National Infrastructure Project
for:
Hinckley National Rail Freight Infrastructure

Written Representation

On behalf of:
Stoney Stanton Parish Council

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CONTENTS

APPENDICES

SUMMARY

1. Stoney Stanton Parish Council (SSPC) covers the nearby village of Stoney Stanton, the largest settlement within the Fosse Village Neighbourhood Plan (FVNP) area. Located less than 1.5 km from the main Development Consent Order (DCO) for the Hinckley National Rail Freight Infrastructure (HNRFI) proposal, SSPC have strong concerns in respect of this proposal, due to the extent of impact upon the village and the errors and omissions within the information presented in support of the Application by Tritax Symmetry.

Overarching Concerns

2. A key outstanding inaccuracy is the differences generated by the highway movements compared to the socio-economic employment generation. The work patterns suggest that the office staff will operate a standard 9 – 5 day, meaning that the 20% of office staff align with the AM peak, as the shift patterns avoid this timeframe. Factoring up the 1,199 AM peak journeys by 5 to reflect 100% of staff, equates to 5,995. This is significantly different to the 8,400 – 10,400 staff noted in the socio-economic chapter. Although recognised to be derived differently, it is clear that the highway model significantly under represents the number of staff and thus employment movements. This could be by as much as 74%. Highways, and as a result the Air Quality and Noise Assessments that utilise the transport information within the reports, illustrates serious inadequacies in the reports conclusions and thus the mitigation required. This undermines the credibility of the whole scheme and the ability for anyone to accurately provide comment on the proposals.

3. The whole highways approach appears to be fundamentally flawed. A nationally significant infrastructure project should be seeking to direct traffic primarily towards the trunk roads. Recognising that there are significant issues with key nodes on the important surrounding highway network but not proposing any improvements (e.g. M69/M1 interchange) simply forces all associated employee traffic to 'rat run' through the villages and other lower order roads. This as an approach cannot be considered logical, even if upgrades to junctions on these roads are proposed. The essential point underpinning the Applicant's proposal is its proximity and accessibility to the trunk road network, which it is then not seeking to ensure unimpeded traffic flows so that it can be used. This appears to contradict a key requirement for national logistic facilities, as set out in the Department for Transport's National Policy Statement for National Networks (NNNPS).

Site Selection and Evolution

4. There is a disparity in the approach taken towards the evidence base underpinning the need for the rail-linked logistics park. It is recognised that there is a *national* need for additional logistic facilities, but all justification placed forward for the locational requirement is predicated on the fact it aligns with one of five possible growth areas for logistics in Leicestershire; this is a *localised* search area, that does not even extend beyond the county.

5. The search area is very tightly drawn in respect of alternative sites considered, whilst not actually respecting the suggested direction of growth even within Leicestershire. The site options process appears tokenism at best, with clear and obvious reasons to discount the alternative sites; no meaningful assessment has therefore been undertaken to justify a *national* facility in this location; it is contrary to paragraphs 4.26 and 4.27 of the NNNPS.

6. It appears much more logical to position a new facility further west, past Nuneaton, as the rail lines from the south and west connect. This would enable a single facility to service both lines and thus offer greater resilience for the future.

Compliance with Rail-Linked Definition/National Infrastructure Objectives

7. The proposed layout fails to maximise the ability for providing rail linked units; less than 50% of the units have a direct connection, a position which appears could be rectified by better on-site design. This appears a missed opportunity, and potentially leaves the scheme open to essentially operate as a standard logistics park. Such a scheme should then be delivered through Local Plan allocation process, rather than in an inappropriate countryside location secured via a dubious national requirement justification.

8. The rail port design is considered to have been created in order to minimise the land required for this element. Given the short-comings noted within this response on landscaping/visual impact, footpath marginalisation and flood risk issues, it seems clear that the site is in fact not large enough to accommodate all the necessary infrastructure at a suitable scale. Compromises have therefore been made, which in itself has diluted the benefits of the scheme and increased the resultant harm. It is considered by SSPC that the scheme due to its design, as far as the details are provided at this stage, do not accord with the contents of paragraphs 4.28 – 4.35 of the NNNPS.

9. Serious concerns are also considered to exist in respect of the compliance with sustainable development objectives of the NNNPS. The lack of sufficient existing or proposed public transport links leaves the site reliant on private transport. The site is not designed to be carbon zero, with on-site energy seemingly curtailed to avoid the need for a second DCO, and the reliance on a gas-powered CHP. This does not meet the high standard expected for national infrastructure projects in terms of sustainability, a position that will clearly become worse when operational, due to the emergence of electric HGVs. There will be insufficient energy generation to meet the needs of charging vehicles and thus a reliance will be placed on the fossil fuels used to power the grid in order to charge electric vehicles. This is clearly undermining the aims and objectives for green vehicles and a cleaner energy future.

Locational Impact

10. The site is very rural in character, with relatively small-scale settlements scattered across the landscape. The scale of the development is clearly out of keeping with the character of the FVNP area within which it is partially located; the largest village Stoney Stanton could be entirely accommodated within the main built section of the proposal. Moreover, the buildings have no human element, providing substantial structures in terms of their dimensions, again contrary to the scale set out in the villages. In particular with buildings up to 28 metres and set on land between 10 and 20 metres higher than the villages to the east, the buildings will appear dominant in the landscape, permanently eroding the overall character that makes up the Fosse Village area.

Socio-Economic Effects

11. The proposal will generate a substantial number of employment opportunities; however, there is a lack of joined up thinking in terms of where the jobs are being created against those in need. New employees are shown to be travelling from the urban areas where house prices are lower (central Rugby and Leicester for example), adding to the travel costs to employees and traffic levels to the more expensive surrounding villages. The draw to the location also aligns with areas of higher unemployment, which is in contrast to the very low unemployment in the District/Borough within which the Application Site is located.

12. There are also a significant number of other large logistic parks competing for staff. It is known that Magna Park, Leicestershire (9.5 km south-east of the Application Site), struggles to secure sufficient staff; busses of contract workers from Birmingham commute every day to fill these voids. Adding substantial additional logistic employee demands to an area where there is already a number of other new/enlarged sites coming forward and known staff shortages within the sector appears illogical. It will simply be compounding a known problem.

13. The socio-economic assessment insufficiently assesses the impact on human health. Physical and mental health are important considerations and the generation of jobs cannot simply be considered to usurp this impact. The Health and Equality Briefing Note provided by the Applicant includes no clear reference to human health, well-being or equality being considered. This shortfall manifests itself in numerous ways:

- Impact upon local residents due to deterioration in environmental conditions to their living environment (air quality; noise; traffic levels/congestion);
- Impact upon perceived safety to residents in the area for any non-car borne movements: additional traffic restricting ability to access facilities on foot, particularly for young and older residents;
- Reduction in benefits from using public routes in vicinity of Application Site as visual setting changed – particularly important for footpaths on the site which have a lack of safety due to their design and potential for antisocial behaviour as a result;
- Impact upon safety for traveling on trunk roads due to high volume of HGVs;
- Impact upon tranquillity of amenity areas. Burbage Common and the Aston Firs SSSI are nearby leisure and recreational activity destinations which it is noted will be unacceptably impacted by noise from construction phase works;
- Impact upon fauna and the changed perception of the rural setting of the landscape; wildlife may well be replaced with HGV noise, massively changing the feelings of the use of spaces;
- Impact upon residential amenity where high acoustic fencing needs to be constructed immediately adjacent to dwellings.

14. There is also an inconsistent and over-estimation made in respect of the number of HGV miles being removed from the public highway. Tritax Symmetry (the Applicant) have stated 1.6 billion HGV kilometres would be removed (cira 994 million miles); yet the highway consultant BWB have indicate that 83 million miles will be saved. The difference is significant. However, if the number of HGV miles is calculated using the information provided by Felixstowe Port, then is figure is reduced to 21.05 million miles. These figures are massively misleading but are

integrated into the benefits delivered; the HGV miles saved should be considered much lower, and whilst still a benefit needs to be weighted accordingly, and in particular balanced off against the additional congestion harm created to the local area.

Highways

15. SSPC have severe concerns in respect of the highway information presented in support of this Application. Even at this late stage, it would appear that the highway model and mitigation is still not agreed with any of the statutory highway bodies (County Highways or National Highways). If the model and mitigation is not yet agreed, then clearly the public is at a serious disadvantage to provide comment, as the precise impact and necessary mitigation is not yet clear.

16. From a highways perspective, specifically from the point of the impact upon Stoney Stanton, the following issues are noted with the existing information presented:

- Methodologies for the calculation of employee counts requires a critical review in terms of the captured peak hours and employee shift patterns.
- Necessity of the furnessing methodology requires additional information; explanation as to what the methodology seeks to achieve as well as reasoning for the diversion from typical assessment methodologies (future scenarios, plus committed development flows, added to development trips giving future scenarios).
- All methodology and trip generation should be fully approved by the statutory consultees that have raised issues. Concerns raised by member of the TWG that are not exhaustive to those mentioned within this review should be considered in further detail.
- A full analysis and modelling of the M1 Junction 21 is necessary to get an understanding of the present capacity and future year scenarios. Distribution from this junction into the local villages if more traffic is added to the strategic road network will need logical consideration.
- Consideration to amend HGV trips to correctly reflect what is presented within Appendix 3 should be actioned.
- Formatting errors require amendment in regard to linked reference and data values within tables to ensure the structural integrity of the data being presented.
- Comments surrounding redistribution of traffic along Hinckley Road / B4669 in regard to the eastern villages should not be written relative to one another as a positive towards Sapcote and Stoney Stanton. Relative to the villages own prior carriageways, traffic redistribution is explicitly negative to residents and this should be excluded as a concluding point.
- Clarity on the 'benefit' of traffic not being fully diverted to Sapcote at the Stanton Lane / B4669 priority-controlled T-junction in relation to Stoney Stanton; comment that this will lead to only other traffic routing option is through Stoney Stanton.
- Comment and potential modelling regarding the balancing of traffic in the vicinity of Stoney Stanton is required to fully estimate the impact on the eastern villages. It should be considered that the only routes directly east are through the eastern villages and thus balancing of the traffic would not be sufficient contextually as the choices are either to travel through Sapcote or Stoney Stanton. The statement posing the balancing as a resolution to the significant redistribution should be contextually analysed in regard to

the location of routes to the east; the balance of traffic here is unachievable so it should not be posed as a solution.

- The reference to the Eastern villages now being more accessible should be portrayed as a detriment to the Eastern villages. This conclusionary statement should be reviewed contextually against the routing out of Stoney Stanton to nearby locations to understand that the new 'access infrastructure' scheme will not benefit the resident's accessibility and will rather be a detriment, via more through-routing traffic being funnelled towards the village.
- Pedestrian, cycle and bus route trip data should be reviewed contextually to the accessibility of the development and these trips should be distributed accordingly through other modes of travel. This change would alter car trips so further modelling would have to be considered.
- Stating that the software used to produce the capacity assessment models requires amendments to correctly reflect the processes used throughout modelling.
- Further comment regarding the criteria process chosen is required on junctions that did not meet initial capacity criteria but now require further mitigation schemes is required; the criteria process should be reviewed in these instances.
- Formatting errors in regard to references and comments outlining incorrect carriageway names requires review to uphold the structural integrity of the reporting.
- Speed survey data should be provided to back up speed restriction changes to quantify the benefits of such mitigation.
- Reference to the mitigation measures to be provided within Stoney Stanton be listed; the location of features should be specifically outlined within Stoney Stanton as physical restrictions in the village may not allow for features to be enhanced or added.
- The conclusion that traffic calming would deter traffic from the most direct routing through the eastern villages when Stoney Stanton and Sapcote are the main, and only, two routes eastwards needs to be analysed with context to the local area and further expanded upon.
- Further mitigation on the junction should be proposed or an outline of contributions to the local area made to support pedestrian and cycle movements affected by the increasing flow of traffic through the area.
- Explanation of why the Junction 38 LinSig model was conducted should be outlined as physical constraints within the village make signalising the junction not a feasible option.
- Mitigation for Junction 38 needs to be put in place otherwise the junction is not considered solved and no such conclusion that all overcapacity junctions have been addressed can be made.

Noise, Vibration and Air Quality

17. The baseline information provided is considered to be incorrect, given the issues already noted in respect of the highway information upon which these assessments are based. Notwithstanding this, there are concerns over the omission of night-time monitoring at a number of noise sensitive receptor locations (NSR) [5, 9, 18 and 19] and thus it is unclear how appropriate mitigation can be suggested without this baseline information. No noise assessment at all appears to have been undertaken for NRS 28 on Leicester Road, Hinckley, yet acoustic fencing is considered to adequately protect these residents. There is no factual basis for this conclusion though.

18. The quantum of acoustic fencing required and its position underlines the unacceptable proximity of the site to noise sensitive locations, essentially on all sides. The inclusion of acoustic fencing at 4 and 6 metres to enclose Aston Firs caravan park to the south on two sides presents an unacceptable relationship for these properties. The requirement for 1.55 km of fencing to the north and west, with much expected to be on bunds, is considered to represent an inappropriate situation; this is augmented by a lack of appropriate landscaping. The inclusion of acoustic fencing onto an elevated bridge then augments the inappropriate level of noise needing to be mitigated.

19. The impact of the noise extends to important nature areas which are frequently used for leisure purposes by the local residents. Extra traffic rat running through the villages, causing congestion and thus idling vehicles will add to the noise and air quality issues in the settlements; this has not been adequately considered at present.

20. Stoney Stanton already experiences lower levels of 'clean air', due to its proximity to Hinckley and the M69, given the prevailing wind direction and local topography. Increasing traffic flows within the immediate area, as well as on the Strategic Highway Network and from activity on the Application Site itself, will simply augment the existing issues.

Landscape and Visual Impact

21. The scale of development means that there is only limited scope for landscaping to mitigate the substantial visual harm. It is recognised by the Applicant that there will still be a large number of residual significant effects remaining at Year 15 (i.e. once vegetation has matured). This includes a number of public viewpoints, rights of way, a heritage asset and private locations.

22. The current assessment has failed to consider the existing bridleway across the site, V29/7, which will have its visual context completely removed. Moreover, this will be redirected along the edge of the site adjacent to the M69 such that the countryside sensation will be replaced by an enclosed, noisy and poor quality route. The footpaths on site are marginalised within the scheme, creating unacceptable and unsafe rights of way.

23. A number of judgements within the Landscape Report are also questioned, as they are not robustly justified. The night-time lighting assessment is also limited, and clearly fails to appropriately consider the impact upon this current dark sky from a number of viewpoints, including numbers 9, 12, 20, 24, 25 and 32. These issues underline the fact that the significant harm at Year 15 may still be an under-representation of the level of damage this site may cause to the surrounding area.

Ecology and Biodiversity

24. The site will undoubtedly impact upon ecology and nearby ecological designations. There is however a lack of clear information to determine the extent to which ecology will be harmed, due to short comings in the highways, noise and air quality reports. Moreover, a full baseline position has not even been created for the whole DCO, but merely relies on generalised comments for the peripheral land. Full surveys of all land should be required.

25. The proposed scheme eradicates all existing habitats on the main development site. This removes the network of hedgerows and thus linear corridors available to fauna, whilst existing ponds are removed, harming movements of great crested newts. The proposed scheme offers only a single notable linear route, along the eastern side of the site adjacent to the M69. The risk of interaction between fauna and the M69 will be increased as a result of its positioning, whilst it is also located on the wrong side of the site in comparison to all the existing ecological designations.

26. For national infrastructure projects, it is considered by SSPC that there should be sufficient land available on site to offset the losses incurred. This does not appear possible in this instance, reflecting again the overdevelopment of the land. Given the proximity of the site to a number of designated ecological areas, the reduction in biodiversity value should be seen as a severe negative. The importance of ecology from Central Government is rising and thus to allow a scheme such as HNRFI to be allowed where it clearly flies in the face of this policy steer would be inappropriate.

Surface Water and Flood Risk

27. Serious concerns are raised in respect of the flood risk posed from this scheme. The provision of the rail halt on bunds within Flood Zone 3 appears to reduce the storage capacity of the functional flood zone. This contradicts the national requirements on ensuring no increased flood risk elsewhere. On this reason alone, the scheme should not be considered acceptable and contrary to the NNNPS.

28. The drainage strategy is also questioned, with significant quantities of water stored within crates underground. A high groundwater table means that this does not appear to be a realistic option on the lower land, where many of the crates are proposed. Moreover, where the ponds are proposed, their capacity is questioned given the quantum of surface water flooding recognised to occur on site and the impact upon the flood plain capacity and the fact that the bund may well hold water behind it. The drainage strategy is not considered robust, which could pose a risk to human life, particularly if the redirected stream on site is not appropriately designed and over-tops its banks onto the M69.

1. INTRODUCTION

1.1 This Written Representation (WR) is made on behalf of Stoney Stanton Parish Council (SSPC). For clarification, Stoney Stanton Parish lies to the immediate east of the proposed Hinckley National Rail Freight Interchange site (HNRFI), to the east of the M69. This places the Development Consent Order (DCO) less than 1.5 kilometres from the proposed HNRFI and thus there is the potential for the development to have a significant impact upon this nearby settlement.

1.2 The view of Stoney Stanton Parish Council is that there are significant deficiencies in the evidence base presented as part of this Application. The expected effects of the development are frequently underplayed, the benefits over-emphasised and there is a lack of suitable mitigation to appropriately offset/overcome the identified harm. On this basis it is considered that the Application should be recommended for refusal.

1.3 This WR sets out the case for SSPC under the following topic headings, reflecting the chapters of the Environmental Statement (ES):

- Site Selection and Evolution
- Locational Impact
- Socio-Economic Effects
- Highways
- Noise, Vibration & Air Quality
- Landscape and Visual Impact
- Ecology and Biodiversity
- Surface Water and Flood Risk

1.4 As an initial wider point about the accuracy of the information and the approach undertaken, it was helpful that clarity was provided by the Applicant through the Preliminary Hearing on 12 September 2023 in respect of the difference between the employment generation figures and the approach undertaken for the Transport Assessment. It would have been useful if the information was accurately presented in the first place to avoid this 'misunderstanding' by everyone.

1.5 However, it still raises the question as to whether the information provided follows the "Rochdale Envelope" approach of presenting the worse-case scenario as different baseline information essentially is used for the various reports. Put simply, a highway model that under-estimates the level of vehicle movements does not represent a worst-case scenario; where the expected vehicle movements clearly do not align with the expected level of employment, then there is an issue with the evidence base and the mitigation strategy that stems from it.

1.6 In terms of a worse-case scenario, one would expect that this requires all employees to work at the site, rather than a split home/work arrangement. If the end users are not known, then exact working arrangements cannot therefore be known, reinforcing this necessary assumption. Within the Transport Assessment (TA) (original and updated Sept 2023 versions) at paragraph 6.36 and 6.37 it is stated that 20% of employees will be office/management staff, working a standard 0900 – 1700 pattern. This would mean that this 20% of staff would be arriving within the AM peak to accord with their 0900 start to their workday. Table 6-10 of the TA notes the arrival of 1,199 journeys in the AM peak in association with the site. It is not unreasonable to assume this equates to the 20% of office/management staff, given the stated shift patterns for warehouse staff/drivers falling outside this timeframe, and the 10% support staff (cleaners, catering, security etc) will work

various work patterns [in essence this would present a best case scenario as some of the support staff may also be included within the 1,199 movement figure stated]. If 20% of the staff generate 1,199 journeys, then this figure multiplied by 5 logically equates to 100% of the movements for all staff. 5 x 1,199 = 5,995 staff.

1.7 A TA figure equating to 5,995 staff, is therefore below the previously assumed figure of 8,400 employees that was incorrectly included in the report. The shortfall of the traffic generation is therefore likely to be greater than previously considered, as there is between 2,400 and 4,400 staff journeys absent from the data (assuming between 8,400 – 10,400 staff on site as per the Socio-Economic Report). This could represent shortfall in the number of expected movements compared to employee numbers by up to 73% (4,400 / 5,995). Highways, and as a result the Air Quality and Noise Assessments that utilise the transport information within the reports, illustrates serious inadequacies in the reports conclusions and thus the mitigation required. This undermines the credibility of the whole scheme and the ability for anyone to accurately provide comment on the proposals.

1.8 Furthermore, the whole highways approach appears to be fundamentally flawed. A nationally significant infrastructure project should be seeking to direct traffic primarily towards the trunk roads. Recognising that there are significant issues with key nodes on the important surrounding highway network but not proposing any improvements (e.g. M69/M1 interchange) simply forces all associated employee traffic to rat run through the villages and other lower order roads. This as an approach cannot be considered logical, even if upgrades to junctions on these roads are proposed. The essential point underpinning the Applicant's proposal is its proximity and accessibility to the trunk road network, which it is then not seeking to ensure unimpeded traffic flows so that it can be used.

1.9 These inherent deficiencies flow through the underlying objections to the proposal by SSPC.

2 SITE SELECTION AND EVOLUTION

2.1 There has been very little change to the information included to underpin the principle of acceptability of this proposal since the initial public consultation information. The issues raised at this early stage are therefore still considered to exist, outlining severe deficiencies in the information provided and the robustness of the site selection process.

Principal of Need and Site Assessment

2.2 The principle of the need for the facility as purported by the Applicant is predicated on two published documents:

- a general 'national need' and support for the transfer of goods from road to rail, as set out in the Department for Transport's National Policy Statement for National Networks (NNNPS) (December 2014); and
- a Leicestershire based need to maintain and strengthen the county's position in respect of the logistics sector, as set out in the Leicester and Leicestershire Enterprise Partnership's Strategic Economic Plan 2014 – 2020 (LLEP-SEP) (March 2014). This was updated by the Wider Market Developments: Implications for Leicester and Leicestershire (Jan 2017) in terms of the required need.

2.3 It is not disputed that there are benefits to encourage the transfer of logistic goods from road to rail, but clearly this needs to be in the correct locations, as outlined in detail through-out both the adopted NNNPS and the draft NNNPS (March 2023). It is not considered however that the Application fulfils the aims intended to reduce traffic and generate carbon benefits of the NNNPS through a number of substantive failures of the proposal. These are picked up within the subsequent sections where appropriate, with the principal issues considered here. Overall, it is not considered that the Application represents sustainable development.

2.4 The LLEP-SEP forms the key guiding document for why the selected site has been chosen. The LLEP-SEP set out five potential Growth Areas for Logistics in Leicester and Leicestershire; it is not stated anywhere that they should all come forward, or indeed whether any one location was preferred to the others. These growth option areas were then developed within the more recent Leicestershire Authorities Warehousing and Logistics in Leicester and Leicestershire: Managing Growth and Change (April 2021) (extract below). Moreover, the LLEP-SEP also outlined key areas of opportunity within the rest of the East Midlands and recognised the need to consider the larger picture in terms of delivery of key strategic infrastructure.

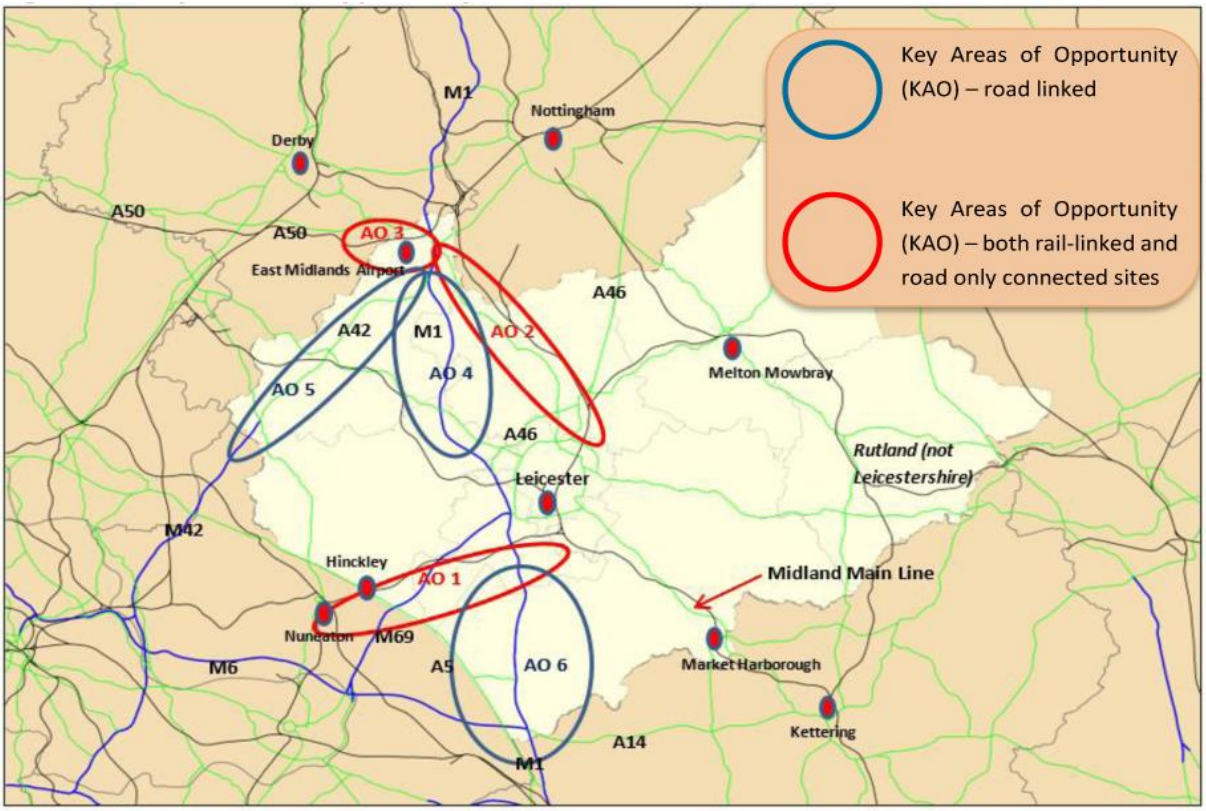


Figure 15 (page 133) of Leicester and Leicestershire Authorities Report Warehousing and Logistics in Leicester and Leicestershire: Managing Growth and Change

2.5 Despite the LLEP-SEP considering the wider picture, the approach from the Applicant appears to focus entirely on a Leicestershire based search for a national infrastructure project. Presumably, this is predicated on the need to use the LLEP-SEP as the core document to justify its need in this geographic location, a situation that cannot be used if land say 5 miles to the west is promoted, as this is within Warwickshire. Arbitrary county boundaries should not be used as a defining barrier to undertake a site search for rail-linked distribution centres. The

need and use of any such facility clearly extends beyond Leicestershire and thus the assessment of suitable sites must also reflect this. To not undertake such an assessment is considered to result in a seriously flawed background assessment that seeks to identify this site as the most appropriate. The fact that the socio-economic benefits works off the basis of the occupants meeting either a regional or national need illustrates that the Applicant should be aware that there is a conflict in the geographical scale of consideration given to the site location matter.

2.6 In terms of the ability for a facility to service the ports, the proposed site is located on the railway line that connects into Felixstowe; this line then extends further west towards Birmingham via a junction to the north of Nuneaton. At this junction, the line connects with the track connecting towards the Southampton port. Put simply, a site just a few miles to the west would be able to serve two ports, rather than a single port, and thus would offer greater flexibility to its use (and to the logistic industry) as well as making it more resilient to future changes due to this increased port coverage. From a *national* or a *regional* perspective, rather than just a county perspective, selecting a site on the line between Nuneaton and Birmingham is more logical. Delivering resilient infrastructure should be a key consideration of any national infrastructure project.

2.7 Notwithstanding the criticism levelled at the Applicant, the actual alternative site assessment undertaken by the Applicant does not even relate to the opportunity area noted in the LLEP-SEP upon which they seek to rely for justification. This identified 'Option 5; South-West Leicestershire' to cover the rail opportunity within the southern part of the county. However, site options 1 – 3 (Brooksby, Syston Fosse Way Junction and Syston Barkby Lane) are all located to the north-east of Leicester and thus does not accord with the baseline position set out within the LLEP-SEP or the subsequent County based economic publications. Whilst located on the same freight line, they are sites that are discounted because they are in the flood plain (sites 1 and 2) and not sufficiently connected to the strategic highway network (sites 1 – 3). They seem therefore to be 'tokenism' sites to have considered, as it is clear that they would not be selected.

2.8 The three other sites considered also appear to have an element of tokenism, with all three selected sites 4 – 6 (Whetstone, Littlethorpe and Croft) being within the flood plain. Negative comment was also made in respect of the impact upon the Green Wedge for Whetstone, despite no mention of the impact upon this allocation for the Application site within Hinckley and Bosworth Borough. Issues over the level of access possible to the highway network were also then cited for sites 5 and 6.

2.9 Essentially, the appraisal of alternative site options has only covered a very narrow area to conclude that the Application Site is the best available opportunity. As noted above, the scale of infrastructure proposed needs to influence the scale at which the assessment needs to be undertaken. Selecting an arbitrary short section of land along the railway line to meet a national infrastructure project cannot be considered a robust approach. It does not accord with the requirements of the NNNPS paragraphs 4.26 and 4.27 on alternative site considerations.

2.10 Additionally, it is recognised that there are already an extensive number of existing and approved commercial rail ports within this part of the region. Nowhere within the Applicant's evidence base is it justified why an existing facility is not being expanded. In terms of the

timeframe for delivery, and the quantum of financial outlay to enable the same level of floorspace to be created, expansion of an existing facility would almost certainly perform better than the current proposal. This represents another source of land options that have simply not been considered.

2.11 As was indicated many times during the initial Hearings into this National Infrastructure Project, the onus is on the Applicant to provide the justification necessary to support the proposal. Provision of information that is not robust would influence the outcome of the Inspectors Report; it is considered that the justification for selecting the site in question is seriously flawed. This jeopardises the acceptability of all other work that stems from it on the site, as it is unknown whether there would be a preferred site elsewhere that has less impact upon the local area.

Site Evolution and Compliance with Rail-Linked Definition/National Infrastructure Objectives

2.12 The indicative masterplan for the site has only been tweaked between the initial public consultation version and that submitted as part of the Application. The key concerns highlighted as part of this initial consultation therefore largely still remain.

2.13 The site itself is designed to simply provide a rail port on one side of the site. This appears to be a significant missed opportunity to maximise the number of units that are rail-connected. It is recognised that not all units need to be connected to represent a rail served logistics park. However, with only 4 of the 9 proposed units physically connected, it needs to be made clear that the scheme is delivering the objectives proposed; this cannot simply be a route by which to circumnavigate the planning system and secure consent for warehouses in the countryside.

2.14 In terms of the alignment of the proposed rail port, the ES states that the site is insufficient in scale to accommodate a central rail port. It is not clear whether this is a physical constraint (i.e. the curvature required is too great to allow the trains access), or whether it is down to the land take that it would require (i.e. the developable land area would be too severely reduced to be viable).

2.15 The current scheme minimises the quantum of railway line, keeping land-take for this infrastructure to a minimum. Its functionality however becomes reduced. Clearly a central halt, such as with the East Midlands Gateway, is the preferred option where sufficient land is available. Given the short-comings noted within this response on landscaping/visual impact, footpath marginalisation and flood risk issues, it seems clear that the site is in fact not large enough to accommodate all the necessary infrastructure at a suitable scale. Compromises have therefore been made, which in itself has diluted the benefits of the scheme and increased the resultant harm. It is considered by SSPC that the scheme due to its design, as far as the details are provided at this stage, do not accord with the contents of paragraphs 4.28 – 4.35 of the NNNPS.

2.16 It is also important to consider another fundamental pre-requisite of national infrastructure projects. For rail freight interchanges, an intrinsic requirement is the ability to connect to the strategic rail and road networks and to ensure that there is capacity for the operation of the facility (paragraph 4.80 of the NNNPS). The Applicant has recognised this through discounting most sites within their site search on insufficient access to the strategic road network.

However, it is clear that there needs to be *capacity* within this surrounding network to enable it to function. This appears to be a fundamental failure of the current proposal, as it is accepted that the interchange between the M1 and M69 is already operating over capacity (see Transport Assessment Tale 7-3 – ref 6.2.8.1). As a result, there are substantial delays nearly every AM and PM weekday peak at this junction, and as a consequence there is already a significant proportion of traffic that 'rat-runs' through the villages and lower order roads. The modelling it is assumed reflects this and augments it given the expectation is that there would be very little increase in traffic through this junction as a result of the proposal. National Highways have stated that there are no programmed enhancement or alteration works to this junction and thus as a result, this 'do nothing' situation will only make the existing situation worse. Access onto the Strategic Road Network (SRN) essentially does not therefore exist in a northernly direction towards the M1 as the junction has insufficient capacity to deal with the development.

