



Client:
Richborough

Project:
**Land North of Station Road
Market Bosworth**

Project No:
T24554
Report Title:
Transport Assessment

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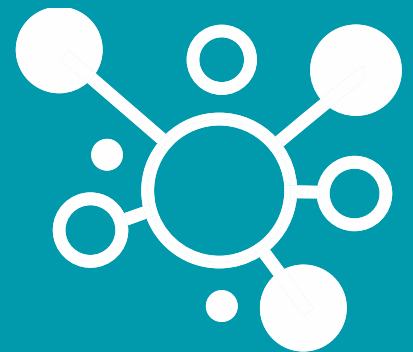


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1.0 Introduction

Background

- 1.1 Hub Transport Planning Ltd has been commissioned by Richborough to provide transport advice for a proposed residential development to the land north of Station Road.
- 1.2 It is intended that the site will provide 126 dwellings; the site location is shown on **Figure 1.1**, with the indicative site layout plan shown in **Appendix A**.

Structure of the Report

- 1.3 This report is a Transport Assessment (TA) intended to determine the relevant transport and highway issues and indicate potential solutions, where appropriate, with reference to the impact of the proposed development site.
- 1.4 Following this introduction, the report is set out as follows:
 - Section 2.0 – Policy Review;
 - Section 3.0 – Background Information;
 - Section 4.0 – Active and Sustainable Travel;
 - Section 5.0 – Development Proposals;
 - Section 6.0 – Traffic Generation, Distribution and Assignment;
 - Section 7.0 – Traffic Impact and Assessment;
 - Section 8.0 – Summary and Conclusion.

Limitations of the Report

- 1.5 This report has been undertaken at the request of Richborough, 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.
- 1.6 This report has been compiled using data from a number of external sources (such as TRICS, traffic count data and public transport information); these sources are considered to be trustworthy and therefore the data provided is considered to be accurate and relevant at the time of preparing this report.

2.0 Policy Review

Introduction

2.1 This section summarises the relevant transport policy documents against which the development proposals are considered at a national, regional and local level. The relevant policy documents relating to the site are detailed below:

- NPPF Document (2023)
- Leicestershire LTP3 (2011 – 2026)
- LTP for Leicestershire Core Document (2026 – 2040)
- Leicestershire County Council Strategic Plan (2024-2026)
- Site Allocation and Development Management Policies Development Plan (2006 – 2026)
- Leicestershire Cycling and Walking Strategy
- Leicestershire Bus Service Improvement Plan (2021 – 2026)
- The Neighbourhood Plan Vision for Market Bosworth (2014 – 2026)

National Planning Policy Framework (2023)

2.2 The latest National Planning Policy Framework (NPPF) was published in December 2023 and sets out the Government's Planning Policies and how these are expected to be applied.

2.3 In relation to transport, NPPF states that:

“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.”

2.4 When considering the transport effects of development, the NPPF states that:

“In assessing sites that may be allocated for development plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) 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.

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 would be severe.”

2.5 The NPPF further advises that:

“Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport 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.”

2.6 In relation to parking policy, the NPPF states that:

“If setting local parking standards for residential and non-residential development, policies should take into account:

- 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.”

Leicestershire Local Transport Plan 3 (2011- 2026)

- 2.7 The Leicestershire Local Transport Plan aims to create a transport system that supports a prosperous economy and successfully provides for population growth.
- 2.8 Clearly the overall strategic goals of the LTP3 are to be addressed at a County wide level in conjunction with Leicester City Council and reference to their LTP3. It is clear, however, that individual developments can provide their own contribution towards ensuring that their proposals ensure that the developments are as accessible as possible and provide a safe and attractive environment for those using the development.
- 2.9 Leicestershire County Council (LCC) now refer to their own specific design guidance for residential development (previously the 6C's guidance). The guidance is set out in the Leicestershire Highways Design Guide document which is not dated.
- 2.10 The introduction to that document states;

The guidance contained in this part is intended to help you design development layouts that provide safe and free movement for all road users, including cars, lorries, pedestrians, cyclists and public transport. You should select and assemble appropriate design elements to:

- *provide road layouts which meet the needs of all users and do not allow vehicles to dominate;*
- *create an environment that is safe for all road users and in which people are encouraged to walk, cycle and use public transport and feel safe doing so; and*
- *help create quality developments in which to live, work and play.*

We believe that such an approach, coupled with the flexibility that our guidance allows, already reflects many key themes of the Manual for Streets 2 (MfS2). We recognise that further work is required to bring LHDG even more closely in to line with the MfS2, in particular with regard to our road design descriptions and guidance. Meanwhile, this will not stop us seeking residential development layouts that recognise that roads have a wider role to play in creating a sense of place and community as opposed to simply having a functional transport role.

- 2.11 The design guide provides further detail regarding required visibilities for different design speeds and appropriate road and street layouts to serve residential development. These will be referred to later in this report.
- 2.12 The Plan establishes a strategic framework table in chapter 4 of the document which highlights 6 key strategic transport goals, which include:

“Goal 1: A transport system that supports a prosperous economy and provides successfully for population growth

Goal 2: An efficient, resilient and sustainable transport system that is well managed and maintained

Goal 3: A transport system that helps to reduce the carbon footprint of Leicestershire

Goal 4: An accessible and integrated transport system that helps promote equality of opportunity for our residents

Goal 5: A transport system that improves the safety, health and security for our residents

Goal 6: A transport system that helps to improve the quality of life for our residents and makes Leicestershire a more attractive place to live, work and visit"

2.13 Strategic outcomes relevant to this TA include:

- *"Our transport system provides more consistent, predictable and reliable journey times for the movement of people and goods.*
- *Our transport system and its assets are effectively managed and well maintained.*
- *Our transport system is resilient to the impacts of climate change.*
- *The negative impact of our transport system on the environment and individuals is reduced.*
- *More people walk, cycle and use public transport as part of their daily journeys, including to access key services.*
- *Effective and integrated public and community transport provision, including targeted and innovative travel solutions which meet the essential needs of Leicestershire residents.*
- *The number of road casualties is reduced.*
- *There is improved satisfaction with the transport system amongst both users and residents.*
- *The natural environment can be accessed easily and efficiently, particularly by bike or on foot."*

2.14 The strategic principles on page 54 of the document states:

- *We will try to limit additional future demand on our transport system by seeking to reduce the need to travel and placing a greater emphasis on travel choices and information to encourage the use of more sustainable modes of travel, especially at times of peak demand and in urban areas.*
- *We will, where appropriate, consider the need to change the balance of provision on our transport system, i.e. the balance of space available for cars, freight, buses, cycling and walking.*
- *We may eventually need to consider, and implement, more direct demand management interventions to ensure that our transport system can continue to function efficiently, safely and with the least possible negative impact on people and the environment*

Chapter 6: Encouraging active and sustainable travel

Encouraging more people to walk, cycle and use public transport will help to reduce congestion and achieve a transport system that provides for the effective and efficient movement of people, materials and goods.

The focus of our approach will remain on times of peak demand and in urban areas by:

- *Reducing the need to travel*
- *Improving the quality of the walking, cycling and public transport services and facilities on offer across the County.*
- *Increasing our efforts to influence travel choices and raise the awareness of residents and businesses about the impacts of their travel behaviour on their environment, their health and their quality of life.*
- *Encouraging less polluting travel by car.*

2.15 Page 86 of the document states the delivery of the LTP3 approach to implementing active and sustainable travel.

We will:

1. *Work through the planning system to seek to reduce the need for travel*

We will do this by:

- a) *Seeking to promote and support land-use planning policies that are developed by others that aim to reduce the need for existing residents to travel outside their local area*
- b) *Maximising the use of our existing transport system by seeking to deliver new developments in areas that are already able to be well served by walking, cycling and public transport.*
- c) *Seeking to ensure that new development proposals put forward by others are either supported by an appropriate range of facilities that reduce the need to travel off-site or, where it is necessary to travel off-site, travel distances are minimised and genuine, safe, high quality choices are available (or can be provided) for people to walk, cycle and use public transport to access facilities and services nearby.*
- d) *Encouraging high quality, safe facilities in new developments for pedestrians, cyclists and public transport users.*
- e) *Seeking to ensure that new development proposals put forward by others are supported, as appropriate, by travel plans.*

Such travel plans should seek to reduce travel by car and be backed up a target-driven monitoring and reporting programme that will allow the effectiveness of the travel plan in changing travel behaviour to be assessed. It is suggested that such travel plans should also contain the requirement for penalty charges to be introduced where targets are not met.

f) Using wider planning policies to promote and help enable travel by walking, cycling and public transport. Ensuring land use and transport planning are properly integrated throughout the planning process is vital to reduce the need to travel and to encouraging travel by public transport, bike or on foot

2. *Improve the quality of the walking, cycling and public transport services, facilities and infrastructure on offer across the County*

We review the walking, cycling and public transport infrastructure that is in place across the urban areas of the County with a view to identifying and delivering improvements, particularly where this would support sustainable economic and / or population growth. We will seek to do this in combination with other measures that seek to promote, encourage and enable people to travel by means other than the car. It should also be noted that we will increasingly need to seek funding from other sources in order to achieve this.

A Local Transport Plan for Leicestershire Core Document (2026 – 2040)

- 2.16 As the LTP3 ends in 2026, this is expected to be replaced by LTP4 which will set out the strategic vision for transport, core themes and policies from 2026 until 2040. The LTP4 core document has the same 6 strategic transport goals as LTP3. This vision for transport across Leicestershire is *“Delivering a safe and connected transport network which is resilient and well-maintained to support the ambitions and health of our communities, deliver economic prosperity whilst safeguarding our environment.”* The Local Transport Plan has been developed into 3 phases:

Phase 1: Up to 2030

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Will identify the key challenges faced across the county in terms of transport. It will set out the strategic vision for transport, the core themes and policies and how these will be implemented

Phase 2: Up to 2040

Will be the development and implementation of a series of focused strategies

Phase 3: Up to 2050

Will set out the monitoring and review processes and progress based on the LTP to identify success or where greater focus is required.

Core Themes of the Strategic Vision include:

- *Enabling Health And Wellbeing: Facilitate a transport network which benefits the health and wellbeing of our communities from transport solutions. Protecting The Environment Enable a transport network which minimises the impact and where possible provides benefit to the environment.*
- *Delivering Economic Growth: Facilitate a transport network which delivers transport solutions that are viable and enable economic growth, and deliver best value for money.*
- *Enhancing Our Transport Network's Resilience: Provide a transport network which ensures the delivery of transport solutions which minimise delay, enable travel choice and positive user experiences.*
- *Embracing Innovation: Actively enable the transport network to trial and implement innovation which provides betterment to our communities and resilience to its operation.*

Core Policies include:

Core Policy 1: Delivering the Vision Ensure that all our transport solutions accord with the five core themes to deliver our vision for transport with regard to government policy for the benefit of our communities.

Core Policy 2: Managing Demand Delivering a safe, accessible, connected and resilient transport network that is well managed and enables communities to access jobs, education and services. The network will also enable efficient movement and delivery of goods to support the local, regional and international markets.

Core Policy 3: Enabling Travel Choice Enabling travel choice in all of our communities that reflects their unique needs which ensures their safety whilst promoting health & wellbeing and protecting the environment.

Core Policy 4: Delivering Solutions Work collaboratively to identify and develop innovative transport related solutions which provide good value for money and enable travel choice, improve our transport network users' experiences, and benefit the environment and the health and wellbeing of our communities.

Core Policy 5: Embracing Innovation Embrace innovation and collaboration, which enables us to decarbonise transport and adapt to climate change to ensure a resilient transport network, while benefiting the environment and promoting the health and wellbeing of our communities.

Core Policy 6: Evaluating Progress Utilise data, monitoring and evaluation of our transport solutions to enable evidence based programmes, provide a flexible approach to policy development, technology, and innovation to address changes and challenges which impact our communities.

Leicestershire County Council Strategic Plan (2024-2026)

- 2.17 The LCC Strategic Plan outlines the vision, priorities and goals for the county's development, whilst focusing on 5 key areas, including transport and infrastructure.

Our actions

- *Enhance the infrastructure that supports cycling and walking, such as segregated infrastructure, cycle parking, pedestrian crossings and traffic reduction measures to create healthy streets and spaces*
- *Provide cycle training and work with schools and workplaces to provide people with the required skills and information to cycle and walk*

Keeping Leicestershire Moving

- *Maintain safe highways which support housing development and economic growth*
- *Maximise opportunities from technological innovations; utilizing evidence gathered on the highway network to support end to end journey planning and better traffic management*
- *Work with bus operators to deliver our Bus Service Improvement Plan which will promote affordable and high-quality passenger transport services*
- *Engage the logistics sector to better understand its transport infrastructure needs and support the efficient movement of freight into, within and out of Leicestershire*
- *Work with the sub-national transport body, Midlands Connect, to improve passenger rail services*
- *Work with partners to enable and encourage electrical vehicle usage, including through infrastructure*
- *Enhance the infrastructure that supports cycling and walking, such as segregated infrastructure, cycle parking, pedestrian crossings and traffic reduction measures to create healthy streets and spaces*
- *Work with partners to improve Digital Connectivity across Leicestershire and implement the Council's first digital connectivity strategy*

Site Allocation and Development Management Policies Development Plan (SADMP) (2006 – 2026)

- 2.18 The Neighbourhood Plan and the Site Allocation and Development Management Policies Development Plan are used in collaboration with each other to assess planning applications within the Market Bosworth Neighbourhood Area.
- 2.19 As stated in the SADMP and Hinckley and Bosworth's Core Strategy, the requirement for Market Bosworth includes:
- *Land to be allocated for a minimum of 100 houses*
 - *Support additional employment provision;*
 - *Support the role of Market Bosworth as a tourist destination;*
 - *Address the existing deficiencies in the quality and quantity of green spaces;*
 - *Implement the strategic green infrastructure network; and*
 - *Protect the fingers of green open land which penetrate towards the Market Place*
- 2.20 Policy DM17 of Highways and Transportation states

“Development proposals will be supported where they:

- a) Seek to make the best use of existing public transport services and, where appropriate, provide opportunities for improving and sustaining the viability of those services; and cycling to services and facilities; significant movement;*
- b) Seek to ensure that there is convenient and safe access for walking*
- c) Demonstrate that there is not a significant adverse impact upon highway safety; and in the case of development that generates*
- d) That the development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised; of development on the transport network are not severe.*
- e) Where it can be demonstrated that the residual cumulative impacts*

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

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

Leicestershire Cycling and Walking Strategy

- 2.21 The Cycling and Walking Strategy sets out the strategic approach to delivering the vision for Leicestershire to become a county where walking and cycling are safe, accessible and obvious choices for short journeys, and a natural part of longer journeys.
- 2.22 The Leicester and Leicestershire Strategic Transport Priorities consists of 10 principal transport aims within the document. These were the following:
 - *improve connectivity*
 - *support and drive the economy to unlock growth*
 - *create high quality environments for communities to thrive*
 - *ensure development is sustainable and maximises social and environmental benefits*
 - *support the transition to a low carbon and circular economy*
 - *support national and international efforts in combatting the impacts of, and adapting to, climate change*
 - *maximise opportunities from technological innovations*
 - *address wider social challenges including accessibility, severance, and deprivation*
 - *improve public health, by tackling sedentary behaviour and poor air quality*
 - *focus transport investment and funding to achieve the biggest impact for the city and county*

The 3 key objectives of the Strategy are:

- To enhance the infrastructure that supports cycling and walking in Leicestershire by upgrading existing and providing high quality new segregated infrastructure, cycle parking, pedestrian crossings and traffic reduction measures to create healthy streets and spaces.
- To enable people to cycle and walk in Leicestershire by providing cycle training, working with schools and workplaces to provide people with the required skills and information.
- To inspire a step change in cycling and walking in Leicestershire by targeted promotion, engagement and encouragement to instil confidence so that people from all backgrounds choose to walk and cycle more.

The policies that underpin this Cycling and Walking Strategy support the wider objectives and goals of the authority's key strategies and plans, are as follows:

Cycling and Walking Policies	
Policy 1	To work with district council partners through the development plan process to seek to ensure that new developments are located in places that offer genuine opportunities to make everyday trips using active modes
Policy 2	To influence planning approvals to ensure that new residential and employment developments are built in line with current cycling and walking guidance, and commit land developers to provide funding for behavioural change revenue measures
Policy 3	To improve existing and deliver new infrastructure to support cycling and walking, including the provision of segregated cycle routes and prioritisation of active modes in accordance with Gear Change and LTN1/20
Policy 4	To maximise opportunities for people to undertake cycling and walking as part of journeys linking with passenger transport (bus and rail)
Policy 5	To work toward replacing a significant number of everyday local car journeys with cycling and walking journeys
Policy 6	To increase numbers of everyday journeys made by cycling and walking – contributing to the national target of half of all journeys in towns and cities being cycled or walked by 2030
Policy 7	To continue to deliver cycle training to as many groups of people as possible under our Choose How You Move brand, to increase the attractiveness of cycling as a transport mode for everyone in the county
Policy 8	To maximise opportunities to improve road safety for people walking and cycling in line with our wider road safety aims
Policy 9	To improve the health of people who live in Leicestershire by helping them to build active travel into their daily lives
Policy 10	To continue to work in partnership with Leicester City Council via our Choose How You Move brand to encourage and enable people to cycle and walk for more of their journeys via targeted awareness raising activities
Policy 11	To collect, maintain and analyse cycling and walking data to provide a robust evidence base to inform all initiatives

Dedicated Cycling Infrastructure

All new highways schemes must prioritise the safety and comfort of people cycling above motorised vehicles. New infrastructure must be linked to existing routes in order to create a coherent network as much as possible.

Dedicated Walking Infrastructure

All new highway schemes must prioritise the safety and comfort of people on foot above motorised vehicles.

Personal Travel Planning

Personal travel planning (PTP) is a technique that delivers targeted information, incentives and motivation directly to individuals to help them make more sustainable travel choices. It is most commonly applied to household members through a community-based programme.

The overall premise of PTP is to encourage people to think about their current travel habits and consider how (if at all) they could make those trips in more sustainable ways. The way this is done differs from project to project, but typically involves:

- *One to one conversations either on the doorstep, or by phone between individuals and trained advisors in an attempt to motivate the individual to try new modes of transport;*
- *The provision of a personalised 'pack of information' to the individual to help them travel more sustainably (for example local bus timetables and walking and cycling maps).*
- *Encouragement to change through the offer of relevant gifts and incentives (for example pedometers, cycle lights, free public transport taster tickets)*

2.23 Paragraph 6.58 states

"As such, developments should include:

- *Secure cycle parking at residences, shops, transport hubs and workplaces*
- *Location of services with consideration given to walking and cycling routes and distances*
- *Developer contributions to improve walking and cycling facilities on existing highways impacted by developments, as well as revenue funding to support encouraging and enabling activities. Where appropriate this could also include 'in kind' contributions of land adjacent to existing highways, that would allow new facilities to be provided (or existing facilities to be widened)"*

The county council will also continue to seek commitment from developers to produce and implement Travel Plans through the Development Planning process. Travel Plans are key to encouraging and enabling occupants of new developments to walk or cycle, by ensuring they have access to information regarding the walking and cycling options available to them. This is achieved via a series of initiatives and incentives that the developer is responsible for delivering. Travel Plans are expected to be active for up to five years after a development becomes occupied, and are monitored annually by the authority.

Leicestershire Bus Service Improvement Plan (2021 – 2026)

2.24 The Bus Service Improvement Plan (BSIP) was developed in 2021 and aims to fulfil the goals of the LTP and connect local areas.

- 2.25 In terms of new developments and evolving bus demand, the document states *“To encourage alternative modes and offer greater travel choice, it is essential bus services are provided from an early stage of occupation to enhance behaviour change opportunities. As part of the planning process, the County Council engages with District Councils to understand opportunities for developments to be integrated into the bus network at the most appropriate time.*
- 2.26 *Section 106 funding is requested towards public transport services and infrastructure, this can often compete with other requests for highway enhancements, education, health, and community facilities. S106 contributions towards public transport measures therefore cannot be guaranteed. However, every effort is made to secure developer contribution towards provision and promotion of sustainable travel.”*

The Neighbourhood Plan Vision for Market Bosworth (2014 - 2026)

- 2.27 The Neighbourhood Plan is a community-led framework that aims to guide development and growth within the town through aligning the community needs and visions with sustainability. The Neighbourhood Plan Vision for Market Bosworth states the following aims:
1. *To work closely with Hinckley and Bosworth Borough Council to identify a site that meets the housing requirement in the Local Plan and is supported by the local community*
 2. *To provide a planning framework for development that:*
 - 2a) *reinforces the quality and character of Market Bosworth*
 - 2b) *is sensitive to the local ambience which combines a thriving and often busy core with nearby areas of tranquil open space*
 - 2c) *protects and enriches the landscape*
 - 2d) *takes account of the impact of new development on the Conservation Area and other heritage assets*
 3. *To prioritise local distinctiveness in every element of change and future development*
 4. *To strengthen and support economic activity within the Neighbourhood Area*
 5. *To seek improvements to traffic flow, congestion and parking*
 6. *To seek improvements to digital connectivity*
 7. *To maintain and improve local facilities and services for the community.*

3.0 Background Information

Site Location and Existing Transport Network

- 3.1 The proposed development is greenfield, located north of Station Road, to the west of Market Bosworth approximately 1.2km away from the town centre and 23km west of Leicester.
- 3.2 There is an existing vehicular access to the land that also gives access to the Kyngs Golf Club. The access is to be improved as part of the golf club development proposals and will also form the vehicular and active travel access to the residential proposal.
- 3.3 A second track access to the west of the site gives access from Station Road to a property to the north known as The Stables. This access may also provide pedestrian and cycle access to this residential development proposal.
- 3.4 Station Road runs in an east-west direction and is a single-carriageway two-lane road with street lighting, subject to a 30mph speed limit. The speed limit reduces passing the school to the east of the site. There are speed calming measures in place with signage indicating a reduction in the speed limit to 20mph.
- 3.5 To the west of the site, Station Road bridges over the heritage Battlefield Line railway and continues west to meet a four-arm roundabout slightly further west; the roundabout gives access to small residential developments via Pipistrelle Drive and Sedgemere Road.

Highway Network Observations

- 3.6 The site has been visited several times during peak hours under 'typical' traffic conditions.
- 3.7 Traffic was noted to be free-flowing past the site, even in peak hour traffic conditions with no noticeable delays at the roundabout to the west. A limited level of on-street parking was observed in the morning peak hour on the route towards Market Bosworth, most likely associated with parents of children at St Peter's C E Primary Academy, but the parking did not cause significant delay to two-way traffic movement.
- 3.8 Within the centre of Market Bosworth, no particular congestion issues were noted, including at the Station Road/Back Lane/Main Street/Market Place and Main Street/Park Street junctions.

Committed Developments

Kyngs Golf Club

- 3.9 North of the proposed site is the application for a multi-purpose golf clubhouse and holiday homes. The application reference number for Kyngs Golf Club is 24/00019/FUL, with the previous reference of 19/01437/FUL which has its revised scheme approved as of 12th April 2024. The transport statement affiliated with this application notes the development's worst-case trip generation scenario during weekdays forecasting traffic to 70 trips in the AM peak, and 61 trips in the PM peak.

Owl Homes, King Richard's Wharf

- 3.10 Adjacent to the Ashby de la Zouch canal is a residential development comprising of 73 dwellings and public open space. Of the 73 dwellings, 34 are currently occupied, with the remaining being in their build-out phase. Planning permission was granted in March 2022, under the planning reference number 21/00379/FUL with

the previous application reference of 20/00131/FUL. The transport statement affiliated with Owl City Homes forecasts traffic of 47 vehicular trips during the AM peak and 40 vehicular trips during the PM peak.

Other Planned Developments

Land South of Station Road

- 3.11 There is currently a Miller Homes planning application for a mixed-used development proposes 138 residential dwellings and approximately 20,000ft of commercial land to the south of Station Road (opposite the Richborough proposal) which is pending a decision. The planning reference number is 24/00560/HYB and the ADC transport assessment associated with the development indicates the following traffic generation; 98 vehicular trips are forecasted in the morning peak, and 77 in the evening peak.
- 3.12 This development proposal is considered as committed for the purposes of this TA. It is also noted that as part of the Miller Homes proposal the intention is to extend bus service 153 from the centre of Market Bosworth to the development site south of Station Road.

Traffic data

- 3.13 A series of Classified Turning Counts (CTCs) were undertaken on Wednesday 3rd July 2024 across the surrounding highway network, at the following junctions and roundabouts:
- Station Road/ Market Bosworth/ Pipistrelle Drive/ Sedgemere Road roundabout
 - Market Place/Main Street/Station Road/Back Lane Crossroads
- 3.14 The CTC data is included in this report as **Appendix B**.
- 3.15 Automated Traffic Counts (ATCs) have also been undertaken on the following locations;
- Main Street between Park Street and Church Street
 - Station Road East between Southfield Way and Main Street
 - Station Road East, adjacent to the site access
 - Station Road West, adjacent to the western track road access
 - Market Bosworth, west of the Station Road roundabout and west of the site
- 3.16 The ATCs were conducted over a 7-day period between 3rd of July and 9th July 2024.
- 3.17 The ATC data is included in this report as **Appendix C**.
- 3.18 Traffic flow diagrams showing the 2024 baseline flows and PCUs can be seen in **Figures 3.1 to 3.4**.

Accident Data

- 3.19 An initial review of Personal Injury Accident (PIA) data, along the site frontage and within the immediate vicinity of the site, has been undertaken using the DfT database for the latest six-year period (from January 2017 up to December 2022). The map indicating the extent of the study area and the location of accidents is provided in **Appendix D**. A summary of the PIA data is provided in **Table 1**.

Table 1- Accident Data Summary (01/12/2017-31/12/2022)

Location	Severity			
	Slight	Serious	Fatal	Total
Junction				
Station Road/Godson's Hill	-	1	-	1
Market Bosworth/ Sedgemere Road/ Station Road/Pipistrelle Drive Roundabout	1	-	-	1
Links				
Station Road	1	-	-	1
Wellsborough Road	1	-	-	1
Total	3	1	-	4

- 3.20 In the recent 6-year period reviewed there have been 6 personal injury accidents (PIAs) within a 2km radius of Station Road. Of these, 4 were slight in severity, with the remaining 2 being serious. Overall, incidents were limited, with the most recent incident being in 2021.
- 3.21 The two serious incidences were present at the Godsons Hill/Station Road junction and within the town centre, with both incidences dating back to 2018. The remaining incidences occurred at different locations on Station Road with no pattern or clustering to suggest any pattern in the incidents.
- 3.22 Therefore, whilst all PIAs are regrettable, the quantity and severity of PIAs recorded in the vicinity of the site do not give any undue cause for concern at this stage, nor does the data suggest that there are any accident clusters in the vicinity of the site.

4.0 Local Facilities and Sustainable & Active Travel

- 4.1 It is generally understood that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy that the Institute of Highways and Transportation (IHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. The suggested acceptable walking distances to common facilities are presented in **Table 2** below.

Table 1 – Suggested Walking Distances (IHT Guidelines)

	Town Centre (m)	Commuting/Schools/ Sightseeing (m)	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

- 4.2 In addition to the IHT guidance, 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.
- 4.3 MfS also states that the 800m walking distance is not an upper limit and references the former PPG13 guidance in respect of walking replacing short car trips, particularly those under 2km.
- 4.4 Manual for Street (MfS) guidance highlights that ‘walkable neighbourhoods’ are typically characterised as having a range of facilities within 10 minutes (up to about 800m) walking distance which can be accessed comfortably on foot.
- 4.5 Table NTS0303 of the 2022 National Travel Survey (released August 2023) indicates that the average walk trip distance in 2022 was 0.7 miles or 1.12km.
- 4.6 The 2022 National Travel Survey also states that walking was the most frequent mode used for short trips, with 83% of trips under one mile being undertaken by foot in 2022; this is a slight increase compared to 2021 (82%) and 2019 (80%).
- 4.7 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.
- 4.8 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).”
- 4.9 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.”

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- 4.10 The second cycling and walking investment strategy (CWIS2) published by DfT in 2022 states that one of the objectives is to increase the percentage of short journeys by walking and cycling in towns and cities from 41% in 2018/2019 to 46% in 2025.
- 4.11 In terms of the 2022 National Travel Survey, Table NTS0303 indicates that the average cycle trip distance (for all purposes) in 2022 was 3.6 miles or 5.76km; therefore, it is reasonable to consider cycling as a viable mode of travel for distances up to 8km.
- 4.12 Station Road runs in an east to west direction and leads towards Market Bosworth town centre which has numerous facilities located nearby. The Market Place includes shops, supermarkets, cafes and restaurants. These facilities have been listed in **Table 3** and can be seen in **Figure 4.1**.

Table 3 – Distance to Local Facilities

Facility	Distance (Approx.)
Market Bosworth Football Club	300m
Heath Road Playground	350m
St Peters C of E Primary Academy	350m
Cadeby Lane Stepping Stones Pre School	350m
Market Bosworth Sports Club	400m
Our Lady & St Gregory's Catholic Church	600m
Bosworth Marina (incl. licensed premises, convenience store, cafés)	760m
Market Bosworth Community Library	900m
Bosworth Lakeside Lodges	1.0km
Bosworth Dental Practice	1.0km
Tin Tin Cantonese Takeaway	1.0km
The Batter of Bosworth Takeaway	1.0km
The Market Bosworth School	1.0km
The Market Bosworth Surgery	1.1km
The Dixie Grammar School	1.1km
Market Bosworth Day Nursery	1.3km
Hinckley House School	1.3km
Free Church	1.3km
St Peters Church	1.3km
Market Bosworth Bowling Club	1.3km
Jasper's Coffee Shop	1.4km
Bosworth Hall Hotel & Spa	1.4km
Market Bosworth Parish Hall	1.4km
Market Bosworth Country Park	1.5km
Spindles Health Club & Gym	1.5km
Market Bosworth Town Centre Market Place (incl., restaurants, cafes, takeaways, hotels, B&Bs, Co-op supermarket, pharmacy, barbers, newsagents, clothes stores)	1.0km – 1.2km
Future Proposed Facilities	
Community Park	150m
Children's Play Spaces	175m – 300m

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Ecology Pond and Water Meadow	175m – 275m
Golf Clubhouse & Holiday Homes	240m

Accessibility by Foot

- 4.13 The existing footway on Station Road is to the northern side of the carriageway and measures approximately c.1.5m in width and continues east into Market Bosworth town centre.
- 4.14 A continual footway is provided on the northern side (site side) of station road into Market Bosworth, with provision also provided only in part on the southern side of the road opposite the site. From the Springfield Avenue/Station Road junction, footway provision along Station Road runs from both sides of the carriageway heading east, to provide access into Market Bosworth town centre.
- 4.15 Further north from the proposed and committed developments is footpath S70, seen in LCC's definitive map. This runs to Carlton Road, west of King's Bridge and provides a leisurely walk to the Ashby-de-la-Zouch canal. Footpath S70 runs to the east of St Peter's CE Primary Academy, towards the town centre, leading to Back Lane. This will provide access to the committed development of Kyng's Golf & Country Club and beyond.
- 4.16 Fronting the site access, approximately 35m to the west lies the Godson's Hill flagpole bus stop, which provides a bus service to Twycross Zoo.
- 4.17 Approximately 700m to the west, passing Market Bosworth bridge, lies Bosworth Marina which includes a café, a convenience store and lounge.
- 4.18 Running west from Station Road, footway provision is provided on the northern side of the carriageway, with footway providing access to the sports club.
- 4.19 Walking distances surrounding the site can be seen in **Figure 4.2**, highlighting the areas around Station Road and Market Bosworth town centre which are accessible by foot.

Accessibility by Cycle

- 4.20 National Cycle Route 52 runs on a N-S axis 700m west of the site access, on the Wellsborough Road/Carlton Road junction. This connects Market Bosworth northwards towards Coalville (17km away), Whitwick (20km away), Thringstone (21km away), and southwards towards; Nuneaton (17km away), Bedworth (24km away) and Coventry (33km away).
- 4.21 Approximately 500m to the west of the site, access to the Ashby-de-la-Zouch Canal can be gained, with a towpath running alongside the canal which would be considered suitable for leisure trips made by cycling.
- 4.22 According to Hinckley and Bosworth's Cycling map (area N0944) on the ChooseHowYouMove website, other recommended on-road routes suitable for cyclists include; Station Road, Barton Road, Shenton Lane and Sutton Lane, indicating that local routes surrounding the vicinity of the site which are considered to be safe for cyclists.
- 4.23 Leicestershire's ChooseHowYouMove website also shows several cycle routes surrounding the site, which can be found online here: [Online Cycle Mapping Facility - Interactive Map - County Map](#) as well as in **Figure 4.3**. Leisurely routes are seen to run north of the proposed site to Carlton and Barton in the Beans, and further west towards Congarstone. Other leisurely routes run south towards the outskirts of Hinckley near; Sutton Cheney (6km away), Shenton (5km away), Dadlington (6.5km away) and Stoke Golding (9km away).

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- 4.24 Quieter routes which run directly from Market Bosworth town centre head towards Shenton (5km away), Newbold Verdon (5.5km away) and Kirkby Mallory (7.0km away).
- 4.25 The routes in and around Market Bosworth are considered safe for cyclists, being lit and subject to a 30mph speed limit, changing at times to 20mph when heading east towards the schools, or to 40mph when heading west of the Market Bosworth/Station Road roundabout.
- 4.26 It is worth noting that as there are no cycleways present, the majority of cycle routes are predominantly on-road and are considered to be appropriate for cycle use particularly for more experienced cyclists.

Accessibility by Bus

- 4.27 The nearest bus stop, Godson's Hill, lies adjacent to the existing site access (c.35m). This serves the TZ1 bus operated by Arriva Midlands which runs from Leicester and has the sole destination and calling point of Twycross Zoo.
- 4.28 Service 153 is the closest regular bus service to the site and runs from the centre of Market Bosworth. A summary of the frequency and destinations served by these buses is provided in **Table 4** below.

Table 4 – Local Bus Services

Service No.	Route	Frequency per hour (approx.)		
		Mon - Fri	Sat	Sun
TZ1	Leicester – Desford – Twycross Zoo	1 service at 12:01	1 service at 12:01	N/A
153	Leicester Bus Station – Desford – Market Bosworth – Barleston – Newbold Verdon – Desford – Leicester	Every hour from 07:33 – 21:04	Every hour from 07:45– 20:45	N/A

- 4.29 It is noted that bus service 153 is proposed to be extended from the town centre to this area of Station Road as part the planning application for the Miller Homes development to the south.

Accessibility by Rail

- 4.30 The closest railway stations to the proposed development are Atherstone Railway Station located approximately 13.6km from the proposed development, which is an approximate 45-minute cycle distance away, and Nuneaton Railway Station, which is slightly further away but offers additional services. Nuneaton railway station is approximately 15.1km from the proposed development, equivalent to a 50-minute cycle potentially using NCN Route 52. Although cycling/ride options may not be a viable alternative for many users park & ride will be (see below).
- 4.31 Services and facilities provided by each railway station can be seen in further detail below.

Atherstone Railway Station

- 4.32 Atherstone Station benefits from 17 car parking spaces, 2 of which are disabled bays. As well as this, parking can serve up to 12 bicycle storage spaces.
- 4.33 The West Midlands Trains services from Atherstone run to:

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London Euston, calling at;

- Nuneaton (7mins)
- Rugby (1hr 15mins)
- Milton Keynes Central (1hr 45mins)
- London Euston (2hr 10mins) and;

Crewe, (50mins) calling at;

- Tamworth (9mins)
- Lichfield Trent Valley (16mins)
- Rugeley Trent Valley (25mins)
- Stafford (35mins)

Nuneaton Railway Station

4.34 Nuneaton Railways Station's car park provides 186 car parking spaces and 7 disabled spaces, with 46 cycle storage spaces.

4.35 The Cross-Country services from Nuneaton run towards:

Leicester, (24mins) calling at;

- Hinckley (6mins)
- Narborough (15mins)
- Leicester (24mins)

Birmingham New Street, (28mins) calling at;

- Coleshill Parkway (15mins)

Cambridge, (2hr 10mins) calling at;

- March (32mins)
- Peterborough (49mins)
- Melton Mowbray (1hour 32mins)
- Leicester (1hour 49mins)

4.36 The Avanti West Coast services from Nuneaton run towards:

Manchester Piccadilly, calling at;

- Stoke-on-Trent (33mins)
- Stockport (56mins)
- Manchester Piccadilly (1hr 07mins)

4.37 The West Midlands Trains services head towards:

Leamington Spa, (40mins) calling at:

- Bedworth (10mins)
- Coventry (18mins)
- Kenilworth (28mins)

London Euston, (1hr 10mins) calling at:

- Rugby (12mins)
- Milton Keynes Central (36mins)

4.38 Both stations are within a 20-minute drive, with services running frequently and to a wide range of destinations, providing options for residents of the proposed site to commute to work via park & ride.

4.39 Both train stations and bus services in **Table 4** offer suitable sustainable and active travel means for residents of Market Bosworth to reach large employment areas including Leicester and Birmingham. Clearly there is potential for residents of the site to reach such destinations via a combined drive and rail journey.

4.40 It is also worth noting that the Battlefield Railway line acts as a leisure route from Shenton and Bosworth Battlefield Country Park to Shackerstone, calling at Market Bosworth, c110m west from the site boundary.

Summary of Baseline Conditions

4.41 The development site benefits from having a wide range of facilities within walking and cycling distance, including appropriate education facilities and local retail, health and leisure facilities.

4.42 The above review demonstrates that the proposed site is readily accessible by a variety of modes of transport that have the potential to reduce reliance on the private car, particularly as there are several facilities located within a reasonable walking distance in the town centre. Improvements to the footway network are to be implemented along the site frontage. It is therefore considered that residents will have a real choice about how they travel and that the proposals therefore accord with guiding principles of the National Planning Policy Framework.

5.0 Development Proposals

Site Access

- 5.1 Drawing **T24554.001** details the proposed site access junction layout and **T24554.002** demonstrates that a large refuse vehicle can use the proposed site access junction in a forward gear without any complications. An indicative masterplan is included in **Appendix A**.
- 5.2 Adjacent to the site access to the east, towards the Godson's Hill bus stop, the observed 85th percentile speeds were 34.6mph eastbound and 40.2mph westbound thus requiring splays of 53.6m and 106.1m, respectively.
- 5.3 It is worth noting that although eastbound speeds were lower than 60kph (37.2mph), at 34.6mph, calculation parameters were calculated in both directions on the basis of the observed speeds over 60kph for robustness, i.e. visibilities in both directions were calculated in line with paragraph 10.1.6 of the Manual for Streets 2 document. Therefore, the revised splay for the eastbound direction, based on this robust approach, is indicated as 72.1m.
- 5.4 The access junction to the east will be located approximately 100m from the centre of the site, with 2.0m of paved footway on both sides of the access road, which will be 6.0m in width. This access will include dropped kerb and tactile crossings on each side of the site access to ensure the safe crossing to and from the site for pedestrians to reach the Godson's Hill bus service, adjacent to the development.
- 5.5 The development will provide widening of the existing footway provision on the northern side of the carriageway on Station Road to 2.0m where required.
- 5.6 Furthermore, to encourage sustainable and active travel by bus, an uncontrolled pedestrian crossing formed using dropped kerbs and tactile paving will be provided across Station Road to assist access to and from the westbound bus stop.

Road Safety Audit

- 5.7 As part of the assessment a Stage 1 Road Safety Audit (RSA1) has been commissioned. The audit has indicated only minor issues which have been addressed as part of the Designer's Response. The RSA1 and Designer's Response are included as **Appendix E** to this report.

Internal Layout

- 5.8 The internal layout of the proposed development will be designed in accordance with the guidelines of Manual for Streets (MfS) and MfS2.
- 5.9 Sufficient car and cycle parking for the site will be provided on plot for each dwelling in accordance with the relevant parking standards.

6.0 Traffic generation, Distribution and Assignment

Traffic Generation

- 6.1 The proposed development is for up to 126 dwellings. Traffic generation has been calculated on the basis of 130 dwellings for robustness.
- 6.2 The traffic generation for the proposed development has been derived using the TRICS (7.11.2) database and has been conducted in accordance with the TRICS Good Practice Guide.
- 6.3 The following parameters have been used within the TRICS assessment:
- Land Use – Residential/ Houses Privately Owned
 - Regions – United Kingdom (excl. Northern Ireland and Greater London)
 - Units – 75 to 212
 - Data Range – 01/01/2016 to 27/03/2024
 - Days – Weekdays

Table 5 – TRICS Generation Vehicle Trip Rates

Peak Period	Trip Rate (per dwelling)		Trips		Total
	In	Out	In	Out	
AM	0.132	0.291	17	38	55
PM	0.316	0.184	41	24	65

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

- 6.4 It is worth noting that sites with mixed flats, bungalows and apartments were excluded from the site selection process in order to better reflect the proposed site composition. As a result, trip rates forecast the development to generate 55 vehicular movements during the AM peak and 65 during the PM peak. The full TRICS output can be seen in **Appendix F**.

Traffic Distribution and Assignment

- 6.5 The forecast residential development traffic has been distributed across the highway network based on the NOMIS 2011 Census Origin/Destination Travel to Work data (using MSOA Hinckley and Bosworth 004 as the place of residence); full details are provided in **Appendix G**.
- 6.6 Traffic has been assigned to the network using appropriate online mapping tools and knowledge of the existing area.
- 6.7 Traffic has been assigned via the single vehicular site access which is shared with the Kyngs Golf & Country Club.
- 6.8 The resulting assignment is as follows:
- Site Access Station Road:

- Eastbound to Station Road (E) = 65%
- Westbound to Station Road (W) = 35%
- Station Road East:
 - North into Site Access = 65%
- Station Road West:
 - North into Site Access = 35%
- Eastern Track Road junction on Station Road:
 - Station Road (W) eastbound = 35%
 - Station Road (E) westbound = 35%
- Market Bosworth roundabout:
 - Market Bosworth eastbound = 35%
 - Station Road (E) westbound = 35%
- Main Street:
 - Westbound to Station Road = 65%
- Station Road (E):
 - Eastbound to Main Street = 65%

6.9 The development assignment and traffic flow diagrams for the surrounding highway network are shown in **Figures 6.1 to 6.4**.

Committed Development Traffic

- 6.10 As indicated earlier in this report, there is a committed development, Kyngs Golf Club, which neighbours the proposed site to the north and is to share the same vehicular access. Additionally, at approximately 500m to the west and south of the proposed access is another development currently in its build-out phase. To account for additional traffic movements across the highway network from both of these committed developments, trip rates have been attained from both developments' transport statements and incorporated within the traffic flows.
- 6.11 The Owl Homes development to the west and south of the proposed site is in its build-out phase of 73 dwellings. We understand that of the 73 committed Owl Homes, 34 residences were currently occupied at the time of the counts, with the remaining 39 homes being built. As traffic counts were undertaken recently, from 03/07/24, the traffic network flows account for the 34 occupied homes as well as the construction traffic associated with the building of the development. The construction traffic has remained in the existing counts for robustness, with the 39 unoccupied homes being accounted for on the basis of the TRICS trip rates calculated in this report.
- 6.12 The multi-use trips from Kyngs Golf Club Transport Statement divided trips into various purposes such as; the golf course itself, the restaurant, holiday homes, evening classes and conference trips. For the purpose of this TA, it is assumed that all trips forecast from Kyngs Golf Club occur on a weekday and are concurrent, therefore, the committed developments traffic generation has been in line with Table 1a of the Highway Access Solutions Transport Statement associated with Kyngs Golf Club. As a result, the worst-case weekday trip generation with a conference and evening class is expected to create 70 vehicular trips in the AM period and 61 trips in the PM peak period.

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- 6.13 Although the Miller Homes development to the south of Station Road is not truly a committed development with its planning permission yet to be approved, traffic from the proposed development has been incorporated into this transport assessment for robustness. Employment and residential trips have been combined to forecast a net traffic generation of 98 trips in the AM peak and 77 trips in the PM peak.
- 6.14 The anticipated traffic of each committed development can be seen in **Figures 6.5 to 6.8**, with Owl Homes' traffic indicated in **Figures 6.5 – 6.6** and the Kyngs Golf and Country Club traffic shown in **Figures 6.7 – 6.8**. The anticipated traffic from the Miller Homes site south of Station Road has also been included in **Figures 6.9 and 6.10**.

7.0 Traffic Impact and Assessment

Introduction

- 7.1 This section sets out the results of the junction modelling capacity assessments on the local highway network.
- 7.2 As indicated the traffic generation of the proposed development would result in an additional 55 vehicle trips in the morning peak and 65 during the PM peak; around one vehicle trip per minute in either peak hour.

Traffic Growth

- 7.3 Baseline traffic data was collected from the surrounding highway network by both CTCs and ATCs in July 2024.
- 7.4 The future assessment year is 2029, five years beyond the application date.
- 7.5 Growth factors for Hinckley and Bosworth 004 have been applied to the baseline traffic data to 2029; these growth factors have been obtained from TEMPro and adjusted by the NTM, and are as follows;
- 2024 to 2029 AM Peak = 1.0504
 - 2024 to 2029 PM Peak = 1.0521
- 7.6 The 2029 base year traffic flow forecasts are indicated on **Figures 7.1-7.2**.
- 7.7 The future year traffic flows across the surrounding highway network with committed development traffic are set out in **Figures 7.3 to 7.4** and **Figures 7.5 and 7.6** show the future year forecasts including the Richborough development traffic.

Junction Capacity Assessments

- 7.1 In order to assess the impact that the development will have on the surrounding highway network, a series of junctions have been assessed using the Junctions 10 software package.
- 7.2 The full output file for the site access junction, showing the geometry and capacity calculations are included as **Appendix H**.

Table 6 – Site Access/Station Road Junction – PICADY Analysis

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2024 Surveyed Base						
Site Access	0.00	0	0	0.03	0	7
Station Road	0.04	0	5	0.01	0	5
2029 Base						
Site Access	0.00	0	0	0.04	0	7
Station Road	0.05	0	5	0.01	0	5
2029 Base + Committed						
Site Access	0.02	0	7	0.10	0	7
Station Road	0.15	0	5	0.05	0	5
2029 Base + Committed + Development						
Site Access	0.09	0	7	0.15	0	7
Station Road	0.17	0	5	0.10	0	5

- 7.3 **Table 6** demonstrates that the site access junction is forecasted to operate with negligible queues and delays, and with significant spare capacity in both peak hours.
- 7.4 The analysis demonstrates that the addition of the proposed residential development has no noticeable impact on the operation of the access junction.

Table 7 – Station Road/ Market Place/ Main Street/ Back Lane Cross Junction – PICADY Analysis

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2024 Base						
Market Place	0.77	3	26	0.65	2	17
Main Street	0.08	0	7	0.00	0	0
Back Lane	0.00	0	0	0.00	0	0
Station Road	0.05	0	5	0.07	0	5
2029 Base						
Market Place	0.81	4	32	0.69	2	19
Main Street	0.09	0	7	0.00	0	0
Back Lane	0.00	0	0	0.00	0	0
Station Road	0.05	0	5	0.08	0	5
2029 Base + Committed						
Market Place	0.83	4	36	0.70	2	20
Main Street	0.09	0	7	0.00	0	0
Back Lane	0.00	0	0	0.00	0	0
Station Road	0.06	0	5	0.08	0	5

2029 Base + Committed + Development						
Market Place	0.86	5	44	0.73	2	23
Main Street	0.10	0	7	0.00	0	0
Back Lane	0.00	0	0	0.00	0	0
Station Road	0.10	0	5	0.14	0	5

- 7.1 The full output file for the junction, showing the geometry and capacity calculations are included as **Appendix I**.
- 7.2 **Table 7** shows all forecasted scenarios with the committed and future developments at the crossroads in the town centre. The longest delays are forecast during the morning peak on the Market Place arm of the junction. The addition of the development adds eight seconds of delay on the Market Place arm in the AM peak in 2029 and three seconds in the PM peak at 2029 forecast traffic levels.
- 7.3 The traffic impact of the development at this location is minimal.
- 7.4 It should be noted that despite the traffic count data demonstrating that traffic flows during the peak hours have a relatively flat profile, we have assessed all of the junctions using the One-Hour peaked profile in the Junctions 10 software; as such, all of the assessment work undertaken in this report is considered to be robust.
- 7.5 It is also worth noting that as the Owl Homes development on Sedgemere Road is currently in its build-out phase, with less than half the development in occupancy, and base traffic counts include construction traffic currently accessing the site.
- 7.6 The full output file for the roundabout, showing the geometry and capacity calculations are included as **Appendix J**.
- 7.7 **Table 8** summarises how the roundabout is forecast to operate in 2024 base and in the 2029 future year scenarios with the committed developments and the addition of the proposed residential development.

Table 8 – Station Road Roundabout– ARCADY Analysis

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2024 Surveyed Base						
Station Road	0.31	0	5	0.27	0	5
Sedgemere Road	0.03	0	6	0.02	0	6
Market Bosworth	0.30	0	5	0.24	0	5
Pipistrelle Drive	0.05	0	4	0.03	0	4
2029 Base						
Station Road	0.32	1	5	0.29	0	5
Sedgemere Road	0.04	0	6	0.02	0	6
Market Bosworth	0.31	0	5	0.25	0	5
Pipistrelle Drive	0.05	0	4	0.03	0	4
2029 Base + Committed						

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Station Road	0.33	1	5	0.31	0	5
Sedgemere Road	0.07	0	7	0.04	0	6
Market Bosworth	0.34	0	5	0.27	0	5
Market Bosworth	0.05	0	4	0.03	0	4
2029 Base + Committed + Development						
Station Road	0.34	1	5	0.32	1	5
Sedgemere Road	0.07	0	7	0.04	0	6
Market Bosworth	0.35	0	5	0.28	0	5
Pipistrelle Drive	0.05	0	4	0.03	0	4

7.8 **Table 8** demonstrates that the Station Road roundabout to the west of the site operates well within capacity and the impact of the development traffic on the operation of the junction is negligible.

8.0 Summary and Conclusion

Summary

- 8.1 Hub Transport Planning Ltd has been commissioned by Richborough to produce a Transport Assessment for a proposed residential development of 126 dwellings off Station Road, Market Bosworth.
- 8.2 Site access is provided via the existing Kyngs Golf Club access, which will include a 6m carriageway with two x 2m footways.
- 8.3 The access proposals also include plans to improve pedestrian connectivity to the centre of Market Bosworth by widening the footway to 2.0m along the frontage of the site.
- 8.4 The development benefits from having a range of facilities typically used by residents on a day-to-day basis within an easy walk or cycle of the proposal site.
- 8.5 Whilst all PIAs are regrettable, the number and severity of accidents in the immediate vicinity of the site does not give any undue cause for concern and the limited level of traffic associated with the development will not have an unacceptable impact on highway safety.
- 8.6 The capacity analysis carried out on junctions on the local highway network shows that the impact of traffic generated by the proposed development will be minimal or negligible, with the existing site access currently in use and predicted to operate well within capacity with forecast additional traffic.

Conclusion

- 8.7 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.
- 8.8 The development is well located to make use of existing infrastructure and services and is suitable in transport terms. The development will promote the use of sustainable modes of transport and the site provides safe and suitable access for all users.
- 8.9 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 would be severe.'
- 8.10 The assessment work undertaken and detailed in this report demonstrates that, in NPPF terms, the development will not have a material impact on the operation of the local highway network and will not have an unacceptable impact on highway safety.
- 8.11 On the basis of the above, it is 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.

