

Highway Statement

Title	Proposed Commercial Unit, Kirkby Moats Farm, Newbold Road, Kirkby Mallory
Client	TJ Hall Limited
Location	Kirkby Moats Farm, Newbold Road, Kirkby Mallory, Leics
Project number	22-0691
BIM reference	KMFM-BSP-ZZ-XX-RP-D-0001-P01_Highway_Statement
Date	January 2023

Authorisation Sheet & Revisions Record

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1 Introduction

1.1 Background

- 1.1.1 This Highway Statement (HS) has been prepared by BSP Consulting on behalf of TJ Hall Limited via Yorke Architecture Ltd, in support of a proposed commercial development located at Kirkby Moats Farm, Newbold Road, Kirkby Mallory, Leics.
- 1.1.2 The proposed development is for a new 624m² Storage facility and 300m² office/storage/commercial unit providing a total floor area of 876m², together with associated car parking and service yard. It is understood that the application will cover the proposed development for both Classes B2 to B8.
- 1.1.3 The purpose of this document is to inform Highways Development Control Officers at Leicestershire County Council (LCC) with respect to all highways, traffic and transportation matters associated with the development proposals.

1.2 Scope of Highway Statement

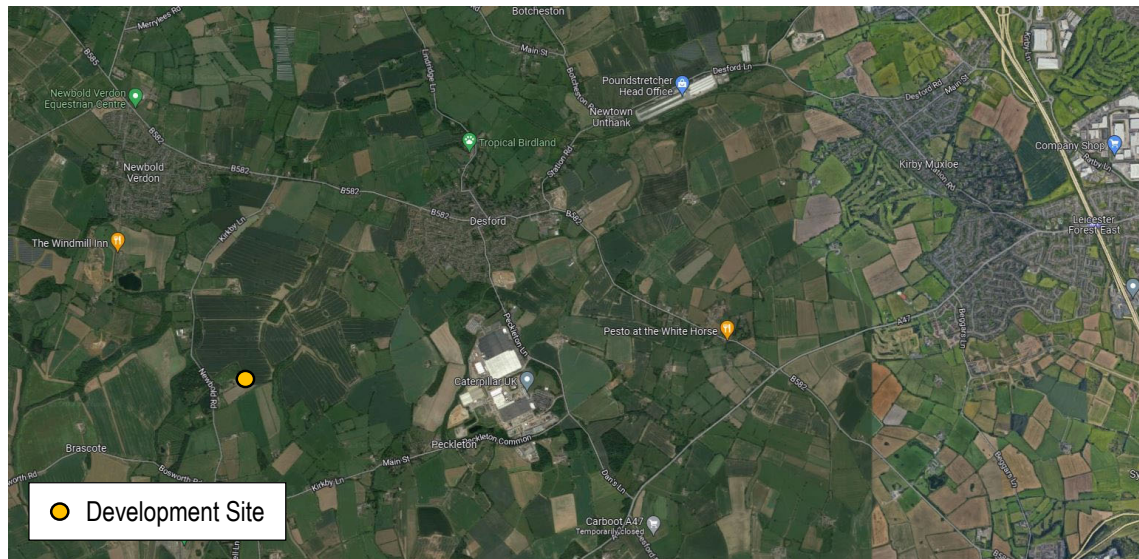
- 1.2.1 Following this introduction, the HS will include the following Chapters:
- Chapter 2 describes the baseline situation with reference to the development site's location and the local highway network.
 - Chapter 3 analyses the sustainable travel facilities available within the site's proximity.
 - Chapter 4 details the development proposals including site layout, arrangements for site access, and car and cycle parking provision.
 - Chapter 5 discusses the highway impact associated with the proposed development.
 - Chapter 6 assesses highway safety and provides details of the accident data in the vicinity of the site for the last 5 years.
 - Chapter 7 summarises and concludes the HS.

2 Existing Conditions

2.1 Site Location and Surrounding Area

- 2.1.1 The development site is situated to the north of Kirkby Mallory at the existing Kirkby Moats Farm site, off Newbold Road approximately 1.2km north of Kirkby Mallory. The site location is shown within a local context in **Figure 2.1**.

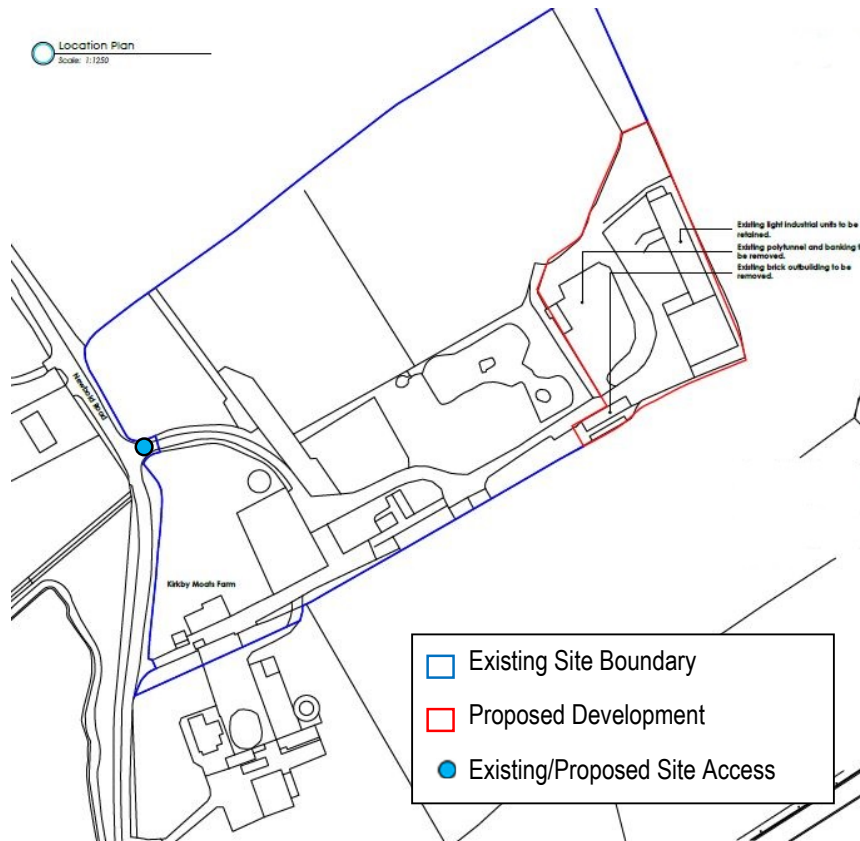
Figure 2.1: Development Site Location



- 2.1.2 Currently the development site is the base of Kirkby Moats Farm, with farmhouse and other ancillary buildings. However, additionally the site is also the home of JKS Joinery who use the existing industrial units located at the eastern end of the site. Current plans are for the existing industrial unit (JKS Joinery) to be retained, although the existing polytunnel and banking and existing brick outbuilding are to be removed. The site is directly north of the village of Kirkby Mallory, with the site access being from Newbold Road, shown below in **Figure 2.2**, and is bound on all sides by arable land. An informal farmers track runs around the northern and eastern boundaries of the development site.
- 2.1.3 The existing industrial premises on the site consist of a total floor area of circa 1140m², together with 13 car parking spaces and room for 3 HGV parking spaces. There is sufficient room within the sites existing curtilage for a HGV to be able to turn and leave the site in a forward gear.

2.1.4 The site boundary is shown below in **Figure 2.2**.

Figure 2.2: Indicative Development Site Boundary



2.2 Local Highway Network

Newbold Road

2.2.1 Newbold Road is a single carriageway two way road, which is subject to the national speed limit. Newbold Road connects to Bosworth Road and the village of Kirkby Mallory to the south, together with the B582 Hurts Lane and Newbold Verdon and Desford to the North. In the vicinity of the site, the road has no pedestrian footways or kerbing along its length.

Bosworth Road

2.2.2 Bosworth Road is also a single carriageway two way road, which is subject to a 30mph speed limit within the village of Kirkby Mallory. To the west of the village, Bosworth Road is subject to the national speed limit and provides access to the main highway network including A447. To the south and east of Kirkby

Mallory, Bosworth Road and its connectors provides access to the A47, being the main route between Hinckley, Earl Shilton and Leicester. Within the village of Kirkby Mallory, Bosworth Road/Main Street provide pedestrian footways and/or kerbing along the majority of its length.

Hurts Lane/Desford Road

- 2.2.3 Hurts Lane/Desford Road is a two-lane single carriageway road, subject to a 40mph speed limit from the close to its junction with Kirkby Lane and westbound through Newbold Verdon. From Newbold Verdon the road network provides easy access to the A447 and onto the A42. To the east of the Kirkby Lane junction, Hurts Lane is subject to a 50mph speed limit until the start of the Desford conurbation. From Desford the road network provides easy access to the A47 and Leicester.

Strategic Highway Network

- 2.2.5 The Strategic Highway Network is the network of arterial roads connecting the major cities throughout the UK which are managed and maintained by National Highways. The nearest roads on the Strategic Highway Network are the A47 to the East and the A447 to the West. The A47 provides East – West connectivity from Hinckley to Leicester and the M1, and the A447 connects from Hinckley to Coalville, A511 and the A42.

