

Kirby Lane, Newbold Verdon
Transport Technical Note
June 2026
Our Ref: 30501-TRAN-0801

Introduction

MEC Consulting Group Ltd (MEC), has been commissioned by Mr D Abernethie (hereafter referred to as 'the Client') to undertake a Transport Technical Note for a proposed residential development of 2 dwellings at land within The Oaks, Kirby Lane, Newbold Verdon (hereafter referred to as 'the Site').

This Transport Technical Note has been prepared to investigate any potential transport related issues associated with the proposed development. A site location plan is provided in **Figure 1** below, while a Proposed Site Layout Plan is contained within **Appendix A**.

Figure 1: Site Location Plan



Source: [googlemaps.co.uk/](https://www.googlemaps.co.uk/)

The site is located within the authority of Hinckley and Bosworth Borough Council (HBBC) who act as the Local Planning Authority, while Leicestershire County Council (LCC) act as the Highway Authority for the area.

Development Proposals

It is proposed to develop two detached dwellings within the garden of The Oaks along with appropriate car parking provision and landscaping. The site will be split into two elements, the northern element would provide a new dwelling served via a new private driveway to Kirby Lane, and a southern element that would use an upgraded existing shared driveway that would continue to serve The Oaks along with a second new dwelling. Both new dwellings would be self-build, consequently the exact layout and size could be subject to change when detailed planning application is submitted.

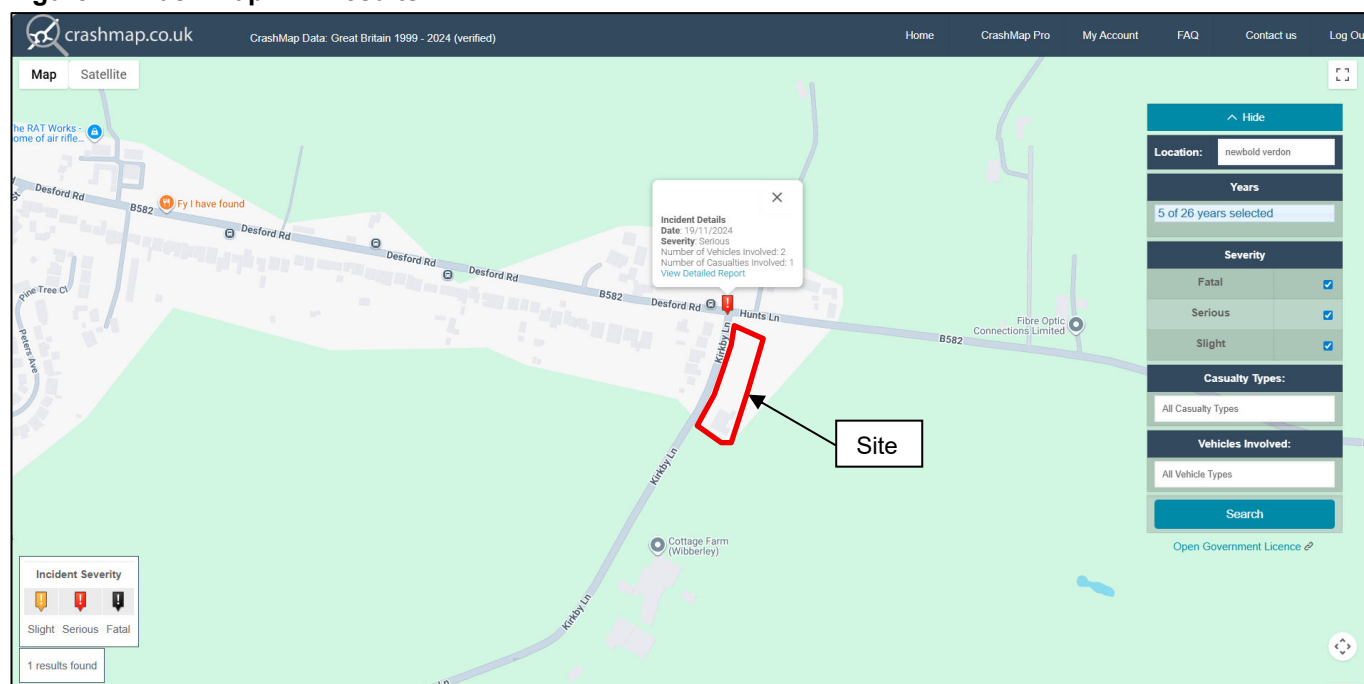
Personal Injury Collisions

When assessing any new development, Paragraph 015 (ref: 42-015-20140306) of the NPPG recommends:

'An analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent three-year period, or five-year period'

Consequently, Personal Injury Collision (PIC) data was obtained from the Crash Map database within a 500m radius on the site, for the most recent 5-year period (01/01/2020 – 25/09/2024), as defined by the pre-application response. The review identified 1 collision, which resulted in serious injury, occurred within 500m of the application site, as shown in **Figure 2** below.

Figure 2: Crash Map PIC Results



Source: Crashmap.co.uk

The collision, which occurred at the Kirby Lane / Hunts Lane / Desford Road, involved 2 vehicles and one casualty. It is considered that a single collision over a 5-year period does not constitute a highway safety issue that would be exacerbated by the proposed development.

Trip Generation

It is clear that the level of trips generated by two additional dwellings would not impact upon the safe operation of the local highway network, therefore further investigation is not warranted.

Access

The proposed development will be served via a new vehicle crossover style driveway and upgrading the existing driveway to serve two dwellings. LCC publish their design standards within their highway design guide (LHDG). Private unadopted driveways require the following design criteria:

- 2.75m wide for single dwelling;
- 4.25m wide for 2 to 5 dwellings, plus 0.5m if bound by a fence, wall, hedge, etc.;
- For 2 to 5 dwellings, minimum of 6 drop kerbs (5.5m)
- Visibility splays in accordance with LHDG Table 6;
- Pedestrian visibility splays of 1.0m x 1.0m;
- Gradient no more than 1 in 20 for first 5.0m.
- Any gates to be set back 5.0m

The resulting accesses are illustrated on drawing number 30501_08_020_01 attached within **Appendix B**. It can be confirmed that all gates would be set back 5.0m from the edge of Kirby Lane. As can be seen LCC design requirements can be incorporated into the proposed access designs and should be considered acceptable to LCC.

Visibility

To establish actual vehicle speeds on Kirby Lane an Automatic Traffic Count (ATC) survey was commissioned in the vicinity of the proposed accesses, which was carried out by Road Data Services Ltd (RDS) between 30/03/2026 – 05/04/2026. A copy of the results are attached within **Appendix C**.

The ATC data recorded 85th percentile speeds of 31.1mph (northbound) and 29.5mph (southbound).

The splays have also been constructed in accordance with Figure 7 of the LHDG, with a setback of 2.4m from the edge of the carriageway. The splays do not cross any third-party land or contain any obstructions above 0.6m in height, and the tips of the splays should be set off from the edge of the nearside carriageway by 1.0m.

Vehicular visibility at the site accesses has also been designed in line with Table 6 (**Table 1** below) of the LHDG which is based on measured 85th percentile speeds. Based on the LHDG requirements visibility splays of 2.4m x 54.0m and 2.4m x 43.0m are considered appropriate to the south and north of the accesses respectively. Table 6 of the LHDG is replicated below in **Table 1**:

Table 1: Visibility Splays

Assessed likely vehicle 85 th percentile vehicle speed	Measured 85 th percentile vehicle speed (mph)	Visibility distance at junctions, bends and vertical crests (m) Light vehicles	Visibility distance at junctions, bends and vertical crests (m) HGV
15	11 to 15	17 (a)	19 (a)
20	16 to 20	25 (a)	27 (a)
Speeds on new residential development roads should normally be controlled to 20mph or less	21 to 25	33 (a)	36 (a)
	26 to 30	43 (a)	41 (a)
	31 to 35	54 (a)	59 (a)
	36 to 40	65 (a)	73 (a)
	41 to 44	120 (b)	120 (b)
	45 to 53	160 (b)	160 (b)
	54 to 62	215 (b)	215 (b)
	63 to 75	295 (b)	295 (b)

Given that the achievable visibility splays align the LHDG and are based on recorded vehicle speeds, it is considered that the proposed access arrangements should be acceptable to LCC.

Servicing

The existing dwelling's refuse collections are carried out from the kerb side. It is proposed this will be maintained for the two proposed dwellings; therefore, service vehicles would not be required to enter the development.

