

Highway Statement of Case

Barnhills Farm, Merrylees Road, Thornton, Coalville
March 2025, RHC-24-155-AP

Introduction

This statement is submitted to support a Planning Appeal against Hinckley and Bosworth District Council's decision to refuse planning permission for the erection of two storey childcare facility with ancillary services and associated external play areas and animal interaction areas at Barnhills Farm, Merrylees Road, Thornton, Coalville, under planning application reference 24/00657/FUL.

This appeal statement is prepared by Andrew Roberts of Roberts Highway Consultants Limited on behalf of the Appellant Markfield Day Nursery.

This statement will consider relevant planning policy and address the key issues raised by Leicestershire County Council as Local Highway Authority (LHA) in their final consultation response (see **Appendix A**).

The consideration of the key issues demonstrates that there should be no material highway considerations which would prevent the Planning Inspectorate coming to a decision that the application should be approved.

In coming to this view, this statement sets out that the highway related reason for refusal (Reason 3) advanced by the LHA and then imposed by the Local Planning Authority (LPA) is considered unjustified when considering:

- a) it will be demonstrated that the proposal, if permitted, would be highly unlikely to create an 'unacceptable impact on highway safety' nor will it result in a form of development where 'the residual cumulative impacts on the road network would be severe', which is the National Planning Policy Framework (NPPF) test for resisting development.
- b) it will be evidenced that the proposed parking provision within the site will be suitable to cater for anticipated demand and will not result in the overspill of parking, or queuing of vehicles, back onto the public highway.

Reason for Refusal

Relevant to this statement of case, the application was refused for the following reason:

'The Applicants have failed to demonstrate that adequate parking provision has been provided to serve the development, nor that a safe and suitable access has been provided for all users.

By virtue of these factors, the development is contrary to, and in conflict with Policies DM17 and DM18 of the of the adopted Site Allocations and Development Management Policies Development Plan Document (2016), Paragraphs 115 and 116 of the National Planning Policy Framework (2024), and the

Consideration of Main Issues

The proposals seek the erection of two storey childcare facility with ancillary services and associated external play areas and animal interaction areas at Barnhills Farm, Merrylees Road, Thornton, Coalville.

Site Access

Access to the site is currently via a private drive off Merrylees Road. The proposal is to enhance this access by providing a six-meter-wide, hard-surfaced carriageway extending up to the site's security gates. Such arrangements appear to be acceptable with the LHA.

The LHA do however have concerns surrounding vehicle speeds passing the access and if suitable visibility splays can be achieved from such when based on 85th percentile vehicle speeds.

Table 6 within Leicestershire County Council's Highway Design Guide (LHDG), presented below, specifies the LHA's requirements for visibility splays against vehicle speeds. Merrylees Road has a 30mph speed limit past the access therefore, with reference to Table 6, visibility splays of 43 metres would be considered suitable.

Copy of Table 6 within the LHDG

Assessed likely vehicle 85th percentile vehicle speed (mph)	Measured 85th 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 (b)	21 to 25	33 (a)	36 (a)
	26 to 30	43 (a)	47 (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)

Notwithstanding the above, Drawing Number RHC-24-155-01c, submitted during the planning process, indicates that visibility splays of 65 meters to the north, and splays of 120 meters to the south can be achieved. These distances would accommodate approaching 85th percentile vehicle speeds of 40mph and 44mph, respectively. However, the LHA did not accept these visibility splays, stating *'the LHA are aware of historic speeds within the vicinity of the site which indicate that speeds in the vicinity of the site might be higher than the Applicant anticipates'*.

To determine 85th percentile vehicle speeds approaching the access in both directions, two seven-day Automatic Traffic Count (ATC) surveys were undertaken. The surveys, which took the form of pneumatic tubes, were located approximately 100 metres west of the site access and 80 metres south of the site access, to obtain approaching vehicle speeds.

A summary of the results can be found within **Table 1**, with full recordings attached within **Appendix B**.

Table 1: Summary of ATC Survey Results for Approaching Vehicles

	Southbound	Northbound
85 th Percentile Vehicle Speed	29.8mph	38.1mph

As outlined within **Table 1**, the recorded 85th percentile vehicle speeds were below 40mph in both directions and therefore, in accordance with Table 6 of the LHDG, visibility splays of 65 metres are considered safe and suitable for the recorded 85th percentile vehicle speeds. As southbound vehicle speeds were below 30mph, visibility splays of only 43 metres to the west of the access are required.

Drawing Number RHC-24-155-01c, submitted as part of the planning application, demonstrates that safe and suitable access can be provided from the proposed development when based on the recorded vehicle speeds however, for completeness, a revision to this drawing (RHC-24-155-01d) has been provided within **Appendix C**, outlining the required visibility splays when based on the recorded vehicle speeds. As such, access to the site does not conflict with Paragraphs 115 or 116 of the NPPF, as mentioned in the reason for refusal, nor with policy DM17 of the LPA's adopted Site Allocations and Development Management Policies Development Plan Document (2016).

Vehicle Parking/Layout

The proposed site layout includes a total of 25 car parking spaces, consisting of 13 staff spaces and 12 children collection/drop-off spaces.

Throughout the planning process, the LHA raised concerns regarding the adequacy of parking, particularly regarding parents dropping off/collecting children and the possibility of vehicles queuing back onto Merrylees Road when waiting for parking. To address these concerns, a parking accumulation assessment was conducted using data from the Trip Rate Information Computer System (TRICS), which is included in Appendix C of the SLR Consulting Ltd Transport Statement. The LHA has not raised any objections to this data, and it is therefore considered acceptable.

The parking accumulation analysis is detailed in Transport Note ref: RHC-24-155-TN, dated 19th November 2024. However, the LHA did not reference this assessment in their final consultation response, instead focusing on a supplemental assessment of the appellant's existing operation. **Table 2** outlines the results of the TRICS-based parking accumulation assessment. This analysis is based on the proposed trip generation levels provided in the SLR Consulting Ltd Transport Statement, which were also recommended for use in the LHA's final consultation

response (Page 2, Paragraph 7).

Table 2: Parking Accumulation (TRICS)

Hour End	Arrivals	Departures	Net Parked Vehicles
08:00	17	11	6
09:00	18	19	5
10:00	5	5	5
11:00	1	1	5
12:00	2	2	5
13:00	2	2	5
14:00	3	4	4
15:00	2	2	4
16:00	4	4	4
17:00	9	8	5
18:00	19	22	3
19:00	0	3	0

**Likely operational times based on client's existing Markfield premise (07:30-18:00).*

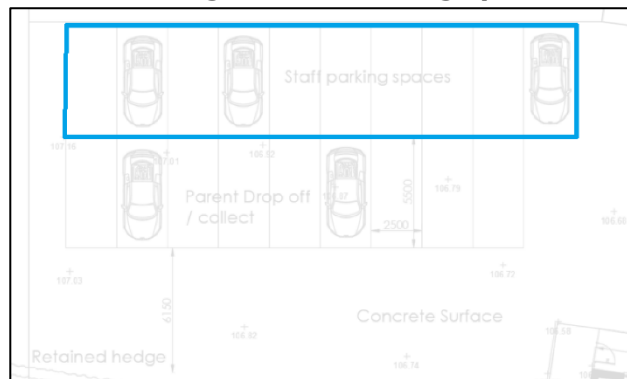
As shown in **Table 2**, the parking accumulation analysis using the submitted TRICS data indicates that a maximum of six vehicles would be parked on-site during any given hour (08:00), including staff parking.

The proposed development will provide a total of 25 parking spaces, with 12 dedicated to children collections/drop-offs. Based on the findings of the accumulation study, the proposed number of parking spaces for children collections/drop-offs is more than sufficient to meet expected demand, with at least six spaces available during any given hour, assuming all six occupied spaces are by parents dropping off or collecting children.

It is understood that the site will require 12 full time staff, and therefore, the provision of 13 designated staff spaces is considered suitable, with a surplus space available for ancillary staff who may visit the site on a part time basis.

The LHA expressed concerns about the use of tandem parking spaces, stating that the arrangement '*could require multiple staff to leave the building to move cars which may neither be appropriate or practical*'. However, the LHA appears to have misunderstood the proposed arrangements. Staff will be allocated the 10 northernmost parking spaces (outlined blue in **Image 1**), while the nine southernmost spaces will be designated for short-term parent drop-offs and collections. As a result, staff will not block each other's parking spaces.

Image 1: Staff Parking Spaces



Staff will arrive on-site before any parents dropping off their children and will leave the site after closing. As such, it is highly unlikely that parents dropping off their children will obstruct staff when leaving the site. Staff will never need to move their vehicles to allow another staff member to depart, contrary to the concerns raised by the LHA.

Figure 29(c) within the LHDG and contained within **Appendix D** outlines the minimum non-residential parking standards for Class E land uses. For a Day Nursery, a minimum of one space per staff member plus one additional space for shift changeover is required. There will be 13 staff associated with the site and therefore, in accordance with the adopted standards, a minimum of 14 spaces would be required. The proposals are providing 25 parking spaces thus, more than adhering to the adopted parking standards for the proposed use.

Therefore, the site provides sufficient parking to adequately serve the proposed development and is not in conflict with policy DM18 of the LPA's adopted Site Allocations and Development Management Policies Development Plan Document (2016).

Summary

This statement relates to an appeal lodged against Hinckley and Bosworth District Council's decision to refuse planning permission for the erection of two storey childcare facility with ancillary services and associated external play areas and animal interaction areas at Barnhills Farm, Merrylees Road, Thornton, Coalville.

Based on the evidence within this report, it is concluded that the development would not result in an unacceptable impact on highway safety, with suitable visibility achievable from the proposed site access when based on recorded 85th percentile vehicle speeds and the LHA's adopted highway design guide. The proposals therefore adhere to Paragraphs 115 and 116 of the NPPF and policy DM17 of the LPA's adopted Site Allocations and Development Management Policies Development Plan Document (2016).

It has been confirmed that the site can accommodate sufficient parking based on anticipated demand, ensuring that vehicles will not queue back onto Merrylees Road while waiting for a space. As a result, the proposals comply with policy DM18 of the LPA's adopted Site Allocations and Development Management Policies

Development Plan Document (2016).

Roberts Highway Consultants Limited therefore recommend that the Planning Inspector look favourably upon the highway and transportation considerations of the proposal and allow the appeal.

Andrew Roberts BA (Hons), MCIHT, MTPS

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Revision History

Revision	Comments
- March 2025	Initial submission

Appendices

- A – Leicestershire County Council Highways Final Consultation Response
- B – ATC Speed Survey Results
- C – Drawing Number RHC-24-155-01d Access Alterations
- D – Adopted Car Parking Standards for Class E Land Uses

Appendix A: -

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



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

APPLICATION DETAILS

Planning Application Number: 24/00657/FUL

Highway Reference Number: 2024/0657/04/H/R3

Application Address: Barnhills Farm Merrylees Road Thornton Coalville Leicestershire LE67 1AP

Application Type: Full

Description of Application: Re-consultation. Erection of two storey childcare facility with ancillary services and associated external play areas and animal interaction areas.

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant: Mr and Mrs Gary and Amy Knight

County Councillor: Cllr Peter Bedford

Parish: Bagworth & Thornton

Road Classification: Class C

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

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

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been reconsulted on the above full planning application following the submission of the following additional/revised information:

- Access Alterations drawing number RHC-24-155-01 revision C;
- Swept Path Analysis (Layout) drawing number RHC-24-155-03 revision C;
- Swept Path Analysis (Farm Vehicle) drawing number RHC-24-155-04 revision C; and
- Transport Statement revision 03 dated 13 December 2024.

The LHA has reviewed this information and provides detailed comments below, this response should be read in conjunction with the previous highway observations dated 17 September 2024, 14 November 2024, and 06 December 2024.

