Transportation Consultancy

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Transport Assessment

Client: Bloor Homes
Project: Sacheverell Way, Groby
Date: December 2025

BLOOR HOMES

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Contents

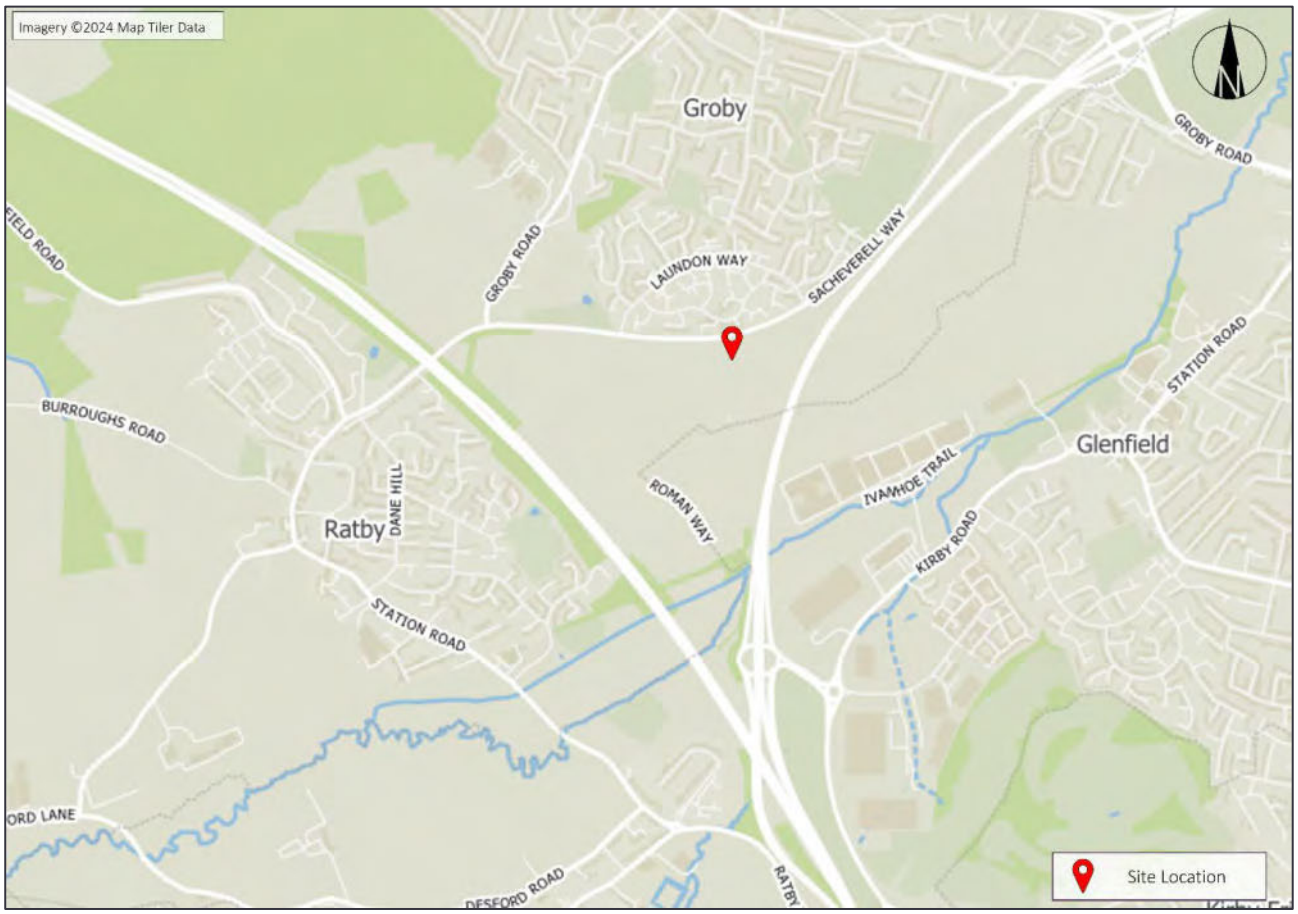
1. Introduction

1.1 Overview

This Transport Assessment (TA) has been prepared by The Transportation Consultancy Ltd (ttc) on behalf of Bloor Homes in relation to a proposed residential development south of Sacheverell Way, Groby, Leicestershire.

It is envisaged the development will consist of up to 180 residential dwellings. **Figure 1.1** illustrates the site's location within a strategic context.

Figure 1.1 Site Location



1.2 Purpose of Report

This TA has been prepared to support a planning application for a residential development situated to the south of Sacheverell Way, Groby, Leicestershire.

The TA will outline the transport and highways characteristics of the proposed development and demonstrate how the development accords with relevant local and national planning policy.

1.3 Scope of Transport Assessment

In order to support the application for up to 180 dwellings, a Pre-Application Transport Assessment Scoping Report (TASR) was prepared and submitted to Leicestershire County Council (LCC) on 30 August 2024, setting out the proposed access strategy and geographical and technical scope of the TA.

This TA report has been prepared to take account of the comments raised by LCC as part of that scoping exercise.

As part of LCC's response to the scoping note, it has been agreed that the development impacts on the surrounding highway network would be assessed through LCC's Pan Regional Transport Model (PRTM). The scope of the PRTM assessment has been agreed with LCC and National Highways (NH).

A copy of the scoping response can be found in Appendix A.

1.4 Structure of Report

This TA is structured as follows:

- Chapter 2: Describes the existing situation, the surrounding local highway network as well as identifying the sustainable transport options and any outstanding existing highway safety concerns.
- Chapter 3: Determines the Local and National Policy context in relation to the proposed development.
- Chapter 4: Considers the proposed development and access strategy for the development.
- Chapter 5: Provides a summary of the trip generation of the proposals.
- Chapter 6: Provides a summary of the PRTM assessment
- Chapter 7: Provides junction capacity assessments of key junctions on the local network that are impacted by the development proposals.
- Chapter 8: Summary and conclusions.

2. Existing Conditions

2.1 Introduction

This section of the Transport Assessment reviews the existing opportunities for sustainable travel, whilst also examining the existing local highway network and highway safety.

The content of this section has been collated to supplement the criteria of the Active Travel England (ATE) *Application Assessment Toolkit: Checklist User Manual* and where relevant sets out how the existing infrastructure compares to guidance set out in the LTN 1/20.

For ease of reference, an overview of the ATE criteria, the appraiser comments and report reference is contained in **Appendix B**.

2.2 Site Location

The proposed development site is situated on a parcel of agricultural land to the south of Sacheverell Way, adjacent to an existing residential village of Groby which lies to the north of the site.

The site is bounded by the A46 to the southeast, fields to the south and west and Sacheverell Way to the north.

Figure 2.1 displays the site location in a local context.

Figure 2.1 Site Location

Local Highway Network

The local highway network is managed and maintained by the Local Highway Authority (LHA), Leicestershire County Council (LCC). The A46 which runs to the southeast of the site is managed by National Highways (NH).

Sacheverell Road

Sacheverell Way is a two-way single lane carriageway which is located along the northern perimeter of the site. It is circa 7.5m wide with a 2.0m footway on the northern side of the road. The road is subject to a 40mph speed limit. To the east, the road connects to Leicester Road which facilitates access to Leicester City Centre and the A46. To the west, the road connects to Groby Road which facilitate access to the residential settlement in Ratby.

Laundon Way

Laundon Way is a two-way single lane carriageway which is located off Sacheverell Road; it is c.7.0m wide with 2.0m footways on either side. The road is subject to a 30mph speed limit and provides a link to Lady Jane Grey Primary School and Local Co-op food store. Laundon Road provides two priority T-junctions off Sacheverell Way at the eastern and western extents of the proposed site frontage.

Strategic Links

The site is well located to benefit from access to the strategic road network. To the east of the site, the Leicester Road/Sacheverell Way roundabout leads to the A46/A50 roundabout junction. From here Groby Road (A50) provides a direct link to Leicester City Centre to the south east of the site and Markfield Road (A50) provides a link to M1 Junction 22 to the north of the site.

To the south of the site the A46 provides a southbound on-slip and northbound off-slip with the M1. To the east, the A46 runs around the northern edge of Leicester before heading north towards Nottingham, Newark-on-Trent and Lincoln.

2.3 Automated Traffic Count (ATC)

Two ATC's were placed along Sacheverell Way to collect speed and traffic flow information between Thursday 20th June and Wednesday 26th June 2024. This has been conducted to inform visibility requirements and to generate an understanding of the two-way flows on the local highway. The ATCs were placed along the site frontage to provide a representative indication of the speeds along the road, nearby the anticipated point of access. Currently, the road is subject to a 40mph speed limit.

ATC 'Site 1', located approximately 80m east of Laundon Way West, was selected out of the two ATC sites to inform volume and speed analysis on Sacheverell Way as it reported the highest speeds between the two counts undertaken. This provides the most robust representation of existing traffic speeds on Sacheverell Way. **Figure 2.2** below identifies the location of the ATCs.

Figure 2.2 ATC Locations

Table 2.1 below outlines the results, and a full copy has been provided in Appendix C.

The traffic volumes presented in Table 2.1 are the recorded average weekday AM and PM peak hour flows along Sacheverell Way.

In regard to speed data, 85th percentile speeds were taken from the 1000-1200 and 1400-1600 time periods exclusively. DMRB CA 185 states that '*speed measurements should be undertaken outside of peak traffic periods'* and outside of the peak hours is defined as '*typically between 10am and noon and 2pm and 4pm'*. DMRB CA 185 also suggests the exclusion of weekend data. This approach was adhered to in order to capture the 85th percentile free-flow traffic speeds and to ensure speed data is not skewed by peak hour traffic whereby high traffic volumes could decrease speed and not represent typical conditions. This also ensures that visibility calculations presented later in this report are robust.

Table 2.1 ATC Summary

Time Period	Traffic Flow / Speed by Direction		
	Eastbound	Westbound	Two-way
AM Peak Period (08:00 – 09:00)	388	352	740
PM Peak Period (17:00 – 18:00)	275	385	660
5-day AADT	3,944	4,291	8,235
7-day AADT	3,663	3,979	7,642
Weekday 85th Percentile Speed	48.2 mph	47.2 mph	-
Average Mean Speed	43.0mph	42.8mph	-

As can be identified from Table 2.1 Sacheverell Way carries a modest level of traffic, which averages 740 and 660 two-way movements in the respective AM and PM peak periods. It was further recorded that the road is subject to 85th percentile speeds of 48.2mph and 47.2mph in the respective eastbound and westbound directions, which is above the sign-posted 40mph speed limit.

In addition to the ATC data, classified turning counts were collected at key junctions on the highway network. The extent of surveys required to inform the standalone junction assessments has been informed by the Area of Influence (AoI) indicated in the PRTM assessment. As a result, AM and PM peak turning counts have been undertaken at the following junctions.

Tuesday 24th June 2025:

- Sacheverell Way/Laundon Way Priority T-junction East
- Sacheverell Way/Laundon Way Priority T-junction West
- Sacheverell Way/Leicester Road Roundabout junction
- A50/A46 Roundabout junction
- Groby Road/Leicester Road Priority T-junction
- Groby Road/Sacheverell Way Priority T-junction

Wednesday 8th October 2025:

- Ratby Road/Markfield Road/Leicester Road Priority T-junction
- Leicester Road/Newton Linford Lane Priority T-junction
- Newton Linford Lane/A50 Priority T-junction

All traffic count data is provided in Appendix D.

2.4 Sustainable Travel

Introduction

Walking and cycling form sustainable modes of transport which not only provide benefits to residents but help to reduce the amount of congestion and pollution within the area.

Guidance on the preferred maximum walking distances to amenities is given in the Chartered Institution of Highways and Transportation (CIHT) document, Providing for Journeys on Foot (2000). The Guidelines indicate that a walking distance of 400m is acceptable for trips to bus stops and local shops, with 800m being the preferred maximum. The corresponding walking distances for trips to work and school are given as 500m and 1,000m, respectively. A preferred general maximum walking distance of 2,000m is identified.

The *Manual for Streets* (MfS) and the National Design Guide reinforces this advice, stating that "*walkable neighbourhoods*" should have a range of facilities within 800m (a 10-minute walk). However, this is not regarded as the upper limit for walking journeys and MfS notes that walking offers the greatest potential to replace short car trips, particularly those under 2km.

The National Travel Survey states that the average walking distance in 2024 was 0.75miles, or 1.2km. Overall, it is therefore reasonable to assume that residents would walk between 800m and 2.0km to local facilities in the area but also being mindful of the average person walking distance of 1.2km.

Cycling also provides the opportunity as a substitute for a short car journey, with the CIHT document, Planning for Cycling, stating:

'The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (DfT, 2014a).'

The National Travel Survey states that the average cycling distance in 2024 was 3.3 miles, or 5.3km.

Local Facilities and Amenities

The proposed development site is well situated to benefit from access to local services and facilities which can be accessed by sustainable modes of transport. The proposed development site's accessibility has been judged against the Institute of Highways and Transportation (IHT) '*Guidelines for Providing Journeys on Foot*' (2000) in relation to acceptable walking distances to services and facilities.

Table 2.2 summarises the desirable, acceptable, and preferred maximum walking distances to local community facilities and services.

Table 2.2 Recommended Accessibility Thresholds

Service/Amenity	Town Centre	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

Source: *IHT (2000), Guidelines for Providing Journeys on Foot. IHT: London*

The key local services and facilities within the vicinity of the site are outlined within **Table 2.3**, alongside their respective distances from the centre of the site.

Distances have been taken from the centre of the site from the closest proposed pedestrian access point, depending on the respective location of the services or facility. These distances are compared with the recommended accessibility thresholds detailed within **Table 2.2**.

Table 2.3 Summary of Local Service and Amenities

Service/Amenity	Distance	Walking Time	Threshold Classification
Laundon Way Bus stop	450m	5 minutes	Desirable
Butler's Field **(Recreation ground)**	650m	8 minutes	Acceptable
Co-op Food Groby	700m	8 minutes	Acceptable
Lady Jane Grey Primary School	750m	10 minutes	Acceptable
Beacon Field	950m	11 minutes	Preferred Maximum
Elizabeth Woodville Primary School	1.1km	13 minutes	Preferred Maximum
Marina Park (Recreation)	1.1km	13 minutes	Preferred Maximum
BMX Track (Recreation)	1.1km	13 minutes	Preferred Maximum
Brookvale Groby Learning Campus	1.2km	14 minutes	Preferred Maximum
Glenfield Employment Site	1.3km	15 minutes	Preferred Maximum
Rookery Lane Surgery	1.4km	17 minutes	-
Groby Surgery	1.4km	17 minutes	-
Ratby Road Allotments	1.4km	17 minutes	-
Groby Post Office	1.5km	18 minutes	-
Groby Ex-Servicemen's Social Club Limited	1.5km	18 minutes	-
Groby Fish Bar	1.5km	18 minutes	-
Stamford Arms	1.6km	19 minutes	-
The Bull's Head	1.7km	14 minutes	-
Ratby Chippy and Pizza	1.7km	14 minutes	-

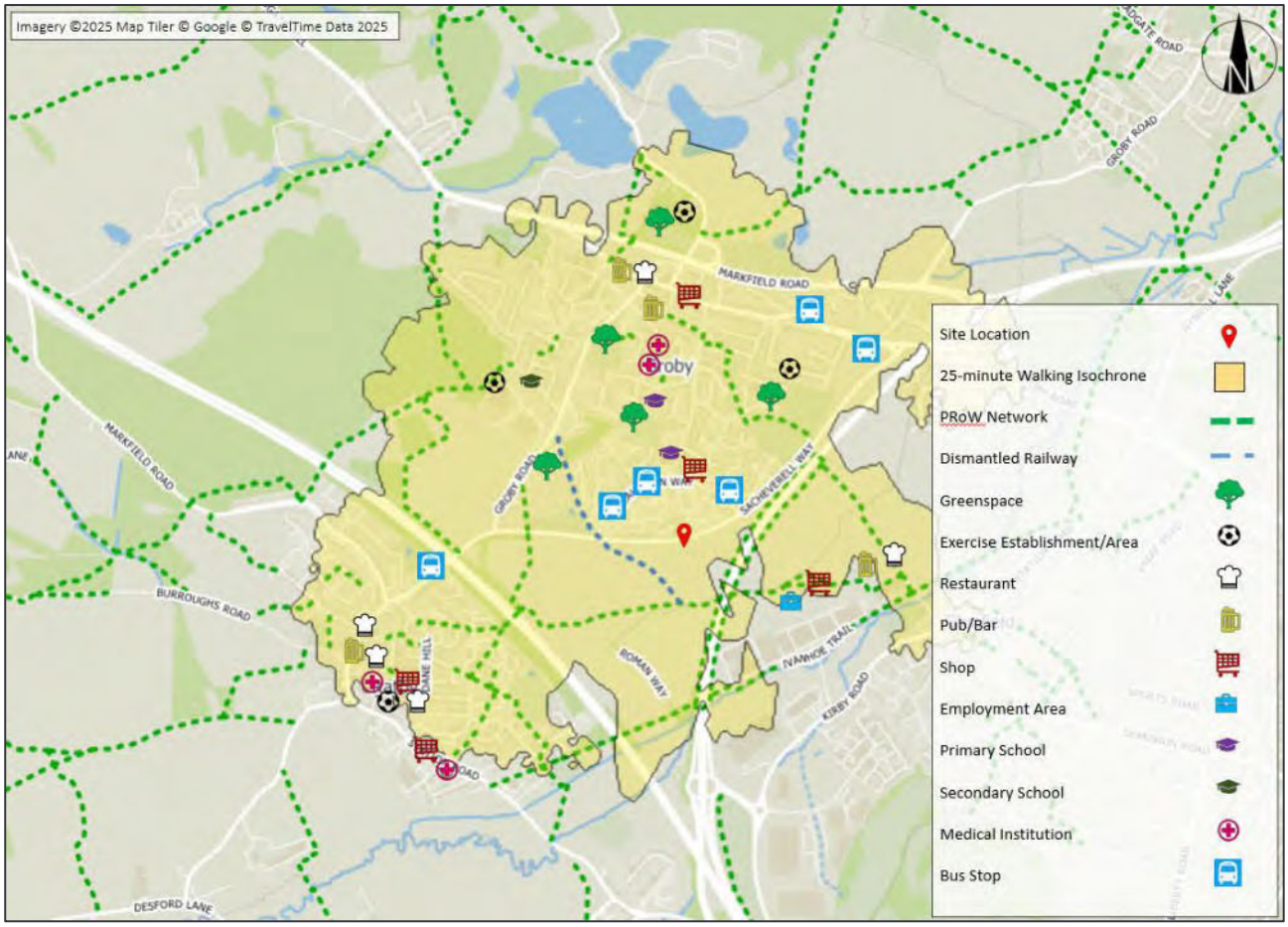
Service/Amenity	Distance	Walking Time	Threshold Classification
Ratby Medical Centre	1.8km	21 minutes	-
Harrisons Spice	1.9km	23 minutes	-
Central Co-op Ratby	1.9km	23 minutes	-

It can be seen from Table 2.3 that there are a number of local facilities within 800m of the site which aligns with the 'walkable neighbourhoods' description set out in MfS and the National Design Guide. This includes a primary school, Co-operative supermarket, Butlers field (recreational area) and the Laundon Way bus stops. The proposed development site also benefits from access to local services and amenities within the 'Preferred Maximum' walking distance specified in the IHT guidance including a primary school, recreational parks, employment sites and a high school / college facility. This will ensure future residents are not dependent on using a private vehicle for everyday needs.

Within 2km of the site, which is the upper walking distances referenced in MfS, the development benefits from access to public houses, doctors surgeries and medical centres and additional take away restaurants.

Figure 2.3 below outlines the location of the aforementioned facilities that are within a 25-minute walking distance (approx. 2.0km).

Figure 2.3 Services and Amenities Plan



It is evident from **Table 2.3** and **Figure 2.3** above that the proposed development site is well situated to benefit from a range of services and facilities within a comfortable walking distance.

In the following section, consideration has been given to the existing active travel connections which make the proposed development site accessible to the services and facilities identified. This also considers the quality of the identified routes.

Walking

Sacheverell Way facilitates walking via a 2.0m wide footway that runs along the northern side of the road. The path is well-lit and is separated from the main carriageway by a grassed verge. Sacheverell Way connects to Laundon Way in the west and east to allow future residents to access amenities to the north of the site.

In the east, Sacheverell Way continues to Leicester Road where a 3.0m shared footway/cycleway can be utilised to access Groby Village; dropped kerbs and pedestrian islands are available to cross Leicester Road. In the west, Sacheverell Way continues to a dropped kerb crossing which can be used to access a 'Dismantled Railway' which is a permissive route that runs along the western perimeter of the site. This route connects to a series of PROW's which are described in more detail below. Ratby village can also be accessed via the footway provided on Sacheverell Way within a 25-minute journey.

The 'Dismantled Railway' forms a permissive route that runs in a north to south direction across Sacheverell Way, adjacent to Laundon Way (West), and then to the south along the western boundary of the site. This route connects to a PROW that provides a more direct route to Ratby and Glenfield for those residing in the

southern parcel of the site. The route to Ratby is via a pedestrian bridge over the M1 and the route to Glenfield is via an underpass under the A46. Moreover, the southern PROW also connects to a route that runs along the A46; this can provide an alternative walk route to Leicester Road for those living in the southern parcel of the site.

Site observations showed that these routes are well-used suggesting the routes are of a sufficient quality to support key pedestrian and cycle movements from the site. It should also be noted that the PROW along the A46 connects to an additional permissive route, known as the Ivanoe Trail, connecting the site to the employment site to the east.

The proposed development site is well situated to benefit from local walking infrastructure which connects the site to local services and facilities outlined earlier in **Section 2**. Based on the Active Travel England (ATE) guidance a review of the pedestrian infrastructure along the routes to key facilities, such as the village centre, local shops and local primary school are provided within this section.

Figure 2.4 below outlines the recognised pedestrian desire lines to Groby Village Centre from the relevant proposed access points across the proposed development site.

Figure 2.4 Groby Village Centre Desire Lines

As identified in **Figure 2.4** in order to access the centre of Groby Village, pedestrians will be required to cross over Sacheverell Way upon exiting the proposed development site. While there is an existing uncontrolled crossing available to the west, provisions will be made to the east for a new uncontrolled crossing with central refuge island (as detailed within **Section 4** of this report).

Pedestrians walking to the supermarket / convenience store and the primary school will walk along the same route as they would towards the village centre, both facilities are located to the north of Laundon Way, which can be accessed via the 'zebra' crossing as depicted in Figure 2.4 above. The route continues northbound along Pymm Ley Lane, requiring pedestrians to cross over a variety of minor roads the majority of which provide dropped kerb crossings.

Overall, pedestrian routes to the village centre, local shop and primary school are considered to be of a good standard and suitable to serve the development site.

Cycling

With regard to cycling, the development is well situated to benefit from close proximity to local cycle paths, routes and trails which provide a mixture of traffic free and cycle friendly access around Groby and to neighbouring settlements.

The permissive cycleway located to the west of the site connects to National Cycle Network (NCN) Route 63. This NCN route provides a link to Ratby to the west and Leicester City Centre to the east. This route is predominantly made up of off-road cycle provision using trails and shared use provision adjacent to the carriageway.

To the north-east, residents would be able to access a local route (sign posted Route 2) at the Sacheverell Way and Leicester Road roundabout which provides shared use footway/cycleway route directly into Groby village in the west. To the east the route also connects to NCN Route 63 and provides a link into Leicester City Centre.

In addition to the NCN, Leicestershire's 'chose how you move' cycle maps show that there are a number of local routes in the area that the development benefits from. This includes routes along the A563, that connect to the A50 and provide links towards the western part of Leicester City, including employment destinations such as Braunstone Frith Industrial Estate.

Additional off-road facilities are situated to the south of the site along a 'permitted route' providing users with comprehensive paths accommodating traffic free cycling.

This network of local routes could provide potential future residents with safe and convenient access across west Leicestershire to surrounding local destinations that could be used on a day-to-day basis.

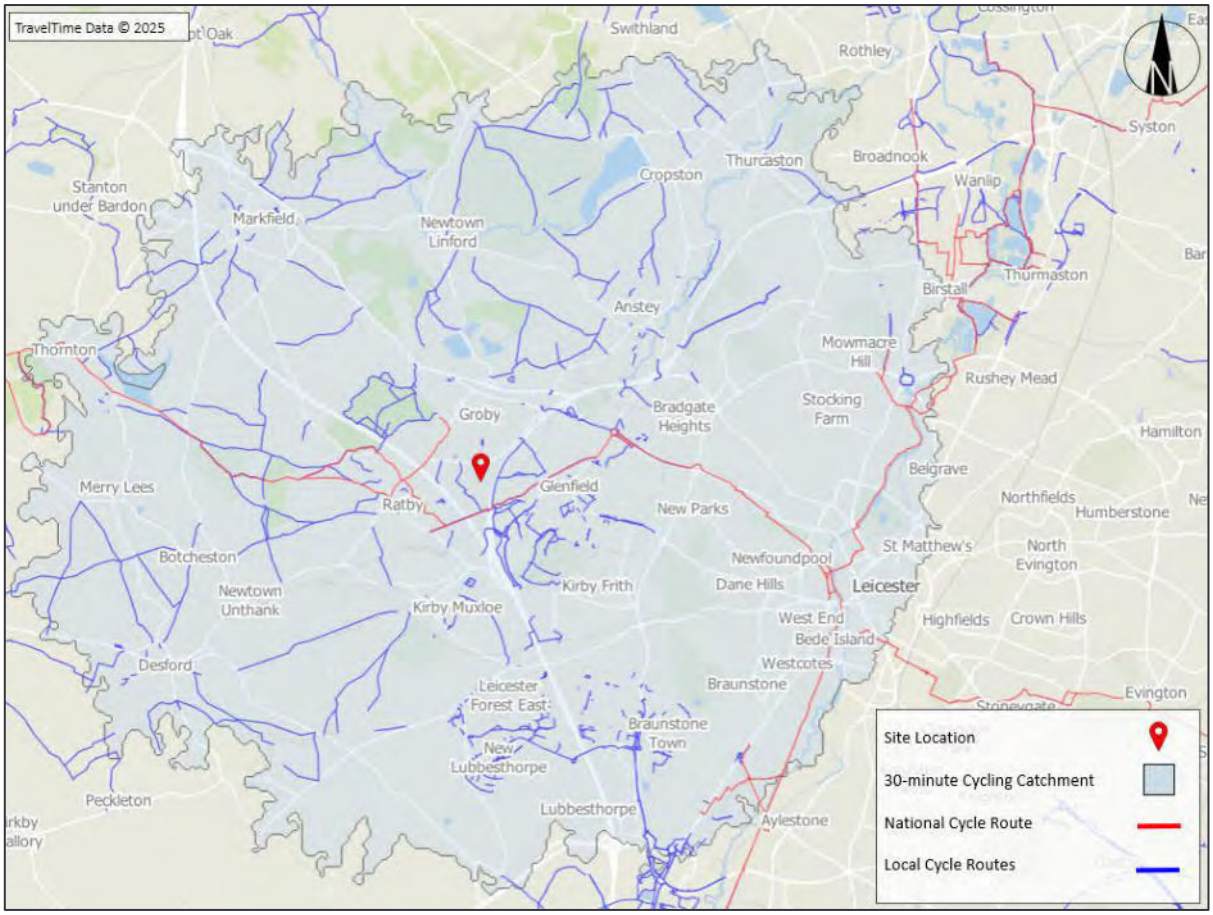
It should be noted that Sacheverell Way does not contain any formal off-road cycle provision therefore falls short of LTN 1/20's recommendation in relation cycle infrastructure requirements (as set out in Figure 4.1 of LTN 1/20). Nevertheless, residents benefit from access to the off-road permissive cycleway to the west of the site which provides an off-road connection to the National Cycle Network which provides access to Leicester City Centre and Ratby.

To the northeast of the development, there is access to Leicester Road, which as detailed above accommodates a local off-road cycle route which is conducive of cycling for all abilities. Furthermore, Laundon Way, which is approximately 80m northeast of the eastern most pedestrian access, is lightly trafficked and more in line with LTN 1/20 guidance regarding mixed traffic scenarios.

Figure 2.5 illustrates the locations accessible from the site within a 30-minute cycle journey.

Appendix E provides a detailed cycle map from LCC that summarises the routes in Figure 2.5 as well as indicating advisory routes and local routes.

Figure 2.5 30-minute Cycling Isochrone



Public Transport

Bus

The closest bus stop is located along Laundon Way, c.450m from the centre of the site. The bus stop is denoted by a flag pole and has a wooden shelter with seating. This stop facilitates services between Leicester and Ratby every hour via the number 27 service. This service takes 18 minutes to arrive in Leicester and 6 minutes to Ratby. Leicester City Centre in particular provides opportunities for employment, education and leisure.

Moreover, a bus stop can also be found off Ratby Road, in proximity to the Brookvale Learning Campus, c.950m from the site. This stop is denoted by a flag pole. The bus stop facilitates the number 28 service which routes between St Margaret's Bus station in Leicester City Centre and Coalville. This service runs hourly in each direction. The service takes 27 minutes to arrive in Leicester and 49 minutes to Coalville.

In addition, a bus stop is located off the Leicester Road, c.1.3km from the site and provides access to the number 29 service. This stop is denoted by a flag pole and wooden shelter with seating. The number 29 service runs between St Margaret's Bus station in Leicester City Centre and Coalville. This service runs twice an hour in each direction. The service takes 22 minutes to arrive in Leicester and 48 minutes to Coalville.

Figure 2.6 below illustrates the locations of the aforementioned bus stops in proximity of the proposed development site and their corresponding pedestrian desire line routes.

Figure 2.6 Local Bus Stop Locations and Desire Line Routes

Table 2.4 summarises the bus services that can be accessed from the stops identified in Figure 2.6.

Table 2.4 Summary of Bus Services

Service	Distance from Site	Destination	Average Weekday Frequency	Journey Time	Hours of Operation
27	450m	Ratby	1 service per hour	6-minutes	07:09 – 21:08
		Leicester	1 service per hour	18-minutes	06:22 – 21:17
28	950m	Coalville	1 service per hour	49-minutes	06:30 – 18:42
		Leicester	1 service per hour	27-minutes	06:58 – 17:51
29	1.2km	Coalville	2 services per hour	48-minutes	06:47 – 23:33
		Leicester	2 services per hour	22-minutes	05:40 – 23:01

Source: www.bustimes.org Information obtained 15.07.2025

Rail Services

Leicester railway station is located circa 9.5km from the site and is the nearest railway station to the proposed development. This railway station can be accessed with an 18-minute bus journey or approximately a 30-minute cycle journey.

The station benefits from 222 cycle parking spaces which are sheltered and under CCTV surveillance. For car parking, there are 488 spaces, 20 of which are disabled spaces.

Table 2.5 outlines the variety of services available from this station.

Table 2.5 Summary of Rail Services

Destination	Journey Time	Average Weekday Frequency
Nottingham	30 minutes	Every 20 minutes
Birmingham New Street	50 minutes	Every 30 minutes
Sheffield	1hr 0 minutes	Every 30 minutes
London St Pancras International	1hr 10 minutes	Every 15 minutes
Cambridge	2 hr 0 minutes	Every 30 minutes

Information obtained 15.07.25

Tables 2.4 & 2.5 demonstrate that public transport can be utilised to access an array of destinations across Leicestershire. Leicester City Centre can be accessed within an 18-minute bus journey and hosts an abundance of amenities as well as being an employment centre. Local villages and towns such as Ratby, Glenfield, Groby and Markfield can also be accessed by bus and these locations provide amenities such as shops, medical centres, employment sites and much more.

2.5 Highway Safety

As agreed in the scoping exercise, Personal Injury Accident (PIA) data in the immediate vicinity of the site has been obtained from LCC for the latest 5-year period (1st January 2020 to 15th September 2025). The data covers all junctions within the AoI, as identified in the PRTM assessment. The collision data is sourced from the police and only includes collisions that meet the Department for Transport STATS19 criteria:

> *"Involves personal injury occurring on the public highway (including footways) in which at least one road vehicle or a vehicle in collision with a pedestrian is involved and which becomes known to the police within 30 days of its occurrence. Damage-only accidents, with no human casualties or accidents on private roads or car parks are not included."*

The purpose of assessing recorded PIAs is to determine whether there is a history of accidents in proximity to the proposed development site and to investigate whether there are any patterns or contributing factors to the accidents recorded.

The impact of casualties differs according to the severity of the injuries sustained. Three groups are usually differentiated as follows:

- **Fatal:** Any death that occurs within 30 days from causes arising out of the accident.

- **Serious:** Records casualties who require hospital treatment and have lasting injuries, but who do not die within the recording period for a fatality.
- **Slight:** Where casualties have injuries that do not require hospital treatment, or, if they do, the effects of the injuries quickly subside.

The PIA search area included major links and junctions within the vicinity of the proposed development site.

The PIA data from each of the links and junctions in relation to the proposed development site is outlined in **Figure 2.7** and **Table 2.6** below, whilst **Appendix F** contains a full copy of the PIA data across the search area. It should be noted that the data presented in **Figure 2.7** only includes those accidents within the AoI.

Figure 2.7 PIA Summary

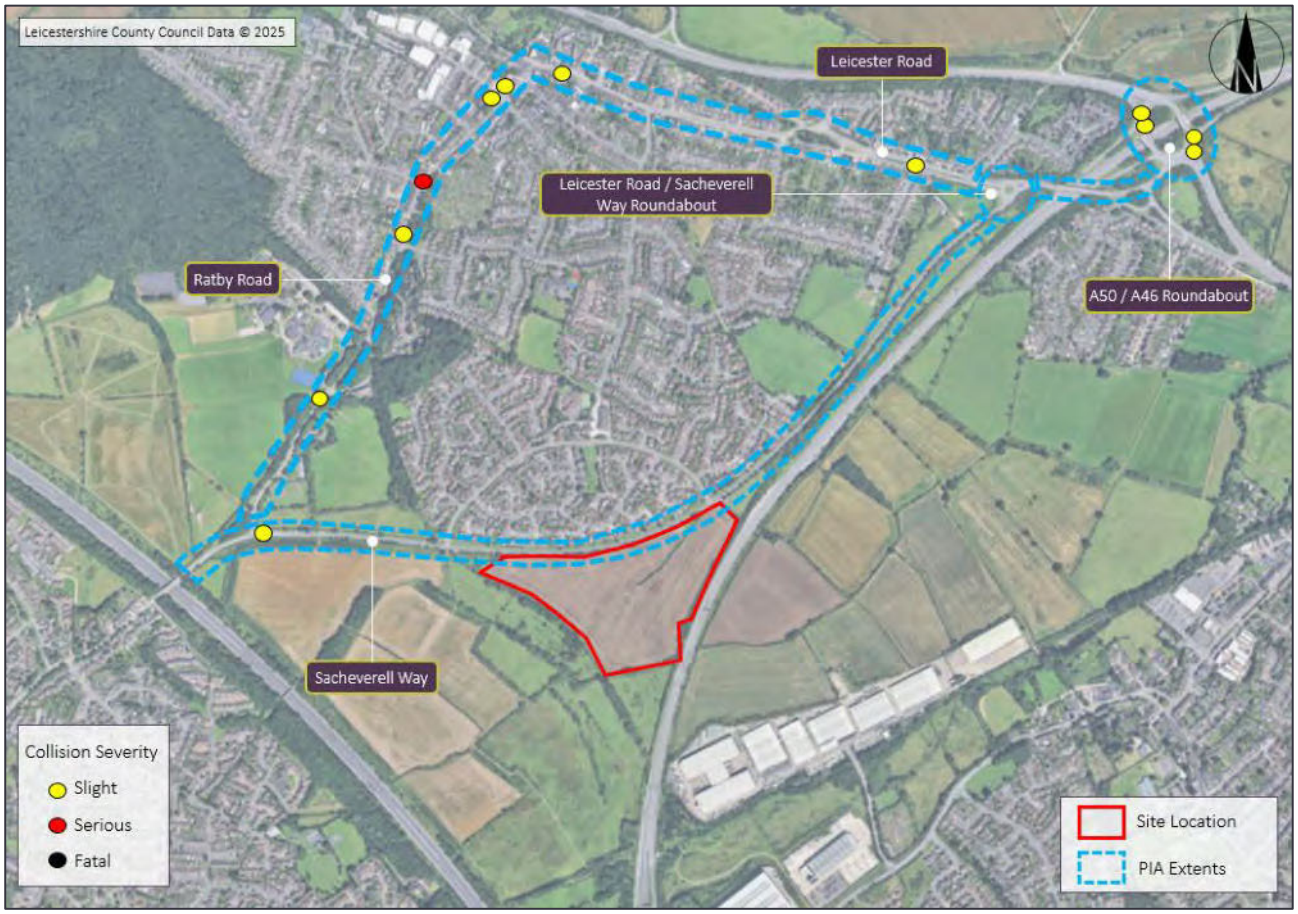


Table 2.6 Details of PIAs

Name	Severity			Casualty	
	Slight	Serious	Fatal	Pedestrians	Cyclists
Links					
Sacheverell Way	1	0	0	0	0
Junction					
Leicester Road/Marina Drive	1	0	0	0	0
Leicester Road/Co-Op Access	1	0	0	0	0
Ratby Road/Fir Tree Lane	2	0	0	1	0
Ratby Road/Martinshaw Lane	0	1	0	0	0
Ratby Road/Oaktree Close	1	0	0	1	0
Ratby Road/Groby Road	1	0	0	1	0
A50/A46 Roundabout	4	0	0	0	0

Sacheverell Way

Following a review of the PIA data obtained from LCC, it is noted that one 'slight' collision occurred over the five-year period on Sacheverell Way. The collision occurred to the west of the site frontage. The collision involved one vehicle travelling from east to west during dry conditions. The collision was an isolated issue and does not suggest there is a particular safety concern along Sacheverell Way.

Leicester Road/Marina Drive

One collision of 'slight' severity occurred at the junction of Leicester Road and Marina Drive. The collision occurred due to a cyclist proceeding ahead along Leicester Road and colliding with a vehicle entering the main road from Marina Drive. The collision was an isolated issue and does not suggest there is a particular safety concern at the junction of Leicester Road and Marina Drive.

Leicester Road/Co-Op Access

One collision of 'slight' severity occurred at the junction of Leicester Road and the C-Op Access. The collision occurred due to a motorcycle overtaking a vehicle which was leaving Leicester Road by turning right into the Co-Op Access. The instance of a motorcycle overtaking a van/goods vehicle along a main road suggests that driver error was the causation of the collision, As a result, the collision can be considered an isolated issue and does not suggest there is a particular safety concern at the junction of Leicester Road and the Co-Op Access.

Ratby Road/Fir Tree Lane

Two 'slight' collisions occurred in proximity to one another opposite Fir Tree Lane along Ratby Road. One collision occurred when a vehicle waiting to turn right on Ratby Road collided with a motorcyclist moving in the same direction. The other collision occurred due to a vehicle turning right into Fir Tree Lane and colliding with a pedestrian. Whilst it is notable that both collisions involved right turns off Ratby Road into Fir Tree Lane, the location and cause of the collisions are not the same, which does not show a pattern which suggest there are inherent highway safety issues.

Ratby Road/Martinshaw Lane

One collision of 'serious' severity occurred at the junction of Ratby Road and Martinshaw Lane. The collision occurred due to a vehicle turning right onto Ratby Road from Martinshaw Lane and colliding with an oncoming motorcyclist travelling in the northbound direction. The 'serious' severity of the collision is regrettable; however, the incident appears to be isolated and does not represent a wider pattern of highway safety issues. Furthermore, given the known volume of traffic that travels north along Ratby Road, the frequency of one 'serious' collision does not suggest there is an inherent safety issue at this location.

Ratby Road/Oaktree Close

One collision of 'slight' severity occurred at the junction of Ratby Road and Oaktree Close. The collision occurred due to a vehicle proceeding normally along Ratby Road and colliding with a pedestrian at the junction with Oaktree Close. It is noted that the collision involved a straight ahead manoeuvre by the vehicle, with the pedestrian stepping out into the main road. The collision was an isolated issue and does not suggest there is a particular safety concern at the junction of Ratby Road and Oaktree Close.

Ratby Road/Groby Road Roundabout

One collision of 'slight' severity occurred at the Ratby Road/Groby Road roundabout, opposite the Brookvale School. The collision occurred due to a vehicle approaching the roundabout from the Ratby Road arm and colliding with a pedestrian at the junction. It is noticeable that the collision was located outside of a school and occurred via a starting manoeuvre by the vehicle, which infers that the driver did not correctly observe their surroundings when moving off near a school during the generic pick up period (15:45). As a result, the collision can be considered an isolated issue and does not suggest there is a particular safety concern at the Ratby Road/Groby Road roundabout.

A50/A46 Roundabout

Four 'slight' collisions have occurred on the A50/A46 roundabout. Three collisions involved vehicles entering the roundabout and colliding with a vehicle already travelling along the circulatory. Another collision occurred between one vehicle entering the roundabout whilst another vehicle was exiting the roundabout. The accidents were spread around the junction, with no particular arm experiencing more than two slight PIAs. Given the volume of traffic that passes through the junction, the number and spread of accidents does not suggest there is an inherent safety issue at this location.

Summary

Overall, there were 11 'slight' and one 'serious' collisions recorded in the vicinity of the site; however, it should be noted that only one collision occurred on Sacheverell Way, and this was some distance from the proposed site access junctions. Whilst four collisions involved pedestrians or cyclists as casualties, no link or junction assessed had more than one which does not suggest that there is a pattern of highway safety issues for vulnerable road users. Therefore, after reviewing the PIA data, it can be concluded that there are no inherent safety issues that the proposed development would exacerbate.

2.6 Summary

The review of the existing highway and transport conditions has highlighted the following:

- The site benefits from access to the local footway, PRoW and cycle network which future residents can utilise for access to local services and amenities in Groby and further afield.

- There are a variety of key facilities within Groby and Ratby, which are accessible within an appropriate walking distance as set out in the IHT guidance.
- There are existing cycle facilities within proximity of the site providing convenient access across Groby and towards Leicester City Centre.
- The local bus and rail services could provide users access to key surrounding destinations, both on a district / regional level towards Leicester and Ratby, as well as on a national level, towards Birmingham, Nottingham and Sheffield.
- There are no existing highway safety concerns within proximity of the proposed development site.

3. Planning Policy and Guidance

3.1 Introduction

This chapter of the Transport Assessment outlines the relevant national and local policy guidance that the proposed development contributes to. This chapters will focus on the following documents:

- National Planning Policy Framework (2024)
- Leicestershire Local Transport Plan (LTP4).
- Hinckley and Bosworth Local Plan (2006-2026).

3.2 National Planning Policy Framework (December 2024)

The National Planning Policy Framework (NPPF) sets out the Government's key objectives for achieving sustainable development. The NPPF was first published in March 2012 and revised in December 2024 in order to streamline the national planning policies set out in previous policy guidance and enable the current UK Government to achieve its goal of delivering of 370,000 homes a year, with 1.5 million homes in total being built during this Parliament.

The NPPF sets out the government's planning policies for England, and how these are expected to be applied, stating that all developments generating significant amounts of movement should be supported by a TA or Transport Statement (TS), alongside a Travel Plan (TP). Within the NPPF, it is suggested that an economic, social, and environmental objective should be at the heart of the planning process.

Under the 'Promoting sustainable transport' chapter of the NPPF, it is stated that transport issues should be considered from the earliest stages of plan-making and development proposals (Para. 109). By doing this the potential impacts of development on transport networks can be addressed and the appropriate transport infrastructure can be implemented. By considering transport at the earliest stages, it allows the opportunity to promote walking, cycling and public transport, and to mitigate any problems.

Significant developments should be focused on being sustainable, this can be done through limiting the need to travel and offering a genuine choice of transport modes.

The NPPF states (Para. 111, pg.31) that planning policies should:

- *"Support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;*
- *Be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;*
- *Provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking, Local Cycling and Walking Infrastructure Plans"*

Within the context of assessing sites for that may be allocated for development in plans, or specific applications for development, it should be ensured that (Para. 115, pg.33):

- *"Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- *Safe and suitable access to the site can be achieved for all users;*
- *The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and,*
- *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."*

Within this context, new developments should (Para. 117, pg.33):

- *a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and,*
- *e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations*

Paragraph 116 states that:

- *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."*

Paragraph 118 concludes that all developments expected to generate significant amounts of movement should provide a TP, and applications should also be supported by a TS or TA to assess the likely impacts of the proposals.

The proposed development has been designed in accordance with the NPPF guidelines, and this TS demonstrates that the above objectives would be satisfied by the development proposals.

3.3 Local Policy

Leicestershire Local Transport Plan

LCC have produced their updated 4th Local Transport Plan (LTP4), enabling the council to deliver strategic transport solutions to benefit residents and visitors in communities across the county. The solutions will aim to:

- *'Meet the current and future needs of all users in a coordinated manner and enable travel choices*

- *Benefit all transport users including car drivers, freight, public transport, walking, wheeling, and cycling*
- *Provide wider public health, economic, and environmental benefits for local communities*
- *Provide best value for money to tax payers.'*

The LTP4 presets a vision for transport across Leicestershire, detailing:

'Delivering a safe, connected and integrated transport network which is resilient and well managed to support the ambitions and health of our growing communities, safeguards the environment whilst delivering economic prosperity.'

The LTP4 also outlines a set of policies which aim to guide the core strategy of the document and how it will be delivered. The policies are as follows:

- Core Policy 1: Delivering the Vision – *'Ensure that all our transport solutions accord with the five core themes to deliver our vision for transport with regard to government policy for the benefit of our communities.'*
- Core Policy 2: Managing Demand – *'Delivering a safe, accessible, integrated, and resilient transport network that is well managed and enables communities to access jobs, education and all services. The network will also enable efficient movement and delivery of goods to support the local, regional, and international markets.'*
- Core Policy 3: Enabling Transport Choice – *'Enabling travel choice in our communities that reflects their unique needs, ensures their safety, actively promotes health & wellbeing, and protects the environment.'*
- Core Policy 4: Delivering Solutions – *'Work collaboratively to identify and develop innovative transport related solutions which promote health & wellbeing of our communities, provide betterment to the environment, and provides good value for money while enabling travel choice and improving our transport network users' experiences.'*
- Core Policy 5: Embracing Innovation – *'Embrace innovation and collaboration, which enables us to decarbonise transport and adapt to climate change to ensure a resilient transport network, while benefiting the environment and delivering travel choice to promote health and wellbeing within our communities.'*
- Core Policy 6: Evaluating Progress – *'Utilise data, monitoring and evaluation of our transport solutions to enable evidence-based programmes, provide a flexible approach to policy development, technology, and innovation to address changes and challenges which impact our communities.'*

The development strives to adhere the policies and vision of the Leicestershire Local Transport Plan.

Hinkley & Bosworth Borough Local Plan

Hinckley and Bosworth Borough Council's Local Plan sets out the overarching strategy and policies to guide the future development of the borough up to 2026.

The Core Strategy identifies key objectives that apply to the proposed development:

'Spatial Objective 7: Healthier Active Communities

To develop healthier and stronger communities by improving access to, and the provision of, community, sports and cultural facilities, green infrastructure and walking and cycling routes integrated with local public transport.'

'Spatial Objective 13: Transportation and the Need to Travel

To reduce the high reliance on car travel in the borough and to increase the opportunities for other forms of transport by focussing the majority of development in Hinckley urban area where there is a range of transport options available and through securing improvement to public transport infrastructure and facilities that promote walking and cycling and through the use of Travel Plans'

The Site Allocations and Development Management Polices DPD also sets out key polices in relation to Highways and Transportation and states:

'*DM17 Highways and Transportation*

Development proposals will be supported where they:

a) *Seek to make the best use of existing public transport services and, where appropriate, provide opportunities for improving and sustaining the viability of those services;*

b) *Seek to ensure that there is convenient and safe access for walking and cycling to services and facilities;*

c) *Demonstrate that there is not a significant adverse impact upon highway safety; and in the case of development that generates significant movement;*

d) *That the development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised;*

e) *Where it can be demonstrated that the residual cumulative impacts of development on the transport network are not severe.*

Where appropriate, improvements will be required to be undertaken to the highways and transportation network to limit any significant impacts arising from the development (taking into account cost effectiveness).

All proposals for new development and changes of use should reflect the highway design standards that are set out in the most up to date guidance adopted by the relevant highways authority.'

With regard to vehicle parking DM18 states:

'*All proposals for new development will be required to provide an appropriate level of parking provision justified by an assessment of the site location, type of housing, other modes of transport available (e.g. public transport and cycle provision) and appropriate design. Any development will be expected to provide disabled parking provision.*

Developments within Hinckley Town Centre should demonstrate that they would not exacerbate existing problems in the vicinity with increased on-street parking.'

It is the ambition of the development to be designed in such way that incorporate these key objectives.

4. Development Proposals and Access Strategy

4.1 Introduction

This section of the TA examines the quantum of the development proposals, whilst identifying access arrangements, parking provision and servicing arrangements.

4.2 Development Proposals

It is understood that the site could accommodate up to 180 residential dwellings, and that is the number which has been considered within this report. An indicative masterplan in included as **Appendix G**.

4.3 Access Arrangements

LCC Highway Design Guidance

LCC's Highway Design Guide states that Residential Access Roads (5.5m in width) can serve up to 400 dwellings, although normally no more than 150 from a single point of access.

It is recognised that LCC's guidance on single access limits is considered on a case-by-case basis. Nevertheless, given that the development is proposing 180 dwellings, two points of access are proposed from Sacheverell Way. This would result in a well-connected street network by resulting in shorter routes to access the wider highway network.

Proposed Vehicular Access

Access to the site is proposed via two priority T-junctions off Sacheverell Way. The access roads will take the form of 'Residential Access Roads' as defined in LCC Highways Design Guide. The access road widths will be 5.5m with 10m kerb radii at the access and 2.0m footways either side.

Highway boundary data has been obtained from LCC and is included in **Appendix H.** The data indicates that the verge that runs along the south-eastern side of the road is adopted and abuts the site boundary. Therefore, the access can be provided within land under the applicants control or the highway boundary.

Based on current traffic flows on Sacheverell Way, simple priority T-junctions are considered sufficient to serve the site. This is corroborated by the fact that development traffic would be split between two points of access, in turn easing any pressure on capacity, queuing or delay during the peak hours.

LCC's Highway Design Guide suggests that residential access road should have a junction radii of 6m in urban areas; however, given the speed of the roads it is proposed that 10m radii would be more appropriate to facilitate safer and easier turning movements in and out of the site. Moreover, the existing access points off Laundon Way have a junction radii of 12m - it assumed this is to facilitate the larger vehicles, such as HGV's, to serve the Co-Op within this settlement. Given the largest vehicle to access the proposed site would be a refuse vehicle, a 10m junction radii would be more appropriate whilst also being more congruent to the geometry of local junctions.

Moreover, given that the accesses on Laundon Way are also simple priority T-junctions and are shown to operate without safety or capacity issues, it'd be appropriate to mirror such design principles for development off Sacheverell Way.

Drawing 211040-01d illustrates the western point of access and Drawing 211040-02d illustrates the eastern point of access. Both drawings are included in **Appendix I** and have also been submitted as standalone drawings for approval by HBBC.

Visibility splays have been calculated using recorded 85th percentile speeds on Sacheverell Way. As set out earlier in this report two ATCs were placed on Sacheverell Way to determine speeds and traffic flows. The 85th percentile speeds have been calculated using guidance in CA 185 and are 48.2 mph eastbound and 47.2mph westbound. Whilst two ATC's were used to record speed data, for robustness these 85th percentile speeds were extracted from the ATC that recorded the highest speed in that direction between the two survey points.

The required stopping sight distances were calculated using the formula set out in Manual for Streets 2. As the 85th percentile speeds are above 37mph (60kph) the deceleration rate and reaction times use the desirable minimum values for speeds above 60kph and are therefore in line with DMRB guidance. LCC's highway design guide states 'Calculated values will be accepted for actual agreed 85th percentile speeds', therefore the methodology used is considered consistent with LCC's Highway Design Guide.

The resulting visibility splays were 139.0m to the west and 134.1m to the east. Drawing 210988-01d and 02d demonstrates that these splays are achievable to/from both accesses. Drawings can be found in **Appendix I.** Visibility and speed calculations are included in **Appendix J.**

It should be noted that the two proposed site access junctions are spaced approximately 160m apart. LCC's highway design guide states that '*Road junctions on the same side of a road should be spaced so that a vehicle waiting to enter the main road at one does not interfere with visibility for a vehicle waiting at another*.' The proposed access junctions are located outside each other's visibility splays and would therefore not interfere with the visibility of the other junction.

Pedestrian/Cycle Access

Primary access for pedestrians and cyclists will be provided in the eastern and western corners of the development site. These connections will connect to the proposed internal footway / footpath network within the site.

In addition, 2.0m wide footways will also be provided along both sides of the proposed site access roads, connecting to the existing provision on the northern side of Sacheverell Way via uncontrolled dropped kerb crossing.

The proposed pedestrian connections are highlighted in drawings 211040-01d and 211040-02d. Further commentary on the proposals is provided below.

Eastern Access

From the centre of the site, the most direct pedestrian desire line towards local facilities will be towards the eastern edge of the development, via Laundon Way, which provides access to the local Co-op and Lady Jane Grey Primary School, as well as the local centre further north. The walking distance is approximately 200m shorter compared to heading west out the site via the western side of Laundon Way.

As a result, this is the most likely route residents will take when accessing local amenities. Moreover, the gradient of Laudon Way is significantly flatter in the east than it is from the west, making it a more desirable route. The development proposals therefore include an enhanced crossing provision at the eastern end of the site, approximately 70m southwest of Laundon Way.

As part of scoping discussions with LCC, it was requested that the need for a pedestrian crossing be assessed in line with Chapter 6 of the Traffic Signs Manual. The Traffic Signs Manual provides suggested criteria for

when assessing the provision of stand-alone crossings. It states the three objectives of any crossing should be safety, convenience and accessibility.

The guidance recommends that a site assessment should be carried out and should consist of the following:

- A site survey,
- A pedestrian survey,
- A traffic survey, and
- Other relevant factors including crossing difficulty, crossing times and speeds, and road accident data.

These elements are considered in turn below.

Site Survey

A site visit was carried out on the 6th of June 2025 to observe site conditions during the AM peak period. The site visit indicated that within the vicinity of the proposed crossing the carriageway is 7.3m wide. The road takes the form of a single carriageway two-way road with centre line delineation.

Footways are provided on the northern side of the road and vary in width between 1.5m and 1.8m. The footway is separated from the carriageway via a grassed verge which measures approximately 3.0m in width. No footways are currently provided on the southern side of the road.

On approach to the proposed crossing, forward visibility was good in both directions given the relatively straight alignment of the road. No obstructions to visibility were noted.

The nearest local facilities are located within Groby and include a primary school and Co-op supermarket. Bus stops are also located to the north, off Laundon Way.