3 Sustainable Transport

3.1 Sustainable Transport Facilities

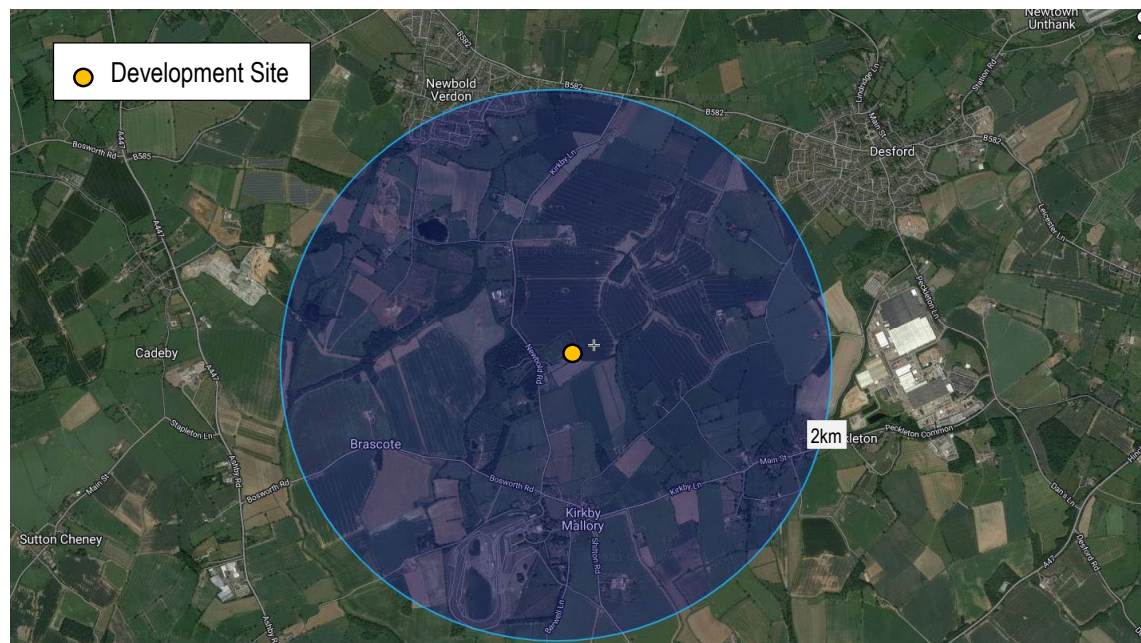
3.1.1 Paragraph 112 of the National Planning Policy Framework (NPPF), July 2021, states that “*applications for development should: give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high 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*”.

3.1.2 Accessibility to the site by sustainable modes of transport is discussed below.

3.2 Walking

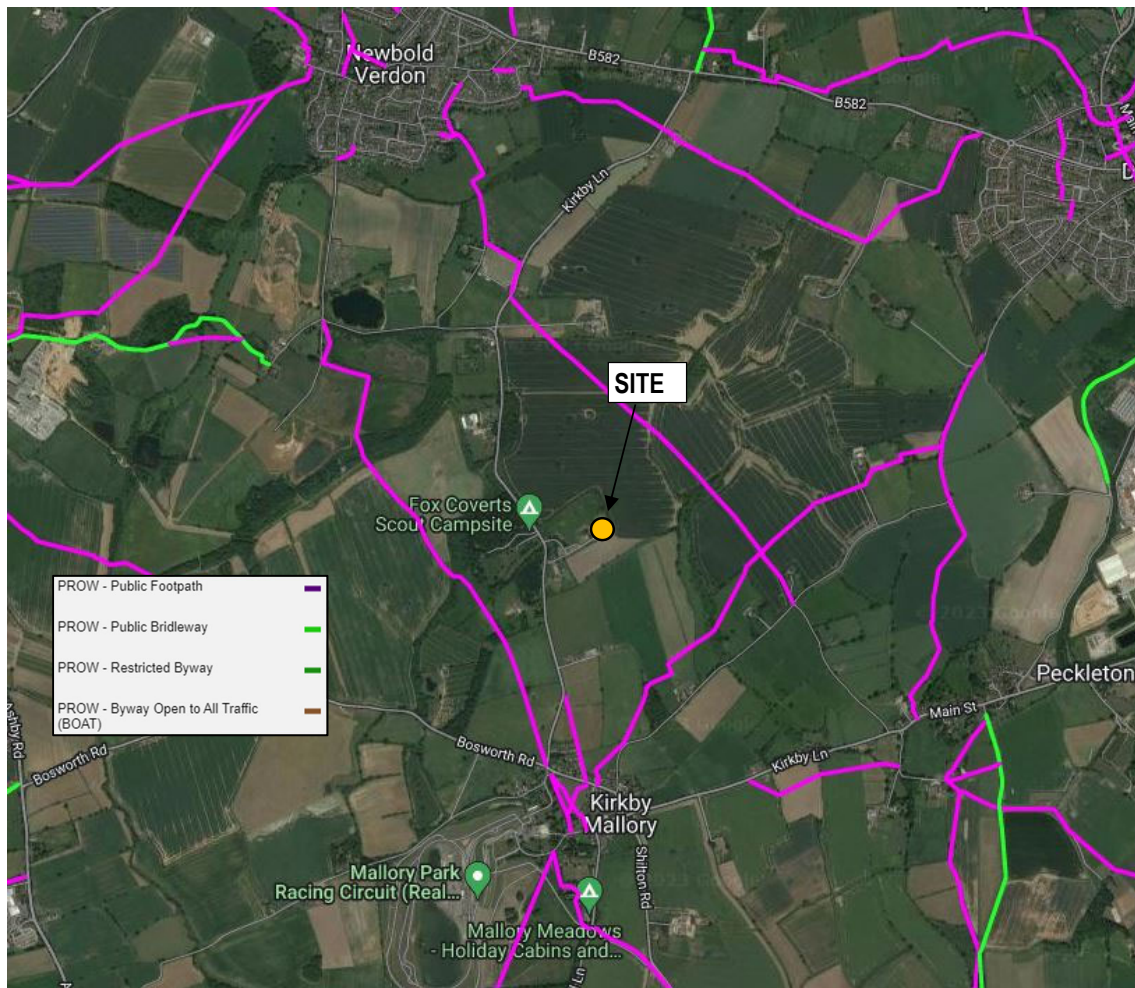
3.2.1 Typically, a distance of 2km would be considered a threshold distance below which a sustainable approach to transport planning would seek to replace car trips for walking trips. **Figure 3.1** shows that the area within a 2km isochrone of the site is primarily rural land.

Figure 3.1: 2km Isochrone



3.2.2 Other than the footpath facilities within Kirkby Mallory and Newbold Verdon, there are no amenities or formal footways within the immediate vicinity of the site, however there are several Public Rights of Way (PRoW) which may be used by some staff, as shown overleaf in **Figure 3.2**.

Figure 3.2: PRoW within the Vicinity of Site



3.3 Cycling

- 3.3.1 Cycling is a very cheap and fast option for accessing amenities at short to medium distances, and it is expected that some staff and visitors may choose to use this mode of transport.
- 3.3.2 Typically, a distance of 8km is considered to be a reasonable threshold below which people would consider cycling. **Figure 3.3** overleaf shows the areas within an 8km isochrone of the site.

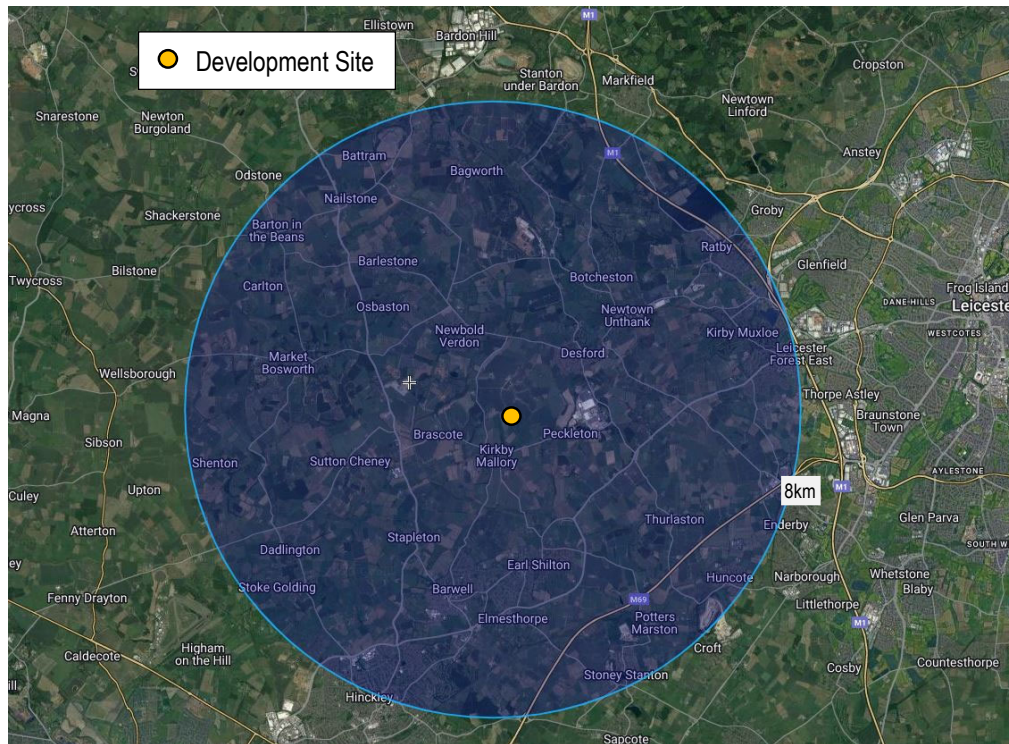


Figure 3.3: 8km Isochrone

3.3.3 **Figure 3.3** shows that the majority of the area within 8km of the site is rural, including some rural villages such as Newbold Verdon, Kirkby Mallory, Desford & Market Bosworth. However, within the isochrone lies some larger Urban areas such as Earl Shilton, Barwell, Hinckley and the edge of Leicester Forest East which are all within the 8km cycling isochrone.