Swept Path Assessments

As with all new development it is necessary to demonstrate that the proposed layout can accommodate the movements of the largest anticipated vehicle. It is considered that a private car would be the only vehicle to regularly use the accesses, therefore swept path assessments have been carried out using Autodesk's AutoTRACK software using an estate car (4.71m long, 1.804m wide).

The results of these assessments are illustrated on drawing number 30501_08_020_01 attached within **Appendix B**.

Parking

LCC publish their off-street residential car parking standards within their LHDG in Table 28, which have been replicated in **Table 2** overleaf.

As previously stated, the proposed development would be self-build. Therefore, the level of car parking would be

fully considered at detail planning application stage, although it can be confirmed that the current layout provides 2-spaces per dwelling with additional parking opportunity on the driveways.

Table 2: Residential parking standards Class B

Use Class	Number of Bedrooms (Class C3)	Minimum number of parking spaces
C3 (a), (b), (c) dwelling	Up to 3-bedrooms	2 per dwelling
C3 (a), (b), (c) dwelling	4 or more bedrooms	3 per dwelling

The proposed level of car parking provision would be provided in accordance with the above guidance, at the appropriate stage.

Summary

In conclusion, the proposed private driveways and associated achievable visibility splays are in accordance with LCC guidance for single dwelling / shared driveways and recorded vehicle speeds on Kirby Lane.

No existing highway safety trends are present within the vicinity of the application site.

The proposed layout would accommodate the turning movements of resident vehicles.

The level of car parking will accord with LCC guidance for the size of each dwelling.

REGISTRATION OF AMENDMENTS

Date	Rev	Comment	Prepared By	Checked By	Approved By
June 2026	-	First issue	Dave Godber MCIHT Senior Transport Engineer	Kiran Kaur BA (Hons) Senior Transport Planner	Tim Rose BSc (Hons) MCIHT MTPS Regional Director

Appendices

- A. Proposed Scheme Layout Plan
- B. Proposed Site Access Arrangement (Ref. 30501_08_020_01)
- C. ATC Data

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APPENDICES

Appendix A





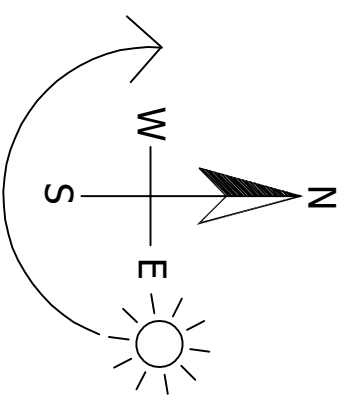
Illustrative Street Scene from Kirkby Lane (Vegetation removed for clarity)

Scale 1:200



Proposed Site Plan

Scale 1:500



FEASIBILITY PROPOSALS

PROPOSED RESIDENTIAL DEVELOPMENT - THE OAKS - KIRKBY LANE - NEWBOLD VERDON - LEICESTERSHIRE

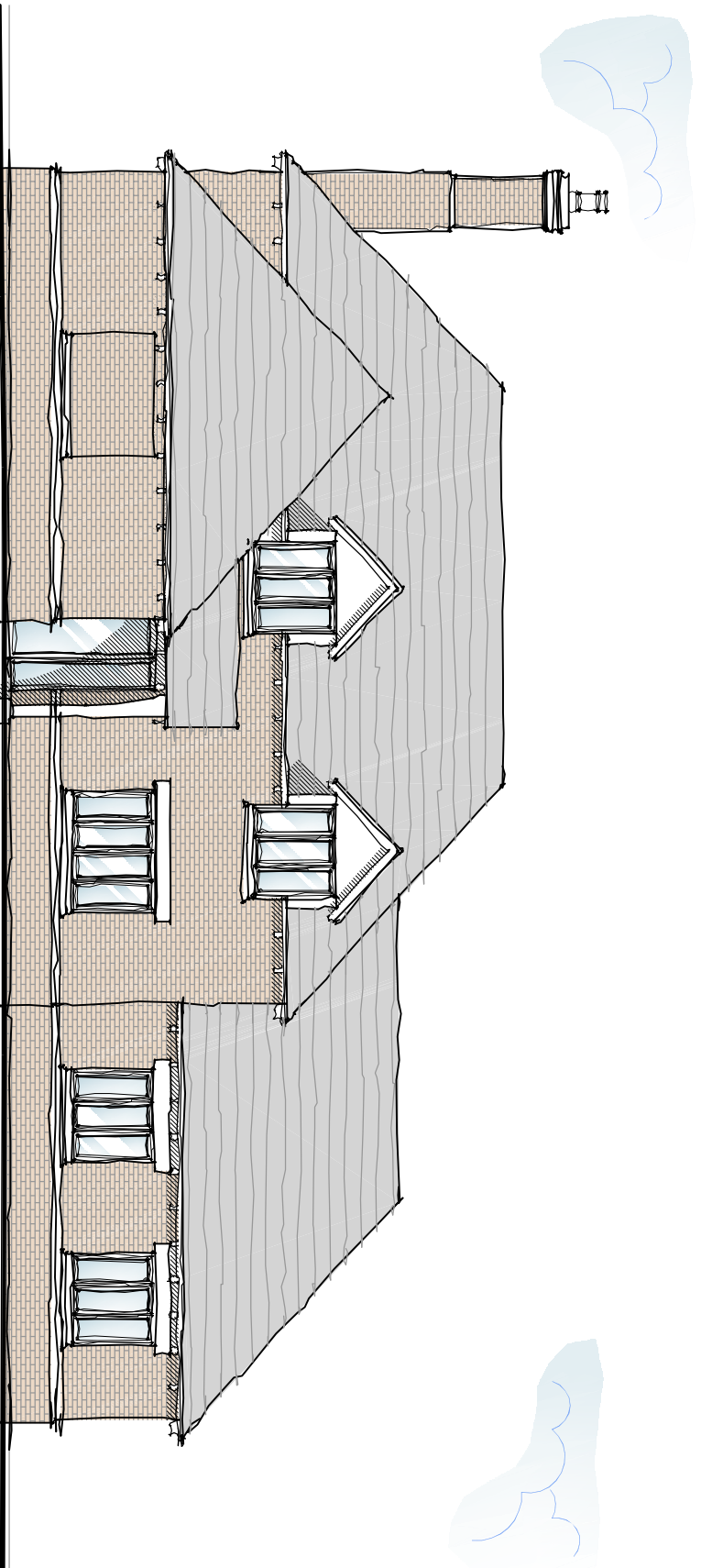
Notes

This drawing is based on topographical survey drawing number 1981-01
Produced by David Granger Ltd

Schedule of Accommodation (Approx)

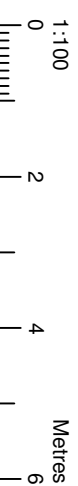
Plots 1 and 2 4 Bedroom 3000 sq ft

All areas are sq ft. approximate gross internal to nearest 25 sq ft. exclude parking area and are subject to detailed design.



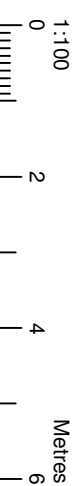
Illustrative Front Elevation of Plot 1

Scale 1:100



Illustrative Front Elevation of Plot 2

Scale 1:100



Revisions:

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Project

Proposed Residential Development
The Oaks
Kirkby Lane
Newbold Verdon, Leicestershire