Site Access

The submitted Access Alterations drawing number RHC-24-155-01 revision C details that the existing access will be amended to provide a 6m wide bell-mouth junction with 10m radii.

In addition, the LHA note that the Transport Note states: *“In regards to the kissing gate proposed along the Right of Way (RoW), a minimum two metre width will be safeguarded for RoW users, as shown on Drawing Number RHC-24-155-01b”*.

Road Safety Audit

The Stage 1 Road Safety Audit (RSA1) identified that there was a lack of clear circulation for traffic within the site which may result in vehicles queuing or parking on Merrylees Road. This confirmed that while the swept path analysis showed that vehicles will be able to enter the site in a safe manner, it was noted that only six parent drop-off / collect bays are to be provided and that these are all to the north of the site access.

Given the number of places available to children (72) there is a concern that in peak times, the flow of vehicles into the site will be impeded by the movements of vehicles into and out of the proposed pick up / collect bays, resulting in vehicles queuing back onto Merrylees Road. This in turn may lead to overtaking movements where visibility is limited, risking offside to offside collisions.

The Applicant has responded to the problem in the RSA and compared the parking provision to that for a similar size nursery (68 children), Markfield Day Nursery, Leicester Road, Markfield.

The other nursery has 23 vehicles accessing the site between 7:30 and 9:00, 18 of these being in the highway peak hours (8:00-9:00) and 17 vehicles accessing the site between 16:10 and 18:00 with 12 of these being in the highway peak hours (17:00-18:00). There was a maximum parking accumulation of nine parked vehicles (08:10).

The Applicants has concluded that the proposed number of drop off spaces within this site (12) is more than suitable to cater for anticipated demand and avoid vehicles queuing back towards Merrylees Road.

However, the LHA highlight that the number of vehicles recorded within the parking study carried out at Markfield Day Nursery does not match the level of proposed trip generation previously provided by the Applicants which predicted that the proposed development would generate 37 two-way trips in the morning peak hour and 41 two-way trips in the evening peak hour. This information suggests that the trips associated with the site would be more than the movements listed above.

In addition, the LHA highlight that the existing nursery would not be comparable to the proposed development in terms of location and accessibility. This is due to the example site being in a built up, predatorially residential area which is supported by footways and street lighting which would facilitate transport to and from the nursery by sustainable means. In addition, there is a on street parking located along Leicester Road, Markfield.

Given the above, the LHA remain concerned that in peak times, the flow of vehicles into the site will be impeded by the movements of vehicles into and out of the proposed pick up / collect bays, resulting in vehicles queuing back onto Merrylees Road

Tracking Drawings / Swept Path Analysis (SPA)

The LHA has reviewed the submitted Swept Path Analysis (Layout) drawing number RHC-24-155-03 revision C and Swept Path Analysis (Farm Vehicle) drawing number RHC-24-155-04 revision C and are now satisfied that these vehicles can access and egress the site in a forward gear.

Vehicular Visibility Splays

The LHA note that Access Alterations drawing number RHC-24-155-01 revision A shows that visibility splays of 2.4m by 87m can be achieved to the north of the access and 2.4m by 120m can be achieved to the south of the proposed bell mouth junction. These visibility splays would be suitable for 85th percentile speeds of 40mph and 44mph retrospective, however no evidence has been submitted that the proposed visibility splays would be sufficient to cater for the recorded 85th percentile speeds in this location.

The access is located on a curved road and the visibility splay crosses the carriageway centreline. However, visibility has not been evidenced in accordance with Figure 3.9 of DMRB CD123. The LHA are concerned that the proposed visibility splay as currently shown could result in a significant blind spot within the visibility splay.

Lastly the LHA are aware of historic speeds within the vicinity of the site which indicate that speeds in the vicinity of the site might be higher than the Applicant anticipates. Therefore, the LHA is not satisfied that the proposed visibility splays would be sufficient and should undertake a speed survey to understand the latest speeds near the proposed development.

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

Summary

Given the above, the Applicants have currently failed to demonstrate that a safe and suitable access has been provided for all users in accordance with paragraph 115 of the National Planning Policy Framework (NPPF)

Internal Layout

Childcare Facility

As per the LHAs previous response dated 17 September 2024, 14 November 2024, and 06 December 2024 the LHA would not support the use of tandem parking to support the user type being applied for.

The LHA would query how the Applicants intend to manage these spaces and highlight that should the tandem spaces be used by staff; this could require multiple staff to leave the building to move cars which may neither be appropriate or practical.

Given the above, the LHA do not consider that the current proposals demonstrate that adequate parking provision has been provided to serve the proposed development.

Public Right of Way

The LHA raised concerns over the impact of the proposed development on the PROW within its previous observations dated 17 September 2024 which have not been addressed by the Applicants within the additional information provided.

These will need to be addressed by the Applicants.

Transport Sustainability and Travel Plan

The submitted Travel Plan (TP) currently does not demonstrate a deliverable commitment to viable alternative modes of sustainable transport/active travel. Although it is appreciated the site is in a rural location some of the suggested alternative options to car use would not be viable to many due to the road network/traffic speed/lack of street lighting in the area.

As highlighted previously, the application site suffers from poor transport sustainability and cannot be reached safely by walking, cycling, or public transport routes. Therefore, users, visitors and staff are highly likely to be dependent on private motorised transport to visit the site.

There is a suggestion in the plan that many staff and users of the site will be local, more data to confirm this is the case is needed.

It is stated that grass verges could be used as a means of access to site, possibly by staff but again this may be unlikely especially in wetter/winter months and this is the same for access to the site via unpaved walking and cycling routes. These may be possible during some months of the year but cannot be considered a meaningful alternative.

Again, due the site location cycling may not be an option for many but can still be explored. Adult cycling courses as opposed to Bikeability (which is for school age children in the main) should be explore and offered. The option of offering the 'Cycle to work' scheme is noted and encouraged.

Site users/staff who are competent, confident cyclists may choose to cycle so to encourage this shower/changing facilities should be provided on site.

A cycle store is shown on the submitted Access Alterations drawing number RHC-24-155-01 revision C. The LHA also notes that paragraph 4.12 of the Submitted Travel Plan states the following:

4.12 safe and secure cycle parking will be provided within the site to meet the demands of the users of the site (parents and staff). The use of cycle parking will be monitored as part of the overall monitoring strategy on the site. The cycle stores for the staff members will be located for easy access to Headstone Drive where the majority of cycle trips are expected to route.

Whilst the LHA support the provision of safe and secure cycle parking, the Applicant is advised that cycle parking should also be undercover. The LHA are also unaware of a Headstone Drive being located in the vicinity of the site and seek clarification over this reference.

Car share is likely to be the most viable option and there should be more evidence in the travel plan setting out what initial meaningful thoughts has been given to this as an option, for how many

and how this could work in practice/would be set up for both staff and site users and how this will be managed going forward.

Despite the site having served bus stops within walking distance, due to the rural nature of the site, the lack of footpaths makes it difficult to access these stops from the site. On this basis, to ensure the proposed development is accessible by bus as referenced in the submitted Travel Plan (TP), the LHA would require the Applicants to install a bus stop directly outside and opposite the site. Infrastructure for both stops should include pole, flag, timetable case, hardstanding and road markings.

Date Received
16 December 2024

Case Officer
Victoria Vernon

Reviewer
DH

Date issued
13 January 2025

Appendix B: -

Merry Lees ATC 1, Merrylees Road (Northern Site)

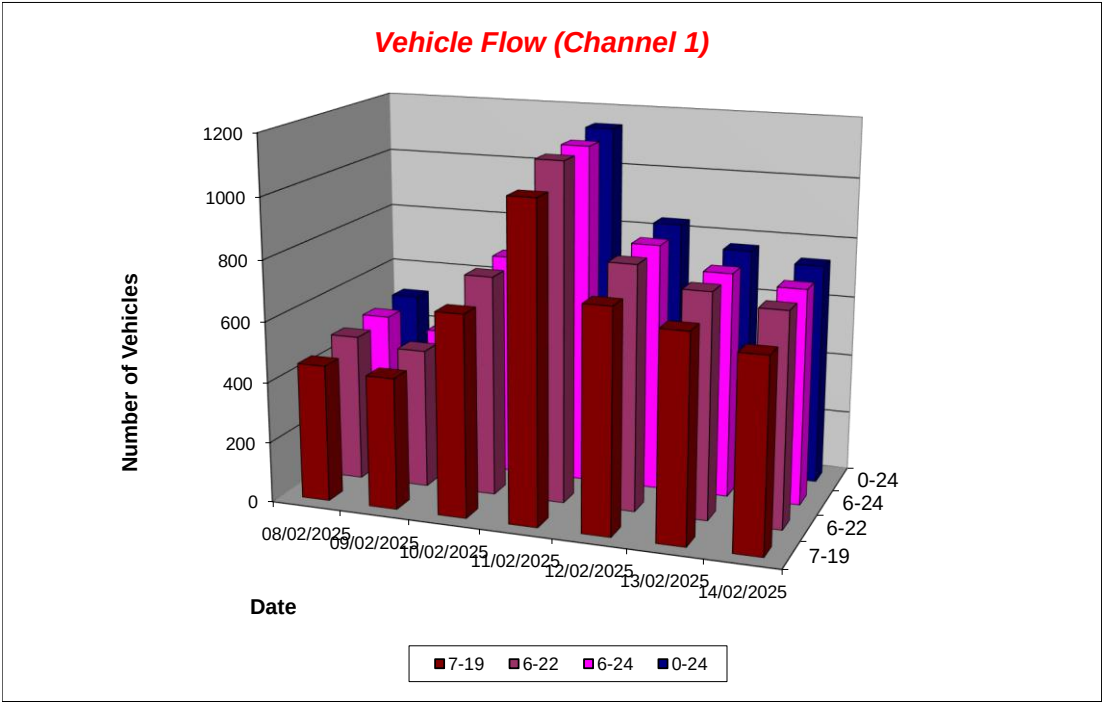
Produced by Road Data Services Ltd.

Channel 1 - Southbound

Vehicle Flow

Week 1

	08/02/2025	09/02/2025	10/02/2025	11/02/2025	12/02/2025	13/02/2025	14/02/2025	Weekday	
Hr Ending	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Average	Average
1	1	2	0	0	0	0	1	0	1
2	1	4	0	0	1	0	2	1	1
3	3	1	0	0	1	1	1	1	1
4	1	0	2	1	0	0	1	1	1
5	1	0	2	3	3	1	4	3	2
6	7	2	16	17	15	20	13	16	13
7	6	2	24	26	23	24	29	25	19
8	15	7	106	150	94	98	67	103	77
9	24	19	87	279	117	82	61	125	96
10	34	27	51	126	59	43	31	62	53
11	44	46	35	55	38	42	38	42	43
12	55	44	38	31	34	41	47	38	41
13	52	51	35	34	35	35	51	38	42
14	52	50	50	36	34	57	50	45	47
15	38	54	49	50	62	52	66	56	53
16	51	58	64	68	78	62	85	71	67
17	26	28	60	90	73	70	53	69	57
18	34	32	54	78	66	59	49	61	53
19	27	19	36	46	42	36	29	38	34
20	9	8	19	27	27	25	25	25	20
21	10	6	16	10	12	10	14	12	11
22	9	10	4	9	13	5	8	8	8
23	5	2	7	6	8	1	7	6	5
24	5	1	4	2	2	2	3	3	3
7-19	452	435	665	1043	732	677	627	749	662
6-22	486	461	728	1115	807	741	703	819	720
6-24	496	464	739	1123	817	744	713	827	728
0-24	510	473	759	1144	837	766	735	848	746



Merry Lees ATC 1, Merrylees Road (Northern Site)

Produced by Road Data Services Ltd.

