



TRANSPORT PLANNING LTD

Client:

Allison Homes

Project:

Stanton under Bardon

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Transport Statement

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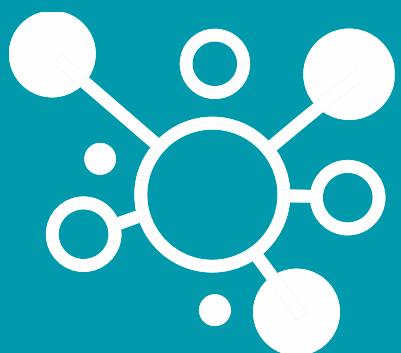


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1.0 Introduction

Background

- 1.1 Hub Transport Planning Ltd has been commissioned by Allison Homes to provide transport advice for a proposed residential development off Main Street, Stanton under Bardon.
- 1.2 The proposed development will comprise an extension to the adjacent site that was granted consent for 50 residential dwellings (under planning app ref. 22/00527/OUT), to provide an additional 27 dwellings; the site location is shown on **Figure 1.1**.

Structure of the Report:

- 1.3 Following this introduction, the report is set out as follows:
 - Section 2.0 – Policy Review
 - Section 3.0 – Background Information and Sustainability
 - Section 4.0 – Development Proposals
 - Section 5.0 – Traffic Generation, Distribution and Assignment
 - Section 6.0 – Highway Network Impacts and Capacity Analysis
 - Section 7.0 – Summary and Conclusion

Limitations of the Report

- 1.4 This report has been undertaken at the request of Allison Homes thus should not be entrusted to any third party without written permission from Hub Transport Planning Ltd. However, should any information contained within this report be used by any unauthorised third party, it is done so entirely at their own risk and shall not be the responsibility of Hub Transport Planning Ltd.
- 1.5 This report has been compiled using data from several external sources (such as TRICS, traffic count data and public transport information); these sources are considered trustworthy and therefore the data provided is considered accurate and relevant at the time of preparing this report.

2.0 Policy Review

2.1 A review of national, regional and local policy that is relevant to the proposed development has been undertaken and is presented in this chapter.

National Planning Policy Framework

2.2 The latest National Planning Policy Framework (NPPF) was updated in December 2024. It sets out the Government's planning policies for England and provides a framework for delivering development in a sustainable manner.

2.3 The most relevant paragraphs to the proposed development are 109 to 113 and 115 to 118, which are detailed in **Table 1**.

Table 1 – Relevant paragraphs from the NPPF relating to the proposed development

Policy Ref	Key Points
109	<p>Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:</p> <ul style="list-style-type: none"> a) Making transport considerations an important part of early engagement with local communities; b) Ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places; c) Understanding and addressing the potential impacts of development on transport networks; d) Realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated; e) Identifying and pursuing opportunities to promote walking, cycling and public transport use; and f) Identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.
110	<p>The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.</p>
111	<p>Planning policies should:</p> <ul style="list-style-type: none"> a) Support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities; b) Be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned; c) Identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development; d) Provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans); e) Provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so

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Policy Ref	Key Points
	<p>they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and</p> <p>f) Recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the General Aviation Strategy.</p>
112	<p>If setting local parking standards for residential and non-residential development, policies should take into account:</p> <ul style="list-style-type: none"> a) The accessibility of the development; b) The type, mix and use of development; c) The availability of and opportunities for public transport; d) Local car ownership levels; and e) The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.
113	<p>In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that: Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.</p>
115	<p>In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:</p> <ul style="list-style-type: none"> a) Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location; b) Safe and suitable access to the site can be achieved for all users; c) The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design guide and the National Model Design Code; and d) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.
116	<p>Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.</p>
117	<p>Within this context, applications for development should:</p> <ul style="list-style-type: none"> a) Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment areas for bus or other public transport services, and appropriate facilitates that encourage public transport use; b) Address the needs of people with disabilities and reduced mobility in relation to all modes of transport; c) Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; d) Allow for the efficient delivery of goods, and access by service and emergency vehicles; and e) Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
118	<p>All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.</p>

Hinckley & Bosworth Local Plan 2020 - 2039

2.4 Although not formally adopted, Hinckley and Bosworth Borough Council (HBBC) are currently in the process of submitting the new Hinckley & Bosworth Local Plan (HBLP) for examination.

2.5 The draft Local Plan sets out a vision that Hinckley and Bosworth will: *“By 2039, be a flourishing, healthy and vibrant community where people want to live, work and play. Well-designed housing will deliver healthy and vibrant communities in a well-planned manner and seek to ensure choice, affordability, wellbeing and safety.”*

2.6 To achieve this vision, the Local Plan identifies 13 objectives; the transport related objective is “to provide a sustainable transport system which enables reliable access to homes, jobs, services and facilities by a choice of transport modes and mitigates the impacts of new development on the highway network.”

2.7 The Local Plan also identifies Stanton under Bardon as a Rural Village, with the development site identified as a proposed allocation, in accordance with the proposed housing growth strategy set out in Section 4.

2.8 **Table 2** sets out the related local plan policies that are relevant to the proposed development.

Table 2 – Relevant transport policies from the Hinckley & Bosworth Local Plan

Policy Ref	Key Points
PMD01 High Quality Design	<p>Development will be supported where the following requirements are met:</p> <ul style="list-style-type: none"> • All elements of the development are designed with climate change in mind, maximising opportunities for active travel and sustainable transport methods to help reduce car dependency, renewable and low/net-zero carbon energy technologies, including electric vehicle charging points where feasible, use of sustainable and low-carbon materials where feasible, building in flexibility to respond to change, and mechanisms for reducing energy consumption within buildings.
PMD02 Active Design and Travel	<p>Development proposals for major development should demonstrate how they can help to support healthy lifestyles and as far as is relevant to the proposal following the Active Design Principles. Where a Design and Access Statement and/or a Transport Assessment is required to support a development proposal it should explain how the development incorporates and achieves the Active Design Principles.</p> <p>Development proposals must take account of existing access networks within and around the site. Applicants should demonstrate how the design and layout of development prioritises active travel modes and recreation routes and maintains and enhances the quality and connectivity of the active travel network. Active travel routes should be integrated with green infrastructure; where integration is not proposed, applicants must provide evidence as to why it is not possible. Opportunities should be sought to protect and enhance the Public Rights of Way network within and adjacent to development proposals in line with the NPPF. Proposals must demonstrate that the needs of all users have been provided throughout the year.</p>
6.19	<p>Active Design developed by Sport England and supported by Public Health England, provides a set of principles for creating the right conditions within existing and proposed development for individuals to be able to lead active and healthy lifestyles. Active Design can be used as a tool to inform the design and layout of development and assist in pre-application discussions. The active design principles which will be used in the determination of planning applications are as follows:</p> <ul style="list-style-type: none"> • Activity for all – Enabling those who want to be physically active whilst encouraging those who are inactive to become active; • Walkable communities – Creating the conditions for active travel between all locations; • Connected walking, running and cycling routes – Prioritising active travel through safe integrated walking, running and cycling routes;

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Policy Ref	Key Points
	<ul style="list-style-type: none">• Co-location of community facilities – Creating multiple reasons to visit a destination and minimising the number and length of trips and increasing the awareness and convenience of opportunities to participate in sport and physical activity opportunities;• Network of multifunctional open space – Providing multifunctional spaces opens up opportunities for sport and physical activity and has numerous wider benefits;• High quality streets and spaces – Well-designed streets and spaces support and sustain a broader variety of users and community activities;• Appropriate infrastructure – Providing and facilitating access to facilities and other infrastructure to enable all members of society to take part in sport and physical activity;• Active buildings – Providing opportunities for activity inside and around buildings, rather than just between buildings; and• Management and maintenance – A high standard of maintenance is essential to ensure the long-term attractiveness of sports facilities along with open and public spaces. Spaces should be designed with longevity in mind to ensure that they remain safe and secure for users.
HO10 Rural Exception Sites	<p>In rural villages and rural hamlets as defined in the settlement hierarchy, small scale developments that meet a “local need” for housing will be supported adjacent to the settlement boundary provided that:</p> <ul style="list-style-type: none">• The development would meet clearly evidenced local affordable housing needs identified in an up-to-date Needs Survey, Neighbourhood Plan or Parish Plan or other appropriate evidence document, the format of which has been agreed by the borough council;• The need cannot be met within the settlement boundary of the village;• The development is of a scale, proportion and design which fully respects the character of the settlement concerned and the level of need identified;• The development will be exclusively for the provision of affordable housing, either social or affordable rented, or intermediate housing unless it is demonstrated that market housing is required to cross subsidise the delivery of affordable housing. Such market housing should deliver house types at entry level market housing prices and be limited to 20% of the total dwellings provided on site; and• A legal agreement is entered into to ensure that all housing provided will be for the exclusive occupation, in perpetuity, of people with a local connection and that any affordable housing provided as part of this policy is provided in perpetuity. No more than 80% share of any affordable housing will be permitted to be sold.
HT01 Highways and Transportation	<p>Development proposals will be supported where the applicant has demonstrated through an appropriate Transport Assessment:</p> <ul style="list-style-type: none">• The best use of existing public transport services and, where appropriate, opportunities for improving and sustaining the viability of those services has been sought;• That there is a convenient and safe access for walking and cycling to services and facilities;• That new sustainable transport infrastructure is well designed, integrated with the Green Infrastructure and contributes towards making high quality places; and• That there is not a significant adverse impact upon highway safety; and in the case of development that generates significant movements:<ul style="list-style-type: none">◦ The development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised; and◦ The residual cumulative impacts of development on the transport network are not significant <p>All proposals for new development and changes of use should have regard to the highway design standards that are set out in the most up to date guidance adopted by the relevant highways authority, and, where appropriate, be supported by a Transport Assessment and Travel Plan.</p>

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Policy Ref	Key Points
	Where the impacts of the development taken cumulatively with other schemes would have a significantly adverse effect on the transport network, the Council will seek measures including, where necessary, a financial contribution fairly and reasonably related to the development to mitigate the impact of the scheme in accordance with Policy INF01.
13.3	<p>It is important that new development is undertaken in such a way that highway safety is not adversely affected. Proposals for new development will be expected to demonstrate a safe access to the highway and ensure that the local highway network will continue to function effectively. Development proposals should also seek to ensure that they contribute towards a pattern of development that will enable all end users to make use of sustainable modes of transport and improve accessibility to facilities, services and recreational opportunities and in doing so contribute to wider sustainability and health objectives.</p>
HT02 Parking Standards	<p>All proposals for new development will be required to provide an appropriate level of parking provision having regard to the prevailing highways authority design guidance, justified by an assessment of the site location, type of housing, other modes of transport available (e.g. public transport and cycle provision) and appropriate design. Any development will be expected to provide disabled parking provision.</p> <p>On site cycle parking should be provided however where it is demonstrated that the minimum on-site provision to meet the standards set out in the highways authority design guidance is not feasible, a financial contribution will be required towards public facilities.</p> <p>Developments within Town, District, Local and Neighbourhood Centres should demonstrate that they would not exacerbate existing problems in the vicinity with increased on-street parking.</p> <p>The Borough Council will support proposals for dedicated lorry parking facilities within or adjoining existing or proposed employment development or appropriate locations in close proximity of the strategic road network.</p>

Leicestershire Local Transport Plan

2.9 Leicestershire County Council (LCC) adopted their 4th iteration of the Local Transport Plan (LTP) in November 2024. It helps to promote transport as an enabler to deliver on economic, environment and social objectives by planning for infrastructure and initiatives to help people and goods travel around.

2.10 The LTP sets out a vision for delivering a safe, connected and integrated transport network which is resilient and well managed, to support the ambitions and health of growing communities and safeguarding the environment whilst delivering economic prosperity.

2.11 This vision is supported by 5 core themes:

- Enabling Health and Wellbeing;
- Protecting the Environment;
- Delivering Economic Growth;
- Enhancing our Transport Networks Resilience; and
- Embracing Innovation.

2.12 The LTP sets out a series of actions to deliver its vision and objectives. Those relevant to the proposed development are set out in **Table 3**.

Table 3 – Relevant paragraphs from the LTP relating to the proposed development

Policy Ref	Key Points
Enabling Health and Wellbeing	<ul style="list-style-type: none">• Facilitate a transport network which benefits the health and wellbeing of our communities from transport solutions;

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Policy Ref	Key Points
	<ul style="list-style-type: none"> Deliver an accessible transport network that meets the requirements of users and provides them with the ability to access employment, education and social amenities which reduces inequality and isolation within our communities; Enable travel choice which proactively encourages and allows users to make travel choices which meet their needs and requirements and benefits their and the wider communities health and wellbeing; Identify and deliver transport solutions across the transport network which supports and benefits the health and wellbeing of our communities; Work with our communities, key partners and transport infrastructure providers to embrace innovation which seeks to maximise the impact the transport network has on the health and wellbeing of our communities; and Work with key partners to identify and monitor the impacts which transport solutions are having on the health and wellbeing of our communities.
Protecting the Environment	<ul style="list-style-type: none"> Enable a transport network which minimises the impact, and where possible, provides benefit to the environment; Provide a transport network which minimises the impact on the environment, and, where feasible, enable enhancement and recovery towards a reliable transport network; Facilitate an integrated transport network to enable travel choices which meets users needs and requirements whilst reducing carbon production, lowering emissions and providing benefit to the environment; Develop and deliver transport solutions across the transport network which fully consider and, where feasible, provide betterment to the environment; In collaboration with our communities, key partners and transport infrastructure providers, innovation will be embraced which minimises the impact and, where feasible, provides benefit to the environment; and Work with key partners to identify and monitor the impacts transport solutions are having on the environment across the county.
Delivering Economic Growth	<ul style="list-style-type: none"> Facilitate a transport network which delivers transport solutions that are viable and enable economic growth, and deliver best value for money; Provide a transport network which enables the ability of people and goods to move with ease across the county to support and benefit the economy and our communities; Provide an integrated transport network which supports the delivery of new homes and jobs across the county in a sustainable approach by ensuring the provision of transport connectivity to enable travel choice; Identify and implement viable transport solutions which support economic growth and sustainable development and deliver best value for money; Ensure that through maintenance, renewal and improvement, innovation and activities which support the decarbonisation of the transport network and provide good value for money, are identified; and Work with partners to understand the potential benefits which have been released through transport solutions to the economy, job creation and housing delivery.
Enhancing Our Transport Network's Resilience	<ul style="list-style-type: none"> Provide a transport network which ensures the delivery of transport solutions which minimise delay, enable travel choice and positive user experiences; Provide a transport network which is safe, reliable and resilient which minimises the delay of people and goods across and through the county; Have a well-managed transport network which enables travel choice by ensuring viable transport alternatives to car-based journeys that are safe, reliable and resilient, to better our communities; Implement integrated transport solutions which minimise delays and enable a well-managed and resilient transport network to the benefit of our community; Working collaboratively with our communities, key partners and transport infrastructure providers to embrace innovation which proactively supports decarbonisation and adapts to climate change; and

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Policy Ref	Key Points
	<ul style="list-style-type: none">Work with partners and transport infrastructure providers to monitor and manage the transport network to ensure it operates in a safe, efficient, reliable and resilient manner.
Embracing innovation	<ul style="list-style-type: none">Actively enable the transport network to trial and implement innovation which provides betterment to our communities and resilience to its operation;Provide a transport network which responds to new technology, ways to travel and innovation which provides greater resilience in meeting the transport demands of our communities;Enable the transport network to support the development of viable low carbon transport alternatives and fuels, which provide benefit to the health and wellbeing of communities and the environment;Actively seek to implement innovation which provides betterment to our communities' health and wellbeing, protects the environment and supports economic prosperity;Work with our communities, key partners and transport infrastructure providers to embrace innovation that provides betterment to the operation of the transport network and reduces its carbon impacts; andActively monitor innovations and trials which have been implemented to support new ways of working and operating the transport network whilst ensuring best value for money.

Bagworth, Thornton and Stanton under Bardon Neighbourhood Plan

- 2.13 Although not formally adopted, the Bagworth, Thornton and Stanton under Bardon Neighbourhood Plan (BTSBNP) is currently under consultation with Hinckley and Bosworth Borough Council.
- 2.14 The draft Neighbourhood Plan sets out a vision that: *"Bagworth, Thornton and Stanton under Bardon will continue to be attractive and desirable places to live, meeting the housing needs of all ages with a community seeking to provide a good quality of life for all residents in a rural village environment."*
- 2.15 To achieve this vision, the Neighbourhood Plan sets out 8 key policy issues identified by the local community. These include promoting good design and improving pedestrian and cycle connections within the Neighbourhood Plan area and into the surrounding areas.
- 2.16 The proposed development site is identified within the Neighbourhood Plan, detailing how half of the site has been approved for development of 50 dwellings, and the remainder of the site has been identified for an additional 30 units.
- 2.17 The Neighbourhood Plan discusses various policies for how the vision will be achieved. Those relevant to the proposed development are set out in **Table 4**.

Table 4 – Relevant paragraphs from the BTSBNP to the proposed development

Policy Ref	Key Points
Policy H5: Design Standards	<p>All commercial and residential proposals of one or more properties, replacement dwellings and extensions will be supported where they meet the following building design principles to a degree that is proportionate to the development.</p> <ul style="list-style-type: none">Owing to the poor public transport and existing parking and congestion problems, sufficient off-road parking should be provided, a minimum of two car parking spaces per two bedroomed houses, three parking spaces per three bedroomed house and above.
Policy TT1: Traffic Management	<p>With particular regard to the rural highway network of the Parishes and the need to minimise any increase in vehicular traffic, all housing and commercial development must:</p> <ul style="list-style-type: none">Be designed to minimise additional traffic generation and movement through the village;

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Policy Ref	Key Points
	<ul style="list-style-type: none">• Incorporate sufficient off-road parking;• Not remove or compromise the use of any existing off-road parking areas unless a suitable equivalent alternative is provided;• Provide any necessary improvements to site access, communal parking and the highway network, either directly or by financial contributions; and• Make provision for the improvement and where possible the creation of footpaths and cycleways to key village services.

3.0 Background Information and Sustainability

Local Highway Network

- 3.1 Main Street is a local road that serves the village of Stanton under Bardon, essentially acting as a spine road for the settlement. It forms a junction with Stanton Lane/Cliffe Hill Road c.950m to the north, and Thornton Lane c.200m to the south.
- 3.2 At the Main Street/Stanton Lane/Cliffe Hill Road junction, Stanton Lane provides a connection further north onto the A511 c.1.8km from the site. Cliffe Hill Road runs south around the Old Cliffe Hill Quarry site providing a connection to the M1 junction 22 and the neighbouring larger village of Markfield (via Stoney Lane and Forest Road).
- 3.3 Thornton Lane to the south of the site provides a connection south to the neighbouring smaller settlements, as well as west towards the Bardon Hill industrial area.
- 3.4 Main Street is subject to the national speed limit up to a point just south of the proposed site access junction, at which it changes to a 30mph speed limit through the village.
- 3.5 A Public Right of Way (PRoW) runs through the centre of the site and provides a connection from the northern edge of the site onto Meadow Lane and into the village centre; it is part of the wider local footpath network across the area.

Personal Injury Accident Data

- 3.6 To establish road safety conditions on the local highway network, Personal Injury Accident (PIA) data in the immediate vicinity of the site was requested from LCC's Road Safety team for the latest available five-year period between 01/01/2020 and 15/04/2025.
- 3.7 The PIA data from LCC is provided in **Appendix A**.
- 3.8 The PIAs by year and severity are presented in **Table 5**.

Table 5 – Total PIAs in the vicinity of the site between 2020 and 2025

Year	Severity			
	Slight	Serious	Fatal	Total
2020	1	1	-	2
2021	-	-	-	0
2022	-	-	-	0
2023	-	-	-	0
2024	-	-	-	0
2025	-	-	-	0
Total	1	1	0	2

- 3.9 **Table 5** shows there have been a total of two PIAs across the study area. One PIA was recorded as slight and occurred along Cliffe Hill Road and the other was a serious PIA occurring at the Main Street/St John Cole Crescent junction.

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- 3.10 Of the two PIAs that occurred, one involved a pedestrian, which was classified as slight. Neither PIA involved cyclists.
- 3.11 The serious PIA occurred at 21:40 on a Wednesday (23/09/2020), at the Main Street/St John Cole Crescent junction and involved a motorcyclist colliding with a car, after making a right turn manoeuvre. The road surface was described as wet or damp and visibility as dark. At the site of the accident there are no pedestrian crossing facilities within 50m.
- 3.12 Whilst all PIAs are regrettable, the analysis has not identified any definable causation patterns or collision clusters across the highway network in the vicinity of the site.
- 3.13 The additional traffic associated with the proposed development is minimal and will not have any adverse material impact on highway safety.

Sustainable Travel

- 3.14 Walking and cycling provide important alternatives to cars and should also be encouraged to form part of longer trips via public transport. This is also recognised within all national, regional and local policies set out in **Section 2.0**.

Walking Distance Guidance

- 3.15 The Institution of Highways and Transportation (IHT) (now Chartered Institution of Highways and Transportation (CIHT)) guidance document 'Providing for Journeys on Foot' provides advice for sustainable travel infrastructure provision within new developments. The suggested walking distances to key facilities (e.g. healthcare, shops) are presented in **Table 6**.

Table 6 – Suggested Walking Distances (CIHT Guidelines)

	Town Centre (m)	Commuting/Schools/ Sightseeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

- 3.16 Manual for Streets (MfS) and the National Design Guide (2021) states that 'walkable neighbourhoods' are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.
- 3.17 MfS also states that the 800m walking distance is not an upper limit and references the former Planning Policy Guidance Note 13: Transport (PPG13) guidance in respect of walking replacing short car trips, particularly those under 2km.
- 3.18 Table NTS0303 from the 2023 National Travel Survey (released August 2024) indicates that the national average walk trip distance in 2023 was 0.7 miles or 1.12km.
- 3.19 The 2023 National Travel Survey (Table NTS0308) also shows that walking was the most frequent mode used for short trips, with 81% of trips under one mile (1.6km) being completed by foot in 2023, which is very similar to 2022 (83%) and 2021 (82%).

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Cycling Distance Guidance

3.20 There is also potential for short car trips to be substituted for cycle trips, and for longer trips to be substituted by a combination of cycle and public transport trips.

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

3.22 The DfT Cycling and Walking Investment Strategy (2017) also refers to the threshold of 5 miles (or 8km), stating that “Two out of every three personal trips are within five miles - an achievable distance to cycle for most people, with many shorter journeys also suitable for walking.”

3.23 The second cycling and walking investment strategy published by DfT in 2022 does not specifically reference the statement in the paragraph above, however one of the main objectives is to increase the percentage of short journeys (i.e. those under five miles) in towns and cities that are walked or cycled from 41% in 2018/2019 to 46% in 2025.

3.24 The 2023 National Travel Survey also shows that the average cycle trip distance (for all purposes) was 3.0 miles or 4.8km. Therefore, it is reasonable to consider cycling as a viable mode of travel for distances up to 8km.

Local Facilities

3.25 The key local facilities around the site off Main Street are listed in **Table 7** and presented in **Figure 3.1**. Distances have been mapped including the distance from the proposed site access road to the centre of the site, at c.200m.

Table 7 – Local Facilities

Plan Number	Local Facilities	Distance (Approx.)
Education		
E1	Stanton under Bardon Community Primary School	550m
E2	South Charnwood High School	1.7km*/3km
Leisure		
L1	Old Thatched Inn	350m
L2	Flying Horse Restaurant	2km
Community		
C1	St Mary and All Saints	500m
C2	Stanton under Bardon Village Hall	650m
Retail		
R1	One Stop	700m
R2	Markfield Local Centre (Convenience Store, Pubs, takeways, homeware store, medical centre)	4.0km
R3	Coalville Town Centre (Shops, barbers, restaurants, pubs, library, medical facilities)	7.9km

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Plan Number	Local Facilities	Distance (Approx.)
Employment		
EMP1	Hill Lane Industrial Estate	4km
EMP2	Bardon Hill Industrial Estate	4.5km

*c.1.7km if using the PRoW network.

3.26 Table 7 demonstrates that there are local facilities within walking distance of the site, including a public house, primary school, local shop and village hall all within the 800m MfS walking distance thresholds; the remaining facilities mostly fall within the 2km upper limit outlined within the former PPG13 guidance, which can be used by residents on a daily basis.

3.27 South Charnwood High School is located further from the site and outside the settlement. However, it can be accessed via active travel routes either across the highway network or via the PRoW network between Stanton under Bardon and the High School. The PRoW route significantly reduces the distance and makes the school more accessible.

Accessibility by Foot

3.28 The development will provide pedestrian linkages to/from the site that tie into the existing PRoW and pedestrian infrastructure within the vicinity of the site, including the new footway provision agreed as part of the adjacent development site.

3.29 An existing PRoW runs through the centre of the site from Thornton Lane to Meadow Lane and forms part of a wider PRoW network through the surrounding area and linking the neighbouring settlements.

3.30 The 800m, 1200m and 2000m walking distances from the proposed site location, as set out in **Table 7** above, are shown on in **Figure 3.2**.

Accessibility by Cycle

3.31 Main Street is subject to the national speed limit up to a point just south of the proposed site access junction, here it changes to a 30mph speed limit for the village.

3.32 On-road cycling in and around Stanton under Bardon is considered safe and convenient due to the residential nature of the area and 30mph speed limit through the village, and low levels of traffic through the settlement.

3.33 A plan of the local area showing the 5.0km cycling distance around the site can be seen in **Figure 3.3**. National Cycle Network (NCN) Route 63 is located c.2.2km south of the site at the Stanton Lane/Main Street/Bagworth Lane junction in Thornton. This provides a predominantly on-road cycle route, with traffic-free sections, to the larger towns of Leicester and Swadlincote.