T24554

Land North of Station Road, Market Bosworth



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T24554
Land North of Station Road, Market Bosworth



Figures



Legend



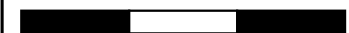
-  Site
-  Bus Stops

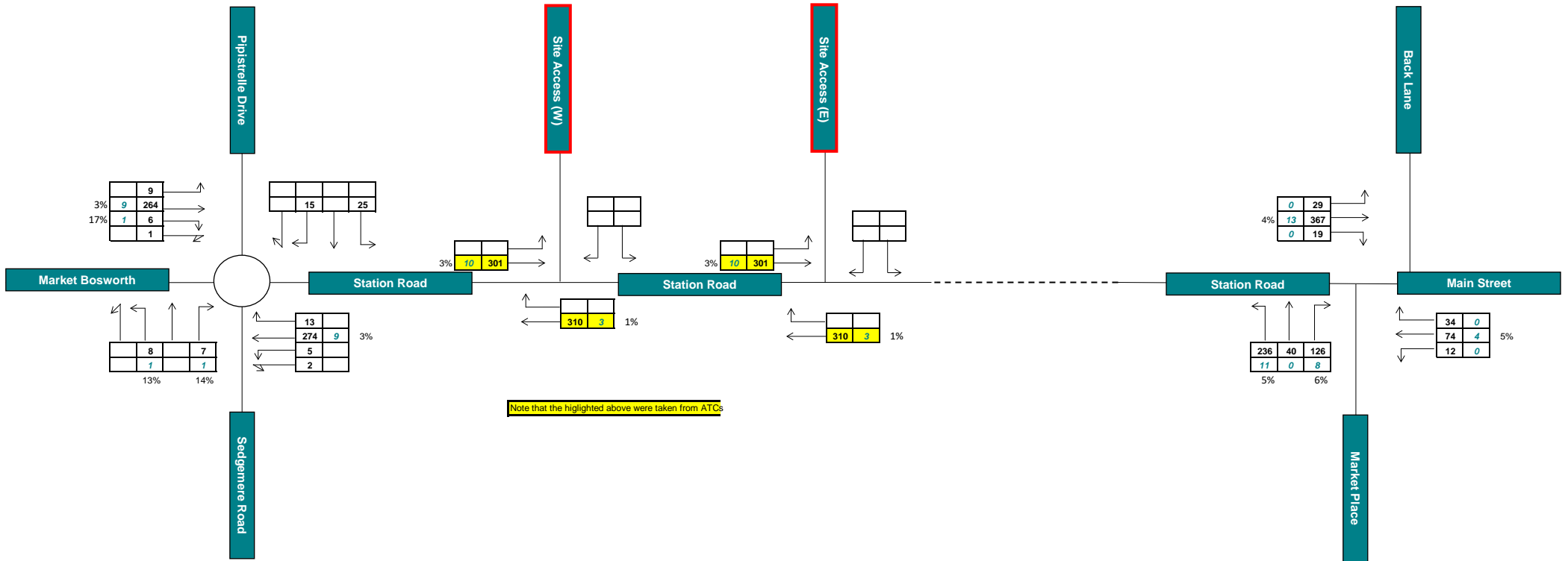
Figure 1.1 - Site Location



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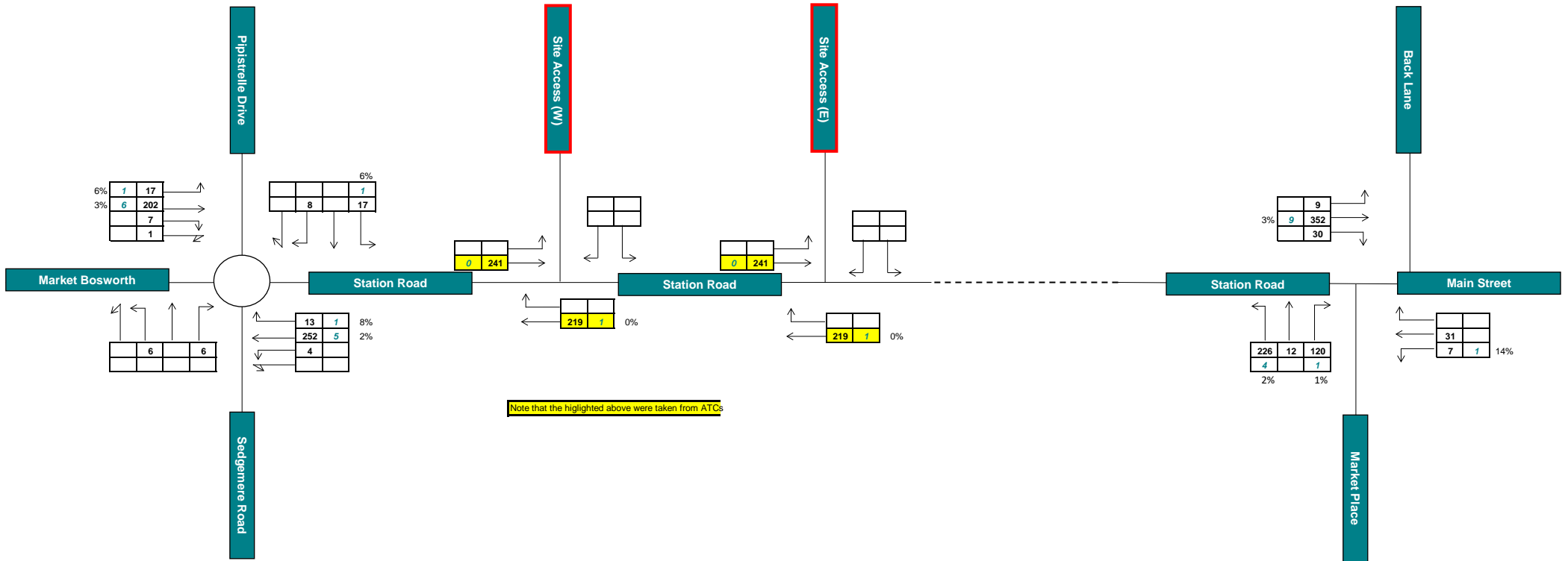
0 100 200 300 m






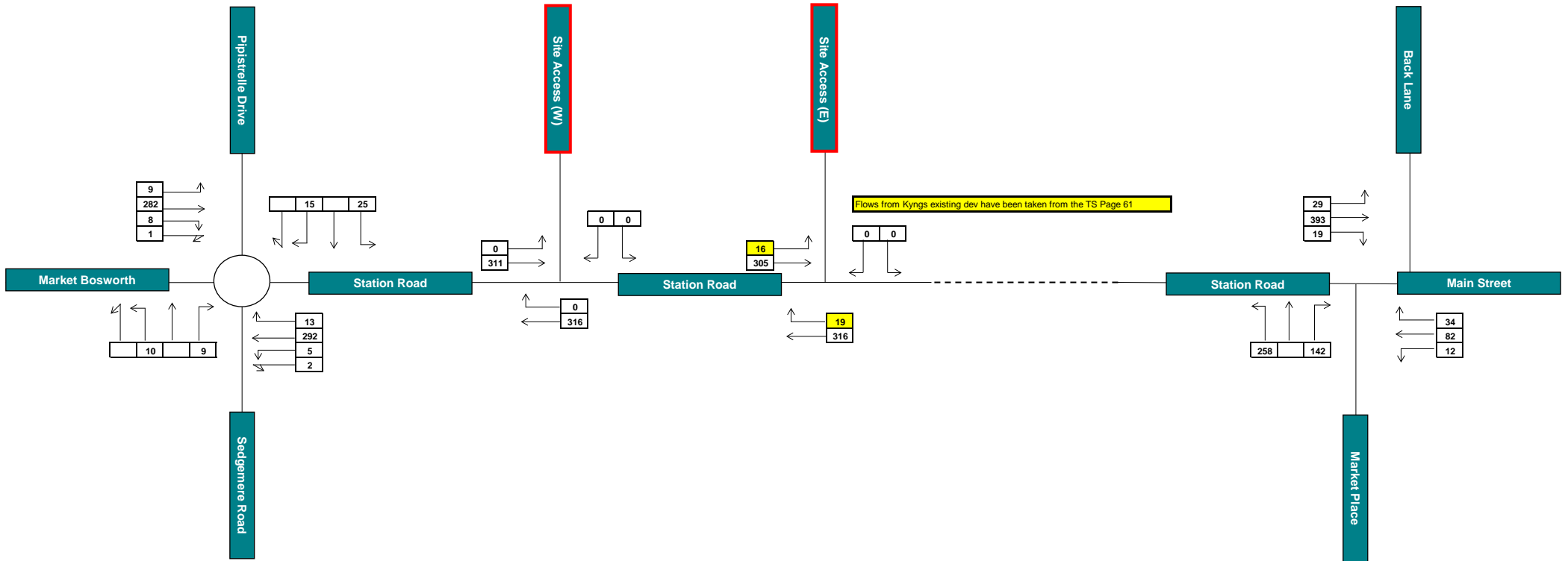
2871	Total Vehicles
83	Number of HGVs

	T24554
	Station Road, Market Bosworth
	Figure 3.1
	2024 Surveyed Base
AM Peak Hour: 08:00 - 09:00	

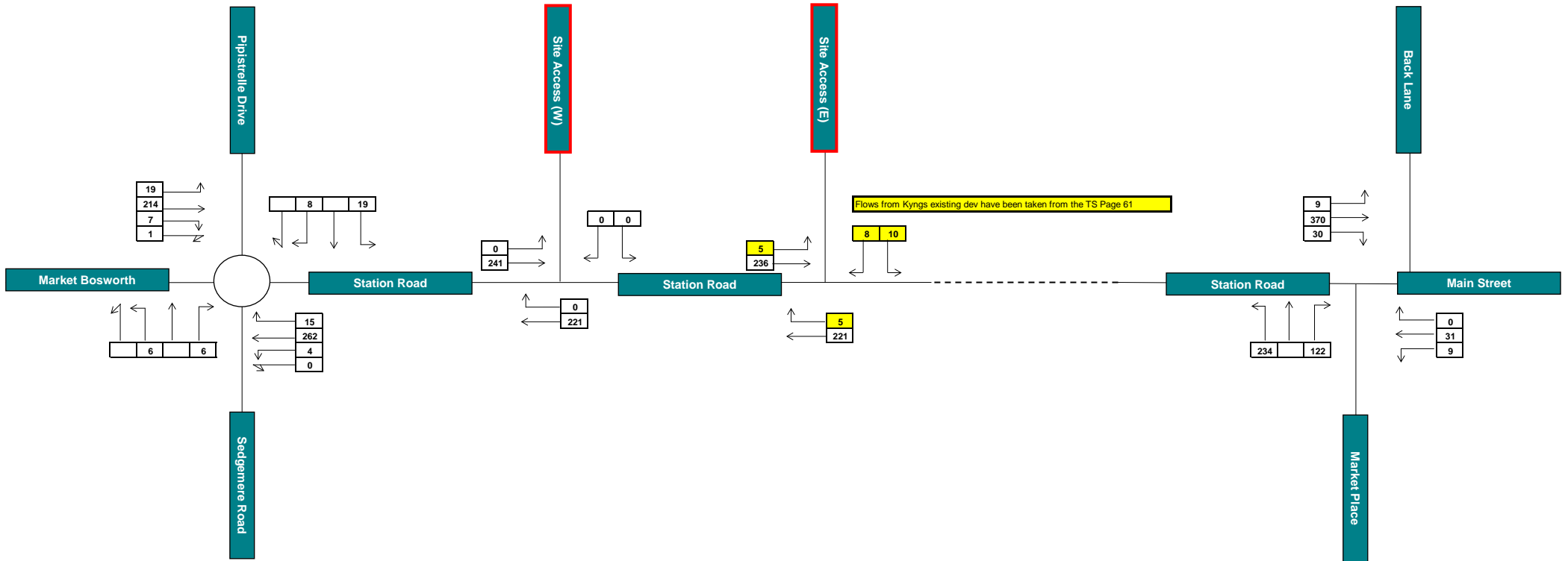


2271	Total Vehicles
31	Number of HGVs

 TRANSPORT PLANNING LTD	T24554
	Station Road, Market Bosworth
	Figure 3.2
	2024 Surveyed Base PM Peak Hour: 17:00 - 18:00



	T24554
	Station Road, Market Bosworth
	Figure 3.3 2024 PCUs AM Peak Hour: 08:00 - 09:00



	T24554
	Station Road, Market Bosworth
	Figure 3.4 2024 PCUs PM Peak Hour: 17:00 - 18:00



Legend

- Site
- Educational
- Religious Institutions
- Community
- Retail
- Medical
- Leisure
- Town Centre

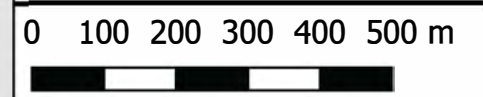
Future Proposed Facilities

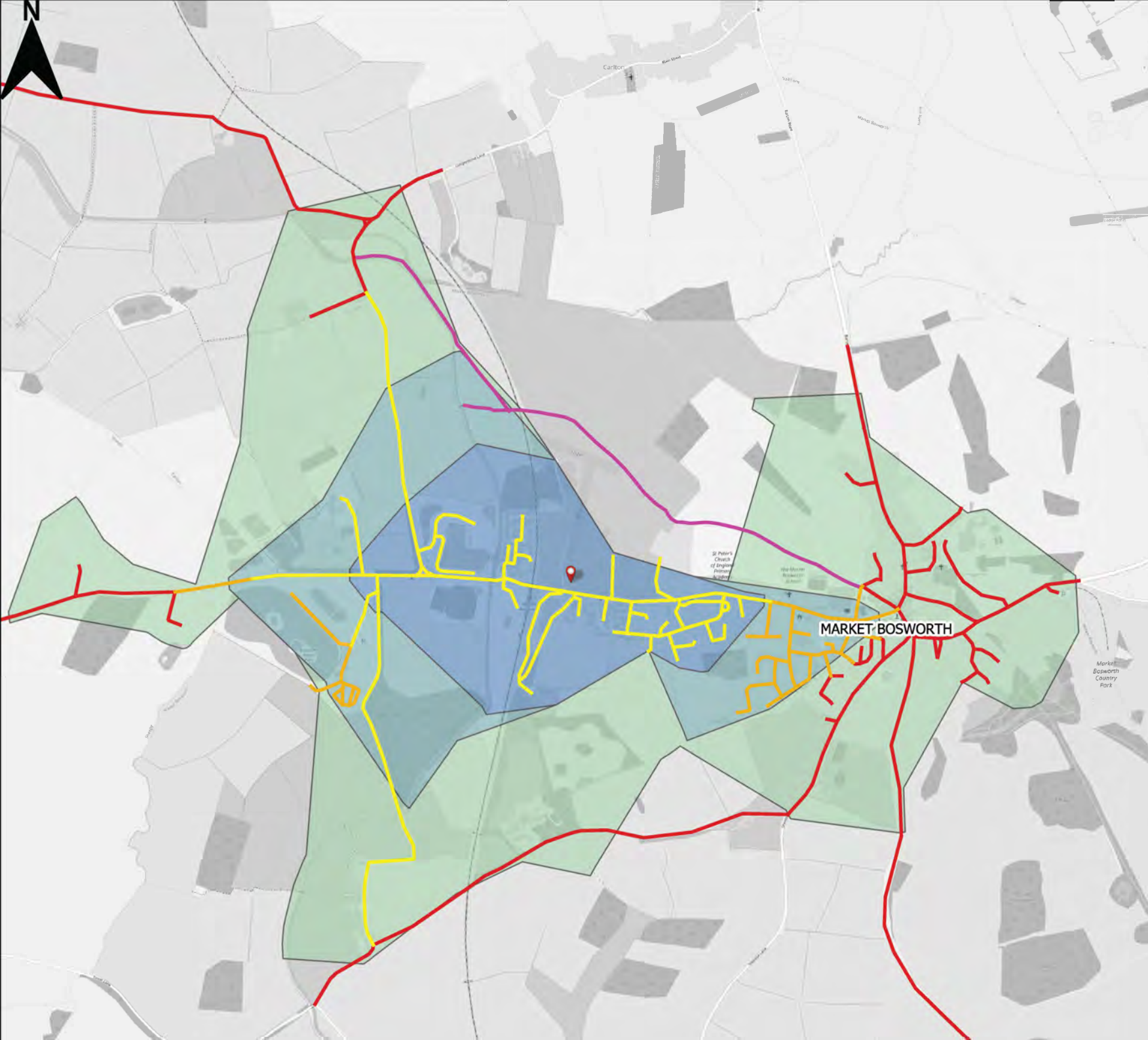
- Golf Club & Holiday Homes
- Childrens Play Spaces
- Community Park

Figure 4.1- Local Facilities



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Legend








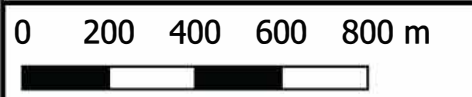
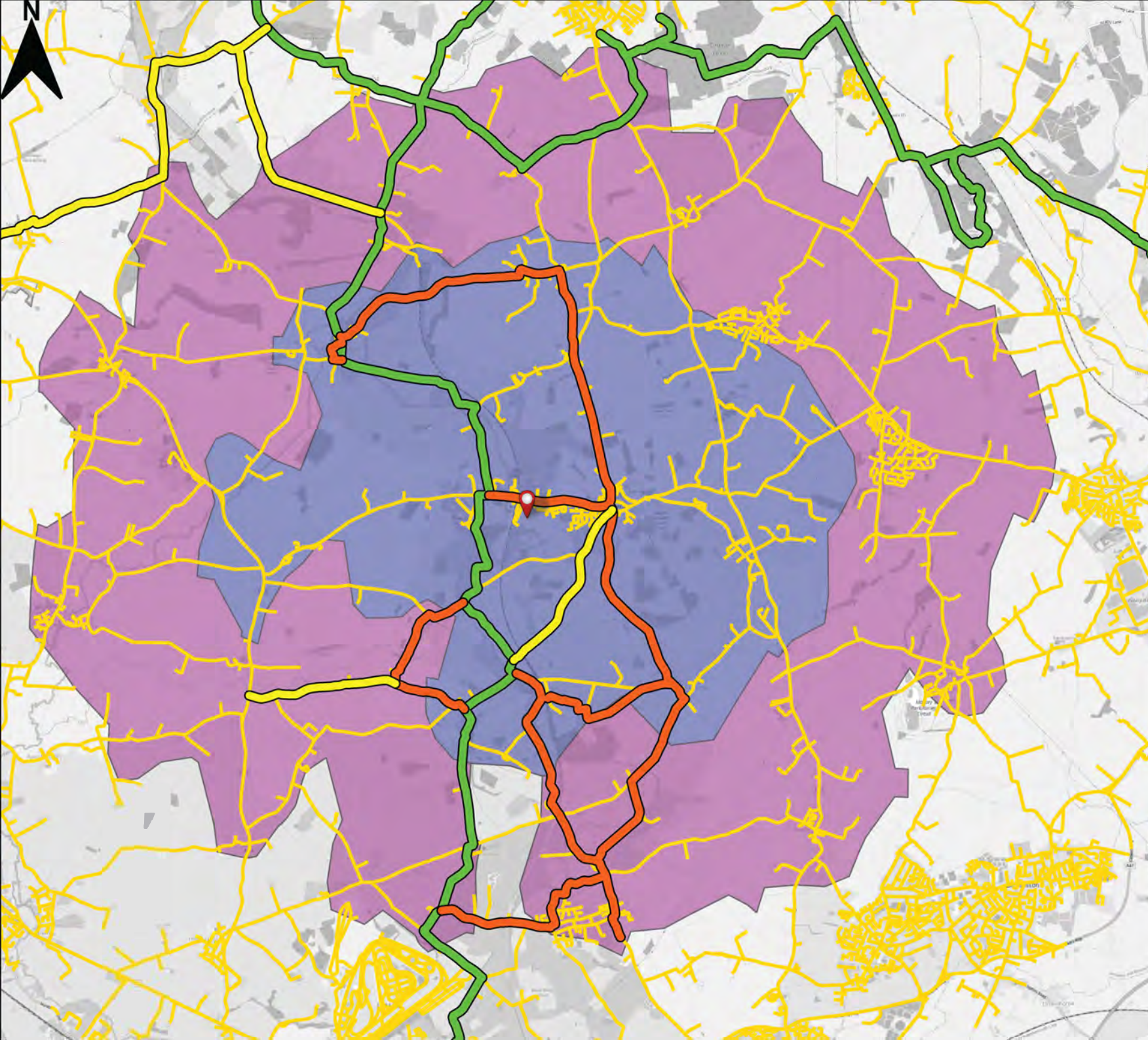
-  Site
-  PRoW S70
- Road Network**
-  800m
-  1200m
-  2000m
- Walk Isochrones**
-  800 m
-  1200 m
-  2000 m

Figure 4.2 - Walking Distances



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Legend








-  Site
-  Quieter Cycle Routes
-  Leisure Cycle Routes
-  NCN
-  Road Network
-  5000 m
-  8000 m

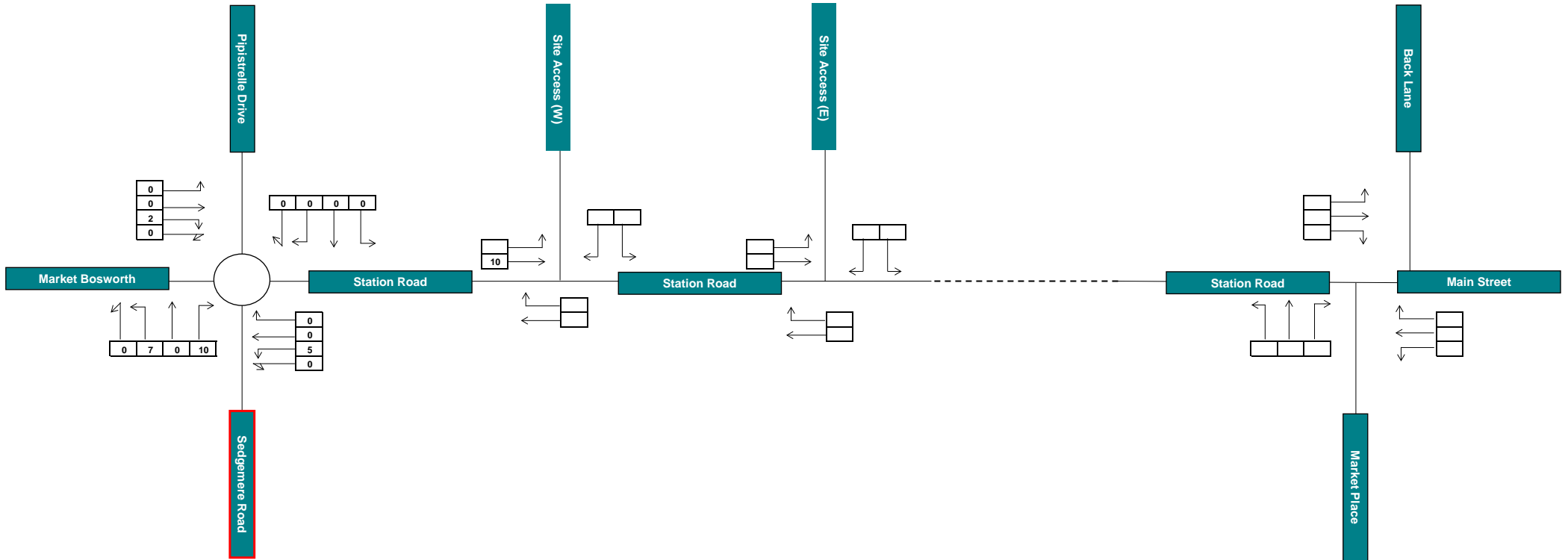
Figure 4.3 - Cycling Distances

 Richborough

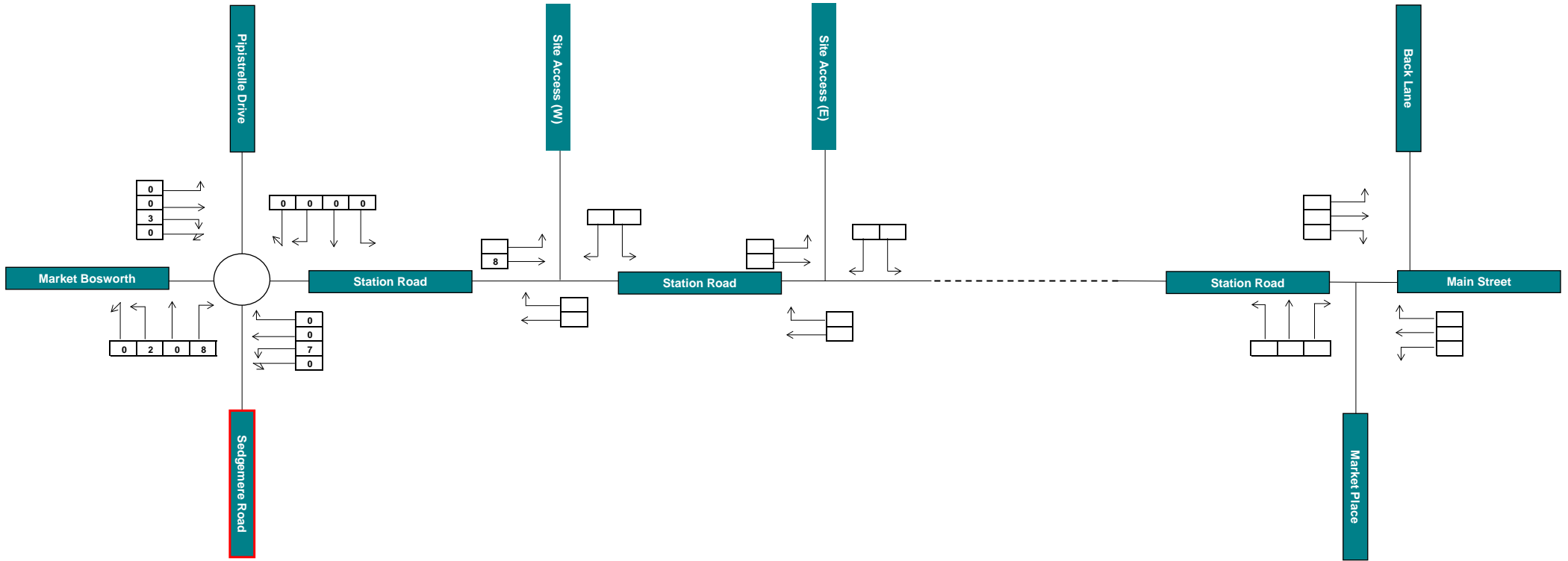



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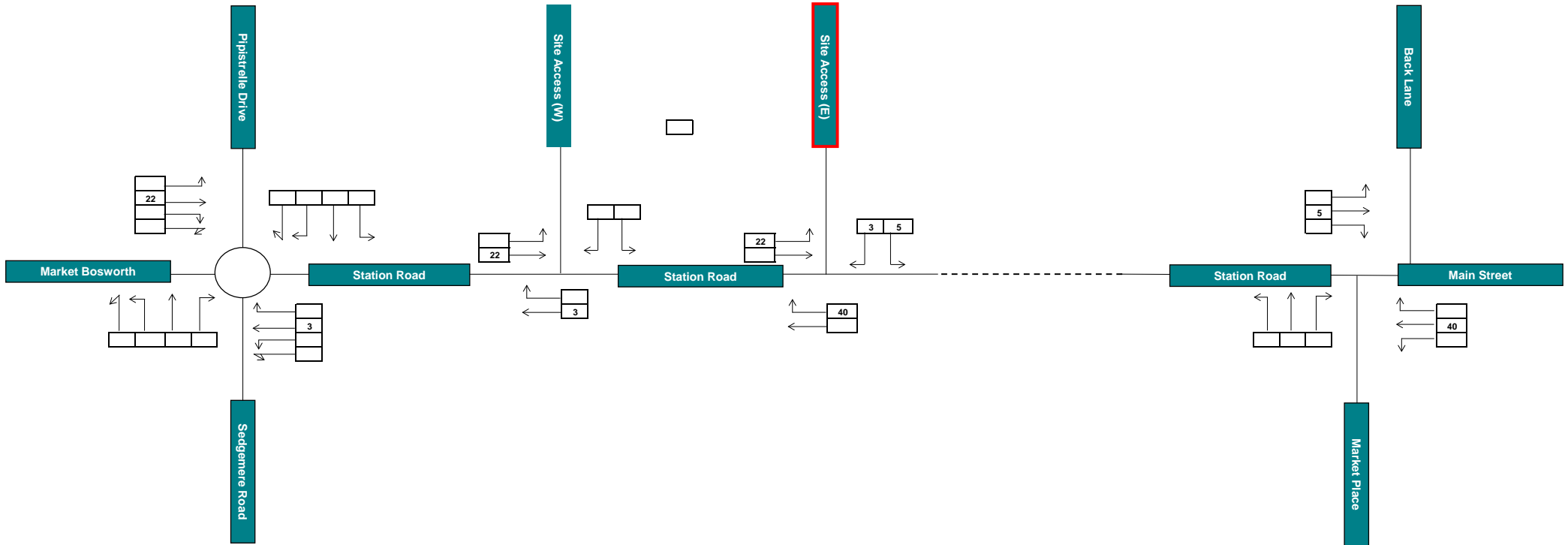




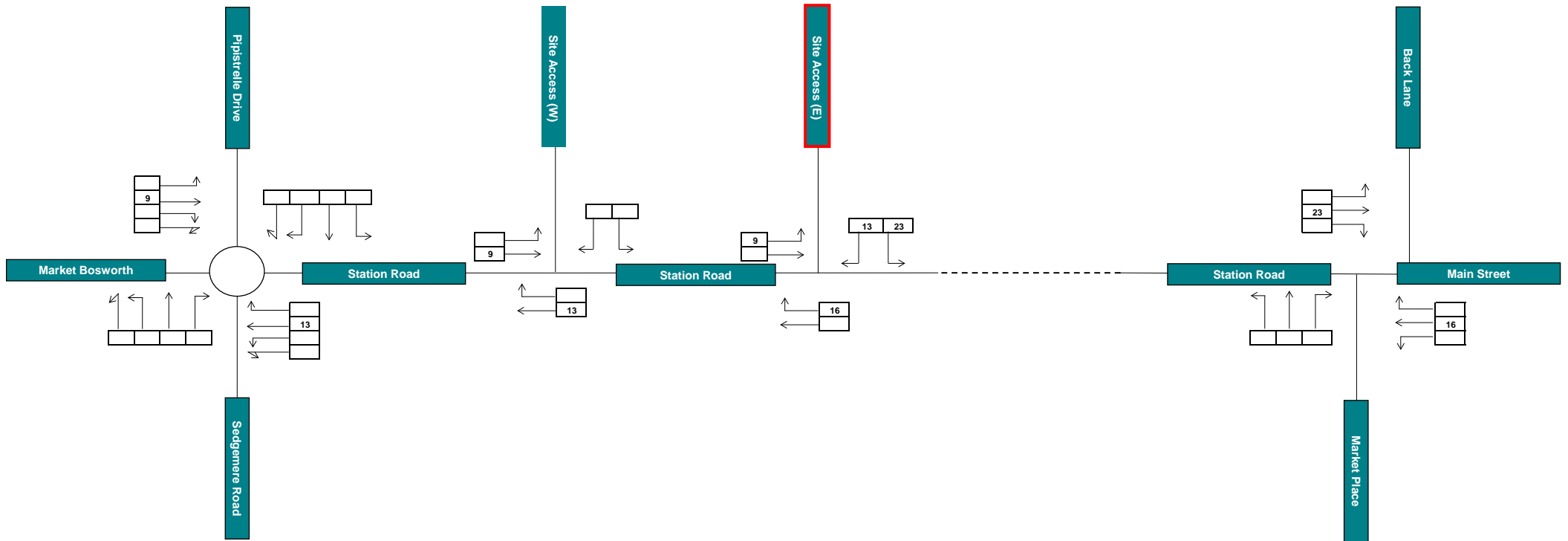
	T24554
	Station Road, Market Bosworth
	Figure 6.5 Owl Homes Development Traffic (39 unoccupied) AM Peak Hour: 08:00 - 09:00



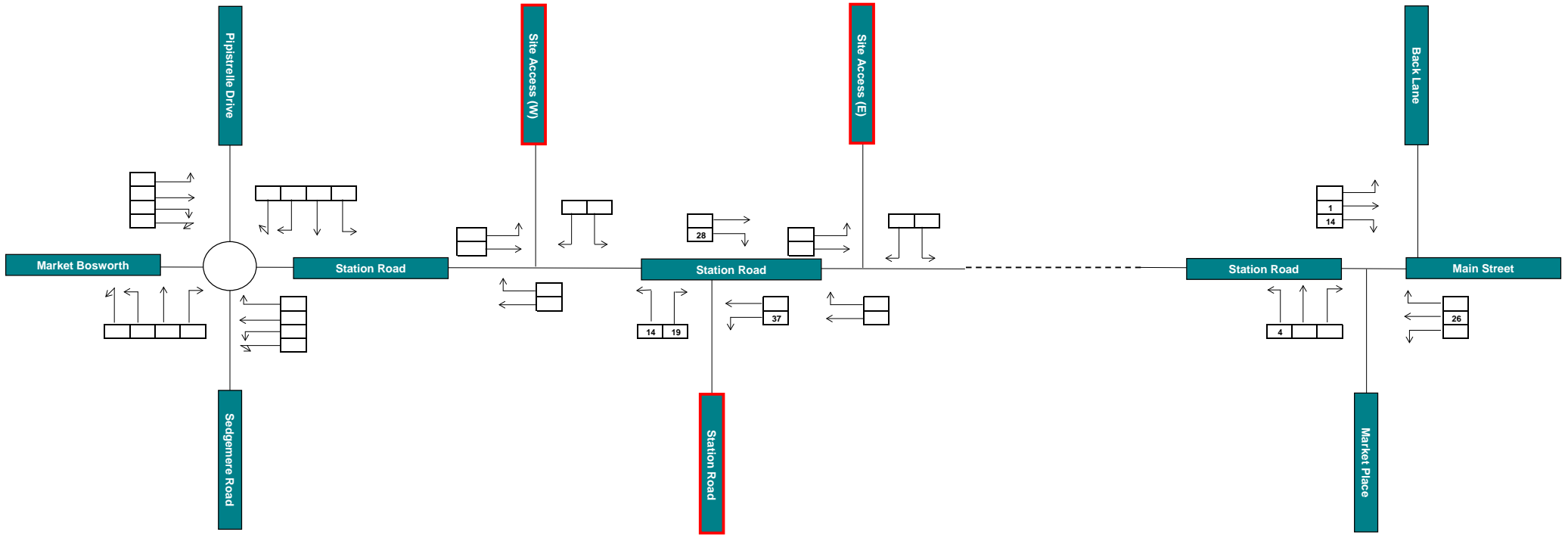
	T24554
	Station Road, Market Bosworth
	Figure 6.6 Owl Homes Development Traffic (39 unoccupied) PM Peak Hour: 17:00 - 18:00



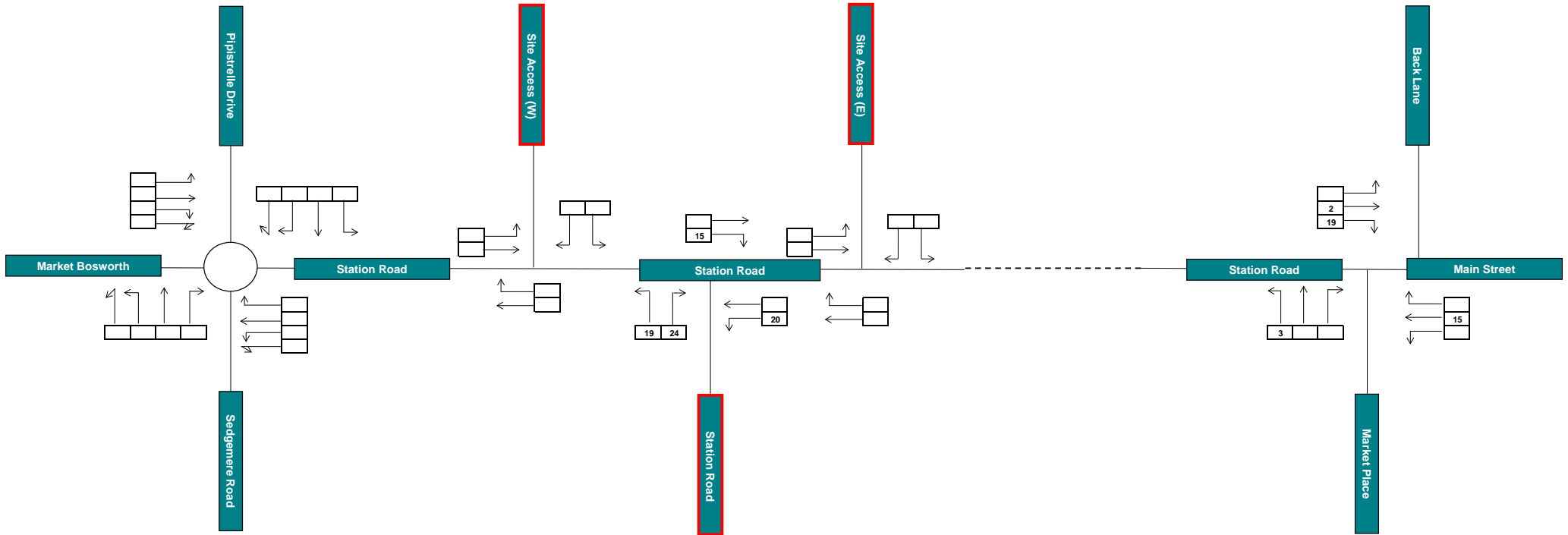
	T24554
	Station Road, Market Bosworth
	Figure 6.7 Kyngs Golf Club Development Traffic AM Peak Hour: 08:00 - 09:00



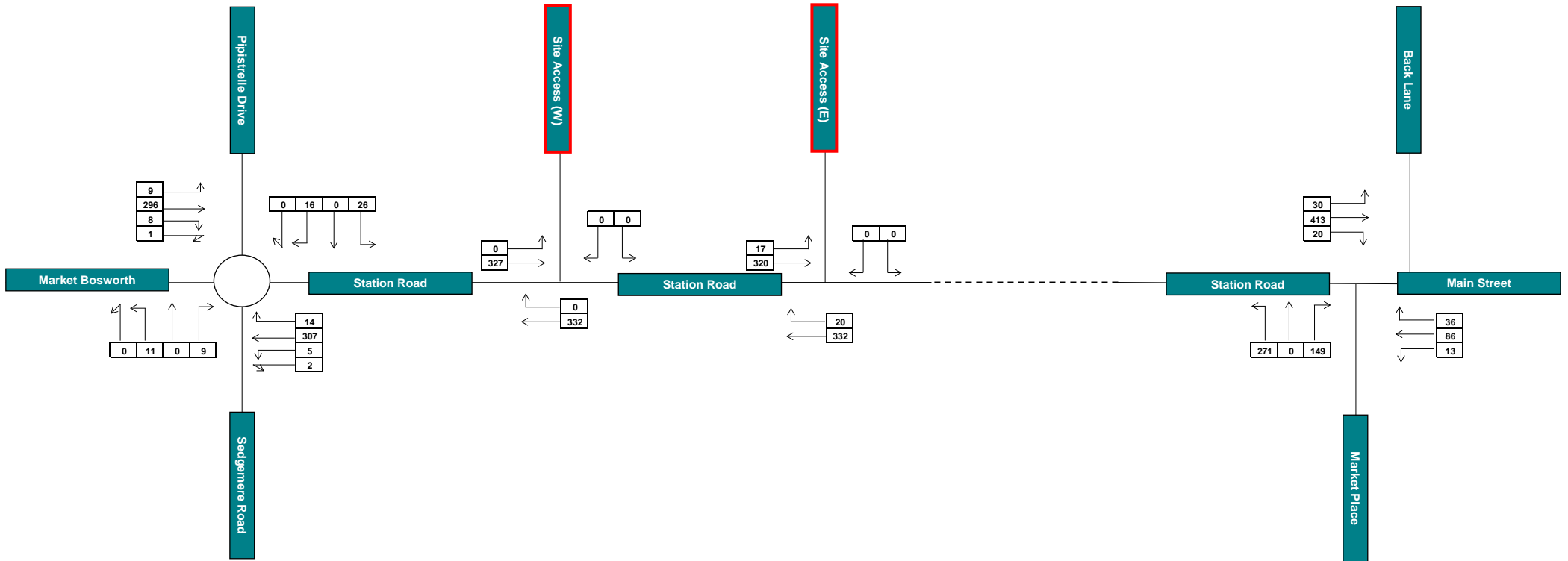
	T24554
	Station Road, Market Bosworth
	Figure 6.8 Kyngs Golf Club Development Traffic PM Peak Hour: 17:00 - 18:00



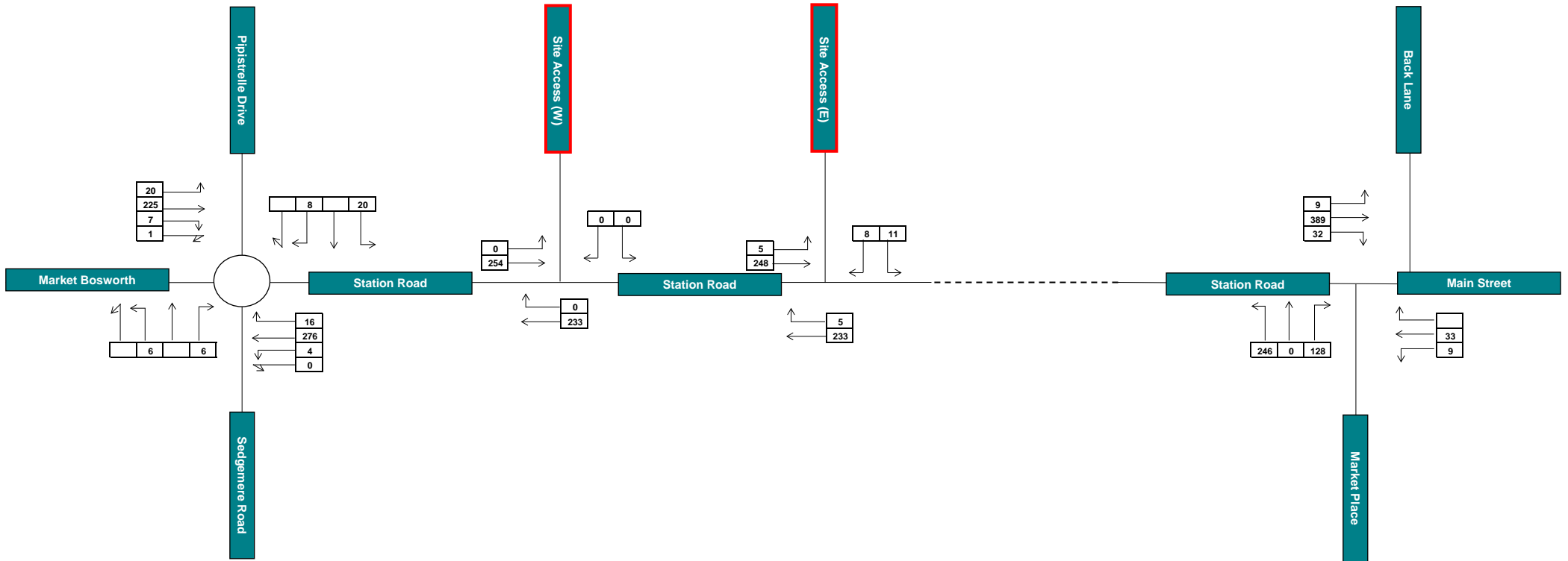
Flows taken from page 85 of the Miller Homes TA




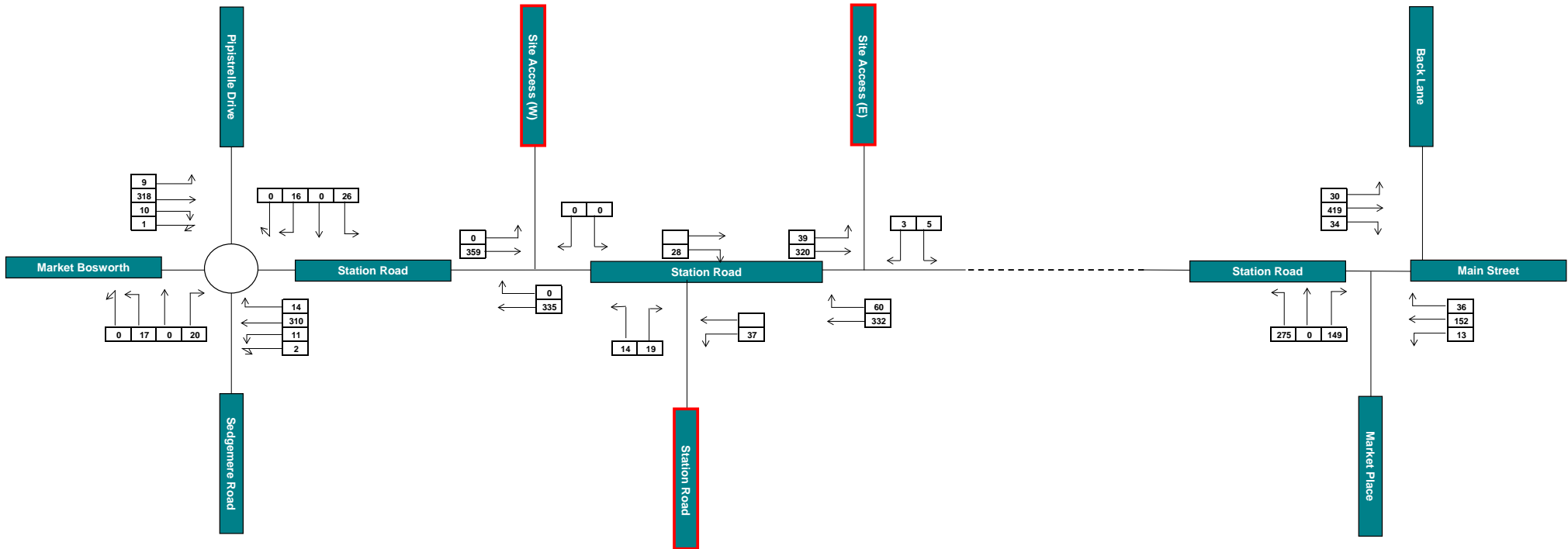
Flows taken from page 85 of the Miller Homes TA



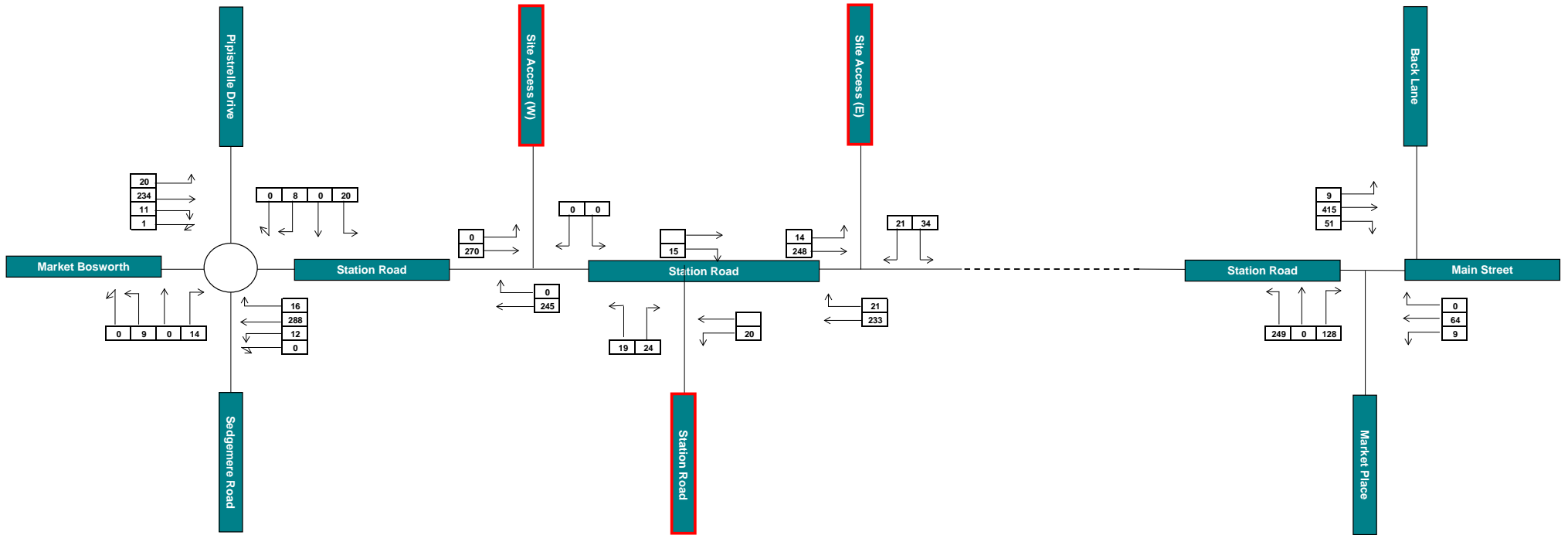
	T24554
	Station Road, Market Bosworth
	Figure 7.1 2029 Base AM Peak Hour: 08:00 - 09:00

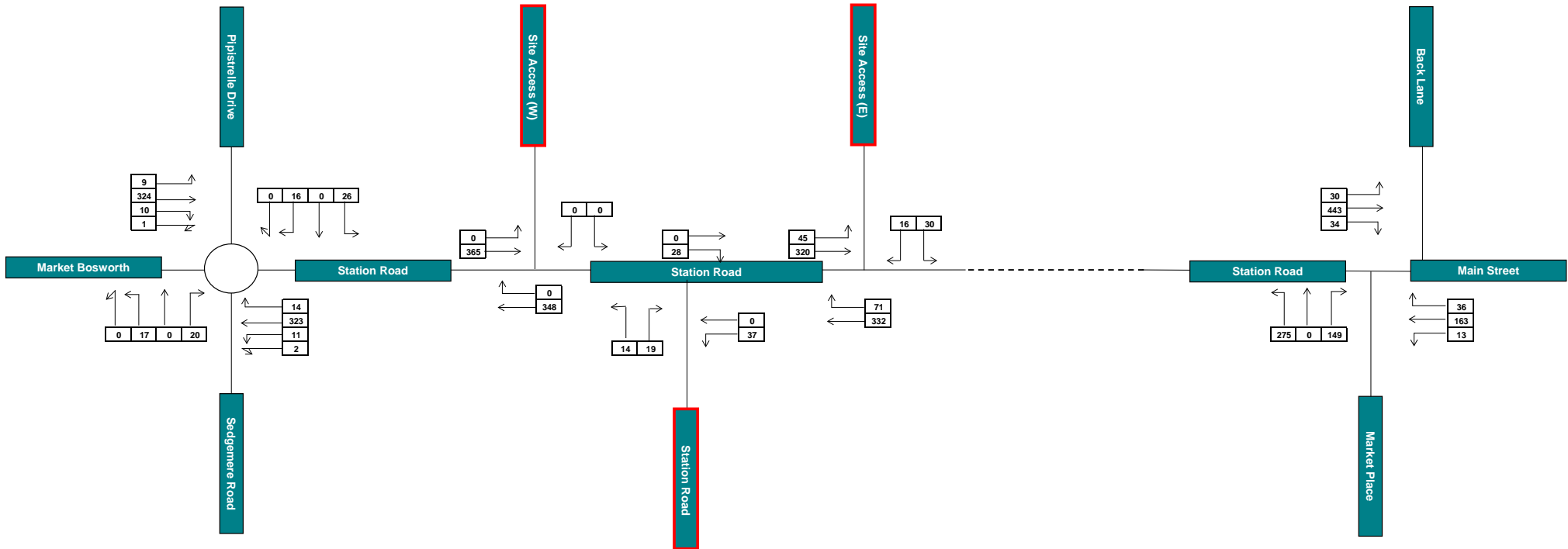


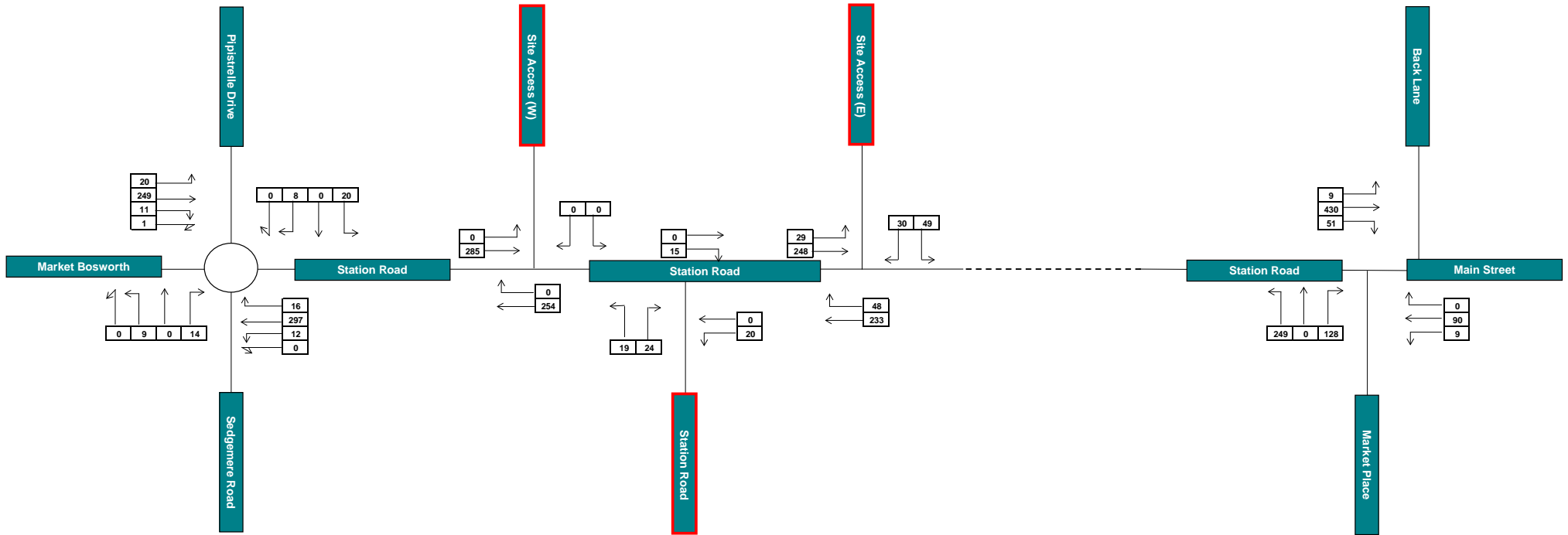
 <small>TRANSPORT PLANNING LTD</small>	T24554
	Station Road, Market Bosworth
	Figure 7.2 2029 Base PM Peak Hour: 17:00 - 18:00



	T24554
	Station Road, Market Bosworth
	Figure 7.3 2029 Base + Committed Dev AM Peak Hour: 08:00 - 09:00