Pedestrian Surveys

Given that the proposed development is not yet built out, on site observations indicated that no pedestrians were recorded crossing in the vicinity of the proposed crossing. As this location is not currently on a desire line, no pedestrian surveys were deemed necessary.

However, the following section in this report estimates the number of pedestrian trips that will be generated by the site. It suggests during the AM peak 25 two-way pedestrian trips will be generated by the site, with 14 two-way trips in the PM peak. Over the course of a day, 146 two-way pedestrian trips are predicted. In addition to this the development is also predicted to generate some cycle trips and bus trips although these are significantly lower compared to the pedestrian trips.

Given that the proposed crossing location would be on the desire line, it is likely that the majority of the predicted pedestrian trips would use the crossing in the future.

Traffic Surveys

As set out earlier in this document, ATC's have been carried out on Sacheverell Way. These indicated peak hour two-way flows of 740 vehicles in the AM peak and 660 in the PM peak. The 85th percentile speeds in both directions were around 48mph.

Based on the recorded traffic flows, this results in 12 vehicles per minute passing the proposed crossing point, or one vehicle every 5 seconds.

Crossing Difficulty and Average Crossing Time and Speed

In order to assess crossing difficulty, the site assessor crossed the road several times during the AM peak period. On average, the site assessor had to wait 8 seconds to cross the road. As the road is 7.3m wide, based on a walking speed of 1.4m/s it would take 5 seconds to physically cross the road. However, it is noted that vulnerable groups could take longer to cross.

Road Accidents

A review of PIA's in the vicinity of the site indicated that no accidents have been recorded in this location over the most recent five-year period recorded.

Preferred Crossing Type

Based on the results of the site survey and supporting information, it is considered that the road has an average gap acceptance of 5 seconds during the busiest peak period. Given it is likely to take 5 seconds on average to cross the road it is possible that some pedestrian would find crossing the road difficult, resulting in longer waiting times. However, the pedestrian demand is relatively low, therefore a formal signalised pedestrian crossing is not considered necessary.

It is therefore proposed to provide a central pedestrian refuge that would allow pedestrians to cross the road in two parts. This would reduce the crossing width to 3.1m either side of the refuge resulting in a crossing time of approximately 2 seconds based on a 1.4m/s walking speed. Gap acceptance would also improve significantly given that pedestrian would only have to cross one lane of traffic at a time. Based on the ATC data the highest directional flow in the AM peak is 388 vehicles resulting in one vehicle every 9 seconds. As a result, the proposed refuge island would assist pedestrians significantly.

Drawing 211040-02d indicates the proposed layout of the refuge island that is proposed towards the east of the site. The refuge will be 2.0m wide and in line with guidance set out in LCC Highway Design Guide. As stated earlier in this section, the eastern pedestrian access will be the main desire line to or from the site and is therefore the best location to accommodate the enhanced crossing provision.

Western Access

A pedestrian connection will be provided to Sacheverell Way in the western corner of the site. This will connect to the existing uncontrolled crossing located adjacent to the old railway line which is now a permissive route. This will link to the developments internal footway/footpath network that will route within the development. Drawing 211040-01d indicates the proposed layout of the pedestrian connection. This connection also provides access to the existing permissive cycleway that runs north to south to the west of the site.

Internal Layout

The site proposes two points of vehicular access off Sacheverell Way. Both access points will provide 2.0m wide footways on both sides of the road. In addition, a series of pedestrian connections will be provided internally. A pedestrian link be provided internal to the site to the south of the existing hedge line on Sacheverell Way to provide a convenient link from the western side of the site to the proposed crossing on Sacheverell Way. This link could be provided in the form of a route set back from the highway, within the red-line boundary.

Moreover, to the south of the site a connection to the existing PROW along the southern perimeter of the site will be provided. This PROW connects to the permissive cycleway which connects to NCN Route 63. This provides traffic free pedestrian and cycle connectivity from the south of the development.

The proposed internal layout will have a 20mph design speed and is very unlikely to exceed 2,000 traffic movements within a 24-hour period. As a result, LTN 1/20 suggests that mixed traffic would be acceptable. Therefore, it would be suitable for cyclists to travel on road within the development.

Figure 4.1 below identifies the overall access strategy for the development.

Figure 4.1 Access Strategy

4.4 Road Safety Audit

A Stage 1 Road Safety Audit (RSA) has been carried out for the proposed access strategy. A copy of the RSA 1 with the designer's response and sign off from the auditor is provided in Appendix K, whilst a summary is provided in Table 4.1 below. A Design Brief in line with the guidance set out in GG119 was agreed with LCC and submitted to the audit team.

Table 4.1 Road Safety Audit Summary

Problem Ref.	Summary of Problem	Recommendation	Designers Response
2.1	Potential collisions due to standing water or service covers	Ensure that adequate surface water drainage is provided, any proposed drainage gullies should be relocated away from pedestrian and cycle desire lines.	Recommendation accepted. The surface water drainage will be considered further at detailed design stage.
2.2	Visibility splays to/from the access junctions could be constrained by overgrown vegetation.	Vegetation behind the visibility splays should be cut back and regularly maintained or alternatively replaced with a low-level variety.	Recommendation accepted – any vegetation behind the visibility splays is to be cut back and maintained.
2.3	The vehicle tracking assessment highlights that a large refuse collection vehicle overruns the centre line	Ensure that visibility splays are introduced showing inter-visibility between motorists entering/exiting the development and traffic travelling along Sacheverell Road, the area within the visibility splays should be kept clear of any obstructions.	Recommendation accepted – forward visibility splays have been shown between motorists entering / exiting the development site - As shown in Figure DR1 included in **Appendix J**. Splays of 25m have been indicated as this aligns with vehicle speeds of 20mph. This is considered a reasonable design speed considering that vehicles entering and leaving the site will be slowing down to make the turning manoeuvre. Any vegetation within the splay will be removed.
2.4	No detail has been provided relating to visibility splays to and from the tactile landings at both access junctions.	Ensure that visibility splays are provided to and from the tactile landings, if necessary**,** cut back or remove any vegetation that restricts the visibility to and from the tactile landings or alternatively move the respective crossing facilities closer to Sacheverell Road.	Recommendation accepted – as shown in Figure DR1 as part of the Stage RSA enclosed in **Appendix J**, the forward visibility splays of 25m, in line with design speeds of 20mph can be accommodated to the proposed uncontrolled crossings across the proposed site access arm.
2.5	No detail has been provided relating to the visibility splays to and from the tactile landings at the proposed uncontrolled crossings over Sacheverell Way at both eastern and western access points	Ensure that visibility splays are provided to and from the tactile landings, if necessary**,** cut back or remove any vegetation that restricts the visibility to and from the tactile landings.	Recommendation accepted – visibility splays to the proposed uncontrolled pedestrian crossings on Sacheverell Way have been indicated in line with recorded speeds. This is shown on drawing 211040-05.

The Road Safety Audit has not raised any issues that can't be suitably mitigate at the preliminary or detailed design stage. Therefore, the proposed access to the site is deemed safe and suitable.

4.5 Parking Provision

Parking provision at the potential development site will follow the guidance outlined for Use Class C3 in the aforementioned *Hinckley & Bosworth Borough Council Local Plan*, which stipulates:

- Dwellings of 3-bedrooms or less – 2 spaces; and,
- Dwellings of 4-bedrooms or more – 3 spaces.

It is proposed that the parking provision accords with the standards outlined above.

4.6 Servicing Arrangements

It is anticipated that the potential development will be serviced via a refuse collection vehicle entering the site through the accesses off Sacheverell Way and servicing individual dwellings kerbside. This could involve a refuse vehicle pulling up within proximity of each dwelling, collecting the refuse and returning within the curtilage of each dwelling. This operation is considered safe and appropriate to accommodate the quantum of the potential development.

In order to accommodate the required manoeuvres for the refuse collection vehicle, access arrangements and turning heads will need to be provided in accordance with guidance set out in the *Leicestershire Highway Design Guide* document in addition to national standards.

Tracking of refuse vehicles to/from the proposed accesses off Sacheverell Way are shown in Drawings 211040-03b and 211040-04a in Appendix I.

5. Traffic Generation

5.1 Introduction

This chapter of the Transport Assessment will determine the amount of vehicle traffic which could be generated by the proposed residential development.

5.2 Proposed Vehicle Generation

A Scoping Report was submitted to LCC whereby up-to-date trip rates extracted from TRICs were provided to determine the likely level of traffic generated by the proposed development. However, LCC considered these rates to be too low compared to applications for other local residential development. It was noted that the following planning applications provided the most recent trip rates that were approved for residential development:

- 22/00648/OUT (75 dwellings, Land South Of Markfield Road, Ratby), and
- 24/00914/OUT (450 dwellings, care facility, community hub and primary school, Burroughs Road Recreation Ground, Burroughs Road, Ratby).

Therefore, it has been requested that the higher trip rates outlined in the above applications be used for the proposed site to provide a consistent and robust approach to the assessing vehicle impact.

The trip rates and subsequent trip generation is summarised in **Table 5.1** below.

Table 5.1 Potential Trip Generation – Residential Dwellings

Time Range	Trip Rate (1-unit)			Trip Generation (180-dwellings)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
AM Peak (08:00 – 09:00)	0.175	0.455	0.630	32	82	114
PM Peak (17:00 – 18:00)	0.440	0.218	0.658	79	39	118

As can be gauged from **Table 5.1,** the potential development could be forecast to generate 114 and 118 two-way movements during the respective AM and PM peak periods. This would result in approximately 2 additional trips on the network every minute during the AM and PM network peak periods.

Appendix L provides a copy of the trip rates associated with the aforementioned planning applications.

5.3 Multi Modal Trips

The multi modal trip generation for the proposed residential development has been estimated using multi modal trip rates extracted from the TRICS (Trip Rate Information Computer System) database. The trip rates for pedestrians, cyclists, buses, and rail users are set out in **Table 5.2** with the resulting trips set out in **Table 5.3**. The full trip rates and assessment criteria used are provided in **Appendix M**.

Table 5.2 Multi Modal Trip Rates – Houses Privately Owned

Time Range	Arrive	Depart	Two-way
Trip Rates (Per Dwelling)			
Pedestrians			
AM Peak Period (08:00 – 09:00)	0.037	0.097	0.134
PM Peak Period (17:00 – 18:00)	0.043	0.032	0.075
Daily	0.403	0.407	0.810
Cyclists			
AM Peak Period (08:00 – 09:00)	0.004	0.019	0.023
PM Peak Period (17:00 – 18:00)	0.011	0.005	0.016
Daily	0.062	0.064	0.126
Bus			
AM Peak Period (08:00 – 09:00)	0.001	0.028	0.029
PM Peak Period (17:00 – 18:00)	0.013	0.002	0.015
Daily	0.081	0.082	0.163
Train			
AM Peak Period (08:00 – 09:00)	0.000	0.007	0.007
PM Peak Period (17:00 – 18:00)	0.004	0.001	0.005
Daily	0.018	0.031	0.049

Table 5.3 Multi Modal Trips Houses Privately Owned

Time Range	Arrive	Depart	Two-way
Pedestrians			
AM Peak Period (08:00 – 09:00)	7	18	25
PM Peak Period (17:00 – 18:00)	8	6	14
Daily	73	73	146
Cyclists			
AM Peak Period (08:00 – 09:00)	1	3	4
PM Peak Period (17:00 – 18:00)	2	1	3
Daily	11	12	23

Time Range	Arrive	Depart	Two-way
Bus			
AM Peak Period (08:00 – 09:00)	0	5	5
PM Peak Period (17:00 – 18:00)	2	1	3
Daily	15	15	30
Train			
AM Peak Period (08:00 – 09:00)	0	1	1
PM Peak Period (17:00 – 18:00)	1	0	1
Daily	3	6	9

As shown in Tables 5.2 and 5.3 above, the proposed development is predicted to generate a modest level of multi modal trips to and from the site. The majority of multi modal trips are predicted to be pedestrian trips which is expected given the sites proximity to the centre of Groby.

5.4 Traffic Distribution

The development traffic has been distributed to the network through Leicestershire's PRTM. An appropriate parent zone has been selected from the model to act as a proxy to determine the likely distribution for the proposed development site. Further information regarding the proposed PRTM assessment is included in the following section.

6. PRTM Summary

6.1 Background

This section provides a summary of the PRTM assessment carried out to assess the impacts of the proposed development on the local highway network. In order to determine if the PRTM was a suitable tool to provide a strategic assessment of the development impacts on the local area, a Base Year Model Review (BYMR) was carried out and the full report is provided in **Appendix N**, including the uncertainty logs which detail committed development and infrastructure schemes in the area.

The BYMR concluded that the model validated well in the area and meets Transport Analysis Guidance (TAG) criterion. An inception meeting was carried out with LCC on the 17th of July 2025 to discuss the scope of the assessment. It was subsequently agreed by LCC and NH that the PRTM is considered suitable to provide a strategic assessment of the development.

Following this a Forecasting Report was provided by LCC's Environment and Transport Modelling Services team. This sets out the forecast modelling results. A summary of forecast report is provided in this chapter, and a full copy of the report is provided in **Appendix O**.

6.2 PRTM Modelling Scenarios

As part of the PRTM assessment, the model accounts for committed development traffic and background traffic growth.

The PRTM Forecasting Report produced by LCC assessed the following scenarios:

- 2024 Base 'Do Minimum'.
- 2030 Opening Year 'Do Minimum 1'.
- 2030 Opening Year 'Do Minimum 2' Sensitivity Test (including Ratby application)
- 2030 Opening Year 'Do Something 1' (including 100% development).
- 2030 Opening Year 'Do Something 2' Sensitivity Test (including Ratby application + 100% development)

To produce the 2030 'Do Minimum' scenarios, the forecasts have been run through the wider PRTM modelling suite, which includes a highway, public transport and variable demand model. As a result, the scenario incorporates the response of travel demand to forecasted changes in travel cost and development of transport infrastructure over time.

In producing the 2030 'Do Something' scenarios, the trips generated by the proposed development have been added to the 2030 'Do Minimum' highway demand matrices using the agreed parent-zone distribution and assigned in the PRTM highway model.

It was agreed with LCC and NH that a sensitivity test would be carried out to consider the cumulative impacts associated with the proposed development off Burroughs Road, Ratby. The application (ref. 24/00914/OUT) is for 470 residential dwellings. At the time of writing the development does not have planning permission, and is not an allocated site within the adopted local plan. As a result, the site does not meet the definition of committed development set out in the Government's guidance on Travel Plans, Transport Assessments and Statements. Nevertheless, the sensitivity test has been carried out in the interests of robustness.

6.3 Modelling Assumptions

'Do Minimum' Assumptions

The 'Do Minimum' scenario has been forecasted using planning data and information on infrastructure schemes, which has been agreed between the project team and relevant highway stakeholders following the inception meeting (dated the 17th of July 2025), in the format of an uncertainty log.

The trip forecasting in the 2030 'Do Minimum' scenario used forecasts of population, households, and employment to generate future estimates of travel demand.

As stated in the previous section, the 2030 'Do Minimum 2' scenario includes the Ratby development by means of a sensitivity test.

Proposed Development Access Assumptions

To create the 2030 'Do Something' scenario network, a single development access off Sacheverell Way was incorporated into the 'Do Minimum' network. It is acknowledged that the development proposals include two priority junctions onto Sacheverell Way, however allowing for just one access ensures a robust assessment as it assumes all trips use a single junction when accessing the wider network. In reality development traffic would be spread across two access points. Furthermore, assuming one access in the PRTM assessment would not impact the distribution of traffic, as both proposed accesses provide links to Sacheverell Way.

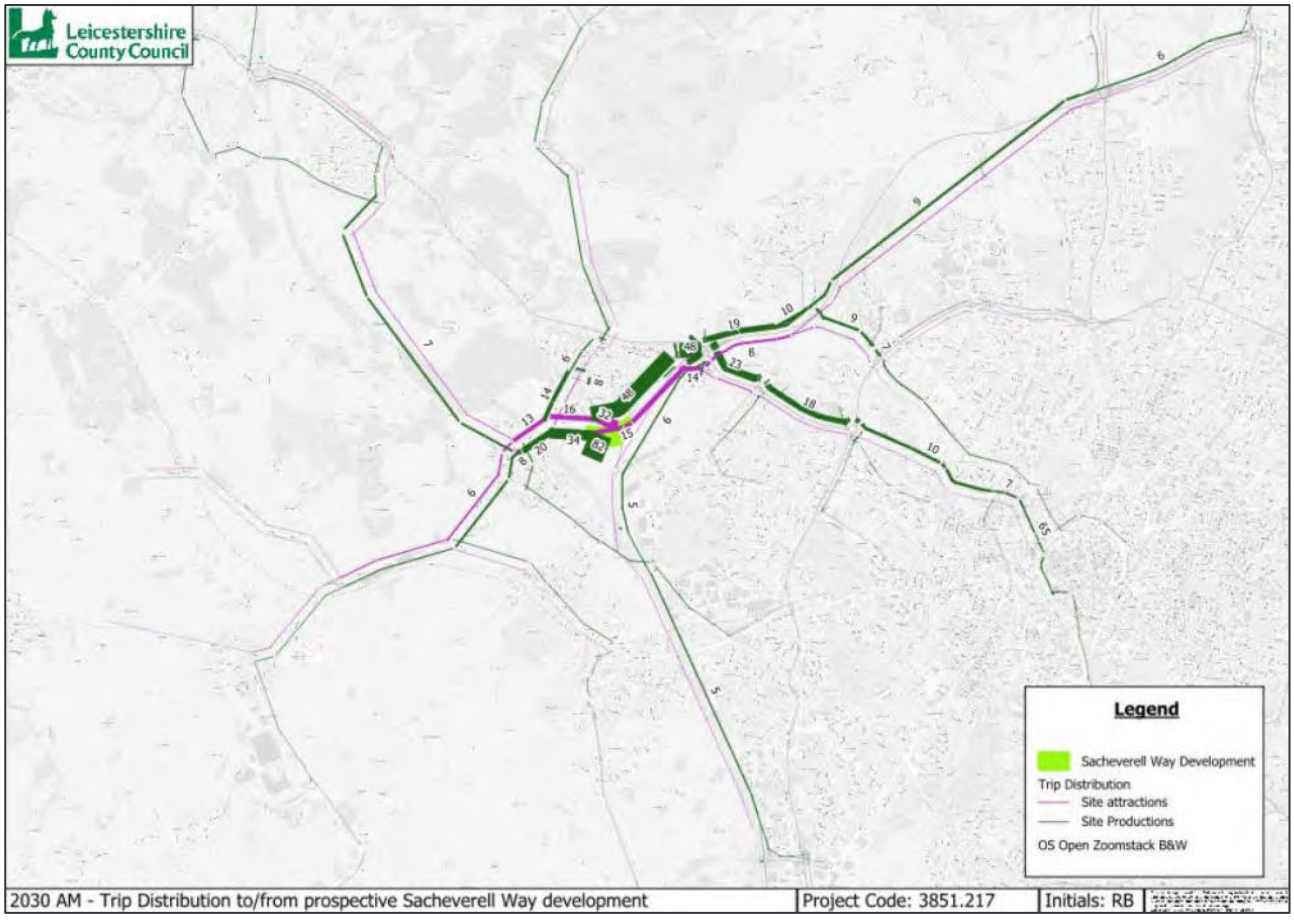
Proposed Development Trip Distribution

The proposed trip rates that were agreed with LCC and NH have been added to the 2030 'Do Minimum' highway demand matrices and assigned in the PRTM highway model. The agreed trip rates were set out in Chapter 5 of this report.

The existing parent-zone 4103, which includes the settlement of Groby, has been used for the trip distribution of the proposed development trips as this provides a good proxy for the proposed scheme.

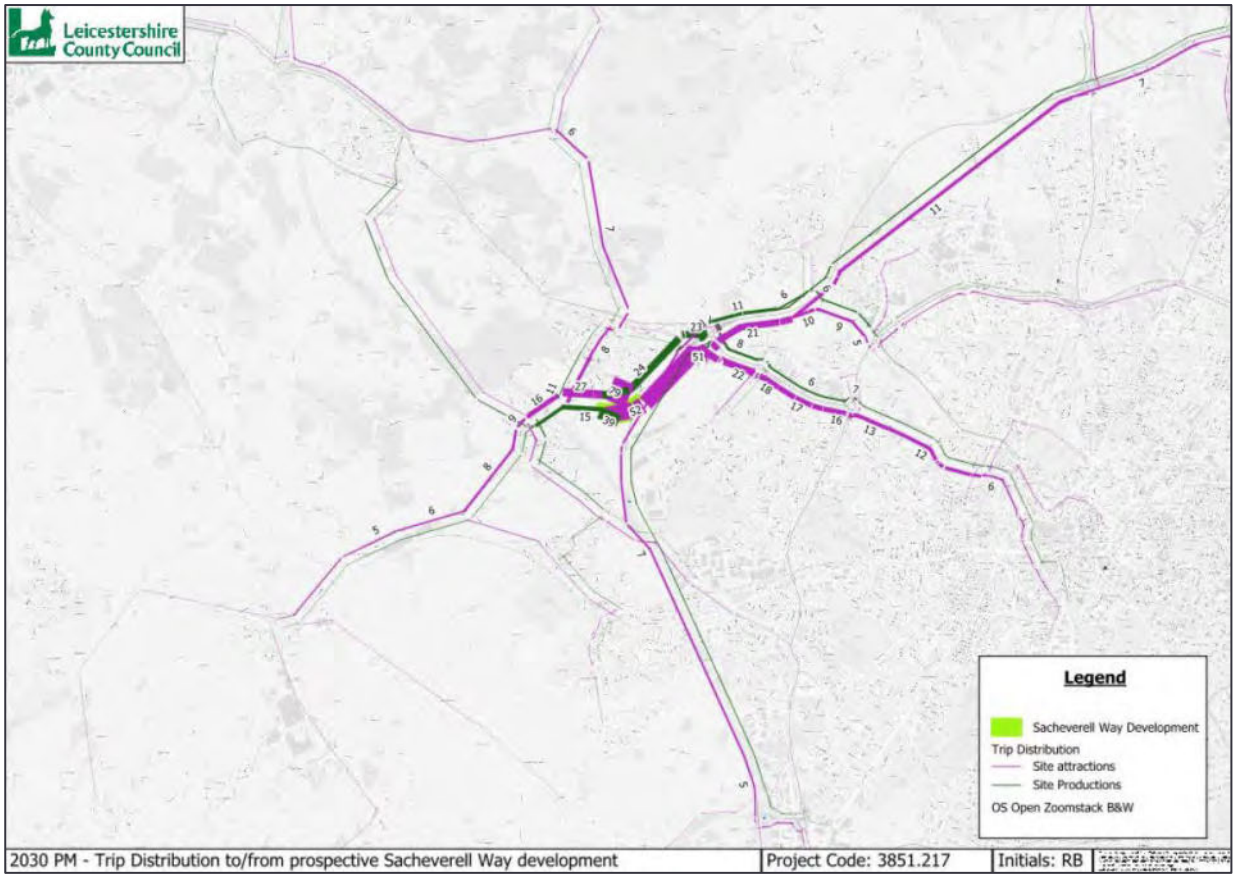
Figures 6.1 and 6.2 below illustrate the forecasted development trip distribution on the highway network for the 2030 'Do Something 1' scenario in the AM and PM Peak hours.

Figure 6.1 2030 'Do Something 1' AM Trip Distribution



Source: Leicestershire County Council EDT Department

Figure 6.2 2030 'Do Something 1' PM Trip Distribution



Source: Leicestershire County Council EDT Department

The trip distribution presented above indicates that the additional trips generated by the proposed development site would primarily route to and from the east in both the AM and PM peaks. From here traffic heads east along the A46, or south towards Leicester City Centre via the A50. A small percentage of traffic is predicted to head west from the site heading towards Ratby, or north through Groby via Ratby Road.

6.4 Forecast Flow Change

Figures 6.3 and 6.4 illustrate the forecasted flow change on the highway network between the 2030 'Do Minimum 1' and 2030 'Do Something 1' scenarios in the AM and PM Peak hours.

Figure 6.3 Forecast Flow Change for 2030 'Do Minimum 1' & 2030 'Do Something 1' AM Peak Hour

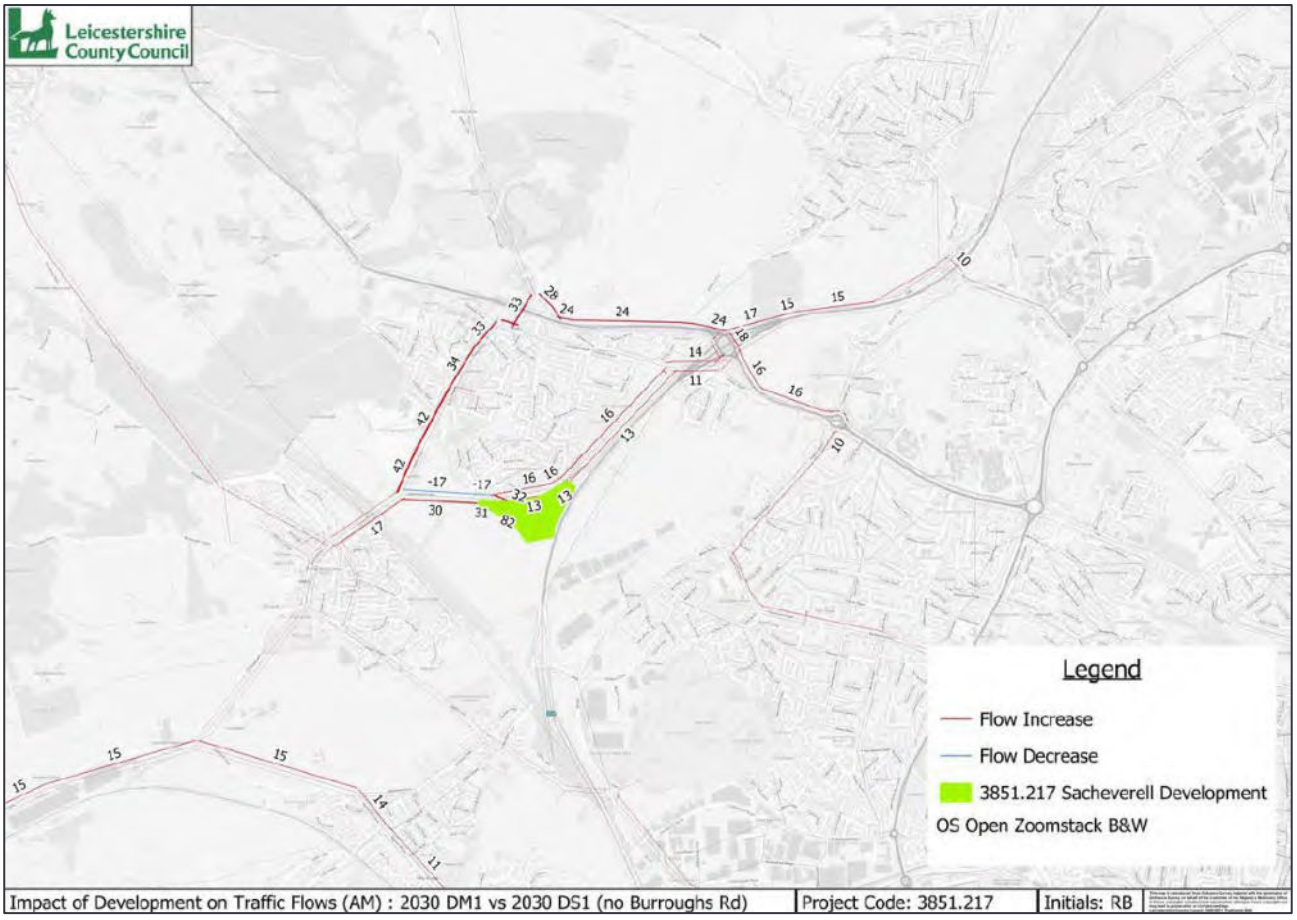
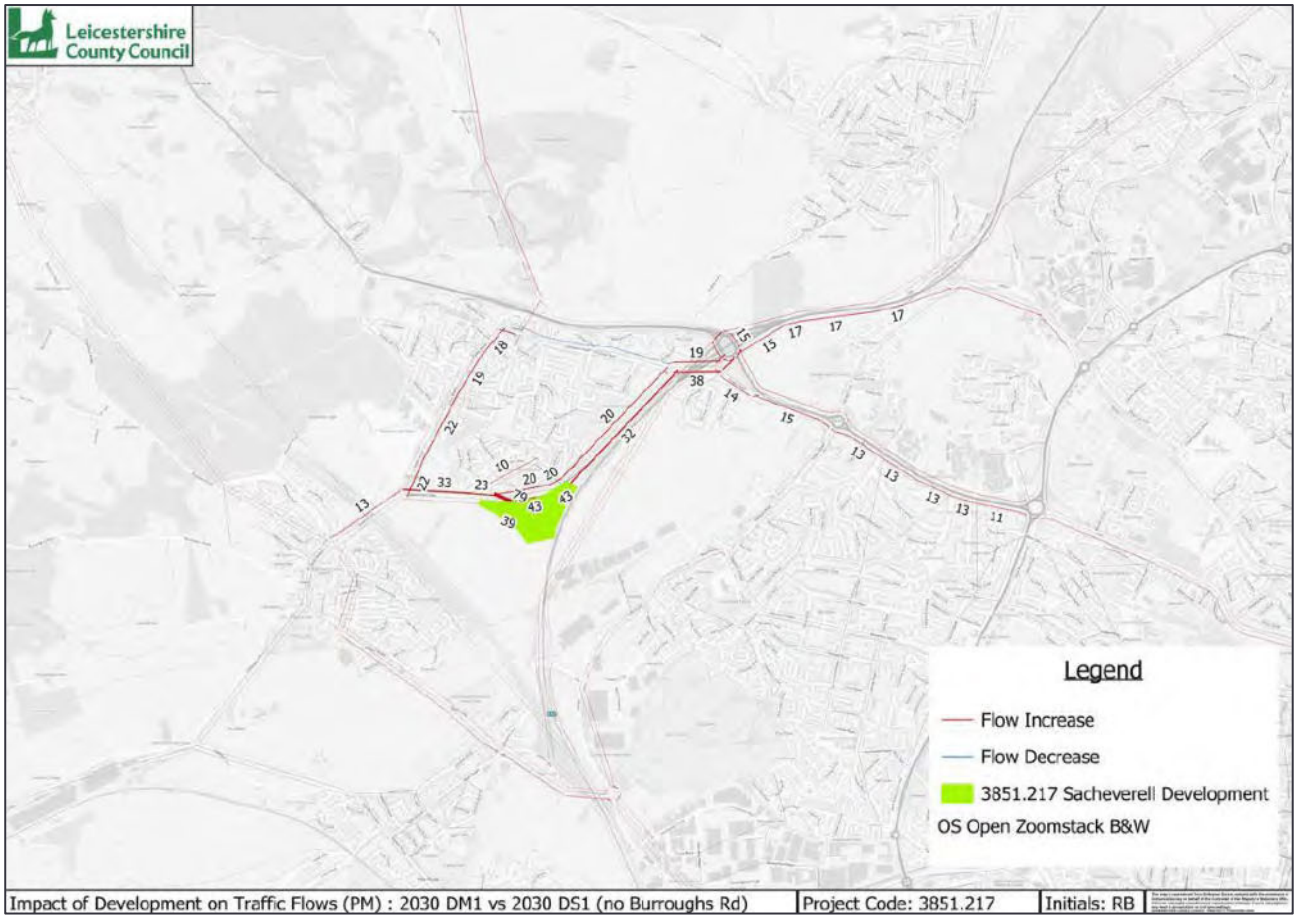


Figure 6.4 Forecast Flow Change for 2030 'Do Minimum' & 2030 'Do Something' PM Peak Hour



In the AM peak hour, the PRTM model shows an increase in trips utilising Ratby Road and Newtown Linfield Way to access the A46/A50 junction. This is predominantly made up of existing trips re-routing away form Sacheverell Way. This is potentially due to increased congestion levels predicted within the model on approach to the A46/A50 junction, however this is considered in more detail through the stand alone junction assessments presented later in this report. Some smaller increases in traffic are also forecast along Sacheverell Way and Leicester Road on approach to the A46/A50 junction.

Within the sensitivity test, with the Ratby development added to the junction, the change in flow across the network is similar to the core scenario and diagrams showing this can be found within the forecast report.

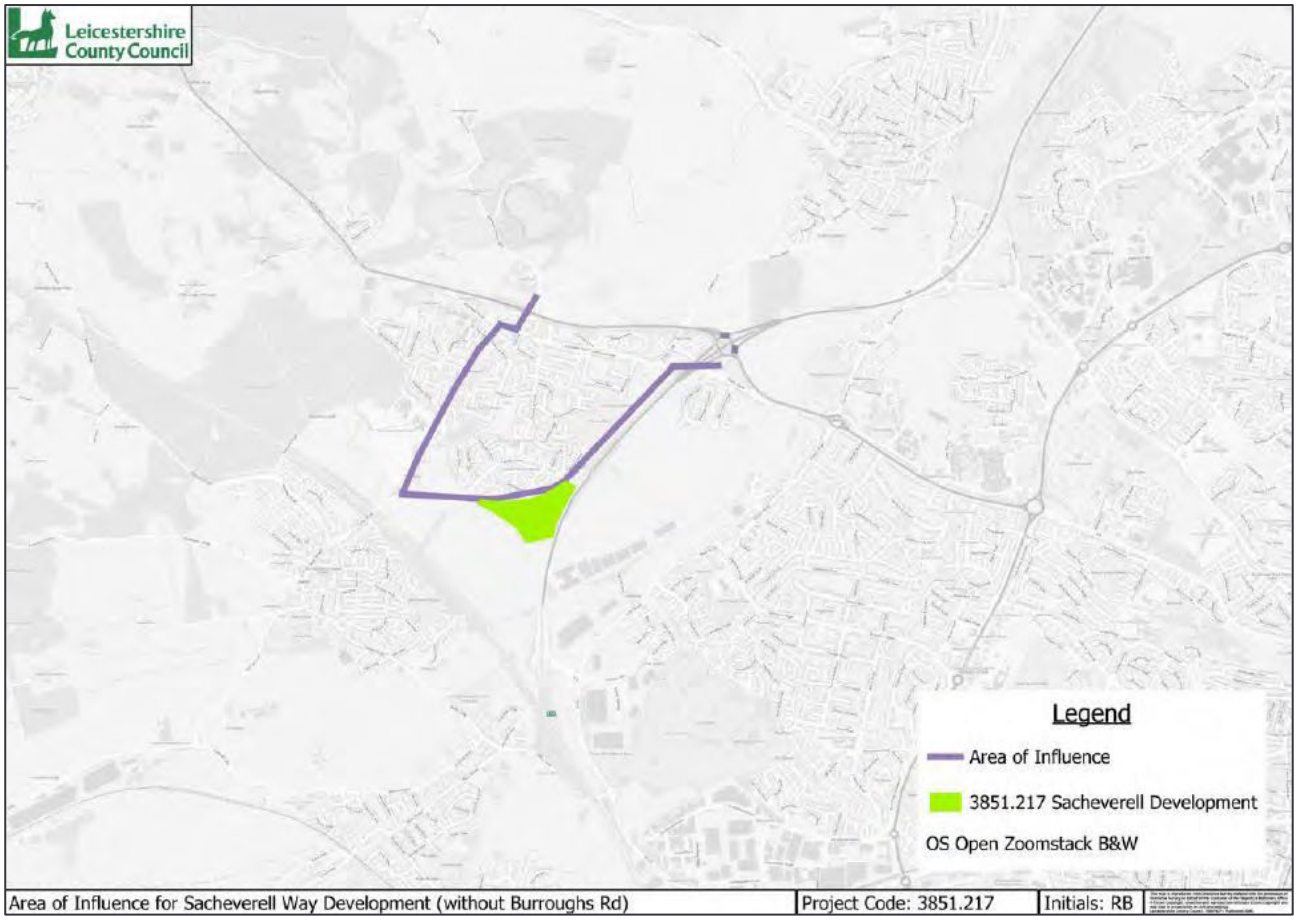
Overall, the predicted change in flow on the network as a result of the development proposals is modest.

6.5 Area of Influence

The geographic scope of the PRTM assessment has been determined by the Area of Influence (AoI) plots provided by LCC's Environment and Transport Modelling Services team. The AoI is defined by comparing the change in forecast traffic flows between the 2030 'Do Something 1' and 2030 'Do Minimum 1' scenarios. The AoI has been defined by considering the links where traffic flows are forecast to change by more than ±5% and ±30 PCUs.

The AoI in relation to the proposed development site is illustrated in **Figure 6.5** below.

Figure 6.5 Proposed Development Site PRTM Area of Influence



Source: Leicestershire County Council EDT Department

6.6 Forecast Delay Change

The forecast delay change indicates where increases in delay could be expected once development traffic has been added to the network.

Figures 6.6 and 6.7 below illustrate the forecasted delay change on the highway network between the 2030 'Do Minimum 1' and 2030 'Do Something 1' scenarios in the AM and PM Peak hours.

Figure 6.6 Forecast Delay Change for 2030 'Do Minimum 1' & 2030 'Do Something 1' AM Peak Hour

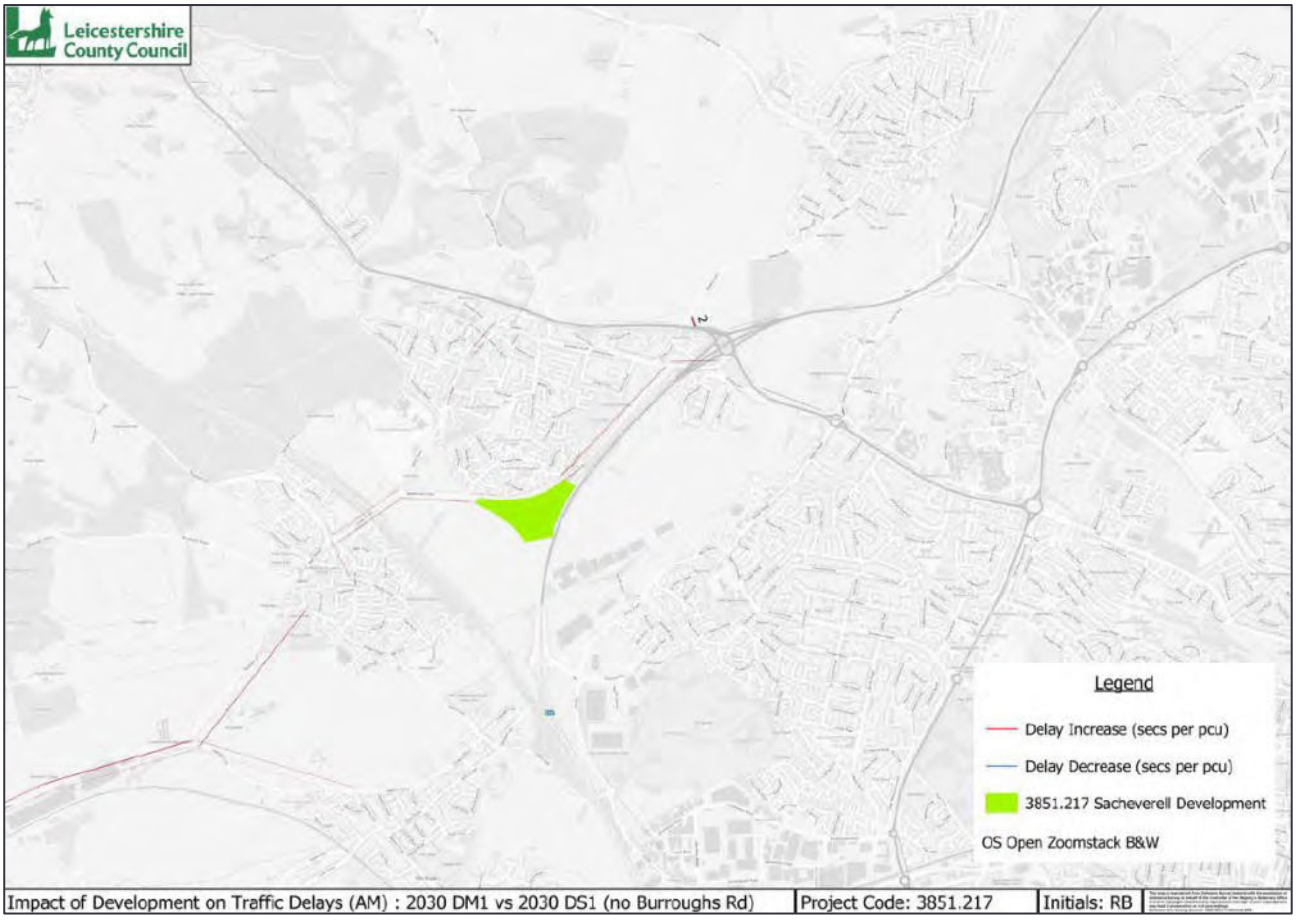
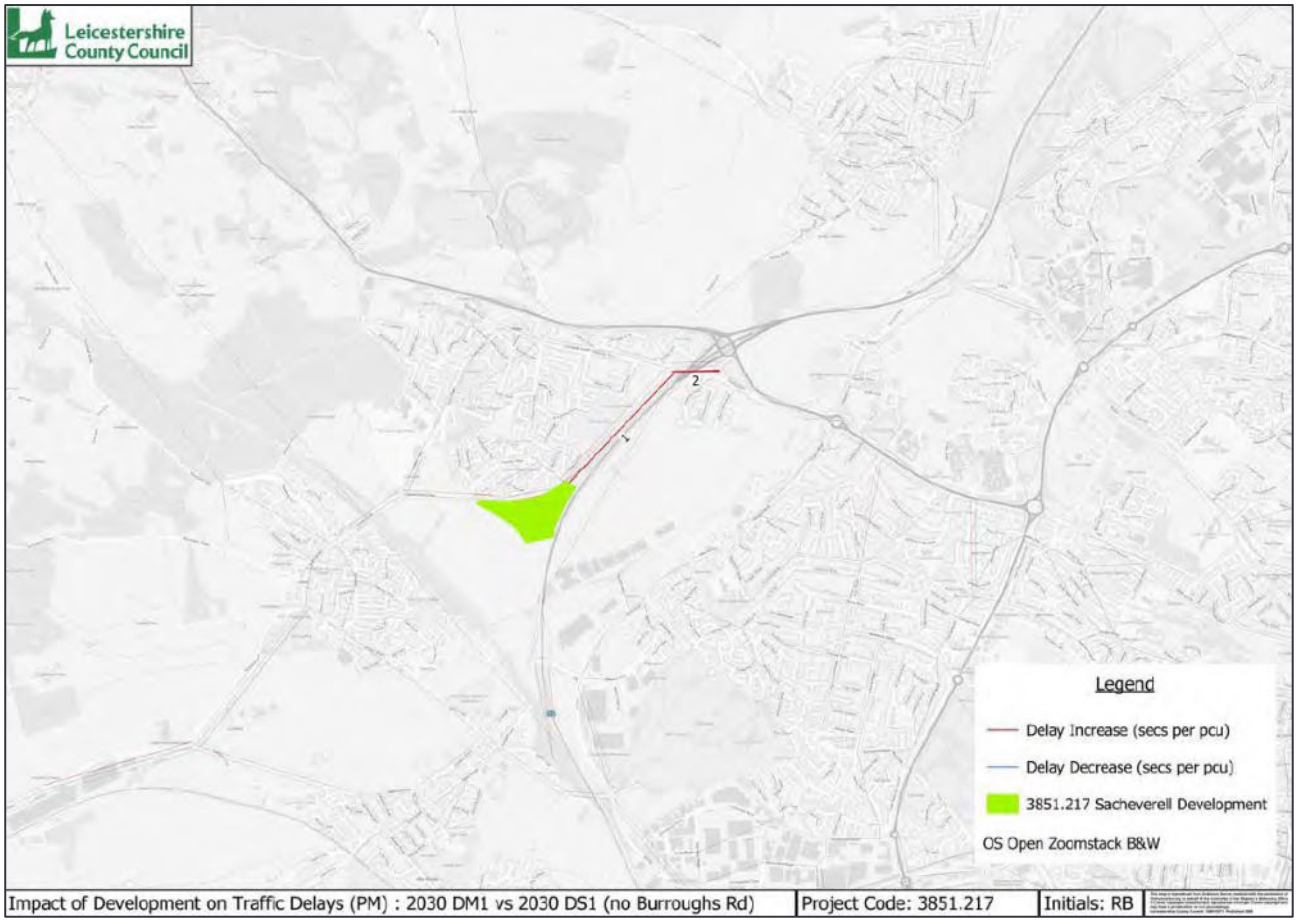


Figure 6.7 Forecast Delay Change for 2030 'Do Minimum 1' & 2030 'Do Something 1' PM Peak Hour



When comparing the 2030 'Do Something 1' and 2030 'Do Minimum 1' scenarios, the PRTM predicts a negligible increase in delays along Sacheverell Way which do not exceed 2 seconds per PCU. When comparing the 'Do Something 2' and 'Do Minimum 2' scenarios (see forecast report), there is similarly a negligible increase in delays predicted along Sacheverell Way as a result of the development proposals. In both comparisons, the slight increase in delays is concentrated to the east of the site access along Sacheverell Way, up to and including the Leicester Road / Sacheverell Way roundabout.

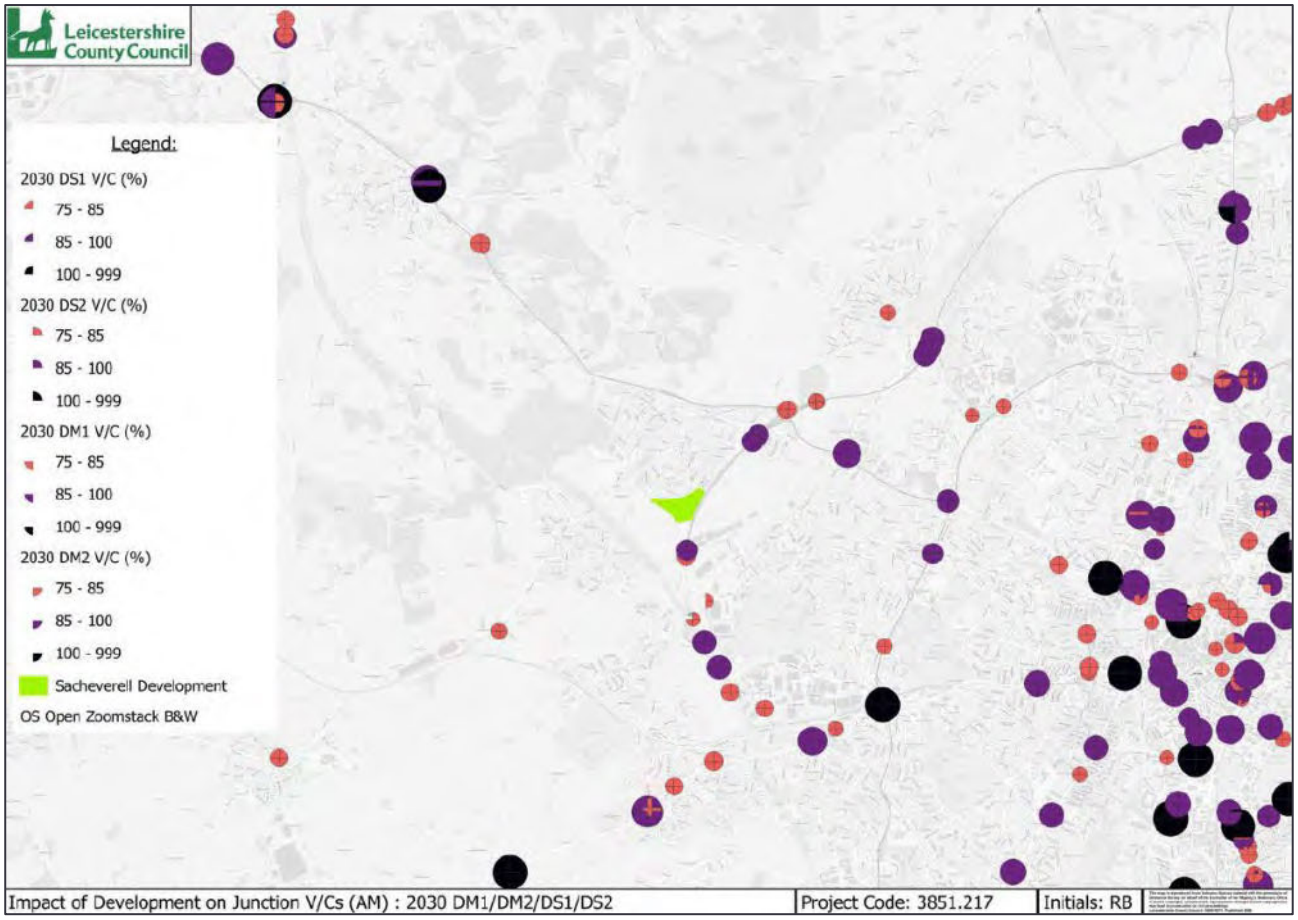
Overall, the impact of the proposed development is forecast to have very little additional delay at junctions within the AoI. Nevertheless, this is considered in more detail using a standalone junction model, the results of which are presented later in this report.

6.7 Forecast Volume / Capacity Ratios

Within the PRTM, Volume/Capacity (V/C) ratios have been forecast for individual junctions. In locations where the junctions are approaching or exceeding capacity, node-volume capacity ratios have been presented. The threshold for judging forecast capacity has been tabulated as ratios exceeding 75%.

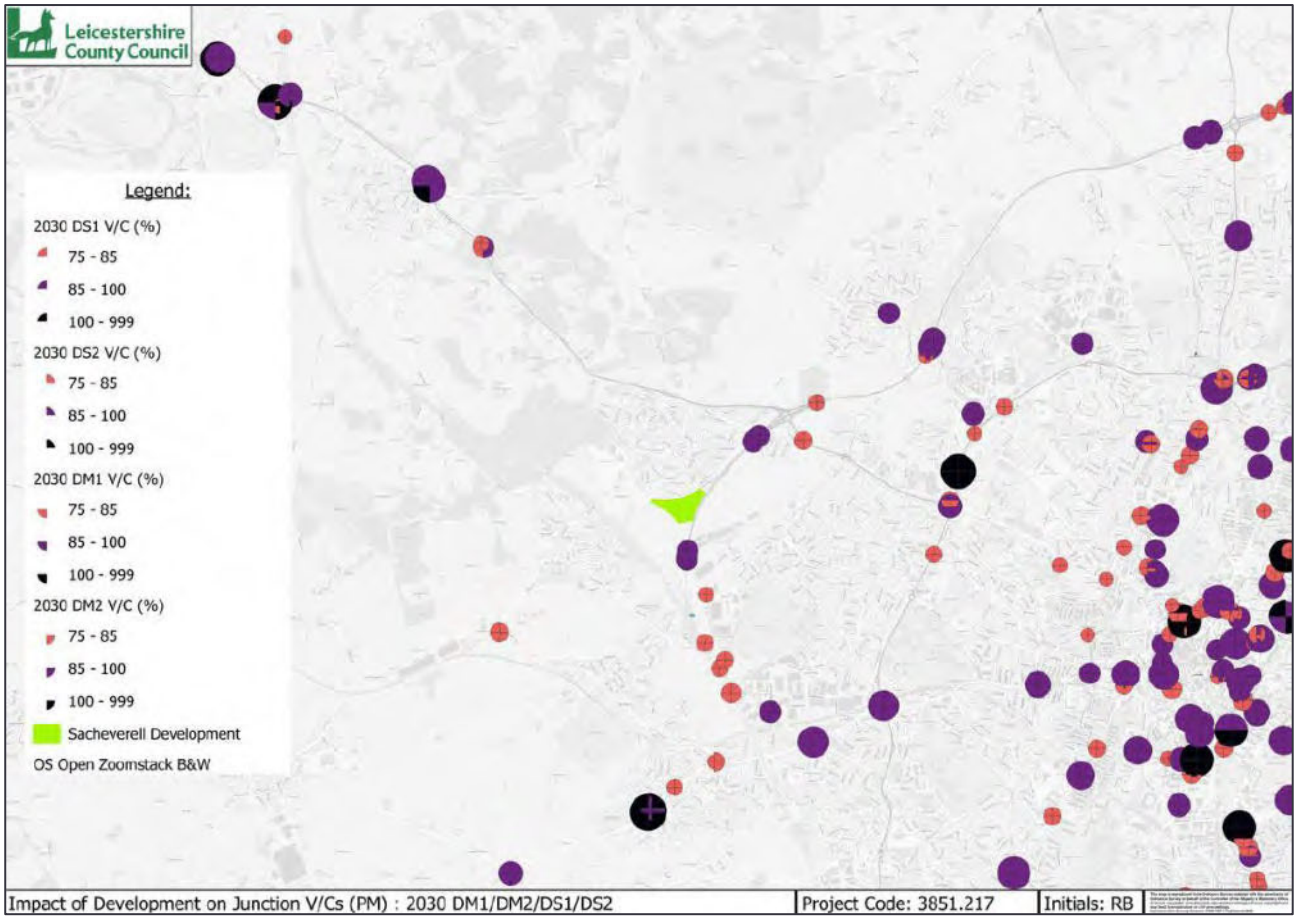
Figures 6.8 and 6.9 below illustrate the forecast maximum V/C ratios for all four future year scenarios, 2030 'Do Minimum 1', 2030 'Do Minimum 2', 2030 'Do Something 1' and 2030 'Do Something 2' for the AM and PM network peak hours, with only junctions exceeding a 75% ratio being displayed.

Figure 6.8 Forecast Node Volume/Capacity Ratios – All Future Year Scenarios, AM Peak Hour



Source: Leicestershire County Council EDT Department

Figure 6.9 Forecast Node Volume/Capacity Ratios – All Scenarios, PM Peak Hour



Source: Leicestershire County Council EDT Department

The V/C ratios presented above indicate that there is no discernible deterioration in junction capacity across the local highway network as a consequence of the development in either peak hour.

It is noticeable that all of the junctions which are contained within the AoI do not see a change in junction capacity across all the future year scenarios, including the sensitivity scenarios. For example, the Leicester Road/Sacheverell Way junction continues to operate between 85% - 100% in the AM and PM network peaks throughout the 2030 'Do Minimum 1', 2030 'Do Minimum 2', 2030 'Do Something 1' and 2030 'Do Something 2' scenarios. As a result, the change in traffic flows reported in the PRTM forecast report shows very little change to the operation of local junctions, nevertheless, this is considered in more detail in the following section.

7. Standalone Junction Assessments

7.1 Introduction

The PRTM assessment outlined in Section 6 provided a strategic assessment of the local highway network. However, given the strategic nature of the PRTM, it is considered necessary to undertake standalone junction models at key locations on the network to understand the likely impact of the development in more detail. These standalone assessments use outputs from the PRTM assessment.

The AoI identified within the PRTM assessment has been used to identify locations where additional standalone junction assessments are required. The following junctions have been identified.