Accessibility by Bus

3.34 The closest bus stops to the site are located c.350m and c.400m north of the site on Main Street. These stops take the form of flagpole stops, accessible via the PRoW and footways on Meadow Lane/Main Street.

3.35 Bus service LC15 runs from these stops. A summary of the frequency of these services is set out in **Table 8**.

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Table 8 – Local Bus Services

Service No.	Route	Frequency (approx.)		
		Mon-Fri	Sat	Sun
LC15	Coalville – Stanton – Markfield – Glenfield – Leicester	6 a day	6 a day	No Service

- 3.36 **Table 8** demonstrates that there is a regular bus service for those residents commuting to Leicester and for other trips to local settlements and Coalville.
- 3.37 The first bus departs Stanton under Bardon for Leicester at 07:33, arriving at 08:15 (St Margaret's Bus Station); whilst to Coalville, the first bus departs at 09:13, arriving at 09:25.
- 3.38 The last bus departs Coalville at 17:50, arriving in Stanton under Bardon at 18:03; whilst from Leicester (St Margaret's Bus Station) the last bus departs at 18:55, arriving at 19:38.

Accessibility by Rail

- 3.39 The nearest railway station to the proposed development site is Loughborough Railway Station (c.17.1km northeast), followed closely by Leicester Railway Station (c.18.5km to the southeast).

Loughborough Railway Station

- 3.40 Loughborough Railway Station is located beyond the reasonable cycle distance from the site and as such it can only be considered accessible by car. The car journey takes c.23 minutes, with no bus services available for Loughborough from Stanton under Bardon.
- 3.41 The station has 256 car parking spaces, 12 of these being accessible spaces.
- 3.42 The station is on the same Midland Main Line as Leicester, this being the only line that serves Loughborough; services run from Loughborough to the destinations of London St Pancras, Nottingham, Sheffield, and Lincoln at frequencies of between two and one an hour.

Leicester Railway Station

- 3.43 Leicester Railway Station is also located beyond the reasonable cycle distance from the site and so it can only realistically be considered accessible by either a linked bus or car trip.
- 3.44 The journey time is c.25 minutes by car.
- 3.45 The station has 488 car parking spaces, 20 of which are accessible spaces.
- 3.46 Leicester Rail Station is on the Midland Main line run by the East Midlands Railway Service, as well as the CrossCountry Birmingham to Peterborough line.
- 3.47 The station operates 67 direct services to London St Pancras International a day, with a journey time of 72 minutes. There is a service to Birmingham New Street which operates 34 direct trains per day, with a journey time of 48 minutes. There is also a service to Sheffield, which operates 36 direct trains per day with a journey time of 62 minutes.

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3.48 Both Loughborough and Leicester Railway Station offer similar services, although Leicester Railway Station offers a greater range with a higher frequency, and so is a more realistic option for residents.

3.49 Services from Leicester Railway Station are summarised in **Table 9**.

Table 9 - Railway Services from Leicester Railway Station

Destination	Approx. Frequency	Approx. Journey Time	First and Last Services					
			Monday to Friday		Saturday		Sunday	
			Departures	Arrivals	Departures	Arrivals	Departures	Arrivals
Nottingham	Approximately every 20 minutes	35 minutes	First service: 06:38 Last service: 23:47	First service: 05:14 Last service: 23:20	First service: 06:45 Last service: 23:33	First service: 04:38 Last service: 23:18	First service: 11:14 Last service: 23:41	First service: 08:21 Last service: 20:20
Birmingham New Street	Approximately every 30 minutes	48 minutes	First service: 06:18 Last service: 22:56	First service: 05:19 Last service: 22:22	First service: 05:48 Last service: 22:20	First service: 05:22 Last service: 22:22	First service: 10:20 Last service: 22:20	First service: 09:52 Last service: 21:52
Sheffield (via Derby)	Approximately every 30 minutes	62 minutes	First service: 05:48 Last service: 23:37	First service: 04:58 Last service: 22:05	First service: 05:50 Last service: 23:19	First service: 05:00 Last service: 21:00	First service: 10:15 Last service: 23:56	First service: 07:55 Last service: 20:28
London St Pancras International	Approximately every 20 minutes	72 minutes	First service: 04:47 Last service: 22:52	First service: 05:27 Last service: 23:35	First service: 04:44 Last service: 21:25	First service: 06:30 Last service: 22:32	First service: 07:53 Last service: 21:06	First service: 09:00 Last service: 22:47

3.50 Table 9 indicates that the rail services at Leicester Railway Station provide access to key leisure and retail areas, as well as to employment locations such as Birmingham New Street and London St Pancras International.

3.51 Journey times for new residents travelling by train to the following key destinations are:

- Derby – 29 minutes;
- Nottingham – 35 minutes;
- Birmingham New Street – 48 minutes;
- Sheffield – 62 minutes; and
- London St Pancras International – 72 minutes;

3.52 Therefore, it can be considered that residents will have a realistic opportunity to travel to either rail station and continue their onward journey by train to other regional hubs and national destinations for work, leisure and/or education purposes

Summary

3.53 The above review demonstrates that the site is accessible by alternative transport modes that have the potential to reduce reliance upon the private car.

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- 3.54 Whilst the bus service provision is not high frequency, it does provide morning and evening commuter provision to and from Leicester and, given how the NPPF recognises the difference between rural and urban areas, is considered to provide a service appropriate for the size and location of the settlement; the delivery of 27 dwellings can only serve to improve the potential viability of improved service provision in the future.
- 3.55 It is therefore considered that residents will have a choice about how they travel and that the proposals therefore accord with the guiding principles of the NPPF.

Traffic Data

- 3.56 An Automatic Traffic Count (ATC) was commissioned on Main Street at a point c.30m south of the Old Thatched Inn to establish traffic flows and speeds within the vicinity of the site access for a 7-day period between Tuesday 17th June and Monday 23rd June 2025. The ATC data is provided in **Appendix B**.
- 3.57 The ATC surveys have been used to derive the traffic flows passing the site, in order to update the site access capacity analysis to account for the traffic associated with the additional 27 dwellings.

4.0 Development Proposals

Access Strategy

4.1 Vehicular access will take the form of the consented priority T-junction from the adjacent development site, with the internal access road extended into the new development site to provide access to the 27 dwellings.

Visibility

4.2 The ATC surveys shows that the 85th percentile speeds at the site access were as follows:

- 33.9mph northbound; and
- 35.8mph southbound.

4.3 The previously consented site access junction provided visibility splays of 72m to the south and 87m to the north of the junction.

4.4 Based on Table 6 of the LHDG, the updated survey data suggests that splays of 54m in each direction would be acceptable for the observed traffic speeds:

Table 6: Visibility splays (Use figures for HGV and buses if these vehicles make up more 5% of actual or predicted total traffic flow)

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)

Internal Road Network

4.5 The internal layout of the proposed development will be designed in accordance with the guidelines of Manual for Streets (MfS), MfS2, and Leicestershire Highways Design Guide (LHDG).

4.6 Sufficient car parking for the site will be provided through on-plot parking for each dwelling.

4.7 On-plot cycle parking will also be provided for each dwelling of the development, this will be sheltered and secure, and in the form of private garages or sheds where appropriate.

5.0 Traffic Generation, Distribution and Assignment

Traffic Generation

5.1 In order to provide a forecast of the number of vehicle trips likely to be generated by the proposed development, the agreed trip rates for the adjacent consented planning application (ref. 22/00527/OUT) will be used. These will provide a consistent basis from which to assess the impact of the proposed development.

5.2 The trip rates and resulting forecast vehicle trip generation are outlined in **Table 10**.

Table 10 – Proposed Development Trip Rates and Trip Generation

Peak Period	Trip Rate (per dwelling)		Vehicle Trips		Total
	In	Out	In	Out	
AM	0.183	0.521	5	14	19
PM	0.519	0.259	14	7	21

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

5.3 Table 10 indicates that a proposed development of up to 27 dwellings is forecast to generate a maximum of 19 two-way trips in the AM peak and 21 two-way trips in the PM peak. This equates to less than 1 additional vehicle trip every two minutes across the highway network.

Distribution and Assignment

5.4 The forecast residential development traffic has been distributed across the highway network based on 2011 Census Origin/Destination Travel to Work data (using Harborough as the place of residence, MSOA area – Harborough 005); full details are provided as **Appendix C**.

5.5 Traffic has been assigned to the network using the Google traffic routing tool with the following assignment across the local highway:

- Main Street north: 83.3%; and
- Main Street south: 13.7%.

5.6 In terms of vehicle movements, this will result in 16 vehicle trips through the Stanton Lane/Cliffe Hill Road/Main Street junction in the AM peak hour and 17 vehicle trips in the PM peak hour; the remaining vehicle movements will assign to/from the south of the site.

5.7 Updated capacity analysis has been undertaken for the morning and evening peak hours for the proposed site access junction; this is detailed in **Section 6.0**.

6.0 Highway Network Impacts and Capacity Analysis

Introduction

6.1 Based on the trip generation assessment undertaken, the proposed development would result in an additional 19 and 21 vehicles trips on the network in the AM and PM peak hours, respectively.

Traffic Flows

6.2 The assessment has been carried out for a future year scenario of 2030, which is five years after application.

6.3 The base traffic data obtained from the ATC has been factored using TEMPRo (NTM adjusted), with the following growth factors applied to 2030:

- 2025 to 2030 – Weekday AM = 1.0560
- 2025 to 2030 – Weekday PM = 1.0573

6.4 The base and future year traffic flows are provided in **Figures 6.1 to 6.13**.

Site Access Capacity Analysis

6.5 The site access junction has been assessed for capacity in both the morning and evening peak hours, and has been updated to incorporate the adjacent consented scheme as committed, plus the new development site.

6.6 The capacity analysis is provided as **Appendix D** to this report and the results are provided in **Table 11** below.

Table 11 – Site Access Assessment

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2030 Base + Committed + Development						
Site Access	0.09	0	8	0.04	0	8
Main Street (S)	0.00	0	6	0.01	0	6

RFC – Ratio of Flow to Capacity, Queue – Max Mean Queue, Delay – Seconds per PCU

6.7 The results demonstrate that the site access junction can comfortably accommodate the traffic generation associated with the proposed 27 dwellings, with negligible queues and delays during both peak hours.

7.0 Summary and Conclusion

Summary

- 7.1 Hub Transport Planning Ltd has been commissioned by Allison Homes to provide transport advice for a proposed residential development off Main Street, Stanton under Bardon.
- 7.2 This report considers the potential highway impacts of a development comprising up to 27 residential dwellings.
- 7.3 This site is in a sustainable location in transport terms, with facilities within comfortable walking distance and sustainable transport routes present; additional amenities in neighbouring Markfield are accessible by cycle, within the 5.0km recommended cycling distance.
- 7.4 The site benefits from being near bus stops, connecting to the surrounding areas of Markfield, Coalville and Leicester. Leicester and Loughborough railway stations are accessible from the site via car, and the former also via bus, allowing connections to be made onto regional and national destinations.
- 7.5 A review of PIA data indicates that two PIAs have occurred in the surrounding area; one categorised as slight, the other as serious. The volume and pattern of accidents recorded in the area does not give any undue cause for concern, especially as the development will not result in a significant number of vehicle movements on the highway network.
- 7.6 Safe and suitable access to the site can be provided through the priority T-junction off Main Street which is already being constructed and has appropriate visibility afforded in both directions.
- 7.7 The proposed development is forecast to generate up to 19 two-way trips during the AM peak and 21 two-way trips during the PM peak. This equates to less than one additional vehicle on the local highway network every two minutes and will have a negligible impact on the network.
- 7.8 Capacity analysis demonstrates that the site access junction will operate well within capacity and there will be a negligible impact on the junction to the north of the village.

Conclusion

- 7.9 The National Planning Policy Framework (NPPF) states that opportunities to promote sustainable transport modes should be taken up and that safe and suitable access to the site is achievable for all users.
- 7.10 The development is located to make use of existing infrastructure and services and is suitable in transport terms. The development will promote the use of sustainable modes to transport, and the site provides safe and suitable access for all users.
- 7.11 Bearing the above in mind, the NPPF states that:

'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.'
- 7.12 The assessment work undertaken and detailed in this report demonstrates that, in NPPF terms, the development will not have a severe impact on the operation of the local highway network or an unacceptable impact on highway safety.

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7.13 It is therefore concluded that the proposals accord with national, regional, and local transport related policies and as such, it is considered there are no reasons why the proposals should be resisted on traffic or transportation grounds.



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Figures



Legend

- Site Location

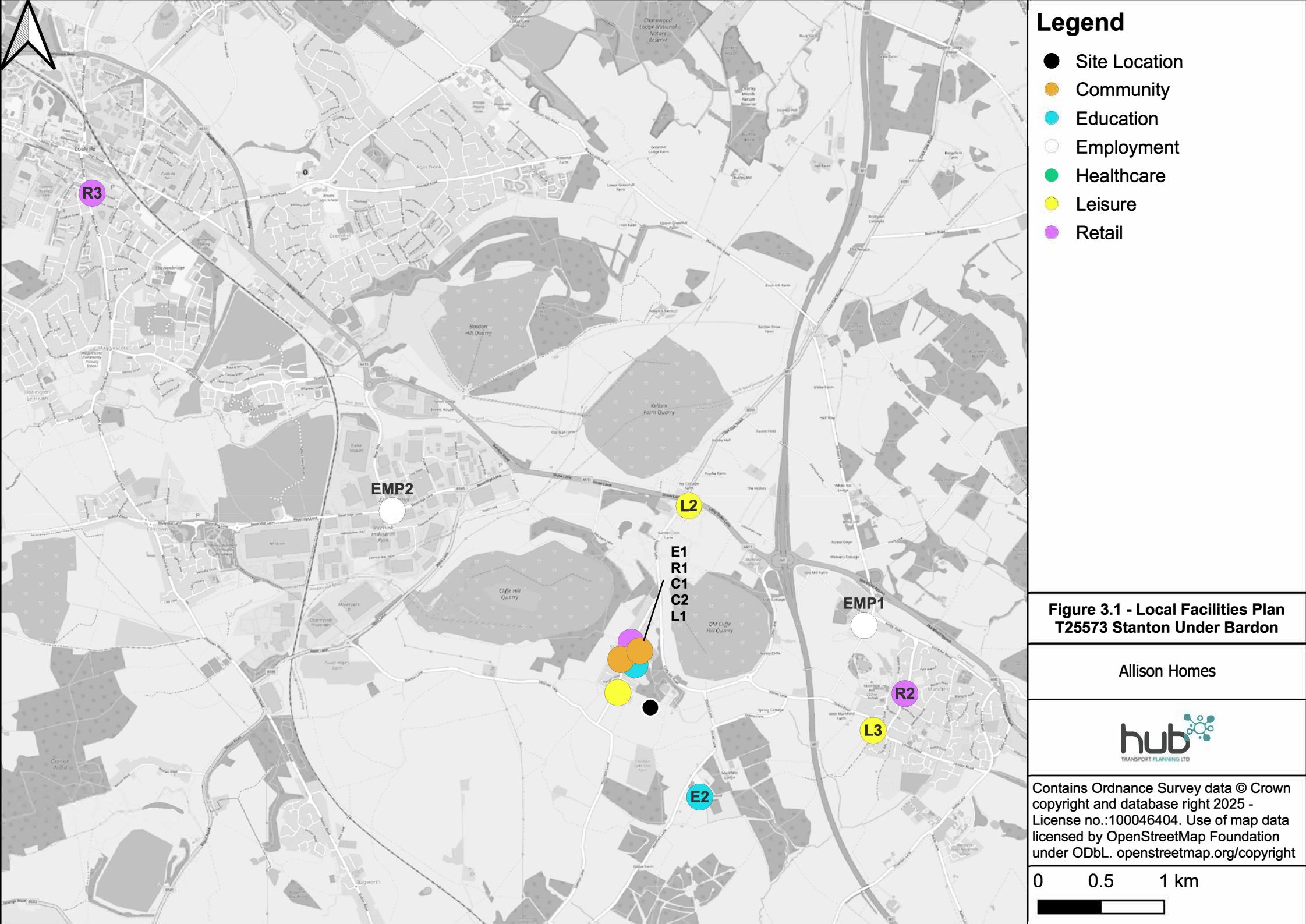
**Figure 1.1 - Site Location Plan
T25573 Stanton Under Bardon**

Allison Homes



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0 150 300 m





Legend

- Site Location
- 800m
- 1.2km
- 2.0km
- Public Bridleway
- - - Public Footpath

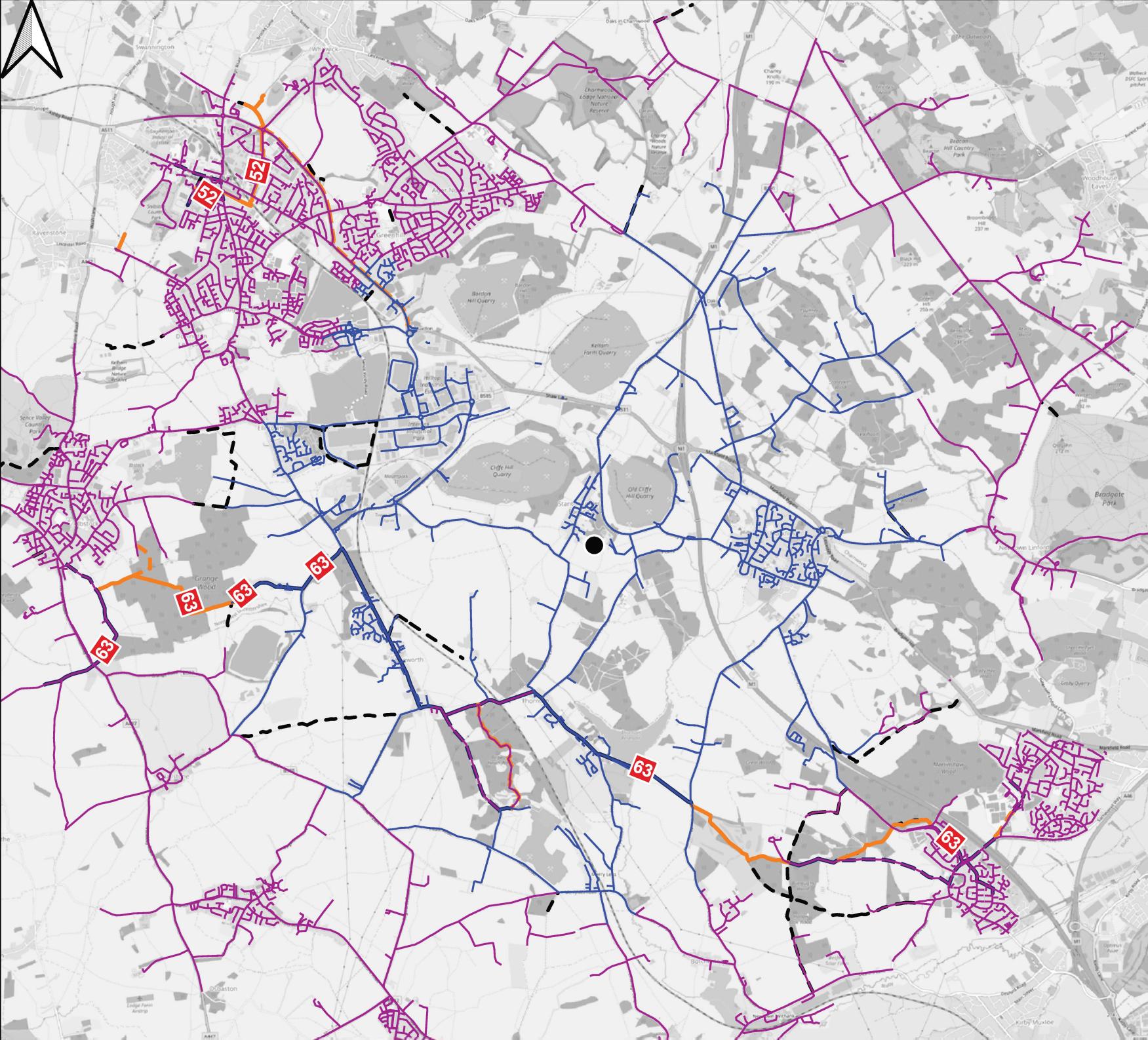
Figure 3.2 - Walking Distances Plan
T25573 Stanton Under Bardon

Allison Homes



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0 250 500 m



Legend

- Site Location
- 5.0km
- 8.0km
- Public Bridleway
- On-Road Route on NCN
- On-Road Route not on NCN
- Traffic-Free Route on NCN
- Traffic-Free Route not on NCN

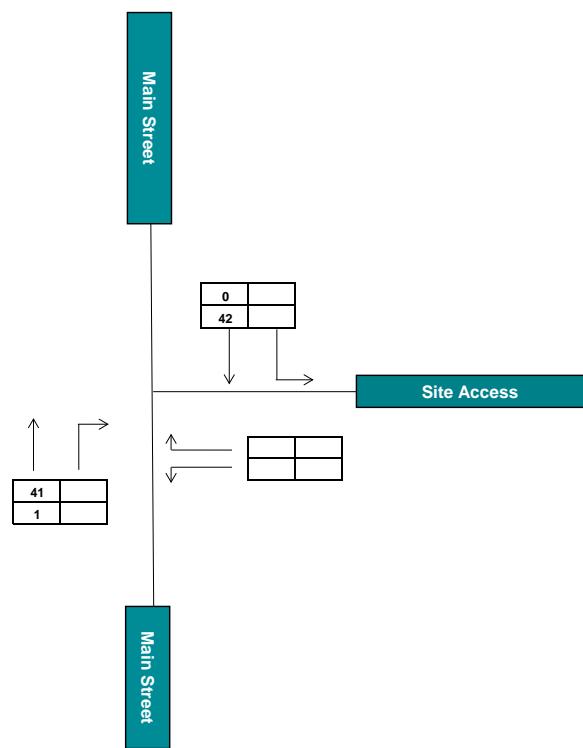
Figure 3.3 - Cycling Distances Plan
T25573 Stanton Under Bardon

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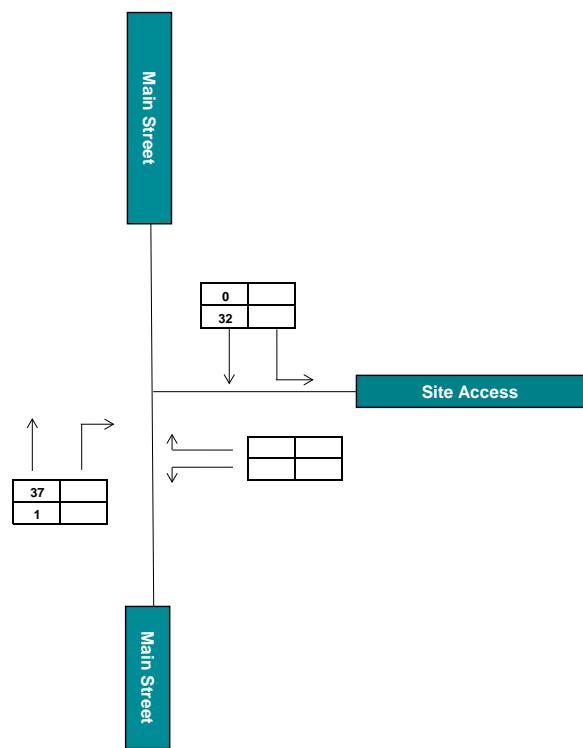
0 1 2 km



123	Total Vehicles
45	Number of HGVs



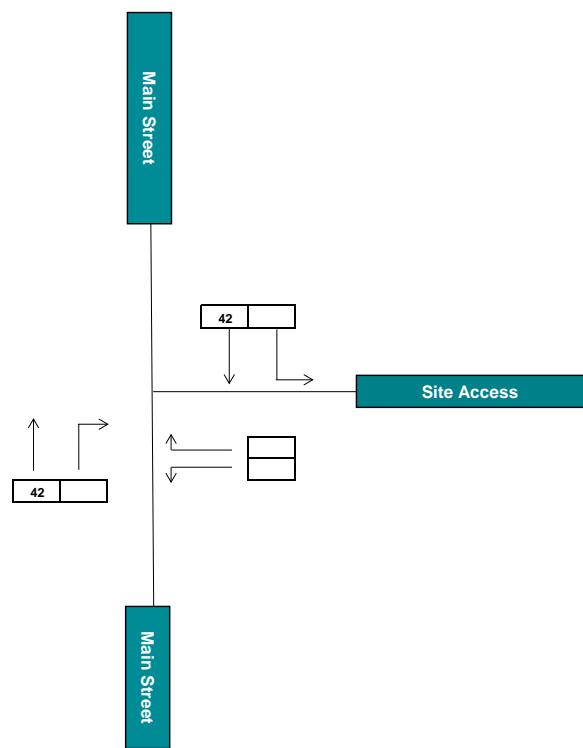
T25573 Stanton under Bardon Figure 6.1 2025 Base Traffic Flows AM Peak Hour 08:00-09:00