Client

Mr D Abernethie

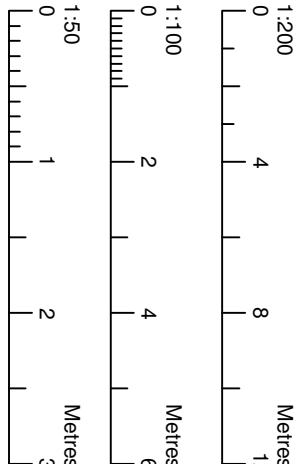
Drawing

Feasibility Proposals
Sheet 1 of 1

Drawing Number 26.4656.01

Date: March 2026

Scale: As Shown Drawn By: MS Checked By: MS



Figured dimensions must be taken in preference to scaled dimensions and any discrepancies are to be referred to David Granger Architectural Design Limited.
Contractors, sub-contractors and suppliers must verify all dimensions on site before commencing work.
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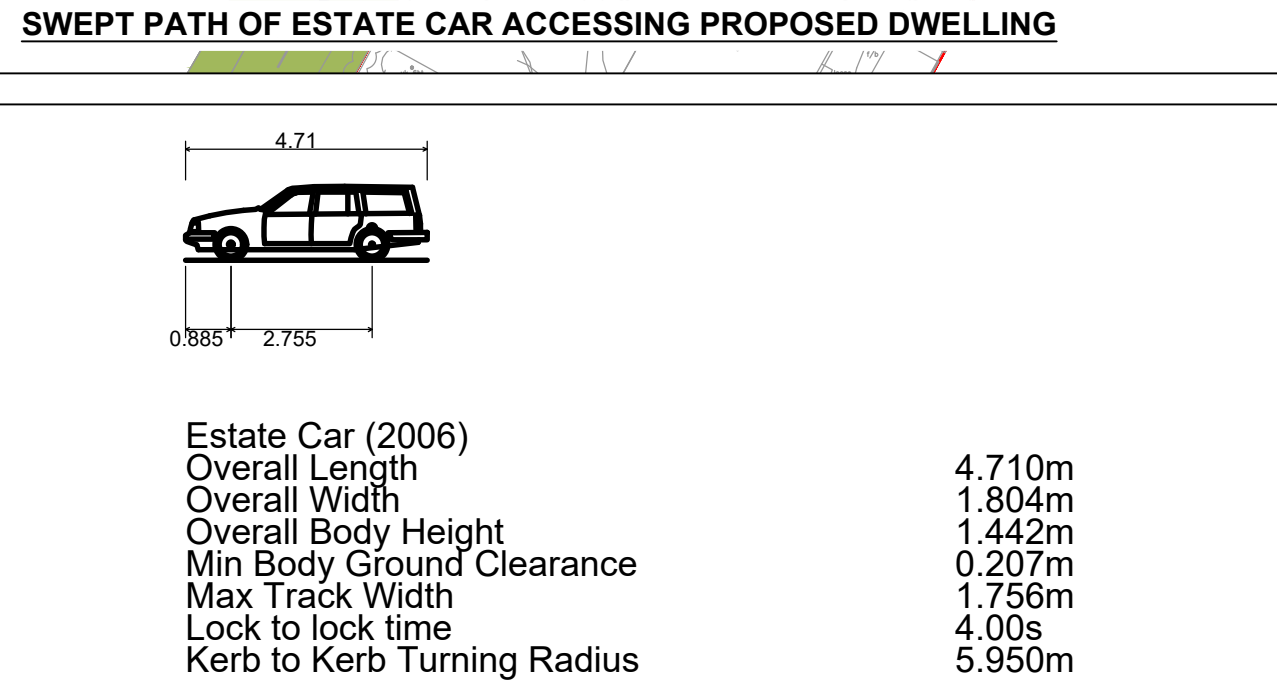
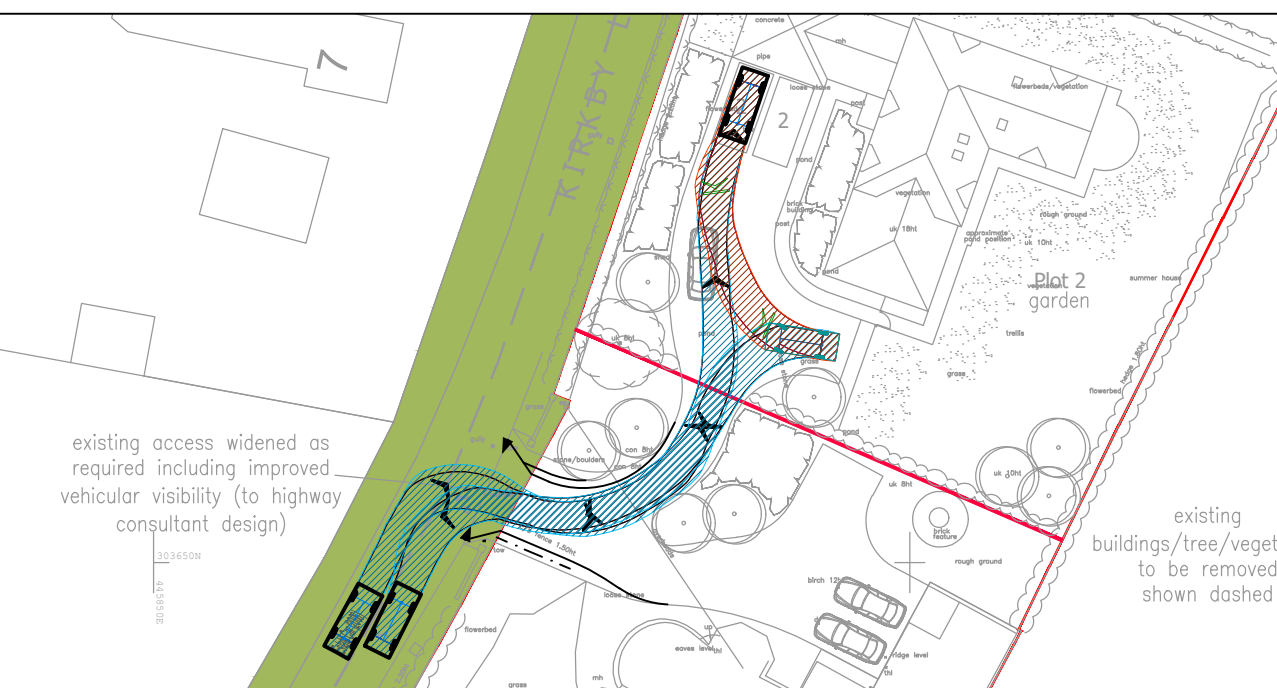
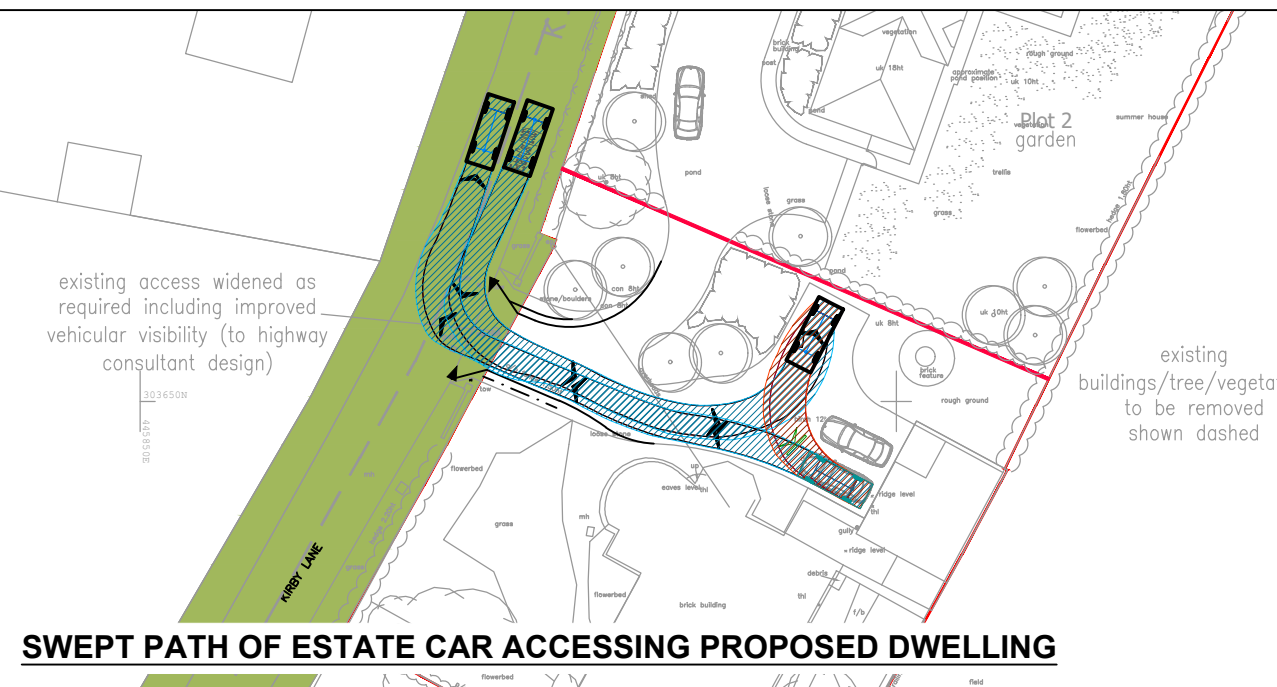
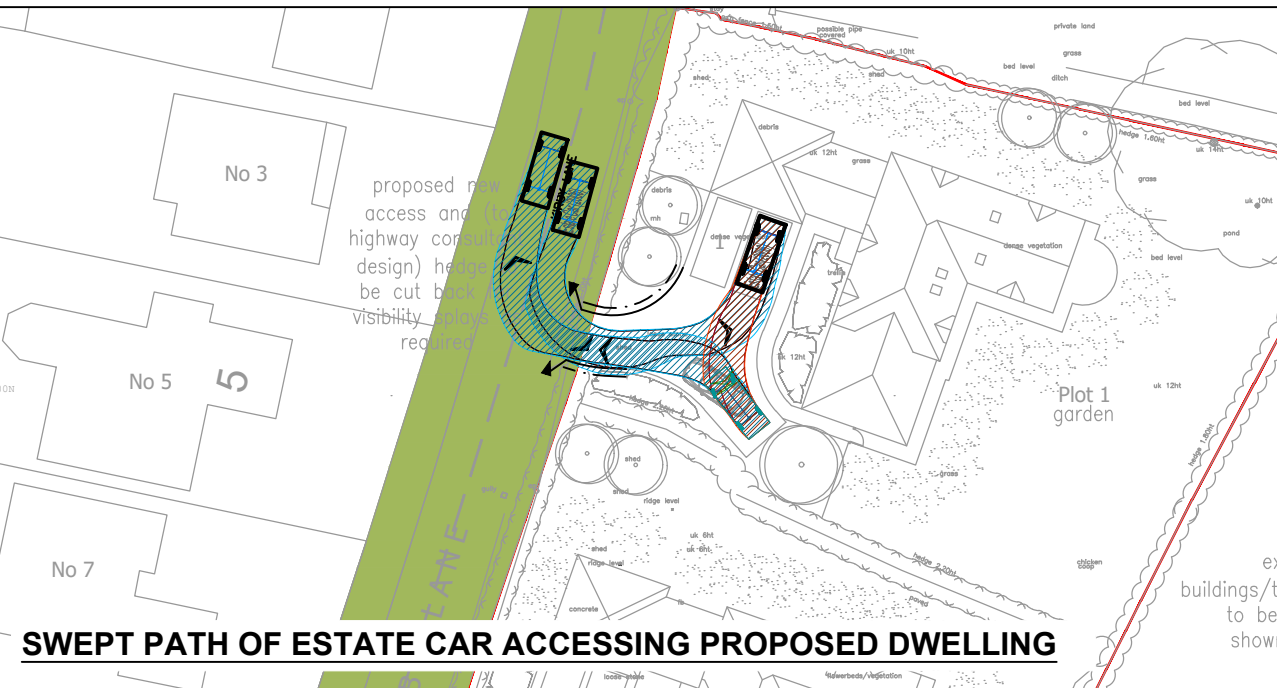
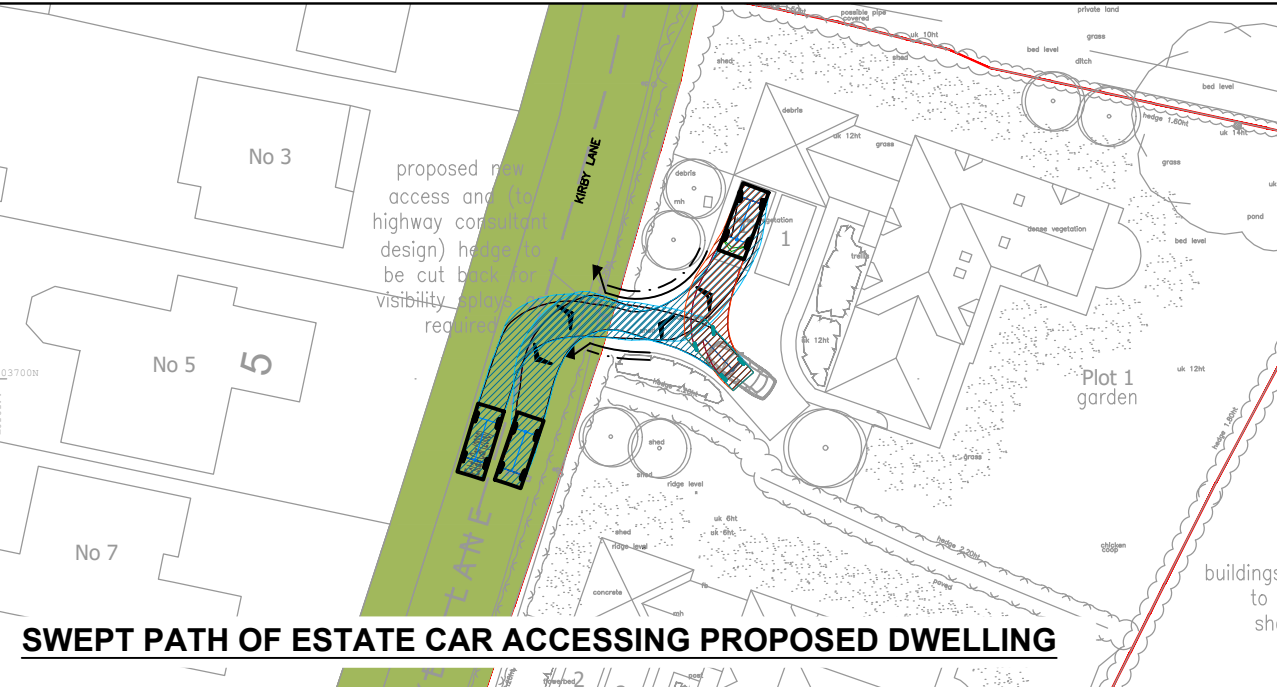
APPENDICES