2.17 It is known that there are continued issues with the highway modelling and the impact upon key transport junctions. It is noted in the National Highways Relevant Representation these related to the M69/M1 junction noted above, plus the M69/M6/A46 interchange, and various junctions along the A5 from the M69 westwards. This in essence highlights unresolved concerns over junctions in all the major traffic directions using the SRN. If the SRN is not available for ease of use without unreasonable delay from congestion, then it should not be considered a viable option as alternative routes will be used by all.

2.18 Finally, a third area of significant concern is whether the proposal represents sustainable development and meets climate change expectations. Locationally, the site is in open countryside and difficult to reach by non-car modes. Any opportunities to enhance this (bus upgrades; direct transfer links from Hinckley Railway Station) appear to be largely absent, and given the expected draw for employees (concentrations from Leicester and Rugby for example), it is clear that sustainable transport will not be a viable option without substantial public transport upgrades.

2.19 The proximity and interaction of the site with Flood Zone 3 for the rail halt raises concerns about its impact upon increased flood risk downstream (see separate heading below for full details), and the level of water capture intended to be reused on site. For a scheme of this scale, it is also disappointing to see a high proportion of the water storage in crates underground, minimising its environmental benefits.

2.20 From an operational perspective, it is also concerning that the scheme is not being designed to be zero carbon. The on-site energy generation (49.9 MW) appears to be deliberately curtailed to ensure that it does not trigger the requirement for a second Development Consent Order. It was indicated by the Applicant that this threshold is down to the available space to accommodate solar panels, but this appears to simply be factually incorrect. There seems to be no justifiable reason why additional solar panels could not be accommodated on the roofs, or other renewable sources installed on site to remove the need for fossil fuel reliance. The scheme appears to fall well below the possible renewable energy levels that could be delivered, and the reliance on a gas-powered CHP should not be accepted. This is out-dated technology and put simply, the proposal is not achieving the required level of comparable developments, let alone enabling itself to be seen as an exemplar scheme which is what national infrastructure schemes should be doing.

2.21 The level of on-site renewable energy generation and option to secure green energy is also very concerning given the transition over the next 10 years to electric vehicles. Clearly a substantial number of charge points will be required for the car parks and fast chargers for the HGVs. This includes the local HGV delivery journeys. This would lower the emissions from tailpipe exhausts.

2.22 The transition to this technology and the requirement for fast chargers (circa 1MW) for a 45 min break charge is not at all factored. Given the site supplement for its electrical supply from gas powered generation, then the offset the new technology requirements is not factored and indeed would be burning fossil fuels in order to charge EV's which is nonsensical. Provision should be made at this stage for substantial connection to the overhead national grid power supply that runs within less than 0.5kM of the site and would provide a clean power supply that would transition to clean energy as the national grid does. Even when the national grid production is running on fossil fuels, the scale of the associated plant is significant in terms of it efficiency energy in to energy out. It would also mitigate local carbon and associated pollutants being produced and be advantageous with the take up and government mandate to produce no ICE HGV from 2040.

2.23 Reflecting all the issues with locational options for travel and the substandard renewable energy generation, it is considered that the proposal does not accord with the climate change expectations for such proposals as set out within the NNNPS para 4.36 onwards.

2.24 In conclusion on the need and justification for this proposal in this location, it is considered that the overarching evidence base is simply absent and/or incomplete. These inherent issues stem from both the level of information provided and seemingly the need to achieve a certain level of development which means that the harms generated escalate. It is considered that the scheme does not meet a number of the basic requirements to enable a fully justifiable sustainable rail-connected logistics scheme to be delivered.

3 LOCATIONAL IMPACT

3.1 The proposed development is seeking to provide up to 650,000 sqm of logistic warehousing and support facilities on 187 hectares of land (main HNRFI site). This would be within buildings predominantly set between 22 and 28 metres in height (Zones A – E) (see Figure 3.2 Parameters Plan – ref 6.3.3.2). This would be set partially within the Fosse Villages area.

3.2 The Fosse Villages Neighbourhood Plan (FVNP) (made June 2021) covers 10 villages/Parish Councils located within Blaby District. The introduction section of the FVNP sets out clearly the character of the area in which the Application site is located:

"*The ten settlements within the area each have their own character, although they are generally small to medium scale communities, ranging from hamlets such as Potters Marston (population 30) to Stoney Stanton (population 3,460). The total population of the area amounts to an estimated 11,663, giving an overall population density of 2.2 persons per hectare. It is, therefore, predominantly a rural area.*" (paragraph 4)

3.3 This outlines the small-scale nature of the vast majority of the development in this location; it represents a pocket of comparative rural tranquillity set within a number of larger towns and

cities (Leicester, Coventry, Hinckley/Nuneaton) to which the current proposal is clearly at odds with.

3.4 The land upon which the warehouse buildings are proposed would be capable of easily accommodating the whole of Stoney Stanton village, the largest settlement within the Fosse Villages. It is therefore quite obviously many times larger than the smaller settlements within the localised area. It does not relate in scale to the area in which it is located.

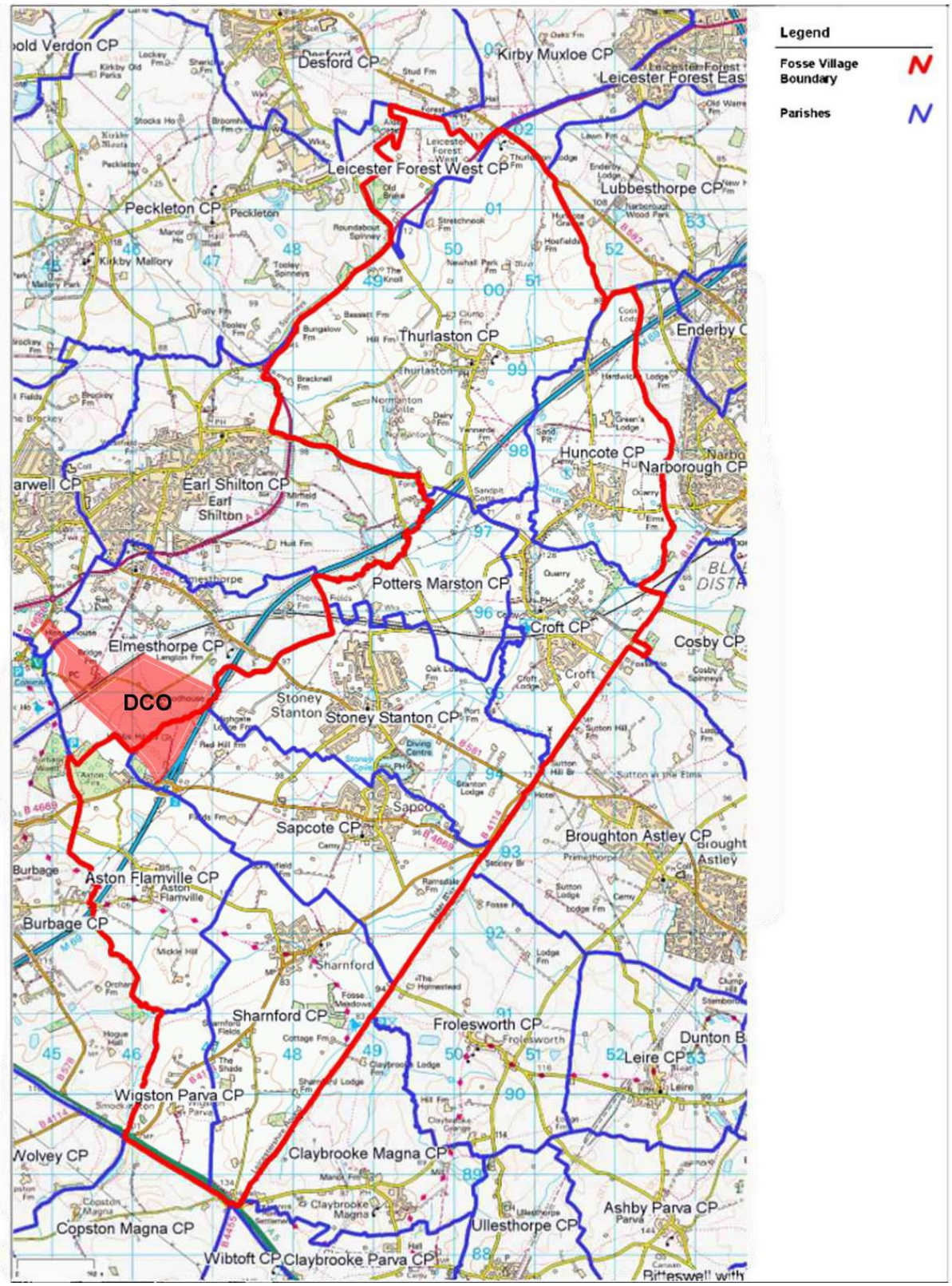
3.5 The grain of development is also significantly different; the villages consist of small-scale buildings (mainly houses) with regular punctuations between buildings, coupled with open spaces, differing building designs and materials and key focal points. The design of the Logistics park will be in stark contrast, generally offering unified extensively sized footprint buildings and little relief to break up the built form. Moreover, the height of the buildings also changes the overall scale compared to the villages; many of the buildings proposed are likely to be around twice the height of the church spires in the surrounding villages – the current focal point on the horizon. The 28 metre warehouses are also likely to be around three times the height of most houses within the villages.

3.6 Augmenting the height of the warehouses proposed, the highest units are proposed on one of the most elevated section of land (Zone D). The villages to the east are set on land 10 – 20 metres AOD lower, augmenting the prominence of the proposal from the east upon the FVNP. The degree of change that the scheme will generate to the local area, regardless of detail of the proposal is therefore immense.

3.7 In terms of emotive issues within the Fosse Villages, traffic and congestion features highly. The FVNP again summarises this as follows:

"Local roads are already overloaded with very heavy through traffic - cars and HGVs on the B4114, B581, B3669 and B582. The road network in the Fosse Villages area has had no substantive improvement whatsoever since the opening of the M69 in 1977. With more development and car use the problems caused by traffic and air pollution will get worse. The virtual total absence of inter-village roadside footways or bicycle tracks ensures there are no safe alternatives to vehicular use." (paragraph 44)

3.8 This summarises the local situation and the view of residents of the area; the highway infrastructure is already struggling and there are no realistic alternatives to the car for most journeys. Adding in thousands of extra car, van and lorry journeys every day through these overloaded highways will not assist the area at all; it will simply discourage the use of bicycles through safety concerns as result of the quantum of traffic and erode the quality of life for residents. Paragraph 44 of the FVNP outlines the issues in the area, but as noted above, the proposal is not seeking to adequately address them in terms of delivering new non-car borne infrastructure; and it is still very unclear whether it is even meeting its own needs on the junctions it is deemed necessary to upgrade, given the current unresolved highway modelling issues.



Annotated Extract of Fosse Villages Designation Area (outlined red); DCO site shaded red

3.9 The FVNP recognises the need to accommodate some growth, including the potential impact to the area through the Leicester and Leicestershire 2050: Vision for Growth. This included a

southern gateway focused around the A5 and a proposed new link between the M69 and M1. The FVNP outlined that the Neighbourhood Plan group would positively engage with proposals that come forward for this strategy within policy documents. This highlights the general acceptance to change where necessary, providing it is undertaken in a strategic and joined up manner. The key difference between the 2050 Vision and this proposal, is that there are no obvious benefits being given to the local community, just significant harm due to additional traffic and pollution without any of the useful connecting infrastructure.

3.10 These matters are considered in greater detail within the landscape and transport sections in particular. It is important to note that the scheme does not relate at all to the local character, but will appear as an alien feature within the countryside. In terms of the jarring juxtaposition between a logistics park and settlement, it would be useful for the Inspectors to consider the relationship between Magna Park and Lutterworth. Both are at an enhanced scale compared to the current DCO/village arrangement, but it illustrates how much Lutterworth is influenced and dominated by Magna Park and the problems that transpire.

4 SOCIO-ECONOMIC EFFECTS

4.1 It is acknowledged that HNRFI will generate socio-economic benefits; the direct creation of between 8,400 and 10,400 employment opportunities cannot be considered insignificant, whilst it is recognised that it will also deliver indirect employment and generate income during the construction and operation phases. However, the extent of these benefits and the harms that result from the proposal are not considered to be fully clarified.

Housing Market Analysis

4.2 The assessment fails to appropriately deal with the impact upon the housing market, through provision of only limited analysis of the local housing market characteristics. It is important to note that the majority of the immediately surrounding area consists of relatively affluent villages, to which the expected wages of the majority of the staff (ie the 70% warehouse and drivers stated) are unlikely to be able to afford. This means that many future staff would need to live further from the site, adding pressure on community and the availability of housing these areas. Figure 6-4 of the Transport Assessment (Appendix 8.1) illustrates this, with concentrations of employee journeys expected to occur from central areas of Leicester, Hinckley, Barwell/Earl Shilton and Nuneaton. This arrangement has a direct impact upon the options for travelling to work, and the impact upon various communities, especially those close to the site which will have these vehicles rat running through their villages. Greater clarity of the housing market needs to be provided, to show that the appropriate employment opportunities are being created to reflect the area in which it is located.

Employee Market/Source

4.3 Reflecting the areas from where the expected staff are expected to be drawn from, it is assumed that there is an infinite employment resource within the Midlands to service all of the logistics industry. This is simply incorrect, and it will influence the ability to attract companies to the facility and for operators to secure (and retain) sufficient staff.

4.4 Blaby District Council has a very low level of unemployment at 1.9%. This is almost half that of the national average (3.6%) and notably lower than the East Midlands average (3.2%). Blaby

District is in fact the joint lowest authority for unemployment within the East Midlands (see tables below). The immediately adjacent authority of Hinckley and Bosworth also experiences relatively low levels of unemployment at 2.6 %. It is clear that the level of unemployment within these two administrative areas combined extends to 2,500 people of economic working age. The expected need for employees therefore will have to draw from a much wider area, meaning that sustainable transport movements are unlikely to occur and that the longer travel journeys will impact upon the cost for transport to employees.

4.5 In contrast to the low level of unemployment in this area, there is a clear concentration of higher unemployment within the West Midlands around the Birmingham conurbation (Birmingham, Wolverhampton, Sandwell and Walsall). Providing a significantly sized employment opportunity in this area is likely to significantly reduce travel distances and times and have a positive impact upon employment generation in that area for the logistics sector.

Labour Supply

Employment and unemployment (Apr 2022-Mar 2023)

	Blaby (Numbers)	Blaby (%)	East Midlands (%)	Great Britain (%)
All People				
Economically Active†	57,100	90.8	77.7	78.4
In Employment†	56,700	90.2	75.1	75.5
Employees†	51,200	82.2	66.3	66.0
Self Employed†	5,300	8.0	8.6	9.2
Unemployed (Model-Based)§	1,100	1.9	3.2	3.6
Males				
Economically Active†	30,900	91.0	82.2	82.1
In Employment†	30,500	89.9	79.4	78.9
Employees†	26,000	77.1	67.1	66.7
Self Employed†	#	#	12.1	11.9
Unemployed§	!	!	3.3	3.8
Females				
Economically Active†	26,200	90.5	73.1	74.7
In Employment†	26,200	90.5	70.8	72.1
Employees†	25,200	87.9	65.4	65.2
Self Employed†	!	!	5.2	6.6
Unemployed§	!	!	3.2	3.5

Source: ONS annual population survey
Sample size too small for reliable estimate (see definitions)
! Estimate is not available since sample size is disclosive (see definitions)
† - numbers are for those aged 16 and over, % are for those aged 16-64
§ - numbers and % are for those aged 16 and over. % is a proportion of economically active

view time-series compare other areas query dataset...

Extract of Employment Activity within Blaby District (source: nomisweb.co.uk)

local authority	numbers	%
Rushcliffe	1,200	1.9
Blaby	1,100	1.9
South Northamptonshire	1,000	1.9
Derbyshire Dales	700	2.0
Rutland	400	2.1
Harborough	1,000	2.2
Melton	600	2.3
North West Leicestershire	1,200	2.3
East Northamptonshire	1,200	2.4
West Lindsey	1,100	2.4
South Holland	1,200	2.4
North Kesteven	1,400	2.4
South Kesteven	1,700	2.5
Hinckley and Bosworth	1,400	2.6
Bassetlaw	1,500	2.6
Charnwood	2,500	2.6
Amber Valley	1,600	2.6
Daventry	1,200	2.7
Chesterfield	1,500	2.8
Newark and Sherwood	1,800	2.8
Wellingborough	1,200	2.8
North East Derbyshire	1,300	2.8
High Peak	1,300	2.8
Bolsover	1,300	3.0
Erewash	1,700	3.0
South Derbyshire	1,600	3.1
Mansfield	1,800	3.2
Corby	1,200	3.3
East Lindsey	2,100	3.5
Broxtowe	1,800	3.5
Gedling	2,000	3.5
Oadby and Wigston	900	3.6
Derby	4,800	3.7
Northampton	4,500	3.7
Kettering	2,000	3.9
Lincoln	2,100	4.2
Boston	1,400	4.2
Ashfield	2,400	4.3
Nottingham	8,200	5.1
Leicester	8,800	5.1
Bromsgrove	1,500	2.8
Herefordshire, County of	2,800	2.9
Wychavon	1,900	2.9
Lichfield	1,600	2.9
Rugby	1,700	2.9
Malvern Hills	1,100	3.0
South Staffordshire	1,800	3.0
North Warwickshire	1,000	3.0
Stratford-on-Avon	2,100	3.1
Shropshire	5,000	3.2
Staffordshire Moorlands	1,600	3.2
Tamworth	1,400	3.2
East Staffordshire	2,000	3.3
Cannock Chase	1,800	3.3
Warwick	2,600	3.3
Wyre Forest	1,700	3.4
Stafford	2,400	3.5
Newcastle-under-Lyme	2,300	3.6
Solihull	3,900	3.7
Redditch	1,700	4.1
Nuneaton and Bedworth	2,600	4.2
Telford and Wrekin	3,800	4.3
Worcester	2,400	4.3
Stoke-on-Trent	5,900	4.6
Dudley	7,600	4.7
Coventry	9,400	4.9
Walsall	7,800	5.8
Sandwell	9,100	6.0
Wolverhampton	8,500	7.2
Birmingham	42,200	7.8

Source: ONS annual population survey [Apr 2022-Mar 2023]

Note: numbers and % are for those aged 16 and over. % is a proportion of economically active
Note: figures and percentages are model based

Extract of Unemployment by Local Authority within the East and West Midlands [September 2023] (source: nomisweb.co.uk)

4.6 Reinforcing the benefit to locating in the West Midlands, it needs to be identified that there are already a substantial number of significantly sized warehouse and logistic parks, including a number that are rail-linked. These include the following that are operational or with existing planning consent:

- Site 1: Adjacent to Hinckley Island, M69 Jn 1
  Distance to DCO: 4 km to south-east
  Size: 1.4 million sqft under construction including DPD depot

- Site 2: Griffen Park, Desford, Leicestershire [inc. Neovia Logistics and Caterpillar]
  Distance to DCO: 7.4 km to north
  Size: circa 3.5 million sqft

- Site 3: M1 Junction 21 Employment Parks, including Meridian Business Park, Grove Park and planned Lubbesthorpe Urban Extension Employment Park
  Distance to DCO: 9.6 km away
  Size: N/A but includes significant number of logistics buildings

- Site 4: Magna Park, Lutterworth, Leicestershire, M1 Jn 20
  Distance to DCO: 9.5 km to south-east
  Size: 13.9 million sqft, including warehousing under construction; largest logistics park in Europe

- Site 5: Mountpark Bardon (I – III), Ellistown, Coalville, A50/M1 Jn 22
  Distance to DCO: 16.8 km to the north
  Size: 3.2 million sqft inc. Amazon and Aldi Regional Depots; surrounding employment area includes significant number of additional logistic units.

- Site 6: DIRFT (Daventry International Rail Freight Terminal), Northamptonshire, M1 Jn 18 (rail linked)
  Distance to DCO: 21 km to south-east
  Size: 13.5 million sqft (phase 3 under construction)

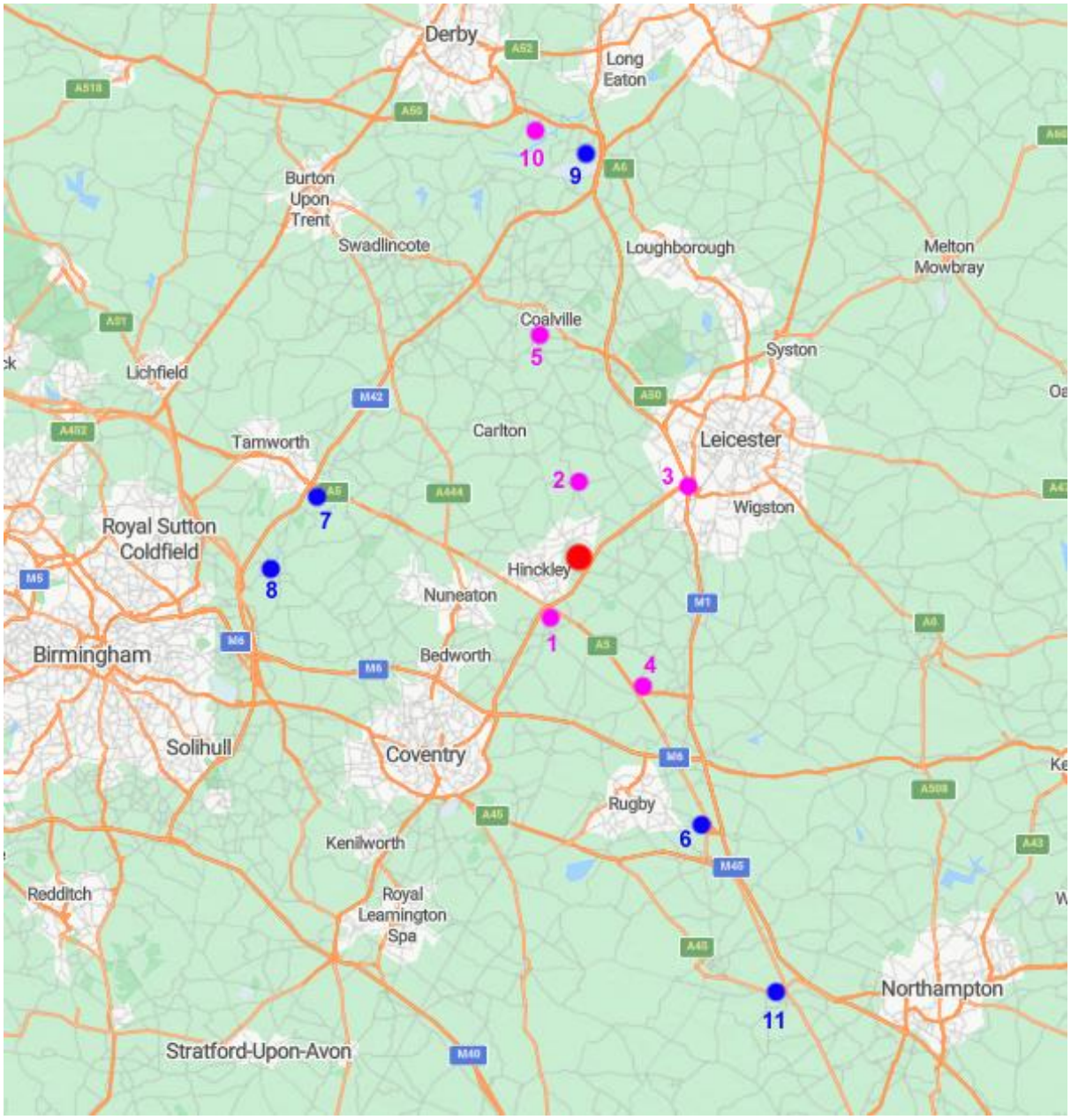
- Site 7: BIFT (Birch Coppice), Tamworth, Warwickshire, M42 Jn 10 with A5 (rail linked)
  Distance to DCO: 21 km away to the west
  Size: N/A, but augmented by adjacent Centurion Park and St Modwen park on M42 Jn 10

- Site 8: Hams Hall Rail Terminal, Coleshill, Warwickshire, M6 Toll Junction 9 (rail linked)
  Distance to DCO: 25.6 km to the west
  Size: N/A

- Site 9: Segro East Midlands Gateway, Leicestershire/Derbyshire border, M1 Jn 23A adjacent to East Midlands Airport (rail linked)
  Distance to DCO: 32 km to the north
  Size: 4.5 million sqft

- Site 10: East Midlands Distribution Centre, Leicestershire/Derbyshire border, M1 Jn 23A adjacent to East Midlands Airport
  Distance to DCO 32 km to the north
  Size: 2.5 million sqft

- Site 11: Northampton Gateway Rail Freight Interchange, Collingwood, Northamptonshire, M21 Jn. 15 (rail linked)
  Distance to DCO: 49 km to south-east
  Size: 5 million sqft (under construction)



Map showing the context of other significant logistics distribution locations around the Application Site; rail linked facilities are denoted in blue; road-only facilities are denoted in purple

4.7 In addition to those noted above, there are then also a significant number of other logistic warehouse sites across Leicestershire and the wider region, located on the edge of towns and cities close to key transport nodes. There are also additional allocated sites for employment purposes, such as Enderby (near M1 Junction 21) for a logistics park for over 1.1 m sqft, which is only 9.6 km away to the north-east.

4.8 All the existing logistic warehousing means that there are already issues with securing staff in some locations. Magna Park, south Leicestershire cannot fill vacancies so contract staff are bussed in everyday from Birmingham. Magna Park has consent to be expanded from 9 million

square foot to 16 million square foot of floorspace, with a number of these units currently being built out. This staffing shortfall will clearly increase in the future for Magna Park, before consideration is given to the other surrounding large logistic park enlargements and creations are considered. These include DIRFT and Northampton Gateway to the south-east of the Application site/Magna Park, the East Midlands Distribution Centre, East Midlands Gateway, and Mountpark Bardon/Coalville and Lubbesthorpe SUE (M1 Junction 21) to the north in Leicestershire.

4.9 With substantial logistic parks at or close to Junctions 16, 18, 20, 21, 22 and 24, including 3 rail linked facilities, there is significant competition for the same workforce. If the demand for the facility is nationwide, then there is scope for it to be located at another position in the country where there is not already a high concentration of such facilities and a recognised shortage of employees.

Human Health

4.10 The 2017 EIA regulations incorporate requirements to describe the factors that are likely to be significantly affected by the proposal, including population and human health. The need to fully consider human health was indicated as requiring expansion, if not a completely separate chapter in the Environmental Statement (ES), by Blaby District Council at Scoping Opinion stage. Whilst a Health and Equality Briefing Note is now included as Appendix 7.1 of the ES, it is not explicitly outlined as a receptor within the socio-economic chapter. The Summary of Effects (Table 7.26) includes no clear reference to human health, well-being or equality being considered. This shortfall manifests itself in numerous ways:

- Impact upon local residents due to deterioration in environmental conditions to their living environment (air quality; noise; traffic levels/congestion);
- Impact upon perceived safety to residents in the area for any non-car borne movements: additional traffic restricting ability to access facilities on foot, particularly for young and older residents;
- Reduction in benefits from using public routes in vicinity of Application site as visual setting changed – particularly important for footpaths on the site which have a lack of safety due to their design and potential for antisocial behaviour as a result;
- Impact upon safety for traveling on trunk roads due to high volume of HGVs;
- Impact upon tranquillity of amenity areas. Burbage Common and the Aston Firs SSSI are nearby leisure and recreational activity destinations which it is noted will be unacceptably impacted by noise from construction phase works;
- Impact upon fauna and the changed perception of the rural setting of the landscape; wildlife may well be replaced with HGV noise, massively changing the feelings of the use of spaces;
- Impact upon residential amenity where high acoustic fencing needs to be constructed immediately adjacent to dwellings.

4.11 If all aspects of local residents lives are altered due to the erosion of the tranquillity of the residential, leisure and social spaces they enjoy, this has a significant impact upon the mental health of the community. Whilst a figure cannot be placed on this in the same manner as the financial economic benefits, it clearly needs to be given significant weight in considerations.

4.12 In terms of economic benefits the ES clearly outlines these, including in summary at Table 7.19 to include those benefits specifically generated on site, and those by association within the wider area. However, nowhere does it consider the negative impacts to the area. Transport is again a key factor: any business or service that requires travel between locations will be negatively affected as journeys will be increased and thus absorb more staff time, as well as using more 'fuel' in the vehicle. This could impact a wide range of services including for example, florists, plumbers, delivery companies, care in the community, emergency service response times. These services and facilities could well be the lifeline of the surrounding communities and once lost as they cannot service the area (cost) effectively, they may never be replaced. The harms as well as the benefits need to be adequately balanced.

4.13 It is also sensible at this point, to highlight the inconsistency and over-emphasis being made on the removal of HGV miles from the public highway. The covering information provided by Tritax Symmetry in all their documentation and presentation material repeatedly suggests 1.6 billion HGV kilometres would be removed (cira 994 million miles). However, the BWB Highways report notes at Table 7.7, page 8-68 (ES Chapter 8) that there would be 83 million miles saved. The difference between these two figures is extensive and appears to be drastically over emphasising the reduction in HGV movements to anyone not looking at the technical report.

4.14 However, even the mileage savings noted in the Highways report appears excessive if the information available on the Felixstowe Port website (http://www.portoffelixstowe.co.uk) is considered. This notes that 100 million HGV movements are saved in a year across the 76 trains that depart the Port daily. This would suggest that 1.316 million transport miles are saved per train over a year (100/76), so if up to 16 trains a day would serve Hinckley NRFI then this would equate to 21.05 million HGV miles per year. This is roughly a quarter of the figure stated in the BWB report and only a tiny fraction of that stated in the benefits sections of the Tritax Symmetry information. These figures are massively misleading but in part are integrated into the benefits delivered; the HGV miles saved should be considered much lower, and whilst still a benefit needs to be weighted accordingly, and in particular balanced off against the additional congestion harm created to the local area.

4.15 The conclusion on socio-economic matters is that it is recognised that there will be benefits generated by the additional employment and spend to the area. However the negative aspects need to also be considered. A key drawback is the impact upon the existing surrounding residents in terms of the general quality of the environment due to the additional traffic, noise and pollution. These all negatively impact upon the physical and mental health of residents. The weight to be attributed to these factors is a view for the decision maker, but it could well be seen as whether the well-being of existing residents of the area is considered to be more or less important than economic growth.