123	Total Vehicles
45	Number of HGVs



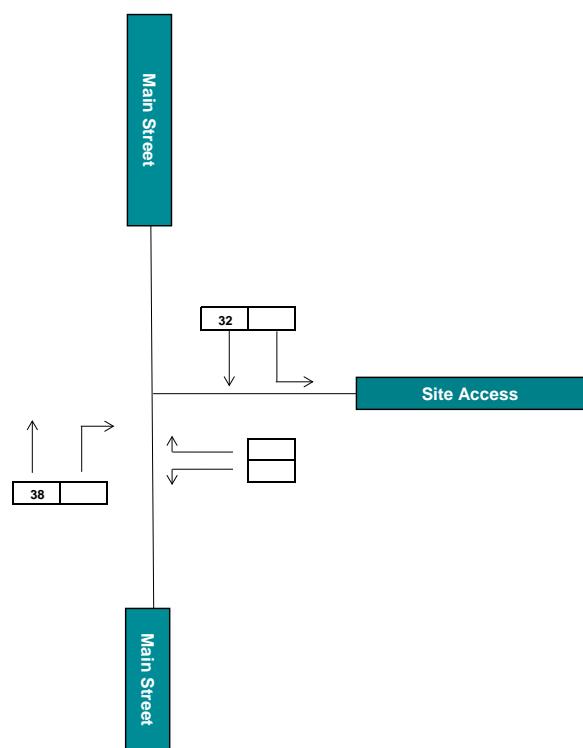
T25573 Stanton under Bardon Figure 6.2 2025 Base Traffic Flows PM Peak Hour 17:00-18:00



123	Total PCUs
-----	------------



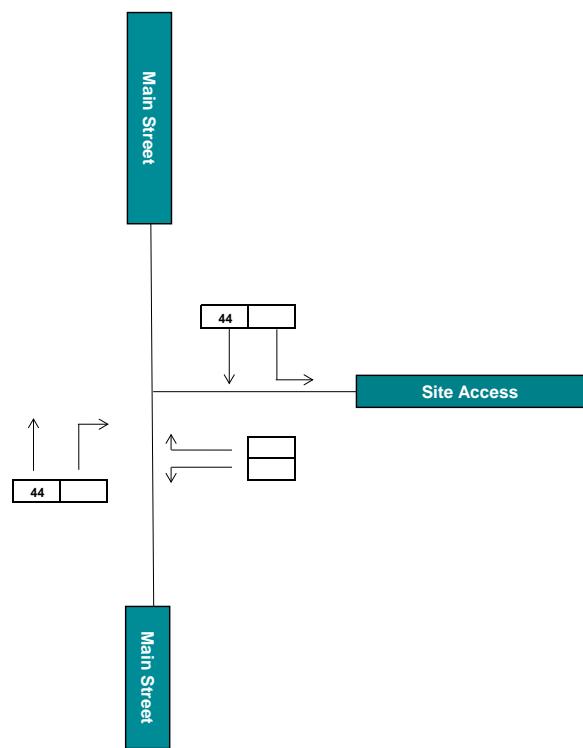
T25573
Stanton under Bardon
Figure 6.3
2025 Base PCUs
AM Peak Hour 08:00-09:00



123	Total PCUs
-----	------------



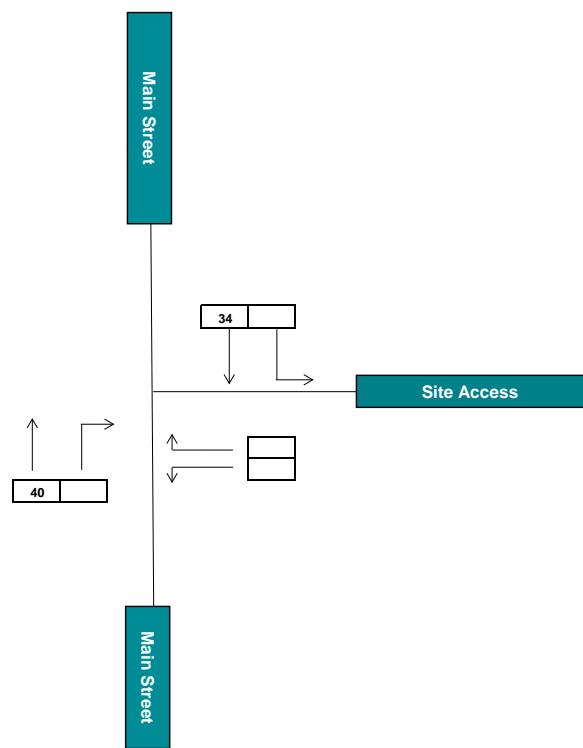
T25573
Stanton under Bardon
Figure 6.4
2025 Base PCUs
PM Peak Hour 17:00-18:00



123	Total PCUs
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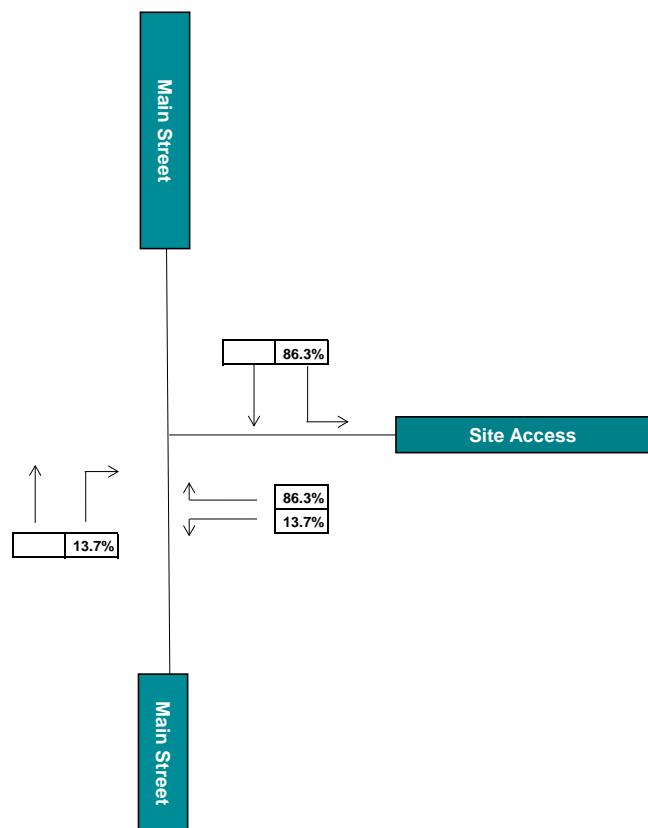


T25573
Stanton under Bardon
Figure 6.5
2030 Base PCUs
AM Peak Hour 08:00-09:00



123	Total PCUs
-----	------------

 hub TRANSPORT PLANNING LTD	T25573 Stanton under Bardon Figure 6.6 2030 Base PCUs PM Peak Hour 17:00-18:00
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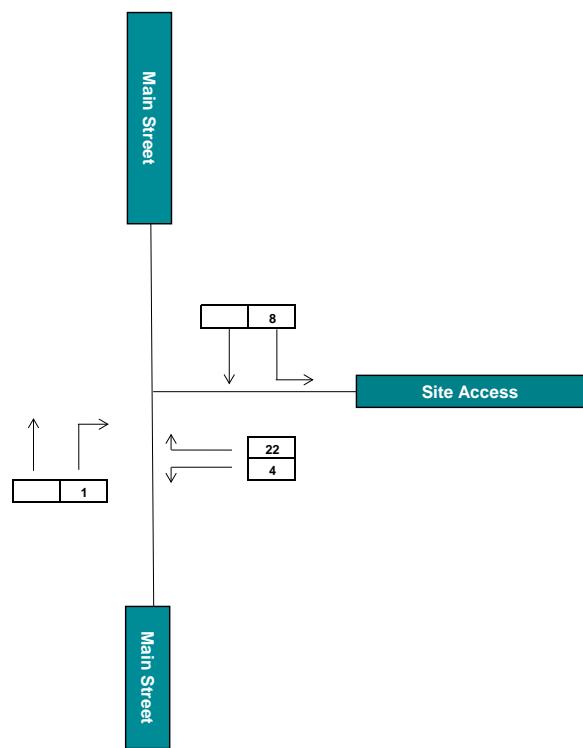


%	Percentage Assignment
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T25573
Stanton under Bardon

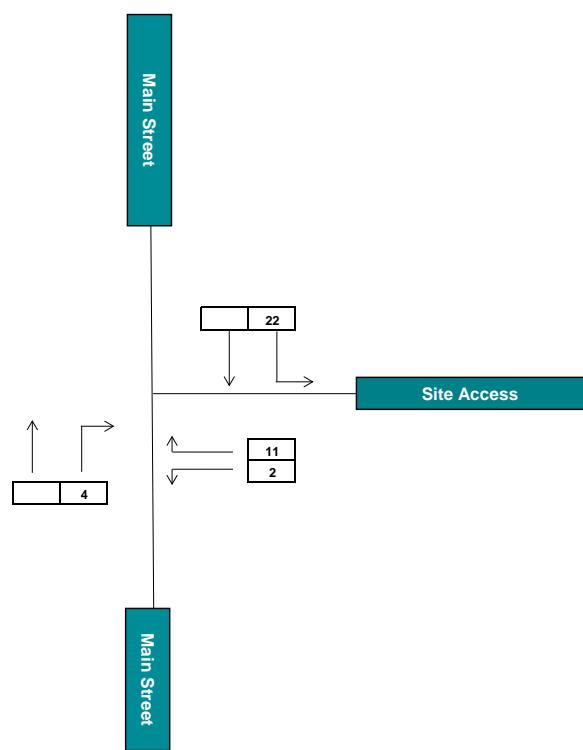
Figure 6.7
Development Traffic Assignment



123	Traffic Flows (PCUs)
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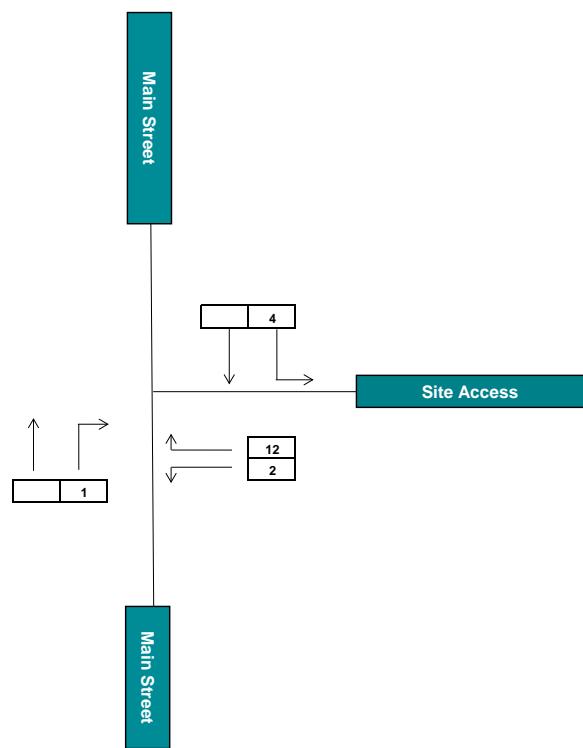


T25573
Stanton under Bardon
Figure 6.8
Consented Traffic Flows
AM Peak Hour 08:00-09:00



123	Traffic Flows (PCUs)
-----	----------------------

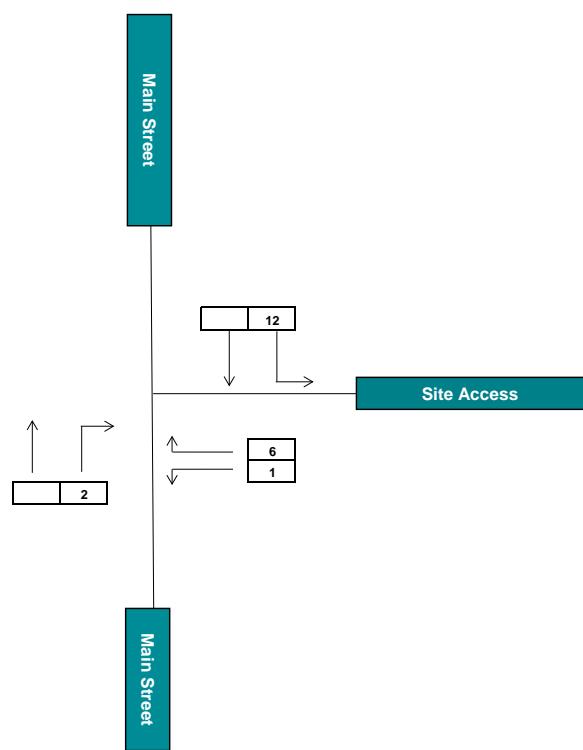
 hub TRANSPORT PLANNING LTD	T25573 Stanton under Bardon Figure 6.9 Consented Traffic Flows PM Peak Hour 17:00-18:00
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123	Traffic Flows (PCUs)
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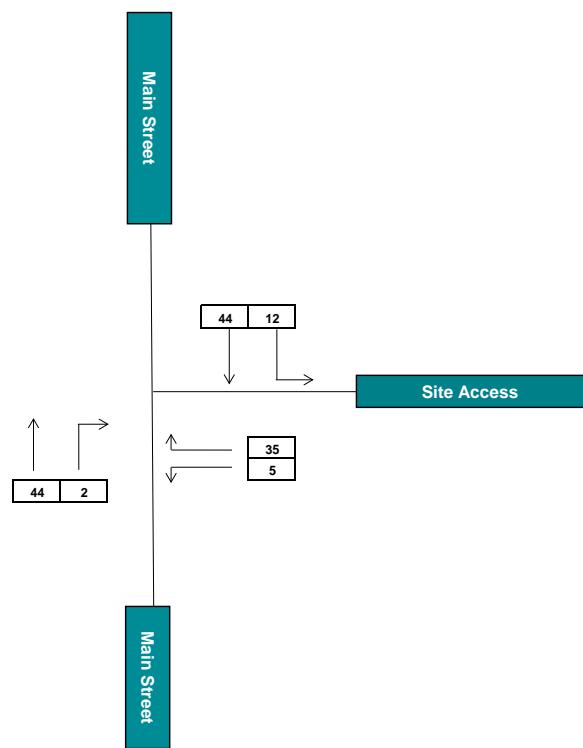
T25573
Stanton under Bardon
Figure 6.10
Development Traffic Flows
AM Peak Hour 08:00-09:00



123	Traffic Flows (PCUs)
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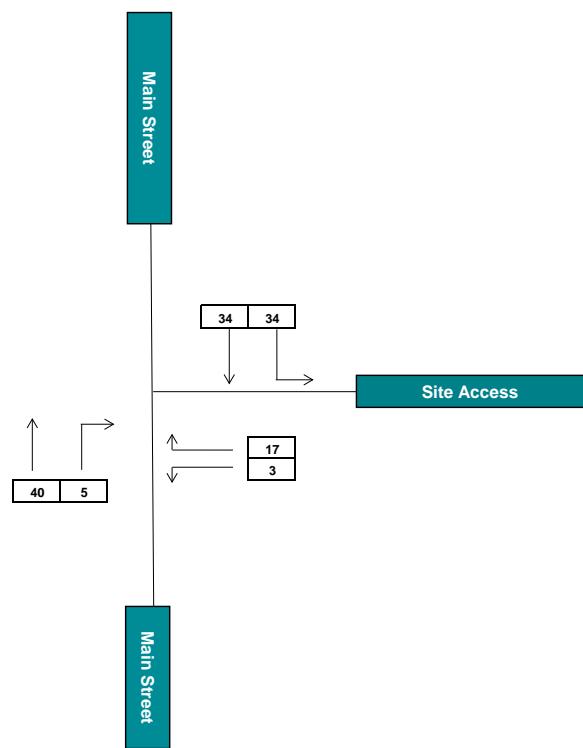
T25573
Stanton under Bardon
Figure 6.11
Development Traffic Flows
PM Peak Hour 17:00-18:00



123	Total PCUs
-----	------------



T25573
Stanton under Bardon
Figure 6.12
2030 Base + Dev
AM Peak Hour 08:00-09:00



123	Total PCUs
-----	------------



T25573
Stanton under Bardon
Figure 6.13
2030 Base + Dev
PM Peak Hour 17:00-18:00

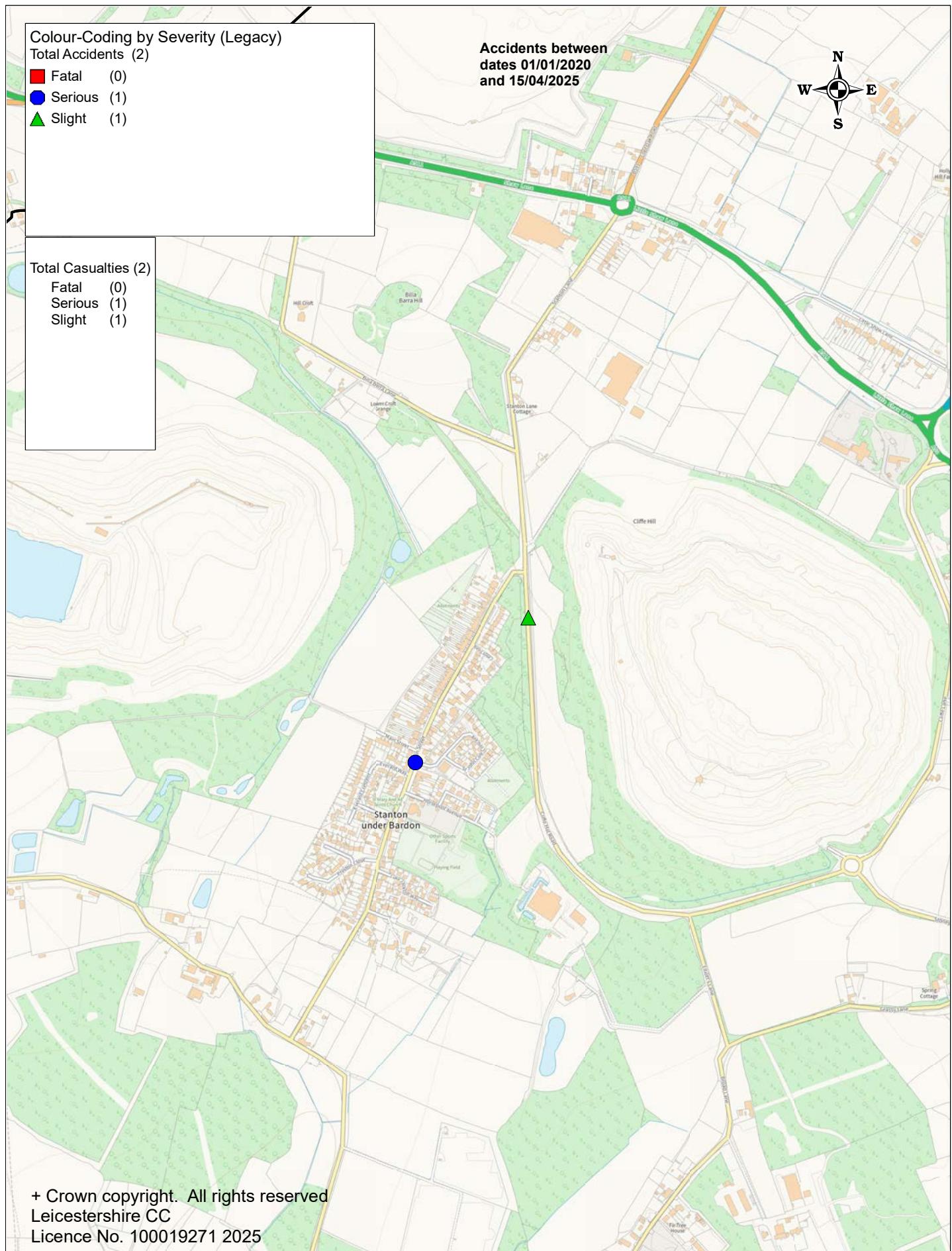
T25573

Stanton under Bardon



Appendix A

PIA Data



 Leicestershire County Council	Her Majesty's Office (c) Crown Copyright	SCALE	1 : 10710
	Hub Stanton under Bardon	DATE	24/06/2025
		DRAWING No.	
		DRAWN BY	

Accidents between dates 01/01/2020 and 15/04/2025 (63) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2025 ("Hub Stanton under Bardon 24.06.2025")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202000734	23/09/2020	446700	310440	Other	Wet/Damp	Darkness: street lights present and lit	Serious	2140

Location: MAIN STREET STANTON UNDER BARDON JW ST JOHN COLE CRESCENT.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering main road	Turning right	E	N
Motorcycle over 500cc	Mid Junction - on roundabout or main road	Going ahead other	N	S

Casualties:

Class	Severity
Driver / Rider	Serious

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202000854	01/11/2020	446942	310750	Raining without high winds	Wet/Damp	Darkness: no street lighting	Slight	2300

Location: C5107 CLIFFE HILL LANE STANTON UNDER BARDON EXACT LOCATION UNKNOWN.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead other	N	S

Casualties:

Class	Severity
Pedestrian	Slight

Number of records in selection:

2



Accidents between dates: 01/01/2020 and 15/04/2025

Selection: ; Refined using Accidents within selected Polygons -Data Requests 2025 ("Hub Stanton under Bardon 24.06.2025")

Table 1 - Accidents by Month	2020	2021	2022	2023	2024	2025	Total
January	-	-	-	-	-	-	0
February	-	-	-	-	-	-	0
March	-	-	-	-	-	-	0
April	-	-	-	-	-	-	0
May	-	-	-	-	-	-	0
June	-	-	-	-	-	-	0
July	-	-	-	-	-	-	0
August	-	-	-	-	-	-	0
September	1	-	-	-	-	-	1
October	-	-	-	-	-	-	0
November	1	-	-	-	-	-	1
December	-	-	-	-	-	-	0
TOTAL	2	0	0	0	0	0	2

Table 2 - Casualties by Month	2020	2021	2022	2023	2024	2025	Total
January	-	-	-	-	-	-	0
February	-	-	-	-	-	-	0
March	-	-	-	-	-	-	0
April	-	-	-	-	-	-	0
May	-	-	-	-	-	-	0
June	-	-	-	-	-	-	0
July	-	-	-	-	-	-	0
August	-	-	-	-	-	-	0
September	1	-	-	-	-	-	1
October	-	-	-	-	-	-	0
November	1	-	-	-	-	-	1
December	-	-	-	-	-	-	0
TOTAL	2	0	0	0	0	0	2

Table 3 - All Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	1	0	0	0	0	0	1
Slight	1	0	0	0	0	0	1
TOTAL	2	0	0	0	0	0	2

Table 4 - Casualties by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	1	0	0	0	0	0	1
Slight	1	0	0	0	0	0	1
TOTAL	2	0	0	0	0	0	2

Table 5 - Pedestrian Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	1	0	0	0	0	0	1
TOTAL	1	0	0	0	0	0	1



Accidents between dates: 01/01/2020 and 15/04/2025

Selection: ; Refined using Accidents within selected Polygons -Data Requests 2025 ("Hub Stanton under Bardon 24.06.2025")

Table 6 - Cycle Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0

Table 7 - Motor Vehicle Only Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	1	0	0	0	0	0	1
Slight	0	0	0	0	0	0	0
TOTAL	1	0	0	0	0	0	1

Table 8 - 60 Plus Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0

Table 9 - Child Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0

Table 10 - P2W Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	1	0	0	0	0	0	1
Slight	0	0	0	0	0	0	0
TOTAL	1	0	0	0	0	0	1

T25573

Stanton under Bardon



Appendix B

ATC Data

STANTON UNDER BARDON										
JUNE 2025										
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 14578001	Main St Stanton under Bardon (S of Old Thatched Inn) 52.686408, -1.31251	Channel: Northbound	Tue 17-Jun-25	Mon 23-Jun-25	30	2845	454	406	33.9	28.2
		Channel: Southbound	Tue 17-Jun-25	Mon 23-Jun-25		2645	419	378	35.8	30.4

14578

STANTON UNDER BARDON

Site No: 14578001

Location Main St, Stanton under Bardon (S of Old Thatched I

Tue 17-Jun-25 to Mon 23-Jun-25

Channel: Northbound

TIME PERIOD	TOTAL VEHICLE S	MOTOR-CYCLES	CARS OR CAR-BASED	LIGHT GOODS	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	FIVE OR LESS OR SEVEN AXLE ARTIC	
			LGV	VEHICLE S			AXLE RIGID	AXLE ARTIC		AXLE ARTIC	AXLE ARTIC	AXLE ARTIC	AXLE ARTIC	
Tue 17-Jun-25														
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0
06:00	5	1	2	2	0	0	0	0	0	0	0	0	0	0
07:00	35	0	30	3	0	2	0	0	0	0	0	0	0	0
08:00	42	0	35	6	0	1	0	0	0	0	0	0	0	0
09:00	24	0	21	2	0	1	0	0	0	0	0	0	0	0
10:00	18	0	16	2	0	0	0	0	0	0	0	0	0	0
11:00	31	0	22	7	0	2	0	0	0	0	0	0	0	0
12:00	33	0	25	8	0	0	0	0	0	0	0	0	0	0
13:00	25	1	20	4	0	0	0	0	0	0	0	0	0	0
14:00	24	1	21	2	0	0	0	0	0	0	0	0	0	0
15:00	65	0	59	5	0	1	0	0	0	0	0	0	0	0
16:00	33	2	30	1	0	0	0	0	0	0	0	0	0	0
17:00	41	0	34	5	0	1	1	0	0	0	0	0	0	0
18:00	20	0	16	4	0	0	0	0	0	0	0	0	0	0
19:00	18	2	16	0	0	0	0	0	0	0	0	0	0	0
20:00	11	1	9	1	0	0	0	0	0	0	0	0	0	0
21:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0
22:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	391	4	329	49	0	8	1	0	0	0	0	0	0	0
16H,6-22	434	8	364	53	0	8	1	0	0	0	0	0	0	0
18H,6-24	439	8	369	53	0	8	1	0	0	0	0	0	0	0
24H,0-24	447	8	376	54	0	8	1	0	0	0	0	0	0	0