- Junction 1 – Proposed Site Access Junction off Sacheverell Way
- Junction 2 – Laundon Way West/Sacheverell Way Priority T-junction.
- Junction 3 – Laundon Way East/Sacheverell Way Priority T-junction.
- Junction 4 – Sacheverell Way/Leicester Road Roundabout Junction.
- Junction 5 – Groby Road/Leicester Road Priority T-junction.
- Junction 6 – A50/A46 Roundabout Junction.
- Junction 7 – Groby Road/Sacheverell Way Ghost Island Priority Junction.
- Junction 8 – Ratby Road/Markfield Road/Leicester Road Priority Junction
- Junction 9 – Leicester Road/Newtown Linford Lane Priority T-junction
- Junction 10 – Newton Linford Lane/A50 Priority T-junction

7.2 Assessment Scenarios and Furnessing

The junctions outlined above have been assessed during the AM and PM peak periods for the following scenarios, as agreed with LCC:

- 2025 Base
- 2030 'Do Minimum 1'
- 2030 'Do Minimum 2' (Sensitivity Test)
- 2030 'Do Something 1'
- 2030 'Do Something 2' (Sensitivity Test)

As the PRTM is a strategic model it is not validated at a junction turning flow level. As a result, the standalone models have been based on observed traffic flows using the traffic counts set out in Section 2.3 of this report. Outputs from the PRTM have then been used to growth up observed counts to the future year of 2030. In order to do this the base flows were provided to LCC's Environment and Transport Modelling Services team, to enable them to undertake the furnessing process.

The methodology used to furness the traffic flows is set out below:

1. Define the prior matrix using the counts provided. Calculate the 'total' in / out flows for each arm of the junction.
2. For each in / out at a junction, determine the flow difference between the PRTM count year and forecast year. Add this to the observed prior matrix 'total' to create a 'target' (i.e. the 'additive' methodology for determining link targets).
3. Divide the 'target' by the 'total' for each row and column to get 'row factors' and 'column factors'.
4. Multiply the prior matrix by the row factors to produce an 'interim' matrix.
5. Calculate the convergence, using Relative Absolute Difference (R.A.D), on the 'interim' matrix (i.e. non-factored columns)
6. Multiply the updated matrix by the column factors to produce the 'final' matrix for that iteration.
7. Sum rows and columns, to create new totals.
8. Repeat steps 3 through 7 until convergence is achieved in step 5 of the final iteration. Terminating convergence occurs when the R.A.D is below 2%, unless there is a narrative why a junction does not converge.

The furnessed traffic flow matrices are provided in **Appendix P**, with the corresponding traffic flow diagrams for all scenarios listed provided in **Appendix Q.**

7.3 Junction Analysis

The analysis of priority junctions has been conducted using Junctions 11 (PICADY Module) software. Signalled junctions have been assessed using LinSig Version 3 software. Both of these software packages are industry standard.

For priority junctions (T-junction/roundabout) a Ratio of Flow to Capacity (RfC) of 0.85 suggests a particular arm of a junction is approaching capacity, and if additional traffic is added to the junction queues and delays will increase disproportionately.

For signalised junctions, a Degree of Saturation (DoS) of 90% suggests that particular arm is approaching capacity and the junction as a whole does not have any Practical Reserve Capacity (PRC).

The junction capacity assessment results are summarised below.

Junction 1 – Proposed Site Access Junction

This junction has been assessed using the PICADY module of Junctions 11. A summary of the capacity modelling results is presented in **Table 7.1** below, with full results included within **Appendix R.** The geometrical inputs to inform the model have been taken from the site access design drawings which were based on a topographical survey. It should be noted that in the interests of robustness it has been assumed that all development traffic will access the site via one access point, however in reality it would be spread between two points of access.

Table 7.1 Site Access/ Sacheverell Way Priority T-junction Summary Results

Stream	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
2030 'Do Something'						
Site Access	0	8	0.17	0	8	0.09
Sacheverell Way	0	5	0.04	0	5	0.07
2030 'Do Something' Sensitivity						
Site Access	0	8	0.17	0	8	0.09
Sacheverell Way	0	5	0.04	0	5	0.07

Table 7.1 indicates that junction is predicted to operate well within capacity with minimal queues and delays on the network in both 2030 'Do Something' scenario. As a result, the junction can be safely accommodated on Sacheverell Way and will provide safe and suitable access to the site.

Junction 2 – Laundon Way West/Sacheverell Way Priority T-junction

This junction has been assessed using the PICADY module of Junctions 11. The geometrical parameters to inform the model have been taken from digital mapping, satellite imagery and on-site observations. A summary of the capacity modelling results is presented in Table 7.2 below, with full results included within Appendix S.

Table 7.2 Laundon Way West/Sacheverell Way Priority T-junction Summary Results

Stream	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
2025 Base						
Sacheverell Way (LT)	0	6	0.08	0	6	0.05
Sacheverell Way (RT)	0	8	0.16	0	8	0.11
Laundon Way	0	5	0.05	0	5	0.11
2030 'Do Minimum'						
Sacheverell Way (LT)	0	6	0.07	0	6	0.06
Sacheverell Way (RT)	0	9	0.17	0	8	0.12
Laundon Way	0	4	0.05	0	5	0.11
2030 'Do Minimum' Sensitivity						
Sacheverell Way (LT)	0	6	0.07	0	6	0.06
Sacheverell Way (RT)	0	9	0.17	0	8	0.12

Stream	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
Laundon Way	0	5	0.05	0	5	0.11
2030 'Do Something 1'						
Sacheverell Way (LT)	0	6	0.07	0	6	0.06
Sacheverell Way (RT)	0	9	0.18	0	9	0.12
Laundon Way	0	4	0.05	0	5	0.13
2030 'Do Something 2' Sensitivity						
Sacheverell Way (LT)	0	6	0.07	0	6	0.06
Sacheverell Way (RT)	0	9	0.17	0	9	0.12
Laundon Way	0	4	0.05	0	5	0.13

Table 7.2 indicates that the junction operates within capacity under current traffic conditions which reflects on-site observations. The junction is predicted to continue to operate well within capacity with minimal queues and delays on the network in the 2030 'Do Minimum' scenario including background growth and the inclusion of the development proposals in the 2030 'Do Something' scenario. Furthermore, the addition of committed development traffic in the form of sensitivity tests also has a minimal impact on forecast queues and vehicle delays in the 2030 'Do Minimum 2' and 'Do Something 2' scenarios. As a result, the proposed development is not predicted to result in a material impact on this junction.

Junction 3 – Laundon Way East/Sacheverell Way Priority T-junction

This junction has been assessed using the PICADY module of Junctions 11. The geometrical parameters to inform the model have been taken from digital mapping, satellite imagery and on-site observations. A summary of the capacity modelling results is presented in Table 7.3 below, with full results included within Appendix T.

Table 7.3 Laundon Way East/Sacheverell Way Priority T-junction Summary Results

Stream	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
2025 Base						
Sacheverell Way (LT)	0	8	0.26	0	7	0.12
Sacheverell Way (RT)	0	12	0.07	0	11	0.04
Laundon Way	0	6	0.21	1	6	0.38
2030 'Do Minimum 1'						
Sacheverell Way (LT)	0	8	0.25	0	7	0.12
Sacheverell Way (RT)	0	13	0.08	0	12	0.04

Stream	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
Laundon Way	1	5	0.23	1	7	0.44
2030 'Do Minimum 2' Sensitivity						
Sacheverell Way (LT)	0	8	0.25	0	7	0.12
Sacheverell Way (RT)	0	13	0.08	0	12	0.04
Laundon Way	1	5	0.23	1	7	0.44
2030 'Do Something 1'						
Sacheverell Way (LT)	0	8	0.25	0	7	0.12
Sacheverell Way (RT)	0	14	0.08	0	13	0.04
Laundon Way	1	5	0.24	1	7	0.43
2030 'Do Something 2' Sensitivity						
Sacheverell Way (LT)	0	8	0.26	0	7	0.12
Sacheverell Way (RT)	0	14	0.08	0	12	0.04
Laundon Way	1	5	0.23	1	7	0.43

Table 7.3 indicates that the junction operates within capacity under current traffic conditions which reflects on-site observations. The junction is predicted to continue to operate well within capacity with minimal queues and delays on the network in the 2030 'Do Minimum' scenario including background growth and the inclusion of the development proposals in the 'Do Something' scenario. Furthermore, the addition of committed development traffic in the form of sensitivity tests also has a minimal impact on forecast queues and vehicle delays in the 'Do Minimum' and 'Do Something' scenarios. As a result, the proposed development is not predicted to result in a material impact on this junction.

Junction 4 – Sacheverell Way/Leicester Road Roundabout Junction.

This junction has been assessed using the ARCADY module of Junctions 11. The geometrical parameters to inform the model have been taken from digital mapping, satellite imagery and on-site observations. A summary of the capacity modelling results is presented in Table 7.4 below, with full results included within Appendix U.

Table 7.4 Sacheverell Way/Leicester Road Roundabout Summary Results

Stream	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
2025 Base						
Leicester Road (E)	1	3	0.33	1	3	0.47
Sacheverell Way	1	3	0.32	0	3	0.23

Stream	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
Leicester Road (W)	0	3	0.23	0	3	0.16
2030 'Do Minimum 1'						
Leicester Road (E)	1	3	0.38	1	3	0.51
Sacheverell Way	1	3	0.33	0	3	0.29
Leicester Road (W)	0	3	0.23	0	3	0.17
2030 'Do Minimum 2' Sensitivity						
Leicester Road (E)	1	3	0.37	1	3	0.51
Sacheverell Way	1	3	0.33	0	3	0.29
Leicester Road (W)	0	3	0.23	0	3	0.17
2030 'Do Something 1'						
Leicester Road (E)	1	3	0.38	1	4	0.53
Sacheverell Way	1	3	0.34	0	3	0.30
Leicester Road (W)	0	3	0.24	0	3	0.16
2030 'Do Something 1' Sensitivity						
Leicester Road (E)	1	3	0.37	1	4	0.53
Sacheverell Way	1	3	0.34	0	3	0.30
Leicester Road (W)	0	3	0.24	0	3	0.16

Table 7.4 indicates that the junction operates within capacity under current traffic conditions which reflects on-site observations. Recorded queues at the junction indicate that the approach queues are low on all arms, and at times no queuing is recorded.

The junction is predicted to continue to operate well within capacity with minimal queues and delays on the network in the 2030 'Do Minimum 1' scenario including background growth and the inclusion of the development proposals in the 2030 'Do Something 1' scenario. Furthermore, the addition of the Ratby development traffic in the form of sensitivity tests also has a minimal impact on forecast queues and vehicle delays in the 2030 'Do Minimum 2' and 'Do Something 2' scenarios. As a result, the proposed development is not predicted to result in a material impact on this junction.

Junction 5 – Groby Road/Leicester Road Priority T-junction

This junction has been assessed using the PICADY module of Junctions 11. The geometrical parameters to inform the model have been taken from digital mapping, satellite imagery and on-site observations. A summary of the capacity modelling results is presented in Table 7.5 below, with full results included within Appendix V.

Table 7.5 Groby Road/Leicester Road Priority Summary Results

Stream	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
2025 Base						
Groby Road (LT)	1	10	0.33	1	13	0.45
Groby Road (RT)	0	15	0.17	0	19	0.21
Leicester Road	0	5	0.15	0	6	0.16
2030 'Do Minimum'						
Groby Road (LT)	1	11	0.39	1	16	0.52
Groby Road (RT)	0	17	0.18	0	24	0.27
Leicester Road	0	5	0.16	1	5	0.18
2030 'Do Minimum' Sensitivity						
Groby Road (LT)	1	11	0.38	1	16	0.53
Groby Road (RT)	0	17	0.18	0	25	0.28
Leicester Road	1	5	0.16	1	5	0.18
2030 'Do Something'						
Groby Road (LT)	1	11	0.40	1	18	0.57
Groby Road (RT)	0	18	0.19	0	27	0.30
Leicester Road	1	5	0.16	1	5	0.19
2030 'Do Something' Sensitivity						
Groby Road (LT)	1	11	0.39	1	19	0.58
Groby Road (RT)	0	17	0.19	0	27	0.30
Leicester Road	1	5	0.16	1	5	0.19

Table 7.5 indicates that the junction operates within capacity under current traffic conditions which reflects on-site observations. It is noted that on occasion, some slow moving traffic has been observed on Leicester Road on approach to the A46/A50 junction, however this does not result in significant queues along Groby Road. As a result, the junction is considered to validate well.

The junction is predicted to continue to operate well within capacity with minimal queues and delays on the network in the 2030 'Do Minimum 1' scenario including background growth and the inclusion of the development proposals in the 2030 'Do Something 1' scenario. Furthermore, the addition of the Ratby development traffic in the form of sensitivity tests also has a minimal impact on forecast queues and vehicle delays in the 2030 'Do Minimum 2' and 'Do Something 2' scenarios. As a result, the proposed development is not predicted to result in a material impact on this junction.

Junction 6 – A50/A46 Roundabout Junction

This junction has been modelled as a traffic signal junction using LinSig version 3. The LinSig model for the junction was obtained from LCC and therefore reflects the current signal staging arrangements.

Initial baseline modelling indicated that the junction was operating well within capacity with limited queuing and delay. On-site observations indicate that some queuing does occur, and therefore the model may be overestimating the level of capacity that is available.

As a result, a detailed review of the LinSig model was carried out to validate and calibrate the model and ensure it provides an accurate representation of existing conditions. As a consequence of the review, the following changes to the model were made:

- The lane lengths in the original model for the internal circulatory were recorded as PCU figures, however, it is believed these should be represented in metres. For example, the lane length on the eastern circulatory was specified as 90 PCUs, however this significantly overestimates the lane length. This has therefore been changed to 90m. All other internal lanes have been amended in a similar way.
- A46 Eastern arm has been amended to reduce the lane widths and include a radius on the approach lane, therefore reducing the saturation flow.
- The short lane on the A46 has been reduced from 12 to eight PCUs.
- The saturation flows and coefficients for the A46 west and Leicester Road arms (both priority controlled) have been reduced based on ARCADY assessments carried out by ttc.

A summary of the capacity modelling results, using the amended LinSig model, is presented in **Table 7.6** below, with full results included within **Appendix W.** The model was optimised and then signal timings manually adjusted to ensure the queues within the circulatory do not significantly exceed the lane lengths available.

To note **Table 7.6** below will outline the worst performing lanes on the arms of the A46/A50 signal junction in the AM and PM peaks.

Table 7.6 A46/A50 Signal Junction Summary Results

ARM	AM Peak Hour			PM Peak Hour		
	DoS (%)	Mean Max Queue (veh)	Delay (sec/PCU)	DoS (%)	Mean Max Queue (veh)	Delay (sec/PCU)
2025 Base						
A50 (N)	89.6	17	20	70.3	11	13
A46 (E)	84.6	9	34	91.1	11	43
A50 (S)	38.7	4	23	76.0	7	33
Leicester Road	74.9	10	10	64.4	7	15
A46 (W)	35.0	2	4	37.0	2	4
Cycle Time	60s			60s		
PRC	0.4%			-1.4%		
Junction Delay	47.57s			46.05s		

ARM	AM Peak Hour			PM Peak Hour		
	DoS (%)	Mean Max Queue (veh)	Delay (sec/PCU)	DoS (%)	Mean Max Queue (veh)	Delay (sec/PCU)
2030 'Do Minimum 1'						
A50 (N)	93.1	18	21	79.4	13	14
A46 (E)	87.7	10	36	73.3	8	17
A50 (S)	39.8	4	21	92.1	12	55
Leicester Road	80.0	9	13	76.6	10	21
A46 (W)	34.9	2	4	37.5	2	5
Cycle Time	60s			60s		
PRC	-3.4%			-3.8%		
Junction Delay	55.28s			68.78s		
2030 'Do Minimum 2' Sensitivity						
A50 (N)	90.3	18	20	79.7	13	14
A46 (E)	84.6	9	30	74.3	8	17
A50 (S)	77.4	7	47	92.8	12	57
Leicester Road	80.1	12	18	77.2	10	21
A46 (W)	34.3	1	3	38.6	2	5
Cycle Time	60s			60s		
PRC	-4.9%			-4.8%		
Junction Delay	59.60s			69.86s		
2030 'Do Something 1'						
A50 (N)	94.0	19	22	87.5	16	21
A46 (E)	91.1	11	42	73.4	8	17
A50 (S)	40.0	4	21	89.9	10	49
Leicester Road	81.5	9	14	79.0	11	22
A46 (W)	35.2	2	4	38.0	2	5
Cycle Time	60s			60s		
PRC	-4.5%			-5.1%		
Junction Delay	56.73s			69.08s		
2030 'Do Something 2' Sensitivity						
A50 (N)	94.2	19	21	79.5	13	15

ARM	AM Peak Hour			PM Peak Hour		
	DoS (%)	Mean Max Queue (veh)	Delay (sec/PCU)	DoS (%)	Mean Max Queue (veh)	Delay (sec/PCU)
A46 (E)	85.0	9	32	77.0	8	19
A50 (S)	41.7	3	22	78.8	11	37
Leicester Road	83.6	13	16	80.2	11	23
A46 (W)	35.2	2	4	39.2	2	5
Cycle Time	60s			60s		
PRC	-4.7%			-5.7%		
Junction Delay	54.86s			60.79s		

Table 7.6 indicates that under current conditions the junction is approaching capacity in the AM peak, and marginally exceeds theoretical capacity in the PM peak. On site observations indicate that at times during the peak periods queues in excess of those set out in Table 7.6 have been observed. However, as LinSig works on fixed timings it is difficult to represent the dynamic variable timings that occur on the ground. Nevertheless, the model is considered appropriate to provide an indication of the likely incremental impact of the development.

When comparing the 2030 'Do Minimum 1' and 2030 'Do Something 1' scenarios, the impact of introducing development traffic into the signal junction is minimal across the AM and PM peaks, with a marginal PRC decrease of 1.1% and 1.3% respectively. The same pattern is present when comparing the 2030 'Do Minimum 2' and 2030 'Do Something 2' sensitivity scenarios, with minimal changes in PRC.

Notwithstanding the above, traffic flow data has been extracted from the PRTM assessment to highlight the predicted changes in flows at the A46/A50 junction. The comparison sets out the flow change between the 2030 'Do Minimum 1' and 2030 'Do Something 1' scenarios.

Table 7.7 below summarises the extracted data, comparing the two scenarios at the two identified junctions based on the furnessed flows provided by LCC.

Table 7.7 A46/A50 Traffic Flow Comparison

Arm	AM Peak			PM Peak		
	2030 DM	2030 DS	Difference	2030 DM	2030 DS	Difference
A50 (N)	2565	2589	+24	2097	2099	+2
A46 (E)	1147	1152	+5	1176	1191	+15
A50 (S)	781	782	+1	1286	1287	+1
Leicester Road	749	763	+14	610	629	+19
A46 (W)	407	409	+2	416	422	+6
Total	-	-	**+46**	-	-	**+43**

The tables above show that the proposed development would not result in a material increase in traffic flows at the A465/A50 junction. The highest overall impact during the peak across the junction was 46 vehicles, equating to one additional trip through the junction every 1-2 minutes during the busiest period. This is not likely to be perceptible to existing road users nor the safe operation of the junction.

As a result, it is robust to assume that the development would not have a material impact at this location.

Junction 7 – Groby Road/Sacheverell Way Ghost Island Priority Junction.

This junction has been assessed using the PICADY module of Junctions 11. The geometrical parameters to inform the model have been taken from digital mapping, satellite imagery and on-site observations. A summary of the capacity modelling results is presented in Table 7.7 below, with full results included within Appendix X.

Table 7.8 Groby Road/Sacheverell Way Ghost Island Priority Modelling Summary

Stream	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
2025 Base						
Groby Road (N) (LT)	0	10	0.16	0	18	0.07
Groby Road (N) (RT)	1	16	0.39	0	11	0.28
Sacheverell Way	0	9	0.28	0	6	0.08
2030 'Do Minimum'						
Groby Road (N) (LT)	0	11	0.16	0	19	0.08
Groby Road (N) (RT)	1	21	0.50	1	15	0.38
Sacheverell Way	0	10	0.30	0	7	0.08
2030 'Do Minimum' Sensitivity						

Stream	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
Groby Road (N) (LT)	0	11	0.16	0	9	0.08
Groby Road (N) (RT)	1	20	0.49	1	15	0.37
Sacheverell Way	1	10	0.31	0	7	0.08
2030 'Do Something'						
Groby Road (N) (LT)	0	12	0.17	0	9	0.11
Groby Road (N) (RT)	1	22	0.53	1	15	0.40
Sacheverell Way	1	10	0.34	0	7	0.10
2030 'Do Something' Sensitivity						
Groby Road (N) (LT)	0	11	0.16	0	9	0.11
Groby Road (N) (RT)	1	21	0.50	1	15	0.39
Sacheverell Way	1	10	0.34	0	7	0.09

Table 7.8 indicates that the junction operates within capacity under current traffic conditions which reflects on-site observations. The junction is predicted to continue to operate well within capacity with minimal queues and delays on the network in the 2030 'Do Minimum 1' scenario including background growth and the inclusion of the development proposals in the 2030 'Do Something 1' scenario. Furthermore, the addition of the Ratby development traffic in the form of sensitivity tests also has a minimal impact on forecast queues and vehicle delays in the 2030 'Do Minimum 2' and 'Do Something 2' scenarios. As a result, the proposed development is not predicted to result in a material impact on this junction.

Junction 8 – Ratby Road/Markfield Road/Leicester Road Priority Junction

This junction has been assessed using the PICADY module of Junctions 11. The geometrical parameters to inform the model have been taken from digital mapping, satellite imagery and on-site observations. A summary of the capacity modelling results is presented in Table 7.9 below, with full results included within Appendix Y.

Table 7.9 Ratby Road/Markfield Road/Leicester Road Priority Modelling Summary

Stream	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
2025 Base						
Ratby Road	5	42	0.84	1	12	0.39
Leicester Road	0	5	0.06	0	5	0.07
Co-Op Access	0	11	0.16	0	10	0.20
Markfield Road	0	7	0.00	0	6	0.00

Stream	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
2030 'Do Minimum 1'						
Ratby Road	10	84	0.95	1	15	0.52
Leicester Road	0	5	0.06	0	5	0.08
Co-Op Access	0	11	0.16	0	10	0.14
Markfield Road	0	7	0.00	0	6	0.00
2030 'Do Minimum 2' Sensitivity						
Ratby Road	13	98	0.97	1	14	0.48
Leicester Road	0	5	0.06	0	5	0.08
Co-Op Access	0	11	0.16	0	10	0.22
Markfield Road	0	7	0.00	0	6	0.00
2030 'Do Something 1'						
Ratby Road	20	139	1.03	1	14	0.51
Leicester Road	0	5	0.06	0	5	0.08
Co-Op Access	0	12	0.16	0	10	0.22
Markfield Road	0	7	0.00	0	6	0.00
2030 'Do Something 2' Sensitivity						
Ratby Road	22	153	1.04	1	14	0.49
Leicester Road	0	5	0.06	0	5	0.08
Co-Op Access	0	12	0.16	0	10	0.22
Markfield Road	0	7	0.00	0	6	0.00

Table 7.9 indicates that all arms of the junction operate within capacity under current traffic conditions which reflects on-site observations, though the Ratby Road arm of the junction is notably close to capacity with an RFC of 0.84 in the AM peak.

In the 2030 'Do Minimum 1' scenario, during the AM peak period, the junction is predicted to operate above theoretical capacity, with am RFC of 0.95 predicted on Ratby Road. In the 2030 'Do Something 1' scenario the junction is predicted to operate with an RFC of 1.03, with an increase in queue of 10 vehicles and delays of 55 seconds. Such impacts are short lived and only experienced in the middle two 15-minute periods. As a result such impacts are not considered to be severe.

During the PM peak period the junction is predicted to continue to operate within capacity in all scenarios with minimal queues and delays predicted.

It is notable that the majority of traffic routing through this junction in the AM peak is re-assigned traffic that is using Ratby Road and Newton Linford Lane to join the A50 and access the A46/A50 junction. The

development distribution included in the PRTM assessment shows that only six development trips are predicted to route through the Ratby Road arm of the junction during the AM peak. This would not have material impact on the operation of the junction.

It is also likely that the PRTM assessment is overestimating the amount of traffic that is likely to re-assign via Ratby Road, especially as it does not show the V/C ratios exceeding 75%. The route via Ratby Road to the A46/A50 junction is considerably more convoluted compared to travelling along Sacheverell Way and Leicester Road. Furthermore, the capacity assessments presented in this section indicate that the Leicester Road/Sacheverell Road roundabout is operating with spare capacity available. Therefore, should the re-assigned traffic remain on Sacheverell Way this is unlikely to result in a material impact.

At the A46/A50 junction, the overall level of impact is likely to be similar whether the re-assigned traffic accesses the roundabout from the A50 north arm (via Ratby Raod/Newton Linford Road) or via Leicester Road. However, it is noteworthy that the Leicester Road arm of the junction is shown to operate with spare capacity in all scenarios (as presented on Table 7.6).

Overall, the development impact at this location is not likely to be severe and therefore no mitigation is proposed.

Junction 9 – Leicester Road/Newtown Linford Lane Priority T-junction

This junction has been assessed using the PICADY module of Junctions 11. The geometrical parameters to inform the model have been taken from digital mapping, satellite imagery and on-site observations. A summary of the capacity modelling results is presented in Table 7.10 below, with full results included within Appendix Z.

Table 7.10 Leicester Road/Newtown Linford Lane Priority Modelling Summary

Stream	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
2025 Base						
Newtown Linford Lane	1	14	0.39	0	10	0.29
Leicester Road	0	6	0.16	0	6	0.16
2030 'Do Minimum'						
Newtown Linford Lane	1	16	0.46	1	12	0.36
Leicester Road	0	6	0.19	0	6	0.22
2030 'Do Minimum' Sensitivity						
Newtown Linford Lane	1	16	0.45	1	11	0.35
Leicester Road	0	6	0.19	0	6	0.21
2030 'Do Something'						
Newtown Linford Lane	1	16	0.47	1	12	0.38
Leicester Road	0	6	0.20	0	6	0.20
2030 'Do Something' Sensitivity						

Stream	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
Newtown Linford Lane	1	16	0.46	1	12	0.37
Leicester Road	0	6	0.20	0	6	0.20

Table 7.10 indicates that the junction operates within capacity under current traffic conditions which reflects on-site observations. The junction is predicted to continue to operate well within capacity with minimal queues and delays on the network in the 2030 'Do Minimum 1' scenario including background growth and the inclusion of the development proposals in the 2030 'Do Something 1' scenario. Furthermore, the addition of the Ratby development traffic in the form of sensitivity tests also has a minimal impact on forecast queues and vehicle delays in the 2030 'Do Minimum 2' and 'Do Something 2' scenarios. As a result, the proposed development is not predicted to result in a material impact on this junction.

Junction 10 – Newton Linford Lane/A50 Priority T-junction

This junction has been assessed using the PICADY module of Junctions 11. The geometrical parameters to inform the model have been taken from digital mapping, satellite imagery and on-site observations. A summary of the capacity modelling results is presented in Table 7.11 below, with full results included within Appendix AA.

Table 7.11 Newton Linford Lane/A50 Priority Modelling Summary

Stream	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
2025 Base						
A50 (LT)	0	6	0.13	0	6	0.12
A50 (RT)	0	0	0.00	0	9	0.01
Newtown Linford Lane	1	8	0.31	0	6	0.16
2030 'Do Minimum'						
A50 (LT)	0	6	0.14	0	5	0.05
A50 (RT)	0	0	0.00	0	10	0.00
Newtown Linford Lane	1	10	0.41	0	6	0.19
2030 'Do Minimum' Sensitivity						
A50 (LT)	0	6	0.14	0	5	0.05
A50 (RT)	0	0	0.00	0	10	0.00
Newtown Linford Lane	1	10	0.43	0	7	0.18
2030 'Do Something'						
A50 (LT)	0	6	0.14	0	5	0.05

Stream	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
A50 (RT)	0	0	0.00	0	10	0.00
Newtown Linford Lane	1	11	0.47	0	7	0.19
2030 'Do Something' Sensitivity						
A50 (LT)	0	6	0.14	0	5	0.05
A50 (RT)	0	0	0.00	0	10	0.00
Newtown Linford Lane	1	11	0.49	0	7	0.19

Table 7.11 indicates that the junction operates within capacity under current traffic conditions which reflects on-site observations. The junction is predicted to continue to operate well within capacity with minimal queues and delays on the network in the 2030 'Do Minimum 1' scenario including background growth and the inclusion of the development proposals in the 2030 'Do Something 2' scenario. Furthermore, the addition of Ratby development traffic in the form of sensitivity tests also has a minimal impact on forecast queues and vehicle delays in the 2030 'Do Minimum 2' and 'Do Something 2' scenarios. As a result, the proposed development is not predicted to result in a material impact on this junction.

8. Summary and Conclusions

8.1 Summary

This Transport Assessment has been prepared to support an outline planning application on behalf of Bloor Homes (the client) for the construction 180 residential dwellings on land to the south of Sacheverell Way, Groby, Leicestershire.

The Transport Assessment demonstrates that:

- The development site is located in a sustainable location with good access to surrounding local facilities. Existing and proposed pedestrian routes will connect the site to the footway network in the vicinity of the site.
- The site benefits from excellent connections to the local and National Cycle Network providing opportunities to access Leicester and neighbouring villages by bicycle.
- Existing bus stops can be accessed to the north of the development, off Laundon Way, these stops provide opportunity for residents to access Leicester City Centre and other destinations across the region.
- A review of the collision data obtained from LCC on the surrounding highway network indicates that there are no existing highway safety issues within the vicinity of the site that the proposed development is likely to exacerbate.
- Safe and suitable access to the proposed development can be provided from Sacheverell Way, via two simple-priority junctions.
- Two pedestrian accesses are to be accommodated at both the eastern and western extents of the development onto Sacheverell Way, with the eastern connection providing a new pedestrian refuge island to facilitate pedestrian access to the site.
- The proposed parking provision will adhere to the local parking guidelines.
- It is anticipated that the proposed development could be expected to generate 114 and 118 two-way vehicular movements during a typical AM and PM peak period respectively, resulting in an additional 2 vehicles per minute on the highway.
- The PRTM assessment carried out indicates that the proposed development is not forecast to result in significant increases in queues and delays across the local network.
- Additional standalone junction modelling has been undertaken on key junction on the local network. This indicates that the development is not forecast to result in a severe impact on the local highway network.
- The proposed development is supportive of both national and local planning policy.

8.2 Conclusion

The proposed development is considered to be in line with local and national policy and seeks to promote sustainable travel to and from the site. Safe and suitable access to the site can be provided for all users and

the development will not have an unacceptable impact on highway safety, therefore it is in line with guidance set out in NPPF.

Furthermore, on the basis of the information presented in this report it is considered that the proposed development would not result in a severe impact on the operation of the local highway network.

It is therefore considered that the proposed development is acceptable from a highway perspective, and is compliant with Paragraph 116 of the NPPF, which states that *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios'.*

Appendix A
Scoping Response

Leicestershire County Council

PRE-APPLICATION DETAILS

[redacted]

[redacted]

[redacted]

Appendix B
ATE Criteria

Criterion	Appraiser Comments	Reference
Trip Generation and Assignment	The expected vehicular and multi-modal trip generation from the site has been outlined in the report.	Section 5 of TA
Active Travel Route Audit	A qualitative analysis of local pedestrian, cycling and public transport infrastructure has been provided throughout the report. This analysis provides a range of detailed audits and helps inform potential improvements.	Section 2.4
Pedestrian Access to Local Amenities	The site is located within proximity to numerous local services and facilities which are within a suitable walking distance. Trip lengths to key amenities have been derived from isochrone maps and walking time/distance analysis. The type and quality of the pedestrian routes has also been considered, with analysis on the suitability of the footpaths and footways outlined.	Section 2.4
Cycling Accessibility	Information on the accessibility of cycling in proximity of the site has been provided in the report, with detail on type and quality of routes.	Section 2.4
Access to Public Transport	Access to public transport infrastructure within proximity of the site has been outlined in the report. Several bus stops are situated within a suitable walking distance from the centre of the proposed development site. The frequency and breadth of services from the bus stops in proximity of the proposed development site have also been considered.	Section 2.4
Off-site Transport Contributions	The provision of off-site transport contributions will be discussed with LCC in the further in the planning process.	n/a
Site Permeability	It is proposed that the site contains numerous pedestrian and cycle permeable points of access which maximise the accessibility for shared use routes into and through the site.	Section 2.4 and 4.3 and TA
Placemaking	The site will contain a design approach that is considerate to attractive, safe and accessible streetscapes which support an active life for everyone.	n/a
Cycle Parking and Trip-end Facilities	Trip end facilities for cycling will be provided at the destination.	n/a
Travel Planning	A Travel Plan, in accordance with LCC guidance, has been provided alongside this Transport Assessment.	Report Reference: 211040-02

Appendix C
ATC Survey

13517		GROBY								
		JUNE 2024								
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 13517001	Site 1 - Sacheverell Way, Groby (E of Laundon Way W) 52.65304, -1.227437	Channel: Eastbound	Thu 20-Jun-24	Wed 26-Jun-24	40	25638	3944	3663	49.1	43.0
		Channel: Westbound	Thu 20-Jun-24	Wed 26-Jun-24		27851	4291	3979	48.4	42.8

Data produced by
Auto Surveys Ltd

13517			GROBY				Site No: 13517001				Location	Site 1 - Sacheverell Way, Groby					
Thu 20-Jun-24 to Wed 26-Jun-24							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Thu 20-Jun-24																
00:00	**14**	53.3	46.7	6.5	0	0	0	0	0	0	3	4	3	3	1	0
01:00	**9**	-	44.1	9.6	0	0	0	0	0	1	4	1	1	1	0	1
02:00	**4**	-	46	13.2	0	0	0	0	0	1	1	0	1	0	0	1
03:00	**7**	-	47.8	10.2	0	0	0	0	0	1	0	3	1	0	1	1
04:00	**13**	54.2	48.5	6.9	0	0	0	0	0	0	1	5	2	4	0	1
05:00	**43**	56.1	46.4	10.8	0	2	0	0	0	0	7	15	6	6	2	5
06:00	**154**	52.5	44.4	7.6	0	0	0	0	2	13	44	35	32	15	10	3
07:00	**313**	49.1	43.3	5.8	0	0	0	0	0	16	101	114	55	16	9	2
08:00	**391**	48.5	42.7	5.5	0	0	0	0	2	25	129	142	68	20	4	1
09:00	**280**	46.5	42.1	5.1	0	0	0	1	0	16	105	112	37	6	1	2
10:00	**206**	46.5	41.3	6.1	0	0	2	0	6	16	80	68	24	6	4	0
11:00	**198**	48.9	42.3	6.4	0	0	0	0	6	15	70	60	29	14	2	2
12:00	**188**	47.3	42.1	6.6	0	3	0	1	2	9	55	83	25	5	5	0
13:00	**206**	47.2	41.8	6	0	0	1	0	4	16	76	72	24	9	3	1
14:00	**265**	48.1	42.9	6.4	0	0	2	0	4	11	77	115	37	9	4	6
15:00	**415**	46.7	42.1	5	0	0	0	0	1	24	154	166	52	15	2	1
16:00	**396**	48.5	43.5	4.6	0	0	0	0	0	5	111	181	77	20	2	0
17:00	**227**	49.8	43.9	5.9	0	0	0	0	2	6	61	102	28	19	7	2
18:00	**191**	49.7	42.4	7.1	0	0	0	4	2	17	65	57	23	16	5	2
19:00	**174**	48.3	43.1	5.6	0	0	0	0	0	10	51	75	25	9	2	2
20:00	**95**	50.8	44.2	7	0	0	0	0	1	6	28	26	20	7	6	1
21:00	**67**	49.4	44	6.7	0	0	0	0	0	5	15	29	11	3	1	3
22:00	**51**	50.2	43.7	8.1	0	0	0	0	1	2	21	13	7	2	1	4
23:00	**33**	54.2	46.1	8.8	0	0	0	0	0	3	7	9	6	4	0	4
12H,7-19	**3276**	**48.2**	**42.6**	**5.8**	**0**	**3**	**5**	**6**	**29**	**176**	**1084**	**1272**	**479**	**155**	**48**	**19**
16H,6-22	**3766**	**48.5**	**42.8**	**5.9**	**0**	**3**	**5**	**6**	**32**	**210**	**1222**	**1437**	**567**	**189**	**67**	**28**
18H,6-24	**3850**	**48.6**	**42.8**	**6**	**0**	**3**	**5**	**6**	**33**	**215**	**1250**	**1459**	**580**	**195**	**68**	**36**
24H,0-24	**3940**	**48.8**	**42.9**	**6.1**	**0**	**5**	**5**	**6**	**33**	**218**	**1266**	**1487**	**594**	**209**	**72**	**45**

13517			GROBY				Site No: 13517001				Location	Site 1 - Sacheverell Way, Groby					
Thu 20-Jun-24 to Wed 26-Jun-24							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Fri 21-Jun-24																
00:00	**15**	56.4	47.5	7.7	0	0	0	0	0	0	4	3	3	2	3	0
01:00	**6**	-	45.2	7.6	0	0	0	0	0	1	1	0	3	1	0	0
02:00	**1**	-	38.5	-	0	0	0	0	0	0	1	0	0	0	0	0
03:00	**4**	-	43.5	8.2	0	0	0	0	0	1	0	2	0	1	0	0
04:00	**17**	55.8	50.6	7.6	0	0	0	0	0	0	2	3	3	6	1	2
05:00	**45**	54.1	46.9	7.5	0	0	0	0	1	2	4	14	13	6	3	2
06:00	**135**	54.8	46.7	7.5	0	0	0	1	1	3	19	48	30	16	11	6
07:00	**330**	48.5	42.3	6.3	0	1	2	2	2	19	116	111	55	16	4	2
08:00	**353**	47.9	42.3	5.7	0	0	1	1	1	23	130	125	50	16	5	1
09:00	**278**	45.6	41.2	5.3	0	0	0	0	5	24	115	100	23	8	2	1
10:00	**264**	47.3	41.8	6	0	0	0	1	3	25	99	88	30	13	3	2
11:00	**224**	45.9	41.3	5.4	0	0	1	0	2	20	88	80	27	4	1	1
12:00	**251**	47.6	42.4	5.8	0	0	0	0	2	13	97	91	31	11	2	4
13:00	**253**	48.9	42.5	5.9	0	0	0	0	1	25	84	80	43	16	4	0
14:00	**257**	47.6	41.6	6.4	0	0	1	7	4	19	80	95	38	11	1	1
15:00	**382**	49	43.3	5.4	0	0	0	0	0	17	120	148	66	23	8	0
16:00	**349**	49.1	43.4	5.7	0	0	0	0	1	16	104	135	65	18	8	2
17:00	**264**	48.9	42.9	6.3	0	0	0	0	4	25	74	88	56	9	4	4
18:00	**261**	50.1	43.7	6.4	0	0	0	0	0	15	82	86	47	19	8	4
19:00	**163**	49.7	43.9	5.7	0	0	0	0	1	8	38	68	31	14	2	1
20:00	**110**	54.1	45.6	7.5	0	0	0	0	0	5	28	33	19	13	8	4
21:00	**105**	49	43.8	6.1	0	0	0	0	0	6	24	49	16	6	1	3
22:00	**61**	48.7	42.5	7.7	0	0	0	0	3	5	20	19	8	2	1	3
23:00	**42**	49.2	42.8	8.1	0	0	1	0	0	3	15	13	5	2	1	2
12H,7-19	**3466**	**48.3**	**42.5**	**5.9**	**0**	**1**	**5**	**11**	**25**	**241**	**1189**	**1227**	**531**	**164**	**50**	**22**
16H,6-22	**3979**	**48.8**	**42.8**	**6.1**	**0**	**1**	**5**	**12**	**27**	**263**	**1298**	**1425**	**627**	**213**	**72**	**36**
18H,6-24	**4082**	**48.8**	**42.8**	**6.1**	**0**	**1**	**6**	**12**	**30**	**271**	**1333**	**1457**	**640**	**217**	**74**	**41**
24H,0-24	**4170**	**49**	**42.9**	**6.2**	**0**	**1**	**6**	**12**	**31**	**275**	**1345**	**1479**	**662**	**233**	**81**	**45**

13517			GROBY				Site No: 13517001				Location	Site 1 - Sacheverell Way, Groby					
Thu 20-Jun-24 to Wed 26-Jun-24							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sat 22-Jun-24																
00:00	**22**	49.7	41.2	9.7	0	0	1	0	2	2	6	5	3	1	2	0
01:00	**14**	51.7	42.8	7.2	0	0	0	0	0	2	5	3	1	3	0	0
02:00	**7**	-	41.4	7.7	0	0	0	0	1	0	3	0	3	0	0	0
03:00	**5**	-	45.5	8.4	0	0	0	0	0	0	2	1	1	0	1	0
04:00	**9**	-	49.6	9.4	0	0	0	0	0	0	2	1	3	1	0	2
05:00	**13**	53.8	48.5	8	0	0	0	0	0	0	3	2	3	3	1	1
06:00	**54**	52.2	45.4	6.1	0	0	0	0	0	0	13	21	10	6	4	0
07:00	**114**	53.3	44.6	7.6	0	0	0	0	1	5	39	30	15	14	6	4
08:00	**197**	48.7	43	5.5	0	0	0	2	0	6	66	74	35	13	0	1
09:00	**226**	48.6	42.6	5.6	0	0	0	0	1	12	87	71	40	12	2	1
10:00	**295**	47.6	41.9	5.9	0	0	2	2	3	23	95	111	44	13	2	0
11:00	**270**	49.5	43.3	6.2	0	0	0	1	2	13	86	95	46	16	9	2
12:00	**238**	49.3	43.5	6.1	0	0	0	0	2	12	70	88	45	12	6	3
13:00	**235**	49.3	43.4	6.1	0	0	0	0	2	11	72	93	32	16	6	3
14:00	**244**	50.7	43.8	6.5	0	0	0	0	0	14	79	80	36	22	11	2
15:00	**195**	49.6	43.6	6	0	0	0	1	2	10	49	72	44	12	4	1
16:00	**205**	49.9	43.8	6	0	0	0	0	0	12	58	72	41	16	4	2
17:00	**201**	50.9	44.6	6.6	0	0	0	0	1	8	49	78	35	17	8	5
18:00	**225**	50	43.9	6.1	0	0	0	0	0	8	74	73	45	17	5	3
19:00	**131**	53.4	45.6	7.4	0	0	0	0	1	4	29	47	25	10	9	6
20:00	**94**	52.5	44.6	7.9	0	0	0	0	1	7	27	25	16	11	1	6
21:00	**68**	50.7	43.2	7.9	0	0	0	0	1	9	21	17	10	5	2	3
22:00	**66**	47.4	41.5	6.2	0	0	0	0	2	6	28	17	9	3	0	1
23:00	**56**	51.3	43.6	7.8	0	0	0	0	0	7	14	24	2	2	5	2
12H,7-19	**2645**	**49.6**	**43.4**	**6.2**	**0**	**0**	**2**	**6**	**14**	**134**	**824**	**937**	**458**	**180**	**63**	**27**
16H,6-22	**2992**	**49.9**	**43.6**	**6.4**	**0**	**0**	**2**	**6**	**17**	**154**	**914**	**1047**	**519**	**212**	**79**	**42**
18H,6-24	**3114**	**49.9**	**43.5**	**6.4**	**0**	**0**	**2**	**6**	**19**	**167**	**956**	**1088**	**530**	**217**	**84**	**45**
24H,0-24	**3184**	**49.9**	**43.5**	**6.5**	**0**	**0**	**3**	**6**	**22**	**171**	**977**	**1100**	**544**	**225**	**88**	**48**

13517			GROBY				Site No: 13517001				Location	Site 1 - Sacheverell Way, Groby					
Thu 20-Jun-24 to Wed 26-Jun-24							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sun 23-Jun-24																	
00:00	**32**	53.3	42.3	11.1	0	1	1	0	2	4	5	8	3	6	1	1
01:00	**18**	-	44.1	12.5	0	0	0	1	1	4	2	3	2	1	1	3
02:00	**11**	48.1	42.6	9.8	0	0	0	0	2	0	2	4	2	0	0	1
03:00	**14**	46.7	42.8	4.5	0	0	0	0	0	1	3	7	3	0	0	0
04:00	**17**	55.8	45.3	9.9	0	0	0	0	1	1	4	5	2	1	1	2
05:00	**33**	50.6	43.8	6.9	0	0	0	0	1	4	5	10	8	5	0	0
06:00	**27**	54.1	46.5	6.7	0	0	0	0	0	0	6	9	5	4	3	0
07:00	**67**	50.1	43.6	7.4	0	1	0	1	0	3	16	24	14	5	3	0
08:00	**106**	49.2	42.8	6.9	0	0	1	1	0	12	22	44	15	8	2	1
09:00	**166**	48.3	42.8	5.5	0	0	0	0	0	8	60	62	23	10	2	1
10:00	**244**	49	42.9	6	0	0	0	0	2	15	84	84	36	16	5	2
11:00	**234**	48.4	42.2	5.9	0	0	0	0	0	17	102	65	30	14	5	1
12:00	**253**	48.2	42.7	5.6	0	0	0	2	1	7	91	97	37	14	3	1
13:00	**259**	48.9	43.3	5.9	0	0	0	1	0	16	73	105	43	11	8	2
14:00	**232**	48.8	42.9	5.6	0	0	0	0	0	12	85	77	41	13	2	2
15:00	**177**	51.9	44.6	7.4	0	0	0	1	4	5	48	55	34	17	8	5
16:00	**186**	49.5	43.9	5.9	0	0	0	0	0	6	55	69	40	8	5	3
17:00	**171**	49.6	43.9	6.1	0	0	0	0	0	9	46	65	35	8	5	3
18:00	**204**	48.8	43.3	5.9	0	0	1	0	1	6	64	81	36	10	2	3
19:00	**103**	50	44	6.1	0	0	0	0	0	6	27	38	20	8	3	1
20:00	**78**	52.9	44.8	7.4	0	0	0	0	4	1	18	25	14	10	6	0
21:00	**53**	51.6	43.9	7.7	0	0	0	0	1	5	14	17	7	5	2	2
22:00	**33**	53.6	45.9	7.8	0	0	0	0	0	2	7	10	7	3	2	2
23:00	**15**	47.3	41.8	7.3	0	0	0	0	1	0	8	3	1	1	1	0
12H,7-19	**2299**	**49.2**	**43.2**	**6.1**	**0**	**1**	**2**	**6**	**8**	**116**	**746**	**828**	**384**	**134**	**50**	**24**
16H,6-22	**2560**	**49.5**	**43.3**	**6.2**	**0**	**1**	**2**	**6**	**13**	**128**	**811**	**917**	**430**	**161**	**64**	**27**
18H,6-24	**2608**	**49.5**	**43.3**	**6.2**	**0**	**1**	**2**	**6**	**14**	**130**	**826**	**930**	**438**	**165**	**67**	**29**
24H,0-24	**2733**	**49.6**	**43.3**	**6.4**	**0**	**2**	**3**	**7**	**21**	**144**	**847**	**967**	**458**	**178**	**70**	**36**

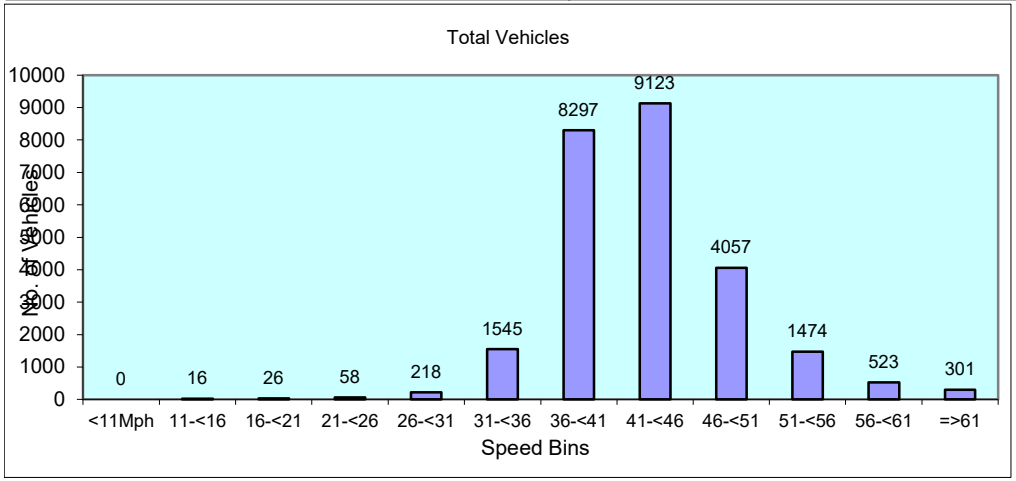
13517			GROBY				Site No: 13517001				Location	Site 1 - Sacheverell Way, Groby					
Thu 20-Jun-24 to Wed 26-Jun-24							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Mon 24-Jun-24																	
00:00	**10**	51	42	8.9	0	0	0	0	1	2	2	1	2	2	0	0
01:00	**5**	-	48.5	6.3	0	0	0	0	0	0	0	2	2	0	1	0
02:00	**5**	-	38.5	3.7	0	0	0	0	0	1	3	1	0	0	0	0
03:00	**6**	-	35.2	4.3	0	0	0	0	1	2	3	0	0	0	0	0
04:00	**11**	53.1	49.9	5.7	0	0	0	0	0	0	0	2	6	2	0	1
05:00	**51**	-	50.4	9.1	0	0	0	1	0	1	2	16	7	9	7	8
06:00	**150**	52.2	45.9	6.6	0	0	0	0	0	5	25	55	38	17	4	6
07:00	**311**	48.5	42.6	5.8	0	0	0	0	0	26	107	103	55	12	5	3
08:00	**382**	48.7	43.1	5.7	0	0	0	0	1	16	133	144	56	20	10	2
09:00	**279**	46.4	41.3	5.2	0	0	1	0	0	26	119	88	37	5	3	0
10:00	**211**	47.6	42	5.5	0	0	0	1	1	15	83	68	34	6	2	1
11:00	**163**	49.4	42.9	6.2	0	0	0	0	1	11	60	47	28	11	4	1
12:00	**204**	48.6	42.9	5.7	0	0	0	0	1	13	67	72	39	6	5	1
13:00	**182**	46.4	42	5.7	0	0	0	1	1	10	76	65	17	8	2	2
14:00	**208**	48.1	42.2	6.4	0	0	1	1	4	17	66	75	30	8	4	2
15:00	**321**	48.7	42.7	5.8	0	0	1	0	0	16	121	112	42	22	5	2
16:00	**326**	47.5	42.3	4.8	0	0	0	0	0	13	130	117	55	10	0	1
17:00	**277**	48.7	42.8	6.2	0	0	0	0	7	16	86	105	39	14	8	2
18:00	**258**	48.9	43	5.9	0	0	0	1	1	19	73	101	41	15	6	1
19:00	**150**	51	44.5	7	0	0	0	0	0	12	37	48	30	12	8	3
20:00	**126**	50.3	43.9	6.6	0	0	1	0	0	6	35	45	23	11	3	2
21:00	**72**	49	42.9	6.8	0	0	0	0	2	6	20	26	11	5	0	2
22:00	**39**	50	43.4	8.3	0	0	0	0	2	5	7	13	7	2	1	2
23:00	**28**	54.8	46.4	9.5	0	0	0	0	0	4	5	5	7	3	0	4
12H,7-19	**3122**	**48.3**	**42.5**	**5.8**	**0**	**0**	**3**	**4**	**17**	**198**	**1121**	**1097**	**473**	**137**	**54**	**18**
16H,6-22	**3620**	**48.7**	**42.8**	**6**	**0**	**0**	**4**	**4**	**19**	**227**	**1238**	**1271**	**575**	**182**	**69**	**31**
18H,6-24	**3687**	**48.8**	**42.8**	**6**	**0**	**0**	**4**	**4**	**21**	**236**	**1250**	**1289**	**589**	**187**	**70**	**37**
24H,0-24	**3775**	**49**	**42.9**	**6.2**	**0**	**0**	**4**	**5**	**23**	**242**	**1260**	**1311**	**606**	**200**	**78**	**46**

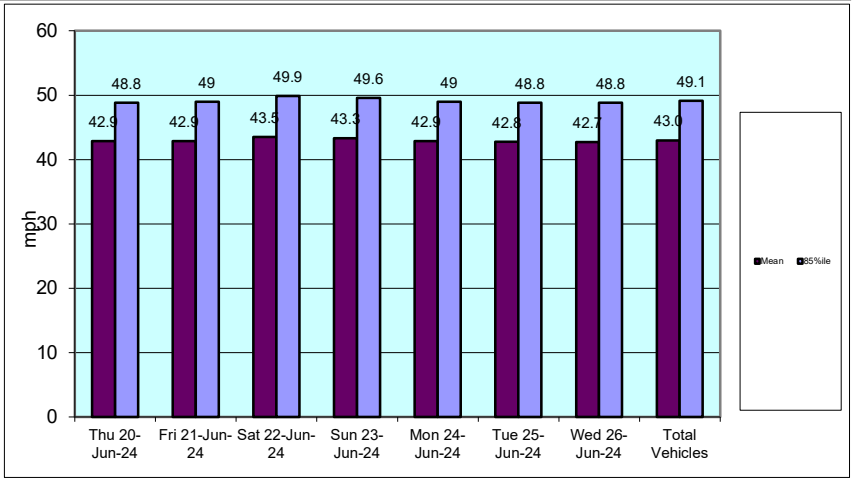
13517			GROBY				Site No: 13517001				Location	Site 1 - Sacheverell Way, Groby					
Thu 20-Jun-24 to Wed 26-Jun-24							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Tue 25-Jun-24																
00:00	**3**	-	41.8	11.6	0	0	0	0	1	0	0	0	2	0	0	0
01:00	**2**	-	43.5	14.1	0	0	0	0	0	1	0	0	0	1	0	0
02:00	**3**	-	40.2	3.1	0	0	0	0	0	0	2	1	0	0	0	0
03:00	**3**	-	43.5	5	0	0	0	0	0	0	1	1	1	0	0	0
04:00	**13**	57.4	49.3	7.7	0	0	0	0	0	0	1	5	2	2	2	1
05:00	**45**	59.8	50.1	9.5	0	1	0	0	0	0	6	4	14	9	5	6
06:00	**161**	52.5	45.5	6.6	0	0	0	0	0	5	36	54	36	18	9	3
07:00	**356**	48.4	42.7	5.7	0	0	0	0	2	28	110	133	61	17	2	3
08:00	**413**	46.2	41.8	5.3	0	0	0	1	6	22	163	157	49	11	1	3
09:00	**291**	46.6	41.2	5.8	0	0	0	3	7	22	120	90	40	3	5	1
10:00	**204**	47.1	41.4	5.6	0	1	0	0	2	14	94	56	28	7	2	0
11:00	**208**	45.9	41.3	5.4	0	0	0	1	1	19	89	68	21	6	3	0
12:00	**195**	48.3	42.6	5.7	0	0	0	0	3	13	59	79	25	14	1	1
13:00	**187**	48.5	42.2	6.3	0	0	0	0	5	13	70	56	29	9	3	2
14:00	**213**	48.2	42.2	6.4	0	0	0	2	3	22	64	77	28	11	5	1
15:00	**348**	48.7	42.8	5.6	0	0	0	0	4	22	110	121	71	16	2	2
16:00	**349**	48.5	43.2	5.6	0	1	0	3	3	5	93	162	58	18	6	0
17:00	**275**	48.9	43.2	6.3	0	1	0	1	1	15	78	109	48	11	8	3
18:00	**218**	50.1	43.8	6.5	0	0	0	0	3	16	49	83	41	17	6	3
19:00	**156**	50.3	44.1	6.3	0	0	0	0	1	3	50	55	27	14	2	4
20:00	**64**	48.4	43.6	6.4	0	0	0	0	0	1	24	26	6	1	5	1
21:00	**53**	49.6	43.4	6.1	0	0	0	0	1	3	15	17	12	4	1	0
22:00	**57**	51.7	43.5	6.7	0	0	0	0	0	5	17	21	4	7	3	0
23:00	**32**	51.9	42.1	8.2	0	0	0	0	1	7	9	6	3	4	2	0
12H,7-19	**3257**	**48.1**	**42.4**	**5.9**	**0**	**3**	**0**	**11**	**40**	**211**	**1099**	**1191**	**499**	**140**	**44**	**19**
16H,6-22	**3691**	**48.5**	**42.6**	**6**	**0**	**3**	**0**	**11**	**42**	**223**	**1224**	**1343**	**580**	**177**	**61**	**27**
18H,6-24	**3780**	**48.6**	**42.7**	**6**	**0**	**3**	**0**	**11**	**43**	**235**	**1250**	**1370**	**587**	**188**	**66**	**27**
24H,0-24	**3849**	**48.8**	**42.8**	**6.1**	**0**	**4**	**0**	**11**	**44**	**236**	**1260**	**1381**	**606**	**200**	**73**	**34**