5 HIGHWAYS

5.1 SSPC have substantial concerns in respect of the highway impact upon Stoney Stanton and the surrounding area, including the overall approach towards development in this location; the incomplete modelling information and accuracy of the data incorporated; and the effectiveness and appropriability of the mitigation proposed. M-EC, Development Technical Consultant specifically looked at the information provided and the relationship of this upon

Stoney Stanton. This Technical Note is attached as ***Appendix 1***, with the conclusions set out below:

- Methodologies for the calculation of employee counts requires a critical review in terms of the captured peak hours and employee shift patterns.
- Necessity of the furnessing methodology requires additional information; explanation as to what the methodology seeks to achieve as well as reasoning for the diversion from typical assessment methodologies (future scenarios, plus committed development flows, added to development trips giving future scenarios).
- All methodology and trip generation should be fully approved by the statutory consultees that have raised issues. Concerns raised by member of the TWG that are not exhaustive to those mentioned within this review should be considered in further detail.
- A full analysis and modelling of the M1 Junction 21 is necessary to get an understanding of the present capacity and future year scenarios. Distribution from this junction into the local villages if more traffic is added to the strategic road network will need logical consideration.
- Consideration to amend HGV trips to correctly reflect what is presented within Appendix 3 should be actioned.
- Formatting errors require amendment in regard to linked reference and data values within tables to ensure the structural integrity of the data being presented.
- Comments surrounding redistribution of traffic along Hinckley Road / B4669 in regard to the eastern villages should not be written relative to one another as a positive towards Sapcote and Stoney Stanton. Relative to the villages own prior carriageways, traffic redistribution is explicitly negative to residents and this should be excluded as a concluding point.
- Clarity on the 'benefit' of traffic not being fully diverted to Sapcote at the Stanton Lane / B4669 priority-controlled T-junction in relation to Stoney Stanton; comment that this will lead to only other traffic routing option is through Stoney Stanton.
- Comment and potential modelling regarding the balancing of traffic in the vicinity of Stoney Stanton is required to fully estimate the impact on the eastern villages. It should be considered that the only routes directly east are through the eastern villages and thus balancing of the traffic would not be sufficient contextually as the choices are either to travel through Sapcote or Stoney Stanton. The statement posing the balancing as a resolution to the significant redistribution should be contextually analysed in regard to the location of routes to the east; the balance of traffic here is unachievable so it should not be posed as a solution.
- The reference to the Eastern villages now being more accessible should be portrayed as a detriment to the Eastern villages. This conclusionary statement should be reviewed contextually against the routing out of Stoney Stanton to nearby locations to understand that the new 'access infrastructure' scheme will not benefit the resident's accessibility and will rather be a detriment, via more through-routing traffic being funnelled towards the village.
- Pedestrian, cycle and bus route trip data should be reviewed contextually to the accessibility of the development and these trips should be distributed accordingly through other modes of travel. This change would alter car trips so further modelling would have to be considered.
- Stating of the software used to produce the capacity assessment models requires amendments to correctly reflect the processes used throughout modelling.

- Further comment regarding the criteria process chosen is required on junctions that did not meet initial capacity criteria but now require further mitigation schemes is required; the criteria process should be reviewed in these instances.
- Formatting errors in regard to references and comments outlining incorrect carriageway names requires review to uphold the structural integrity of the reporting.
- Speed survey data should be provided to back up speed restriction changes to quantify the benefits of such mitigation.
- Reference to the mitigation measures to be provided within Stoney Stanton be listed; the location of features should be specifically outlined within Stoney Stanton as physical restrictions in the village may not allow for features to be enhanced or added.
- The conclusion that traffic calming would deter traffic from the most direct routing through the eastern villages when Stoney Stanton and Sapcote are the main, and only, two routes eastwards needs to be analysed with context to the local area and further expanded upon.
- Further mitigation on the junction should be proposed or an outline of contributions to the local area made to support pedestrian and cycle movements affected by the increasing flow of traffic through the area.
- Explanation of why the Junction 38 LinSig model was conducted should be outlined as physical constraints within the village make signalising the junction not a feasible option.
- Mitigation for Junction 38 needs to be put in place otherwise the junction is not considered solved and no such conclusion that all overcapacity junctions have been addressed can be made.

5.2 The M-EC report concludes that:

"it is clear that the reporting for Stoney Stanton requires further contextual analysis in terms of routing through the village, appropriate mitigation strategies and benefits to Stoney Stanton's residents. It is evident that the TA requires further time spent focused on formatting, methodologies and ensuring the correct carriageways are referenced to not damage the integrity of the reports. Further modelling is a requirement for Junction 37 and Junction 38 is at present not resolved; the mini-roundabouts are central junctions through Stoney Stanton and thus it is necessary they are considered critically with mitigations provided."

5.3 It is therefore the view of SSPC that the Applicant has not adequately considered transport impacts through the modelling work and thus cannot generate appropriate mitigation. Failure to correctly identify and mitigate for the impact from a highways perspective results in the proposal failing to accord with the Assessment Principles, as set out in Section 4 of the DoT's National Policy Statement for National Networks.

6 NOISE, VIBRATION AND AIR QUALITY

6.1 As outlined in the introduction section, it is considered that the baseline information provided for the noise and air quality assessments is incorrect as it is generated based upon the under-estimated level of transport movements captured by the Transport Assessment. The overall impact upon communities and the level of appropriate mitigation cannot therefore be accurately defined or commented upon.

Absent/Incomplete Information

6.2 Notwithstanding the above comment on whether the predicted levels are correct, there are also gaps within the background information provided. This includes night-time noise monitoring at Noise Sensitive Receptor locations (NSR) 5, 9, 18 and 19. This omission is considered important considering the recognised need to mitigate against noise in other nearby NRLs. Without adequate background baseline information it is impossible to confirm that the mitigation proposed will ensure an appropriate environment is maintained for these four locations, particularly where daytime noise levels are noted to be unacceptably elevated in some instances (e.g. NSR 9 by 4.4 dB for operational noise weekday; NSR 19 by 4.9 dB for operational weekend noise (Tables 10.43 and 10.44 of EA Chapter 10). These levels are outlined in the Guidelines for Environmental Noise Impact Assessment as being noticeable and potentially intrusive and considered as a 'medium' magnitude of change that should be mitigated.

6.3 It is also significant to note that the Figure 6.3.10.1 that sets out the NSRs identifies a caravan park on Leicester Road Hinckley as NSR 28. However, there appears to have been no background noise assessment undertaken, despite the receptors being within close proximity to the connection of the new A47 Link Road with Leicester Road. The mitigation, without any background noise information is to provide a 3.5 metre acoustic fence (see figure 6.3.10.10). It cannot be confirmed whether the imposition of a fence without any background information will adequately protect the amenity of residents on this site.

Extent of Acoustic Fencing to Mitigate Noise Harm

6.4 Substantial fencing is proposed to offset the harm that can be identified from the assessments undertaken. There are two residential areas in particular where the close proximity of acoustic fencing is proposed.

6.5 A 3.5 metres fence enclosure tight to the residential curtilage of these caravan parks on Leicester Road Hinckley (NSR 28) is proposed. This is substantially higher than a standard fence to enclose spaces between properties and thus will have a significant effect upon the sense of enclosure, particularly given currently the park is adjoined by countryside.

6.6 The impact of necessary acoustic fencing is even worse adjacent to the access point off the upgraded M69 junction 2. The link road in this position will pass in very close proximity to the Aston Firs caravan park. The road will be set on higher land than the new road and have a 6.0 metre acoustic fence imposed along the eastern edge and a 4.0 metre acoustic fence along the northern edge of the caravan park (see figure 6.3.10.10). This 'boxing in' of the caravan park will significantly harm the amenity of occupants to an unacceptable level. The fences will be notably higher than the caravans themselves and will become the dominant feature within the park, a position that could be made worse if the fencing is subjected to graffiti (sadly a common trait for fencing associated with the main highway network). Given the narrow strip of land available between the Aston Firs Caravan Park and the new road link, there is not scope to set the fence away from the caravan park to allow vegetative screening. Little care or attention appears to have been given to the impact upon the nearby residents to the proposal.

6.7 Turning towards the impact upon residents of Elmesthorpe to the north, it is again clear that the proximity of this settlement causes issues such that an extensive acoustic barrier ranging

between 2.0 and 6.0 metres is required along the northern side of the development and half of the western side. This fencing is estimated to be around 1550 metres in length, with just a small break where there is the access point for the trains off the network line. It is likely to be set upon bunding for most (if not all) of its length, augmenting its impact, a position made worse if it is graffitied. The acoustic fence represents a substantial length of a solid boundary necessary to allow an acceptable relationship to be created. This underlines the fact that it is simply introducing an unacceptable use/scale of development into this area if such extreme solutions are required to mitigate the harm.

6.8 The proposed fence represents an uncharacteristic feature for the area that will act as a clear barrier to ecology and pedestrian movements. The western part of the fence will also be set within the flood zone so will have serious implications for the movement of flood waters. This is not considered to be an appropriate solution, due to its scale and proximity to noise sensitive receptors.

6.9 In respect of the acoustic fencing, it is also difficult to ascertain exactly where these will be positioned as they are not included on the indicative masterplan (figure 6.3.3.1). The masterplan includes bunds in locations where the fencing is proposed; clearly if a fence is proposed on top of the bund then its impact is enhanced in terms of its imposing nature and visibility within the wider setting.

Noise Levels to Wider Area

6.10 Many areas around the Application Site already experience high levels of background noise; this is the only saving factor for the proposal not having a holistic unacceptable impact on the *whole area*. It does however, reinforce the importance of protecting the ecological areas to ensure that these remain safe refuge for people and animals from noise. Sadly some of the areas affected and/or not fully monitored include the important Burbage Common Woods and Aston Firs SSSI (NSR 18 and 19 respectively). In part the only manner in which a perceived relationship is considered to be achievable from a noise perspective is to install an acoustic fence on the new bridge on the A47 link road. This will appear as an uncharacteristic floating screen in the middle of what is currently a verdant view northward from these ecological / public amenity areas; the only item that will make it appear slightly less jarring is the uncharacteristic warehouse buildings being proposed alongside it. Two wrongs however, do not make a right, as outlined within Sections 3 (Location) and 7 (Landscape and Visual Impact) of this Written Representation).

6.11 The noise assessment considers the impact upon the wider surrounding area using four monitoring locations as background information (see section starting at paragraph 10.223). It is stated within paragraph 10.218 that the acoustic model of the transport impact is based upon data provided by BWB for the baseline, opening year of the development and when established (paragraph 10.218). As evident within the Highway Statutory Consultees to this proposal in their Relevant Representations (Leicestershire County Council; Warwickshire County Council; National Highways), there are outstanding substantive issues with the transport data, and thus clearly there is likely to be errors rolled into the modelling for noise and vibration as a result.

6.12 Key concerns over the misleading assessment of transport noise and vibration is that if the level of movements are under-played, then the level of congestion in locations will be under

represented. This has particular concerns for vehicles traversing through Stoney Stanton, Sapcote and Elmesthorpe in close proximity to the site, as well as through Narborough due to the additional barrier down time. In respect of this latter point, no meaningful assessment has been made in respect of the impact upon this community. Noise and air quality will clearly be affected in these locations by idling vehicles and the impact of vehicles stop/start movements as greater levels of noise and emissions occur. These same systemic issues equally apply to the air quality assessments' conclusions.

6.13 As a final point on noise, it is noted that the Applicant has sought to differentiate between the construction and operational phases. However, it is considered that significant consideration in respect of the impact of the construction phase needs to be given, due to the expected 10+ year construction timeframe for the development. In respect of the construction phase, appropriate constraints on operational hours of construction and how vehicles route to site need to be imposed to ensure that the surrounding area is not detrimentally impacted for this prolonged construction timeframe.

Air Quality Impacts

6.14 The issues in respect of air quality largely replicate those expressed for noise, due to the additional pollution generated by higher levels of transport generated directly and indirectly due to the proposal as a whole. The concern over this is augmented by the incorrect information forming the baseline data.

6.15 In terms of the existing air quality issues to Stoney Stanton itself, the prevailing wind direction needs to be considered. In the UK this is from the south-west, which when coupled with the topography means that Stoney Stanton receives much of the pollution generated from the M69 and Hinckley area. All the pollution from the Hinckley NRFI, including associated transport movements would travel in the direction of Stoney Stanton. This would further reduce the air quality in the settlement. Stoney Stanton already has higher than average rates of respiratory diseases (especially asthma); further development without appropriate mitigation would augment this. This matter is not considered to have been appropriately addressed.

6.16 In conclusion of noise, vibration and air quality, the information provided is considered flawed as it is set against incorrect baseline transport information. The impact from transport noise is expected to be increased due to added congestion in key surrounding villages, affecting the quality of life for residents in Stoney Stanton, Sapcote, Elmesthorpe and Narborough in particular. To ensure an appropriate relationship to the surrounding area requires the imposition of a significant quantum of acoustic fencing. This generates unacceptable visual relationships between existing uses and the proposed development, as well as other substantive issues in respect of flood risk and ecology.

7 LANDSCAPE AND VISUAL IMPACT

7.1 The scale of the proposed development results in it occupying the majority of the main site area. This means that there is little room for meaningful landscaping to negate the visual impacts of the development from the north, south and east. The provision of lower lying land to the west within the Application Site then reduces the benefits achievable from this direction. The inability to appropriately landscape the development into the countryside

setting is reflected in the large number of residual significant effects remaining at Year 15 (i.e. once vegetation has matured).

7.2 Table 11.21 outlines 26 public viewpoints, covering a number of public rights of way and amenity areas, including from Burbage Common and Woods Country Park (PVP42) and St Mary's Church, Elmesthorpe. The latter is a Grade II Listed Building, illustrating an impact upon heritage assets. This level of impact still underlines the concerns noted in Section 4 (Socio-Economic Effects) as it is clear that the Applicant acknowledges the negative impact it will have upon users of key public rights of way within the surrounding area (mainly in the countryside), and general enjoyment of Burbage Common, a key amenity facility.

7.3 Reinforcing the fact that the scheme has clearly been considered to maximise development and marginalise the necessary features such as landscaping and public rights of way, two rights of way are to be looked at in more detail. Bridleway V29/7 is a prime example to consider. It currently runs across the centre of the site, within open countryside. It is being redirected so that a north/south link is maintained, but positioned adjacent to the M69 embankment. This squeezes it within a narrow landscaped corridor, on an embankment with the rear/side of units 1 – 4 in close proximity. The route is marginalised, and positioned within an area which will be subjected to very high noise levels and pollution levels. There would have been scope to better integrate this public right of way within the development, offering enhanced safety and security to users as well as potentially a better outlook, rather than marginalise it and have the development essentially turn its back on this route.

7.4 The second is the new footpath traversing east-west across the development site adjacent to the link road. Again, the scale of development means that the link road is squeezed towards the south of the site and the new public right of way is then set to the south of this road link. As a result, the easternmost section is set tight between the link road and the 6.0 metre high acoustic fence adjacent to Aston Firs Caravan Park. To the north of the Aston Firs Caravan Park the footpath is then set between a 4.0 metre high acoustic fence and a large bund up to the link road. Other sections further to the west then become squeezed between other boundary fences to the site and the bund to the link road. This does not offer an integrated public route, but a marginalised route with little outlook and a distinct lack of any legibility that it is within the countryside. This will create a safety issue, including graffiti to the acoustic fencing due to a lack of overlooking. This safety concern, given the truncation of other public rights of way, may lead to a perception that residents to the east of the Application Site cannot reach the public recreational nature areas to the west.

7.5 Beyond public viewpoints impact, Table 11.22 sets out the residential receptors that still have significant effects at Year 15. Again, this is a significant list with 20 locations noted, many of which include clusters of properties. This again illustrates the failure of the development to appropriately assimilate itself into the area, namely with the settlements in this instance.

7.6 Whilst the Applicant has identified a number of locations where significant effects still occur at Year 15, the accuracy of the information provided is also questioned. This in essence should be considered a best case scenario, with scope for the number and/or degree of harm to be exacerbated once the assessment is appropriately justified. The substantive issues are considered to be as follows:

- There is a lack of clarity in respect of judgements provided within the assessment on how susceptibility and value has been derived for all the landscape and visual receptors, and how this has been applied in practice. It needs to provide clear links back to the evidence in order to underpin the professional judgements and a narrative to illustrate how these align with the requirements set out within the Guidelines for Landscape and Visual Impact Assessment 3.

- Justify why the right of way across the site is not a selected viewpoint (bridleway V29/6 (see figure 6.3.11.3 for its location). This is clearly a public viewpoint upon which the effects of the development need to be addressed.

- Clarification that the measures provided to mitigate the harm are the most appropriate options available and the maximum that can be delivered within the available land. This point is important to ascertain whether more can be achieved or if the impact simply is too significant and thus warrants being noted as a serious harm to the setting of the area (countryside and settlements).

- The quantum of information provided in respect of assessing night time and lighting effects. This needs to be comprehensively provided for both the construction and operational phases to ascertain the impact. This is relevant in particular to viewpoints 9, 12, 20, 24, 25 and 32. The need for clarification on the judgements affecting the night time impacts are important in terms of the overall sensitivity, magnitude for change and the overall effects. This is a countryside location with a number of ecological designations within the immediate vicinity that are used by a wide variety of fauna, including protected species. The impact upon these areas by way of light disturbance to foraging areas and linking corridors is important to an ecological perspective, as well as identifying exactly how visible the development itself will be during the night time.

7.7 The conclusion in respect of the landscape and visual impact is that the information provided is substandard and thus not capable of providing a definite conclusion on this matter. The information that has been provided by the Applicant outlines that there is still a significant impact at Year 15, even once the mitigation proposed has become established. Put simply, it is considered by SSPC that the scheme cannot be adequately mitigated as currently proposed and thus causes significant landscape harm to the whole area, affecting both the countryside and settlements.

8 ECOLOGY AND BIODIVERSITY

8.1 The site is located within the countryside and close to a number of ecological designations. The need to ensure appropriate baseline information is undertaken, the impact upon the surrounding ecological designations and the effects upon the migration of ecology are important. Currently, it is considered that there are a number of concerns in respect of the certainty of the impact upon ecology and biodiversity.

8.2 Firstly, it is considered that there has not been a full baseline position established for the whole DCO. Baseline assessments have been undertaken for the main order limits, but for the remainder of the area, it is simply stated within the Ecological Report (6.2.12.1) that it is 'typically of negligible ecological importance'. This sweeping statement covers a number of land parcels that incorporates hedgerow sections, grassland and ditches, which could be

utilised by a range of fauna. Without the necessary surveys being undertaken, the statement that it is 'typically of negligible ecological importance' is a matter of opinion and not based upon factual evidence. The full suite of Phase 2 surveys should be undertaken on this land, given it will be impacted upon both the imposition of new highway infrastructure and used to establish the baseline for the biodiversity enhancement assessment.

8.3 Secondly, there is a lack of consideration for habitat fragmentation within the proposal. The scheme seeks to remove all the existing connecting wildlife corridors on the land through the removal of all the hedgerows. Existing ponds on site are also removed, which can form an important element in migration for newts. The provision essentially of a single narrow corridor along the western edge adjacent to the M69 is not considered sufficient to offset the loss of the existing migration corridors, particularly given the position of this link next to a key highway network (risk of death to fauna is increased) and its distance to the main ecological areas off-site, which are all located to the west not the east. This arrangement will clearly have a negative impact upon the fauna within the area, including protected species.

8.4 Thirdly, the lack of clarity in respect of the night time illumination means that it is impossible to accurately determine the impact upon ecology. Light spill will extend into the one linear migration corridor on the site (adjacent to the M69), whilst it will also extend into the undeveloped land to the west of the railway. These are all areas with a dark sky and illumination will affect the breeding and foraging habits and opportunities for many animals, including owls and bats.

8.5 Finally, there is concern over the ability to deliver a biodiversity net gain on site, let alone a 10% gain. The lack of a full baseline study for the whole DCO means that it is impossible to accurately calculate the level of improvements necessary. Additionally, there is a high proportion of the site being built upon compared to that undeveloped. Given the illustrative masterplan removes all existing ecological features, the net loss on site is huge. The remaining land appears woefully inadequate to compensate for the losses. Given the scale of the development and its position next to a number of national statutorily designated ecological and landscape areas, there should be a strong drive to ensure that the biodiversity is replaced in this area and not displaced elsewhere. Again, there does not appear to be sufficient land to allow this to occur, reflecting the overdevelopment of the land.

8.6 In conclusion on ecology, there is a lack of appropriate assessments to allow a full baseline position to be established. The exact harm upon wildlife, including protected species, cannot therefore be confirmed or biodiversity calculation for enhancements to be appropriately calculated. This is contrary to the policy requirements for proposals. The fragmentation of habitats and removal of transfer corridors also represents a significant concern to the overall ecological value of the area. Light spill has also not been fully analysed to enable the impact upon night-time fauna activity to be considered. The lack of information results in unresolved harm to ecology.

9 SURFACE WATER AND FLOOD RISK

9.1 There are serious concerns in respect of the flood risk and drainage strategy of this Application.

9.2 Since the initial consultation version, it has been confirmed that the existing railway line is raised above the flood plain, and once complete, the rail port and new connections to the rail line will also be set above the flood levels (see 6.1.14 Table 14.2 under Blaby District Council concerns/responses). This confirmation will ensure that the facility operates even during flood events, but raises concerns about the impact of the additional infrastructure provided within Flood Zones 2 and 3. The rail port will be constructed within these higher flood zones, and thus needs to be set on embankments like the existing railway line which creates two key alterations to flood events which do not appear to be fully accounted within the information provided:

- Raising the ground level significantly to allow the creation of the rail port reduces the storage capacity in the flood zone. This potentially results in displacement elsewhere along the river.

- The rail port embankment will act as a barrier to the natural flow of flood waters over the land. It will be controlled by the flow rate possible under the existing railway line and that created by any culverts provided under the rail port.

9.3 The key concern in respect of the impact on the flood plain, is that there does not appear to be compensation incorporated on site to offset the loss of storage capacity from the flood plain itself. This means that the proposal does not accord with the Environment Agency's Flood Risk advice and the NPPF/PPG on ensuring that there is no increased risk of flooding created off-site as a result of a development.

9.4 Turning towards the drainage strategy, it is severely questioned whether it is appropriate to direct a large proportion of surface water towards below ground crate storage. The Preliminary Ground Investigation Report (ref 6.2.15.2) summaries the groundwater situation at section 4.4.2 to note that there is shallow groundwaters on the land, set at depths between 0.83 and 4.50 metres below ground level. Figure 6.3.16.1 sets out the proposed plateau levels isopachytes, noting that some of the lower land on the northern part of the site is intended to be lowered between 0.5 and 1.0 metres. This could place the surface levels close to ground water levels.

9.5 Given the shallow ground level, it is concerning whether there will in fact be sufficient depth to allow underground crate storage. No specific details are provided on the design of these crates, but they are shown to be placed below the parking areas and servicing yards. These areas need to be constructed appropriately with sub-bases and top surface layers, such that the crates would need to be set well below the surface layers and typically are at least 0.5 metres in depth to enable appropriate storage capacity to be generated. If the design is not correct, then the ground waters will simply remove the capacity from these crates, along with the low level drainage ponds, resulting in displacement off-site or on site flooding. Serious concerns in respect of the deliverability of the drainage scheme are raised.

Flooding photographs adjacent to Burbage Common Road dated 2022, near to Woodhouse Farm Shop; this flooding is within the area intended for the employment units to be built

9.6 The site is also the subject to significantly more surface water flooding than that indicated from the flood risk maps. There is photographic evidence (see below) of the site being flooded on multiple occasions in recent years. These photographs cover the area in which the buildings are proposed. This matter was highlighted to the Applicant within the public consultation responses but it has simply been ignored. This surface water flooding issue needs to be robustly integrated into the drainage strategy to protect the wider area from flood risk.

9.7 Finally, the intention is to culvert the unnamed stream that runs across the Application Site along the eastern edge. This will run adjacent to the M69 embankment and set above this motorway. Its design, capacity and maintenance programme all need to be robustly designed to ensure flooding of the motorway never occurs. This is a critical element from a safety perspective and overall seems to generally not be a sensible solution.

9.8 Overall, there are significant concerns about the proposed flood risk impact and drainage design. It is considered that the scheme reduces the storage capacity in Flood Zones 2 and 3 and therefore has the potential to increase flood risk elsewhere. This approach is not in accordance with policy. Moreover, the design of the surface water drainage is not considered to be deliverable due to a high water table; ensuring the drainage system is appropriately designed and maintained is important given the level of surface water flooding that occurs and the intention to redirect elements of the water on site into a culvert set above nationally important highway infrastructure. This appears to be a high risk strategy which could have been avoided.

10 OTHER SITE VISIT LOCATION POINTS

10.1 In addition to the site visits already undertaken Stoney Stanton Parish Council would recommend the following additional site visit locations and/or times as set out below. These are also visually illustrated on the plans provided.

1. Roundabout junction in Stoney Stanton between Broughton Road, Long Street, New Road and Sapcote Road (B581)
   Co-ordinates: 52.548020; -1.277754
   Time: around 0830 on a weekday
   Reason: To allow extent of traffic movements at AM peak hour to be seen.
   Site located within public domain

2. Roundabout junction in Stoney Stanton between New Road, Station Road and Hinckley Road (B581)
   Co-ordinates: 52.548204; -1.280958
   Time: around 0830 on a weekday
   Reason: To allow extent of traffic movements at AM peak hour to be seen.
   Site located within public domain

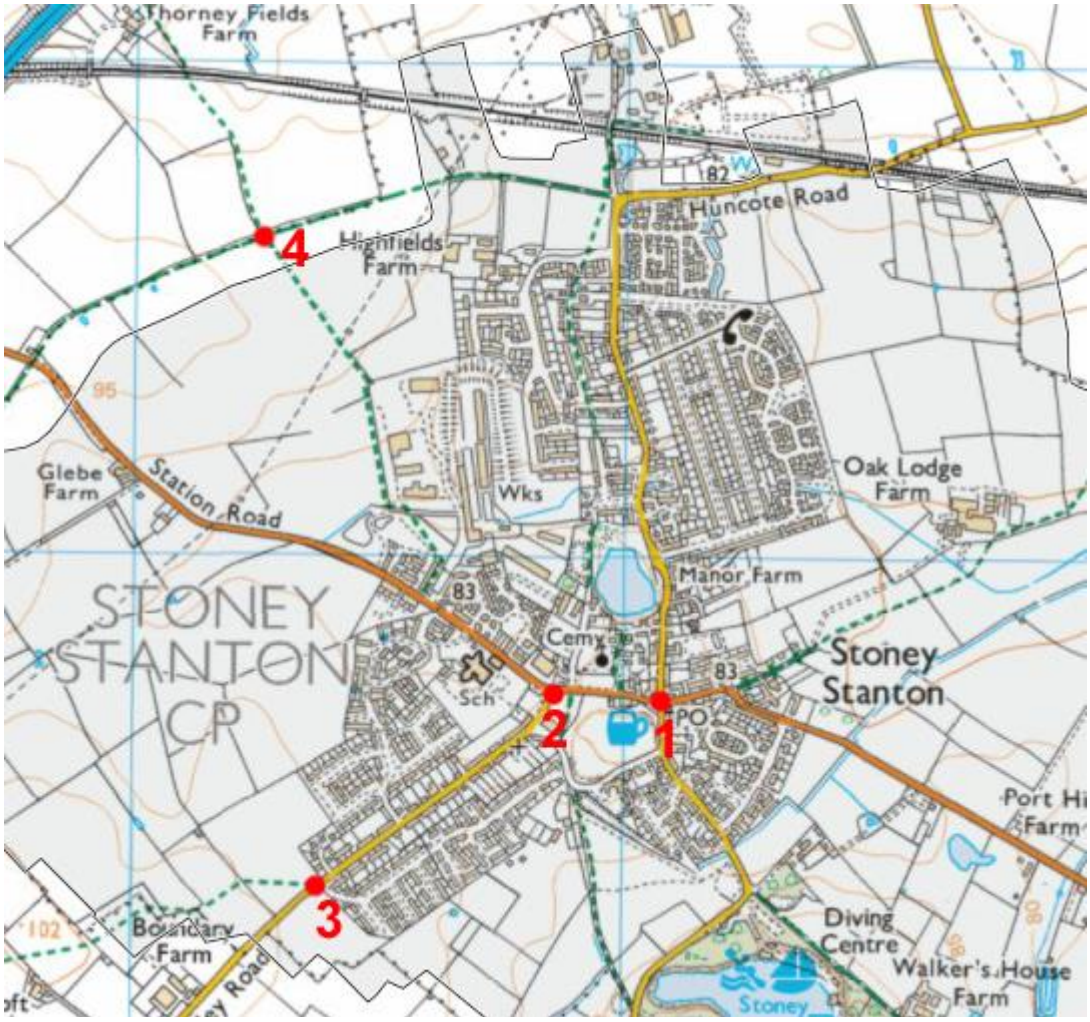
3. Hinckley Road, Stoney Stanton at southern edge of village where footpath crosses highway
   Co-ordinates: 52.544681; -1.288207
   Time: Any
   Reason: To allow visibility of appeal site across fields to be understood
   Site located within public domain

4. Junction of footpath crossroads to west of Stoney Stanton.
   Co-ordinates: 52.556581; -1.289591
   Time: Any
   Reason: To allow visibility of appeal site across fields to be understood
   Site located within public domain; easiest access is along the footpath from Huncote Road to the east.

5. Footpath on bridge over M69 and land immediately either side, North-West of Red Hill Farm. Located close to north-eastern corner of DCO.
   Co-ordinates: 52.547000; -1.310850
   Time: Any
   Reason: To allow visibility of appeal site across fields to be understood
   Site located within public domain.

6. Footpath adjacent to Aston Firs caravan park
   Co-ordinates: 52.540974; -1.319429
   Time: Any
   Reason: To allow visual relationship between caravan park and DCO as 4 and 6 m high acoustic fencing proposed on boundary
   Site located within public domain.

7. Bridge over M69 on B582, north of Enderby or to drive the M69 up to the M1 Junction 21 and cross onto A5460 towards Leicester
   Co-ordinates: 52.595457; -1.217477
   Time: 0830 – 0900 and/or 1700 – 1730 (pm peak is worse)
   Reason: to understand the extent of traffic queues that occur at rush hour along M69 due to interaction with M1.
   Site located within public domain; driving the route will allow Inspector's to experience the congestion first hand.



Site visit map – points 1 – 4, Stoney Stanton

Site visit map – points 5 and 6, foot bridge over M69 adjacent to site and adjacent to Aston Firs Caravan Park

Site visit map – point 7, bridge over M69 close to M1 interchange (circa 1 mile away)

APPENDIX 1
M-EC TECHNICAL REVIEW OF HIGHWAYS SUBMISSION

MEC
Development Technical Consultants

TRANSPORT

Hinckley National Rail Freight Interchange
Technical Review
October 2023

Report Ref: 27944-TRAN-0802 Rev A

Hinckley National Rail Freight Interchange
Technical Review
October 2023

REPORT REF: 27944-TRAN-0802 Rev A

CLIENT: Stoney Stanton Parish Council

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REGISTRATION OF AMENDMENTS

Date	Rev	Comment	Prepared By	Checked and Approved By
October 2023	-	First issue	**Laura Gregson** BSc (Hons) Graduate Transport Planner	**Tim Rose** BA (Hons) MCIHT MTPS Director
October 2023	A	Updated following further comments by client	**Laura Gregson** BSc (Hons) Graduate Transport Planner	**Tim Rose** BA (Hons) MCIHT MTPS Director

CONTENTS

APPENDICES

1.0 INTRODUCTION

1.1 MEC has been commissioned by Stoney Stanton Parish Council (hereafter referred to as 'the Client') to prepare a Technical Note as part of their Local Impact Reporting for the proposed Hinckley National Rail Freight Interchange (hereafter referred to as the 'HNRFI'). An impact review has been requested in relation to specific traffic impact of the HNRFI on the centre of Stoney Stanton, Leicestershire.

1.2 A regional site location map can be found below in **Figure 1.1** demonstrating the proposed HNRFI in relation to the review site.

Figure 1.1: Regional Location Map

Source: Google Earth

1.3 This Technical Note has been prepared based on concerns raised by Stoney Stanton Parish Council (SSPC) in relation to the increased traffic flow generated from the scheme impacting on the highway through Stoney Stanton.

1.4 This review evaluates the document 'Additional Submission - 6.2.81 Environmental Statement – Appendix 8.1 – Transport Assessment Rev 07 (Part 1 of 20)', the most updated Transport Assessment (TA) provides for the development. Thus, any reference to a publication, document or report will be in reference to the above.

1.5 Two mini-roundabouts and a T-junction listed as follows will be the focus of the review in terms of modelling data:

- B581 / Hinckley Road / New Road priority-controlled mini roundabout;
- Long Street / Broughton Road / New Road priority-controlled mini roundabout, and;
- Pingle Lane / Huncote Road / Stanton Lane priority-controlled T-junction.

1.6 Concerns regarding the underestimation of employee trips is maintained within the associated Aitchison Raffety report (October 2023) on behalf of Stoney Stanton Parish Council. The Aitchison Rafferty report highlights the shortfall of employee numbers after it is assumed that 9am – 5pm working patterns of employees would only capture the 20% office staff within 08:00-09:00 peaks; Paragraph 1.6 and 1.7 within the stated report outlines this conclusion in depth.

1.7 It should be noted that responses from statutory consultees have been published regarding the HNRFI development. In particular Blaby District Council (BDC), Leicestershire County Council (LCC) and National Highways (NH) have expressed serious concerns regarding the accuracy of the model outputs and inaccuracies surrounding employment figures.