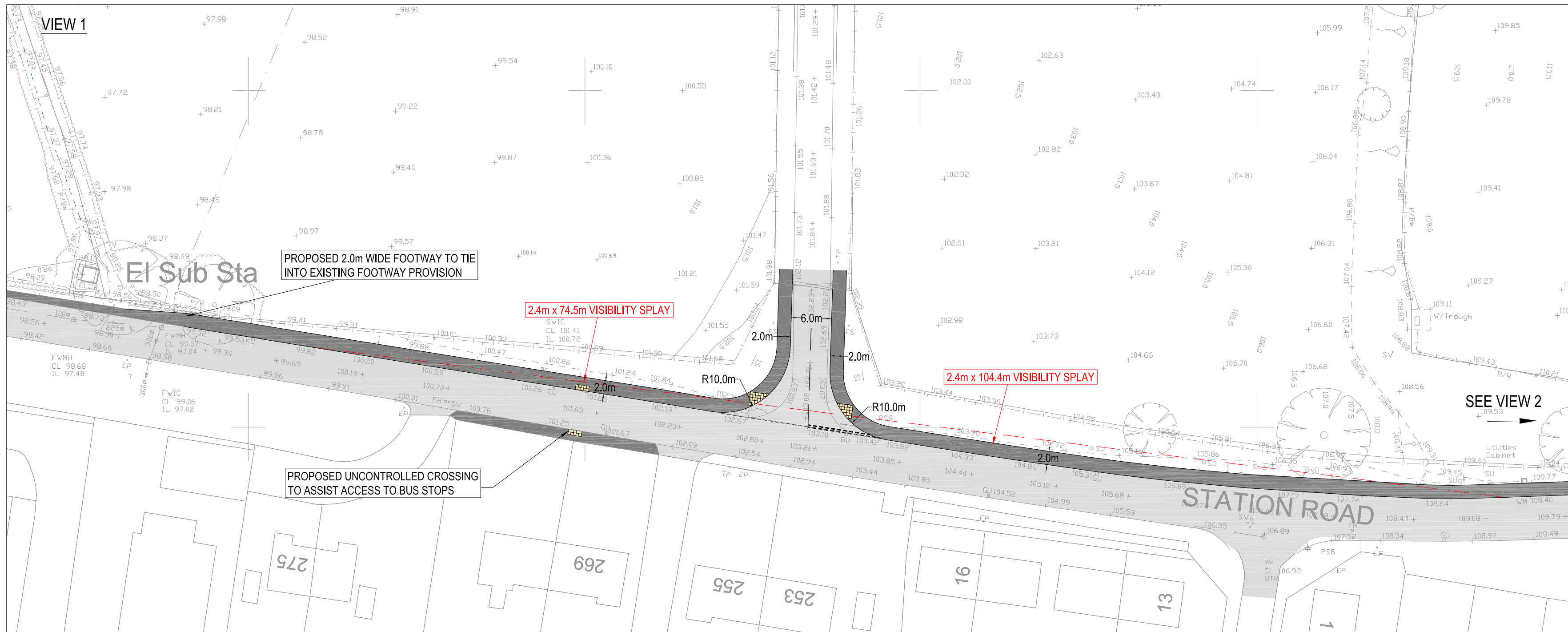




T24554
Land North of Station Road, Market Bosworth



Drawings



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

REV	DESCRIPTION	DATE	BY	AUTH
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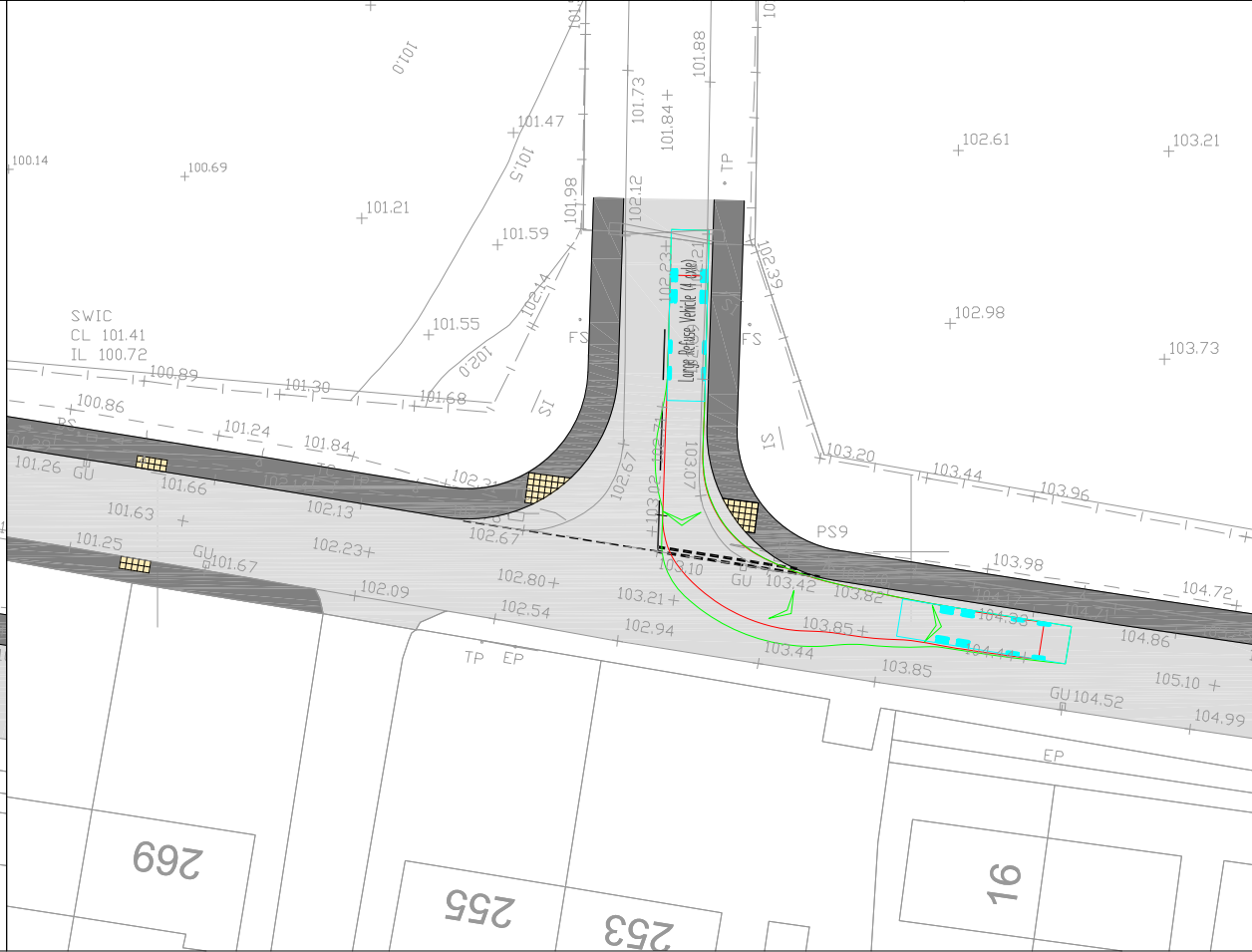
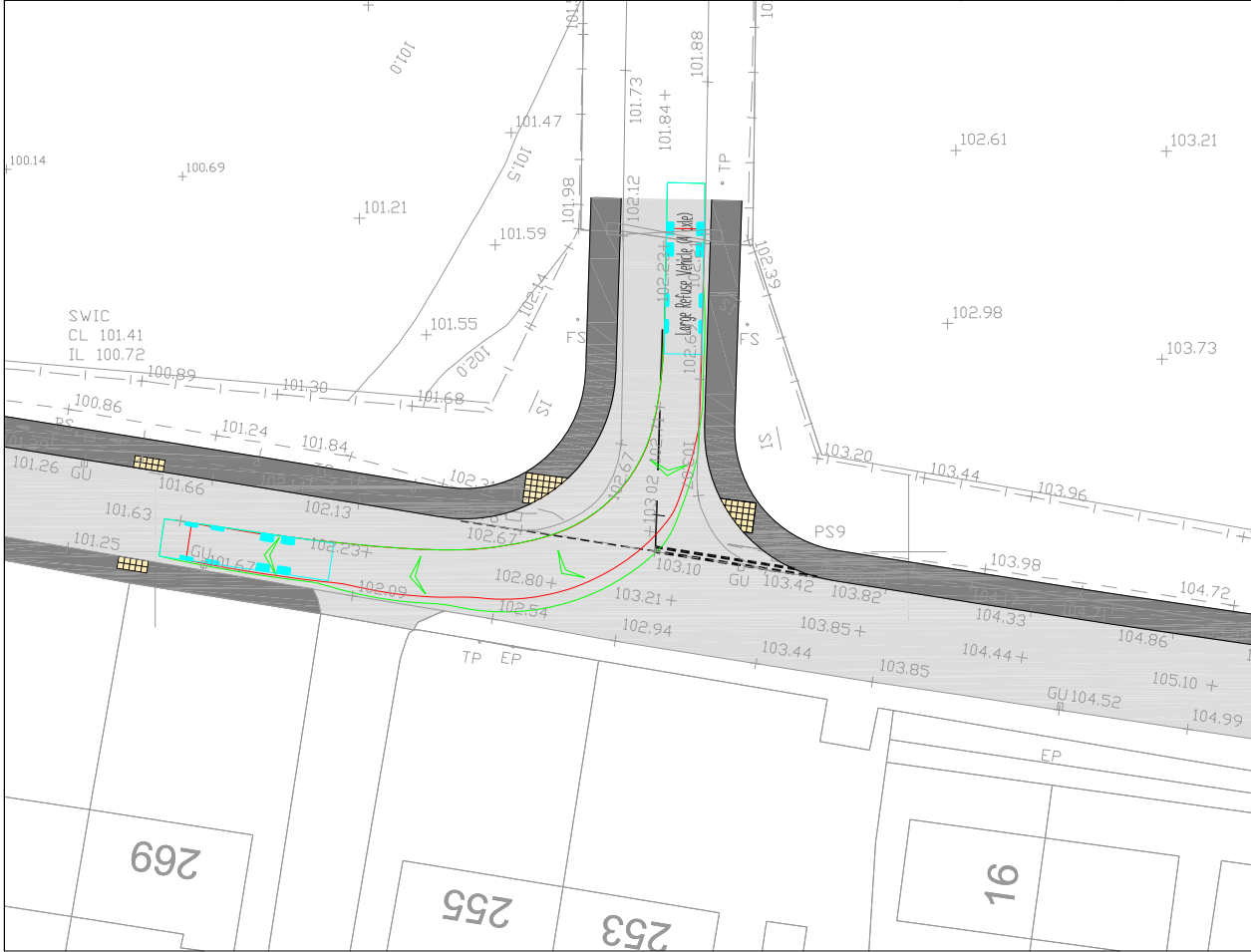
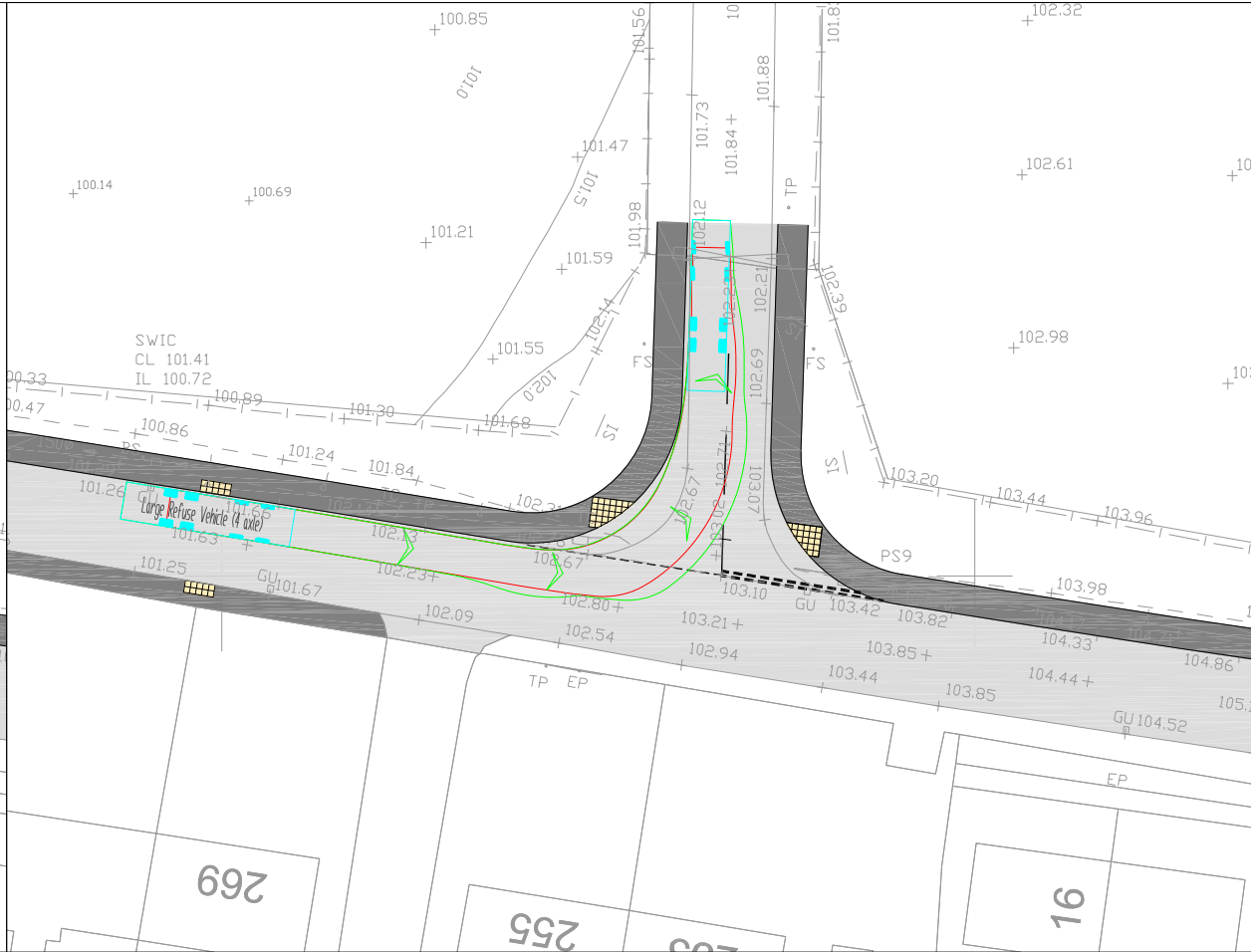
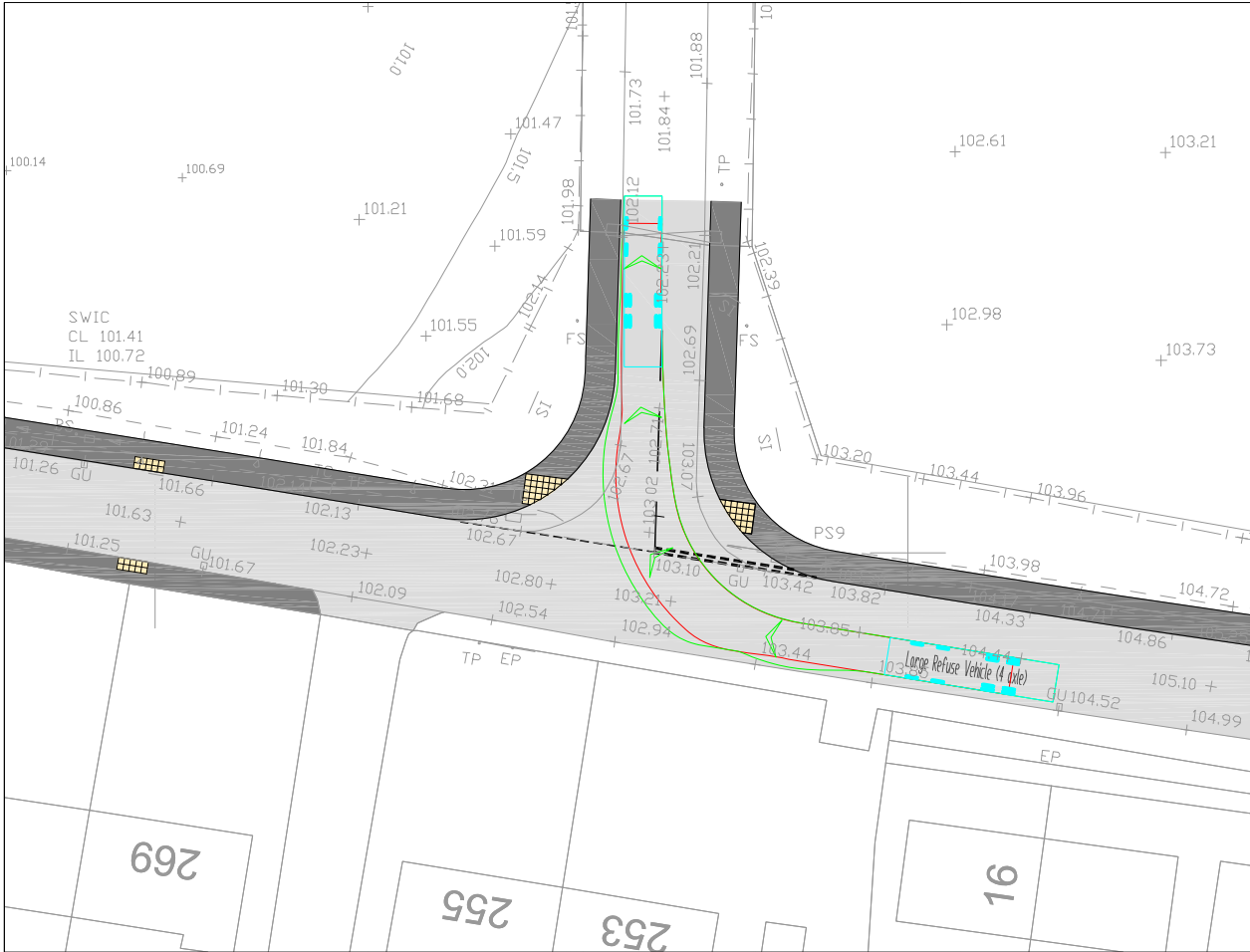
Hub Transport Planning Ltd
 Floor 1B
 4 Temple Row
 Birmingham
 B2 5HG
 T : 0121 454 5530

CLIENT
RICHBOROUGH

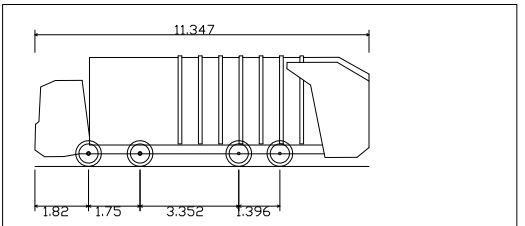
PROJECT
**LAND NORTH OF STATION ROAD,
 MARKET BOSWORTH**

TITLE
**PROPOSED SITE ACCESS
 LAYOUT PLAN**

DRAWN BHB	AUTHORISED GM	SCALE 1:500	SHEET SIZE A2	DATE 13.08.24
PROJECT NO. T24554			DRAWING NO. 001	REV -



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.



Large Refuse Vehicle (4 axle)
 Overall Length 11.347m
 Overall Width 2.500m
 Overall Body Height 3.751m
 Min Body Ground Clearance 0.304m
 Track Width 2.500m
 Lock to lock time 6.00s
 Wall to Wall Turning Radius 11.330m

REV	DESCRIPTION	DATE	BY	AUTH
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Hub Transport Planning Ltd
 Floor 1B
 4 Temple Row
 Birmingham
 B2 5HG
 T : 0121 454 5530

CLIENT
RICHBOROUGH

PROJECT
**LAND NORTH OF STATION ROAD,
 MARKET BOSWORTH**

TITLE
**PROPOSED SITE ACCESS
 SWEEP PATH ANALYSIS 001**

DRAWN BHB	AUTHORISED GM	SCALE 1:500	SHEET SIZE A3	DATE 13.08.24
PROJECT NO. T24554		DRAWING NO. 002		REV -

T24554
Land North of Station Road, Market Bosworth



Appendix A

Indicative Masterplan



KEY

	APPLICATION BOUNDARY 7.964 HECTARES / 19.679 ACRES		PROPOSED NATIVE HEDGEROW PLANTING
	ACCESS VIA STATION ROAD		MIXED SCRUB / NEUTRAL GRASSLAND
	RESIDENTIAL DEVELOPMENT		WILDFLOWER PLANTING
	PUBLIC OPEN SPACE (INC. SUDS)		PRIORITY HABITAT POND
	PRIMARY TREE LINED MOVEMENT ROUTE INCORPORATING CYCLE AND PEDESTRIAN MOVEMENT		PROPOSED ORNAMENTAL PLANTING
	SECONDARY MOVEMENT ROUTE INCORPORATING RAINWATER GARDENS		COMMUNITY ORCHARD PLANTING
	TERTIARY STREET		COMMUNITY KITCHEN GARDEN
	PRIVATE LANE		LOCALLY EQUIPPED AREA FOR PLAY (LEAP)
	RETAINED FARM TRACK ACCESS FOR WHARF AND GODSON'S HILL FARM		LOCAL AREA FOR PLAY (LAP)
	PRIMARY PEDESTRIAN / CYCLE MOVEMENT ROUTE		NATURAL PLAY TRAIL LOCATIONS
	PEDESTRIAN MOVEMENT ROUTE		AREA OF NATURALISED PLAY
	MOWN PATH MOVEMENT ROUTE		POTENTIAL CAR PARK
	EXISTING VEGETATION WITH ROOT PROTECTION AREA		ACCESS TO EXISTING WHARF FARM AND KYNGS GOLF AND COUNTRY CLUB
	PROPOSED STRUCTURAL WOODLAND PLANTING		PROPOSED PUMP STATION
	PROPOSED LOW-RISE NATIVE HEDGEROW / SHRUBBERY		SUSTAINABLE DRAINAGE SOLUTIONS WITH REEDBED PLANTING

KEY PRINCIPLES

1. PRIMARY ACCESS POINT VIA STATION ROAD;
2. PROPOSED PRIMARY KEY MOVEMENT ROUTE PROVIDING CYCLE AND PEDESTRIAN MOVEMENT THROUGHOUT THE DEVELOPMENT;
3. SECONDARY MOVEMENT ROUTES CREATING CONNECTED STREETS;
4. TERTIARY STREETS SERVING SMALL CLUSTERS OF DEVELOPMENT;
5. MAXIMISE OUTWARD FACING DEVELOPMENT FOR NATURAL SURVEILLANCE;
6. FULLY CIRCULATORY CYCLE / PEDESTRIAN ROUTES PROVIDING ACCESS TO ALL AREAS OF PUBLIC OPEN SPACE;
7. MAXIMUM RETENTION OF EXISTING VEGETATION;
8. PROPOSED TREE AND HEDGEROW PLANTING TO STRENGTHEN EXISTING VEGETATION;
9. AREA OF BIO-DIVERSITY ENHANCEMENTS INCORPORATING NATIVE HEDGEROW PLANTING, PRIORITY HABITAT PONDS, TREE PLANTING AND WILDFLOWER/NEUTRAL GRASSLAND PLANTING WITH LIMITED PUBLIC ACCESS;
10. RELOCATION OF PRIORITY HABITAT PONDS FOR THE GREAT CRESTED NEWT POPULATION;
11. KITCHEN GARDEN AND ORCHARD COMMUNITY SPACES;
12. AREAS OF EQUIPPED PLAY AND RECREATION FOR ALL AGES AT BOSWORTH COMMON, ASH GREEN AND BIRCH GREEN;
13. VIEWING CORRIDORS WITH LONG DISTANCE VIEWS TO WIDER COUNTRYSIDE; AND
14. VILLAGE GREEN PROVIDING SPACE TO MEET AND RELAX.

Rev 1: Amendment to play spaces (06/24/24)
 Rev 2: Update to landscaping, include trees back to Godsons Hill Farm (06/03/24)
 Rev 3: Update to landscaping, include trees back to Godsons Hill Farm (06/03/24)
 Rev 4: Update to landscaping, include trees back to Godsons Hill Farm (06/03/24)
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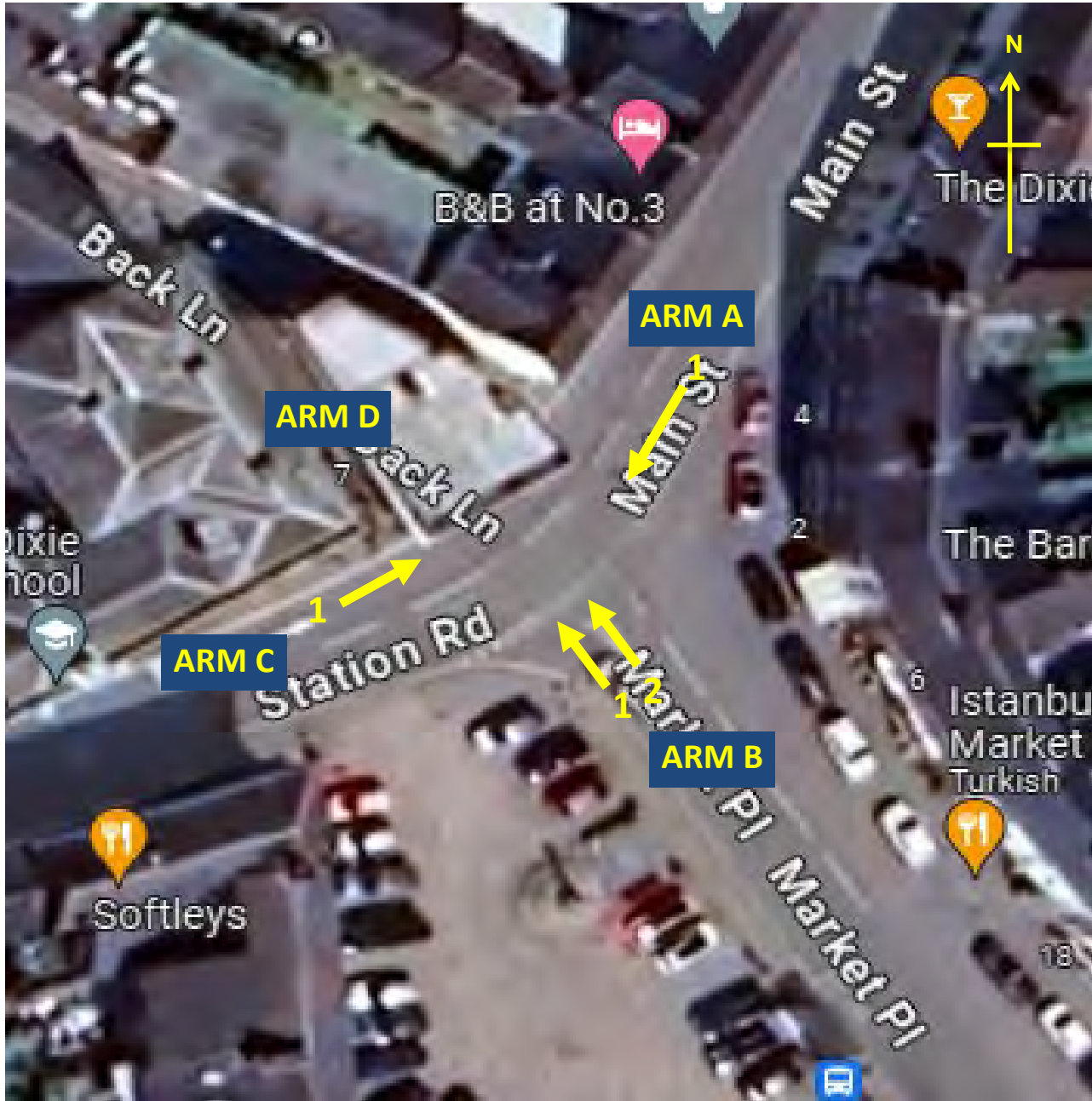
T24554
Land North of Station Road, Market Bosworth



Appendix B

Classified Turning Count (CTC) Data

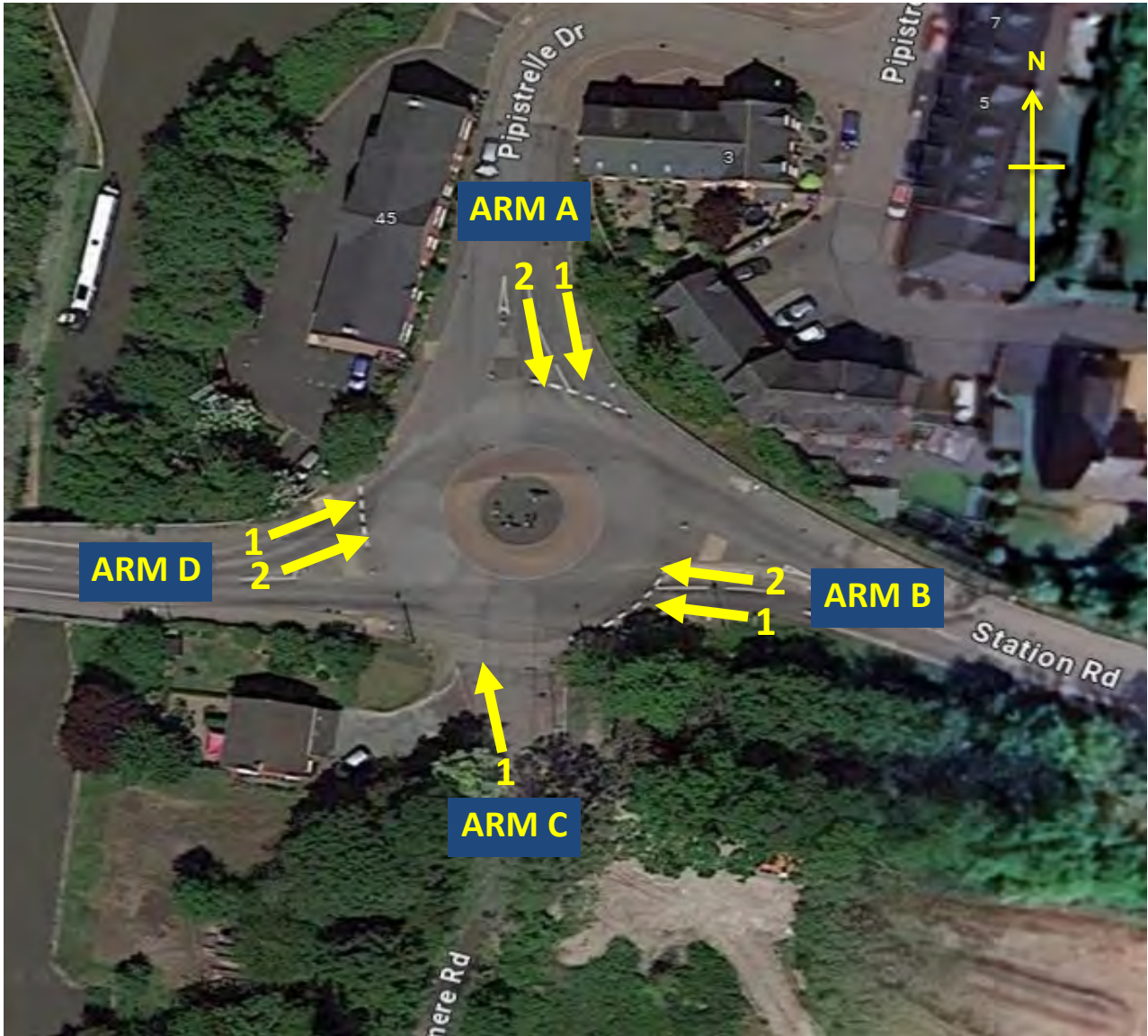
SITE: 1		DATE: 03/07/2024
LOCATION: MAIN STREET / MARKET PLACE / STATION ROAD		DAY: WEDNESDAY



JOB TITLE: MARKET BOSWORTH
--

JOB NUMBER: 13569

SITE: 2		DATE: 03/07/2024
LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD		DAY: WEDNESDAY



JOB TITLE:
MARKET BOSWORTH

JOB NUMBER:
13569

MANUAL CLASSIFIED COUNTS



JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 1

DATE: 03/07/2024

LOCATION: MAIN STREET / MARKET PLACE / STATION ROAD / BACK LANE

DAY: WEDNESDAY

TIME	A TO B FROM MAIN STREET TO MARKET PLACE								A TO C FROM MAIN STREET TO STATION ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	3
07:15	2	0	0	0	0	0	0	2	9	1	0	0	0	0	0	10
07:30	2	0	0	0	0	0	0	2	12	0	0	0	0	0	0	12
07:45	1	1	0	0	0	0	0	2	12	2	0	0	0	0	0	14
H/TOT	7	2	0	0	0	0	0	9	36	3	0	0	0	0	0	39
08:00	6	0	0	0	0	0	0	6	33	0	0	0	2	0	0	35
08:15	2	1	0	0	0	0	0	3	31	2	0	0	2	0	0	35
08:30	1	0	0	0	0	0	0	1	4	1	0	0	0	0	0	5
08:45	2	0	0	0	0	0	1	3	3	0	0	0	0	0	1	4
H/TOT	11	1	0	0	0	0	1	13	71	3	0	0	4	0	1	79
09:00	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11
09:15	1	0	0	0	0	0	1	2	4	0	0	0	0	0	0	4
09:30	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
09:45	2	0	0	0	0	0	0	2	8	1	0	0	0	0	0	9
H/TOT	7	0	0	0	0	0	1	8	27	1	0	0	0	0	0	28
P/TOT	25	3	0	0	0	0	2	30	134	7	0	0	4	0	1	146

MANUAL CLASSIFIED COUNTS



JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 1

DATE: 03/07/2024

LOCATION: MAIN STREET / MARKET PLACE / STATION ROAD / BACK LANE

DAY: WEDNESDAY

TIME	A TO B FROM MAIN STREET TO MARKET PLACE								A TO C FROM MAIN STREET TO STATION ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	3	0	0	0	0	0	0	3	14	2	0	0	2	0	0	18
14:45	1	0	0	0	0	0	0	1	17	0	0	0	0	0	0	17
HH/TOT	4	0	0	0	0	0	0	4	31	2	0	0	2	0	0	35
15:00	4	0	0	0	0	0	0	4	6	1	0	0	0	0	0	7
15:15	2	0	0	0	0	0	0	2	5	0	0	0	0	0	1	6
15:30	1	0	0	0	0	0	0	1	7	2	0	0	0	0	0	9
15:45	5	0	0	0	0	0	0	5	8	3	0	0	0	0	0	11
H/TOT	12	0	0	0	0	0	0	12	26	6	0	0	0	0	1	33
16:00	1	1	1	0	0	0	0	3	10	0	0	0	0	0	0	10
16:15	3	0	0	0	0	0	0	3	7	1	0	0	0	0	0	8
16:30	2	0	0	0	0	0	0	2	7	1	0	0	0	0	0	8
16:45	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
H/TOT	6	1	1	0	0	0	0	8	29	3	0	0	0	0	0	32
17:00	2	1	0	0	0	0	2	5	10	2	0	0	0	0	1	13
17:15	0	1	0	0	0	0	0	1	9	1	0	0	0	0	0	10
17:30	5	1	0	0	0	0	0	6	5	0	0	0	0	0	0	5
17:45	3	1	0	0	0	0	0	4	10	0	0	0	0	0	0	10
H/TOT	10	4	0	0	0	0	2	16	34	3	0	0	0	0	1	38
18:00	8	0	0	0	0	0	0	8	7	1	0	0	0	0	0	8
18:15	3	1	0	0	0	0	0	4	5	1	0	0	0	0	0	6
18:30	4	0	0	0	0	0	0	4	6	0	0	0	0	0	0	6
18:45	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3
H/TOT	16	1	0	0	0	0	0	17	20	3	0	0	0	0	0	23
P/TOT	48	6	1	0	0	0	2	57	140	17	0	0	2	0	2	161

MANUAL CLASSIFIED COUNTS



JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 1

DATE: 03/07/2024

LOCATION: MAIN STREET / MARKET PLACE / STATION ROAD / BACK LANE

DAY: WEDNESDAY

TIME	A TO D FROM MAIN STREET TO BACK LANE								B TO A FROM MARKET PLACE TO MAIN STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	10	0	1	0	0	0	0	11
07:15	0	0	0	0	0	0	0	0	8	2	2	0	0	0	0	12
07:30	0	0	0	0	0	0	0	0	7	0	3	0	1	0	0	11
07:45	0	0	0	0	0	0	0	0	23	5	0	0	0	0	0	28
H/TOT	1	0	0	0	0	0	0	1	48	7	6	0	1	0	0	62
08:00	8	0	0	0	0	0	0	8	25	6	2	0	0	0	0	33
08:15	8	1	0	0	0	0	0	9	31	3	1	0	0	0	0	35
08:30	12	1	0	0	0	0	0	13	27	3	2	0	2	0	0	34
08:45	4	0	0	0	0	0	0	4	26	5	1	0	0	0	0	32
H/TOT	32	2	0	0	0	0	0	34	109	17	6	0	2	0	0	134
09:00	0	0	0	0	0	0	0	0	9	3	0	0	0	0	0	12
09:15	0	0	0	0	0	0	0	0	23	5	0	0	0	0	0	28
09:30	0	0	0	0	0	0	0	0	21	6	2	0	0	0	0	29
09:45	0	0	0	0	0	0	0	0	24	2	0	0	2	0	0	28
H/TOT	0	0	0	0	0	0	0	0	77	16	2	0	2	0	0	97
P/TOT	33	2	0	0	0	0	0	35	234	40	14	0	5	0	0	293

MANUAL CLASSIFIED COUNTS



JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 1

DATE: 03/07/2024

LOCATION: MAIN STREET / MARKET PLACE / STATION ROAD / BACK LANE

DAY: WEDNESDAY

TIME	A TO D FROM MAIN STREET TO BACK LANE								B TO A FROM MARKET PLACE TO MAIN STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	0	0	0	0	0	0	0	0	17	2	0	0	1	0	0	20
14:45	2	0	0	0	0	0	0	2	18	5	0	0	1	0	0	24
HH/TOT	2	0	0	0	0	0	0	2	35	7	0	0	2	0	0	44
15:00	0	0	0	0	0	0	0	0	28	7	1	0	0	1	0	37
15:15	0	0	0	0	0	0	0	0	25	4	0	0	0	0	2	31
15:30	0	0	0	0	0	0	0	0	29	1	0	0	0	0	0	30
15:45	1	0	0	0	0	0	0	1	30	2	1	0	0	1	0	34
H/TOT	1	0	0	0	0	0	0	1	112	14	2	0	0	2	2	132
16:00	0	0	0	0	0	0	0	0	35	2	1	0	0	0	0	38
16:15	0	0	0	0	0	0	0	0	16	7	0	0	0	0	2	25
16:30	0	0	0	0	0	0	0	0	29	3	0	0	0	0	0	32
16:45	0	0	0	0	0	0	0	0	26	2	0	0	0	0	0	28
H/TOT	0	0	0	0	0	0	0	0	106	14	1	0	0	0	2	123
17:00	0	0	0	0	0	0	0	0	23	5	0	0	1	1	1	31
17:15	0	0	0	0	0	0	0	0	27	4	1	0	0	0	0	32
17:30	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	28
17:45	0	0	0	0	0	0	0	0	19	2	0	0	0	0	1	22
H/TOT	0	0	0	0	0	0	0	0	97	11	1	0	1	1	2	113
18:00	0	0	0	0	0	0	0	0	22	3	0	0	1	0	1	27
18:15	0	0	0	0	0	0	0	0	16	2	0	0	0	0	0	18
18:30	0	0	0	0	0	0	0	0	16	5	0	0	0	0	0	21
18:45	0	0	0	0	0	0	0	0	17	4	0	0	0	0	0	21
H/TOT	0	0	0	0	0	0	0	0	71	14	0	0	1	0	1	87
P/TOT	3	0	0	0	0	0	0	3	421	60	4	0	4	3	7	499

MANUAL CLASSIFIED COUNTS



JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 1

DATE: 03/07/2024

LOCATION: MAIN STREET / MARKET PLACE / STATION ROAD / BACK LANE

DAY: WEDNESDAY

TIME	C TO A							
	FROM STATION ROAD TO MAIN STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	38	5	2	0	0	0	0	45
07:15	33	10	0	0	0	0	0	43
07:30	58	6	3	0	0	0	1	68
07:45	65	12	0	1	0	1	0	79
H/TOT	194	33	5	1	0	1	1	235
08:00	81	8	0	0	1	0	1	91
08:15	78	14	2	0	5	0	0	99
08:30	106	6	2	0	2	0	0	116
08:45	58	16	1	0	0	0	3	78
H/TOT	323	44	5	0	8	0	4	384
09:00	60	6	1	0	0	0	0	67
09:15	51	8	4	0	0	0	0	63
09:30	35	11	1	1	0	0	2	50
09:45	30	5	4	1	0	1	0	41
H/TOT	176	30	10	2	0	1	2	221
P/TOT	693	107	20	3	8	2	7	840

TIME	C TO B							
	FROM STATION ROAD TO MARKET PLACE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	1	0	0	0	0	2
07:15	2	0	0	0	0	0	0	2
07:30	1	0	0	0	0	0	0	1
07:45	6	0	0	0	0	0	0	6
H/TOT	10	0	1	0	0	0	0	11
08:00	4	1	0	0	0	0	0	5
08:15	5	0	0	0	0	0	0	5
08:30	1	0	0	0	0	0	0	1
08:45	5	3	0	0	0	0	0	8
H/TOT	15	4	0	0	0	0	0	19
09:00	6	0	0	0	0	0	0	6
09:15	3	0	1	0	0	0	0	4
09:30	5	0	1	0	0	0	0	6
09:45	4	0	0	0	0	0	0	4
H/TOT	18	0	2	0	0	0	0	20
P/TOT	43	4	3	0	0	0	0	50

MANUAL CLASSIFIED COUNTS



JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 1

DATE: 03/07/2024

LOCATION: MAIN STREET / MARKET PLACE / STATION ROAD / BACK LANE

DAY: WEDNESDAY

TIME	C TO A FROM STATION ROAD TO MAIN STREET								C TO B FROM STATION ROAD TO MARKET PLACE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	39	12	2	0	0	0	1	54	4	0	0	0	0	0	0	4
14:45	55	7	1	0	0	0	0	63	1	2	0	0	0	0	0	3
HH/TOT	94	19	3	0	0	0	1	117	5	2	0	0	0	0	0	7
15:00	103	9	2	0	0	0	0	114	4	0	0	0	0	0	0	4
15:15	79	7	0	0	5	2	0	93	6	0	0	0	0	0	0	6
15:30	86	12	0	0	1	0	0	99	6	0	0	0	0	0	0	6
15:45	67	15	0	0	0	0	0	82	5	1	0	0	0	0	0	6
H/TOT	335	43	2	0	6	2	0	388	21	1	0	0	0	0	0	22
16:00	106	13	1	0	2	1	0	123	9	1	0	0	0	0	0	10
16:15	58	10	0	0	0	0	0	68	2	0	0	0	0	0	0	2
16:30	62	9	1	0	0	0	0	72	6	0	0	0	0	0	0	6
16:45	79	15	5	0	0	0	1	100	11	1	0	0	0	0	0	12
H/TOT	305	47	7	0	2	1	1	363	28	2	0	0	0	0	0	30
17:00	75	4	1	0	0	0	0	80	8	1	0	0	0	0	0	9
17:15	55	4	1	0	0	0	0	60	5	0	0	0	0	0	0	5
17:30	74	8	0	0	0	0	0	82	6	0	0	0	0	0	0	6
17:45	43	5	0	0	0	0	0	48	6	1	0	0	0	0	0	7
H/TOT	247	21	2	0	0	0	0	270	25	2	0	0	0	0	0	27
18:00	56	5	0	0	0	0	0	61	7	1	0	0	0	0	0	8
18:15	36	8	0	0	0	0	0	44	2	0	0	0	0	0	2	4
18:30	42	7	1	0	0	0	0	50	3	1	0	0	0	0	0	4
18:45	41	6	2	0	0	0	0	49	6	2	0	0	0	0	0	8
H/TOT	175	26	3	0	0	0	0	204	18	4	0	0	0	0	2	24
P/TOT	1156	156	17	0	8	3	2	1342	97	11	0	0	0	0	2	110

MANUAL CLASSIFIED COUNTS



JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 1

DATE: 03/07/2024

LOCATION: MAIN STREET / MARKET PLACE / STATION ROAD / BACK LANE

DAY: WEDNESDAY

TIME	TO ARM A MAIN STREET								FROM ARM A MAIN STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	48	5	3	0	0	0	0	56	6	1	0	0	0	0	0	7
07:15	41	12	2	0	0	0	0	55	11	1	0	0	0	0	0	12
07:30	65	6	6	0	1	0	1	79	14	0	0	0	0	0	0	14
07:45	88	17	0	1	0	1	0	107	13	3	0	0	0	0	0	16
H/TOT	242	40	11	1	1	1	1	297	44	5	0	0	0	0	0	49
08:00	106	14	2	0	1	0	1	124	47	0	0	0	2	0	0	49
08:15	109	17	3	0	5	0	0	134	41	4	0	0	2	0	0	47
08:30	133	9	4	0	4	0	0	150	17	2	0	0	0	0	0	19
08:45	84	21	2	0	0	0	3	110	9	0	0	0	0	0	2	11
H/TOT	432	61	11	0	10	0	4	518	114	6	0	0	4	0	2	126
09:00	69	9	1	0	0	0	0	79	11	0	0	0	0	0	0	11
09:15	74	13	4	0	0	0	0	91	5	0	0	0	0	0	1	6
09:30	56	17	3	1	0	0	2	79	8	0	0	0	0	0	0	8
09:45	54	7	4	1	2	1	0	69	10	1	0	0	0	0	0	11
H/TOT	253	46	12	2	2	1	2	318	34	1	0	0	0	0	1	36
P/TOT	927	147	34	3	13	2	7	1133	192	12	0	0	4	0	3	211

MANUAL CLASSIFIED COUNTS



JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 1

DATE: 03/07/2024

LOCATION: MAIN STREET / MARKET PLACE / STATION ROAD / BACK LANE

DAY: WEDNESDAY

TIME	TO ARM A MAIN STREET								FROM ARM A MAIN STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	56	14	2	0	1	0	1	74	17	2	0	0	2	0	0	21
14:45	73	12	1	0	1	0	0	87	20	0	0	0	0	0	0	20
HH/TOT	129	26	3	0	2	0	1	161	37	2	0	0	2	0	0	41
15:00	131	16	3	0	0	1	0	151	10	1	0	0	0	0	0	11
15:15	104	11	0	0	5	2	2	124	7	0	0	0	0	0	1	8
15:30	115	13	0	0	1	0	0	129	8	2	0	0	0	0	0	10
15:45	97	17	1	0	0	1	0	116	14	3	0	0	0	0	0	17
H/TOT	447	57	4	0	6	4	2	520	39	6	0	0	0	0	1	46
16:00	141	15	2	0	2	1	0	161	11	1	1	0	0	0	0	13
16:15	74	17	0	0	0	0	2	93	10	1	0	0	0	0	0	11
16:30	91	12	1	0	0	0	0	104	9	1	0	0	0	0	0	10
16:45	105	17	5	0	0	0	1	128	5	1	0	0	0	0	0	6
H/TOT	411	61	8	0	2	1	3	486	35	4	1	0	0	0	0	40
17:00	98	9	1	0	1	1	1	111	12	3	0	0	0	0	3	18
17:15	82	8	2	0	0	0	0	92	9	2	0	0	0	0	0	11
17:30	102	8	0	0	0	0	0	110	10	1	0	0	0	0	0	11
17:45	62	7	0	0	0	0	1	70	13	1	0	0	0	0	0	14
H/TOT	344	32	3	0	1	1	2	383	44	7	0	0	0	0	3	54
18:00	78	8	0	0	1	0	1	88	15	1	0	0	0	0	0	16
18:15	52	10	0	0	0	0	0	62	8	2	0	0	0	0	0	10
18:30	58	12	1	0	0	0	0	71	10	0	0	0	0	0	0	10
18:45	58	10	2	0	0	0	0	70	3	1	0	0	0	0	0	4
H/TOT	246	40	3	0	1	0	1	291	36	4	0	0	0	0	0	40
P/TOT	1577	216	21	0	12	6	9	1841	191	23	1	0	2	0	4	221

MANUAL CLASSIFIED COUNTS



JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 1

DATE: 03/07/2024

LOCATION: MAIN STREET / MARKET PLACE / STATION ROAD / BACK LANE

DAY: WEDNESDAY

TIME	TO ARM B MARKET PLACE								FROM ARM B MARKET PLACE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	1	1	0	0	0	0	5	43	6	3	0	0	0	0	52
07:15	4	0	0	0	0	0	0	4	50	15	3	0	0	0	0	68
07:30	3	0	0	0	0	0	0	3	80	14	8	0	1	0	0	103
07:45	7	1	0	0	0	0	0	8	91	15	1	0	0	0	0	107
H/TOT	17	2	1	0	0	0	0	20	264	50	15	0	1	0	0	330
08:00	10	1	0	0	0	0	0	11	97	15	4	0	2	0	1	119
08:15	7	1	0	0	0	0	0	8	99	14	3	0	1	0	0	117
08:30	2	0	0	0	0	0	0	2	66	10	4	0	3	0	0	83
08:45	7	3	0	0	0	0	1	11	83	18	2	0	0	0	0	103
H/TOT	26	5	0	0	0	0	1	32	345	57	13	0	6	0	1	422
09:00	6	0	0	0	0	0	0	6	38	9	2	0	0	0	0	49
09:15	4	0	1	0	0	0	1	6	53	10	2	0	0	0	0	65
09:30	9	0	1	0	0	0	0	10	49	16	7	0	0	3	0	75
09:45	6	0	0	0	0	0	0	6	65	9	2	0	2	0	0	78
H/TOT	25	0	2	0	0	0	1	28	205	44	13	0	2	3	0	267
P/TOT	68	7	3	0	0	0	2	80	814	151	41	0	9	3	1	1019

MANUAL CLASSIFIED COUNTS



JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 1

DATE: 03/07/2024

LOCATION: MAIN STREET / MARKET PLACE / STATION ROAD / BACK LANE

DAY: WEDNESDAY

TIME	TO ARM B MARKET PLACE								FROM ARM B MARKET PLACE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	7	0	0	0	0	0	0	7	73	6	3	0	1	0	0	83
14:45	2	2	0	0	0	0	0	4	78	14	0	0	3	2	0	97
HH/TOT	9	2	0	0	0	0	0	11	151	20	3	0	4	2	0	180
15:00	8	0	0	0	0	0	0	8	73	12	1	0	0	1	0	87
15:15	8	0	0	0	0	0	0	8	82	12	0	0	2	0	2	98
15:30	7	0	0	0	0	0	0	7	70	12	0	0	2	0	0	84
15:45	10	1	0	0	0	0	0	11	81	8	2	0	0	1	0	92
H/TOT	33	1	0	0	0	0	0	34	306	44	3	0	4	2	2	361
16:00	10	2	1	0	0	0	0	13	88	13	2	0	0	0	0	103
16:15	5	0	0	0	0	0	0	5	62	16	0	0	0	0	2	80
16:30	8	0	0	0	0	0	0	8	69	15	0	0	0	1	0	85
16:45	11	1	0	0	0	0	0	12	87	8	3	0	0	1	0	99
H/TOT	34	3	1	0	0	0	0	38	306	52	5	0	0	2	2	367
17:00	10	2	0	0	0	0	2	14	76	15	0	0	1	1	1	94
17:15	5	1	0	0	0	0	0	6	84	7	1	0	0	0	0	92
17:30	11	1	0	0	0	0	0	12	76	5	1	0	0	0	0	82
17:45	9	2	0	0	0	0	0	11	70	7	0	0	0	1	1	79
H/TOT	35	6	0	0	0	0	2	43	306	34	2	0	1	2	2	347
18:00	15	1	0	0	0	0	0	16	61	11	3	0	1	0	1	77
18:15	5	1	0	0	0	0	2	8	55	6	0	0	0	0	1	62
18:30	7	1	0	0	0	0	0	8	53	10	1	0	0	1	0	65
18:45	7	2	0	0	0	0	0	9	54	8	0	0	0	0	0	62
H/TOT	34	5	0	0	0	0	2	41	223	35	4	0	1	1	2	266
P/TOT	145	17	1	0	0	0	4	167	1292	185	17	0	10	9	8	1521

MANUAL CLASSIFIED COUNTS



JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 1

DATE: 03/07/2024

LOCATION: MAIN STREET / MARKET PLACE / STATION ROAD / BACK LANE

DAY: WEDNESDAY

TIME	TO ARM C STATION ROAD								FROM ARM C STATION ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	34	6	2	0	0	0	0	42	39	5	3	0	0	0	0	47
07:15	51	14	1	0	0	0	0	66	35	10	0	0	0	0	0	45
07:30	85	14	5	0	0	0	0	104	59	6	3	0	0	0	1	69
07:45	73	12	1	0	0	0	0	86	72	12	0	1	0	1	0	86
H/TOT	243	46	9	0	0	0	0	298	205	33	6	1	0	1	1	247
08:00	99	9	2	0	4	0	1	115	87	10	0	0	1	0	1	99
08:15	82	13	2	0	3	0	0	100	90	14	2	0	5	0	0	111
08:30	35	7	2	0	1	0	0	45	119	7	2	0	2	0	0	130
08:45	54	11	1	0	0	0	1	67	68	20	1	0	0	0	4	93
H/TOT	270	40	7	0	8	0	2	327	364	51	5	0	8	0	5	433
09:00	40	6	2	0	0	0	0	48	66	6	1	0	0	0	0	73
09:15	34	5	2	0	0	0	0	41	54	8	5	0	0	0	0	67
09:30	32	10	5	0	0	3	0	50	40	11	2	1	0	0	2	56
09:45	49	8	2	0	0	0	0	59	34	5	4	1	0	1	0	45
H/TOT	155	29	11	0	0	3	0	198	194	30	12	2	0	1	2	241
P/TOT	668	115	27	0	8	3	2	823	763	114	23	3	8	2	8	921

MANUAL CLASSIFIED COUNTS



JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 1

DATE: 03/07/2024

LOCATION: MAIN STREET / MARKET PLACE / STATION ROAD / BACK LANE

DAY: WEDNESDAY

TIME	TO ARM C STATION ROAD								FROM ARM C STATION ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	70	6	3	0	2	0	0	81	43	12	2	0	0	0	1	58
14:45	74	9	0	0	2	2	0	87	56	9	1	0	0	0	0	66
HH/TOT	144	15	3	0	4	2	0	168	99	21	3	0	0	0	1	124
15:00	51	5	0	0	0	0	0	56	107	9	2	0	0	0	0	118
15:15	61	7	0	0	2	0	1	71	86	7	0	0	5	2	0	100
15:30	47	13	0	0	2	0	0	62	92	12	0	0	1	0	0	105
15:45	49	9	1	0	0	0	0	59	77	16	0	0	0	0	0	93
H/TOT	208	34	1	0	4	0	1	248	362	44	2	0	6	2	0	416
16:00	55	11	1	0	0	0	0	67	122	15	1	0	2	1	0	141
16:15	52	10	0	0	0	0	0	62	61	10	0	0	0	0	0	71
16:30	44	13	0	0	0	1	0	58	68	9	1	0	0	0	0	78
16:45	66	7	3	0	0	1	0	77	90	16	5	0	0	0	1	112
H/TOT	217	41	4	0	0	2	0	264	341	50	7	0	2	1	1	402
17:00	62	12	0	0	0	0	1	75	83	5	1	0	0	0	0	89
17:15	63	4	0	0	0	0	0	67	60	4	1	0	0	0	0	65
17:30	53	5	1	0	0	0	0	59	80	8	0	0	0	0	0	88
17:45	61	5	0	0	0	1	0	67	49	6	0	0	0	0	0	55
H/TOT	239	26	1	0	0	1	1	268	272	23	2	0	0	0	0	297
18:00	46	9	3	0	0	0	0	58	63	6	0	0	0	0	0	69
18:15	44	5	0	0	0	0	1	50	38	9	0	0	0	0	2	49
18:30	43	5	1	0	0	1	0	50	46	8	1	0	0	0	0	55
18:45	39	5	0	0	0	0	0	44	47	8	2	0	0	0	0	57
H/TOT	172	24	4	0	0	1	1	202	194	31	3	0	0	0	2	230
P/TOT	980	140	13	0	8	6	3	1150	1268	169	17	0	8	3	4	1469

QUEUE LENGTHS

JOB REF: 13569



JOB NAME: MARKET BOSWORTH

SITE: 1

DATE: 03/07/2024

LOCATION: MAIN STREET / MARKET PLACE / STATION ROAD

DAY: WEDNESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A		ARM B		ARM C	TIME	ARM A		ARM B		ARM C
	MAIN STREET		MARKET PLACE		STATION ROAD		MAIN STREET		MARKET PLACE		STATION ROAD
	LANE 1	LANE 1	LANE 2	LANE 1	LANE 1		LANE 1	LANE 2	LANE 1		
07:00	1	1	1	0	14:30	0	1	3	0		
07:05	0	2	1	0	14:35	0	3	1	0		
07:10	0	0	0	0	14:40	0	1	3	0		
07:15	0	1	0	0	14:45	0	1	4	1		
07:20	0	0	1	0	14:50	0	1	1	0		
07:25	0	0	1	0	14:55	0	5	2	0		
07:30	0	2	1	0	15:00	0	1	1	0		
07:35	0	4	1	0	15:05	0	1	2	0		
07:40	0	2	1	0	15:10	0	1	4	0		
07:45	0	14	2	0	15:15	0	2	1	0		
07:50	0	2	1	1	15:20	0	1	2	0		
07:55	0	1	3	0	15:25	0	1	3	1		
08:00	0	2	2	0	15:30	0	3	1	0		
08:05	2	2	3	0	15:35	0	1	2	0		
08:10	0	4	2	1	15:40	0	1	5	0		
08:15	2	7	4	0	15:45	0	1	1	0		
08:20	2	5	6	0	15:50	0	1	3	1		
08:25	1	0	2	0	15:55	0	3	4	3		
08:30	2	4	3	0	16:00	0	2	12	4		
08:35	2	3	2	3	16:05	0	2	14	2		
08:40	1	1	4	0	16:10	0	1	0	1		
08:45	0	0	3	0	16:15	0	0	1	0		
08:50	0	1	2	0	16:20	0	0	2	0		
08:55	0	1	2	1	16:25	0	0	3	0		
09:00	0	1	1	0	16:30	0	2	3	0		