13517			GROBY				Site No: 13517001				Location	Site 1 - Sacheverell Way, Groby					
Thu 20-Jun-24 to Wed 26-Jun-24							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Wed 26-Jun-24																
00:00	**22**	44	35.8	8.9	0	0	0	0	7	9	1	2	2	0	0	1
01:00	**3**	-	43.5	5	0	0	0	0	0	0	1	1	1	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**4**	-	46	12.6	0	0	0	0	0	1	0	2	0	0	0	1
04:00	**13**	52.9	46.6	6.4	0	0	0	0	0	1	1	4	3	4	0	0
05:00	**48**	58.2	47.3	9.5	0	0	0	0	1	4	7	14	5	8	3	6
06:00	**150**	51.7	44.4	7.5	0	0	1	0	2	4	49	41	28	15	4	6
07:00	**328**	47.7	42.2	5.8	0	0	1	1	3	21	119	120	40	19	2	2
08:00	**401**	45.9	41.2	5.4	0	0	0	0	4	39	174	127	39	12	5	1
09:00	**231**	45.6	40.8	6.2	0	2	1	0	1	22	110	65	18	8	2	2
10:00	**183**	46.3	41.4	6	0	1	0	1	2	13	80	57	18	7	4	0
11:00	**184**	47.5	42.5	5.9	0	0	0	0	1	11	67	71	20	9	1	4
12:00	**219**	48	42.6	5.8	0	1	0	1	1	9	73	88	32	10	4	0
13:00	**188**	48.8	42.5	6.4	0	0	0	1	4	22	42	74	29	12	3	1
14:00	**209**	49.7	43.7	6.2	0	0	0	0	1	15	51	82	38	16	2	4
15:00	**394**	47.3	42.3	5.1	0	0	0	0	1	18	158	145	49	21	0	2
16:00	**347**	49.4	43.4	6.1	0	0	1	1	3	18	96	131	66	21	8	2
17:00	**332**	48.9	43.3	6	0	0	0	2	6	15	82	140	64	13	7	3
18:00	**212**	50.3	43.8	6.7	0	0	0	1	2	9	66	68	39	16	7	4
19:00	**173**	49.5	43.3	6.6	0	0	0	1	3	9	51	62	29	11	4	3
20:00	**120**	50.1	44.1	5.7	0	0	0	0	0	1	42	35	29	10	2	1
21:00	**96**	49.7	43.3	6.9	0	0	1	1	0	4	29	35	15	8	1	2
22:00	**98**	49.6	42.6	6.7	0	0	0	0	1	12	32	27	15	8	2	1
23:00	**32**	48.9	42.3	7.6	0	0	0	1	1	2	11	7	8	1	0	1
12H,7-19	**3228**	**48.2**	**42.4**	**6**	**0**	**4**	**3**	**8**	**29**	**212**	**1118**	**1168**	**452**	**164**	**45**	**25**
16H,6-22	**3767**	**48.6**	**42.6**	**6.1**	**0**	**4**	**5**	**10**	**34**	**230**	**1289**	**1341**	**553**	**208**	**56**	**37**
18H,6-24	**3897**	**48.6**	**42.6**	**6.1**	**0**	**4**	**5**	**11**	**36**	**244**	**1332**	**1375**	**576**	**217**	**58**	**39**
24H,0-24	**3987**	**48.8**	**42.7**	**6.3**	**0**	**4**	**5**	**11**	**44**	**259**	**1342**	**1398**	**587**	**229**	**61**	**47**

13517	GROBY	Site No: 13517001	Location	Site 1 - Sacheverell Way, Groby
Thu 20-Jun-24 to Wed 26-Jun-24		Channel: Eastbound		

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Daily Totals																
Thu 20-Jun-24	**3940**	48.8	42.9	6.1	0	5	5	6	33	218	1266	1487	594	209	72	45
Fri 21-Jun-24	**4170**	49	42.9	6.2	0	1	6	12	31	275	1345	1479	662	233	81	45
Sat 22-Jun-24	**3184**	49.9	43.5	6.5	0	0	3	6	22	171	977	1100	544	225	88	48
Sun 23-Jun-24	**2733**	49.6	43.3	6.4	0	2	3	7	21	144	847	967	458	178	70	36
Mon 24-Jun-24	**3775**	49	42.9	6.2	0	0	4	5	23	242	1260	1311	606	200	78	46
Tue 25-Jun-24	**3849**	48.8	42.8	6.1	0	4	0	11	44	236	1260	1381	606	200	73	34
Wed 26-Jun-24	**3987**	48.8	42.7	6.3	0	4	5	11	44	259	1342	1398	587	229	61	47
Total Vehicles																
[--]	**25638**	49.1	43.0	6.3	0	16	26	58	218	1545	8297	9123	4057	1474	523	301





Data produced by
Auto Surveys Ltd

13517			GROBY				Site No: 13517001				Location	Site 1 - Sacheverell Way, Groby					
Thu 20-Jun-24 to Wed 26-Jun-24							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Thu 20-Jun-24																
00:00	**15**	56.6	47.8	8.1	0	0	0	0	0	0	3	5	2	2	2	1
01:00	**13**	-	46.2	11.5	0	0	0	0	2	0	2	3	2	1	1	2
02:00	**5**	-	43.5	6.3	0	0	0	0	0	1	0	2	2	0	0	0
03:00	**4**	-	61	3.2	0	0	0	0	0	0	0	0	0	0	2	2
04:00	**8**	-	44.8	9.6	0	0	0	0	0	1	2	3	0	1	0	1
05:00	**67**	55.1	46.7	8	0	0	0	0	1	2	14	17	15	9	5	4
06:00	**146**	54	46.1	7.2	0	0	1	0	0	3	31	44	35	16	13	3
07:00	**272**	48.3	42.9	5.2	0	0	0	0	1	9	94	109	38	19	1	1
08:00	**352**	45.6	41.6	4.8	0	0	0	3	1	13	146	147	30	10	2	0
09:00	**202**	46.5	42.2	5.1	0	0	0	0	0	10	78	81	24	7	0	2
10:00	**232**	45.9	41.3	5.5	0	0	1	3	3	17	83	91	27	7	0	0
11:00	**225**	45.7	41.5	5	0	0	1	0	1	17	85	92	22	6	1	0
12:00	**231**	46.8	42.3	5.3	0	0	1	0	1	6	93	91	25	11	2	1
13:00	**259**	46.1	42.1	4.8	0	0	0	0	3	10	94	112	31	8	0	1
14:00	**278**	48.1	42.7	5.3	0	0	0	0	0	8	115	94	45	11	3	2
15:00	**393**	46	41.5	5.1	0	0	0	1	3	30	156	145	46	8	3	1
16:00	**473**	47.6	42.2	5.7	0	0	0	1	2	35	182	164	55	24	7	3
17:00	**353**	47	42	5.7	0	0	0	0	1	23	152	116	38	14	4	5
18:00	**232**	45.9	42.3	5.6	0	0	0	3	1	10	79	104	21	8	5	1
19:00	**190**	48.5	42.7	5.8	0	0	0	1	2	8	68	65	34	9	1	2
20:00	**144**	49.3	44	5.5	0	0	0	0	0	3	37	66	24	10	2	2
21:00	**105**	49.6	42.9	7.5	0	0	0	0	0	18	26	36	12	6	3	4
22:00	**77**	50.1	44.3	7.3	0	0	0	0	0	4	24	27	12	1	6	3
23:00	**38**	54.4	47.7	7.4	0	0	0	0	0	0	9	6	12	7	1	3
12H,7-19	**3502**	**46.7**	**42**	**5.3**	**0**	**0**	**3**	**11**	**17**	**188**	**1357**	**1346**	**402**	**133**	**28**	**17**
16H,6-22	**4087**	**47.4**	**42.3**	**5.6**	**0**	**0**	**4**	**12**	**19**	**220**	**1519**	**1557**	**507**	**174**	**47**	**28**
18H,6-24	**4202**	**47.6**	**42.4**	**5.6**	**0**	**0**	**4**	**12**	**19**	**224**	**1552**	**1590**	**531**	**182**	**54**	**34**
24H,0-24	**4314**	**47.9**	**42.5**	**5.8**	**0**	**0**	**4**	**12**	**22**	**228**	**1573**	**1620**	**552**	**195**	**64**	**44**

13517			GROBY				Site No: 13517001				Location	Site 1 - Sacheverell Way, Groby					
Thu 20-Jun-24 to Wed 26-Jun-24							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Fri 21-Jun-24																
00:00	**21**	55.2	47.8	8.2	0	0	0	0	0	0	6	3	5	4	1	2
01:00	**8**	-	43.5	4	0	0	0	0	0	0	2	4	2	0	0	0
02:00	**6**	-	49.3	9.2	0	0	0	0	0	0	1	2	0	2	0	1
03:00	**2**	-	53.5	14.1	0	0	0	0	0	0	0	1	0	0	0	1
04:00	**7**	-	44.9	9.1	0	0	0	0	0	0	3	2	1	0	0	1
05:00	**62**	58.8	48.2	8.7	0	0	0	0	0	1	15	14	9	11	4	8
06:00	**123**	52.9	46.3	6.8	0	0	1	0	0	0	23	41	34	13	8	3
07:00	**233**	49	43.7	5.6	0	0	0	1	0	4	67	104	36	14	4	3
08:00	**344**	47.9	42.8	5.3	0	0	0	0	1	11	122	137	54	11	6	2
09:00	**203**	47.2	42.2	4.7	0	0	0	0	0	8	83	73	33	5	1	0
10:00	**216**	45.8	41.9	5.6	0	0	0	1	1	13	85	86	19	6	1	4
11:00	**238**	45.8	41.7	5.2	0	0	0	1	1	15	95	93	21	10	1	1
12:00	**284**	47.6	42.7	5	0	0	0	0	0	10	102	115	43	10	3	1
13:00	**302**	46	41	5.6	0	0	3	0	4	25	132	93	37	4	4	0
14:00	**373**	45.3	40.8	5.4	0	0	0	1	5	35	175	117	24	10	4	2
15:00	**376**	46	42	4.7	0	0	0	0	0	15	152	153	44	9	2	1
16:00	**369**	48.4	43.3	5	0	0	0	0	0	5	121	164	48	26	4	1
17:00	**347**	48	42.7	5.5	0	0	0	0	3	7	137	128	48	16	5	3
18:00	**286**	48	42.1	5.8	0	0	0	1	1	20	117	87	41	14	3	2
19:00	**227**	49.9	43.4	6.4	0	0	0	0	5	8	73	79	35	17	8	2
20:00	**125**	50	43.8	6.6	0	0	1	0	0	7	31	53	17	10	4	2
21:00	**126**	47.8	42	5.9	0	0	0	0	1	7	59	35	13	8	2	1
22:00	**89**	47	41.9	6.7	0	0	0	0	1	9	38	26	6	5	2	2
23:00	**44**	53.4	44.4	8	0	0	0	0	0	4	14	12	4	6	2	2
12H,7-19	**3571**	**47.2**	**42.2**	**5.3**	**0**	**0**	**3**	**5**	**16**	**168**	**1388**	**1350**	**448**	**135**	**38**	**20**
16H,6-22	**4172**	**47.8**	**42.5**	**5.6**	**0**	**0**	**5**	**5**	**22**	**190**	**1574**	**1558**	**547**	**183**	**60**	**28**
18H,6-24	**4305**	**47.8**	**42.5**	**5.6**	**0**	**0**	**5**	**5**	**23**	**203**	**1626**	**1596**	**557**	**194**	**64**	**32**
24H,0-24	**4411**	**48.1**	**42.6**	**5.8**	**0**	**0**	**5**	**5**	**23**	**204**	**1653**	**1622**	**574**	**211**	**69**	**45**

13517			GROBY				Site No: 13517001				Location	Site 1 - Sacheverell Way, Groby					
Thu 20-Jun-24 to Wed 26-Jun-24							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sat 22-Jun-24																	
00:00	**28**	50.5	45.8	6	0	0	0	0	0	0	5	12	7	1	3	0
01:00	**15**	51.6	44.5	7.5	0	0	0	0	0	0	6	5	1	2	0	1
02:00	**10**	51	45.5	6.4	0	0	0	0	0	0	2	5	1	1	1	0
03:00	**7**	-	49.2	7.4	0	0	0	0	0	0	0	3	2	1	0	1
04:00	**12**	-	48.5	9.4	0	0	0	0	0	1	1	3	4	0	1	2
05:00	**27**	56.8	47.8	10.4	0	1	0	0	0	0	6	3	6	6	3	2
06:00	**30**	57.3	48.8	8.2	0	0	0	0	0	1	5	6	5	7	4	2
07:00	**63**	54.2	46.6	7.2	0	0	0	0	0	3	11	18	14	11	4	2
08:00	**123**	50.1	44.2	6.4	0	0	1	0	1	4	25	55	22	9	5	1
09:00	**223**	47.5	41.9	5.8	0	0	3	0	0	14	85	77	33	9	2	0
10:00	**243**	48.2	42.4	5.6	0	0	0	1	0	15	95	79	36	13	4	0
11:00	**291**	45.7	41.2	5.4	0	0	0	3	1	23	124	102	28	6	3	1
12:00	**325**	48	42.1	6.2	0	0	1	2	6	19	122	107	46	13	8	1
13:00	**291**	47.5	42.1	6.2	0	1	1	1	2	22	101	107	39	8	7	2
14:00	**273**	47.3	42	5.2	0	0	0	0	0	23	100	99	38	11	2	0
15:00	**274**	48	43	5.2	0	0	0	0	1	6	97	110	46	9	2	3
16:00	**258**	45.8	41.7	4.7	0	0	0	0	0	17	107	98	26	10	0	0
17:00	**222**	48.1	42.7	6	0	0	1	0	0	11	82	84	24	12	6	2
18:00	**200**	48.9	43.4	5.6	0	0	0	0	0	3	70	82	25	13	6	1
19:00	**192**	51.2	44.9	6.3	0	0	0	0	0	4	46	79	33	19	6	5
20:00	**117**	50	44.1	6.3	0	0	0	0	3	3	30	39	30	8	3	1
21:00	**101**	49.6	43.4	6.2	0	0	0	0	1	2	38	35	13	7	4	1
22:00	**100**	48.3	41.8	5.7	0	0	0	0	0	9	47	22	14	7	1	0
23:00	**41**	55.4	46.5	8.2	0	0	0	0	0	2	9	12	7	5	3	3
12H,7-19	**2786**	**47.9**	**42.4**	**5.8**	**0**	**1**	**7**	**7**	**11**	**160**	**1019**	**1018**	**377**	**124**	**49**	**13**
16H,6-22	**3226**	**48.5**	**42.7**	**5.9**	**0**	**1**	**7**	**7**	**15**	**170**	**1138**	**1177**	**458**	**165**	**66**	**22**
18H,6-24	**3367**	**48.6**	**42.7**	**6**	**0**	**1**	**7**	**7**	**15**	**181**	**1194**	**1211**	**479**	**177**	**70**	**25**
24H,0-24	**3466**	**48.8**	**42.8**	**6.1**	**0**	**2**	**7**	**7**	**15**	**182**	**1214**	**1242**	**500**	**188**	**78**	**31**

13517			GROBY				Site No: 13517001				Location	Site 1 - Sacheverell Way, Groby					
Thu 20-Jun-24 to Wed 26-Jun-24							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sun 23-Jun-24																	
00:00	**38**	54.5	44.9	8.9	0	0	0	0	0	5	10	9	5	4	2	3
01:00	**21**	56.9	46.8	9.6	0	0	0	0	0	3	4	3	4	3	2	2
02:00	**10**	53.5	45.5	8	0	0	0	0	0	1	2	3	1	2	1	0
03:00	**12**	49.7	45.2	5.1	0	0	0	0	0	0	3	3	5	1	0	0
04:00	**12**	52.8	45.6	6.3	0	0	0	0	0	0	2	7	0	2	1	0
05:00	**17**	49.3	43.2	6.2	0	0	0	0	0	2	4	6	3	2	0	0
06:00	**17**	52.6	44.7	9.5	0	0	1	0	0	0	3	7	2	3	0	1
07:00	**45**	49.6	44.1	5.4	0	0	0	0	0	1	12	19	8	4	1	0
08:00	**82**	50.3	43.3	7.9	0	1	0	1	0	3	29	25	12	6	2	3
09:00	**136**	50.4	43.8	7.4	0	0	1	2	1	5	43	35	32	10	4	3
10:00	**150**	49	42.7	6.5	0	0	2	0	1	9	50	49	27	7	5	0
11:00	**292**	46.5	41.8	5.5	0	0	1	0	6	17	108	112	36	8	3	1
12:00	**305**	48.1	43	5.1	0	0	0	0	0	7	108	124	47	14	4	1
13:00	**250**	47.8	42.6	5.4	0	0	1	0	3	6	86	103	37	12	0	2
14:00	**250**	48.2	43.2	5.3	0	0	0	1	1	2	84	106	41	10	3	2
15:00	**255**	49.1	43	5.9	0	0	0	0	0	17	84	94	34	21	3	2
16:00	**230**	48.7	43.1	5.3	0	0	0	0	0	6	80	94	28	19	3	0
17:00	**215**	48.8	43	5.7	0	0	0	0	0	8	83	75	29	13	6	1
18:00	**172**	50	44.2	5.8	0	0	1	0	0	1	47	72	31	15	4	1
19:00	**151**	53	44.7	7.8	0	0	0	3	3	5	34	53	21	22	5	5
20:00	**126**	49.4	43.4	6.5	0	0	0	0	1	9	36	45	23	7	2	3
21:00	**68**	49.4	44.2	5.5	0	0	0	0	0	1	20	24	18	2	3	0
22:00	**56**	53.1	43.3	8.3	0	0	0	0	1	7	19	14	4	5	4	2
23:00	**18**	50.1	45.7	7.4	0	0	0	0	0	1	4	4	7	0	1	1
12H,7-19	**2382**	**48.7**	**43**	**5.8**	**0**	**1**	**6**	**4**	**12**	**82**	**814**	**908**	**362**	**139**	**38**	**16**
16H,6-22	**2744**	**49.1**	**43.1**	**6**	**0**	**1**	**7**	**7**	**16**	**97**	**907**	**1037**	**426**	**173**	**48**	**25**
18H,6-24	**2818**	**49.1**	**43.2**	**6**	**0**	**1**	**7**	**7**	**17**	**105**	**930**	**1055**	**437**	**178**	**53**	**28**
24H,0-24	**2928**	**49.3**	**43.2**	**6.1**	**0**	**1**	**7**	**7**	**17**	**116**	**955**	**1086**	**455**	**192**	**59**	**33**

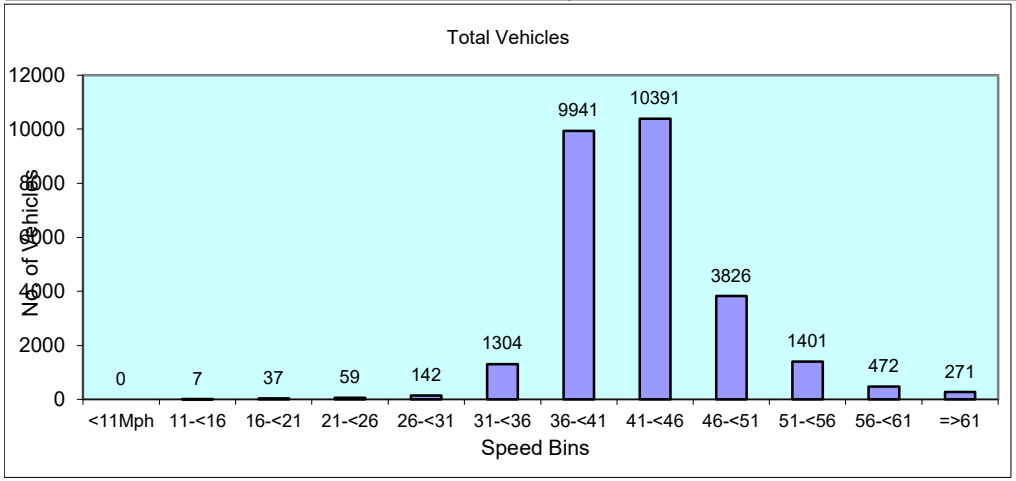
13517			GROBY				Site No: 13517001				Location	Site 1 - Sacheverell Way, Groby					
Thu 20-Jun-24 to Wed 26-Jun-24							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Mon 24-Jun-24																
00:00	**14**	-	48.5	10.1	0	0	0	0	1	0	1	4	4	1	0	3
01:00	**3**	-	43.5	5	0	0	0	0	0	0	1	1	1	0	0	0
02:00	**5**	-	40.5	4.6	0	0	0	0	0	1	1	3	0	0	0	0
03:00	**7**	-	48.5	8.7	0	0	0	0	0	0	2	1	1	1	2	0
04:00	**9**	-	42.4	8.7	0	0	0	1	0	0	2	3	2	1	0	0
05:00	**59**	54.3	46.8	7.7	0	0	0	0	0	1	11	21	14	4	2	6
06:00	**128**	53.7	46.5	7	0	0	1	0	0	0	23	43	36	10	11	4
07:00	**247**	49.7	44.3	5.3	0	0	0	0	0	2	59	120	38	21	6	1
08:00	**352**	48	43.2	5.3	0	0	0	0	0	17	95	166	51	17	2	4
09:00	**175**	47.6	42.7	5.2	0	0	0	2	0	4	58	75	29	6	0	1
10:00	**212**	46.7	42.3	5.1	0	0	1	0	1	8	72	94	28	6	1	1
11:00	**229**	47.3	42	5.3	0	0	0	0	0	14	99	74	28	11	3	0
12:00	**204**	47.2	42.2	5.7	0	0	0	1	0	10	85	72	21	11	2	2
13:00	**230**	47.7	42.2	5.8	0	0	0	0	1	13	99	73	26	11	6	1
14:00	**313**	45.8	41.9	4.9	0	0	0	0	2	9	135	125	29	10	1	2
15:00	**332**	46.9	42	5.5	0	0	0	0	3	23	131	118	38	11	7	1
16:00	**412**	47.8	42.7	4.8	0	0	0	0	1	11	151	162	70	15	1	1
17:00	**348**	47.9	42.7	5.7	0	0	1	1	1	12	127	138	41	17	9	1
18:00	**353**	47.6	41.5	6.2	0	1	3	6	4	16	141	112	52	17	1	0
19:00	**226**	49.2	43.6	5.7	0	0	0	0	0	4	76	92	31	15	5	3
20:00	**134**	50.4	44.8	5.9	0	0	0	0	0	4	28	55	30	12	3	2
21:00	**80**	50	43.4	6.7	0	0	0	0	1	5	27	24	13	6	3	1
22:00	**54**	47.4	42.8	6.2	0	0	0	0	0	5	16	23	5	3	1	1
23:00	**24**	50.1	44.8	6.5	0	0	0	0	0	0	8	7	6	2	0	1
12H,7-19	**3407**	**47.6**	**42.5**	**5.4**	**0**	**1**	**5**	**10**	**13**	**139**	**1252**	**1329**	**451**	**153**	**39**	**15**
16H,6-22	**3975**	**48.2**	**42.8**	**5.6**	**0**	**1**	**6**	**10**	**14**	**152**	**1406**	**1543**	**561**	**196**	**61**	**25**
18H,6-24	**4053**	**48.2**	**42.8**	**5.6**	**0**	**1**	**6**	**10**	**14**	**157**	**1430**	**1573**	**572**	**201**	**62**	**27**
24H,0-24	**4150**	**48.4**	**42.9**	**5.7**	**0**	**1**	**6**	**11**	**15**	**159**	**1448**	**1606**	**594**	**208**	**66**	**36**

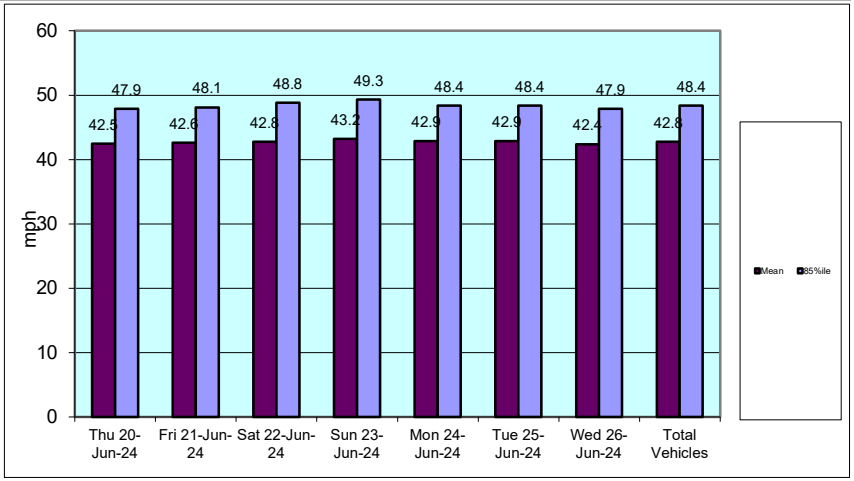
13517			GROBY				Site No: 13517001				Location	Site 1 - Sacheverell Way, Groby					
Thu 20-Jun-24 to Wed 26-Jun-24							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Tue 25-Jun-24																
00:00	**7**	-	44.9	10.3	0	0	0	0	0	2	1	1	0	2	1	0
01:00	**4**	-	44.8	6.4	0	0	0	0	0	0	1	2	0	1	0	0
02:00	**4**	-	47.3	7.6	0	0	0	0	0	0	1	1	0	2	0	0
03:00	**3**	-	51.8	12.6	0	0	0	0	0	0	1	0	0	1	0	1
04:00	**11**	-	50.3	11.1	0	0	0	0	0	1	3	0	0	3	2	2
05:00	**58**	55.2	47.6	7.5	0	0	0	0	0	1	8	22	7	13	3	4
06:00	**129**	53.7	46.6	7.1	0	0	1	0	0	2	20	43	35	15	9	4
07:00	**244**	47.8	43.1	4.8	0	0	0	0	0	4	80	109	39	8	4	0
08:00	**382**	46	42.1	5	0	0	0	1	3	18	135	168	44	9	2	2
09:00	**188**	48	42	6.4	0	0	1	3	3	8	70	64	26	9	3	1
10:00	**211**	48	42.1	6.7	0	2	0	2	1	10	85	65	34	7	1	4
11:00	**204**	47.2	42.5	4.8	0	0	0	0	1	6	74	85	30	6	2	0
12:00	**239**	47.5	42.4	5.3	0	0	0	0	2	7	97	88	29	13	2	1
13:00	**232**	45.7	41.9	5	0	0	0	0	2	13	84	103	20	7	2	1
14:00	**290**	48.6	42.9	5.4	0	0	0	0	0	11	106	110	37	23	1	2
15:00	**318**	48	42.4	5.3	0	0	0	0	3	14	121	115	43	21	1	0
16:00	**416**	47.7	42.9	5	0	0	0	0	0	9	150	175	56	19	6	1
17:00	**423**	46.6	42.1	5	0	0	0	0	2	27	150	173	57	9	3	2
18:00	**277**	49.2	43.7	6.2	0	0	0	0	0	17	71	122	39	14	8	6
19:00	**207**	50.7	44.4	6	0	0	0	0	0	5	55	87	30	21	6	3
20:00	**107**	49.5	43	6.2	0	0	0	0	0	4	46	32	12	9	3	1
21:00	**103**	49.4	43.4	6.9	0	0	0	0	0	7	36	36	12	5	3	4
22:00	**98**	48.4	42.8	6.4	0	0	0	0	0	5	41	30	14	3	2	3
23:00	**35**	47.9	42.5	6.5	0	0	0	0	0	3	14	10	6	0	1	1
12H,7-19	**3424**	**47.5**	**42.5**	**5.4**	**0**	**2**	**1**	**6**	**17**	**144**	**1223**	**1377**	**454**	**145**	**35**	**20**
16H,6-22	**3970**	**48.1**	**42.8**	**5.6**	**0**	**2**	**2**	**6**	**17**	**162**	**1380**	**1575**	**543**	**195**	**56**	**32**
18H,6-24	**4103**	**48.1**	**42.8**	**5.6**	**0**	**2**	**2**	**6**	**17**	**170**	**1435**	**1615**	**563**	**198**	**59**	**36**
24H,0-24	**4190**	**48.4**	**42.9**	**5.7**	**0**	**2**	**2**	**6**	**17**	**174**	**1450**	**1641**	**570**	**220**	**65**	**43**

13517			GROBY				Site No: 13517001				Location	Site 1 - Sacheverell Way, Groby					
Thu 20-Jun-24 to Wed 26-Jun-24							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Wed 26-Jun-24																
00:00	**9**	-	46.3	9.1	0	0	0	0	0	0	4	1	1	2	0	1
01:00	**6**	-	51.8	8.2	0	0	0	0	0	0	0	2	1	1	1	1
02:00	**3**	-	48.5	13.2	0	0	0	0	0	0	1	1	0	0	0	1
03:00	**4**	-	52.3	9.5	0	0	0	0	0	0	1	0	0	1	2	0
04:00	**9**	-	44.6	7.5	0	0	0	0	0	1	1	5	0	1	1	0
05:00	**58**	57	47.5	8.6	0	0	0	1	0	1	9	20	9	8	4	6
06:00	**140**	53	46.4	6.8	0	0	1	0	0	0	20	58	33	16	6	6
07:00	**257**	47.9	42.3	5.6	0	0	0	0	1	10	116	79	32	13	4	2
08:00	**331**	46.7	42	5.4	0	0	1	0	0	22	133	120	35	14	6	0
09:00	**250**	45	40.6	4.7	0	0	1	0	3	19	118	88	18	2	1	0
10:00	**192**	48.3	43.2	5.9	0	0	0	0	1	13	50	85	30	5	5	3
11:00	**200**	46.9	41.9	5.2	0	0	0	2	1	5	89	68	26	8	1	0
12:00	**205**	47.8	42	5.3	0	0	0	0	3	10	87	61	36	6	2	0
13:00	**259**	47.2	42.4	5.7	0	0	0	0	0	10	117	86	27	10	5	4
14:00	**303**	46.2	41.6	5.7	0	0	0	3	5	20	117	111	33	9	3	2
15:00	**319**	46.1	41.9	4.7	0	0	0	0	0	19	127	124	40	6	3	0
16:00	**422**	45.7	41.3	5.2	0	0	0	2	8	29	164	164	43	10	1	1
17:00	**452**	48.2	42.1	5.9	0	1	0	2	6	32	161	147	80	18	4	1
18:00	**325**	48	42.9	5.6	0	0	1	1	0	7	115	133	46	14	5	3
19:00	**238**	48.9	42.4	6.6	0	0	2	0	0	22	84	75	32	16	4	3
20:00	**177**	50.2	44	6.3	0	0	0	0	1	6	53	65	30	13	7	2
21:00	**119**	49	43.1	6.3	0	0	0	0	3	3	40	44	18	8	0	3
22:00	**86**	48.3	42.3	6.3	0	0	0	0	1	8	32	27	10	4	4	0
23:00	**28**	47.5	42.4	7	0	0	0	0	0	4	9	10	1	2	2	0
12H,7-19	**3515**	**47**	**42**	**5.5**	**0**	**1**	**3**	**10**	**28**	**196**	**1394**	**1266**	**446**	**115**	**40**	**16**
16H,6-22	**4189**	**47.7**	**42.3**	**5.7**	**0**	**1**	**6**	**10**	**32**	**227**	**1591**	**1508**	**559**	**168**	**57**	**30**
18H,6-24	**4303**	**47.7**	**42.3**	**5.7**	**0**	**1**	**6**	**10**	**33**	**239**	**1632**	**1545**	**570**	**174**	**63**	**30**
24H,0-24	**4392**	**47.9**	**42.4**	**5.8**	**0**	**1**	**6**	**11**	**33**	**241**	**1648**	**1574**	**581**	**187**	**71**	**39**

13517	GROBY	Site No: 13517001	Location	Site 1 - Sacheverell Way, Groby
Thu 20-Jun-24 to Wed 26-Jun-24		Channel: Westbound		

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Daily Totals																
Thu 20-Jun-24	**4314**	47.9	42.5	5.8	0	0	4	12	22	228	1573	1620	552	195	64	44
Fri 21-Jun-24	**4411**	48.1	42.6	5.8	0	0	5	5	23	204	1653	1622	574	211	69	45
Sat 22-Jun-24	**3466**	48.8	42.8	6.1	0	2	7	7	15	182	1214	1242	500	188	78	31
Sun 23-Jun-24	**2928**	49.3	43.2	6.1	0	1	7	7	17	116	955	1086	455	192	59	33
Mon 24-Jun-24	**4150**	48.4	42.9	5.7	0	1	6	11	15	159	1448	1606	594	208	66	36
Tue 25-Jun-24	**4190**	48.4	42.9	5.7	0	2	2	6	17	174	1450	1641	570	220	65	43
Wed 26-Jun-24	**4392**	47.9	42.4	5.8	0	1	6	11	33	241	1648	1574	581	187	71	39
Total Vehicles																
[--]	**27851**	48.4	42.8	5.9	0	7	37	59	142	1304	9941	10391	3826	1401	472	271





Appendix D
CTC Data

MANUAL CLASSIFIED COUNTS

JOB REF: 14555

JOB NAME: GROBY

SITE: 1 **DATE:** 24/06/2025

LOCATION: SACHEVERELL WAY (SW) / LAUNDON WAY / SACHEVERELL WAY (NE) **DAY:** TUESDAY

TIME	A TO B FROM SACHEVERELL WAY (SW) TO LAUNDON WAY								A TO C FROM SACHEVERELL WAY (SW) TO SACHEVERELL WAY (NE)								TIME	B TO A FROM LAUNDON WAY TO SACHEVERELL WAY (SW)								B TO C FROM LAUNDON WAY TO SACHEVERELL WAY (NE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	50	16	2	0	0	0	0	68	07:00	0	0	0	0	0	0	0	0	25	7	0	0	0	0	1	33
07:15	1	0	0	0	0	0	0	1	74	15	1	1	0	1	0	92	07:15	2	1	0	0	0	0	0	3	27	2	0	0	0	0	0	29
07:30	0	0	0	0	0	0	0	0	74	10	4	1	0	0	0	89	07:30	7	1	0	0	0	0	0	8	28	4	0	0	1	0	1	34
07:45	3	0	0	0	0	0	0	3	70	14	3	0	0	0	0	87	07:45	3	0	0	0	0	0	0	3	32	2	0	0	0	0	1	35
H/TOT	4	0	0	0	0	0	0	4	268	55	10	2	0	1	0	336	**H/TOT**	12	2	0	0	0	0	0	14	112	15	0	0	1	0	3	131
08:00	3	0	0	0	0	0	0	3	92	18	0	1	1	0	0	112	08:00	3	1	0	0	0	0	0	4	33	4	0	0	0	1	0	38
08:15	2	0	0	0	0	0	0	2	81	7	1	0	2	0	0	91	08:15	2	0	0	0	0	0	0	2	19	2	0	0	0	0	1	22
08:30	0	1	0	0	0	0	0	1	74	11	2	0	3	0	0	90	08:30	4	1	0	0	0	0	0	5	30	2	0	0	0	0	0	32
08:45	1	0	0	0	0	0	0	1	75	10	3	0	0	0	0	88	08:45	4	0	2	1	0	0	0	7	44	5	1	0	0	0	0	50
H/TOT	6	1	0	0	0	0	0	7	322	46	6	1	6	0	0	381	**H/TOT**	13	2	2	1	0	0	0	18	126	13	1	0	0	1	1	142
09:00	1	0	0	0	0	0	0	1	64	12	3	0	0	0	0	79	09:00	6	0	0	0	0	0	0	6	24	1	0	0	1	0	0	26
09:15	3	0	0	0	0	0	0	3	61	9	2	0	1	0	0	73	09:15	2	0	0	0	0	0	0	2	29	1	1	0	0	0	0	31
09:30	0	0	0	0	0	0	0	0	49	7	1	0	0	1	0	58	09:30	2	1	0	0	0	0	0	3	17	3	0	0	0	0	0	20
09:45	1	2	0	0	0	0	0	3	45	5	1	1	0	0	0	52	09:45	1	0	0	0	0	0	0	1	15	1	0	0	0	0	0	16
H/TOT	5	2	0	0	0	0	0	7	219	33	7	1	1	1	0	262	**H/TOT**	11	1	0	0	0	0	0	12	85	6	1	0	1	0	0	93
P/TOT	15	3	0	0	0	0	0	18	809	134	23	4	7	2	0	979	**P/TOT**	36	5	2	1	0	0	0	44	323	34	2	0	2	1	4	366

MANUAL CLASSIFIED COUNTS

JOB REF: 14555

JOB NAME: GROBY

SITE: 1 **DATE:** 24/06/2025

LOCATION: SACHEVERELL WAY (SW) / LAUNDON WAY / SACHEVERELL WAY (NE) **DAY:** TUESDAY

TIME	A TO B FROM SACHEVERELL WAY (SW) TO LAUNDON WAY								A TO C FROM SACHEVERELL WAY (SW) TO SACHEVERELL WAY (NE)								TIME	B TO A FROM LAUNDON WAY TO SACHEVERELL WAY (SW)								B TO C FROM LAUNDON WAY TO SACHEVERELL WAY (NE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	3	1	0	0	0	0	0	4	71	17	1	0	0	0	0	89	16:00	2	0	0	0	0	0	0	2	17	0	0	0	0	0	0	17
16:15	5	0	0	0	0	0	0	5	90	11	2	1	1	0	1	106	16:15	5	1	0	0	0	0	0	6	20	7	0	0	1	0	0	28
16:30	2	0	0	0	0	0	0	2	77	11	1	0	0	0	0	89	16:30	3	3	0	0	0	0	0	6	10	6	1	0	0	0	0	17
16:45	4	0	0	0	0	0	0	4	63	4	1	0	0	0	0	68	16:45	2	0	0	0	0	0	0	2	21	1	0	0	0	0	0	22
H/TOT	14	1	0	0	0	0	0	15	301	43	5	1	1	0	1	352	**H/TOT**	12	4	0	0	0	0	0	16	68	14	1	0	1	0	0	84
17:00	4	0	0	0	0	0	0	4	78	9	1	0	0	0	0	88	17:00	2	0	0	0	0	0	0	2	10	2	0	0	0	0	0	12
17:15	3	0	0	0	0	0	0	3	75	10	0	0	0	2	0	87	17:15	4	0	0	0	0	0	0	4	23	0	0	0	0	0	0	23
17:30	4	0	0	0	0	0	0	4	59	6	0	0	0	2	1	68	17:30	2	0	0	0	0	0	0	2	17	0	0	0	1	0	0	18
17:45	2	0	0	0	0	0	0	2	47	8	1	0	0	1	0	57	17:45	3	0	0	0	0	0	0	3	14	0	0	0	0	0	0	14
H/TOT	13	0	0	0	0	0	0	13	259	33	2	0	0	5	1	300	**H/TOT**	11	0	0	0	0	0	0	11	64	2	0	0	1	0	0	67
18:00	2	0	0	0	0	0	0	2	33	4	2	0	0	0	0	39	18:00	6	0	0	0	0	0	0	6	21	2	0	0	0	1	0	24
18:15	1	0	0	0	0	0	0	1	51	7	1	0	0	2	0	61	18:15	2	1	0	0	0	0	0	3	17	0	0	0	0	0	0	17
18:30	4	0	0	0	0	0	0	4	40	3	0	0	0	0	1	44	18:30	3	0	0	0	0	0	0	3	15	2	0	0	1	0	0	18
18:45	3	0	0	0	0	0	0	3	51	3	0	0	0	0	0	54	18:45	1	0	0	0	0	0	0	1	15	1	0	0	0	0	0	16
H/TOT	10	0	0	0	0	0	0	10	175	17	3	0	0	2	1	198	**H/TOT**	12	1	0	0	0	0	0	13	68	5	0	0	1	1	0	75
P/TOT	37	1	0	0	0	0	0	38	735	93	10	1	1	7	3	850	**P/TOT**	35	5	0	0	0	0	0	40	200	21	1	0	3	1	0	226

MANUAL CLASSIFIED COUNTS

JOB REF: 14555

JOB NAME: GROBY

SITE: 1 **DATE:** 24/06/2025

LOCATION: SACHEVERELL WAY (SW) / LAUNDON WAY / SACHEVERELL WAY (NE) **DAY:** TUESDAY

TIME	C TO A FROM SACHEVERELL WAY (NE) TO SACHEVERELL WAY (SW)								C TO B FROM SACHEVERELL WAY (NE) TO LAUNDON WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	31	10	3	0	0	0	0	44	4	1	1	0	1	0	0	7
07:15	33	11	1	0	0	0	0	45	7	1	0	0	0	0	0	8
07:30	41	11	2	0	0	0	0	54	5	0	0	0	0	0	0	5
07:45	72	11	0	0	0	0	0	83	9	5	0	0	0	0	0	14
H/TOT	177	43	6	0	0	0	0	226	25	7	1	0	1	0	0	34
08:00	66	13	2	0	1	0	0	82	14	4	1	0	1	0	0	20
08:15	85	10	1	1	3	0	1	101	15	2	0	0	0	0	0	17
08:30	89	11	2	0	0	0	0	102	23	1	1	1	0	0	0	26
08:45	49	12	2	3	0	0	0	66	17	1	0	0	1	0	0	19
H/TOT	289	46	7	4	4	0	1	351	69	8	2	1	2	0	0	82
09:00	53	12	6	1	1	0	0	73	11	3	3	0	1	0	0	18
09:15	72	13	3	1	2	0	0	91	14	2	0	0	0	0	0	16
09:30	51	12	3	1	0	0	0	67	12	3	1	0	0	0	0	16
09:45	44	11	2	0	0	0	0	57	9	0	0	0	1	0	0	10
H/TOT	220	48	14	3	3	0	0	288	46	8	4	0	2	0	0	60
P/TOT	686	137	27	7	7	0	1	865	140	23	7	1	5	0	0	176

TIME	C TO A FROM SACHEVERELL WAY (NE) TO SACHEVERELL WAY (SW)								C TO B FROM SACHEVERELL WAY (NE) TO LAUNDON WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	64	15	5	0	0	0	0	84	46	7	0	0	1	0	0	54
16:15	66	20	1	0	0	1	0	88	37	5	0	0	0	0	1	43
16:30	69	9	1	0	0	0	0	79	27	3	0	0	0	0	1	31
16:45	96	11	1	1	1	0	0	110	36	3	1	0	0	0	0	40
H/TOT	295	55	8	1	1	1	0	361	146	18	1	0	1	0	2	168
17:00	94	13	0	0	1	1	0	109	40	0	0	0	0	0	0	40
17:15	81	9	1	0	0	0	0	91	36	2	1	0	1	0	0	40
17:30	88	9	2	0	0	1	0	100	35	2	0	0	0	0	1	38
17:45	104	7	0	0	1	0	0	112	35	4	1	0	0	0	1	41
H/TOT	367	38	3	0	2	2	0	412	146	8	2	0	1	0	2	159
18:00	73	11	1	0	0	5	0	90	16	2	0	0	0	1	0	19
18:15	63	5	0	0	0	0	0	68	35	3	0	0	1	0	0	39
18:30	47	7	0	0	0	0	0	54	24	2	0	0	0	0	0	26
18:45	61	3	0	0	0	1	0	65	19	0	0	0	0	1	0	20
H/TOT	244	26	1	0	0	6	0	277	94	7	0	0	1	2	0	104
P/TOT	906	119	12	1	3	9	0	1050	386	33	3	0	3	2	4	431

MANUAL CLASSIFIED COUNTS

JOB REF: 14555

JOB NAME: GROBY

SITE: 2 **DATE:** 24/06/2025

LOCATION: SACHEVERELL WAY (W) / LAUNDON WAY / SACHEVERELL WAY (E) **DAY:** TUESDAY

TIME	A TO B FROM SACHEVERELL WAY (W) TO LAUNDON WAY								A TO C FROM SACHEVERELL WAY (W) TO SACHEVERELL WAY (E)								TIME	B TO A FROM LAUNDON WAY TO SACHEVERELL WAY (W)								B TO C FROM LAUNDON WAY TO SACHEVERELL WAY (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	1	0	0	0	0	0	4	43	16	3	0	0	0	0	62	07:00	4	1	1	0	1	0	0	7	9	1	0	0	0	0	0	10
07:15	6	1	0	0	1	0	0	8	68	11	0	1	0	1	0	81	07:15	10	1	0	0	0	0	0	11	9	2	0	0	0	0	0	11
07:30	7	0	0	0	0	0	0	7	66	10	4	1	0	0	0	81	07:30	13	1	0	0	0	0	0	14	9	2	0	0	0	0	0	11
07:45	1	0	0	0	0	0	0	1	59	13	2	0	0	0	0	74	07:45	14	1	0	0	0	0	0	15	9	1	1	0	0	0	0	11
H/TOT	17	2	0	0	1	0	0	20	236	50	9	2	0	1	0	298	**H/TOT**	41	4	1	0	1	0	0	47	36	6	1	0	0	0	0	43
08:00	9	0	0	0	0	0	0	9	84	16	0	1	1	0	0	102	08:00	17	2	0	0	1	0	0	20	12	2	0	0	0	0	0	14
08:15	10	2	0	0	0	0	0	12	75	7	1	0	2	0	0	85	08:15	18	2	0	0	0	0	0	20	10	1	0	0	0	0	0	11
08:30	18	2	0	0	0	0	0	20	59	10	2	0	3	0	0	74	08:30	18	4	0	0	0	0	0	22	12	1	0	0	0	0	0	13
08:45	12	6	0	0	0	0	0	18	76	9	4	0	0	0	0	89	08:45	12	0	0	0	1	0	0	13	6	1	0	0	0	0	0	7
H/TOT	49	10	0	0	0	0	0	59	294	42	7	1	6	0	0	350	**H/TOT**	65	8	0	0	2	0	0	75	40	5	0	0	0	0	0	45
09:00	8	2	0	0	1	0	0	11	56	12	2	0	0	0	0	70	09:00	4	3	0	0	0	0	0	7	8	0	0	0	0	0	0	8
09:15	4	0	1	0	0	0	0	5	60	10	2	0	0	0	0	72	09:15	9	4	0	0	0	0	0	13	6	0	0	0	1	0	0	7
09:30	3	4	1	0	0	1	0	9	43	5	1	0	0	0	0	49	09:30	7	0	2	1	0	0	1	11	6	0	0	0	0	1	0	7
09:45	2	1	0	1	0	0	0	4	41	8	1	1	0	0	0	51	09:45	10	1	1	0	1	0	0	13	4	0	0	0	0	0	0	4
H/TOT	17	7	2	1	1	1	0	29	200	35	6	1	0	0	0	242	**H/TOT**	30	8	3	1	1	0	1	44	24	0	0	0	1	1	0	26
P/TOT	83	19	2	1	2	1	0	108	730	127	22	4	6	1	0	890	**P/TOT**	136	20	4	1	4	0	1	166	100	11	1	0	1	1	0	114

TIME	A TO B FROM SACHEVERELL WAY (W) TO LAUNDON WAY								A TO C FROM SACHEVERELL WAY (W) TO SACHEVERELL WAY (E)								TIME	B TO A FROM LAUNDON WAY TO SACHEVERELL WAY (W)								B TO C FROM LAUNDON WAY TO SACHEVERELL WAY (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	11	4	0	1	0	0	0	16	76	16	1	0	0	0	0	93	16:00	9	2	0	0	1	0	0	12	5	2	0	0	0	0	0	7
16:15	11	4	0	0	1	0	0	16	88	11	2	1	1	0	0	103	16:15	13	2	0	0	0	0	0	15	6	0	0	0	0	0	0	6
16:30	7	2	0	0	0	0	1	10	75	12	1	0	0	0	0	88	16:30	11	3	0	0	0	1	1	16	5	0	0	0	0	0	0	5
16:45	15	1	0	0	0	0	0	16	57	3	1	0	0	0	0	61	16:45	13	1	0	1	0	0	0	15	8	0	0	0	0	0	0	8
H/TOT	44	11	0	1	1	0	1	58	296	42	5	1	1	0	0	345	**H/TOT**	46	8	0	1	1	1	1	58	24	2	0	0	0	0	0	26
17:00	11	1	0	0	0	0	0	12	82	9	1	0	0	0	0	92	17:00	15	3	0	0	0	0	0	18	3	1	0	0	0	0	0	4
17:15	14	0	0	0	0	0	0	14	68	9	0	0	0	2	0	79	17:15	10	1	0	0	1	0	0	12	7	0	0	0	0	0	0	7
17:30	10	2	0	0	1	0	1	14	56	6	1	0	0	1	1	65	17:30	6	0	0	0	0	0	0	6	8	0	0	0	0	1	0	9
17:45	15	0	0	0	0	0	0	15	39	6	0	0	0	1	0	46	17:45	16	1	0	0	0	0	0	17	8	2	0	0	0	0	0	10
H/TOT	50	3	0	0	1	0	1	55	245	30	2	0	0	4	1	282	**H/TOT**	47	5	0	0	1	0	0	53	26	3	0	0	0	1	0	30
18:00	19	2	0	0	0	0	0	21	34	4	2	0	0	1	0	41	18:00	17	0	2	0	0	1	0	20	5	0	0	0	0	0	0	5
18:15	11	1	0	0	0	0	0	12	44	7	1	0	0	1	0	53	18:15	12	0	0	0	1	0	0	13	4	0	0	0	0	0	0	4
18:30	10	0	0	0	1	0	0	11	39	2	0	0	0	0	1	42	18:30	13	0	0	0	0	0	0	13	6	1	0	0	0	0	0	7
18:45	8	0	0	0	0	0	0	8	47	3	0	0	0	0	0	50	18:45	5	1	0	0	0	0	0	6	8	0	0	0	0	0	0	8
H/TOT	48	3	0	0	1	0	0	52	164	16	3	0	0	2	1	186	**H/TOT**	47	1	2	0	1	1	0	52	23	1	0	0	0	0	0	24
P/TOT	142	17	0	1	3	0	2	165	705	88	10	1	1	6	2	813	**P/TOT**	140	14	2	1	3	2	1	163	73	6	0	0	0	1	0	80

MANUAL CLASSIFIED COUNTS

JOB REF: 14555

JOB NAME: GROBY

SITE: 2 **DATE:** 24/06/2025

LOCATION: SACHEVERELL WAY (W) / LAUNDON WAY / SACHEVERELL WAY (E) **DAY:** TUESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 14555

JOB NAME: GROBY

SITE: 2 **DATE:** 24/06/2025

LOCATION: SACHEVERELL WAY (W) / LAUNDON WAY / SACHEVERELL WAY (E) **DAY:** TUESDAY

TIME	C TO A FROM SACHEVERELL WAY (E) TO SACHEVERELL WAY (W)								C TO B FROM SACHEVERELL WAY (E) TO LAUNDON WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	26	10	3	0	0	0	0	39	2	0	0	0	0	0	0	2
07:15	37	12	1	0	0	0	0	50	1	0	0	0	0	0	0	1
07:30	45	12	2	0	0	0	0	59	1	0	0	0	0	0	0	1
07:45	67	12	0	0	0	0	0	79	2	0	0	0	0	0	0	2
H/TOT	175	46	6	0	0	0	0	227	6	0	0	0	0	0	0	6
08:00	66	12	2	0	1	0	0	81	4	1	0	0	0	0	0	5
08:15	81	10	1	1	3	0	0	96	5	1	0	0	0	0	0	6
08:30	87	13	2	1	0	0	1	104	5	0	0	0	0	0	0	5
08:45	56	9	4	3	0	0	0	72	1	2	0	0	0	0	0	3
H/TOT	290	44	9	5	4	0	1	353	15	4	0	0	0	0	0	19
09:00	56	11	6	1	1	0	0	75	2	0	0	0	0	0	0	2
09:15	68	12	3	0	2	0	0	85	6	2	0	1	0	0	0	9
09:30	49	13	4	1	0	0	0	67	2	0	0	0	0	0	0	2
09:45	45	10	2	0	0	0	0	57	3	1	0	0	0	0	0	4
H/TOT	218	46	15	2	3	0	0	284	13	3	0	1	0	0	0	17
P/TOT	683	136	30	7	7	0	1	864	34	7	0	1	0	0	0	42