14578

STANTON UNDER BARDON

Site No: 14578001

Location Main St, Stanton under Bardon (S of Old Thatched I

Tue 17-Jun-25 to Mon 23-Jun-25

Channel: Northbound

TIME PERIOD	TOTAL VEHICLE S	MOTOR-CYCLES	CARS OR CAR-BASED	LIGHT GOODS	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	FIVE OR LESS OR SEVEN AXLE ARTIC	
			LGV	VEHICLE S			AXLE RIGID	AXLE ARTIC		AXLE ARTIC	AXLE ARTIC	AXLE ARTIC	AXLE ARTIC	
Wed 18-Jun-25														
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0
06:00	6	0	4	2	0	0	0	0	0	0	0	0	0	0
07:00	31	0	27	2	0	2	0	0	0	0	0	0	0	0
08:00	50	2	45	2	0	0	0	1	0	0	0	0	0	0
09:00	18	0	15	3	0	0	0	0	0	0	0	0	0	0
10:00	19	0	16	2	0	0	1	0	0	0	0	0	0	0
11:00	30	2	19	8	0	1	0	0	0	0	0	0	0	0
12:00	30	1	26	3	0	0	0	0	0	0	0	0	0	0
13:00	32	2	26	3	0	0	1	0	0	0	0	0	0	0
14:00	27	1	24	2	0	0	0	0	0	0	0	0	0	0
15:00	45	1	39	3	0	1	0	0	0	0	0	1	0	0
16:00	65	1	56	8	0	0	0	0	0	0	0	0	0	0
17:00	62	2	50	9	0	1	0	0	0	0	0	0	0	0
18:00	25	1	23	1	0	0	0	0	0	0	0	0	0	0
19:00	22	3	17	2	0	0	0	0	0	0	0	0	0	0
20:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0
21:00	13	1	12	0	0	0	0	0	0	0	0	0	0	0
22:00	11	0	10	1	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	434	13	366	46	0	5	2	0	1	0	0	1	0	0
16H,6-22	484	17	407	51	0	5	2	0	1	0	0	1	0	0
18H,6-24	495	17	417	52	0	5	2	0	1	0	0	1	0	0
24H,0-24	501	17	422	53	0	5	2	0	1	0	0	1	0	0

14578

STANTON UNDER BARDON

Site No: 14578001

Location Main St, Stanton under Bardon (S of Old Thatched I

Tue 17-Jun-25 to Mon 23-Jun-25

Channel: Northbound

TIME PERIOD	TOTAL VEHICLE S	MOTOR-CYCLES	CARS OR CAR-BASED	LIGHT GOODS VEHICLE S	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	FIVE OR LESS OR SEVEN AXLE ARTIC	
			LGV	BUSES			AXLE RIGID	AXLE ARTIC		AXLE ARTIC	AXLE ARTIC	AXLE ARTIC	AXLE ARTIC	
Thu 19-Jun-25														
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	7	1	5	1	0	0	0	0	0	0	0	0	0	0
06:00	8	0	6	2	0	0	0	0	0	0	0	0	0	0
07:00	28	1	20	5	0	2	0	0	0	0	0	0	0	0
08:00	46	0	41	5	0	0	0	0	0	0	0	0	0	0
09:00	32	0	28	3	0	0	1	0	0	0	0	0	0	0
10:00	20	1	14	5	0	0	0	0	0	0	0	0	0	0
11:00	30	0	26	3	0	1	0	0	0	0	0	0	0	0
12:00	29	1	24	4	0	0	0	0	0	0	0	0	0	0
13:00	29	0	28	1	0	0	0	0	0	0	0	0	0	0
14:00	25	1	24	0	0	0	0	0	0	0	0	0	0	0
15:00	43	1	39	2	0	1	0	0	0	0	0	0	0	0
16:00	38	0	33	4	0	0	0	0	1	0	0	0	0	0
17:00	30	1	24	4	0	1	0	0	0	0	0	0	0	0
18:00	18	1	15	2	0	0	0	0	0	0	0	0	0	0
19:00	23	4	19	0	0	0	0	0	0	0	0	0	0	0
20:00	14	0	14	0	0	0	0	0	0	0	0	0	0	0
21:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0
22:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0
23:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	368	7	316	38	0	5	1	0	1	0	0	0	0	0
16H,6-22	423	11	364	41	0	5	1	0	1	0	0	0	0	0
18H,6-24	433	11	373	42	0	5	1	0	1	0	0	0	0	0
24H,0-24	441	12	379	43	0	5	1	0	1	0	0	0	0	0

14578

STANTON UNDER BARDON

Site No: 14578001

Location Main St, Stanton under Bardon (S of Old Thatched I

Tue 17-Jun-25 to Mon 23-Jun-25

Channel: Northbound

TIME PERIOD	TOTAL VEHICLE S	MOTOR-CYCLES	CARS OR CAR-BASED	LIGHT GOODS	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	FIVE OR LESS OR SEVEN AXLE OR MORE AXLE ARTIC	
			LGV	VEHICLE S			AXLE RIGID	AXLE ARTIC		AXLE ARTIC	AXLE ARTIC	AXLE ARTIC	AXLE ARTIC	
Fri 20-Jun-25														
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0
06:00	4	1	3	0	0	0	0	0	0	0	0	0	0	0
07:00	21	0	18	1	1	1	0	0	0	0	0	0	0	0
08:00	42	1	38	3	0	0	0	0	0	0	0	0	0	0
09:00	26	0	25	1	0	0	0	0	0	0	0	0	0	0
10:00	25	0	18	6	0	0	1	0	0	0	0	0	0	0
11:00	26	0	20	5	0	1	0	0	0	0	0	0	0	0
12:00	30	1	23	6	0	0	0	0	0	0	0	0	0	0
13:00	20	0	19	1	0	0	0	0	0	0	0	0	0	0
14:00	54	4	45	4	0	1	0	0	0	0	0	0	0	0
15:00	46	0	41	4	0	1	0	0	0	0	0	0	0	0
16:00	40	0	37	3	0	0	0	0	0	0	0	0	0	0
17:00	29	0	24	4	0	1	0	0	0	0	0	0	0	0
18:00	14	0	13	1	0	0	0	0	0	0	0	0	0	0
19:00	19	1	17	1	0	0	0	0	0	0	0	0	0	0
20:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0
21:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0
22:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0
23:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	373	6	321	39	1	5	1	0	0	0	0	0	0	0
16H,6-22	418	8	362	41	1	5	1	0	0	0	0	0	0	0
18H,6-24	428	8	371	42	1	5	1	0	0	0	0	0	0	0
24H,0-24	439	8	381	43	1	5	1	0	0	0	0	0	0	0

14578

STANTON UNDER BARDON

Site No: 14578001

Location Main St, Stanton under Bardon (S of Old Thatched I

Tue 17-Jun-25 to Mon 23-Jun-25

Channel: Northbound

TIME PERIOD	TOTAL VEHICLE S	MOTOR-CYCLES	CARS OR CAR-BASED	LIGHT GOODS	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	FIVE OR LESS OR SEVEN AXLE ARTIC	
			LGV	VEHICLE S			AXLE RIGID	AXLE ARTIC		AXLE ARTIC	AXLE ARTIC	AXLE ARTIC	AXLE ARTIC	
Sat 21-Jun-25														
00:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
06:00	5	1	4	0	0	0	0	0	0	0	0	0	0	0
07:00	7	2	3	1	0	1	0	0	0	0	0	0	0	0
08:00	13	1	10	2	0	0	0	0	0	0	0	0	0	0
09:00	17	1	15	0	0	0	0	1	0	0	0	0	0	0
10:00	24	0	21	3	0	0	0	0	0	0	0	0	0	0
11:00	20	0	18	1	0	1	0	0	0	0	0	0	0	0
12:00	21	0	19	2	0	0	0	0	0	0	0	0	0	0
13:00	21	0	16	4	0	0	0	0	0	0	1	0	0	0
14:00	29	1	24	4	0	0	0	0	0	0	0	0	0	0
15:00	12	0	10	1	0	1	0	0	0	0	0	0	0	0
16:00	33	0	29	4	0	0	0	0	0	0	0	0	0	0
17:00	28	0	24	3	0	1	0	0	0	0	0	0	0	0
18:00	24	2	19	2	0	0	1	0	0	0	0	0	0	0
19:00	12	1	10	1	0	0	0	0	0	0	0	0	0	0
20:00	15	0	14	1	0	0	0	0	0	0	0	0	0	0
21:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0
22:00	9	0	7	2	0	0	0	0	0	0	0	0	0	0
23:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	249	7	208	27	0	4	1	1	0	0	1	0	0	0
16H,6-22	288	9	242	30	0	4	1	1	0	0	1	0	0	0
18H,6-24	302	9	254	32	0	4	1	1	0	0	1	0	0	0
24H,0-24	312	9	263	33	0	4	1	1	0	0	1	0	0	0

14578

STANTON UNDER BARDON

Site No: 14578001

Location Main St, Stanton under Bardon (S of Old Thatched I

Tue 17-Jun-25 to Mon 23-Jun-25

Channel: Northbound

TIME PERIOD	TOTAL VEHICLE S	MOTOR-CYCLES	CARS OR CAR-BASED	LIGHT GOODS	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	FIVE OR LESS OR SEVEN AXLE ARTIC	
			LGV	VEHICLE S			AXLE RIGID	AXLE ARTIC		AXLE ARTIC	AXLE ARTIC	AXLE ARTIC	AXLE ARTIC	
Sun 22-Jun-25														
00:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
06:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
07:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0
08:00	7	0	4	3	0	0	0	0	0	0	0	0	0	0
09:00	8	1	7	0	0	0	0	0	0	0	0	0	0	0
10:00	13	0	11	1	0	0	1	0	0	0	0	0	0	0
11:00	30	1	26	3	0	0	0	0	0	0	0	0	0	0
12:00	23	5	14	3	0	0	1	0	0	0	0	0	0	0
13:00	30	1	26	3	0	0	0	0	0	0	0	0	0	0
14:00	18	0	17	1	0	0	0	0	0	0	0	0	0	0
15:00	23	1	19	2	0	0	0	0	1	0	0	0	0	0
16:00	19	0	18	1	0	0	0	0	0	0	0	0	0	0
17:00	18	0	17	0	0	0	1	0	0	0	0	0	0	0
18:00	24	0	22	2	0	0	0	0	0	0	0	0	0	0
19:00	13	0	9	4	0	0	0	0	0	0	0	0	0	0
20:00	15	0	14	1	0	0	0	0	0	0	0	0	0	0
21:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0
22:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
23:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	219	9	187	19	0	0	3	0	1	0	0	0	0	0
16H,6-22	256	9	218	25	0	0	3	0	1	0	0	0	0	0
18H,6-24	258	9	219	26	0	0	3	0	1	0	0	0	0	0
24H,0-24	264	10	224	26	0	0	3	0	1	0	0	0	0	0

14578

STANTON UNDER BARDON

Site No: 14578001

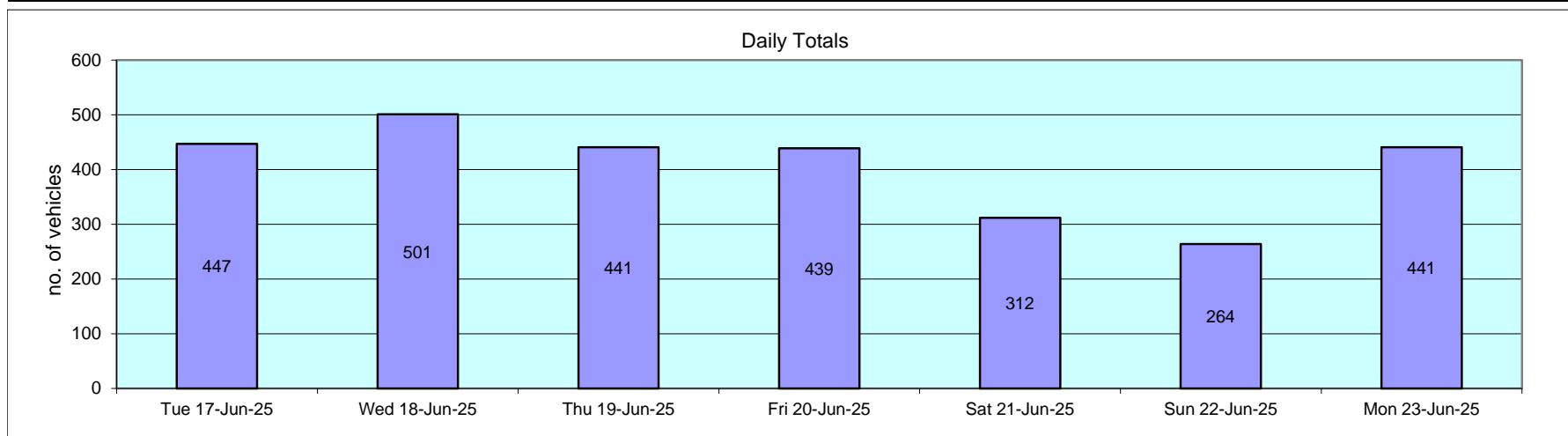
Location Main St, Stanton under Bardon (S of Old Thatched I

Tue 17-Jun-25 to Mon 23-Jun-25

Channel: Northbound

TIME PERIOD	TOTAL VEHICLE S	MOTOR-CYCLES	CARS OR CAR-BASED	LIGHT GOODS	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	FIVE OR LESS AXLE OR	SEVEN OR MORE AXLE ARTIC
			LGV	VEHICLE S			RIGID	ARTIC		ARTIC	ARTIC	ARTIC	ARTIC	ARTIC
Mon 23-Jun-25														
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0
06:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0
07:00	42	1	34	4	0	3	0	0	0	0	0	0	0	0
08:00	47	0	44	3	0	0	0	0	0	0	0	0	0	0
09:00	20	0	15	5	0	0	0	0	0	0	0	0	0	0
10:00	23	0	16	7	0	0	0	0	0	0	0	0	0	0
11:00	24	1	15	6	0	1	1	0	0	0	0	0	0	0
12:00	24	1	19	3	0	0	0	0	0	0	1	0	0	0
13:00	20	0	17	3	0	0	0	0	0	0	0	0	0	0
14:00	35	1	30	4	0	0	0	0	0	0	0	0	0	0
15:00	46	1	43	0	0	1	1	0	0	0	0	0	0	0
16:00	52	2	45	4	0	0	0	0	0	0	0	1	0	0
17:00	31	0	26	4	0	1	0	0	0	0	0	0	0	0
18:00	27	0	24	3	0	0	0	0	0	0	0	0	0	0
19:00	16	0	16	0	0	0	0	0	0	0	0	0	0	0
20:00	10	2	4	4	0	0	0	0	0	0	0	0	0	0
21:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0
22:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	391	7	328	46	0	6	2	0	0	0	1	1	0	0
16H,6-22	428	9	359	50	0	6	2	0	0	0	1	1	0	0
18H,6-24	433	9	363	51	0	6	2	0	0	0	1	1	0	0
24H,0-24	441	9	370	52	0	6	2	0	0	0	1	1	0	0

14578	STANTON UNDER BARDON				Site No: 14578001	Location	Main St, Stanton under Bardon (S of Old Thatched I)							
Tue 17-Jun-25 to Mon 23-Jun-25									Channel: Northbound					
TIME PERIOD	TOTAL VEHICLE S	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLE S	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Tue 17-Jun-25	447	8	376	54	0	8	1	0	0	0	0	0	0	
Wed 18-Jun-25	501	17	422	53	0	5	2	0	1	0	0	1	0	
Thu 19-Jun-25	441	12	379	43	0	5	1	0	1	0	0	0	0	
Fri 20-Jun-25	439	8	381	43	1	5	1	0	0	0	0	0	0	
Sat 21-Jun-25	312	9	263	33	0	4	1	1	0	0	1	0	0	
Sun 22-Jun-25	264	10	224	26	0	0	3	0	1	0	0	0	0	
Mon 23-Jun-25	441	9	370	52	0	6	2	0	0	0	1	1	0	
Total Vehicles														
[--]	2845	73	2415	304	1	33	11	1	3	0	2	2	0	



14578	STANTON UNDER BARDON	Site No: 14578001	Location	Main St, Stanton under Bardon (S of Old Thatched I							
Tue 17-Jun-25 to Mon 23-Jun-25		Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 17-Jun-25											
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
06:00	5	1	20.0	2	40.0	2	40.0	0	0.0	0	0.0
07:00	35	0	0.0	30	85.7	3	8.6	2	5.7	0	0.0
08:00	42	0	0.0	35	83.3	6	14.3	1	2.4	0	0.0
09:00	24	0	0.0	21	87.5	2	8.3	1	4.2	0	0.0
10:00	18	0	0.0	16	88.9	2	11.1	0	0.0	0	0.0
11:00	31	0	0.0	22	71.0	7	22.6	2	6.5	0	0.0
12:00	33	0	0.0	25	75.8	8	24.2	0	0.0	0	0.0
13:00	25	1	4.0	20	80.0	4	16.0	0	0.0	0	0.0
14:00	24	1	4.2	21	87.5	2	8.3	0	0.0	0	0.0
15:00	65	0	0.0	59	90.8	5	7.7	1	1.5	0	0.0
16:00	33	2	6.1	30	90.9	1	3.0	0	0.0	0	0.0
17:00	41	0	0.0	34	82.9	5	12.2	2	4.9	0	0.0
18:00	20	0	0.0	16	80.0	4	20.0	0	0.0	0	0.0
19:00	18	2	11.1	16	88.9	0	0.0	0	0.0	0	0.0
20:00	11	1	9.1	9	81.8	1	9.1	0	0.0	0	0.0
21:00	9	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
22:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	391	4	1.0	329	84.1	49	12.5	9	2.3	0	0.0
16H,6-22	434	8	1.8	364	83.9	53	12.2	9	2.1	0	0.0
18H,6-24	439	8	1.8	369	84.1	53	12.1	9	2.1	0	0.0
24H,0-24	447	8	1.8	376	84.1	54	12.1	9	2.0	0	0.0

14578 STANTON UNDER BARDON Site No: 14578001 Location Main St, Stanton under Bardon (S of Old Thatched I
 Tue 17-Jun-25 to Mon 23-Jun-25 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 18-Jun-25											
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
06:00	6	0	0.0	4	66.7	2	33.3	0	0.0	0	0.0
07:00	31	0	0.0	27	87.1	2	6.5	2	6.5	0	0.0
08:00	50	2	4.0	45	90.0	2	4.0	1	2.0	0	0.0
09:00	18	0	0.0	15	83.3	3	16.7	0	0.0	0	0.0
10:00	19	0	0.0	16	84.2	2	10.5	1	5.3	0	0.0
11:00	30	2	6.7	19	63.3	8	26.7	1	3.3	0	0.0
12:00	30	1	3.3	26	86.7	3	10.0	0	0.0	0	0.0
13:00	32	2	6.3	26	81.3	3	9.4	1	3.1	0	0.0
14:00	27	1	3.7	24	88.9	2	7.4	0	0.0	0	0.0
15:00	45	1	2.2	39	86.7	3	6.7	2	4.4	0	0.0
16:00	65	1	1.5	56	86.2	8	12.3	0	0.0	0	0.0
17:00	62	2	3.2	50	80.7	9	14.5	1	1.6	0	0.0
18:00	25	1	4.0	23	92.0	1	4.0	0	0.0	0	0.0
19:00	22	3	13.6	17	77.3	2	9.1	0	0.0	0	0.0
20:00	9	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
21:00	13	1	7.7	12	92.3	0	0.0	0	0.0	0	0.0
22:00	11	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
23:00	0	0	-	0	-	0	-	0	-	0	-
12H,7-19	434	13	3.0	366	84.3	46	10.6	9	2.1	0	0.0
16H,6-22	484	17	3.5	407	84.1	51	10.5	9	1.9	0	0.0
18H,6-24	495	17	3.4	417	84.2	52	10.5	9	1.8	0	0.0
24H,0-24	501	17	3.4	422	84.2	53	10.6	9	1.8	0	0.0

14578 STANTON UNDER BARDON Site No: 14578001 Location Main St, Stanton under Bardon (S of Old Thatched I
 Tue 17-Jun-25 to Mon 23-Jun-25 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 19-Jun-25											
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	7	1	14.3	5	71.4	1	14.3	0	0.0	0	0.0
06:00	8	0	0.0	6	75.0	2	25.0	0	0.0	0	0.0
07:00	28	1	3.6	20	71.4	5	17.9	2	7.1	0	0.0
08:00	46	0	0.0	41	89.1	5	10.9	0	0.0	0	0.0
09:00	32	0	0.0	28	87.5	3	9.4	1	3.1	0	0.0
10:00	20	1	5.0	14	70.0	5	25.0	0	0.0	0	0.0
11:00	30	0	0.0	26	86.7	3	10.0	1	3.3	0	0.0
12:00	29	1	3.5	24	82.8	4	13.8	0	0.0	0	0.0
13:00	29	0	0.0	28	96.6	1	3.5	0	0.0	0	0.0
14:00	25	1	4.0	24	96.0	0	0.0	0	0.0	0	0.0
15:00	43	1	2.3	39	90.7	2	4.7	1	2.3	0	0.0
16:00	38	0	0.0	33	86.8	4	10.5	1	2.6	0	0.0
17:00	30	1	3.3	24	80.0	4	13.3	1	3.3	0	0.0
18:00	18	1	5.6	15	83.3	2	11.1	0	0.0	0	0.0
19:00	23	4	17.4	19	82.6	0	0.0	0	0.0	0	0.0
20:00	14	0	0.0	14	100.0	0	0.0	0	0.0	0	0.0
21:00	10	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
22:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
23:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	368	7	1.9	316	85.9	38	10.3	7	1.9	0	0.0
16H,6-22	423	11	2.6	364	86.1	41	9.7	7	1.7	0	0.0
18H,6-24	433	11	2.5	373	86.1	42	9.7	7	1.6	0	0.0
24H,0-24	441	12	2.7	379	85.9	43	9.8	7	1.6	0	0.0

14578	STANTON UNDER BARDON	Site No: 14578001	Location	Main St, Stanton under Bardon (S of Old Thatched I							
Tue 17-Jun-25 to Mon 23-Jun-25		Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 20-Jun-25											
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
06:00	4	1	25.0	3	75.0	0	0.0	0	0.0	0	0.0
07:00	21	0	0.0	18	85.7	1	4.8	1	4.8	1	4.8
08:00	42	1	2.4	38	90.5	3	7.1	0	0.0	0	0.0
09:00	26	0	0.0	25	96.2	1	3.9	0	0.0	0	0.0
10:00	25	0	0.0	18	72.0	6	24.0	1	4.0	0	0.0
11:00	26	0	0.0	20	76.9	5	19.2	1	3.9	0	0.0
12:00	30	1	3.3	23	76.7	6	20.0	0	0.0	0	0.0
13:00	20	0	0.0	19	95.0	1	5.0	0	0.0	0	0.0
14:00	54	4	7.4	45	83.3	4	7.4	1	1.9	0	0.0
15:00	46	0	0.0	41	89.1	4	8.7	1	2.2	0	0.0
16:00	40	0	0.0	37	92.5	3	7.5	0	0.0	0	0.0
17:00	29	0	0.0	24	82.8	4	13.8	1	3.5	0	0.0
18:00	14	0	0.0	13	92.9	1	7.1	0	0.0	0	0.0
19:00	19	1	5.3	17	89.5	1	5.3	0	0.0	0	0.0
20:00	13	0	0.0	13	100.0	0	0.0	0	0.0	0	0.0
21:00	9	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
22:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
23:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
12H,7-19	373	6	1.6	321	86.1	39	10.5	6	1.6	1	0.3
16H,6-22	418	8	1.9	362	86.6	41	9.8	6	1.4	1	0.2
18H,6-24	428	8	1.9	371	86.7	42	9.8	6	1.4	1	0.2
24H,0-24	439	8	1.8	381	86.8	43	9.8	6	1.4	1	0.2

14578	STANTON UNDER BARDON	Site No: 14578001	Location	Main St, Stanton under Bardon (S of Old Thatched I							
Tue 17-Jun-25 to Mon 23-Jun-25		Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 21-Jun-25											
00:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
06:00	5	1	20.0	4	80.0	0	0.0	0	0.0	0	0.0
07:00	7	2	28.6	3	42.9	1	14.3	1	14.3	0	0.0
08:00	13	1	7.7	10	76.9	2	15.4	0	0.0	0	0.0
09:00	17	1	5.9	15	88.2	0	0.0	1	5.9	0	0.0
10:00	24	0	0.0	21	87.5	3	12.5	0	0.0	0	0.0
11:00	20	0	0.0	18	90.0	1	5.0	1	5.0	0	0.0
12:00	21	0	0.0	19	90.5	2	9.5	0	0.0	0	0.0
13:00	21	0	0.0	16	76.2	4	19.1	1	4.8	0	0.0
14:00	29	1	3.5	24	82.8	4	13.8	0	0.0	0	0.0
15:00	12	0	0.0	10	83.3	1	8.3	1	8.3	0	0.0
16:00	33	0	0.0	29	87.9	4	12.1	0	0.0	0	0.0
17:00	28	0	0.0	24	85.7	3	10.7	1	3.6	0	0.0
18:00	24	2	8.3	19	79.2	2	8.3	1	4.2	0	0.0
19:00	12	1	8.3	10	83.3	1	8.3	0	0.0	0	0.0
20:00	15	0	0.0	14	93.3	1	6.7	0	0.0	0	0.0
21:00	7	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
22:00	9	0	0.0	7	77.8	2	22.2	0	0.0	0	0.0
23:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	249	7	2.8	208	83.5	27	10.8	7	2.8	0	0.0
16H,6-22	288	9	3.1	242	84.0	30	10.4	7	2.4	0	0.0
18H,6-24	302	9	3.0	254	84.1	32	10.6	7	2.3	0	0.0
24H,0-24	312	9	2.9	263	84.3	33	10.6	7	2.2	0	0.0