Appendix B





PROPOSED ACCESS ARRANGEMENTS



Estate Car (2006)		
Overall Length	4.71m	
Overall Width	1.804m	
Overall Body Height	1.442m	
Min Body Ground Clearance	0.207m	
Max Track Width	1.756m	
Lock to lock time	4.00s	
Kerb to Kerb Turning Radius	5.950m	
VEHICLE PROFILE		

NOTES:

- DO NOT SCALE FROM THIS DRAWING.
- THIS DRAWING IS BASED ON TOPOGRAPHIC SURVEY AND ORDNANCE SURVEY MAPPING UNDER CROWN COPYRIGHT 2025 LICENCE NUMBER 100022432.
- PROPOSED ACCESS ARRANGEMENTS DESIGN IN ACCORDANCE WITH LCC DOCUMENT LEICESTERSHIRE HIGHWAY DESIGN GUIDE. 'UNADOPTED RESIDENTIAL DRIVE SERVING UP TO 25 DWELLINGS' DESIGN CRITERIA:
 - SINGLE DWELLING - 2.75m WIDE
 - 2 TO 5 DWELLINGS - 4.25m WIDE FOR A MINIMUM OF 5.0m BEHIND HIGHWAY BOUNDARY (ADD 0.5m IN BOUND BY FENCE, WALL, HEDGE ETC).
 - MINIMUM DROP CROSSING FOR 2 TO 5 DWELLINGS TO BE 6 DROPPED KERBS (5.5m).
 - VISIBILITY SPLAYS AS TABLE 6, MEASURED FROM A 2.4m SETBACK.
 - PEDESTRIAN VISIBILITY SPLAYS 1.0m X 1.0m.
 - GRADIENT NO MORE THAN 1:20 FOR FIRST 5.0m
- ATC SURVEY BY RDS BETWEEN 30/03/26 AND 05/04/26) RECORDED 85th%ILE SPEEDS OF:
 - NORTH BOUND 31.1mph
 - SOUTH BOUND 29.5mph
- PROPOSED VISIBILITY SPLAYS (Y DISTANCE) IN ACCORDANCE WITH TABLE 6 OF LCC HIGHWAY DESIGN GUIDE
 - NORTH BOUND 54.0m
 - SOUTH BOUND 43.0m
- SWEPT PATHS GENERATED BY THE MOST UP TO DATE VERSION OF AUTODESK'S SOFTWARE AUTOTRACK.
- ANY DRIVEWAY GATESTO BE SET BACK A MINIMUM DISTANCE OF 6.5m FROM THE EDGE OF HIGHWAY BOUNDARY.

KEY:

- EXTENT OF ADOPTED CLASSIFIED ROUTE UNDER THE CONTROL OF LCC
- EXTENT OF ADOPTED UNCLASSIFIED ROUTE UNDER THE CONTROL OF LCC
- RED LINE BOUNDARY

REV.	FIRST ISSUE	OG	TR	TR	21/05/26
REV.	AMENDMENTS.	DRN	CHK	APP	DATE:
PROJECT: PROPOSED RESIDENTIAL DEVELOPMENT KIRBY LANE, NEWBOLD VERDON					
DRAWING TITLE: PROPOSED ACCESS ARRANGEMENTS AND SWEPT PATH ASSESSMENTS					
CLIENT: D ABERNETHIE					
DRAWING NUMBER: 30501_08_020_01					
REVISION:	-	SHEET SIZE:	A1	SCALE:	1:500
STATUS: FOR INFORMATION / APPROVAL					
M-EC Consulting Development Engineers		Telephone: 01530 264 753 Email: group@m-ec.co.uk Website: www.m-ec.co.uk ORDNANCE SURVEY © CROWN COPYRIGHT 2015. ALL RIGHTS RESERVED. LICENCE NUMBER 100055665.			