TIME	C TO A FROM SACHEVERELL WAY (E) TO SACHEVERELL WAY (W)								C TO B FROM SACHEVERELL WAY (E) TO LAUNDON WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	62	13	5	0	0	0	0	80	3	1	0	0	0	0	0	4
16:15	71	20	1	0	0	1	0	93	4	0	0	0	0	0	0	4
16:30	61	13	1	0	0	0	0	75	9	0	0	0	0	0	0	9
16:45	88	10	1	1	1	0	0	101	6	1	0	0	0	0	0	7
H/TOT	282	56	8	1	1	1	0	349	22	2	0	0	0	0	0	24
17:00	92	11	0	0	1	1	0	105	8	1	0	0	0	0	0	9
17:15	68	8	1	0	0	0	0	77	15	2	0	0	0	0	0	17
17:30	78	9	2	0	0	0	0	89	13	0	0	0	0	1	0	14
17:45	97	7	0	0	1	0	0	105	8	0	0	0	0	0	0	8
H/TOT	335	35	3	0	2	1	0	376	44	3	0	0	0	1	0	48
18:00	73	9	1	0	0	5	0	88	9	2	0	0	0	0	0	11
18:15	56	5	0	0	0	0	0	61	6	1	0	0	0	0	0	7
18:30	49	8	0	0	0	0	0	57	4	0	0	0	0	0	0	4
18:45	54	2	0	0	0	1	0	57	5	1	0	0	0	0	0	6
H/TOT	232	24	1	0	0	6	0	263	24	4	0	0	0	0	0	28
P/TOT	849	115	12	1	3	8	0	988	90	9	0	0	0	1	0	100

MANUAL CLASSIFIED COUNTS

JOB REF: 14555

JOB NAME: GROBY

SITE: 3 **DATE:** 24/06/2025

LOCATION: LEICESTER ROAD (E) / SACHEVERELL WAY / LEICESTER ROAD (W) **DAY:** TUESDAY

AUTO SURVEYS LTD

MANUAL CLASSIFIED COUNTS

JOB REF: 14555

JOB NAME: GROBY

SITE: 3 **DATE:** 24/06/2025

LOCATION: LEICESTER ROAD (E) / SACHEVERELL WAY / LEICESTER ROAD (W) **DAY:** TUESDAY

AUTO SURVEYS LTD

TIME	A TO A FROM LEICESTER ROAD (E) TO LEICESTER ROAD (E)								A TO B FROM LEICESTER ROAD (E) TO SACHEVERELL WAY								A TO C FROM LEICESTER ROAD (E) TO LEICESTER ROAD (W)								B TO A FROM SACHEVERELL WAY TO LEICESTER ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	36	10	3	0	1	0	0	50	38	5	0	1	0	0	0	44	69	20	2	0	0	0	0	91
07:15	0	0	0	0	0	0	0	0	36	10	2	0	0	0	0	48	59	6	2	0	1	0	0	68	97	19	1	1	0	1	0	119
07:30	0	1	0	0	0	0	0	1	37	10	1	0	0	0	0	48	40	7	2	0	0	0	0	49	91	12	3	1	1	0	0	108
07:45	0	1	0	0	0	0	0	1	70	14	0	0	0	0	0	84	39	9	2	0	1	0	0	51	96	16	4	0	0	0	0	116
H/TOT	0	2	0	0	0	0	0	2	179	44	6	0	1	0	0	230	176	27	6	1	2	0	0	212	353	67	10	2	1	1	0	434
08:00	1	0	1	0	0	0	0	2	63	13	2	0	2	0	0	80	46	9	5	0	1	0	0	61	106	18	0	1	1	1	0	127
08:15	3	0	0	0	0	0	0	3	88	10	2	1	3	0	0	104	62	13	2	1	0	0	0	78	97	13	1	0	2	0	0	113
08:30	3	0	0	0	0	0	0	3	85	14	2	1	0	0	0	102	43	10	3	0	1	0	0	57	88	12	0	0	3	0	0	103
08:45	3	2	0	0	0	0	0	5	57	13	2	3	1	0	0	76	43	8	2	0	0	1	0	54	102	13	4	0	0	0	0	119
H/TOT	10	2	1	0	0	0	0	13	293	50	8	5	6	0	0	362	194	40	12	1	2	1	0	250	393	56	5	1	6	1	0	462
09:00	1	0	0	0	0	0	0	1	58	13	8	1	2	0	0	82	31	8	3	0	1	0	0	43	81	13	3	0	1	0	0	98
09:15	3	2	0	0	0	0	0	5	71	16	3	1	2	0	0	93	38	7	1	0	1	0	0	47	83	8	1	0	1	0	0	93
09:30	3	0	0	0	0	0	0	3	54	14	4	1	0	0	0	73	39	7	3	0	1	1	0	51	62	9	1	0	0	1	0	73
09:45	1	0	0	0	0	0	0	1	45	9	2	0	1	0	0	57	40	6	3	0	0	1	0	50	51	7	1	1	0	0	0	60
H/TOT	8	2	0	0	0	0	0	10	228	52	17	3	5	0	0	305	148	28	10	0	3	2	0	191	277	37	6	1	2	1	0	324
P/TOT	18	6	1	0	0	0	0	25	700	146	31	8	12	0	0	897	518	95	28	2	7	3	0	653	1023	160	21	4	9	3	0	1220

TIME	A TO A FROM LEICESTER ROAD (E) TO LEICESTER ROAD (E)								A TO B FROM LEICESTER ROAD (E) TO SACHEVERELL WAY								A TO C FROM LEICESTER ROAD (E) TO LEICESTER ROAD (W)								B TO A FROM SACHEVERELL WAY TO LEICESTER ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	100	20	4	0	1	0	0	125	79	7	0	0	1	0	0	87	74	15	1	0	0	0	0	90
16:15	0	0	0	0	0	0	0	0	88	24	1	0	0	1	0	114	86	9	2	0	0	0	0	97	99	15	1	1	2	0	0	118
16:30	3	0	0	0	0	0	0	3	94	12	1	0	0	0	0	107	80	14	2	0	1	1	0	98	82	14	2	0	0	0	0	98
16:45	5	2	1	0	0	0	0	8	118	13	1	1	1	0	0	134	94	10	1	0	2	0	1	108	67	6	1	0	0	0	0	74
H/TOT	8	2	1	0	0	0	0	11	400	69	7	1	2	1	0	480	339	40	5	0	4	1	1	390	322	50	5	1	2	0	0	380
17:00	2	0	0	0	0	0	0	2	125	14	0	0	1	1	0	141	98	7	1	0	0	1	0	107	72	8	0	0	0	0	0	80
17:15	7	0	0	0	0	0	0	7	93	10	2	0	1	0	0	106	95	10	2	0	1	1	0	109	84	10	0	0	0	2	0	96
17:30	2	0	0	0	0	0	0	2	113	12	1	0	0	1	0	127	85	13	0	0	2	0	0	100	62	6	0	0	1	2	0	71
17:45	4	0	0	0	0	0	0	4	115	10	1	0	1	0	1	128	93	7	1	0	0	1	0	102	49	9	1	0	0	1	0	60
H/TOT	15	0	0	0	0	0	0	15	446	46	4	0	3	2	1	502	371	37	4	0	3	3	0	418	267	33	1	0	1	5	0	307
18:00	0	0	0	0	0	0	0	0	77	14	1	0	0	6	0	98	74	7	0	0	0	0	0	81	43	4	2	0	0	1	0	50
18:15	1	1	0	0	0	0	0	2	78	8	0	0	1	0	0	87	78	6	0	0	1	2	0	87	59	6	1	0	0	1	0	67
18:30	0	0	0	0	0	0	0	0	67	9	0	0	0	0	0	76	60	10	0	0	1	1	0	72	45	5	0	0	1	0	0	51
18:45	1	0	0	0	0	0	0	1	72	3	0	0	0	2	0	77	41	4	0	0	1	2	0	48	57	3	0	0	0	0	0	60
H/TOT	2	1	0	0	0	0	0	3	294	34	1	0	1	8	0	338	253	27	0	0	3	5	0	288	204	18	3	0	1	2	0	228
P/TOT	25	3	1	0	0	0	0	29	1140	149	12	1	6	11	1	1320	963	104	9	0	10	9	1	1096	793	101	9	1	4	7	0	915

MANUAL CLASSIFIED COUNTS

JOB REF: 14555

JOB NAME: GROBY

SITE: 3 **DATE:** 24/06/2025

LOCATION: LEICESTER ROAD (E) / SACHEVERELL WAY / LEICESTER ROAD (W) **DAY:** TUESDAY

TIME	B TO B FROM SACHEVERELL WAY TO SACHEVERELL WAY								B TO C FROM SACHEVERELL WAY TO LEICESTER ROAD (W)								C TO A FROM LEICESTER ROAD (W) TO LEICESTER ROAD (E)								C TO B FROM LEICESTER ROAD (W) TO SACHEVERELL WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	39	8	0	0	2	0	1	50	2	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	46	10	0	0	0	0	0	56	4	2	0	0	0	0	0	6
07:30	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8	47	9	0	0	0	0	0	56	7	1	0	0	0	0	0	8
07:45	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	54	5	2	0	1	0	0	62	8	5	0	0	0	0	1	14
H/TOT	0	0	0	0	0	0	0	0	23	3	0	0	0	0	0	26	186	32	2	0	3	0	1	224	21	8	0	0	0	0	1	30
08:00	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15	48	7	0	0	1	0	0	56	17	1	1	0	0	0	0	19
08:15	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	53	3	0	0	0	0	0	56	19	0	0	0	0	0	0	19
08:30	0	0	0	0	0	0	0	0	17	1	2	0	0	0	0	20	67	5	2	1	2	0	0	77	23	0	0	0	0	0	0	23
08:45	0	0	0	0	0	0	0	0	16	2	0	0	0	0	0	18	52	2	0	0	0	0	0	54	5	0	0	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	59	3	2	0	0	0	0	64	220	17	2	1	3	0	0	243	64	1	1	0	0	0	0	66
09:00	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13	51	6	0	0	1	0	0	58	6	1	1	0	0	0	0	8
09:15	1	0	0	0	0	0	0	1	5	0	2	0	0	0	0	7	40	3	0	0	1	0	0	44	10	0	0	0	0	0	0	10
09:30	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5	37	1	1	0	1	0	0	40	8	1	0	0	0	0	0	9
09:45	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	36	4	2	0	1	1	0	44	6	1	0	0	0	0	0	7
H/TOT	2	0	0	0	0	0	0	2	27	2	2	0	0	0	0	31	164	14	3	0	4	1	0	186	30	3	1	0	0	0	0	34
P/TOT	2	0	0	0	0	0	0	2	109	8	4	0	0	0	0	121	570	63	7	1	10	1	1	653	115	12	2	0	0	0	1	130

MANUAL CLASSIFIED COUNTS

JOB REF: 14555

JOB NAME: GROBY

SITE: 3 **DATE:** 24/06/2025

LOCATION: LEICESTER ROAD (E) / SACHEVERELL WAY / LEICESTER ROAD (W) **DAY:** TUESDAY

TIME	B TO B FROM SACHEVERELL WAY TO SACHEVERELL WAY								B TO C FROM SACHEVERELL WAY TO LEICESTER ROAD (W)								C TO A FROM LEICESTER ROAD (W) TO LEICESTER ROAD (E)								C TO B FROM LEICESTER ROAD (W) TO SACHEVERELL WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14	49	3	1	0	1	0	1	55	9	3	0	0	0	0	0	12
16:15	0	0	0	0	0	0	0	0	7	4	1	0	0	0	0	12	45	8	2	0	0	0	0	55	15	1	0	0	0	0	0	16
16:30	0	0	0	0	0	0	0	0	10	2	0	0	0	0	0	12	45	4	0	0	1	0	0	50	9	0	0	0	0	0	0	9
16:45	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15	41	2	1	0	0	0	0	44	9	0	1	0	0	0	0	10
H/TOT	0	0	0	0	0	0	0	0	45	7	1	0	0	0	0	53	180	17	4	0	2	0	1	204	42	4	1	0	0	0	0	47
17:00	0	0	0	0	0	0	0	0	11	1	1	0	0	0	0	13	31	2	1	0	2	0	1	37	18	0	0	0	0	0	0	18
17:15	1	0	0	0	0	0	0	1	18	2	0	0	0	0	0	20	34	4	1	0	0	0	0	39	13	0	0	0	0	0	0	13
17:30	0	0	0	0	0	0	0	0	15	0	0	0	0	0	1	16	37	2	1	0	1	0	0	41	15	0	1	0	0	0	0	16
17:45	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13	36	2	0	0	1	1	1	41	18	0	0	0	0	0	0	18
H/TOT	1	0	0	0	0	0	0	1	57	3	1	0	0	0	1	62	138	10	3	0	4	1	2	158	64	0	1	0	0	0	0	65
18:00	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	40	2	2	0	1	1	0	46	12	0	0	0	0	0	0	12
18:15	0	0	0	0	0	0	0	0	12	1	0	0	0	1	0	14	35	2	1	0	0	0	0	38	16	0	0	0	0	0	0	16
18:30	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	30	6	0	0	1	0	0	37	8	0	0	0	0	0	0	8
18:45	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12	31	4	0	0	0	0	0	35	9	0	0	0	0	0	0	9
H/TOT	0	0	0	0	0	0	0	0	40	3	0	0	0	1	0	44	136	14	3	0	2	1	0	156	45	0	0	0	0	0	0	45
P/TOT	1	0	0	0	0	0	0	1	142	13	2	0	0	1	1	159	454	41	10	0	8	2	3	518	151	4	2	0	0	0	0	157

MANUAL CLASSIFIED COUNTS

JOB REF: 14555

JOB NAME: GROBY

SITE: 3 **DATE:** 24/06/2025

LOCATION: LEICESTER ROAD (E) / SACHEVERELL WAY / LEICESTER ROAD (W) **DAY:** TUESDAY

TIME	C TO C FROM LEICESTER ROAD (W) TO LEICESTER ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	0	0	0	0	0	0	2
07:15	1	1	0	0	0	0	0	2
07:30	2	1	0	0	0	0	0	3
07:45	5	1	0	0	0	0	0	6
H/TOT	10	3	0	0	0	0	0	13
08:00	6	1	0	0	0	0	0	7
08:15	8	0	0	0	0	0	0	8
08:30	6	1	0	0	0	0	0	7
08:45	3	1	0	0	0	0	0	4
H/TOT	23	3	0	0	0	0	0	26
09:00	1	2	0	0	0	0	0	3
09:15	1	0	0	0	0	0	0	1
09:30	1	0	0	0	0	0	0	1
09:45	1	0	0	0	0	0	0	1
H/TOT	4	2	0	0	0	0	0	6
P/TOT	37	8	0	0	0	0	0	45

TIME	C TO C FROM LEICESTER ROAD (W) TO LEICESTER ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	1	0	0	0	0	0	0	1
16:15	2	0	0	0	0	0	1	3
16:30	4	0	0	0	0	0	0	4
16:45	2	0	0	0	0	0	0	2
H/TOT	9	0	0	0	0	0	1	10
17:00	2	1	0	0	0	0	0	3
17:15	2	1	1	0	0	0	0	4
17:30	3	0	0	0	0	0	0	3
17:45	4	0	0	0	0	0	0	4
H/TOT	11	2	1	0	0	0	0	14
18:00	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1
18:30	1	0	0	0	0	0	0	1
18:45	2	1	0	0	0	0	0	3
H/TOT	4	1	0	0	0	0	0	5
P/TOT	24	3	1	0	0	0	1	29

MANUAL CLASSIFIED COUNTS

JOB REF: 14555

JOB NAME: GROBY

SITE: 4

DATE: 24/06/2025

LOCATION: A46 SLIP ROADS (E) / A50 (S) / LEICESTER ROAD / A46 SLIP ROADS (W) / A50 (N)

DAY: TUESDAY

TIME	A TO A FROM A46 SLIP ROADS (E) TO A46 SLIP ROADS (E)								A TO B FROM A46 SLIP ROADS (E) TO A50 (S)								TIME	A TO C FROM A46 SLIP ROADS (E) TO LEICESTER ROAD								A TO D FROM A46 SLIP ROADS (E) TO A46 SLIP ROADS (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	5	3	0	0	1	0	0	9	07:00	34	7	2	0	0	0	0	43	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	9	3	1	0	1	0	0	14	07:15	45	10	2	0	0	0	0	57	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10	07:30	44	9	2	0	0	0	0	55	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	17	2	3	0	0	0	0	22	07:45	59	16	2	0	0	0	0	77	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	40	9	4	0	2	0	0	55	H/TOT	182	42	8	0	0	0	0	232	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	7	5	0	0	0	0	0	12	08:00	30	6	3	0	0	0	0	39	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	15	08:15	46	7	3	2	0	0	0	58	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	20	5	4	0	0	1	0	30	08:30	49	17	2	0	0	0	0	68	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	23	3	3	2	0	1	0	32	08:45	38	11	2	2	0	0	0	53	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	63	15	7	2	0	2	0	89	H/TOT	163	41	10	4	0	0	0	218	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	30	6	1	2	0	0	0	39	09:00	44	13	5	1	3	0	0	66	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	44	5	4	0	0	0	0	53	09:15	53	15	4	1	1	0	0	74	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	25	6	1	0	0	0	0	32	09:30	38	14	2	0	1	0	0	55	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	09:45	29	10	0	0	0	0	0	39	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	101	18	6	2	0	0	0	127	H/TOT	164	52	11	2	5	0	0	234	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	204	42	17	4	2	2	0	271	P/TOT	509	135	29	6	5	0	0	684	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 14555

JOB NAME: GROBY

SITE: 4

DATE: 24/06/2025

LOCATION: A46 SLIP ROADS (E) / A50 (S) / LEICESTER ROAD / A46 SLIP ROADS (W) / A50 (N)

DAY: TUESDAY

TIME	A TO A FROM A46 SLIP ROADS (E) TO A46 SLIP ROADS (E)								A TO B FROM A46 SLIP ROADS (E) TO A50 (S)								TIME	A TO C FROM A46 SLIP ROADS (E) TO LEICESTER ROAD								A TO D FROM A46 SLIP ROADS (E) TO A46 SLIP ROADS (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	9	2	0	2	0	0	0	13	16:00	68	13	2	0	0	0	0	83	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	9	3	1	0	1	0	0	14	16:15	49	17	1	0	0	0	0	67	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13	16:30	67	12	1	0	0	0	0	80	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	16:45	80	9	2	0	0	1	0	92	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	41	6	1	2	1	0	0	51	H/TOT	264	51	6	0	0	1	0	322	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	1	2	0	0	0	1	0	4	17:00	80	10	0	0	1	1	0	92	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	17:15	71	10	3	0	0	0	0	84	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	17:30	67	13	0	0	0	0	0	80	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	17:45	71	10	0	0	1	0	0	82	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	20	3	0	0	0	1	0	24	H/TOT	289	43	3	0	2	1	0	338	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	18:00	62	10	1	0	0	1	0	74	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	18:15	51	7	0	0	0	0	0	58	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	18:30	52	10	0	0	0	1	0	63	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	18:45	47	5	0	0	0	1	0	53	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	28	2	0	0	0	0	0	30	H/TOT	212	32	1	0	0	3	0	248	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	89	11	1	2	1	1	0	105	P/TOT	765	126	10	0	2	5	0	908	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 14555

JOB NAME: GROBY

SITE: 4

DATE: 24/06/2025

LOCATION: A46 SLIP ROADS (E) / A50 (S) / LEICESTER ROAD / A46 SLIP ROADS (W) / A50 (N)

DAY: TUESDAY

TIME	A TO E FROM A46 SLIP ROADS (E) TO A50 (N)								B TO A FROM A50 (S) TO A46 SLIP ROADS (E)								TIME	B TO B FROM A50 (S) TO A50 (S)								B TO C FROM A50 (S) TO LEICESTER ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	141	35	11	16	1	2	0	206	15	8	4	1	0	0	0	28	07:00	0	0	0	0	0	0	0	0	16	0	1	0	0	0	0	17
07:15	139	36	9	14	0	0	0	198	8	12	1	0	1	0	0	22	07:15	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13
07:30	154	43	6	8	1	0	0	212	20	7	3	0	0	0	0	30	07:30	0	0	0	0	0	0	0	0	13	4	1	0	0	0	0	18
07:45	161	30	8	12	0	2	0	213	23	2	2	1	0	0	0	28	07:45	0	0	0	0	0	0	0	0	18	4	1	0	0	0	0	23
H/TOT	595	144	34	50	2	4	0	829	66	29	10	2	1	0	0	108	**H/TOT**	0	0	0	0	0	0	0	0	58	10	3	0	0	0	0	71
08:00	112	34	8	9	0	0	0	163	23	6	2	1	0	0	0	32	08:00	0	0	0	0	0	0	0	0	21	5	0	0	0	0	0	26
08:15	105	29	11	9	0	1	0	155	13	3	1	0	0	0	0	17	08:15	0	0	0	0	0	0	0	0	28	3	0	0	2	0	0	33
08:30	140	29	14	11	0	1	0	195	17	5	1	0	1	0	0	24	08:30	0	0	0	0	0	0	0	0	21	2	2	0	0	0	0	25
08:45	84	22	6	11	0	0	0	123	14	8	2	0	0	0	0	24	08:45	0	0	0	0	0	0	0	0	24	2	1	0	0	1	0	28
H/TOT	441	114	39	40	0	2	0	636	67	22	6	1	1	0	0	97	**H/TOT**	0	0	0	0	0	0	0	0	94	12	3	0	2	1	0	112
09:00	118	30	9	17	1	0	0	175	29	6	3	1	0	0	0	39	09:00	0	0	0	0	0	0	0	0	14	2	0	0	0	0	0	16
09:15	99	25	9	13	1	0	0	147	12	3	1	0	0	0	0	16	09:15	0	0	0	0	0	0	0	0	25	2	1	0	0	0	0	28
09:30	73	24	6	7	0	0	0	110	20	6	1	3	0	0	0	30	09:30	0	0	0	0	0	0	0	0	21	3	0	0	0	0	0	24
09:45	57	26	9	11	0	0	0	103	10	6	3	0	1	0	0	20	09:45	0	0	0	0	0	0	0	0	20	2	2	0	0	1	0	25
H/TOT	347	105	33	48	2	0	0	535	71	21	8	4	1	0	0	105	**H/TOT**	0	0	0	0	0	0	0	0	80	9	3	0	0	1	0	93
P/TOT	1383	363	106	138	4	6	0	2000	204	72	24	7	3	0	0	310	**P/TOT**	0	0	0	0	0	0	0	0	232	31	9	0	2	2	0	276

TIME	A TO E FROM A46 SLIP ROADS (E) TO A50 (N)								B TO A FROM A50 (S) TO A46 SLIP ROADS (E)								TIME	B TO B FROM A50 (S) TO A50 (S)								B TO C FROM A50 (S) TO LEICESTER ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	139	43	5	11	1	0	0	199	13	4	0	0	0	0	0	17	16:00	0	0	0	0	0	0	0	0	49	2	0	0	0	0	0	51
16:15	106	35	6	11	0	0	0	158	20	8	3	0	0	0	0	31	16:15	0	0	0	0	0	0	0	0	48	4	1	0	0	0	0	53
16:30	133	35	3	7	0	0	0	178	28	2	0	0	0	0	0	30	16:30	0	0	0	0	0	0	0	0	44	6	0	0	0	0	0	50
16:45	137	31	6	10	1	1	0	186	24	4	0	0	0	0	0	28	16:45	0	0	0	0	0	0	0	0	52	5	1	0	0	0	0	58
H/TOT	515	144	20	39	2	1	0	721	85	18	3	0	0	0	0	106	**H/TOT**	0	0	0	0	0	0	0	0	193	17	2	0	0	0	0	212
17:00	134	22	2	12	2	0	0	172	21	2	0	0	1	1	0	25	17:00	0	0	0	0	0	0	0	0	52	3	0	0	0	1	0	56
17:15	144	27	5	4	0	1	0	181	21	4	0	0	0	0	0	25	17:15	0	0	0	0	0	0	0	0	45	3	0	0	0	0	0	48
17:30	186	20	1	4	1	0	0	212	25	3	1	1	0	1	0	31	17:30	0	0	0	0	0	0	0	0	50	3	1	0	0	1	0	55
17:45	120	22	2	8	0	0	0	152	19	2	1	0	0	1	0	23	17:45	0	0	0	0	0	0	0	0	47	2	1	0	0	0	0	50
H/TOT	584	91	10	28	3	1	0	717	86	11	2	1	1	3	0	104	**H/TOT**	0	0	0	0	0	0	0	0	194	11	2	0	0	2	0	209
18:00	117	11	1	3	0	0	0	132	15	1	0	0	0	0	0	16	18:00	0	0	0	0	0	0	0	0	34	3	0	0	0	0	0	37
18:15	119	9	2	8	0	0	0	138	20	2	1	1	0	1	0	25	18:15	0	0	0	0	0	0	0	0	37	4	0	0	0	0	0	41
18:30	109	14	4	4	0	1	0	132	16	1	0	0	0	0	0	17	18:30	0	0	0	0	0	0	0	0	32	2	0	0	0	0	0	34
18:45	78	14	4	4	1	0	0	101	16	0	0	0	0	0	0	16	18:45	0	0	0	0	0	0	0	0	26	0	0	0	0	2	0	28
H/TOT	423	48	11	19	1	1	0	503	67	4	1	1	0	1	0	74	**H/TOT**	0	0	0	0	0	0	0	0	129	9	0	0	0	2	0	140
P/TOT	1522	283	41	86	6	3	0	1941	238	33	6	2	1	4	0	284	**P/TOT**	0	0	0	0	0	0	0	0	516	37	4	0	0	4	0	561

MANUAL CLASSIFIED COUNTS

JOB REF: 14555

JOB NAME: GROBY

SITE: 4

DATE: 24/06/2025

LOCATION: A46 SLIP ROADS (E) / A50 (S) / LEICESTER ROAD / A46 SLIP ROADS (W) / A50 (N)

DAY: TUESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 14555

JOB NAME: GROBY

SITE: 4

DATE: 24/06/2025

LOCATION: A46 SLIP ROADS (E) / A50 (S) / LEICESTER ROAD / A46 SLIP ROADS (W) / A50 (N)

DAY: TUESDAY

TIME	B TO D FROM A50 (S) TO A46 SLIP ROADS (W)								B TO E FROM A50 (S) TO A50 (N)								C TO A FROM LEICESTER ROAD TO A46 SLIP ROADS (E)								C TO B FROM LEICESTER ROAD TO A50 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	8	2	1	1	0	0	0	12	102	30	0	0	0	0	0	132	48	18	2	0	0	0	0	68	40	8	0	0	0	0	0	48
07:15	6	1	0	1	0	0	0	8	124	11	5	2	1	0	0	143	78	14	0	1	0	1	0	94	47	10	0	0	0	0	0	57
07:30	13	4	0	0	0	0	0	17	151	27	3	1	0	1	0	183	73	11	2	1	0	0	0	87	48	3	1	0	0	0	0	52
07:45	9	2	1	1	0	0	0	13	114	19	8	0	1	1	0	143	68	15	2	0	0	0	0	85	56	7	1	0	0	0	0	64
H/TOT	36	9	2	3	0	0	0	50	491	87	16	3	2	2	0	601	**H/TOT**	267	58	6	2	0	1	0	334	191	28	2	0	0	0	0	221
08:00	8	1	1	0	0	0	0	10	117	9	4	1	1	3	0	135	08:00	66	16	0	1	1	0	0	84	57	6	0	0	0	1	0	64
08:15	14	1	0	1	0	0	0	16	98	8	8	1	0	0	0	115	08:15	70	9	1	0	1	0	0	81	58	4	0	0	0	0	0	62
08:30	10	4	1	0	0	0	0	15	75	12	4	3	1	0	0	95	08:30	54	11	1	0	2	0	0	68	69	4	1	0	0	0	0	74
08:45	5	1	0	0	0	0	0	6	65	11	0	1	0	0	0	77	08:45	68	12	3	1	0	0	0	84	64	6	1	0	0	0	0	71
H/TOT	37	7	2	1	0	0	0	47	355	40	16	6	2	3	0	422	**H/TOT**	258	48	5	2	4	0	0	317	248	20	2	0	0	1	0	271
09:00	10	2	0	2	0	0	0	14	70	19	5	2	0	0	0	96	09:00	54	14	2	0	0	0	0	70	74	6	0	0	0	0	0	80
09:15	5	2	5	1	0	0	0	13	68	15	2	2	0	0	0	87	09:15	59	9	2	0	0	0	0	70	56	4	0	0	0	0	0	60
09:30	13	3	0	1	0	0	0	17	47	9	4	4	0	0	0	64	09:30	59	8	1	0	0	1	0	69	44	0	1	0	0	0	0	45
09:45	12	2	1	0	0	0	0	15	47	10	3	3	0	1	0	64	09:45	38	4	1	0	0	1	0	44	45	3	0	0	0	0	0	48
H/TOT	40	9	6	4	0	0	0	59	232	53	14	11	0	1	0	311	**H/TOT**	210	35	6	0	0	2	0	253	219	13	1	0	0	0	0	233
P/TOT	113	25	10	8	0	0	0	156	1078	180	46	20	4	6	0	1334	**P/TOT**	735	141	17	4	4	3	0	904	658	61	5	0	0	1	0	725

MANUAL CLASSIFIED COUNTS

JOB REF: 14555

JOB NAME: GROBY

SITE: 4

DATE: 24/06/2025

LOCATION: A46 SLIP ROADS (E) / A50 (S) / LEICESTER ROAD / A46 SLIP ROADS (W) / A50 (N)

DAY: TUESDAY

TIME	B TO D FROM A50 (S) TO A46 SLIP ROADS (W)								B TO E FROM A50 (S) TO A50 (N)								C TO A FROM LEICESTER ROAD TO A46 SLIP ROADS (E)								C TO B FROM LEICESTER ROAD TO A50 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	16	2	0	0	0	0	0	18	159	37	3	1	0	1	0	201	16:00	53	9	2	0	1	0	0	65	47	5	1	0	0	0	0	53
16:15	22	0	0	0	0	0	0	22	160	22	1	0	0	1	0	184	16:15	66	11	0	0	1	0	0	78	40	7	0	0	0	0	0	47
16:30	21	1	0	1	0	0	0	23	182	24	3	1	0	2	0	212	16:30	78	13	2	0	0	0	0	93	42	3	0	0	0	0	0	45
16:45	18	2	0	0	0	0	0	20	175	19	4	2	0	1	0	201	16:45	43	8	2	0	0	0	0	53	33	0	0	0	0	0	0	33
H/TOT	77	5	0	1	0	0	0	83	676	102	11	4	0	5	0	798	**H/TOT**	240	41	6	0	2	0	0	289	162	15	1	0	0	0	0	178
17:00	33	1	1	0	0	0	0	35	186	21	1	0	0	1	0	209	17:00	63	4	0	0	0	0	0	67	43	1	0	0	0	0	0	44
17:15	23	3	0	0	0	0	0	26	175	17	4	1	0	1	0	198	17:15	64	12	0	0	0	1	0	77	37	3	1	0	0	1	0	42
17:30	20	0	1	0	0	1	0	22	186	16	1	0	0	0	0	203	17:30	38	7	1	0	0	0	0	46	47	0	0	0	0	2	0	49
17:45	15	1	0	0	0	0	0	16	183	11	1	0	0	0	0	195	17:45	38	8	1	0	0	0	0	47	44	2	0	0	0	2	0	48
H/TOT	91	5	2	0	0	1	0	99	730	65	7	1	0	2	0	805	**H/TOT**	203	31	2	0	0	1	0	237	171	6	1	0	0	5	0	183
18:00	16	1	0	0	0	0	0	17	116	10	0	0	0	3	0	129	18:00	24	1	1	0	0	1	0	27	35	4	1	0	0	2	0	42
18:15	12	1	0	0	0	0	0	13	111	7	2	1	1	1	0	123	18:15	50	6	0	0	0	1	0	57	30	2	2	0	0	1	0	35
18:30	11	0	0	0	0	0	0	11	100	4	1	3	0	2	0	110	18:30	37	3	0	0	0	0	0	40	32	4	0	0	0	0	0	36
18:45	6	1	0	0	0	0	0	7	71	8	2	1	1	0	0	83	18:45	32	6	0	0	0	0	0	38	31	2	0	0	0	0	0	33
H/TOT	45	3	0	0	0	0	0	48	398	29	5	5	2	6	0	445	**H/TOT**	143	16	1	0	0	2	0	162	128	12	3	0	0	3	0	146
P/TOT	213	13	2	1	0	1	0	230	1804	196	23	10	2	13	0	2048	**P/TOT**	586	88	9	0	2	3	0	688	461	33	5	0	0	8	0	507

MANUAL CLASSIFIED COUNTS

JOB REF: 14555

JOB NAME: GROBY

SITE: 4

DATE: 24/06/2025

LOCATION: A46 SLIP ROADS (E) / A50 (S) / LEICESTER ROAD / A46 SLIP ROADS (W) / A50 (N)

DAY: TUESDAY

TIME	C TO C FROM LEICESTER ROAD TO LEICESTER ROAD								C TO D FROM LEICESTER ROAD TO A46 SLIP ROADS (W)								TIME	C TO E FROM LEICESTER ROAD TO A50 (N)								D TO A FROM A46 SLIP ROADS (W) TO A46 SLIP ROADS (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	25	5	0	0	0	0	0	30	07:00	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	19	9	1	0	0	0	0	29	07:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	24	7	0	0	0	0	0	31	07:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	31	2	3	0	0	0	0	36	07:45	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	99	23	4	0	0	0	0	126	**H/TOT**	9	3	0	0	0	0	0	12	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1	18	5	1	0	0	0	0	24	08:00	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	32	2	0	0	1	0	0	35	08:15	5	3	0	0	0	0	0	8	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	25	2	1	0	1	0	0	29	08:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	21	08:45	4	0	1	0	0	0	0	5	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	96	9	2	0	2	0	0	109	**H/TOT**	25	3	1	0	0	0	0	29	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	15	1	0	1	0	0	0	17	09:00	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	09:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	09:30	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	19	2	1	0	0	0	0	22	09:45	0	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	50	5	1	1	0	0	0	57	**H/TOT**	10	2	0	1	0	0	0	13	0	0	0	0	0	0	0	0
P/TOT	1	0	0	0	0	0	0	1	245	37	7	1	2	0	0	292	**P/TOT**	44	8	1	1	0	0	0	54	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 14555

JOB NAME: GROBY

SITE: 4

DATE: 24/06/2025

LOCATION: A46 SLIP ROADS (E) / A50 (S) / LEICESTER ROAD / A46 SLIP ROADS (W) / A50 (N)

DAY: TUESDAY

TIME	C TO C FROM LEICESTER ROAD TO LEICESTER ROAD								C TO D FROM LEICESTER ROAD TO A46 SLIP ROADS (W)								TIME	C TO E FROM LEICESTER ROAD TO A50 (N)								D TO A FROM A46 SLIP ROADS (W) TO A46 SLIP ROADS (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	20	2	1	0	0	0	0	23	16:00	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	19	4	3	0	0	0	0	26	16:15	7	1	0	1	0	0	0	9	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	18	2	0	0	0	0	0	20	16:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	21	7	1	0	0	1	0	30	16:45	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	78	15	5	0	0	1	0	99	**H/TOT**	15	3	0	1	0	0	0	19	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	17	1	1	0	0	0	0	19	17:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	26	2	0	0	0	0	0	28	17:15	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	18	1	1	0	0	0	0	20	17:30	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13	17:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	73	5	2	0	0	0	0	80	**H/TOT**	17	2	0	0	0	0	0	19	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	17	1	2	0	0	0	0	20	18:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	19	18:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	17	5	0	0	0	0	0	22	18:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	22	1	0	0	0	0	0	23	18:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	75	7	2	0	0	0	0	84	**H/TOT**	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	226	27	9	0	0	1	0	263	**P/TOT**	42	6	0	1	0	0	0	49	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 14555

JOB NAME: GROBY

SITE: 4

DATE: 24/06/2025

LOCATION: A46 SLIP ROADS (E) / A50 (S) / LEICESTER ROAD / A46 SLIP ROADS (W) / A50 (N)

DAY: TUESDAY

TIME	D TO B FROM A46 SLIP ROADS (W) TO A50 (S)								D TO C FROM A46 SLIP ROADS (W) TO LEICESTER ROAD								TIME	D TO D FROM A46 SLIP ROADS (W) TO A46 SLIP ROADS (W)								D TO E FROM A46 SLIP ROADS (W) TO A50 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	11	4	0	0	0	0	0	15	10	4	0	1	0	0	0	15	07:00	0	0	0	0	0	0	0	0	17	10	4	5	0	0	0	36
07:15	13	2	0	0	0	0	0	15	9	1	1	0	0	0	0	11	07:15	0	0	0	0	0	0	0	0	25	12	0	2	0	0	0	39
07:30	37	4	1	0	0	0	0	42	8	3	0	0	0	0	0	11	07:30	0	0	0	0	0	0	0	0	18	8	4	3	0	0	0	33
07:45	36	1	3	0	0	0	0	40	13	2	0	0	0	0	0	15	07:45	0	0	0	0	0	0	0	0	11	6	4	5	0	0	0	26
H/TOT	97	11	4	0	0	0	0	112	40	10	1	1	0	0	0	52	**H/TOT**	0	0	0	0	0	0	0	0	71	36	12	15	0	0	0	134
08:00	37	6	0	3	0	0	0	46	12	5	2	0	0	0	0	19	08:00	0	0	0	0	0	0	0	0	14	9	5	1	0	0	0	29
08:15	49	4	0	1	0	0	0	54	16	8	1	0	0	0	0	25	08:15	0	0	0	0	0	0	0	0	14	6	2	3	0	0	0	25
08:30	34	1	1	1	0	0	0	37	9	2	0	0	0	0	0	11	08:30	0	0	0	0	0	0	0	0	19	11	3	6	0	0	0	39
08:45	40	4	1	0	0	0	0	45	10	6	0	1	0	0	0	17	08:45	0	0	0	0	0	0	0	0	16	14	1	4	1	0	0	36
H/TOT	160	15	2	5	0	0	0	182	47	21	3	1	0	0	0	72	**H/TOT**	0	0	0	0	0	0	0	0	63	40	11	14	1	0	0	129
09:00	23	3	0	1	0	0	0	27	15	5	1	0	0	0	0	21	09:00	0	0	0	0	0	0	0	0	14	8	0	2	0	0	0	24
09:15	11	2	0	1	0	0	0	14	9	1	0	0	0	0	0	10	09:15	0	0	0	0	0	0	0	0	12	8	5	5	1	0	0	31
09:30	21	2	0	0	0	0	0	23	12	5	2	0	0	0	0	19	09:30	0	0	0	0	0	0	0	0	14	8	1	4	0	0	0	27
09:45	27	3	3	2	2	0	0	37	11	1	2	0	0	0	0	14	09:45	0	0	0	0	0	0	0	0	15	7	2	6	0	0	0	30
H/TOT	82	10	3	4	2	0	0	101	47	12	5	0	0	0	0	64	**H/TOT**	0	0	0	0	0	0	0	0	55	31	8	17	1	0	0	112
P/TOT	339	36	9	9	2	0	0	395	134	43	9	2	0	0	0	188	**P/TOT**	0	0	0	0	0	0	0	0	189	107	31	46	2	0	0	375

MANUAL CLASSIFIED COUNTS

JOB REF: 14555

JOB NAME: GROBY

SITE: 4

DATE: 24/06/2025

LOCATION: A46 SLIP ROADS (E) / A50 (S) / LEICESTER ROAD / A46 SLIP ROADS (W) / A50 (N)

DAY: TUESDAY

TIME	D TO B FROM A46 SLIP ROADS (W) TO A50 (S)								D TO C FROM A46 SLIP ROADS (W) TO LEICESTER ROAD								TIME	D TO D FROM A46 SLIP ROADS (W) TO A46 SLIP ROADS (W)								D TO E FROM A46 SLIP ROADS (W) TO A50 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	5	4	0	0	0	0	0	9	20	6	0	0	0	0	0	26	16:00	0	0	0	0	0	0	0	0	30	6	3	2	0	0	0	41
16:15	11	3	5	0	0	0	0	19	22	5	0	0	0	0	0	27	16:15	0	0	0	0	0	0	0	0	27	14	2	3	0	0	0	46
16:30	4	1	2	1	0	0	0	8	22	4	1	0	0	0	0	27	16:30	0	0	0	0	0	0	0	0	23	5	2	1	0	0	0	31
16:45	18	2	0	0	0	0	0	20	23	4	0	0	0	0	0	27	16:45	0	0	0	0	0	0	0	0	29	6	1	6	0	1	0	43
H/TOT	38	10	7	1	0	0	0	56	87	19	1	0	0	0	0	107	**H/TOT**	0	0	0	0	0	0	0	0	109	31	8	12	0	1	0	161
17:00	12	5	0	0	0	0	0	17	29	4	1	0	0	0	0	34	17:00	0	0	0	0	0	0	0	0	42	5	0	3	0	1	0	51
17:15	18	3	0	0	0	0	0	21	26	6	0	0	0	1	0	33	17:15	0	0	0	0	0	0	0	0	32	4	0	1	0	0	0	37
17:30	15	3	0	0	0	0	0	18	31	4	1	0	0	0	0	36	17:30	0	0	0	0	0	0	0	0	48	2	3	2	0	0	0	55
17:45	10	3	0	1	0	0	0	14	40	1	1	0	0	1	0	43	17:45	0	0	0	0	0	0	0	0	23	2	1	1	0	0	0	27
H/TOT	55	14	0	1	0	0	0	70	126	15	3	0	0	2	0	146	**H/TOT**	0	0	0	0	0	0	0	0	145	13	4	7	0	1	0	170
18:00	13	1	1	0	0	0	0	15	22	4	0	0	0	0	0	26	18:00	0	0	0	0	0	0	0	0	32	4	1	1	0	0	0	38
18:15	8	2	1	0	0	0	0	11	25	2	0	0	0	0	0	27	18:15	0	0	0	0	0	0	0	0	20	0	1	0	0	0	0	21
18:30	18	3	0	0	0	0	0	21	18	2	0	0	0	0	0	20	18:30	0	0	0	0	0	0	0	0	14	2	1	1	0	0	0	18
18:45	9	0	0	0	0	0	0	9	15	2	0	0	0	0	0	17	18:45	0	0	0	0	0	0	0	0	13	2	0	2	1	0	0	18
H/TOT	48	6	2	0	0	0	0	56	80	10	0	0	0	0	0	90	**H/TOT**	0	0	0	0	0	0	0	0	79	8	3	4	1	0	0	95
P/TOT	141	30	9	2	0	0	0	182	293	44	4	0	0	2	0	343	**P/TOT**	0	0	0	0	0	0	0	0	333	52	15	23	1	2	0	426

MANUAL CLASSIFIED COUNTS

JOB REF: 14555

JOB NAME: GROBY

SITE: 4 **DATE:** 24/06/2025

LOCATION: A46 SLIP ROADS (E) / A50 (S) / LEICESTER ROAD / A46 SLIP ROADS (W) / A50 (N) **DAY:** TUESDAY

AUTO SURVEYS LTD

MANUAL CLASSIFIED COUNTS

JOB REF: 14555

JOB NAME: GROBY

SITE: 4 **DATE:** 24/06/2025

LOCATION: A46 SLIP ROADS (E) / A50 (S) / LEICESTER ROAD / A46 SLIP ROADS (W) / A50 (N) **DAY:** TUESDAY

AUTO SURVEYS LTD

TIME	E TO A FROM A50 (N) TO A46 SLIP ROADS (E)								E TO B FROM A50 (N) TO A50 (S)								TIME	E TO C FROM A50 (N) TO LEICESTER ROAD								E TO D FROM A50 (N) TO A46 SLIP ROADS (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	107	30	9	21	1	0	0	168	157	29	5	1	0	0	0	192	07:00	1	2	0	0	0	0	0	3	14	7	2	3	0	1	0	27
07:15	119	45	4	13	1	3	0	185	220	38	5	3	0	3	0	269	07:15	3	0	0	0	0	0	0	3	28	5	1	2	0	0	0	36
07:30	134	36	7	12	0	1	0	190	249	37	8	7	0	0	0	301	07:30	1	0	0	0	0	0	0	1	46	3	3	3	0	0	0	55
07:45	126	44	6	13	0	0	0	189	219	37	4	1	0	4	1	266	07:45	2	1	0	0	0	0	0	3	47	12	3	2	0	0	0	64
H/TOT	486	155	26	59	2	4	0	732	845	141	22	12	0	7	1	1028	**H/TOT**	7	3	0	0	0	0	0	10	135	27	9	10	0	1	0	182
08:00	116	31	10	15	0	1	0	173	270	32	7	4	0	1	0	314	08:00	9	1	1	0	1	0	0	12	60	9	4	4	0	0	0	77
08:15	125	32	17	19	0	2	0	195	217	27	4	3	0	2	1	254	08:15	14	3	2	0	0	0	0	19	53	13	4	2	0	0	0	72
08:30	136	48	10	8	3	0	0	205	232	36	9	0	0	0	0	277	08:30	8	1	0	1	0	0	0	10	36	7	5	5	0	0	0	53
08:45	143	45	17	18	1	1	0	225	220	36	10	0	0	0	0	266	08:45	14	1	0	0	0	0	0	15	56	12	4	6	0	0	0	78
H/TOT	520	156	54	60	4	4	0	798	939	131	30	7	0	3	1	1111	**H/TOT**	45	6	3	1	1	0	0	56	205	41	17	17	0	0	0	280
09:00	107	37	15	15	0	1	0	175	216	31	7	7	0	1	0	262	09:00	5	2	3	1	0	0	0	11	45	10	7	2	0	0	0	64
09:15	133	34	14	19	0	1	0	201	183	43	9	6	1	0	0	242	09:15	4	2	0	0	0	0	0	6	50	10	5	3	0	0	0	68
09:30	97	31	11	17	0	0	0	156	168	28	7	3	0	1	0	207	09:30	5	2	2	1	0	0	0	10	24	9	4	11	0	0	0	48
09:45	106	23	14	11	0	1	0	155	146	16	9	2	0	1	0	174	09:45	7	1	0	0	0	0	0	8	39	14	6	13	0	0	0	72
H/TOT	443	125	54	62	0	3	0	687	713	118	32	18	1	3	0	885	**H/TOT**	21	7	5	2	0	0	0	35	158	43	22	29	0	0	0	252
P/TOT	1449	436	134	181	6	11	0	2217	2497	390	84	37	1	13	2	3024	**P/TOT**	73	16	8	3	1	0	0	101	498	111	48	56	0	1	0	714

TIME	E TO A FROM A50 (N) TO A46 SLIP ROADS (E)								E TO B FROM A50 (N) TO A50 (S)								TIME	E TO C FROM A50 (N) TO LEICESTER ROAD								E TO D FROM A50 (N) TO A46 SLIP ROADS (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	118	33	5	14	0	0	0	170	97	24	7	3	0	0	0	131	16:00	6	4	0	0	0	0	0	10	17	9	4	5	0	0	0	35
16:15	139	24	10	3	0	2	0	178	144	26	7	1	0	0	0	178	16:15	9	6	0	0	0	0	0	15	42	11	2	4	0	0	0	59
16:30	168	42	8	13	0	0	0	231	195	36	2	2	2	0	0	237	16:30	17	1	1	0	1	0	0	20	70	16	5	1	0	1	0	93
16:45	128	24	3	9	0	0	0	164	167	36	6	3	1	0	0	213	16:45	18	3	0	1	1	0	0	23	89	22	6	5	0	0	0	122
H/TOT	553	123	26	39	0	2	0	743	603	122	22	9	3	0	0	759	**H/TOT**	50	14	1	1	2	0	0	68	218	58	17	15	0	1	0	309
17:00	135	28	6	5	0	1	0	175	153	25	4	5	3	2	0	192	17:00	16	2	0	0	0	0	0	18	68	25	3	6	0	0	0	102
17:15	152	25	5	9	0	0	0	191	148	18	2	0	0	0	0	168	17:15	21	1	0	0	0	0	0	22	76	25	3	4	1	0	0	109
17:30	169	21	3	14	0	1	0	208	173	16	1	1	1	0	0	192	17:30	7	1	1	0	0	0	0	9	33	8	1	2	0	0	0	44
17:45	126	12	4	12	0	2	0	156	130	24	3	1	0	2	0	160	17:45	7	1	0	0	0	0	0	8	17	4	2	4	0	0	0	27
H/TOT	582	86	18	40	0	4	0	730	604	83	10	7	4	4	0	712	**H/TOT**	51	5	1	0	0	0	0	57	194	62	9	16	1	0	0	282
18:00	134	18	2	5	0	1	0	160	112	19	2	4	0	2	0	139	18:00	9	4	0	0	0	0	0	13	18	4	1	0	0	0	0	23
18:15	155	20	5	2	0	1	0	183	178	12	0	0	0	1	0	191	18:15	10	1	0	0	0	1	0	12	15	3	1	3	0	0	0	22
18:30	97	16	2	9	0	1	0	125	115	8	2	0	0	1	0	126	18:30	7	1	0	0	0	0	0	8	10	5	2	0	0	0	0	17
18:45	148	15	3	7	1	1	0	175	123	8	1	1	0	0	0	133	18:45	10	0	0	0	0	0	0	10	22	5	0	3	0	0	0	30
H/TOT	534	69	12	23	1	4	0	643	528	47	5	5	0	4	0	589	**H/TOT**	36	6	0	0	0	1	0	43	65	17	4	6	0	0	0	92
P/TOT	1669	278	56	102	1	10	0	2116	1735	252	37	21	7	8	0	2060	**P/TOT**	137	25	2	1	2	1	0	168	477	137	30	37	1	1	0	683

MANUAL CLASSIFIED COUNTS

JOB REF: 14555

JOB NAME: GROBY

SITE: 4 **DATE:** 24/06/2025

LOCATION: A46 SLIP ROADS (E) / A50 (S) / LEICESTER ROAD / A46 SLIP ROADS (W) / A50 (N) **DAY:** TUESDAY

TIME	E TO E FROM A50 (N) TO A50 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	2	1	1	0	0	0	5
07:15	1	0	0	1	0	0	0	2
07:30	2	0	0	0	0	0	0	2
07:45	4	0	0	1	0	0	0	5
H/TOT	8	2	1	3	0	0	0	14
08:00	3	1	0	1	0	0	0	5
08:15	3	2	0	0	0	0	0	5
08:30	1	0	0	1	0	0	0	2
08:45	4	2	0	0	0	0	0	6
H/TOT	11	5	0	2	0	0	0	18
09:00	4	0	1	0	0	0	0	5
09:15	3	0	1	2	0	0	0	6
09:30	1	0	0	1	0	0	0	2
09:45	3	1	0	0	0	0	0	4
H/TOT	11	1	2	3	0	0	0	17
P/TOT	30	8	3	8	0	0	0	49

TIME	E TO E FROM A50 (N) TO A50 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	4	1	0	0	0	0	0	5
16:15	1	2	0	0	0	0	0	3
16:30	1	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0
H/TOT	6	3	0	0	0	0	0	9
17:00	1	1	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0
17:30	0	0	1	0	0	0	0	1
17:45	1	0	0	0	0	0	0	1
H/TOT	2	1	1	0	0	0	0	4
18:00	1	0	0	0	0	0	0	1
18:15	1	0	1	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	2	0	1	0	0	0	0	3
P/TOT	10	4	2	0	0	0	0	16

MANUAL CLASSIFIED COUNTS

JOB REF: 14555

JOB NAME: GROBY

SITE: 6 **DATE:** 24/06/2025

LOCATION: LEICESTER ROAD (E) / GROBY ROAD / LEICESTER ROAD (W) **DAY:** TUESDAY

TIME	A TO B FROM LEICESTER ROAD (E) TO GROBY ROAD								A TO C FROM LEICESTER ROAD (E) TO LEICESTER ROAD (W)								TIME	B TO A FROM GROBY ROAD TO LEICESTER ROAD (E)								B TO C FROM GROBY ROAD TO LEICESTER ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	1	1	0	0	0	0	4	62	12	3	1	0	0	0	78	07:00	7	5	0	0	0	0	0	12	8	2	0	0	1	0	0	11
07:15	2	1	0	0	0	0	0	3	70	13	3	0	0	0	0	86	07:15	9	5	0	0	0	0	0	14	24	3	1	0	1	0	0	29
07:30	2	0	0	0	0	0	0	2	62	15	3	0	0	0	0	80	07:30	16	4	0	0	0	0	0	20	18	3	0	0	0	0	0	21
07:45	4	0	0	0	0	0	0	4	92	22	3	0	0	0	0	117	07:45	11	2	0	0	0	0	0	13	18	2	0	0	1	0	0	21
H/TOT	10	2	1	0	0	0	0	13	286	62	12	1	0	0	0	361	H/TOT	43	16	0	0	0	0	0	59	68	10	1	0	3	0	0	82
08:00	3	1	0	0	0	0	0	4	72	17	6	0	1	0	0	96	08:00	13	3	0	0	0	0	0	16	37	5	1	0	2	0	0	45
08:15	4	3	1	0	0	0	0	8	102	18	5	2	2	0	0	129	08:15	7	4	1	0	0	0	0	12	50	7	0	0	1	0	0	58
08:30	0	1	0	0	0	0	0	1	94	20	4	1	0	0	0	119	08:30	8	1	0	0	0	0	0	9	37	2	0	0	1	0	0	40
08:45	4	1	0	0	0	0	0	5	83	20	3	3	0	1	0	110	08:45	5	1	1	0	0	0	0	7	23	3	1	0	1	0	0	28
H/TOT	11	6	1	0	0	0	0	18	351	75	18	6	3	1	0	454	H/TOT	33	9	2	0	0	0	0	44	147	17	2	0	5	0	0	171
09:00	5	1	0	1	0	0	0	7	78	20	10	1	3	0	0	112	09:00	13	2	0	1	0	0	0	16	15	0	1	0	1	0	0	17
09:15	3	0	0	0	0	0	0	3	95	22	4	1	1	0	0	123	09:15	10	0	0	0	0	0	0	10	19	4	1	0	1	0	0	25
09:30	6	1	0	0	1	0	0	8	76	21	6	1	0	0	0	104	09:30	6	0	1	0	0	0	0	7	20	1	0	0	1	1	0	23
09:45	6	2	0	0	0	0	0	8	65	13	4	0	0	1	0	83	09:45	14	1	0	0	0	0	0	15	15	1	1	0	1	0	0	18
H/TOT	20	4	0	1	1	0	0	26	314	76	24	3	4	1	0	422	H/TOT	43	3	1	1	0	0	0	48	69	6	3	0	4	1	0	83
P/TOT	41	12	2	1	1	0	0	57	951	213	54	10	7	2	0	1237	P/TOT	119	28	3	1	0	0	0	151	284	33	6	0	12	1	0	336