3.3.4 There is no cycling-specific infrastructure within the immediate vicinity of site, however the roads within the local area are quiet and rural, and therefore cyclists will be able to use them safely as they currently do.

3.3.5 Due to the location and the quiet, rural nature of the local road network, the site is accessible via bicycle and staff and visitors may choose to use this mode of transport.

3.4 Public Transport - Bus

3.4.1 The proposed site use is as an industrial unit within a farm complex, and therefore by nature it is in an isolated, rural location with minimal access to public transport. It would be expected that any use of public transport facilities would be as part of a multi-modal journey.

3.4.2 The nearest bus stop is approximately 2.5km away in Newbold Verdon at the junction of Kirkby Lane/Hurts Lane, and may be useful as part of multi-modal journeys for some staff or visitors. The bus stop location is shown below in **Figure 3.4** and the bus service is summarised in **Table 3.1**.

Figure 3.4: Bus Stops near the Development Site



Table 3.1: Bus Service

Bus Route	Bus Stop	Distance from Site	Route	Days	Times	Approximate Daytime Frequency
153 Leicester to Market Bosworth	Kirkby Lane	2.5km	Leicester to Market Bosworth	Mon - Fri	07:21- 20:54	60 mins
				Sat	07:30- 20:29	60 mins
				Sun	N/A	N/A
			Market Bosworth to Leicester	Mon - Fri	07:21- 20:54	60 mins
				Sat	07:30- 20:29	60 mins
				Sun	N/A	N/A

3.5 Public Transport – Train

3.5.1 The nearest train stations are Hinckley and Leicester which are 12km and 17km from the development site respectively. The nearest train station being approximately a 18 minute drive or a 36 minute cycle

from the development site, and as such may be used as a part of a multi modal journey by visitors from further afield. The location of the railway stations is shown overleaf in **Figure 3.5**.

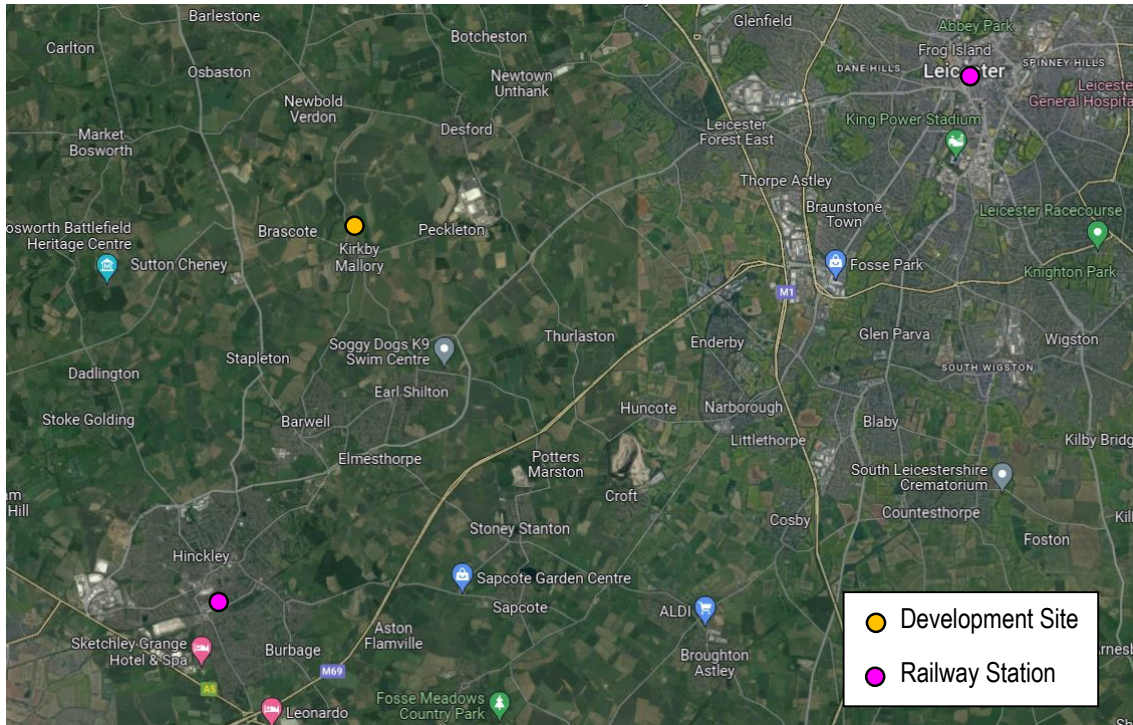


Figure 3.5: Location of Hinckley & Leicester Railway Stations

- 3.5.2 Hinckley is served by Cross Country Railway and provides hourly services to both Leicester and Birmingham New Street. There are both car parking and cycle parking spaces available at the station.
- 3.5.3 Leicester Railway Station is a major interchange providing access to many routes and providers, reaching all major destinations. There are car parking spaces available at Leicester Railway Station Car Park (Fox Street), together with cycle parking spaces available at the station.

4 Development Proposals

4.1 The Scheme

- 4.1.1 The development proposals include the construction of a 26mx24m storage unit to accommodate 5m wide racking system to accommodate 15ft carpet role, together with additional car park. The proposals also include a single story unit to accommodate fitting equipment and other associated products. The current proposed total floor area for the two units being, circa 876m².
- 4.1.2 For site development plans please refer to the application drawings in Appendix A.
- 4.1.3 New gated access to industrial site and dedicated lorry parking zone, together with new palisade security fence to perimeter boundary.
- 4.1.4 Parking requirements for proposed units based on a total floor area of circa 876m². One car space per 100m² and one lorry per 400m², resulting in 9 additional car parking spaces and 2 additional lorry parking spaces. The minimum acceptable dimensions for a car parking space should be; 5m x 2.4m, with lorry spaces being 18m x 5m.

4.2 Car Parking Provision

- 4.2.1 Car parking guidance for Leicestershire is set out in the 'Leicestershire Highway Design Guide (2022)'. The guidance for employment sites is based on the gross floor area, which would be considered a suitable metric for this site.
- 4.2.2 Normal maximum parking standard based on one space for every square metre (m²) of gross floorspace unless otherwise stated, however, the development threshold for which the standards apply is laid out as being 2500sqm within Table DG11: Normal maximum parking standards in Leicestershire. The normal maximum vehicular parking standards detailed in Table DG11 are taken from RPG8. For developments below the threshold, Leicestershire County Council will continue to apply the standards contained in the previous guidance document 'Highway Requirements for Development' (HRfD) as the normal maximum standards.
- 4.2.3 'Highway Requirements for Development' (HRfD) states that for Classes B2 TO B7 – General and Special Industrial should be one car space per 50 sq. metres and one lorry space per 200 sq. metres. With a total floor area = Circa 876m², resulting in the need for 18 car spaces and 4 lorry spaces. For Class B8 – Storage and Distribution, requiring one car space per 100 sq. metres and one lorry space per 400 sq. metres. This resulting in a need for 9 car spaces and 2 lorry spaces, which corresponds with the current proposals. The site does benefit from a large area of hardstanding that could be used for overspill parking should it be necessary.

- 4.2.4 For all non-residential developments, you should provide disabled parking to the minimum standards detailed within Table DG12 of Leicestershire Highway Design Guide. This provision should be in addition to general parking provision. Parking for disabled people should be located as close as possible to the main entrance of a building. For employees and visitors to business premises; individual bays for each disabled employee plus two bays or 5% of total parking spaces whichever is greater. In this instance, the appropriate provision should be 2 spaces plus any site specific needs.

4.3 Cycle Parking Provision

- 4.3.1 As discussed in **Section 3.3**, it is anticipated that a small number of trips to and from the site will be made by cycling.
- 4.3.2 For all developments, secure cycle parking provision should meet the minimum standards detailed within Table DG14 of Leicestershire Highway Design Guide. For B2 to B8 General industry and storage and distribution; one space per 400m² GFA, with parking to be secure and under cover. This would result in a need for a further 2 secure parking spaces, in addition to those already provided on the site. We understand secure cycle parking will be provided as required on the development.

5 Traffic Generation

- 5.1 In order to ascertain both the turning movements at the existing site access and establish the peak hours for the highway network. 10 hour all turning counts were undertaken at the site access, between 08:00 – 18:00. The results of the turning counts are detailed within **Appendix C**, which demonstrated that the peak hours for the network as being 08:00 – 09:00 AM and 16:30 – 17:30 PM. Together with determining the network peak period, these turning counts were used to establish the potential percentage increase in movements through the site access as a result of the new development.
- 5.2 Trip rates for the proposed development have been determined from the TRICS database for the peak hours on the highway network (08.00–09.00 and 16.30–17.30), and the TRICS data is included for reference in **Appendix B**. The TRICS category “Industrial Units B2” “Warehousing B8) were selected for comparison to determine the maximum number of vehicle trips generated by the proposed development. Unsuitable survey sites were filtered out according to survey location and size of the developments surveyed. Trip Rates for Industrial Units B2 were higher than those for Warehousing B8, therefore, for robustness the rates for industrial units were used in the following assessment. The TRICS survey data is summarised in **Table 5.1** below.