Channel 1 - Southbound

Average Speed

Week 1

Hr Ending	08/02/2025 Saturday	09/02/2025 Sunday	10/02/2025 Monday	11/02/2025 Tuesday	12/02/2025 Wednesday	13/02/2025 Thursday	14/02/2025 Friday
1	16.2	21.3	-	-	-	-	26.6
2	24.3	23.0	-	-	28.2	-	31.0
3	26.5	18.2	-	-	20.3	34.3	29.5
4	25.8	-	19.0	22.6	-	-	30.5
5	29.8	-	24.2	24.5	29.2	31.4	28.3
6	27.9	19.8	25.2	26.8	26.6	28.0	30.9
7	24.3	24.4	24.8	24.8	26.2	28.3	28.9
8	24.3	23.3	25.6	25.5	26.6	26.6	27.9
9	25.9	24.8	25.3	25.8	25.9	26.5	26.9
10	24.6	24.7	23.6	25.2	26.6	26.7	27.4
11	24.4	24.7	23.1	25.5	25.0	25.8	25.9
12	24.2	24.9	24.1	23.5	25.1	24.1	27.2
13	25.4	26.2	23.7	25.4	26.9	26.4	26.8
14	25.2	24.4	24.7	26.2	24.4	25.5	26.8
15	23.8	24.4	24.7	25.2	25.1	26.9	26.8
16	23.5	23.9	24.5	26.1	25.6	26.0	27.5
17	23.7	24.5	24.6	25.0	25.7	26.5	26.8
18	24.4	24.4	25.3	25.5	25.3	27.3	26.9
19	24.2	25.8	25.8	24.6	25.1	26.4	27.4
20	24.6	26.5	25.5	26.0	25.9	27.2	29.0
21	26.2	25.7	24.9	25.6	27.4	26.8	29.1
22	22.9	24.9	26.5	26.9	29.3	30.2	28.0
23	25.2	29.0	30.1	25.9	27.6	32.8	24.7
24	26.0	28.3	26.6	31.2	28.4	28.5	28.9

10-12	24.3	24.8	23.6	24.8	25.0	25.0	26.6
14-16	23.6	24.2	24.6	25.7	25.4	26.4	27.2
0-24	24.6	24.7	24.8	25.5	25.9	26.5	27.3

Mean (ALL)	25.7
Weekday Inter-Peak	25.6

Channel 1 - Southbound

85th Percentile

Hr Ending	08/02/2025 Saturday	09/02/2025 Sunday	10/02/2025 Monday	11/02/2025 Tuesday	12/02/2025 Wednesday	13/02/2025 Thursday	14/02/2025 Friday
1	-	21.4	-	-	-	-	-
2	-	28.1	-	-	-	-	32.5
3	28.6	-	-	-	-	-	-
4	-	-	22.1	-	-	-	-
5	-	-	28.0	26.5	32.5	-	31.1
6	30.5	30.1	29.0	30.8	29.2	32.0	35.0
7	27.9	27.1	28.7	29.5	29.5	31.4	32.7
8	27.9	26.9	29.0	28.5	30.8	30.2	31.8
9	29.9	29.5	29.1	29.3	29.7	30.2	31.2
10	27.9	28.2	27.1	28.4	30.5	30.3	30.9
11	29.0	29.0	26.6	29.2	29.1	29.2	30.3
12	28.2	28.7	28.0	28.1	28.7	27.4	31.4
13	29.1	29.9	27.2	29.2	31.2	29.9	31.2
14	29.3	27.9	27.5	30.9	28.7	29.4	30.0
15	27.6	28.1	28.8	29.0	29.9	30.7	30.7
16	27.1	27.8	28.2	29.2	29.5	30.3	31.5
17	26.7	29.6	28.0	28.7	29.4	30.6	30.8
18	28.7	28.3	29.3	29.5	29.6	31.3	31.9
19	27.9	30.2	30.8	28.7	29.2	30.1	32.3
20	27.8	33.1	29.7	29.4	29.5	31.7	33.8
21	29.9	28.1	27.4	30.6	32.8	29.0	33.8
22	27.2	29.0	32.7	32.3	32.6	32.8	32.4
23	27.6	30.3	35.2	31.0	29.9	-	27.7
24	29.1	-	30.3	34.4	28.7	28.8	30.1

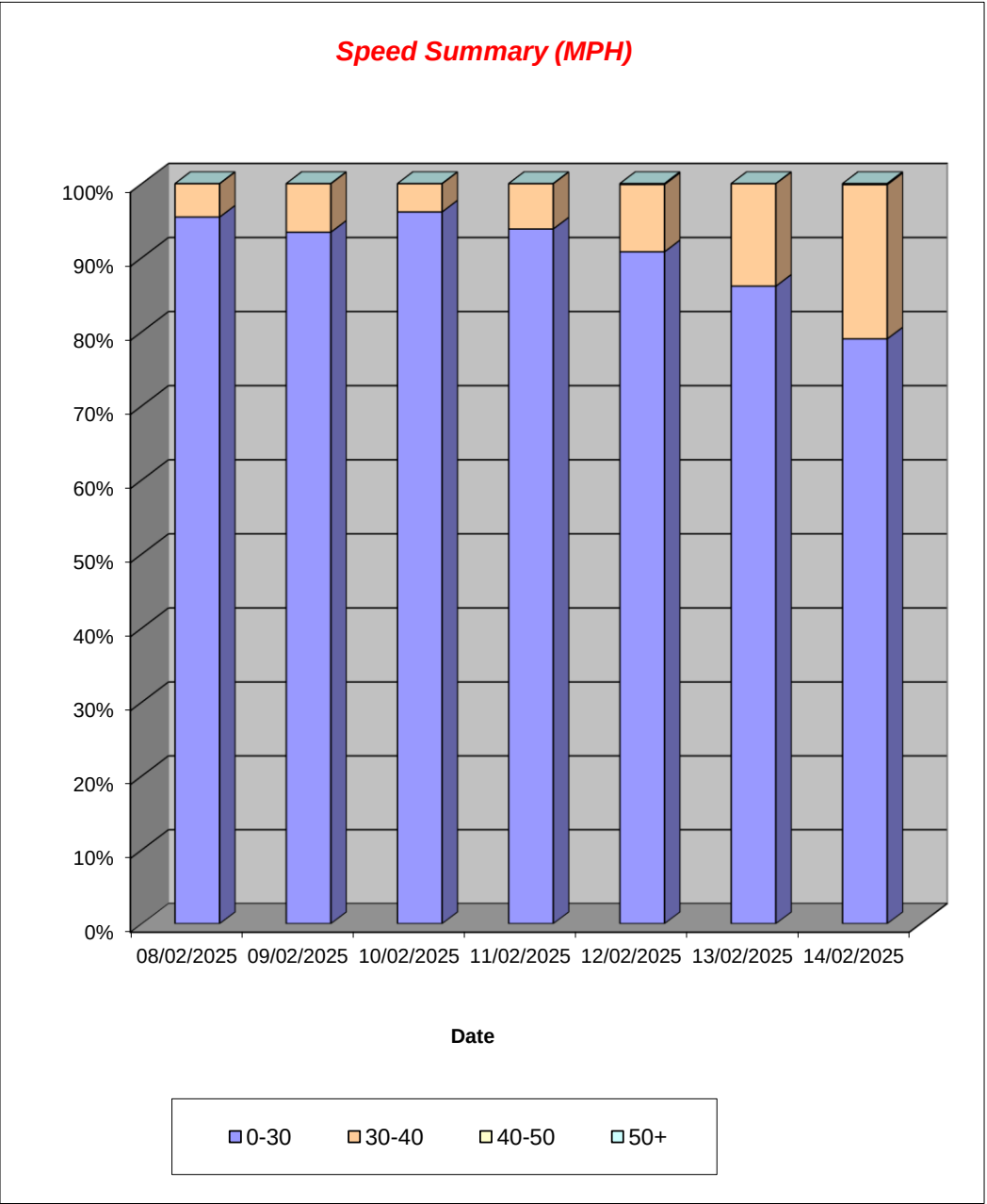
10-12	28.5	28.9	27.4	29.0	28.9	28.4	30.9
14-16	27.3	28.0	28.5	29.1	29.7	30.5	31.2
0-24	28.5	28.9	28.7	29.2	30.0	30.4	31.5

85th %ile (ALL)	29.8
Weekday Inter-Peak	29.7

Merry Lees ATC 1, Merrylees Road (Northern Site)

Produced by Road Data Services Ltd.

Channel 1 - Southbound				Speed Summary			Week 1
	08/02/2025	09/02/2025	10/02/2025	11/02/2025	12/02/2025	13/02/2025	14/02/2025
Speed (MPH)	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
0-30	487	442	730	1074	760	660	581
30-40	23	31	29	70	76	106	153
40-50	0	0	0	0	1	0	1
50+	0	0	0	0	0	0	0
TOTAL	510	473	759	1144	837	766	735



Merry Lees ATC 1, Merrylees Road (Northern Site)

Produced by Road Data Services Ltd.

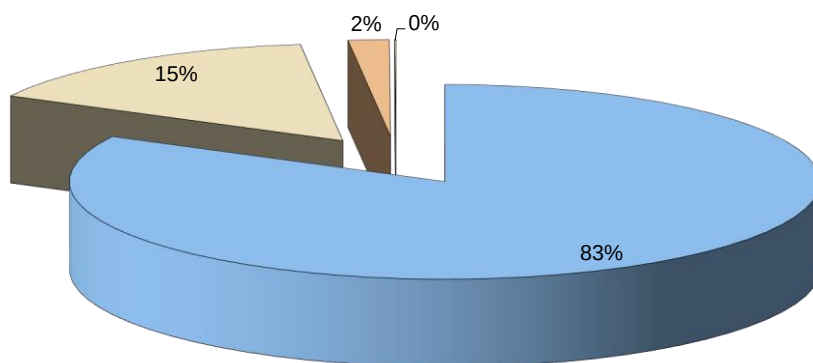
Channel 1 - Southbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
08/02/2025					
7-19	386	51	14	1	452
6-22	419	52	14	1	486
6-24	429	52	14	1	496
0-24	440	55	14	-1	508
09/02/2025					
7-19	389	44	2	0	435
6-22	414	45	2	0	461
6-24	417	45	2	0	464
0-24	425	46	2	0	473
10/02/2025					
7-19	540	112	13	0	665
6-22	593	121	14	0	728
6-24	603	122	14	0	739
0-24	621	124	14	0	759
11/02/2025					
7-19	859	167	17	0	1043
6-22	922	175	18	0	1115
6-24	929	176	18	0	1123
0-24	947	179	18	0	1144
12/02/2025					
7-19	600	118	13	1	732
6-22	665	128	13	1	807
6-24	675	128	13	1	817
0-24	692	131	13	1	837
13/02/2025					
7-19	530	129	16	2	677
6-22	581	142	16	2	741
6-24	584	142	16	2	744
0-24	600	148	16	2	766
14/02/2025					
7-19	501	111	14	1	627
6-22	567	120	15	1	703
6-24	573	124	15	1	713
0-24	591	128	15	1	735
Average					
7-19	544	105	13	1	662
6-22	594	112	13	1	720
6-24	601	113	13	1	728
0-24	617	116	13	0	746

Total Vehicle Class Distribution



Merry Lees ATC 1, Merrylees Road (Northern Site)