QUEUE LENGTHS

JOB REF: 13569



JOB NAME: MARKET BOSWORTH

SITE: 1

DATE: 03/07/2024

LOCATION: MAIN STREET / MARKET PLACE / STATION ROAD

DAY: WEDNESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A	ARM B		ARM C	TIME	ARM A	ARM B		ARM C
	MAIN STREET	MARKET PLACE		STATION ROAD		MAIN STREET	MARKET PLACE		STATION ROAD
	LANE 1	LANE 1	LANE 2	LANE 1		LANE 1	LANE 1	LANE 2	LANE 1
09:05	0	2	1	0	16:35	0	0	2	0
09:10	0	1	0	0	16:40	0	0	1	0
09:15	0	1	2	0	16:45	0	1	2	2
09:20	0	1	2	1	16:50	0	1	2	0
09:25	0	0	3	0	16:55	0	2	4	0
09:30	0	1	2	0	17:00	0	2	2	0
09:35	1	1	3	2	17:05	0	0	2	0
09:40	0	0	5	0	17:10	0	1	1	0
09:45	0	2	2	0	17:15	0	1	2	1
09:50	0	3	1	0	17:20	0	1	2	1
09:55	1	2	3	0	17:25	0	2	1	0
					17:30	0	1	1	0

MANUAL CLASSIFIED COUNTS



JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

DATE: 03/07/2024

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD

DAY: WEDNESDAY

TIME	A TO A FROM PIPISTRELLE DRIVE TO PIPISTRELLE DRIVE								A TO B FROM PIPISTRELLE DRIVE TO STATION ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	6	0	1	0	0	0	0	7
07:15	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
07:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1	6
07:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	18	1	1	0	0	0	1	21
08:00	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
08:15	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
08:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	25
09:00	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
09:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
09:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
09:45	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	9	2	1	0	0	0	0	12
P/TOT	0	0	0	0	0	0	0	0	52	3	2	0	0	0	1	58

MANUAL CLASSIFIED COUNTS



JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

DATE: 03/07/2024

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD

DAY: WEDNESDAY

TIME	A TO A FROM PIPISTRELLE DRIVE TO PIPISTRELLE DRIVE								A TO B FROM PIPISTRELLE DRIVE TO STATION ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
14:45	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
HH/TOT	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
15:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
15:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
15:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
15:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11
16:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
16:30	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
16:45	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	15	2	1	0	0	0	0	18
17:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
17:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
17:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
17:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14
18:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
18:30	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
18:45	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
H/TOT	0	0	0	0	0	0	0	0	17	2	0	0	0	0	0	19
P/TOT	0	0	0	0	0	0	0	0	62	6	1	0	0	0	0	69

MANUAL CLASSIFIED COUNTS



JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

DATE: 03/07/2024

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD

DAY: WEDNESDAY

TIME	A TO C FROM PIPISTRELLE DRIVE TO SEDGEMERE ROAD								A TO D FROM PIPISTRELLE DRIVE TO MARKET BOSWORTH							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
15:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
15:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
15:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	4
H/TOT	0	0	0	0	0	0	0	0	5	1	0	0	0	0	2	8
16:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
H/TOT	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8
17:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
H/TOT	1	0	0	0	0	0	0	1	8	0	0	0	0	0	1	9
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
P/TOT	1	0	0	0	0	0	0	1	26	4	0	0	0	0	3	33

MANUAL CLASSIFIED COUNTS



JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

DATE: 03/07/2024

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD

DAY: WEDNESDAY

TIME	B TO C FROM STATION ROAD TO SEDGEMERE ROAD								B TO D FROM STATION ROAD TO MARKET BOSWORTH							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	1	0	0	0	0	0	1	27	7	2	0	0	0	0	36
07:15	2	2	0	0	0	0	0	4	29	6	0	0	0	0	0	35
07:30	0	0	2	0	0	0	0	2	41	15	3	1	0	0	0	60
07:45	0	1	0	0	0	0	0	1	39	12	1	0	0	0	0	52
H/TOT	2	4	2	0	0	0	0	8	136	40	6	1	0	0	0	183
08:00	0	0	0	0	0	0	0	0	56	3	2	0	1	0	0	62
08:15	1	0	0	0	0	0	0	1	79	12	2	0	1	0	0	94
08:30	1	1	0	0	0	0	0	2	73	10	2	0	0	0	0	85
08:45	2	0	0	0	0	0	0	2	33	8	1	0	0	0	0	42
H/TOT	4	1	0	0	0	0	0	5	241	33	7	0	2	0	0	283
09:00	0	0	0	0	0	0	0	0	36	5	0	0	0	0	1	42
09:15	0	0	0	0	0	0	0	0	23	7	2	0	0	0	0	32
09:30	1	0	1	0	0	0	0	2	18	10	3	0	0	3	0	34
09:45	2	0	1	0	0	0	0	3	28	5	2	0	0	0	0	35
H/TOT	3	0	2	0	0	0	0	5	105	27	7	0	0	3	1	143
P/TOT	9	5	4	0	0	0	0	18	482	100	20	1	2	3	1	609

MANUAL CLASSIFIED COUNTS



JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

DATE: 03/07/2024

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD

DAY: WEDNESDAY

TIME	B TO C FROM STATION ROAD TO SEDGEMERE ROAD								B TO D FROM STATION ROAD TO MARKET BOSWORTH							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	0	0	0	0	0	0	0	0	28	2	1	1	0	0	0	32
14:45	0	1	0	0	0	0	0	1	35	3	0	0	0	2	0	40
HH/TOT	0	1	0	0	0	0	0	1	63	5	1	1	0	2	0	72
15:00	1	0	0	0	0	0	0	1	71	8	0	0	0	0	0	79
15:15	2	0	0	0	0	0	0	2	63	6	0	0	3	0	0	72
15:30	2	0	0	0	0	0	0	2	27	6	0	0	0	0	0	33
15:45	0	0	0	0	0	0	0	0	33	8	2	0	0	0	0	43
H/TOT	5	0	0	0	0	0	0	5	194	28	2	0	3	0	0	227
16:00	0	0	0	0	0	0	0	0	66	17	1	0	0	0	0	84
16:15	0	0	0	0	0	0	0	0	52	6	0	0	0	1	0	59
16:30	1	0	0	0	0	0	0	1	36	8	0	1	0	0	1	46
16:45	1	2	0	0	0	0	0	3	60	7	2	1	0	1	0	71
H/TOT	2	2	0	0	0	0	0	4	214	38	3	2	0	2	1	260
17:00	2	0	0	0	0	0	0	2	54	8	0	0	0	0	2	64
17:15	2	1	0	0	0	0	0	3	43	3	1	0	0	0	0	47
17:30	3	0	0	0	0	0	0	3	34	5	1	0	0	0	0	40
17:45	5	0	0	0	0	0	0	5	24	4	0	0	0	1	0	29
H/TOT	12	1	0	0	0	0	0	13	155	20	2	0	0	1	2	180
18:00	2	0	0	0	0	0	0	2	30	8	2	1	0	0	0	41
18:15	0	0	0	0	0	0	0	0	22	3	1	0	0	0	1	27
18:30	2	2	0	0	0	0	0	4	29	3	1	0	0	0	0	33
18:45	1	0	0	0	0	0	0	1	19	4	0	0	0	1	0	24
H/TOT	5	2	0	0	0	0	0	7	100	18	4	1	0	1	1	125
P/TOT	24	6	0	0	0	0	0	30	726	109	12	4	3	6	4	864

MANUAL CLASSIFIED COUNTS



JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

DATE: 03/07/2024

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD

DAY: WEDNESDAY

TIME	C TO A FROM SEDGEMERE ROAD TO PIPISTRELLE DRIVE								C TO B FROM SEDGEMERE ROAD TO STATION ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6
08:00	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3
08:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
08:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	7	0	1	0	0	0	0	8
09:00	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
09:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
09:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	4	2	1	0	0	0	0	7
P/TOT	0	0	0	0	0	0	0	0	15	4	2	0	0	0	0	21

MANUAL CLASSIFIED COUNTS



JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

DATE: 03/07/2024

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD

DAY: WEDNESDAY

TIME	C TO A FROM SEDGEMERE ROAD TO PIPISTRELLE DRIVE								C TO B FROM SEDGEMERE ROAD TO STATION ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
HH/TOT	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
15:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
15:45	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
H/TOT	0	1	0	0	0	0	0	1	6	2	0	0	0	0	0	8
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
16:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6
17:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
H/TOT	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
18:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
P/TOT	0	1	0	0	0	0	0	1	24	4	0	0	0	0	0	28

MANUAL CLASSIFIED COUNTS



JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

DATE: 03/07/2024

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD

DAY: WEDNESDAY

TIME	C TO C								C TO D							
	FROM SEDGEMERE ROAD TO SEDGEMERE ROAD								FROM SEDGEMERE ROAD TO MARKET BOSWORTH							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
08:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
08:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
08:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	7	1	1	0	0	0	0	9
09:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
09:30	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3
09:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	4	2	1	0	0	0	0	7
P/TOT	0	0	0	0	0	0	0	0	14	3	2	0	0	0	0	19

MANUAL CLASSIFIED COUNTS



JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

DATE: 03/07/2024

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD

DAY: WEDNESDAY

TIME	C TO C FROM SEDGEMERE ROAD TO SEDGEMERE ROAD								C TO D FROM SEDGEMERE ROAD TO MARKET BOSWORTH							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
14:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
HH/TOT	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
15:00	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
15:15	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3
15:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	3	3	2	0	0	0	0	8
16:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6
17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
18:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
P/TOT	0	0	0	0	0	0	0	0	16	8	2	0	0	0	0	26

MANUAL CLASSIFIED COUNTS



JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

DATE: 03/07/2024

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD

DAY: WEDNESDAY

TIME	D TO A FROM MARKET BOSWORTH TO PIPISTRELLE DRIVE								D TO B FROM MARKET BOSWORTH TO STATION ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	33	1	3	0	0	0	0	37
07:15	2	0	0	0	0	0	0	2	22	5	0	0	0	0	1	28
07:30	0	0	0	0	0	0	0	0	42	5	2	1	0	0	0	50
07:45	0	1	0	0	0	0	0	1	54	10	0	0	0	0	1	65
H/TOT	2	1	0	0	0	0	0	3	151	21	5	1	0	0	2	180
08:00	1	0	0	0	0	0	0	1	67	10	1	0	2	0	0	80
08:15	4	0	0	0	0	0	0	4	47	7	0	0	0	0	0	54
08:30	1	0	0	0	0	0	0	1	57	7	3	1	0	0	0	68
08:45	2	1	0	0	0	0	0	3	58	11	1	1	0	0	0	71
H/TOT	8	1	0	0	0	0	0	9	229	35	5	2	2	0	0	273
09:00	0	0	0	0	0	0	0	0	33	3	0	0	0	0	0	36
09:15	1	0	0	0	0	0	0	1	34	9	4	0	0	0	0	47
09:30	1	1	0	0	0	0	0	2	14	4	1	1	0	0	0	20
09:45	1	1	0	0	0	0	0	2	20	2	2	1	0	1	0	26
H/TOT	3	2	0	0	0	0	0	5	101	18	7	2	0	1	0	129
P/TOT	13	4	0	0	0	0	0	17	481	74	17	5	2	1	2	582

MANUAL CLASSIFIED COUNTS



JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

DATE: 03/07/2024

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD

DAY: WEDNESDAY

TIME	D TO A FROM MARKET BOSWORTH TO PIPISTRELLE DRIVE								D TO B FROM MARKET BOSWORTH TO STATION ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	3	0	0	0	0	0	0	3	43	5	2	0	1	0	0	51
14:45	2	0	0	0	0	0	0	2	47	5	1	0	1	0	0	54
HH/TOT	5	0	0	0	0	0	0	5	90	10	3	0	2	0	0	105
15:00	2	0	0	0	0	0	0	2	31	6	1	0	1	1	0	40
15:15	1	0	0	0	0	0	0	1	46	7	0	0	0	0	0	53
15:30	5	0	0	0	0	0	0	5	71	13	1	0	0	0	0	85
15:45	0	0	0	0	0	0	0	0	59	10	0	0	0	0	0	69
H/TOT	8	0	0	0	0	0	0	8	207	36	2	0	1	1	0	247
16:00	4	1	0	0	0	0	0	5	43	8	1	1	0	0	0	53
16:15	4	1	0	0	0	0	0	5	40	8	1	0	0	0	0	49
16:30	3	0	0	0	0	0	0	3	37	5	2	0	0	0	0	44
16:45	4	0	1	0	0	0	0	5	46	15	1	0	0	0	0	62
H/TOT	15	2	1	0	0	0	0	18	166	36	5	1	0	0	0	208
17:00	2	0	0	0	0	0	0	2	43	4	3	0	0	0	0	50
17:15	2	0	0	0	0	0	0	2	47	3	0	0	0	0	0	50
17:30	3	0	0	0	0	0	0	3	50	5	0	0	0	0	0	55
17:45	5	0	0	0	0	0	0	5	33	3	0	1	0	0	1	38
H/TOT	12	0	0	0	0	0	0	12	173	15	3	1	0	0	1	193
18:00	5	1	0	0	0	0	0	6	39	7	0	0	0	0	0	46
18:15	6	0	0	0	0	0	0	6	26	8	0	0	0	0	2	36
18:30	2	0	0	0	0	0	0	2	23	4	2	0	0	0	0	29
18:45	2	0	0	0	0	0	1	3	32	0	1	0	0	0	2	35
H/TOT	15	1	0	0	0	0	1	17	120	19	3	0	0	0	4	146
P/TOT	55	3	1	0	0	0	1	60	756	116	16	2	3	1	5	899

MANUAL CLASSIFIED COUNTS



JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

DATE: 03/07/2024

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD

DAY: WEDNESDAY

TIME	TO ARM A PIPISTRELLE DRIVE								FROM ARM A PIPISTRELLE DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	7	0	1	0	0	0	0	8
07:15	3	0	0	0	0	0	0	3	6	1	0	0	0	0	0	7
07:30	2	0	0	0	0	0	0	2	6	0	0	0	0	0	1	7
07:45	0	2	0	0	0	0	0	2	7	0	0	0	0	0	0	7
H/TOT	5	2	0	0	0	0	0	7	26	1	1	0	0	0	1	29
08:00	2	0	0	0	0	0	1	3	17	1	0	0	0	0	0	18
08:15	9	0	0	0	0	0	0	9	15	0	0	0	0	0	0	15
08:30	4	1	0	0	0	0	0	5	3	0	0	0	0	0	0	3
08:45	4	2	0	0	0	0	0	6	4	0	0	0	0	0	0	4
H/TOT	19	3	0	0	0	0	1	23	39	1	0	0	0	0	0	40
09:00	3	1	0	0	0	0	0	4	5	1	0	0	0	0	0	6
09:15	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4
09:30	3	1	0	0	0	0	0	4	2	2	0	0	0	0	0	4
09:45	3	1	1	0	0	0	0	5	1	0	1	0	0	0	0	2
H/TOT	11	3	1	0	0	0	0	15	12	3	1	0	0	0	0	16
P/TOT	35	8	1	0	0	0	1	45	77	5	2	0	0	0	1	85

MANUAL CLASSIFIED COUNTS



JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

DATE: 03/07/2024

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD

DAY: WEDNESDAY

TIME	TO ARM A PIPISTRELLE DRIVE								FROM ARM A PIPISTRELLE DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
14:45	3	0	0	0	0	0	0	3	4	1	0	0	0	0	0	5
HH/TOT	7	0	0	0	0	0	0	7	8	1	0	0	0	0	0	9
15:00	8	2	0	0	0	0	0	10	5	1	0	0	0	0	0	6
15:15	7	1	0	0	0	0	0	8	3	0	0	0	0	0	0	3
15:30	8	0	0	0	0	0	0	8	3	1	0	0	0	0	0	4
15:45	4	0	0	0	0	0	0	4	4	0	0	0	0	0	2	6
H/TOT	27	3	0	0	0	0	0	30	15	2	0	0	0	0	2	19
16:00	7	1	0	0	0	0	0	8	3	0	0	0	0	0	0	3
16:15	8	1	0	0	0	0	0	9	9	0	0	0	0	0	0	9
16:30	4	1	1	0	0	0	0	6	4	1	0	0	0	0	0	5
16:45	7	1	1	0	0	0	0	9	5	3	1	0	0	0	0	9
H/TOT	26	4	2	0	0	0	0	32	21	4	1	0	0	0	0	26
17:00	6	0	0	0	0	0	0	6	6	0	0	0	0	0	0	6
17:15	11	1	0	0	0	0	0	12	6	0	0	0	0	0	1	7
17:30	6	0	0	0	0	0	0	6	7	0	0	0	0	0	0	7
17:45	12	0	0	0	0	0	0	12	4	0	0	0	0	0	0	4
H/TOT	35	1	0	0	0	0	0	36	23	0	0	0	0	0	1	24
18:00	7	1	0	0	0	0	0	8	2	0	0	0	0	0	0	2
18:15	11	0	0	0	0	0	0	11	6	1	0	0	0	0	0	7
18:30	7	0	0	0	0	0	0	7	10	1	0	0	0	0	0	11
18:45	10	0	0	0	0	0	1	11	4	1	0	0	0	0	0	5
H/TOT	35	1	0	0	0	0	1	37	22	3	0	0	0	0	0	25
P/TOT	130	9	2	0	0	0	1	142	89	10	1	0	0	0	3	103

MANUAL CLASSIFIED COUNTS



JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

DATE: 03/07/2024

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD

DAY: WEDNESDAY

TIME	TO ARM B STATION ROAD								FROM ARM B STATION ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	41	1	4	0	0	0	0	46	27	8	2	0	0	0	0	37
07:15	25	8	0	0	0	0	1	34	32	8	0	0	0	0	0	40
07:30	47	5	2	1	0	0	1	56	43	15	5	1	0	0	0	64
07:45	60	10	0	0	0	0	1	71	39	14	1	0	0	0	0	54
H/TOT	173	24	6	1	0	0	3	207	141	45	8	1	0	0	0	195
08:00	81	10	2	0	2	0	0	95	57	3	2	0	1	0	1	64
08:15	59	7	0	0	0	0	0	66	85	12	2	0	1	0	0	100
08:30	63	7	3	1	0	0	0	74	79	12	2	0	0	0	0	93
08:45	60	11	1	1	0	0	0	73	37	9	1	0	0	0	0	47
H/TOT	263	35	6	2	2	0	0	308	258	36	7	0	2	0	1	304
09:00	37	5	0	0	0	0	0	42	39	6	0	0	0	0	1	46
09:15	39	10	4	0	0	0	0	53	24	7	2	0	0	0	0	33
09:30	17	5	1	1	0	0	0	24	21	10	4	0	0	3	0	38
09:45	21	2	4	1	0	1	0	29	32	5	4	0	0	0	0	41
H/TOT	114	22	9	2	0	1	0	148	116	28	10	0	0	3	1	158
P/TOT	550	81	21	5	2	1	3	663	515	109	25	1	2	3	2	657

MANUAL CLASSIFIED COUNTS



JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

DATE: 03/07/2024

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD

DAY: WEDNESDAY

TIME	TO ARM B STATION ROAD								FROM ARM B STATION ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	45	5	2	0	1	0	0	53	29	2	1	1	0	0	0	33
14:45	53	6	1	0	1	0	0	61	36	4	0	0	0	2	0	42
HH/TOT	98	11	3	0	2	0	0	114	65	6	1	1	0	2	0	75
15:00	34	7	1	0	1	1	0	44	78	9	0	0	0	0	0	87
15:15	48	7	0	0	0	0	0	55	71	7	0	0	3	0	0	81
15:30	77	13	1	0	0	0	0	91	32	6	0	0	0	0	0	38
15:45	64	12	0	0	0	0	0	76	37	8	2	0	0	0	0	47
H/TOT	223	39	2	0	1	1	0	266	218	30	2	0	3	0	0	253
16:00	45	8	1	1	0	0	0	55	69	17	1	0	0	0	0	87
16:15	47	8	1	0	0	0	0	56	56	6	0	0	0	1	0	63
16:30	43	7	2	0	0	0	0	52	38	9	1	1	0	0	1	50
16:45	50	17	2	0	0	0	0	69	64	10	2	1	0	1	0	78
H/TOT	185	40	6	1	0	0	0	232	227	42	4	2	0	2	1	278
17:00	48	4	3	0	0	0	0	55	60	8	0	0	0	0	2	70
17:15	53	3	0	0	0	0	0	56	54	5	1	0	0	0	0	60
17:30	56	5	0	0	0	0	0	61	40	5	1	0	0	0	0	46
17:45	38	3	0	1	0	0	1	43	36	4	0	0	0	1	0	41
H/TOT	195	15	3	1	0	0	1	215	190	22	2	0	0	1	2	217
18:00	44	7	0	0	0	0	0	51	34	8	2	1	0	0	0	45
18:15	31	8	0	0	0	0	2	41	27	3	1	0	0	0	1	32
18:30	33	5	2	0	0	0	0	40	37	5	1	0	0	0	0	43
18:45	34	1	1	0	0	0	2	38	28	4	0	0	0	1	0	33
H/TOT	142	21	3	0	0	0	4	170	126	20	4	1	0	1	1	153
P/TOT	843	126	17	2	3	1	5	997	826	120	13	4	3	6	4	976

MANUAL CLASSIFIED COUNTS



JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

DATE: 03/07/2024

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD

DAY: WEDNESDAY

TIME	TO ARM C SEDGEMERE ROAD								FROM ARM C SEDGEMERE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	3	0	0	0	0	0	6	3	0	0	0	0	0	0	3
07:15	3	5	0	0	0	0	0	8	1	2	0	0	0	0	0	3
07:30	3	2	2	0	0	0	0	7	2	0	0	0	0	0	0	2
07:45	1	2	0	0	0	0	0	3	1	0	0	0	0	0	0	1
H/TOT	10	12	2	0	0	0	0	24	7	2	0	0	0	0	0	9
08:00	0	1	1	0	0	0	0	2	3	0	1	0	0	0	0	4
08:15	1	2	0	0	0	0	0	3	6	0	0	0	0	0	0	6
08:30	2	1	0	0	0	0	0	3	4	1	0	0	0	0	0	5
08:45	4	0	0	0	0	0	0	4	1	0	1	0	0	0	0	2
H/TOT	7	4	1	0	0	0	0	12	14	1	2	0	0	0	0	17
09:00	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
09:15	0	1	0	0	0	0	0	1	3	1	0	0	0	0	0	4
09:30	1	0	1	0	0	0	0	2	2	1	1	0	0	0	0	4
09:45	3	0	1	0	0	0	0	4	1	0	1	0	0	0	0	2
H/TOT	4	1	2	0	0	0	0	7	8	4	2	0	0	0	0	14
P/TOT	21	17	5	0	0	0	0	43	29	7	4	0	0	0	0	40

MANUAL CLASSIFIED COUNTS



JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

DATE: 03/07/2024

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD

DAY: WEDNESDAY

TIME	TO ARM C SEDGEMERE ROAD								FROM ARM C SEDGEMERE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
14:45	0	1	0	0	0	0	0	1	3	1	0	0	0	0	0	4
HH/TOT	0	1	0	0	0	0	0	1	5	2	0	0	0	0	0	7
15:00	1	0	1	0	0	0	0	2	1	3	0	0	0	0	0	4
15:15	3	0	0	0	0	0	0	3	1	1	1	0	0	0	0	3
15:30	3	0	0	0	0	0	0	3	3	0	1	0	0	0	0	4
15:45	1	1	0	0	0	0	0	2	4	2	0	0	0	0	0	6
H/TOT	8	1	1	0	0	0	0	10	9	6	2	0	0	0	0	17
16:00	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2
16:15	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
16:30	2	1	0	0	0	0	0	3	2	2	0	0	0	0	0	4
16:45	3	2	0	0	0	0	0	5	2	1	0	0	0	0	0	3
H/TOT	8	3	0	0	0	0	0	11	8	4	0	0	0	0	0	12
17:00	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
17:15	2	1	0	0	0	0	0	3	1	1	0	0	0	0	0	2
17:30	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2
17:45	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	5
H/TOT	14	1	0	0	0	0	0	15	11	1	0	0	0	0	0	12
18:00	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4
18:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
18:30	2	2	0	0	0	0	0	4	1	0	0	0	0	0	0	1
18:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	6	2	0	0	0	0	0	8	7	0	0	0	0	0	0	7
P/TOT	36	8	1	0	0	0	0	45	40	13	2	0	0	0	0	55

MANUAL CLASSIFIED COUNTS



JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

DATE: 03/07/2024

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD

DAY: WEDNESDAY

TIME	TO ARM D MARKET BOSWORTH								FROM ARM D MARKET BOSWORTH							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	29	7	2	0	0	0	0	38	36	3	3	0	0	0	0	42
07:15	33	6	0	0	0	0	0	39	25	8	0	0	0	0	1	34
07:30	45	15	3	1	0	0	0	64	46	7	2	1	0	0	0	56
07:45	41	12	1	0	0	0	0	54	55	12	0	0	0	0	1	68
H/TOT	148	40	6	1	0	0	0	195	162	30	5	1	0	0	2	200
08:00	63	4	2	0	1	0	0	70	69	11	2	0	2	0	0	84
08:15	88	12	2	0	1	0	0	103	51	9	0	0	0	0	0	60
08:30	76	11	2	0	0	0	0	89	59	7	3	1	0	0	0	70
08:45	36	8	2	0	0	0	0	46	62	12	1	1	0	0	0	76
H/TOT	263	35	8	0	2	0	0	308	241	39	6	2	2	0	0	290
09:00	39	6	0	0	0	0	1	46	33	3	0	0	0	0	0	36
09:15	25	7	2	0	0	0	0	34	35	10	4	0	0	0	0	49
09:30	19	12	4	0	0	3	0	38	15	5	1	1	0	0	0	22
09:45	29	5	2	0	0	0	0	36	22	3	2	1	0	1	0	29
H/TOT	112	30	8	0	0	3	1	154	105	21	7	2	0	1	0	136
P/TOT	523	105	22	1	2	3	1	657	508	90	18	5	2	1	2	626

MANUAL CLASSIFIED COUNTS



JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

DATE: 03/07/2024

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD

DAY: WEDNESDAY

TIME	TO ARM D MARKET BOSWORTH								FROM ARM D MARKET BOSWORTH							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	32	3	1	1	0	0	0	37	46	5	2	0	1	0	0	54
14:45	36	4	0	0	0	2	0	42	49	5	1	0	1	0	0	56
HH/TOT	68	7	1	1	0	2	0	79	95	10	3	0	2	0	0	110
15:00	74	10	0	0	0	0	0	84	33	6	2	0	1	1	0	43
15:15	65	7	1	0	3	0	0	76	48	7	0	0	0	0	0	55
15:30	27	7	1	0	0	0	0	35	77	13	1	0	0	0	0	91
15:45	38	8	2	0	0	0	2	50	62	11	0	0	0	0	0	73
H/TOT	204	32	4	0	3	0	2	245	220	37	3	0	1	1	0	262
16:00	68	18	1	0	0	0	0	87	48	9	1	1	0	0	0	59
16:15	57	7	0	0	0	1	0	65	46	10	1	0	0	0	0	57
16:30	36	9	0	1	0	0	1	47	41	6	2	0	0	0	0	49
16:45	63	9	2	1	0	1	0	76	52	15	2	0	0	0	0	69
H/TOT	224	43	3	2	0	2	1	275	187	40	6	1	0	0	0	234
17:00	58	8	0	0	0	0	2	68	45	4	3	0	0	0	0	52
17:15	44	4	1	0	0	0	1	50	49	3	0	0	0	0	0	52
17:30	36	5	1	0	0	0	0	42	54	5	0	0	0	0	0	59
17:45	28	4	0	0	0	1	0	33	38	3	0	1	0	0	1	43
H/TOT	166	21	2	0	0	1	3	193	186	15	3	1	0	0	1	206
18:00	31	8	2	1	0	0	0	42	44	8	0	0	0	0	0	52
18:15	25	4	1	0	0	0	1	31	33	8	0	0	0	0	2	43
18:30	32	3	1	0	0	0	0	36	26	4	2	0	0	0	0	32
18:45	21	4	0	0	0	1	0	26	34	0	1	0	0	0	3	38
H/TOT	109	19	4	1	0	1	1	135	137	20	3	0	0	0	5	165
P/TOT	771	122	14	4	3	6	7	927	825	122	18	2	3	1	6	977

QUEUE LENGTHS



JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

DATE:

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD / MARKET BOSWORTH

DAY:

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A		ARM B		ARM C	ARM D		TIME	ARM A		ARM B		ARM C
	PIPISTRELLE DRIVE		STATION ROAD		SEDGEMERE ROAD	MARKET BOSWORTH			PIPISTRELLE DRIVE		STATION ROAD		SEDGEMERE ROAD
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 1	LANE 2		LANE 1	LANE 2	LANE 1	LANE 2	LANE 1
07:00	0	0	0	0	0	0	0	14:30	0	0	0	0	0
07:05	0	0	0	0	0	0	0	14:35	0	0	0	0	0
07:10	0	0	0	0	0	0	0	14:40	0	0	0	0	0
07:15	0	0	0	0	0	0	0	14:45	1	0	0	0	0
07:20	0	1	0	0	0	0	0	14:50	0	0	0	0	0
07:25	0	0	0	0	0	0	0	14:55	0	0	0	0	0
07:30	0	0	0	0	0	0	0	15:00	0	0	0	0	0
07:35	0	0	0	0	0	0	0	15:05	1	0	0	0	0
07:40	0	0	0	0	0	0	0	15:10	0	0	0	0	0
07:45	1	0	0	0	0	0	0	15:15	0	0	0	0	0
07:50	0	0	0	0	0	0	0	15:20	0	0	0	0	0
07:55	0	0	0	0	0	0	0	15:25	0	0	0	0	0
08:00	0	0	0	0	0	0	0	15:30	0	0	0	0	0
08:05	0	0	2	0	0	0	0	15:35	1	0	0	0	0
08:10	1	0	0	0	0	0	0	15:40	0	0	0	0	0
08:15	0	0	0	0	0	0	0	15:45	0	0	0	0	0
08:20	0	0	0	0	0	0	0	15:50	0	0	0	0	0
08:25	0	1	0	0	0	0	0	15:55	0	0	0	0	0
08:30	0	0	0	0	0	0	0	16:00	0	0	0	0	0
08:35	0	0	0	0	0	0	0	16:05	0	0	0	0	0
08:40	0	0	0	0	0	0	0	16:10	0	0	0	0	0
08:45	0	0	0	0	0	0	0	16:15	0	0	0	0	0
08:50	0	0	0	0	0	0	0	16:20	1	1	0	0	0
08:55	1	0	0	0	0	0	0	16:25	0	0	0	0	0
09:00	0	0	0	0	0	0	0	16:30	1	0	0	0	0

QUEUE LENGTHS



JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

DATE:

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD / MARKET BOSWORTH

DAY:

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A		ARM B		ARM C	ARM D		TIME	ARM A		ARM B		ARM C
	PIPISTRELLE DRIVE		STATION ROAD		SEDGEMERE ROAD	MARKET BOSWORTH			PIPISTRELLE DRIVE		STATION ROAD		SEDGEMERE ROAD
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 1	LANE 2		LANE 1	LANE 2	LANE 1	LANE 2	LANE 1
09:05	0	0	0	0	0	0	0	16:35	0	0	0	0	0
09:10	0	0	0	0	0	0	0	16:40	0	1	0	0	0
09:15	0	0	0	0	0	0	0	16:45	0	1	0	2	0
09:20	0	0	0	0	0	0	0	16:50	0	0	0	0	0
09:25	1	0	0	0	0	0	0	16:55	0	0	0	0	0
09:30	0	0	0	0	0	0	0	17:00	0	0	0	0	0
09:35	0	0	0	0	0	0	0	17:05	0	1	0	0	0
09:40	0	0	0	0	0	0	0	17:10	1	0	0	0	0
09:45	0	0	0	0	0	0	0	17:15	0	0	0	0	0
09:50	0	0	0	0	0	0	0	17:20	0	0	0	0	0
09:55	0	0	0	0	0	0	0	17:25	0	0	0	0	0

T24554
Land North of Station Road, Market Bosworth



Appendix C

Automatic Turning Count (ATC) Data

13569 MARKET BOSWORTH										
JULY 2024										
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 13569001	Site 1 - Main St, Market Bosworth (N of Park St) 52.6249939, -1.401349	Channel: Northbound	Wed 10-Jul-24	Tue 16-Jul-24	30	5434	814	776	25.3	20.8
		Channel: Southbound	Wed 10-Jul-24	Tue 16-Jul-24		5695	857	814	18.6	14.5

13569 MARKET BOSWORTH										
JULY 2024										
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 13569002	Site 2 - Station Rd, Market Bosworth (W of BackLn) 52.624018, -1.402884	Channel: Eastbound	Wed 03-Jul-24	Tue 09-Jul-24	30	23056	3647	3294	27.6	22.9
		Channel: Westbound	Wed 03-Jul-24	Tue 09-Jul-24		22325	3519	3189	25.4	21.0

13569 MARKET BOSWORTH Site No: 13569003 Location Site 3 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	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	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
00:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0
01:00	4	0	2	2	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	3	0	2	1	0	0	0	0	0	0	0	0	0	0
04:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0
05:00	44	1	40	3	0	0	0	0	0	0	0	0	0	0
06:00	86	0	77	9	0	0	0	0	0	0	0	0	0	0
07:00	238	0	198	38	0	0	1	0	1	0	0	0	0	0
08:00	310	2	275	30	2	1	0	0	0	0	0	0	0	0
09:00	161	1	130	23	0	2	3	0	2	0	0	0	0	0
10:00	150	2	134	14	0	0	0	0	0	0	0	0	0	0
11:00	145	2	122	19	0	0	1	0	1	0	0	0	0	0
12:00	148	0	129	17	1	0	0	0	1	0	0	0	0	0
13:00	156	1	139	15	1	0	0	0	0	0	0	0	0	0
14:00	147	2	126	15	0	0	0	0	3	0	0	1	0	0
15:00	241	0	216	21	2	2	0	0	0	0	0	0	0	0
16:00	253	1	228	24	0	0	0	0	0	0	0	0	0	0
17:00	219	4	198	16	1	0	0	0	0	0	0	0	0	0
18:00	139	2	125	12	0	0	0	0	0	0	0	0	0	0
19:00	104	2	97	4	1	0	0	0	0	0	0	0	0	0
20:00	78	1	69	8	0	0	0	0	0	0	0	0	0	0
21:00	67	0	61	6	0	0	0	0	0	0	0	0	0	0
22:00	25	0	22	3	0	0	0	0	0	0	0	0	0	0
23:00	14	0	14	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	2307	17	2020	244	7	5	5	0	8	0	0	1	0	0
16H,6-22	2642	20	2324	271	8	5	5	0	8	0	0	1	0	0
18H,6-24	2681	20	2360	274	8	5	5	0	8	0	0	1	0	0
24H,0-24	2751	21	2422	281	8	5	5	0	8	0	0	1	0	0

13569 MARKET BOSWORTH Site No: 13569003 Location Site 3 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	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	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 04-Jul-24														
00:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0
01:00	4	0	2	2	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	6	0	4	2	0	0	0	0	0	0	0	0	0	0
04:00	11	0	10	1	0	0	0	0	0	0	0	0	0	0
05:00	34	1	30	3	0	0	0	0	0	0	0	0	0	0
06:00	82	1	72	9	0	0	0	0	0	0	0	0	0	0
07:00	258	1	227	30	0	0	0	0	0	0	0	0	0	0
08:00	333	4	291	35	0	2	0	0	0	0	0	1	0	0
09:00	158	2	131	22	1	1	0	0	1	0	0	0	0	0
10:00	128	1	99	24	1	1	2	0	0	0	0	0	0	0
11:00	183	3	158	18	0	0	0	0	3	0	0	1	0	0
12:00	189	2	171	15	0	0	0	0	1	0	0	0	0	0
13:00	160	3	132	22	1	1	0	0	1	0	0	0	0	0
14:00	160	0	137	21	0	0	0	0	2	0	0	0	0	0
15:00	264	2	226	30	2	0	0	0	4	0	0	0	0	0
16:00	255	2	225	24	0	0	3	0	0	0	0	1	0	0
17:00	221	2	205	13	0	0	1	0	0	0	0	0	0	0
18:00	211	3	192	15	0	0	0	0	0	0	0	1	0	0
19:00	131	2	126	3	0	0	0	0	0	0	0	0	0	0
20:00	96	2	82	9	1	0	0	0	1	0	0	1	0	0
21:00	60	4	52	3	0	0	0	0	0	0	0	1	0	0
22:00	48	0	39	9	0	0	0	0	0	0	0	0	0	0
23:00	20	0	19	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	2520	25	2194	269	5	5	6	0	12	0	0	4	0	0
16H,6-22	2889	34	2526	293	6	5	6	0	13	0	0	6	0	0
18H,6-24	2957	34	2584	303	6	5	6	0	13	0	0	6	0	0
24H,0-24	3015	35	2632	312	6	5	6	0	13	0	0	6	0	0

13569 MARKET BOSWORTH Site No: 13569003 Location Site 3 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	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	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 05-Jul-24														
00:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
01:00	5	0	1	4	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	5	0	4	1	0	0	0	0	0	0	0	0	0	0
04:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0
05:00	45	1	39	5	0	0	0	0	0	0	0	0	0	0
06:00	78	0	67	11	0	0	0	0	0	0	0	0	0	0
07:00	198	0	163	34	0	0	0	0	0	0	1	0	0	0
08:00	250	1	218	27	1	1	0	0	1	0	0	1	0	0
09:00	173	1	146	22	0	0	0	0	3	0	0	1	0	0
10:00	141	3	117	19	1	0	0	0	0	0	0	1	0	0
11:00	160	7	134	17	1	1	0	0	0	0	0	0	0	0
12:00	172	3	147	19	0	2	0	0	0	0	0	1	0	0
13:00	191	8	164	18	1	0	0	0	0	0	0	0	0	0
14:00	183	5	161	16	0	0	0	0	1	0	0	0	0	0
15:00	258	2	230	23	2	1	0	0	0	0	0	0	0	0
16:00	204	5	182	16	0	0	0	0	1	0	0	0	0	0
17:00	209	4	192	13	0	0	0	0	0	0	0	0	0	0
18:00	167	3	149	12	1	0	0	0	1	1	0	0	0	0
19:00	99	1	87	11	0	0	0	0	0	0	0	0	0	0
20:00	84	2	76	6	0	0	0	0	0	0	0	0	0	0
21:00	55	0	54	1	0	0	0	0	0	0	0	0	0	0
22:00	42	0	39	3	0	0	0	0	0	0	0	0	0	0
23:00	26	0	24	2	0	0	0	0	0	0	0	0	0	0
12H,7-19	2306	42	2003	236	7	5	0	0	7	1	1	4	0	0
16H,6-22	2622	45	2287	265	7	5	0	0	7	1	1	4	0	0
18H,6-24	2690	45	2350	270	7	5	0	0	7	1	1	4	0	0
24H,0-24	2757	46	2406	280	7	5	0	0	7	1	1	4	0	0

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	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	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 06-Jul-24														
00:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0
01:00	5	0	4	1	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	5	0	5	0	0	0	0	0	0	0	0	0	0	0
04:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0
05:00	12	0	12	0	0	0	0	0	0	0	0	0	0	0
06:00	19	0	19	0	0	0	0	0	0	0	0	0	0	0
07:00	50	0	43	7	0	0	0	0	0	0	0	0	0	0
08:00	68	0	65	3	0	0	0	0	0	0	0	0	0	0
09:00	147	2	124	19	0	1	1	0	0	0	0	0	0	0
10:00	146	1	132	13	0	0	0	0	0	0	0	0	0	0
11:00	144	1	137	6	0	0	0	0	0	0	0	0	0	0
12:00	177	4	156	17	0	0	0	0	0	0	0	0	0	0
13:00	148	5	131	12	0	0	0	0	0	0	0	0	0	0
14:00	170	1	144	23	0	0	0	0	1	0	1	0	0	0
15:00	135	2	125	8	0	0	0	0	0	0	0	0	0	0
16:00	172	2	159	9	0	0	1	0	0	0	0	1	0	0
17:00	89	0	82	6	0	0	1	0	0	0	0	0	0	0
18:00	80	1	73	6	0	0	0	0	0	0	0	0	0	0
19:00	68	0	65	3	0	0	0	0	0	0	0	0	0	0
20:00	70	0	64	6	0	0	0	0	0	0	0	0	0	0
21:00	67	3	59	5	0	0	0	0	0	0	0	0	0	0
22:00	50	0	48	2	0	0	0	0	0	0	0	0	0	0
23:00	40	2	36	2	0	0	0	0	0	0	0	0	0	0
12H,7-19	1526	19	1371	129	0	1	3	0	1	0	1	1	0	0
16H,6-22	1750	22	1578	143	0	1	3	0	1	0	1	1	0	0
18H,6-24	1840	24	1662	147	0	1	3	0	1	0	1	1	0	0
24H,0-24	1876	24	1696	149	0	1	3	0	1	0	1	1	0	0

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	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	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 07-Jul-24														
00:00	21	0	16	5	0	0	0	0	0	0	0	0	0	0
01:00	13	0	12	1	0	0	0	0	0	0	0	0	0	0
02:00	7	0	7	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	7	0	7	0	0	0	0	0	0	0	0	0	0	0
05:00	10	1	9	0	0	0	0	0	0	0	0	0	0	0
06:00	13	0	12	1	0	0	0	0	0	0	0	0	0	0
07:00	26	1	25	0	0	0	0	0	0	0	0	0	0	0
08:00	54	5	45	3	0	0	0	0	0	1	0	0	0	0
09:00	113	8	94	8	1	1	0	0	1	0	0	0	0	0
10:00	151	10	133	7	0	1	0	0	0	0	0	0	0	0
11:00	148	6	131	11	0	0	0	0	0	0	0	0	0	0
12:00	161	7	146	7	0	0	0	1	0	0	0	0	0	0
13:00	154	2	139	13	0	0	0	0	0	0	0	0	0	0
14:00	149	0	138	10	0	0	1	0	0	0	0	0	0	0
15:00	127	0	122	4	0	1	0	0	0	0	0	0	0	0
16:00	134	4	121	7	0	0	2	0	0	0	0	0	0	0
17:00	124	1	112	11	0	0	0	0	0	0	0	0	0	0
18:00	94	2	83	9	0	0	0	0	0	0	0	0	0	0
19:00	79	4	72	3	0	0	0	0	0	0	0	0	0	0
20:00	41	0	38	3	0	0	0	0	0	0	0	0	0	0
21:00	31	1	23	6	0	0	1	0	0	0	0	0	0	0
22:00	21	0	20	1	0	0	0	0	0	0	0	0	0	0
23:00	20	0	18	2	0	0	0	0	0	0	0	0	0	0
12H,7-19	1435	46	1289	90	1	3	3	1	1	1	0	0	0	0
16H,6-22	1599	51	1434	103	1	3	4	1	1	1	0	0	0	0
18H,6-24	1640	51	1472	106	1	3	4	1	1	1	0	0	0	0
24H,0-24	1699	52	1524	112	1	3	4	1	1	1	0	0	0	0

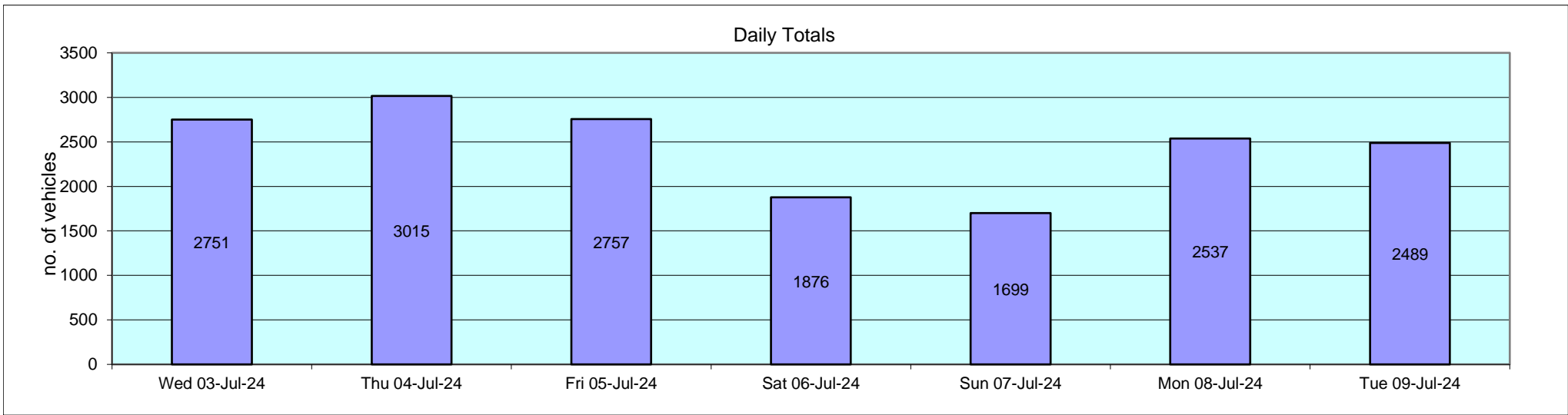
13569 MARKET BOSWORTH Site No: 13569003 Location Site 3 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	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	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 08-Jul-24														
00:00	6	0	4	2	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	2	0	2	0	0	0	0	0	0	0	0	0	0	0
04:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0
05:00	39	2	34	3	0	0	0	0	0	0	0	0	0	0
06:00	72	0	66	6	0	0	0	0	0	0	0	0	0	0
07:00	225	0	201	20	0	0	0	0	1	0	1	2	0	0
08:00	243	3	208	31	0	0	0	0	1	0	0	0	0	0
09:00	167	4	131	21	6	1	2	0	2	0	0	0	0	0
10:00	153	10	123	14	0	6	0	0	0	0	0	0	0	0
11:00	134	5	106	21	1	0	0	0	0	0	1	0	0	0
12:00	149	8	117	21	1	0	1	0	1	0	0	0	0	0
13:00	153	7	129	15	1	0	0	1	0	0	0	0	0	0
14:00	152	5	122	23	0	0	1	0	1	0	0	0	0	0
15:00	182	4	158	18	2	0	0	0	0	0	0	0	0	0
16:00	198	0	173	25	0	0	0	0	0	0	0	0	0	0
17:00	262	2	239	17	4	0	0	0	0	0	0	0	0	0
18:00	159	2	143	13	1	0	0	0	0	0	0	0	0	0
19:00	95	3	90	1	1	0	0	0	0	0	0	0	0	0
20:00	59	3	53	3	0	0	0	0	0	0	0	0	0	0
21:00	58	0	52	6	0	0	0	0	0	0	0	0	0	0
22:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0
23:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	2177	50	1850	239	16	7	4	1	6	0	2	2	0	0
16H,6-22	2461	56	2111	255	17	7	4	1	6	0	2	2	0	0
18H,6-24	2480	56	2128	257	17	7	4	1	6	0	2	2	0	0
24H,0-24	2537	58	2178	262	17	7	4	1	6	0	2	2	0	0

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	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	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 09-Jul-24														
00:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
01:00	2	0	1	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0
05:00	46	0	39	7	0	0	0	0	0	0	0	0	0	0
06:00	81	0	74	7	0	0	0	0	0	0	0	0	0	0
07:00	237	0	203	32	0	0	0	0	2	0	0	0	0	0
08:00	241	2	205	31	0	1	0	1	0	0	0	1	0	0
09:00	155	0	128	19	3	2	1	1	1	0	0	0	0	0
10:00	111	0	91	13	1	4	0	0	1	0	0	1	0	0
11:00	123	1	104	16	1	0	0	1	0	0	0	0	0	0
12:00	151	0	130	19	2	0	0	0	0	0	0	0	0	0
13:00	152	1	138	13	0	0	0	0	0	0	0	0	0	0
14:00	126	2	107	13	2	0	0	0	2	0	0	0	0	0
15:00	216	0	191	21	2	0	0	0	2	0	0	0	0	0
16:00	204	0	180	23	1	0	0	0	0	0	0	0	0	0
17:00	211	1	192	15	0	0	0	0	2	0	1	0	0	0
18:00	165	2	151	12	0	0	0	0	0	0	0	0	0	0
19:00	97	0	87	8	1	0	0	1	0	0	0	0	0	0
20:00	78	2	74	2	0	0	0	0	0	0	0	0	0	0
21:00	44	0	37	7	0	0	0	0	0	0	0	0	0	0
22:00	25	0	23	2	0	0	0	0	0	0	0	0	0	0
23:00	13	0	12	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	2092	9	1820	227	12	7	1	3	10	0	1	2	0	0
16H,6-22	2392	11	2092	251	13	7	1	4	10	0	1	2	0	0
18H,6-24	2430	11	2127	254	13	7	1	4	10	0	1	2	0	0
24H,0-24	2489	11	2177	263	13	7	1	4	10	0	1	2	0	0

13569 MARKET BOSWORTH Site No: 13569003 Location Site 3 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	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	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Daily Totals															
Wed 03-Jul-24	2751	21	2422	281	8	5	5	0	8	0	0	1	0	0	
Thu 04-Jul-24	3015	35	2632	312	6	5	6	0	13	0	0	6	0	0	
Fri 05-Jul-24	2757	46	2406	280	7	5	0	0	7	1	1	4	0	0	
Sat 06-Jul-24	1876	24	1696	149	0	1	3	0	1	0	1	1	0	0	
Sun 07-Jul-24	1699	52	1524	112	1	3	4	1	1	1	0	0	0	0	
Mon 08-Jul-24	2537	58	2178	262	17	7	4	1	6	0	2	2	0	0	
Tue 09-Jul-24	2489	11	2177	263	13	7	1	4	10	0	1	2	0	0	
Total Vehicles															
[--]	17124	247	15035	1659	52	33	23	6	46	2	5	16	0	0	



13569 MARKET BOSWORTH										
JULY 2024										
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 13569004	Site 4 - Station Rd, Market Bosworth 52.625004, -1.419951	Channel: Eastbound	Wed 03-Jul-24	Tue 09-Jul-24	30	16821	2660	2403	39.0	33.6
		Channel: Westbound	Wed 03-Jul-24	Tue 09-Jul-24		16950	2678	2421	39.6	33.9

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	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	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
00:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0
01:00	3	0	3	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	3	0	3	0	0	0	0	0	0	0	0	0	0	0
04:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0
05:00	28	0	27	1	0	0	0	0	0	0	0	0	0	0
06:00	75	0	62	12	0	0	0	0	1	0	0	0	0	0
07:00	201	2	184	14	0	1	0	0	0	0	0	0	0	0
08:00	307	0	268	32	2	0	2	0	2	0	0	1	0	0
09:00	158	1	131	23	0	0	1	0	1	0	1	0	0	0
10:00	144	0	126	15	0	0	2	0	0	1	0	0	0	0
11:00	121	2	100	17	0	0	1	0	1	0	0	0	0	0
12:00	133	2	111	18	1	0	0	0	1	0	0	0	0	0
13:00	134	1	116	17	0	0	0	0	0	0	0	0	0	0
14:00	194	1	169	21	1	0	0	0	2	0	0	0	0	0
15:00	261	1	238	19	1	0	0	0	2	0	0	0	0	0
16:00	236	0	206	28	0	0	0	0	1	0	0	1	0	0
17:00	216	0	203	13	0	0	0	0	0	0	0	0	0	0
18:00	167	0	151	14	1	0	0	0	1	0	0	0	0	0
19:00	122	3	112	6	0	0	1	0	0	0	0	0	0	0
20:00	74	4	63	7	0	0	0	0	0	0	0	0	0	0
21:00	45	0	41	4	0	0	0	0	0	0	0	0	0	0
22:00	44	2	41	1	0	0	0	0	0	0	0	0	0	0
23:00	27	0	27	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	2272	10	2003	231	6	1	6	0	11	1	1	2	0	0
16H,6-22	2588	17	2281	260	6	1	7	0	12	1	1	2	0	0
18H,6-24	2659	19	2349	261	6	1	7	0	12	1	1	2	0	0
24H,0-24	2710	19	2399	262	6	1	7	0	12	1	1	2	0	0

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	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	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 04-Jul-24														
00:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0
01:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0
02:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	1	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	31	1	28	2	0	0	0	0	0	0	0	0	0	0
06:00	78	1	65	11	0	1	0	0	0	0	0	0	0	0
07:00	188	3	158	25	0	0	0	0	2	0	0	0	0	0
08:00	285	0	249	27	1	2	1	0	5	0	0	0	0	0
09:00	152	1	129	19	0	1	0	0	2	0	0	0	0	0
10:00	148	3	125	16	0	1	1	0	2	0	0	0	0	0
11:00	154	3	131	19	0	0	0	0	1	0	0	0	0	0
12:00	136	2	116	14	0	0	0	0	4	0	0	0	0	0
13:00	128	3	104	16	2	0	1	0	2	0	0	0	0	0
14:00	258	5	219	29	2	1	1	0	1	0	0	0	0	0
15:00	257	1	224	30	0	0	1	0	1	0	0	0	0	0
16:00	252	2	223	25	0	0	2	0	0	0	0	0	0	0
17:00	281	3	259	18	0	0	0	0	0	0	0	1	0	0
18:00	187	3	171	12	0	0	0	0	1	0	0	0	0	0
19:00	115	4	103	8	0	0	0	0	0	0	0	0	0	0
20:00	80	1	68	10	1	0	0	0	0	0	0	0	0	0
21:00	59	0	54	5	0	0	0	0	0	0	0	0	0	0
22:00	41	0	41	0	0	0	0	0	0	0	0	0	0	0
23:00	35	0	33	2	0	0	0	0	0	0	0	0	0	0
12H,7-19	2426	29	2108	250	5	5	7	0	21	0	0	1	0	0
16H,6-22	2758	35	2398	284	6	6	7	0	21	0	0	1	0	0
18H,6-24	2834	35	2472	286	6	6	7	0	21	0	0	1	0	0
24H,0-24	2880	36	2512	291	6	6	7	0	21	0	0	1	0	0