1.8 The chronological methodologies of the publication are summarised as follows:

- A Pan-Regional Transport Model (PRTM) Core Forecast Model has been applied to distribute the traffic flows throughout the network system; a modelled version with the access infrastructure for the development has been formulated as well to construct the most appropriate example of the highways network with the scheme proportioned in;
- The trip generation for HGVs are assessed via calculation of train container capacities verses how many HGVs will be produced through the quantity of goods to be shipped;
- PRTM 1.0 was utilised to estimate trip making in the future. This took into account the number of people, households, jobs, etc. to provide a generic growth factor for each site.
- PRTM 2.2 was utilises to extract trip rates from committed development transport assessments for 13 strategic sites around the Midlands. This was in order to provide a more accurate representation of development impacts on the future year modelling;
- Modal splits for journey to work trips have been calculated through the 2011 census statistics for regions Blaby 010 and Blaby 012;
- The trip distribution for employees used a bespoke gravity model, calibrated to trip length distributions derived from JTW data from comparable developments. Magna Park (west of Lutterworth) and Daventry International Rail Freight terminal (DIRFT) were analysed as a ‘proxy’ trip length distribution for employees.
- Baseline surveys were collected to provide a detailed base for the assessment work.
- Growthed traffic flows have been put through a furnessing system. The methodology involved the use of linear interpolation to obtain 2018 PRTM base and calculate absolute differences in link flows between calculated 2018 PRTM and the respective future year PRTM flows. The absolute differences are then added to 2018 observed flows to derive future forecast link flows for each scenario. The base 2018 observed turning counts are then used to furness the future forecast matrices.
- Total Flow changes and highway impact was reviewed at each junction. These junctions were then put through a criteria assessment for their volume of capacity. These criteria and total flows inferred which

junctions are to be evaluated. Junctions that did not meet criteria may have been included upon request of LCC.

- Capacity assessments have been conducted through the software JUNCTIONS 10 and LinSig. The M69 Junction 1 and 2 have been modelled in the PTV Group's VISSIM software.

Disclaimer

1.9 MEC has completed this report for the benefit of the individuals referred to in paragraph 1.1 and any relevant statutory authority which may require reference in relation to approvals for the proposed development. Other third parties should not use or rely upon the contents of this report unless explicit written approval has been gained from MEC.

1.10 MEC accepts no responsibility or liability for:

a) The consequence of this documentation being used for any purpose or project other than that for which it was commissioned;
b) The issue of this document to any third party with whom approval for use has not been agreed.

2.0 SITE DESCRIPTION AND PROPOSED DEVELOPMENT

Existing Site Description

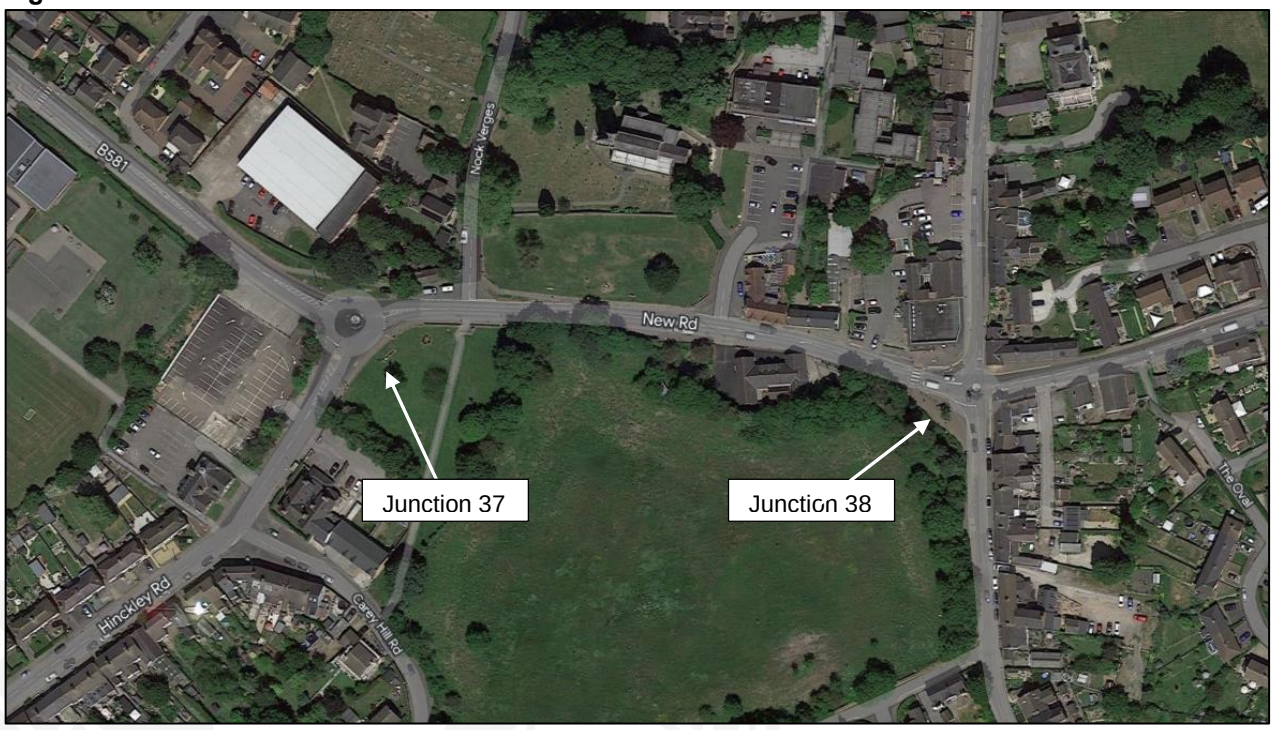
2.1 Stoney Stanton is a large village in the Blaby district of Leicestershire. The village lies approximately 8.0km east of Hinckley and 2.8km from the M69 Junction 2. Local villages include Croft, circa 4.3km via Broughton Road to the east, and Sapcote, approximately 1.6km via Sapcote Road to the south.

2.2 Three junctions have been highlighted for review within the TA and thus will be considered below. Their junction numbers correspond with those provided to them within the analysed publication.

Mini Roundabout Junctions through Stoney Stanton

2.3 The reviewed Stoney Stanton mini roundabout junctions both run along the central route through Stoney Stanton. **Figure 2.1** provides a location of the two junctions and surrounding highway network context. All roads in the vicinity of the review site operate under a 30mph speed restriction within the village.

Figure 2.1: Aerial View of Junciton 37 and Junction 38.



Source: Google Earth

Junction 37: B581 / Hinckley Road / New Road priority-controlled mini roundabout

2.4 The junction is bounded to the south by residential properties and green space with an associated footpath opposite the Nock Verges / New Road priority-controlled T-junction. In the north lies the Living Roack Church and associated car park. To the west is vacant car parking space which is maintained by gated infrastructure. To the east along New Road is the Stony Stanton Village Hall with green space situated just south.

2.5 The mini roundabout has three arms. Hinckley Road to the south, circa 7.0m in width, New Road to the east, approximately 6.0m in width, and B581 to the west, circa 7.0m in width.

2.6 Hinckley Road leads south to Stanton Lane and provides the main access route to the M69's Junction 2. The B581, also known by 'Station Road', is the main route westwards to Earl Shilton. New Road runs east and links Junction 37 with Junction 38 of this report.

Junction 38: Long Street / Broughton Road / New Road priority-controlled mini roundabout

2.7 The junction is bounded by residential dwellings to the northeast and commercial businesses lining the south along Long Street. A Co-operative Food store is situated to the northwest with associated car parking space to the west of the property. North of the Co-operative store is the Blue Bell Pub's associated car park. To the west along New Road is the Stony Stanton Village Hall with green space situated just south.

2.8 The mini roundabout has four arms. Long Street to the north and south, circa 5.5m in width along the northern arm and approximately 6.5m in width along the southern arm, New Road to the west, approximately 6.0m wide, and the B581, known as 'Broughton Road' to the east, circa 6.0m wide to the east of the junction.

2.9 The north Long Street arm continues into Huncote Road which bypasses the Stoney Stanton Distribution Centre and leads to a priority-controlled T-junction distributing traffic north to Huncote or south to Croft. Broughton Road leads east to a priority-controlled left-right staggered junction providing destinations to Croft, Broughton Astley and Sharnford. The southern arm, Long Street, continues to become Sapcote Road and leads onto the village of Sapcote. New Road runs west and links Junction 38 with Junction 37 of this report.

T-junction north of Stoney Stanton

Junction 48: Pingle Lane / Huncote Road / Stanton Lane priority-controlled T-junction

2.10 The junction resides north of Stoney Stanton and is bounded on all sides by agricultural land bar in the northwest where a single residential dwelling is located. The junction is depicted below in **Figure 2.2**.

Figure 2.2: Aerial View of Junction 48

Source: Google Earth

2.11 The three arms are Pingle Lane to the north, circa 7.0m in width, Stanton Lane to the east, approximately 6.5m in width, and Huncote Road to the west, circa 6.5m wide.

2.12 Huncote Road runs westwards back to the centre of Stoney Stanton. Pingle Lane distributes traffic north towards the Pingle Lane / Thurlaston Lane / Watery Gate Lane priority-controlled T-junction that leads east to Thurlaston and Huncote, and west towards Earl Shilton. Stanton Lane runs eastwards and divides traffic at the Stanton Lane / Huncote Road priority-controlled T-junction which leads north to Huncote and south to Croft.

Road Collision Data

2.13 A review of the highway safety record at the mini roundabout junctions have been reviewed using PIC data from Crash Map (crashmap.co.uk) over the most recent 5-year period between 2017 – 2021. The reviewed data from Crash Map is based on information from the Stats19 database and is summarised in **Figure 2.3**.

Figure 2.3: Recorded Personal Injury Incidents 2017-2021 (Crash Map)

Source: Crashmap.co.uk

2.14 As it can be shown, within the vicinity of the main junctions through Stoney Stanton, there has only been 1 recorded PIC of slight injury within the most recent 5-year period occurring near Junction 38. Demonstrated within **Figure 2.4** is north along Long Street / Huncote Road where further collisions occurred.

Figure 2.4: Recoorded Personal Injury Incidents 2017-2021 (Crash Map)

Source: Crashmap.co.uk

2.15 Three slight injury collisions occurred along Huncote Road within the most recent 5-year period. Including the collision demonstrated within **Figure 2.3**, this is still considered less than 1 PIC per year within the village and thus there is no considerable highways concern.

Proposed Development

2.16 The proposed development for the HNRFI detailed by Tritax Symmetry (Hinckley) Limited (April 2023) publication 'Environmental Statement – Chapter 3' is as follows:

- The demolition of Woodhouse Farm, Hobbs Hayes Farm, Freeholt Lodge and the existing bridge over the Leicester to Hinckley railway on Burbage Common Road;
- new rail infrastructure including points off the existing Leicester to Hinckley railway providing access to a series of parallel sidings at the HNRFI, in which trains would be unloaded, marshalled and loaded;
- an intermodal freight terminal or 'railport' capable of accommodating up to 16 trains up to 775m in length per day, with hard-surfaced areas for container storage and HGV parking and cranes for the loading and unloading of shipping containers from trains and lorries;
- up to 850,000 square metres (gross internal area or GIA) of warehousing and ancillary buildings with a total footprint of up to 650,000 square metres and up to 200,000 square metres of mezzanine floorspace, including the potential for some buildings to be directly rail connected if required by occupiers. These buildings might incorporate ancillary data centres to support the requirements of HNRFI occupiers and operators. They will also incorporate roof-mounted photovoltaic arrays with a generation capacity of up to 42.4 megawatts (MW), providing direct electricity supply to the building or exporting power to battery storage in the energy centre;
- an energy centre incorporating an electricity substation connected to the local electricity distribution network, battery storage (adjacent to each unit and at the energy centre) and a gas-fired combined heat and power plant (designed to be ready for 100% hydrogen in the grid gas supply) with an electrical generation capacity of up to 5 megawatts (MW). Total electricity generation capacity at the Main HNRFI Site is therefore 47.4 MW;
- a lorry park with welfare facilities for drivers and HGV fuelling facilities;
- a site hub building providing office, meeting space and marketing suite for use in connection with the management of the HNRFI and ancillary car parking;
- terrain remodelling, hard and soft landscape works, watercourse diversion, amenity water features and planting;
- noise attenuation measures, including acoustic barriers up to six metres in height;
- habitat creation and enhancement, and the provision of publicly accessible amenity open space at the south-western extremity of the HNRFI near Burbage Wood and to the south of the proposed A47 Link Road between the railway and the B4668/A47 Leicester Road;
- pedestrian, equestrian and cycle access routes and infrastructure, including a new dedicated route for pedestrians, cyclists and horse riders from a point south of Elmesthorpe to Burbage Common;
- utility compounds, plant and service infrastructure;
- security and safety provisions inside the HNRFI including gatehouses, fencing and lighting, and;
- drainage works including surface water retention ponds, underground attenuation tanks and swales;

2.17 The highway works to be completed as part of the HNRFI proposal are listed below;

- works to M69 Junction 2 comprising the reconfiguration of the existing roundabout and its approach and exit lanes, the addition of a southbound slip road for traffic joining the M69 motorway and the addition of a northbound slip road for traffic leaving the M69 motorway at Junction 2;

- a new road ('the A47 Link Road') from the modified M69 Junction 2 to the B4668 / A47 Leicester Road with a new bridge over the railway, providing vehicular access to the proposed HNRFI from the strategic highway network. The A47 Link Road will be intended for adoption as a public highway;
- modifications to several junctions and amendments to Traffic Regulation Orders on the local road network in response to the different traffic flow pattern resulting partly from the trips generated by the HNRFI development and principally from the change in movements as a result of the M69 Junction 2 upgrade;
- works affecting existing pedestrian level crossings on the Leicester to Hinckley railway at Thorney Fields Farm north-west of Sapcote, at Elmesthorpe and at Outwoods between Burbage and Hinckley. In addition, pedestrian level crossings serving footpaths that connect Burbage Common Road to Earl Shilton and Barwell are proposed for closure with the associated footpaths being diverted, and;
- off-site (outside the Order Limits) railway infrastructure including signals and signage.

3.0 HNRFI TRAFFIC IMPACT

3.1 This section will undertake a review upon the modelling area attributed to the introduction of the link on the western side of the M69 from Junction 2 to the A47 in relation to its effect on distribution of traffic within Stoney Stanton; comment upon the trip distributions in relation to the site, and an in-depth review of the junctions identified within Stoney Stanton.

3.2 To begin, it is considered that areas of the report cannot be correctly inferred with the warning 'Error! Reference source not found' when referencing certain tables; this error occurs on 11 occasions and does not assist with the structural integrity of the referencing and as such should be amended. Values in Table 7-3 require review as a formatting error overlaps the visuals of results.

Scoping the HNRFI

3.3 Firstly, it should be noted the development has been scoped by the Transport Working Group (TWG); TWG are made up of National Highways, AECOM, Leicestershire County Council, Warwickshire County Council, Leicester City Council, Coventry City Council, Blaby District Council, Hinckley & Bosworth Borough Council, Tritax Symmetry Ltd and BWB Consulting. The TWG has considered the scope of the base model inputs and approved the model inputs March 2022. It is considered that due to TA revisions from this time and concerns posed that the model inputs, as well as the methodologies (that are not stated to have been reviewed) are thoroughly examined by the statutory consultees in regards to any updates and concerns raised. Updates to base model flows, as well as future year flows require review following the discussed concerns surrounding accuracy of the trips and modelling.

3.4 Table 2-2 demonstrates the consultation log of the HNRFI with members of the TWG. This log only runs to August 2022 and should be updated in accordance with Revision 7 of the TA being issued in September 2023; a full year of discussions is either missing or it is to be assumed that no consultation has been made on any further revisions and concerns posed.

3.5 Despite the above, as previously mentioned, statutory consultees highlight a number of inadequacies with the consultation undertaken. LCC reference no agreement regarding the following:

- Trip generation - including discrepancies in employee numbers and addition of a lorry park;
- Access infrastructure including its design, capacity and deliverability;
- Strategic model outputs including furnessing methodology and lack of phased testing;
- Impact of the development and role of the access infrastructure in the interpretation of modelling results;
- Mitigation strategy and package, including local and strategic junction assessments, design, and lack of testing of mitigation strategy in strategic model;
- Impacts on rail including Narborough crossing and future passenger provision;
- HGV Management Plan and Route Strategy including method of enforcement;
- Public Right of Way Strategy including rail crossings;
- Construction Traffic Management Plan and construction traffic routeing impacts;
- Framework Site Wide Travel Plan;

- Sustainable Transport Strategy, and;
- Walking Cycling and Horse-Riding.

3.6 National Highways also expressed that whilst trip generation was agreed during pre-application discussions the additional submission of a lorry park facility that was not accounted for; thus, the present trip generation has not been agreed by NH as this element has not been considered by strategic modelling methodology or assessments. NH stated that the furnessing methodology, discussed later within this review, has not been agreed preventing them from considering the suitability of the strategic modelling undertaken at present.

3.7 It is clear that statutory authorities have not agreed the trip generations and modelling methodologies; thus, this will need to be reviewed with the TWG as relevant representation registration comments outline the insufficiency of the initial consultation period and lack of agreement that the TA suggests was received.

Impact of the 'Access Infrastructure' on the Eastern Villages

3.8 When discussing the Eastern Villages, the TA identifies three options for links / bypasses as part of the proposal. A bypass around Stoney Stanton and a bypass around Sapcote were considered in 2019 with Leicestershire County Council Highways and not signed off. In 2020, it is agreed that a link to the A47 from the M69 Junction 2 was included within models as 'Access Infrastructure' but the bypasses were not to be modelled.

3.9 The models formulated results regarding the distribution of traffic through the eastern villages both with and without the development in the 2036 future year. An extract of the document demonstrating the models can be found in **Appendix A**.

3.10 Paragraph 5.104 outlines the effects of the 'Access Infrastructure' on the Eastern Villages. It is commented that:

'Resultant redistribution of the above means the B4669 (Hinckley Road) east of the M69 is impacted by the diverted traffic; though this splits at its junction with Stanton Lane, producing lower impacts through Sapcote than on the B4669 immediately east of Junction 2 M69.'

3.11 The above extract confirms the distribution, as a direct result of the development, will impact routing at the Stanton Lane / B4669 priority-controlled T-junction. It is identified as a benefit for Sapcote that not all diverted traffic is impacting the village however comment is needed to the distribution of the diverted traffic up Stanton Lane in relation to Stoney Stanton. Further diverted traffic to either village should not be written as a relative benefit of lower impact in comparison to a differing carriageway; overall impact will be greater than previous substantially in both villages.

3.12 The models demonstrate significant increases in traffic flow along Huncote Road which funnels traffic through the Long Street / Broughton Road / New Road priority-controlled mini roundabout in central Stoney Stanton. Additionally, the modelling displays that the traffic that previously ran west down the B581 is now opting for travelling south down Stanton Lane as per the witnessed reduction in distributed traffic along this route and

growth down Stanton Lane with the development. This is due to the fact that the development routing is more direct travelling south down Stanton Lane and west to the M69 Junction 2 to join the access infrastructure entering the HNRFI.

3.13 Whilst on the matter of traffic flows, it is considered doubtful that the traffic flows represented within the future year models demonstrated in the TA are reflective of accurate future flows. As discussed further within Paragraph 3.34 to Paragraph 3.37 within this review, an ATC performed by Stoney Stanton Parish Council demonstrated base flows to be similar to the flows presented within the 2036 future year scenarios, an evaluation that is considered logically incorrect as leads to doubt upon the acquired future year scenarios figures. Reasoning for this traffic flow discrepancy is evaluated in further detail later in regards to the furnessing methodology.

3.14 It is clear from all the above that the models have been completed to support the most direct routes to the development site, with detriment to the eastern villages witnessed, however, Paragraph 5.109 highlights:

'Redistributive impacts appear to be 'moving' traffic from one part of the network to another. With multiple access options, this is likely to balance as traffic finds the most convenient routes to destinations.'

3.15 More information is required regarding the redistribution of traffic if the highways network is 'to balance as traffic finds most convenient routes'. At present, the most direct routes through Stoney Stanton and the Eastern Villages network is modelled but consideration should be taken to accurately represent the balancing of traffic on the surrounding villages; it should still be considered that most traffic heading east would use the direct eastwards route through the villages, as the only logical option, and that balancing would not impact much traffic flow, thus this conclusion requires further explanation rather than posed as a solution to areas of significant redistribution.

3.16 It is demonstrated by the models that there is more re-routing traffic going into and out of Stoney Stanton. Paragraph 5.110 defines:

'Much of the traffic going to Sapcote and Stoney Stanton is re-routed existing traffic to the villages rather than new vehicles to the network. Accessibility is improved to the Eastern Villages as a whole.'

3.17 The extract defines that accessibility to the village is improved but more traffic is re-routed. Logically, the accessibility of Stoney Stanton would not change for residents due to the fact that residents commuting west to Hinckley would travel south out of Stoney Stanton and cross the M69 Junction 2 and go back onto the B4669 into Hinckley. Trips to Elmesthorpe, Barwell, and Earl Shilton would be achieved by the more direct route west out of Stoney Stanton along the B581.

3.18 Thus, the introduction of the 'access infrastructure' linking the A47 to the M69 Junction 2 is not an accessibility boost for the Eastern Villages, but rather allows routing of traffic, whether existing or from the development, to increase traffic through Stoney Stanton. The accessibility should not be portrayed as a benefit to Stoney Stanton, but a detriment.

Trip Generation to Stoney Stanton

3.19 Employment trips to the HNRFI are calculated via the Method of Travel to Work 2011 Census data using the Blaby 010 and Blaby 012 region outputs; from this car trips have been assumed for the development. A modal split of 11% of trips are formed via walking to work, as Figure 4-4 within the publication demonstrates, it is not possible to sustainably walk to work from Stoney Stanton, or even Sapcote, per the Guidelines for Providing for Journeys on Foot (GPJF). Thus, these trips should be distributed among other modes of travel which increases the number of car trips throughout modelling.

3.20 Bus travel to the HNRFI may prove challenging considering the closest bus stops to the site generally all serve only the X6 bus service. The closest stop to the site access infrastructure is the Caravan Park stops located just west of the M69 Junction 2. The length of the access infrastructure should be considered as it would be above the threshold for suitable walking distances to a bus stop; The Department of Transport Inclusive Mobility guide (2002) highlights that bus service usage decreases if the distance to a bus stop is more than 250m. Trips to Coventry, Hinckley and Leicester are provided by the X6 bus service which skips multiple locations identified within the report that employees will commute from.

3.21 Consideration should be taken that Blaby 010 and Blaby 012 would not reflect an accurate representation of method of travel to work for the development of this scale. A scheme of this sizing would attract further afield employees using more car travel especially with the close linkage to the M69. These employee trips have been modelled through a bespoke trip generation method based upon research surrounding other schemes similar to the HNRFI and concluded that the HNRFI would attract employees from as far as Coventry, Tamworth, Leicester, Rugby, Nuneaton and Harborough. The trips identified from these areas cannot critically be split by that of Blaby 010 and Blaby 012 and should be considered as either car trips or bus trips (when appropriate routes are available).

3.22 Overall, it is clear the trip generation provided throughout modelling is severely underestimating the level of car trips to the development by not providing discussion regarding the context of the local area and the area the multi-modal trips are generated from verses the actual employee locations identified. This should be critically assessed as ultimately the trip generations will alter the modelling data and may lead to critical disaster for the whole transport network if not properly evaluated.

HGV Trips

3.23 HGV trip generation has been completed via a bespoke methodology. The number of trains per weekday and weekend (Saturday) are outlined as 16 and 4 trains. The containers per train is identified as 64 on one-way movements and 128 for two-way movements due to it being double the one-way journey. Thus, it should be considered that as the HNRFI develops the railway network will wish to operate with high efficiency; therefore, full efficiency should be considered within any trip generation.

3.24 The report states that the trains will have 80% efficiency with 52 one-way lifts and 104 two-way lifts; the number of HGV movements is identified to be 1.35 per lift. This value requires justification within the TA for robustness of methodology explanation. Despite these values of 70 and 140 one- and two-way HGV trips are identified.

3.25 If 16 trains run per weekday then it should be assessed by the methodology that 1,120 and 2,240 one- and two-way HGV trips are examined. The publication rather highlights in Table 6-2 that only 972 and 1944 one- and two-way HGV trips are identified. The publications calculations of 720 and 1440 one- and two-way trips highlighted 45 containers per train. It is necessary to examine why container capacity appears to now decrease to 70% efficiency, when applying the value to Table 6-3, when no reference of such was identified within the section.

3.26 It is evaluated that within Appendix 3 of the publication that 45 containers per train is outlined as the 81% loading efficiency of containers. It is understood that the methodology within the main body of the TA does not reflect that of the Appendix 3 Addendum Note methodology. Table 6-1 within the TA should be amended to reflect values of 81% efficiency, as well as corrections surrounding container values to reflect what is actually listed within Appendix 3 surrounding the HGV trips.

3.27 The fundamentals of the HGV trip generation require evaluation to realistic train container capacities based upon other freight services and an understanding around business ideals to increase efficiencies. Methodology for the trips should be explicitly laid forth to correctly annotate what is outlined within Appendix 3 of the publication within the main body of the TA.

Junction Modelling

3.28 This section outlines conclusions surrounding methodologies use within junction modelling, the junction selection process, traffic flow inputs to the models and an analysis of the modelled outputs at Stoney Stanton.

Modelling Methodology

3.29 Throughout the methodology in Chapter 8 of the publication, the junctions are listed to be modelled within JUNCTIONS 10. Despite this, it is noted in Paragraph 9.1 that:

'Mitigation schemes for junctions have been developed where the LinSig or Junctions 9 model indicated that they might be operating at or over their theoretical capacity in 2036.'

3.30 Paragraph 9.1 outlines that the modelling software was JUNCTIONS 9; this is contradictory to the methodology listing of software used to conduct the modelling. It should be defined thoroughly which software was used throughout the process and be correctly reflected through the report.

Junction Selection Process

3.31 An initial 55 junctions within the local area to the development were selected for further review and initially measured against their total flow changes and highways impact. An extract of the data within Table 7-2 in regards to Stoney Stanton is outlined below in **Table 3.1**.

Table 3.1: Total Flow Change and Highway Impact – Stoney Stanton

ID	AM Peak Hour (08:00-09:00)				PM Peak Hour (17:00-18:00)			
	WoD Flow	WD Flow	Total Flow Change	Highway Impact	WoD Flow	WD Flow	Total Flow Change	Highway Impact
J37 - Hickley Road / New Road / B581 mini roundabout	1155	1129	-27	-2%	1390	1507	118	8%
J38 - New Road / Long Street / Broughton Road mini roundabout	1178	1103	-74	-6%	1376	1520	144	11%
J48 - Pingle Lane / Huncote Road / Stanton Lane T-junction	488	613	126	26%	521	927	406	78%

3.32 The junctions at Stoney Stanton are identified within the top 14 junctions with an overall greater than 5% increase in traffic flow as a result of the development. This further demonstrates the rerouting of the traffic through Stoney Stanton as other junctions close to the site experience a reduction of more than 5% traffic flow; this displacement of traffic appears redirected through the Eastern Villages and north towards Barwell as demonstrated by Figure 7-3 extracted and contained within **Appendix B**.

3.33 **Table 3.2** below highlights the M1 Junction 21 / M69 Junction 3 (dubbed Junction 15 within the publication) Total Flow Change and Highway Impact.

Table 3.2: Total Flow Change and Highway Impact – Junction 15

ID	AM Peak Hour (08:00-09:00)				PM Peak Hour (17:00-18:00)			
	WoD Flow	WD Flow	Total Flow Change	Highway Impact	WoD Flow	WD Flow	Total Flow Change	Highway Impact
J15 – M1 Junction 21 / M69 Junction 3	6612	6602	-10	0%	6481	6595	114	2%

3.34 The junction is considered to have a 2% overall increase in total flow change which demonstrates the junction should not be modelled in terms of the report criteria. From site visits conducted to the junction and contextual knowledge of the area, it is clear that Junction 15 is overcapacity with queues running down the M69 already present at peak hours. This comment has been raised by statutory consultees also, namely Blaby District Council highlights the issues on the M1 Junction 21 and notes 'the ability of the SRN to accommodate the Scheme's impact without further mitigation, particularly in respect of Junction 21 of the M1, is doubtful'.

3.35 A review upon the validity of the 5% threshold needs to be completed. Junctions that are greater in traffic flow already will have to be affected by a greater amount of development traffic to meet modelling criteria; thus, it is considered not accurate that large strategic network junctions may be over capacity presently and will never be modelled due to not meeting a criterion disproportionate to their quantity of existing traffic flow.

3.36 The issues with the M1 Junction 21 are well known by users of the carriageway. Further capacity issues are would, through methodology accepted as appropriate within the TA itself, begin a balancing of the traffic; vehicles will route towards the eastern villages to find routes that are less busy to avoid huge delays. This

would be a detriment to the local village network and cause further capacity issues that have not been fully considered.

3.37 Of the initial 55 junctions selected for further examination, a volume over capacity (VoC) review was then undertaken to determine which junctions would go ahead for capacity modelling assessments. The criteria outlined was as follows:

- Criteria 1: Increase in flow of over 3%
- Criteria 2: Maximum VoC over 85% in any scenario
- Criteria 3: Increase of VoC of over 1%
- Criteria 4: Maximum VoC less than 85% & increase in VoC greater than 15%

3.38 Further combinations of junction refinement were then applied as follows:

- Combination 1: Criteria 1 and 2 – Flow increase > 3% / Max VoC > 85% in any scenario
- Combination 2: Criteria 2 and 3 – Max VoC > 85% / VoC increase > 1%
- Combination 3: Critiera 1 and 4 – Flow increase > 3% / Max VoC < 85% & VoC increase > 15%

3.39 Despite the results depicted within **Table 3.1**, it is considered the New Road / Long Street / Broughton Road priority-controlled mini roundabout (Junction 38) was to only be included upon request by LCC as it did not meet enough criteria for a capacity modelling assessment. The Pingle Lane / Huncote Road / Stanton Lane priority-controlled T-junction has also been requested for review in the modelling by LCC and thus retained. The Hinckley Road / New Road / B581 priority-controlled mini roundabout has been included within the traffic modelling due to a requirement from the above criteria. Thus, the three junctions have been selected to undergo a detailed capacity assessment.

3.40 As witnessed below within modelling results, Junction 38, that was initially assessed by criteria to not be modelled, is significantly overcapacity in all 2036 scenarios. It should be first considered that there may be other junctions overcapacity that the criteria excluded. Further comment should be provided on junctions that are detrimental enough to be included within mitigation schemes and did not initially meet criteria; the criteria process should be reviewed in these instances.

3.41 Junction 15, the M1 Junction 21, did not meet criteria but was placed under the notice of 'LCC/NH requested a review of this junction. Therefore, the junction is reviewed in the Highway Impact chapter (8.0) of the Transport Assessment'. Section 8.0 outlines a breakdown of the highways impact and VoC results; these results are presented within Section 7.0 when criteria was being examine, full capacity assessment modelling provided in the report or appendices is required to assess the impact on this junction.

Traffic Flow Inputs

3.42 Going back to what can be seen within **Table 3.1** above, the flows at the junctions are clearly valued and scenarios are understood to be growthed using TEMPro to future years. Evaluating the base turning counts demonstrated within Appendix A of the report, it is calculated that Junction 38 received 1368 vehicle

movements in the AM and 1588 movements in the PM. These base flow values are worse than the growthed values demonstrated within the TA.

3.43 An ATC conducted by Stoney Stanton Parish Council calculated flows of 1121 AM flows and 1565 PM flows going into Stoney Stanton. It is considered that the flows of this traffic would pass through Junction 37 and Junction 38 as they are central to the village. These values are similar in the AM to the growthed data presented within **Table 3.1**; in the PM the ATC flows are significantly higher.