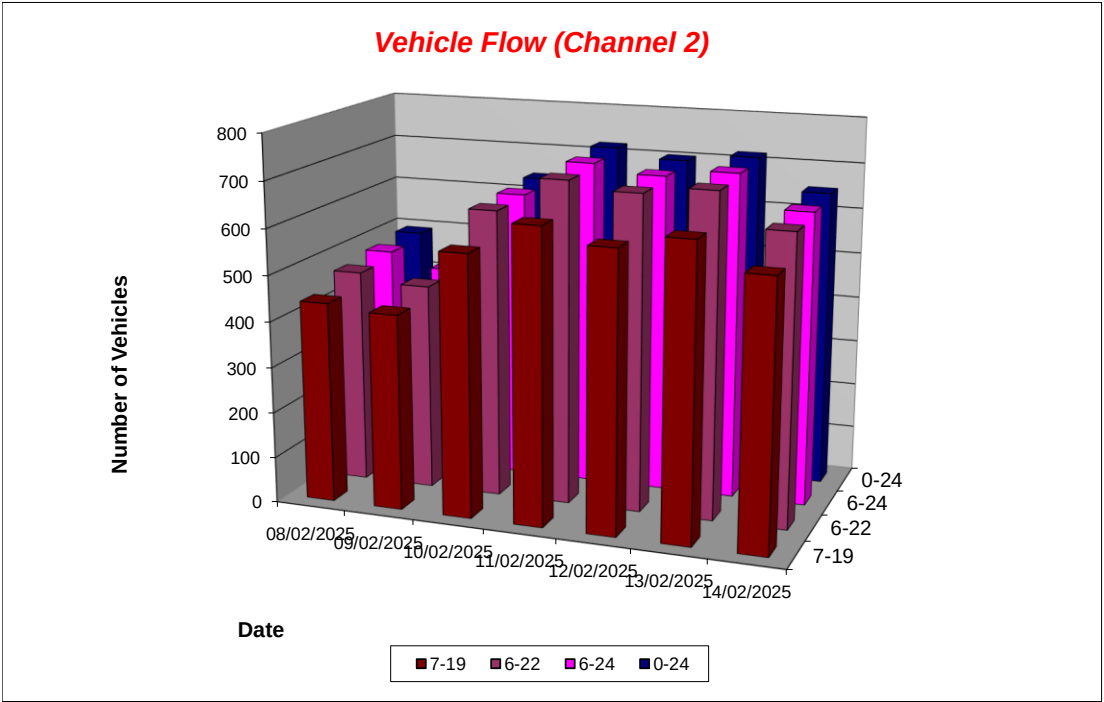
Produced by Road Data Services Ltd.

Channel 2 - Northbound

Vehicle Flow

Week 1

	08/02/2025	09/02/2025	10/02/2025	11/02/2025	12/02/2025	13/02/2025	14/02/2025	Weekday	
Hr Ending	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Average	Average
1	5	2	0	0	1	1	2	1	2
2	1	1	0	2	0	1	0	1	1
3	1	0	1	1	2	1	2	1	1
4	1	0	0	0	0	0	0	0	0
5	0	0	2	1	0	3	1	1	1
6	3	0	4	4	4	1	5	4	3
7	3	4	15	15	17	14	14	15	12
8	15	8	44	49	43	50	42	46	36
9	15	13	63	87	76	83	69	76	58
10	40	31	45	65	51	46	42	50	46
11	44	39	29	28	26	42	42	33	36
12	52	43	37	40	40	31	36	37	40
13	54	50	40	35	40	43	47	41	44
14	51	42	35	30	38	35	40	36	39
15	36	53	39	47	39	45	63	47	46
16	30	55	59	56	50	66	57	58	53
17	37	43	71	93	89	72	50	75	65
18	39	32	79	59	84	85	57	73	62
19	25	18	29	50	30	37	31	35	31
20	18	11	20	23	25	23	18	22	20
21	5	4	10	18	21	19	14	16	13
22	5	5	13	8	17	11	8	11	10
23	7	1	5	6	4	5	6	5	5
24	6	1	0	3	4	3	3	3	3
7-19	438	427	570	639	606	635	576	605	556
6-22	469	451	628	703	686	702	630	670	610
6-24	482	453	633	712	694	710	639	678	618
0-24	493	456	640	720	701	717	649	685	625



Merry Lees ATC 1, Merrylees Road (Northern Site)

Produced by Road Data Services Ltd.

Channel 2 - Northbound

Average Speed

Week 1

Hr Ending	08/02/2025 Saturday	09/02/2025 Sunday	10/02/2025 Monday	11/02/2025 Tuesday	12/02/2025 Wednesday	13/02/2025 Thursday	14/02/2025 Friday
1	25.5	24.8	-	-	22.8	22.1	24.8
2	28.0	28.7	-	25.5	-	23.8	-
3	24.7	-	28.0	27.1	25.8	22.6	20.9
4	23.0	-	-	-	-	-	-
5	-	-	29.2	24.2	-	23.7	21.0
6	25.0	-	22.6	26.5	22.9	29.9	25.1
7	26.5	22.5	24.4	24.3	24.7	24.0	26.9
8	25.5	26.1	26.7	25.9	25.5	24.7	25.7
9	24.2	25.6	25.3	24.8	24.5	25.2	24.2
10	25.6	26.0	24.9	24.4	25.1	24.7	24.5
11	24.5	26.2	23.9	24.3	23.1	23.7	24.5
12	25.1	25.0	25.9	23.7	24.2	23.7	24.3
13	26.4	25.9	27.0	24.6	24.0	23.1	24.2
14	26.1	25.1	24.2	23.4	24.0	24.2	24.0
15	24.0	25.0	24.5	24.0	23.8	24.7	24.8
16	26.3	25.9	25.7	25.2	25.2	24.3	24.4
17	25.4	25.7	25.1	24.8	25.2	25.3	23.5
18	25.2	24.7	25.4	23.8	24.8	25.4	24.4
19	24.9	25.7	24.7	23.6	24.0	24.2	22.8
20	25.0	26.9	26.1	23.7	23.2	23.8	27.2
21	26.3	27.2	25.4	25.9	24.7	23.6	25.3
22	21.8	27.3	24.1	24.9	24.5	25.0	24.5
23	20.3	32.1	23.9	24.3	24.8	27.1	22.9
24	23.1	25.7	-	25.5	24.9	26.1	24.1

10-12	24.8	25.6	25.0	24.0	23.7	23.7	24.4
14-16	25.0	25.4	25.2	24.6	24.6	24.5	24.6
0-24	25.2	25.6	25.3	24.5	24.6	24.6	24.5

Average (ALL)	24.8
Weekday Inter-Peak	24.5

Channel 2 - Northbound

85th Percentile

Hr Ending	08/02/2025 Saturday	09/02/2025 Sunday	10/02/2025 Monday	11/02/2025 Tuesday	12/02/2025 Wednesday	13/02/2025 Thursday	14/02/2025 Friday
1	29.0	29.4	-	-	-	-	28.7
2	-	-	-	26.4	-	-	-
3	-	-	-	-	27.4	-	21.1
4	-	-	-	-	-	-	-
5	-	-	29.2	-	-	25.6	-
6	27.7	-	27.4	32.2	26.3	-	29.5
7	28.4	25.0	30.5	28.0	29.8	28.3	30.3
8	30.8	29.5	30.0	29.4	29.4	27.9	29.3
9	28.6	31.3	28.9	28.5	28.2	28.6	27.7
10	29.5	30.5	28.1	27.8	28.6	28.6	27.9
11	28.7	31.7	26.9	27.7	27.3	27.3	27.9
12	28.5	28.2	29.4	27.6	28.0	27.8	27.4
13	29.9	31.0	31.0	28.5	27.4	26.8	27.6
14	30.1	28.7	27.6	26.8	27.6	28.1	28.5
15	28.0	28.4	28.5	27.3	27.0	28.2	29.1
16	31.0	29.0	29.2	29.2	28.4	28.3	27.8
17	29.4	29.4	28.8	28.4	28.9	30.1	26.8
18	28.6	29.1	28.6	27.0	28.0	29.0	27.9
19	28.3	29.8	29.0	27.7	27.6	27.9	26.5
20	28.2	30.3	29.7	27.8	25.6	27.9	31.0
21	29.8	30.8	28.5	29.3	27.3	26.8	28.1
22	24.0	31.3	26.6	27.3	28.8	28.5	27.2
23	24.8	-	27.3	28.7	28.5	31.3	25.4
24	24.7	-	-	28.6	27.0	27.3	24.9

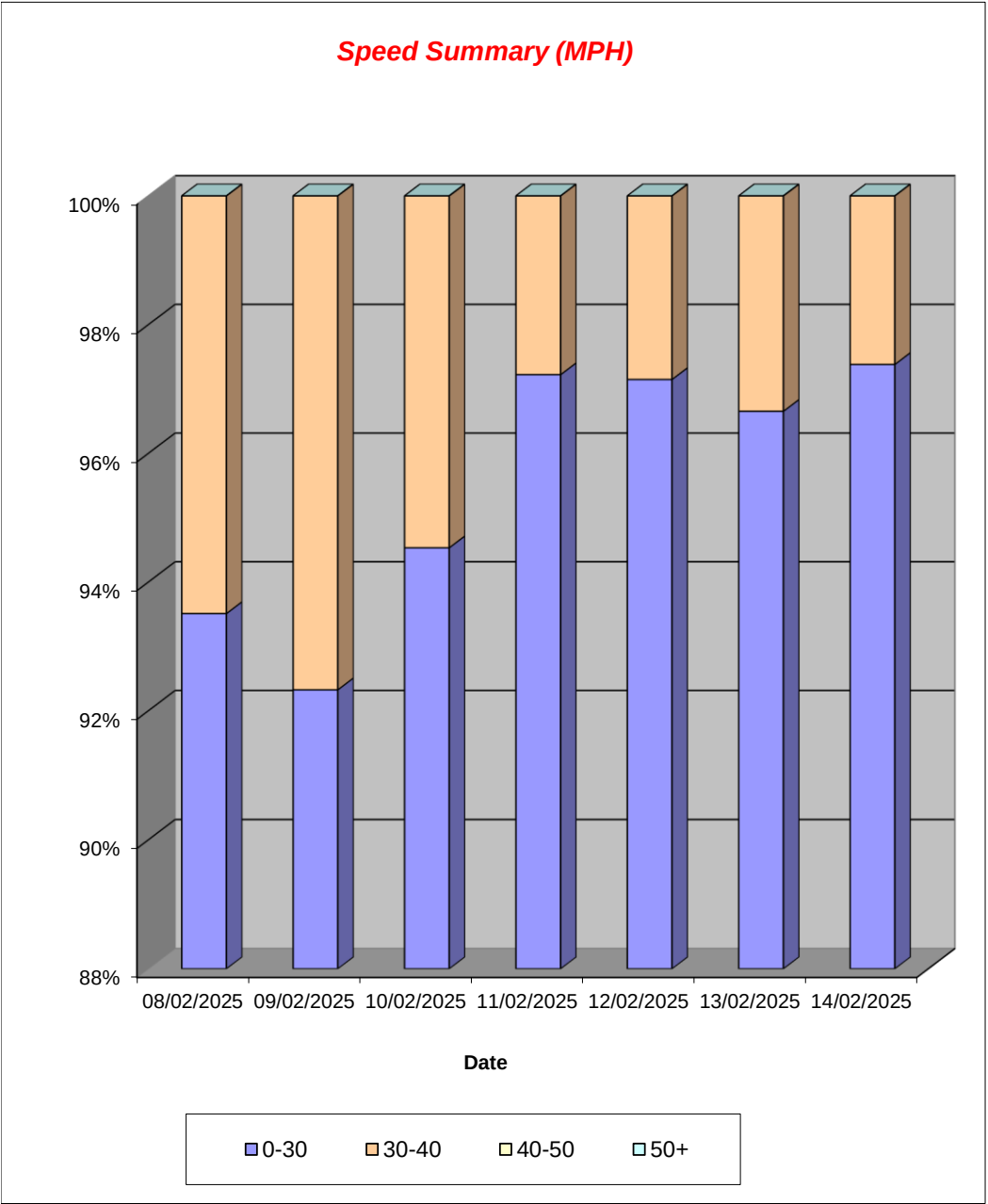
10-12	28.6	30.1	28.5	27.7	27.7	27.5	27.7
14-16	29.5	28.7	29.0	28.4	27.9	28.3	28.5
0-24	29.2	29.7	29.0	28.2	28.2	28.5	28.2

85th %ile (ALL)	28.6
Weekday Inter-Peak	28.2

Merry Lees ATC 1, Merrylees Road (Northern Site)

Produced by Road Data Services Ltd.