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	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	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 05-Jul-24														
00:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0
01:00	4	0	4	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	2	0	2	0	0	0	0	0	0	0	0	0	0	0
04:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0
05:00	20	0	19	1	0	0	0	0	0	0	0	0	0	0
06:00	74	2	62	10	0	0	0	0	0	0	0	0	0	0
07:00	167	2	146	19	0	0	0	0	0	0	0	0	0	0
08:00	272	0	235	33	2	0	1	0	1	0	0	0	0	0
09:00	144	1	123	17	0	1	0	0	0	0	1	1	0	0
10:00	162	3	135	22	0	1	0	0	1	0	0	0	0	0
11:00	144	5	118	17	2	1	1	0	0	0	0	0	0	0
12:00	167	1	144	21	0	0	0	0	0	0	1	0	0	0
13:00	157	9	126	18	0	2	1	0	0	0	0	1	0	0
14:00	258	5	222	27	0	2	1	0	0	1	0	0	0	0
15:00	240	1	220	19	0	0	0	0	0	0	0	0	0	0
16:00	219	1	197	19	0	0	0	0	1	0	1	0	0	0
17:00	239	2	213	22	0	0	1	0	0	0	0	1	0	0
18:00	180	3	166	10	1	0	0	0	0	0	0	0	0	0
19:00	93	0	90	3	0	0	0	0	0	0	0	0	0	0
20:00	67	0	64	3	0	0	0	0	0	0	0	0	0	0
21:00	53	0	50	2	0	0	0	0	1	0	0	0	0	0
22:00	42	1	38	3	0	0	0	0	0	0	0	0	0	0
23:00	44	0	44	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	2349	33	2045	244	5	7	5	0	3	1	3	3	0	0
16H,6-22	2636	35	2311	262	5	7	5	0	4	1	3	3	0	0
18H,6-24	2722	36	2393	265	5	7	5	0	4	1	3	3	0	0
24H,0-24	2767	36	2436	267	5	7	5	0	4	1	3	3	0	0

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	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	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 06-Jul-24														
00:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0
01:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0
02:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0
04:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0
05:00	9	0	8	0	1	0	0	0	0	0	0	0	0	0
06:00	20	0	15	5	0	0	0	0	0	0	0	0	0	0
07:00	58	1	44	13	0	0	0	0	0	0	0	0	0	0
08:00	98	2	81	14	0	0	1	0	0	0	0	0	0	0
09:00	113	1	102	10	0	0	0	0	0	0	0	0	0	0
10:00	127	0	111	16	0	0	0	0	0	0	0	0	0	0
11:00	143	4	127	11	0	0	0	0	1	0	0	0	0	0
12:00	171	1	164	6	0	0	0	0	0	0	0	0	0	0
13:00	168	3	149	16	0	0	0	0	0	0	0	0	0	0
14:00	158	3	141	13	0	0	0	0	1	0	0	0	0	0
15:00	163	0	151	11	0	1	0	0	0	0	0	0	0	0
16:00	181	0	168	13	0	0	0	0	0	0	0	0	0	0
17:00	103	1	97	5	0	0	0	0	0	0	0	0	0	0
18:00	69	0	66	2	0	0	1	0	0	0	0	0	0	0
19:00	66	2	60	4	0	0	0	0	0	0	0	0	0	0
20:00	63	1	57	4	0	0	0	0	1	0	0	0	0	0
21:00	52	2	48	2	0	0	0	0	0	0	0	0	0	0
22:00	48	0	47	1	0	0	0	0	0	0	0	0	0	0
23:00	24	0	24	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	1552	16	1401	130	0	1	2	0	2	0	0	0	0	0
16H,6-22	1753	21	1581	145	0	1	2	0	3	0	0	0	0	0
18H,6-24	1825	21	1652	146	0	1	2	0	3	0	0	0	0	0
24H,0-24	1867	21	1690	149	1	1	2	0	3	0	0	0	0	0

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	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	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 07-Jul-24														
00:00	18	0	16	2	0	0	0	0	0	0	0	0	0	0
01:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0
02:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0
03:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
04:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0
05:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0
06:00	16	0	13	3	0	0	0	0	0	0	0	0	0	0
07:00	26	1	19	6	0	0	0	0	0	0	0	0	0	0
08:00	43	3	35	5	0	0	0	0	0	0	0	0	0	0
09:00	125	11	103	10	0	1	0	0	0	0	0	0	0	0
10:00	118	3	110	4	0	1	0	0	0	0	0	0	0	0
11:00	180	8	158	12	0	0	0	0	1	0	0	1	0	0
12:00	159	8	144	7	0	0	0	0	0	0	0	0	0	0
13:00	161	3	146	10	0	0	0	0	2	0	0	0	0	0
14:00	150	2	138	9	0	1	0	0	0	0	0	0	0	0
15:00	123	0	115	6	0	0	0	0	2	0	0	0	0	0
16:00	136	4	122	9	0	1	0	0	0	0	0	0	0	0
17:00	106	1	101	3	0	0	0	0	1	0	0	0	0	0
18:00	98	1	89	8	0	0	0	0	0	0	0	0	0	0
19:00	79	2	71	5	0	0	0	0	0	0	0	1	0	0
20:00	40	0	33	6	0	0	1	0	0	0	0	0	0	0
21:00	28	0	28	0	0	0	0	0	0	0	0	0	0	0
22:00	12	0	12	0	0	0	0	0	0	0	0	0	0	0
23:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	1425	45	1280	89	0	4	0	0	6	0	0	1	0	0
16H,6-22	1588	47	1425	103	0	4	1	0	6	0	0	2	0	0
18H,6-24	1613	47	1450	103	0	4	1	0	6	0	0	2	0	0
24H,0-24	1656	47	1491	105	0	4	1	0	6	0	0	2	0	0

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	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	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 08-Jul-24														
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0
02:00	4	0	3	1	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	4	0	4	0	0	0	0	0	0	0	0	0	0	0
05:00	22	0	19	3	0	0	0	0	0	0	0	0	0	0
06:00	81	0	66	14	1	0	0	0	0	0	0	0	0	0
07:00	187	3	167	14	0	2	0	0	1	0	0	0	0	0
08:00	264	3	222	31	6	1	0	0	1	0	0	0	0	0
09:00	122	1	99	17	1	2	1	0	0	0	1	0	0	0
10:00	118	5	85	25	0	1	0	0	2	0	0	0	0	0
11:00	145	4	126	13	0	0	0	0	1	1	0	0	0	0
12:00	119	1	101	16	0	0	1	0	0	0	0	0	0	0
13:00	131	7	102	21	0	1	0	0	0	0	0	0	0	0
14:00	208	5	177	20	3	2	0	0	0	0	0	1	0	0
15:00	189	1	168	18	0	0	1	0	1	0	0	0	0	0
16:00	262	1	234	26	0	0	1	0	0	0	0	0	0	0
17:00	234	4	209	14	3	1	2	0	1	0	0	0	0	0
18:00	143	3	131	7	0	1	0	0	1	0	0	0	0	0
19:00	86	0	76	5	1	0	0	0	2	0	2	0	0	0
20:00	60	0	56	4	0	0	0	0	0	0	0	0	0	0
21:00	31	0	29	2	0	0	0	0	0	0	0	0	0	0
22:00	27	0	25	2	0	0	0	0	0	0	0	0	0	0
23:00	25	1	23	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	2122	38	1821	222	13	11	6	0	8	1	1	1	0	0
16H,6-22	2380	38	2048	247	15	11	6	0	10	1	3	1	0	0
18H,6-24	2432	39	2096	250	15	11	6	0	10	1	3	1	0	0
24H,0-24	2467	39	2126	255	15	11	6	0	10	1	3	1	0	0

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Eastbound

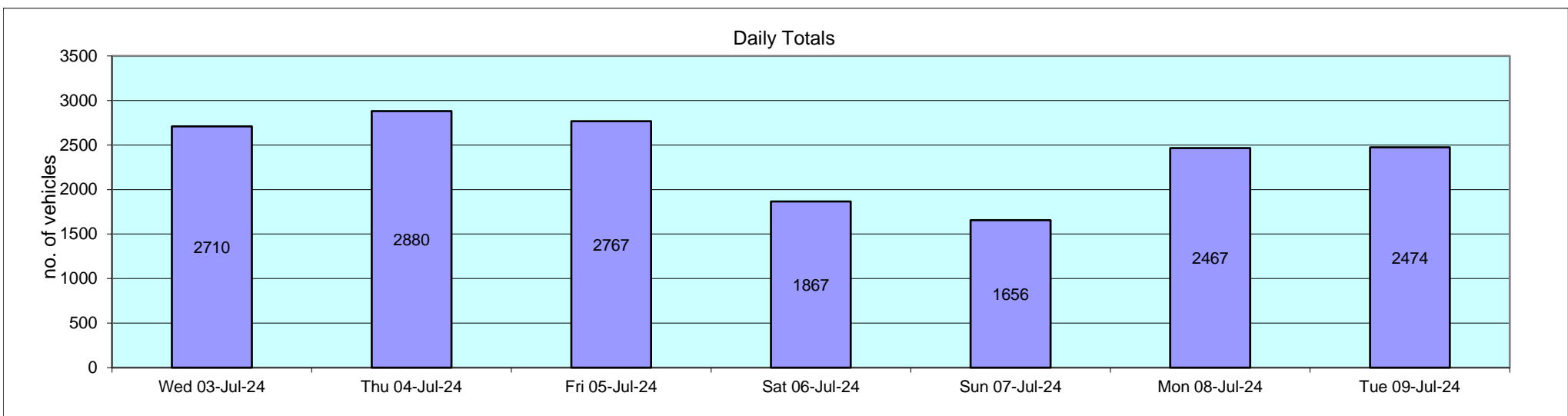
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 09-Jul-24														
00:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0
01:00	3	0	2	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	3	0	2	1	0	0	0	0	0	0	0	0	0	0
04:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0
05:00	18	0	16	2	0	0	0	0	0	0	0	0	0	0
06:00	85	1	68	16	0	0	0	0	0	0	0	0	0	0
07:00	166	1	149	11	0	2	1	0	2	0	0	0	0	0
08:00	264	0	223	34	2	2	1	0	1	0	1	0	0	0
09:00	137	0	110	25	0	1	1	0	0	0	0	0	0	0
10:00	124	0	104	17	0	2	1	0	0	0	0	0	0	0
11:00	131	0	107	20	0	1	1	0	2	0	0	0	0	0
12:00	127	3	104	19	0	0	0	0	1	0	0	0	0	0
13:00	129	1	107	19	0	0	0	0	2	0	0	0	0	0
14:00	195	0	168	17	3	5	1	0	1	0	0	0	0	0
15:00	157	0	131	22	0	1	1	0	1	0	1	0	0	0
16:00	218	1	194	23	0	0	0	0	0	0	0	0	0	0
17:00	244	3	227	14	0	0	0	0	0	0	0	0	0	0
18:00	207	3	195	8	1	0	0	0	0	0	0	0	0	0
19:00	95	2	84	9	0	0	0	0	0	0	0	0	0	0
20:00	44	1	40	3	0	0	0	0	0	0	0	0	0	0
21:00	41	4	33	4	0	0	0	0	0	0	0	0	0	0
22:00	43	0	42	1	0	0	0	0	0	0	0	0	0	0
23:00	30	1	28	0	0	0	0	1	0	0	0	0	0	0
12H,7-19	2099	12	1819	229	6	14	7	0	10	0	2	0	0	0
16H,6-22	2364	20	2044	261	6	14	7	0	10	0	2	0	0	0
18H,6-24	2437	21	2114	262	6	14	7	1	10	0	2	0	0	0
24H,0-24	2474	21	2146	267	6	14	7	1	10	0	2	0	0	0

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	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	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
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Daily Totals															
Wed 03-Jul-24	2710	19	2399	262	6	1	7	0	12	1	1	2	0	0	
Thu 04-Jul-24	2880	36	2512	291	6	6	7	0	21	0	0	1	0	0	
Fri 05-Jul-24	2767	36	2436	267	5	7	5	0	4	1	3	3	0	0	
Sat 06-Jul-24	1867	21	1690	149	1	1	2	0	3	0	0	0	0	0	
Sun 07-Jul-24	1656	47	1491	105	0	4	1	0	6	0	0	2	0	0	
Mon 08-Jul-24	2467	39	2126	255	15	11	6	0	10	1	3	1	0	0	
Tue 09-Jul-24	2474	21	2146	267	6	14	7	1	10	0	2	0	0	0	

Total Vehicles															
[--]	16821	219	14800	1596	39	44	35	1	66	3	9	9	0	0	



13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 03-Jul-24											
00:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
01:00	3	0	0.0	3	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	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
04:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
05:00	28	0	0.0	27	96.4	1	3.6	0	0.0	0	0.0
06:00	75	0	0.0	62	82.7	12	16.0	1	1.3	0	0.0
07:00	201	2	1.0	184	91.5	14	7.0	1	0.5	0	0.0
08:00	307	0	0.0	268	87.3	32	10.4	5	1.6	2	0.7
09:00	158	1	0.6	131	82.9	23	14.6	3	1.9	0	0.0
10:00	144	0	0.0	126	87.5	15	10.4	3	2.1	0	0.0
11:00	121	2	1.7	100	82.6	17	14.1	2	1.7	0	0.0
12:00	133	2	1.5	111	83.5	18	13.5	1	0.8	1	0.8
13:00	134	1	0.8	116	86.6	17	12.7	0	0.0	0	0.0
14:00	194	1	0.5	169	87.1	21	10.8	2	1.0	1	0.5
15:00	261	1	0.4	238	91.2	19	7.3	2	0.8	1	0.4
16:00	236	0	0.0	206	87.3	28	11.9	2	0.9	0	0.0
17:00	216	0	0.0	203	94.0	13	6.0	0	0.0	0	0.0
18:00	167	0	0.0	151	90.4	14	8.4	1	0.6	1	0.6
19:00	122	3	2.5	112	91.8	6	4.9	1	0.8	0	0.0
20:00	74	4	5.4	63	85.1	7	9.5	0	0.0	0	0.0
21:00	45	0	0.0	41	91.1	4	8.9	0	0.0	0	0.0
22:00	44	2	4.6	41	93.2	1	2.3	0	0.0	0	0.0
23:00	27	0	0.0	27	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	2272	10	0.4	2003	88.2	231	10.2	22	1.0	6	0.3
16H,6-22	2588	17	0.7	2281	88.1	260	10.1	24	0.9	6	0.2
18H,6-24	2659	19	0.7	2349	88.3	261	9.8	24	0.9	6	0.2
24H,0-24	2710	19	0.7	2399	88.5	262	9.7	24	0.9	6	0.2

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 04-Jul-24											
00:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
01:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
02:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
03:00	1	0	0.0	0	0.0	1	100.0	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	31	1	3.2	28	90.3	2	6.5	0	0.0	0	0.0
06:00	78	1	1.3	65	83.3	11	14.1	1	1.3	0	0.0
07:00	188	3	1.6	158	84.0	25	13.3	2	1.1	0	0.0
08:00	285	0	0.0	249	87.4	27	9.5	8	2.8	1	0.4
09:00	152	1	0.7	129	84.9	19	12.5	3	2.0	0	0.0
10:00	148	3	2.0	125	84.5	16	10.8	4	2.7	0	0.0
11:00	154	3	2.0	131	85.1	19	12.3	1	0.7	0	0.0
12:00	136	2	1.5	116	85.3	14	10.3	4	2.9	0	0.0
13:00	128	3	2.3	104	81.3	16	12.5	3	2.3	2	1.6
14:00	258	5	1.9	219	84.9	29	11.2	3	1.2	2	0.8
15:00	257	1	0.4	224	87.2	30	11.7	2	0.8	0	0.0
16:00	252	2	0.8	223	88.5	25	9.9	2	0.8	0	0.0
17:00	281	3	1.1	259	92.2	18	6.4	1	0.4	0	0.0
18:00	187	3	1.6	171	91.4	12	6.4	1	0.5	0	0.0
19:00	115	4	3.5	103	89.6	8	7.0	0	0.0	0	0.0
20:00	80	1	1.3	68	85.0	10	12.5	0	0.0	1	1.3
21:00	59	0	0.0	54	91.5	5	8.5	0	0.0	0	0.0
22:00	41	0	0.0	41	100.0	0	0.0	0	0.0	0	0.0
23:00	35	0	0.0	33	94.3	2	5.7	0	0.0	0	0.0
12H,7-19	2426	29	1.2	2108	86.9	250	10.3	34	1.4	5	0.2
16H,6-22	2758	35	1.3	2398	87.0	284	10.3	35	1.3	6	0.2
18H,6-24	2834	35	1.2	2472	87.2	286	10.1	35	1.2	6	0.2
24H,0-24	2880	36	1.3	2512	87.2	291	10.1	35	1.2	6	0.2

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 05-Jul-24											
00:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
01:00	4	0	0.0	4	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	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
04:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
05:00	20	0	0.0	19	95.0	1	5.0	0	0.0	0	0.0
06:00	74	2	2.7	62	83.8	10	13.5	0	0.0	0	0.0
07:00	167	2	1.2	146	87.4	19	11.4	0	0.0	0	0.0
08:00	272	0	0.0	235	86.4	33	12.1	2	0.7	2	0.7
09:00	144	1	0.7	123	85.4	17	11.8	3	2.1	0	0.0
10:00	162	3	1.9	135	83.3	22	13.6	2	1.2	0	0.0
11:00	144	5	3.5	118	81.9	17	11.8	2	1.4	2	1.4
12:00	167	1	0.6	144	86.2	21	12.6	1	0.6	0	0.0
13:00	157	9	5.7	126	80.3	18	11.5	4	2.6	0	0.0
14:00	258	5	1.9	222	86.1	27	10.5	4	1.6	0	0.0
15:00	240	1	0.4	220	91.7	19	7.9	0	0.0	0	0.0
16:00	219	1	0.5	197	90.0	19	8.7	2	0.9	0	0.0
17:00	239	2	0.8	213	89.1	22	9.2	2	0.8	0	0.0
18:00	180	3	1.7	166	92.2	10	5.6	0	0.0	1	0.6
19:00	93	0	0.0	90	96.8	3	3.2	0	0.0	0	0.0
20:00	67	0	0.0	64	95.5	3	4.5	0	0.0	0	0.0
21:00	53	0	0.0	50	94.3	2	3.8	1	1.9	0	0.0
22:00	42	1	2.4	38	90.5	3	7.1	0	0.0	0	0.0
23:00	44	0	0.0	44	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	2349	33	1.4	2045	87.1	244	10.4	22	0.9	5	0.2
16H,6-22	2636	35	1.3	2311	87.7	262	9.9	23	0.9	5	0.2
18H,6-24	2722	36	1.3	2393	87.9	265	9.7	23	0.8	5	0.2
24H,0-24	2767	36	1.3	2436	88.0	267	9.7	23	0.8	5	0.2

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 06-Jul-24											
00:00	13	0	0.0	13	100.0	0	0.0	0	0.0	0	0.0
01:00	10	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
02:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
03:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
04:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
05:00	9	0	0.0	8	88.9	0	0.0	0	0.0	1	11.1
06:00	20	0	0.0	15	75.0	5	25.0	0	0.0	0	0.0
07:00	58	1	1.7	44	75.9	13	22.4	0	0.0	0	0.0
08:00	98	2	2.0	81	82.7	14	14.3	1	1.0	0	0.0
09:00	113	1	0.9	102	90.3	10	8.9	0	0.0	0	0.0
10:00	127	0	0.0	111	87.4	16	12.6	0	0.0	0	0.0
11:00	143	4	2.8	127	88.8	11	7.7	1	0.7	0	0.0
12:00	171	1	0.6	164	95.9	6	3.5	0	0.0	0	0.0
13:00	168	3	1.8	149	88.7	16	9.5	0	0.0	0	0.0
14:00	158	3	1.9	141	89.2	13	8.2	1	0.6	0	0.0
15:00	163	0	0.0	151	92.6	11	6.8	1	0.6	0	0.0
16:00	181	0	0.0	168	92.8	13	7.2	0	0.0	0	0.0
17:00	103	1	1.0	97	94.2	5	4.9	0	0.0	0	0.0
18:00	69	0	0.0	66	95.7	2	2.9	1	1.5	0	0.0
19:00	66	2	3.0	60	90.9	4	6.1	0	0.0	0	0.0
20:00	63	1	1.6	57	90.5	4	6.4	1	1.6	0	0.0
21:00	52	2	3.9	48	92.3	2	3.9	0	0.0	0	0.0
22:00	48	0	0.0	47	97.9	1	2.1	0	0.0	0	0.0
23:00	24	0	0.0	24	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	1552	16	1.0	1401	90.3	130	8.4	5	0.3	0	0.0
16H,6-22	1753	21	1.2	1581	90.2	145	8.3	6	0.3	0	0.0
18H,6-24	1825	21	1.2	1652	90.5	146	8.0	6	0.3	0	0.0
24H,0-24	1867	21	1.1	1690	90.5	149	8.0	6	0.3	1	0.1

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 07-Jul-24											
00:00	18	0	0.0	16	88.9	2	11.1	0	0.0	0	0.0
01:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
02:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
03:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
04:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
05:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
06:00	16	0	0.0	13	81.3	3	18.8	0	0.0	0	0.0
07:00	26	1	3.9	19	73.1	6	23.1	0	0.0	0	0.0
08:00	43	3	7.0	35	81.4	5	11.6	0	0.0	0	0.0
09:00	125	11	8.8	103	82.4	10	8.0	1	0.8	0	0.0
10:00	118	3	2.5	110	93.2	4	3.4	1	0.9	0	0.0
11:00	180	8	4.4	158	87.8	12	6.7	2	1.1	0	0.0
12:00	159	8	5.0	144	90.6	7	4.4	0	0.0	0	0.0
13:00	161	3	1.9	146	90.7	10	6.2	2	1.2	0	0.0
14:00	150	2	1.3	138	92.0	9	6.0	1	0.7	0	0.0
15:00	123	0	0.0	115	93.5	6	4.9	2	1.6	0	0.0
16:00	136	4	2.9	122	89.7	9	6.6	1	0.7	0	0.0
17:00	106	1	0.9	101	95.3	3	2.8	1	0.9	0	0.0
18:00	98	1	1.0	89	90.8	8	8.2	0	0.0	0	0.0
19:00	79	2	2.5	71	89.9	5	6.3	1	1.3	0	0.0
20:00	40	0	0.0	33	82.5	6	15.0	1	2.5	0	0.0
21:00	28	0	0.0	28	100.0	0	0.0	0	0.0	0	0.0
22:00	12	0	0.0	12	100.0	0	0.0	0	0.0	0	0.0
23:00	13	0	0.0	13	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	1425	45	3.2	1280	89.8	89	6.3	11	0.8	0	0.0
16H,6-22	1588	47	3.0	1425	89.7	103	6.5	13	0.8	0	0.0
18H,6-24	1613	47	2.9	1450	89.9	103	6.4	13	0.8	0	0.0
24H,0-24	1656	47	2.8	1491	90.0	105	6.3	13	0.8	0	0.0

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Eastbound

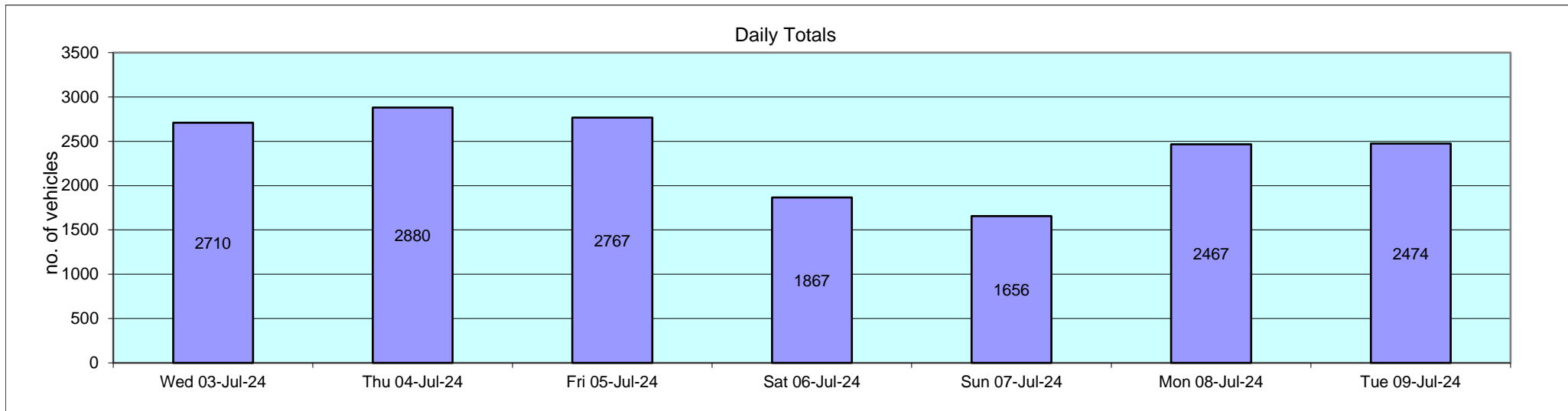
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 08-Jul-24											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
02:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
05:00	22	0	0.0	19	86.4	3	13.6	0	0.0	0	0.0
06:00	81	0	0.0	66	81.5	14	17.3	0	0.0	1	1.2
07:00	187	3	1.6	167	89.3	14	7.5	3	1.6	0	0.0
08:00	264	3	1.1	222	84.1	31	11.7	2	0.8	6	2.3
09:00	122	1	0.8	99	81.2	17	13.9	4	3.3	1	0.8
10:00	118	5	4.2	85	72.0	25	21.2	3	2.5	0	0.0
11:00	145	4	2.8	126	86.9	13	9.0	2	1.4	0	0.0
12:00	119	1	0.8	101	84.9	16	13.5	1	0.8	0	0.0
13:00	131	7	5.3	102	77.9	21	16.0	1	0.8	0	0.0
14:00	208	5	2.4	177	85.1	20	9.6	3	1.4	3	1.4
15:00	189	1	0.5	168	88.9	18	9.5	2	1.1	0	0.0
16:00	262	1	0.4	234	89.3	26	9.9	1	0.4	0	0.0
17:00	234	4	1.7	209	89.3	14	6.0	4	1.7	3	1.3
18:00	143	3	2.1	131	91.6	7	4.9	2	1.4	0	0.0
19:00	86	0	0.0	76	88.4	5	5.8	4	4.7	1	1.2
20:00	60	0	0.0	56	93.3	4	6.7	0	0.0	0	0.0
21:00	31	0	0.0	29	93.6	2	6.5	0	0.0	0	0.0
22:00	27	0	0.0	25	92.6	2	7.4	0	0.0	0	0.0
23:00	25	1	4.0	23	92.0	1	4.0	0	0.0	0	0.0
12H,7-19	2122	38	1.8	1821	85.8	222	10.5	28	1.3	13	0.6
16H,6-22	2380	38	1.6	2048	86.1	247	10.4	32	1.3	15	0.6
18H,6-24	2432	39	1.6	2096	86.2	250	10.3	32	1.3	15	0.6
24H,0-24	2467	39	1.6	2126	86.2	255	10.3	32	1.3	15	0.6

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 09-Jul-24											
00:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
01:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
04:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
05:00	18	0	0.0	16	88.9	2	11.1	0	0.0	0	0.0
06:00	85	1	1.2	68	80.0	16	18.8	0	0.0	0	0.0
07:00	166	1	0.6	149	89.8	11	6.6	5	3.0	0	0.0
08:00	264	0	0.0	223	84.5	34	12.9	5	1.9	2	0.8
09:00	137	0	0.0	110	80.3	25	18.3	2	1.5	0	0.0
10:00	124	0	0.0	104	83.9	17	13.7	3	2.4	0	0.0
11:00	131	0	0.0	107	81.7	20	15.3	4	3.1	0	0.0
12:00	127	3	2.4	104	81.9	19	15.0	1	0.8	0	0.0
13:00	129	1	0.8	107	83.0	19	14.7	2	1.6	0	0.0
14:00	195	0	0.0	168	86.2	17	8.7	7	3.6	3	1.5
15:00	157	0	0.0	131	83.4	22	14.0	4	2.6	0	0.0
16:00	218	1	0.5	194	89.0	23	10.6	0	0.0	0	0.0
17:00	244	3	1.2	227	93.0	14	5.7	0	0.0	0	0.0
18:00	207	3	1.5	195	94.2	8	3.9	0	0.0	1	0.5
19:00	95	2	2.1	84	88.4	9	9.5	0	0.0	0	0.0
20:00	44	1	2.3	40	90.9	3	6.8	0	0.0	0	0.0
21:00	41	4	9.8	33	80.5	4	9.8	0	0.0	0	0.0
22:00	43	0	0.0	42	97.7	1	2.3	0	0.0	0	0.0
23:00	30	1	3.3	28	93.3	0	0.0	1	3.3	0	0.0
12H,7-19	2099	12	0.6	1819	86.7	229	10.9	33	1.6	6	0.3
16H,6-22	2364	20	0.9	2044	86.5	261	11.0	33	1.4	6	0.3
18H,6-24	2437	21	0.9	2114	86.8	262	10.8	34	1.4	6	0.3
24H,0-24	2474	21	0.9	2146	86.7	267	10.8	34	1.4	6	0.2

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Wed 03-Jul-24	2710	19	0.7	2399	88.5	262	9.7	24	0.9	6	0.2
Thu 04-Jul-24	2880	36	1.3	2512	87.2	291	10.1	35	1.2	6	0.2
Fri 05-Jul-24	2767	36	1.3	2436	88.0	267	9.7	23	0.8	5	0.2
Sat 06-Jul-24	1867	21	1.1	1690	90.5	149	8.0	6	0.3	1	0.1
Sun 07-Jul-24	1656	47	2.8	1491	90.0	105	6.3	13	0.8	0	0.0
Mon 08-Jul-24	2467	39	1.6	2126	86.2	255	10.3	32	1.3	15	0.6
Tue 09-Jul-24	2474	21	0.9	2146	86.7	267	10.8	34	1.4	6	0.2
Total Vehicles											
[--]	16821	219	1.4	14800	88.2	1596	9.3	167	1.0	39	0.2



13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Eastbound

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 03-Jul-24																
00:00	9	-	39.1	4.8	0	0	0	0	0	0	2	5	1	1	0	0
01:00	3	-	35.2	5.9	0	0	0	0	0	1	0	2	0	0	0	0
02:00	2	-	38.5	7.1	0	0	0	0	0	0	1	0	1	0	0	0
03:00	3	-	41.8	3.1	0	0	0	0	0	0	0	1	2	0	0	0
04:00	6	-	36.8	6.2	0	0	0	0	0	1	2	1	2	0	0	0
05:00	28	41.3	36.7	4.8	0	0	0	0	0	3	9	11	5	0	0	0
06:00	75	39.9	35.2	5.4	0	0	0	0	0	11	42	13	5	3	1	0
07:00	201	39.8	33.8	5.7	0	0	0	3	12	40	82	44	19	1	0	0
08:00	307	38	32.6	5.1	0	0	0	3	24	82	126	63	8	1	0	0
09:00	158	39.3	33.3	5.5	0	0	0	1	10	41	61	32	12	1	0	0
10:00	144	38.2	33	5.6	0	0	1	1	4	44	61	25	5	1	2	0
11:00	121	38.6	33.2	5.8	0	0	2	1	2	32	57	16	9	2	0	0
12:00	133	36.8	32.4	4.6	0	0	0	1	2	51	55	22	0	2	0	0
13:00	134	37.5	32.8	4.7	0	0	0	0	3	47	57	21	5	1	0	0
14:00	194	38.5	33.3	5.3	0	0	1	1	7	51	80	48	3	2	1	0
15:00	261	37.2	32.7	4.6	0	0	0	0	10	83	119	39	9	1	0	0
16:00	236	39.2	33.3	6.3	0	1	5	4	2	57	101	47	14	5	0	0
17:00	216	39	33.9	5.2	0	0	1	3	3	45	97	57	8	1	1	0
18:00	167	40	34.8	5.3	0	0	1	2	1	28	70	49	15	1	0	0
19:00	122	40.2	35.4	5	0	0	0	0	1	21	43	46	10	0	1	0
20:00	74	40.9	35.5	7.3	0	0	1	2	1	10	28	21	6	3	1	1
21:00	45	40.8	35.3	5.7	0	0	0	0	1	10	14	13	6	1	0	0
22:00	44	39.8	35.2	6.1	0	0	0	0	1	8	18	13	2	0	2	0
23:00	27	40.2	35.5	5.9	0	0	0	0	0	7	7	10	1	2	0	0
12H,7-19	2272	38.7	33.2	5.4	0	1	11	20	80	601	966	463	107	19	4	0
16H,6-22	2588	39	33.5	5.5	0	1	12	22	83	653	1093	556	134	26	7	1
18H,6-24	2659	39.1	33.5	5.5	0	1	12	22	84	668	1118	579	137	28	9	1
24H,0-24	2710	39.2	33.6	5.5	0	1	12	22	84	673	1132	599	148	29	9	1

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Eastbound

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 04-Jul-24																
00:00	6	-	37.7	4	0	0	0	0	0	0	2	3	1	0	0	0
01:00	2	-	31	3.5	0	0	0	0	0	1	1	0	0	0	0	0
02:00	2	-	36	10.6	0	0	0	0	0	1	0	0	1	0	0	0
03:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
04:00	4	-	36	3.2	0	0	0	0	0	0	2	2	0	0	0	0
05:00	31	42.9	37.2	7.3	0	0	0	1	0	4	7	12	5	1	0	1
06:00	78	40	35.3	5.4	0	0	0	0	0	16	29	26	4	2	1	0
07:00	188	39.5	34.1	5.4	0	0	0	5	3	39	71	59	10	1	0	0
08:00	285	37.4	32.9	4.4	0	0	1	2	5	74	145	54	4	0	0	0
09:00	152	39.1	33.8	5.2	0	0	0	3	6	26	72	35	10	0	0	0
10:00	148	37.9	33.2	4.7	0	0	1	0	5	34	74	29	5	0	0	0
11:00	154	38	33	5.2	0	0	0	5	2	39	73	28	6	1	0	0
12:00	136	37.2	32.1	5.3	0	0	0	1	14	38	57	21	4	1	0	0
13:00	128	37.3	32.8	4.4	0	0	0	1	5	33	63	25	1	0	0	0
14:00	258	37.1	32.7	4.8	0	0	0	1	10	77	123	35	10	2	0	0
15:00	257	36.5	32.4	4.4	0	0	0	0	7	93	114	39	2	1	1	0
16:00	252	38	33.2	4.8	0	0	0	2	6	68	122	40	13	1	0	0
17:00	281	38.3	33.6	4.5	0	0	0	0	10	56	143	63	8	1	0	0
18:00	187	39.2	34.2	4.9	0	0	0	0	4	40	86	44	11	1	1	0
19:00	115	38.9	33.7	5.6	0	0	0	1	3	28	57	14	9	2	1	0
20:00	80	39.9	35.1	5.2	0	0	0	0	1	16	27	30	5	0	1	0
21:00	59	42.3	36.6	5.6	0	0	0	0	1	8	17	21	10	2	0	0
22:00	41	40	34.7	5.9	0	0	0	0	1	11	12	13	2	2	0	0
23:00	35	39.8	34.2	5.1	0	0	0	0	0	10	14	7	4	0	0	0
12H,7-19	2426	38.1	33.2	4.8	0	0	2	20	77	617	1143	472	84	9	2	0
16H,6-22	2758	38.5	33.4	4.9	0	0	2	21	82	685	1273	563	112	15	5	0
18H,6-24	2834	38.6	33.4	5	0	0	2	21	83	706	1299	583	118	17	5	0
24H,0-24	2880	38.6	33.5	5	0	0	2	22	83	712	1312	600	125	18	5	1

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Eastbound

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 05-Jul-24																
00:00	8	-	37.3	4.6	0	0	0	0	0	1	1	5	1	0	0	0
01:00	4	-	39.8	7.6	0	0	0	0	0	0	2	0	1	1	0	0
02:00	2	-	41	10.6	0	0	0	0	0	0	1	0	0	1	0	0
03:00	2	-	38.5	1.8	0	0	0	0	0	0	0	2	0	0	0	0
04:00	9	-	34.6	2.7	0	0	0	0	0	0	7	2	0	0	0	0
05:00	20	45.2	37.5	7	0	0	0	0	0	4	5	5	3	3	0	0
06:00	74	40.7	36.1	5.1	0	0	0	0	1	6	34	23	8	1	1	0
07:00	167	38.7	33.8	4.8	0	0	0	1	2	38	83	32	9	2	0	0
08:00	272	38.4	33.2	4.8	0	0	0	0	9	80	110	65	6	2	0	0
09:00	144	36.5	32.1	5.2	0	0	0	4	10	39	67	18	6	0	0	0
10:00	162	38.2	32.7	5.6	0	0	1	3	9	42	70	28	7	2	0	0
11:00	144	37.6	32	6.1	0	2	1	3	7	41	60	24	6	0	0	0
12:00	167	39.2	34.1	5	0	0	0	2	1	34	83	34	10	3	0	0
13:00	157	38.1	33	5.5	0	0	0	4	9	34	74	28	5	3	0	0
14:00	258	37.3	32.1	5	0	0	2	4	10	87	104	47	4	0	0	0
15:00	240	38	32.8	5.1	0	0	0	2	6	84	95	41	10	1	1	0
16:00	219	37.1	32.7	4.5	0	0	0	2	7	62	106	39	2	1	0	0
17:00	239	38.5	33.3	5.2	0	0	2	0	1	76	100	48	9	2	0	1
18:00	180	39.2	34.2	4.9	0	0	0	1	2	37	87	40	10	3	0	0
19:00	93	40.2	35.4	5.8	0	0	0	0	0	20	34	29	6	2	1	1
20:00	67	41.7	35.5	5.8	0	0	0	0	2	12	24	17	10	2	0	0
21:00	53	39.9	34.6	4.9	0	0	0	0	1	9	26	11	6	0	0	0
22:00	42	42	36.2	5.7	0	0	0	0	0	8	13	13	6	2	0	0
23:00	44	40.9	35.2	6.8	0	0	0	0	1	13	11	12	5	0	2	0
12H,7-19	2349	38.2	33	5.1	0	2	6	26	73	654	1039	444	84	19	1	1
16H,6-22	2636	38.6	33.3	5.2	0	2	6	26	77	701	1157	524	114	24	3	2
18H,6-24	2722	38.7	33.3	5.3	0	2	6	26	78	722	1181	549	125	26	5	2
24H,0-24	2767	38.8	33.4	5.3	0	2	6	26	78	727	1197	563	130	31	5	2

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Eastbound

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 06-Jul-24																
00:00	13	39.6	35	6.4	0	0	0	0	1	2	4	5	0	1	0	0
01:00	10	40.3	38	3.2	0	0	0	0	0	0	2	7	1	0	0	0
02:00	3	-	43.5	5	0	0	0	0	0	0	0	1	1	1	0	0
03:00	2	-	36	3.5	0	0	0	0	0	0	1	1	0	0	0	0
04:00	5	-	38.5	5.2	0	0	0	0	0	0	2	1	2	0	0	0
05:00	9	-	37.4	7.5	0	0	0	0	0	2	2	3	0	2	0	0
06:00	20	38.9	33.5	5.3	0	0	0	0	1	6	6	6	1	0	0	0
07:00	58	41.9	37.1	4.9	0	0	0	0	0	3	23	21	10	0	1	0
08:00	98	38.3	33.2	4.4	0	0	0	0	2	30	39	26	1	0	0	0
09:00	113	39.8	34	5.6	0	0	0	1	5	28	38	31	9	1	0	0
10:00	127	37.5	32.7	5.1	0	0	0	2	6	35	59	18	7	0	0	0
11:00	143	38.3	32.9	5.8	0	0	1	2	6	42	59	24	6	2	1	0
12:00	171	38.7	33.4	4.7	0	0	0	0	3	52	70	37	9	0	0	0
13:00	168	39.3	33.8	5.7	0	0	0	2	8	35	76	32	11	3	1	0
14:00	158	38.3	33.2	4.9	0	0	0	3	3	40	73	32	7	0	0	0
15:00	163	38.8	33.4	4.8	0	0	0	0	3	50	65	36	9	0	0	0
16:00	181	38.8	33.7	5.3	0	0	0	2	5	41	87	33	9	4	0	0
17:00	103	41	36	5.5	0	0	0	1	1	16	30	39	14	2	0	0
18:00	69	40.6	35.4	5.5	0	0	0	0	2	11	26	21	7	2	0	0
19:00	66	41.4	36.1	6.1	0	0	0	0	2	8	26	19	8	2	0	1
20:00	63	39.7	35	5	0	0	0	0	0	12	27	19	4	0	1	0
21:00	52	41.4	35.2	7.1	0	0	2	0	1	10	11	19	8	1	0	0
22:00	48	42.4	36	5.6	0	0	0	0	0	8	20	10	8	2	0	0
23:00	24	36.9	32.5	5.1	0	0	0	1	1	5	12	5	0	0	0	0
12H,7-19	1552	39.3	33.8	5.3	0	0	1	13	44	383	645	350	99	14	3	0
16H,6-22	1753	39.5	34	5.4	0	0	3	13	48	419	715	413	120	17	4	1
18H,6-24	1825	39.6	34	5.4	0	0	3	14	49	432	747	428	128	19	4	1
24H,0-24	1867	39.6	34.1	5.4	0	0	3	14	50	436	758	446	132	23	4	1

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Eastbound

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 07-Jul-24																
00:00	18	39.5	34.9	4.7	0	0	0	0	0	3	9	4	2	0	0	0
01:00	5	-	36.5	5.8	0	0	0	0	0	1	1	2	1	0	0	0
02:00	5	-	32.5	6.6	0	0	0	0	0	3	1	0	1	0	0	0
03:00	3	-	35.2	10.4	0	0	0	0	1	0	0	1	1	0	0	0
04:00	5	-	31.5	5.8	0	0	0	0	1	1	2	1	0	0	0	0
05:00	7	-	37.1	8.6	0	0	0	0	0	2	2	1	0	2	0	0
06:00	16	38.6	33.5	4.7	0	0	0	0	0	6	4	6	0	0	0	0
07:00	26	40.5	34.8	6.1	0	0	0	1	0	5	9	7	4	0	0	0
08:00	43	40.1	34.2	6.8	0	0	0	3	1	8	11	16	3	1	0	0
09:00	125	39.3	33.5	6.1	0	0	1	4	3	29	49	30	6	3	0	0
10:00	118	38.5	33	5.7	0	0	0	2	9	28	47	28	0	4	0	0
11:00	180	37.9	32.2	6.1	0	0	2	7	7	56	70	28	7	3	0	0
12:00	159	37.7	32.5	5.6	0	0	1	5	6	42	71	29	2	3	0	0
13:00	161	39.1	33.8	5.8	0	0	0	2	4	41	67	36	8	1	0	2
14:00	150	37.7	32.9	5.3	0	0	1	0	6	45	67	24	4	2	1	0
15:00	123	38.6	33.8	4.4	0	0	0	0	3	27	55	36	2	0	0	0
16:00	136	38.8	34.3	5.8	0	0	0	1	4	23	69	32	2	2	1	2
17:00	106	40.1	35.4	5.1	0	0	0	1	2	14	38	42	8	1	0	0
18:00	98	40.1	35	5.3	0	0	1	0	2	16	33	38	8	0	0	0
19:00	79	37.7	33.1	5.4	0	0	0	3	0	20	39	14	2	0	1	0
20:00	40	39.7	35.3	5.1	0	0	0	0	0	7	17	13	1	2	0	0
21:00	28	38.8	33	5.3	0	0	0	0	1	11	8	6	2	0	0	0
22:00	12	35.2	33.5	7.2	0	0	0	0	1	2	8	0	0	0	1	0
23:00	13	47.4	38.5	9.6	0	0	0	0	1	2	2	4	1	2	0	1
12H,7-19	1425	39.1	33.5	5.7	0	0	6	26	47	334	586	346	54	20	2	4
16H,6-22	1588	39	33.6	5.6	0	0	6	29	48	378	654	385	59	22	3	4
18H,6-24	1613	39.1	33.6	5.7	0	0	6	29	50	382	664	389	60	24	4	5
24H,0-24	1656	39.1	33.6	5.7	0	0	6	29	52	392	679	398	65	26	4	5

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Eastbound

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 08-Jul-24																
00:00	1	-	53.5	-	0	0	0	0	0	0	0	0	0	0	1	0
01:00	3	-	35.2	3.1	0	0	0	0	0	0	2	1	0	0	0	0
02:00	4	-	38.5	6	0	0	0	0	0	0	2	0	2	0	0	0
03:00	1	-	48.5	-	0	0	0	0	0	0	0	0	0	1	0	0
04:00	4	-	43.5	4.2	0	0	0	0	0	0	0	1	2	1	0	0
05:00	22	43.8	36.7	6.6	0	0	0	0	1	2	9	4	4	2	0	0
06:00	81	41.7	36.7	5.5	0	0	0	0	0	10	28	29	10	3	1	0
07:00	187	38.8	33	5.7	0	0	0	5	14	39	76	43	9	1	0	0
08:00	264	37.1	32.9	4.3	0	0	0	1	8	68	138	42	7	0	0	0
09:00	122	39.3	33.5	5.4	0	0	0	0	6	35	44	28	7	2	0	0
10:00	118	38.3	32.5	5.6	0	0	0	3	9	31	45	26	3	1	0	0
11:00	145	38.5	32.7	5.8	0	0	0	5	7	40	57	28	6	2	0	0
12:00	119	35.7	31.8	4.7	0	0	1	0	7	40	56	13	1	1	0	0
13:00	131	38.6	33.5	4.9	0	0	0	4	2	24	63	35	3	0	0	0
14:00	208	36.9	31.3	6.8	0	5	3	5	14	60	84	28	7	2	0	0
15:00	189	38.2	32.9	4.8	0	0	0	0	7	61	76	37	8	0	0	0
16:00	262	37.8	33	4.7	0	0	0	2	13	59	130	52	5	1	0	0
17:00	234	38.3	33	4.8	0	0	0	2	9	65	98	53	7	0	0	0
18:00	143	39.3	34.2	4.9	0	0	0	2	2	28	61	43	7	0	0	0
19:00	86	38.4	33	6.4	0	0	0	1	6	25	34	14	2	3	0	1
20:00	60	38.6	33.7	4.5	0	0	0	0	2	14	25	18	1	0	0	0
21:00	31	43.3	36.4	6.6	0	0	0	0	0	5	14	5	4	2	1	0
22:00	27	39.9	35	5.9	0	0	0	0	0	7	10	7	1	2	0	0
23:00	25	39.9	34.9	5.3	0	0	0	0	1	5	7	10	2	0	0	0
12H,7-19	2122	38.2	32.8	5.2	0	5	4	29	98	550	928	428	70	10	0	0
16H,6-22	2380	38.5	33.1	5.4	0	5	4	30	106	604	1029	494	87	18	2	1
18H,6-24	2432	38.5	33.1	5.4	0	5	4	30	107	616	1046	511	90	20	2	1
24H,0-24	2467	38.6	33.2	5.4	0	5	4	30	108	618	1059	517	98	24	3	1

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Eastbound

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 09-Jul-24																
00:00	8	-	34.8	4.7	0	0	0	0	0	2	2	4	0	0	0	0
01:00	3	-	38.5	5	0	0	0	0	0	0	1	1	1	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	3	-	33.5	5	0	0	0	0	0	1	1	1	0	0	0	0
04:00	5	-	34.5	7.5	0	0	0	0	1	0	2	1	1	0	0	0
05:00	18	40.5	35.7	5.7	0	0	0	0	0	3	8	4	2	1	0	0
06:00	85	39.8	35.1	4.9	0	0	0	0	0	16	35	27	5	2	0	0
07:00	166	39	33.7	4.9	0	0	0	1	0	49	70	34	11	1	0	0
08:00	264	37.3	32.8	4.5	0	0	0	0	8	82	124	38	12	0	0	0
09:00	137	38.2	33.2	4.7	0	0	0	0	3	41	61	25	6	1	0	0
10:00	124	38.3	32.5	5.3	0	0	0	1	7	44	43	22	7	0	0	0
11:00	131	39.2	33.9	4.9	0	0	0	0	3	33	54	33	7	1	0	0
12:00	127	39.5	33.9	5.7	0	0	0	0	4	37	49	25	6	6	0	0
13:00	129	38.9	33.6	5.2	0	0	0	1	4	31	61	21	10	1	0	0
14:00	195	38	32.8	4.9	0	0	0	1	6	65	80	33	9	1	0	0
15:00	157	38.1	32.8	4.8	0	0	0	0	6	53	62	29	7	0	0	0
16:00	218	38.2	32.8	5.4	0	1	2	2	9	56	93	49	6	0	0	0
17:00	244	38.5	33.7	4.3	0	0	0	1	2	55	119	61	5	1	0	0
18:00	207	39.4	34.4	4.8	0	0	0	1	4	39	88	64	9	2	0	0
19:00	95	41.1	35.6	6.7	0	0	1	0	1	19	33	26	11	1	2	1
20:00	44	38.7	33.6	5.7	0	0	1	0	0	11	20	9	2	1	0	0
21:00	41	41.3	35.8	5.3	0	0	0	0	0	7	16	11	6	1	0	0
22:00	43	39.7	35	5.9	0	0	0	0	0	10	18	11	1	2	1	0
23:00	30	39.6	34	6.5	0	0	1	0	0	7	12	7	2	1	0	0
12H,7-19	2099	38.6	33.3	4.9	0	1	2	8	56	585	904	434	95	14	0	0
16H,6-22	2364	38.9	33.5	5.1	0	1	4	8	57	638	1008	507	119	19	2	1
18H,6-24	2437	38.9	33.6	5.1	0	1	5	8	57	655	1038	525	122	22	3	1
24H,0-24	2474	39	33.6	5.1	0	1	5	8	58	661	1052	536	126	23	3	1

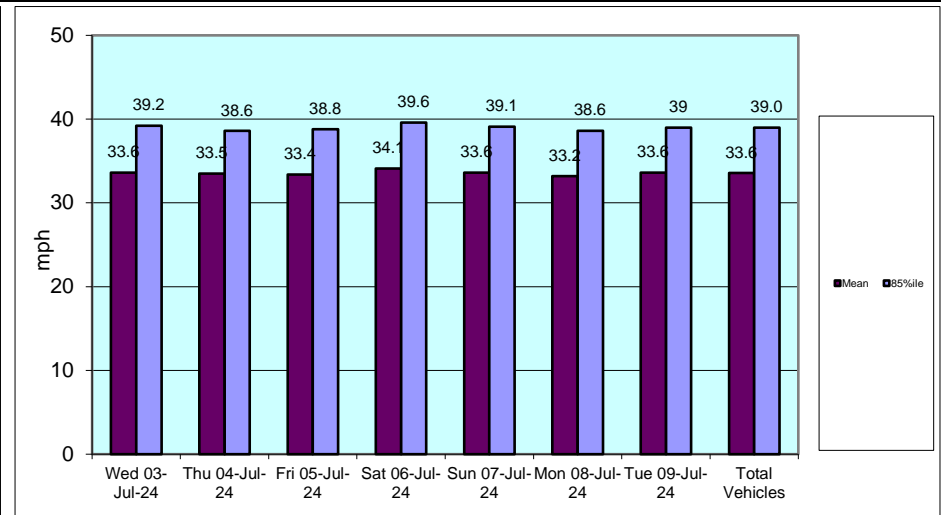
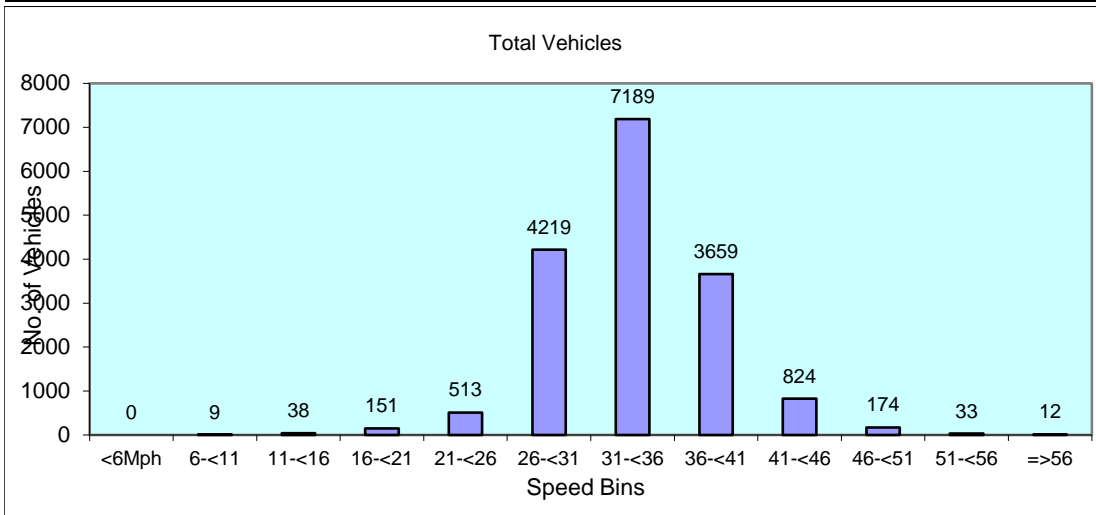
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
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Daily Totals

Wed 03-Jul-24	2710	39.2	33.6	5.5	0	1	12	22	84	673	1132	599	148	29	9	1
Thu 04-Jul-24	2880	38.6	33.5	5	0	0	2	22	83	712	1312	600	125	18	5	1
Fri 05-Jul-24	2767	38.8	33.4	5.3	0	2	6	26	78	727	1197	563	130	31	5	2
Sat 06-Jul-24	1867	39.6	34.1	5.4	0	0	3	14	50	436	758	446	132	23	4	1
Sun 07-Jul-24	1656	39.1	33.6	5.7	0	0	6	29	52	392	679	398	65	26	4	5
Mon 08-Jul-24	2467	38.6	33.2	5.4	0	5	4	30	108	618	1059	517	98	24	3	1
Tue 09-Jul-24	2474	39	33.6	5.1	0	1	5	8	58	661	1052	536	126	23	3	1

Total Vehicles

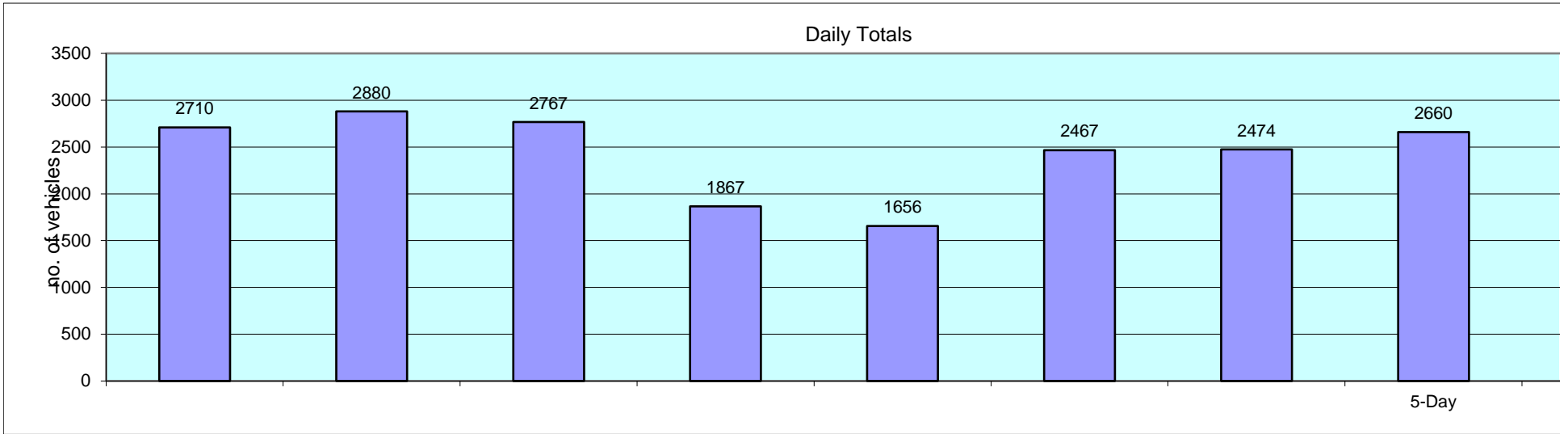
[--]	16821	39.0	33.6	5.3	0	9	38	151	513	4219	7189	3659	824	174	33	12
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13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Channel: Eastbound