Table 5.1: Trip Rates and Traffic Generation for Proposed Use

	08:00 - 09:00			16:30 - 15:30		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate (per 100m2)	0.662	0.196	0.858	0.073	0.766	0.839
Trip Generation (876m2)	6	2	8	1	7	8

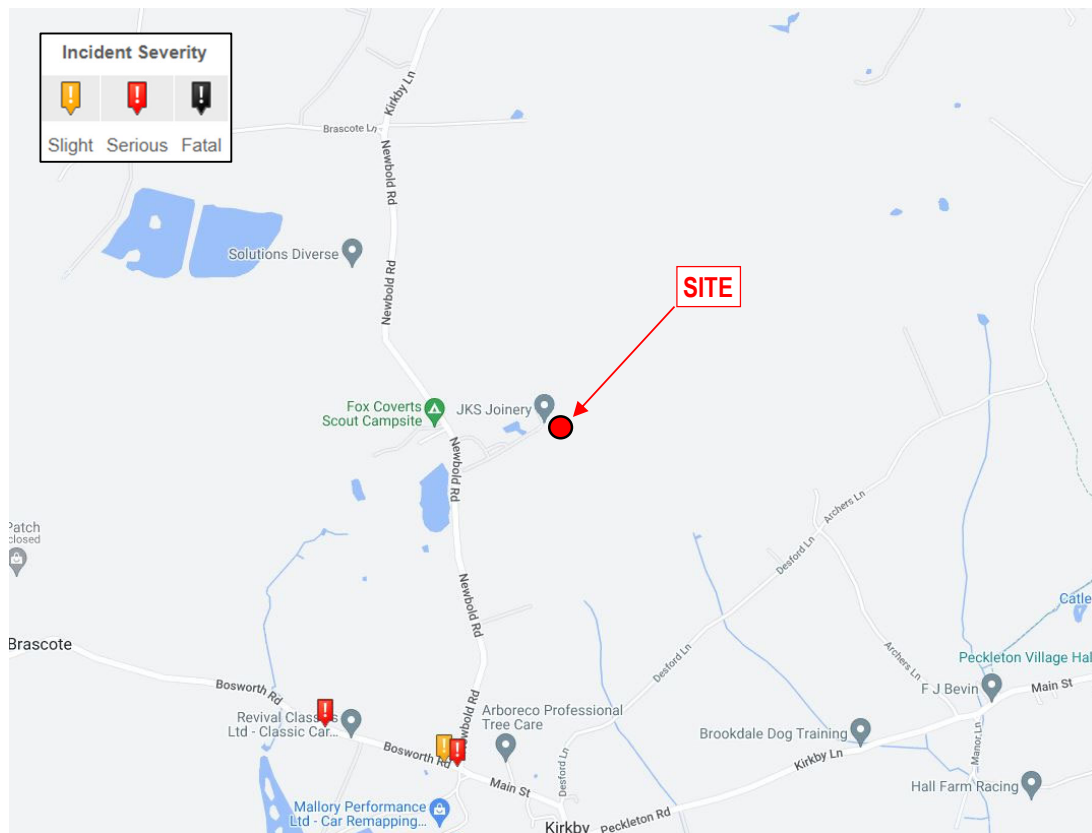
- 5.3 **Table 5.1** shows that the proposed development would be expected to generate 8 trips in both the AM and PM peak hours.
- 5.4 The Development site is not expected to generate more than 30 two-way movements at any junctions within a one hour period. Due to the low number of additional vehicle trips, no junction capacity assessment work is considered necessary.
- 5.5 Looking more in depth into the potential increase in traffic through the site access junction, there are two metrics to review. Firstly, percentage increase in total traffic through the junction, and secondly, potential increase in turning movements into and out of the site. For sites with existing low movements, the first metric is usually more significant.

- 5.6 Referring the AM and PM turning extracts in **Appendix C**, we can see that there are a total of 511 movements in the AM and 658 in the PM peak periods. Therefore, as a proportion of the total traffic through the junction, the 8 new vehicles in the AM peak will increase movements through the junction by 1.5%. In the PM the 8 new vehicles in the PM peak will increase movements through the junction by 1.2%.
- 5.7 In relation to the second metric, we can see that the existing turning movements at the junction are 24 in the AM and 28 in the PM. Therefore, looking solely at turning traffic the junction, the 8 new vehicles in the AM peak will increase the turning movements at the junction by 33%. In the PM the 8 new vehicles in the PM peak will increase the turning movements at the junction by 28.5%. However, as previously stated, where existing turning movements are low, the better metric to assess potential impact on the operation of the junction is by total increase in traffic at the junction.
- 5.8 In conclusion, based on the anticipated low traffic flows associated with the development, together with the percentage impact to the site access junction, we consider that the development will have an immaterial impact on the surrounding highway network.

6 Highway Safety Assessment

- 6.1 An investigation has been carried out into highway safety in the vicinity of the proposed development. **Figure 6.1** below shows the accidents that have occurred during the 5 year period from 2017 to 2021.

Figure 6.1: Accident Data



- 6.2 3 accident occurred within close proximity of the development during the previous 5 year period. Two of the accidents recorded was classified as 'serious', 1 accident was recorded as 'slight', with none fatal.
- 6.3 The serious accident recorded at the Newbold Road/Bosworth Road junction occurred on the 12th September 2021 and 2 vehicle and 1 casualty were involved. The slight accident recorded at the Newbold Road/Bosworth Road junction occurred on the 10th September 2019 and 2 vehicle and 1 casualty were involved. The third accident (serious) on Bosworth Road was recorded on the 15th June 2020 and 1 vehicle and 1 casualty were involved.
- 6.4 Overall, the number and the severity of accidents recorded do not indicate cause for concern with regard to highway safety, and the development site is not expected to have a significant impact on highway safety in the local area.

7 Conclusions

- 7.1 This Highway Statement (HS) has been prepared by BSP Consulting on behalf of TJ Hall Limited via Yorke Architecture Ltd, in support of a proposed commercial development located at Kirkby Moats Farm, Newbold Road, Kirkby Mallory, Leics. The proposed development is for a new 624m² Storage facility and 300m² office/storage/commercial unit providing a total floor area of 876m², together with associated car parking and service yard. It is understood that the application will cover the proposed development for both Classes B2 to B8.
- 7.2 The development site is situated to the north of Kirkby Mallory at the existing Kirkby Moats Farm site, off Newbold Road approximately 1.2km north of Kirkby Mallory.
- 7.3 The site is, by nature, in a rural and isolated location. As such, sustainable transport links within the local area are minimal and there is no dedicated pedestrian or cycling infrastructure within the vicinity of the site. The highway network around the site is primarily rural and quiet, and so cyclists could use the roads safely as they currently do, and there are several rural settlements within a reasonable cycling distance of the site. There also is a bus stop approximately 2.5km from the site, and two train stations in Hinckley and Leicester, all of which could be used as part of multi-modal journeys from destinations further afield.
- 7.4 The development proposals include for new car park areas within the site. For Class B8 – Storage and Distribution, requiring one car space per 100 sq. metres and one lorry space per 400 sq. metres. This resulting in a need for 9 car spaces and 2 lorry spaces, which corresponds with the current proposals. The site does benefit from a large area of hardstanding that could be used for overspill parking should it be necessary. Secure cycle parking will be provided as required.
- 7.5 In relation to traffic generation, it has been demonstrated that the proposals could be expected to generate 8 trips in both the AM and PM peak hours. Due to the low number of additional vehicle trips, no junction capacity assessment work is considered necessary. Based on the anticipated low traffic flows associated with the development, together with the percentage impact to the site access junction, it was concluded that the development will have an immaterial impact on the surrounding highway network..
- 7.6 An accident analysis has been carried out for the area surrounding the site. During a 5 year study period, there was only three accidents within the immediate vicinity of the site. Two of the accidents recorded was classified as 'serious', 1 accident was recorded as 'slight', with none fatal. Overall, the number and the severity of accidents recorded do not indicate cause for concern with regard to highway safety, and the development site is not expected to have a significant impact on highway safety in the local area.

In light of the above, the proposed development is considered acceptable in highway terms.

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Appendix A

Site Development Plan

Proposed Site Plan

Scale: 1:500

Existing light industrial units to be
demolished.
Existing driveway and banking to
be removed.
Existing brick outbuilding to be
removed.

Proposed 24m x 24m storage unit to
accommodate 5m wide racking
system to accommodate 18ft
cylinder.

Proposed single storey unit to
accommodate 5m wide racking
system to accommodate 18ft
cylinder and other associated products.
Existing access to rear paddock
to remain.

New gated access to industrial site.
Dedicated lorry parking zone. To
be provided in accordance with
requirement based on proposed
use of development.
New palisade security fence to
perimeter boundary.

Parking for disabled.
Any parking provision should be made within 50 metres of the destination. Spaces should be 3.4 metres wide or have a width of 3.0 metres and a depth of 5.0 metres. The provision should be in accordance with the British Standard "Disabled" symbol. Part 1. Further information and guidance is given in the Leicester City Council publication "Paving the Way".

Cycle Parking Standards.

Classes B2 to B8. 1 space for every 40m² gross to be under cover and secure.