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APPENDICES

Appendix C





Newbold Verdon ATC, Kirky Lane

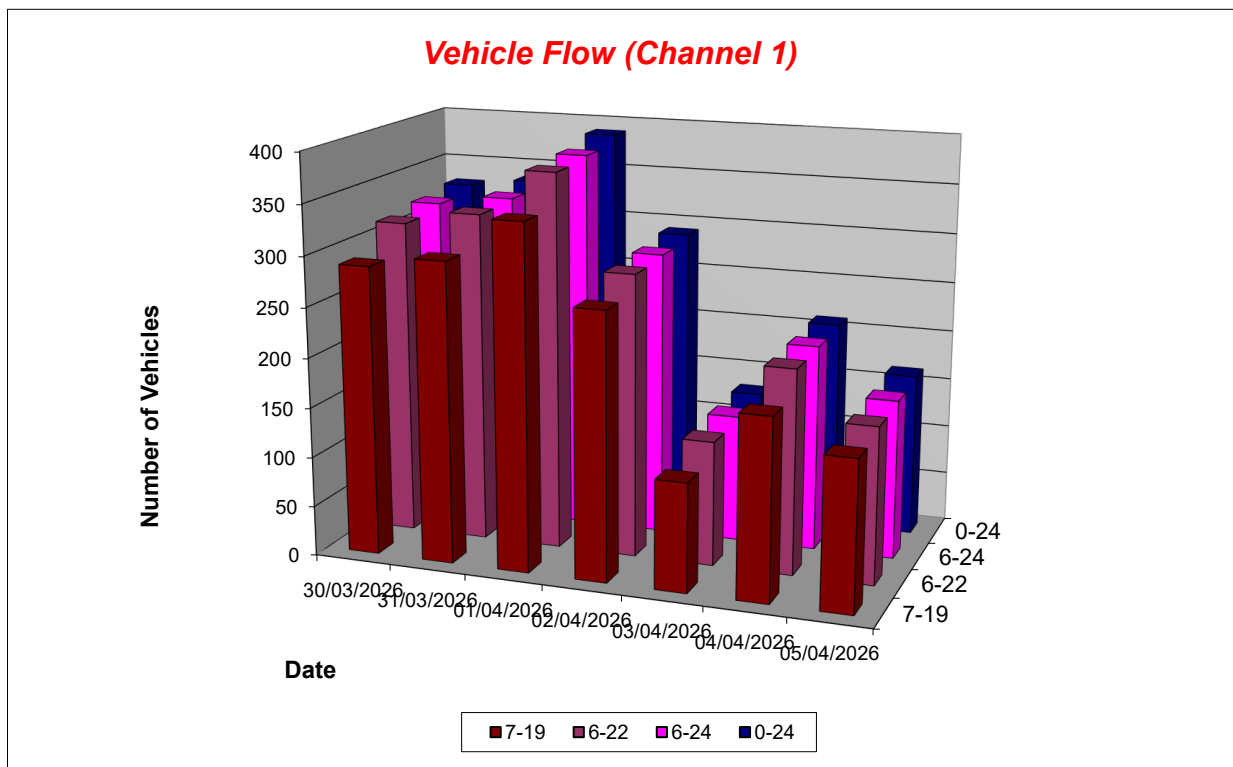
Produced by Road Data Services Ltd.

Channel 1 - Northbound

Vehicle Flow

Week 1

Hr Ending	30/03/2026 Monday	31/03/2026 Tuesday	01/04/2026 Wednesday	02/04/2026 Thursday	03/04/2026 Friday	04/04/2026 Saturday	05/04/2026 Sunday	Weekday Average	Average
1	0	1	3	0	0	1	2	1	1
2	2	0	0	1	0	0	0	1	0
3	2	0	1	0	1	0	0	1	1
4	0	1	0	1	0	0	0	0	0
5	0	1	0	0	0	1	0	0	0
6	2	1	5	3	1	1	2	2	2
7	3	4	8	7	0	1	0	4	3
8	24	36	27	34	2	5	2	25	19
9	28	31	34	25	4	7	10	24	20
10	19	15	12	32	5	14	5	17	15
11	15	19	16	26	6	15	13	16	16
12	13	20	22	25	13	22	6	19	17
13	31	24	28	25	18	19	16	25	23
14	19	23	32	31	12	15	9	23	20
15	25	26	24	24	13	9	18	22	20
16	18	20	42	11	10	26	14	20	20
17	40	29	26	14	11	24	15	24	23
18	38	40	52	10	7	15	25	29	27
19	19	17	28	9	8	10	17	16	15
20	12	12	9	6	10	12	3	10	9
21	9	10	9	3	3	7	3	7	6
22	3	4	7	1	3	4	1	4	3
23	4	0	1	2	0	1	3	1	2
24	2	2	3	1	3	1	0	2	2
7-19	289	300	343	266	109	181	150	261	234
6-22	316	330	376	283	125	205	157	286	256
6-24	322	332	380	286	128	207	160	290	259
0-24	328	336	389	291	130	210	164	295	264



Newbold Verdon ATC, Kirky Lane

Produced by Road Data Services Ltd.

Channel 1 - Northbound

Average Speed

Week 1

Hr Ending	30/03/2026 Monday	31/03/2026 Tuesday	01/04/2026 Wednesday	02/04/2026 Thursday	03/04/2026 Friday	04/04/2026 Saturday	05/04/2026 Sunday
1	-	36.5	26.8	-	-	29.2	38.8
2	28.2	-	-	33.9	-	-	-
3	32.7	-	33.9	-	24.3	-	-
4	-	32.3	-	31.4	-	-	-
5	-	30.7	-	-	-	26.2	-
6	29.2	20.2	25.7	25.2	9.2	26.8	16.1
7	22.6	25.4	26.8	21.0	-	27.9	-
8	26.1	25.4	24.6	28.4	28.4	27.3	19.6
9	24.7	22.6	26.3	25.8	19.8	23.0	25.7
10	25.0	28.1	27.0	27.2	23.9	23.2	24.7
11	27.3	26.3	21.5	23.8	12.4	27.0	25.0
12	25.2	24.3	24.4	23.8	21.0	25.0	22.9
13	22.7	24.2	25.9	22.4	25.4	23.3	27.3
14	24.6	25.9	25.3	26.0	26.0	27.6	25.1
15	23.9	25.9	24.2	25.0	26.0	26.7	27.6
16	24.5	24.2	23.9	22.5	25.8	26.9	22.9
17	22.0	28.0	26.9	27.9	25.0	24.4	24.3
18	25.6	27.3	23.9	25.9	28.6	25.5	24.2
19	26.7	24.8	25.4	21.9	25.4	25.7	25.5
20	24.4	26.3	24.9	26.1	24.0	27.2	24.6
21	26.1	25.4	30.2	24.9	24.7	25.8	24.9
22	22.0	27.9	25.8	15.4	29.5	27.2	34.0
23	26.0	-	24.2	25.0	-	16.4	22.6
24	28.9	30.0	27.1	23.5	28.1	18.6	-
10-12	26.3	25.3	23.2	23.8	18.3	25.8	24.3
14-16	24.2	25.2	24.0	24.2	25.9	26.8	25.5
0-24	24.7	25.7	25.1	25.3	24.4	25.5	25.2