TIME PERIOD	Wed 03-Jul-24	Thu 04-Jul-24	Fri 05-Jul-24	Sat 06-Jul-24	Sun 07-Jul-24	Mon 08-Jul-24	Tue 09-Jul-24	5-Day Av
Week Begin: 03-Jul-24								
00:00	9	6	8	13	18	1	8	6
01:00	3	2	4	10	5	3	3	3
02:00	2	2	2	3	5	4	0	2
03:00	3	1	2	2	3	1	3	2
04:00	6	4	9	5	5	4	5	6
05:00	28	31	20	9	7	22	18	24
06:00	75	78	74	20	16	81	85	79
07:00	201	188	167	58	26	187	166	182
08:00	307	285	272	98	43	264	264	278
09:00	158	152	144	113	125	122	137	143
10:00	144	148	162	127	118	118	124	139
11:00	121	154	144	143	180	145	131	139
12:00	133	136	167	171	159	119	127	136
13:00	134	128	157	168	161	131	129	136
14:00	194	258	258	158	150	208	195	223
15:00	261	257	240	163	123	189	157	221
16:00	236	252	219	181	136	262	218	237
17:00	216	281	239	103	106	234	244	243
18:00	167	187	180	69	98	143	207	177
19:00	122	115	93	66	79	86	95	102
20:00	74	80	67	63	40	60	44	65
21:00	45	59	53	52	28	31	41	46
22:00	44	41	42	48	12	27	43	39
23:00	27	35	44	24	13	25	30	32
12H,7-19	2272	2426	2349	1552	1425	2122	2099	2254
16H,6-22	2588	2758	2636	1753	1588	2380	2364	2545
18H,6-24	2659	2834	2722	1825	1613	2432	2437	2617
24H,0-24	2710	2880	2767	1867	1656	2467	2474	2660
Am	08:00	08:00	08:00	11:00	11:00	08:00	08:00	
Peak	307	285	272	143	180	264	264	
Pm	15:00	17:00	14:00	16:00	13:00	16:00	17:00	
Peak	261	281	258	181	161	262	244	

13569	MARKET BOSWORTH	Site No: 13569004	Location	Site 4 - Station Rd, Market Bosworth				
		Channel: Eastbound						
TIME PERIOD	Wed 03-Jul-24	Thu 04-Jul-24	Fri 05-Jul-24	Sat 06-Jul-24	Sun 07-Jul-24	Mon 08-Jul-24	Tue 09-Jul-24	5-Day Av



7-Day
Av

9

4

3

2

5

19

61

142

219

136

134

145

145

144

203

199

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61

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37

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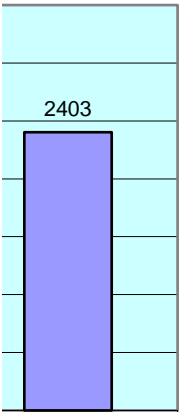
2035

2295

2360

2403

7-Day
Av



7-Day

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	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	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 03-Jul-24														
00:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0
01:00	4	0	2	2	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	2	0	2	0	0	0	0	0	0	0	0	0	0	0
04:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0
05:00	37	1	34	2	0	0	0	0	0	0	0	0	0	0
06:00	86	1	80	5	0	0	0	0	0	0	0	0	0	0
07:00	195	1	161	30	0	0	1	0	0	0	0	2	0	0
08:00	301	1	277	20	2	0	0	0	1	0	0	0	0	0
09:00	152	1	118	26	0	3	4	0	0	0	0	0	0	0
10:00	144	3	129	11	0	0	1	0	0	0	0	0	0	0
11:00	143	2	122	17	0	0	1	0	1	0	0	0	0	0
12:00	142	0	124	17	1	0	0	0	0	0	0	0	0	0
13:00	150	1	135	13	1	0	0	0	0	0	0	0	0	0
14:00	146	2	129	13	0	0	0	0	2	0	0	0	0	0
15:00	252	0	228	20	2	2	0	0	0	0	0	0	0	0
16:00	274	4	250	19	0	0	0	0	0	1	0	0	0	0
17:00	214	2	194	14	1	0	0	1	2	0	0	0	0	0
18:00	152	2	135	13	0	0	1	0	1	0	0	0	0	0
19:00	105	2	99	3	1	0	0	0	0	0	0	0	0	0
20:00	76	1	67	7	0	0	1	0	0	0	0	0	0	0
21:00	72	0	66	6	0	0	0	0	0	0	0	0	0	0
22:00	27	0	23	3	0	0	1	0	0	0	0	0	0	0
23:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	2265	19	2002	213	7	5	8	1	7	1	0	2	0	0
16H,6-22	2604	23	2314	234	8	5	9	1	7	1	0	2	0	0
18H,6-24	2644	23	2350	237	8	5	10	1	7	1	0	2	0	0
24H,0-24	2704	24	2405	241	8	5	10	1	7	1	0	2	0	0

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	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	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 04-Jul-24														
00:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0
01:00	3	0	1	2	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	6	0	4	2	0	0	0	0	0	0	0	0	0	0
04:00	11	0	10	1	0	0	0	0	0	0	0	0	0	0
05:00	28	1	24	3	0	0	0	0	0	0	0	0	0	0
06:00	84	2	76	6	0	0	0	0	0	0	0	0	0	0
07:00	217	1	189	25	0	0	0	1	0	0	1	0	0	0
08:00	324	3	293	24	0	2	0	0	1	0	0	1	0	0
09:00	151	2	126	21	2	0	0	0	0	0	0	0	0	0
10:00	133	2	100	26	1	1	2	1	0	0	0	0	0	0
11:00	176	3	151	17	0	0	0	0	3	0	1	1	0	0
12:00	183	2	163	17	0	0	0	0	1	0	0	0	0	0
13:00	164	3	139	19	1	1	0	1	0	0	0	0	0	0
14:00	159	0	142	16	0	0	0	0	1	0	0	0	0	0
15:00	272	2	243	25	2	0	0	0	0	0	0	0	0	0
16:00	269	3	243	20	0	0	2	0	1	0	0	0	0	0
17:00	224	1	208	13	0	0	1	0	0	0	0	1	0	0
18:00	220	2	209	9	0	0	0	0	0	0	0	0	0	0
19:00	133	2	130	1	0	0	0	0	0	0	0	0	0	0
20:00	102	1	90	9	1	0	0	0	0	0	1	0	0	0
21:00	57	4	49	3	0	0	0	0	0	0	0	1	0	0
22:00	50	0	43	7	0	0	0	0	0	0	0	0	0	0
23:00	18	0	17	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	2492	24	2206	232	6	4	5	3	7	0	2	3	0	0
16H,6-22	2868	33	2551	251	7	4	5	3	7	0	3	4	0	0
18H,6-24	2936	33	2611	259	7	4	5	3	7	0	3	4	0	0
24H,0-24	2987	34	2652	268	7	4	5	3	7	0	3	4	0	0

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	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	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 05-Jul-24														
00:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
01:00	5	0	1	4	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	5	0	4	1	0	0	0	0	0	0	0	0	0	0
04:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0
05:00	38	1	33	4	0	0	0	0	0	0	0	0	0	0
06:00	74	0	67	7	0	0	0	0	0	0	0	0	0	0
07:00	166	0	135	30	0	0	0	0	0	0	0	1	0	0
08:00	242	0	219	17	3	1	1	0	0	0	0	1	0	0
09:00	180	1	157	20	0	0	0	0	1	0	0	1	0	0
10:00	152	3	123	24	0	0	1	1	0	0	0	0	0	0
11:00	169	5	142	19	1	1	1	0	0	0	0	0	0	0
12:00	201	4	182	13	0	1	0	0	0	0	0	1	0	0
13:00	183	8	158	16	1	0	0	0	0	0	0	0	0	0
14:00	201	3	179	17	0	0	0	1	1	0	0	0	0	0
15:00	258	2	230	21	2	1	0	0	2	0	0	0	0	0
16:00	211	5	190	12	0	0	3	0	1	0	0	0	0	0
17:00	201	2	181	17	0	0	0	0	1	0	0	0	0	0
18:00	175	1	163	9	1	0	0	0	1	0	0	0	0	0
19:00	101	1	92	8	0	0	0	0	0	0	0	0	0	0
20:00	83	2	78	3	0	0	0	0	0	0	0	0	0	0
21:00	54	0	53	0	0	0	0	0	0	0	0	1	0	0
22:00	41	0	38	3	0	0	0	0	0	0	0	0	0	0
23:00	26	0	24	2	0	0	0	0	0	0	0	0	0	0
12H,7-19	2339	34	2059	215	8	4	6	2	7	0	0	4	0	0
16H,6-22	2651	37	2349	233	8	4	6	2	7	0	0	5	0	0
18H,6-24	2718	37	2411	238	8	4	6	2	7	0	0	5	0	0
24H,0-24	2777	38	2460	247	8	4	6	2	7	0	0	5	0	0

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	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	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 06-Jul-24														
00:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0
01:00	5	0	4	1	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	5	0	5	0	0	0	0	0	0	0	0	0	0	0
04:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0
05:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0
06:00	21	0	21	0	0	0	0	0	0	0	0	0	0	0
07:00	49	0	43	6	0	0	0	0	0	0	0	0	0	0
08:00	67	0	65	2	0	0	0	0	0	0	0	0	0	0
09:00	151	3	128	18	0	1	1	0	0	0	0	0	0	0
10:00	146	1	135	10	0	0	0	0	0	0	0	0	0	0
11:00	142	3	134	5	0	0	0	0	0	0	0	0	0	0
12:00	176	5	155	16	0	0	0	0	0	0	0	0	0	0
13:00	142	4	127	10	0	0	0	0	1	0	0	0	0	0
14:00	173	1	152	20	0	0	0	0	0	0	0	0	0	0
15:00	133	2	125	6	0	0	0	0	0	0	0	0	0	0
16:00	170	2	157	7	0	1	1	0	0	0	1	1	0	0
17:00	91	0	86	5	0	0	0	0	0	0	0	0	0	0
18:00	80	2	73	5	0	0	0	0	0	0	0	0	0	0
19:00	68	0	65	2	0	0	0	0	1	0	0	0	0	0
20:00	73	0	66	7	0	0	0	0	0	0	0	0	0	0
21:00	63	3	56	3	0	0	1	0	0	0	0	0	0	0
22:00	49	0	47	2	0	0	0	0	0	0	0	0	0	0
23:00	37	0	34	2	0	0	0	0	1	0	0	0	0	0
12H,7-19	1520	23	1380	110	0	2	2	0	1	0	1	1	0	0
16H,6-22	1745	26	1588	122	0	2	3	0	2	0	1	1	0	0
18H,6-24	1831	26	1669	126	0	2	3	0	3	0	1	1	0	0
24H,0-24	1868	26	1705	127	0	2	3	0	3	0	1	1	0	0

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	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	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 07-Jul-24														
00:00	22	0	18	4	0	0	0	0	0	0	0	0	0	0
01:00	13	0	12	1	0	0	0	0	0	0	0	0	0	0
02:00	7	0	7	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	7	0	7	0	0	0	0	0	0	0	0	0	0	0
05:00	11	1	10	0	0	0	0	0	0	0	0	0	0	0
06:00	15	0	14	1	0	0	0	0	0	0	0	0	0	0
07:00	26	1	25	0	0	0	0	0	0	0	0	0	0	0
08:00	53	3	48	1	0	0	0	0	0	0	1	0	0	0
09:00	112	9	93	7	1	1	0	0	1	0	0	0	0	0
10:00	146	9	128	7	0	1	1	0	0	0	0	0	0	0
11:00	151	7	134	10	0	0	0	0	0	0	0	0	0	0
12:00	162	7	148	7	0	0	0	0	0	0	0	0	0	0
13:00	152	2	138	12	0	0	0	0	0	0	0	0	0	0
14:00	142	0	132	9	0	0	1	0	0	0	0	0	0	0
15:00	127	0	122	4	0	1	0	0	0	0	0	0	0	0
16:00	131	3	119	8	0	0	1	0	0	0	0	0	0	0
17:00	126	1	114	11	0	0	0	0	0	0	0	0	0	0
18:00	99	2	93	4	0	0	0	0	0	0	0	0	0	0
19:00	78	4	71	3	0	0	0	0	0	0	0	0	0	0
20:00	41	1	39	1	0	0	0	0	0	0	0	0	0	0
21:00	32	1	25	5	0	0	1	0	0	0	0	0	0	0
22:00	20	0	20	0	0	0	0	0	0	0	0	0	0	0
23:00	19	0	17	2	0	0	0	0	0	0	0	0	0	0
12H,7-19	1427	44	1294	80	1	3	3	0	1	0	1	0	0	0
16H,6-22	1593	50	1443	90	1	3	4	0	1	0	1	0	0	0
18H,6-24	1632	50	1480	92	1	3	4	0	1	0	1	0	0	0
24H,0-24	1693	51	1535	97	1	3	4	0	1	0	1	0	0	0

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	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	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 08-Jul-24														
00:00	7	0	5	2	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	2	0	2	0	0	0	0	0	0	0	0	0	0	0
04:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0
05:00	32	1	29	2	0	0	0	0	0	0	0	0	0	0
06:00	71	0	66	5	0	0	0	0	0	0	0	0	0	0
07:00	188	0	169	14	0	1	0	0	1	0	0	3	0	0
08:00	232	2	196	31	1	0	0	0	2	0	0	0	0	0
09:00	169	5	134	20	5	2	2	0	1	0	0	0	0	0
10:00	156	12	121	12	0	7	2	0	2	0	0	0	0	0
11:00	132	5	107	19	1	0	0	0	0	0	0	0	0	0
12:00	143	7	114	20	0	0	0	0	1	1	0	0	0	0
13:00	148	5	125	15	1	0	0	0	1	0	0	1	0	0
14:00	154	4	127	19	0	0	1	0	1	0	0	2	0	0
15:00	180	5	151	20	2	0	1	0	0	0	1	0	0	0
16:00	213	0	191	21	0	0	0	0	0	0	1	0	0	0
17:00	275	4	251	17	3	0	0	0	0	0	0	0	0	0
18:00	162	3	145	13	1	0	0	0	0	0	0	0	0	0
19:00	90	3	85	1	1	0	0	0	0	0	0	0	0	0
20:00	58	1	52	4	0	0	0	0	1	0	0	0	0	0
21:00	57	0	52	5	0	0	0	0	0	0	0	0	0	0
22:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0
23:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	2152	52	1831	221	14	10	6	0	9	1	2	6	0	0
16H,6-22	2428	56	2086	236	15	10	6	0	10	1	2	6	0	0
18H,6-24	2447	56	2103	238	15	10	6	0	10	1	2	6	0	0
24H,0-24	2497	57	2148	242	15	10	6	0	10	1	2	6	0	0

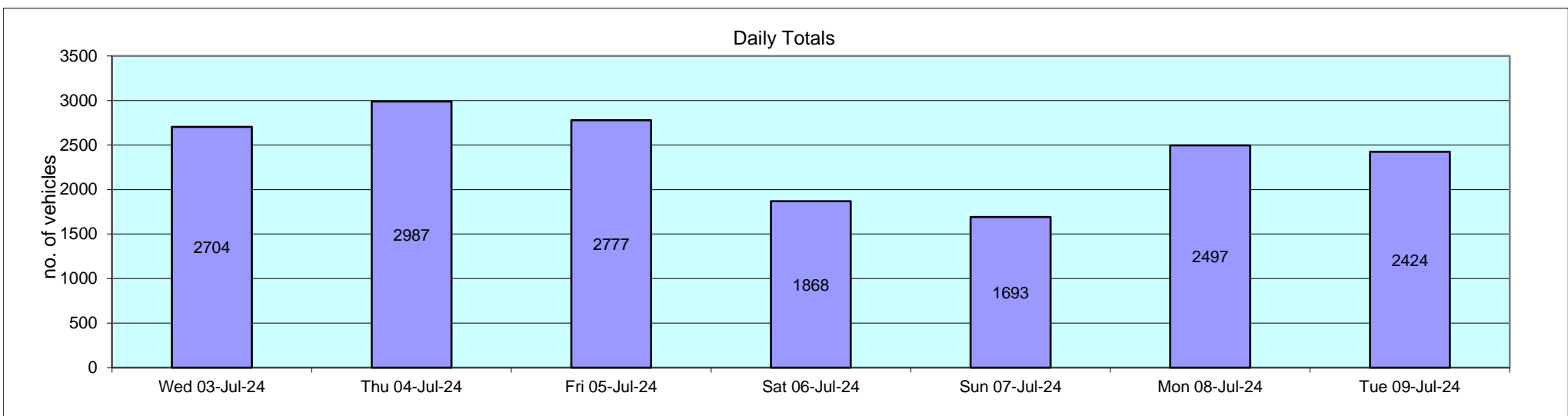
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 09-Jul-24														
00:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
01:00	2	0	1	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0
05:00	38	1	31	6	0	0	0	0	0	0	0	0	0	0
06:00	83	1	76	6	0	0	0	0	0	0	0	0	0	0
07:00	200	0	169	31	0	0	0	0	0	0	0	0	0	0
08:00	228	1	198	26	1	1	0	0	0	0	1	0	0	0
09:00	147	0	124	16	4	1	1	0	1	0	0	0	0	0
10:00	117	0	96	14	0	4	1	0	1	0	0	1	0	0
11:00	118	1	100	16	0	1	0	0	0	0	0	0	0	0
12:00	141	1	120	16	3	0	0	1	0	0	0	0	0	0
13:00	147	0	136	11	0	0	0	0	0	0	0	0	0	0
14:00	120	0	101	14	2	1	0	0	2	0	0	0	0	0
15:00	217	0	198	15	2	0	0	0	1	0	0	1	0	0
16:00	218	0	199	18	1	0	0	0	0	0	0	0	0	0
17:00	219	1	202	14	0	0	0	0	2	0	0	0	0	0
18:00	166	2	155	9	0	0	0	0	0	0	0	0	0	0
19:00	90	1	82	6	1	0	0	0	0	0	0	0	0	0
20:00	79	2	74	3	0	0	0	0	0	0	0	0	0	0
21:00	47	0	39	8	0	0	0	0	0	0	0	0	0	0
22:00	24	0	22	2	0	0	0	0	0	0	0	0	0	0
23:00	12	0	11	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	2038	6	1798	200	13	8	2	1	7	0	0	3	0	0
16H,6-22	2337	10	2069	223	14	8	2	1	7	0	0	3	0	0
18H,6-24	2373	10	2102	226	14	8	2	1	7	0	0	3	0	0
24H,0-24	2424	11	2144	234	14	8	2	1	7	0	0	3	0	0

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	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	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
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Daily Totals															
Wed 03-Jul-24	2704	24	2405	241	8	5	10	1	7	1	0	2	0	0	
Thu 04-Jul-24	2987	34	2652	268	7	4	5	3	7	0	3	4	0	0	
Fri 05-Jul-24	2777	38	2460	247	8	4	6	2	7	0	0	5	0	0	
Sat 06-Jul-24	1868	26	1705	127	0	2	3	0	3	0	1	1	0	0	
Sun 07-Jul-24	1693	51	1535	97	1	3	4	0	1	0	1	0	0	0	
Mon 08-Jul-24	2497	57	2148	242	15	10	6	0	10	1	2	6	0	0	
Tue 09-Jul-24	2424	11	2144	234	14	8	2	1	7	0	0	3	0	0	

Total Vehicles															
[--]	16950	241	15049	1456	53	36	36	7	42	2	7	21	0	0	



13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 03-Jul-24											
00:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
01:00	4	0	0.0	2	50.0	2	50.0	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	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
04:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
05:00	37	1	2.7	34	91.9	2	5.4	0	0.0	0	0.0
06:00	86	1	1.2	80	93.0	5	5.8	0	0.0	0	0.0
07:00	195	1	0.5	161	82.6	30	15.4	3	1.5	0	0.0
08:00	301	1	0.3	277	92.0	20	6.6	1	0.3	2	0.7
09:00	152	1	0.7	118	77.6	26	17.1	7	4.6	0	0.0
10:00	144	3	2.1	129	89.6	11	7.6	1	0.7	0	0.0
11:00	143	2	1.4	122	85.3	17	11.9	2	1.4	0	0.0
12:00	142	0	0.0	124	87.3	17	12.0	0	0.0	1	0.7
13:00	150	1	0.7	135	90.0	13	8.7	0	0.0	1	0.7
14:00	146	2	1.4	129	88.4	13	8.9	2	1.4	0	0.0
15:00	252	0	0.0	228	90.5	20	7.9	2	0.8	2	0.8
16:00	274	4	1.5	250	91.2	19	6.9	1	0.4	0	0.0
17:00	214	2	0.9	194	90.7	14	6.5	3	1.4	1	0.5
18:00	152	2	1.3	135	88.8	13	8.6	2	1.3	0	0.0
19:00	105	2	1.9	99	94.3	3	2.9	0	0.0	1	1.0
20:00	76	1	1.3	67	88.2	7	9.2	1	1.3	0	0.0
21:00	72	0	0.0	66	91.7	6	8.3	0	0.0	0	0.0
22:00	27	0	0.0	23	85.2	3	11.1	1	3.7	0	0.0
23:00	13	0	0.0	13	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	2265	19	0.8	2002	88.4	213	9.4	24	1.1	7	0.3
16H,6-22	2604	23	0.9	2314	88.9	234	9.0	25	1.0	8	0.3
18H,6-24	2644	23	0.9	2350	88.9	237	9.0	26	1.0	8	0.3
24H,0-24	2704	24	0.9	2405	88.9	241	8.9	26	1.0	8	0.3

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 04-Jul-24											
00:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
01:00	3	0	0.0	1	33.3	2	66.7	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	6	0	0.0	4	66.7	2	33.3	0	0.0	0	0.0
04:00	11	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
05:00	28	1	3.6	24	85.7	3	10.7	0	0.0	0	0.0
06:00	84	2	2.4	76	90.5	6	7.1	0	0.0	0	0.0
07:00	217	1	0.5	189	87.1	25	11.5	2	0.9	0	0.0
08:00	324	3	0.9	293	90.4	24	7.4	4	1.2	0	0.0
09:00	151	2	1.3	126	83.4	21	13.9	0	0.0	2	1.3
10:00	133	2	1.5	100	75.2	26	19.6	4	3.0	1	0.8
11:00	176	3	1.7	151	85.8	17	9.7	5	2.8	0	0.0
12:00	183	2	1.1	163	89.1	17	9.3	1	0.6	0	0.0
13:00	164	3	1.8	139	84.8	19	11.6	2	1.2	1	0.6
14:00	159	0	0.0	142	89.3	16	10.1	1	0.6	0	0.0
15:00	272	2	0.7	243	89.3	25	9.2	0	0.0	2	0.7
16:00	269	3	1.1	243	90.3	20	7.4	3	1.1	0	0.0
17:00	224	1	0.5	208	92.9	13	5.8	2	0.9	0	0.0
18:00	220	2	0.9	209	95.0	9	4.1	0	0.0	0	0.0
19:00	133	2	1.5	130	97.7	1	0.8	0	0.0	0	0.0
20:00	102	1	1.0	90	88.2	9	8.8	1	1.0	1	1.0
21:00	57	4	7.0	49	86.0	3	5.3	1	1.8	0	0.0
22:00	50	0	0.0	43	86.0	7	14.0	0	0.0	0	0.0
23:00	18	0	0.0	17	94.4	1	5.6	0	0.0	0	0.0
12H,7-19	2492	24	1.0	2206	88.5	232	9.3	24	1.0	6	0.2
16H,6-22	2868	33	1.2	2551	89.0	251	8.8	26	0.9	7	0.2
18H,6-24	2936	33	1.1	2611	88.9	259	8.8	26	0.9	7	0.2
24H,0-24	2987	34	1.1	2652	88.8	268	9.0	26	0.9	7	0.2

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 05-Jul-24											
00:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
01:00	5	0	0.0	1	20.0	4	80.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
04:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
05:00	38	1	2.6	33	86.8	4	10.5	0	0.0	0	0.0
06:00	74	0	0.0	67	90.5	7	9.5	0	0.0	0	0.0
07:00	166	0	0.0	135	81.3	30	18.1	1	0.6	0	0.0
08:00	242	0	0.0	219	90.5	17	7.0	3	1.2	3	1.2
09:00	180	1	0.6	157	87.2	20	11.1	2	1.1	0	0.0
10:00	152	3	2.0	123	80.9	24	15.8	2	1.3	0	0.0
11:00	169	5	3.0	142	84.0	19	11.2	2	1.2	1	0.6
12:00	201	4	2.0	182	90.6	13	6.5	2	1.0	0	0.0
13:00	183	8	4.4	158	86.3	16	8.7	0	0.0	1	0.6
14:00	201	3	1.5	179	89.1	17	8.5	2	1.0	0	0.0
15:00	258	2	0.8	230	89.2	21	8.1	3	1.2	2	0.8
16:00	211	5	2.4	190	90.1	12	5.7	4	1.9	0	0.0
17:00	201	2	1.0	181	90.1	17	8.5	1	0.5	0	0.0
18:00	175	1	0.6	163	93.1	9	5.1	1	0.6	1	0.6
19:00	101	1	1.0	92	91.1	8	7.9	0	0.0	0	0.0
20:00	83	2	2.4	78	94.0	3	3.6	0	0.0	0	0.0
21:00	54	0	0.0	53	98.2	0	0.0	1	1.9	0	0.0
22:00	41	0	0.0	38	92.7	3	7.3	0	0.0	0	0.0
23:00	26	0	0.0	24	92.3	2	7.7	0	0.0	0	0.0
12H,7-19	2339	34	1.5	2059	88.0	215	9.2	23	1.0	8	0.3
16H,6-22	2651	37	1.4	2349	88.6	233	8.8	24	0.9	8	0.3
18H,6-24	2718	37	1.4	2411	88.7	238	8.8	24	0.9	8	0.3
24H,0-24	2777	38	1.4	2460	88.6	247	8.9	24	0.9	8	0.3

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 06-Jul-24											
00:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
01:00	5	0	0.0	4	80.0	1	20.0	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	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
04:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
05:00	13	0	0.0	13	100.0	0	0.0	0	0.0	0	0.0
06:00	21	0	0.0	21	100.0	0	0.0	0	0.0	0	0.0
07:00	49	0	0.0	43	87.8	6	12.2	0	0.0	0	0.0
08:00	67	0	0.0	65	97.0	2	3.0	0	0.0	0	0.0
09:00	151	3	2.0	128	84.8	18	11.9	2	1.3	0	0.0
10:00	146	1	0.7	135	92.5	10	6.9	0	0.0	0	0.0
11:00	142	3	2.1	134	94.4	5	3.5	0	0.0	0	0.0
12:00	176	5	2.8	155	88.1	16	9.1	0	0.0	0	0.0
13:00	142	4	2.8	127	89.4	10	7.0	1	0.7	0	0.0
14:00	173	1	0.6	152	87.9	20	11.6	0	0.0	0	0.0
15:00	133	2	1.5	125	94.0	6	4.5	0	0.0	0	0.0
16:00	170	2	1.2	157	92.4	7	4.1	4	2.4	0	0.0
17:00	91	0	0.0	86	94.5	5	5.5	0	0.0	0	0.0
18:00	80	2	2.5	73	91.3	5	6.3	0	0.0	0	0.0
19:00	68	0	0.0	65	95.6	2	2.9	1	1.5	0	0.0
20:00	73	0	0.0	66	90.4	7	9.6	0	0.0	0	0.0
21:00	63	3	4.8	56	88.9	3	4.8	1	1.6	0	0.0
22:00	49	0	0.0	47	95.9	2	4.1	0	0.0	0	0.0
23:00	37	0	0.0	34	91.9	2	5.4	1	2.7	0	0.0
12H,7-19	1520	23	1.5	1380	90.8	110	7.2	7	0.5	0	0.0
16H,6-22	1745	26	1.5	1588	91.0	122	7.0	9	0.5	0	0.0
18H,6-24	1831	26	1.4	1669	91.2	126	6.9	10	0.6	0	0.0
24H,0-24	1868	26	1.4	1705	91.3	127	6.8	10	0.5	0	0.0

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 07-Jul-24											
00:00	22	0	0.0	18	81.8	4	18.2	0	0.0	0	0.0
01:00	13	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
02:00	7	0	0.0	7	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	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
05:00	11	1	9.1	10	90.9	0	0.0	0	0.0	0	0.0
06:00	15	0	0.0	14	93.3	1	6.7	0	0.0	0	0.0
07:00	26	1	3.9	25	96.2	0	0.0	0	0.0	0	0.0
08:00	53	3	5.7	48	90.6	1	1.9	1	1.9	0	0.0
09:00	112	9	8.0	93	83.0	7	6.3	2	1.8	1	0.9
10:00	146	9	6.2	128	87.7	7	4.8	2	1.4	0	0.0
11:00	151	7	4.6	134	88.7	10	6.6	0	0.0	0	0.0
12:00	162	7	4.3	148	91.4	7	4.3	0	0.0	0	0.0
13:00	152	2	1.3	138	90.8	12	7.9	0	0.0	0	0.0
14:00	142	0	0.0	132	93.0	9	6.3	1	0.7	0	0.0
15:00	127	0	0.0	122	96.1	4	3.2	1	0.8	0	0.0
16:00	131	3	2.3	119	90.8	8	6.1	1	0.8	0	0.0
17:00	126	1	0.8	114	90.5	11	8.7	0	0.0	0	0.0
18:00	99	2	2.0	93	93.9	4	4.0	0	0.0	0	0.0
19:00	78	4	5.1	71	91.0	3	3.9	0	0.0	0	0.0
20:00	41	1	2.4	39	95.1	1	2.4	0	0.0	0	0.0
21:00	32	1	3.1	25	78.1	5	15.6	1	3.1	0	0.0
22:00	20	0	0.0	20	100.0	0	0.0	0	0.0	0	0.0
23:00	19	0	0.0	17	89.5	2	10.5	0	0.0	0	0.0
12H,7-19	1427	44	3.1	1294	90.7	80	5.6	8	0.6	1	0.1
16H,6-22	1593	50	3.1	1443	90.6	90	5.7	9	0.6	1	0.1
18H,6-24	1632	50	3.1	1480	90.7	92	5.6	9	0.6	1	0.1
24H,0-24	1693	51	3.0	1535	90.7	97	5.7	9	0.5	1	0.1

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Westbound

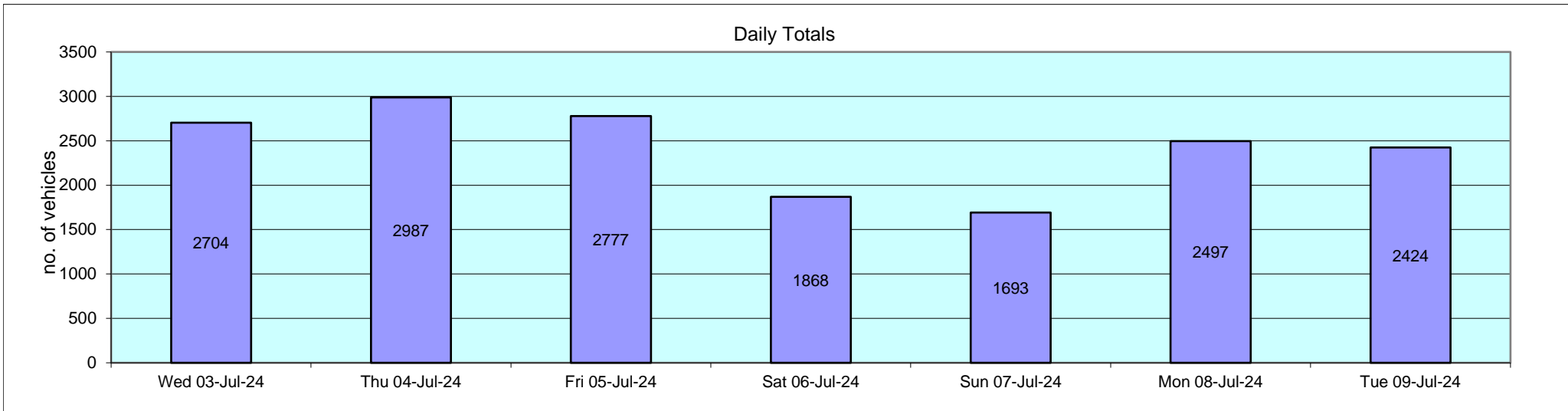
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 08-Jul-24											
00:00	7	0	0.0	5	71.4	2	28.6	0	0.0	0	0.0
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
04:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
05:00	32	1	3.1	29	90.6	2	6.3	0	0.0	0	0.0
06:00	71	0	0.0	66	93.0	5	7.0	0	0.0	0	0.0
07:00	188	0	0.0	169	89.9	14	7.5	5	2.7	0	0.0
08:00	232	2	0.9	196	84.5	31	13.4	2	0.9	1	0.4
09:00	169	5	3.0	134	79.3	20	11.8	5	3.0	5	3.0
10:00	156	12	7.7	121	77.6	12	7.7	11	7.1	0	0.0
11:00	132	5	3.8	107	81.1	19	14.4	0	0.0	1	0.8
12:00	143	7	4.9	114	79.7	20	14.0	2	1.4	0	0.0
13:00	148	5	3.4	125	84.5	15	10.1	2	1.4	1	0.7
14:00	154	4	2.6	127	82.5	19	12.3	4	2.6	0	0.0
15:00	180	5	2.8	151	83.9	20	11.1	2	1.1	2	1.1
16:00	213	0	0.0	191	89.7	21	9.9	1	0.5	0	0.0
17:00	275	4	1.5	251	91.3	17	6.2	0	0.0	3	1.1
18:00	162	3	1.9	145	89.5	13	8.0	0	0.0	1	0.6
19:00	90	3	3.3	85	94.4	1	1.1	0	0.0	1	1.1
20:00	58	1	1.7	52	89.7	4	6.9	1	1.7	0	0.0
21:00	57	0	0.0	52	91.2	5	8.8	0	0.0	0	0.0
22:00	10	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
23:00	9	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
12H,7-19	2152	52	2.4	1831	85.1	221	10.3	34	1.6	14	0.7
16H,6-22	2428	56	2.3	2086	85.9	236	9.7	35	1.4	15	0.6
18H,6-24	2447	56	2.3	2103	85.9	238	9.7	35	1.4	15	0.6
24H,0-24	2497	57	2.3	2148	86.0	242	9.7	35	1.4	15	0.6

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 09-Jul-24											
00:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
01:00	2	0	0.0	1	50.0	1	50.0	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	6	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
05:00	38	1	2.6	31	81.6	6	15.8	0	0.0	0	0.0
06:00	83	1	1.2	76	91.6	6	7.2	0	0.0	0	0.0
07:00	200	0	0.0	169	84.5	31	15.5	0	0.0	0	0.0
08:00	228	1	0.4	198	86.8	26	11.4	2	0.9	1	0.4
09:00	147	0	0.0	124	84.4	16	10.9	3	2.0	4	2.7
10:00	117	0	0.0	96	82.1	14	12.0	7	6.0	0	0.0
11:00	118	1	0.9	100	84.8	16	13.6	1	0.9	0	0.0
12:00	141	1	0.7	120	85.1	16	11.4	1	0.7	3	2.1
13:00	147	0	0.0	136	92.5	11	7.5	0	0.0	0	0.0
14:00	120	0	0.0	101	84.2	14	11.7	3	2.5	2	1.7
15:00	217	0	0.0	198	91.2	15	6.9	2	0.9	2	0.9
16:00	218	0	0.0	199	91.3	18	8.3	0	0.0	1	0.5
17:00	219	1	0.5	202	92.2	14	6.4	2	0.9	0	0.0
18:00	166	2	1.2	155	93.4	9	5.4	0	0.0	0	0.0
19:00	90	1	1.1	82	91.1	6	6.7	0	0.0	1	1.1
20:00	79	2	2.5	74	93.7	3	3.8	0	0.0	0	0.0
21:00	47	0	0.0	39	83.0	8	17.0	0	0.0	0	0.0
22:00	24	0	0.0	22	91.7	2	8.3	0	0.0	0	0.0
23:00	12	0	0.0	11	91.7	1	8.3	0	0.0	0	0.0
12H,7-19	2038	6	0.3	1798	88.2	200	9.8	21	1.0	13	0.6
16H,6-22	2337	10	0.4	2069	88.5	223	9.5	21	0.9	14	0.6
18H,6-24	2373	10	0.4	2102	88.6	226	9.5	21	0.9	14	0.6
24H,0-24	2424	11	0.5	2144	88.5	234	9.7	21	0.9	14	0.6

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Wed 03-Jul-24	2704	24	0.9	2405	88.9	241	8.9	26	1.0	8	0.3
Thu 04-Jul-24	2987	34	1.1	2652	88.8	268	9.0	26	0.9	7	0.2
Fri 05-Jul-24	2777	38	1.4	2460	88.6	247	8.9	24	0.9	8	0.3
Sat 06-Jul-24	1868	26	1.4	1705	91.3	127	6.8	10	0.5	0	0.0
Sun 07-Jul-24	1693	51	3.0	1535	90.7	97	5.7	9	0.5	1	0.1
Mon 08-Jul-24	2497	57	2.3	2148	86.0	242	9.7	35	1.4	15	0.6
Tue 09-Jul-24	2424	11	0.5	2144	88.5	234	9.7	21	0.9	14	0.6
Total Vehicles											
[--]	16950	241	1.5	15049	89.0	1456	8.4	151	0.9	53	0.3



13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Westbound

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 03-Jul-24																
00:00	6	-	46	11.8	0	0	0	0	0	1	0	1	1	1	0	2
01:00	4	-	34.8	2.8	0	0	0	0	0	0	3	1	0	0	0	0
02:00	2	-	38.5	1.8	0	0	0	0	0	0	0	2	0	0	0	0
03:00	2	-	33.5	1.8	0	0	0	0	0	0	2	0	0	0	0	0
04:00	9	-	35.7	7.7	0	0	0	0	1	2	0	5	0	1	0	0
05:00	37	44	38.4	6.1	0	0	0	0	1	2	8	17	5	3	1	0
06:00	86	42.4	36.6	5.7	0	0	1	0	0	7	34	27	13	4	0	0
07:00	195	39.5	33.9	5.1	0	0	0	0	7	49	75	49	14	1	0	0
08:00	301	38.9	33.6	4.9	0	0	1	0	10	74	127	76	11	2	0	0
09:00	152	37.6	32.5	5.4	0	1	0	3	7	40	69	27	4	1	0	0
10:00	144	38.7	33.8	4.7	0	0	0	0	2	36	68	30	6	2	0	0
11:00	143	38.3	32.7	5.3	0	0	1	1	5	47	56	24	9	0	0	0
12:00	142	37.8	33	5.2	0	0	0	1	8	36	68	20	7	2	0	0
13:00	150	38.7	32.8	5.5	0	0	0	1	13	40	56	32	7	1	0	0
14:00	146	40.5	34.8	6.5	0	0	1	2	3	30	56	35	12	4	3	0
15:00	252	37.8	32.9	4.6	0	0	0	0	4	87	106	47	6	1	1	0
16:00	274	38.8	33.2	5.3	0	0	1	4	8	77	107	63	14	0	0	0
17:00	214	39.3	33.8	5	0	0	0	0	5	59	84	50	15	1	0	0
18:00	152	40	33.9	6.2	0	0	0	4	7	35	52	38	12	4	0	0
19:00	105	40.1	34.9	5.8	0	0	0	2	2	22	30	40	7	1	1	0
20:00	76	40.8	35.6	5.9	0	0	0	1	2	9	31	22	7	4	0	0
21:00	72	40.1	34.4	5.1	0	0	0	0	1	16	33	13	9	0	0	0
22:00	27	42.1	32.8	9.4	0	1	0	1	2	9	5	4	2	3	0	0
23:00	13	42.4	35.8	7.6	0	0	0	0	1	1	7	1	2	0	1	0
12H,7-19	2265	39	33.4	5.3	0	1	4	16	79	610	924	491	117	19	4	0
16H,6-22	2604	39.3	33.7	5.4	0	1	5	19	84	664	1052	593	153	28	5	0
18H,6-24	2644	39.3	33.7	5.5	0	2	5	20	87	674	1064	598	157	31	6	0
24H,0-24	2704	39.4	33.8	5.5	0	2	5	20	89	679	1077	624	163	36	7	2

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Westbound

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 04-Jul-24																
00:00	2	-	43.5	14.1	0	0	0	0	0	0	1	0	0	0	1	0
01:00	3	-	38.5	8.8	0	0	0	0	0	0	2	0	0	1	0	0
02:00	1	-	48.5	-	0	0	0	0	0	0	0	0	0	1	0	0
03:00	6	-	37.7	5.1	0	0	0	0	0	1	0	4	1	0	0	0
04:00	11	39.9	32.6	8.7	0	0	0	2	0	3	0	5	1	0	0	0
05:00	28	45.4	38.1	7.6	0	0	0	0	3	2	3	10	6	4	0	0
06:00	84	44	37.5	7.1	0	0	1	0	1	8	25	30	10	5	3	1
07:00	217	40.7	35.6	5.7	0	0	0	2	6	33	68	80	23	4	1	0
08:00	324	39.2	33.9	5.2	0	0	0	4	6	77	140	74	19	4	0	0
09:00	151	39.5	34.1	5.2	0	0	0	1	6	27	71	33	12	1	0	0
10:00	133	38.7	33.2	5.5	0	0	0	3	9	24	62	27	7	1	0	0
11:00	176	36.6	31.5	5.2	0	0	0	6	10	67	63	25	5	0	0	0
12:00	183	38.3	33.4	5.2	0	0	1	2	2	47	89	30	9	3	0	0
13:00	164	39.3	33.9	5.7	0	0	0	1	5	42	71	30	8	7	0	0
14:00	159	38.7	33.3	5	0	0	0	0	4	51	63	31	9	1	0	0
15:00	272	38.7	33.3	5.1	0	0	0	2	5	87	107	55	14	1	1	0
16:00	269	39.8	34	5.8	0	0	1	1	10	71	96	65	18	6	1	0
17:00	224	39.9	34.9	5.4	0	0	1	0	7	34	93	71	12	5	1	0
18:00	220	39.6	34.4	5.4	0	0	0	0	3	56	85	59	12	3	1	1
19:00	133	39.7	34.3	5.3	0	0	0	0	4	29	58	29	10	3	0	0
20:00	102	40.6	34.5	6.3	0	0	0	0	6	24	35	23	11	1	2	0
21:00	57	42.4	35.3	6.8	0	0	0	0	3	12	20	11	7	3	1	0
22:00	50	39.8	34.4	6.2	0	0	0	0	0	15	21	8	4	1	0	1
23:00	18	44	36.8	6.8	0	0	0	0	1	1	8	3	3	2	0	0
12H,7-19	2492	39.4	33.8	5.4	0	0	3	22	73	616	1008	580	148	36	5	1
16H,6-22	2868	39.6	34	5.6	0	0	4	22	87	689	1146	673	186	48	11	2
18H,6-24	2936	39.7	34	5.6	0	0	4	22	88	705	1175	684	193	51	11	3
24H,0-24	2987	39.8	34.1	5.7	0	0	4	24	91	711	1181	703	201	57	12	3

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Westbound

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 05-Jul-24																
00:00	3	-	38.5	8.8	0	0	0	0	0	0	2	0	0	1	0	0
01:00	5	-	33.5	6.3	0	0	0	0	0	2	2	0	1	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	5	-	37.5	5.6	0	0	0	0	0	1	0	3	1	0	0	0
04:00	8	-	37.3	6	0	0	0	0	0	2	0	4	2	0	0	0
05:00	38	45.5	38.9	6.8	0	0	0	0	1	5	5	11	11	5	0	0
06:00	74	43.9	37.9	6.2	0	0	0	0	1	5	24	26	11	5	1	1
07:00	166	40.3	34.4	5.2	0	0	0	0	2	46	56	43	19	0	0	0
08:00	242	39.2	34.1	5.1	0	0	0	0	11	45	112	58	12	3	1	0
09:00	180	39.5	33.8	5.8	0	0	0	2	10	41	68	45	10	3	1	0
10:00	152	38.9	33.8	4.7	0	0	0	1	3	36	64	42	6	0	0	0
11:00	169	38.3	32.6	5.1	0	0	0	2	7	58	59	38	4	1	0	0
12:00	201	38.1	32.7	5.3	0	0	1	3	8	59	86	32	12	0	0	0
13:00	183	39	33.2	5.5	0	0	1	0	8	56	66	40	10	2	0	0
14:00	201	39.1	33	5.6	0	0	0	4	11	56	76	38	16	0	0	0
15:00	258	38.3	33.7	4.5	0	0	0	0	6	56	133	52	9	2	0	0
16:00	211	38.6	33.5	5.1	0	0	1	1	8	47	96	49	7	2	0	0
17:00	201	39.6	34.1	5.7	0	1	0	0	12	38	76	60	12	1	1	0
18:00	175	40.4	34.8	5.6	0	0	0	0	5	35	74	39	17	4	1	0
19:00	101	40.6	35.8	4.5	0	0	0	0	0	10	48	30	13	0	0	0
20:00	83	41	34.9	6.6	0	0	1	0	5	17	20	27	11	2	0	0
21:00	54	38.9	33.8	5.1	0	0	0	0	4	8	27	11	4	0	0	0
22:00	41	40	34.5	5.8	0	0	0	0	0	12	16	8	4	0	1	0
23:00	26	37.6	32.7	6.1	0	0	0	0	1	11	8	5	0	0	1	0
12H,7-19	2339	39.2	33.6	5.3	0	1	3	13	91	573	966	536	134	18	4	0
16H,6-22	2651	39.5	33.9	5.4	0	1	4	13	101	613	1085	630	173	25	5	1
18H,6-24	2718	39.5	33.9	5.4	0	1	4	13	102	636	1109	643	177	25	7	1
24H,0-24	2777	39.6	34	5.5	0	1	4	13	103	646	1118	661	192	31	7	1

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Westbound

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 06-Jul-24																
00:00	5	-	40.5	7.7	0	0	0	0	0	0	2	1	0	2	0	0
01:00	5	-	34.5	2.6	0	0	0	0	0	0	4	1	0	0	0	0
02:00	1	-	48.5	-	0	0	0	0	0	0	0	0	0	1	0	0
03:00	5	-	37.5	4.4	0	0	0	0	0	0	2	2	1	0	0	0
04:00	8	-	39.8	9.3	0	0	0	0	0	1	2	3	0	0	2	0
05:00	13	44.9	35.8	7.6	0	0	0	0	1	2	5	2	1	2	0	0
06:00	21	43.3	39	7.9	0	0	0	0	0	2	5	9	3	0	0	2
07:00	49	42.5	36.7	6.2	0	0	0	0	0	6	21	12	7	2	0	1
08:00	67	41.3	35.7	5.4	0	0	0	0	0	13	24	19	9	2	0	0
09:00	151	39.2	33.7	5.1	0	0	0	1	7	33	61	41	8	0	0	0
10:00	146	39.1	33.9	5.4	0	2	0	0	1	30	70	33	10	0	0	0
11:00	142	39.1	33.4	5.4	0	0	0	1	7	37	58	28	10	1	0	0
12:00	176	38.8	33.2	5.5	0	0	1	5	2	47	70	43	7	1	0	0
13:00	142	39.6	33.5	6.7	0	0	1	3	7	38	49	31	7	5	0	1
14:00	173	38.7	33.4	6	0	0	0	6	6	37	79	34	6	3	2	0
15:00	133	38.5	33.6	4.8	0	0	1	0	4	27	63	35	2	1	0	0
16:00	170	40.1	34.5	5.6	0	0	0	0	3	40	75	32	15	4	0	1
17:00	91	41.5	35.5	6.4	0	0	0	1	0	20	33	22	9	4	2	0
18:00	80	40.5	35.9	5.5	0	0	0	1	1	7	35	26	6	4	0	0
19:00	68	42.7	36.7	5.5	0	0	0	0	0	8	26	20	10	4	0	0
20:00	73	40.3	35.6	5.2	0	0	0	0	3	6	31	25	6	2	0	0
21:00	63	39.1	33.4	6.4	0	0	1	1	2	16	25	13	2	3	0	0
22:00	49	39.7	35.5	4.4	0	0	0	0	0	7	18	22	1	1	0	0
23:00	37	39.7	33.8	6.3	0	0	0	0	2	12	11	8	2	2	0	0
12H,7-19	1520	39.6	34.1	5.7	0	2	3	18	38	335	638	356	96	27	4	3
16H,6-22	1745	39.8	34.3	5.8	0	2	4	19	43	367	725	423	117	36	4	5
18H,6-24	1831	39.8	34.3	5.8	0	2	4	19	45	386	754	453	120	39	4	5
24H,0-24	1868	39.9	34.4	5.8	0	2	4	19	46	389	769	462	122	44	6	5

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Westbound

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 07-Jul-24																
00:00	22	39.2	34.2	5.6	0	0	0	0	0	7	8	5	1	1	0	0
01:00	13	38.8	35.8	7.4	0	0	0	0	0	4	3	4	1	0	1	0
02:00	7	-	37.8	10.6	0	0	0	0	0	2	2	1	1	0	0	1
03:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	7	-	34.2	4.7	0	0	0	0	0	1	5	0	1	0	0	0
05:00	11	45.3	37.6	11	0	0	1	0	0	2	0	4	2	1	1	0
06:00	15	40.3	33.8	7.5	0	0	0	1	2	1	4	5	2	0	0	0
07:00	26	40.3	35.2	5.6	0	0	0	0	1	3	13	5	3	1	0	0
08:00	53	40.7	34.3	6.9	0	0	1	1	2	9	21	11	7	0	1	0
09:00	112	38.7	32.4	6.4	0	0	0	3	12	32	34	25	3	2	1	0
10:00	146	38.2	32.6	6	0	1	1	3	4	45	56	31	4	0	0	1
11:00	151	38.1	32.5	5.8	0	1	1	1	9	45	60	26	6	2	0	0
12:00	162	39.1	33.7	5.6	0	0	1	1	6	38	68	37	9	0	2	0
13:00	152	38	32.5	5.9	0	1	3	1	9	34	69	29	6	0	0	0
14:00	142	38.9	33.6	5	0	0	0	0	5	36	61	31	8	1	0	0
15:00	127	38.6	33.7	4.6	0	0	0	0	4	29	55	37	1	1	0	0
16:00	131	38.7	33.6	4.9	0	0	0	0	3	35	60	24	8	1	0	0
17:00	126	40.5	35	5.8	0	0	0	1	2	23	53	31	12	3	0	1
18:00	99	41.2	35.2	5.7	0	0	0	0	2	20	39	22	14	1	1	0
19:00	78	39.1	33.6	5.8	0	0	1	1	4	13	35	19	4	1	0	0
20:00	41	41.4	36.3	7	0	0	0	0	1	7	14	12	4	1	1	1
21:00	32	44.4	37.1	8.4	0	0	0	0	0	10	5	9	4	1	2	1
22:00	20	36.6	32.3	4.5	0	0	0	0	1	7	8	4	0	0	0	0
23:00	19	39.3	36.1	6.5	0	0	0	0	1	2	7	6	1	2	0	0
12H,7-19	1427	39.1	33.5	5.7	0	3	7	11	59	349	589	309	81	12	5	2
16H,6-22	1593	39.3	33.6	5.9	0	3	8	13	66	380	647	354	95	15	8	4
18H,6-24	1632	39.3	33.6	5.9	0	3	8	13	68	389	662	364	96	17	8	4
24H,0-24	1693	39.4	33.7	5.9	0	3	9	13	68	406	680	378	102	19	10	5

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Westbound

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 08-Jul-24																
00:00	7	-	37.8	9	0	0	0	0	0	2	2	0	1	2	0	0
01:00	1	-	28.5	-	0	0	0	0	0	1	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	2	-	38.5	1.8	0	0	0	0	0	0	0	2	0	0	0	0
04:00	7	-	38.5	4.3	0	0	0	0	0	0	2	3	2	0	0	0
05:00	32	44.2	38.2	5.9	0	0	0	0	0	4	7	10	9	2	0	0
06:00	71	42.6	37.4	5.1	0	0	0	0	0	4	27	25	12	2	1	0
07:00	188	40.2	35	5.4	0	0	0	0	6	35	65	64	13	5	0	0
08:00	232	38.9	33.1	5.5	0	0	0	6	7	66	90	48	13	2	0	0
09:00	169	37.4	32.1	5.9	1	0	0	4	15	41	75	26	5	2	0	0
10:00	156	38.2	32	6.2	0	0	3	2	17	41	56	30	6	1	0	0
11:00	132	38	33.2	4.9	0	0	1	0	3	34	64	24	5	1	0	0
12:00	143	35.6	31.5	5.1	0	0	1	3	8	50	64	12	5	0	0	0
13:00	148	36.1	31.5	5.5	0	0	0	4	19	38	64	18	5	0	0	0
14:00	154	38.3	32.6	5.3	0	1	0	0	7	55	53	31	7	0	0	0
15:00	180	38.8	33.3	5.3	0	0	0	3	1	58	71	35	11	0	1	0
16:00	213	39	33.4	5.5	0	0	1	0	14	47	96	37	15	3	0	0
17:00	275	39.4	33.6	5.6	0	0	0	3	20	62	89	88	10	3	0	0
18:00	162	39.8	34	5.3	0	0	0	1	7	33	71	33	17	0	0	0
19:00	90	40	34.7	5.8	0	0	0	1	2	18	36	24	6	2	1	0
20:00	58	40.8	35.2	7	0	0	0	0	3	14	16	16	6	0	3	0
21:00	57	40.3	34.8	6	0	0	0	0	2	12	22	14	5	1	1	0
22:00	10	46	40	7.2	0	0	0	0	0	0	4	2	2	1	1	0
23:00	9	-	34.6	9	0	0	0	0	2	1	3	0	2	1	0	0
12H,7-19	2152	38.8	33	5.6	1	1	6	26	124	560	858	446	112	17	1	0
16H,6-22	2428	39.1	33.3	5.7	1	1	6	27	131	608	959	525	141	22	7	0
18H,6-24	2447	39.2	33.4	5.7	1	1	6	27	133	609	966	527	145	24	8	0
24H,0-24	2497	39.3	33.5	5.8	1	1	6	27	133	616	977	543	157	28	8	0