14578	STANTON UNDER BARDON	Site No: 14578001	Location	Main St, Stanton under Bardon (S of Old Thatched I							
Tue 17-Jun-25 to Mon 23-Jun-25		Channel: Northbound									
Sun 22-Jun-25											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
00:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	1	1	100.0	0	0.0	0	0.0	0	0.0	0	0.0
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
06:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
07:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
08:00	7	0	0.0	4	57.1	3	42.9	0	0.0	0	0.0
09:00	8	1	12.5	7	87.5	0	0.0	0	0.0	0	0.0
10:00	13	0	0.0	11	84.6	1	7.7	1	7.7	0	0.0
11:00	30	1	3.3	26	86.7	3	10.0	0	0.0	0	0.0
12:00	23	5	21.7	14	60.9	3	13.0	1	4.4	0	0.0
13:00	30	1	3.3	26	86.7	3	10.0	0	0.0	0	0.0
14:00	18	0	0.0	17	94.4	1	5.6	0	0.0	0	0.0
15:00	23	1	4.4	19	82.6	2	8.7	1	4.4	0	0.0
16:00	19	0	0.0	18	94.7	1	5.3	0	0.0	0	0.0
17:00	18	0	0.0	17	94.4	0	0.0	1	5.6	0	0.0
18:00	24	0	0.0	22	91.7	2	8.3	0	0.0	0	0.0
19:00	13	0	0.0	9	69.2	4	30.8	0	0.0	0	0.0
20:00	15	0	0.0	14	93.3	1	6.7	0	0.0	0	0.0
21:00	7	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
22:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
23:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
12H,7-19	219	9	4.1	187	85.4	19	8.7	4	1.8	0	0.0
16H,6-22	256	9	3.5	218	85.2	25	9.8	4	1.6	0	0.0
18H,6-24	258	9	3.5	219	84.9	26	10.1	4	1.6	0	0.0
24H,0-24	264	10	3.8	224	84.9	26	9.9	4	1.5	0	0.0

14578	STANTON UNDER BARDON	Site No: 14578001	Location	Main St, Stanton under Bardon (S of Old Thatched I							
Tue 17-Jun-25 to Mon 23-Jun-25	Channel: Northbound										
Mon 23-Jun-25											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	6	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
06:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
07:00	42	1	2.4	34	81.0	4	9.5	3	7.1	0	0.0
08:00	47	0	0.0	44	93.6	3	6.4	0	0.0	0	0.0
09:00	20	0	0.0	15	75.0	5	25.0	0	0.0	0	0.0
10:00	23	0	0.0	16	69.6	7	30.4	0	0.0	0	0.0
11:00	24	1	4.2	15	62.5	6	25.0	2	8.3	0	0.0
12:00	24	1	4.2	19	79.2	3	12.5	1	4.2	0	0.0
13:00	20	0	0.0	17	85.0	3	15.0	0	0.0	0	0.0
14:00	35	1	2.9	30	85.7	4	11.4	0	0.0	0	0.0
15:00	46	1	2.2	43	93.5	0	0.0	2	4.4	0	0.0
16:00	52	2	3.9	45	86.5	4	7.7	1	1.9	0	0.0
17:00	31	0	0.0	26	83.9	4	12.9	1	3.2	0	0.0
18:00	27	0	0.0	24	88.9	3	11.1	0	0.0	0	0.0
19:00	16	0	0.0	16	100.0	0	0.0	0	0.0	0	0.0
20:00	10	2	20.0	4	40.0	4	40.0	0	0.0	0	0.0
21:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
22:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	391	7	1.8	328	83.9	46	11.8	10	2.6	0	0.0
16H,6-22	428	9	2.1	359	83.9	50	11.7	10	2.3	0	0.0
18H,6-24	433	9	2.1	363	83.8	51	11.8	10	2.3	0	0.0
24H,0-24	441	9	2.0	370	83.9	52	11.8	10	2.3	0	0.0

14578	STANTON UNDER BARDON	Site No: 14578001	Location	Main St, Stanton under Bardon (S of Old Thatched I							
Tue 17-Jun-25 to Mon 23-Jun-25	Channel: Northbound										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Tue 17-Jun-25	447	8	1.8	376	84.1	54	12.1	9	2.0	0	0.0
Wed 18-Jun-25	501	17	3.4	422	84.2	53	10.6	9	1.8	0	0.0
Thu 19-Jun-25	441	12	2.7	379	85.9	43	9.8	7	1.6	0	0.0
Fri 20-Jun-25	439	8	1.8	381	86.8	43	9.8	6	1.4	1	0.2
Sat 21-Jun-25	312	9	2.9	263	84.3	33	10.6	7	2.2	0	0.0
Sun 22-Jun-25	264	10	3.8	224	84.9	26	9.9	4	1.5	0	0.0
Mon 23-Jun-25	441	9	2.0	370	83.9	52	11.8	10	2.3	0	0.0
Total Vehicles											
[--]	2845	73	2.6	2415	84.9	304	10.6	52	1.8	1	0.0

14578 STANTON UNDER BARDON					Site No: 14578001		Location Main St, Stanton under Bardon (S of Old Thatched I)									
Tue 17-Jun-25 to Mon 23-Jun-25					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 17-Jun-25																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	8	-	30.4	4.8	0	0	0	0	2	1	5	0	0	0	0	0
06:00	5	-	29.5	12.5	0	1	0	0	0	1	1	2	0	0	0	0
07:00	35	36.3	30.8	6.8	0	0	0	2	7	8	12	4	1	1	0	0
08:00	42	32.9	27.9	4.4	0	0	0	1	14	16	11	0	0	0	0	0
09:00	24	30.5	25.8	5.5	0	0	1	4	5	11	3	0	0	0	0	0
10:00	18	33.3	28.5	5	0	0	0	1	4	8	4	1	0	0	0	0
11:00	31	32.8	27.9	4.8	0	0	1	0	9	13	8	0	0	0	0	0
12:00	33	34.3	27.9	6.8	0	1	1	2	6	13	7	3	0	0	0	0
13:00	25	33.2	28.5	6.4	0	0	0	2	6	11	4	1	0	1	0	0
14:00	24	34.3	28.5	5.3	0	0	0	0	10	6	6	2	0	0	0	0
15:00	65	31.8	27.7	4.4	0	0	0	4	16	33	11	1	0	0	0	0
16:00	33	33.5	29.3	4.2	0	0	0	0	6	18	7	2	0	0	0	0
17:00	41	33.4	29	4.4	0	0	0	2	5	22	11	1	0	0	0	0
18:00	20	32.5	28	6	0	1	0	1	1	12	5	0	0	0	0	0
19:00	18	33.3	27.9	7	0	1	1	0	1	9	6	0	0	0	0	0
20:00	11	30.3	26.7	6.9	0	0	1	1	2	5	1	1	0	0	0	0
21:00	9	-	30.2	7.6	0	0	0	1	1	4	1	1	1	0	0	0
22:00	4	-	29.8	2.8	0	0	0	0	0	3	1	0	0	0	0	0
23:00	1	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0
12H,7-19	391	33.7	28.3	5.3	0	2	3	19	89	171	89	15	1	2	0	0
16H,6-22	434	33.8	28.3	5.6	0	4	5	21	93	190	98	19	2	2	0	0
18H,6-24	439	33.9	28.4	5.6	0	4	5	21	93	193	99	20	2	2	0	0
24H,0-24	447	33.9	28.4	5.6	0	4	5	21	95	194	104	20	2	2	0	0

14578 STANTON UNDER BARDON					Site No: 14578001		Location Main St, Stanton under Bardon (S of Old Thatched I)									
Tue 17-Jun-25 to Mon 23-Jun-25					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 18-Jun-25																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	5	-	30.5	3.1	0	0	0	0	0	3	2	0	0	0	0	0
06:00	6	-	34.3	4	0	0	0	0	0	1	3	2	0	0	0	0
07:00	31	34.6	28.5	5.9	0	0	1	1	7	14	4	4	0	0	0	0
08:00	50	30.7	27.6	4.3	0	0	0	2	13	29	4	2	0	0	0	0
09:00	18	32.8	28.5	4.4	0	0	0	1	3	9	5	0	0	0	0	0
10:00	19	33.7	28.2	5.8	0	0	1	0	5	7	5	1	0	0	0	0
11:00	30	32.9	26.7	6.8	0	2	0	2	7	11	8	0	0	0	0	0
12:00	30	33.5	27.7	5.9	0	1	0	1	9	9	10	0	0	0	0	0
13:00	32	34.1	28.7	5.4	0	0	0	2	7	14	6	3	0	0	0	0
14:00	27	33.2	28.3	4.9	0	0	1	0	6	12	8	0	0	0	0	0
15:00	45	32.7	28.2	4.4	0	0	0	3	8	23	11	0	0	0	0	0
16:00	65	32.1	28.3	4.9	0	0	1	1	14	37	8	3	1	0	0	0
17:00	62	33.9	28.5	5.6	0	0	1	5	10	27	16	2	1	0	0	0
18:00	25	30.6	27.1	4.9	0	0	0	2	8	11	3	1	0	0	0	0
19:00	22	30.6	25.3	7.3	0	2	1	1	4	11	3	0	0	0	0	0
20:00	9	-	29.1	4.2	0	0	0	0	2	4	3	0	0	0	0	0
21:00	13	34.9	29.3	5.1	0	0	0	0	3	7	1	2	0	0	0	0
22:00	11	30.3	29.4	7.1	0	0	0	0	3	6	1	0	0	1	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	434	33.3	28.1	5.2	0	3	5	20	97	203	88	16	2	0	0	0
16H,6-22	484	33.4	28.1	5.4	0	5	6	21	106	226	98	20	2	0	0	0
18H,6-24	495	33.4	28.1	5.4	0	5	6	21	109	232	99	20	2	1	0	0
24H,0-24	501	33.4	28.1	5.4	0	5	6	21	109	235	102	20	2	1	0	0

14578 STANTON UNDER BARDON					Site No: 14578001		Location Main St, Stanton under Bardon (S of Old Thatched I)									
Tue 17-Jun-25 to Mon 23-Jun-25					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 19-Jun-25																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	7	-	27.1	7.6	0	0	1	0	2	1	3	0	0	0	0	0
06:00	8	-	34.1	8.3	0	0	0	0	1	2	3	0	1	1	0	0
07:00	28	33.8	28.7	5.5	0	0	0	1	8	11	6	1	1	0	0	0
08:00	46	33.7	29.4	4	0	0	0	0	8	23	14	1	0	0	0	0
09:00	32	31.9	28	6.2	0	0	1	1	8	16	4	1	0	1	0	0
10:00	20	29.8	27	6.7	0	1	0	0	7	9	2	0	1	0	0	0
11:00	30	34.6	28.2	5.9	0	0	0	2	11	7	7	3	0	0	0	0
12:00	29	30.8	27.5	4.1	0	0	0	2	6	17	4	0	0	0	0	0
13:00	29	32.2	27.3	5.5	0	0	0	2	11	10	5	0	1	0	0	0
14:00	25	33	29.3	3.4	0	0	0	0	3	15	7	0	0	0	0	0
15:00	43	34.1	27.6	6.7	0	0	2	5	11	8	16	0	1	0	0	0
16:00	38	34.4	29.6	5	0	0	1	0	5	19	10	3	0	0	0	0
17:00	30	33	27.7	6.6	0	1	1	2	3	16	5	2	0	0	0	0
18:00	18	35.7	29.6	7.1	0	1	0	0	2	8	4	3	0	0	0	0
19:00	23	32.7	27.6	6.8	0	2	0	0	2	13	6	0	0	0	0	0
20:00	14	32.8	28.9	3.9	0	0	0	0	3	7	4	0	0	0	0	0
21:00	10	33.5	29	5.2	0	0	0	0	3	4	2	1	0	0	0	0
22:00	8	-	29.8	2.7	0	0	0	0	0	6	2	0	0	0	0	0
23:00	2	-	33.5	14.1	0	0	0	0	1	0	0	0	1	0	0	0
12H,7-19	368	33.8	28.3	5.6	0	3	5	15	83	159	84	14	4	1	0	0
16H,6-22	423	33.9	28.4	5.7	0	5	5	15	92	185	99	15	5	2	0	0
18H,6-24	433	33.9	28.5	5.7	0	5	5	15	93	191	101	15	6	2	0	0
24H,0-24	441	33.9	28.5	5.7	0	5	6	15	95	193	104	15	6	2	0	0

14578 STANTON UNDER BARDON					Site No: 14578001		Location Main St, Stanton under Bardon (S of Old Thatched I)									
Tue 17-Jun-25 to Mon 23-Jun-25					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 20-Jun-25																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
02:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
03:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	8	-	31.6	4	0	0	0	0	0	4	3	1	0	0	0	0
06:00	4	-	29.8	15	0	1	0	0	0	0	2	0	1	0	0	0
07:00	21	33.8	27.1	6.3	0	0	0	4	6	4	6	1	0	0	0	0
08:00	42	33.2	28.3	4.6	0	0	1	0	11	18	12	0	0	0	0	0
09:00	26	34.3	28.9	5.5	0	0	0	2	5	10	7	2	0	0	0	0
10:00	25	33.7	29.1	5.3	0	0	0	1	5	11	7	0	1	0	0	0
11:00	26	33.9	29.3	4.6	0	0	0	1	4	12	8	1	0	0	0	0
12:00	30	33.5	28.3	5	0	0	0	2	7	12	8	1	0	0	0	0
13:00	20	34.8	29.3	7.1	0	0	0	1	6	7	3	2	0	1	0	0
14:00	54	34	29	4.8	0	0	0	1	12	27	9	5	0	0	0	0
15:00	46	30.7	26.4	5.8	0	0	4	2	11	22	6	1	0	0	0	0
16:00	40	35.3	30	5.5	0	0	0	2	5	18	10	4	1	0	0	0
17:00	29	34	29.2	4.8	0	0	0	1	5	14	7	2	0	0	0	0
18:00	14	36.7	30.3	6.2	0	0	0	1	2	5	3	3	0	0	0	0
19:00	19	33.1	28.8	5.3	0	0	1	0	2	11	4	1	0	0	0	0
20:00	13	29.9	27	4.5	0	0	0	1	4	6	2	0	0	0	0	0
21:00	9	-	25.2	5.7	0	0	1	0	4	3	1	0	0	0	0	0
22:00	7	-	25.6	5.8	0	0	0	1	4	0	2	0	0	0	0	0
23:00	3	-	38.5	5	0	0	0	0	0	0	1	1	1	0	0	0
12H,7-19	373	34.2	28.6	5.4	0	0	5	18	79	160	86	22	2	1	0	0
16H,6-22	418	34.1	28.5	5.5	0	1	7	19	89	180	95	23	3	1	0	0
18H,6-24	428	34.2	28.5	5.6	0	1	7	20	93	180	98	24	4	1	0	0
24H,0-24	439	34.2	28.6	5.6	0	1	7	20	94	184	103	25	4	1	0	0

14578 STANTON UNDER BARDON				Site No: 14578001		Location Main St, Stanton under Bardon (S of Old Thatched I)										
Tue 17-Jun-25 to Mon 23-Jun-25				Channel: Northbound												
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 21-Jun-25																
00:00	3	-	35.2	11.6	0	0	0	0	0	2	0	0	0	1	0	0
01:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	2	-	26	3.5	0	0	0	0	1	1	0	0	0	0	0	0
03:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	3	-	30.2	5.9	0	0	0	0	1	0	2	0	0	0	0	0
06:00	5	-	31.5	11.5	0	0	1	0	0	1	1	1	1	0	0	0
07:00	7	-	21.4	11.9	0	2	1	0	2	0	1	1	0	0	0	0
08:00	13	32.9	27.3	7	0	1	0	0	3	5	4	0	0	0	0	0
09:00	17	33.4	27.9	8.6	0	2	0	0	1	9	4	0	1	0	0	0
10:00	24	33.4	28.9	5.3	0	0	0	0	7	11	4	1	1	0	0	0
11:00	20	35.2	29.5	6.1	0	0	0	2	3	7	5	3	0	0	0	0
12:00	21	36.4	30.4	5.3	0	0	0	0	4	9	4	4	0	0	0	0
13:00	21	34.9	28.7	6.9	0	0	1	1	4	9	3	2	1	0	0	0
14:00	29	30.6	27.1	4.8	0	0	0	1	12	12	2	2	0	0	0	0
15:00	12	30.3	27.3	4.5	0	0	0	1	3	6	2	0	0	0	0	0
16:00	33	33.8	28.2	6	0	0	2	2	4	14	10	1	0	0	0	0
17:00	28	34.6	28.5	6.9	0	1	1	1	3	13	6	3	0	0	0	0
18:00	24	33.9	27.7	7.1	0	1	1	1	4	10	5	2	0	0	0	0
19:00	12	32.8	28.1	6	0	0	0	2	1	6	2	1	0	0	0	0
20:00	15	35.5	32.5	3.7	0	0	0	0	0	5	8	2	0	0	0	0
21:00	7	-	24.9	2.9	0	0	0	0	5	2	0	0	0	0	0	0
22:00	9	-	27.9	7.4	0	0	1	0	2	3	2	1	0	0	0	0
23:00	5	-	27.5	6.6	0	0	0	1	1	1	2	0	0	0	0	0
12H,7-19	249	34.4	28.2	6.5	0	7	6	9	50	105	50	19	3	0	0	0
16H,6-22	288	34.6	28.4	6.5	0	7	7	11	56	119	61	23	4	0	0	0
18H,6-24	302	34.6	28.3	6.5	0	7	8	12	59	123	65	24	4	0	0	0
24H,0-24	312	34.7	28.4	6.6	0	7	8	12	62	126	68	24	4	1	0	0

14578 STANTON UNDER BARDON				Site No: 14578001		Location Main St, Stanton under Bardon (S of Old Thatched I)										
Tue 17-Jun-25 to Mon 23-Jun-25				Channel: Northbound												
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 22-Jun-25																
00:00	2	-	33.5	1.8	0	0	0	0	0	0	2	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	8.5	-	0	1	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	3	-	26.8	3.1	0	0	0	0	1	2	0	0	0	0	0	0
06:00	2	-	36	3.5	0	0	0	0	0	0	1	1	0	0	0	0
07:00	6	-	28.5	6.4	0	0	0	1	1	1	3	0	0	0	0	0
08:00	7	-	27.8	3.7	0	0	0	0	2	4	1	0	0	0	0	0
09:00	8	-	29.1	3.5	0	0	0	0	1	5	2	0	0	0	0	0
10:00	13	30	27	3.5	0	0	0	0	5	7	1	0	0	0	0	0
11:00	30	34.5	29.2	5.6	0	0	0	3	4	11	10	2	0	0	0	0
12:00	23	32.1	25.2	7.1	0	1	2	2	6	7	5	0	0	0	0	0
13:00	30	32.4	26	7.3	1	1	1	1	8	11	7	0	0	0	0	0
14:00	18	29.8	24.6	6.7	0	1	0	3	7	5	1	1	0	0	0	0
15:00	23	32.3	27	5.5	0	0	1	0	10	7	4	1	0	0	0	0
16:00	19	30.4	25.3	6.6	0	0	3	1	4	8	3	0	0	0	0	0
17:00	18	33.3	27.7	5.9	0	0	1	1	4	6	6	0	0	0	0	0
18:00	24	34.3	28.9	5.3	0	0	0	1	6	9	6	2	0	0	0	0
19:00	13	30.2	27.3	3.9	0	0	0	1	2	9	1	0	0	0	0	0
20:00	15	31.4	27.5	4.9	0	0	0	2	2	8	3	0	0	0	0	0
21:00	7	-	34.9	4.9	0	0	0	0	0	2	1	4	0	0	0	0
22:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
23:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
12H,7-19	219	33.2	27	6.1	1	3	8	13	58	81	49	6	0	0	0	0
16H,6-22	256	33.5	27.4	6.1	1	3	8	16	62	100	55	11	0	0	0	0
18H,6-24	258	33.5	27.4	6.1	1	3	8	16	63	100	56	11	0	0	0	0
24H,0-24	264	33.5	27.3	6.1	1	4	8	16	64	102	58	11	0	0	0	0

14578 STANTON UNDER BARDON					Site No: 14578001		Location Main St, Stanton under Bardon (S of Old Thatched I)									
Tue 17-Jun-25 to Mon 23-Jun-25					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 23-Jun-25																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
05:00	6	-	31	5.4	0	0	0	0	1	2	2	1	0	0	0	0
06:00	6	-	31.8	6.9	0	0	0	0	1	2	2	0	1	0	0	0
07:00	42	34.5	27.9	6.4	0	1	0	3	11	16	6	5	0	0	0	0
08:00	47	30.9	27.8	4.2	0	0	0	2	11	27	6	1	0	0	0	0
09:00	20	33.5	28.8	4.9	0	0	0	1	4	9	5	1	0	0	0	0
10:00	23	30.2	25.2	4.9	0	0	0	4	10	6	3	0	0	0	0	0
11:00	24	30.4	24.1	7.4	0	2	2	2	6	9	3	0	0	0	0	0
12:00	24	30.8	26.6	5.8	0	0	1	3	5	11	3	1	0	0	0	0
13:00	20	31.6	27.5	5.2	0	0	1	1	3	11	4	0	0	0	0	0
14:00	35	32.3	27.6	5.5	0	0	1	0	13	14	5	1	1	0	0	0
15:00	46	34.3	29.2	5.3	0	0	0	2	10	18	13	2	1	0	0	0
16:00	52	33.4	28	5.2	0	0	2	0	15	20	14	1	0	0	0	0
17:00	31	31.7	27.2	4.7	0	0	0	3	8	14	6	0	0	0	0	0
18:00	27	32.5	28.5	5.7	0	0	0	1	7	13	5	0	0	1	0	0
19:00	16	35.1	30.1	5.3	0	0	0	0	4	5	5	2	0	0	0	0
20:00	10	36	27	11.1	0	2	0	0	2	1	3	2	0	0	0	0
21:00	5	-	31.5	3.1	0	0	0	0	0	2	3	0	0	0	0	0
22:00	4	-	29.8	2.8	0	0	0	0	0	3	1	0	0	0	0	0
23:00	1	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0
12H,7-19	391	33	27.6	5.5	0	3	7	22	103	168	73	12	2	1	0	0
16H,6-22	428	33.4	27.8	5.7	0	5	7	22	110	178	86	16	3	1	0	0
18H,6-24	433	33.4	27.8	5.7	0	5	7	22	110	181	87	17	3	1	0	0
24H,0-24	441	33.5	27.9	5.7	0	5	7	22	111	184	90	18	3	1	0	0

14578	STANTON UNDER BARDON				Site No: 14578001		Location Main St, Stanton under Bardon (S of Old Thatched I										
Tue 17-Jun-25 to Mon 23-Jun-25	Channel: Northbound																
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56	
Daily Totals																	
Tue 17-Jun-25	447	33.9	28.4	5.6	0	4	5	21	95	194	104	20	2	2	0	0	
Wed 18-Jun-25	501	33.4	28.1	5.4	0	5	6	21	109	235	102	20	2	1	0	0	
Thu 19-Jun-25	441	33.9	28.5	5.7	0	5	6	15	95	193	104	15	6	2	0	0	
Fri 20-Jun-25	439	34.2	28.6	5.6	0	1	7	20	94	184	103	25	4	1	0	0	
Sat 21-Jun-25	312	34.7	28.4	6.6	0	7	8	12	62	126	68	24	4	1	0	0	
Sun 22-Jun-25	264	33.5	27.3	6.1	1	4	8	16	64	102	58	11	0	0	0	0	
Mon 23-Jun-25	441	33.5	27.9	5.7	0	5	7	22	111	184	90	18	3	1	0	0	
Total Vehicles																	
[--]	2845	33.9	28.2	5.8	1	31	47	127	630	1218	629	133	21	8	0	0	

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STANTON UNDER BARDON

Site No: 14578001

Location

Main St, Stanton under Bardon (S of Old Thatched I

Channel: Northbound

TIME PERIOD	Tue 17-Jun-25	Wed 18-Jun-25	Thu 19-Jun-25	Fri 20-Jun-25	Sat 21-Jun-25	Sun 22-Jun-25	Mon 23-Jun-25	5-Day Av	7-Day Av
Week Begin: 17-Jun-25									
00:00	0	0	0	0	3	2	0	0	1
01:00	0	0	0	1	1	0	1	0	0
02:00	0	0	0	1	2	0	0	0	0
03:00	0	1	1	1	1	1	0	1	1
04:00	0	0	0	0	0	0	1	0	0
05:00	8	5	7	8	3	3	6	7	6
06:00	5	6	8	4	5	2	6	6	5
07:00	35	31	28	21	7	6	42	31	24
08:00	42	50	46	42	13	7	47	45	35
09:00	24	18	32	26	17	8	20	24	21
10:00	18	19	20	25	24	13	23	21	20
11:00	31	30	30	26	20	30	24	28	27
12:00	33	30	29	30	21	23	24	29	27
13:00	25	32	29	20	21	30	20	25	25
14:00	24	27	25	54	29	18	35	33	30
15:00	65	45	43	46	12	23	46	49	40
16:00	33	65	38	40	33	19	52	46	40
17:00	41	62	30	29	28	18	31	39	34
18:00	20	25	18	14	24	24	27	21	22
19:00	18	22	23	19	12	13	16	20	18
20:00	11	9	14	13	15	15	10	11	12
21:00	9	13	10	9	7	7	5	9	9
22:00	4	11	8	7	9	1	4	7	6
23:00	1	0	2	3	5	1	1	1	2
12H,7-19	391	434	368	373	249	219	391	391	346
16H,6-22	434	484	423	418	288	256	428	437	390
18H,6-24	439	495	433	428	302	258	433	446	398
24H,0-24	447	501	441	439	312	264	441	454	406
Am	08:00	08:00	08:00	08:00	10:00	11:00	08:00		
Peak	42	50	46	42	24	30	47		
Pm	15:00	16:00	15:00	14:00	16:00	13:00	16:00		
Peak	65	65	43	54	33	30	52		