Mean (ALL)	25.2
Weekday Inter-Peak	24.2
85th Percentile	

Channel 1 - Northbound

85th Percentile

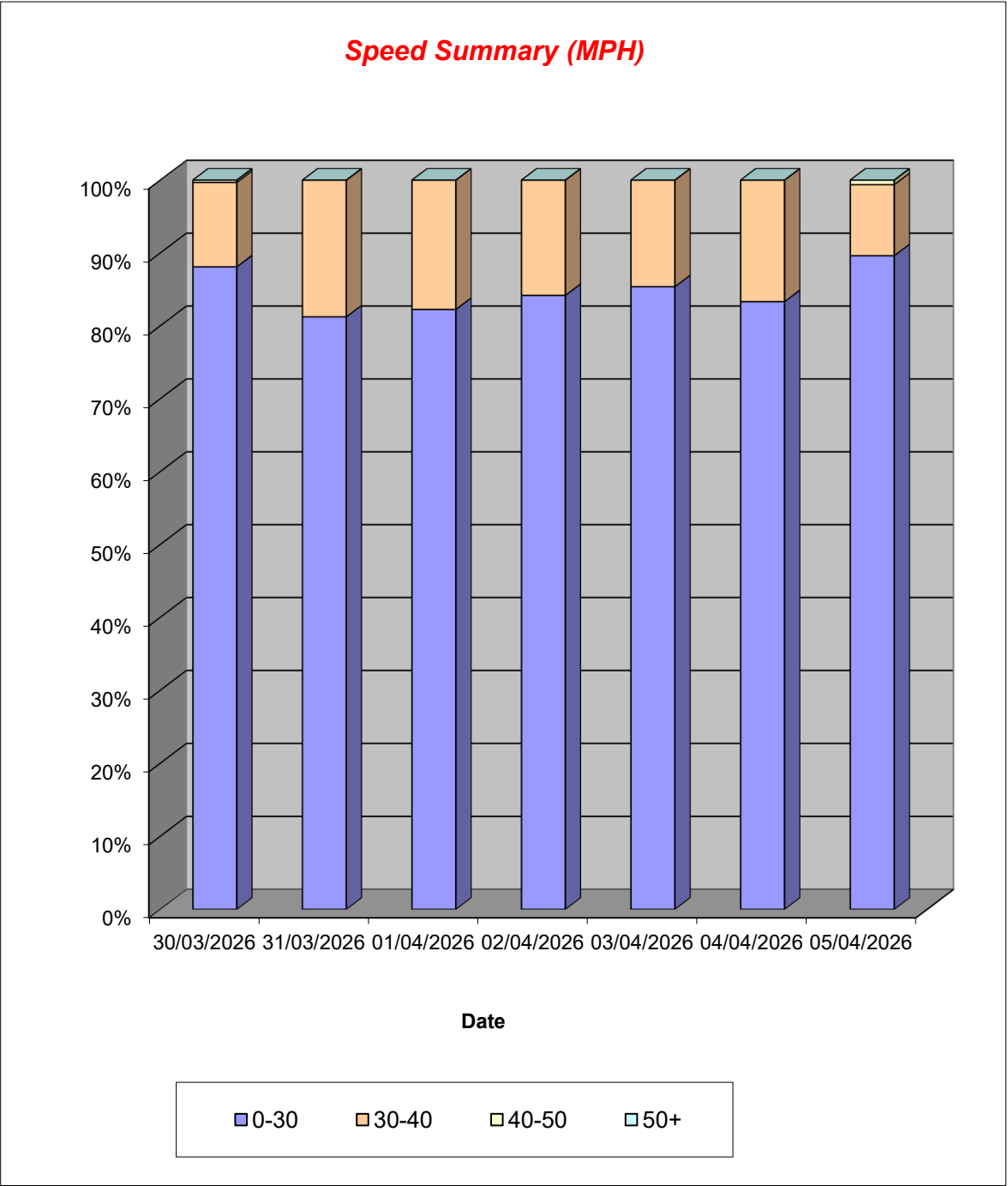
Hr Ending	30/03/2026 Monday	31/03/2026 Tuesday	01/04/2026 Wednesday	02/04/2026 Thursday	03/04/2026 Friday	04/04/2026 Saturday	05/04/2026 Sunday
1	-	-	27.3	-	-	-	44.9
2	33.6	-	-	-	-	-	-
3	33.7	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	29.6	-	28.9	26.7	-	-	25.9
7	25.8	30.9	33.9	29.7	-	-	-
8	30.6	31.3	32.0	32.2	29.1	38.0	21.9
9	29.0	31.1	30.8	29.7	20.4	28.3	29.6
10	31.2	33.5	32.6	31.5	29.1	29.3	26.6
11	34.7	32.1	27.6	29.6	15.2	33.2	28.5
12	29.6	30.7	30.3	30.9	30.1	31.1	26.9
13	28.8	30.1	30.9	27.9	31.3	29.1	31.1
14	27.3	31.6	30.3	32.4	30.0	31.5	28.5
15	28.8	30.1	31.2	32.1	29.0	30.7	32.4
16	30.7	31.0	28.8	30.2	32.1	31.6	26.7
17	27.0	33.1	32.0	32.6	31.3	30.0	28.0
18	31.3	33.4	30.6	30.3	31.9	31.2	28.8
19	31.0	29.1	30.9	31.3	30.4	30.3	28.9
20	31.9	30.8	29.3	30.7	30.1	32.0	27.1
21	30.1	30.2	34.5	30.2	27.8	30.5	32.8
22	26.5	29.5	30.1	-	33.3	29.6	-
23	28.2	-	-	27.0	-	-	27.0
24	35.5	34.9	33.1	-	33.0	-	-
10-12	32.6	31.5	29.4	30.3	27.0	32.0	28.1
14-16	29.7	30.8	29.8	31.6	30.6	31.3	30.5
0-24	30.2	31.8	31.0	31.5	31.0	31.2	30.1

85th %ile (ALL)	31.1
Weekday Inter-Peak	30.6

Newbold Verdon ATC, Kirky Lane

Produced by Road Data Services Ltd.

Channel 1 - Northbound				Speed Summary			Week 1
Speed (MPH)	30/03/2026 Monday	31/03/2026 Tuesday	01/04/2026 Wednesday	02/04/2026 Thursday	03/04/2026 Friday	04/04/2026 Saturday	05/04/2026 Sunday
0-30	289	273	320	245	111	175	147
30-40	38	63	69	46	19	35	16
40-50	1	0	0	0	0	0	1
50+	0	0	0	0	0	0	0
TOTAL	328	336	389	291	130	210	164



Newbold Verdon ATC, Kirky Lane

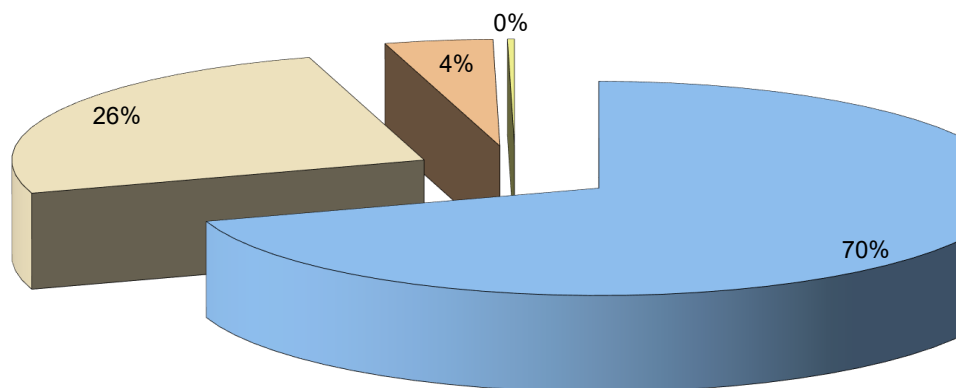
Produced by Road Data Services Ltd.

Channel 1 - Northbound

Vehicle Class

Classes Day / Time	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13
30/03/2026				
7-19	193	78	15	3
6-22	213	83	17	3
6-24	218	84	17	3
0-24	223	85	17	-3
31/03/2026				
7-19	213	77	7	3
6-22	236	83	7	4
6-24	236	85	7	4
0-24	240	85	7	4
01/04/2026				
7-19	233	91	16	3
6-22	256	100	17	3
6-24	260	100	17	3
0-24	266	103	17	3
02/04/2026				
7-19	178	69	19	0
6-22	189	73	21	0
6-24	191	74	21	0
0-24	194	76	21	0
03/04/2026				
7-19	80	26	3	0
6-22	94	28	3	0
6-24	97	28	3	0
0-24	98	29	3	0
04/04/2026				
7-19	131	46	3	1
6-22	150	51	3	1
6-24	152	51	3	1
0-24	154	52	3	1
05/04/2026				
7-19	102	38	10	0
6-22	108	39	10	0
6-24	110	40	10	0
0-24	114	40	10	0
Average				
7-19	161	61	10	1
6-22	178	65	11	2
6-24	181	66	11	2
0-24	184	67	11	1