3.44 It is understood that the modelled flows have undergone the furnessing methodology within the report to gauge the change in junctions and 'attempt to derive a year origin-destination (entry-exit) matrix for each junction assessed'. Contextually as one of the only east routes from the development this methodology should not impact the traffic to the point of reducing future flows to be less than they are in present day. Data is growthed to account for increased population and car ownership and this methodology appears to revert that on all junctions. The appropriateness and validity for the furnessing approach is not outlined in length within the methodology technical note in Appendix A of the publication. The furnessing approach will need explicit reasoning for its usage upon the network before it is accepted as an accurate methodology to follow. The typical methodology to distribute development trips through the system onto scenarios (including committed developments) should be conducted to allow for models to have a future year scenario without the introduction of the furnessing methodology; a review between the furnessing and the future year models should then be evaluated to see the impact and validity of this methodology.

3.45 The above calls to question whether the flow data provided within the table, figures and models within the TA are representative of the actual flows on the ground. Not only this but junction traffic flows within Appendix A of the report itself did not line up with modelled flows at the junction measured due to the furnessing; thus, the traffic flow data provided within **Table 3.1** needs review without the furnessing methodology. The relevance of this methodology needs serious evaluation. The models and flows may not be representative of the actual measured flows future years and thus no substantial conclusions can be made from these results. It calls to question the reputability of the capacity models too should furnessing have been excluded.

3.46 It is to be noted again that the furnessing methodology is stated to not be agreed with the statutory consultees and as such should be discussed further with the TWG and agreed with all statutory consultees.

Junction 37 - Hinckley Road / New Road / B581 mini roundabout

3.47 The detailed capacity assessment of Junction 37 has been undertaken using the Department of Transport TRL program JUNCTIONS 10. This program is recognised as "industry standard" traffic modelling software packages used for assessing the capacity of roundabout junctions and T-junctions. The junctions output produced is demonstrated below in **Table 3.3**.

Table 3.3: 2036 Capacity Result for Junction 37

Arm	Without Development		Without Development with Scheme		With Development	
	AM Peak Hour (08:00-09:00)					
	RFC	Queue	RFC	Queue	RFC	Queue
New Road (E)	81%	4.1	79%	3.6	84%	4.9
Hinckley Road (S)	49%	1.0	50%	1.0	52%	1.1
B581 (W)	121%	87.7	104%	27.0	115%	60.5
Arm	PM Peak Hour (17:00-18:00)					
	RFC	Queue	RFC	Queue	RFC	Queue
New Road (E)	112%	57.4	99%	17.2	107%	39.5
Hinckley Road (S)	90%	6.3	108%	28.1	136%	107.6
B581 (W)	100%	19.3	87%	5.8	97%	12.8

3.48 As stated within the publication**, Table 3.3** highlights that the development would operate over capacity in all 2036 scenarios. It is highlighted that without the development there would be a queue of 87.7 along the B581 (W); this is a severe queue length which with the development only improves to 60.5. Along the B581 (W) there resides the B581 / Smithy Farm Drive / Brindley Close priority-controlled mini-roundabout circa 190m from Junction 37 which these delays would impact. Though it should be noted that the development increases the RFC value in the Hinckley Road (S) PM peak hour, with an increase of 46% and a 101.3 second delay increase. Redistribution of traffic, discussed previously, alleviates some RFC between the 2036 Without Development scenario and the 2036 With Development scenarios; despite this the arms are still over capacity.

Junction 38: New Road / Long Street / Broughton Road mini roundabout

3.49 The detailed capacity assessment of Junction 38 has been undertaken using the Department of Transport TRL program JUNCTIONS 10. The junctions output produced is demonstrated below in **Table 3.4**.

Table 3.4: 2036 Capacity Result for Junction 38

Arm	Without Development		Without Development with Scheme		With Development	
	AM Peak Hour (08:00-09:00)					
	RFC	Queue	RFC	Queue	RFC	Queue
Long Street (N)	113%	39.2	108%	34.2	123%	74.8
Broughton Road (E)	55%	1.3	33%	0.5	36%	0.6
Long Street (S)	29%	0.4	21%	0.3	22%	0.3
New Road (W)	91%	8.8	75%	3.0	82%	4.5
Arm	PM Peak Hour (17:00-18:00)					
	RFC	Queue	RFC	Queue	RFC	Queue
Long Street (N)	80%	3.8	74%	2.7	76%	3.1
Broughton Road (E)	79%	3.6	82%	4.4	91%	7.7
Long Street (S)	66%	2.0	38%	0.6	59%	1.5
New Road (W)	88%	6.7	84%	4.9	106%	39.1

3.50 The existing junction is operating over capacity however the development will increase the RFC value along Long Street (N) in the AM from 113% to 123%. In the PM, the development increases the RFC value at the Broughton Road (E) arm to 91% from 79%; the RFC value at the New Road (W) arm is seen to increase to 106% from 88% in the PM with the introduction of the development.

Junction 48: Pingle Lane / Huncote Road / Stanton Lane T-junction

The detailed capacity assessment of Junction 48 has been undertaken using the Department of Transport TRL program JUNCTIONS 10. The junctions output produced is demonstrated below in **Table 3.5**.

Table 3.5: 2036 Capacity Result for Junction 48

Arm	Without Development		Without Development with Scheme		With Development	
	AM Peak Hour (08:00-09:00)					
	RFC	Queue	RFC	Queue	RFC	Queue
Pingle Lane (N) to Huncote Road & Stanton Lane	35%	0.5	34%	0.5	37%	0.6
Stanton Lane (E) to Pingle Lane (N)	17%	0.3	18%	0.3	19%	0.4
Arm	**PM Peak Hour (17:00-18:00)**					
	RFC	Queue	RFC	Queue	RFC	Queue
Pingle Lane (N) to Huncote Road & Stanton Lane	35%	0.5	36%	0.5	42%	0.7
Stanton Lane (E) to Pingle Lane (N)	15%	0.3	14%	0.3	15%	0.3

3.51 The modelling on Junction 48 is demonstrated to be within capacity range and thus no further assessment is considered; this is appropriate for the review of the Pingle Lane / Huncote Road / Stanton Lane T-junction.

3.52 Within the publications modelling section the carriageway Pingle Lane is referred to as ‘Pringle Lane’; it is recommended that this is reviewed and amended.

4.0 MITIGATION PROPOSALS

4.1 This section outlines the mitigation proposals the development will consider in relation a link scheme, traffic calming and mitigation for junctions within the village.

Link Scheme and Traffic Calming

4.2 Table 9-1 within the publication defines the proposed mitigation upon the highways network surrounding Stoney Stanton. **Table 4.1** extracts the mitigation proposed in relation to Stoney Stanton.

Table 4.1: Mitigation Proposed in relation to Stoney Stanton

Junction ID	No.	LA/LHA	Location	Proposed Mitigation
37	B1	Blaby DC / LCC	Junction of B581 Station Road / New Road and Hinckley Road, Stoney Stanton	The existing mini-roundabout will be replaced by traffic lights with signalised crossings for pedestrians.
Link Scheme	B3	Blaby DC / LCC	Stanton Lane / Hinckley Road, south-west of Stoney Stanton	Reduction of the speed limit to 40mph from the national speed limit and introduction of a gateway traffic calming feature.

4.3 As witnessed above, a link scheme is proposed along Stanton Lane / Hinckley Road entering into Stoney Stanton from the south. Table 9-1 is the first mention of the link scheme to be implemented. Whilst it is noted that a speed limit change may be beneficial to Stoney Stanton, there is no ATC speed survey data to back up the need for the change. At present, without good reason for the mitigating measure, its benefit to Stoney Stanton cannot be considered and quantified.

4.4 Stoney Stanton Parish Council commissioned an Automatic Traffic Count (ATC) to formulate the speeds outside of Stoney Stanton. It should be noted that this survey was conducted across a 24hr 20-day period from Friday 1st September to Wednesday 20th September. The ATC can be found contained within **Appendix C**.

4.5 The results demonstrated that the average 85th percentile speed northeast bound into Stoney Stanton along Stanton Lane / Hinckley Road is 52.6mph with regular averages of 45.8mph speeds achieved. Whilst this is above the 40mph speed restriction mitigation proposal, Stanton Lane / Hinckley Road is under a national speed limit at present. It is clear that the average vehicle movement is considerably under the speed restrictions despite the relatively even elevation and long lines of visibility. The ATC was placed approximately 350m from the 30mph speed limit restriction entering Stoney Stanton and is relatively equidistant to Stoney Stanton and the Stanton Lane / B4669 priority-controlled junction.

4.6 A review of Crash Map demonstrates 0 collisions along Stanton Lane / Hinckley Road in the most recent 5-year period (2017-2021); thus, the already reduced speeds and lack of collisions should infer that no further speed restrictions are to be applied. As discussed next, the conclusion for this being a deterrent for through traffic will need to be re-considered, so the reasoning for this link scheme should be clearly stated and backed up by data to quantify and measure the benefit to Stoney Stanton.

4.7 Further traffic calming is explained within Paragraph 9.13 and Paragraph 9.14 extracted below:

'To improve safety for non-motorised vehicle users through Sapcote and toward Stoney Stanton, a calming scheme has been designed. This also acts as a deterrent for through traffic in the villages.

The focus of the calming scheme has been to enhance or formalise existing features which slow traffic through the village. This includes formalisation of on-street parking bays, gateway features with additional give-way priority chicanes at the village boundary, improvements to crossing facilities and reconfiguring the layout at the junction of Church Street and the B4669 Hinckley Road to improve pedestrian access and safety. These proposals would also relocate the bus stop on the northern kerb to a safer position.'

4.8 As it is presently written, Paragraph 9.14 discusses a 'village' rather than referencing both villages; as the B4669 Hinckley Road and the Church Street junction reside within Sapcote it is considered that only Sapcote is discussed. Reference to the mitigation measures to be provided within Stoney Stanton should also be listed; the location of features should be specifically outlined within Stoney Stanton as physical restrictions in the village may not allow for features to be enhanced or added.

4.9 Paragraph 9.13 defines the link scheme to act as a deterrent for through traffic. As already established within Section 3.0, re-routed traffic will distribute to the eastern villages to find direct routes to and from the development. All traffic travelling east from the development will be directed down Hinckley Road / B4669 which junctions to either Sapcote or Stoney Stanton. The expectation that traffic will avoid the most direct and only feasible route eastwards due to a few traffic calming measures should be revaluated. With logic from the report, as Sapcote is listed to have more traffic calming measures it should be considered that rerouted traffic will divert to Stoney Stanton.

4.10 Thus, considerations should be made to provide explanation to the requirement for the speed limit change, define which measures are to be added within Stoney Stanton, and contextually review the conclusion that traffic calming would deter traffic from the most direct routing through the eastern villages.

Junction Mitigation Proposals

Junction 37 - Hinckley Road / New Road / B581 mini roundabout

4.11 As discussed previously the junction is left over capacity in the 2036 scenarios.

4.12 A mitigation to the junction being over capacity was put forwards in the form of signalising the junction and instead creating a signal-controlled T-junction. **Table 3.3** displays the output from LinSig of the mitigated signalised junction.

Table 3.3: Proposed Signalised Mitigation

Junction/Arm/ Lane Movement	Peak	Max. DOS	Max Queue
New Road (E)	AM	52.90%	8.9
	PM	88.90%	21.3
Hinckley Road (S)	AM	64.30%	7.1
	PM	87.80%	17
B581 (W)	AM	64.00%	11.6
	PM	63.00%	11.4
PRC: AM = 39.9% PM = 1.3%			
Delay (PCU/Hr): AM = 8.63 PM = 19.59			

4.13 **Table 3.3** demonstrates that the mitigation for Junction 37 would alleviate the capacity for the assessment. In the PM peak hour, the PRC would be 1.3% which defines that the junction may need even further mitigation with additional developments. For a future year of 2036, not all committed flows can be calculated so there is the potential that the junction could be pushed over capacity in 2036; this as well as increased inaccuracy of growth data in future years may impact capacity. However, within this modelled form it is considered that signalising the junction would be considered appropriate to resolve capacity from specifically this development.

4.14 As demonstrated within Table 8-34 in the document, the footways would be realigned to tie into the existing carriageway to allow for the ease of movement of pedestrians; tactile paving is to be provided along the crossing points.

4.15 This form of mitigation is considered appropriate based on **Table 3.3**. However, a discussion of how the HNRFI impacts the PRC should be considered. Thus, the 'Without Development' scenarios within the appendices should be evaluated here fully to ensure Stoney Stanton is not limited from the option for future developments in its own local area as a direct causation by the HNRFI.

Junction 38: New Road / Long Street / Broughton Road mini roundabout

4.16 An analysis of Junction 38 being signalised was proposed and modelled within LinSig as a potential mitigation to the junction being overcapacity. Paragraph 8.117 and 8.118 outlines the following regarding the signalising:

'The LinSig model shows that the proposed Long Street / B581 Broughton Road / New Road signal junction would operate at 96.6% DoS on the northern arm (Long Street) in the 2036 AM scenario with development traffic included for and the western arm (New Road) operates at 99.6% DoS in the same scenario. Whilst this shows a slight improvement on the northern arm of the junction in the AM peak hour, the western arm of the junction operates worse with the signals in place.

The PM Peak hour shows the northern arm (Long Street) operating at 114.3% DoS, the eastern arm (Broughton Road) operating at 110.2% DoS and the western arm (New Road) operating at 93.6% DoS. This concludes that the junction would see a negative impact on the capacity as a result of introducing signals at the junction.'

4.17 Thus, it is outlined that signalising the junction would not be an appropriate option to alleviate the capacity concerns. The resulting conclusion from this mitigation modelling is outlined as follows extracted from Paragraph 8.120:

'Whilst the existing junction would operate over capacity in all of the 2036 scenarios, the existing form of the junction is the best performing junction that could be provided in this location, given the constraints surrounding the carriageway. Signalising the existing junction would result in the junction operating worse than the existing mini roundabout junction, therefore no physical mitigation is proposed at the Long Street / B581 Broughton Rd / New Road mini roundabout junction'

4.18 As the conclusion states there is no physical mitigation proposed at Junction 38; it is considered that without further clarity on what mitigation will substitute the result of the capacity assessment, that Junction 38 is presently without a solution. Either further mitigation on the junction should be proposed or an outline of contributions to the local area made to support pedestrian and cycle movements affected by the increasing flow of traffic through the area.

4.19 The constraints around the carriageway would not allow for appropriate infrastructure to signalise the junction and not disrupt pedestrian movements so it is unclear why this mitigation was considered as viable option. Even if the junction was under capacity thresholds, it would create unsafe routes for pedestrians with already narrow footways, for example a circa 1.0m footways along Long Street (N), to be successfully implemented; thus, mitigation of this type should have been avoided when considering the detriment to the residents of Stoney Stanton. Explanation as to the reasoning behind conducting this modelling should be outlined.

4.20 Paragraph 9.1 is extracted again below:

'Mitigation schemes for junctions have been developed where the LinSig or Junctions 9 model indicated that they might be operating at or over their theoretical capacity in 2036.'

4.21 In relation to Junction 38 this statement is false, no mitigation schemes have been developed to support the overcapacity junction so this will require review.

Junction 48: Pingle Lane / Huncote Road / Stanton Lane T-junction

4.22 As stated previously, the modelling on Junction 48 is demonstrated to be within capacity range and thus no further mitigation is considered; this is considered appropriate for the review of the Pingle Lane / Huncote Road / Stanton Lane T-junction.

5.0 CONCLUSIONS

5.1 MEC has been commissioned by Stoney Stanton Parish Council to undertake a Technical Note on the impact of a proposed Hinckley National Rail Freight Interchange (HNRFI) on the village of Stoney Stanton. Further considerations for the report are listed as follows:

- Methodologies for the calculation of employee counts requires a critical review in terms of the captured peak hours and employee shift patterns.
- Necessity of the furnessing methodology requires additional information; explanation as to what the methodology seeks to achieve as well as reasoning for the diversion from typical assessment methodologies (future scenarios, plus committed development flows, added to development trips giving future scenarios).
- All methodology and trip generation should be fully approved by the statutory consultees that have raised issues. Concerns raised by member of the TWG that are not exhaustive to those mentioned within this review should be considered in further detail.
- A full analysis and modelling of the M1 Junction 21 is necessary to get an understanding of the present capacity and future year scenarios. Distribution from this junction into the local villages if more traffic is added to the strategic road network will need logical consideration.
- Consideration to amend HGV trips to correctly reflect what is presented within Appendix 3 should be actioned.
- Formatting errors require amendment in regards to linked reference and data values within tables to ensure the structural integrity of the data being presented.
- Comments surrounding redistribution of traffic along Hinckley Road / B4669 in regards to the eastern villages should not be written relative to one another as a positive towards Sapcote and Stoney Stanton. Relative to the villages own prior carriageways, traffic redistribution is explicitly negative to residents and this should be excluded as a concluding point.
- Clarity on the 'benefit' of traffic not being fully diverted to Sapcote at the Stanton Lane / B4669 priority-controlled T-junction in relation to Stoney Stanton; comment that this traffics only other routing option is through Stoney Stanton.
- Comment and potential modelling regarding the balancing of traffic in the vicinity of Stoney Stanton is required to fully estimate the impact on the eastern villages. It should be considered that the only routes directly east are through the eastern villages and thus balancing of the traffic would not be sufficient contextually as the choices are either to travel through Sapcote or Stoney Stanton. The statement posing the balancing as a resolution to the significant redistribution should be contextually analysed in regards to the location of routes to the east; the balance of traffic here is unachievable so it should not be posed as a solution.
- The reference to the Eastern villages now being more accessible should be portrayed as a detriment to the Eastern villages. This conclusionary statement should be reviewed contextually against the routing out of Stoney Stanton to nearby locations to understand that the new 'access infrastructure' scheme will not benefit the resident's accessibility and will rather be a detriment, via more through-routing traffic being funnelled towards the village.
- Pedestrian, cycle and bus route trip data should be reviewed contextually to the accessibility of the development and these trips should be distributed accordingly through other modes of travel. This change would alter car trips so further modelling would have to be considered.
- Stating of the software used to produce the capacity assessment models requires amendments to correctly reflect the processes used throughout modelling.

- Further comment regarding the criteria process chosen is required on junctions that did not meet initial capacity criteria but now require further mitigation schemes is required; the criteria process should be reviewed in these instances.
- Formatting errors in regards to references and comments outlining incorrect carriageway names requires review to uphold the structural integrity of the reporting.
- Speed survey data should be provided to back up speed restriction changes to quantify the benefits of such mitigation.
- Reference to the mitigation measures to be provided within Stoney Stanton be listed; the location of features should be specifically outlined within Stoney Stanton as physical restrictions in the village may not allow for features to be enhanced or added.
- The conclusion that traffic calming would deter traffic from the most direct routing through the eastern villages when Stoney Stanton and Sapcote are the main, and only, two routes eastwards needs to be analysed with context to the local area and further expanded upon.
- Further mitigation on the junction should be proposed or an outline of contributions to the local area made to support pedestrian and cycle movements affected by the increasing flow of traffic through the area.
- Explanation of why the Junction 38 LinSig model was conducted should be outlined as physical constraints within the village make signalising the junction not a feasible option.
- Mitigation for Junction 38 needs to be put in place otherwise the junction is not considered solved and no such conclusion that all overcapacity junctions have been addressed can be made.

5.2 In conclusion, it is clear that the reporting for Stoney Stanton requires further contextual analysis in terms of routing through the village, appropriate mitigation strategies and benefits to Stoney Stanton's residents. It is evident that the TA requires further time spent focused on formatting, methodologies and ensuring the correct carriageways are referenced to not damage the integrity of the reports. Further modelling is a requirement for Junction 37 and Junction 38 is at present not resolved; the mini-roundabouts are central junctions through Stoney Stanton and thus it is necessary they are considered critically with mitigations provided.

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APPENDICES

APPENDIX A

and Stoney Stanton were not included.

5.91. Following two iterations of the PRTM this section assesses the potential need for the bypasses using the latest, fully agreed, model run.

With Access Infrastructure Proposals

5.92. From the initial PRTM 1.0 review, it was evident that the introduction of the new south-facing slips created significant redistribution of background traffic, not related to the HNRFI development.

5.93. For the revised runs using PRTM2.1 and PRTM 2.2 and as agreed with LCC Highways and the TWG, a scenario (b) which allowed for new access infrastructure, but without the HNRFI development was tested. This was to understand how much of the impact is background traffic against newly generated traffic from the site.

5.94. Figure 5-8 and Figure 5-9 indicate impacts southbound on the M69 and on the B4669 east of the site in the 2036 AM and PM peak hour periods. This would align with traffic now having direct access to the SRN to head south and vice versa from the east.

5.95. Sapcote and Stoney Stanton have an approximate population of 6,500 alongside existing businesses, much of this movement is rerouting for convenience according to the model results.

Figure 5-8: AM 2036 WoDevWInf-WoDev

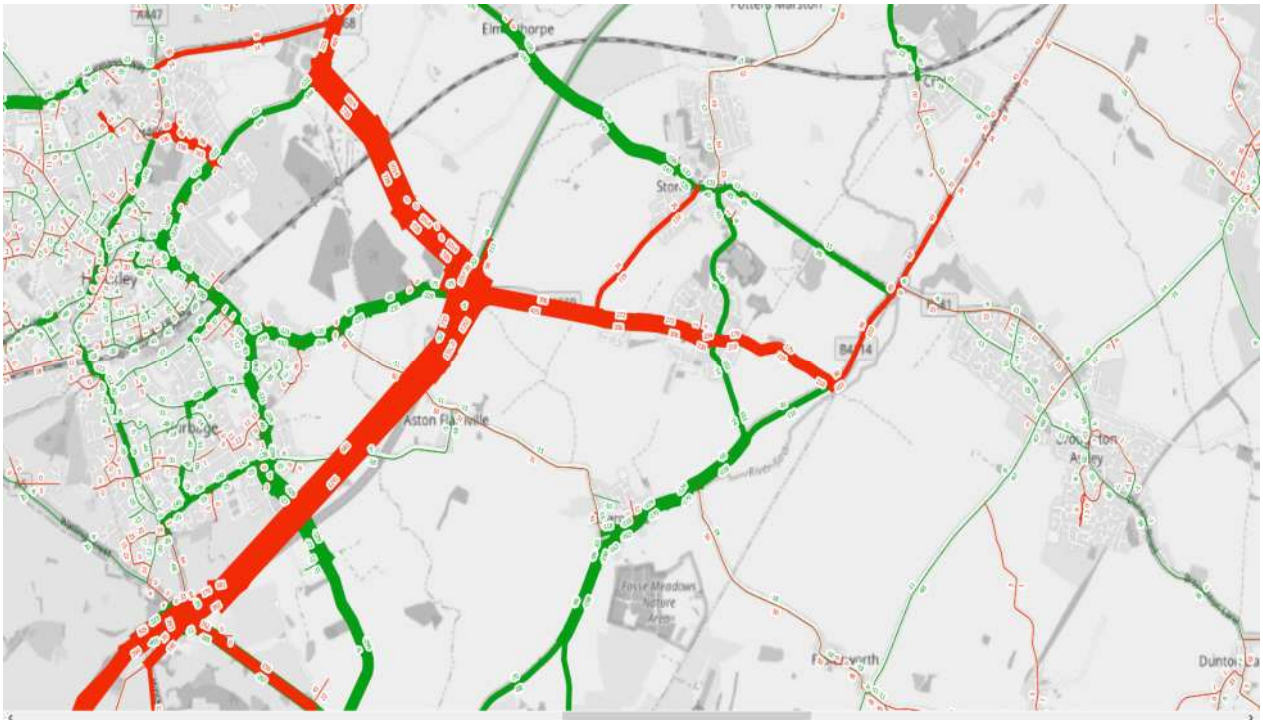


Figure 5-9: PM 2036 WoDWInf-WoDev

5.96. The traffic modelling outputs highlight the following redistribution effects:

- Constraints at M1 J21 means that alternative traffic routes to Leicester City and the M1 are used, such as the A47 and the B4114, while changes in traffic movement on the M69 northbound itself are minimal.
- The new A47 Link Road not only removes east/west traffic from the B581, Hinckley and Elmesthorpe. It also appears to push traffic towards the B4669 east of the M69 which is accessed directly from M69 Junction 2 as it provides a new and convenient route from the west.
- Similarly, the new southern slips provide a direct access to Sapcote, Stoney Stanton and to some degree Huncote and Broughton Astley. This reduces through traffic at Sharnford, Hinckley, Burbage and Elmesthorpe which would have previously routed via the B4669 (west), the B4114 and B581.

With Development

5.97. The following Figure 5-10 and Figure 5-11provides an overview of the total development traffic flow change alongside the redistributed background traffic (with access infrastructure).

Figure 5-10: AM WDevWInf-WoDev 2036

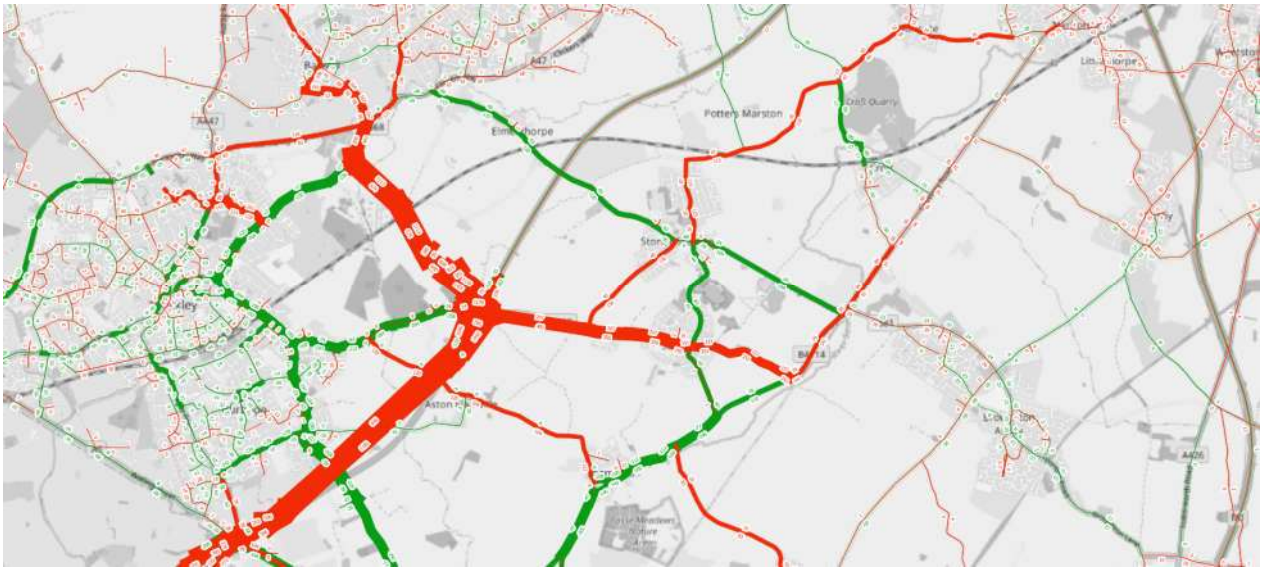
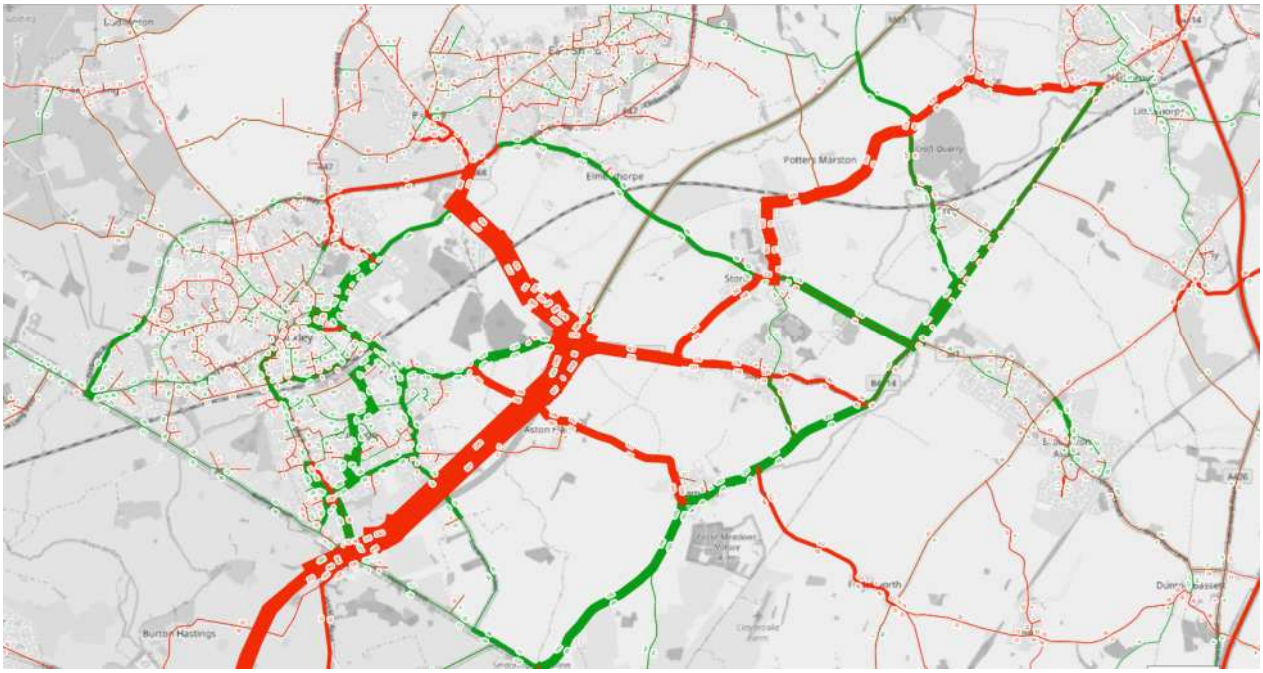


Figure 5-11: PM WDevWInf-WoDev 2036



5.98. The traffic modelling outputs highlight the following redistribution effects of the new infrastructure and including the HNRFI development:

- Flow differences are small when compared with redistributed traffic and focused on primary routes on the SRN and A47 around Hinckley.
- There remain increases on the proposed A47 Link Road and onto the M69 to the south of J2. However, development trips from the site are largely using the M69 and it is displaced trips that make up most new trips on the alternative routes.

