM peak period and 93 two-way vehicle trips in the PM peak period.
- 5.4 This generation equates to around 1.5 additional vehicles on the highway network every minute during each peak period.

Traffic Distribution and Assignment

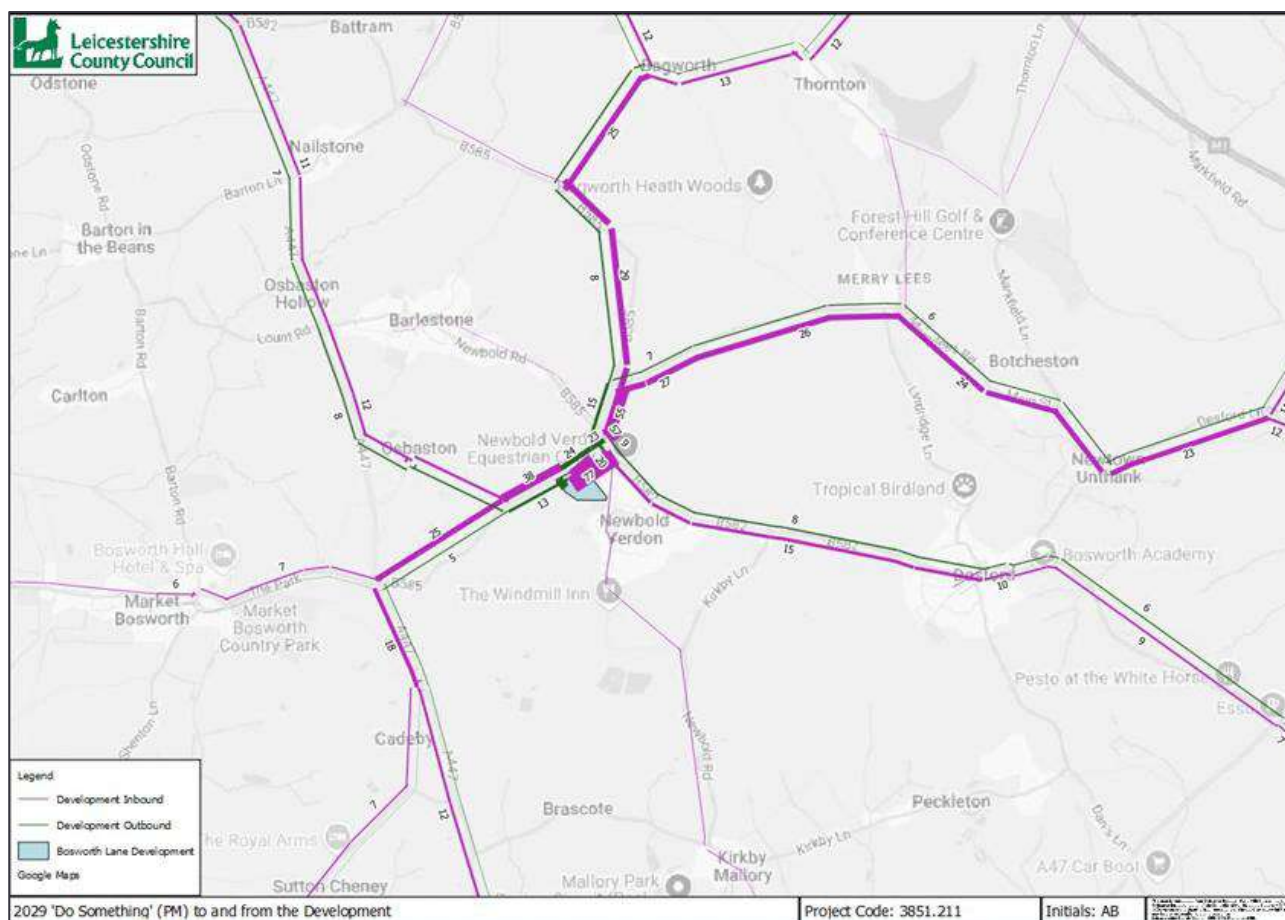
- 5.5 All distribution and assignment of traffic is forecast using the distribution and assignment of the Transport Assessment for Phase 1, including consideration of the PRTM outputs. The same distribution and assignment has been applied to Phase 2 traffic. The assignment of traffic is shown in **Figure 5.1** and **5.2**, and the resultant traffic flow is shown in **Figure 5.3** and **5.4**.
- 5.6 The results of the assignment indicates that 43 two-way development trips travel to/from the north on Brascote Lane in the AM peak hour with 49 to/from the south. In the PM peak hour, the figures are 54 and 39 north:south, respectively.
- 5.7 Phase 1 of development resulted in 82 two-way development trips travel to/from the north on Brascote Lane in the AM peak hour with 94 to/from the south. In the PM peak hour, the figures are 103 and 76 north:south, respectively.
- 5.8 In total, therefore, Phases 1 and 2 together results in 125 two-way development trips travel to/from the north on Brascote Lane in the AM peak hour with 143 to/from the south. In the PM peak hour, the figures are 157 and 116 north:south, respectively.
- 5.9 Traffic flow diagrams (in PCUs) for all junctions assessed are provided in **Appendix A**.