Parking requirements for existing units.

Total floor area = Circa 1140m²

Car Parking requirements = 1140/100 = 12 spaces.

Lorry Parking requirements = 1140/400 = 3 spaces.

Parking requirements for proposed units.

Total floor area = Circa 674m²

Car Parking requirements = 674/100 = 7 spaces.

Lorry Parking requirements = 674/400 = 2 spaces.

Parking requirements.

Class B8. Storage or Distribution.

One car space per 100m² and one lorry per 400m².

For smaller units, provision should be made within the site for the possibility of future conversion to offices, with their consequently higher parking requirements. If such provision cannot be made then restrictions on future changes of use will be restricted.

Size of parking spaces.

The minimum acceptable dimensions for a car parking space should be:

Length = 5m

Width = 2.5m

Headroom = 2m

Lorry parking should be a minimum of 18m by 5m

Proposed 624m² Storage facility.

Proposed 300m² office/storage/commercial unit

Disabled Parking Bay

Parking Bay

Lorry Parking Bay

Existing Industrial Unit

Proposed new soakaway zone.
Allowing 5m² from any foundations.

Industrial Turning Circle.

Space required for adequate turning for Artic Lorry.
Inner circle radius = 4m
Total circle radius = 12m

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All dimensions given are to
centre of mass. It is the
responsibility of the
person carrying out the works
to verify all dimensions on site
prior to placing orders or
carrying out works.

NOTE

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Appendix B

TRICS Data

Calculation Reference: AUDIT-724101-230207-0216

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	NN NORTH NORTHAMPTONSHIRE	1 days
08	NORTH WEST	
	BP BLACKPOOL	1 days
	LC LANCASHIRE	2 days
09	NORTH	
	CB CUMBRIA	1 days
	TV TEES VALLEY	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 690 to 1500 (units: sqm)
Range Selected by User: 400 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 21/04/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Thursday	6 days
Friday	2 days

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	7

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

Selected Location Sub Categories:

Industrial Zone	10
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

Not Known 10 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	2 days
10,001 to 15,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

50,001 to 75,000	2 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	4 days

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

Travel Plan:

No 10 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 10 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	BO-02-C-01 POSTLEY ROAD BEDFORD KEMPSTON Edge of Town Industrial Zone Total Gross floor area: 1045 sqm Survey date: THURSDAY 15/10/20	PUMPS, MOTORS & FANS BEDFORD	Survey Type: MANUAL
2	BP-02-C-01 CHORLEY ROAD BLACKPOOL LITTLE CARLETON Edge of Town Industrial Zone Total Gross floor area: 1010 sqm Survey date: THURSDAY 20/06/19	POWDER COATINGS BLACKPOOL	Survey Type: MANUAL
3	BR-02-C-02 SOUTH LIBERTY LANE BRISTOL Edge of Town Industrial Zone Total Gross floor area: 1475 sqm Survey date: TUESDAY 22/09/15	STAINLESS FITTINGS BRISTOL CITY	Survey Type: MANUAL
4	CB-02-C-02 BLACKDYKE ROAD CARLISLE KINGSTOWN IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 715 sqm Survey date: FRIDAY 15/10/21	STEEL FABRICATION CUMBRIA	Survey Type: MANUAL
5	LC-02-C-05 FURNESS DRIVE POULTON-LE-FYLDE Edge of Town Industrial Zone Total Gross floor area: 775 sqm Survey date: WEDNESDAY 30/06/21	NUTRITION MANUFACTURE LANCASHIRE	Survey Type: MANUAL
6	LC-02-C-06 TOLLGATE ROAD BURSCOUGH Edge of Town Industrial Zone Total Gross floor area: 700 sqm Survey date: THURSDAY 21/04/22	STEEL FABRICATION LANCASHIRE	Survey Type: MANUAL
7	NF-02-C-04 FLETCHER WAY NORWICH UPPER HELLESDON Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 690 sqm Survey date: THURSDAY 14/11/19	EXHIBITION DESIGN & MANUF. NORFOLK	Survey Type: MANUAL
8	NN-02-C-01 TREVITHICK ROAD CORBY Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 702 sqm Survey date: THURSDAY 22/10/20	RENEWABLE ENGINEERING NORTH NORTHAMPTONSHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	TV-02-C-02	FLUID ENGINEERING	TEES VALLEY
	PARKVIEW ROAD WEST		
	HARTLEPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	1050 sqm	
	Survey date: FRIDAY	04/09/20	Survey Type: MANUAL
10	VG-02-C-01	ALCOHOL ANALYSIS PRODUCTS	VALE OF GLAMORGAN
	VERLON CLOSE		
	BARRY		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1500 sqm	
	Survey date: THURSDAY	06/05/21	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	4	987	0.000	4	987	0.000	4	987	0.000
05:30 - 06:00	4	987	0.025	4	987	0.000	4	987	0.025
06:00 - 06:30	4	987	0.076	4	987	0.076	4	987	0.152
06:30 - 07:00	4	987	0.076	4	987	0.025	4	987	0.101
07:00 - 07:30	10	966	0.052	10	966	0.000	10	966	0.052
07:30 - 08:00	10	966	0.383	10	966	0.062	10	966	0.445
08:00 - 08:30	10	966	0.476	10	966	0.072	10	966	0.548
08:30 - 09:00	10	966	0.186	10	966	0.124	10	966	0.310
09:00 - 09:30	10	966	0.176	10	966	0.103	10	966	0.279
09:30 - 10:00	10	966	0.135	10	966	0.145	10	966	0.280
10:00 - 10:30	10	966	0.207	10	966	0.062	10	966	0.269
10:30 - 11:00	10	966	0.176	10	966	0.207	10	966	0.383
11:00 - 11:30	10	966	0.103	10	966	0.093	10	966	0.196
11:30 - 12:00	10	966	0.072	10	966	0.114	10	966	0.186
12:00 - 12:30	10	966	0.124	10	966	0.176	10	966	0.300
12:30 - 13:00	10	966	0.155	10	966	0.155	10	966	0.310
13:00 - 13:30	10	966	0.197	10	966	0.207	10	966	0.404
13:30 - 14:00	10	966	0.145	10	966	0.155	10	966	0.300
14:00 - 14:30	10	966	0.166	10	966	0.072	10	966	0.238
14:30 - 15:00	10	966	0.114	10	966	0.166	10	966	0.280
15:00 - 15:30	10	966	0.114	10	966	0.083	10	966	0.197
15:30 - 16:00	10	966	0.145	10	966	0.238	10	966	0.383
16:00 - 16:30	10	966	0.093	10	966	0.259	10	966	0.352
16:30 - 17:00	10	966	0.052	10	966	0.197	10	966	0.249
17:00 - 17:30	10	966	0.021	10	966	0.569	10	966	0.590
17:30 - 18:00	10	966	0.010	10	966	0.021	10	966	0.031
18:00 - 18:30	10	966	0.021	10	966	0.021	10	966	0.042
18:30 - 19:00	10	966	0.021	10	966	0.041	10	966	0.062
19:00 - 19:30	4	987	0.025	4	987	0.025	4	987	0.050
19:30 - 20:00	4	987	0.000	4	987	0.051	4	987	0.051
20:00 - 20:30	4	987	0.000	4	987	0.000	4	987	0.000
20:30 - 21:00	4	987	0.000	4	987	0.000	4	987	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.546			3.519			7.065

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	690 - 1500 (units: sqm)
Survey date range:	01/01/14 - 21/04/22
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-724101-230207-0248

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : F - WAREHOUSING (COMMERCIAL)
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
03	SOUTH WEST	
	TB TORBAY	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
10	WALES	
	BG BRIDGEND	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 190 to 3500 (units: sqm)
 Range Selected by User: 190 to 3500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 26/11/20

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	3

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

Selected Location Sub Categories:

Industrial Zone	4
Built-Up Zone	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Secondary Filtering selection:

Use Class:

n/a	1 days
B8	5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	3 days
20,001 to 25,000	2 days

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	3 days

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

Travel Plan:

No	6 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	6 days
-----------------	--------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	AN-02-F-05 BLACKSTAFF ROAD BELFAST ANDERSONSTOWN Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 700 sqm Survey date: THURSDAY 26/11/20	SEAFOOD DISTRIBUTION ANTRIM
2	BG-02-F-01 PARC CRESCENT BRIDGEND WATERTON IND. EST. Edge of Town Industrial Zone Total Gross floor area: 3050 sqm Survey date: MONDAY 13/10/14	LOGISTICS COMPANY BRIDGEND
3	BO-02-F-01 CAMBRIDGE ROAD BEDFORD Edge of Town Industrial Zone Total Gross floor area: 3500 sqm Survey date: THURSDAY 15/10/20	DRINKS WHOLESALER BEDFORD
4	DL-02-F-03 MAPLE AVENUE DUBLIN SANDYFORD Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 650 sqm Survey date: THURSDAY 26/09/19	BATHROOM TILES & TIMBER DUBLIN
5	TB-02-F-01 ALDERS WAY PAIGNTON Edge of Town Industrial Zone Total Gross floor area: 190 sqm Survey date: FRIDAY 29/03/19	OPTICS WAREHOUSE TORBAY
6	WY-02-F-01 MORTIMER STREET CLECKHEATON Edge of Town Centre Built-Up Zone Total Gross floor area: 1507 sqm Survey date: MONDAY 19/09/16	ELECTRONICS DISTRIBUTION WEST YORKSHIRE