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APPENDICES

APPENDIX B

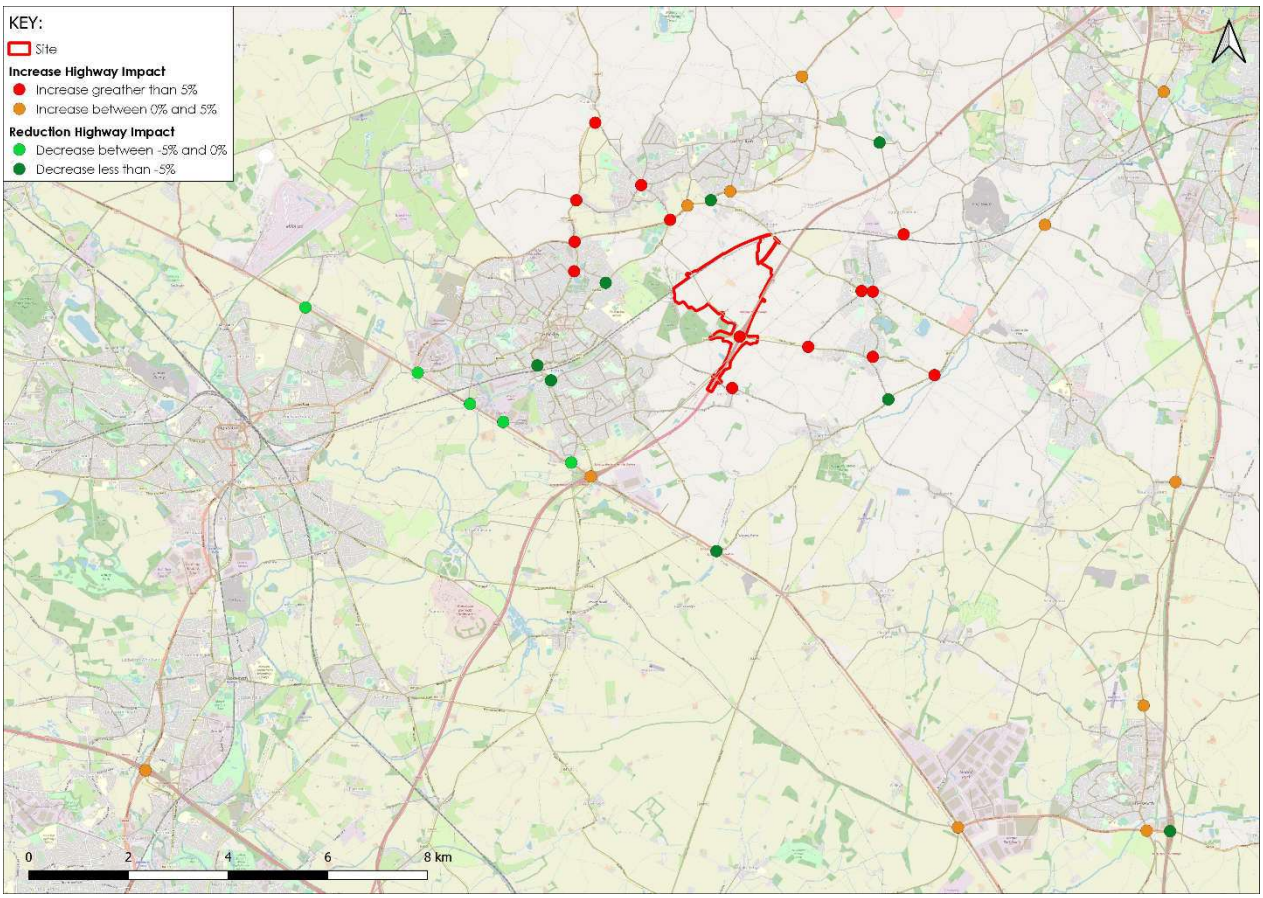
ID	AM Peak Hour (08:00-09:00)				PM Peak Hour (17:00-18:00)			
	WoD Flow	WD Flow	Total Flow Change	Highway Impact	WoD Flow	WD Flow	Total Flow Change	Highway Impact
J43	1992	1845	-147	-7%	2148	1598	-550	-26%
J25	1823	1415	-408	-22%	1422	1264	-158	-11%
J47	420	369	-51	-12%	554	483	-71	-13%
J53	1265	989	-276	-22%	1452	1111	-341	-24%

7.35. In summary, the development will result in the following highway impact across the 55 identified junctions in the AOI:

- greater than a 5% increase in traffic flow at 14 junctions;
- increased traffic flow between 0% and 5% at 18 junctions, although two of the junctions experience a greater reduction in flow in the PM peak, so on balance the greater impact is the beneficial reduction;
- reduced traffic flow between 0% and -5% at 15 junctions; and
- reduced traffic flow greater than -5% at eight junctions.

The flow changes and highway impact are visually displayed in Figure 7-3

Figure 7-3: Total Peak Hour Flow Changes and Highway Impact



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APPENDICES

APPENDIX C

		Volume		Speed (7-day)	
		5-day	7-day	85th %ile	Average
Huncote Road	Northbound	1,735	1,577	28.3 mph	24.9 mph
	Southbound	1,736	1,576	25.6 mph	22.5 mph
	Combined	3,471	3,153	27.2 mph	23.7 mph
Station Road	Eastbound	4,637	4,270	43.2 mph	36.6 mph
	Westbound	5,011	4,575	44.9 mph	39.4 mph
	Combined	9,648	8,844	44.0 mph	38.1 mph
Stanton Lane	Northeastbound	2,121	1,962	52.6 mph	45.8 mph
	Southwestbound	1,947	1,825	52.6 mph	45.9 mph
	Combined	4,068	3,787	52.6 mph	45.9 mph
Sapcote Road	Northeastbound	1,737	1,620	33.8 mph	28.8 mph
	Southwestbound	1,835	1,726	32.6 mph	28.1 mph
	Combined	3,572	3,346	33.2 mph	28.5 mph
Broughton Road	Southeastbound	4,247	3,992	56.8 mph	50.1 mph
	Northwestbound	4,581	4,303	56.8 mph	50.1 mph
	Combined	8,828	8,295	56.8 mph	50.1 mph

Huncote Road	Volume
	Speed
	Class
Staion Road	Volume
	Speed
	Class
Stanton Lane	Volume
	Speed
	Class
Sapcote Road	Volume
	Speed
	Class
Broughton Road	Volume
	Speed
	Class

Multi-Day Volume Report LEICESTERSHIRE_TEMP 880088020820 2023-09-01 to 2023-09-13

Site Name 880088020820
Site ID 880088020820
Grid 448977295701
Description Huncote Road, Stoney Stanton

Setup LEICS_TUBES
Lanes Each Lane
Time Period 1 hour
Class Any

Exclude data: None

Huncote Road	Volume, Speed, Class
Staion Road	Volume, Speed, Class
Stanton Lane	Volume, Speed, Class
Sapcote Road	Volume, Speed, Class
Broughton Road	Volume, Speed, Class

All directions

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Average		Total
	2023-09-01	2023-09-02	2023-09-03	2023-09-04	2023-09-05	2023-09-06	2023-09-07	2023-09-08	2023-09-09	2023-09-10	2023-09-11	2023-09-12	2023-09-13	Workday	7 Day	Count
00:00:00	4	12	20	8	7	11	9	15	17	19	8	5	7	8	11	142
01:00:00	15	28	13	4	12	20	16	12	17	13	4	14	17	13	14	185
02:00:00	5	3	5	7	5	11	7	8	7	3	3	9	4	7	6	77
03:00:00	14	5	4	12	13	12	16	21	9	4	14	12	13	14	12	149
04:00:00	19	15	1	26	22	25	20	16	9	5	22	24	16	21	17	220
05:00:00	32	21	10	54	53	59	59	61	21	13	52	53	61	54	43	549
06:00:00	126	30	30	116	123	134	119	111	27	32	120	134	124	123	96	1226
07:00:00	234	72	33	268	285	274	275	272	53	47	262	272	252	266	205	2599
08:00:00	283	122	90	298	321	284	308	287	117	86	273	318	283	295	240	3070
09:00:00	238	200	181	200	196	192	192	184	195	129	191	201	194	199	192	2493
10:00:00	205	204	209	164	157	177	155	186	233	182	163	131	188	170	180	2354
11:00:00	216	205	244	189	186	189	177	179	223	189	153	152	163	178	189	2465
12:00:00	205	230	270	197	185	195	210	233	220	227	164	167	194	194	207	2697
13:00:00	233	211	206	187	171	163	194	180	186	177	193	156	186	185	188	2443
14:00:00	260	213	205	196	228	228	224	236	138	149	196	204	203	219	207	2680
15:00:00	304	165	154	276	274	266	279	314	131	109	252	258	254	275	237	3036
16:00:00	336	177	178	335	329	342	334	330	141	141	324	309	347	332	282	3623
17:00:00	342	207	197	331	357	400	370	281	156	110	327	322	360	343	293	3760
18:00:00	226	166	147	197	260	217	227	200	145	119	194	235	201	217	197	2534
19:00:00	130	147	104	139	166	181	177	142	141	90	133	148	175	155	145	1873
20:00:00	82	96	85	100	101	87	101	88	74	62	84	66	85	88	86	1111
21:00:00	75	54	35	49	69	55	66	59	47	48	45	52	59	59	55	713
22:00:00	48	27	17	26	40	42	38	53	44	15	32	31	38	39	35	451
23:00:00	31	21	7	14	18	15	19	21	30	9	12	12	11	17	17	220
07-19	3082	2172	2114	2838	2949	2927	2945	2882	1938	1665	2692	2725	2825	2874	2616	33754
06-22	3495	2499	2368	3242	3408	3384	3408	3282	2227	1897	3074	3125	3268	3298	2998	38677
06-24	3574	2547	2392	3282	3466	3441	3465	3356	2301	1921	3118	3168	3317	3354	3050	39348
00-24	3663	2631	2445	3393	3578	3579	3592	3489	2381	1978	3221	3285	3435	3471	3153	40670
am Peak	08:00:00	11:00:00	11:00:00	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	10:00:00	11:00:00	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	
Peak Volume	283	205	244	298	321	284	308	287	233	189	273	318	283	295	240	
pm Peak	17:00:00	12:00:00	12:00:00	16:00:00	17:00:00	17:00:00	17:00:00	16:00:00	12:00:00	12:00:00	17:00:00	17:00:00	17:00:00	17:00:00	17:00:00	
Peak Volume	342	230	270	335	357	400	370	330	220	227	327	322	360	343	293	

Northbound

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Average		Total
	2023-09-01	2023-09-02	2023-09-03	2023-09-04	2023-09-05	2023-09-06	2023-09-07	2023-09-08	2023-09-09	2023-09-10	2023-09-11	2023-09-12	2023-09-13	Workday	7 Day	Count
00:00:00	0	4	10	2	4	5	5	5	8	11	2	3	5	3	5	64
01:00:00	2	7	4	3	0	1	4	2	3	6	2	1	2	2	3	37
02:00:00	2	1	2	3	2	5	4	3	3	2	1	5	4	3	3	37
03:00:00	6	4	2	7	8	7	8	9	4	0	12	6	7	8	6	80
04:00:00	8	6	1	14	10	12	10	8	6	3	9	13	4	10	8	104
05:00:00	23	14	8	35	37	37	42	41	16	8	32	37	43	36	29	373
06:00:00	82	20	15	81	80	85	71	67	12	18	76	78	75	77	60	760
07:00:00	152	42	22	163	183	182	177	180	29	26	173	178	165	173	132	1672
08:00:00	179	64	57	186	211	179	188	172	61	48	172	200	165	184	148	1882
09:00:00	132	111	113	104	101	100	111	95	114	70	112	106	106	107	106	1375
10:00:00	106	100	116	84	84	96	90	102	129	91	76	70	111	91	96	1255
11:00:00	112	106	120	87	88	107	84	106	123	107	75	80	88	92	98	1283
12:00:00	98	117	135	98	81	92	98	112	109	113	90	87	96	95	101	1326
13:00:00	110	120	107	95	90	78	76	91	96	94	103	79	86	90	94	1225
14:00:00	125	108	105	90	108	99	104	109	70	71	97	102	82	102	98	1270
15:00:00	168	81	69	123	121	120	140	143	60	52	114	120	125	130	112	1436
16:00:00	143	83	80	138	125	132	138	135	75	61	122	125	137	133	116	1494
17:00:00	144	80	91	125	141	174	159	127	79	55	123	112	143	139	121	1553
18:00:00	102	72	53	89	124	104	106	98	73	60	80	111	106	102	91	1178
19:00:00	68	77	50	64	78	79	79	66	53	36	69	77	79	73	68	875
20:00:00	37	32	43	40	38	33	48	35	30	21	33	19	38	36	34	447
21:00:00	29	21	18	19	33	20	28	23	19	28	22	18	29	25	24	307
22:00:00	19	7	8	12	16	17	13	26	26	6	16	16	17	17	15	199
23:00:00	16	11	6	7	12	3	6	11	18	7	4	5	6	8	9	112
07-19	1571	1084	1068	1382	1457	1463	1471	1470	1018	848	1337	1370	1410	1437	1313	16949
06-22	1787	1234	1194	1586	1686	1680	1697	1661	1132	951	1537	1562	1631	1647	1499	19338
06-24	1822	1252	1208	1605	1714	1700	1716	1698	1176	964	1557	1583	1654	1672	1523	19649
00-24	1863	1288	1235	1669	1775	1767	1789	1766	1216	994	1615	1648	1719	1735	1577	20344
am Peak	08:00:00	09:00:00	11:00:00	08:00:00	08:00:00	07:00:00	08:00:00	07:00:00	10:00:00	11:00:00	07:00:00	08:00:00	07:00:00	08:00:00	08:00:00	
Peak Volume	179	111	120	186	211	182	188	180	129	107	173	200	165	184	148	
pm Peak	15:00:00	13:00:00	12:00:00	16:00:00	17:00:00	17:00:00	17:00:00	15:00:00	12:00:00	12:00:00	17:00:00	16:00:00	17:00:00	17:00:00	17:00:00	
Peak Volume	168	120	135	138	141	174	159	143	109	113	123	125	143	139	121	

Southbound

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Average		Total
	2023-09-01	2023-09-02	2023-09-03	2023-09-04	2023-09-05	2023-09-06	2023-09-07	2023-09-08	2023-09-09	2023-09-10	2023-09-11	2023-09-12	2023-09-13	Workday	7 Day	Count
00:00:00	4	8	10	6	3	6	4	10	9	8	6	2	2	5	6	78
01:00:00	13	21	9	1	12	19	12	10	14	7	2	13	15	11	11	148
02:00:00	3	2	3	4	3	6	3	5	4	1	2	4	0	3	3	40
03:00:00	8	1	2	5	5	5	8	12	5	4	2	6	6	6	5	69
04:00:00	11	9	0	12	12	13	10	8	3	2	13	11	12	11	9	116
05:00:00	9	7	2	19	16	22	17	20	5	5	20	16	18	17	14	176
06:00:00	44	10	15	35	43	49	48	44	15	14	44	56	49	46	37	466
07:00:00	82	30	11	105	102	92	98	92	24	21	89	94	87	93	73	927
08:00:00	104	58	33	112	110	105	120	115	56	38	101	118	118	111	93	1188
09:00:00	106	89	68	96	95	92	81	89	81	59	79	95	88	91	86	1118
10:00:00	99	104	93	80	73	81	65	84	104	91	87	61	77	79	84	1099
11:00:00	104	99	124	102	98	82	93	73	100	82	78	72	75	86	91	1182
12:00:00	107	113	135	99	104	103	112	121	111	114	74	80	98	100	105	1371
13:00:00	123	91	99	92	81	85	118	89	90	83	90	77	100	95	94	1218
14:00:00	135	105	100	106	120	129	120	127	68	78	99	102	121	118	109	1410
15:00:00	136	84	85	153	153	146	139	171	71	57	138	138	129	145	125	1600
16:00:00	193	94	98	197	204	210	196	195	66	80	202	184	210	199	166	2129
17:00:00	198	127	106	206	216	226	211	154	77	55	204	210	217	205	172	2207
18:00:00	124	94	94	108	136	113	121	102	72	59	114	124	95	115	105	1356
19:00:00	62	70	54	75	88	102	98	76	88	54	64	71	96	81	77	998
20:00:00	45	64	42	60	63	54	53	53	44	41	51	47	47	53	51	664
21:00:00	46	33	17	30	36	35	38	36	28	20	23	34	30	34	31	406
22:00:00	29	20	9	14	24	25	25	27	18	9	16	15	21	22	20	252
23:00:00	15	10	1	7	6	12	13	10	12	2	8	7	5	9	8	108
07-19	1511	1088	1046	1456	1492	1464	1474	1412	920	817	1355	1355	1415	1437	1303	16805
06-22	1708	1265	1174	1656	1722	1704	1711	1621	1095	946	1537	1563	1637	1651	1499	19339
06-24	1752	1295	1184	1677	1752	1741	1749	1658	1125	957	1561	1585	1663	1682	1527	19699
00-24	1800	1343	1210	1724	1803	1812	1803	1723	1165	984	1606	1637	1716	1736	1576	20326
am Peak	09:00:00	10:00:00	11:00:00	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	10:00:00	10:00:00	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	
Peak Volume	106	104	124	112	110	105	120	115	104	91	101	118	118	111	93	
pm Peak	17:00:00	17:00:00	12:00:00	17:00:00	17:00:00	17:00:00	17:00:00	16:00:00	12:00:00	12:00:00	17:00:00	17:00:00	17:00:00	17:00:00	17:00:00	
Peak Volume	198	127	135	206	216	226	211	195	111	114	204	210	217	205	172	

Event key: QC Failure | QC Outlier | QC Atypical | Events | Special | Holiday | Offline | Weekends and defined holidays

Notes on data:

Weekly (7-day) averages are calculated as the average of workday values and weekend values, weighted in the proportion 5:2.

Holidays & Events:

None

Speed Bins Report LEICESTERSHIRE_TEMP 880088020820 2023-09-01 to 2023-09-13

Site Name	880088020820
Site ID	880088020820
Grid	448977295701
Description	Huncote Road, Stoney Stanton
Setup	LEICS_TUBES
Lanes	Each Lane
Show	Average
Time Period	1 hour
Class	Any
Averaged over	All days
Speed units	mph
Exclude data:	None

Huncote Road	Volume, Speed, Class
Staion Road	Volume, Speed, Class
Stanton Lane	Volume, Speed, Class
Sapcote Road	Volume, Speed, Class
Broughton Road	Volume, Speed, Class

All directions

	Average Flow	<5.0mph	5.0-10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	>50.0mph	Invalid Reading	85th %ile	Mean Speed	Std Dev
00:00:00	11	0	0	0	1	6	3	1	0	0	0	0	0	27.7	23.6	4.2
01:00:00	14	0	0	0	1	8	4	1	0	0	0	0	0	27.3	23.7	3.3
02:00:00	6	0	0	0	1	2	2	0	0	0	0	0	0	28.6	23.7	6.4
03:00:00	11	0	0	1	2	5	3	1	0	0	0	0	0	30.3	24.3	6
04:00:00	17	0	0	2	4	6	3	1	0	0	0	0	0	28	22	6.6
05:00:00	42	0	0	2	6	12	15	6	1	0	0	0	0	30.5	24.8	5.6
06:00:00	94	0	0	4	12	39	33	6	0	0	0	0	0	28	23.8	4.5
07:00:00	200	0	0	5	26	86	73	8	0	0	0	0	0	27.4	23.8	4.2
08:00:00	236	0	0	3	21	109	94	9	0	0	0	0	0	27.7	24.3	3.5
09:00:00	192	0	1	3	23	94	64	6	0	0	0	0	0	27.2	23.6	3.9
10:00:00	181	0	1	4	22	97	53	3	0	0	0	0	0	26.7	23.3	3.8
11:00:00	190	0	0	4	23	98	58	6	0	0	0	0	0	27	23.6	3.9
12:00:00	207	0	0	3	26	111	60	6	0	0	0	0	0	26.8	23.5	3.7
13:00:00	188	0	0	3	25	97	57	5	0	0	0	0	0	26.9	23.4	3.7
14:00:00	206	0	1	4	25	108	61	7	1	0	0	0	0	27	23.5	3.8
15:00:00	234	0	0	4	34	110	76	7	0	0	0	0	0	27	23.5	3.8
16:00:00	279	0	1	4	29	146	91	7	0	0	0	0	0	26.9	23.7	3.5
17:00:00	289	0	1	3	28	142	106	9	0	0	0	0	0	27.4	24	3.5
18:00:00	195	0	0	2	22	100	64	5	0	0	0	0	0	27	23.7	3.5
19:00:00	144	0	0	1	15	78	44	6	0	0	0	0	0	27.1	23.8	3.5
20:00:00	85	0	0	1	12	44	26	2	0	0	0	0	0	26.8	23.5	3.4
21:00:00	55	0	0	0	9	27	17	2	0	0	0	0	0	27.4	23.7	3.8
22:00:00	35	0	0	1	4	17	11	2	0	0	0	0	0	27.5	23.7	3.8
23:00:00	17	0	0	0	2	9	6	0	0	0	0	0	0	27	23.8	3.9
07-19	2596	1	5	41	304	1300	858	79	4	1	1	1	0	27.1	23.7	3.7
06-22	2975	1	5	47	353	1487	978	95	6	1	1	1	0	27.1	23.7	3.7
06-24	3027	1	5	48	358	1513	995	97	6	1	1	1	0	27.1	23.7	3.7
00-24	3128	1	5	54	374	1552	1023	107	8	2	1	1	0	27.2	23.7	3.8
am Peak	08:00:00	09:00:00	10:00:00	07:00:00	07:00:00	08:00:00	08:00:00	08:00:00	05:00:00	11:00:00	11:00:00	04:00:00		05:00:00	05:00:00	
Peak Volume	236	0	1	5	26	109	94	9	1	0	0	0		30.5	24.8	5.6
pm Peak	17:00:00	12:00:00	16:00:00	14:00:00	15:00:00	16:00:00	17:00:00	17:00:00	14:00:00	13:00:00	12:00:00	12:00:00		22:00:00	17:00:00	
Peak Volume	289	0	1	4	34	146	106	9	1	0	0	0		27.5	24	3.5

Northbound

	Average Flow	<5.0mph	5.0-10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	>50.0mph	Invalid Reading	85th %ile	Mean Speed	Std Dev
00:00:00	5	0	0	0	0	2	2	1	0	0	0	0	0	29.9	25.7	4.4
01:00:00	3	0	0	0	0	1	1	0	0	0	0	0	0	27.3	24.8	3.6
02:00:00	3	0	0	0	0	1	1	0	0	0	0	0	0	32.9	27	6.7
03:00:00	6	0	0	0	0	2	2	1	0	0	0	0	0	33.4	27.6	5.4
04:00:00	8	0	0	0	1	3	3	1	0	0	0	0	0	30.4	26.3	5.9
05:00:00	29	0	0	0	2	8	11	5	1	0	0	0	0	31.7	26.6	5
06:00:00	58	0	0	0	4	23	25	5	0	0	0	0	0	29	25.2	3.9
07:00:00	129	0	0	1	12	50	58	7	0	0	0	0	0	28.2	24.7	3.9
08:00:00	145	0	0	1	9	53	73	8	0	0	0	0	0	28.5	25.2	3.4
09:00:00	106	0	0	1	9	42	47	6	0	0	0	0	0	28.3	24.6	4.1
10:00:00	97	0	0	1	7	46	38	3	0	0	0	0	0	27.5	24.4	3.8
11:00:00	99	0	0	1	7	43	42	5	0	0	0	0	0	28	24.8	3.8
12:00:00	102	0	0	1	9	45	42	5	0	0	0	0	0	27.8	24.6	3.8
13:00:00	94	0	0	1	7	41	41	4	0	0	0	0	0	28	24.7	3.7
14:00:00	98	0	0	2	8	40	41	6	1	0	0	0	0	28.3	24.7	4.2
15:00:00	110	0	0	1	9	40	53	6	0	0	0	0	0	28.3	24.8	3.8
16:00:00	115	0	1	2	7	45	55	6	0	0	0	0	0	28.1	24.8	3.8
17:00:00	119	0	0	1	7	39	65	7	0	0	0	0	0	28.6	25.4	3.6
18:00:00	91	0	0	1	6	38	40	5	0	0	0	0	0	28.4	24.9	3.6
19:00:00	67	0	0	0	5	28	29	5	0	0	0	0	0	28.5	25	3.6
20:00:00	34	0	0	0	4	15	14	1	0	0	0	0	0	27.8	24.4	3.4
21:00:00	24	0	0	0	2	10	10	1	0	0	0	0	0	28.5	24.8	4
22:00:00	15	0	0	0	1	6	6	2	0	0	0	0	0	28.7	24.8	4
23:00:00	9	0	0	0	1	3	4	0	0	0	0	0	0	28.6	24.8	3.8
07-19	1304	1	3	14	96	522	594	68	4	1	1	1	0	28.2	24.8	3.8
06-22	1488	1	3	14	111	598	671	81	5	1	1	1	0	28.2	24.8	3.8
06-24	1511	1	3	15	113	608	681	83	5	1	1	1	0	28.2	24.8	3.8
00-24	1565	1	3	15	117	625	702	92	7	1	1	1	0	28.3	24.9	3.9
am Peak	08:00:00	09:00:00	09:00:00	07:00:00	07:00:00	08:00:00	08:00:00	08:00:00	05:00:00	02:00:00	11:00:00	04:00:00		03:00:00	03:00:00	
Peak Volume	145	0	0	1	12	53	73	8	1	0	0	0		33.4	27.6	5.4
pm Peak	17:00:00	13:00:00	16:00:00	16:00:00	15:00:00	12:00:00	17:00:00	17:00:00	14:00:00	13:00:00	12:00:00	12:00:00		22:00:00	17:00:00	
Peak Volume	119	0	1	2	9	45	65	7	1	0	0	0		28.7	25.4	3.6

Southbound

	Average Flow	<5.0mph	5.0-10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	>50.0mph	Invalid Reading	85th %ile	Mean Speed	Std Dev
00:00:00	6	0	0	0	1	4	1	0	0	0	0	0	0	24.5	21.9	3.1
01:00:00	11	0	0	0	1	7	3	0	0	0	0	0	0	26.9	23.4	3.2
02:00:00	3	0	0	0	1	1	0	0	0	0	0	0	0	25.2	20.8	4.5
03:00:00	5	0	0	1	2	2	0	0	0	0	0	0	0	24.6	20.6	4.3
04:00:00	9	0	0	2	4	3	0	0	0	0	0	0	0	22.7	18.2	4.4
05:00:00	14	0	0	2	4	4	4	0	0	0	0	0	0	26.1	21	5
06:00:00	36	0	0	4	8	16	8	0	0	0	0	0	0	25.7	21.4	4.3
07:00:00	71	0	0	4	15	36	15	1	0	0	0	0	0	26.1	22.1	4.1
08:00:00	91	0	0	2	12	55	21	1	0	0	0	0	0	25.9	22.8	3.2
09:00:00	86	0	0	2	14	52	17	1	0	0	0	0	0	25.7	22.4	3.4
10:00:00	85	0	0	3	14	52	15	0	0	0	0	0	0	25.4	22.2	3.5
11:00:00	91	0	0	3	17	55	15	1	0	0	0	0	0	25.4	22.2	3.6
12:00:00	105	0	0	2	18	67	18	1	0	0	0	0	0	25.4	22.4	3.2
13:00:00	94	0	0	2	18	56	16	1	0	0	0	0	0	25.4	22.2	3.4
14:00:00	108	0	0	2	17	68	20	1	0	0	0	0	0	25.4	22.4	3.1
15:00:00	123	0	0	3	25	71	23	1	0	0	0	0	0	25.5	22.3	3.4
16:00:00	164	0	0	2	22	101	37	2	0	0	0	0	0	25.7	22.9	3
17:00:00	170	0	0	2	21	104	42	2	0	0	0	0	0	25.9	23.1	3
18:00:00	104	0	0	1	16	62	24	1	0	0	0	0	0	25.8	22.8	3.1
19:00:00	77	0	0	1	11	49	15	1	0	0	0	0	0	25.7	22.8	3.1
20:00:00	51	0	0	1	8	29	12	1	0	0	0	0	0	25.9	22.9	3.2
21:00:00	31	0	0	0	6	17	7	1	0	0	0	0	0	26.2	22.9	3.5
22:00:00	19	0	0	0	3	11	5	0	0	0	0	0	0	26.3	22.9	3.4
23:00:00	8	0	0	0	1	5	2	0	0	0	0	0	0	25.9	22.7	3.7
07-19	1293	1	2	28	208	778	264	11	0	0	0	0	0	25.6	22.5	3.3
06-22	1488	1	2	33	241	889	307	14	1	0	0	0	0	25.6	22.5	3.3
06-24	1515	1	2	34	245	905	313	14	1	0	0	0	0	25.7	22.6	3.3
00-24	1564	1	2	39	257	927	321	15	1	0	0	0	0	25.6	22.5	3.4
am Peak	08:00:00	07:00:00	10:00:00	07:00:00	11:00:00	08:00:00	08:00:00	07:00:00	07:00:00	11:00:00		07:00:00		01:00:00	01:00:00	
Peak Volume	91	0	0	4	17	55	21	1	0	0		0		26.9	23.4	3.2
pm Peak	17:00:00	12:00:00	17:00:00	15:00:00	15:00:00	17:00:00	17:00:00	17:00:00	21:00:00	15:00:00				22:00:00	17:00:00	
Peak Volume	170	0	0	3	25	104	42	2	0	0				26.3	23.1	3

Event key: QC Failure | QC Outlier | QC Atypical | Events | Special | Holiday | Offline | Weekends and defined holidays

Notes on data:

Averages are calculated as the simple average of values across the period.