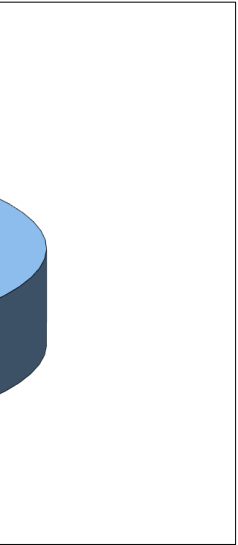
Total Vehicle Class Distribution



Week 1

TOTAL
- 1-13
289
316
322
322
300
330
332
336
343
376
380
389
266
283
286
291
109
125
128
130
181
205
207
210
150
157
160
164

234
256
259
263



Newbold Verdon ATC, Kirky Lane

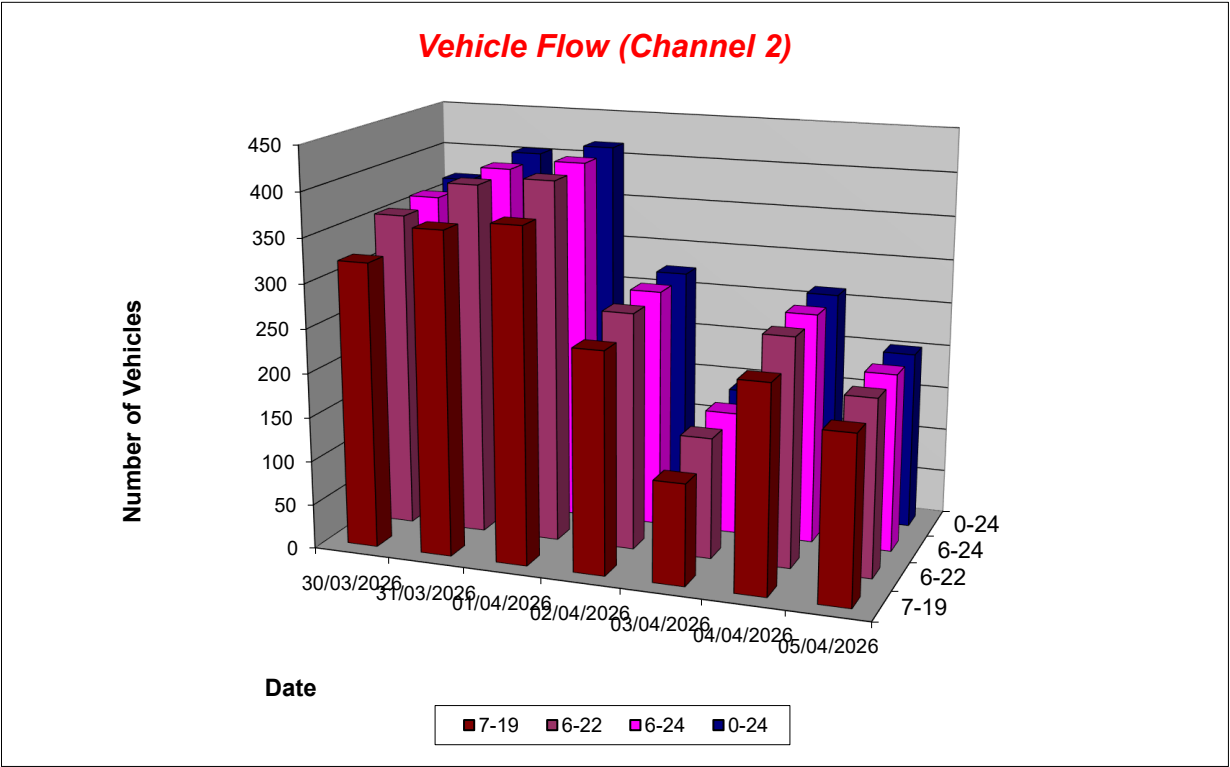
Produced by Road Data Services Ltd.

Channel 2 - Southbound

Vehicle Flow

Week 1

Hr Ending	30/03/2026 Monday	31/03/2026 Tuesday	01/04/2026 Wednesday	02/04/2026 Thursday	03/04/2026 Friday	04/04/2026 Saturday	05/04/2026 Sunday	Weekday Average	Average
1	2	1	1	0	0	1	0	1	1
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	1	0	0	0	0
4	1	1	0	0	0	0	0	0	0
5	0	1	0	1	0	1	0	0	0
6	3	1	3	1	0	0	0	2	1
7	2	6	10	8	0	9	2	5	5
8	25	22	39	17	4	16	14	21	20
9	38	44	39	39	5	17	15	33	28
10	30	33	25	25	6	27	21	24	24
11	20	30	29	25	9	36	24	23	25
12	23	21	32	27	7	24	28	22	23
13	31	36	31	27	25	22	24	30	28
14	22	32	21	21	15	9	13	22	19
15	24	18	31	23	11	21	18	21	21
16	25	37	32	12	8	18	11	23	20
17	24	28	38	8	9	14	11	21	19
18	33	40	39	10	3	11	8	25	21
19	27	23	19	15	12	17	1	19	16
20	21	15	10	5	16	11	3	13	12
21	8	9	6	5	3	3	6	6	6
22	4	3	6	1	4	3	1	4	3
23	3	2	2	3	1	1	0	2	2
24	2	1	3	1	2	2	2	2	2
7-19	322	364	375	249	114	232	188	285	263
6-22	357	397	407	268	137	258	200	313	289
6-24	362	400	412	272	140	261	202	317	293
0-24	368	404	416	274	141	263	202	321	295



Newbold Verdon ATC, Kirky Lane

Produced by Road Data Services Ltd.

Channel 2 - Southbound

Average Speed

Week 1

Hr Ending	30/03/2026 Monday	31/03/2026 Tuesday	01/04/2026 Wednesday	02/04/2026 Thursday	03/04/2026 Friday	04/04/2026 Saturday	05/04/2026 Sunday
1	19.4	29.5	28.6	-	-	34.3	-
2	-	-	-	-	-	-	-
3	-	-	-	-	18.6	-	-
4	28.7	21.6	-	-	-	-	-
5	-	28.8	-	20.5	-	33.8	-
6	26.4	22.5	25.9	27.0	-	-	-
7	22.0	23.2	25.8	25.0	-	24.0	26.0
8	26.9	25.3	25.0	24.1	25.6	25.9	26.3
9	25.0	25.2	23.9	26.1	18.4	22.2	26.9
10	22.4	24.3	21.7	23.4	22.7	23.4	25.6
11	22.7	22.8	21.5	24.7	21.2	24.1	24.5
12	23.7	23.7	21.8	23.2	21.0	24.9	25.4
13	22.8	22.9	24.6	22.8	22.6	24.4	23.6
14	23.3	23.2	24.9	26.5	25.3	25.0	22.5
15	23.0	23.3	22.7	23.6	23.2	26.3	25.8
16	22.7	22.6	23.1	23.8	23.8	23.7	24.7
17	23.8	24.1	24.0	21.9	25.7	23.1	21.4
18	25.5	26.0	25.4	27.0	27.2	23.4	25.0
19	24.8	25.4	25.2	22.9	21.6	26.3	26.7
20	22.8	22.4	23.3	20.8	24.5	25.2	22.3
21	24.2	18.5	25.2	22.0	22.2	22.4	25.0
22	25.0	25.4	25.4	16.9	23.3	27.1	27.1
23	27.8	26.5	23.0	28.3	21.4	25.0	-
24	24.1	30.3	24.7	16.7	31.7	28.5	25.5
10-12	23.3	23.2	21.7	23.9	21.1	24.4	25.0
14-16	22.9	22.9	22.9	23.7	23.5	25.1	25.4
0-24	23.9	24.0	23.8	24.2	23.3	24.5	24.8