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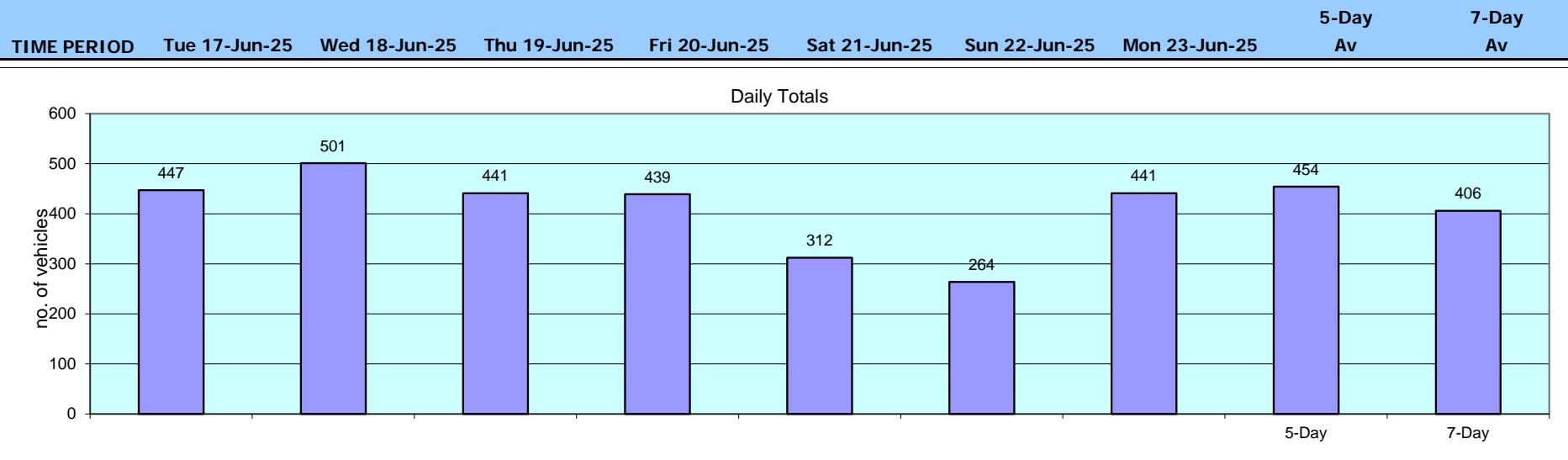
STANTON UNDER BARDON

Site No: 14578001

Location

Main St, Stanton under Bardon (S of Old Thatched I

Channel: Northbound



14578

STANTON UNDER BARDON

Site No: 14578001

Location Main St, Stanton under Bardon (S of Old Thatched I

Tue 17-Jun-25 to Mon 23-Jun-25

Channel: Southbound

TIME PERIOD	TOTAL VEHICLE S	MOTOR-CYCLES	CARS OR CAR-BASED	LIGHT GOODS	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	FIVE OR LESS OR SEVEN AXLE ARTIC	
			LGV	VEHICLE S			AXLE RIGID	AXLE ARTIC		AXLE ARTIC	AXLE ARTIC	AXLE ARTIC	AXLE ARTIC	
Tue 17-Jun-25														
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
05:00	13	1	11	1	0	0	0	0	0	0	0	0	0	0
06:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
07:00	40	1	31	8	0	0	0	0	0	0	0	0	0	0
08:00	45	0	39	6	0	0	0	0	0	0	0	0	0	0
09:00	25	0	18	4	0	1	2	0	0	0	0	0	0	0
10:00	22	0	19	2	0	1	0	0	0	0	0	0	0	0
11:00	26	1	19	5	0	0	0	0	0	0	1	0	0	0
12:00	20	0	16	2	0	2	0	0	0	0	0	0	0	0
13:00	32	0	27	4	0	0	1	0	0	0	0	0	0	0
14:00	23	0	23	0	0	0	0	0	0	0	0	0	0	0
15:00	41	1	32	6	0	1	1	0	0	0	0	0	0	0
16:00	33	0	28	4	0	1	0	0	0	0	0	0	0	0
17:00	39	1	32	5	0	0	0	0	1	0	0	0	0	0
18:00	31	2	26	2	0	1	0	0	0	0	0	0	0	0
19:00	17	0	15	2	0	0	0	0	0	0	0	0	0	0
20:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0
21:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0
22:00	4	0	1	3	0	0	0	0	0	0	0	0	0	0
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	377	6	310	48	0	7	4	0	1	0	1	0	0	0
16H,6-22	410	6	340	51	0	7	4	0	1	0	1	0	0	0
18H,6-24	415	6	342	54	0	7	4	0	1	0	1	0	0	0
24H,0-24	432	7	357	55	0	7	4	0	1	0	1	0	0	0

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STANTON UNDER BARDON

Site No: 14578001

Location Main St, Stanton under Bardon (S of Old Thatched I

Tue 17-Jun-25 to Mon 23-Jun-25

Channel: Southbound

TIME PERIOD	TOTAL VEHICLE S	MOTOR-CYCLES	CARS OR CAR-BASED	LIGHT GOODS	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	FIVE OR LESS OR SEVEN AXLE ARTIC	
			LGV	VEHICLE S			AXLE RIGID	AXLE ARTIC		AXLE ARTIC	AXLE ARTIC	AXLE ARTIC	AXLE ARTIC	
Wed 18-Jun-25														
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
05:00	11	1	8	2	0	0	0	0	0	0	0	0	0	0
06:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0
07:00	27	0	22	3	0	0	1	0	1	0	0	0	0	0
08:00	47	1	42	4	0	0	0	0	0	0	0	0	0	0
09:00	20	1	13	4	0	1	0	0	1	0	0	0	0	0
10:00	22	0	14	7	0	0	1	0	0	0	0	0	0	0
11:00	26	1	19	5	0	1	0	0	0	0	0	0	0	0
12:00	22	0	18	2	0	1	0	0	1	0	0	0	0	0
13:00	31	1	22	6	1	0	1	0	0	0	0	0	0	0
14:00	24	3	18	3	0	0	0	0	0	0	0	0	0	0
15:00	34	1	29	3	0	1	0	0	0	0	0	0	0	0
16:00	46	1	38	6	0	1	0	0	0	0	0	0	0	0
17:00	49	4	41	4	0	0	0	0	0	0	0	0	0	0
18:00	33	3	22	6	0	1	1	0	0	0	0	0	0	0
19:00	23	2	18	3	0	0	0	0	0	0	0	0	0	0
20:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0
21:00	7	0	6	0	0	0	0	0	1	0	0	0	0	0
22:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
23:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	381	16	298	53	1	6	4	0	3	0	0	0	0	0
16H,6-22	425	18	336	56	1	6	4	0	4	0	0	0	0	0
18H,6-24	430	18	341	56	1	6	4	0	4	0	0	0	0	0
24H,0-24	446	19	354	58	1	6	4	0	4	0	0	0	0	0

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STANTON UNDER BARDON

Site No: 14578001

Location Main St, Stanton under Bardon (S of Old Thatched I

Tue 17-Jun-25 to Mon 23-Jun-25

Channel: Southbound

TIME PERIOD	TOTAL VEHICLE S	MOTOR-CYCLES	CARS OR CAR-BASED	LIGHT GOODS	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	FIVE OR LESS OR SEVEN AXLE ARTIC	
			LGV	VEHICLE S			AXLE RIGID	AXLE ARTIC		AXLE ARTIC	AXLE ARTIC	AXLE ARTIC	AXLE ARTIC	
Thu 19-Jun-25														
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
05:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0
06:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0
07:00	31	1	24	6	0	0	0	0	0	0	0	0	0	0
08:00	51	1	44	6	0	0	0	0	0	0	0	0	0	0
09:00	23	3	18	1	0	1	0	0	0	0	0	0	0	0
10:00	25	0	18	5	0	1	1	0	0	0	0	0	0	0
11:00	20	0	17	3	0	0	0	0	0	0	0	0	0	0
12:00	26	1	21	2	0	2	0	0	0	0	0	0	0	0
13:00	20	0	16	3	0	1	0	0	0	0	0	0	0	0
14:00	23	0	22	1	0	0	0	0	0	0	0	0	0	0
15:00	39	0	35	3	0	1	0	0	0	0	0	0	0	0
16:00	34	1	27	5	0	1	0	0	0	0	0	0	0	0
17:00	29	3	23	3	0	0	0	0	0	0	0	0	0	0
18:00	31	0	28	2	0	1	0	0	0	0	0	0	0	0
19:00	14	1	12	1	0	0	0	0	0	0	0	0	0	0
20:00	14	1	12	1	0	0	0	0	0	0	0	0	0	0
21:00	12	0	12	0	0	0	0	0	0	0	0	0	0	0
22:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
23:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	352	10	293	40	0	8	1	0	0	0	0	0	0	0
16H,6-22	397	12	333	43	0	8	1	0	0	0	0	0	0	0
18H,6-24	405	12	340	44	0	8	1	0	0	0	0	0	0	0
24H,0-24	420	12	353	46	0	8	1	0	0	0	0	0	0	0

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STANTON UNDER BARDON

Site No: 14578001

Location Main St, Stanton under Bardon (S of Old Thatched I

Tue 17-Jun-25 to Mon 23-Jun-25

Channel: Southbound

TIME PERIOD	TOTAL VEHICLE S	MOTOR-CYCLES	CARS OR CAR-BASED	LIGHT GOODS	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	FIVE OR LESS OR SEVEN AXLE ARTIC	
			LGV	VEHICLE S			AXLE RIGID	AXLE ARTIC		AXLE ARTIC	AXLE ARTIC	AXLE ARTIC	AXLE ARTIC	
Fri 20-Jun-25														
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
05:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0
06:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0
07:00	26	1	17	6	0	1	1	0	0	0	0	0	0	0
08:00	36	0	33	3	0	0	0	0	0	0	0	0	0	0
09:00	31	3	23	2	0	1	0	0	2	0	0	0	0	0
10:00	18	0	10	7	0	0	0	0	1	0	0	0	0	0
11:00	28	2	20	6	0	0	0	0	0	0	0	0	0	0
12:00	27	0	19	7	0	1	0	0	0	0	0	0	0	0
13:00	22	0	16	6	0	0	0	0	0	0	0	0	0	0
14:00	37	0	33	4	0	0	0	0	0	0	0	0	0	0
15:00	51	0	41	8	0	1	0	0	1	0	0	0	0	0
16:00	32	2	28	1	0	1	0	0	0	0	0	0	0	0
17:00	18	1	16	1	0	0	0	0	0	0	0	0	0	0
18:00	23	0	19	3	0	1	0	0	0	0	0	0	0	0
19:00	18	1	15	2	0	0	0	0	0	0	0	0	0	0
20:00	17	1	15	1	0	0	0	0	0	0	0	0	0	0
21:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0
22:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0
23:00	9	0	6	2	0	0	0	0	1	0	0	0	0	0
12H,7-19	349	9	275	54	0	6	1	0	4	0	0	0	0	0
16H,6-22	395	11	316	57	0	6	1	0	4	0	0	0	0	0
18H,6-24	412	11	330	59	0	6	1	0	5	0	0	0	0	0
24H,0-24	424	11	341	60	0	6	1	0	5	0	0	0	0	0

14578

STANTON UNDER BARDON

Site No: 14578001

Location Main St, Stanton under Bardon (S of Old Thatched I

Tue 17-Jun-25 to Mon 23-Jun-25

Channel: Southbound

TIME PERIOD	TOTAL VEHICLE S	MOTOR-CYCLES	CARS OR CAR-BASED	LIGHT GOODS	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	FIVE OR LESS OR SEVEN AXLE ARTIC	
			LGV	VEHICLE S			AXLE RIGID	AXLE ARTIC		AXLE ARTIC	AXLE ARTIC	AXLE ARTIC	AXLE ARTIC	
Sat 21-Jun-25														
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
06:00	7	1	6	0	0	0	0	0	0	0	0	0	0	0
07:00	12	1	8	3	0	0	0	0	0	0	0	0	0	0
08:00	16	0	14	2	0	0	0	0	0	0	0	0	0	0
09:00	15	2	11	1	0	1	0	0	0	0	0	0	0	0
10:00	22	2	17	3	0	0	0	0	0	0	0	0	0	0
11:00	23	2	15	6	0	0	0	0	0	0	0	0	0	0
12:00	17	1	12	3	0	1	0	0	0	0	0	0	0	0
13:00	21	1	20	0	0	0	0	0	0	0	0	0	0	0
14:00	16	1	13	2	0	0	0	0	0	0	0	0	0	0
15:00	16	0	13	3	0	0	0	0	0	0	0	0	0	0
16:00	24	0	22	0	0	1	1	0	0	0	0	0	0	0
17:00	22	0	20	2	0	0	0	0	0	0	0	0	0	0
18:00	24	2	19	2	0	1	0	0	0	0	0	0	0	0
19:00	16	0	15	1	0	0	0	0	0	0	0	0	0	0
20:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0
21:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0
22:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0
23:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	228	12	184	27	0	4	1	0	0	0	0	0	0	0
16H,6-22	268	13	222	28	0	4	1	0	0	0	0	0	0	0
18H,6-24	283	13	235	30	0	4	1	0	0	0	0	0	0	0
24H,0-24	289	13	241	30	0	4	1	0	0	0	0	0	0	0

14578

STANTON UNDER BARDON

Site No: 14578001

Location Main St, Stanton under Bardon (S of Old Thatched I

Tue 17-Jun-25 to Mon 23-Jun-25

Channel: Southbound

TIME PERIOD	TOTAL VEHICLE S	MOTOR-CYCLES	CARS OR CAR-BASED	LIGHT GOODS	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	FIVE OR LESS OR SEVEN AXLE ARTIC	
			LGV	VEHICLE S			AXLE RIGID	AXLE ARTIC		AXLE ARTIC	AXLE ARTIC	AXLE ARTIC	AXLE ARTIC	
Sun 22-Jun-25														
00:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
06:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
07:00	9	0	7	2	0	0	0	0	0	0	0	0	0	0
08:00	14	4	9	1	0	0	0	0	0	0	0	0	0	0
09:00	20	0	17	3	0	0	0	0	0	0	0	0	0	0
10:00	17	1	13	2	0	1	0	0	0	0	0	0	0	0
11:00	17	1	15	1	0	0	0	0	0	0	0	0	0	0
12:00	11	1	10	0	0	0	0	0	0	0	0	0	0	0
13:00	26	0	20	6	0	0	0	0	0	0	0	0	0	0
14:00	25	1	23	1	0	0	0	0	0	0	0	0	0	0
15:00	22	0	22	0	0	0	0	0	0	0	0	0	0	0
16:00	21	1	19	0	1	0	0	0	0	0	0	0	0	0
17:00	13	0	12	1	0	0	0	0	0	0	0	0	0	0
18:00	18	0	17	1	0	0	0	0	0	0	0	0	0	0
19:00	16	0	15	1	0	0	0	0	0	0	0	0	0	0
20:00	11	0	10	1	0	0	0	0	0	0	0	0	0	0
21:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0
22:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0
23:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	213	9	184	18	1	1	0	0	0	0	0	0	0	0
16H,6-22	251	9	220	20	1	1	0	0	0	0	0	0	0	0
18H,6-24	255	9	223	21	1	1	0	0	0	0	0	0	0	0
24H,0-24	261	9	229	21	1	1	0	0	0	0	0	0	0	0

14578

STANTON UNDER BARDON

Site No: 14578001

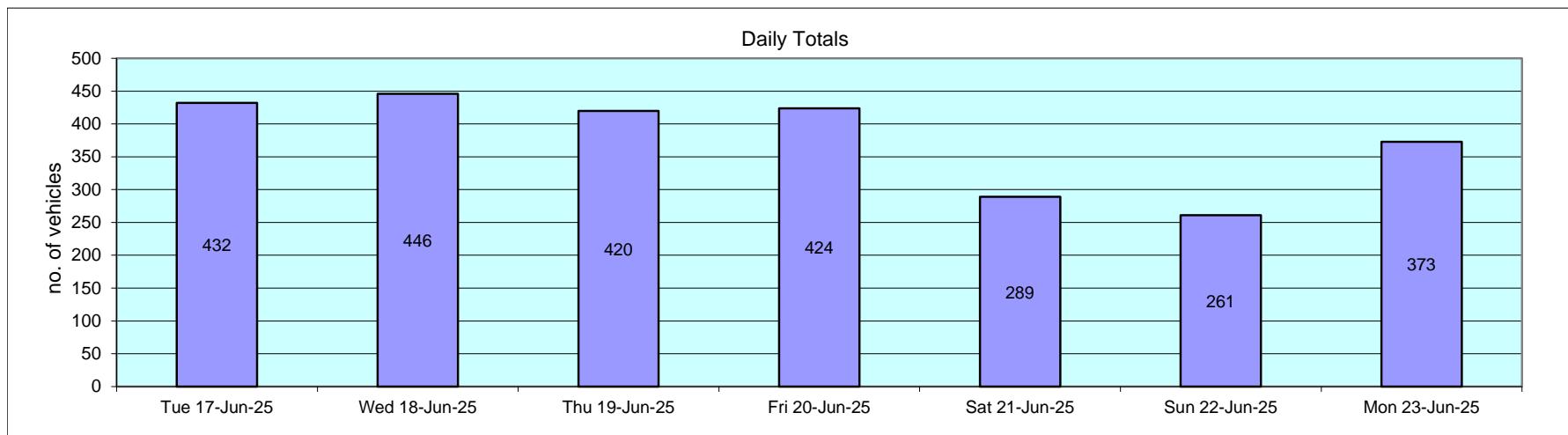
Location Main St, Stanton under Bardon (S of Old Thatched I

Tue 17-Jun-25 to Mon 23-Jun-25

Channel: Southbound

TIME PERIOD	TOTAL VEHICLE S	MOTOR-CYCLES	CARS OR CAR-BASED	LIGHT GOODS	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	FIVE OR LESS OR SEVEN AXLE ARTIC	
			LGV	VEHICLE S			AXLE RIGID	AXLE ARTIC		AXLE ARTIC	AXLE ARTIC	AXLE ARTIC	AXLE ARTIC	
Mon 23-Jun-25														
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
05:00	14	0	14	0	0	0	0	0	0	0	0	0	0	0
06:00	6	0	4	2	0	0	0	0	0	0	0	0	0	0
07:00	28	0	21	6	0	1	0	0	0	0	0	0	0	0
08:00	47	2	39	6	0	0	0	0	0	0	0	0	0	0
09:00	20	1	15	2	0	2	0	0	0	0	0	0	0	0
10:00	16	1	8	6	0	1	0	0	0	0	0	0	0	0
11:00	30	2	19	5	1	0	2	0	0	1	0	0	0	0
12:00	16	1	11	2	0	1	0	0	0	0	1	0	0	0
13:00	13	1	10	2	0	0	0	0	0	0	0	0	0	0
14:00	21	0	19	2	0	0	0	0	0	0	0	0	0	0
15:00	39	1	33	3	0	1	0	0	0	0	1	0	0	0
16:00	33	0	26	5	0	1	0	0	1	0	0	0	0	0
17:00	28	0	25	2	0	0	0	0	1	0	0	0	0	0
18:00	27	0	22	4	0	1	0	0	0	0	0	0	0	0
19:00	14	0	13	1	0	0	0	0	0	0	0	0	0	0
20:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
21:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0
22:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	318	9	248	45	1	8	2	0	2	1	2	0	0	0
16H,6-22	350	9	276	49	1	8	2	0	2	1	2	0	0	0
18H,6-24	354	9	280	49	1	8	2	0	2	1	2	0	0	0
24H,0-24	373	9	299	49	1	8	2	0	2	1	2	0	0	0

14578	STANTON UNDER BARDON				Site No: 14578001	Location	Main St, Stanton under Bardon (S of Old Thatched I)								
Tue 17-Jun-25 to Mon 23-Jun-25								Channel: Southbound							
TIME PERIOD	TOTAL VEHICLE S	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLE S	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC		
Daily Totals															
Tue 17-Jun-25	432	7	357	55	0	7	4	0	1	0	1	0	0		
Wed 18-Jun-25	446	19	354	58	1	6	4	0	4	0	0	0	0		
Thu 19-Jun-25	420	12	353	46	0	8	1	0	0	0	0	0	0		
Fri 20-Jun-25	424	11	341	60	0	6	1	0	5	0	0	0	0		
Sat 21-Jun-25	289	13	241	30	0	4	1	0	0	0	0	0	0		
Sun 22-Jun-25	261	9	229	21	1	1	0	0	0	0	0	0	0		
Mon 23-Jun-25	373	9	299	49	1	8	2	0	2	1	2	0	0		
Total Vehicles															
[--]	2645	80	2174	319	3	40	13	0	12	1	3	0	0		



14578	STANTON UNDER BARDON	Site No: 14578001	Location	Main St, Stanton under Bardon (S of Old Thatched I							
Tue 17-Jun-25 to Mon 23-Jun-25		Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 17-Jun-25											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
05:00	13	1	7.7	11	84.6	1	7.7	0	0.0	0	0.0
06:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
07:00	40	1	2.5	31	77.5	8	20.0	0	0.0	0	0.0
08:00	45	0	0.0	39	86.7	6	13.3	0	0.0	0	0.0
09:00	25	0	0.0	18	72.0	4	16.0	3	12.0	0	0.0
10:00	22	0	0.0	19	86.4	2	9.1	1	4.6	0	0.0
11:00	26	1	3.9	19	73.1	5	19.2	1	3.9	0	0.0
12:00	20	0	0.0	16	80.0	2	10.0	2	10.0	0	0.0
13:00	32	0	0.0	27	84.4	4	12.5	1	3.1	0	0.0
14:00	23	0	0.0	23	100.0	0	0.0	0	0.0	0	0.0
15:00	41	1	2.4	32	78.1	6	14.6	2	4.9	0	0.0
16:00	33	0	0.0	28	84.9	4	12.1	1	3.0	0	0.0
17:00	39	1	2.6	32	82.1	5	12.8	1	2.6	0	0.0
18:00	31	2	6.5	26	83.9	2	6.5	1	3.2	0	0.0
19:00	17	0	0.0	15	88.2	2	11.8	0	0.0	0	0.0
20:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
21:00	6	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
22:00	4	0	0.0	1	25.0	3	75.0	0	0.0	0	0.0
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	377	6	1.6	310	82.2	48	12.7	13	3.5	0	0.0
16H,6-22	410	6	1.5	340	82.9	51	12.4	13	3.2	0	0.0
18H,6-24	415	6	1.5	342	82.4	54	13.0	13	3.1	0	0.0
24H,0-24	432	7	1.6	357	82.6	55	12.7	13	3.0	0	0.0

14578	STANTON UNDER BARDON	Site No: 14578001	Location	Main St, Stanton under Bardon (S of Old Thatched I							
Tue 17-Jun-25 to Mon 23-Jun-25		Channel: Southbound									
TIME PERIOD											
TOTAL VEHICLES											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 18-Jun-25											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
05:00	11	1	9.1	8	72.7	2	18.2	0	0.0	0	0.0
06:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
07:00	27	0	0.0	22	81.5	3	11.1	2	7.4	0	0.0
08:00	47	1	2.1	42	89.4	4	8.5	0	0.0	0	0.0
09:00	20	1	5.0	13	65.0	4	20.0	2	10.0	0	0.0
10:00	22	0	0.0	14	63.6	7	31.8	1	4.6	0	0.0
11:00	26	1	3.9	19	73.1	5	19.2	1	3.9	0	0.0
12:00	22	0	0.0	18	81.8	2	9.1	2	9.1	0	0.0
13:00	31	1	3.2	22	71.0	6	19.4	1	3.2	1	3.2
14:00	24	3	12.5	18	75.0	3	12.5	0	0.0	0	0.0
15:00	34	1	2.9	29	85.3	3	8.8	1	2.9	0	0.0
16:00	46	1	2.2	38	82.6	6	13.0	1	2.2	0	0.0
17:00	49	4	8.2	41	83.7	4	8.2	0	0.0	0	0.0
18:00	33	3	9.1	22	66.7	6	18.2	2	6.1	0	0.0
19:00	23	2	8.7	18	78.3	3	13.0	0	0.0	0	0.0
20:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
21:00	7	0	0.0	6	85.7	0	0.0	1	14.3	0	0.0
22:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
23:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	381	16	4.2	298	78.2	53	13.9	13	3.4	1	0.3
16H,6-22	425	18	4.2	336	79.1	56	13.2	14	3.3	1	0.2
18H,6-24	430	18	4.2	341	79.3	56	13.0	14	3.3	1	0.2
24H,0-24	446	19	4.3	354	79.4	58	13.0	14	3.1	1	0.2