Holidays & Events:

None

Huncote Road	Volume Speed Class
Staion Road	Volume Speed Class
Stanton Lane	Volume Speed Class
Sapcote Road	Volume Speed Class
Broughton Road	Volume Speed Class

Class Report LEICESTERSHIRE_TEMP 880088020820 2023-09-01 to 2023-09-13

Site Name 880088020820
Site ID 880088020820
Grid 448977295701
Description Huncote Road, Stoney Stanton

Setup LEICS_TUBES
Lanes Each Lane
Show Average
Time Period 1 hour

Averaged over All days
Exclude data: None

All directions

	Average Flow	Mcl	Car	LGV	Bus	R2X	R3X	R4+X	A4-X	A5X	A6+X	AT5-X	AT6X	AT7+X	Invalid Reading	%HGV
00:00:00	11	0	9	1	0	0	0	0	0	0	0	0	0	0	0	7
01:00:00	14	0	11	2	0	0	0	0	0	0	0	0	0	0	0	3.2
02:00:00	6	0	4	1	0	0	0	0	0	0	0	0	0	0	0	6.5
03:00:00	11	1	8	2	0	0	0	0	0	0	0	0	0	0	0	6.7
04:00:00	17	1	9	3	0	1	0	0	1	2	0	0	0	0	0	22.7
05:00:00	42	1	25	11	0	4	0	0	0	1	0	0	0	0	0	10.7
06:00:00	94	2	64	17	0	10	0	0	0	0	0	0	0	0	0	11.3
07:00:00	200	5	141	41	2	10	0	0	0	1	0	0	0	0	0	5.8
08:00:00	236	2	177	45	1	8	0	1	1	0	0	0	0	0	0	4
09:00:00	192	3	133	42	1	9	1	0	1	1	1	0	0	0	0	6.4
10:00:00	181	4	128	38	1	7	1	1	2	0	0	0	0	0	0	5.9
11:00:00	190	4	136	38	2	8	1	0	1	0	0	0	0	0	0	5.6
12:00:00	207	3	151	39	2	9	1	0	2	1	1	0	0	0	0	6.3
13:00:00	188	2	135	35	1	10	1	1	1	0	0	0	0	0	0	7.2
14:00:00	206	3	151	37	1	12	1	1	1	0	0	0	0	0	0	7
15:00:00	234	4	166	46	2	12	1	0	2	0	0	0	0	0	0	6.5
16:00:00	279	5	213	48	2	9	1	0	2	0	0	0	0	0	0	4.1
17:00:00	289	3	234	46	1	3	0	0	1	0	0	0	0	0	0	1.9
18:00:00	195	2	157	32	1	3	0	0	1	0	0	0	0	0	0	1.8
19:00:00	144	2	117	23	0	1	0	0	0	0	0	0	0	0	0	1.1
20:00:00	85	1	69	15	0	1	0	0	0	0	0	0	0	0	0	1.3
21:00:00	55	0	46	7	0	1	0	0	0	0	0	0	0	0	0	1.5
22:00:00	35	0	30	4	0	1	0	0	0	0	0	0	0	0	0	1.6
23:00:00	17	0	14	2	0	0	0	0	0	0	0	0	0	0	0	3.2
07-19	2596	40	1921	488	16	98	7	4	15	4	3	0	0	0	0	5.1
06-22	2975	46	2217	550	17	110	8	5	15	4	4	0	0	0	0	4.9
06-24	3027	46	2261	556	17	111	8	5	15	4	4	0	0	0	0	4.8
00-24	3128	50	2326	577	18	116	8	5	16	6	5	0	0	0	0	5
am Peak	08:00:00	07:00:00	08:00:00	08:00:00	07:00:00	07:00:00	09:00:00	08:00:00	10:00:00	04:00:00	09:00:00					
Peak Volume	236	5	177	45	2	10	1	1	2	2	1					
pm Peak	17:00:00	16:00:00	17:00:00	16:00:00	15:00:00	15:00:00	15:00:00	13:00:00	16:00:00	12:00:00	12:00:00			13:00:00		13:00:00
Peak Volume	289	5	234	48	2	12	1	1	2	1	1			0		0

Northbound

	Average Flow	Mcl	Car	LGV	Bus	R2X	R3X	R4+X	A4-X	A5X	A6+X	AT5-X	AT6X	AT7+X	Invalid Reading	%HGV
00:00:00	5	0	4	0	0	0	0	0	0	0	0	0	0	0	0	14.1
01:00:00	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	16.2
02:00:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	10.8
03:00:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0	5
04:00:00	8	0	6	2	0	0	0	0	0	0	0	0	0	0	0	5.8
05:00:00	29	0	18	9	0	1	0	0	0	0	0	0	0	0	0	2.9
06:00:00	58	1	46	10	0	2	0	0	0	0	0	0	0	0	0	3.3
07:00:00	129	2	96	25	1	4	0	0	0	0	0	0	0	0	0	3.8
08:00:00	145	1	109	30	0	4	0	0	1	0	0	0	0	0	0	3.1
09:00:00	106	1	71	25	0	5	1	0	1	0	1	0	0	0	0	7.3
10:00:00	97	2	68	20	0	4	0	0	1	0	0	0	0	0	0	6.7
11:00:00	99	2	69	21	0	5	0	0	1	0	0	0	0	0	0	7.1
12:00:00	102	1	71	21	1	5	0	0	1	1	1	0	0	0	0	8.3
13:00:00	94	1	65	19	1	7	0	0	0	0	0	0	0	0	0	9.1
14:00:00	98	1	66	21	0	8	1	0	1	0	0	0	0	0	0	9.9
15:00:00	110	3	72	25	1	8	1	0	0	0	0	0	0	0	0	8.4
16:00:00	115	3	80	23	1	7	0	0	1	0	0	0	0	0	0	6.8
17:00:00	119	2	89	25	0	3	0	0	0	0	0	0	0	0	0	2.6
18:00:00	91	1	68	19	0	2	0	0	0	0	0	0	0	0	0	2.6
19:00:00	67	1	53	12	0	1	0	0	0	0	0	0	0	0	0	1.1
20:00:00	34	0	26	7	0	1	0	0	0	0	0	0	0	0	0	2.2
21:00:00	24	0	18	5	0	0	0	0	0	0	0	0	0	0	0	1.3
22:00:00	15	0	12	2	0	0	0	0	0	0	0	0	0	0	0	2
23:00:00	9	0	7	1	0	0	0	0	0	0	0	0	0	0	0	6.3
07-19	1304	19	924	275	6	61	4	3	6	3	3	0	0	0	0	6.1
06-22	1488	21	1067	309	6	64	4	3	6	3	4	0	0	0	0	5.6
06-24	1511	21	1086	313	6	65	4	3	6	3	4	0	0	0	0	5.6
00-24	1565	21	1122	327	7	67	5	3	6	3	4	0	0	0	0	5.6
am Peak	08:00:00	07:00:00	08:00:00	08:00:00	07:00:00	09:00:00	09:00:00	10:00:00	09:00:00	07:00:00	09:00:00					
Peak Volume	145	2	109	30	1	5	1	0	1	0	1					
pm Peak	17:00:00	15:00:00	17:00:00	15:00:00	16:00:00	14:00:00	15:00:00	13:00:00	12:00:00	12:00:00	12:00:00					
Peak Volume	119	3	89	25	1	8	1	0	1	1	1					

Southbound

	Average Flow	Mcl	Car	LGV	Bus	R2X	R3X	R4+X	A4-X	A5X	A6+X	AT5-X	AT6X	AT7+X	Invalid Reading	%HGV
00:00:00	6	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1.3
01:00:00	11	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0
02:00:00	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2.5
03:00:00	5	1	3	1	0	0	0	0	0	0	0	0	0	0	0	8.7
04:00:00	9	1	3	1	0	1	0	0	0	2	0	0	0	0	0	37.9
05:00:00	14	1	7	2	0	3	0	0	0	1	0	0	0	0	0	27.3
06:00:00	36	1	19	7	0	8	0	0	0	0	0	0	0	0	0	24.5
07:00:00	71	3	44	16	1	6	0	0	0	0	0	0	0	0	0	9.4
08:00:00	91	1	68	15	1	4	0	0	1	0	0	0	0	0	0	5.5
09:00:00	86	2	62	17	1	4	0	0	0	0	0	0	0	0	0	5.2
10:00:00	85	2	60	18	1	2	1	0	1	0	0	0	0	0	0	4.9
11:00:00	91	2	67	16	1	3	0	0	0	0	0	0	0	0	0	4
12:00:00	105	2	80	18	1	3	0	0	1	0	0	0	0	0	0	4.3
13:00:00	94	1	71	16	1	3	0	0	1	0	0	0	0	0	0	5.3
14:00:00	108	1	85	17	1	4	0	0	1	0	0	0	0	0	0	4.4
15:00:00	123	1	94	21	1	4	0	0	1	0	0	0	0	0	0	4.8
16:00:00	164	2	133	25	0	2	0	0	1	0	0	0	0	0	0	2.3
17:00:00	170	2	145	21	0	1	0	0	1	0	0	0	0	0	0	1.4
18:00:00	104	1	89	13	0	1	0	0	0	0	0	0	0	0	0	1
19:00:00	77	1	64	11	0	0	0	0	0	0	0	0	0	0	0	1
20:00:00	51	1	42	7	0	0	0	0	0	0	0	0	0	0	0	0.6
21:00:00	31	0	28	3	0	0	0	0	0	0	0	0	0	0	0	1.7
22:00:00	19	0	17	2	0	0	0	0	0	0	0	0	0	0	0	1.2
23:00:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1293	21	998	213	10	37	3	2	9	1	0	0	0	0	0	4
06-22	1488	25	1150	240	11	46	4	2	9	1	0	0	0	0	0	4.1
06-24	1515	25	1174	243	11	46	4	2	9	1	0	0	0	0	0	4.1
00-24	1564	29	1204	250	12	50	4	2	10	3	0	0	0	0	0	4.4
am Peak	08:00:00	07:00:00	08:00:00	10:00:00	11:00:00	06:00:00	10:00:00	08:00:00	10:00:00	04:00:00	03:00:00					
Peak Volume	91	3	68	18	1	8	1	0	1	2	0					
pm Peak	17:00:00	12:00:00	17:00:00	16:00:00	15:00:00	15:00:00	13:00:00	12:00:00	15:00:00	12:00:00				13:00:00		13:00:00
Peak Volume	170	2	145	25	1	4	0	0	1	0				0		0

Event key: QC Failure QC Outlier QC Atypical Events Special Holiday Offline
Weekends and defined holidays

Notes on data:

Averages are calculated as the simple average of values across the period.

Holidays & Events:

None

Huncote Road	Volume
	Speed
	Class
Staion Road	Volume
	Speed
	Class
Stanton Lane	Volume
	Speed
	Class
Sapcote Road	Volume
	Speed
	Class
Broughton Road	Volume
	Speed
	Class

Multi-Day Volume Report LEICESTERSHIRE_TEMP 880088020821 2023-09-01 to 2023-09-13

Site Name 880088020821
Site ID 880088020821
Grid 448417295005
Description Station Road, Stoney Stanton

Setup LEICS_TUBES
Lanes Each Lane
Time Period 1 hour
Class Any

Exclude data: None

All directions

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Average		Total
	2023-09-01	2023-09-02	2023-09-03	2023-09-04	2023-09-05	2023-09-06	2023-09-07	2023-09-08	2023-09-09	2023-09-10	2023-09-11	2023-09-12	2023-09-13	Workday	7 Day	Count
00:00:00	19	53	49	11	20	23	21	21	49	59	7	14	22	18	28	368
01:00:00	19	32	18	9	17	27	22	13	26	24	5	18	12	16	18	242
02:00:00	19	9	11	16	12	19	15	21	20	20	11	11	11	15	15	195
03:00:00	13	13	21	19	22	20	18	18	20	19	21	16	25	19	19	245
04:00:00	42	26	19	50	44	53	47	52	23	13	47	43	42	47	39	501
05:00:00	118	47	59	130	140	140	127	110	44	55	120	144	134	129	107	1368
06:00:00	265	75	89	290	309	285	298	273	95	100	300	281	296	289	232	2956
07:00:00	700	194	164	804	860	819	836	712	207	177	796	858	847	804	627	7974
08:00:00	811	359	327	840	924	889	868	828	344	307	810	878	868	857	708	9053
09:00:00	549	500	551	527	574	532	547	577	441	463	487	526	586	545	529	6860
10:00:00	508	579	636	466	460	477	459	512	594	539	449	414	431	464	499	6524
11:00:00	535	611	672	404	431	500	466	521	599	577	436	451	473	469	510	6676
12:00:00	592	669	778	444	467	505	506	580	597	675	442	475	539	506	555	7269
13:00:00	614	641	575	540	510	564	484	544	575	575	476	460	513	523	542	7071
14:00:00	700	478	540	660	618	617	607	710	519	484	605	580	651	639	601	7769
15:00:00	847	455	483	718	738	735	765	820	462	448	758	750	758	765	679	8737
16:00:00	977	524	526	911	968	970	980	900	450	360	893	883	963	938	803	10305
17:00:00	931	538	437	956	1101	1033	1039	999	425	344	960	1011	1042	1008	845	10816
18:00:00	550	487	416	520	600	573	614	649	383	284	571	561	621	584	530	6829
19:00:00	358	363	340	394	367	406	397	425	350	268	366	331	393	382	367	4758
20:00:00	244	239	187	274	300	323	334	226	217	156	215	222	301	271	251	3238
21:00:00	163	206	106	165	212	190	202	195	146	85	165	186	174	184	170	2195
22:00:00	159	132	59	99	108	134	124	176	126	54	88	106	123	124	115	1488
23:00:00	83	84	34	47	43	49	61	84	105	27	30	49	39	54	56	735
07-19	8314	6035	6105	7790	8251	8214	8171	8352	5596	5233	7683	7847	8292	8102	7427	95883
06-22	9344	6918	6827	8913	9439	9418	9402	9471	6404	5842	8729	8867	9456	9227	8447	109030
06-24	9586	7134	6920	9059	9590	9601	9587	9731	6635	5923	8847	9022	9618	9405	8618	111253
00-24	9816	7314	7097	9294	9845	9883	9837	9966	6817	6113	9058	9268	9864	9648	8844	114172
am Peak	08:00:00	11:00:00	11:00:00	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	11:00:00	11:00:00	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	
Peak Volume	811	611	672	840	924	889	868	828	599	577	810	878	868	857	708	
pm Peak	16:00:00	12:00:00	12:00:00	17:00:00	17:00:00	17:00:00	17:00:00	17:00:00	12:00:00	12:00:00	17:00:00	17:00:00	17:00:00	17:00:00	17:00:00	
Peak Volume	977	669	778	956	1101	1033	1039	999	597	675	960	1011	1042	1008	845	

Eastbound

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Average		Total
	2023-09-01	2023-09-02	2023-09-03	2023-09-04	2023-09-05	2023-09-06	2023-09-07	2023-09-08	2023-09-09	2023-09-10	2023-09-11	2023-09-12	2023-09-13	Workday	7 Day	Count
00:00:00	12	34	27	8	16	13	15	14	20	32	3	10	15	12	16	219
01:00:00	9	16	8	6	6	13	8	7	16	11	1	4	4	6	8	109
02:00:00	11	4	5	8	6	9	7	10	11	7	6	8	4	8	7	96
03:00:00	2	6	9	8	10	12	7	5	10	10	11	7	14	8	9	111
04:00:00	35	13	12	40	32	39	28	39	15	8	39	29	31	35	28	360
05:00:00	71	24	50	74	84	83	83	70	23	41	68	88	82	78	66	841
06:00:00	141	40	62	167	169	155	156	134	49	74	168	158	160	156	128	1633
07:00:00	353	109	106	408	456	432	447	347	102	111	425	450	433	417	328	4179
08:00:00	391	185	180	422	457	429	435	393	169	158	408	432	421	421	350	4480
09:00:00	275	231	288	271	300	284	279	300	204	225	259	278	294	282	269	3488
10:00:00	257	293	315	205	206	213	221	262	272	246	215	213	209	222	239	3127
11:00:00	267	298	302	194	187	239	222	249	314	264	212	223	217	223	244	3188
12:00:00	275	333	373	217	241	254	250	294	307	302	223	225	286	252	274	3580
13:00:00	296	309	293	234	261	280	239	245	286	272	221	203	237	246	259	3376
14:00:00	328	228	267	315	275	269	275	333	261	219	273	265	303	293	279	3611
15:00:00	372	216	227	339	340	341	371	386	213	222	368	380	369	363	322	4144
16:00:00	389	249	257	393	427	424	448	405	216	185	388	415	427	413	360	4623
17:00:00	393	244	179	439	479	430	416	420	210	185	405	402	423	423	361	4625
18:00:00	244	235	175	240	267	275	286	283	196	134	261	261	291	268	244	3148
19:00:00	178	180	155	196	175	197	192	202	164	131	194	161	197	188	179	2322
20:00:00	124	110	92	142	163	179	159	118	118	79	112	113	149	140	128	1658
21:00:00	78	107	47	81	108	103	98	90	73	36	82	97	99	93	85	1099
22:00:00	87	57	30	55	46	66	59	88	66	24	43	57	60	62	57	738
23:00:00	35	43	21	25	24	22	30	48	57	12	15	28	23	28	29	383
07-19	3840	2930	2962	3677	3896	3870	3889	3917	2750	2523	3658	3747	3910	3823	3528	45569
06-22	4361	3367	3318	4263	4511	4504	4494	4461	3154	2843	4214	4276	4515	4400	4049	52281
06-24	4483	3467	3369	4343	4581	4592	4583	4597	3277	2879	4272	4361	4598	4490	4135	53402
00-24	4623	3564	3480	4487	4735	4761	4731	4742	3372	2988	4400	4507	4748	4637	4270	55138
am Peak	08:00:00	11:00:00	10:00:00	08:00:00	08:00:00	07:00:00	07:00:00	08:00:00	11:00:00	11:00:00	07:00:00	07:00:00	07:00:00	08:00:00	08:00:00	
Peak Volume	391	298	315	422	457	432	447	393	314	264	425	450	433	421	350	
pm Peak	17:00:00	12:00:00	12:00:00	17:00:00	17:00:00	17:00:00	16:00:00	17:00:00	12:00:00	12:00:00	17:00:00	16:00:00	16:00:00	17:00:00	17:00:00	
Peak Volume	393	333	373	439	479	430	448	420	307	302	405	415	427	423	361	

Westbound

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Average		Total
	2023-09-01	2023-09-02	2023-09-03	2023-09-04	2023-09-05	2023-09-06	2023-09-07	2023-09-08	2023-09-09	2023-09-10	2023-09-11	2023-09-12	2023-09-13	Workday	7 Day	Count
00:00:00	7	19	22	3	4	10	6	7	29	27	4	4	7	6	11	149
01:00:00	10	16	10	3	11	14	14	6	10	13	4	14	8	9	10	133
02:00:00	8	5	6	8	6	10	8	11	9	13	5	3	7	7	8	99
03:00:00	11	7	12	11	12	8	11	13	10	9	10	9	11	11	10	134
04:00:00	7	13	7	10	12	14	19	13	8	5	8	14	11	12	11	141
05:00:00	47	23	9	56	56	57	44	40	21	14	52	56	52	51	41	527
06:00:00	124	35	27	123	140	130	142	139	46	26	132	123	136	132	104	1323
07:00:00	347	85	58	396	404	387	389	365	105	66	371	408	414	387	299	3795
08:00:00	420	174	147	418	467	460	433	435	175	149	402	446	447	436	358	4573
09:00:00	274	269	263	256	274	248	268	277	237	238	228	248	292	263	260	3372
10:00:00	251	286	321	261	254	264	238	250	322	293	234	201	222	242	260	3397
11:00:00	268	313	370	210	244	261	244	272	285	313	224	228	256	245	267	3488
12:00:00	317	336	405	227	226	251	256	286	290	373	219	250	253	254	282	3689
13:00:00	318	332	282	306	249	284	245	299	289	303	255	257	276	277	284	3695
14:00:00	372	250	273	345	343	348	332	377	258	265	332	315	348	346	322	4158
15:00:00	475	239	256	379	398	394	394	434	249	226	390	370	389	403	357	4593
16:00:00	588	275	269	518	541	546	532	495	234	175	505	468	536	525	443	5682
17:00:00	538	294	258	517	622	603	623	579	215	159	555	609	619	585	484	6191
18:00:00	306	252	241	280	333	298	328	366	187	150	310	300	330	317	286	3681
19:00:00	180	183	185	198	192	209	205	223	186	137	172	170	196	194	188	2436
20:00:00	120	129	95	132	137	144	175	108	99	77	103	109	152	131	122	1580
21:00:00	85	99	59	84	104	87	104	105	73	49	83	89	75	91	85	1096
22:00:00	72	75	29	44	62	68	65	88	60	30	45	49	63	62	58	750
23:00:00	48	41	13	22	19	27	31	36	48	15	15	21	16	26	27	352
07-19	4474	3105	3143	4113	4355	4344	4282	4435	2846	2710	4025	4100	4382	4279	3899	50314
06-22	4983	3551	3509	4650	4928	4914	4908	5010	3250	2999	4515	4591	4941	4827	4398	56749
06-24	5103	3667	3551	4716	5009	5009	5004	5134	3358	3044	4575	4661	5020	4915	4483	57851
00-24	5193	3750	3617	4807	5110	5122	5106	5224	3445	3125	4658	4761	5116	5011	4575	59034
am Peak	08:00:00	11:00:00	11:00:00	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	10:00:00	11:00:00	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	
Peak Volume	420	313	370	418	467	460	433	435	322	313	402	446	447	436	358	
pm Peak	16:00:00	12:00:00	12:00:00	16:00:00	17:00:00	17:00:00	17:00:00	17:00:00	12:00:00	12:00:00	17:00:00	17:00:00	17:00:00	17:00:00	17:00:00	
Peak Volume	588	336	405	518	622	603	623	579	290	373	555	609	619	585	484	

Event key: QC Failure QC Outlier QC Atypical Events Special Holiday Offline
Weekends and defined holidays

Notes on data:

Weekly (7-day) averages are calculated as the average of workday values and weekend values, weighted in the proportion 5:2.

Holidays & Events:

None

Speed Bins Report LEICESTERSHIRE_TEMP 880088020821 2023-09-01 to 2023-09-13

Site Name	880088020821
Site ID	880088020821
Grid	448417295005
Description	Station Road, Stoney Stanton
Setup	LEICS_TUBES
Lanes	Each Lane
Show	Average
Time Period	1 hour
Class	Any
Averaged over	All days
Speed units	mph
Exclude data:	None

Huncote Road	Volume
	Speed
	Class
Staion Road	Volume
	Speed
	Class
Stanton Lane	Volume
	Speed
	Class
Sapcote Road	Volume
	Speed
	Class
Broughton Road	Volume
	Speed
	Class

All directions

	Average Flow	<5.0mph	5.0-10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	>50.0mph	Invalid Reading	85th %ile	Mean Speed	Std Dev
00:00:00	28	0	0	0	0	0	2	4	6	9	4	4	0	48.7	41.5	8.4
01:00:00	19	0	0	0	0	0	2	2	4	5	2	3	0	50.9	42.1	8.4
02:00:00	15	0	0	0	0	0	1	2	3	3	3	3	0	52.7	43.2	9.4
03:00:00	19	0	0	0	0	0	1	2	3	5	5	5	0	52.3	44.9	7.6
04:00:00	39	0	0	0	0	0	0	4	9	10	8	8	0	51.7	43.9	7.7
05:00:00	105	0	0	0	0	0	4	13	25	30	19	14	0	49.4	42.1	7.5
06:00:00	227	0	0	0	0	2	12	34	63	63	36	18	0	46.9	40.3	6.8
07:00:00	613	0	0	0	1	8	40	128	208	162	50	16	0	43.8	38.1	6
08:00:00	696	0	1	2	2	9	62	168	243	149	45	15	0	43.2	37.2	6.1
09:00:00	528	0	0	1	2	7	49	111	180	123	42	13	0	43.6	37.6	6.2
10:00:00	502	0	0	0	1	6	44	117	180	113	30	10	0	43	37.3	5.8
11:00:00	514	0	0	0	2	5	43	114	184	116	38	11	0	43.4	37.5	5.9
12:00:00	559	0	0	2	1	8	44	131	196	124	42	12	0	43.2	37.4	6.1
13:00:00	544	0	0	1	2	9	47	112	184	133	44	13	0	43.6	37.7	6.3
14:00:00	598	0	0	0	1	8	54	130	210	139	43	13	0	43.4	37.5	6
15:00:00	672	0	0	1	4	11	55	142	244	155	46	14	0	43.2	37.4	6.2
16:00:00	793	0	0	0	2	8	62	165	271	204	62	19	0	43.6	37.9	6
17:00:00	832	0	0	1	6	13	55	155	294	225	63	20	0	43.8	38	6.1
18:00:00	525	0	0	0	3	8	37	89	165	144	57	23	0	45.1	38.8	6.6
19:00:00	366	0	0	0	1	2	28	71	110	96	38	19	0	45.2	38.8	6.7
20:00:00	249	0	0	0	0	2	19	48	80	60	26	14	0	45.4	38.9	6.6
21:00:00	169	0	0	0	0	1	10	30	48	45	22	13	0	46.7	40	7.1
22:00:00	114	0	0	0	0	0	8	18	32	29	17	11	0	47.9	40.4	7.5
23:00:00	57	0	0	0	0	0	2	8	16	14	10	6	0	49	41.5	7.9
07-19	7376	0	2	8	26	99	592	1563	2558	1787	561	179	0	43.6	37.7	6.1
06-22	8387	0	2	8	27	105	660	1747	2859	2051	684	243	0	43.8	37.9	6.2
06-24	8558	0	2	8	27	106	671	1773	2907	2094	711	260	0	44	38	6.3
00-24	8782	0	2	8	28	106	680	1798	2956	2156	752	296	0	44	38.1	6.4
am Peak	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	07:00:00	07:00:00	06:00:00		02:00:00	03:00:00	
Peak Volume	696	0	1	2	2	9	62	168	243	162	50	18		52.7	44.9	7.6
pm Peak	17:00:00	12:00:00	15:00:00	12:00:00	17:00:00	17:00:00	16:00:00	16:00:00	17:00:00	17:00:00	17:00:00	18:00:00		23:00:00	23:00:00	
Peak Volume	832	0	0	2	6	13	62	165	294	225	63	23		49	41.5	7.9

Eastbound

	Average Flow	<5.0mph	5.0-10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	>50.0mph	Invalid Reading	85th %ile	Mean Speed	Std Dev
00:00:00	17	0	0	0	0	0	1	3	3	5	2	2	0	49.7	41.1	8.3
01:00:00	8	0	0	0	0	0	1	1	2	2	1	1	0	49.4	41.6	8
02:00:00	7	0	0	0	0	0	1	1	1	2	1	2	0	55.1	43.3	9.6
03:00:00	9	0	0	0	0	0	0	1	1	2	2	3	0	55.1	45.1	8.8
04:00:00	28	0	0	0	0	0	0	3	7	6	5	6	0	51.7	43.7	8.3
05:00:00	65	0	0	0	0	0	2	9	16	17	12	9	0	49.7	42.2	7.9
06:00:00	126	0	0	0	0	2	10	22	32	31	19	9	0	46.9	39.6	7.1
07:00:00	321	0	0	0	0	6	30	81	101	74	23	6	0	43.4	37.2	6
08:00:00	345	0	1	2	2	7	47	92	110	62	17	4	0	42.3	35.8	6.4
09:00:00	268	0	0	1	1	5	38	65	85	50	18	6	0	42.6	36.3	6.5
10:00:00	241	0	0	0	1	5	32	68	76	44	11	4	0	42	36.1	6
11:00:00	245	0	0	0	1	3	33	65	76	48	15	4	0	42.6	36.4	6
12:00:00	275	0	0	1	1	6	33	79	87	48	16	4	0	42.3	36	6.2
13:00:00	260	0	0	0	1	7	39	69	80	48	13	3	0	42	35.8	6.2
14:00:00	278	0	0	0	1	6	40	77	88	49	13	3	0	41.8	35.8	5.9
15:00:00	319	0	0	1	3	9	43	87	99	57	15	3	0	41.8	35.5	6.4
16:00:00	356	0	0	0	1	6	52	102	108	62	19	5	0	42.2	35.8	6.1
17:00:00	356	0	0	1	4	10	43	89	117	70	17	6	0	42.2	36	6.4
18:00:00	242	0	0	0	3	7	28	55	73	50	19	6	0	43.6	36.7	6.8
19:00:00	179	0	0	0	0	2	22	43	54	39	14	5	0	43.6	37.2	6.4
20:00:00	128	0	0	0	0	1	13	30	40	28	11	5	0	44	37.7	6.4
21:00:00	85	0	0	0	0	0	8	18	25	19	10	5	0	46.1	39	7.1
22:00:00	57	0	0	0	0	0	6	10	16	13	7	5	0	47	39.4	7.4
23:00:00	29	0	0	0	0	0	2	5	8	7	5	3	0	48.3	40.6	7.8
07-19	3505	0	2	7	19	78	459	928	1101	662	196	54	0	42.4	36.1	6.3
06-22	4022	0	2	7	19	83	512	1040	1251	779	249	79	0	42.8	36.4	6.4
06-24	4108	0	2	7	19	84	519	1056	1276	798	261	87	0	42.8	36.4	6.4
00-24	4241	0	2	7	19	84	524	1073	1305	832	285	110	0	43.2	36.6	6.6
am Peak	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	07:00:00	07:00:00	05:00:00		03:00:00	03:00:00	
Peak Volume	345	0	1	2	2	7	47	92	110	74	23	9		55.1	45.1	8.8
pm Peak	17:00:00		15:00:00	12:00:00	17:00:00	17:00:00	16:00:00	16:00:00	17:00:00	17:00:00	18:00:00	18:00:00		23:00:00	23:00:00	
Peak Volume	356		0	1	4	10	52	102	117	70	19	6		48.3	40.6	7.8

Westbound

	Average Flow	<5.0mph	5.0-10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	>50.0mph	Invalid Reading	85th %ile	Mean Speed	Std Dev
00:00:00	11	0	0	0	0	0	0	1	2	4	2	1	0	47.8	42.2	8.5
01:00:00	10	0	0	0	0	0	1	1	2	3	1	2	0	52.6	42.5	8.7
02:00:00	8	0	0	0	0	0	1	1	2	1	1	2	0	52.3	43.2	9.2
03:00:00	10	0	0	0	0	0	0	1	2	3	3	2	0	50.6	44.8	6.5
04:00:00	11	0	0	0	0	0	0	1	2	3	3	2	0	51.1	44.5	5.8
05:00:00	41	0	0	0	0	0	2	4	10	13	7	5	0	48.7	42.1	6.8
06:00:00	102	0	0	0	0	0	2	12	30	31	17	9	0	47.4	41.2	6.3
07:00:00	292	0	0	0	1	2	10	47	107	88	27	10	0	44.4	39.2	5.7
08:00:00	352	0	0	0	0	1	15	76	133	88	27	11	0	43.9	38.5	5.6
09:00:00	259	0	0	0	1	1	11	46	96	73	24	7	0	44.2	38.9	5.6
10:00:00	261	0	0	0	0	2	12	50	104	68	19	6	0	43.6	38.4	5.5
11:00:00	268	0	0	0	1	2	10	49	108	68	23	7	0	44	38.6	5.6
12:00:00	284	0	0	0	0	2	11	52	109	76	26	8	0	44.1	38.8	5.6
13:00:00	284	0	0	0	1	2	9	44	104	85	31	10	0	44.9	39.4	5.8
14:00:00	320	0	0	0	0	2	13	54	121	90	29	10	0	44.4	39	5.7
15:00:00	353	0	0	0	0	2	11	55	145	97	32	11	0	44.2	39.1	5.5
16:00:00	437	0	0	0	0	2	10	63	163	142	43	14	0	44.4	39.6	5.3
17:00:00	476	0	0	0	2	2	12	67	176	156	47	14	0	44.6	39.5	5.5
18:00:00	283	0	0	0	0	1	9	34	91	94	37	16	0	46	40.5	6
19:00:00	187	0	0	0	1	0	7	28	56	57	24	13	0	46.5	40.3	6.7
20:00:00	122	0	0	0	0	0	5	18	41	32	15	10	0	46.8	40.2	6.6
21:00:00	84	0	0	0	0	0	2	12	24	26	13	7	0	47.4	40.9	6.9
22:00:00	58	0	0	0	0	0	2	8	16	16	9	6	0	48.2	41.5	7.5
23:00:00	27	0	0	0	0	0	1	3	8	7	5	3	0	49.7	42.5	7.8
07-19	3870	0	0	2	7	21	133	635	1457	1125	366	125	0	44.4	39.2	5.6
06-22	4365	0	0	2	9	22	149	706	1608	1272	435	163	0	44.6	39.3	5.8
06-24	4450	0	0	2	9	22	152	717	1631	1295	449	173	0	44.6	39.4	5.8
00-24	4541	0	0	2	9	22	156	725	1651	1324	467	187	0	44.9	39.4	5.9
am Peak	08:00:00			07:00:00	11:00:00	07:00:00	08:00:00	08:00:00	08:00:00	07:00:00	08:00:00	08:00:00		01:00:00	03:00:00	
Peak Volume	352			0	1	2	15	76	133	88	27	11		52.6	44.8	6.5
pm Peak	17:00:00	12:00:00	13:00:00	17:00:00	17:00:00	15:00:00	14:00:00	17:00:00	17:00:00	17:00:00	17:00:00	18:00:00		23:00:00	23:00:00	
Peak Volume	476	0	0	0	2	2	13	67	176	156	47	16		49.7	42.5	7.8

Event key: QC Failure | QC Outlier | QC Atypical | Events | Special | Holiday | Offline | Weekends and defined holidays

Notes on data:

Averages are calculated as the simple average of values across the period.