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Westbound

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 09-Jul-24																
00:00	4	-	34.8	2.8	0	0	0	0	0	0	3	1	0	0	0	0
01:00	2	-	33.5	1.8	0	0	0	0	0	0	2	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	6	-	41	5.4	0	0	0	0	0	0	1	2	2	1	0	0
05:00	38	45.8	39.4	6.8	0	0	0	0	0	3	8	15	6	4	1	1
06:00	83	43	36.5	6	0	0	1	0	1	9	30	22	18	2	0	0
07:00	200	40.4	35.3	4.9	0	0	0	0	1	32	87	56	21	3	0	0
08:00	228	39.5	33.7	5.8	0	0	2	2	3	67	78	59	13	3	1	0
09:00	147	37.4	32	5.4	0	0	0	1	16	45	56	23	5	1	0	0
10:00	117	37.5	33	4.8	0	0	0	0	8	24	62	17	6	0	0	0
11:00	118	39.2	33.3	5.7	0	0	0	1	6	36	40	26	8	0	1	0
12:00	141	39.6	33.9	5.4	0	0	0	1	5	33	61	27	12	2	0	0
13:00	147	38.8	33.5	4.8	0	0	0	0	4	41	60	35	6	1	0	0
14:00	120	38.9	33.3	5.3	0	0	0	0	3	41	44	23	7	2	0	0
15:00	217	38.9	33.3	5.3	0	0	0	0	14	56	89	43	13	2	0	0
16:00	218	38.7	32.7	6.2	0	3	1	2	12	58	83	48	9	1	1	0
17:00	219	39.9	34.4	5.4	0	0	1	0	7	47	81	64	17	2	0	0
18:00	166	39.7	34	5.9	0	0	1	2	5	42	55	48	10	2	1	0
19:00	90	40.3	35.2	5.1	0	0	0	1	0	14	38	27	9	1	0	0
20:00	79	39.9	33.7	5.7	0	0	0	0	2	26	30	11	8	2	0	0
21:00	47	39.9	33.9	5.9	0	0	0	0	2	15	13	12	4	1	0	0
22:00	24	42.6	35.4	6	0	0	0	0	0	7	7	4	6	0	0	0
23:00	12	42.8	34.3	8	0	0	0	0	2	2	4	1	2	1	0	0
12H,7-19	2038	39.3	33.6	5.5	0	3	5	9	84	522	796	469	127	19	4	0
16H,6-22	2337	39.6	33.8	5.6	0	3	6	10	89	586	907	541	166	25	4	0
18H,6-24	2373	39.6	33.8	5.6	0	3	6	10	91	595	918	546	174	26	4	0
24H,0-24	2424	39.7	33.9	5.6	0	3	6	10	91	599	932	564	182	31	5	1

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Westbound

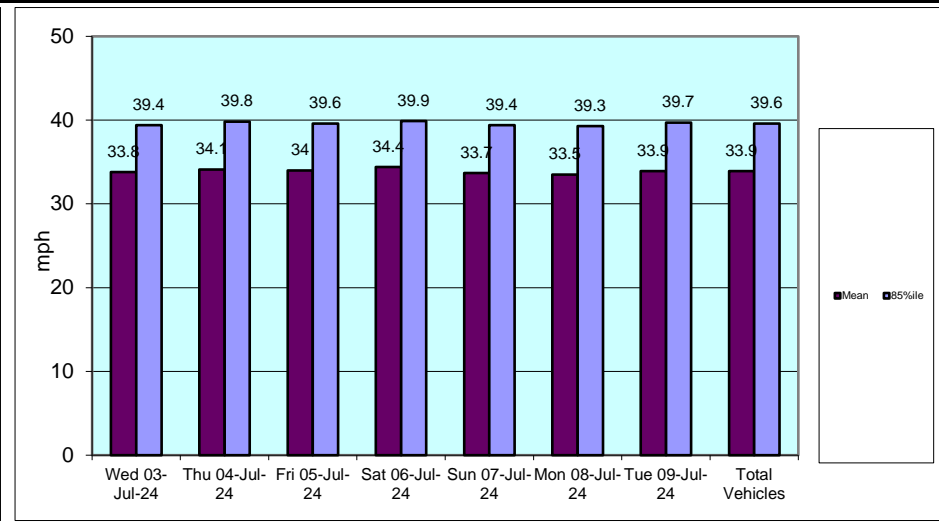
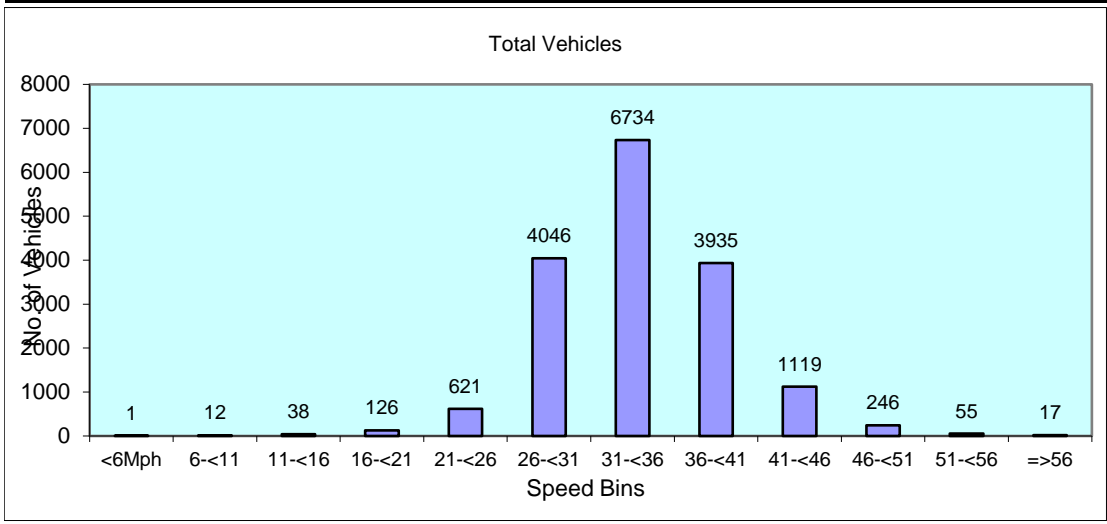
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
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Daily Totals

Wed 03-Jul-24	2704	39.4	33.8	5.5	0	2	5	20	89	679	1077	624	163	36	7	2
Thu 04-Jul-24	2987	39.8	34.1	5.7	0	0	4	24	91	711	1181	703	201	57	12	3
Fri 05-Jul-24	2777	39.6	34	5.5	0	1	4	13	103	646	1118	661	192	31	7	1
Sat 06-Jul-24	1868	39.9	34.4	5.8	0	2	4	19	46	389	769	462	122	44	6	5
Sun 07-Jul-24	1693	39.4	33.7	5.9	0	3	9	13	68	406	680	378	102	19	10	5
Mon 08-Jul-24	2497	39.3	33.5	5.8	1	1	6	27	133	616	977	543	157	28	8	0
Tue 09-Jul-24	2424	39.7	33.9	5.6	0	3	6	10	91	599	932	564	182	31	5	1

Total Vehicles

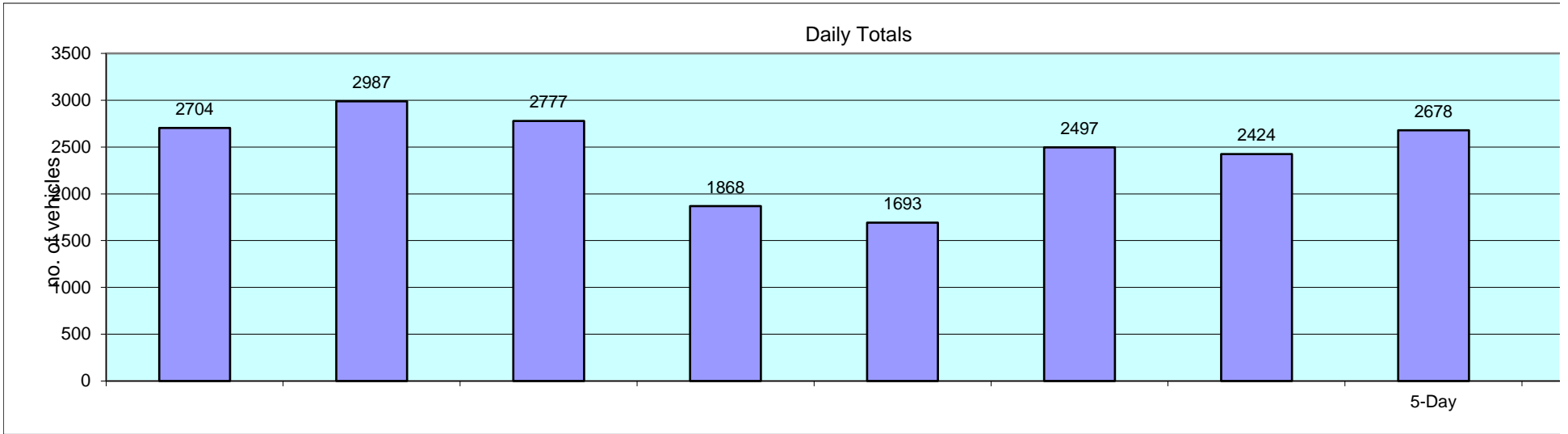
[--]	16950	39.6	33.9	5.7	1	12	38	126	621	4046	6734	3935	1119	246	55	17
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13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Channel: Westbound

TIME PERIOD	Wed 03-Jul-24	Thu 04-Jul-24	Fri 05-Jul-24	Sat 06-Jul-24	Sun 07-Jul-24	Mon 08-Jul-24	Tue 09-Jul-24	5-Day Av
Week Begin: 03-Jul-24								
00:00	6	2	3	5	22	7	4	4
01:00	4	3	5	5	13	1	2	3
02:00	2	1	0	1	7	1	0	1
03:00	2	6	5	5	1	2	1	3
04:00	9	11	8	8	7	7	6	8
05:00	37	28	38	13	11	32	38	35
06:00	86	84	74	21	15	71	83	80
07:00	195	217	166	49	26	188	200	193
08:00	301	324	242	67	53	232	228	265
09:00	152	151	180	151	112	169	147	160
10:00	144	133	152	146	146	156	117	140
11:00	143	176	169	142	151	132	118	148
12:00	142	183	201	176	162	143	141	162
13:00	150	164	183	142	152	148	147	158
14:00	146	159	201	173	142	154	120	156
15:00	252	272	258	133	127	180	217	236
16:00	274	269	211	170	131	213	218	237
17:00	214	224	201	91	126	275	219	227
18:00	152	220	175	80	99	162	166	175
19:00	105	133	101	68	78	90	90	104
20:00	76	102	83	73	41	58	79	80
21:00	72	57	54	63	32	57	47	57
22:00	27	50	41	49	20	10	24	30
23:00	13	18	26	37	19	9	12	16
12H,7-19	2265	2492	2339	1520	1427	2152	2038	2257
16H,6-22	2604	2868	2651	1745	1593	2428	2337	2578
18H,6-24	2644	2936	2718	1831	1632	2447	2373	2624
24H,0-24	2704	2987	2777	1868	1693	2497	2424	2678
Am	08:00	08:00	08:00	09:00	11:00	08:00	08:00	
Peak	301	324	242	151	151	232	228	
Pm	16:00	15:00	15:00	12:00	12:00	17:00	17:00	
Peak	274	272	258	176	162	275	219	

13569	MARKET BOSWORTH	Site No: 13569004	Location	Site 4 - Station Rd, Market Bosworth				
		Channel: Westbound						
TIME PERIOD	Wed 03-Jul-24	Thu 04-Jul-24	Fri 05-Jul-24	Sat 06-Jul-24	Sun 07-Jul-24	Mon 08-Jul-24	Tue 09-Jul-24	5-Day Av



7-Day
Av

7

5

2

3

8

28

62

149

207

152

142

147

164

155

156

206

212

193

151

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73

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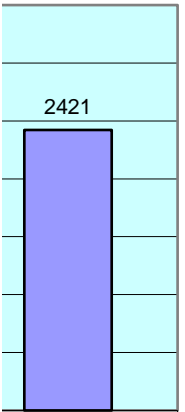
2033

2318

2369

2421

7-Day
Av



7-Day

Classification Schemes

Scheme F Classification Scheme (Non-metric)

Scheme F is an attempt to implement the FHWA'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
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				
13	truck	7 or more				

13569 MARKET BOSWORTH										
JULY 2024										
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 13569005	Site 5 - Wellsborough Rd, Market Bosworth 52.625358, -1.423960	Channel: Eastbound	Wed 03-Jul-24	Tue 09-Jul-24	40	16257	2576	2322	40.7	35.3
		Channel: Westbound	Wed 03-Jul-24	Tue 09-Jul-24		16413	2600	2345	42.8	37.1

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Land North of Station Road, Market Bosworth






Appendix D

Personal Injury Accident (PIA) Data



Legend

-  Site
-  Slight
-  Serious

Appendix D - PIA Data



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Land North of Station Road, Market Bosworth



Appendix E

Road Safety Audit and Designer's Response

**LAND NORTH OF STATION ROAD,
MARKET BOSWORTH,
LEICESTERSHIRE**

PROPOSED HIGHWAY WORKS

**STAGE 1
ROAD SAFETY AUDIT REPORT**

**REQUESTED BY:
HUB TRANSPORT PLANNING**

SEPTEMBER 2024



RKS
Associates

Project: Land North of Station Road, Market Bosworth, Leicestershire
Proposed Highway Works

Client: Hub Transport Planning

Document: Stage 1 Road Safety Audit

RKS Associates Ref: VRP1821 - RSA 1

Issue date: 9th September 2024

Status: Final

Authorised by: VP/BN

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RKS
Associates

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1	Introduction	1
2	Issues Identified During Stage 1 Road Safety Audit.....	3
3	Audit Team Statement.....	4

Appendices

Appendix A:	Location of Problems Identified During Stage 1 Road Safety Audit
Appendix B:	Designers Response



1 INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit carried out on the highway works associated with a proposed residential development on land located north of Station Road, Market Bosworth in Leicestershire. The development proposals seek to provide 130 dwellings.

1.2 The highway works subject to this Stage 1 Road Safety Audit involve amendments to an existing access serving the site that takes the form of a simple priority junction located on the northern side of Station Road. The proposed access serving the site will be 6m with 10m junction radii with 2m wide pedestrian footpaths on either side of the carriageway that continue along the northern side of Station Road and connect with the existing footway infrastructure. The highway works also include the widening of the footway to 2m on the northern side of Station Road and the provision of an uncontrolled pedestrian crossing facility incorporating dropped kerbs and tactile paving across the development access and Station Road to the west of proposed development access.

1.3 Station Road in the vicinity of the development access junction is a two-way single carriageway aligned in an east to west direction, it is subject to a 30mph limit. The carriageway is lit and it has a continuous narrow footway along the northern side of the carriageway. There is a short section of footway located on the southern side of Station Road to the west of the proposed development access with a grass/hedgerow along its remaining length.

1.4 Hub Transport Planning has supplied the following information upon which this Stage 1 RSA is based:

- Transport Assessment prepared by Hub Transport Reference: T24554 (August 2024);
- Hub Transport Planning Drawing Numbers:
 - T24554-001 – Proposed Site Access Layout Plan; and
 - T24554-002 – Proposed Site Access Swept Path Analysis 001.

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

Road Safety Audit Team Leader	Vimal Patel BEng (Hons), GMICE, FIHE, NH Cert Comp, Reg RSA (IHE)
Road Safety Audit Team Member	Beth Newiss MCIHT, MSoRSA
Local Highway Authority	Leicestershire County Council
Design Organisation	Hub Transport Planning

1.6 The Audit was undertaken following examination of the submitted documents, including reference to a site visit undertaken on Tuesday 3rd September 2024 between the hours of 1pm and 2pm. Observations during the site inspection noted moderate traffic flows, low pedestrian and no cycle flows along Station Road.



Terms of Reference

- 1.7 The Audit Team is independent of the project design team and has no other involvement with the project. This Stage 1 RSA has been undertaken in accordance with the relevant sections of GG-119, part of the Design Manual for Roads and Bridges (DMRB).
- 1.8 The Safety Audit Team has examined only matters relating to road safety implications of the scheme and has not verified compliance of the design to any other criteria. The Audit Team has not been made aware of any Departures from Standard. All of the problems identified in this report are considered by the Audit Team to require action in order to improve the safety of the scheme and to minimise accident occurrence for all users. The location of the problems identified in this Safety Audit is shown in **Appendix A** where the reference numbers relate to the problems identified in this report.
- 1.9 The recommendations in this report are aimed at addressing the identified road safety problems; however, there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities. The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit and would encourage the Designer to consult them on this matter.
- 1.10 The LHA response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the As-Built design pack to be provided and retained by the Local Highway Authority on completion.

Trip Generation/Traffic Flow Data

- 1.11 The Transport Assessment prepared by Hub Transport Planning provides details of the likely trip generation associated with the proposed development. The trip generation assessment indicates that the proposed development is likely to generate 55 and 65 two-way vehicle trips during the AM and PM peak hour periods respectively. In addition, traffic surveys conducted along Station Road in July 2024 indicate that the 85th percentile speeds of 34.6mph eastbound and 40.2mph westbound direction.

Collision Data

- 1.12 Publicly available personal Injury Collision (PIC) information obtained from the *Crashmap UK* website (www.crashmap.co.uk) for the five-year period up to December 2022 for the local highway. The collision data indicates no collisions have occurred along Station Road in the immediate vicinity of the site access. However, one collision was recorded at the Station Road/Godsons Hill junction, the collision occurred in June 2018 it involved two vehicles and resulted in one serious injury.



2 ISSUES IDENTIFIED DURING STAGE 1 ROAD SAFETY AUDIT

2.1 **Problem:**

Summary: Potential collisions associated with poor positioning of surface water drainage gully

Location: *Station Road eastern side of development access*

No details have been provided in respect of surface water drainage or other services and it is therefore not possible to ascertain whether there will be any safety implications. Observations during the site inspection noted that an existing surface water drainage gully is located on the eastern side of the development access, if this gully is retained then there is concern that it may cause a hazard for cyclists and powered two-wheelers leading to a greater risk of loss of control collisions.

Recommendation:

Ensure that the existing surface water drainage gully located on the eastern side of the development access is relocated away from the wheel tracks of cyclists and powered two-wheelers, if necessary, provide additional drainage.

2.2 **Problem:**

Summary: Potential risk of vehicle collisions associated poor lane discipline

Location: *Station Road approaches to Development Access*

Observations during the site inspection noted that the carriageway surface along Station Road has recently been resurfaced and that the centre lane marking have not been reinstated. It is unclear at this stage if the central carriageway markings will be reinstated, the absence of central lane carriageway markings along Station Road may result increase the risk of collisions associated with poor lane discipline.

Recommendation:

Confirm with the local highway authority if the carriageway markings are to be re-laid along Station Road. In any event the central lane markings along Station Road should be provided.



3 AUDIT TEAM STATEMENT

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

Audit Team Leader

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

Signed: 

Date: 9th September 2024

Audit Team Member

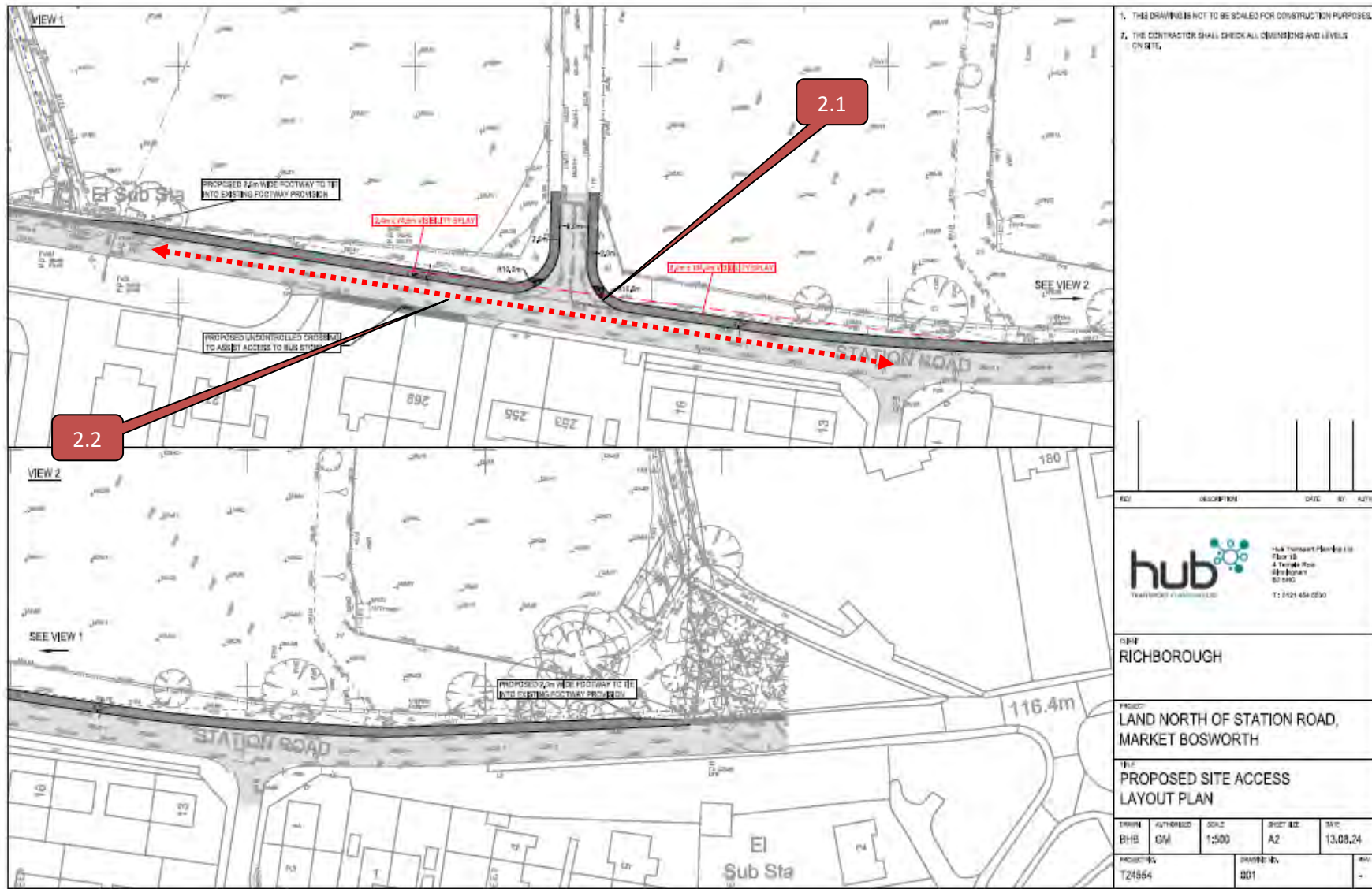
Beth Newiss
MCIHT, MSoRSA

Signed: 

Date: 9th September 2024



Appendix A





Appendix B



Issue N°	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.1	No details have been provided in respect of surface water drainage or other services and it is therefore not possible to ascertain whether there will be any safety implications. Observations during the site inspection noted that an existing surface water drainage gully is located on the eastern side of the development access, if this gully is retained then there is concern that it may cause a hazard for cyclists and powered two-wheelers leading to a greater risk of loss of control collisions.	Ensure that the existing surface water drainage gully located on the eastern side of the development access is relocated away from the wheel tracks of cyclists and powered two-wheelers, if necessary, provide additional drainage.	Recommendation accepted. This issue will be addressed at the detailed design stage.		
2.2	Observations during the site inspection noted that the carriageway surface along Station Road has recently been resurfaced and that the centre lane marking have not been reinstated. It is unclear at this stage if the central carriageway markings will be reinstated, the absence of central carriageway markings along Station Road may result increase the risk of collisions associated with poor lane discipline.	Confirm with the local highway authority if the carriageway markings are to be re-laid along Station Road. In any event the central lane markings along Station Road should be provided.	Recommendation accepted. The matter will be raised with the local highway authority in the first instance to confirm that carriageway markings are to be re-laid.		

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Land North of Station Road, Market Bosworth



Appendix F

TRICS Output

Calculation Reference: AUDIT-141301-240808-0834

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	3 days
11	SCOTLAND	
	AS ABERDEENSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 75 to 212 (units:)
Range Selected by User: 5 to 350 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 27/03/24

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

Selected survey days:

Tuesday 1 days
Wednesday 1 days
Thursday 2 days

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

Selected survey types:

Manual count 4 days
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 4

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

Selected Location Sub Categories:

Residential Zone 3
No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 19 days - Selected
Servicing vehicles Excluded 79 days - Selected

Secondary Filtering selection:

Use Class:

C3 4 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000 4 days

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

Population within 5 miles:

5,001 to 25,000 3 days
25,001 to 50,000 1 days

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

Car ownership within 5 miles:

1.1 to 1.5 4 days

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

Travel Plan:

Yes 3 days
No 1 days

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

PTAL Rating:

No PTAL Present 4 days

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

LIST OF SITES relevant to selection parameters

1	AS-03-A-02 FARROCHIE ROAD STONEHAVEN	MIXED HOUSES	ABERDEENSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 131 <i>Survey date: WEDNESDAY 20/04/22</i>		<i>Survey Type: MANUAL</i>
2	NF-03-A-33 LONDON ROAD ATTLEBOROUGH	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 143 <i>Survey date: THURSDAY 29/09/22</i>		<i>Survey Type: MANUAL</i>
3	NF-03-A-36 LONDON ROAD WYMONDHAM	MIXED HOUSES	NORFOLK
	Edge of Town No Sub Category Total No of Dwellings: 75 <i>Survey date: THURSDAY 29/09/22</i>		<i>Survey Type: MANUAL</i>
4	NF-03-A-39 HEATH DRIVE HOLT	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 212 <i>Survey date: TUESDAY 27/09/22</i>		<i>Survey Type: MANUAL</i>

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
NF-03-A-32	FLATS present Lower Trip Rates than usual

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	140	0.052	4	140	0.234	4	140	0.286
08:00 - 09:00	4	140	0.132	4	140	0.291	4	140	0.423
09:00 - 10:00	4	140	0.132	4	140	0.171	4	140	0.303
10:00 - 11:00	4	140	0.125	4	140	0.157	4	140	0.282
11:00 - 12:00	4	140	0.153	4	140	0.135	4	140	0.288
12:00 - 13:00	4	140	0.171	4	140	0.119	4	140	0.290
13:00 - 14:00	4	140	0.164	4	140	0.194	4	140	0.358
14:00 - 15:00	4	140	0.196	4	140	0.155	4	140	0.351
15:00 - 16:00	4	140	0.225	4	140	0.184	4	140	0.409
16:00 - 17:00	4	140	0.255	4	140	0.173	4	140	0.428
17:00 - 18:00	4	140	0.316	4	140	0.184	4	140	0.500
18:00 - 19:00	4	140	0.219	4	140	0.144	4	140	0.363
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.140			2.141			4.281

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

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

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Parameter summary

Trip rate parameter range selected: 75 - 212 (units:)
Survey date range: 01/01/16 - 27/03/24
Number of weekdays (Monday-Friday): 4
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 4
Surveys manually removed from selection: 1

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

T24554

Land North of Station Road, Market Bosworth



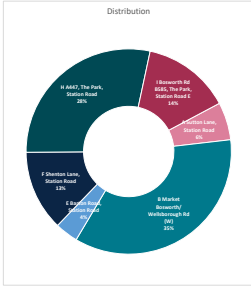
Appendix G

Census 2011 – Distribution Data

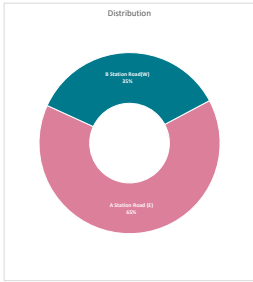
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Market Bosworth
 Journeys to Work - Neomix Data Analysis
 MSDA: Hinckley and Bosworth 004

Distribution



Road	Description	MSDA 004	%	Direction
A	Sutton Lane, Station Road	270	4.5%	S
B	Bosworth Rd 1645, The Park	406	7.0%	N
C	Capton Road	10	0.0%	N
D	Sutton Lane	268	4.8%	S
E	Station Lane, Station Road	158	2.9%	N
F	Bosworth Rd 1645, The Park	1230	22.7%	S
H	A447, The Park, Station Road	1230	22.7%	E
J	Bosworth Rd 1645, The Park, Station Road	400	7.3%	E
Total		6046.00	100.0%	

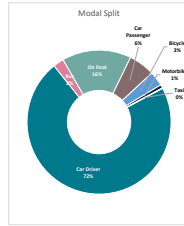


Road	Description	MSDA 004	%	Direction
A	Station Road (J)	2811	46.5%	S
C	Sutton Lane (C)	1440	23.8%	N

MSDA	Description	MSDA 004	%	Direction
004	Hinckley and Bosworth 004 (Market Bosworth)	252	3.2%	E
005	Hinckley and Bosworth 005 (Newbold Verdon)	111	1.3%	E
006	Hinckley and Bosworth 006 (Hinckley Industrial Estate)	20	0.3%	N
007	Hinckley and Bosworth 007 (Bosworth Station)	10	0.2%	E
008	Hinckley and Bosworth 008 (Bosworth Station)	10	0.2%	E
009	Hinckley and Bosworth 009 (Hinckley Industrial Estate)	21	0.4%	N
010	Hinckley and Bosworth 010 (Hinckley Industrial Estate)	25	0.3%	E
011	Hinckley and Bosworth 011 (Hinckley Industrial Estate)	25	0.3%	E
012	Hinckley and Bosworth 012 (Hinckley Industrial Estate)	25	0.3%	E
013	Hinckley and Bosworth 013 (Hinckley Industrial Estate)	25	0.3%	E
014	Hinckley and Bosworth 014 (Hinckley Industrial Estate)	25	0.3%	E
015	Hinckley and Bosworth 015 (Hinckley Industrial Estate)	25	0.3%	E
016	Hinckley and Bosworth 016 (Hinckley Industrial Estate)	25	0.3%	E
017	Hinckley and Bosworth 017 (Hinckley Industrial Estate)	25	0.3%	E
018	Hinckley and Bosworth 018 (Hinckley Industrial Estate)	25	0.3%	E
019	Hinckley and Bosworth 019 (Hinckley Industrial Estate)	25	0.3%	E
020	Hinckley and Bosworth 020 (Hinckley Industrial Estate)	25	0.3%	E
021	Hinckley and Bosworth 021 (Hinckley Industrial Estate)	25	0.3%	E
022	Hinckley and Bosworth 022 (Hinckley Industrial Estate)	25	0.3%	E
023	Hinckley and Bosworth 023 (Hinckley Industrial Estate)	25	0.3%	E
024	Hinckley and Bosworth 024 (Hinckley Industrial Estate)	25	0.3%	E
025	Hinckley and Bosworth 025 (Hinckley Industrial Estate)	25	0.3%	E
026	Hinckley and Bosworth 026 (Hinckley Industrial Estate)	25	0.3%	E
027	Hinckley and Bosworth 027 (Hinckley Industrial Estate)	25	0.3%	E
028	Hinckley and Bosworth 028 (Hinckley Industrial Estate)	25	0.3%	E
029	Hinckley and Bosworth 029 (Hinckley Industrial Estate)	25	0.3%	E
030	Hinckley and Bosworth 030 (Hinckley Industrial Estate)	25	0.3%	E
031	Hinckley and Bosworth 031 (Hinckley Industrial Estate)	25	0.3%	E
032	Hinckley and Bosworth 032 (Hinckley Industrial Estate)	25	0.3%	E
033	Hinckley and Bosworth 033 (Hinckley Industrial Estate)	25	0.3%	E
034	Hinckley and Bosworth 034 (Hinckley Industrial Estate)	25	0.3%	E
035	Hinckley and Bosworth 035 (Hinckley Industrial Estate)	25	0.3%	E
036	Hinckley and Bosworth 036 (Hinckley Industrial Estate)	25	0.3%	E
037	Hinckley and Bosworth 037 (Hinckley Industrial Estate)	25	0.3%	E
038	Hinckley and Bosworth 038 (Hinckley Industrial Estate)	25	0.3%	E
039	Hinckley and Bosworth 039 (Hinckley Industrial Estate)	25	0.3%	E
040	Hinckley and Bosworth 040 (Hinckley Industrial Estate)	25	0.3%	E
041	Hinckley and Bosworth 041 (Hinckley Industrial Estate)	25	0.3%	E
042	Hinckley and Bosworth 042 (Hinckley Industrial Estate)	25	0.3%	E
043	Hinckley and Bosworth 043 (Hinckley Industrial Estate)	25	0.3%	E
044	Hinckley and Bosworth 044 (Hinckley Industrial Estate)	25	0.3%	E
045	Hinckley and Bosworth 045 (Hinckley Industrial Estate)	25	0.3%	E
046	Hinckley and Bosworth 046 (Hinckley Industrial Estate)	25	0.3%	E
047	Hinckley and Bosworth 047 (Hinckley Industrial Estate)	25	0.3%	E
048	Hinckley and Bosworth 048 (Hinckley Industrial Estate)	25	0.3%	E
049	Hinckley and Bosworth 049 (Hinckley Industrial Estate)	25	0.3%	E
050	Hinckley and Bosworth 050 (Hinckley Industrial Estate)	25	0.3%	E
051	Hinckley and Bosworth 051 (Hinckley Industrial Estate)	25	0.3%	E
052	Hinckley and Bosworth 052 (Hinckley Industrial Estate)	25	0.3%	E
053	Hinckley and Bosworth 053 (Hinckley Industrial Estate)	25	0.3%	E
054	Hinckley and Bosworth 054 (Hinckley Industrial Estate)	25	0.3%	E
055	Hinckley and Bosworth 055 (Hinckley Industrial Estate)	25	0.3%	E
056	Hinckley and Bosworth 056 (Hinckley Industrial Estate)	25	0.3%	E
057	Hinckley and Bosworth 057 (Hinckley Industrial Estate)	25	0.3%	E
058	Hinckley and Bosworth 058 (Hinckley Industrial Estate)	25	0.3%	E
059	Hinckley and Bosworth 059 (Hinckley Industrial Estate)	25	0.3%	E
060	Hinckley and Bosworth 060 (Hinckley Industrial Estate)	25	0.3%	E
061	Hinckley and Bosworth 061 (Hinckley Industrial Estate)	25	0.3%	E
062	Hinckley and Bosworth 062 (Hinckley Industrial Estate)	25	0.3%	E
063	Hinckley and Bosworth 063 (Hinckley Industrial Estate)	25	0.3%	E
064	Hinckley and Bosworth 064 (Hinckley Industrial Estate)	25	0.3%	E
065	Hinckley and Bosworth 065 (Hinckley Industrial Estate)	25	0.3%	E
066	Hinckley and Bosworth 066 (Hinckley Industrial Estate)	25	0.3%	E
067	Hinckley and Bosworth 067 (Hinckley Industrial Estate)	25	0.3%	E
068	Hinckley and Bosworth 068 (Hinckley Industrial Estate)	25	0.3%	E
069	Hinckley and Bosworth 069 (Hinckley Industrial Estate)	25	0.3%	E
070	Hinckley and Bosworth 070 (Hinckley Industrial Estate)	25	0.3%	E
071	Hinckley and Bosworth 071 (Hinckley Industrial Estate)	25	0.3%	E
072	Hinckley and Bosworth 072 (Hinckley Industrial Estate)	25	0.3%	E
073	Hinckley and Bosworth 073 (Hinckley Industrial Estate)	25	0.3%	E
074	Hinckley and Bosworth 074 (Hinckley Industrial Estate)	25	0.3%	E
075	Hinckley and Bosworth 075 (Hinckley Industrial Estate)	25	0.3%	E
076	Hinckley and Bosworth 076 (Hinckley Industrial Estate)	25	0.3%	E
077	Hinckley and Bosworth 077 (Hinckley Industrial Estate)	25	0.3%	E
078	Hinckley and Bosworth 078 (Hinckley Industrial Estate)	25	0.3%	E
079	Hinckley and Bosworth 079 (Hinckley Industrial Estate)	25	0.3%	E
080	Hinckley and Bosworth 080 (Hinckley Industrial Estate)	25	0.3%	E
081	Hinckley and Bosworth 081 (Hinckley Industrial Estate)	25	0.3%	E
082	Hinckley and Bosworth 082 (Hinckley Industrial Estate)	25	0.3%	E
083	Hinckley and Bosworth 083 (Hinckley Industrial Estate)	25	0.3%	E
084	Hinckley and Bosworth 084 (Hinckley Industrial Estate)	25	0.3%	E
085	Hinckley and Bosworth 085 (Hinckley Industrial Estate)	25	0.3%	E
086	Hinckley and Bosworth 086 (Hinckley Industrial Estate)	25	0.3%	E
087	Hinckley and Bosworth 087 (Hinckley Industrial Estate)	25	0.3%	E
088	Hinckley and Bosworth 088 (Hinckley Industrial Estate)	25	0.3%	E
089	Hinckley and Bosworth 089 (Hinckley Industrial Estate)	25	0.3%	E
090	Hinckley and Bosworth 090 (Hinckley Industrial Estate)	25	0.3%	E
091	Hinckley and Bosworth 091 (Hinckley Industrial Estate)	25	0.3%	E
092	Hinckley and Bosworth 092 (Hinckley Industrial Estate)	25	0.3%	E
093	Hinckley and Bosworth 093 (Hinckley Industrial Estate)	25	0.3%	E
094	Hinckley and Bosworth 094 (Hinckley Industrial Estate)	25	0.3%	E
095	Hinckley and Bosworth 095 (Hinckley Industrial Estate)	25	0.3%	E
096	Hinckley and Bosworth 096 (Hinckley Industrial Estate)	25	0.3%	E
097	Hinckley and Bosworth 097 (Hinckley Industrial Estate)	25	0.3%	E
098	Hinckley and Bosworth 098 (Hinckley Industrial Estate)	25	0.3%	E
099	Hinckley and Bosworth 099 (Hinckley Industrial Estate)	25	0.3%	E
100	Hinckley and Bosworth 100 (Hinckley Industrial Estate)	25	0.3%	E

Modal Split

Mode	MSDA 004	%	% Target
Car Driver	875	72.0%	3.0%
Bus	25	2.0%	
On Foot	180	15.0%	
Car Passenger	65	5.0%	
Bicycle	38	3.2%	
Motorbike	9	0.8%	
Taxi	1	0.1%	
Underground	1	0.1%	
Other method	1	0.1%	
Total	1,359	100.0%	



Map of E03003360 - Hinckley and Bosworth 004



WU03EW - Location of usual residence and place of work by method of travel to

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population All usual residents aged 16 and over in employment the we
 units Persons
 date 2011
 usual residence E02005380 : Hinckley and Bosworth 004 (2011 super outp

place of work : 2011 super output area - middle layer	All categories: Method of travel to work	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi
E02005380 : Hinckley and Bosworth 004	517	0	0	16	0
E02005381 : Hinckley and Bosworth 005	133	0	0	6	0
E02005386 : Hinckley and Bosworth 010	108	0	0	3	1
E02005384 : Hinckley and Bosworth 008	85	0	0	0	0
E02005387 : Hinckley and Bosworth 011	68	0	0	1	0
E02005377 : Hinckley and Bosworth 001	46	0	0	0	0
E02005390 : Hinckley and Bosworth 014	43	0	0	0	0
E02005383 : Hinckley and Bosworth 007	38	0	0	1	0
E02005385 : Hinckley and Bosworth 009	38	1	0	1	0
E02005382 : Hinckley and Bosworth 006	27	0	0	0	0
E02005388 : Hinckley and Bosworth 012	25	0	0	0	0
E02005378 : Hinckley and Bosworth 002	13	0	0	0	0
E02005379 : Hinckley and Bosworth 003	13	0	0	0	0
E02005389 : Hinckley and Bosworth 013	7	0	0	0	0
Totals in Hinckley and Bosworth MSOA	1,161	1	0	28	1
Hinckley and Bosworth	1161	1	0	28	1
Leicester	362	0	0	43	0
North West Leicestershire	324	1	0	3	1
Blaby	235	0	0	10	1
Nuneaton and Bedworth	167	0	0	4	0
North Warwickshire	161	0	0	1	0
Charnwood	104	0	0	1	0
Coventry	91	0	1	0	0
Birmingham	89	0	6	0	0
Harborough	75	0	0	0	0
Tamworth	55	0	0	1	0
Rugby	38	0	1	0	0
Oadby and Wigston	34	0	0	0	0
Warwick	34	0	0	1	0
Solihull	25	0	0	0	0
South Derbyshire	23	0	0	0	0
Lichfield	23	0	0	0	0
Nottingham	20	1	0	0	0
East Staffordshire	19	0	0	0	0
Melton	15	0	0	0	0
Derby	12	0	0	0	0
Shropshire	12	0	0	0	0
Rushcliffe	10	0	0	0	0

Westminster, City of London	10	0	6	1	0
Cannock Chase	9	0	0	0	0
Walsall	9	0	0	0	0
Daventry	8	0	0	1	0
Northampton	8	0	0	0	0
Stratford-on-Avon	7	0	0	0	0
Peterborough	6	0	0	0	0
Rutland	5	0	0	0	0
Amber Valley	5	0	0	0	0
Ashfield	5	0	0	0	0
Sandwell	5	0	0	0	0
Erewash	4	0	0	0	0
Kettering	4	0	0	0	0
South Northamptonshire	4	0	0	0	0
Broxtowe	4	0	0	1	0
Redditch	4	0	0	0	0
Dudley	4	0	0	0	0

Total <4	4,351	4	14	123	4
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3190

work (MSOA level)

week before the census

(output area - middle layer)

Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work
5	301	23	20	151	1
1	104	16	1	5	0
1	86	7	4	6	0
0	71	8	4	2	0
2	60	2	3	0	0
0	39	3	0	4	0
0	35	2	3	3	0
0	30	4	1	2	0
0	31	2	1	2	0
0	24	0	0	3	0
0	24	0	0	1	0
0	11	1	0	1	0
0	13	0	0	0	0
0	6	0	1	0	0
9	835	68	38	180	1
9	835	68	38	180	1
4	300	11	1	3	0
6	295	14	3	1	0
1	211	7	3	1	1
0	152	7	2	1	1
3	145	9	3	0	0
0	102	1	0	0	0
0	85	5	0	0	0
0	79	3	0	1	0
3	67	4	0	1	0
0	52	0	0	2	0
0	35	2	0	0	0
0	34	0	0	0	0
0	31	2	0	0	0
1	24	0	0	0	0
0	22	1	0	0	0
0	22	0	0	1	0
0	18	1	0	0	0
0	19	0	0	0	0
0	15	0	0	0	0
0	12	0	0	0	0
0	12	0	0	0	0
0	8	1	0	1	0

0	3	0	0	0	0
0	9	0	0	0	0
0	9	0	0	0	0
0	7	0	0	0	0
0	8	0	0	0	0
0	7	0	0	0	0
0	6	0	0	0	0
0	5	0	0	0	0
0	5	0	0	0	0
0	5	0	0	0	0
0	5	0	0	0	0
0	4	0	0	0	0
0	4	0	0	0	0
0	4	0	0	0	0
0	3	0	0	0	0
0	4	0	0	0	0
0	4	0	0	0	0

36	3,502	204	88	372	4
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WU03EW - Location of usual residence and place of work by method of travel to w

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population All usual residents aged 16 and over in employment the week before the c
 units Persons
 date 2011
 usual residence E02005380 : Hinckley and Bosworth 004 (2011 super output area - middle

place of work : 2011 super output area - middle layer	All categories: Method of travel to work (2001 specification)	Underground, metro, light rail or tram	Bus, minibus or coach	Taxi
E02005377 : Hinckley and Bosv	46	0	0	0
E02005378 : Hinckley and Bosv	13	0	0	0
E02005379 : Hinckley and Bosv	13	0	0	0
E02005380 : Hinckley and Bosv	517	0	16	0
E02005381 : Hinckley and Bosv	133	0	6	0
E02005382 : Hinckley and Bosv	27	0	0	0
E02005383 : Hinckley and Bosv	38	0	1	0
E02005384 : Hinckley and Bosv	85	0	0	0
E02005385 : Hinckley and Bosv	38	1	1	0
E02005386 : Hinckley and Bosv	108	0	3	1
E02005387 : Hinckley and Bosv	68	0	1	0
E02005388 : Hinckley and Bosv	25	0	0	0
E02005389 : Hinckley and Bosv	7	0	0	0
E02005390 : Hinckley and Bosv	43	0	0	0
	1,161	1	28	1

ork (MSOA level)

ensus

layer)

Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work
0	39	3	0	4	0
0	11	1	0	1	0
0	13	0	0	0	0
5	301	23	20	151	1
1	104	16	1	5	0
0	24	0	0	3	0
0	30	4	1	2	0
0	71	8	4	2	0
0	31	2	1	2	0
1	86	7	4	6	0
2	60	2	3	0	0
0	24	0	0	1	0
0	6	0	1	0	0
0	35	2	3	3	0
9	835	68	38	180	1

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

usual residence :

Population :

place of work : 2011 census merged local authority district

Hinckley and Bosworth

Leicester

North West Leicestershire

Blaby

Nuneaton and Bedworth

North Warwickshire

Charnwood

Coventry

Birmingham

Harborough

Tamworth

Rugby

Oadby and Wigston

Warwick

Solihull

South Derbyshire

Lichfield

Nottingham

East Staffordshire

Melton

Derby

Shropshire

Rushcliffe

Westminster, City of London

Cannock Chase

Walsall

Daventry

Northampton

Stratford-on-Avon

Peterborough

Rutland

Amber Valley

Ashfield

Sandwell

Erewash

Kettering

South Northamptonshire

Broxtowe

Redditch

Dudley

Total <4

Total

E02005380 : Hinckley and Bosworth 004 (2011 super output area - middle layer)
 All usual residents aged 16 and over in employment the week before the census

All categories	Undergrou	Train	Bus, minib	Taxi	Motorcycle	Driving a ca	Passenger i	Bicycle
1161	1	0	28	1	9	835	68	38
362	0	0	43	0	4	300	11	1
324	1	0	3	1	6	295	14	3
235	0	0	10	1	1	211	7	3
167	0	0	4	0	0	152	7	2
161	0	0	1	0	3	145	9	3
104	0	0	1	0	0	102	1	0
91	0	1	0	0	0	85	5	0
89	0	6	0	0	0	79	3	0
75	0	0	0	0	3	67	4	0
55	0	0	1	0	0	52	0	0
38	0	1	0	0	0	35	2	0
34	0	0	0	0	0	34	0	0
34	0	0	1	0	0	31	2	0
25	0	0	0	0	1	24	0	0
23	0	0	0	0	0	22	1	0
23	0	0	0	0	0	22	0	0
20	1	0	0	0	0	18	1	0
19	0	0	0	0	0	19	0	0
15	0	0	0	0	0	15	0	0
12	0	0	0	0	0	12	0	0
12	0	0	0	0	0	12	0	0
10	0	0	0	0	0	8	1	0
10	0	6	1	0	0	3	0	0
9	0	0	0	0	0	9	0	0
9	0	0	0	0	0	9	0	0
8	0	0	1	0	0	7	0	0
8	0	0	0	0	0	8	0	0
7	0	0	0	0	0	7	0	0
6	0	0	0	0	0	6	0	0
5	0	0	0	0	0	5	0	0
5	0	0	0	0	0	5	0	0
5	0	0	0	0	0	5	0	0
5	0	0	0	0	0	5	0	0
4	0	0	0	0	0	4	0	0
4	0	0	0	0	0	4	0	0
4	0	0	0	0	0	4	0	0
4	0	0	1	0	0	3	0	0
4	0	0	0	0	0	4	0	0
4	0	0	0	0	0	4	0	0
3239	4	16	95	3	27	2711	136	50

3291

4

17

95

3

28

2757

138

50

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)
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Population :

Units :

Date :

usual residence :

place of work : 2011 census merged local authority district

Hartlepool

Middlesbrough

Redcar and Cleveland

Stockton-on-Tees

Darlington

County Durham

Northumberland

Gateshead

Newcastle upon Tyne

North Tyneside

South Tyneside

Sunderland

Halton

Warrington

Blackburn with Darwen

Blackpool

Cheshire East

Cheshire West and Chester

Allerdale

Barrow-in-Furness

Carlisle

Copeland

Eden

South Lakeland

Burnley

Chorley

Fylde

Hyndburn

Lancaster

Pendle

Preston

Ribble Valley

Rossendale

South Ribble

West Lancashire

Wyre

Bolton

Bury

Manchester

Oldham

Rochdale
Salford
Stockport
Tameside
Trafford
Wigan
Knowsley
Liverpool
St. Helens
Sefton
Wirral
Kingston upon Hull, City of
East Riding of Yorkshire
North East Lincolnshire
North Lincolnshire
York
Craven
Hambleton
Harrogate
Richmondshire
Ryedale
Scarborough
Selby
Barnsley
Doncaster
Rotherham
Sheffield
Bradford
Calderdale
Kirklees
Leeds
Wakefield
Derby
Leicester
Rutland
Nottingham
Amber Valley
Bolsover
Chesterfield
Derbyshire Dales
Erewash
High Peak
North East Derbyshire
South Derbyshire
Blaby
Charnwood
Harborough
Hinckley and Bosworth
Melton
North West Leicestershire

Oadby and Wigston
Boston
East Lindsey
Lincoln
North Kesteven
South Holland
South Kesteven
West Lindsey
Corby
Daventry
East Northamptonshire
Kettering
Northampton
South Northamptonshire
Wellingborough
Ashfield
Bassetlaw
Broxtowe
Gedling
Mansfield
Newark and Sherwood
Rushcliffe
Herefordshire, County of
Telford and Wrekin
Stoke-on-Trent
Shropshire
Cannock Chase
East Staffordshire
Lichfield
Newcastle-under-Lyme
South Staffordshire
Stafford
Staffordshire Moorlands
Tamworth
North Warwickshire
Nuneaton and Bedworth
Rugby
Stratford-on-Avon
Warwick
Bromsgrove
Malvern Hills
Redditch
Worcester
Wychavon
Wyre Forest
Birmingham
Coventry
Dudley
Sandwell
Solihull

Walsall
Wolverhampton
Peterborough
Luton
Southend-on-Sea
Thurrock
Bedford
Central Bedfordshire
Cambridge
East Cambridgeshire
Fenland
Huntingdonshire
South Cambridgeshire
Basildon
Braintree
Brentwood
Castle Point
Chelmsford
Colchester
Epping Forest
Harlow
Maldon
Rochford
Tendring
Uttlesford
Broxbourne
Dacorum
East Hertfordshire
Hertsmere
North Hertfordshire
St Albans
Stevenage
Three Rivers
Watford
Welwyn Hatfield
Breckland
Broadland
Great Yarmouth
King's Lynn and West Norfolk
North Norfolk
Norwich
South Norfolk
Babergh
Forest Heath
Ipswich
Mid Suffolk
St Edmundsbury
Suffolk Coastal
Waveney
Barking and Dagenham

Barnet
Bexley
Brent
Bromley
Camden
Croydon
Ealing
Enfield
Greenwich
Hackney
Hammersmith and Fulham
Haringey
Harrow
Havering
Hillingdon
Hounslow
Islington
Kensington and Chelsea
Kingston upon Thames
Lambeth
Lewisham
Merton
Newham
Redbridge
Richmond upon Thames
Southwark
Sutton
Tower Hamlets
Waltham Forest
Wandsworth
Westminster, City of London
Medway
Bracknell Forest
West Berkshire
Reading
Slough
Windsor and Maidenhead
Wokingham
Milton Keynes
Brighton and Hove
Portsmouth
Southampton
Isle of Wight
Aylesbury Vale
Chiltern
South Bucks
Wycombe
Eastbourne
Hastings
Lewes

Rother
Wealden
Basingstoke and Deane
East Hampshire
Eastleigh
Fareham
Gosport
Hart
Havant
New Forest
Rushmoor
Test Valley
Winchester
Ashford
Canterbury
Dartford
Dover
Gravesham
Maidstone
Sevenoaks
Shepway
Swale
Thanet
Tonbridge and Malling
Tunbridge Wells
Cherwell
Oxford
South Oxfordshire
Vale of White Horse
West Oxfordshire
Elmbridge
Epsom and Ewell
Guildford
Mole Valley
Reigate and Banstead
Runnymede
Spelthorne
Surrey Heath
Tandridge
Waverley
Woking
Adur
Arun
Chichester
Crawley
Horsham
Mid Sussex
Worthing
Bath and North East Somerset
Bristol, City of

Cornwall, Isles of Scilly
Wiltshire
North Somerset
South Gloucestershire
Plymouth
Torbay
Bournemouth
Poole
Swindon
East Devon
Exeter
Mid Devon
North Devon
South Hams
Teignbridge
Torridge
West Devon
Christchurch
East Dorset
North Dorset
Purbeck
West Dorset
Weymouth and Portland
Cheltenham
Cotswold
Forest of Dean
Gloucester
Stroud
Tewkesbury
Mendip
Sedgemoor
South Somerset
Taunton Deane
West Somerset
Isle of Anglesey
Gwynedd
Conwy
Denbighshire
Flintshire
Wrexham
Ceredigion
Pembrokeshire
Carmarthenshire
Swansea
Neath Port Talbot
Bridgend
The Vale of Glamorgan
Cardiff
Rhondda Cynon Taf
Caerphilly

Blaenau Gwent
Torfaen
Monmouthshire
Newport
Powys
Merthyr Tydfil

0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	0
1	0	0	0	0	0	0	1	0
0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	3	0
3	0	0	0	0	0	0	2	1
12	0	0	0	0	0	0	12	0
362	0	0	0	43	0	4	300	11
5	0	0	0	0	0	0	5	0
20	0	1	0	0	0	0	18	1
5	0	0	0	0	0	0	5	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	0
0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	4	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	22	1
235	0	0	0	10	1	1	211	7
104	0	0	0	1	0	0	102	1
75	0	0	0	0	0	3	67	4
1161	0	1	0	28	1	9	835	68
15	0	0	0	0	0	0	15	0
324	0	1	0	3	1	6	295	14

34	0	0	0	0	0	0	34	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	3	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	0
8	0	0	0	1	0	0	7	0
0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	4	0
8	0	0	0	0	0	0	8	0
4	0	0	0	0	0	0	4	0
3	0	0	0	0	0	0	3	0
5	0	0	0	0	0	0	5	0
0	0	0	0	0	0	0	0	0
4	0	0	0	1	0	0	3	0
1	0	0	0	0	0	0	1	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	8	1
1	0	0	0	0	0	0	1	0
3	0	0	0	0	0	0	3	0
0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	12	0
9	0	0	0	0	0	0	9	0
19	0	0	0	0	0	0	19	0
23	0	0	0	0	0	0	22	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2	0
55	0	0	0	1	0	0	52	0
161	0	0	0	1	0	3	145	9
167	0	0	0	4	0	0	152	7
38	0	0	1	0	0	0	35	2
7	0	0	0	0	0	0	7	0
34	0	0	0	1	0	0	31	2
3	0	0	0	0	0	0	3	0
0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	4	0
2	0	0	0	0	0	0	2	0
1	0	0	0	0	0	0	1	0
1	0	0	0	0	0	0	1	0
89	0	0	6	0	0	0	79	3
91	0	0	1	0	0	0	85	5
4	0	0	0	0	0	0	4	0
5	0	0	0	0	0	0	5	0
25	0	0	0	0	0	1	24	0