14578	STANTON UNDER BARDON	Site No: 14578001	Location	Main St, Stanton under Bardon (S of Old Thatched I							
Tue 17-Jun-25 to Mon 23-Jun-25		Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 19-Jun-25											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
05:00	9	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
06:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
07:00	31	1	3.2	24	77.4	6	19.4	0	0.0	0	0.0
08:00	51	1	2.0	44	86.3	6	11.8	0	0.0	0	0.0
09:00	23	3	13.0	18	78.3	1	4.4	1	4.4	0	0.0
10:00	25	0	0.0	18	72.0	5	20.0	2	8.0	0	0.0
11:00	20	0	0.0	17	85.0	3	15.0	0	0.0	0	0.0
12:00	26	1	3.9	21	80.8	2	7.7	2	7.7	0	0.0
13:00	20	0	0.0	16	80.0	3	15.0	1	5.0	0	0.0
14:00	23	0	0.0	22	95.7	1	4.4	0	0.0	0	0.0
15:00	39	0	0.0	35	89.7	3	7.7	1	2.6	0	0.0
16:00	34	1	2.9	27	79.4	5	14.7	1	2.9	0	0.0
17:00	29	3	10.3	23	79.3	3	10.3	0	0.0	0	0.0
18:00	31	0	0.0	28	90.3	2	6.5	1	3.2	0	0.0
19:00	14	1	7.1	12	85.7	1	7.1	0	0.0	0	0.0
20:00	14	1	7.1	12	85.7	1	7.1	0	0.0	0	0.0
21:00	12	0	0.0	12	100.0	0	0.0	0	0.0	0	0.0
22:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
23:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	352	10	2.8	293	83.2	40	11.4	9	2.6	0	0.0
16H,6-22	397	12	3.0	333	83.9	43	10.8	9	2.3	0	0.0
18H,6-24	405	12	3.0	340	84.0	44	10.9	9	2.2	0	0.0
24H,0-24	420	12	2.9	353	84.1	46	11.0	9	2.1	0	0.0

14578	STANTON UNDER BARDON	Site No: 14578001	Location	Main St, Stanton under Bardon (S of Old Thatched I							
Tue 17-Jun-25 to Mon 23-Jun-25		Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 20-Jun-25											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
05:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
06:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
07:00	26	1	3.9	17	65.4	6	23.1	2	7.7	0	0.0
08:00	36	0	0.0	33	91.7	3	8.3	0	0.0	0	0.0
09:00	31	3	9.7	23	74.2	2	6.5	3	9.7	0	0.0
10:00	18	0	0.0	10	55.6	7	38.9	1	5.6	0	0.0
11:00	28	2	7.1	20	71.4	6	21.4	0	0.0	0	0.0
12:00	27	0	0.0	19	70.4	7	25.9	1	3.7	0	0.0
13:00	22	0	0.0	16	72.7	6	27.3	0	0.0	0	0.0
14:00	37	0	0.0	33	89.2	4	10.8	0	0.0	0	0.0
15:00	51	0	0.0	41	80.4	8	15.7	2	3.9	0	0.0
16:00	32	2	6.3	28	87.5	1	3.1	1	3.1	0	0.0
17:00	18	1	5.6	16	88.9	1	5.6	0	0.0	0	0.0
18:00	23	0	0.0	19	82.6	3	13.0	1	4.4	0	0.0
19:00	18	1	5.6	15	83.3	2	11.1	0	0.0	0	0.0
20:00	17	1	5.9	15	88.2	1	5.9	0	0.0	0	0.0
21:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
22:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
23:00	9	0	0.0	6	66.7	2	22.2	1	11.1	0	0.0
12H,7-19	349	9	2.6	275	78.8	54	15.5	11	3.2	0	0.0
16H,6-22	395	11	2.8	316	80.0	57	14.4	11	2.8	0	0.0
18H,6-24	412	11	2.7	330	80.1	59	14.3	12	2.9	0	0.0
24H,0-24	424	11	2.6	341	80.4	60	14.2	12	2.8	0	0.0

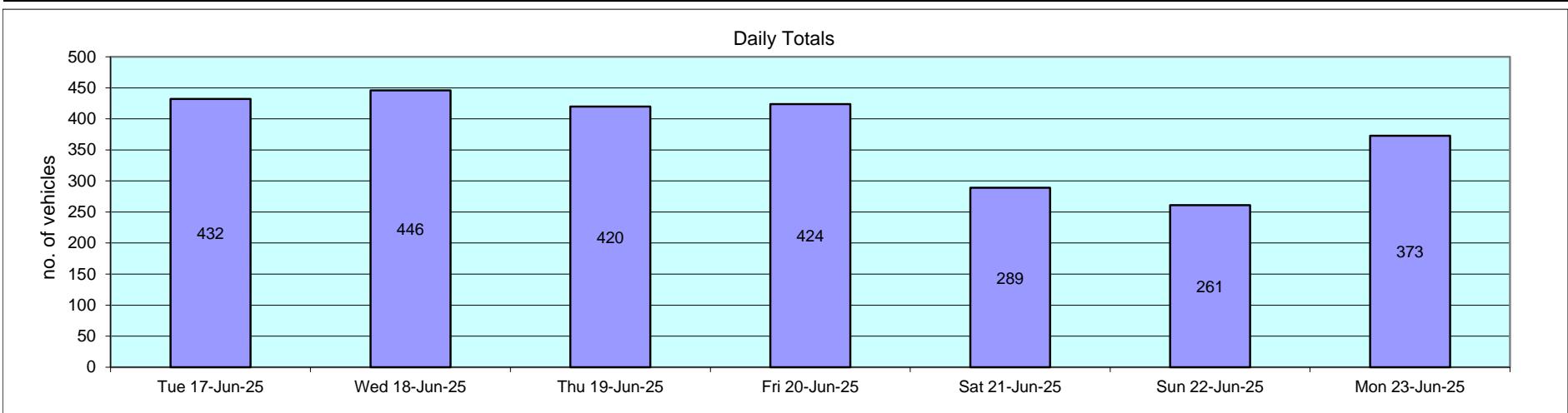
14578	STANTON UNDER BARDON	Site No: 14578001	Location	Main St, Stanton under Bardon (S of Old Thatched I							
Tue 17-Jun-25 to Mon 23-Jun-25		Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 21-Jun-25											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
06:00	7	1	14.3	6	85.7	0	0.0	0	0.0	0	0.0
07:00	12	1	8.3	8	66.7	3	25.0	0	0.0	0	0.0
08:00	16	0	0.0	14	87.5	2	12.5	0	0.0	0	0.0
09:00	15	2	13.3	11	73.3	1	6.7	1	6.7	0	0.0
10:00	22	2	9.1	17	77.3	3	13.6	0	0.0	0	0.0
11:00	23	2	8.7	15	65.2	6	26.1	0	0.0	0	0.0
12:00	17	1	5.9	12	70.6	3	17.7	1	5.9	0	0.0
13:00	21	1	4.8	20	95.2	0	0.0	0	0.0	0	0.0
14:00	16	1	6.3	13	81.3	2	12.5	0	0.0	0	0.0
15:00	16	0	0.0	13	81.3	3	18.8	0	0.0	0	0.0
16:00	24	0	0.0	22	91.7	0	0.0	2	8.3	0	0.0
17:00	22	0	0.0	20	90.9	2	9.1	0	0.0	0	0.0
18:00	24	2	8.3	19	79.2	2	8.3	1	4.2	0	0.0
19:00	16	0	0.0	15	93.8	1	6.3	0	0.0	0	0.0
20:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
21:00	10	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
22:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
23:00	7	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
12H,7-19	228	12	5.3	184	80.7	27	11.8	5	2.2	0	0.0
16H,6-22	268	13	4.9	222	82.8	28	10.5	5	1.9	0	0.0
18H,6-24	283	13	4.6	235	83.0	30	10.6	5	1.8	0	0.0
24H,0-24	289	13	4.5	241	83.4	30	10.4	5	1.7	0	0.0

14578	STANTON UNDER BARDON	Site No: 14578001	Location	Main St, Stanton under Bardon (S of Old Thatched I							
Tue 17-Jun-25 to Mon 23-Jun-25		Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 22-Jun-25											
00:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
06:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
07:00	9	0	0.0	7	77.8	2	22.2	0	0.0	0	0.0
08:00	14	4	28.6	9	64.3	1	7.1	0	0.0	0	0.0
09:00	20	0	0.0	17	85.0	3	15.0	0	0.0	0	0.0
10:00	17	1	5.9	13	76.5	2	11.8	1	5.9	0	0.0
11:00	17	1	5.9	15	88.2	1	5.9	0	0.0	0	0.0
12:00	11	1	9.1	10	90.9	0	0.0	0	0.0	0	0.0
13:00	26	0	0.0	20	76.9	6	23.1	0	0.0	0	0.0
14:00	25	1	4.0	23	92.0	1	4.0	0	0.0	0	0.0
15:00	22	0	0.0	22	100.0	0	0.0	0	0.0	0	0.0
16:00	21	1	4.8	19	90.5	0	0.0	0	0.0	1	4.8
17:00	13	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
18:00	18	0	0.0	17	94.4	1	5.6	0	0.0	0	0.0
19:00	16	0	0.0	15	93.8	1	6.3	0	0.0	0	0.0
20:00	11	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
21:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
22:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
23:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	213	9	4.2	184	86.4	18	8.5	1	0.5	1	0.5
16H,6-22	251	9	3.6	220	87.7	20	8.0	1	0.4	1	0.4
18H,6-24	255	9	3.5	223	87.5	21	8.2	1	0.4	1	0.4
24H,0-24	261	9	3.5	229	87.7	21	8.1	1	0.4	1	0.4

14578 STANTON UNDER BARDON Site No: 14578001 Location Main St, Stanton under Bardon (S of Old Thatched I
 Tue 17-Jun-25 to Mon 23-Jun-25 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 23-Jun-25											
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
05:00	14	0	0.0	14	100.0	0	0.0	0	0.0	0	0.0
06:00	6	0	0.0	4	66.7	2	33.3	0	0.0	0	0.0
07:00	28	0	0.0	21	75.0	6	21.4	1	3.6	0	0.0
08:00	47	2	4.3	39	83.0	6	12.8	0	0.0	0	0.0
09:00	20	1	5.0	15	75.0	2	10.0	2	10.0	0	0.0
10:00	16	1	6.3	8	50.0	6	37.5	1	6.3	0	0.0
11:00	30	2	6.7	19	63.3	5	16.7	3	10.0	1	3.3
12:00	16	1	6.3	11	68.8	2	12.5	2	12.5	0	0.0
13:00	13	1	7.7	10	76.9	2	15.4	0	0.0	0	0.0
14:00	21	0	0.0	19	90.5	2	9.5	0	0.0	0	0.0
15:00	39	1	2.6	33	84.6	3	7.7	2	5.1	0	0.0
16:00	33	0	0.0	26	78.8	5	15.2	2	6.1	0	0.0
17:00	28	0	0.0	25	89.3	2	7.1	1	3.6	0	0.0
18:00	27	0	0.0	22	81.5	4	14.8	1	3.7	0	0.0
19:00	14	0	0.0	13	92.9	1	7.1	0	0.0	0	0.0
20:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
21:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
22:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	318	9	2.8	248	78.0	45	14.2	15	4.7	1	0.3
16H,6-22	350	9	2.6	276	78.9	49	14.0	15	4.3	1	0.3
18H,6-24	354	9	2.5	280	79.1	49	13.8	15	4.2	1	0.3
24H,0-24	373	9	2.4	299	80.2	49	13.1	15	4.0	1	0.3

14578	STANTON UNDER BARDON	Site No: 14578001	Location	Main St, Stanton under Bardon (S of Old Thatched I							
Tue 17-Jun-25 to Mon 23-Jun-25		Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Tue 17-Jun-25	432	7	1.6	357	82.6	55	12.7	13	3.0	0	0.0
Wed 18-Jun-25	446	19	4.3	354	79.4	58	13.0	14	3.1	1	0.2
Thu 19-Jun-25	420	12	2.9	353	84.1	46	11.0	9	2.1	0	0.0
Fri 20-Jun-25	424	11	2.6	341	80.4	60	14.2	12	2.8	0	0.0
Sat 21-Jun-25	289	13	4.5	241	83.4	30	10.4	5	1.7	0	0.0
Sun 22-Jun-25	261	9	3.5	229	87.7	21	8.1	1	0.4	1	0.4
Mon 23-Jun-25	373	9	2.4	299	80.2	49	13.1	15	4.0	1	0.3
Total Vehicles											
[--]	2645	80	3.1	2174	82.5	319	11.8	69	2.5	3	0.1



14578 STANTON UNDER BARDON					Site No: 14578001		Location Main St, Stanton under Bardon (S of Old Thatched I)									
Tue 17-Jun-25 to Mon 23-Jun-25					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 17-Jun-25																
00:00	1	-	53.5	-	0	0	0	0	0	0	0	0	0	0	1	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0
04:00	2	-	33.5	1.8	0	0	0	0	0	0	2	0	0	0	0	0
05:00	13	33.6	30	3.5	0	0	0	0	1	7	5	0	0	0	0	0
06:00	4	-	28.5	9.1	0	0	0	1	1	0	1	1	0	0	0	0
07:00	40	36.4	31.5	6.2	0	0	0	3	3	10	17	6	0	1	0	0
08:00	45	35.1	30.3	5	0	0	0	1	8	14	18	4	0	0	0	0
09:00	25	34.1	28.9	5.7	0	0	0	1	7	9	6	1	1	0	0	0
10:00	22	31.3	25.8	6.7	0	0	3	2	3	10	4	0	0	0	0	0
11:00	26	34.3	28.3	6.4	0	0	2	0	6	9	7	2	0	0	0	0
12:00	20	36.8	31	6.3	0	0	0	1	3	6	6	3	1	0	0	0
13:00	32	34.7	29.4	6.3	0	0	1	2	5	9	13	1	1	0	0	0
14:00	23	34.4	29.2	5.7	0	0	1	0	4	10	6	2	0	0	0	0
15:00	41	37	30.5	6.2	0	0	0	3	5	15	10	7	1	0	0	0
16:00	33	35.1	30.3	5.3	0	0	1	0	4	12	13	3	0	0	0	0
17:00	39	37.4	31.8	5.8	0	0	0	1	2	17	11	6	1	1	0	0
18:00	31	37.1	32	6	0	0	0	1	1	13	10	4	1	1	0	0
19:00	17	38.4	33.8	5.6	0	0	0	0	0	6	6	4	0	1	0	0
20:00	6	-	36	7	0	0	0	0	0	1	3	1	0	1	0	0
21:00	6	-	31.8	4.3	0	0	0	0	0	3	2	1	0	0	0	0
22:00	4	-	33.5	10.8	0	0	0	0	1	1	1	0	0	1	0	0
23:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
12H,7-19	377	35.6	30.1	6.1	0	0	8	15	51	134	121	39	6	3	0	0
16H,6-22	410	35.8	30.4	6.1	0	0	8	16	52	144	133	46	6	5	0	0
18H,6-24	415	35.8	30.4	6.2	0	0	8	16	53	145	135	46	6	6	0	0
24H,0-24	432	35.8	30.5	6.2	0	0	8	16	54	152	142	47	6	6	1	0

14578 STANTON UNDER BARDON				Site No: 14578001		Location Main St, Stanton under Bardon (S of Old Thatched I)										
Tue 17-Jun-25 to Mon 23-Jun-25				Channel: Southbound												
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 18-Jun-25																
00:00	1	-	43.5	-	0	0	0	0	0	0	0	0	1	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	-	31.8	3.1	0	0	0	0	0	1	2	0	0	0	0	0
05:00	11	35.2	32.6	3.3	0	0	0	0	0	3	7	1	0	0	0	0
06:00	6	-	31.8	4.3	0	0	0	0	0	3	2	1	0	0	0	0
07:00	27	35.4	31.8	7.7	0	0	0	2	2	7	13	1	1	0	0	1
08:00	47	34.6	29.7	4.8	0	0	0	1	9	18	16	3	0	0	0	0
09:00	20	39.5	32.5	6.9	0	0	0	1	2	6	4	5	2	0	0	0
10:00	22	33	27.8	5.4	0	0	0	1	8	8	3	2	0	0	0	0
11:00	26	33.9	29.3	4.6	0	0	0	1	4	12	8	1	0	0	0	0
12:00	22	37.5	31.7	7	0	0	0	2	1	7	7	4	0	1	0	0
13:00	31	34	27.9	7.1	1	0	1	2	4	13	8	2	0	0	0	0
14:00	24	34.5	30.4	4.1	0	0	0	0	2	13	7	2	0	0	0	0
15:00	34	34.2	28.9	5	0	0	0	1	9	12	10	2	0	0	0	0
16:00	46	36.5	31.3	5.8	0	0	0	3	2	17	16	6	2	0	0	0
17:00	49	34.9	29	7.6	0	2	0	5	5	16	17	2	1	1	0	0
18:00	33	37.8	32.3	5.5	0	0	0	1	2	10	12	7	1	0	0	0
19:00	23	33.1	28.1	5.2	0	0	0	2	5	10	5	1	0	0	0	0
20:00	8	-	29.1	6.3	0	0	0	1	1	3	2	1	0	0	0	0
21:00	7	-	33.5	3.2	0	0	0	0	0	1	5	1	0	0	0	0
22:00	3	-	25.2	3.1	0	0	0	0	2	1	0	0	0	0	0	0
23:00	2	-	28.5	1.8	0	0	0	0	0	2	0	0	0	0	0	0
12H,7-19	381	35.6	30.1	6.2	1	2	1	20	50	139	121	37	7	2	0	1
16H,6-22	425	35.5	30.1	6.1	1	2	1	23	56	156	135	41	7	2	0	1
18H,6-24	430	35.5	30	6.1	1	2	1	23	58	159	135	41	7	2	0	1
24H,0-24	446	35.5	30.2	6.1	1	2	1	23	58	163	144	43	8	2	0	1

14578 STANTON UNDER BARDON				Site No: 14578001		Location Main St, Stanton under Bardon (S of Old Thatched I)										
Tue 17-Jun-25 to Mon 23-Jun-25				Channel: Southbound												
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 19-Jun-25																
00:00	1	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0
01:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	4	-	34.8	4.9	0	0	0	0	0	1	1	2	0	0	0	0
05:00	9	-	32.4	2.7	0	0	0	0	0	2	7	0	0	0	0	0
06:00	5	-	34.5	4.4	0	0	0	0	0	1	2	2	0	0	0	0
07:00	31	35.6	31.6	5.8	0	0	0	1	4	7	15	2	2	0	0	0
08:00	51	35.3	30.7	4.9	0	0	0	1	5	23	16	5	1	0	0	0
09:00	23	34.8	30.5	5.1	0	0	0	0	4	9	8	1	1	0	0	0
10:00	25	33	27.9	5.3	0	0	1	1	5	11	7	0	0	0	0	0
11:00	20	33.8	29	4.8	0	0	0	1	4	7	8	0	0	0	0	0
12:00	26	34.5	30.2	4.5	0	0	0	1	2	11	11	1	0	0	0	0
13:00	20	35.2	29	6.2	0	0	0	2	4	7	4	3	0	0	0	0
14:00	23	38.2	32.4	6.2	0	0	1	0	1	6	8	7	0	0	0	0
15:00	39	34.8	29.3	6.9	0	0	0	6	3	16	10	2	1	1	0	0
16:00	34	34.7	29.8	4.9	0	0	0	1	5	15	10	3	0	0	0	0
17:00	29	35.7	32.6	5.8	0	0	0	0	1	11	13	2	1	0	1	0
18:00	31	38.4	32.7	6.1	0	0	0	1	1	11	10	6	1	1	0	0
19:00	14	35.4	31	4.9	0	0	0	0	2	5	5	2	0	0	0	0
20:00	14	34	28.5	5.7	0	0	0	1	4	4	4	1	0	0	0	0
21:00	12	37.2	30.6	7.3	0	0	0	2	1	2	4	3	0	0	0	0
22:00	4	-	28.5	8.2	0	0	0	1	0	2	0	1	0	0	0	0
23:00	4	-	33.5	6	0	0	0	0	0	2	0	2	0	0	0	0
12H,7-19	352	35.5	30.5	5.7	0	0	2	15	39	134	120	32	7	2	1	0
16H,6-22	397	35.6	30.5	5.7	0	0	2	18	46	146	135	40	7	2	1	0
18H,6-24	405	35.7	30.5	5.7	0	0	2	19	46	150	135	43	7	2	1	0
24H,0-24	420	35.7	30.6	5.7	0	0	2	19	46	153	144	46	7	2	1	0

14578 STANTON UNDER BARDON					Site No: 14578001		Location Main St, Stanton under Bardon (S of Old Thatched I)									
Tue 17-Jun-25 to Mon 23-Jun-25					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 20-Jun-25																
00:00	1	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	58.5	-	0	0	0	0	0	0	0	0	0	0	0	1
04:00	2	-	36	3.5	0	0	0	0	0	0	1	1	0	0	0	0
05:00	8	-	30.4	4	0	0	0	0	1	3	4	0	0	0	0	0
06:00	6	-	35.2	3	0	0	0	0	0	0	4	2	0	0	0	0
07:00	26	37.5	32.3	8.5	0	0	0	2	4	3	12	2	2	0	0	1
08:00	36	34.1	30.2	4.2	0	0	0	0	3	21	10	1	1	0	0	0
09:00	31	34.6	28.3	6.1	0	0	1	2	6	14	4	4	0	0	0	0
10:00	18	34.2	30.2	4.1	0	0	0	0	3	6	9	0	0	0	0	0
11:00	28	34.3	28.4	7.2	1	0	0	1	6	12	5	2	1	0	0	0
12:00	27	36.6	30.7	5.6	0	0	0	0	5	11	6	4	1	0	0	0
13:00	22	35.5	32.1	6.7	0	0	0	0	2	9	8	1	1	0	1	0
14:00	37	34.9	30.1	4.9	0	0	0	1	6	13	14	3	0	0	0	0
15:00	51	36.5	30.9	5.5	0	0	0	2	7	16	17	9	0	0	0	0
16:00	32	35.3	31	7.1	0	0	0	0	6	13	9	2	1	0	0	1
17:00	18	39	33.2	8.2	0	0	0	0	1	9	3	3	1	0	0	1
18:00	23	35.7	32.4	6	0	0	0	1	2	3	14	2	0	1	0	0
19:00	18	38.8	30.4	8	0	0	0	3	2	5	2	5	1	0	0	0
20:00	17	35.9	31.4	6	0	0	0	1	1	6	6	2	1	0	0	0
21:00	5	-	26.5	5.8	0	0	0	1	1	2	1	0	0	0	0	0
22:00	8	-	28.5	7.2	0	0	0	0	4	2	1	0	1	0	0	0
23:00	9	-	32.9	7.4	0	0	0	0	2	2	1	3	1	0	0	0
12H,7-19	349	35.7	30.7	6.3	1	0	1	9	51	130	111	33	8	1	1	3
16H,6-22	395	35.9	30.7	6.3	1	0	1	14	55	143	124	42	10	1	1	3
18H,6-24	412	36	30.7	6.4	1	0	1	14	61	147	126	45	12	1	1	3
24H,0-24	424	36.1	30.8	6.5	1	0	1	14	62	150	131	47	12	1	1	4

14578 STANTON UNDER BARDON					Site No: 14578001		Location Main St, Stanton under Bardon (S of Old Thatched I)									
Tue 17-Jun-25 to Mon 23-Jun-25					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 21-Jun-25																
00:00	1	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0
01:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	-	31	3.2	0	0	0	0	0	2	2	0	0	0	0	0
06:00	7	-	32.1	7	0	0	0	1	0	1	3	2	0	0	0	0
07:00	12	34.5	32.3	5.4	0	0	0	0	1	4	5	1	1	0	0	0
08:00	16	39.5	33.5	6.7	0	0	0	0	1	6	4	3	1	1	0	0
09:00	15	35.1	29.8	5.4	0	0	0	0	4	5	4	2	0	0	0	0
10:00	22	35.4	30.3	6	0	0	0	1	4	7	7	2	1	0	0	0
11:00	23	35.3	31.8	5.9	0	0	0	1	2	5	13	1	0	1	0	0
12:00	17	40.9	33.8	7.9	0	0	0	0	2	5	5	2	2	0	1	0
13:00	21	35.6	31.4	5.5	0	0	0	1	1	8	8	2	1	0	0	0
14:00	16	36.2	29.8	5.8	0	0	0	1	2	8	2	3	0	0	0	0
15:00	16	36.3	29.4	8.7	0	0	0	1	6	4	2	2	0	0	1	0
16:00	24	34.2	27.9	6.6	0	0	0	3	7	8	3	2	1	0	0	0
17:00	22	35.4	30.3	6	0	0	0	1	4	7	7	2	1	0	0	0
18:00	24	35.4	29.5	6.7	0	0	1	2	3	6	9	3	0	0	0	0
19:00	16	35.4	31.6	8.2	0	0	0	2	1	3	8	1	0	0	1	0
20:00	7	-	32.8	6.8	0	0	0	0	1	2	2	1	1	0	0	0
21:00	10	31	29	4.6	0	0	0	0	2	6	1	1	0	0	0	0
22:00	8	-	30.4	6.6	0	0	0	0	2	3	2	0	1	0	0	0
23:00	7	-	34.2	10.2	0	0	0	0	1	3	1	0	0	2	0	0
12H,7-19	228	36.5	30.7	6.5	0	0	1	11	37	73	69	25	8	2	2	0
16H,6-22	268	36.6	30.8	6.6	0	0	1	14	41	85	83	30	9	2	3	0
18H,6-24	283	36.7	30.8	6.7	0	0	1	14	44	91	86	30	10	4	3	0
24H,0-24	289	36.7	30.9	6.7	0	0	1	14	44	94	88	31	10	4	3	0