Channel 2 - Northbound				Speed Summary			Week 1
Speed (MPH)	08/02/2025 Saturday	09/02/2025 Sunday	10/02/2025 Monday	11/02/2025 Tuesday	12/02/2025 Wednesday	13/02/2025 Thursday	14/02/2025 Friday
0-30	461	421	605	700	681	693	632
30-40	32	35	35	20	20	24	17
40-50	0	0	0	0	0	0	0
50+	0	0	0	0	0	0	0
TOTAL	493	456	640	720	701	717	649



Merry Lees ATC 1, Merrylees Road (Northern Site)

Produced by Road Data Services Ltd.

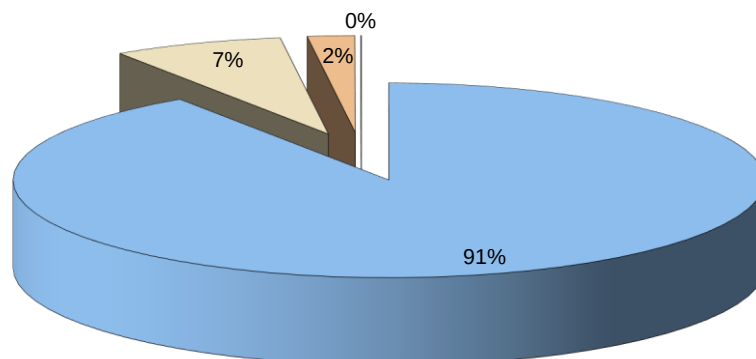
Channel 2 - Northbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
08/02/2025					
7-19	394	30	14	0	438
6-22	422	33	14	0	469
6-24	435	33	14	0	482
0-24	445	34	14	0	493
09/02/2025					
7-19	405	19	2	1	427
6-22	427	21	2	1	451
6-24	429	21	2	1	453
0-24	432	21	2	1	456
10/02/2025					
7-19	497	60	13	0	570
6-22	550	64	14	0	628
6-24	555	64	14	0	633
0-24	562	64	14	0	640
11/02/2025					
7-19	568	59	12	0	639
6-22	628	62	13	0	703
6-24	637	62	13	0	712
0-24	644	63	13	0	720
12/02/2025					
7-19	547	46	13	0	606
6-22	623	49	14	0	686
6-24	631	49	14	0	694
0-24	636	51	14	0	701
13/02/2025					
7-19	566	55	14	0	635
6-22	631	56	15	0	702
6-24	638	56	16	0	710
0-24	643	57	17	0	717
14/02/2025					
7-19	533	29	14	0	576
6-22	584	31	15	0	630
6-24	593	31	15	0	639
0-24	603	31	15	0	649
Average					
7-19	501	43	12	0	556
6-22	552	45	12	0	610
6-24	560	45	13	0	618
0-24	566	46	13	0	625

Total Vehicle Class Distribution



Merry Lees ATC 2, Merrylees Road (Southern Site)

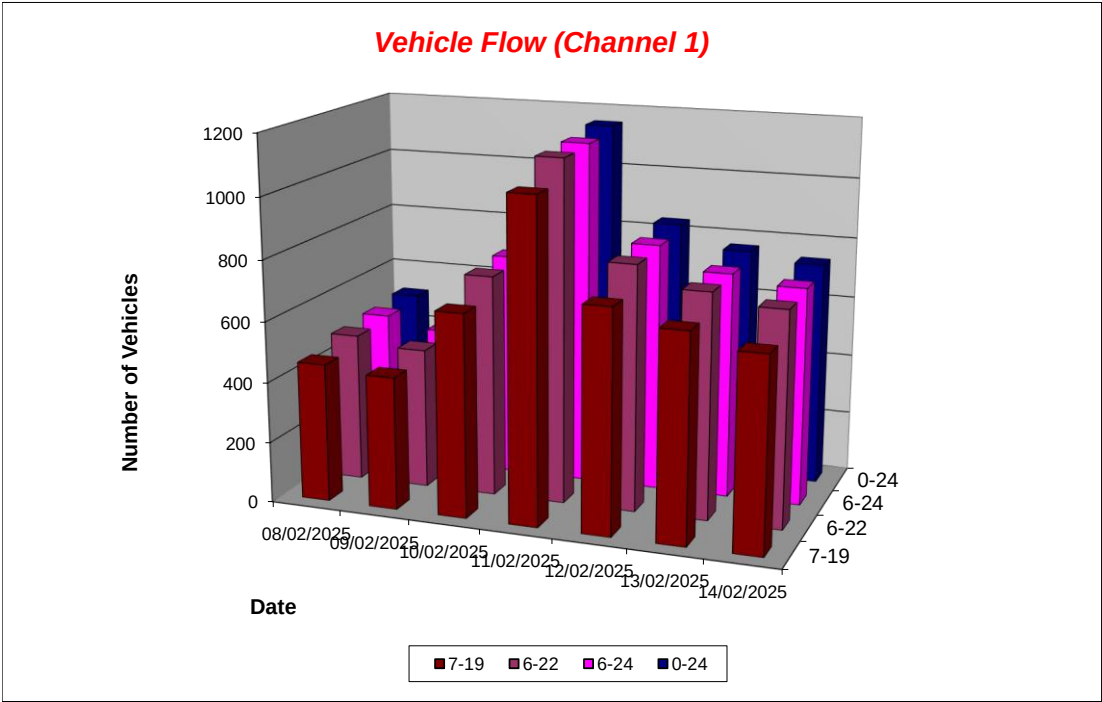
Produced by Road Data Services Ltd.

Channel 1 - Southbound

Vehicle Flow

Week 1

	08/02/2025	09/02/2025	10/02/2025	11/02/2025	12/02/2025	13/02/2025	14/02/2025	Weekday	
Hr Ending	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Average	Average
1	1	2	0	0	0	0	1	0	1
2	1	4	0	0	1	0	2	1	1
3	3	1	0	0	1	1	1	1	1
4	1	0	2	1	0	0	1	1	1
5	1	0	2	3	3	1	4	3	2
6	7	2	16	17	15	20	13	16	13
7	6	2	24	26	23	24	28	25	19
8	16	7	105	151	93	96	64	102	76
9	24	19	85	279	117	84	63	126	96
10	35	27	52	127	60	44	30	63	54
11	46	48	36	57	38	43	40	43	44
12	57	44	38	32	36	38	46	38	42
13	52	52	36	36	34	37	51	39	43
14	52	50	49	37	33	54	51	45	47
15	38	55	50	49	64	53	66	56	54
16	51	58	64	70	74	61	84	71	66
17	26	27	61	92	73	70	58	71	58
18	32	30	54	79	66	61	49	62	53
19	27	20	37	44	42	37	29	38	34
20	9	8	18	27	27	24	25	24	20
21	9	6	16	10	12	9	14	12	11
22	10	10	4	8	15	5	8	8	9
23	5	2	7	6	8	1	7	6	5
24	5	1	4	2	2	2	3	3	3
7-19	456	437	667	1053	730	678	631	752	665
6-22	490	463	729	1124	807	740	706	821	723
6-24	500	466	740	1132	817	743	716	830	731
0-24	514	475	760	1153	837	765	738	851	749



Merry Lees ATC 2, Merrylees Road (Southern Site)

Produced by Road Data Services Ltd.

Channel 1 - Southbound

Average Speed

Week 1

Hr Ending	08/02/2025 Saturday	09/02/2025 Sunday	10/02/2025 Monday	11/02/2025 Tuesday	12/02/2025 Wednesday	13/02/2025 Thursday	14/02/2025 Friday
1	33.4	33.6	-	-	-	-	42.0
2	26.5	35.0	-	-	39.5	-	38.0
3	36.0	30.5	-	-	34.4	36.4	38.8
4	35.3	-	30.7	33.8	-	-	31.2
5	31.3	-	28.8	31.2	30.9	26.9	36.1
6	35.2	24.5	33.2	34.4	35.3	35.0	36.2
7	34.3	34.2	34.3	32.5	32.4	35.7	35.8
8	28.1	28.1	32.8	32.5	33.6	34.6	34.3
9	33.4	32.5	32.9	32.6	33.1	34.4	33.4
10	32.2	33.4	31.4	32.5	31.6	33.1	33.5
11	33.3	30.8	31.4	31.8	32.2	32.4	31.5
12	31.9	32.4	31.3	29.6	31.9	32.5	33.1
13	32.7	32.4	31.6	30.1	33.0	33.4	32.3
14	32.6	32.3	32.5	33.7	32.2	31.8	34.4
15	31.5	32.5	33.3	32.4	31.4	33.8	34.1
16	31.7	31.0	32.1	32.5	32.4	33.8	34.4
17	32.4	33.2	32.7	33.2	32.9	33.7	32.1
18	32.0	31.9	33.1	33.6	32.8	34.7	33.9
19	32.3	32.9	32.6	32.8	33.9	33.8	34.2
20	31.5	32.2	34.0	33.2	32.8	36.5	35.5
21	33.0	33.2	33.3	33.1	32.9	36.2	33.5
22	31.5	31.3	36.2	32.7	32.9	35.9	34.2
23	37.3	38.0	36.9	32.8	32.4	43.7	32.9
24	34.3	25.4	34.6	34.3	36.8	32.0	32.3

10-12	32.5	31.6	31.3	31.1	32.0	32.4	32.4
14-16	31.6	31.7	32.6	32.5	32.0	33.8	34.2
0-24	32.3	32.1	32.6	32.6	32.7	33.9	33.7

Mean (ALL)	32.9
Weekday Inter-Peak	32.6

Channel 1 - Southbound

85th Percentile

Hr Ending	08/02/2025 Saturday	09/02/2025 Sunday	10/02/2025 Monday	11/02/2025 Tuesday	12/02/2025 Wednesday	13/02/2025 Thursday	14/02/2025 Friday
1	-	34.2	-	-	-	-	-
2	-	37.8	-	-	-	-	41.0
3	40.5	-	-	-	-	-	-
4	-	-	34.4	-	-	-	-
5	-	-	31.6	34.4	33.6	-	39.5
6	42.5	31.9	37.5	38.9	40.6	38.9	38.9
7	41.7	35.4	38.3	37.5	35.6	39.0	41.1
8	35.7	33.0	36.5	36.2	37.8	39.7	39.0
9	40.0	39.4	37.7	36.7	38.3	38.9	38.6
10	38.1	38.0	36.7	36.7	37.5	37.8	38.1
11	37.6	36.7	36.2	36.4	37.2	36.9	37.0
12	39.6	39.0	36.6	34.7	37.2	37.5	38.4
13	38.0	39.0	35.9	34.9	38.6	39.5	37.1
14	37.3	37.2	36.6	38.7	36.9	37.3	39.5
15	37.0	37.3	38.8	36.5	37.7	38.3	38.7
16	36.3	37.3	36.7	36.4	37.0	39.4	39.3
17	36.5	38.0	37.6	37.9	38.0	39.6	37.2
18	36.8	35.4	37.2	38.3	37.8	39.1	39.0
19	36.9	37.4	37.7	38.0	39.0	38.5	39.0
20	36.7	35.6	38.3	38.4	36.1	42.0	40.6
21	38.4	36.4	36.1	37.0	38.0	38.2	36.6
22	35.2	36.1	41.4	35.6	40.5	43.4	38.5
23	40.3	38.8	41.5	37.3	36.7	-	35.9
24	40.6	-	37.9	34.7	38.8	33.0	36.5