0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies

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0	1	0
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0	0	0
0	0	0
0	2	0
3	0	0
2	1	1
0	0	0
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0	0	0
0	1	0
0	0	0
0	0	0
0	0	0

WU03EW - Location of usual residence and place of work by method of travel to w

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population All usual residents aged 16 and over in employment the week before the c
 units Persons
 date 2011
 usual residence E02005380 : Hinckley and Bosworth 004 (2011 super output area - middle

place of work : 2011 super output area - middle layer	All categories:			
	Method of travel to work (2001 specification)	Work mainly at or from home	Underground, metro, light rail or tram	Train
E02005377 : Hinckley and Bosv	46	0	0	0
E02005378 : Hinckley and Bosv	13	0	0	0
E02005379 : Hinckley and Bosv	13	0	0	0
E02005380 : Hinckley and Bosv	517	0	0	0
E02005381 : Hinckley and Bosv	133	0	0	0
E02005382 : Hinckley and Bosv	27	0	0	0
E02005383 : Hinckley and Bosv	38	0	0	0
E02005384 : Hinckley and Bosv	85	0	0	0
E02005385 : Hinckley and Bosv	38	0	1	0
E02005386 : Hinckley and Bosv	108	0	0	0
E02005387 : Hinckley and Bosv	68	0	0	0
E02005388 : Hinckley and Bosv	25	0	0	0
E02005389 : Hinckley and Bosv	7	0	0	0
E02005390 : Hinckley and Bosv	43	0	0	0

In order to protect against disclosure of personal information, records have been swapped between differe

ork (MSOA level)

ensus

layer)

Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle
0	0	0	39	3	0
0	0	0	11	1	0
0	0	0	13	0	0
16	0	5	301	23	20
6	0	1	104	16	1
0	0	0	24	0	0
1	0	0	30	4	1
0	0	0	71	8	4
1	0	0	31	2	1
3	1	1	86	7	4
1	0	2	60	2	3
0	0	0	24	0	0
0	0	0	6	0	1
0	0	0	35	2	3

nt geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

On foot	Other method of travel to work
----------------	---

4	0
1	0
0	0
151	1
5	0
3	0
2	0
2	0
2	0
6	0
0	0
1	0
0	0
3	0

T24554
Land North of Station Road, Market Bosworth



Appendix H

Junctions 10 PICADY – Site Access/Station Road

Junctions 10
PICADY 10 - Priority Intersection Module
Version: 10.1.1.1905 © Copyright TRL Software Limited, 2023
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com
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: T24554 - Station Road, Market Place Cross Road.j10
Path: C:\Users\JasminRema\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T24554 Station Road, Market Bosworth\Modelling\Picady
Report generation date: 02/10/2024 12:08:38

- »2024, AM
- »2024, PM
- »2029, AM
- »2029, PM
- »2029 + Comm, AM
- »2029 + Comm, PM
- »2029 + Comm + Dev, AM
- »2029 + Comm + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2024										
Stream B-ACD	D1	3.1	26.38	0.77	D	D2	1.8	17.33	0.65	C
Stream A-BCD		0.1	7.10	0.08	A		0.0	0.00	0.00	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-ABD		0.1	4.72	0.05	A		0.1	4.84	0.07	A
2029										
Stream B-ACD	D3	3.9	32.19	0.81	D	D4	2.2	19.42	0.69	C
Stream A-BCD		0.1	7.16	0.09	A		0.0	0.00	0.00	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-ABD		0.1	4.67	0.05	A		0.1	4.80	0.08	A
2029 + Comm										
Stream B-ACD	D5	4.4	36.02	0.83	E	D6	2.2	20.20	0.70	C
Stream A-BCD		0.1	6.80	0.09	A		0.0	0.00	0.00	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-ABD		0.1	4.69	0.06	A		0.2	4.74	0.08	A
2029 + Comm + Dev										
Stream B-ACD	D7	5.4	44.39	0.86	E	D8	2.6	22.90	0.73	C
Stream A-BCD		0.2	6.61	0.10	A		0.0	0.00	0.00	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-ABD		0.2	4.77	0.10	A		0.3	4.89	0.14	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	
Location	
Site number	
Date	07/08/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\JasminRema
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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	AM	ONE HOUR	07:45	09:15	15
D2	2024	PM	ONE HOUR	16:45	18:15	15
D3	2029	AM	ONE HOUR	07:45	09:15	15
D4	2029	PM	ONE HOUR	16:45	18:15	15
D5	2029 + Comm	AM	ONE HOUR	07:45	09:15	15
D6	2029 + Comm	PM	ONE HOUR	16:45	18:15	15
D7	2029 + Comm + Dev	AM	ONE HOUR	07:45	09:15	15
D8	2029 + Comm + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		11.36	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.36	B

Arms

Arms

Arm	Name	Description	Arm type
A	Main Street		Major
B	Market Place		Minor
C	Station Road		Major
D	Back Lane		Minor

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)
A	6.00			29.0	✓	0.00
C	6.00			37.0	✓	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	3.75	45	56
D	One lane	2.20	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	591	-	-	-	-	-	-	0.229	0.327	0.229	-	-	-
B-A	559	0.102	0.257	0.257	-	-	-	0.162	0.368	-	0.257	0.257	0.129
B-C	709	0.109	0.275	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	559	0.102	0.257	0.257	-	-	-	0.162	0.368	0.162	-	-	-
B-D, offside lane	559	0.102	0.257	0.257	-	-	-	0.162	0.368	0.162	-	-	-
C-B	595	0.231	0.231	0.330	-	-	-	-	-	-	-	-	-
D-A	574	-	-	-	-	-	-	0.222	-	0.088	-	-	-
D-B, nearside lane	440	0.127	0.127	0.289	-	-	-	0.202	0.202	0.080	-	-	-
D-B, offside lane	440	0.127	0.127	0.289	-	-	-	0.202	0.202	0.080	-	-	-
D-C	440	-	0.127	0.289	0.101	0.202	0.202	0.202	0.202	0.080	-	-	-

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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	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		✓	128	100.000
B		✓	400	100.000
C		✓	441	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	12	82	34
	B	142	0	258	0
	C	393	19	0	29
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.77	26.38	3.1	D
A-BCD	0.08	7.10	0.1	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.05	4.72	0.1	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	301	599	0.503	297	1.0	11.788	B
A-BCD	29	564	0.052	29	0.1	6.726	A
A-B	9			9			
A-C	59			59			
D-ABC	0	371	0.000	0	0.0	0.000	A
C-ABD	24	788	0.030	24	0.0	4.713	A
C-D	21			21			
C-A	287			287			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	360	589	0.611	358	1.5	15.414	C
A-BCD	36	559	0.064	36	0.1	6.877	A
A-B	10			10			
A-C	69			69			
D-ABC	0	351	0.000	0	0.0	0.000	A
C-ABD	32	826	0.038	32	0.1	4.532	A
C-D	25			25			
C-A	340			340			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	440	575	0.766	435	3.0	24.677	C
A-BCD	46	554	0.083	46	0.1	7.093	A
A-B	12			12			
A-C	83			83			
D-ABC	0	324	0.000	0	0.0	0.000	A
C-ABD	44	879	0.051	44	0.1	4.311	A
C-D	30			30			
C-A	411			411			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	440	575	0.766	440	3.1	28.381	D
A-BCD	46	554	0.083	46	0.1	7.098	A
A-B	12			12			
A-C	83			83			
D-ABC	0	323	0.000	0	0.0	0.000	A
C-ABD	45	879	0.051	45	0.1	4.312	A
C-D	30			30			
C-A	411			411			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	360	589	0.611	365	1.6	16.506	C
A-BCD	36	559	0.064	36	0.1	6.885	A
A-B	10			10			
A-C	69			69			
D-ABC	0	351	0.000	0	0.0	0.000	A
C-ABD	32	826	0.038	32	0.1	4.534	A
C-D	25			25			
C-A	340			340			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	301	599	0.503	304	1.0	12.288	B
A-BCD	29	564	0.052	29	0.1	6.738	A
A-B	9			9			
A-C	58			58			
D-ABC	0	371	0.000	0	0.0	0.000	A
C-ABD	24	788	0.031	24	0.0	4.715	A
C-D	21			21			
C-A	287			287			

2024, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		7.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.98	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024	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		✓	40	100.000
B		✓	356	100.000
C		✓	409	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	9	31	0
	B	122	0	234	0
	C	370	30	0	9
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.65	17.33	1.8	C
A-BCD	0.00	0.00	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.07	4.84	0.1	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	268	616	0.435	265	0.8	10.180	B
A-BCD	0	518	0.000	0	0.0	0.000	A
A-B	7			7			
A-C	23			23			
D-ABC	0	387	0.000	0	0.0	0.000	A
C-ABD	36	780	0.046	35	0.1	4.830	A
C-D	6			6			
C-A	266			266			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	320	609	0.526	319	1.1	12.351	B
A-BCD	0	504	0.000	0	0.0	0.000	A
A-B	8			8			
A-C	28			28			
D-ABC	0	371	0.000	0	0.0	0.000	A
C-ABD	46	817	0.057	46	0.1	4.674	A
C-D	8			8			
C-A	314			314			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	392	599	0.654	389	1.8	16.899	C
A-BCD	0	484	0.000	0	0.0	0.000	A
A-B	10			10			
A-C	34			34			
D-ABC	0	349	0.000	0	0.0	0.000	A
C-ABD	64	867	0.074	64	0.1	4.482	A
C-D	9			9			
C-A	377			377			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	392	599	0.654	392	1.8	17.325	C
A-BCD	0	484	0.000	0	0.0	0.000	A
A-B	10			10			
A-C	34			34			
D-ABC	0	348	0.000	0	0.0	0.000	A
C-ABD	64	867	0.074	64	0.1	4.488	A
C-D	9			9			
C-A	377			377			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	320	609	0.526	323	1.1	12.711	B
A-BCD	0	504	0.000	0	0.0	0.000	A
A-B	8			8			
A-C	28			28			
D-ABC	0	371	0.000	0	0.0	0.000	A
C-ABD	46	817	0.057	47	0.1	4.677	A
C-D	8			8			
C-A	314			314			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	268	616	0.435	269	0.8	10.440	B
A-BCD	0	518	0.000	0	0.0	0.000	A
A-B	7			7			
A-C	23			23			
D-ABC	0	387	0.000	0	0.0	0.000	A
C-ABD	36	781	0.046	36	0.1	4.836	A
C-D	6			6			
C-A	266			266			

2029, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		13.77	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.77	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2029	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		✓	135	100.000
B		✓	420	100.000
C		✓	483	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	13	88	38
	B	149	0	271	0
	C	413	20	0	30
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle %

	To				
	A	B	C	D	
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.81	32.19	3.9	D
A-BCD	0.09	7.16	0.1	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.05	4.67	0.1	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	316	596	0.530	312	1.1	12.471	B
A-BCD	31	563	0.055	31	0.1	6.764	A
A-B	9			9			
A-C	61			61			
D-ABC	0	366	0.000	0	0.0	0.000	A
C-ABD	26	797	0.032	26	0.0	4.666	A
C-D	22			22			
C-A	301			301			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	378	566	0.645	375	1.7	16.670	C
A-BCD	39	558	0.069	38	0.1	6.925	A
A-B	11			11			
A-C	72			72			
D-ABC	0	345	0.000	0	0.0	0.000	A
C-ABD	34	838	0.041	34	0.1	4.481	A
C-D	26			26			
C-A	356			356			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	462	571	0.810	455	3.7	29.137	D
A-BCD	49	552	0.090	49	0.1	7.158	A
A-B	13			13			
A-C	88			88			
D-ABC	0	318	0.000	0	0.0	0.000	A
C-ABD	49	894	0.054	49	0.1	4.280	A
C-D	31			31			
C-A	430			430			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	462	571	0.810	461	3.9	32.190	D
A-BCD	49	552	0.090	49	0.1	7.164	A
A-B	13			13			
A-C	88			88			
D-ABC	0	315	0.000	0	0.0	0.000	A
C-ABD	49	894	0.054	49	0.1	4.259	A
C-D	31			31			
C-A	430			430			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	378	588	0.645	388	1.9	18.651	C
A-BCD	39	558	0.069	39	0.1	6.934	A
A-B	11			11			
A-C	72			72			
D-ABC	0	344	0.000	0	0.0	0.000	A
C-ABD	34	838	0.041	35	0.1	4.485	A
C-D	28			28			
C-A	358			358			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	318	598	0.530	319	1.2	13.131	B
A-BCD	31	583	0.058	31	0.1	6.777	A
A-B	9			9			
A-C	61			61			
D-ABC	0	385	0.000	0	0.0	0.000	A
C-ABD	28	797	0.033	28	0.0	4.688	A
C-D	22			22			
C-A	301			301			

2029, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		8.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.91	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2029	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		✓	42	100.000
B		✓	374	100.000
C		✓	430	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	A	B	C	D
A	0	9	33	0
B	128	0	246	0
C	389	32	0	9
D	0	0	0	0

Vehicle Mix

Heavy Vehicle %

	To				
	A	B	C	D	
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.69	19.42	2.2	C
A-BCD	0.00	0.00	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.08	4.80	0.1	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	282	614	0.459	278	0.8	10.623	B
A-BCD	0	514	0.000	0	0.0	0.000	A
A-B	7			7			
A-C	25			25			
D-ABC	0	383	0.000	0	0.0	0.000	A
C-ABD	39	790	0.049	39	0.1	4.791	A
C-D	6			6			
C-A	278			278			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	338	607	0.554	335	1.2	13.161	B
A-BCD	0	499	0.000	0	0.0	0.000	A
A-B	8			8			
A-C	30			30			
D-ABC	0	366	0.000	0	0.0	0.000	A
C-ABD	51	828	0.061	51	0.1	4.634	A
C-D	8			8			
C-A	328			328			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	412	596	0.691	408	2.1	18.778	C
A-BCD	0	479	0.000	0	0.0	0.000	A
A-B	10			10			
A-C	38			38			
D-ABC	0	342	0.000	0	0.0	0.000	A
C-ABD	70	881	0.080	70	0.1	4.442	A
C-D	9			9			
C-A	394			394			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	412	596	0.691	412	2.2	19.417	C
A-BCD	0	479	0.000	0	0.0	0.000	A
A-B	10			10			
A-C	38			38			
D-ABC	0	342	0.000	0	0.0	0.000	A
C-ABD	70	881	0.080	70	0.1	4.448	A
C-D	9			9			
C-A	394			394			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	338	607	0.554	340	1.3	13.661	B
A-BCD	0	499	0.000	0	0.0	0.000	A
A-B	8			8			
A-C	30			30			
D-ABC	0	386	0.000	0	0.0	0.000	A
C-ABD	51	828	0.061	51	0.1	4.637	A
C-D	8			8			
C-A	328			328			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	282	614	0.459	283	0.9	10.942	B
A-BCD	0	514	0.000	0	0.0	0.000	A
A-B	7			7			
A-C	25			25			
D-ABC	0	383	0.000	0	0.0	0.000	A
C-ABD	39	790	0.049	39	0.1	4.797	A
C-D	6			6			
C-A	278			278			

2029 + Comm, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		14.71	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	14.71	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2029 + Comm	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		✓	175	100.000
B		✓	420	100.000
C		✓	488	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	13	128	38
	B	149	0	271	0
	C	418	20	0	30
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle %

From	To			
	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.83	38.02	4.4	E
A-BCD	0.09	6.80	0.1	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.06	4.69	0.1	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	316	588	0.538	312	1.1	12.843	B
A-BCD	33	584	0.057	33	0.1	6.531	A
A-B	9			9			
A-C	89			89			
D-ABC	0	362	0.000	0	0.0	0.000	A
C-ABD	26	794	0.033	26	0.0	4.686	A
C-D	22			22			
C-A	304			304			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	378	575	0.656	375	1.8	17.694	C
A-BCD	41	583	0.071	41	0.1	6.639	A
A-B	11			11			
A-C	105			105			
D-ABC	0	340	0.000	0	0.0	0.000	A
C-ABD	35	834	0.042	35	0.1	4.504	A
C-D	26			26			
C-A	360			360			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	462	558	0.829	454	4.0	31.929	D
A-BCD	54	584	0.092	54	0.1	6.793	A
A-B	13			13			
A-C	128			128			
D-ABC	0	309	0.000	0	0.0	0.000	A
C-ABD	50	890	0.056	49	0.1	4.281	A
C-D	31			31			
C-A	435			435			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	462	558	0.829	461	4.4	38.017	E
A-BCD	54	584	0.092	54	0.1	6.798	A
A-B	13			13			
A-C	128			128			
D-ABC	0	309	0.000	0	0.0	0.000	A
C-ABD	50	890	0.056	50	0.1	4.282	A
C-D	31			31			
C-A	435			435			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	378	575	0.656	387	2.0	19.957	C
A-BCD	41	583	0.071	41	0.1	6.648	A
A-B	11			11			
A-C	105			105			
D-ABC	0	339	0.000	0	0.0	0.000	A
C-ABD	35	834	0.042	35	0.1	4.507	A
C-D	26			26			
C-A	360			360			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	316	588	0.538	319	1.2	13.584	B
A-BCD	33	584	0.057	33	0.1	6.544	A
A-B	9			9			
A-C	89			89			
D-ABC	0	361	0.000	0	0.0	0.000	A
C-ABD	26	794	0.033	26	0.0	4.688	A
C-D	22			22			
C-A	304			304			

2029 + Comm, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		8.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.85	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2029 + Comm	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		✓	58	100.000
B		✓	374	100.000
C		✓	454	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	9	49	0
	B	128	0	248	0
	C	413	32	0	9
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle %

From	To			
	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.70	20.20	2.2	C
A-BCD	0.00	0.00	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.08	4.74	0.2	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	282	609	0.462	278	0.8	10.775	B
A-BCD	0	510	0.000	0	0.0	0.000	A
A-B	7			7			
A-C	37			37			
D-ABC	0	378	0.000	0	0.0	0.000	A
C-ABD	40	800	0.050	40	0.1	4.736	A
C-D	6			6			
C-A	295			295			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	338	601	0.560	335	1.2	13.444	B
A-BCD	0	494	0.000	0	0.0	0.000	A
A-B	8			8			
A-C	44			44			
D-ABC	0	380	0.000	0	0.0	0.000	A
C-ABD	53	840	0.063	53	0.1	4.574	A
C-D	8			8			
C-A	348			348			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	412	589	0.699	408	2.2	19.474	C
A-BCD	0	473	0.000	0	0.0	0.000	A
A-B	10			10			
A-C	54			54			
D-ABC	0	334	0.000	0	0.0	0.000	A
C-ABD	73	896	0.082	73	0.2	4.381	A
C-D	9			9			
C-A	417			417			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	412	589	0.699	412	2.2	20.199	C
A-BCD	0	473	0.000	0	0.0	0.000	A
A-B	10			10			
A-C	54			54			
D-ABC	0	334	0.000	0	0.0	0.000	A
C-ABD	74	896	0.082	74	0.2	4.383	A
C-D	9			9			
C-A	417			417			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	338	601	0.560	340	1.3	13.996	B
A-BCD	0	494	0.000	0	0.0	0.000	A
A-B	8			8			
A-C	44			44			
D-ABC	0	359	0.000	0	0.0	0.000	A
C-ABD	53	840	0.063	53	0.1	4.578	A
C-D	8			8			
C-A	348			348			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	282	609	0.462	283	0.9	11.112	B
A-BCD	0	510	0.000	0	0.0	0.000	A
A-B	7			7			
A-C	37			37			
D-ABC	0	378	0.000	0	0.0	0.000	A
C-ABD	40	800	0.050	40	0.1	4.740	A
C-D	6			6			
C-A	295			295			

2029 + Comm + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		17.05	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	17.05	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2029 + Comm + Dev	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		✓	212	100.000
B		✓	424	100.000
C		✓	507	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	13	163	36
	B	149	0	275	0
	C	443	34	0	30
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle %

	To				
	A	B	C	D	
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.88	44.39	5.4	E
A-BCD	0.10	6.61	0.2	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.10	4.77	0.2	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	319	577	0.553	314	1.2	13.483	B
A-BCD	35	597	0.058	34	0.1	6.403	A
A-B	9			9			
A-C	116			116			
D-ABC	0	352	0.000	0	0.0	0.000	A
C-ABD	46	802	0.057	46	0.1	4.759	A
C-D	21			21			
C-A	314			314			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	381	562	0.678	378	2.0	19.201	C
A-BCD	44	599	0.074	44	0.1	6.485	A
A-B	11			11			
A-C	136			136			
D-ABC	0	329	0.000	0	0.0	0.000	A
C-ABD	62	844	0.073	62	0.1	4.604	A
C-D	25			25			
C-A	369			369			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	467	541	0.862	455	4.8	37.551	E
A-BCD	59	604	0.097	58	0.2	6.604	A
A-B	13			13			
A-C	162			162			
D-ABC	0	295	0.000	0	0.0	0.000	A
C-ABD	89	903	0.098	89	0.2	4.422	A
C-D	30			30			
C-A	440			440			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	467	541	0.862	465	5.4	44.389	E
A-BCD	59	604	0.097	59	0.2	6.612	A
A-B	13			13			
A-C	162			162			
D-ABC	0	294	0.000	0	0.0	0.000	A
C-ABD	89	903	0.099	89	0.2	4.425	A
C-D	30			30			
C-A	439			439			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	381	562	0.678	394	2.2	22.736	C
A-BCD	44	599	0.074	44	0.1	6.496	A
A-B	11			11			
A-C	136			136			
D-ABC	0	327	0.000	0	0.0	0.000	A
C-ABD	62	844	0.073	62	0.1	4.610	A
C-D	25			25			
C-A	369			369			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	319	577	0.553	323	1.3	14.395	B
A-BCD	35	596	0.059	35	0.1	6.415	A
A-B	9			9			
A-C	115			115			
D-ABC	0	352	0.000	0	0.0	0.000	A
C-ABD	46	802	0.058	46	0.1	4.767	A
C-D	21			21			
C-A	314			314			

2029 + Comm + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		9.44	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.44	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2029 + Comm + Dev	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		✓	99	100.000
B		✓	377	100.000
C		✓	490	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	9	90	0
	B	128	0	249	0
	C	430	51	0	9
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle %

From	To			
	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.73	22.90	2.8	C
A-BCD	0.00	0.00	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.14	4.89	0.3	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	284	597	0.475	280	0.9	11.235	B
A-BCD	0	503	0.000	0	0.0	0.000	A
A-B	7			7			
A-C	68			68			
D-ABC	0	389	0.000	0	0.0	0.000	A
C-ABD	65	803	0.081	65	0.2	4.878	A
C-D	6			6			
C-A	297			297			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	339	586	0.578	337	1.3	14.337	B
A-BCD	0	485	0.000	0	0.0	0.000	A
A-B	8			8			
A-C	81			81			
D-ABC	0	349	0.000	0	0.0	0.000	A
C-ABD	88	844	0.103	88	0.2	4.757	A
C-D	7			7			
C-A	347			347			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	415	571	0.727	411	2.5	21.822	C
A-BCD	0	482	0.000	0	0.0	0.000	A
A-B	10			10			
A-C	99			99			
D-ABC	0	321	0.000	0	0.0	0.000	A
C-ABD	122	901	0.135	121	0.3	4.623	A
C-D	9			9			
C-A	409			409			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	415	571	0.727	415	2.6	22.901	C
A-BCD	0	481	0.000	0	0.0	0.000	A
A-B	10			10			
A-C	99			99			
D-ABC	0	320	0.000	0	0.0	0.000	A
C-ABD	122	901	0.135	122	0.3	4.629	A
C-D	9			9			
C-A	409			409			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	339	586	0.578	343	1.4	15.082	C
A-BCD	0	485	0.000	0	0.0	0.000	A
A-B	8			8			
A-C	81			81			
D-ABC	0	348	0.000	0	0.0	0.000	A
C-ABD	87	844	0.103	87	0.2	4.765	A
C-D	7			7			
C-A	347			347			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	284	597	0.475	286	0.9	11.631	B
A-BCD	0	502	0.000	0	0.0	0.000	A
A-B	7			7			
A-C	68			68			
D-ABC	0	388	0.000	0	0.0	0.000	A
C-ABD	66	803	0.082	66	0.2	4.891	A
C-D	6			6			
C-A	297			297			

T24554

Land North of Station Road, Market Bosworth



Appendix I

Junctions 10 PICADY – Station Road/ Market Place/ Main Street/Back Lane

Junctions 10
PICADY 10 - Priority Intersection Module
Version: 10.1.1.1905 © Copyright TRL Software Limited, 2023
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Filename: T24552 - Site Access, Station Road.j10
Path: C:\Users\JasminRema\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T24554 Station Road, Market Bosworth\Modelling\Picady
Report generation date: 12/08/2024 16:26:59

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2024										
Stream B-AC	D1	0.0	0.00	0.00	A	D2	0.0	6.39	0.03	A
Stream C-AB		0.1	4.82	0.04	A		0.0	4.93	0.01	A
2029										
Stream B-AC	D3	0.0	0.00	0.00	A	D4	0.0	6.41	0.04	A
Stream C-AB		0.1	4.79	0.05	A		0.0	4.90	0.01	A
2029 + Comm										
Stream B-AC	D5	0.0	6.82	0.02	A	D6	0.1	6.87	0.10	A
Stream C-AB		0.3	5.15	0.15	A		0.1	5.02	0.05	A
2029 + Comm + Dev										
Stream B-AC	D7	0.1	7.37	0.09	A	D8	0.2	7.36	0.15	A
Stream C-AB		0.3	5.33	0.17	A		0.2	5.25	0.10	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	
Location	
Site number	
Date	15/07/2024
Version	
Status	(new file)
Identifier	

Client	
Jobnumber	
Enumerator	AzureADJasminRema
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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	AM	ONE HOUR	07:45	09:15	15
D2	2024	PM	ONE HOUR	16:15	17:45	15
D3	2029	AM	ONE HOUR	07:45	09:15	15
D4	2029	PM	ONE HOUR	16:15	17:45	15
D5	2029 + Comm	AM	ONE HOUR	07:45	09:15	15
D6	2029 + Comm	PM	ONE HOUR	16:15	17:45	15
D7	2029 + Comm + Dev	AM	ONE HOUR	07:45	09:15	15
D8	2029 + Comm + Dev	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024, 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.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.22	A

Arms

Arms

Arm	Name	Description	Arm type
A	Station Road (W)		Major
B	Site Access (E)		Minor
C	Station Road (E)		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	5.60			175.0	✓	0.00

Major Arm Geometry Notes

Arm	Notes
C	Hedgerow along Station Road blocks visibility

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	4.52	91	56

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	617	0.114	0.289	0.182	0.413
B-C	760	0.118	0.299	-	-
C-B	675	0.266	0.266	-	-

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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	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		✓	321	100.000
B		✓	0	100.000
C		✓	335	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	16	305
	B	0	0	0
	C	316	19	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.04	4.82	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	579	0.000	0	0.0	0.000	A
C-AB	21	768	0.027	21	0.0	4.816	A
C-A	231			231			
A-B	12			12			
A-C	230			230			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	559	0.000	0	0.0	0.000	A
C-AB	27	788	0.034	27	0.0	4.727	A
C-A	274			274			
A-B	14			14			
A-C	274			274			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	531	0.000	0	0.0	0.000	A
C-AB	37	817	0.045	36	0.1	4.613	A
C-A	332			332			
A-B	18			18			
A-C	336			336			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	531	0.000	0	0.0	0.000	A
C-AB	37	817	0.045	37	0.1	4.613	A
C-A	332			332			
A-B	18			18			
A-C	336			336			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	559	0.000	0	0.0	0.000	A
C-AB	27	788	0.034	27	0.0	4.731	A
C-A	274			274			
A-B	14			14			
A-C	274			274			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	579	0.000	0	0.0	0.000	A
C-AB	21	768	0.027	21	0.0	4.817	A
C-A	231			231			
A-B	12			12			
A-C	230			230			

2024, 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.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.31	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.31	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	241	100.000
B		✓	18	100.000
C		✓	226	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	5	236
	B	8	0	10
	C	221	5	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From				

	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	6.39	0.0	A
C-AB	0.01	4.93	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	617	0.022	13	0.0	5.965	A
C-AB	5	735	0.007	5	0.0	4.927	A
C-A	165			165			
A-B	4			4			
A-C	178			178			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	603	0.027	16	0.0	6.135	A
C-AB	6	748	0.008	6	0.0	4.851	A
C-A	197			197			
A-B	4			4			
A-C	212			212			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	583	0.034	20	0.0	6.389	A
C-AB	8	766	0.011	8	0.0	4.747	A
C-A	241			241			
A-B	6			6			
A-C	260			260			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	583	0.034	20	0.0	6.389	A
C-AB	8	766	0.011	8	0.0	4.747	A
C-A	241			241			
A-B	6			6			
A-C	260			260			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	603	0.027	16	0.0	6.136	A
C-AB	6	748	0.008	6	0.0	4.853	A
C-A	197			197			
A-B	4			4			
A-C	212			212			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	617	0.022	14	0.0	5.968	A
C-AB	5	735	0.007	5	0.0	4.927	A
C-A	165			165			
A-B	4			4			
A-C	178			178			

2029, 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.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.23	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2029	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		✓	337	100.000
B		✓	0	100.000
C		✓	352	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	17	320
	B	0	0	0
	C	332	20	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From				

A	0	0	0
B	0	0	0
C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.05	4.79	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	574	0.000	0	0.0	0.000	A
C-AB	22	773	0.029	22	0.0	4.792	A
C-A	243			243			
A-B	13			13			
A-C	241			241			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	553	0.000	0	0.0	0.000	A
C-AB	29	795	0.036	29	0.0	4.701	A
C-A	288			288			
A-B	15			15			
A-C	288			288			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	523	0.000	0	0.0	0.000	A
C-AB	40	825	0.048	40	0.1	4.583	A
C-A	348			348			
A-B	19			19			
A-C	352			352			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	523	0.000	0	0.0	0.000	A
C-AB	40	825	0.048	40	0.1	4.585	A
C-A	348			348			
A-B	19			19			
A-C	352			352			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	553	0.000	0	0.0	0.000	A
C-AB	29	795	0.036	29	0.1	4.704	A
C-A	288			288			
A-B	15			15			
A-C	288			288			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	574	0.000	0	0.0	0.000	A
C-AB	22	773	0.029	22	0.0	4.793	A
C-A	243			243			
A-B	13			13			
A-C	241			241			

2029, 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.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.31	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.31	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2029	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	253	100.000
B		✓	19	100.000
C		✓	238	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	5	248
	B	8	0	11
	C	233	5	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From				

	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	6.41	0.0	A
C-AB	0.01	4.90	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	617	0.023	14	0.0	5.968	A
C-AB	5	739	0.007	5	0.0	4.902	A
C-A	174			174			
A-B	4			4			
A-C	187			187			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	603	0.028	17	0.0	6.146	A
C-AB	6	753	0.008	6	0.0	4.822	A
C-A	208			208			
A-B	4			4			
A-C	223			223			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	582	0.036	21	0.0	6.412	A
C-AB	8	772	0.011	8	0.0	4.713	A
C-A	254			254			
A-B	6			6			
A-C	273			273			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	582	0.036	21	0.0	6.412	A
C-AB	8	772	0.011	8	0.0	4.713	A
C-A	254			254			
A-B	6			6			
A-C	273			273			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	603	0.028	17	0.0	6.149	A
C-AB	6	753	0.008	6	0.0	4.822	A
C-A	208			208			
A-B	4			4			
A-C	223			223			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	617	0.023	14	0.0	5.968	A
C-AB	5	739	0.007	5	0.0	4.904	A
C-A	174			174			
A-B	4			4			
A-C	187			187			

2029 + Comm, 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.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.75	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2029 + Comm	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		✓	359	100.000
B		✓	8	100.000
C		✓	392	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	39	320
	B	3	0	5
	C	332	60	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From				

A	0	0	0
B	0	0	0
C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	6.82	0.0	A
C-AB	0.15	5.15	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	590	0.010	6	0.0	6.167	A
C-AB	67	770	0.087	66	0.1	5.119	A
C-A	228			228			
A-B	29			29			
A-C	241			241			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	568	0.013	7	0.0	6.424	A
C-AB	87	790	0.110	87	0.2	5.119	A
C-A	265			265			
A-B	35			35			
A-C	288			288			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	536	0.016	9	0.0	6.823	A
C-AB	120	820	0.146	119	0.3	5.142	A
C-A	312			312			
A-B	43			43			
A-C	352			352			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	536	0.016	9	0.0	6.824	A
C-AB	120	820	0.146	120	0.3	5.147	A
C-A	312			312			
A-B	43			43			
A-C	352			352			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	567	0.013	7	0.0	6.428	A
C-AB	87	790	0.110	87	0.2	5.127	A
C-A	265			265			
A-B	35			35			
A-C	288			288			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	590	0.010	6	0.0	6.168	A
C-AB	67	770	0.087	67	0.2	5.129	A
C-A	228			228			
A-B	29			29			
A-C	241			241			

2029 + Comm, 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.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.92	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2029 + Comm	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	262	100.000
B		✓	55	100.000
C		✓	254	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	14	248
	B	21	0	34
	C	233	21	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From				

	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.10	6.87	0.1	A
C-AB	0.05	5.02	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	621	0.067	41	0.1	6.204	A
C-AB	21	738	0.028	21	0.0	5.022	A
C-A	170			170			
A-B	11			11			
A-C	187			187			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	606	0.082	49	0.1	6.469	A
C-AB	26	751	0.035	26	0.0	4.967	A
C-A	202			202			
A-B	13			13			
A-C	223			223			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	585	0.104	60	0.1	6.865	A
C-AB	35	770	0.045	35	0.1	4.897	A
C-A	245			245			
A-B	15			15			
A-C	273			273			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	585	0.104	61	0.1	6.868	A
C-AB	35	770	0.045	35	0.1	4.900	A
C-A	245			245			
A-B	15			15			
A-C	273			273			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	606	0.082	50	0.1	6.474	A
C-AB	26	751	0.035	26	0.0	4.969	A
C-A	202			202			
A-B	13			13			
A-C	223			223			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	621	0.067	41	0.1	6.211	A
C-AB	21	738	0.028	21	0.0	5.025	A
C-A	170			170			
A-B	11			11			
A-C	187			187			

2029 + Comm + Dev, 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.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.19	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2029 + Comm + Dev	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		✓	365	100.000
B		✓	46	100.000
C		✓	403	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	45	320
	B	16	0	30
	C	332	71	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From				

A	0	0	0
B	0	0	0
C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.09	7.37	0.1	A
C-AB	0.17	5.33	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	593	0.058	34	0.1	6.438	A
C-AB	79	768	0.103	79	0.2	5.216	A
C-A	224			224			
A-B	34			34			
A-C	241			241			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	571	0.072	41	0.1	6.797	A
C-AB	103	789	0.130	103	0.2	5.249	A
C-A	259			259			
A-B	40			40			
A-C	288			288			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	539	0.094	51	0.1	7.362	A
C-AB	142	819	0.173	141	0.3	5.321	A
C-A	302			302			
A-B	50			50			
A-C	352			352			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	539	0.094	51	0.1	7.366	A
C-AB	142	819	0.173	142	0.3	5.327	A
C-A	302			302			
A-B	50			50			
A-C	352			352			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	571	0.072	41	0.1	6.804	A
C-AB	103	789	0.131	104	0.2	5.257	A
C-A	259			259			
A-B	40			40			
A-C	288			288			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	593	0.058	35	0.1	6.449	A
C-AB	80	769	0.103	80	0.2	5.230	A
C-A	224			224			
A-B	34			34			
A-C	241			241			

2029 + Comm + Dev, 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.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.48	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.48	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2029 + Comm + Dev	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	276	100.000
B		✓	79	100.000
C		✓	281	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	28	248
	B	30	0	49
	C	233	48	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From				

	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.15	7.36	0.2	A
C-AB	0.10	5.25	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	616	0.097	59	0.1	6.464	A
C-AB	47	735	0.065	47	0.1	5.230	A
C-A	164			164			
A-B	21			21			
A-C	187			187			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	71	599	0.119	71	0.1	6.812	A
C-AB	60	748	0.080	60	0.1	5.235	A
C-A	193			193			
A-B	25			25			
A-C	223			223			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	576	0.151	87	0.2	7.355	A
C-AB	80	766	0.104	79	0.2	5.244	A
C-A	230			230			
A-B	31			31			
A-C	273			273			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	576	0.151	87	0.2	7.359	A
C-AB	80	766	0.104	80	0.2	5.245	A
C-A	230			230			
A-B	31			31			
A-C	273			273			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	71	599	0.119	71	0.1	6.820	A
C-AB	60	748	0.080	60	0.1	5.240	A
C-A	192			192			
A-B	25			25			
A-C	223			223			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	616	0.097	60	0.1	6.478	A
C-AB	48	735	0.065	48	0.1	5.239	A
C-A	164			164			
A-B	21			21			
A-C	187			187			

T24554

Land North of Station Road, Market Bosworth



Appendix J

Junctions 10 ARCADY – Station Road/ Market Bosworth Roundabout

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.1.1905
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Filename: T24664 - Station Road Roundabout.j10

Path: C:\Users\JasminRema\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T24554 Station Road, Market Bosworth\Modelling\Arcady

Report generation date: 12/08/2024 16:36:27

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2024										
Arm A	D1	0.4	4.62	0.31	A	D2	0.4	4.40	0.27	A
Arm B		0.0	6.17	0.03	A		0.0	5.92	0.02	A
Arm C		0.4	4.66	0.30	A		0.3	4.29	0.24	A
Arm D		0.0	3.86	0.05	A		0.0	3.63	0.03	A
2029										
Arm A	D3	0.5	4.73	0.32	A	D4	0.4	4.49	0.29	A
Arm B		0.0	6.27	0.04	A		0.0	5.99	0.02	A
Arm C		0.5	4.76	0.31	A		0.3	4.36	0.25	A
Arm D		0.1	3.91	0.05	A		0.0	3.66	0.03	A
2029 + Comm										
Arm A	D5	0.5	4.80	0.33	A	D6	0.4	4.63	0.31	A
Arm B		0.1	6.50	0.07	A		0.0	6.17	0.04	A
Arm C		0.5	4.98	0.34	A		0.4	4.47	0.27	A
Arm D		0.1	4.00	0.05	A		0.0	3.71	0.03	A
2029 + Comm + Dev										
Arm A	D7	0.5	4.89	0.34	A	D8	0.5	4.69	0.32	A
Arm B		0.1	6.57	0.07	A		0.0	6.22	0.04	A
Arm C		0.5	5.02	0.35	A		0.4	4.56	0.28	A
Arm D		0.1	4.01	0.05	A		0.0	3.74	0.03	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	
Location	
Site number	
Date	02/08/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\JasminRema
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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	AM	ONE HOUR	07:45	09:15	15
D2	2024	PM	ONE HOUR	16:15	17:45	15
D3	2029	AM	ONE HOUR	07:45	09:15	15
D4	2029	PM	ONE HOUR	16:15	17:45	15
D5	2029 + Comm	AM	ONE HOUR	07:45	09:15	15
D6	2029 + Comm	PM	ONE HOUR	16:15	17:45	15
D7	2029 + Comm + Dev	AM	ONE HOUR	07:45	09:15	15
D8	2029 + Comm + Dev	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.64	A

Arms

Arms

Arm	Name	Description	No give-way line
A	Station Road		
B	Sedgemere Road		
C	Market Bosworth		
D	Pippistrelle Drive		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A	3.08	5.49	4.3	12.0	30.0	34.4		
B	3.00	3.00	0.0	3.0	13.0	0.0		
C	3.03	5.20	4.1	11.0	30.0	30.0		
D	2.89	6.15	4.5	15.0	13.0	29.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.528	1137
B	0.416	752
C	0.526	1116
D	0.550	1159

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	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		✓	312	100.000
B		✓	19	100.000
C		✓	300	100.000
D		✓	40	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	2	5	292	13
	B	9	0	10	0
	C	282	8	1	9
	D	25	0	15	0

Vehicle Mix

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.31	4.62	0.4	A
B	0.03	6.17	0.0	A
C	0.30	4.66	0.4	A
D	0.05	3.86	0.0	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	235	18	1127	0.208	234	0.3	4.027	A
B	14	242	651	0.022	14	0.0	5.652	A
C	226	18	1107	0.204	225	0.3	4.078	A
D	30	226	1035	0.029	30	0.0	3.582	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	280	22	1125	0.249	280	0.3	4.259	A
B	17	290	631	0.027	17	0.0	5.861	A
C	270	22	1105	0.244	269	0.3	4.308	A
D	36	271	1010	0.036	36	0.0	3.695	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	344	26	1123	0.306	343	0.4	4.615	A
B	21	355	604	0.035	21	0.0	6.171	A
C	330	26	1102	0.300	330	0.4	4.658	A
D	44	332	976	0.045	44	0.0	3.860	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	344	26	1123	0.306	344	0.4	4.619	A
B	21	356	604	0.035	21	0.0	6.173	A
C	330	26	1102	0.300	330	0.4	4.662	A
D	44	333	976	0.045	44	0.0	3.861	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	280	22	1125	0.249	281	0.3	4.265	A
B	17	291	631	0.027	17	0.0	5.867	A
C	270	22	1105	0.244	270	0.3	4.316	A
D	36	272	1010	0.036	36	0.0	3.696	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	235	18	1127	0.208	235	0.3	4.036	A
B	14	243	651	0.022	14	0.0	5.659	A
C	226	18	1107	0.204	226	0.3	4.090	A
D	30	228	1034	0.029	30	0.0	3.585	A

2024, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.35	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.35	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	281	100.000
B		✓	12	100.000
C		✓	241	100.000
D		✓	27	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	4	262	15
	B	6	0	6	0
	C	214	7	1	19
	D	19	0	8	0

Vehicle Mix

Heavy Vehicle %

		To			
		A	B	C	D
From					

	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.27	4.40	0.4	A
B	0.02	5.92	0.0	A
C	0.24	4.29	0.3	A
D	0.03	3.63	0.0	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	212	12	1130	0.187	211	0.2	3.910	A
B	9	214	663	0.014	9	0.0	5.507	A
C	181	16	1108	0.164	181	0.2	3.879	A
D	20	171	1065	0.019	20	0.0	3.444	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	253	14	1129	0.224	252	0.3	4.105	A
B	11	257	645	0.017	11	0.0	5.675	A
C	217	19	1106	0.196	216	0.2	4.044	A
D	24	205	1047	0.023	24	0.0	3.520	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	309	18	1127	0.274	309	0.4	4.396	A
B	13	315	621	0.021	13	0.0	5.922	A
C	265	23	1104	0.240	265	0.3	4.290	A
D	30	251	1021	0.029	30	0.0	3.629	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	309	18	1127	0.274	309	0.4	4.400	A
B	13	315	621	0.021	13	0.0	5.923	A
C	265	23	1104	0.240	265	0.3	4.291	A
D	30	251	1021	0.029	30	0.0	3.630	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	253	14	1129	0.224	253	0.3	4.110	A

B	11	257	645	0.017	11	0.0	5.680	A
C	217	19	1106	0.196	217	0.2	4.048	A
D	24	205	1046	0.023	24	0.0	3.521	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	212	12	1130	0.187	212	0.2	3.921	A
B	9	216	662	0.014	9	0.0	5.513	A
C	181	16	1108	0.164	182	0.2	3.887	A
D	20	172	1065	0.019	20	0.0	3.449	A

2029, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.74	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2029	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		✓	328	100.000
B		✓	20	100.000
C		✓	314	100.000
D		✓	42	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	2	5	307	14
	B	9	0	11	0
	C	296	8	1	9
	D	26	0	16	0

Vehicle Mix

Heavy Vehicle %

		To			
		A	B	C	D
From					

A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.32	4.73	0.5	A
B	0.04	6.27	0.0	A
C	0.31	4.76	0.5	A
D	0.05	3.91	0.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	247	19	1127	0.219	246	0.3	4.081	A
B	15	255	646	0.023	15	0.0	5.706	A
C	236	19	1106	0.214	235	0.3	4.128	A
D	32	237	1029	0.031	31	0.0	3.608	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	295	22	1125	0.262	295	0.4	4.335	A
B	18	305	625	0.029	18	0.0	5.931	A
C	282	22	1104	0.256	282	0.3	4.376	A
D	38	284	1003	0.038	38	0.0	3.728	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	361	27	1122	0.322	361	0.5	4.724	A
B	22	374	596	0.037	22	0.0	6.267	A
C	346	27	1102	0.314	345	0.5	4.755	A
D	46	347	968	0.048	46	0.0	3.905	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	361	28	1122	0.322	361	0.5	4.729	A
B	22	374	596	0.037	22	0.0	6.269	A
C	346	28	1102	0.314	346	0.5	4.761	A
D	46	348	968	0.048	46	0.1	3.906	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	295	23	1125	0.262	295	0.4	4.342	A
B	18	306	625	0.029	18	0.0	5.937	A

C	282	23	1104	0.256	283	0.3	4.383	A
D	38	285	1003	0.038	38	0.0	3.730	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	247	19	1127	0.219	247	0.3	4.094	A
B	15	256	645	0.023	15	0.0	5.714	A
C	236	19	1106	0.214	237	0.3	4.142	A
D	32	238	1028	0.031	32	0.0	3.614	A

2029, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.43	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.43	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2029	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	296	100.000
B		✓	12	100.000
C		✓	253	100.000
D		✓	28	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	4	276	16
	B	6	0	6	0
	C	225	7	1	20
	D	20	0	8	0

Vehicle Mix

Heavy Vehicle %

		To			
		A	B	C	D
From					

	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.29	4.49	0.4	A
B	0.02	5.99	0.0	A
C	0.25	4.36	0.3	A
D	0.03	3.66	0.0	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	223	12	1130	0.197	222	0.2	3.958	A
B	9	226	658	0.014	9	0.0	5.546	A
C	190	16	1108	0.172	190	0.2	3.919	A
D	21	179	1061	0.020	21	0.0	3.462	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	266	14	1129	0.236	266	0.3	4.169	A
B	11	270	639	0.017	11	0.0	5.726	A
C	227	20	1106	0.206	227	0.3	4.096	A
D	25	215	1041	0.024	25	0.0	3.542	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	326	18	1127	0.289	326	0.4	4.487	A
B	13	331	614	0.022	13	0.0	5.989	A
C	279	24	1104	0.252	278	0.3	4.362	A
D	31	263	1015	0.030	31	0.0	3.658	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	326	18	1127	0.289	326	0.4	4.491	A
B	13	331	614	0.022	13	0.0	5.991	A
C	279	24	1103	0.252	279	0.3	4.363	A
D	31	263	1014	0.030	31	0.0	3.659	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	266	14	1129	0.236	266	0.3	4.174	A

B	11	271	639	0.017	11	0.0	5.731	A
C	227	20	1106	0.206	228	0.3	4.102	A
D	25	215	1041	0.024	25	0.0	3.543	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	223	12	1130	0.197	223	0.2	3.968	A
B	9	227	657	0.014	9	0.0	5.551	A
C	190	17	1108	0.172	191	0.2	3.927	A
D	21	180	1060	0.020	21	0.0	3.466	A

2029 + Comm, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.92	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2029 + Comm	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		✓	337	100.000
B		✓	37	100.000
C		✓	338	100.000
D		✓	42	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	2	11	310	14
	B	20	0	17	0
	C	318	10	1	9
	D	26	0	16	0

Vehicle Mix

Heavy Vehicle %

		To			
		A	B	C	D
From					

A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.33	4.80	0.5	A
B	0.07	6.50	0.1	A
C	0.34	4.98	0.5	A
D	0.05	4.00	0.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	254	20	1126	0.225	253	0.3	4.116	A
B	28	257	645	0.043	28	0.0	5.831	A
C	254	27	1102	0.231	253	0.3	4.235	A
D	32	263	1014	0.031	31	0.0	3.661	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	303	24	1124	0.270	303	0.4	4.383	A
B	33	308	624	0.053	33	0.1	6.096	A
C	304	32	1099	0.276	304	0.4	4.522	A
D	38	315	986	0.038	38	0.0	3.796	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	371	30	1121	0.331	371	0.5	4.793	A
B	41	377	595	0.068	41	0.1	6.494	A
C	372	40	1095	0.340	372	0.5	4.971	A
D	46	386	947	0.049	46	0.1	3.997	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	371	30	1121	0.331	371	0.5	4.799	A
B	41	378	595	0.068	41	0.1	6.496	A
C	372	40	1095	0.340	372	0.5	4.977	A
D	46	386	947	0.049	46	0.1	3.998	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	303	24	1124	0.270	303	0.4	4.391	A
B	33	309	623	0.053	33	0.1	6.103	A

C	304	32	1099	0.276	304	0.4	4.531	A
D	38	316	985	0.038	38	0.0	3.798	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	254	20	1126	0.225	254	0.3	4.131	A
B	28	259	644	0.043	28	0.0	5.840	A
C	254	27	1102	0.231	255	0.3	4.250	A
D	32	265	1014	0.031	32	0.0	3.668	A

2029 + Comm, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.58	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2029 + Comm	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	316	100.000
B		✓	23	100.000
C		✓	266	100.000
D		✓	28	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	12	288	16
	B	14	0	9	0
	C	234	11	1	20
	D	20	0	8	0

Vehicle Mix

Heavy Vehicle %

		To			
		A	B	C	D
From					

A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.31	4.63	0.4	A
B	0.04	6.17	0.0	A
C	0.27	4.47	0.4	A
D	0.03	3.71	0.0	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	238	15	1129	0.211	237	0.3	4.031	A
B	17	235	654	0.026	17	0.0	5.651	A
C	200	22	1104	0.181	199	0.2	3.975	A
D	21	195	1052	0.020	21	0.0	3.491	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	284	18	1127	0.252	284	0.3	4.267	A
B	21	281	635	0.033	21	0.0	5.860	A
C	239	27	1102	0.217	239	0.3	4.169	A
D	25	234	1031	0.024	25	0.0	3.579	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	348	22	1125	0.309	347	0.4	4.628	A
B	25	344	609	0.042	25	0.0	6.170	A
C	293	33	1099	0.267	293	0.4	4.462	A
D	31	286	1002	0.031	31	0.0	3.706	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	348	22	1125	0.309	348	0.4	4.631	A
B	25	345	609	0.042	25	0.0	6.172	A
C	293	33	1099	0.267	293	0.4	4.466	A
D	31	286	1002	0.031	31	0.0	3.707	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	284	18	1127	0.252	285	0.3	4.275	A
B	21	282	635	0.033	21	0.0	5.865	A

C	239	27	1102	0.217	239	0.3	4.176	A
D	25	234	1030	0.024	25	0.0	3.580	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	238	15	1129	0.211	238	0.3	4.043	A
B	17	236	654	0.026	17	0.0	5.659	A
C	200	23	1104	0.181	200	0.2	3.985	A
D	21	196	1051	0.020	21	0.0	3.496	A

2029 + Comm + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.98	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2029 + Comm + Dev	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		✓	350	100.000
B		✓	37	100.000
C		✓	344	100.000
D		✓	42	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	2	11	323	14
	B	20	0	17	0
	C	324	10	1	9
	D	26	0	16	0

Vehicle Mix

Heavy Vehicle %

		To			
		A	B	C	D
From					

A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.34	4.89	0.5	A
B	0.07	6.57	0.1	A
C	0.35	5.02	0.5	A
D	0.05	4.01	0.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	263	20	1126	0.234	262	0.3	4.162	A
B	28	267	641	0.043	28	0.0	5.869	A
C	259	27	1102	0.235	258	0.3	4.258	A
D	32	267	1012	0.031	31	0.0	3.671	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	315	24	1124	0.280	314	0.4	4.444	A
B	33	320	619	0.054	33	0.1	6.146	A
C	309	32	1099	0.281	309	0.4	4.553	A
D	38	321	983	0.038	38	0.0	3.808	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	385	30	1121	0.344	385	0.5	4.887	A
B	41	391	589	0.069	41	0.1	6.564	A
C	379	40	1095	0.346	378	0.5	5.016	A
D	46	392	943	0.049	46	0.1	4.013	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	385	30	1121	0.344	385	0.5	4.893	A
B	41	392	589	0.069	41	0.1	6.567	A
C	379	40	1095	0.346	379	0.5	5.023	A
D	46	393	943	0.049	46	0.1	4.014	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	315	24	1124	0.280	315	0.4	4.454	A
B	33	321	619	0.054	33	0.1	6.154	A

C	309	32	1099	0.281	310	0.4	4.563	A
D	38	321	982	0.038	38	0.0	3.813	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	263	20	1126	0.234	264	0.3	4.177	A
B	28	268	640	0.044	28	0.0	5.881	A
C	259	27	1102	0.235	259	0.3	4.275	A
D	32	269	1011	0.031	32	0.0	3.674	A

2029 + Comm + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.65	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2029 + Comm + Dev	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	325	100.000
B		✓	23	100.000
C		✓	281	100.000
D		✓	28	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	12	297	16
	B	14	0	9	0
	C	249	11	1	20
	D	20	0	8	0

Vehicle Mix

Heavy Vehicle %

		To			
		A	B	C	D
From					

A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.32	4.69	0.5	A
B	0.04	6.22	0.0	A
C	0.28	4.56	0.4	A
D	0.03	3.74	0.0	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	245	15	1129	0.217	244	0.3	4.061	A
B	17	241	651	0.027	17	0.0	5.676	A
C	212	22	1104	0.192	211	0.2	4.023	A
D	21	206	1046	0.020	21	0.0	3.512	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	292	18	1127	0.259	292	0.3	4.309	A
B	21	289	632	0.033	21	0.0	5.892	A
C	253	27	1102	0.229	252	0.3	4.236	A
D	25	247	1023	0.025	25	0.0	3.605	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	358	22	1125	0.318	357	0.5	4.686	A
B	25	354	605	0.042	25	0.0	6.213	A
C	309	33	1099	0.282	309	0.4	4.555	A
D	31	302	993	0.031	31	0.0	3.741	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	358	22	1125	0.318	358	0.5	4.691	A
B	25	355	604	0.042	25	0.0	6.215	A
C	309	33	1099	0.282	309	0.4	4.559	A
D	31	303	993	0.031	31	0.0	3.742	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	292	18	1127	0.259	293	0.4	4.315	A
B	21	290	631	0.033	21	0.0	5.896	A

C	253	27	1102	0.229	253	0.3	4.241	A
D	25	248	1023	0.025	25	0.0	3.607	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	245	15	1129	0.217	245	0.3	4.074	A
B	17	243	651	0.027	17	0.0	5.684	A
C	212	23	1104	0.192	212	0.2	4.035	A
D	21	207	1045	0.020	21	0.0	3.517	A