Figure 6.1 2029 'Do Something' AM Trip Distribution



Source: Leicestershire County Council EDT Department

Figure 6.2 2029 'Do Something' PM Trip Distribution



Source: Leicestershire County Council EDT Department

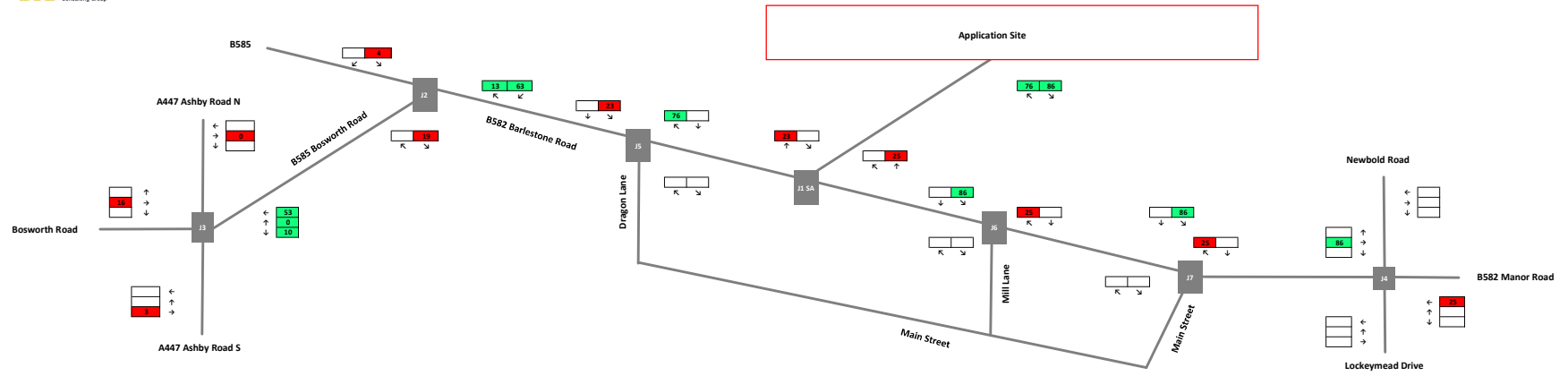
6.4 Forecast Flow Change

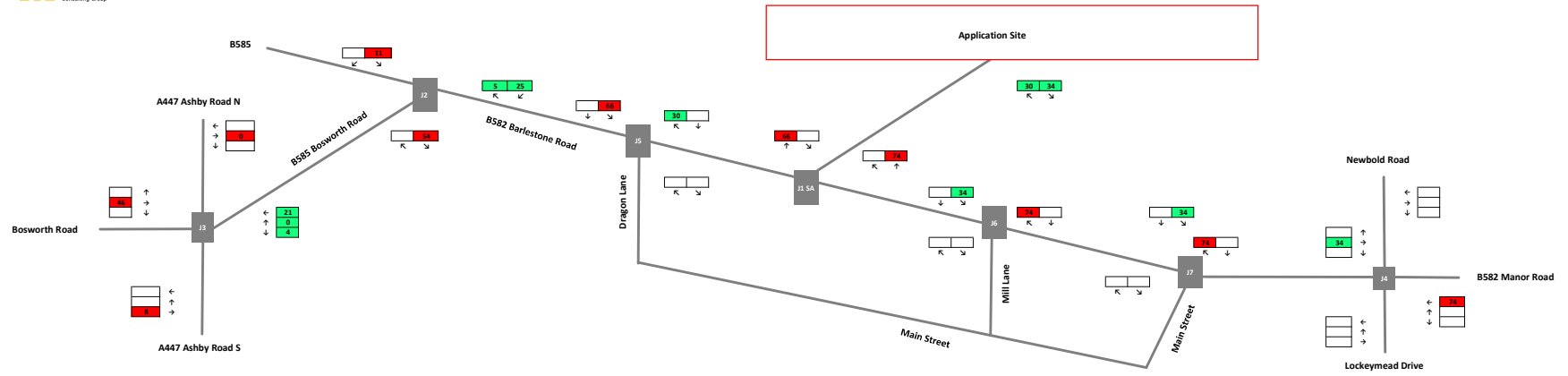
The model results indicated that, when comparing the 2029 'Do Something' and 2029 'Do Nothing' scenarios, the largest increase in flow is forecasted along the B585 Bosworth Lane between the proposed development site access and the junction with the B582 Barlestone Road to the north and the A447 to the south.