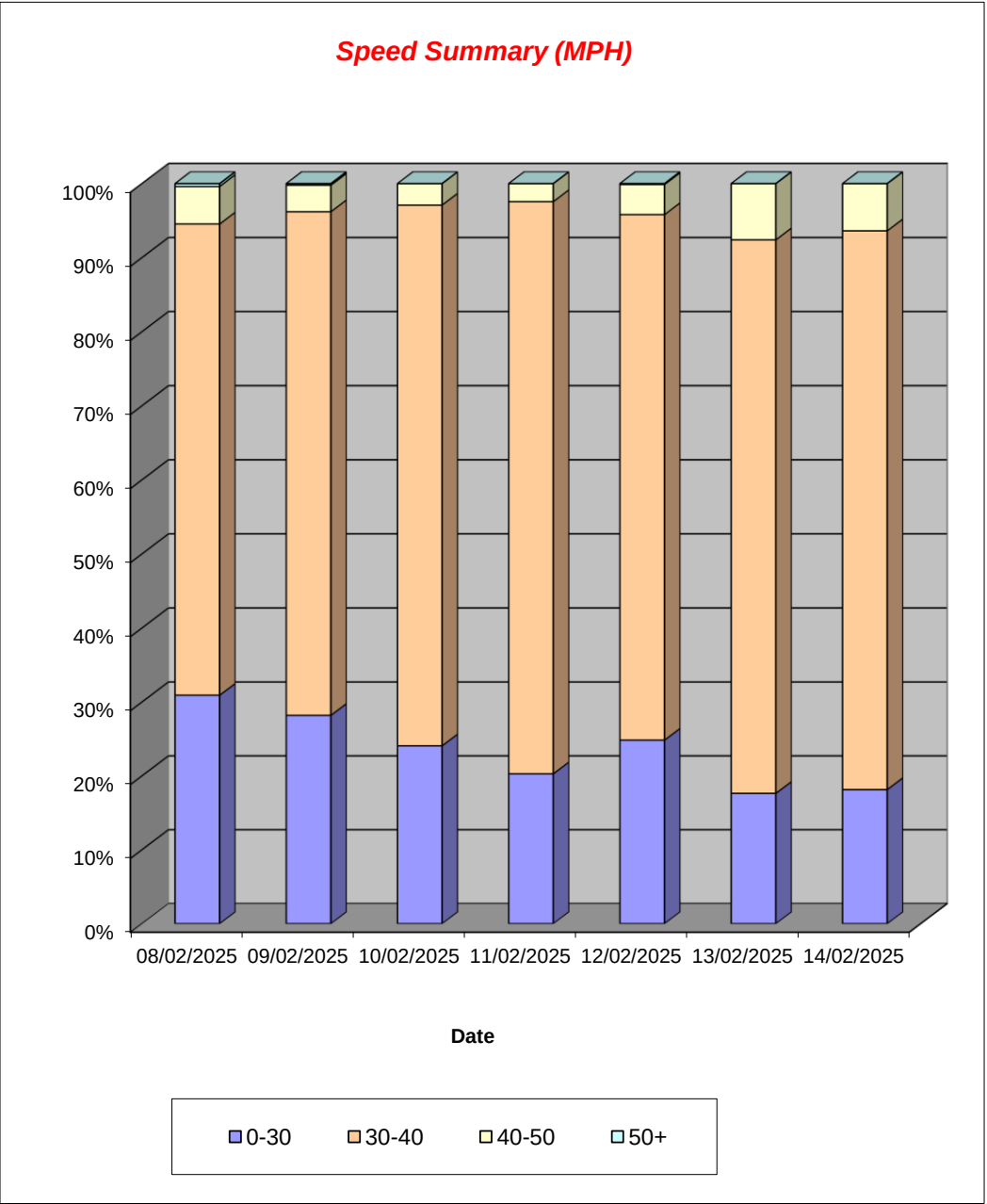
10-12	38.9	37.9	36.4	36.0	37.1	37.2	37.8
14-16	36.6	37.4	37.7	36.5	37.5	38.9	39.0
0-24	38.0	37.7	37.3	37.0	37.9	39.0	38.7

85th %ile (ALL)	38.0
Weekday Inter-Peak	37.7

Merry Lees ATC 2, Merrylees Road (Southern Site)

Produced by Road Data Services Ltd.

	Channel 1 - Southbound				Speed Summary		Week 1
	08/02/2025	09/02/2025	10/02/2025	11/02/2025	12/02/2025	13/02/2025	14/02/2025
Speed (MPH)	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
0-30	159	134	183	234	208	135	134
30-40	327	323	555	891	594	572	557
40-50	26	17	22	28	34	58	47
50+	2	1	0	0	1	0	0
TOTAL	514	475	760	1153	837	765	738



Merry Lees ATC 2, Merrylees Road (Southern Site)

Produced by Road Data Services Ltd.

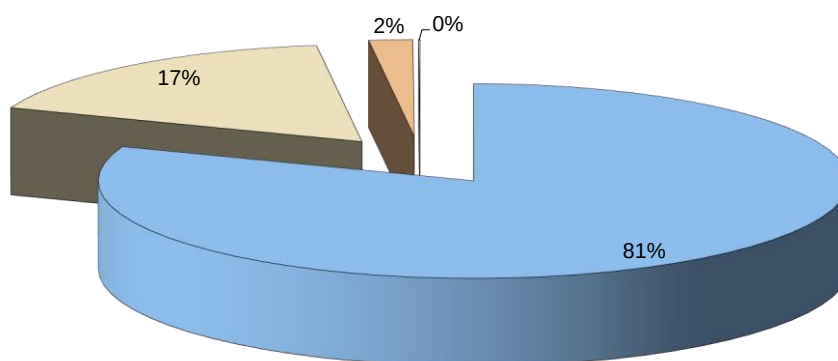
Channel 1 - Southbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
08/02/2025					
7-19	376	70	10	0	456
6-22	407	73	10	0	490
6-24	417	73	10	0	500
0-24	428	76	10	0	514
09/02/2025					
7-19	375	57	5	0	437
6-22	399	59	5	0	463
6-24	402	59	5	0	466
0-24	409	61	5	0	475
10/02/2025					
7-19	526	128	13	0	667
6-22	579	137	13	0	729
6-24	589	138	13	0	740
0-24	606	141	13	0	760
11/02/2025					
7-19	849	188	16	0	1053
6-22	912	195	17	0	1124
6-24	919	196	17	0	1132
0-24	936	200	17	0	1153
12/02/2025					
7-19	587	129	14	0	730
6-22	654	139	14	0	807
6-24	663	140	14	0	817
0-24	680	143	14	0	837
13/02/2025					
7-19	520	137	19	2	678
6-22	567	152	19	2	740
6-24	570	152	19	2	743
0-24	586	158	19	2	765
14/02/2025					
7-19	500	111	19	1	631
6-22	563	121	21	1	706
6-24	568	126	21	1	716
0-24	585	131	21	1	738
Average					
7-19	533	117	14	0	665
6-22	583	125	14	0	723
6-24	590	126	14	0	731
0-24	604	130	14	0	749

Total Vehicle Class Distribution



Merry Lees ATC 2, Merrylees Road (Southern Site)

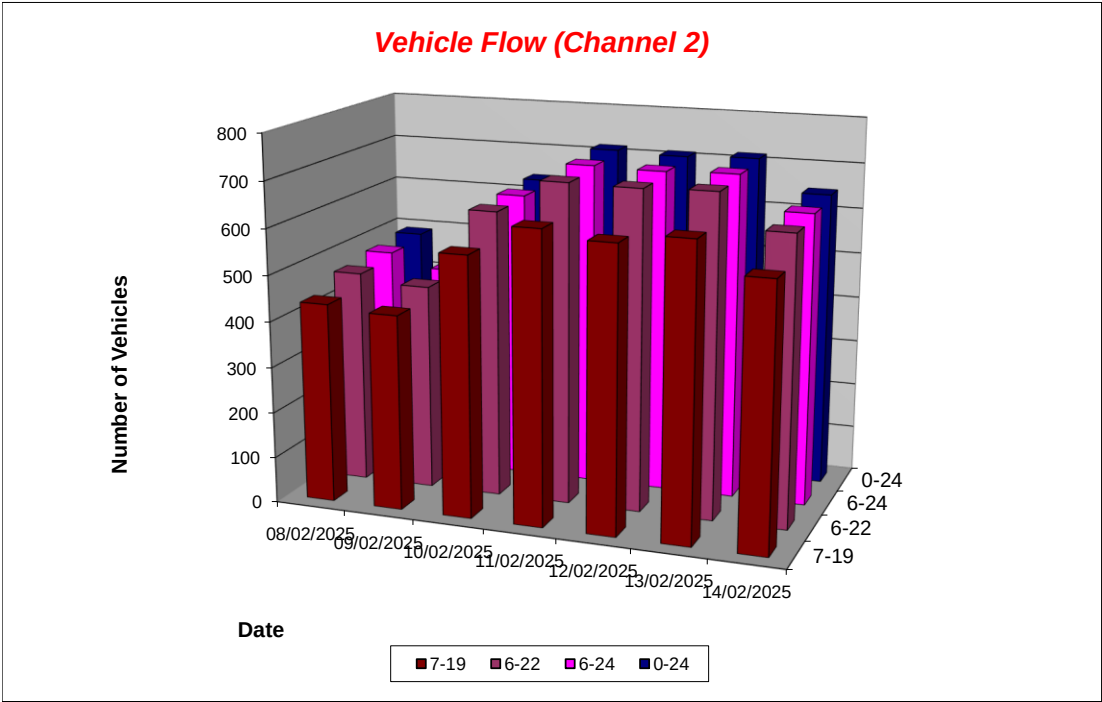
Produced by Road Data Services Ltd.

Channel 2 - Northbound

Vehicle Flow

Week 1

	08/02/2025	09/02/2025	10/02/2025	11/02/2025	12/02/2025	13/02/2025	14/02/2025	Weekday Average	Average
Hr Ending	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday		
1	5	2	0	0	1	1	2	1	2
2	1	1	0	2	0	1	0	1	1
3	1	0	1	1	2	1	2	1	1
4	1	0	0	0	0	0	0	0	0
5	0	0	2	1	0	3	1	1	1
6	3	0	3	4	3	1	5	3	3
7	3	4	15	15	17	13	15	15	12
8	15	7	44	49	43	50	42	46	36
9	15	13	66	84	78	84	67	76	58
10	40	31	42	66	54	45	43	50	46
11	45	38	29	29	26	42	40	33	36
12	50	43	36	40	42	33	35	37	40
13	54	50	39	35	40	42	47	41	44
14	52	42	35	30	37	35	39	35	39
15	34	52	39	46	40	45	64	47	46
16	31	55	60	58	51	68	58	59	54
17	37	43	71	90	89	72	47	74	64
18	38	34	77	57	85	83	57	72	62
19	25	18	29	49	31	37	31	35	31
20	18	11	21	23	25	21	20	22	20
21	5	4	10	18	21	19	14	16	13
22	5	5	13	9	17	11	8	12	10
23	7	1	5	7	4	5	6	5	5
24	6	1	0	2	4	3	3	2	3
7-19	436	426	567	633	616	636	570	604	555
6-22	467	450	626	698	696	700	627	669	609
6-24	480	452	631	707	704	708	636	677	617
0-24	491	455	637	715	710	715	646	685	624



Merry Lees ATC 2, Merrylees Road (Southern Site)

Produced by Road Data Services Ltd.