MANUAL CLASSIFIED COUNTS

JOB REF: 14555

JOB NAME: GROBY

SITE: 6 **DATE:** 24/06/2025

LOCATION: LEICESTER ROAD (E) / GROBY ROAD / LEICESTER ROAD (W) **DAY:** TUESDAY

TIME	A TO B FROM LEICESTER ROAD (E) TO GROBY ROAD								A TO C FROM LEICESTER ROAD (E) TO LEICESTER ROAD (W)								TIME	B TO A FROM GROBY ROAD TO LEICESTER ROAD (E)								B TO C FROM GROBY ROAD TO LEICESTER ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	5	3	0	0	0	0	0	8	145	23	3	0	0	0	0	171	16:00	9	2	1	0	0	0	0	12	36	3	1	0	2	0	0	42
16:15	8	3	0	0	0	0	0	11	131	30	3	0	0	0	0	164	16:15	7	2	0	0	0	0	0	9	43	3	0	0	0	1	0	47
16:30	11	1	0	0	0	0	0	12	144	21	2	0	0	0	0	167	16:30	9	2	0	0	0	0	0	11	36	5	1	0	1	1	0	44
16:45	12	3	0	0	0	1	0	16	168	18	3	1	2	0	0	192	16:45	9	5	0	0	0	1	0	15	46	7	0	0	1	0	1	55
H/TOT	36	10	0	0	0	1	0	47	588	92	11	1	2	0	0	694	H/TOT	34	11	1	0	0	1	0	47	161	18	2	0	4	2	1	188
17:00	6	2	0	0	0	0	0	8	171	16	1	0	1	2	0	191	17:00	7	2	0	0	0	0	0	9	48	5	0	0	0	0	0	53
17:15	11	4	0	0	0	0	0	15	158	17	3	0	0	1	0	179	17:15	9	1	0	0	0	0	0	10	41	3	1	0	2	0	0	47
17:30	7	2	2	0	0	0	0	11	151	19	1	0	0	1	0	172	17:30	12	1	2	0	0	0	0	15	47	7	0	0	2	0	0	56
17:45	7	0	0	0	0	1	0	8	169	14	2	0	1	0	0	186	17:45	12	0	0	0	0	0	0	12	43	2	0	0	0	1	0	46
H/TOT	31	8	2	0	0	1	0	42	649	66	7	0	2	4	0	728	H/TOT	40	4	2	0	0	0	0	46	179	17	1	0	4	1	0	202
18:00	7	0	0	0	0	0	0	7	120	21	1	0	0	1	0	143	18:00	8	0	0	0	0	1	0	9	32	0	0	0	0	5	0	37
18:15	8	1	0	0	0	0	0	9	118	13	0	0	0	1	0	132	18:15	7	0	0	0	0	1	0	8	39	2	0	0	2	1	0	44
18:30	5	2	0	0	0	0	0	7	103	14	0	0	0	1	0	118	18:30	14	1	0	0	0	0	0	15	21	5	0	0	1	0	0	27
18:45	4	1	0	0	0	0	0	5	95	5	0	0	0	3	0	103	18:45	7	1	0	0	0	0	0	8	19	1	0	0	1	0	0	21
H/TOT	24	4	0	0	0	0	0	28	436	53	1	0	0	6	0	496	H/TOT	36	2	0	0	0	2	0	40	111	8	0	0	4	6	0	129
P/TOT	91	22	2	0	0	2	0	117	1673	211	19	1	4	10	0	1918	P/TOT	110	17	3	0	0	3	0	133	451	43	3	0	12	9	1	519

MANUAL CLASSIFIED COUNTS

JOB REF: 14555

JOB NAME: GROBY

SITE: 6 **DATE:** 24/06/2025

LOCATION: LEICESTER ROAD (E) / GROBY ROAD / LEICESTER ROAD (W) **DAY:** TUESDAY

TIME	C TO A FROM LEICESTER ROAD (W) TO LEICESTER ROAD (E)								C TO B FROM LEICESTER ROAD (W) TO GROBY ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	111	26	2	0	0	0	0	139	1	0	0	0	2	0	1	4
07:15	136	30	1	1	0	1	0	169	6	1	0	0	0	0	0	7
07:30	135	20	3	1	0	0	0	159	0	2	0	0	1	0	0	3
07:45	149	21	6	0	0	0	0	176	3	1	0	0	1	0	0	5
H/TOT	531	97	12	2	0	1	0	643	10	4	0	0	4	0	1	19
08:00	140	24	1	1	1	1	0	168	5	2	0	0	1	0	0	8
08:15	154	14	1	0	2	0	0	171	9	1	0	0	0	0	0	10
08:30	143	18	2	1	3	0	0	167	6	0	0	0	2	0	0	8
08:45	151	15	4	0	0	0	0	170	9	1	0	0	0	0	0	10
H/TOT	588	71	8	2	6	1	0	676	29	4	0	0	3	0	0	36
09:00	134	20	2	0	0	0	0	156	5	0	0	0	2	0	0	7
09:15	119	12	2	0	0	0	0	133	5	0	0	0	2	0	0	7
09:30	102	11	1	0	0	1	0	115	2	0	1	0	1	0	0	4
09:45	85	10	2	1	0	1	0	99	1	0	1	0	1	0	0	3
H/TOT	440	53	7	1	0	2	0	503	13	0	2	0	6	0	0	21
P/TOT	1559	221	27	5	6	4	0	1822	52	8	2	0	13	0	1	76

TIME	C TO A FROM LEICESTER ROAD (W) TO LEICESTER ROAD (E)								C TO B FROM LEICESTER ROAD (W) TO GROBY ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	114	16	3	0	0	0	0	133	3	1	0	0	1	0	1	6
16:15	131	21	3	1	1	0	0	157	13	3	0	0	1	0	0	17
16:30	127	16	2	0	0	0	0	145	5	1	0	0	1	0	0	7
16:45	93	11	3	0	0	0	0	107	3	0	0	0	0	0	0	3
H/TOT	465	64	11	1	1	0	0	542	24	5	0	0	3	0	1	33
17:00	112	5	1	0	0	0	0	118	9	2	0	0	2	0	1	14
17:15	121	16	1	0	0	2	0	140	8	1	0	0	0	0	0	9
17:30	97	8	0	0	0	2	0	107	4	0	1	0	2	0	0	7
17:45	87	11	1	0	0	2	0	101	6	0	0	0	1	0	1	8
H/TOT	417	40	3	0	0	6	0	466	27	3	1	0	5	0	2	38
18:00	74	6	4	0	0	2	0	86	7	0	0	0	1	0	0	8
18:15	92	8	2	0	0	1	0	103	4	0	0	0	0	0	0	4
18:30	71	12	0	0	0	0	0	83	4	0	0	0	2	0	0	6
18:45	84	7	0	0	0	0	0	91	9	0	0	0	0	0	0	9
H/TOT	321	33	6	0	0	3	0	363	24	0	0	0	3	0	0	27
P/TOT	1203	137	20	1	1	9	0	1371	75	8	1	0	11	0	3	98

MANUAL CLASSIFIED COUNTS

JOB REF: 14555

JOB NAME: GROBY

SITE: 9 **DATE:** 24/06/2025

LOCATION: GROBY ROAD (W) / GROBY ROAD (N) / SACHEVERELL WAY **DAY:** TUESDAY

TIME	A TO B FROM GROBY ROAD (W) TO GROBY ROAD (N)								A TO C FROM GROBY ROAD (W) TO SACHEVERELL WAY								TIME	B TO A FROM GROBY ROAD (N) TO GROBY ROAD (W)								B TO C FROM GROBY ROAD (N) TO SACHEVERELL WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	9	4	0	0	0	0	0	13	49	15	2	0	0	0	0	66	07:00	4	5	0	0	0	0	0	9	0	2	0	0	0	0	0	2
07:15	8	0	0	0	0	0	1	9	59	10	0	1	1	1	0	72	07:15	16	2	0	0	0	0	0	18	9	2	0	0	0	0	0	11
07:30	21	0	2	0	0	0	0	23	68	10	4	1	0	0	0	83	07:30	11	2	1	0	0	0	0	14	6	0	0	0	0	0	0	6
07:45	27	6	0	0	0	0	1	34	60	14	2	0	0	0	0	76	07:45	17	2	2	0	1	1	0	23	4	0	0	0	0	0	0	4
H/TOT	65	10	2	0	0	0	2	79	236	49	8	2	1	1	0	297	H/TOT	48	11	3	0	1	1	0	64	19	4	0	0	0	0	0	23
08:00	34	8	3	0	0	0	0	45	88	13	0	1	1	0	0	103	08:00	15	2	0	0	0	0	1	18	3	2	0	0	0	0	0	5
08:15	66	5	0	0	1	0	3	75	70	8	1	0	1	0	0	80	08:15	36	2	0	0	0	0	0	38	16	0	0	0	1	0	0	17
08:30	57	2	2	0	0	0	0	61	54	12	2	0	1	0	0	69	08:30	37	2	1	0	0	0	0	40	24	1	0	0	2	0	0	27
08:45	24	1	3	0	1	0	0	29	69	14	3	0	0	0	0	86	08:45	29	4	2	0	0	0	0	35	13	1	1	0	0	0	0	15
H/TOT	181	16	8	0	2	0	3	210	281	47	6	1	3	0	0	338	H/TOT	117	10	3	0	0	0	1	131	56	4	1	0	3	0	0	64
09:00	22	3	0	0	0	0	0	25	57	14	2	0	1	0	0	74	09:00	22	4	1	0	0	0	0	27	9	0	0	0	0	0	0	9
09:15	17	1	0	0	0	0	0	18	58	10	3	0	0	0	0	71	09:15	10	2	1	1	1	0	0	15	5	0	0	0	0	0	0	5
09:30	22	1	0	0	2	0	0	25	46	9	2	0	0	1	0	58	09:30	12	2	0	0	0	0	0	14	2	0	0	0	0	0	0	2
09:45	13	2	0	0	0	0	0	15	41	8	1	2	0	0	0	52	09:45	13	1	0	0	0	0	1	15	4	0	0	0	0	0	0	4
H/TOT	74	7	0	0	2	0	0	83	202	41	8	2	1	1	0	255	H/TOT	57	9	2	1	1	0	1	71	20	0	0	0	0	0	0	20
P/TOT	320	33	10	0	4	0	5	372	719	137	22	5	5	2	0	890	P/TOT	222	30	8	1	2	1	2	266	95	8	1	0	3	0	0	107

MANUAL CLASSIFIED COUNTS

JOB REF: 14555

JOB NAME: GROBY

SITE: 9 **DATE:** 24/06/2025

LOCATION: GROBY ROAD (W) / GROBY ROAD (N) / SACHEVERELL WAY **DAY:** TUESDAY

TIME	A TO B FROM GROBY ROAD (W) TO GROBY ROAD (N)								A TO C FROM GROBY ROAD (W) TO SACHEVERELL WAY								TIME	B TO A FROM GROBY ROAD (N) TO GROBY ROAD (W)								B TO C FROM GROBY ROAD (N) TO SACHEVERELL WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	27	2	1	0	0	0	0	30	71	19	1	0	0	0	0	91	16:00	37	3	0	0	0	0	0	40	15	2	0	0	0	0	0	17
16:15	25	3	0	0	0	0	0	28	87	13	2	1	2	0	0	105	16:15	23	2	1	0	0	0	0	26	12	2	0	0	0	0	1	15
16:30	22	4	1	0	0	1	0	28	79	15	1	0	0	0	1	96	16:30	29	2	0	0	1	0	0	32	6	0	0	0	0	0	0	6
16:45	23	6	0	0	1	1	0	31	63	3	1	0	0	0	0	67	16:45	18	3	0	0	0	0	0	21	8	0	0	0	0	0	0	8
H/TOT	97	15	2	0	1	2	0	117	300	50	5	1	2	0	1	359	H/TOT	107	10	1	0	1	0	0	119	41	4	0	0	0	0	1	46
17:00	24	7	0	0	0	3	0	34	83	8	1	0	0	0	0	92	17:00	25	7	0	0	0	0	4	36	9	2	0	0	0	0	0	11
17:15	32	2	2	0	0	0	0	36	75	9	0	0	0	2	1	87	17:15	28	2	0	0	0	1	0	31	5	0	0	0	0	0	0	5
17:30	28	1	1	0	0	0	0	30	59	8	1	0	1	1	1	71	17:30	19	1	0	0	0	3	1	24	8	0	0	0	0	0	0	8
17:45	21	2	0	0	1	0	0	24	42	6	0	0	0	1	0	49	17:45	23	1	0	0	1	0	0	25	8	0	0	0	0	0	0	8
H/TOT	105	12	3	0	1	3	0	124	259	31	2	0	1	4	2	299	H/TOT	95	11	0	0	1	4	5	116	30	2	0	0	0	0	0	32
18:00	43	2	2	0	0	0	1	48	47	7	1	0	0	1	0	56	18:00	36	5	0	0	0	1	0	42	6	0	1	0	0	0	0	7
18:15	34	1	1	0	0	0	0	36	51	6	1	0	0	1	0	59	18:15	18	4	0	0	0	0	0	22	5	1	0	0	0	0	0	6
18:30	15	0	0	0	0	0	0	15	46	2	0	0	1	0	1	50	18:30	15	0	0	0	0	1	0	16	4	0	0	0	0	0	0	4
18:45	20	2	0	0	0	0	0	22	51	4	0	0	0	0	0	55	18:45	13	3	0	0	1	0	0	17	2	0	0	0	0	0	0	2
H/TOT	112	5	3	0	0	0	1	121	195	19	2	0	1	2	1	220	H/TOT	82	12	0	0	1	2	0	97	17	1	1	0	0	0	0	19
P/TOT	314	32	8	0	2	5	1	362	754	100	9	1	4	6	4	878	P/TOT	284	33	1	0	3	6	5	332	88	7	1	0	0	0	1	97

MANUAL CLASSIFIED COUNTS

JOB REF: 14555

JOB NAME: GROBY

SITE: 9 **DATE:** 24/06/2025

LOCATION: GROBY ROAD (W) / GROBY ROAD (N) / SACHEVERELL WAY **DAY:** TUESDAY

TIME	C TO A FROM SACHEVERELL WAY TO GROBY ROAD (W)								C TO B FROM SACHEVERELL WAY TO GROBY ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	26	10	4	0	1	0	0	41	2	0	0	0	0	0	0	2
07:15	39	14	1	0	0	0	0	54	6	0	0	0	0	0	0	6
07:30	51	12	1	0	0	0	0	64	8	1	1	0	0	0	0	10
07:45	62	11	0	0	0	0	0	73	23	1	0	0	0	0	0	24
H/TOT	178	47	6	0	1	0	0	232	39	2	1	0	0	0	0	42
08:00	57	12	2	0	1	0	0	72	22	3	0	0	1	0	0	26
08:15	47	10	1	1	0	0	0	59	51	2	0	0	2	0	0	55
08:30	58	14	2	1	0	0	1	76	44	2	0	0	1	0	0	47
08:45	64	10	3	3	1	0	0	81	10	0	1	0	0	0	0	11
H/TOT	226	46	8	5	2	0	1	288	127	7	1	0	4	0	0	139
09:00	56	15	7	1	1	0	0	80	8	1	0	0	0	0	0	9
09:15	72	14	2	0	2	0	0	90	6	0	0	0	0	0	0	6
09:30	54	13	4	2	0	0	1	74	3	0	2	0	0	0	0	5
09:45	46	11	3	0	1	0	0	61	7	0	0	0	0	0	0	7
H/TOT	228	53	16	3	4	0	1	305	24	1	2	0	0	0	0	27
P/TOT	632	146	30	8	7	0	2	825	190	10	4	0	4	0	0	208

TIME	C TO A FROM SACHEVERELL WAY TO GROBY ROAD (W)								C TO B FROM SACHEVERELL WAY TO GROBY ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	62	13	5	0	1	0	0	81	6	1	0	0	0	0	0	7
16:15	72	22	1	0	0	0	0	95	11	1	0	0	0	0	0	12
16:30	68	15	0	0	0	2	0	85	6	2	0	0	0	0	1	9
16:45	98	10	2	2	1	0	0	113	4	0	0	0	0	0	0	4
H/TOT	300	60	8	2	2	2	0	374	27	4	0	0	0	0	1	32
17:00	91	14	0	0	1	1	0	107	13	1	0	0	0	0	0	14
17:15	78	7	1	0	1	0	0	87	2	1	0	0	0	0	0	3
17:30	78	7	2	0	0	0	0	87	7	2	0	0	0	0	0	9
17:45	96	7	0	0	0	0	0	103	15	1	0	0	0	0	0	16
H/TOT	343	35	3	0	2	1	0	384	37	5	0	0	0	0	0	42
18:00	68	9	3	0	1	0	0	81	22	1	0	0	0	0	0	23
18:15	47	4	0	0	1	5	0	57	21	0	0	0	0	1	0	22
18:30	60	7	0	0	0	0	0	67	3	1	0	0	0	0	0	4
18:45	50	3	0	0	0	1	0	54	5	0	0	0	0	0	0	5
H/TOT	225	23	3	0	2	6	0	259	51	2	0	0	0	1	0	54
P/TOT	868	118	14	2	6	9	0	1017	115	11	0	0	0	1	1	128

MANUAL CLASSIFIED COUNTS

JOB REF: 14874

JOB NAME: GROBY

SITE: 1 **DATE:** 08/10/2025

LOCATION: LEICESTER ROAD (E) / RATBY ROAD / LEICESTER ROAD (W) / CO-OP ACCESS **DAY:** WEDNESDAY

TIME	A TO B FROM LEICESTER ROAD (E) TO RATBY ROAD								A TO C FROM LEICESTER ROAD (E) TO LEICESTER ROAD (W)								A TO D FROM LEICESTER ROAD (E) TO CO-OP ACCESS								B TO A FROM RATBY ROAD TO LEICESTER ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	48	6	0	0	1	0	0	55	6	0	0	0	0	0	0	6	07:00	4	0	0	0	0	0	0	4	21	6	1	0	0	0	0	28
07:15	69	5	2	0	0	1	0	77	7	4	0	0	1	0	0	12	07:15	2	0	0	0	0	0	0	2	28	3	1	0	1	0	0	33
07:30	39	5	2	1	1	1	0	49	9	2	0	0	0	0	0	11	07:30	7	3	0	0	0	0	0	10	33	6	0	1	0	0	0	40
07:45	52	2	2	0	0	0	0	56	21	3	1	0	0	0	0	25	07:45	6	1	1	0	0	0	0	8	35	8	1	1	0	0	0	45
H/TOT	208	18	6	1	2	2	0	237	43	9	1	0	1	0	0	54	**H/TOT**	19	4	1	0	0	0	0	24	117	23	3	2	1	0	0	146
08:00	43	6	0	0	1	0	1	51	17	2	0	0	1	0	0	20	08:00	9	1	0	0	0	0	0	10	34	4	1	0	0	0	0	39
08:15	77	10	2	0	0	0	1	90	13	1	0	0	0	0	0	14	08:15	3	1	0	0	0	0	0	4	61	5	0	0	1	0	0	67
08:30	69	6	1	0	0	0	0	76	16	2	0	0	0	0	0	18	08:30	2	0	1	0	0	0	0	3	98	10	1	0	0	1	0	110
08:45	37	5	1	1	1	0	1	46	11	1	0	0	1	0	1	14	08:45	4	1	0	0	0	0	0	5	77	3	0	0	0	0	0	80
H/TOT	226	27	4	1	2	0	3	263	57	6	0	0	2	0	1	66	**H/TOT**	18	3	1	0	0	0	0	22	270	22	2	0	1	1	0	296
09:00	16	1	4	1	0	0	0	22	8	2	0	0	0	0	0	10	09:00	6	2	0	0	0	0	0	8	35	4	2	0	1	0	0	42
09:15	22	5	0	0	1	0	0	28	6	1	2	0	1	0	0	10	09:15	2	3	1	0	0	0	0	6	26	1	2	0	1	0	1	31
09:30	20	5	2	0	0	0	0	27	6	1	1	0	1	0	0	9	09:30	6	1	0	0	0	0	0	7	31	6	1	0	0	0	0	38
09:45	19	4	2	0	0	0	0	25	1	3	0	0	0	0	0	4	09:45	0	1	0	0	0	0	0	1	29	4	0	0	1	0	0	34
H/TOT	77	15	8	1	1	0	0	102	21	7	3	0	2	0	0	33	**H/TOT**	14	7	1	0	0	0	0	22	121	15	5	0	3	0	1	145
P/TOT	511	60	18	3	5	2	3	602	121	22	4	0	5	0	1	153	**P/TOT**	51	14	3	0	0	0	0	68	508	60	10	2	5	1	1	587

MANUAL CLASSIFIED COUNTS

JOB REF: 14874

JOB NAME: GROBY

SITE: 1 **DATE:** 08/10/2025

LOCATION: LEICESTER ROAD (E) / RATBY ROAD / LEICESTER ROAD (W) / CO-OP ACCESS **DAY:** WEDNESDAY

TIME	A TO B FROM LEICESTER ROAD (E) TO RATBY ROAD								A TO C FROM LEICESTER ROAD (E) TO LEICESTER ROAD (W)								A TO D FROM LEICESTER ROAD (E) TO CO-OP ACCESS								B TO A FROM RATBY ROAD TO LEICESTER ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	20	5	0	0	0	1	0	26	7	6	0	0	0	0	0	13	16:00	10	1	0	0	0	0	0	11	57	8	0	0	0	0	1	66
16:15	42	6	0	0	0	0	1	49	8	4	0	0	0	0	0	12	16:15	8	0	1	0	0	0	0	9	35	5	0	0	0	0	0	40
16:30	41	5	2	0	0	2	0	50	6	1	0	0	1	0	0	8	16:30	9	2	1	0	0	0	0	12	110	4	1	0	0	0	1	116
16:45	43	8	2	0	1	0	0	54	10	3	0	0	1	0	0	14	16:45	10	1	0	0	0	0	0	11	42	5	2	0	1	1	0	51
H/TOT	146	24	4	0	1	3	1	179	31	14	0	0	2	0	0	47	**H/TOT**	37	4	2	0	0	0	0	43	244	22	3	0	1	1	2	273
17:00	41	5	1	0	0	0	1	48	7	3	0	0	0	0	0	10	17:00	8	1	0	0	0	0	0	9	43	5	0	0	0	1	0	49
17:15	44	2	0	0	0	0	0	46	7	3	0	0	0	0	0	10	17:15	8	0	0	0	0	0	0	8	24	4	0	0	0	0	1	29
17:30	32	7	0	0	0	1	0	40	7	3	0	0	0	0	1	11	17:30	6	2	0	0	0	0	0	8	31	0	0	0	0	0	1	32
17:45	45	1	0	0	0	0	0	46	6	5	0	0	0	0	0	11	17:45	11	1	0	0	0	0	0	12	36	1	0	0	0	0	0	37
H/TOT	162	15	1	0	0	1	1	180	27	14	0	0	0	0	1	42	**H/TOT**	33	4	0	0	0	0	0	37	134	10	0	0	0	1	2	147
18:00	40	2	0	1	0	0	0	43	6	1	0	0	1	0	0	8	18:00	10	0	0	0	0	0	0	10	13	3	1	0	0	0	0	17
18:15	42	8	0	0	1	0	1	52	14	1	0	0	0	0	0	15	18:15	6	1	0	0	0	0	0	7	23	0	0	0	1	0	1	25
18:30	17	3	0	0	0	0	0	20	3	1	0	0	1	0	1	6	18:30	7	0	1	0	0	0	0	8	19	1	0	1	0	0	0	21
18:45	29	3	0	0	0	0	0	32	2	0	0	0	0	0	0	2	18:45	9	0	0	0	0	0	0	9	29	0	0	0	0	0	0	29
H/TOT	128	16	0	1	1	0	1	147	25	3	0	0	2	0	1	31	**H/TOT**	32	1	1	0	0	0	0	34	84	4	1	1	1	0	1	92
P/TOT	436	55	5	1	2	4	3	506	83	31	0	0	4	0	2	120	**P/TOT**	102	9	3	0	0	0	0	114	462	36	4	1	2	2	5	512

MANUAL CLASSIFIED COUNTS

JOB REF: 14874

JOB NAME: GROBY

SITE: 1

DATE: 08/10/2025

LOCATION: LEICESTER ROAD (E) / RATBY ROAD / LEICESTER ROAD (W) / CO-OP ACCESS

DAY: WEDNESDAY

TIME	B TO C FROM RATBY ROAD TO LEICESTER ROAD (W)								B TO D FROM RATBY ROAD TO CO-OP ACCESS								TIME	C TO A FROM LEICESTER ROAD (W) TO LEICESTER ROAD (E)								C TO B FROM LEICESTER ROAD (W) TO RATBY ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	1	0	0	0	0	0	4	2	0	1	0	0	0	0	3	07:00	0	1	0	0	0	0	2	3	1	0	0	0	0	0	0	1
07:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	07:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
07:30	11	2	0	0	0	0	0	13	5	0	0	0	0	0	0	5	07:30	3	0	0	0	0	0	0	3	3	1	0	0	0	0	0	4
07:45	3	1	1	0	0	0	0	5	3	0	0	0	0	0	0	3	07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	21	4	1	0	0	0	0	26	10	0	1	0	0	0	0	11	**H/TOT**	4	1	0	0	0	0	2	7	5	1	0	0	0	0	0	6
08:00	11	1	0	0	0	0	0	12	3	1	0	0	0	0	0	4	08:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
08:15	9	3	0	0	0	0	0	12	4	0	0	0	0	0	0	4	08:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:30	19	5	2	0	0	0	0	26	4	0	0	0	0	0	0	4	08:30	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
08:45	15	3	0	0	0	0	0	18	4	0	0	0	0	0	0	4	08:45	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1
H/TOT	54	12	2	0	0	0	0	68	15	1	0	0	0	0	0	16	**H/TOT**	6	1	0	0	0	0	0	7	1	1	0	0	0	0	0	2
09:00	8	1	0	0	0	0	0	9	1	1	0	0	0	0	0	2	09:00	0	2	0	0	0	0	1	3	1	0	0	0	0	0	0	1
09:15	3	2	0	1	0	0	0	6	3	0	0	0	0	0	0	3	09:15	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1
09:30	4	2	1	0	0	0	0	7	2	0	0	0	0	0	0	2	09:30	1	1	0	0	0	1	0	3	0	0	0	0	0	0	0	0
09:45	7	0	2	0	0	0	0	9	3	0	0	0	0	0	0	3	09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	22	5	3	1	0	0	0	31	9	1	0	0	0	0	0	10	**H/TOT**	1	4	0	0	0	1	1	7	2	0	0	0	0	0	0	2
P/TOT	97	21	6	1	0	0	0	125	34	2	1	0	0	0	0	37	**P/TOT**	11	6	0	0	0	1	3	21	8	2	0	0	0	0	0	10

MANUAL CLASSIFIED COUNTS

JOB REF: 14874

JOB NAME: GROBY

SITE: 1

DATE: 08/10/2025

LOCATION: LEICESTER ROAD (E) / RATBY ROAD / LEICESTER ROAD (W) / CO-OP ACCESS

DAY: WEDNESDAY

TIME	B TO C FROM RATBY ROAD TO LEICESTER ROAD (W)								B TO D FROM RATBY ROAD TO CO-OP ACCESS								TIME	C TO A FROM LEICESTER ROAD (W) TO LEICESTER ROAD (E)								C TO B FROM LEICESTER ROAD (W) TO RATBY ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	17	5	0	0	0	0	0	22	1	0	0	0	0	0	0	1	16:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	2	2
16:15	7	2	0	0	0	0	0	9	4	0	0	0	0	0	0	4	16:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
16:30	23	2	1	0	0	0	0	26	10	0	0	0	0	0	0	10	16:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:45	13	2	0	0	0	0	0	15	5	1	0	0	0	0	0	6	16:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
H/TOT	60	11	1	0	0	0	0	72	20	1	0	0	0	0	0	21	**H/TOT**	2	2	1	0	0	0	0	5	1	0	0	0	0	0	2	3
17:00	8	2	2	0	0	0	0	12	7	0	0	0	0	0	0	7	17:00	1	0	0	0	0	0	1	2	1	0	0	0	0	0	0	1
17:15	7	1	0	0	0	0	0	8	3	1	0	0	0	0	0	4	17:15	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
17:30	9	0	0	0	0	0	0	9	5	0	0	0	0	0	0	5	17:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:45	6	0	0	0	0	0	0	6	4	0	0	0	0	0	0	4	17:45	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	30	3	2	0	0	0	0	35	19	1	0	0	0	0	0	20	**H/TOT**	9	1	0	0	0	0	1	11	2	0	0	0	0	0	0	2
18:00	3	3	0	0	0	0	0	6	2	0	0	0	0	0	0	2	18:00	2	2	0	0	0	0	0	4	1	0	0	0	0	0	0	1
18:15	0	1	0	0	0	0	0	1	4	0	0	0	0	0	0	4	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	6	2	0	0	0	0	0	8	2	0	0	0	0	0	0	2	18:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	9	6	0	0	0	0	0	15	13	1	0	0	0	0	0	14	**H/TOT**	3	2	0	0	0	0	0	5	1	0	0	0	0	0	0	1
P/TOT	99	20	3	0	0	0	0	122	52	3	0	0	0	0	0	55	**P/TOT**	14	5	1	0	0	0	1	21	4	0	0	0	0	0	2	6

MANUAL CLASSIFIED COUNTS

JOB REF: 14874

JOB NAME: GROBY

SITE: 1 **DATE:** 08/10/2025

LOCATION: LEICESTER ROAD (E) / RATBY ROAD / LEICESTER ROAD (W) / CO-OP ACCESS **DAY:** WEDNESDAY

TIME	C TO D FROM LEICESTER ROAD (W) TO CO-OP ACCESS								D TO A FROM CO-OP ACCESS TO LEICESTER ROAD (E)								D TO B FROM CO-OP ACCESS TO RATBY ROAD								D TO C FROM CO-OP ACCESS TO LEICESTER ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	16	3	1	0	0	0	0	20	8	0	0	0	0	0	0	8	3	0	0	0	0	0	0	3
08:00	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	4	6	0	0	0	0	0	0	6	1	1	0	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	13	2	2	0	0	0	0	17	19	1	0	0	0	0	0	20	2	1	0	0	0	0	0	3
09:00	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3	6	1	0	0	0	0	0	7	0	1	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	0	1	0	0	0	0	3	1	1	0	0	0	0	0	2
09:30	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	1	14	2	0	0	0	0	0	16	8	2	1	0	0	0	0	11	1	4	0	0	0	0	0	5
P/TOT	1	0	0	0	0	0	0	1	43	7	3	0	0	0	0	53	35	3	1	0	0	0	0	39	6	5	0	0	0	0	0	11

MANUAL CLASSIFIED COUNTS

JOB REF: 14874

JOB NAME: GROBY

SITE: 1 **DATE:** 08/10/2025

LOCATION: LEICESTER ROAD (E) / RATBY ROAD / LEICESTER ROAD (W) / CO-OP ACCESS **DAY:** WEDNESDAY

TIME	C TO D FROM LEICESTER ROAD (W) TO CO-OP ACCESS								D TO A FROM CO-OP ACCESS TO LEICESTER ROAD (E)								D TO B FROM CO-OP ACCESS TO RATBY ROAD								D TO C FROM CO-OP ACCESS TO LEICESTER ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	3	0	0	0	0	0	0	3	3	1	0	0	0	0	0	4
16:15	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
16:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	6	1	0	0	0	0	0	7	3	1	0	0	0	0	0	4
16:45	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	7	1	0	0	0	0	0	8	1	1	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	23	1	1	0	0	0	0	25	20	2	0	0	0	0	0	22	11	3	0	0	0	0	0	14
17:00	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	9	2	1	0	0	0	0	12	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	1	6	1	0	0	0	0	0	7	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	1	31	5	1	0	0	0	0	37	17	0	0	0	0	0	0	17	3	0	0	0	0	0	0	3
18:00	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	4	8	0	0	0	0	0	0	8	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	22	2	1	0	0	0	0	25	22	0	0	0	0	0	0	22	4	0	0	0	0	0	0	4
P/TOT	1	0	0	0	0	0	0	1	76	8	3	0	0	0	0	87	59	2	0	0	0	0	0	61	18	3	0	0	0	0	0	21

MANUAL CLASSIFIED COUNTS

JOB REF: 14874

JOB NAME: GROBY

SITE: 2 **DATE:** 08/10/2025

LOCATION: LEICESTER ROAD (E) / THE ROOKERY / GROBY EX SERVICE MANS ACCESS / LEICESTER ROAD (W) / NEWTON LINFORD LANE **DAY:** WEDNESDAY

TIME	A TO B FROM LEICESTER ROAD (E) TO THE ROOKERY								A TO C FROM LEICESTER ROAD (E) TO GROBY EX SERVICE MANS ACCESS								TIME	A TO D FROM LEICESTER ROAD (E) TO LEICESTER ROAD (W)								A TO E FROM LEICESTER ROAD (E) TO NEWTON LINFORD LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	07:00	41	4	0	0	1	0	0	46	3	0	1	0	0	0	0	4
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	07:15	60	3	1	0	1	1	0	66	9	7	0	0	0	1	0	17
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	07:30	40	5	2	1	1	1	0	50	13	4	1	0	0	0	0	18
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	07:45	63	4	4	0	0	0	1	72	21	2	0	1	1	1	0	26
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**H/TOT**	204	16	7	1	3	2	1	234	46	13	2	1	1	2	0	65
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	08:00	42	6	0	0	2	0	0	50	12	1	0	0	0	0	0	13
08:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	08:15	71	7	1	0	0	0	1	80	11	0	2	0	0	0	0	13
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	08:30	57	8	1	0	0	0	0	66	16	3	1	0	0	0	1	21
08:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	08:45	34	2	1	0	2	0	2	41	18	1	1	0	0	0	1	21
H/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	**H/TOT**	204	23	3	0	4	0	3	237	57	5	4	0	0	0	2	68
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	09:00	18	3	1	0	1	0	0	23	7	2	0	0	0	0	0	9
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	09:15	20	5	3	0	1	0	0	29	12	1	1	0	0	0	0	14
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	09:30	27	4	2	0	1	0	0	34	13	4	0	0	0	0	1	18
09:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	09:45	16	4	1	0	0	0	0	21	14	1	1	0	0	0	0	16
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	**H/TOT**	81	16	7	0	3	0	0	107	46	8	2	0	0	0	1	57
P/TOT	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	**P/TOT**	489	55	17	1	10	2	4	578	149	26	8	1	1	2	3	190

MANUAL CLASSIFIED COUNTS

JOB REF: 14874

JOB NAME: GROBY

SITE: 2 **DATE:** 08/10/2025

LOCATION: LEICESTER ROAD (E) / THE ROOKERY / GROBY EX SERVICE MANS ACCESS / LEICESTER ROAD (W) / NEWTON LINFORD LANE **DAY:** WEDNESDAY

TIME	A TO B FROM LEICESTER ROAD (E) TO THE ROOKERY								A TO C FROM LEICESTER ROAD (E) TO GROBY EX SERVICE MANS ACCESS								TIME	A TO D FROM LEICESTER ROAD (E) TO LEICESTER ROAD (W)								A TO E FROM LEICESTER ROAD (E) TO NEWTON LINFORD LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	16:00	27	8	0	0	0	1	0	36	17	4	1	0	0	0	1	23
16:15	2	2	0	0	0	0	0	4	1	0	0	0	0	0	0	1	16:15	38	8	1	0	0	0	0	47	15	5	0	0	0	0	0	20
16:30	2	1	0	0	0	0	0	3	2	0	0	0	0	0	0	2	16:30	38	4	3	0	2	0	0	47	15	1	1	0	0	0	0	17
16:45	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	16:45	42	9	2	0	1	0	0	54	18	1	0	0	0	0	0	19
H/TOT	6	3	0	0	0	0	0	9	5	0	0	0	0	0	0	5	**H/TOT**	145	29	6	0	3	1	0	184	65	11	2	0	0	0	1	79
17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	17:00	48	7	0	0	0	0	0	55	13	3	0	0	0	0	0	16
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17:15	41	5	0	0	0	0	0	46	22	2	1	0	0	1	2	28
17:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	17:30	32	10	0	0	0	1	1	44	13	2	0	0	0	0	0	15
17:45	2	1	0	0	0	0	0	3	4	0	0	0	0	0	0	4	17:45	41	3	0	0	0	0	0	44	19	2	0	0	0	0	0	21
H/TOT	2	1	0	0	0	0	0	3	7	0	0	0	0	0	0	7	**H/TOT**	162	25	0	0	0	1	1	189	67	9	1	0	0	1	2	80
18:00	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	18:00	36	2	0	0	1	0	0	39	13	1	0	0	0	0	0	14
18:15	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	18:15	50	5	0	0	1	0	1	57	15	2	0	0	0	0	0	17
18:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	18:30	22	4	1	0	1	0	1	29	10	0	0	0	0	0	0	10
18:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	18:45	50	1	0	0	0	0	0	51	11	0	0	0	0	0	0	11
H/TOT	4	0	0	0	0	0	0	4	6	1	0	0	0	0	0	7	**H/TOT**	158	12	1	0	3	0	2	176	49	3	0	0	0	0	0	52
P/TOT	12	4	0	0	0	0	0	16	18	1	0	0	0	0	0	19	**P/TOT**	465	66	7	0	6	2	3	549	181	23	3	0	0	1	3	211

MANUAL CLASSIFIED COUNTS

JOB REF: 14874

JOB NAME: GROBY

SITE: 2 **DATE:** 08/10/2025

LOCATION: LEICESTER ROAD (E) / THE ROOKERY / GROBY EX SERVICE MANS ACCESS / LEICESTER ROAD (W) / NEWTON LINFORD LANE **DAY:** WEDNESDAY

TIME	B TO A FROM THE ROOKERY TO LEICESTER ROAD (E)								B TO C FROM THE ROOKERY TO GROBY EX SERVICE MANS ACCESS								TIME	B TO D FROM THE ROOKERY TO LEICESTER ROAD (W)								B TO E FROM THE ROOKERY TO NEWTON LINFORD LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	07:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	H/TOT	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
08:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	08:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	08:45	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
H/TOT	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	H/TOT	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3
09:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	09:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
P/TOT	2	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0	P/TOT	1	0	0	0	0	0	0	1	5	1	0	0	0	0	1	7

MANUAL CLASSIFIED COUNTS

JOB REF: 14874

JOB NAME: GROBY

SITE: 2 **DATE:** 08/10/2025

LOCATION: LEICESTER ROAD (E) / THE ROOKERY / GROBY EX SERVICE MANS ACCESS / LEICESTER ROAD (W) / NEWTON LINFORD LANE **DAY:** WEDNESDAY

TIME	B TO A FROM THE ROOKERY TO LEICESTER ROAD (E)								B TO C FROM THE ROOKERY TO GROBY EX SERVICE MANS ACCESS								TIME	B TO D FROM THE ROOKERY TO LEICESTER ROAD (W)								B TO E FROM THE ROOKERY TO NEWTON LINFORD LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	16:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	16:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
H/TOT	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	H/TOT	1	0	0	0	0	0	0	1	5	2	0	0	0	0	0	7
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	H/TOT	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	H/TOT	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
P/TOT	4	1	0	0	0	0	0	5	1	0	0	0	0	0	0	1	P/TOT	3	0	0	0	0	0	0	3	10	2	0	0	0	0	0	12

MANUAL CLASSIFIED COUNTS

JOB REF: 14874

JOB NAME: GROBY

SITE: 2 **DATE:** 08/10/2025

LOCATION: LEICESTER ROAD (E) / THE ROOKERY / GROBY EX SERVICE MANS ACCESS / LEICESTER ROAD (W) / NEWTON LINFORD LANE **DAY:** WEDNESDAY

TIME	C TO A FROM GROBY EX SERVICE MANS ACCESS TO LEICESTER ROAD (E)								C TO B FROM GROBY EX SERVICE MANS ACCESS TO THE ROOKERY								C TO D FROM GROBY EX SERVICE MANS ACCESS TO LEICESTER ROAD (W)								C TO E FROM GROBY EX SERVICE MANS ACCESS TO NEWTON LINFORD LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
P/TOT	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1

MANUAL CLASSIFIED COUNTS

JOB REF: 14874

JOB NAME: GROBY

SITE: 2 **DATE:** 08/10/2025

LOCATION: LEICESTER ROAD (E) / THE ROOKERY / GROBY EX SERVICE MANS ACCESS / LEICESTER ROAD (W) / NEWTON LINFORD LANE **DAY:** WEDNESDAY

TIME	C TO A FROM GROBY EX SERVICE MANS ACCESS TO LEICESTER ROAD (E)								C TO B FROM GROBY EX SERVICE MANS ACCESS TO THE ROOKERY								C TO D FROM GROBY EX SERVICE MANS ACCESS TO LEICESTER ROAD (W)								C TO E FROM GROBY EX SERVICE MANS ACCESS TO NEWTON LINFORD LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
H/TOT	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
P/TOT	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	2	0	0	0	0	0	0	2

MANUAL CLASSIFIED COUNTS

JOB REF: 14874

JOB NAME: GROBY

SITE: 2 **DATE:** 08/10/2025

LOCATION: LEICESTER ROAD (E) / THE ROOKERY / GROBY EX SERVICE MANS ACCESS / LEICESTER ROAD (W) / NEWTON LINFORD LANE **DAY:** WEDNESDAY

TIME	D TO A FROM LEICESTER ROAD (W) TO LEICESTER ROAD (E)								D TO B FROM LEICESTER ROAD (W) TO THE ROOKERY								TIME	D TO C FROM LEICESTER ROAD (W) TO GROBY EX SERVICE MANS ACCESS								D TO E FROM LEICESTER ROAD (W) TO NEWTON LINFORD LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	10	3	1	0	0	0	2	16	0	0	0	0	0	0	0	0	07:00	0	0	0	0	0	0	0	0	11	4	1	0	0	0	0	16
07:15	19	0	0	0	1	0	0	20	1	0	0	0	0	0	0	1	07:15	0	0	0	0	0	0	0	0	14	3	1	0	0	0	0	18
07:30	15	2	0	0	0	0	0	17	0	0	0	0	0	0	0	0	07:30	0	0	0	0	0	0	0	0	27	4	0	1	0	0	0	32
07:45	15	5	0	0	0	0	0	20	1	0	0	0	0	0	0	1	07:45	1	0	0	0	0	0	0	1	24	6	1	1	0	0	0	32
H/TOT	59	10	1	0	1	0	2	73	2	0	0	0	0	0	0	2	**H/TOT**	1	0	0	0	0	0	0	1	76	17	3	2	0	0	0	98
08:00	16	5	0	0	0	0	0	21	0	0	0	0	0	0	0	0	08:00	0	0	0	0	0	0	0	0	22	1	2	0	0	0	0	25
08:15	23	2	0	0	1	0	0	26	0	0	0	0	0	0	0	0	08:15	0	0	0	0	0	0	0	0	42	3	0	0	0	0	0	45
08:30	56	4	0	0	0	1	0	61	1	0	0	0	0	0	0	1	08:30	0	0	0	0	0	0	0	0	44	6	2	0	0	0	0	52
08:45	47	2	0	0	0	0	0	49	0	0	0	0	0	0	0	0	08:45	0	0	0	0	0	0	0	0	37	2	0	0	0	0	0	39
H/TOT	142	13	0	0	1	1	0	157	1	0	0	0	0	0	0	1	**H/TOT**	0	0	0	0	0	0	0	0	145	12	4	0	0	0	0	161
09:00	16	1	1	0	1	0	1	20	0	0	0	0	0	0	0	0	09:00	0	0	0	0	0	0	0	0	21	6	1	0	0	0	0	28
09:15	10	1	2	0	1	0	0	14	0	0	0	0	0	0	0	0	09:15	0	0	0	0	0	0	0	0	17	1	0	0	0	0	1	19
09:30	13	6	0	0	0	1	0	20	0	0	0	0	0	0	0	0	09:30	0	0	0	0	0	0	0	0	28	2	1	0	0	0	0	31
09:45	12	3	0	0	1	0	0	16	0	0	0	0	0	0	0	0	09:45	0	0	0	0	0	0	0	0	20	1	0	0	0	0	0	21
H/TOT	51	11	3	0	3	1	1	70	0	0	0	0	0	0	0	0	**H/TOT**	0	0	0	0	0	0	0	0	86	10	2	0	0	0	1	99
P/TOT	252	34	4	0	5	2	3	300	3	0	0	0	0	0	0	3	**P/TOT**	1	0	0	0	0	0	0	1	307	39	9	2	0	0	1	358

MANUAL CLASSIFIED COUNTS

JOB REF: 14874

JOB NAME: GROBY

SITE: 2 **DATE:** 08/10/2025

LOCATION: LEICESTER ROAD (E) / THE ROOKERY / GROBY EX SERVICE MANS ACCESS / LEICESTER ROAD (W) / NEWTON LINFORD LANE **DAY:** WEDNESDAY

TIME	D TO A FROM LEICESTER ROAD (W) TO LEICESTER ROAD (E)								D TO B FROM LEICESTER ROAD (W) TO THE ROOKERY								TIME	D TO C FROM LEICESTER ROAD (W) TO GROBY EX SERVICE MANS ACCESS								D TO E FROM LEICESTER ROAD (W) TO NEWTON LINFORD LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	35	8	0	0	0	0	1	44	0	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0	0	28	3	0	0	0	0	0	31
16:15	17	1	1	0	0	0	0	19	0	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0	0	19	4	0	0	0	0	0	23
16:30	50	4	1	0	0	0	1	56	0	0	0	0	0	0	0	0	16:30	1	0	0	0	0	0	0	1	82	2	1	0	0	0	0	85
16:45	22	2	0	0	0	1	0	25	0	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0	0	32	2	2	0	0	0	0	36
H/TOT	124	15	2	0	0	1	2	144	0	0	0	0	0	0	0	0	**H/TOT**	1	0	0	0	0	0	0	1	161	11	3	0	0	0	0	175
17:00	24	2	0	0	1	1	1	29	0	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0	0	26	4	0	0	0	0	0	30
17:15	25	3	1	0	0	0	1	30	1	0	0	0	0	0	0	1	17:15	0	0	0	0	0	0	0	0	14	3	0	0	0	0	0	17
17:30	20	1	0	0	0	0	1	22	1	0	0	0	0	0	0	1	17:30	2	0	0	0	0	0	0	2	16	0	0	0	0	0	0	16
17:45	20	0	0	0	0	0	0	20	2	0	0	0	0	0	0	2	17:45	2	0	0	0	0	0	0	2	24	3	0	0	0	0	0	27
H/TOT	89	6	1	0	1	1	3	101	4	0	0	0	0	0	0	4	**H/TOT**	4	0	0	0	0	0	0	4	80	10	0	0	0	0	0	90
18:00	17	2	0	0	0	0	0	19	0	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0	0	11	3	1	0	0	0	0	15
18:15	9	0	0	0	1	0	1	11	0	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0	0	18	1	0	0	0	0	0	19
18:30	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	18:30	0	0	0	0	0	0	0	0	13	0	0	1	0	0	0	14
18:45	18	1	1	0	0	0	0	20	0	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14
H/TOT	57	3	1	0	1	0	1	63	0	0	0	0	0	0	0	0	**H/TOT**	0	0	0	0	0	0	0	0	56	4	1	1	0	0	0	62
P/TOT	270	24	4	0	2	2	6	308	4	0	0	0	0	0	0	4	**P/TOT**	5	0	0	0	0	0	0	5	297	25	4	1	0	0	0	327

MANUAL CLASSIFIED COUNTS

JOB REF: 14874

JOB NAME: GROBY

SITE: 2 **DATE:** 08/10/2025

LOCATION: LEICESTER ROAD (E) / THE ROOKERY / GROBY EX SERVICE MANS ACCESS / LEICESTER ROAD (W) / NEWTON LINFORD LANE **DAY:** WEDNESDAY

TIME	E TO A FROM NEWTON LINFORD LANE TO LEICESTER ROAD (E)								E TO B FROM NEWTON LINFORD LANE TO THE ROOKERY								TIME	E TO C FROM NEWTON LINFORD LANE TO GROBY EX SERVICE MANS ACCESS								E TO D FROM NEWTON LINFORD LANE TO LEICESTER ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	1	0	0	0	0	1	3	0	0	0	0	0	0	0	0	07:00	0	0	0	0	0	0	0	0	17	3	0	0	0	0	0	20
07:15	2	0	0	0	1	0	0	3	1	0	0	0	0	0	0	1	07:15	0	0	0	0	0	0	0	0	19	5	1	0	0	0	0	25
07:30	6	3	0	0	0	0	0	9	0	0	0	0	0	0	0	0	07:30	0	0	0	0	0	0	0	0	16	4	0	0	0	0	0	20
07:45	4	2	0	0	1	0	0	7	0	0	0	0	0	0	0	0	07:45	0	0	0	0	0	0	0	0	17	1	0	0	0	0	0	18
H/TOT	13	6	0	0	2	0	1	22	1	0	0	0	0	0	0	1	**H/TOT**	0	0	0	0	0	0	0	0	69	13	1	0	0	0	0	83
08:00	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	08:00	0	0	0	0	0	0	0	0	25	4	0	0	0	0	0	29
08:15	5	3	0	0	1	0	0	9	0	0	0	0	0	0	0	0	08:15	0	0	0	0	0	0	0	0	27	4	1	0	0	0	0	32
08:30	12	0	0	0	1	0	0	13	0	0	0	0	0	0	0	0	08:30	0	0	0	0	0	0	0	0	28	1	1	0	0	0	0	30
08:45	8	2	0	0	1	0	0	11	0	0	0	0	0	0	0	0	08:45	0	0	0	0	0	0	0	0	17	4	1	1	0	0	0	23
H/TOT	31	6	0	0	3	0	0	40	0	0	0	0	0	0	0	0	**H/TOT**	0	0	0	0	0	0	0	0	97	13	3	1	0	0	0	114
09:00	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	09:00	1	0	0	0	0	0	0	1	12	3	2	1	0	0	0	18
09:15	2	0	0	0	0	0	0	2	1	1	0	0	0	0	0	2	09:15	0	0	0	0	0	0	0	0	12	3	1	0	0	0	0	16
09:30	2	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0	09:30	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	9
09:45	3	0	0	0	1	0	0	4	1	1	0	0	0	0	0	2	09:45	0	0	0	0	0	0	0	0	5	5	1	0	0	0	0	11
H/TOT	13	0	0	0	2	0	0	15	2	2	0	0	0	0	0	4	**H/TOT**	1	0	0	0	0	0	0	1	35	14	4	1	0	0	0	54
P/TOT	57	12	0	0	7	0	1	77	3	2	0	0	0	0	0	5	**P/TOT**	1	0	0	0	0	0	0	1	201	40	8	2	0	0	0	251

MANUAL CLASSIFIED COUNTS

JOB REF: 14874

JOB NAME: GROBY

SITE: 2 **DATE:** 08/10/2025

LOCATION: LEICESTER ROAD (E) / THE ROOKERY / GROBY EX SERVICE MANS ACCESS / LEICESTER ROAD (W) / NEWTON LINFORD LANE **DAY:** WEDNESDAY

TIME	E TO A FROM NEWTON LINFORD LANE TO LEICESTER ROAD (E)								E TO B FROM NEWTON LINFORD LANE TO THE ROOKERY								TIME	E TO C FROM NEWTON LINFORD LANE TO GROBY EX SERVICE MANS ACCESS								E TO D FROM NEWTON LINFORD LANE TO LEICESTER ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0	0	6	4	0	0	0	0	0	10
16:15	8	2	0	0	0	0	0	10	2	0	0	0	0	0	0	2	16:15	0	0	0	0	0	0	0	0	22	2	0	0	0	0	1	25
16:30	17	2	0	0	0	0	0	19	0	2	0	0	0	0	0	2	16:30	0	0	0	0	0	0	0	0	19	4	0	0	0	2	0	25
16:45	18	2	0	0	0	0	0	20	1	0	0	0	0	0	0	1	16:45	0	0	0	0	0	0	0	0	17	3	0	0	0	0	0	20
H/TOT	51	8	0	0	0	0	0	59	3	2	0	0	0	0	0	5	**H/TOT**	0	0	0	0	0	0	0	0	64	13	0	0	0	2	1	80
17:00	18	5	0	0	3	0	0	26	1	0	0	0	0	0	0	1	17:00	0	0	0	0	0	0	0	0	8	2	1	0	0	0	1	12
17:15	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	18
17:30	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0	0	14	2	0	0	0	0	0	16
17:45	8	1	0	0	1	0	0	10	1	0	0	0	0	0	0	1	17:45	0	0	0	0	0	0	0	0	22	2	0	0	0	0	0	24
H/TOT	48	7	0	0	4	0	0	59	2	0	0	0	0	0	0	2	**H/TOT**	0	0	0	0	0	0	0	0	62	6	1	0	0	0	1	70
18:00	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0	0	21	2	0	1	0	0	0	24
18:15	11	1	0	0	1	0	1	14	0	0	0	0	0	0	0	0	18:15	0	1	0	0	0	0	0	1	11	5	0	0	0	0	0	16
18:30	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	18:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
18:45	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10
H/TOT	44	1	0	0	1	0	1	47	0	0	0	0	0	0	0	0	**H/TOT**	0	1	0	0	0	0	0	1	45	8	0	1	0	0	0	54
P/TOT	143	16	0	0	5	0	1	165	5	2	0	0	0	0	0	7	**P/TOT**	0	1	0	0	0	0	0	1	171	27	1	1	0	2	2	204

MANUAL CLASSIFIED COUNTS

JOB REF: 14874

JOB NAME: GROBY

SITE: 3 **DATE:** 08/10/2025

LOCATION: NEWTON LINFORD LANE (N) / A50 SLIP ROADS / NEWTON LINFORD LANE (S) **DAY:** WEDNESDAY

TIME	A TO B FROM NEWTON LINFORD LANE (N) TO A50 SLIP ROADS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	6	1	0	0	0	0	0	7
07:15	5	2	1	1	0	0	0	9
07:30	15	1	0	0	0	0	0	16
07:45	18	1	1	1	0	0	0	21
H/TOT	44	5	2	2	0	0	0	53
08:00	11	1	0	0	0	0	0	12
08:15	20	1	0	0	0	0	0	21
08:30	15	0	0	1	0	0	0	16
08:45	13	1	0	0	0	0	0	14
H/TOT	59	3	0	1	0	0	0	63
09:00	5	1	0	2	0	0	0	8
09:15	9	1	2	1	0	0	0	13
09:30	3	2	1	0	0	0	0	6
09:45	4	1	0	0	0	0	0	5
H/TOT	21	5	3	3	0	0	0	32
P/TOT	124	13	5	6	0	0	0	148

TIME	A TO C FROM NEWTON LINFORD LANE (N) TO NEWTON LINFORD LANE (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	0	0	0	0	0	1	5
07:15	7	1	1	0	0	0	0	9
07:30	7	1	0	0	0	0	0	8
07:45	8	1	0	0	0	0	0	9
H/TOT	26	3	1	0	0	0	1	31
08:00	15	1	0	0	0	0	0	16
08:15	14	4	0	0	0	0	0	18
08:30	14	1	1	0	0	0	0	16
08:45	13	3	1	1	0	0	0	18
H/TOT	56	9	2	1	0	0	0	68
09:00	8	0	0	0	0	0	0	8
09:15	7	1	0	0	0	0	0	8
09:30	2	2	0	0	0	0	0	4
09:45	4	1	0	0	0	0	1	6
H/TOT	21	4	0	0	0	0	1	26
P/TOT	103	16	3	1	0	0	2	125