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	4	1260	0.040	4	1260	0.040	4	1260	0.080
05:30 - 06:00	4	1260	0.139	4	1260	0.020	4	1260	0.159
06:00 - 06:30	4	1260	0.099	4	1260	0.119	4	1260	0.218
06:30 - 07:00	4	1260	0.179	4	1260	0.020	4	1260	0.199
07:00 - 07:30	6	1600	0.135	6	1600	0.177	6	1600	0.312
07:30 - 08:00	6	1600	0.115	6	1600	0.146	6	1600	0.261
08:00 - 08:30	6	1600	0.188	6	1600	0.063	6	1600	0.251
08:30 - 09:00	6	1600	0.219	6	1600	0.083	6	1600	0.302
09:00 - 09:30	6	1600	0.156	6	1600	0.063	6	1600	0.219
09:30 - 10:00	6	1600	0.135	6	1600	0.083	6	1600	0.218
10:00 - 10:30	6	1600	0.135	6	1600	0.167	6	1600	0.302
10:30 - 11:00	6	1600	0.156	6	1600	0.125	6	1600	0.281
11:00 - 11:30	6	1600	0.208	6	1600	0.167	6	1600	0.375
11:30 - 12:00	6	1600	0.135	6	1600	0.188	6	1600	0.323
12:00 - 12:30	6	1600	0.115	6	1600	0.167	6	1600	0.282
12:30 - 13:00	6	1600	0.177	6	1600	0.208	6	1600	0.385
13:00 - 13:30	6	1600	0.229	6	1600	0.156	6	1600	0.385
13:30 - 14:00	6	1600	0.156	6	1600	0.104	6	1600	0.260
14:00 - 14:30	6	1600	0.125	6	1600	0.250	6	1600	0.375
14:30 - 15:00	6	1600	0.188	6	1600	0.156	6	1600	0.344
15:00 - 15:30	6	1600	0.146	6	1600	0.135	6	1600	0.281
15:30 - 16:00	6	1600	0.156	6	1600	0.188	6	1600	0.344
16:00 - 16:30	6	1600	0.198	6	1600	0.198	6	1600	0.396
16:30 - 17:00	6	1600	0.135	6	1600	0.167	6	1600	0.302
17:00 - 17:30	6	1600	0.125	6	1600	0.365	6	1600	0.490
17:30 - 18:00	6	1600	0.073	6	1600	0.198	6	1600	0.271
18:00 - 18:30	5	1618	0.037	5	1618	0.074	5	1618	0.111
18:30 - 19:00	5	1618	0.124	5	1618	0.074	5	1618	0.198
19:00 - 19:30	4	1260	0.000	4	1260	0.099	4	1260	0.099
19:30 - 20:00	4	1260	0.020	4	1260	0.020	4	1260	0.040
20:00 - 20:30	4	1260	0.000	4	1260	0.139	4	1260	0.139
20:30 - 21:00	4	1260	0.000	4	1260	0.000	4	1260	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			4.043			4.159			8.202

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	190 - 3500 (units: sqm)
Survey date range:	01/01/14 - 26/11/20
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Project Number: 22-0691
Project Title: Proposed Commercial Unit, Kirkby Moats Farm, Newbold Road, Kirkby Mallory
Location: Kirkby Moats Farm, Newbold Road, Kirkby Mallory, Leics
BSP Document Ref: KMFMBSP-ZZ-XX-RP-D-0001-P01_Highway_Statement

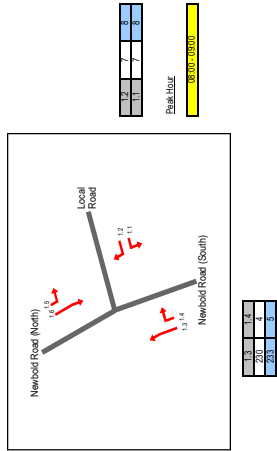


Appendix C

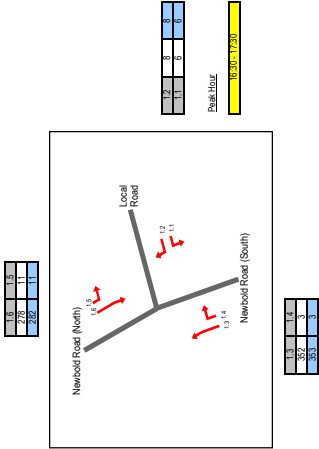
Traffic Count Data

Site Plan

Movement Number	Number of Vehicles	PCU Value

Network Peak Hour
08:00 - 09:00

Site Plan		
Unknown Number	Number of Vehicles	PCU Value
1.5	2.0	1.1
1.5	2.0	1.1
Network Peak Hour		
16:30 - 17:30		



Network Peak Hour Generator	
Click on yellow cell to change Peak Hour parameters	
Season:	Winter 2020
Vehicle Class:	All
Start Time:	13:00
End Time:	18:00

Note: The site diagram is for reference purposes only and is not an exact representation of the site surveyed

Kirkby Mallory
Classified Junction Count

Site 1 of 1
Local Road
Newbold Road (South)
Newbold Road (North)

Lat/Long
lat 52.611947° lon -1.332361°

Date
Thursday 02 February 2023

Weather
Cloudy
Temp: 7°C

0800 - 1300 (Weekday AM Session)

Movement 1.1: Left from Local Road to Newbold Road (South)								
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
0800 - 0815	0	0	1	0	1	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	1	0	0	0
Hourly Total	0	0	1	0	2	0	0	0
Hourly Average	0.00	0.00	0.25	0.00	0.50	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1000 - 1015	0	0	1	0	0	0	0	0
1015 - 1030	0	0	1	0	1	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0
Hourly Total	0	0	2	0	1	0	0	0
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00
1100 - 1115	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1200 - 1215	0	0	0	0	0	1	0	0
1215 - 1230	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	1	0	0
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00
Session Total	0	0	3	0	3	1	0	0
Session Average	0.00	0.00	0.15	0.00	0.15	0.05	0.00	0.00

Date
Thursday 02 February 2023

Weather
Cloudy
Temp: 9°C

1300 - 1800 (Weekday PM Session)

Movement 1.1: Left from Local Road to Newbold Road (South)								
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
1300 - 1315	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0

Hourly Total	0	0	0	0	0	0	0	0
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1400 - 1415	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1500 - 1515	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	1	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	1	0	0	0
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00
1600 - 1615	0	0	1	0	1	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	1	0	0	0
Hourly Total	0	0	1	0	2	0	0	0
Hourly Average	0.00	0.00	0.25	0.00	0.50	0.00	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	2	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	2	0	0	0
Hourly Average	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00

Session Total	0	0	1	0	5	0	0	0
Session Average	0.00	0.00	0.05	0.00	0.25	0.00	0.00	0.00

Original Data	
TOTAL	PCU TOTAL
2	2.00
0	0.00
0	0.00
1	1.00
3	3.00
0.75	0.75
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0.00	0.00
1	1.00
2	2.00
0	0.00
0	0.00
3	3.00
0.75	0.75
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0.00	0.00
1	1.50
0	0.00
0	0.00
0	0.00
1	1.50
0.25	0.38

7	7.50
0.35	0.38

Original Data	
TOTAL	PCU TOTAL
0	0.00
0	0.00
0	0.00
0	0.00

0	0.00
0.00	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0.00	0.00
0	0.00
0	0.00
1	1.00
0	0.00
1	1.00
0.25	0.25
2	2.00
0	0.00
0	0.00
1	1.00
3	3.00
0.75	0.75
0	0.00
2	2.00
0	0.00
0	0.00
2	2.00
0.50	0.50

6	6.00
0.30	0.30

Kirkby Mallory
Classified Junction Count

Site 1 of 1
Local Road
Newbold Road (South)
Newbold Road (North)

Lat/Long
lat 52.611947° lon -1.332361°

Date
Thursday 02 February 2023

Weather
Cloudy
Temp: 7°C

0800 - 1300 (Weekday AM Session)

Movement 1.2: Right from Local Road to Newbold Road (North)								
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
0800 - 0815	0	0	0	0	1	0	0	0
0815 - 0830	0	0	0	0	1	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	2	0	0	0
Hourly Average	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	1	0	0
0945 - 1000	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	1	0	0
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00
1000 - 1015	0	0	0	0	1	0	0	0
1015 - 1030	0	0	1	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	2	0	0	0
Hourly Total	0	0	1	0	3	0	0	0
Hourly Average	0.00	0.00	0.25	0.00	0.75	0.00	0.00	0.00
1100 - 1115	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1200 - 1215	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	1	0	5	1	0	0
Session Average	0.00	0.00	0.05	0.00	0.25	0.05	0.00	0.00

Date
Thursday 02 February 2023

Weather
Cloudy
Temp: 9°C

1300 - 1800 (Weekday PM Session)

Movement 1.2: Right from Local Road to Newbold Road (North)								
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
1300 - 1315	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0

Hourly Total	0	0	0	0	0	0	0	0
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1400 - 1415	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	1	0	0	0
Hourly Total	0	0	0	0	1	0	0	0
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00
1500 - 1515	0	0	1	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	0
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00
1600 - 1615	0	0	2	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0
Hourly Total	0	0	2	0	0	0	0	0
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	2	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0
1745 - 1800	0	0	1	0	1	0	0	0
Hourly Total	0	0	3	0	1	0	0	0
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.00	0.00	0.00