Channel 2 - Northbound

Average Speed

Week 1

Hr Ending	08/02/2025 Saturday	09/02/2025 Sunday	10/02/2025 Monday	11/02/2025 Tuesday	12/02/2025 Wednesday	13/02/2025 Thursday	14/02/2025 Friday
1	37.2	39.2	-	-	41.1	34.0	36.3
2	36.7	25.9	-	34.8	-	28.7	-
3	25.1	-	33.3	36.2	31.6	37.7	33.0
4	32.6	-	-	-	-	-	-
5	-	-	35.1	38.3	-	34.0	32.9
6	31.1	-	37.6	35.4	32.9	27.5	33.9
7	31.1	34.0	34.6	33.2	36.5	34.0	34.4
8	32.4	35.0	33.6	33.3	33.4	32.8	33.9
9	33.7	32.0	32.6	31.2	33.2	32.7	31.3
10	32.3	31.9	33.5	31.4	32.5	31.2	33.2
11	30.4	31.8	31.0	30.1	32.5	30.8	32.8
12	32.3	31.1	31.5	31.2	31.9	29.9	31.3
13	33.3	32.1	32.5	31.8	31.6	31.6	32.2
14	33.4	33.2	30.2	31.3	31.6	31.8	32.6
15	32.4	32.7	30.6	32.4	31.4	32.8	33.2
16	31.0	32.0	32.1	33.9	31.9	33.1	32.1
17	32.4	31.5	31.5	32.6	34.0	31.1	32.2
18	32.6	30.8	32.1	33.1	32.0	31.8	33.3
19	32.5	32.7	32.7	31.6	32.8	31.9	32.2
20	33.8	34.9	34.4	33.5	32.1	34.0	34.4
21	34.5	32.5	33.9	36.3	36.0	30.1	34.8
22	30.7	33.5	31.8	33.1	34.3	33.4	33.9
23	29.3	34.3	33.2	32.4	32.0	37.3	32.3
24	30.7	34.0	-	36.4	36.6	34.3	31.7

10-12	31.4	31.4	31.3	30.8	32.1	30.4	32.1
14-16	31.7	32.4	31.6	33.2	31.7	33.0	32.7
0-24	32.4	32.2	32.3	32.4	32.8	32.0	32.7

Average (ALL)	32.4
Weekday Inter-Peak	32.0

Channel 2 - Northbound

85th Percentile

Hr Ending	08/02/2025 Saturday	09/02/2025 Sunday	10/02/2025 Monday	11/02/2025 Tuesday	12/02/2025 Wednesday	13/02/2025 Thursday	14/02/2025 Friday
1	41.6	44.1	-	-	-	-	37.4
2	-	-	-	36.5	-	-	-
3	-	-	-	-	38.1	-	38.5
4	-	-	-	-	-	-	-
5	-	-	39.6	-	-	41.7	-
6	31.7	-	46.1	42.3	36.6	-	43.8
7	36.4	37.7	43.4	38.3	42.9	40.4	38.6
8	37.6	41.2	38.0	38.3	37.8	38.2	38.7
9	40.0	39.6	38.5	36.1	39.6	37.5	37.2
10	38.6	38.2	39.0	36.1	38.0	38.1	38.8
11	37.1	39.2	35.7	36.1	37.8	36.7	38.3
12	37.2	36.0	36.1	37.1	37.8	35.7	36.7
13	37.5	39.0	39.0	37.5	36.7	36.4	37.5
14	38.0	38.4	36.2	38.4	36.7	36.6	38.5
15	38.7	37.5	37.0	38.4	38.2	37.8	39.2
16	38.1	36.9	37.3	39.0	37.1	38.0	37.5
17	39.0	37.5	36.6	38.0	38.8	38.1	37.4
18	37.4	36.9	36.9	38.1	37.4	36.9	38.7
19	38.3	40.3	39.5	37.7	37.3	37.9	39.3
20	37.2	39.8	41.0	39.7	37.4	39.9	38.5
21	37.7	42.2	38.1	42.2	42.1	34.5	38.7
22	32.6	35.2	35.0	37.5	40.8	39.3	39.8
23	36.7	-	35.9	37.0	35.3	42.8	35.8
24	32.9	-	-	39.6	44.8	40.7	35.8

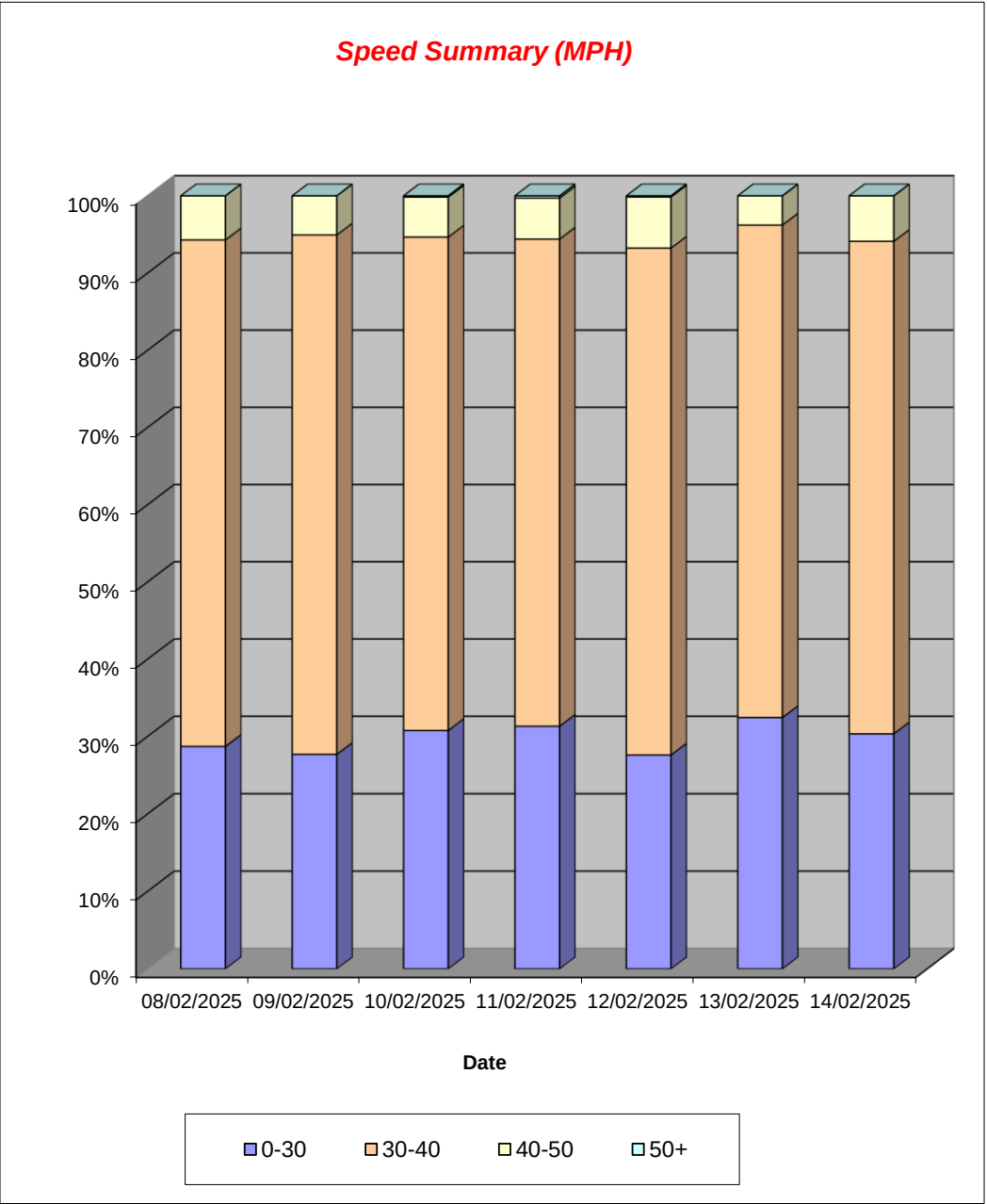
10-12	37.3	37.6	36.0	36.8	37.8	36.3	37.6
14-16	38.4	37.3	37.3	38.8	37.6	38.0	38.4
0-24	38.1	38.2	38.0	38.0	38.5	37.7	38.3

85th %ile (ALL)	38.1
Weekday Inter-Peak	37.7

Merry Lees ATC 2, Merrylees Road (Southern Site)

Produced by Road Data Services Ltd.

	Channel 2 - Northbound				Speed Summary		Week 1
	08/02/2025	09/02/2025	10/02/2025	11/02/2025	12/02/2025	13/02/2025	14/02/2025
Speed (MPH)	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
0-30	141	126	196	224	196	232	196
30-40	322	306	407	451	466	456	412
40-50	28	23	33	38	47	27	38
50+	0	0	1	2	1	0	0
TOTAL	491	455	637	715	710	715	646



Merry Lees ATC 2, Merrylees Road (Southern Site)

Produced by Road Data Services Ltd.