In the AM peak hour, the flow between the proposed development site and the B582 Barlestone Road junction are forecasted to increase by 34 Passenger Car Units (PCUs) northbound. Furthermore, the AM peak hour flow is also forecasted to increase by 59 PCUs in a southbound direction along the B582 Barlestone Road and Osbaston Lane. Whilst in the PM peak hour, the greatest increase in flow is forecasted between the B585 (Bosworth Lane) / B582 (Barlestone Road) junction and the proposed development site. As a result of trips rerouting because of the proposed development traffic, the 2029 AM peak hour is also forecasted to decrease in flow southwest of the B585 (Bosworth Lane) towards the A447.

It is also noteworthy that the model predicts that traffic will increase by 35 vehicles along Osbaston Lane and Hall Lane, during the AM peak period. This equated to approximately one additional vehicle every 2 minutes.

It should be noted that whilst these roads take the form of country lanes with occasional passing places, any additional flows along Osbaston Lane and Hall Lane associated with the proposed development site are predicted to be tidal in nature, with northwest-bound traffic from the B585 (Bosworth Lane) towards the A447 being the primary direction of travel in the AM peak period. The baseline turning counts indicate that at the





APPENDIX 5. Growth Factors

Growth Factor (2033 Data/2026 Data)

Area Description		All purposes	
Level	Name	Origin	Destination
E02005381	Hinckley and Bosworth 005	1.0380	1.0423

Future Year (2033) - Base Year (2026)

Area Description		All purposes	
Level	Name	Origin	Destination
E02005381	Hinckley and Bosworth 005	94	93

Base Year (2026)

Area Description		All purposes	
Level	Name	Origin	Destination
E02005381	Hinckley and Bosworth 005	2,482	2,186

Future Year (2033)

Area Description		All purposes	
Level	Name	Origin	Destination
E02005381	Hinckley and Bosworth 005	2,576	2,279

Level	Area	Local Growth Figure
E02005381	Hinckley and Bosworth 005	1.049263455

Dataset Version: 72
Result Type: Trip ends by time period

Base Year: 2026
Future Year: 2033

Trip Purpose Group: All purposes
Time Period: Weekday AM peak period (0700 - 0959)
Trip End Type: Origin/Destination

Alternative Assumptions No

Growth Factor (2033 Data/2026 Data)

Area Description		All purposes	
Level	Name	Origin	Destination
E02005381	Hinckley and Bosworth 005	1.0422	1.0397

Future Year (2033) - Base Year (2026)

Area Description		All purposes	
Level	Name	Origin	Destination
E02005381	Hinckley and Bosworth 005	99	102

Base Year (2026)

Area Description		All purposes	
Level	Name	Origin	Destination
E02005381	Hinckley and Bosworth 005	2,348	2,569

Future Year (2033)

Area Description		All purposes	
Level	Name	Origin	Destination
E02005381	Hinckley and Bosworth 005	2,447	2,671

Level	Area	Local Growth Figure
E02005381	Hinckley and Bosworth 005	1.050070464

Dataset Version: 72
Result Type: Trip ends by time period

Base Year: 2026
Future Year: 2033

Trip Purpose Group: All purposes
Time Period: Weekday PM peak period (1600 - 1859)
Trip End Type: Origin/Destination

Alternative Assumptions A₁ No

APPENDIX 6. Junctions 11 Modelling Results

Junctions 11										
PICADY 11 - Priority Intersection Module										
Version: 11.0.0.2177										
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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: Site Access Junction Model.j11

Path: J:\2025\255555-North of Barlestone Road, Newbold Verdon\ProjectDelivery\01-WIP\Models\T & A

Report generation date: 20/03/2026 15:28:49

»2033 | Base + Dev + Com + Sens | AM

»2033 | Base + Dev + Com + Sens | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2033 - Base + Dev + Com + Sens										
Stream B-AC	D1	0.1	10.99	0.12	B	D2	0.0	9.28	0.03	A
Stream C-AB		0.0	5.00	0.01	A		0.1	4.45	0.06	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.

File summary

File Description

Title	Site Entrance T Junction Model
Location	Newbold Verdon
Site number	
Date	20/03/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	255555
Enumerator	BWB\Fred.Summerfield
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

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						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)	Run automatically
D1	2033	Base + Dev + Com + Sens	AM	ONE HOUR	06:45	08:15	15	✓
D2	2033	Base + Dev + Com + Sens	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2033 | Base + Dev + Com + Sens | 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.