14578 STANTON UNDER BARDON				Site No: 14578001		Location Main St, Stanton under Bardon (S of Old Thatched I)										
Tue 17-Jun-25 to Mon 23-Jun-25				Channel: Southbound												
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 22-Jun-25																
00:00	2	-	31	10.6	0	0	0	0	1	0	0	1	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
05:00	2	-	38.5	7.1	0	0	0	0	0	0	1	0	1	0	0	0
06:00	4	-	33.5	4.2	0	0	0	0	0	1	2	1	0	0	0	0
07:00	9	-	32.9	4.8	0	0	0	0	0	3	5	0	1	0	0	0
08:00	14	34	28.5	5.7	0	0	0	1	4	4	4	1	0	0	0	0
09:00	20	34.8	32	5.6	0	0	0	1	1	5	10	2	1	0	0	0
10:00	17	37.2	31.1	6.1	0	0	0	1	2	5	5	4	0	0	0	0
11:00	17	33.4	30	3.7	0	0	0	0	1	11	4	1	0	0	0	0
12:00	11	32.4	28.5	4.1	0	0	0	0	3	5	3	0	0	0	0	0
13:00	26	33.6	29.3	4.2	0	0	0	0	5	13	7	1	0	0	0	0
14:00	25	35.3	30.7	5.8	0	0	0	2	1	10	9	2	1	0	0	0
15:00	22	34	29.4	4.7	0	0	0	1	3	10	7	1	0	0	0	0
16:00	21	36.4	27.8	8	1	0	0	1	6	7	2	4	0	0	0	0
17:00	13	32.4	29.3	4.2	0	0	0	0	2	8	2	1	0	0	0	0
18:00	18	30	28.2	5.2	0	0	0	1	4	10	1	2	0	0	0	0
19:00	16	35.4	31.9	4.9	0	0	0	0	1	6	7	1	1	0	0	0
20:00	11	34.6	30.3	4.8	0	0	0	0	2	4	4	1	0	0	0	0
21:00	7	-	32.8	6.2	0	0	0	0	1	2	1	3	0	0	0	0
22:00	2	-	26	3.5	0	0	0	0	1	1	0	0	0	0	0	0
23:00	2	-	28.5	1.8	0	0	0	0	0	2	0	0	0	0	0	0
12H,7-19	213	35.1	29.8	5.5	1	0	0	8	32	91	59	19	3	0	0	0
16H,6-22	251	35.4	30.1	5.4	1	0	0	8	36	104	73	25	4	0	0	0
18H,6-24	255	35.3	30	5.4	1	0	0	8	37	107	73	25	4	0	0	0
24H,0-24	261	35.4	30.1	5.5	1	0	0	8	38	108	75	26	5	0	0	0

14578 STANTON UNDER BARDON					Site No: 14578001		Location Main St, Stanton under Bardon (S of Old Thatched I)									
Tue 17-Jun-25 to Mon 23-Jun-25					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 23-Jun-25																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	4	-	32.3	2.8	0	0	0	0	0	1	3	0	0	0	0	0
05:00	14	34.4	31.4	3	0	0	0	0	0	6	8	0	0	0	0	0
06:00	6	-	28.5	4.7	0	0	0	0	2	2	2	0	0	0	0	0
07:00	28	33.9	28.5	5.6	0	0	0	4	3	11	9	1	0	0	0	0
08:00	47	37.9	32.8	5.4	0	0	0	0	4	13	19	9	1	1	0	0
09:00	20	36.6	28.3	6.7	0	0	0	3	4	8	1	4	0	0	0	0
10:00	16	32.8	26.9	5.9	0	0	0	2	6	4	3	1	0	0	0	0
11:00	30	32.3	23.3	9.2	0	3	6	2	5	8	4	2	0	0	0	0
12:00	16	33.8	28.2	6.6	0	0	0	1	6	5	2	1	1	0	0	0
13:00	13	34.9	29.3	7.2	0	0	0	3	0	4	4	2	0	0	0	0
14:00	21	34.9	31.1	4.6	0	0	0	1	1	6	12	1	0	0	0	0
15:00	39	33.9	29	5	0	0	0	3	4	21	8	3	0	0	0	0
16:00	33	34.5	29.4	5.3	0	0	0	3	2	17	8	3	0	0	0	0
17:00	28	38.3	32.3	6.2	0	0	0	1	3	7	10	5	2	0	0	0
18:00	27	33.9	28.7	5.3	0	0	0	3	4	9	11	0	0	0	0	0
19:00	14	35.1	32.1	3.9	0	0	0	0	1	3	9	1	0	0	0	0
20:00	4	-	36	3.2	0	0	0	0	0	0	2	2	0	0	0	0
21:00	8	-	32.3	6.5	0	0	0	0	2	1	2	3	0	0	0	0
22:00	3	-	28.5	1.7	0	0	0	0	0	3	0	0	0	0	0	0
23:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
12H,7-19	318	35.4	29.2	6.5	0	3	6	26	42	113	91	32	4	1	0	0
16H,6-22	350	35.5	29.5	6.4	0	3	6	26	47	119	106	38	4	1	0	0
18H,6-24	354	35.5	29.5	6.4	0	3	6	26	47	122	107	38	4	1	0	0
24H,0-24	373	35.5	29.6	6.3	0	3	6	26	47	129	118	39	4	1	0	0

14578	STANTON UNDER BARDON			Site No: 14578001		Location Main St, Stanton under Bardon (S of Old Thatched I																												
Tue 17-Jun-25 to Mon 23-Jun-25																																		
Channel: Southbound																																		
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56																		
Daily Totals																																		
Tue 17-Jun-25	432	35.8	30.5	6.2	0	0	8	16	54	152	142	47	6	6	1	0																		
Wed 18-Jun-25	446	35.5	30.2	6.1	1	2	1	23	58	163	144	43	8	2	0	1																		
Thu 19-Jun-25	420	35.7	30.6	5.7	0	0	2	19	46	153	144	46	7	2	1	0																		
Fri 20-Jun-25	424	36.1	30.8	6.5	1	0	1	14	62	150	131	47	12	1	1	4																		
Sat 21-Jun-25	289	36.7	30.9	6.7	0	0	1	14	44	94	88	31	10	4	3	0																		
Sun 22-Jun-25	261	35.4	30.1	5.5	1	0	0	8	38	108	75	26	5	0	0	0																		
Mon 23-Jun-25	373	35.5	29.6	6.3	0	3	6	26	47	129	118	39	4	1	0	0																		
Total Vehicles																																		
[--]	2645	35.8	30.4	6.1	3	5	19	120	349	949	842	279	52	16	6	5																		

14578

STANTON UNDER BARDON

Site No: 14578001

Location

Main St, Stanton under Bardon (S of Old Thatched I

Channel: Southbound

TIME PERIOD	Tue 17-Jun-25	Wed 18-Jun-25	Thu 19-Jun-25	Fri 20-Jun-25	Sat 21-Jun-25	Sun 22-Jun-25	Mon 23-Jun-25	5-Day Av	7-Day Av
Week Begin: 17-Jun-25									
00:00	1	1	1	1	1	2	0	1	1
01:00	0	0	1	0	1	0	0	0	0
02:00	0	1	0	0	0	1	1	0	0
03:00	1	0	0	1	0	0	0	0	0
04:00	2	3	4	2	0	1	4	3	2
05:00	13	11	9	8	4	2	14	11	9
06:00	4	6	5	6	7	4	6	5	5
07:00	40	27	31	26	12	9	28	30	25
08:00	45	47	51	36	16	14	47	45	37
09:00	25	20	23	31	15	20	20	24	22
10:00	22	22	25	18	22	17	16	21	20
11:00	26	26	20	28	23	17	30	26	24
12:00	20	22	26	27	17	11	16	22	20
13:00	32	31	20	22	21	26	13	24	24
14:00	23	24	23	37	16	25	21	26	24
15:00	41	34	39	51	16	22	39	41	35
16:00	33	46	34	32	24	21	33	36	32
17:00	39	49	29	18	22	13	28	33	28
18:00	31	33	31	23	24	18	27	29	27
19:00	17	23	14	18	16	16	14	17	17
20:00	6	8	14	17	7	11	4	10	10
21:00	6	7	12	5	10	7	8	8	8
22:00	4	3	4	8	8	2	3	4	5
23:00	1	2	4	9	7	2	1	3	4
12H,7-19	377	381	352	349	228	213	318	355	317
16H,6-22	410	425	397	395	268	251	350	395	357
18H,6-24	415	430	405	412	283	255	354	403	365
24H,0-24	432	446	420	424	289	261	373	419	378
Am	08:00	08:00	08:00	08:00	11:00	09:00	08:00		
Peak	45	47	51	36	23	20	47		
Pm	15:00	17:00	15:00	15:00	18:00	13:00	15:00		
Peak	41	49	39	51	24	26	39		

14578

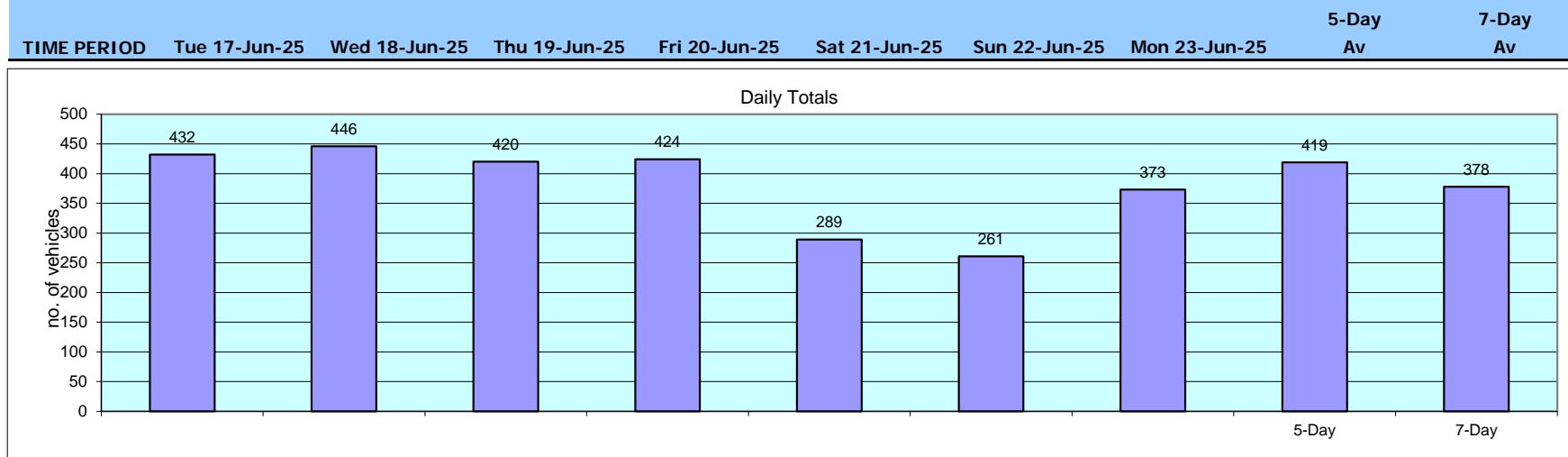
STANTON UNDER BARDON

Site No: 14578001

Location

Main St, Stanton under Bardon (S of Old Thatched I

Channel: Southbound



Classification Schemes

Scheme F Classification Scheme (Non-metric)

Scheme F is an attempt to implement the FWHA's visual classification scheme as an axle-based classification scheme. This is one of several interpretations.

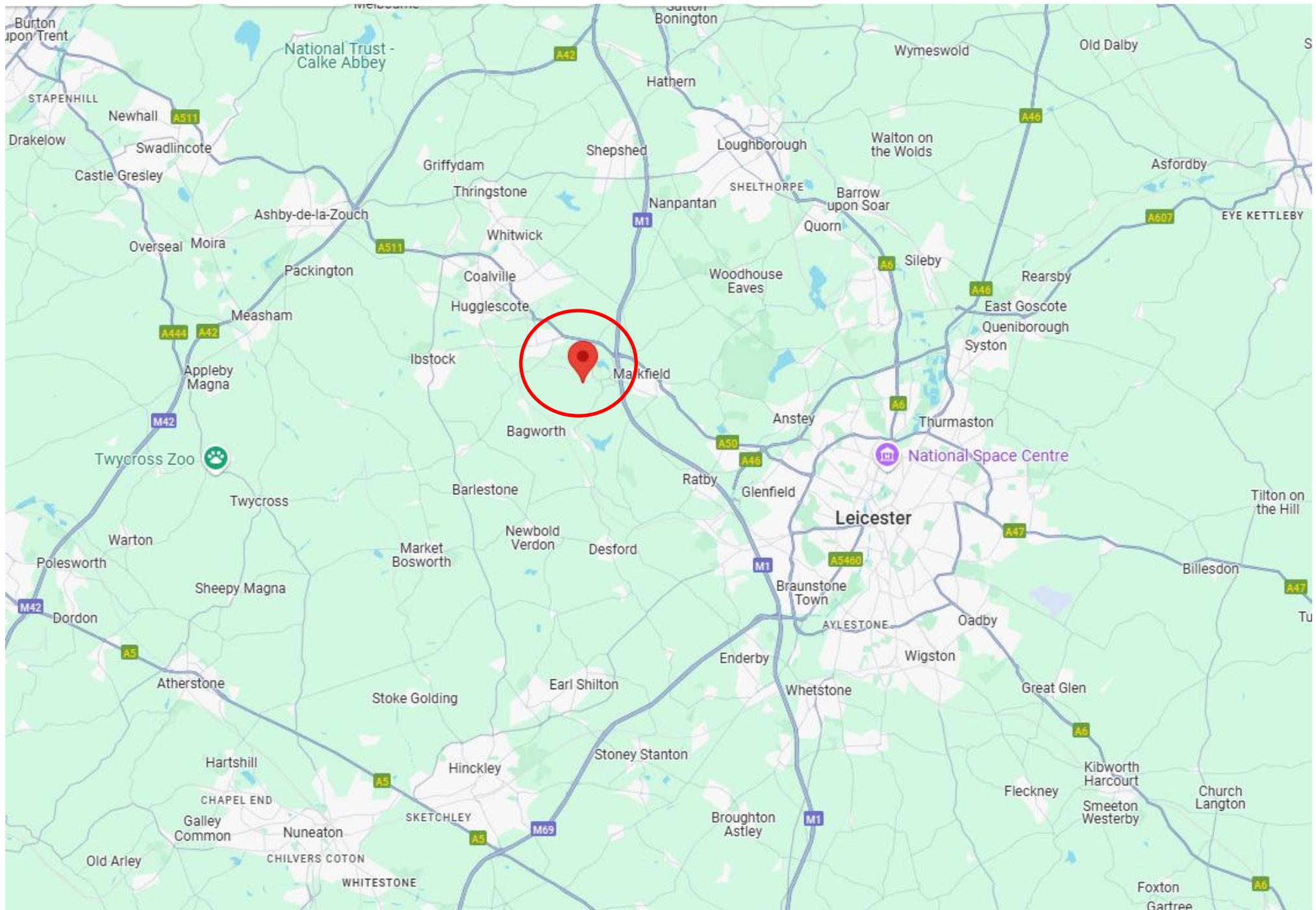
Class	Vehicle Type	No. of Axles	Axle spacing in feet				
			Axle 1 to 2	Axle 2 to 3	Axle 3 to 4	Axle 4 to 5	Axle 5 to 6
1	motorcycle	2	<6.0				
2	passenger car	2	6.0 - 10.0				
	car + 1 axle trailer	3	<10.0	10.0 - 18.0			
	car + 2 axle trailer	4	<10.0		<3.5		
3	pickup	2	10.0 - 15.0				
	pickup + 1 axle trailer	3	10.0 - 15.0	10.0 - 18.0			
	pickup + 2 axle trailer	4	10.0 - 15.0		<3.5		
	pickup + 3 axle trailer	5	9.9 - 15.0			<3.5	
4	Traditional bus/coach	2	>20.0				
	Traditional bus/coach	3	>19.0				
5	single unit truck/bus - dual rear axle	2	14.9 - 20.0			<3.5	
6	3 axle truck	3		<18.0			
7	4 axle truck	4					
8	2S1	3		>18.0			
	2S2	4		>5.0	>3.5		
	3S1	4		<5.0	>10.0		
9	3S2	5		<6.1		3.5 - 8.0	
	5 axle combination	5					
10	6 axle combination	6			3.5 - 5.0		
	3S3	6					
11	2S1-2	5		>6.0			
12	3S1-2	6					>10.0
13	truck	7 or more					

Site 1 - 52.6864086,-1.31251

MAIN STREET – LOOKING NORTHBOUND







294 Main St, Stanton under Bardon, Markfield LE67 9TR, UK

○ 52.686562, -1.312935



14578 Stanton under Bardon

16-06-25, 14:01:43

Site 1 Nbnd

T25573

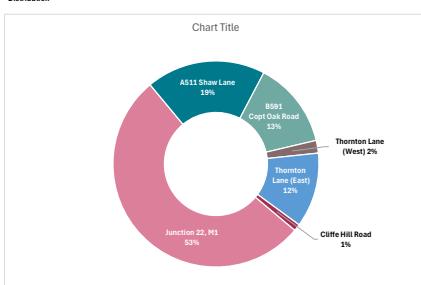
Stanton under Bardon



Appendix C

Census 2011 Journey to Work Data

Distribution



Route	Description	Hinckley and Bosworth 001	%
A	Junction 22, M1	1408	52.9%
B	A511 Shaw Lane	499	18.7%
C	B591 Copt Oak Road	363	13.6%
D	Thornton Lane (West)	53	1.9%
E	Thornton Lane (East)	281	11.7%
F	Cliffe Hill Road	28	1.1%
Total		2964	100.0%



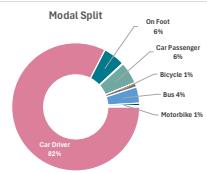
Driving a car or van (+other)

LA	Hinckley and Bosworth 001	%	Route
Hinckley and Bosworth	34.9%	See MSOA breakdown	
Leicester	705	26.5%	A
North West Leicestershire	454	17.0%	B
Charnwood	351	13.2%	C
Blaby	326	12.3%	A
Harborough	49	1.8%	A
Oadby and Wigston	42	1.6%	A
Northstone and Bosworth	27	1.0%	D
Brentwood	29	1.1%	B
Coventry	31	1.2%	A
Nottingham	26	1.0%	A
Melton	20	0.8%	A
North Warwickshire	21	0.8%	D
Rugby	18	0.7%	A
Buckinghamshire	17	0.6%	A
Derby	16	0.6%	A
East Staffordshire	14	0.5%	A
South Derbyshire	10	0.4%	A
South Leicestershire	12	0.5%	C
Amber Valley	9	0.3%	A
Deeside	9	0.3%	A
Breconshire	9	0.3%	A
Southall	9	0.3%	B
Northampton	8	0.3%	A
Westminster, City of London	3	0.1%	A
Lichfield	7	0.3%	B
Ashfield	6	0.2%	A
Bromsgrove	6	0.2%	A
Gedling	6	0.2%	A
Newark and Sherwood	6	0.2%	A
Warwick	6	0.2%	A
Milton Keynes	5	0.2%	A
Tamworth	5	0.2%	D
Stratford-upon-Avon	4	0.2%	A
Total	2664	100.0%	

Modal Split

Mode	Hinckley and Bosworth 001	%
Car Other	2665	82.6%
On Foot	178	5.5%
Train	6	0.2%
Car Passenger	179	5.5%
Bicycle	36	1.1%
Bus	133	4.1%
Motorbike	22	0.7%
Underground	1	0.0%
Taxi	7	0.2%
Total	3226	100.0%

Modal Split



MSOA	Hinckley and Bosworth 001	%	Route
E02005377: Hinckley and Bosworth 001	157	39.6%	E
E02005378: Hinckley and Bosworth 002	42	10.6%	A
E02005379: Hinckley and Bosworth 003	28	7.1%	F
E02005380: Hinckley and Bosworth 004	23	5.8%	E
E02005381: Hinckley and Bosworth 005	49	12.4%	E
E02005382: Hinckley and Bosworth 006	5	1.3%	E
E02005383: Hinckley and Bosworth 007	5	1.3%	E
E02005384: Hinckley and Bosworth 008	7	1.8%	E
E02005385: Hinckley and Bosworth 009	13	3.3%	E
E02005386: Hinckley and Bosworth 010	29	7.3%	E
E02005387: Hinckley and Bosworth 011	17	4.3%	E
E02005388: Hinckley and Bosworth 012	13	3.3%	A
E02005389: Hinckley and Bosworth 013	0	0.0%	E
E02005390: Hinckley and Bosworth 014	8	2.0%	E
Total	396	100.0%	

T25573

Stanton under Bardon



Appendix D

Junctions 11 Output – Site Access Junction

Junctions 11									
PICADY 11 - Priority Intersection Module									
Version: 11.0.0.2177									
© Copyright TRL Software Limited, 2024									
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution									

Filename: T25573 - Site Access.j11

Path: C:\Users\TommyGregory\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T25573 Stanton under Bardon\Modelling\Picady

Report generation date: 11/07/2025 09:51:27

»2030 | Base + Committed + Development Flows | AM

»2030 | Base + Committed + Development Flows | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2030 - Base + Committed + Development Flows										
Stream B-AC	D1	0.1	7.89	0.09	A	D2	0.0	7.48	0.04	A
Stream C-AB		0.0	5.62	0.00	A		0.0	5.68	0.01	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	Main Street/Site Access
Location	Stanton-under-Bardon
Site number	
Date	11/07/2025
Version	
Status	(new file)
Identifier	
Client	Allison Homes
Jobnumber	T25573
Enumerator	Hub Transport Planning
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030	Base + Committed + Development Flows	AM	ONE HOUR	07:45	09:15	15
D2	2030	Base + Committed + Development Flows	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2030 | Base + Committed + Development Flows | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access Junction	T-Junction	Two-way	Two-way	Two-way		2.31	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.31	A

Arms

Arms

Arm	Name	Description	Arm type
A	Main Street North		Major
B	Site Access		Minor
C	Main Street South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	4.80			100.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.14	40	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	507	0.097	0.246	0.155	0.351
B-C	645	0.104	0.263	-	-
C-B	632	0.258	0.258	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030	Base + Committed + Development Flows	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	56	100.000
B		✓	40	100.000
C		✓	46	100.000

Origin-Destination Data**Demand (PCU/hr)**

		To		
		A	B	C
From	A	0	12	44
	B	35	0	5
	C	44	2	0

Vehicle Mix**Heavy Vehicle %**

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	2	0	0

Results**Results Summary for whole modelled period**

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.09	7.89	0.1	A
C-AB	0.00	5.62	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment**07:45 - 08:00**

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	0.00	507	0.059	30	0.1	7.542	A
C-AB	2	0.00	643	0.002	2	0.0	5.620	A
C-A	33	0.00			33			
A-B	9	0.00			9			
A-C	33	0.00			33			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	0.00	504	0.071	36	0.1	7.687	A
C-AB	2	0.00	645	0.003	2	0.0	5.604	A
C-A	39	0.00			39			
A-B	11	0.00			11			
A-C	40	0.00			40			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	0.00	500	0.088	44	0.1	7.888	A
C-AB	2	0.00	648	0.004	2	0.0	5.584	A
C-A	48	0.00			48			
A-B	13	0.00			13			
A-C	48	0.00			48			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	0.00	500	0.088	44	0.1	7.889	A
C-AB	2	0.00	648	0.004	2	0.0	5.584	A
C-A	48	0.00			48			
A-B	13	0.00			13			
A-C	48	0.00			48			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	0.00	504	0.071	36	0.1	7.691	A
C-AB	2	0.00	645	0.003	2	0.0	5.608	A
C-A	39	0.00			39			
A-B	11	0.00			11			
A-C	40	0.00			40			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	0.00	507	0.059	30	0.1	7.553	A
C-AB	2	0.00	643	0.002	2	0.0	5.623	A
C-A	33	0.00			33			
A-B	9	0.00			9			
A-C	33	0.00			33			

2030 | Base + Committed + Development Flows | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access Junction	T-Junction	Two-way	Two-way	Two-way		1.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.34	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2030	Base + Committed + Development Flows	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	69	100.000
B		✓	20	100.000
C		✓	45	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
			A	B	C
From	A	0	35	34	
	B	17	0	3	
	C	40	5	0	

Vehicle Mix

Heavy Vehicle %

		To			
			A	B	C
From	A	0	0	0	
	B	0	0	0	
	C	2	0	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	7.48	0.0	A
C-AB	0.01	5.68	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	0.00	510	0.030	15	0.0	7.273	A
C-AB	4	0.00	638	0.006	4	0.0	5.680	A
C-A	30	0.00			30			
A-B	26	0.00			26			
A-C	26	0.00			26			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	0.00	507	0.035	18	0.0	7.361	A
C-AB	5	0.00	640	0.007	5	0.0	5.676	A
C-A	36	0.00			36			
A-B	31	0.00			31			
A-C	31	0.00			31			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	0.00	503	0.044	22	0.0	7.482	A
C-AB	6	0.00	641	0.009	6	0.0	5.671	A
C-A	44	0.00			44			
A-B	39	0.00			39			
A-C	37	0.00			37			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	0.00	503	0.044	22	0.0	7.482	A
C-AB	6	0.00	641	0.009	6	0.0	5.672	A
C-A	44	0.00			44			
A-B	39	0.00			39			
A-C	37	0.00			37			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	0.00	507	0.035	18	0.0	7.362	A
C-AB	5	0.00	640	0.007	5	0.0	5.677	A
C-A	36	0.00			36			
A-B	31	0.00			31			
A-C	31	0.00			31			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	0.00	510	0.030	15	0.0	7.279	A
C-AB	4	0.00	638	0.006	4	0.0	5.680	A
C-A	30	0.00			30			
A-B	26	0.00			26			
A-C	26	0.00			26			