Average (ALL)	24.1
Weekday Inter-Peak	22.9
85th Percentile	

Channel 2 - Southbound

85th Percentile

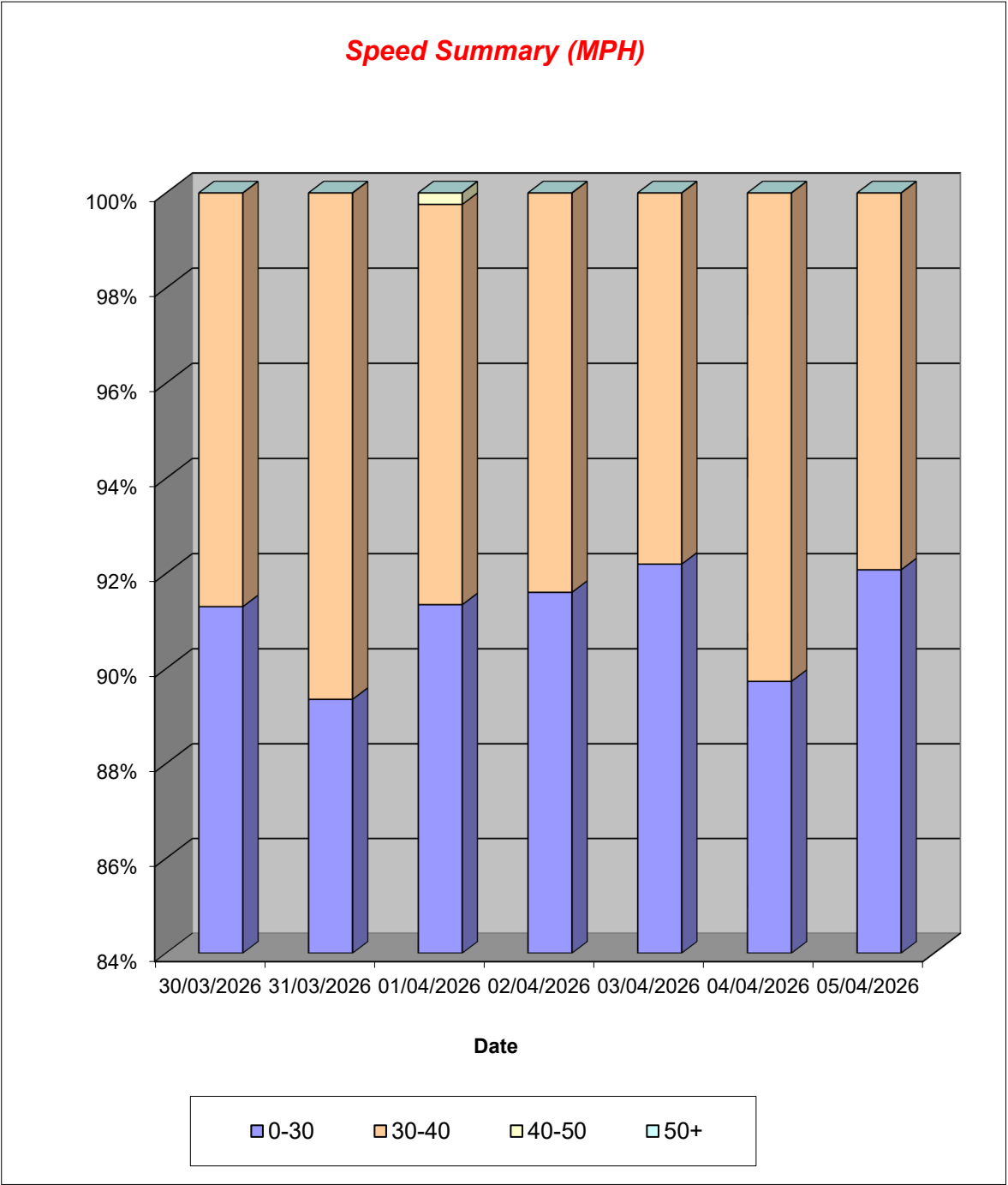
Hr Ending	30/03/2026 Monday	31/03/2026 Tuesday	01/04/2026 Wednesday	02/04/2026 Thursday	03/04/2026 Friday	04/04/2026 Saturday	05/04/2026 Sunday
1	22.1	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	30.7	-	29.2	-	-	-	-
7	23.7	26.0	28.9	28.2	-	28.2	26.2
8	30.9	31.5	29.5	29.7	33.5	30.5	29.9
9	29.4	32.1	30.4	30.8	26.0	27.6	29.8
10	27.8	30.2	27.1	27.8	27.9	28.7	29.6
11	28.4	29.1	27.6	29.2	27.5	29.3	29.7
12	28.5	27.4	27.6	26.7	27.5	28.4	29.9
13	28.1	28.7	31.5	27.9	27.9	31.9	28.7
14	29.8	28.6	28.5	31.8	29.3	29.3	27.5
15	27.9	29.4	28.4	27.5	26.7	30.8	30.7
16	29.5	27.3	29.1	32.0	29.4	27.5	27.9
17	28.9	28.6	29.5	28.4	32.0	27.0	24.3
18	30.9	31.2	31.3	29.0	30.4	28.1	27.9
19	30.8	30.9	29.7	26.4	26.1	30.2	-
20	29.8	28.9	30.2	25.9	29.1	30.0	23.8
21	29.5	23.8	28.4	23.8	26.0	26.2	29.0
22	32.6	26.8	28.2	-	27.9	29.2	-
23	33.6	28.6	24.2	31.6	-	-	-
24	25.2	-	30.2	-	37.1	32.8	27.8
10-12	28.6	28.6	27.6	28.0	27.5	29.0	29.9
14-16	28.8	28.1	28.8	29.5	28.0	29.5	29.8
0-24	29.6	29.8	29.5	29.2	28.9	29.6	29.3

85th %ile (ALL)	29.5
Weekday Inter-Peak	28.4

Newbold Verdon ATC, Kirky Lane

Produced by Road Data Services Ltd.

Channel 2 - Southbound				Speed Summary			Week 1
Speed (MPH)	30/03/2026 Monday	31/03/2026 Tuesday	01/04/2026 Wednesday	02/04/2026 Thursday	03/04/2026 Friday	04/04/2026 Saturday	05/04/2026 Sunday
0-30	336	361	380	251	130	236	186
30-40	32	43	35	23	11	27	16
40-50	0	0	1	0	0	0	0
50+	0	0	0	0	0	0	0
TOTAL	368	404	416	274	141	263	202



Newbold Verdon ATC, Kirky Lane

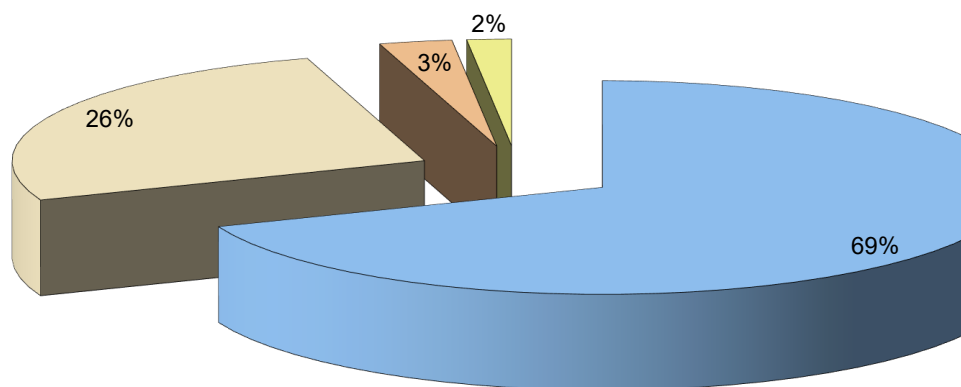
Produced by Road Data Services Ltd.

Channel 2 - Southbound

Vehicle Class

Classes Day / Time	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13
30/03/2026				
7-19	227	75	7	13
6-22	252	82	8	15
6-24	256	83	8	15
0-24	259	86	8	15
31/03/2026				
7-19	255	87	11	11
6-22	276	98	11	12
6-24	279	98	11	12
0-24	281	100	11	12
01/04/2026				
7-19	270	93	7	5
6-22	292	103	7	5
6-24	295	104	8	5
0-24	298	105	8	5
02/04/2026				
7-19	158	71	19	1
6-22	166	82	19	1
6-24	168	84	19	1
0-24	170	84	19	1
03/04/2026				
7-19	72	36	6	0
6-22	87	43	7	0
6-24	90	43	7	0
0-24	90	44	7	0
04/04/2026				
7-19	162	66	2	2
6-22	176	77	3	2
6-24	177	79	3	2
0-24	178	80	3	2
05/04/2026				
7-19	140	45	2	1
6-22	149	47	3	1
6-24	151	47	3	1
0-24	151	47	3	1
Average				
7-19	183	68	8	5
6-22	200	76	8	5
6-24	202	77	8	5
0-24	204	78	8	5

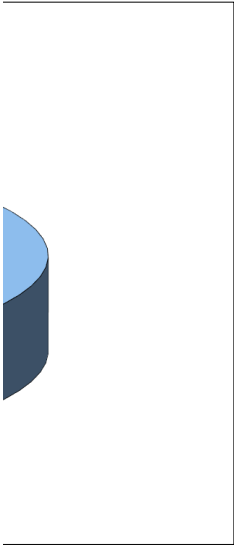
Total Vehicle Class Distribution



Week 1

TOTAL
- 1-13
322
357
362
368
364
397
400
404
375
407
412
416
249
268
272
274
114
137
140
141
232
258
261
263
188
200
202
202

263
289
293
295





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