Session Total	0	0	6	0	2	0	0	0
Session Average	0.00	0.00	0.30	0.00	0.10	0.00	0.00	0.00

Original Data	
TOTAL	PCU TOTAL
1	1.00
1	1.00
0	0.00
0	0.00
2	2.00
0.50	0.50
0	0.00
0	0.00
1	1.50
0	0.00
1	1.50
0.25	0.38
1	1.00
1	1.00
0	0.00
2	2.00
4	4.00
1.00	1.00
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0.00	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0.00	0.00
7	7.50
0.35	0.38

Original Data	
TOTAL	PCU TOTAL
0	0.00
0	0.00
0	0.00
0	0.00

0	0.00
0.00	0.00
0	0.00
0	0.00
0	0.00
1	1.00
1	1.00
0.25	0.25
1	1.00
0	0.00
0	0.00
0	0.00
1	1.00
0.25	0.25
2	2.00
0	0.00
0	0.00
0	0.00
2	2.00
0.50	0.50
2	2.00
0	0.00
0	0.00
2	2.00
4	4.00
1.00	1.00

8	8.00
0.40	0.40

Kirkby Mallory
Classified Junction Count

Site 1 of 1
Local Road
Newbold Road (South)
Newbold Road (North)

Lat/Long
lat 52.611947°° lon -1.332361°°

Date
Thursday 02 February 2023

Weather
Cloudy
Temp: 7°C

0800 - 1300 (Weekday AM Session)

Movement 1.3: Left from Newbold Road (South) to Newbold Road (North)								
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
0800 - 0815	0	0	15	0	3	0	0	1
0815 - 0830	0	0	8	0	3	0	0	0
0830 - 0845	0	0	13	1	2	0	0	0
0845 - 0900	0	0	3	1	0	2	0	0
Hourly Total	0	0	39	2	8	2	0	1
Hourly Average	0.00	0.00	9.75	0.50	2.00	0.50	0.00	0.25
0900 - 0915	0	0	6	1	2	0	1	0
0915 - 0930	0	0	11	0	2	1	0	0
0930 - 0945	0	0	16	0	4	0	0	0
0945 - 1000	0	0	7	0	4	0	0	0
Hourly Total	0	0	40	1	12	1	1	0
Hourly Average	0.00	0.00	10.00	0.25	3.00	0.25	0.25	0.00
1000 - 1015	1	0	4	0	3	2	0	0
1015 - 1030	0	1	7	0	2	0	0	0
1030 - 1045	0	0	3	0	1	0	0	0
1045 - 1100	0	0	11	0	0	0	0	0
Hourly Total	1	1	25	0	6	2	0	0
Hourly Average	0.25	0.25	6.25	0.00	1.50	0.50	0.00	0.00
1100 - 1115	0	0	8	0	2	0	0	0
1115 - 1130	0	0	5	0	4	0	0	0
1130 - 1145	0	0	6	0	5	0	0	0
1145 - 1200	0	0	6	0	3	1	0	0
Hourly Total	0	0	25	0	14	1	0	0
Hourly Average	0.00	0.00	6.25	0.00	3.50	0.25	0.00	0.00
1200 - 1215	1	0	7	0	3	0	0	0
1215 - 1230	0	0	11	0	1	0	0	0
1230 - 1245	0	0	10	0	3	0	0	0
1245 - 1300	0	1	8	0	2	1	0	0
Hourly Total	1	1	36	0	9	1	0	0
Hourly Average	0.25	0.25	9.00	0.00	2.25	0.25	0.00	0.00
Session Total	2	2	165	3	49	7	1	1
Session Average	0.10	0.10	8.25	0.15	2.45	0.35	0.05	0.05

Date
Thursday 02 February 2023

Weather
Cloudy
Temp: 9°C

1300 - 1800 (Weekday PM Session)

Movement 1.3: Left from Newbold Road (South) to Newbold Road (North)								
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
1300 - 1315	0	0	13	0	2	2	0	0
1315 - 1330	0	0	12	0	3	0	0	0
1330 - 1345	0	4	11	0	1	0	0	0
1345 - 1400	0	0	5	0	0	0	0	0

Hourly Total	0	4	41	0	6	2	0	0
Hourly Average	0.00	1.00	10.25	0.00	1.50	0.50	0.00	0.00
1400 - 1415	0	0	18	0	2	0	0	0
1415 - 1430	0	0	13	0	1	1	0	0
1430 - 1445	0	1	13	0	0	0	0	0
1445 - 1500	0	0	12	0	3	1	0	0
Hourly Total	0	1	56	0	6	2	0	0
Hourly Average	0.00	0.25	14.00	0.00	1.50	0.50	0.00	0.00
1500 - 1515	1	0	13	0	1	1	0	0
1515 - 1530	0	0	13	0	2	1	0	0
1530 - 1545	0	0	17	0	3	1	0	1
1545 - 1600	1	0	18	0	2	1	0	0
Hourly Total	2	0	61	0	8	4	0	1
Hourly Average	0.50	0.00	15.25	0.00	2.00	1.00	0.00	0.25
1600 - 1615	0	0	23	0	1	0	1	0
1615 - 1630	1	0	17	0	2	0	0	0
1630 - 1645	0	0	18	0	4	0	0	0
1645 - 1700	0	0	14	0	2	0	0	0
Hourly Total	1	0	72	0	9	0	1	0
Hourly Average	0.25	0.00	18.00	0.00	2.25	0.00	0.25	0.00
1700 - 1715	0	0	18	0	1	0	0	0
1715 - 1730	0	0	21	0	1	0	0	0
1730 - 1745	0	0	16	0	1	0	0	0
1745 - 1800	0	0	17	0	0	0	0	0
Hourly Total	0	0	72	0	3	0	0	0
Hourly Average	0.00	0.00	18.00	0.00	0.75	0.00	0.00	0.00

Session Total	3	5	302	0	32	8	1	1
Session Average	0.15	0.25	15.10	0.00	1.60	0.40	0.05	0.05

Original Data	
TOTAL	PCU TOTAL
19	20.00
11	11.00
16	16.00
6	7.00
52	54.00
13.00	13.50
10	11.30
14	14.50
20	20.00
11	11.00
55	56.80
13.75	14.20
10	10.20
10	9.40
4	4.00
11	11.00
35	34.60
8.75	8.65
10	10.00
9	9.00
11	11.00
10	10.50
40	40.50
10.00	10.13
11	10.20
12	12.00
13	13.00
12	11.90
48	47.10
12.00	11.78
230	233.00
11.50	11.65

Original Data	
TOTAL	PCU TOTAL
17	18.00
15	15.00
16	13.60
5	5.00

53	51.60
13.25	12.90
20	20.00
15	15.50
14	13.40
16	16.50
65	65.40
16.25	16.35
16	15.70
16	16.50
22	23.50
22	21.70
76	77.40
19.00	19.35
25	26.30
20	19.20
22	22.00
16	16.00
83	83.50
20.75	20.88
19	19.00
22	22.00
17	17.00
17	17.00
75	75.00
18.75	18.75

352	352.90
17.60	17.65

Kirkby Mallory
Classified Junction Count

Site 1 of 1
Local Road
Newbold Road (South)
Newbold Road (North)

Lat/Long
lat 52.611947° lon -1.332361°

Date
Thursday 02 February 2023

Weather
Cloudy
Temp: 7°C

0800 - 1300 (Weekday AM Session)

Movement 1.4: Right from Newbold Road (South) to Local Road								
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
0800 - 0815	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0
0830 - 0845	0	0	1	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	0
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	1	0	0
0945 - 1000	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	1	0	0
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00
1000 - 1015	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	1	0	0	0
Hourly Total	0	0	0	0	1	0	0	0
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00
1100 - 1115	0	0	0	0	0	1	0	0
1115 - 1130	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	1	0	0
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00
1200 - 1215	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	1	0	1	2	0	0
Session Average	0.00	0.00	0.05	0.00	0.05	0.10	0.00	0.00

Date
Thursday 02 February 2023

Weather
Cloudy
Temp: 9°C

1300 - 1800 (Weekday PM Session)

Movement 1.4: Right from Newbold Road (South) to Local Road								
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
1300 - 1315	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0

Hourly Total	0	0	0	0	0	0	0	0
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1400 - 1415	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0
1445 - 1500	0	0	1	0	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	0
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00
1500 - 1515	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1600 - 1615	0	0	0	0	0	0	0	0
1615 - 1630	0	0	1	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	0
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0
1715 - 1730	0	0	1	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	0
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	3	0	0	0	0	0
Session Average	0.00	0.00	0.15	0.00	0.00	0.00	0.00	0.00

Original Data	
TOTAL	PCU TOTAL
0	0.00
0	0.00
1	1.00
0	0.00
1	1.00
0.25	0.25
0	0.00
0	0.00
1	1.50
0	0.00
1	1.50
0.25	0.38
0	0.00
0	0.00
0	0.00
1	1.00
1	1.00
0.25	0.25
1	1.50
0	0.00
0	0.00
0	0.00
1	1.50
0.25	0.38
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0.00	0.00

4	5.00
0.20	0.25

Original Data	
TOTAL	PCU TOTAL
0	0.00
0	0.00
0	0.00
0	0.00

0	0.00
0.00	0.00
0	0.00
0	0.00
0	0.00
1	1.00
1	1.00
0.25	0.25
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0.00	0.00
0	0.00
1	1.00
0	0.00
0	0.00
1	1.00
0.25	0.25
0	0.00
1	1.00
0	0.00
0	0.00
1	1.00
0.25	0.25