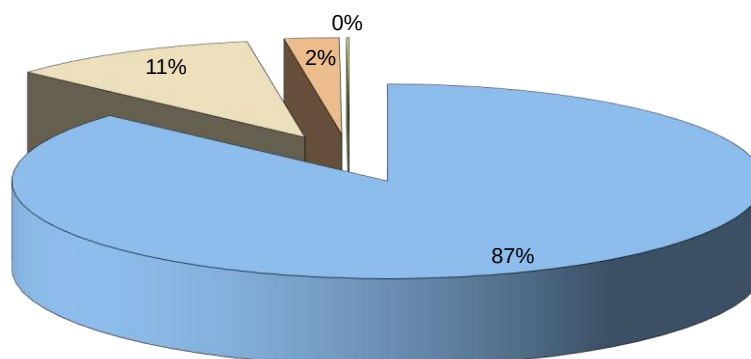
Channel 2 - Northbound

Vehicle Class

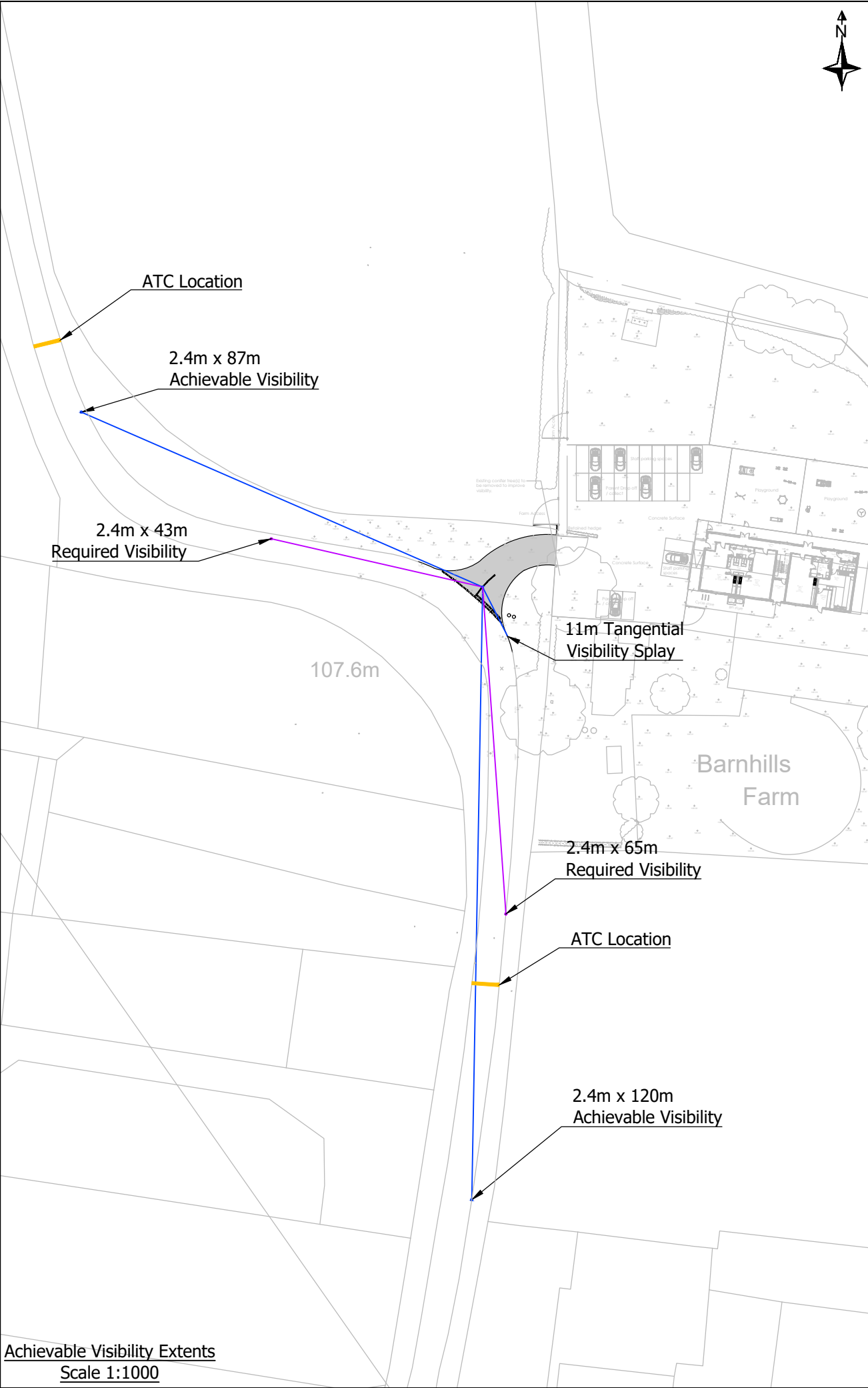
Week 1

Classes Day / Time	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
08/02/2025					
7-19	377	43	15	1	436
6-22	404	47	15	1	467
6-24	417	47	15	1	480
0-24	426	49	15	1	491
09/02/2025					
7-19	400	23	2	1	426
6-22	418	29	2	1	450
6-24	420	29	2	1	452
0-24	423	29	2	1	455
10/02/2025					
7-19	477	77	13	0	567
6-22	529	83	14	0	626
6-24	534	83	14	0	631
0-24	540	83	14	0	637
11/02/2025					
7-19	525	90	18	0	633
6-22	585	94	19	0	698
6-24	593	95	19	0	707
0-24	600	96	19	0	715
12/02/2025					
7-19	516	86	14	0	616
6-22	587	94	15	0	696
6-24	595	94	15	0	704
0-24	600	95	15	0	710
13/02/2025					
7-19	545	73	16	2	636
6-22	606	75	17	2	700
6-24	613	75	18	2	708
0-24	618	76	19	2	715
14/02/2025					
7-19	514	38	17	1	570
6-22	565	42	19	1	627
6-24	573	43	19	1	636
0-24	583	43	19	1	646
Average					
7-19	479	61	14	1	555
6-22	528	66	14	1	609
6-24	535	67	15	1	617
0-24	541	67	15	1	624

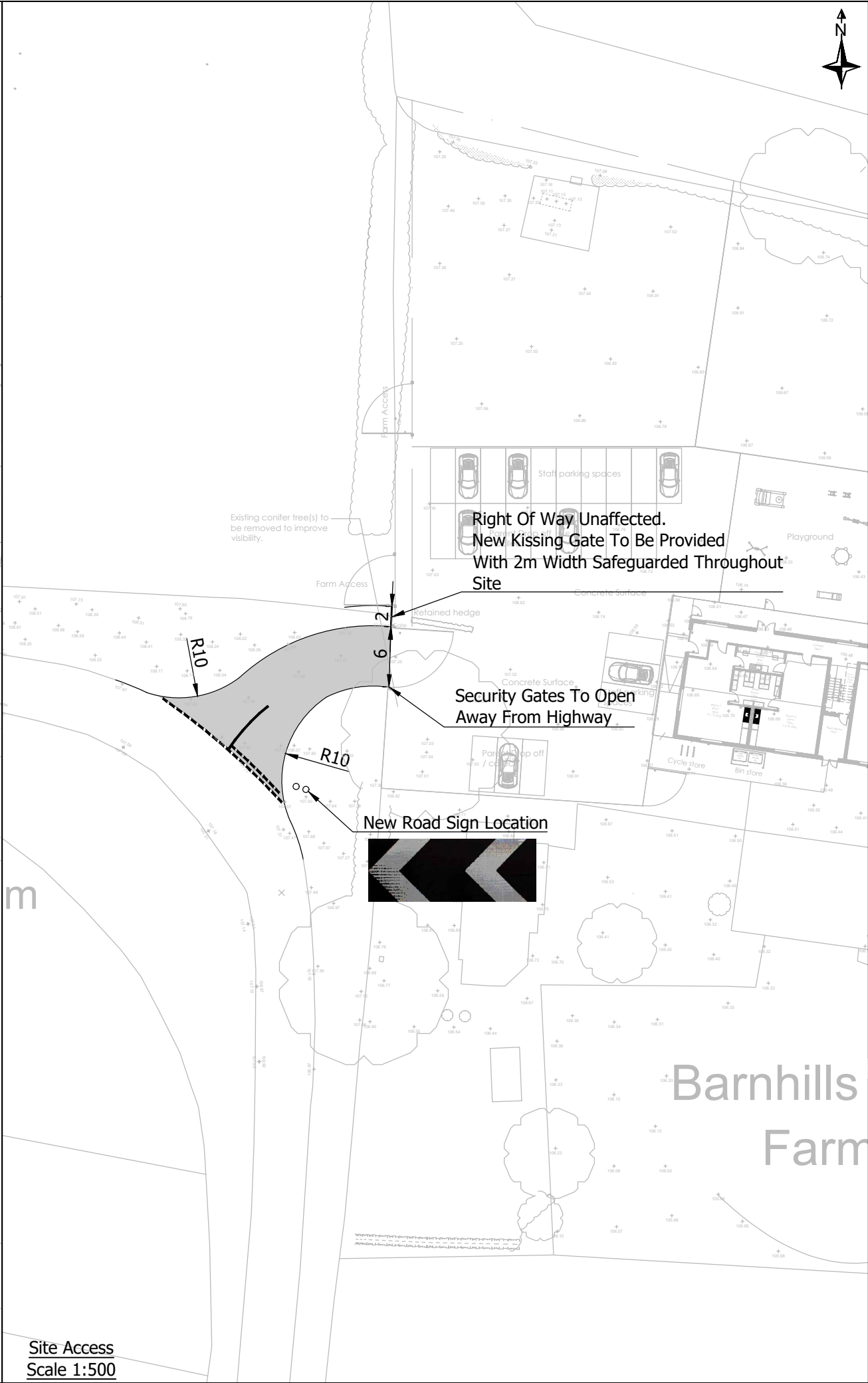
Total Vehicle Class Distribution



Appendix C: -



Achievable Visibility Extents
Scale 1:1000



Site Access
Scale 1:500

- Notes:
1. Do Not Scale This Drawing Unless For Planning Purposes Only. Any Dimensions Shown Are Indicative Only And Are Subject To Verification Onsite.
 2. Site Layout Drawing Prepared By Corporate Architecture Limited, Drawing Number 5681/MN/23/004 Rev L, Dated 09/12/2024.

30 Carriageway Speed Limit

Carriageway To Be Surfaced In Accordance With LCC Highway Specifications

Recorded Vehicle Speeds (Approaching)		
	Northbound	Southbound
Average Speeds	32.4mph	25.7mph
85th%ile Speeds	38.1mph	29.8mph

D	Speed Survey Results Added	20/02/2025
C	Updated Site Layout	09/12/2024
B	Updated Site Layout	19/11/2024
A	Updated Site Layout	21/10/2024

Client: Markfield Day Nursery

Project: Barnhills Farm
Merylees Road, Thornton,
Coalville

Drawing Title: Access Alterations

Drawing Number: RHC-24-155-01

Revision: D	Sheet Size: A3	Scale: As Shown
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Drawn & Checked By: AR	Date: 03/10/2024	Status: Information
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Appendix D: -

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Non-residential parking standards Class E

Figure 29(c): Non-residential parking standards Class E

Land Use Class E		Threshold for applying the standard	Minimum Number of parking Spaces	Minimum Number of Operational / Lorry Spaces
Class E – Commercial, Business and Service (CMBS)	E(a) Non-food retail	Up to 1,000qsm	1/16sqm	Any additional operational car parking spaces to be proposed based on need. 300sqm to 3,000sqm: Provision must be made within the site for service and delivery vehicles to be loaded and unloaded clear of the highway.
		Above 1,000sqm	1/20sqm	Store between 3000m2 to 5000m2: One goods bay space (articulated vehicle) for every 750sqm. Stores above 5000m2: One goods bay space (articulated vehicle) for every 1000m2
	E(a) Food retail / Supermarket	Up to 1,000sqm	1/9sqm	Any additional operational car parking spaces to be proposed based on

Land Use Class E		Threshold for applying the standard	Minimum Number of parking Spaces	Minimum Number of Operational / Lorry Spaces
				need.
				300sqm to 3,000sqm: provision must be made within the site for service and delivery vehicles to be loaded and unloaded clear of the highway.
		Above 1,000sqm	1/14sqm	Store between 3000m2 to 5000m2: One goods bay (articulated vehicle) space for every 750sqm. Stores above 5000m2: One goods bay space (articulated vehicle) for every 1000m2
	E(b) Café / Restaurant	No threshold	1 customer space per 4sqm pubic area plus 1 staff space per 10 tables or per 40sqm.	Available space off-highway for servicing / delivery vehicles.
	E(c)(i) Financial Services	As E(g)(i)		
	E(c)(ii) Professional Services (not health / medical)	As E(g)(i)		
	E(c)(iii) Other appropriate services in CBS locality	As E(g)(i)		
	E(d) Indoor sport, recreation, fitness (not vehicles, firearms, pool, ice rink)	Up to 1,000sqm	1 space per 5sqm	Any additional operational car parking spaces to be proposed based on need.
		Above 1.000sqm	1 space per 22sqm	Available space off-highway for servicing / delivery vehicles. Coach parking to be considered on need.

Land Use Class E		Threshold for applying the standard	Minimum Number of parking Spaces		Minimum Number of Operational / Lorry Spaces
	E(e) Medical or Heath (not attached to residence)	No threshold	1 space per staff member plus 2 spaces per consulting room or surgery.		At least 1 ambulance space and 1 car drop-off / pick-up space.
	E(f) Creche, day nursery, day centre (non-residential)	No threshold	1 space per staff member plus 1 space for shift changeover.		No requirement.
	E(g) – acceptable in a residential area:				
	E(g)(i) Offices for operational or admin functions	Up to 2,500sqm	1/25sqm		Any additional operational car parking spaces to be proposed based on need. Available space off-highway for servicing / delivery vehicles.
		Above 2,500sqm	1/60sqm	Urban town centre, edge of town centre	
			1/35sqm	Rest of urban town	
			1/40sqm	Rural town, edge of town centre	
			1/30sqm	Rest of rural town	
			1/30sqm	Out of town	
	E(g)(ii) Research and Development	As B2 General Industry. The LHA will seek to restrict conversion to E(g)(i) via the planning process unless sufficient space is provided within the application boundary to increase parking to minimum E(g)(i) levels.			One lorry space (articulated vehicle) for every 500m2
E(g)(iii) Industrial Processes	As B2 General Industry. The LHA will seek to restrict conversion to E(g)(i) via the planning process unless sufficient space is provided within the application boundary to increase parking to minimum E(g)(i) levels.			One lorry space (articulated vehicle) for every 500m2	



Need further information?

Contact: Highway Development Management

Email: hdc@leics.gov.uk 