TIME	B TO A FROM A50 SLIP ROADS TO NEWTON LINFORD LANE (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1
07:15	1	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	2	0	0	0	0	0	0	2

TIME	B TO C FROM A50 SLIP ROADS TO NEWTON LINFORD LANE (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	13	3	0	0	0	0	0	16
07:15	14	4	0	0	1	0	0	19
07:30	14	6	0	0	0	0	0	20
07:45	12	2	0	0	1	0	0	15
H/TOT	53	15	0	0	2	0	0	70
08:00	16	4	0	0	0	0	0	20
08:15	20	3	1	0	1	0	0	25
08:30	23	1	0	0	1	0	0	25
08:45	13	2	1	0	1	0	0	17
H/TOT	72	10	2	0	3	0	0	87
09:00	12	3	1	1	0	0	0	17
09:15	9	3	1	0	0	0	0	13
09:30	5	1	0	0	1	0	0	7
09:45	6	5	1	0	1	0	0	13
H/TOT	32	12	3	1	2	0	0	50
P/TOT	157	37	5	1	7	0	0	207

MANUAL CLASSIFIED COUNTS

JOB REF: 14874

JOB NAME: GROBY

SITE: 3 **DATE:** 08/10/2025

LOCATION: NEWTON LINFORD LANE (N) / A50 SLIP ROADS / NEWTON LINFORD LANE (S) **DAY:** WEDNESDAY

TIME	A TO B FROM NEWTON LINFORD LANE (N) TO A50 SLIP ROADS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	14	2	0	1	0	0	0	17
16:15	7	1	0	0	0	0	0	8
16:30	15	2	0	0	0	0	0	17
16:45	6	0	0	0	0	0	0	6
H/TOT	42	5	0	1	0	0	0	48
17:00	6	1	0	0	0	0	0	7
17:15	14	0	0	1	0	0	0	15
17:30	13	2	0	0	0	0	0	15
17:45	4	1	0	0	0	0	0	5
H/TOT	37	4	0	1	0	0	0	42
18:00	7	4	0	0	0	0	0	11
18:15	3	2	0	0	0	0	0	5
18:30	6	0	0	0	0	0	0	6
18:45	1	0	1	0	0	0	0	2
H/TOT	17	6	1	0	0	0	0	24
P/TOT	96	15	1	2	0	0	0	114

TIME	A TO C FROM NEWTON LINFORD LANE (N) TO NEWTON LINFORD LANE (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	4	2	0	0	0	0	0	6
16:15	14	2	0	0	0	0	1	17
16:30	16	0	0	0	0	2	0	18
16:45	18	3	0	0	0	0	0	21
H/TOT	52	7	0	0	0	2	1	62
17:00	11	3	0	0	0	0	1	15
17:15	12	0	0	0	0	0	0	12
17:30	10	0	0	0	0	0	0	10
17:45	11	1	0	0	0	0	0	12
H/TOT	44	4	0	0	0	0	1	49
18:00	17	2	0	0	0	0	0	19
18:15	10	6	0	0	0	0	1	17
18:30	6	0	0	0	0	0	0	6
18:45	8	0	0	0	0	0	0	8
H/TOT	41	8	0	0	0	0	1	50
P/TOT	137	19	0	0	0	2	3	161

TIME	B TO A FROM A50 SLIP ROADS TO NEWTON LINFORD LANE (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	2	0	0	0	0	0	0	2
16:15	0	1	0	0	0	0	0	1
16:30	1	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0
H/TOT	3	1	0	0	0	0	0	4
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	1	0	0	0	1
17:30	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	1
H/TOT	1	0	0	1	0	0	0	2
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	1	0	0	0	1
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1
P/TOT	4	1	0	2	0	0	0	7

TIME	B TO C FROM A50 SLIP ROADS TO NEWTON LINFORD LANE (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	11	3	0	0	0	0	0	14
16:15	18	2	0	0	0	0	0	20
16:30	19	8	0	0	0	0	0	27
16:45	16	2	1	0	0	0	0	19
H/TOT	64	15	1	0	0	0	0	80
17:00	16	4	0	0	3	0	0	23
17:15	14	0	0	0	0	0	0	14
17:30	18	3	0	0	0	0	0	21
17:45	18	1	0	0	1	0	0	20
H/TOT	66	8	0	0	4	0	0	78
18:00	13	1	0	1	0	0	0	15
18:15	13	1	0	0	1	0	0	15
18:30	8	0	0	0	0	0	0	8
18:45	11	1	0	0	0	0	0	12
H/TOT	45	3	0	1	1	0	0	50
P/TOT	175	26	1	1	5	0	0	208

MANUAL CLASSIFIED COUNTS

JOB REF: 14874

JOB NAME: GROBY

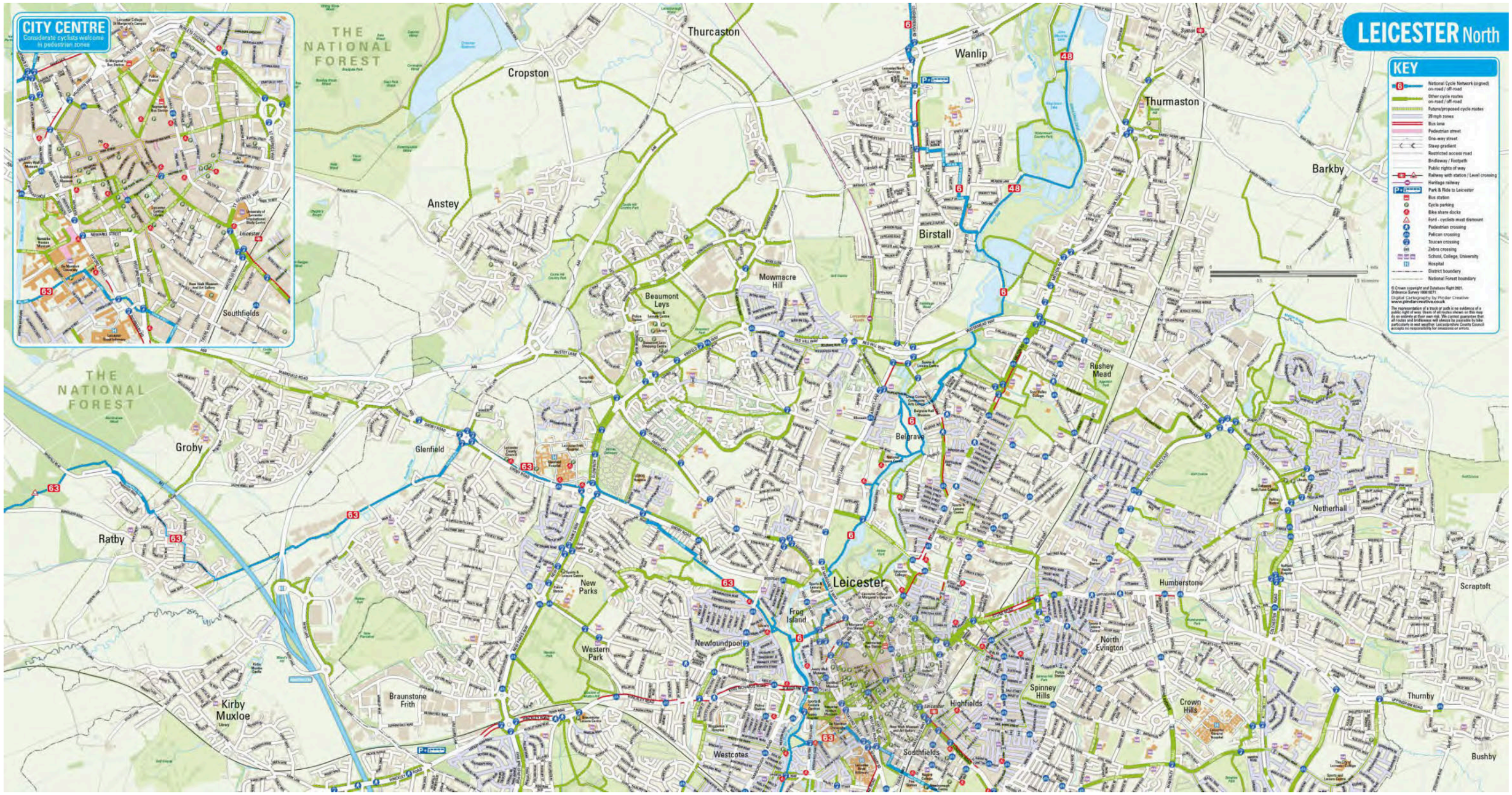
SITE: 3 **DATE:** 08/10/2025

LOCATION: NEWTON LINFORD LANE (N) / A50 SLIP ROADS / NEWTON LINFORD LANE (S) **DAY:** WEDNESDAY

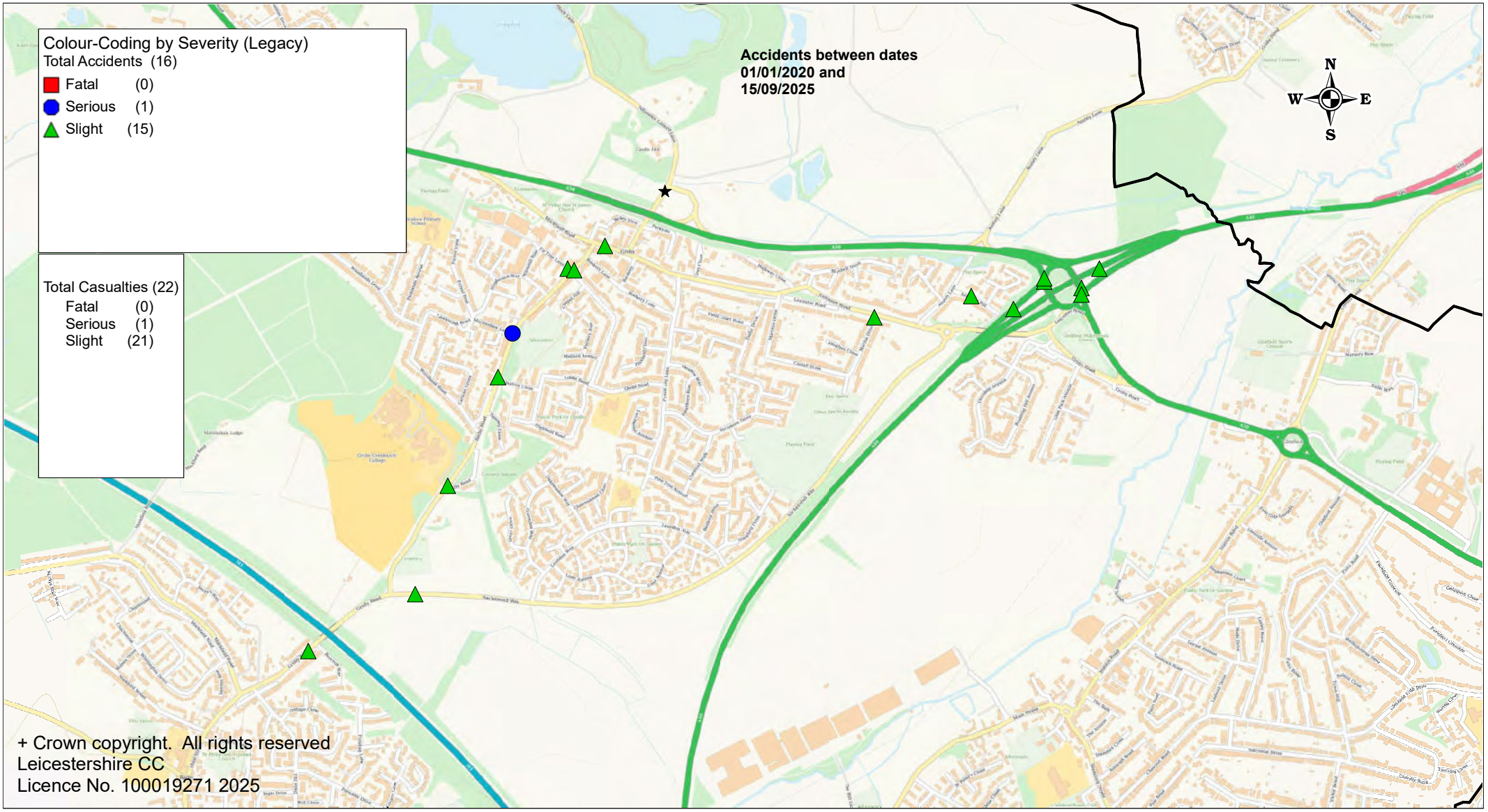
TIME	C TO A FROM NEWTON LINFORD LANE (S) TO NEWTON LINFORD LANE (N)								C TO B FROM NEWTON LINFORD LANE (S) TO A50 SLIP ROADS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	0	1	0	0	0	0	5	10	4	0	0	0	0	0	14
07:15	7	6	0	0	0	0	0	13	17	3	2	0	0	1	0	23
07:30	8	3	1	1	0	0	0	13	37	5	0	0	0	0	0	42
07:45	10	3	0	1	0	1	0	15	36	7	1	1	1	0	0	46
H/TOT	29	12	2	2	0	1	0	46	100	19	3	1	1	1	0	125
08:00	10	1	2	0	0	0	0	13	25	1	0	0	0	0	0	26
08:15	18	0	0	0	0	0	0	18	37	2	3	0	0	0	0	42
08:30	16	2	0	0	0	0	1	19	45	8	1	0	0	0	0	54
08:45	19	1	1	0	0	0	1	22	36	2	1	0	0	0	0	39
H/TOT	63	4	3	0	0	0	2	72	143	13	5	0	0	0	0	161
09:00	11	3	0	0	0	0	0	14	20	4	1	0	0	0	0	25
09:15	15	1	0	0	0	0	2	18	15	1	1	0	0	0	0	17
09:30	18	4	1	0	0	0	1	24	23	1	0	0	0	0	0	24
09:45	10	1	0	0	0	0	0	11	24	1	1	0	0	0	0	26
H/TOT	54	9	1	0	0	0	3	67	82	7	3	0	0	0	0	92
P/TOT	146	25	6	2	0	1	5	185	325	39	11	1	1	1	0	378

TIME	C TO A FROM NEWTON LINFORD LANE (S) TO NEWTON LINFORD LANE (N)								C TO B FROM NEWTON LINFORD LANE (S) TO A50 SLIP ROADS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	18	3	1	0	0	0	1	23	30	2	0	0	0	0	0	32
16:15	16	5	0	0	0	0	0	21	15	5	0	0	0	0	0	20
16:30	15	2	0	0	0	0	1	18	81	2	2	0	0	0	0	85
16:45	25	0	0	0	0	0	0	25	29	4	2	0	0	0	0	35
H/TOT	74	10	1	0	0	0	2	87	155	13	4	0	0	0	0	172
17:00	14	4	0	0	0	0	0	18	24	1	0	0	0	0	0	25
17:15	23	4	1	0	0	1	2	31	14	1	0	0	0	0	0	15
17:30	8	2	0	0	0	0	0	10	20	0	0	0	0	0	0	20
17:45	17	4	0	0	0	0	0	21	23	1	0	0	0	0	0	24
H/TOT	62	14	1	0	0	1	2	80	81	3	0	0	0	0	0	84
18:00	10	2	0	0	0	0	0	12	13	2	1	0	0	0	0	16
18:15	14	1	0	0	0	0	0	15	21	1	0	0	0	0	0	22
18:30	10	0	0	0	0	0	0	10	12	1	0	1	0	0	0	14
18:45	6	0	0	0	0	0	0	6	18	0	0	0	0	0	0	18
H/TOT	40	3	0	0	0	0	0	43	64	4	1	1	0	0	0	70
P/TOT	176	27	2	0	0	1	4	210	300	20	5	1	0	0	0	326

Appendix E
LCC Cycle Map


CITY CENTRE
Considerate cyclists welcome in pedestrian zones
LEICESTER North
KEY
THE NATIONAL FOREST
Thurcaston
Cropston
Anstey
Wanlip
Thurmaston
Barkby
Birstall
Mowmacre Hill
Beaumont Leys
Rushey Mead
Belgrave
Groby
Glenfield
Ratby
Kirby Muxloe
Braunstone Frith
New Parks
Western Park
Newfoundpool
Frog Island
Leicester
Netherhall
Humberstone
Scraptoft
North Evington
Spinney Hills
Highfields
Crown Hills
Thurnby
Bushby
Westcotes
Southfields

Appendix F
PIA Data



Leicestershire County Council

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TTC Sacheverell Way

SCALE	1 : 16250
DATE	14/11/2025
DRAWING No.	
DRAWN BY	

Accidents between dates **01/01/2020** **and** **15/09/2025** (69) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2025 ("TTC Sacheverell Way 14.11.2025")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202000303	07/06/2020	453915	307400	Fine without high winds	Dry	Daylight	Slight	0603

Location: A50/A46 ROUNDABOUT GROBY.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Going ahead other	NW	SE
Car	Entering roundabout	Starting	NE	SW

Casualties:

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

Accidents between dates **01/01/2020** **and** **15/09/2025** (69) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2025 ("TTC Sacheverell Way 14.11.2025")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202000704	15/09/2020	453276	307310	Fine without high winds	Dry	Daylight	Slight	0645

Location: C4106 LEICESTER ROAD GROBY JW MARINA DRIVE

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Van / Goods 3.5 tonnes mgw and under	Entering main road	Turning right	S	E
Pedal Cycle (Including pedal assisted electric bicycles)	Mid Junction - on roundabout or main road	Going ahead other	W	E

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202100034	13/01/2021	452330	307460	Raining without high winds	Wet/Damp	Darkness: street lights present and lit	Slight	0707

Location: FIR TREE LANE GROBY JW RATBY LANE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving main road	Turning right	NE	NW

Casualties:

Class	Severity
Pedestrian	Slight

Accidents between dates **01/01/2020** **and** **15/09/2025** (69) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2025 ("TTC Sacheverell Way 14.11.2025")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202100986	26/11/2021	451960	306790	Other	Wet/Damp	Daylight	Slight	1545

Location: C4109 RATBY ROAD GROBY AT ENTRANCE TO BROOKVALE SCHOOL.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering roundabout	Starting	NE	SW

Casualties:

Class	Severity
Pedestrian	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202101031	17/12/2021	453800	307420	Fine without high winds	Dry	Daylight	Slight	1410

Location: A50/A46 ROUNDABOUT GROBY.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Goods vehicle - unknown weight	Entering roundabout	Starting	SW	NE
Car	Mid Junction - on roundabout or main road	Going ahead other	SE	NW

Casualties:

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

Accidents between dates **01/01/2020** **and** **15/09/2025** (69) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2025 ("TTC Sacheverell Way 14.11.2025")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202200066	21/01/2022	453800	307430	Fine without high winds	Dry	Darkness: street lights present and lit	Slight	2126

Location: A50/A46 ROUNDABOUT GROBY.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Goods 7.5 tonnes mgw and over	Entering roundabout	Starting	SW	NE
Van / Goods 3.5 tonnes mgw and under	Leaving roundabout	Going ahead other	SE	NW

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2020** **and** **15/09/2025** (69) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2025 ("TTC Sacheverell Way 14.11.2025")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202300485	19/06/2023	452160	307260	Fine without high winds	Dry	Daylight	Serious	1828

Location: C4107 RATBY ROAD GROBY JW MARTINSHAW LANE..

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Van / Goods 3.5 tonnes mgw and under	Entering main road	Turning right	N	W
Motor Cycle over 50 cc and up to 125cc	Mid Junction - on roundabout or main road	Going ahead other	S	N

Casualties:

Class	Severity
Driver / Rider	Serious

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202300868	14/09/2023	453915	307380	Fine without high winds	Dry	Darkness: street lighting unknown	Slight	2305

Location: A50/A46 ROUNDABOUT GROBY.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Going ahead but held up	NW	SE
Car	Entering roundabout	Starting	NE	SW

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Accidents between dates **01/01/2020** **and** **15/09/2025** (69) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2025 ("TTC Sacheverell Way 14.11.2025")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202400265	21/03/2024	451860	306455	Fine without high winds	Dry	Darkness: street lights present and lit	Slight	2210

Location: SACHEVERALL WAY GROBY APPROX 50M E GROBY ROAD.

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202400606	30/06/2024	453575	307375	Fine without high winds	Dry	Daylight	Slight	1130

Location: BRANTING HILL GROBY EACT LOCATION UNKNOWN.

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2020** **and** **15/09/2025** (69) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2025 ("TTC Sacheverell Way 14.11.2025")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202400694	30/07/2024	452445	307530	Fine without high winds	Dry	Daylight	Slight	1754

Location: C4106 LEICESTER ROAD GROBY OUTSIDE THE CO-OP.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Motor Cycle over 50 cc and up to 125cc	Mid Junction - on roundabout or main road	Overtaking moving vehicle O/S	E	W
Van / Goods 3.5 tonnes mgw and under	Leaving main road	Turning right	E	N

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2020** **and** **15/09/2025** (69) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2025 ("TTC Sacheverell Way 14.11.2025")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202400834	12/09/2024	453705	307335	Fine without high winds	Dry	Daylight	Slight	1520

Location: A46 NORTHBOUND EXIT SLIPROAD GROBY APPROACHING A50 ROUNDABOUT.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Taxi/Private hire car	Not at, or within 20M of Jct	Going ahead	SW	NE
Car	Not at, or within 20M of Jct	Going ahead but held up	SW	NE
Car	Not at, or within 20M of Jct	Going ahead but held up	SW	NE

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2020** **and** **15/09/2025** (69) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2025 ("TTC Sacheverell Way 14.11.2025")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202401124	27/11/2024	453970	307460	Fine without high winds	Wet/Damp	Daylight	Slight	1200

Location: A46 WESTBOUND GROBY APPROX 250M SW SLIP ROAD TO ROUNDABOUT.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead	NE	SW
Van / Goods 3.5 tonnes mgw and under	Not at, or within 20M of Jct	Stopping	NE	SW

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202500408	29/04/2025	451530	306280	Fine without high winds	Dry	Daylight	Slight	1859

Location: C4107 GROBY ROAD RATBY OUTSIDE NUMBER 37.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Stopping	NE	SW
Car	Not at, or within 20M of Jct	Going ahead	NE	NW

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2020** **and** **15/09/2025** (69) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2025 ("TTC Sacheverell Way 14.11.2025")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202500525	30/05/2025	452350	307455	Fine without high winds	Dry	Daylight	Slight	1750

Location: C4109 RATBY ROAD GROBY JW FIR TREE LANE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Motorcycle over 500cc	Mid Junction - on roundabout or main road	Going ahead	NE	SW
Car	Mid Junction - on roundabout or main road	Waiting to turn right	NE	NW

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202500844	03/09/2025	452115	307125	Raining without high winds	Wet/Damp	Daylight	Slight	1500

Location: C4107 RATBY ROAD GROBY JW OAKTREE CLOSE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Jct Approach	Going ahead	N	S

Casualties:

Class	Severity
Pedestrian	Slight

Number of records in selection: **16**

Appendix G
Masterplan

DEFINE

LEGEND

- Site Boundary
- Land in Control of Applicant
- Residential
- Primary Road
- Secondary Street
- Tertiary Street
- Mews Street
- Public Open Space
- Pedestrian / Cycle Link
- Footpath Link
- Public Footpath (route on the ground)
- Public Footpath (mapped route)
- Permissive Route
- Attenuation Basin
- Swale Corridor
- Existing Ditch / Drain
- Existing Tree / Hedgerow / Vegetation
- Indicative Proposed Tree Planting
- Productive Landscape
- Play Area (LEAP)
- Entrance Green Space

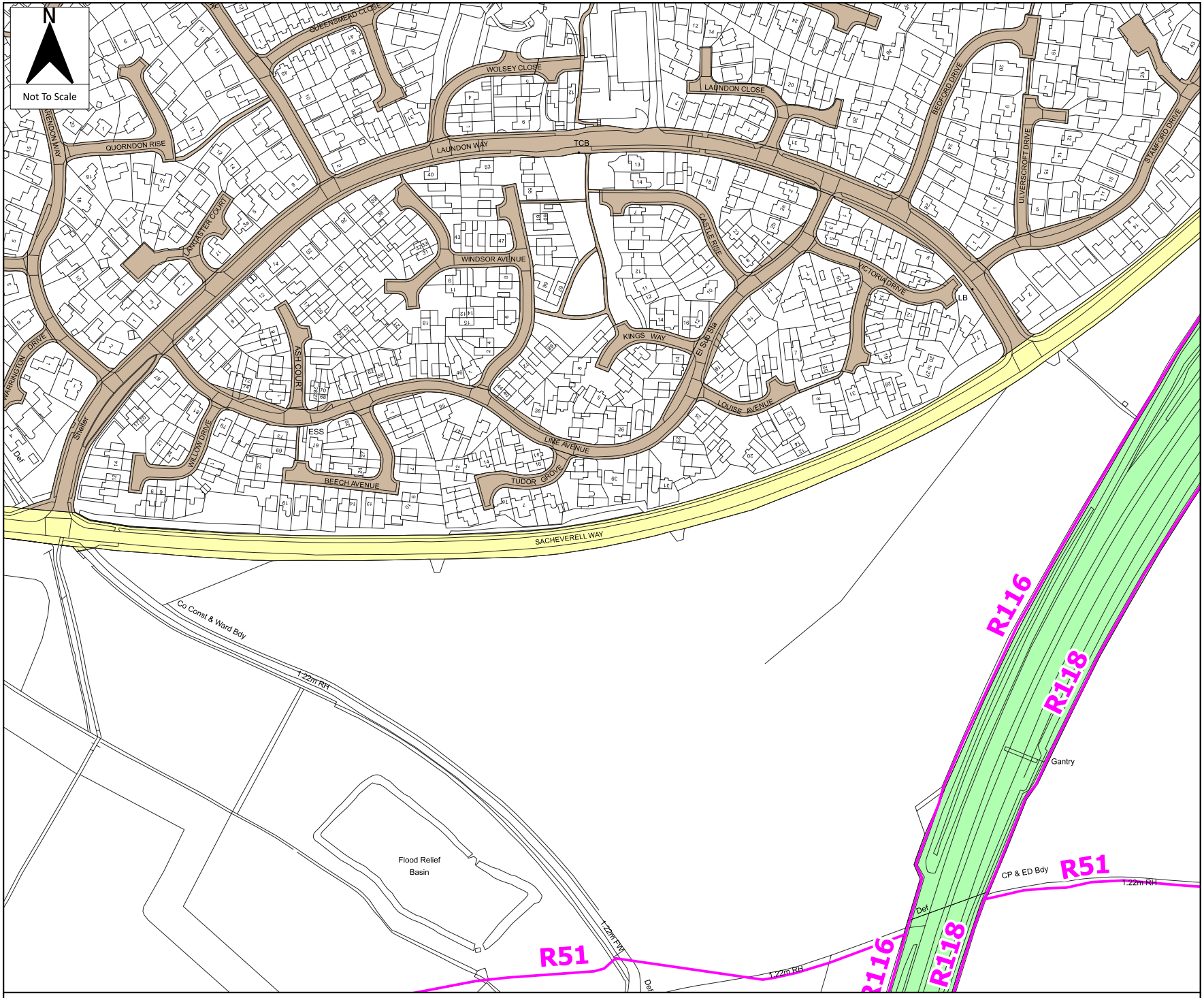
*167 units @ 35 dph

N

15 50
0m 25 100 150

G	Rev
DE.393_SW01	Drg No
Bloor Homes Ltd	Client
Sacheverell Way, Groby	Project
Masterplan	Title
1:3,500 @ A3	Scale

Appendix H
Highway Boundary Data



Key

Highway Status

Extents

- Adopted: Classified Route
- Adopted: Unclassified Route
- Trunk Road (National Highways)

Public Rights of Way

- Footpath

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

Leicestershire County Council

ENVIRONMENT AND TRANSPORT DEPARTMENT

On Behalf Of
Ann Carruthers, Director

Highway Record Enquiry

Location

Sacheverell Way, Groby

Reference	NDI/HRE/2407003
Drawing No.	100/A
Date Produced	26/07/2024

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

Appendix I
Drawings Package

Overview Plan:

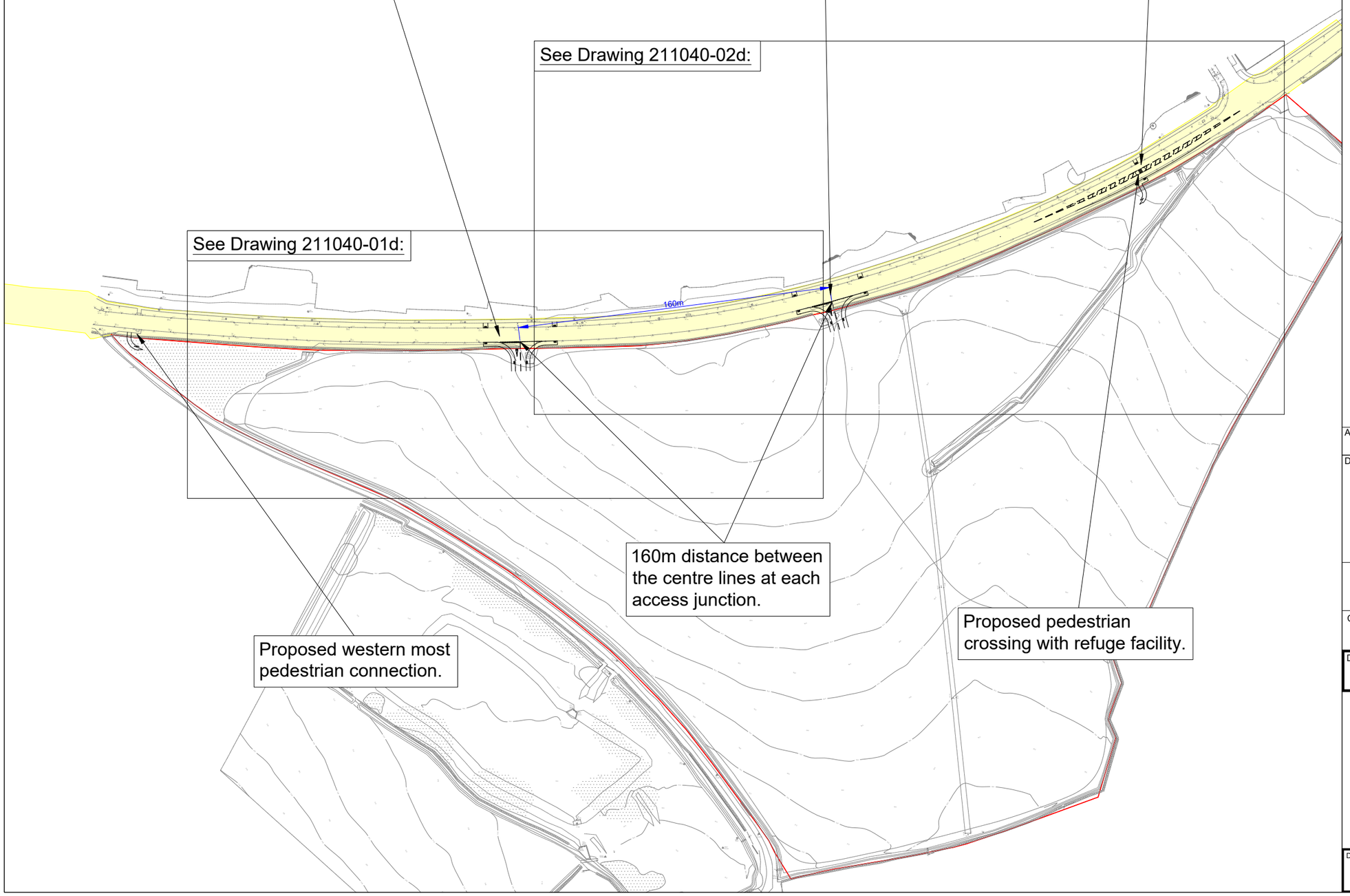
Proposed western most priority T-junction.

Proposed eastern most priority T-junction.

Proposed eastern most pedestrian connection.

See Drawing 211040-02d:

See Drawing 211040-01d:



160m distance between the centre lines at each access junction.

Proposed western most pedestrian connection.

Proposed pedestrian crossing with refuge facility.

Date of 1st Issue	Description	Drawn by	Checked by
05/06/25	First Issue	OH	JC

REVISIONS

Mark	Revision	Drawn	Date	Chkd
A	Relocation of western access	OH	02/07/25	JC

Key:

- Site Boundary
- Topographical Survey
- Proposed Design
- Highway Boundary
- Key Dimensions (X.Xm)

Notes:

1. Drawing units are in metres unless specified otherwise.
2. Drawing is based on topographical survey data from Define.
3. Extents of the highway boundary have been interpreted from data obtained from LCC.

A3 SCALE
Not too scale

Drawing Title
Sacheverell Way, Groby
Site Access Strategy - Overview Plan

Client
Bloor Homes

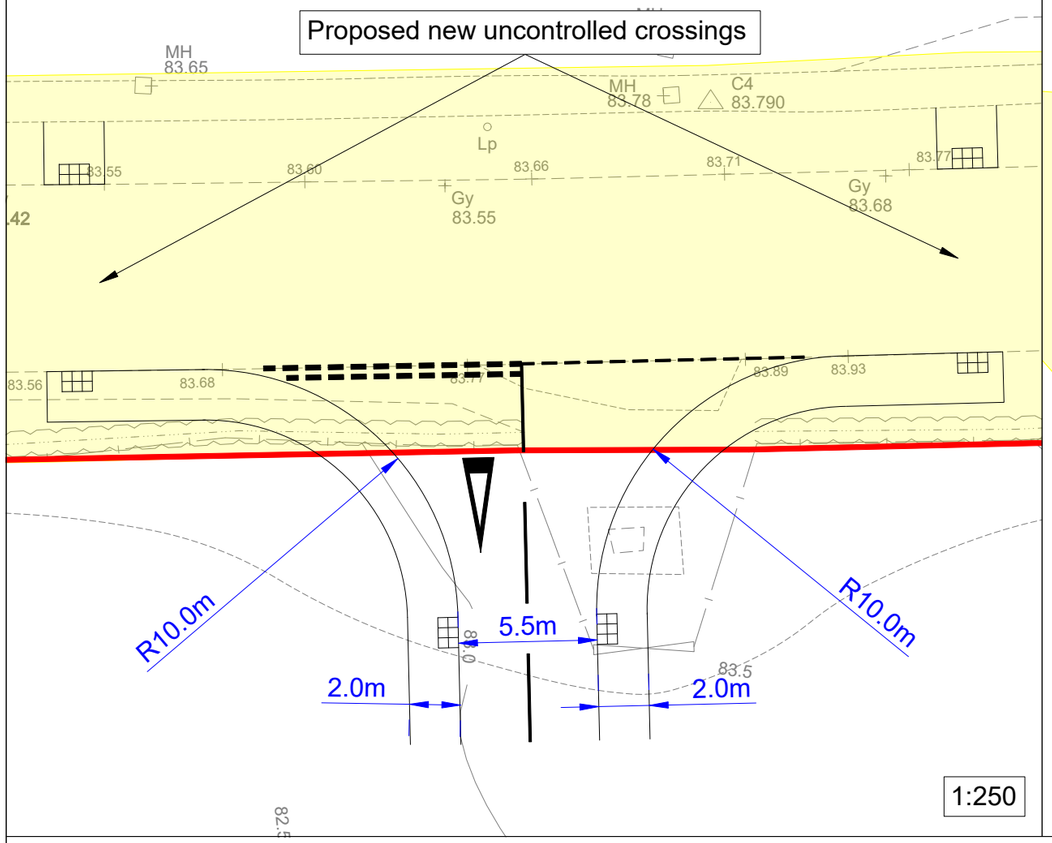
Drawing Status
Planning

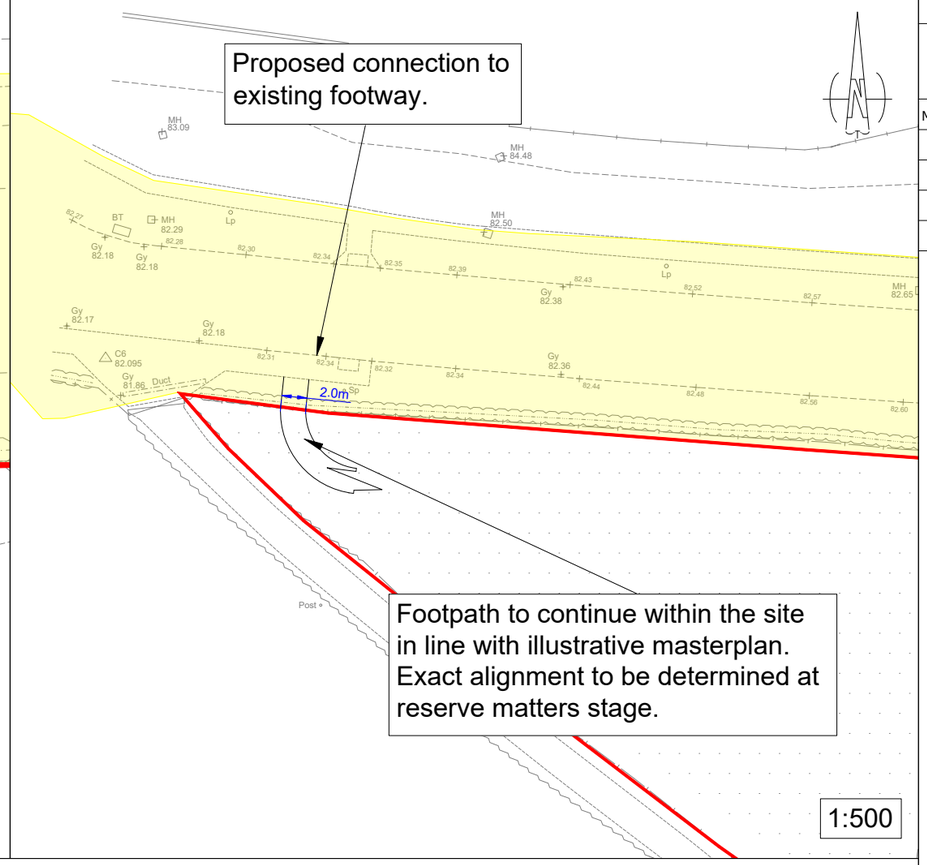
27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-transportplanning.com

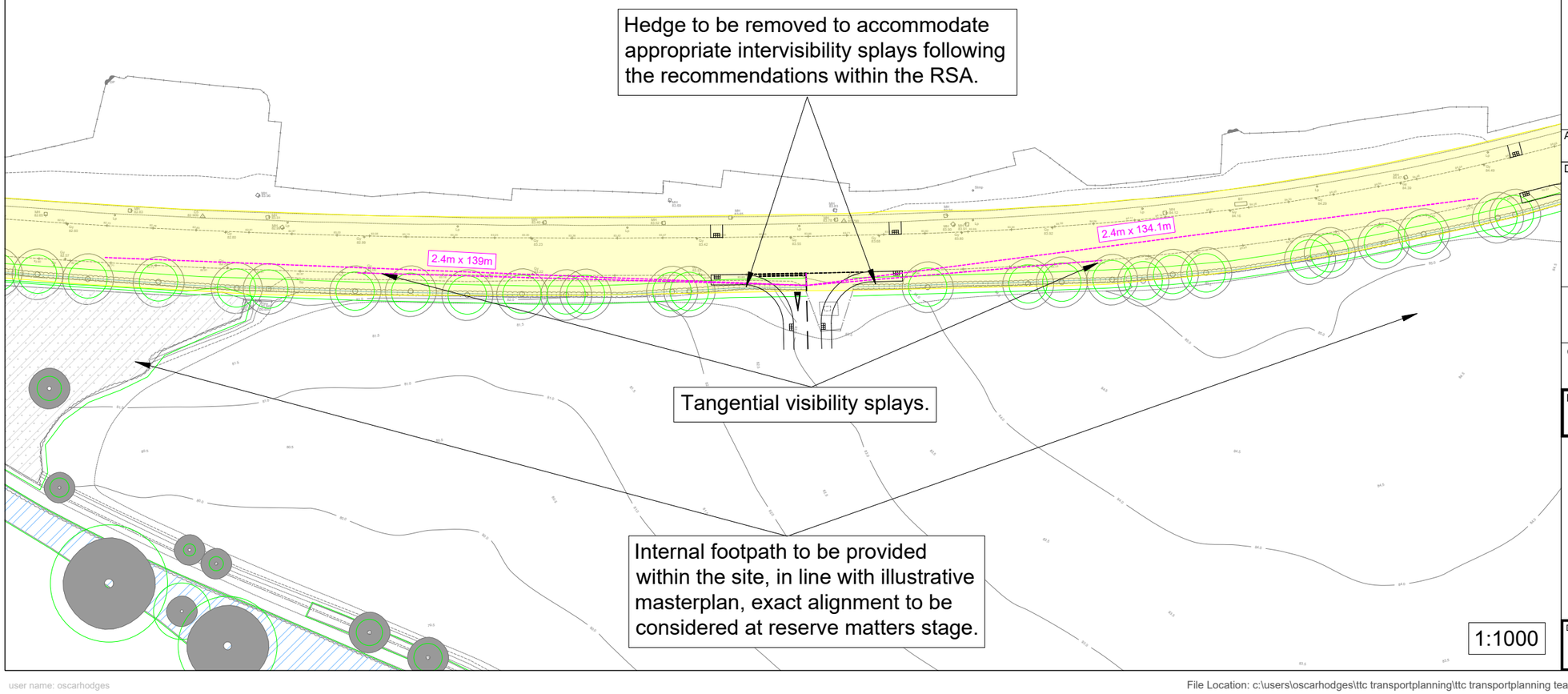
ttc Transportation Consultancy
VALUE EXCEED TRUST EXCELLENCE CLARITY

Drawing Number
211040-00

Revision
A







Date of 1st Issue	Description	Drawn by	Checked by
24.07.24	First Issue	OT	JC

REVISIONS

Mark	Revision	Drawn	Date	Chkd
A	Updated site layout	OH	05/06/25	JC
B	Updated visibility splays	OH	13/06/25	JC
C	Relocation of western access	OH	02/07/25	JC
D	Response to the recommendations in the Stage 1 RSA	OH	16/07/25	JC

Key:

- Site Boundary
- Proposed Design
- Visibility Splays
- Key Dimensions
- Highway Boundary (x.Xm)

Notes:

1. Drawing units are in metres unless specified otherwise.
2. Drawing is based on topographical survey data from Define.
3. Visibility splays calculated based on recorded 85th percentile speeds.
4. Design based on principles from Leicestershire Highway Design Guide.
5. Extents of the highway boundary have been interpreted from data obtained from LCC.

A3 SCALE
As shown

Drawing Title
Sacheverell Way, Groby
Proposed Access
Western Priority Junction

Client
Bloor Homes

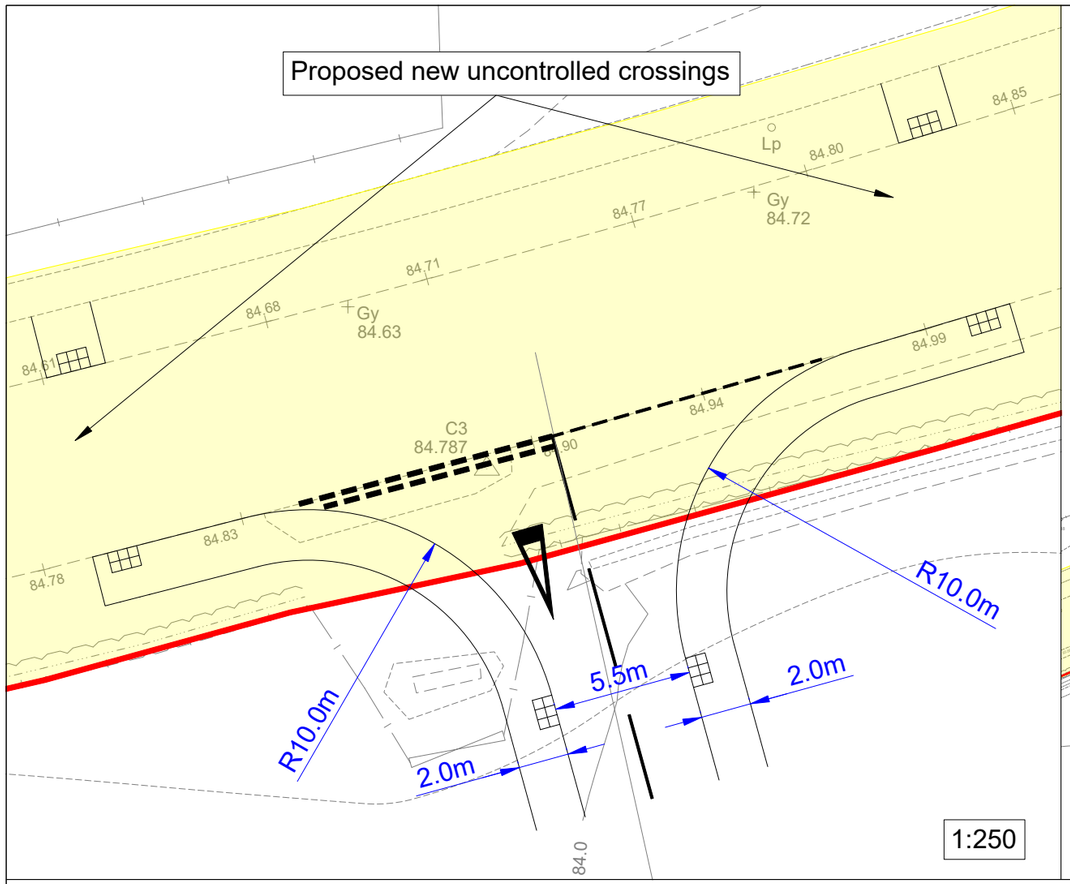
Drawing Status
Planning

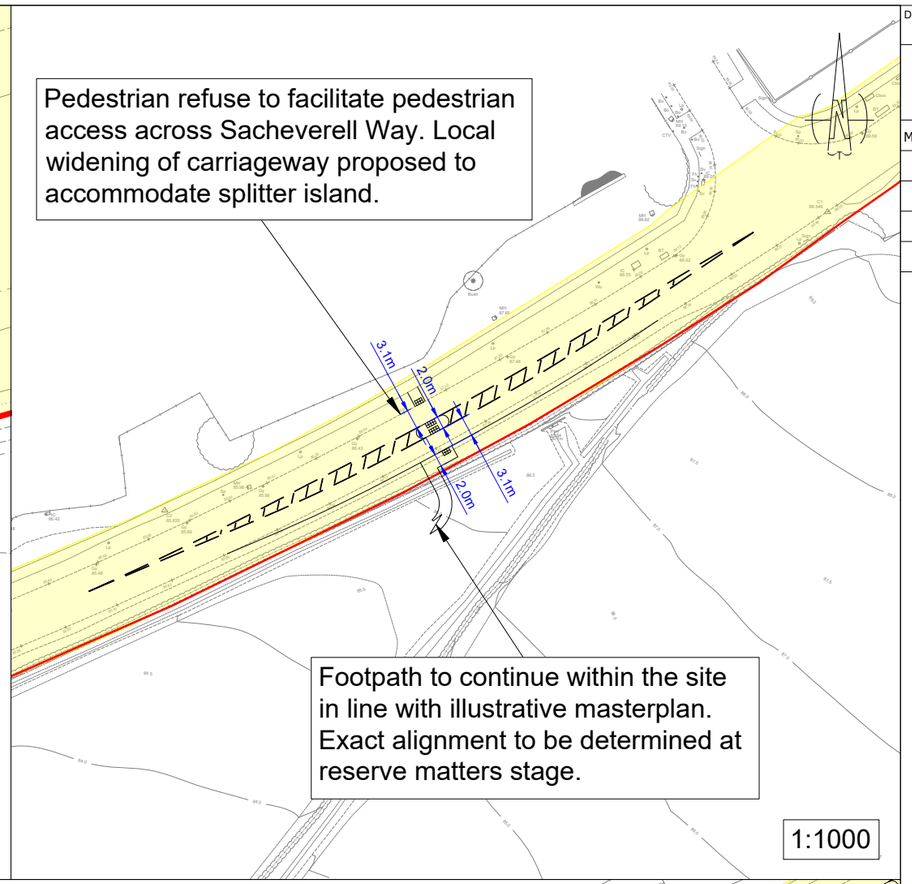
27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-transportplanning.com

ttc Transportation Consultancy
VALUE EXCEED TRUST EXCELLENCE CLARITY

Drawing Number
211040-01

Revision
D





Date of 1st Issue	Description	Drawn by	Checked by
24.07.24	First Issue	OT	JC

REVISIONS

Mark	Revision	Drawn	Date	Chkd
A	Updated site layout	OH	05/06/25	JC
B	Updated visibility splays	OH	13/06/25	JC
C	Relocation of western access	OH	02/07/25	JC
D	Response to the recommendations in the Stage 1 RSA	OH	16/07/25	JC

Key:

- Site Boundary
- Topographical Survey
- Proposed Design
- Visibility Splays
- Key Dimensions (x.Xm)
- Highway Boundary

Notes:

1. Drawing units are in metres unless specified otherwise.
2. Drawing is based on topographical survey data from Define.
3. Visibility splays calculated based on 85th percentile recorded speeds.
4. Design based on principles from Leicestershire Highway Design Guide
5. Extents of the highway boundary have been interpreted from data obtained from LCC.