3	3.00
0.15	0.15

Kirkby Mallory
Classified Junction Count

Site 1 of 1
Local Road
Newbold Road (South)
Newbold Road (North)

Lat/Long
lat 52.611947° lon -1.332361°

Date
Thursday 02 February 2023

Weather
Cloudy
Temp: 7°C

0800 - 1300 (Weekday AM Session)

Movement 1.5: Left from Newbold Road (North) to Local Road								
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
0800 - 0815	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	1	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	1	0	0	0
Hourly Total	0	0	0	0	2	0	0	0
Hourly Average	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0
0915 - 0930	0	0	1	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	0
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00
1000 - 1015	0	0	0	0	0	0	0	0
1015 - 1030	0	0	1	0	0	0	0	0
1030 - 1045	0	0	0	0	1	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	1	0	0	0
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00
1100 - 1115	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	1	0	0	0
Hourly Total	0	0	0	0	1	0	0	0
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00
1200 - 1215	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	2	0	4	0	0	0
Session Average	0.00	0.00	0.10	0.00	0.20	0.00	0.00	0.00

Date
Thursday 02 February 2023

Weather
Cloudy
Temp: 9°C

1300 - 1800 (Weekday PM Session)

Movement 1.5: Left from Newbold Road (North) to Local Road								
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
1300 - 1315	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0

Hourly Total	0	0	0	0	0	0	0	0
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1400 - 1415	0	0	0	0	1	0	0	0
1415 - 1430	0	0	0	0	1	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	2	0	0	0
Hourly Average	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00
1500 - 1515	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0
1545 - 1600	0	0	2	0	0	0	0	0
Hourly Total	0	0	2	0	0	0	0	0
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00
1600 - 1615	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0
1630 - 1645	0	0	1	0	1	0	0	0
1645 - 1700	0	0	0	0	1	0	0	0
Hourly Total	0	0	1	0	2	0	0	0
Hourly Average	0.00	0.00	0.25	0.00	0.50	0.00	0.00	0.00
1700 - 1715	0	0	2	0	0	0	0	0
1715 - 1730	0	0	2	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0
Hourly Total	0	0	4	0	0	0	0	0
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	7	0	4	0	0	0
Session Average	0.00	0.00	0.35	0.00	0.20	0.00	0.00	0.00

Original Data	
TOTAL	PCU TOTAL
0	0.00
1	1.00
0	0.00
1	1.00
2	2.00
0.50	0.50
0	0.00
1	1.00
0	0.00
0	0.00
1	1.00
0.25	0.25
0	0.00
1	1.00
1	1.00
0	0.00
2	2.00
0.50	0.50
0	0.00
0	0.00
0	0.00
1	1.00
1	1.00
0.25	0.25
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0.00	0.00

6	6.00
0.30	0.30

Original Data	
TOTAL	PCU TOTAL
0	0.00
0	0.00
0	0.00
0	0.00

0	0.00
0.00	0.00
1	1.00
1	1.00
0	0.00
0	0.00
2	2.00
0.50	0.50
0	0.00
0	0.00
0	0.00
2	2.00
2	2.00
0.50	0.50
0	0.00
0	0.00
2	2.00
1	1.00
3	3.00
0.75	0.75
2	2.00
2	2.00
0	0.00
0	0.00
4	4.00
1.00	1.00

11	11.00
0.55	0.55

Kirkby Mallory
Classified Junction Count

Site 1 of 1
Local Road
Newbold Road (South)
Newbold Road (North)

Lat/Long
lat 52.611947°° lon -1.332361°°

Date
Thursday 02 February 2023

Weather
Cloudy
Temp: 7°C

0800 - 1300 (Weekday AM Session)

Movement 1.6: Right from Newbold Road (North) to Newbold Road (South)								
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
0800 - 0815	0	0	20	0	8	1	0	0
0815 - 0830	0	0	22	0	3	0	0	0
0830 - 0845	0	0	4	0	4	0	0	0
0845 - 0900	0	0	17	0	2	1	0	0
Hourly Total	0	0	63	0	17	2	0	0
Hourly Average	0.00	0.00	15.75	0.00	4.25	0.50	0.00	0.00
0900 - 0915	0	0	9	0	1	0	0	0
0915 - 0930	0	0	9	0	3	1	0	0
0930 - 0945	0	0	9	0	0	1	0	0
0945 - 1000	0	0	7	0	2	0	0	0
Hourly Total	0	0	34	0	6	2	0	0
Hourly Average	0.00	0.00	8.50	0.00	1.50	0.50	0.00	0.00
1000 - 1015	0	0	16	0	2	0	0	0
1015 - 1030	1	0	11	0	3	0	0	0
1030 - 1045	0	1	6	0	1	0	0	0
1045 - 1100	0	0	8	0	2	0	0	0
Hourly Total	1	1	41	0	8	0	0	0
Hourly Average	0.25	0.25	10.25	0.00	2.00	0.00	0.00	0.00
1100 - 1115	0	0	11	0	0	1	0	0
1115 - 1130	0	0	4	0	5	0	0	0
1130 - 1145	0	1	6	0	0	0	0	0
1145 - 1200	0	0	11	0	0	0	0	0
Hourly Total	0	1	32	0	5	1	0	0
Hourly Average	0.00	0.25	8.00	0.00	1.25	0.25	0.00	0.00
1200 - 1215	0	0	8	0	3	1	0	0
1215 - 1230	1	0	10	0	0	0	0	0
1230 - 1245	0	2	9	0	1	0	0	0
1245 - 1300	0	0	7	0	1	0	0	0
Hourly Total	1	2	34	0	5	1	0	0
Hourly Average	0.25	0.50	8.50	0.00	1.25	0.25	0.00	0.00
Session Total	2	4	204	0	41	6	0	0
Session Average	0.10	0.20	10.20	0.00	2.05	0.30	0.00	0.00

Date
Thursday 02 February 2023

Weather
Cloudy
Temp: 9°C

1300 - 1800 (Weekday PM Session)

Movement 1.6: Right from Newbold Road (North) to Newbold Road (South)								
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
1300 - 1315	0	0	9	0	0	1	0	0
1315 - 1330	0	0	11	0	1	1	0	0
1330 - 1345	0	0	12	0	3	0	1	0
1345 - 1400	0	0	11	0	3	1	0	0

Hourly Total	0	0	43	0	7	3	1	0
Hourly Average	0.00	0.00	10.75	0.00	1.75	0.75	0.25	0.00
1400 - 1415	0	0	12	0	3	0	0	0
1415 - 1430	0	0	5	0	1	1	0	0
1430 - 1445	0	0	7	0	1	0	0	0
1445 - 1500	0	0	18	0	0	1	0	0
Hourly Total	0	0	42	0	5	2	0	0
Hourly Average	0.00	0.00	10.50	0.00	1.25	0.50	0.00	0.00
1500 - 1515	0	0	5	3	5	0	0	0
1515 - 1530	0	0	11	0	2	1	0	0
1530 - 1545	0	0	13	0	0	3	0	0
1545 - 1600	0	0	8	0	5	0	0	0
Hourly Total	0	0	37	3	12	4	0	0
Hourly Average	0.00	0.00	9.25	0.75	3.00	1.00	0.00	0.00
1600 - 1615	0	0	8	0	2	0	0	0
1615 - 1630	0	0	12	1	3	0	0	0
1630 - 1645	0	0	17	0	2	0	0	0
1645 - 1700	0	0	10	0	5	0	0	0
Hourly Total	0	0	47	1	12	0	0	0
Hourly Average	0.00	0.00	11.75	0.25	3.00	0.00	0.00	0.00
1700 - 1715	1	0	22	0	3	0	0	0
1715 - 1730	1	0	11	0	1	0	0	0
1730 - 1745	0	0	11	0	0	0	0	0
1745 - 1800	0	0	7	0	2	0	0	0
Hourly Total	2	0	51	0	6	0	0	0
Hourly Average	0.50	0.00	12.75	0.00	1.50	0.00	0.00	0.00

Session Total	2	0	220	4	42	9	1	0
Session Average	0.10	0.00	11.00	0.20	2.10	0.45	0.05	0.00

Original Data	
TOTAL	PCU TOTAL
29	29.50
25	25.00
8	8.00
20	20.50
82	83.00
20.50	20.75
10	10.00
13	13.50
10	10.50
9	9.00
42	43.00
10.50	10.75
18	18.00
15	14.20
8	7.40
10	10.00
51	49.60
12.75	12.40
12	12.50
9	9.00
7	6.40
11	11.00
39	38.90
9.75	9.73
12	12.50
11	10.20
12	10.80
8	8.00
43	41.50
10.75	10.38
257	256.00
12.85	12.80

Original Data	
TOTAL	PCU TOTAL
10	10.50
13	13.50
16	17.30
15	15.50

54	56.80
13.50	14.20
15	15.00
7	7.50
8	8.00
19	19.50
49	50.00
12.25	12.50
13	13.00
14	14.50
16	17.50
13	13.00
56	58.00
14.00	14.50
10	10.00
16	16.00
19	19.00
15	15.00
60	60.00
15.00	15.00
26	25.20
13	12.20
11	11.00
9	9.00
59	57.40
14.75	14.35

278	282.20
13.90	14.11



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