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		0.44	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.44	A

Arms

Arms

Arm	Name	Description	Arm type
A	B582 West		Major
B	Site Entrance		Minor
C	B582 East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.99			96.8	✓	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	3.68	35	17

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	531	0.097	0.246	0.155	0.351
B-C	677	0.103	0.261	-	-
C-B	630	0.244	0.244	-	-

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)	Run automatically
D1	2033	Base + Dev + Com + Sens	AM	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	634	100.000
B		ONE HOUR	✓	41	100.000
C		ONE HOUR	✓	398	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	2	632
	B	19	0	22
	C	395	3	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	1
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.12	10.99	0.1	B	38	56
C-AB	0.01	5.00	0.0	A	5	7
C-A					360	540
A-B					2	3
A-C					580	870

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	0.00	447	0.069	31	0.0	0.1	8.648	A
C-AB	3	0.84	0.00	726	0.005	3	0.0	0.0	4.996	A
C-A	296	74	0.00			296				
A-B	2	0.44	0.00			2				
A-C	476	119	0.00			476				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	9	0.00	416	0.089	37	0.1	0.1	9.494	A
C-AB	5	1	0.00	749	0.006	5	0.0	0.0	4.850	A
C-A	353	88	0.00			353				
A-B	2	0.53	0.00			2				
A-C	568	142	0.00			568				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	11	0.00	373	0.121	45	0.1	0.1	10.983	B
C-AB	7	2	0.00	783	0.008	7	0.0	0.0	4.651	A
C-A	431	108	0.00			431				
A-B	3	0.65	0.00			3				
A-C	696	174	0.00			696				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	11	0.00	373	0.121	45	0.1	0.1	10.994	B
C-AB	7	2	0.00	783	0.008	7	0.0	0.0	4.652	A
C-A	431	108	0.00			431				
A-B	3	0.65	0.00			3				
A-C	696	174	0.00			696				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	9	0.00	416	0.089	37	0.1	0.1	9.506	A
C-AB	5	1	0.00	749	0.006	5	0.0	0.0	4.854	A
C-A	353	88	0.00			353				
A-B	2	0.53	0.00			2				
A-C	568	142	0.00			568				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	0.00	447	0.069	31	0.1	0.1	8.664	A
C-AB	3	0.85	0.00	726	0.005	3	0.0	0.0	4.997	A
C-A	296	74	0.00			296				
A-B	2	0.44	0.00			2				
A-C	476	119	0.00			476				

2033 | Base + Dev + Com + Sens | 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.

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		0.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.29	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)	Run automatically
D2	2033	Base + Dev + Com + Sens	PM	ONE HOUR	15:45	17:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	457	100.000
B		ONE HOUR	✓	11	100.000
C		ONE HOUR	✓	583	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	16	441
	B	5	0	6
	C	564	19	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	1
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	9.28	0.0	A	10	15
C-AB	0.06	4.45	0.1	A	42	63
C-A					493	739
A-B					15	23
A-C					405	607

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	0.00	466	0.018	8	0.0	0.0	7.858	A
C-AB	28	7	0.00	842	0.033	28	0.0	0.0	4.446	A
C-A	410	103	0.00			410				
A-B	12	3	0.00			12				
A-C	332	83	0.00			332				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	0.00	439	0.023	10	0.0	0.0	8.390	A
C-AB	39	10	0.00	888	0.044	39	0.0	0.1	4.265	A
C-A	485	121	0.00			485				
A-B	15	4	0.00			15				
A-C	396	99	0.00			396				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	0.00	400	0.030	12	0.0	0.0	9.280	A
C-AB	59	15	0.00	953	0.062	59	0.1	0.1	4.049	A
C-A	583	146	0.00			583				
A-B	18	5	0.00			18				
A-C	486	121	0.00			486				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	0.00	400	0.030	12	0.0	0.0	9.281	A
C-AB	59	15	0.00	953	0.062	59	0.1	0.1	4.052	A
C-A	583	146	0.00			583				
A-B	18	5	0.00			18				
A-C	486	121	0.00			486				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	0.00	439	0.023	10	0.0	0.0	8.392	A
C-AB	39	10	0.00	888	0.044	39	0.1	0.1	4.272	A
C-A	485	121	0.00			485				
A-B	15	4	0.00			15				
A-C	396	99	0.00			396				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	0.00	466	0.018	8	0.0	0.0	7.863	A
C-AB	28	7	0.00	842	0.034	28	0.1	0.0	4.451	A
C-A	410	103	0.00			410				
A-B	12	3	0.00			12				
A-C	332	83	0.00			332				