A3 SCALE
As shown

Drawing Title
Sacheverell Way, Groby
Proposed Access
Eastern Prioirty Junction

Client
Bloor Homes

Drawing Status
Planning

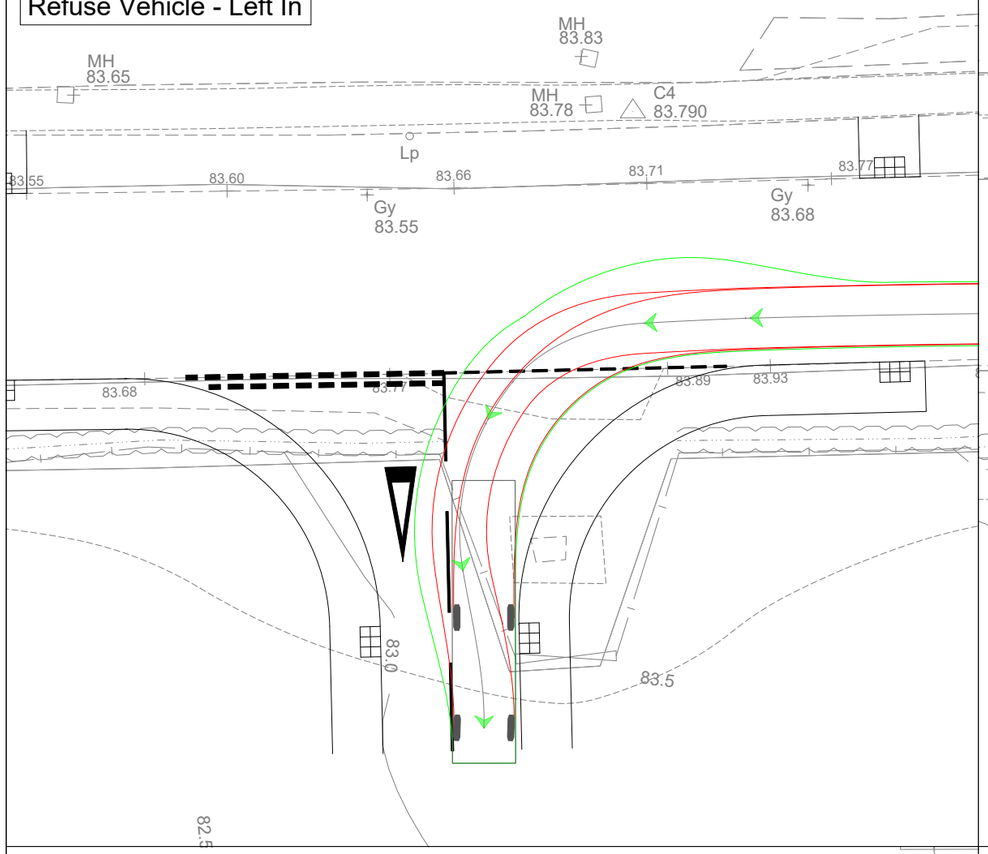
27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-transportplanning.com

ttc Transportation Consultancy
VALUE EXCEED TRUST EXCELLENCE CLARITY

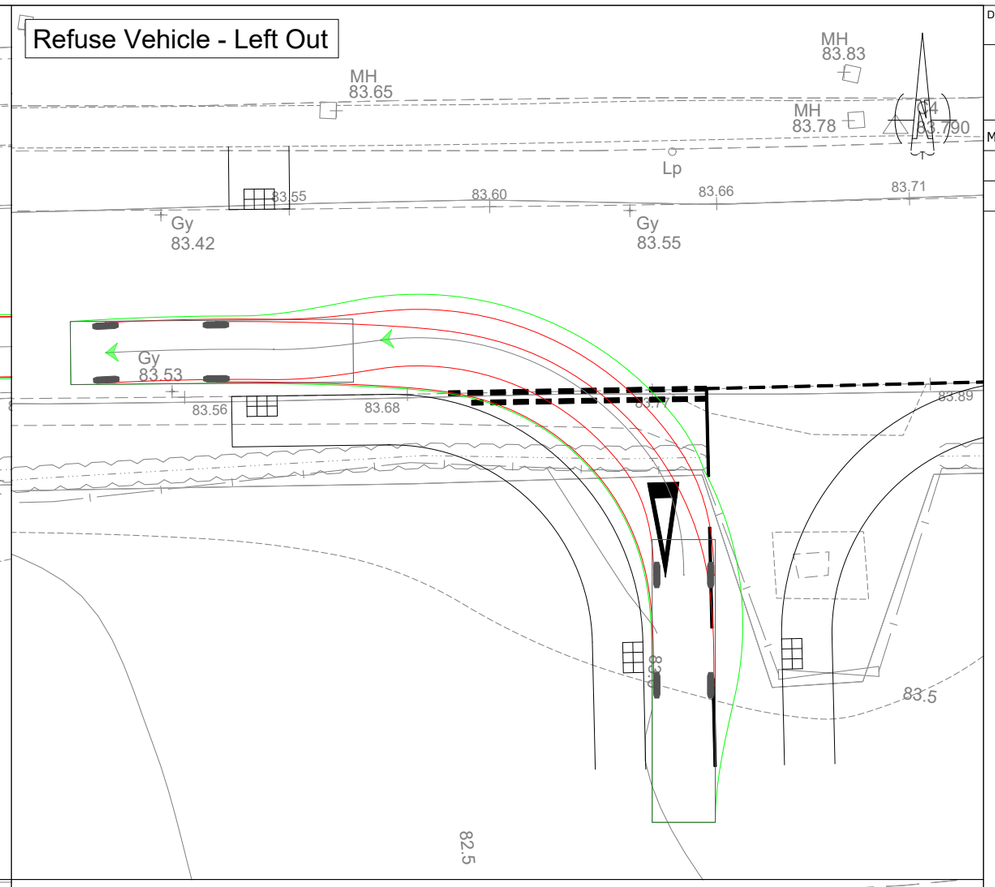
Drawing Number
211040-02

Revision
D

Refuse Vehicle - Left In



Refuse Vehicle - Left Out



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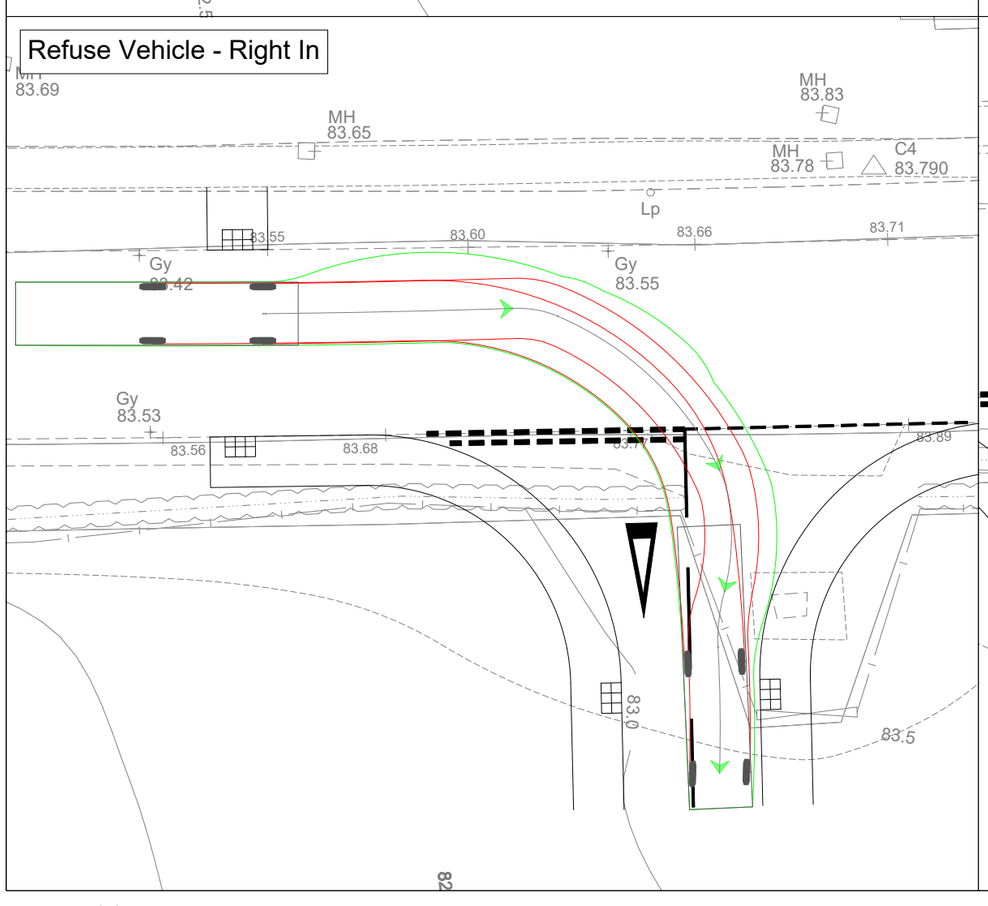
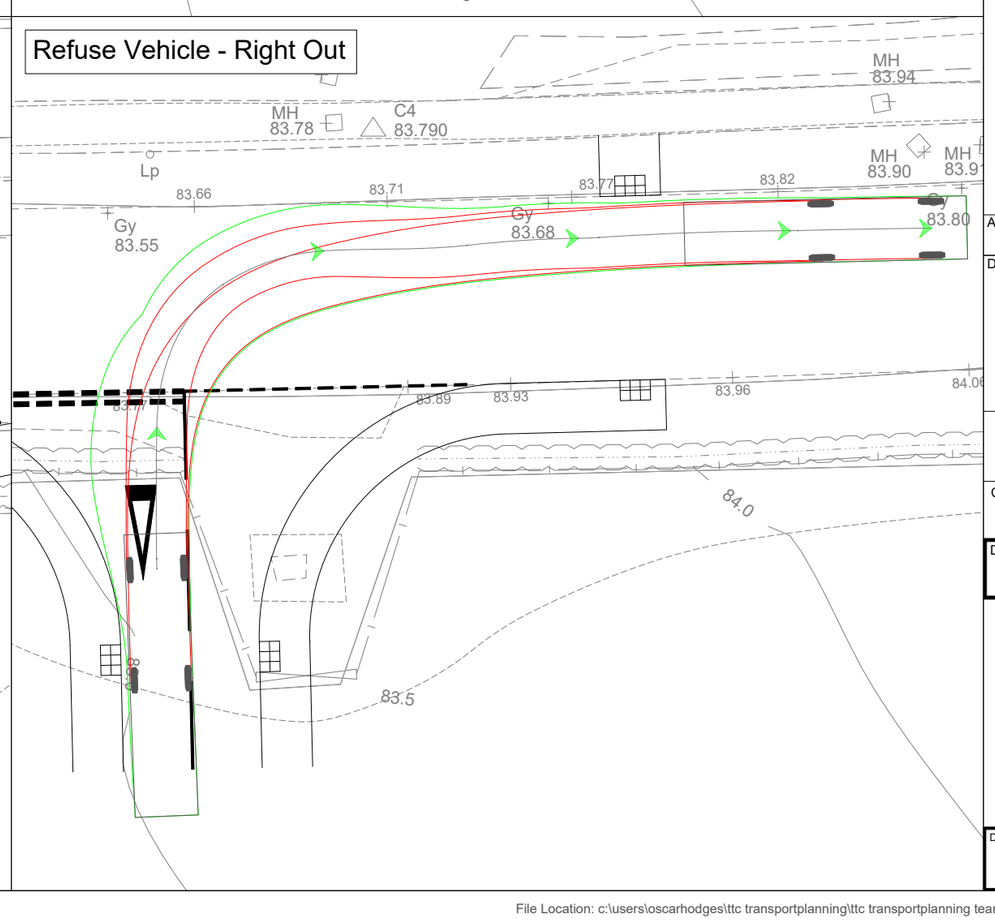


Refuse Vehicle - Right Out



Date of 1st Issue	Description	Drawn by	Checked by
24.07.24	First Issue	OT	JC

REVISIONS

Mark	Revision	Drawn	Date	Chkd
A	Updated site layout	OH	05/06/25	JC
B	Relocation of western access	OH	02.07.25	JC

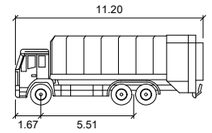
Key:

- Base Mapping / Architect Layout / Topographical Survey
- Proposed Design
- Vehicle Outline
- Wheel Base

Notes:

1. Drawing units are in metres unless specified otherwise.
2. Drawing is based on topographical survey data from Define.
3. Design based on priniplces from Leicestershire Highway Design Guide

Vehicle Profile:



Refuse 11.2m

	meters
Width	: 2.53
Track	: 2.53
Lock to Lock Time	: 6.0
Steering Angle	: 40.4

A3 SCALE
1:250

Drawing Title
Sacheverell Way
Proposed Access
Western Priority Junction
Refuse Tracking

Client
Bloor Homes

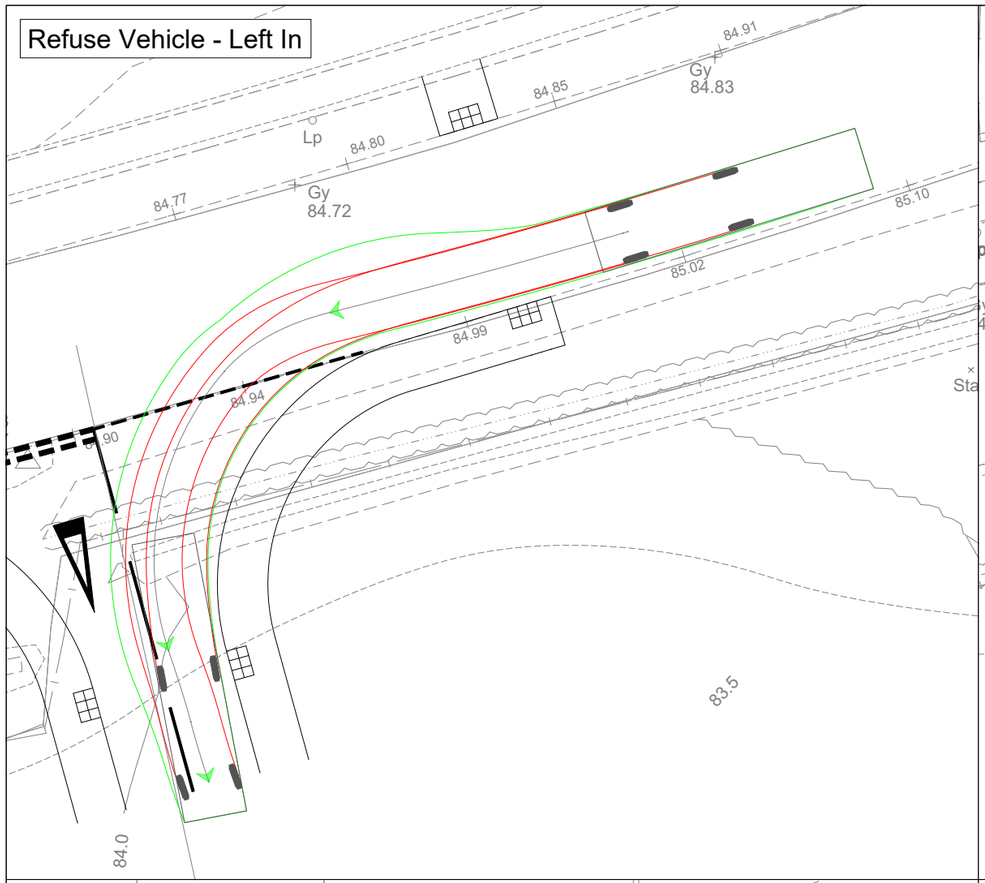
Drawing Status
Planning

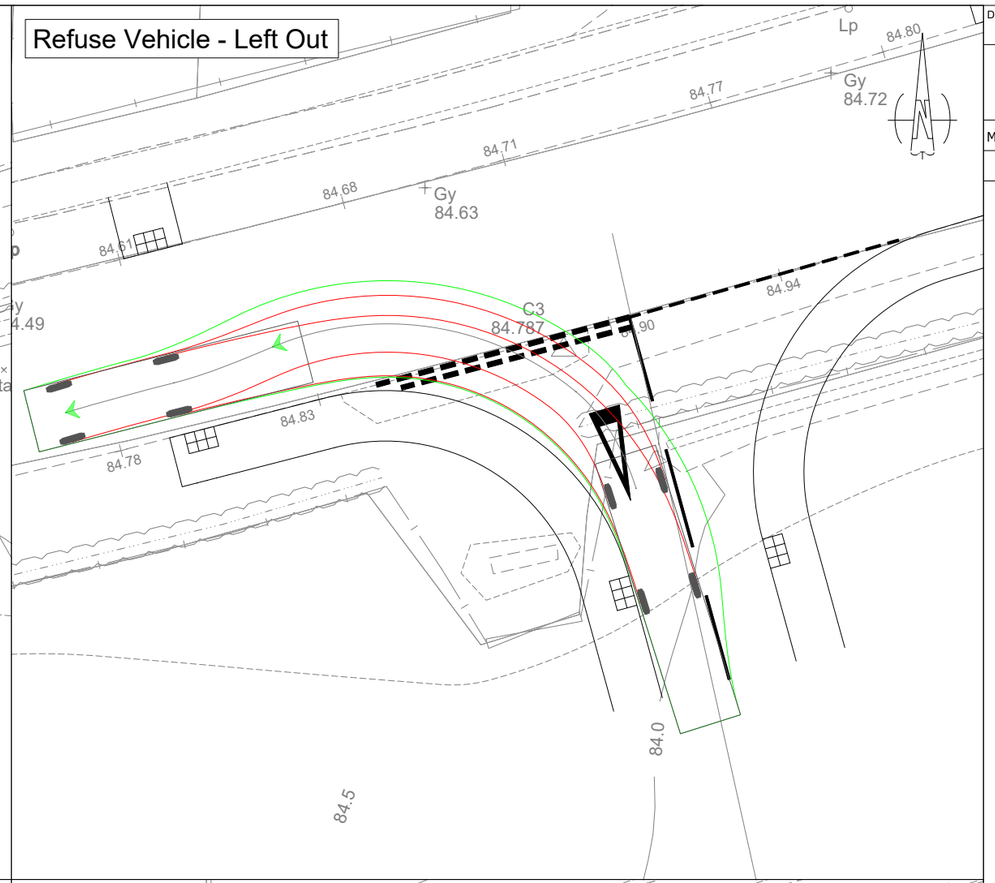
27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-transportplanning.com

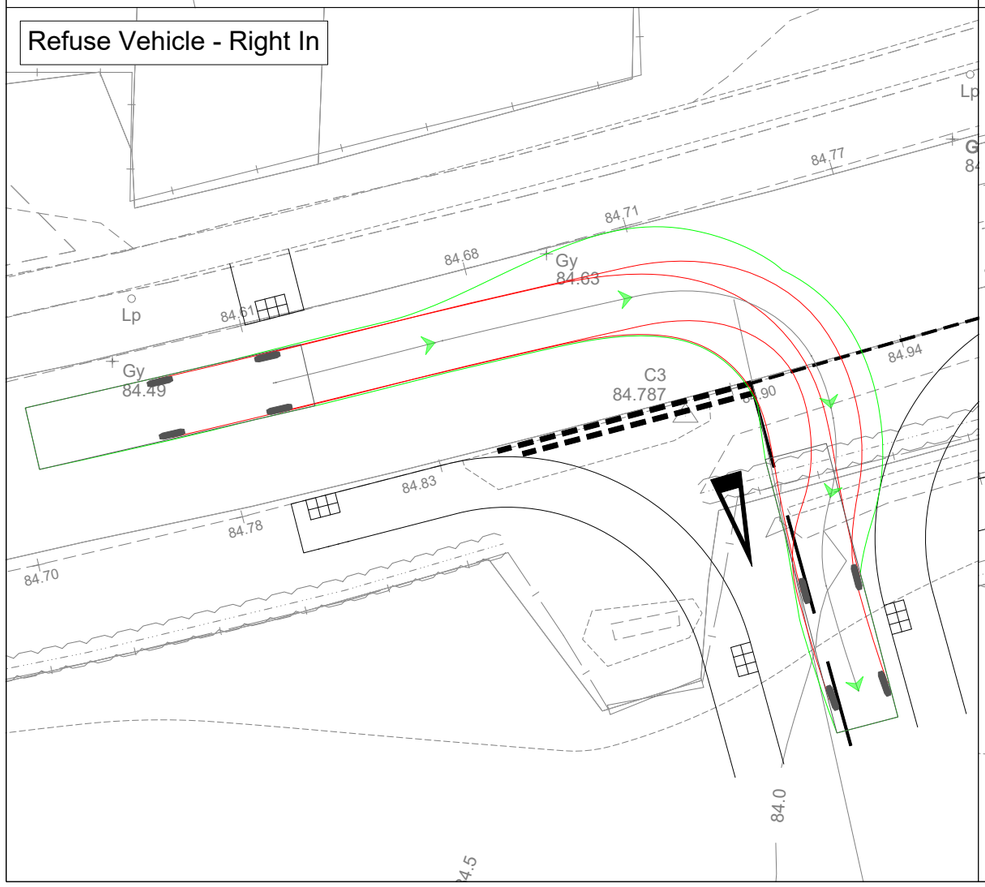
ttc Transportation Consultancy
VALUE EXCEED TRUST EXCELLENCE CLARITY

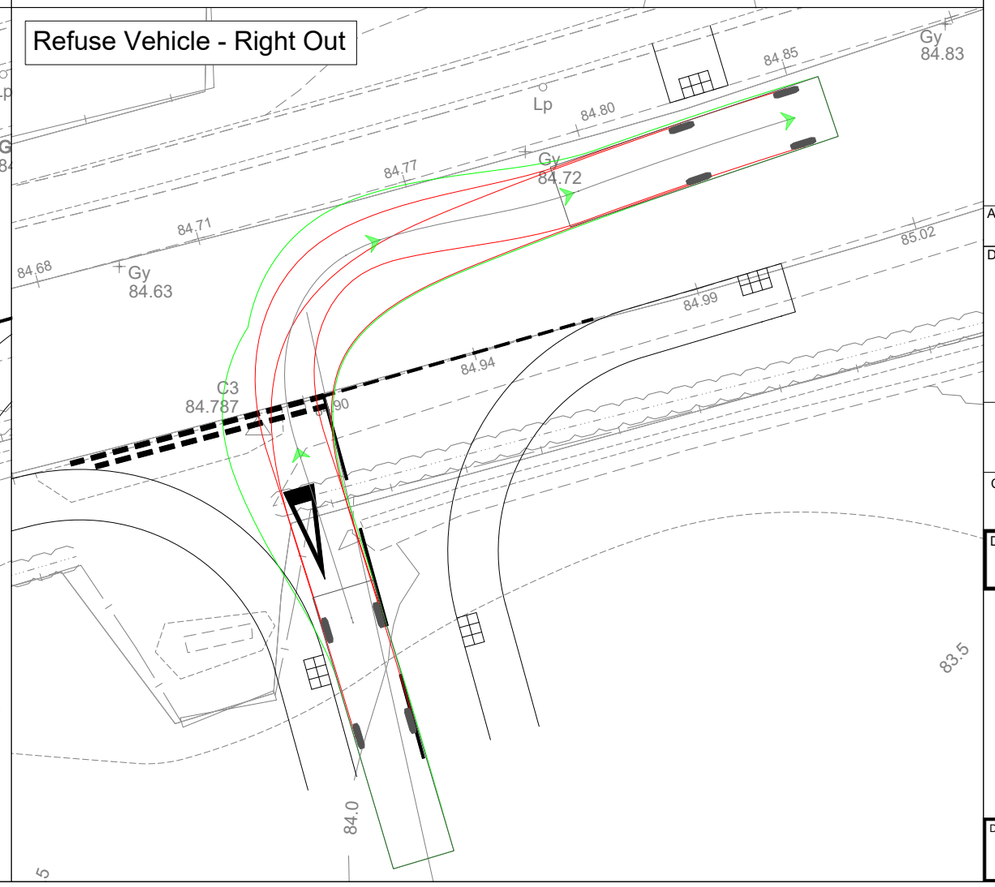
Drawing Number
211040-03

Revision
B









Date of 1st Issue	Description	Drawn by	Checked by
24.07.24	First Issue	OT	JC

REVISIONS

Mark	Revision	Drawn	Date	Chkd
A	Updated site layout	OH	05/06/25	JC

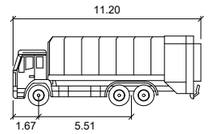
Key:

- Base Mapping / Architect Layout / Topographical Survey
- Proposed Design
- Vehicle Outline
- Wheel Base

Notes:

1. Drawing units are in metres unless specified otherwise.
2. Drawing is based on topographical survey data from Define.
3. Design based on priniplces from Leicestershire Highway Design Guide

Vehicle Profile:



Refuse 11.2m

	meters
Width	: 2.53
Track	: 2.53
Lock to Lock Time	: 6.0
Steering Angle	: 40.4

A3 SCALE
1:250

Drawing Title
Sacheverell Way
Proposed Access
Eastern Priority Junction
Refuse Tracking

Client
Bloor Homes

Drawing Status
Planning

27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-transportplanning.com

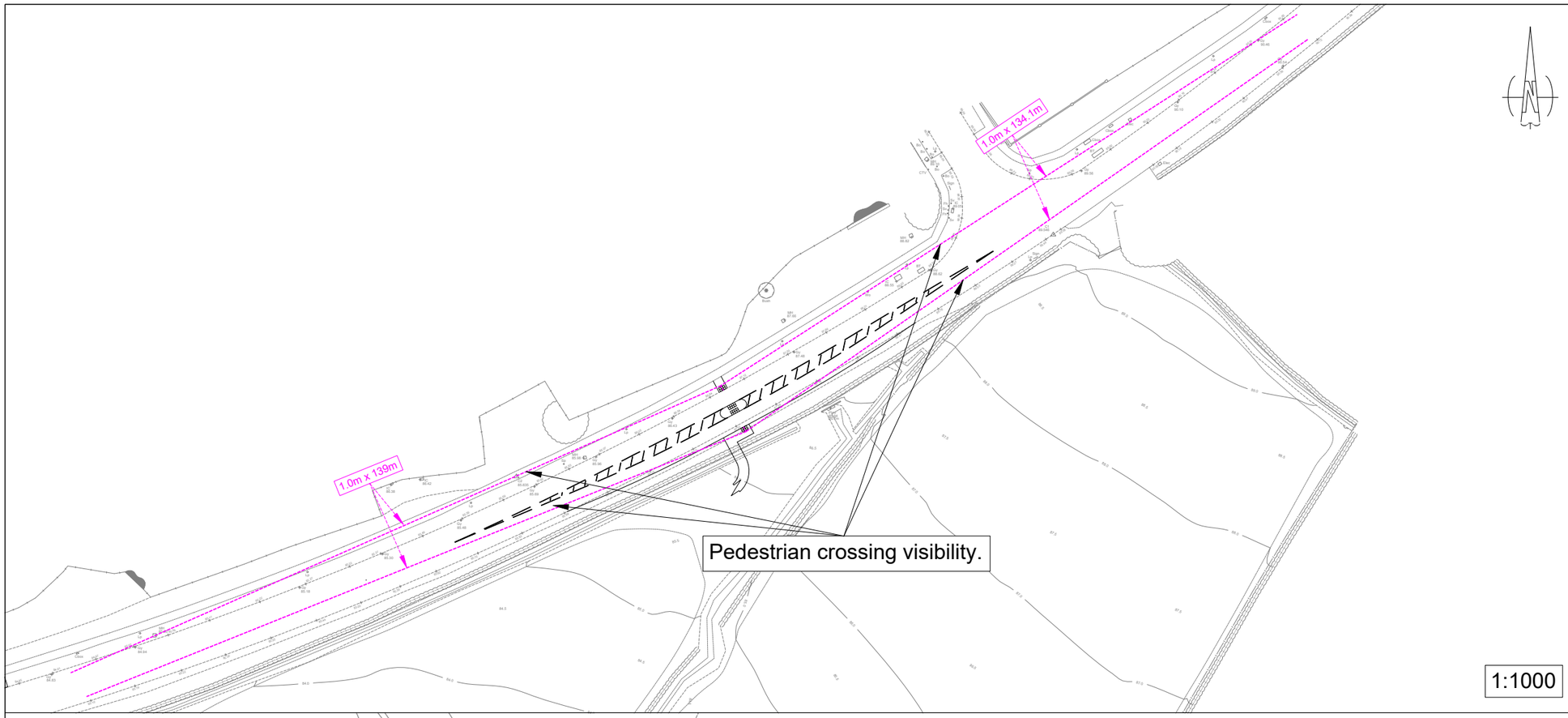
ttc the transportation consultancy

Drawing Number
211040-04

Revision
A

File Location: c:\users\oscarhodges\ttc transportplanning\ttc transportplanning team site - documents\ttc - projects\211040 - sacheverell way, groby\drawings\acad\211040-01c.dwg

Date of 1st Issue	Description	Drawn by	Checked by
14.07.25	First Issue	OH	JC



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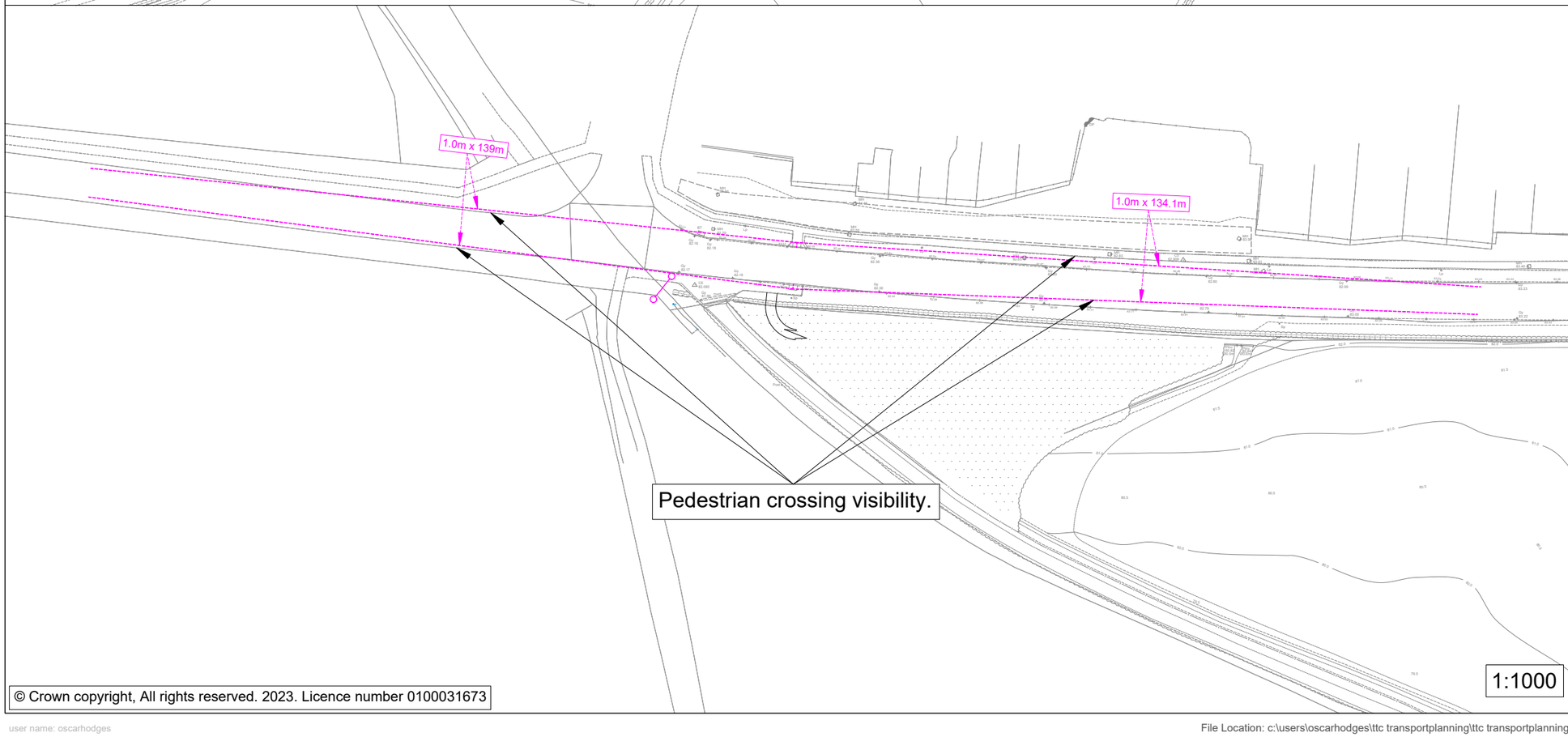

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Key:

- Topographical Survey / OS Mapping
- Proposed Design
- Visibility Splays

Notes:

1. Drawing units are in metres unless specified otherwise.
2. Drawing is based on topographical survey data from Define, as well as OS Mapping.
3. Visibility splays calculated based on recorded 85th percentile speeds.
4. Design based on principles from Leicestershire Highway Design Guide.

A3 SCALE
As shown

Drawing Title
Sacheverell Way, Groby
Proposed Access
Pedestrian Crossing Visibility Splays

Client
Bloor Homes

Drawing Status
Planning

27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-transportplanning.com

ttc Transportation Consultancy
VALUE EXCEED TRUST EXCELLENCE CLARITY

Drawing Number	Revision
211040-05	-

Appendix J
Visibility Calculation

Project: 211040 Sacheverell Way
Speed Survey Location: Sacheverell Way

Date/Time: 12hr data - Dry days selected as specified below

Direction: Eastbound					Direction: Westbound					
Date	**Time***	**Volume**	**Speed**	**Total**	**Date**	**Time***	**Volume**	**Speed**	**Total**	*
20.06.24	12hr	3276	48.2	157903.2	20.06.24	12hr	3502	46.7	163543.4	10am-12
21.06.24	12hr	3466	48.3	167407.8	21.06.24	12hr	3571	47.2	168551.2	2pm-4pm
24.06.24	12hr	3122	48.3	150792.6	24.06.24	12hr	3407	47.6	162173.2	
25.06.24	12hr	3257	48.1	156661.7	25.06.24	12hr	3424	47.5	162640.0	
26.06.24	12hr	3228	48.2	155589.6	26.06.24	12hr	3515	47	165205.0	
				0.0					0.0	
				0.0					0.0	
				0.0					0.0	
				0.0					0.0	
				0.0					0.0	
				0.0					0.0	
				0.0					0.0	
				0.0					0.0	
	Total	16349		788354.9		Total	17419		822112.8	
Average 85th Percentile Speed =				48.22037433	Average 85th Percentile Speed =				47.19632585	
Wet Weather Addition 0 or 2.5?					**Wet Weather Addition 0 of 2.5?**				0	
Dry Weather 85th Percentile Speed =				48.22037433	Dry Weather 85th Percentile Speed =				47.19632585	

Note: All days selected were dry days

Project: 211040 Sacheverell Way
Speed Survey Location: Sacheverell Way

MfS Visibility Calculation

Direction: Eastbound				x			
BELOW 60 KPH DESIGN/MEASURED SPEED				**BELOW 60 KPH DESIGN/MEASURED SPEED**			
Para 10.1.5 MfS2				Para 10.1.5 MfS2			
Calculation Params		Speed Survey Result		Calculation Params		Speed Survey Result	
v	21.4312775	48.22037433	mph	v	20.97614	47.19633	mph
t	2			t	2		
d	2.45			d	2.45		
gradient	0			gradient	0		
SSD =	136.6 m	**Vis required =**	**139.0 m**	SSD =	131.7 m	**Vis required =**	**134.1 m**

Reference:
Table 10.1 MfS2

Design Speed	Vehicle Type	Reaction Time t (s)	Deceleration rate d (m/s) (i.e. factor x 9.81)		Standard
60kph and below	Light Vehicles	1.5	0.450 g	4.41	MfS2
	HGV's	1.5	0.375 g	3.68	MfS2
	Buses	1.5	0.375 g	3.68	MfS2
Above 60kph	All Vehicles 1	2	0.375 g (Absolute Minimum)	3.68	TD 9/93
	All Vehicles 2	2	0.250 g	2.45	TD 9/93

Appendix K
Stage 1 RSA

LAND SOUTH OF SACHEVERELL WAY, GROBY, LEICESTERSHIRE

PROPOSED HIGHWAY WORKS

STAGE 1

ROAD SAFETY AUDIT REPORT

REQUESTED BY:

THE TRANSPORTATION CONSULTANCY

JULY 2025

RKS Associates

Project:	Land South of Sacheverell Way, Groby, Leicestershire Proposed Highway Works
Client:	The Transportation Consultancy
Document:	Stage 1 Road Safety Audit
RKS Associates Ref:	VRP1985 - RSA 1
Issue date:	10th July 2025
Status:	Final
Authorised by:	VP/BN

RKS
Associates

Contents

Appendices

1 INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit carried out on the highway works associated with a proposed residential development on land to the south of Sacheverell Way, Groby in Leicestershire. The development proposals are associated with a proposed residential development comprising of 180 dwellings.

1.2 The highway works subject to this Stage 1 Road Safety Audit include two new accesses located on the southern side of Sacheverell Way to serve the proposed development. The new accesses take the form simple priority junctions facilitating all movements into and out of the site, both accesses are 5.5m wide with 10m junction radii. A 2m wide footway is provided on both sides of the respective access roads that continue onto Sacheverell Way where a proposed uncontrolled pedestrian crossing facility either side of the respective access junctions. The highway works also include uncontrolled pedestrian crossing facilities across each access that is set back from the priority junction and across Sacheverell Way. In addition, a separate pedestrian only access is located at the western and eastern extents of the development.

1.3 Sacheverell Way is a single two-way carriageway aligned generally in an east to west direction. The carriageway in the vicinity of the proposed development accesses is lit and is locally subject to a 40mph speed limit. Continuous footways that are set back from the carriageway by a grass verge is provided the northern side and a grass verge/hedgerow along the southern side of Sacheverell.

1.4 The Transportation Consultancy has supplied the following information upon which this Stage 1 RSA is based:

- Stage 1 Road Safety Audit Brief prepared by The Transportation Consultancy Reference: 211040-02 RSA Brief (July 2025);
- The Transportation Consultancy Drawing Numbers:
  - 211040-00 Rev. A – Site Access Strategy Overview Plan;
  - 211040-01 Rev. C – Proposed Access Western Priority Junction;
  - 211040-02 Rev. C – Proposed Access Eastern Priority Junction;
  - 211040-03 Rev. B – Proposed Access Western Priority Junction Refuse Tracking; and
  - 211040-04 Rev. A – Proposed Access Eastern Priority Junction Refuse Tracking.

1.5 The main parties to this Road Safety Audit include the following:

Road Safety Audit Team Leader	Vimal Patel BEng (Hons), GMICE, FIHE, NH Cert Comp
Road Safety Audit Team Member	Beth Newiss MCIHT, MSoRSA, NH Cert Comp
Overseeing Organisation	Leicestershire County Council
Design Organisation	The Transportation Consultancy

1.6 The Audit was carried out following examination of the submitted documents, including a site visit undertaken on Monday 1st July 2025 between the hours of 10:00 am and 11:30 am. The weather was sunny, and the road surface was dry, traffic flows were moderate and low number of pedestrians and cyclists were observed travelling along Sacheverell Way.

Terms of Reference

1.7 The Audit Team is independent of the project design team and has no other involvement with the project. This Stage 1 RSA has been undertaken in accordance with the relevant sections of GG-119, part of the Design Manual for Roads and Bridges (DMRB). The extent of this Road Safety Audit relates to the proposed layout contained in Appendix A.

1.8 The Safety Audit Team has examined only matters relating to road safety implications of the scheme and has not verified compliance of the design to any other criteria. The Audit Team have not been made aware of any Departures from Standard or previous road safety audits undertaken on the scheme proposals.

1.9 All of the problems identified in this report are considered by the Audit Team to require action in order to improve the safety of the scheme and to minimise accident occurrence for all users. The location of the problems identified in this Safety Audit is shown in **Appendix A** where the reference numbers relate to the problems identified in this report.

1.10 The recommendations in this report are aimed at addressing the identified road safety problems; however, there may be other alternative acceptable ways to overcome a specific problem when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities. The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit and would encourage the Designer to consult them on this matter.

1.11 The Designer is advised to prepare a Road Safety Audit Decision Log, a template for which is included in **Appendix B**. This enables the Designers and Overseeing Organisations Response to the Audit to be documented along with an agreed RSA Action.

Collision Data

1.12 The Road Safety Audit Brief prepared by The Transportation Consultancy provides details of the Personal Injury Collision (PIC) information obtained from Leicestershire County Council for the 70-month period (01/01/2019 to 31/10/2024) for the local highway. The collision data indicates a total of 9 collisions, all recorded as slight injuries have occurred on the wider highway network. A closer examination of the collision data indicates one collision that occurred in October 2019 was recorded on Sacheverell Way between the proposed development accesses, it involved 3 vehicles and resulted in a slight injury.

Trip Generation/Traffic Flow Data

1.13 The Road Safety Audit Brief provides details of the likely trip generation associated with the proposed development. The trip generation assessment indicates that the proposed development is likely to generate 114 and 118 two-way vehicle trips during the AM and PM peak hour periods respectively. In addition, traffic surveys conducted along Sacheverell Way between 20th and 26th June 2024 indicate that the 85th percentile speeds along Sacheverell Way to be 48.2mph and 47.2mph in the eastbound and westbound directions respectively.

2 ITEMS RAISED AT STAGE 1 ROAD SAFETY AUDIT

2.1 **Problem:**
Summary: Potential collisions due to standing water or service covers
Location: Throughout

No details have been provided in respect of surface water drainage or other services, and it is therefore not possible to ascertain whether there will be any safety implications. The absence of surface water drainage may result in the collection of surface water that could increase the risk of loss of control collisions.

Recommendation:
Ensure that adequate surface water drainage is provided, any proposed drainage gullies should be relocated away from pedestrian and cycle desire lines.

2.2 **Problem:**
Summary: Potential risk of collisions associated with obstruction in visibility
Location: Proposed development accesses on *Sacheverell Road*

Visibility splays to and from the proposed development accesses have been provided and accord with highway standards. However, there is concern that vegetation behind the visibility splays may over time restrict visibility for motorists accessing the development. Poor visibility may increase the risk of turning collisions between vehicles accessing the development and traffic travelling along Sacheverell Road.

Recommendation:
Vegetation behind the visibility splays should be cut back and regularly maintained or alternatively replaced with a low-level variety.

2.3 **Problem:**
Summary: Potential risk of turning collisions associated with insufficient space
Location: Sacheverell Road/Proposed development access

The vehicle track plots for a refuse vehicle accessing the respective accesses serving the proposed development via Sacheverell Road indicate that they will overrun the opposing traffic lane to negotiate the turning movement into/out of the development. Insufficient carriageway space to allow a refuse/large vehicles to access the development unimpeded may result in them to stop suddenly and/or reverse to allow a vehicle to pass, this could lead to a risk of collisions associated with late braking or collisions with other road users whilst reversing.

Recommendation:
Ensure that visibility splays are introduced showing inter-visibility between motorists entering/exiting the development and traffic travelling along Sacheverell Road, the area within the visibility splays should be kept clear of any obstructions.

2.4 **Problem**

Summary: Potential risk of pedestrian collisions associated with poor visibility.
Location: Pedestrian crossing facility across respective development accesses

No details relating to visibility splays to and from the tactile landings at the proposed uncontrolled crossing facilities across the respective development accesses have been provided. It is noted that the uncontrolled crossing facilities are set back from Sacheverell Road. Poor visibility may increase the risk of pedestrians struck by turning vehicles as they step out onto the carriageway to observe on-coming traffic.

Recommendation:
Ensure that visibility splays are provided to and from the tactile landings, if necessary cut back or remove any vegetation that restricts the visibility to and from the tactile landings or alternatively move the respective crossing facilities closer to Sacheverell Road.

2.5 **Problem**

Summary: Potential risk of pedestrian collisions associated with poor visibility.
Location: Pedestrian crossing facility across Sacheverell Road (eastern and western extent of development)

No details relating to visibility splays to and from the tactile landings at the proposed uncontrolled crossing facilities across Sacheverell Road at the eastern and western extents of the proposed development. Observations during the site inspection noted that existing vegetation adjacent to the tactile landings may restrict visibility to and from the tactile landings. This may encourage pedestrians to step out onto the carriageway to observe on-coming traffic where the risk of them being struck by passing traffic will be greater.

Recommendation:
Ensure that visibility splays are provided to and from the tactile landings, if necessary cut back or remove any vegetation that restricts the visibility to and from the tactile landings.

3 AUDIT TEAM STATEMENT

3.1 We certify that this audit has been carried out in accordance with GG-119 of Design Manual for Roads & Bridges Volume 5 Section 2 - Road Safety Audits. Its sole purpose is to identify features of the scheme that could be removed or modified to improve safety. No member of the Audit Team has been involved in the scheme design.

Audit Team Leader

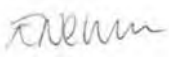
Vimal Patel
BEng (Hons), GMICE, FIHE, NH Cert Comp

Signed: 

Date: 10th July 2025

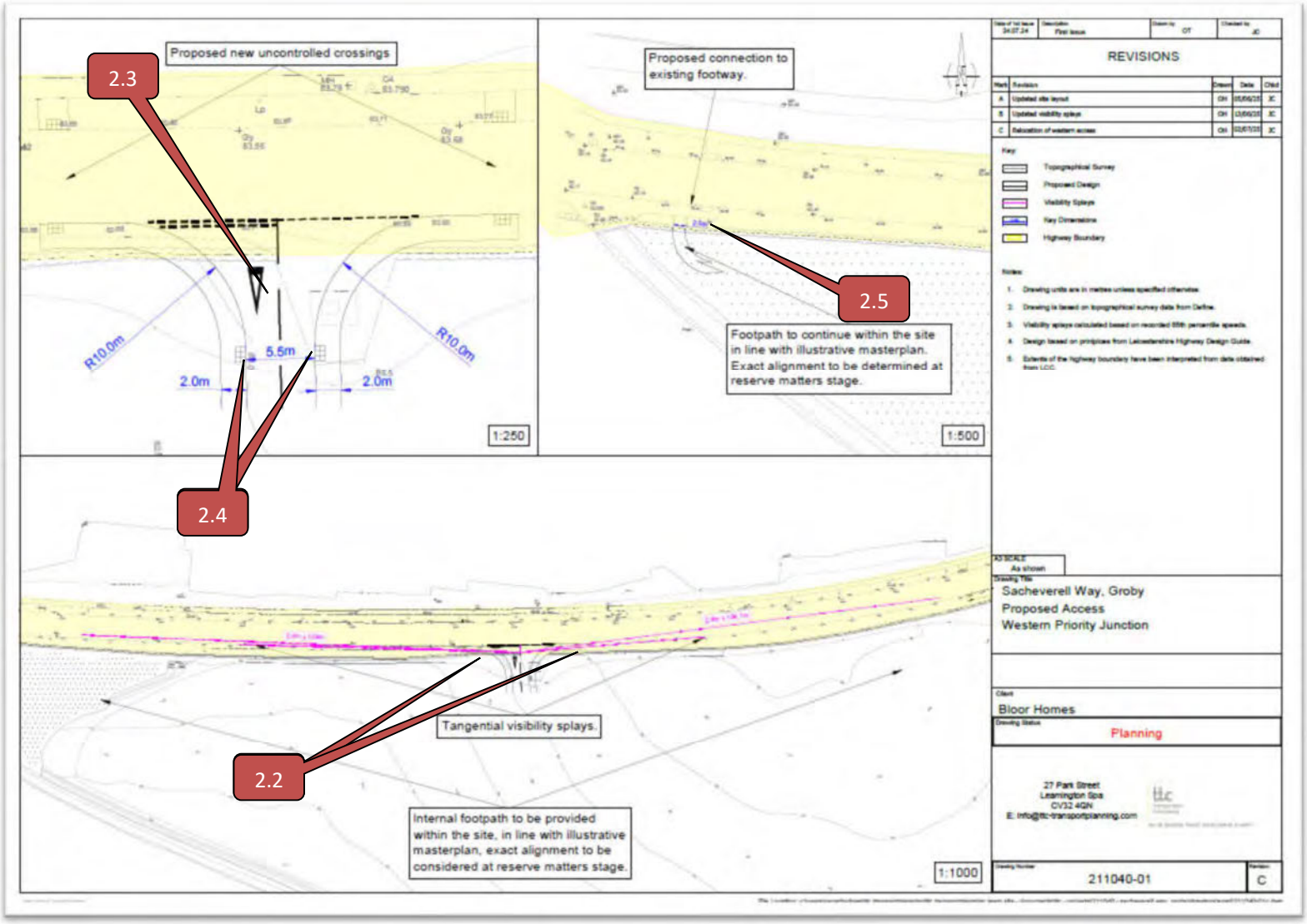
Audit Team Member

Beth Newiss
MCIHT, MSoRSA, NH Cert Comp

Signed: 

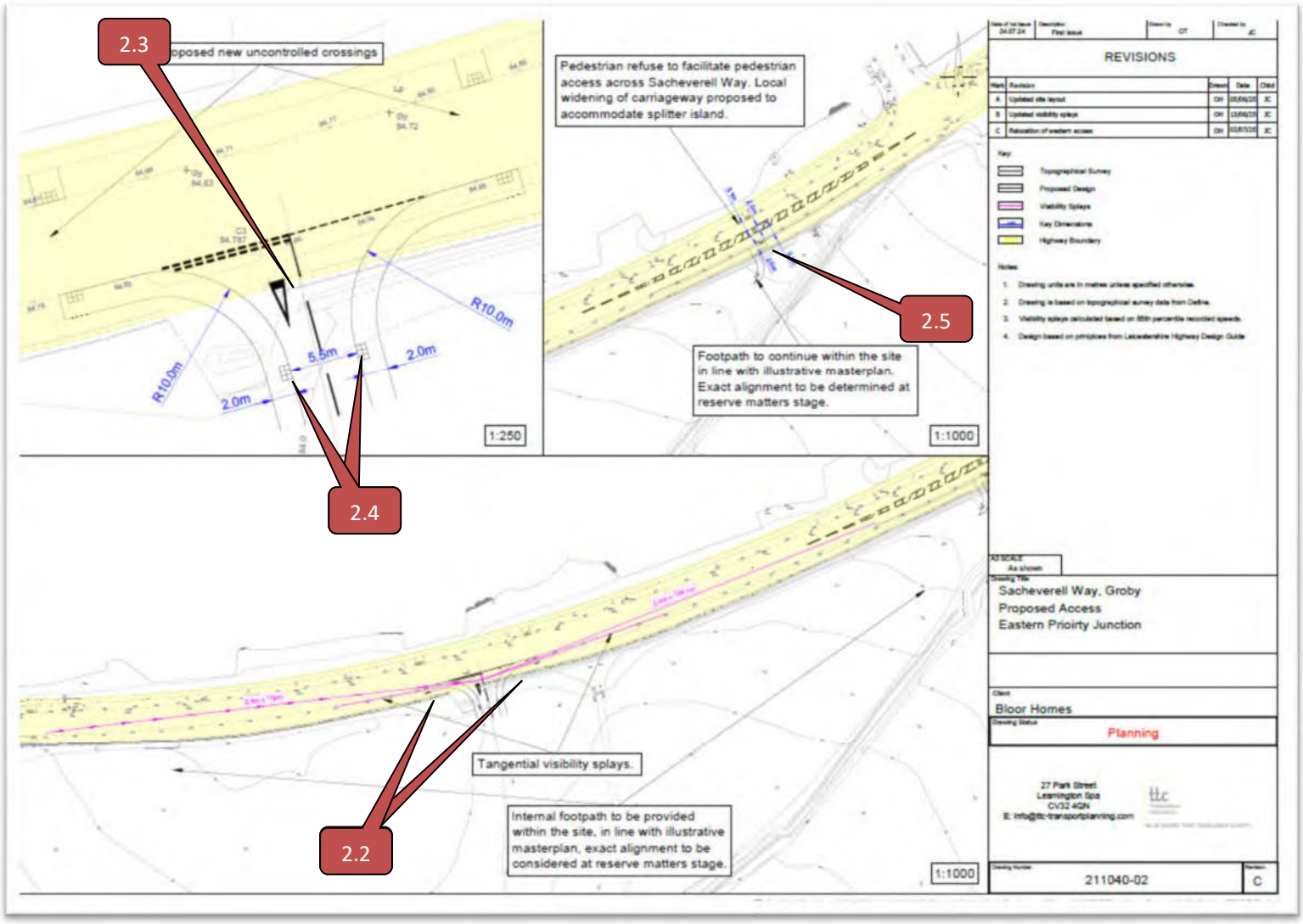
Date: 10th July 2025

Appendix A



2.1
General Issue

2.1
General Issue



Appendix B

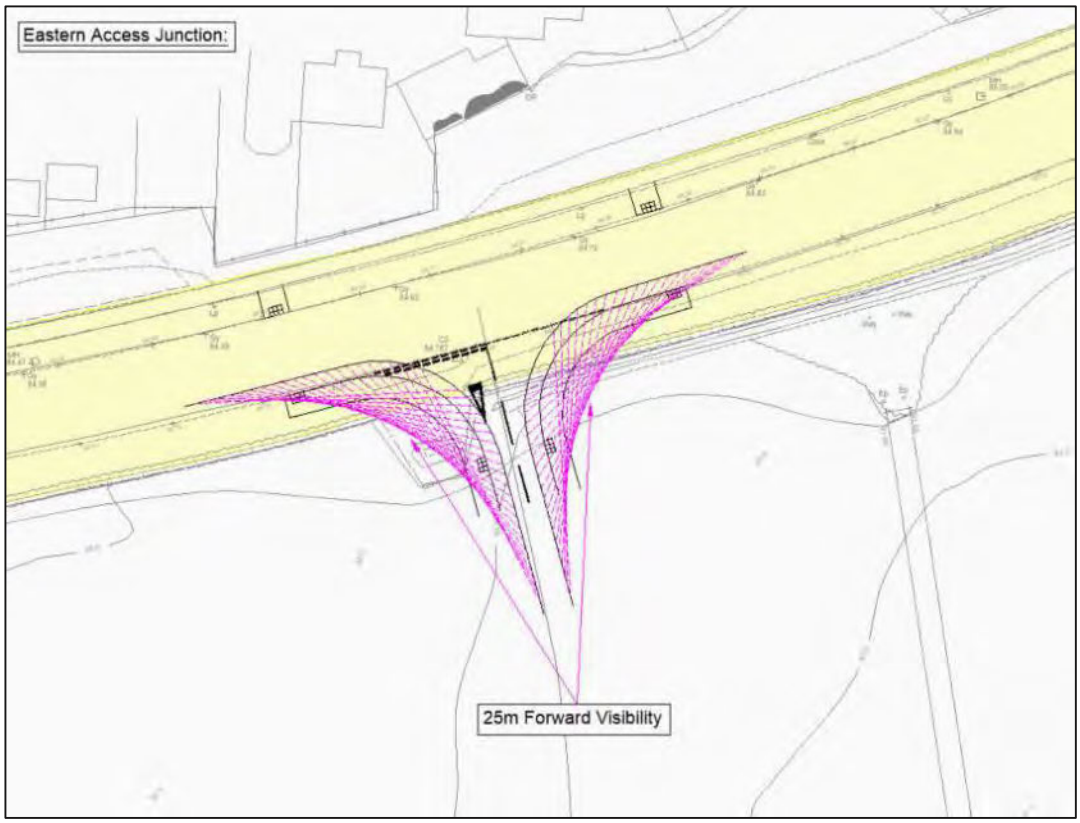
Issue No	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.1	No details have been provided in respect of surface water drainage or other services, and it is therefore not possible to ascertain whether there will be any safety implications. The absence of surface water drainage may result in the collection of surface water that could increase the risk of loss of control collisions.	Ensure that adequate surface water drainage is provided, any proposed drainage gullies should be relocated away from pedestrian and cycle desire lines.	Recommendation accepted – the surface water drainage will be considered further at the detailed design stage.		
2.2	Visibility splays to and from the proposed development accesses have been provided and accord with highway standards. However, there is concern that vegetation behind the visibility splays may over time restrict visibility for motorists accessing the development. Poor visibility may increase the risk of turning collisions between vehicles accessing the development and traffic travelling along Sacheverell Road.	Vegetation behind the visibility splays should be cut back and regularly maintained or alternatively replaced with a low-level variety.	Recommendation accepted – any vegetation behind the visibility splays is to be cut back and maintained.		

2.3	The vehicle track plots for a refuse vehicle accessing the respective accesses serving the proposed development via Sacheverell Road indicate that they will overrun the opposing traffic lane to negotiate the turning movement into/out of the development. Insufficient carriageway space to allow a refuse/large vehicles to access the development unimpeded may result in them to stop suddenly and/or reverse to allow a vehicle to pass, this could lead to a risk of collisions associated with late braking or collisions with other road users whilst reversing.	Ensure that visibility splays are introduced showing inter-visibility between motorists entering/exiting the development and traffic travelling along Sacheverell Road, the area within the visibility splays should be kept clear of any obstructions.	Recommendation accepted – forward visibility splays have been shown between motorists entering / exiting the development site - As shown in **Figure DR1** below. Splays of 25m have been indicated as this aligns with vehicle speeds of 20mph. This is considered a reasonable design speed considering that vehicles entering and leaving the site will be slowing down to make the turning manoeuvre. Any vegetation within the splay will be removed.		
2.4	No details relating to visibility splays to and from the tactile landings at the proposed uncontrolled crossing facilities across the respective development accesses have been provided. It is noted that the uncontrolled crossing facilities are set back from Sacheverell Road. Poor visibility may increase the risk of pedestrians struck by turning vehicles as they step out onto the carriageway to observe on-coming traffic.	Ensure that visibility splays are provided to and from the tactile landings, if necessary cut back or remove any vegetation that restricts the visibility to and from the tactile landings or alternatively move the respective crossing facilities closer to Sacheverell Road.	Recommendation accepted – as shown in Figure DR1, the forward visibility splays of 25m, in line with design speeds of 20mph can be accommodated to the proposed uncontrolled crossings across the proposed site access arm.		

2.5	No details relating to visibility splays to and from the tactile landings at the proposed uncontrolled crossing facilities across Sacheverell Road at the eastern and western extents of the proposed development. Observations during the site inspection noted that existing vegetation adjacent to the tactile landings may restrict visibility to and from the tactile landings. This may encourage pedestrians to step out onto the carriageway to observe on-coming traffic where the risk of them being struck by passing traffic will be greater.	Ensure that visibility splays are provided to and from the tactile landings, if necessary cut back or remove any vegetation that restricts the visibility to and from the tactile landings.	Recommendation accepted – visibility splays to the proposed uncontrolled pedestrian crossings on Sacheverell Way have been indicated in line with recorded speeds. This is shown on drawing 211040-05.		

Figure DR1

Forward Visibility Splays


Eastern Access Junction:
25m Forward Visibility


Western Access Junction:
25m Forward Visibility

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Our Ref: **L001VRP1985- RSA 1-DR**

16th July 2025

Oscar Hodges

The Transportation Consultancy
102 Colmore Row,
Birmingham,
B2 3AG

Dear Oscar,

Stage 1 RSA - Land South of Sacheverell Way, Groby, Leicestershire - Designer's Response

Thank you for sending us a copy of your Designer's Response to the Stage 1 Road Safety Audit for the highway works associated with the development proposals on land south of Sacheverell Way, Groby in Leicestershire.

The Audit Team have reviewed the Designers Response and the updated drawings and can confirm that the Designers Response is acceptable and addresses the issues raised in the Stage 1 Road Safety Audit.

In any event we recommend that the Designers Response together with the respective drawing are forwarded to the Local Highway Authority for their approval and sign off in accordance with highway standards.

Please contact me if you require any further assistance.

Yours sincerely

Vimal Patel,
BEng (Hons), GMICE, FIHE, HE Cert Comp

Enc.

Designers Response to Stage 1 RSA - Land south of Sacheverell Way, Groby - Designers Response;
The Transportation Consultancy Drawing Numbers:

- 211040-00 Rev. A – Site Access Strategy Overview Plan;
- 211040-01 Rev. C – Proposed Access Western Priority Junction;
- 211040-02 Rev. C – Proposed Access Eastern Priority Junction;
- 211040-03 Rev. B – Proposed Access Western Priority Junction Refuse Tracking;
- 211040-04 Rev. A – Proposed Access Eastern Priority Junction Refuse Tracking;
- 211040-05 – Sacheverell Way, Groby Proposed Access Pedestrian Crossing Visibility Splays.

Appendix L
Trip Rates