Holidays & Events:

None

Huncote Road	Volume Speed Class
Staion Road	Volume Speed Class
Stanton Lane	Volume Speed Class
Sapcote Road	Volume Speed Class
Broughton Road	Volume Speed Class

Class Report LEICESTERSHIRE_TEMP 880088020821 2023-09-01 to 2023-09-13

Site Name 880088020821
Site ID 880088020821
Grid 448417295005
Description Station Road, Stoney Stanton

Setup LEICS_TUBES
Lanes Each Lane
Show Average
Time Period 1 hour

Averaged over All days
Exclude data: None

All directions

	Average Flow	Mcl	Car	LGV	Bus	R2X	R3X	R4+X	A4-X	A5X	A6+X	AT5-X	AT6X	AT7+X	Invalid Reading	%HGV
00:00:00	28	0	24	3	0	1	0	0	0	0	0	0	0	0	0	4.3
01:00:00	19	0	15	3	0	0	0	0	0	0	0	0	0	0	0	5
02:00:00	15	0	13	1	0	0	0	0	0	0	0	0	0	0	0	3.1
03:00:00	19	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0.4
04:00:00	39	0	30	6	0	1	0	0	0	1	0	0	0	0	0	4.8
05:00:00	105	3	76	21	0	2	0	2	0	1	1	0	0	0	0	5
06:00:00	227	3	168	45	1	7	0	1	1	1	1	0	0	0	0	4.7
07:00:00	613	6	461	122	4	14	2	2	1	1	0	0	0	0	0	3.3
08:00:00	696	5	526	134	6	16	3	3	2	1	1	0	0	0	0	3.7
09:00:00	528	6	397	100	1	16	2	2	1	1	0	0	0	0	0	4.4
10:00:00	502	7	380	90	2	15	2	2	1	1	0	0	0	0	0	4.4
11:00:00	514	9	392	91	2	13	1	2	2	1	0	0	0	0	0	3.8
12:00:00	559	10	433	94	1	13	2	2	2	1	1	0	0	0	0	3.7
13:00:00	544	8	419	94	1	14	2	1	2	1	1	0	0	0	0	4
14:00:00	598	7	460	104	2	18	2	1	2	1	1	0	0	0	0	4.2
15:00:00	672	7	509	128	4	16	2	2	4	1	1	0	0	0	0	3.7
16:00:00	793	9	620	139	3	14	2	2	3	0	0	0	0	0	0	2.7
17:00:00	832	10	676	128	2	9	1	1	3	1	0	0	0	0	0	1.9
18:00:00	525	7	436	74	0	3	1	0	2	1	0	0	0	0	0	1.5
19:00:00	366	8	301	50	0	4	1	0	1	0	0	0	0	0	0	1.7
20:00:00	249	4	210	31	0	2	0	0	1	0	0	0	0	0	0	1.3
21:00:00	169	1	147	19	0	1	0	0	1	1	0	0	0	0	0	1
22:00:00	114	1	100	12	0	0	0	0	0	0	0	0	0	0	0	0.9
23:00:00	57	1	47	8	0	0	0	0	0	0	0	0	0	0	0	1.6
07-19	7376	90	5710	1299	29	163	22	19	26	11	6	0	0	0	0	3.4
06-22	8387	107	6535	1444	30	176	24	20	30	14	7	0	0	0	0	3.2
06-24	8558	108	6683	1464	30	176	24	20	30	14	7	0	0	0	0	3.2
00-24	8782	112	6856	1502	31	180	24	22	30	16	8	0	0	0	0	3.2
am Peak	08:00:00	11:00:00	08:00:00	08:00:00	08:00:00	09:00:00	08:00:00	08:00:00	08:00:00	06:00:00	08:00:00		08:00:00			
Peak Volume	696	9	526	134	6	16	3	3	2	1	1		0			
pm Peak	17:00:00	17:00:00	17:00:00	16:00:00	15:00:00	14:00:00	16:00:00	15:00:00	15:00:00	14:00:00	13:00:00		12:00:00	12:00:00		13:00:00
Peak Volume	832	10	676	139	4	18	2	2	4	1	1		0	0		0

Eastbound

	Average Flow	Mcl	Car	LGV	Bus	R2X	R3X	R4+X	A4-X	A5X	A6+X	AT5-X	AT6X	AT7+X	Invalid Reading	%HGV
00:00:00	17	0	14	2	0	1	0	0	0	0	0	0	0	0	0	5.5
01:00:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0	0	5.5
02:00:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	0	2.1
03:00:00	9	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0.9
04:00:00	28	0	21	5	0	0	0	0	0	0	0	0	0	0	0	4.7
05:00:00	65	2	45	14	0	1	0	1	0	0	0	0	0	0	0	4.4
06:00:00	126	2	95	24	0	3	0	0	0	0	0	0	0	0	0	3.3
07:00:00	321	4	242	65	3	5	2	1	1	0	0	0	0	0	0	2.6
08:00:00	345	2	257	69	3	7	2	1	2	1	0	0	0	0	0	3.9
09:00:00	268	3	200	52	0	9	1	1	1	0	0	0	0	0	0	4.9
10:00:00	241	4	185	40	1	8	1	1	1	1	0	0	0	0	0	4.9
11:00:00	245	5	184	46	1	6	1	1	1	1	0	0	0	0	0	4
12:00:00	275	5	212	45	1	7	1	1	1	1	0	0	0	0	0	4.2
13:00:00	260	3	201	44	0	7	1	1	1	0	1	0	0	0	0	4.4
14:00:00	278	4	211	48	1	9	1	0	2	1	1	0	0	0	0	4.7
15:00:00	319	3	239	63	1	8	1	1	2	1	1	0	0	0	0	4.3
16:00:00	356	4	273	64	3	6	2	1	2	0	0	0	0	0	0	3.4
17:00:00	356	4	287	56	1	3	1	0	2	1	0	0	0	0	0	2.2
18:00:00	242	3	200	34	0	2	1	0	1	1	0	0	0	0	0	2
19:00:00	179	3	147	26	0	1	0	0	1	0	0	0	0	0	0	1
20:00:00	128	2	109	16	0	1	0	0	0	0	0	0	0	0	0	1
21:00:00	85	0	73	11	0	0	0	0	0	0	0	0	0	0	0	1.1
22:00:00	57	0	50	6	0	0	0	0	0	0	0	0	0	0	0	0.9
23:00:00	29	0	24	4	0	0	0	0	0	0	0	0	0	0	0	2.1
07-19	3505	43	2692	624	15	76	15	11	18	7	4	0	0	0	0	3.7
06-22	4022	51	3116	701	15	80	16	11	20	8	4	0	0	0	0	3.5
06-24	4108	52	3190	711	15	81	16	11	20	8	4	0	0	0	0	3.4
00-24	4241	54	3290	735	16	83	16	13	20	9	5	0	0	0	0	3.4
am Peak	08:00:00	11:00:00	08:00:00	08:00:00	08:00:00	09:00:00	08:00:00	08:00:00	08:00:00	10:00:00	05:00:00					
Peak Volume	345	5	257	69	3	9	2	1	2	1	0					
pm Peak	17:00:00	12:00:00	17:00:00	16:00:00	16:00:00	14:00:00	16:00:00	12:00:00	15:00:00	14:00:00	13:00:00		12:00:00	13:00:00		13:00:00
Peak Volume	356	5	287	64	3	9	2	1	2	1	1		0	0		0

Westbound

	Average Flow	Mcl	Car	LGV	Bus	R2X	R3X	R4+X	A4-X	A5X	A6+X	AT5-X	AT6X	AT7+X	Invalid Reading	%HGV
00:00:00	11	0	10	1	0	0	0	0	0	0	0	0	0	0	0	2.7
01:00:00	10	0	8	2	0	0	0	0	0	0	0	0	0	0	0	4.5
02:00:00	8	0	6	1	0	0	0	0	0	0	0	0	0	0	0	4
03:00:00	10	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0
04:00:00	11	0	9	1	0	0	0	0	0	0	0	0	0	0	0	5
05:00:00	41	1	30	7	0	1	0	1	0	0	0	0	0	0	0	5.9
06:00:00	102	1	72	22	0	4	0	0	0	1	0	0	0	0	0	6.4
07:00:00	292	2	218	58	2	10	0	1	1	0	0	0	0	0	0	4
08:00:00	352	3	269	66	2	9	1	1	1	0	0	0	0	0	0	3.5
09:00:00	259	3	197	49	1	7	1	1	0	1	0	0	0	0	0	3.9
10:00:00	261	4	196	50	1	8	1	1	1	0	0	0	0	0	0	4
11:00:00	268	4	208	44	1	7	1	1	0	0	0	0	0	0	0	3.7
12:00:00	284	4	221	49	1	6	1	1	1	0	0	0	0	0	0	3.3
13:00:00	284	5	218	51	1	7	1	0	1	0	0	0	0	0	0	3.5
14:00:00	320	3	248	55	1	10	0	0	1	1	0	0	0	0	0	3.7
15:00:00	353	4	270	65	3	8	1	1	1	0	0	0	0	0	0	3.2
16:00:00	437	5	347	75	1	8	0	0	1	0	0	0	0	0	0	2.3
17:00:00	476	6	389	73	1	5	0	0	1	0	0	0	0	0	0	1.6
18:00:00	283	4	236	40	0	2	0	0	0	0	0	0	0	0	0	1
19:00:00	187	5	154	24	0	3	0	0	0	0	0	0	0	0	0	2.4
20:00:00	122	3	101	15	0	1	0	0	0	0	0	0	0	0	0	1.7
21:00:00	84	0	74	9	0	0	0	0	0	0	0	0	0	0	0	1
22:00:00	58	0	51	6	0	0	0	0	0	0	0	0	0	0	0	0.8
23:00:00	27	0	23	3	0	0	0	0	0	0	0	0	0	0	0	1.1
07-19	3870	47	3018	674	14	87	7	8	9	4	2	0	0	0	0	3
06-22	4365	56	3420	743	15	96	8	8	10	6	3	0	0	0	0	3
06-24	4450	57	3494	753	15	96	8	8	11	6	3	0	0	0	0	3
00-24	4541	58	3566	766	15	97	8	9	11	7	3	0	0	0	0	3
am Peak	08:00:00	11:00:00	08:00:00	08:00:00	08:00:00	07:00:00	08:00:00	08:00:00	10:00:00	06:00:00	08:00:00		08:00:00			
Peak Volume	352	4	269	66	2	10	1	1	1	1	0		0			
pm Peak	17:00:00	17:00:00	17:00:00	16:00:00	15:00:00	14:00:00	13:00:00	15:00:00	17:00:00	14:00:00	12:00:00		19:00:00	12:00:00		12:00:00
Peak Volume	476	6	389	75	3	10	1	1	1	1	0		0	0		0

Event key: QC Failure | QC Outlier | QC Atypical | Events | Special | Holiday | Offline | Weekends and defined holidays

Notes on data:

Averages are calculated as the simple average of values across the period.

Holidays & Events:

None

Multi-Day Volume Report LEICESTERSHIRE_TEMP 880088020822 2023-09-01 to 2023-09-13

Site Name 880088020822
Site ID 880088020822
Grid 448122294073
Description Stanton Lane, Stoney Stanton

Setup LEICS_TUBES
Lanes Each Lane
Time Period 1 hour
Class Any

Exclude data: None

Huncote Road	Volume Speed Class
Staion Road	Volume Speed Class
Stanton Lane	Volume Speed Class
Sapcote Road	Volume Speed Class
Broughton Road	Volume Speed Class

All directions

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Average		Total
	2023-09-01	2023-09-02	2023-09-03	2023-09-04	2023-09-05	2023-09-06	2023-09-07	2023-09-08	2023-09-09	2023-09-10	2023-09-11	2023-09-12	2023-09-13	Workday	7 Day	Count
00:00:00	7	25	15	8	7	11	11	7	14	22	7	5	1	7	11	140
01:00:00	8	21	11	2	6	14	6	10	12	20	6	7	11	8	10	134
02:00:00	8	6	7	6	5	7	4	6	12	12	6	7	4	6	7	90
03:00:00	5	3	6	4	9	8	7	6	6	5	7	9	6	7	6	81
04:00:00	25	10	4	16	20	17	14	13	7	6	16	17	15	17	14	180
05:00:00	41	9	23	57	53	56	55	46	15	19	55	61	49	53	42	539
06:00:00	109	42	51	116	123	107	98	103	39	45	110	119	113	111	92	1175
07:00:00	246	85	75	287	319	316	309	292	85	80	307	305	308	299	237	3014
08:00:00	318	179	115	351	374	380	365	332	184	118	314	376	347	351	293	3753
09:00:00	234	234	213	243	233	236	227	247	231	213	200	220	229	230	228	2960
10:00:00	246	285	256	222	227	227	217	276	282	232	224	223	219	231	241	3136
11:00:00	248	296	307	251	222	237	229	257	305	298	227	236	247	239	257	3360
12:00:00	223	320	359	259	228	223	213	264	286	327	191	230	220	228	255	3343
13:00:00	282	277	215	242	226	236	206	264	249	272	231	216	228	237	241	3144
14:00:00	315	256	272	272	290	267	285	288	225	231	242	234	293	276	268	3470
15:00:00	370	215	206	311	325	330	306	330	231	190	286	282	316	317	287	3698
16:00:00	391	205	226	355	363	357	350	336	246	187	340	306	364	351	313	4026
17:00:00	362	205	183	386	428	378	401	368	165	157	391	410	405	392	331	4239
18:00:00	261	213	144	238	261	268	276	278	161	133	246	254	263	261	233	2996
19:00:00	176	151	141	158	161	197	173	193	144	138	180	169	169	175	166	2150
20:00:00	107	98	78	110	143	136	116	123	89	81	114	109	134	121	111	1438
21:00:00	98	65	47	56	75	82	97	78	66	48	65	76	92	80	73	945
22:00:00	71	64	31	32	48	52	48	60	64	26	39	30	53	48	48	618
23:00:00	52	30	16	17	18	19	20	32	54	14	15	15	19	23	25	321
07-19	3496	2770	2571	3417	3496	3455	3384	3532	2650	2438	3199	3292	3439	3412	3182	41139
06-22	3986	3126	2888	3857	3998	3977	3868	4029	2988	2750	3668	3765	3947	3899	3625	46847
06-24	4109	3220	2935	3906	4064	4048	3936	4121	3106	2790	3722	3810	4019	3971	3697	47786
00-24	4203	3294	3001	3999	4164	4161	4033	4209	3172	2874	3819	3916	4105	4068	3787	48950
am Peak	08:00:00	11:00:00	11:00:00	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	11:00:00	11:00:00	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	
Peak Volume	318	296	307	351	374	380	365	332	305	298	314	376	347	351	293	
pm Peak	16:00:00	12:00:00	12:00:00	17:00:00	17:00:00	17:00:00	17:00:00	17:00:00	12:00:00	12:00:00	17:00:00	17:00:00	17:00:00	17:00:00	17:00:00	
Peak Volume	391	320	359	386	428	378	401	368	286	327	391	410	405	392	331	

Northeastbound

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Average		Total
	2023-09-01	2023-09-02	2023-09-03	2023-09-04	2023-09-05	2023-09-06	2023-09-07	2023-09-08	2023-09-09	2023-09-10	2023-09-11	2023-09-12	2023-09-13	Workday	7 Day	Count
00:00:00	3	16	10	4	4	5	9	3	10	10	5	3	1	4	6	83
01:00:00	4	13	6	0	1	5	2	4	6	11	5	3	4	3	5	64
02:00:00	6	1	2	3	3	1	2	1	6	8	2	6	3	3	3	44
03:00:00	3	3	5	3	4	5	5	2	4	1	5	4	4	4	4	48
04:00:00	10	3	2	7	7	10	8	7	4	4	5	9	6	8	6	82
05:00:00	23	4	19	22	19	21	20	19	8	15	21	27	24	22	19	242
06:00:00	30	9	38	36	36	33	25	35	8	32	24	30	29	31	28	365
07:00:00	71	30	41	61	81	80	85	88	27	44	80	80	68	77	65	836
08:00:00	121	63	61	123	147	135	128	121	59	55	116	139	117	127	108	1385
09:00:00	98	96	97	105	104	97	94	111	99	86	82	104	111	101	99	1284
10:00:00	111	136	110	109	114	106	112	133	143	90	108	94	114	111	114	1480
11:00:00	133	142	127	122	118	128	108	135	145	132	112	118	135	123	127	1655
12:00:00	121	162	172	151	121	117	113	143	148	147	98	120	120	123	133	1733
13:00:00	153	147	106	144	115	118	104	144	132	138	115	130	112	126	127	1658
14:00:00	189	134	144	161	165	145	170	160	113	126	137	130	155	157	149	1929
15:00:00	240	134	99	154	172	189	176	183	118	117	145	152	179	177	160	2058
16:00:00	264	119	109	228	250	226	238	214	146	118	244	196	218	231	200	2570
17:00:00	255	116	105	267	291	272	283	249	92	92	273	280	289	273	224	2864
18:00:00	154	117	73	147	161	162	168	180	91	82	139	167	168	161	141	1809
19:00:00	100	78	82	91	92	114	101	119	78	77	94	96	90	100	94	1212
20:00:00	63	52	43	72	79	75	63	62	47	45	63	68	74	69	62	806
21:00:00	57	39	25	33	53	42	52	37	45	38	39	47	58	46	44	565
22:00:00	46	41	16	19	35	32	30	30	35	17	27	17	34	30	29	379
23:00:00	33	18	8	11	8	12	13	20	33	9	10	10	16	15	15	201
07-19	1910	1396	1244	1772	1839	1775	1779	1861	1313	1227	1649	1710	1786	1787	1646	21261
06-22	2160	1574	1432	2004	2099	2039	2020	2114	1491	1419	1869	1951	2037	2033	1874	24209
06-24	2239	1633	1456	2034	2142	2083	2063	2164	1559	1445	1906	1978	2087	2077	1919	24789
00-24	2288	1673	1500	2073	2180	2130	2109	2200	1597	1494	1949	2030	2129	2121	1962	25352
am Peak	11:00:00	11:00:00	11:00:00	08:00:00	08:00:00	08:00:00	08:00:00	11:00:00	11:00:00	11:00:00	08:00:00	08:00:00	11:00:00	08:00:00	11:00:00	
Peak Volume	133	142	127	123	147	135	128	135	145	132	116	139	135	127	127	
pm Peak	16:00:00	12:00:00	12:00:00	17:00:00	17:00:00	17:00:00	17:00:00	17:00:00	12:00:00	12:00:00	17:00:00	17:00:00	17:00:00	17:00:00	17:00:00	
Peak Volume	264	162	172	267	291	272	283	249	148	147	273	280	289	273	224	

Southwestbound

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Average		Total
	2023-09-01	2023-09-02	2023-09-03	2023-09-04	2023-09-05	2023-09-06	2023-09-07	2023-09-08	2023-09-09	2023-09-10	2023-09-11	2023-09-12	2023-09-13	Workday	7 Day	Count
00:00:00	4	9	5	4	3	6	2	4	4	12	2	2	0	3	4	57
01:00:00	4	8	5	2	5	9	4	6	6	9	1	4	7	5	5	70
02:00:00	2	5	5	3	2	6	2	5	6	4	4	1	1	3	3	46
03:00:00	2	0	1	1	5	3	2	4	2	4	2	5	2	3	3	33
04:00:00	15	7	2	9	13	7	6	6	3	2	11	8	9	9	8	98
05:00:00	18	5	4	35	34	35	35	27	7	4	34	34	25	31	23	297
06:00:00	79	33	13	80	87	74	73	68	31	13	86	89	84	80	64	810
07:00:00	175	55	34	226	238	236	224	204	58	36	227	225	240	222	171	2178
08:00:00	197	116	54	228	227	245	237	211	125	63	198	237	230	223	185	2368
09:00:00	136	138	116	138	129	139	133	136	132	127	118	116	118	129	129	1676
10:00:00	135	149	146	113	113	121	105	143	139	142	116	129	105	120	127	1656
11:00:00	115	154	180	129	104	109	121	122	160	166	115	118	112	116	130	1705
12:00:00	102	158	187	108	107	106	100	121	138	180	93	110	100	105	123	1610
13:00:00	129	130	109	98	111	118	102	120	117	134	116	86	116	111	114	1486
14:00:00	126	122	128	111	125	122	115	128	112	105	105	104	138	119	119	1541
15:00:00	130	81	107	157	153	141	130	147	113	73	141	130	137	141	127	1640
16:00:00	127	86	117	127	113	131	112	122	100	69	96	110	146	120	113	1456
17:00:00	107	89	78	119	137	106	118	119	73	65	118	130	116	119	107	1375
18:00:00	107	96	71	91	100	106	108	98	70	51	107	87	95	100	92	1187
19:00:00	76	73	59	67	69	83	72	74	66	61	86	73	79	75	72	938
20:00:00	44	46	35	38	64	61	53	61	42	36	51	41	60	53	49	632
21:00:00	41	26	22	23	22	40	45	41	21	10	26	29	34	33	30	380
22:00:00	25	23	15	13	13	20	18	30	29	9	12	13	19	18	18	239
23:00:00	19	12	8	6	10	7	7	12	21	5	5	5	3	8	9	120
07-19	1586	1374	1327	1645	1657	1680	1605	1671	1337	1211	1550	1582	1653	1625	1536	19878
06-22	1826	1552	1456	1853	1899	1938	1848	1915	1497	1331	1799	1814	1910	1867	1750	22638
06-24	1870	1587	1479	1872	1922	1965	1873	1957	1547	1345	1816	1832	1932	1893	1778	22997
00-24	1915	1621	1501	1926	1984	2031	1924	2009	1575	1380	1870	1886	1976	1947	1825	23598
am Peak	08:00:00	11:00:00	11:00:00	08:00:00	07:00:00	08:00:00	08:00:00	08:00:00	11:00:00	11:00:00	07:00:00	08:00:00	07:00:00	08:00:00	08:00:00	
Peak Volume	197	154	180	228	238	245	237	211	160	166	227	237	240	223	185	
pm Peak	15:00:00	12:00:00	12:00:00	15:00:00	15:00:00	15:00:00	15:00:00	15:00:00	12:00:00	12:00:00	15:00:00	15:00:00	16:00:00	15:00:00	15:00:00	
Peak Volume	130	158	187	157	153	141	130	147	138	180	141	130	146	141	127	

Event key: QC Failure | QC Outlier | QC Atypical | Events | Special | Holiday | Offline | Weekends and defined holidays

Notes on data:

Weekly (7-day) averages are calculated as the average of workday values and weekend values, weighted in the proportion 5:2.

Holidays & Events:

None

Speed Bins Report LEICESTERSHIRE_TEMP 880088020822 2023-09-01 to 2023-09-13

Site Name	880088020822
Site ID	880088020822
Grid	448122294073
Description	Stanton Lane, Stoney Stanton
Setup	LEICS_TUBES
Lanes	Each Lane
Show	Average
Time Period	1 hour
Class	Any
Averaged over	All days
Speed units	mph
Exclude data:	None

Huncote Road	Volume, Speed, Class
Staion Road	Volume, Speed, Class
Stanton Lane	Volume, Speed, Class
Sapcote Road	Volume, Speed, Class
Broughton Road	Volume, Speed, Class

All directions

	Average Flow	<10.0mph	10.0-20.0mph	20.0-30.0mph	30.0-40.0mph	40.0-50.0mph	50.0-60.0mph	60.0-70.0mph	70.0-80.0mph	80.0-90.0mph	90.0-100.0mph	100.0-110.0mph	>110.0mph	Invalid Reading	85th %ile	Mean Speed	Std Dev
00:00:00	11	0	0	0	1	6	3	0	0	0	0	0	0	0	54.1	46.8	7.3
01:00:00	10	0	0	0	2	5	3	1	0	0	0	0	0	0	54.1	46.8	8
02:00:00	7	0	0	0	1	3	2	1	0	0	0	0	0	0	59	48	8.5
03:00:00	6	0	0	0	1	3	1	0	0	0	0	0	0	0	56.8	47.5	9.3
04:00:00	14	0	0	0	3	7	4	1	0	0	0	0	0	0	53.8	46.2	7.7
05:00:00	41	0	0	0	7	21	12	1	0	0	0	0	0	0	53.8	46.8	7.2
06:00:00	90	0	0	0	11	48	27	3	0	0	0	0	0	0	54.1	47.6	6.8
07:00:00	232	0	1	1	24	138	63	5	1	0	0	0	0	0	53.2	47	6.4
08:00:00	289	0	1	2	39	177	65	5	0	0	0	0	0	0	52	46	6.3
09:00:00	228	1	2	4	40	133	43	4	0	0	0	0	0	0	51.4	44.9	7.5
10:00:00	241	0	3	3	44	143	44	3	0	0	0	0	0	0	51.1	44.6	7.2
11:00:00	258	1	3	5	49	150	47	3	0	0	0	0	0	0	51.1	44.3	7.7
12:00:00	257	0	2	3	44	149	54	4	1	0	0	0	0	0	52	45.3	7.1
13:00:00	242	0	3	2	39	143	49	5	1	0	0	0	0	0	52.3	45.2	7.5
14:00:00	267	0	3	3	44	156	55	5	1	0	0	0	0	0	52	45.3	7.5
15:00:00	284	0	2	3	44	165	63	6	0	0	0	0	0	0	52.3	45.7	7.1
16:00:00	310	0	0	2	35	187	79	7	1	0	0	0	0	0	52.9	46.8	6.3
17:00:00	326	0	1	5	32	194	86	8	1	0	0	0	0	0	53.2	46.9	6.7
18:00:00	230	0	1	3	27	128	65	6	1	0	0	0	0	0	53.5	46.9	7.1
19:00:00	165	0	1	1	28	95	36	4	1	0	0	0	0	0	52.6	45.8	7.2
20:00:00	111	0	0	1	23	61	21	4	1	0	0	0	0	0	52.6	45.4	7.6
21:00:00	73	0	0	1	13	36	19	3	0	0	0	0	0	0	54.5	46.5	7.9
22:00:00	48	0	0	0	8	23	13	2	0	0	0	0	0	0	54.9	46.9	8.4
23:00:00	25	0	0	0	4	12	7	1	0	0	0	0	0	0	55.4	47.8	8.1
07-19	3165	3	20	35	462	1863	714	60	6	1	0	0	0	0	52.3	45.8	7.1
06-22	3604	3	22	38	537	2102	817	74	8	1	0	0	0	0	52.3	45.8	7.1
06-24	3676	3	22	38	549	2137	837	78	9	2	0	0	0	0	52.6	45.8	7.2
00-24	3765	3	22	39	564	2183	862	82	9	2	0	0	0	0	52.6	45.9	7.2
am Peak	08:00:00	11:00:00	10:00:00	11:00:00	11:00:00	08:00:00	08:00:00	08:00:00	07:00:00	07:00:00	09:00:00				02:00:00	02:00:00	
Peak Volume	289	1	3	5	49	177	65	5	1	0	0				59	48	8.4
pm Peak	17:00:00	14:00:00	13:00:00	17:00:00	15:00:00	17:00:00	17:00:00	17:00:00	14:00:00	14:00:00	17:00:00	14:00:00			23:00:00	23:00:00	
Peak Volume	326	0	3	5	44	194	86	8	1	0	0	0			55.4	47.8	8.1

Northeastbound

	Average Flow	<10.0mph	10.0-20.0mph	20.0-30.0mph	30.0-40.0mph	40.0-50.0mph	50.0-60.0mph	60.0-70.0mph	70.0-80.0mph	80.0-90.0mph	90.0-100.0mph	100.0-110.0mph	>110.0mph	Invalid Reading	85th %ile	Mean Speed	Std Dev
00:00:00	6	0	0	0	1	3	2	0	0	0	0	0	0	0	54.1	46.8	7.2
01:00:00	5	0	0	0	1	2	2	0	0	0	0	0	0	0	54.5	47.2	8.3
02:00:00	3	0	0	0	0	1	1	1	0	0	0	0	0	0	63.6	50.5	9.2
03:00:00	4	0	0	0	0	2	1	0	0	0	0	0	0	0	56.5	48.3	10
04:00:00	6	0	0	0	1	3	2	0	0	0	0	0	0	0	57.5	48.8	7.6
05:00:00	19	0	0	0	4	9	5	1	0	0	0	0	0	0	54.1	46.4	7.9
06:00:00	28	0	0	0	5	15	6	1	0	0	0	0	0	0	53.5	46.7	7.6
07:00:00	64	0	0	0	10	36	16	2	1	0	0	0	0	0	53.8	46.8	7.7
08:00:00	107	0	0	0	17	63	24	2	0	0	0	0	0	0	52.3	46	6.4
09:00:00	99	0	1	1	18	57	19	2	0	0	0	0	0	0	51.4	44.8	7.5
10:00:00	114	0	2	1	21	67	21	1	0	0	0	0	0	0	50.9	44.4	7.4
11:00:00	127	1	2	2	26	73	23	2	0	0	0	0	0	0	50.9	44.1	8
12:00:00	133	0	2	2	23	78	26	2	0	0	0	0	0	0	51.7	45	7.4
13:00:00	128	0	2	2	20	75	26	3	0	0	0	0	0	0	52.3	45.1	7.8
14:00:00	148	0	2	1	25	87	29	3	1	0	0	0	0	0	51.7	45.2	7.9
15:00:00	158	0	1	2	27	90	34	4	0	0	0	0	0	0	52.3	45.5	7.2
16:00:00	198	0	0	1	23	120	49	5	1	0	0	0	0	0	52.6	46.7	6.3
17:00:00	220	0	0	4	22	134	56	5	0	0	0	0	0	0	52.9	46.7	6.6
18:00:00	139	0	0	1	16	80	38	4	0	0	0	0	0	0	53.2	46.9	6.8
19:00:00	93	0	0	1	16	53	20	2	0	0	0	0	0	0	52.6	45.7	7.2
20:00:00	62	0	0	0	13	32	13	3	0	0	0	0	0	0	53.3	46	7.9
21:00:00	43	0	0	0	6	22	12	2	0	0	0	0	0	0	54.8	47	7.7
22:00:00	29	0	0	0	4	15	9	1	0	0	0	0	0	0	54.5	47.3	8.2
23:00:00	15	0	0	0	2	7	5	1	0	0	0	0	0	0	56.6	49.2	8.1
07-19	1635	2	13	18	246	958	361	33	4	1	0	0	0	0	52.3	45.7	7.2
06-22	1862	2	14	19	287	1081	413	41	5	1	0	0	0	0	52.3	45.7	7.3
06-24	1907	2	14	19	293	1102	427	43	5	1	0	0	0	0	52.6	45.8	7.3
00-24	1950	2	14	20	300	1123	439	46	6	1	0	0	0	0	52.6	45.8	7.3
am Peak	11:00:00	11:00:00	10:00:00	11:00:00	11:00:00	11:00:00	08:00:00	07:00:00	07:00:00	07:00:00					02:00:00	02:00:00	
Peak Volume	127	1	2	2	26	73	24	2	1	0					63.6	50.5	9.1
pm Peak	17:00:00	14:00:00	14:00:00	17:00:00	15:00:00	17:00:00	17:00:00	17:00:00	14:00:00	14:00:00	21:00:00	14:00:00			23:00:00	23:00:00	
Peak Volume	220	0	2	4	27	134	56	5	1	0	0	0			56.6	49.2	8.1

Southwestbound

	Average Flow	<10.0mph	10.0-20.0mph	20.0-30.0mph	30.0-40.0mph	40.0-50.0mph	50.0-60.0mph	60.0-70.0mph	70.0-80.0mph	80.0-90.0mph	90.0-100.0mph	100.0-110.0mph	>110.0mph	Invalid Reading	85th %ile	Mean Speed	Std Dev
00:00:00	4	0	0	0	0	2	1	0	0	0	0	0	0	0	55.1	47	7.5
01:00:00	5	0	0	0	1	3	1	0	0	0	0	0	0	0	53.2	46.3	7.8
02:00:00	4	0	0	0	1	2	1	0	0	0	0	0	0	0	54.5	45.6	6.9
03:00:00	3	0	0	0	1	1	0	0	0	0	0	0	0	0	57.9	46.4	8.1
04:00:00	8	0	0	0	2	4	1	0	0	0	0	0	0	0	51.7	44.1	7.2
05:00:00	23	0	0	0	3	13	7	1	0	0	0	0	0	0	53.8	47	6.6
06:00:00	62	0	0	0	6	33	21	2	0	0	0	0	0	0	54.5	48	6.3
07:00:00	168	0	0	0	15	102	48	2	0	0	0	0	0	0	52.9	47.1	5.9
08:00:00	182	0	1	2	22	114	41	3	0	0	0	0	0	0	52	46	6.2
09:00:00	129	0	1	3	22	76	24	2	0	0	0	0	0	0	51.4	44.9	7.5
10:00:00	127	0	1	3	23	75	24	2	0	0	0	0	0	0	51.4	44.7	7.1
11:00:00	131	0	1	3	24	78	24	2	0	0	0	0	0	0	51.1	44.4	7.4
12:00:00	124	0	1	1	21	71	28	2	0	0	0	0	0	0	52	45.6	6.7
13:00:00	114	0	1	1	18	68	23	2	0	0	0	0	0	0	52.3	45.4	7.2
14:00:00	119	0	0	2	19	69	25	2	0	0	0	0	0	0	52	45.5	6.9
15:00:00	126	0	1	1	18	75	29	2	0	0	0	0	0	0	52.3	45.8	6.9
16:00:00	112	0	0	1	12	67	30	2	0	0	0	0	0	0	53.2	46.9	6.4
17:00:00	106	0	0	1	10	60	31	3	0	0	0	0	0	0	53.5	47.3	6.9
18:00:00	91	0	0	1	11	49	27	3	0	0	0	0	0	0	53.5	46.8	7.5
19:00:00	72	0	0	1	11	42	16	2	0	0	0	0	0	0	52.6	45.9	7.2
20:00:00	49	0	0	0	11	29	8	1	0	0	0	0	0	0	51.5	44.7	7.2
21:00:00	29	0	0	0	7	14	7	1	0	0	0	0	0	0	53.8	45.7	8.1
22:00:00	18	0	0	0	4	9	4	1	0	0	0	0	0	0	55.1	46.2	8.7
23:00:00	9	0	0	0	2	4	2	0	0	0	0	0	0	0	52.3	45.3	7.4
07-19	1529	1	8	18	215	904	353	27	2	0	0	0	0	0	52.3	45.9	6.9
06-22	1741	2	8	19	250	1022	404	33	3	0	0	0	0	0	52.3	45.9	6.9
06-24	1769	2	8	19	256	1035	410	35	4	0	0	0	0	0	52.3	45.9	7
00-24	1815	2	8	19	264	1060	422	36	4	0	0	0	0	0	52.6	45.9	7
am Peak	08:00:00	09:00:00	11:00:00	09:00:00	11:00:00	08:00:00	07:00:00	08:00:00	09:00:00		09:00:00				03:00:00	06:00:00	
Peak Volume	182	0	1	3	24	114	48	3	0		0				57.9	48	6.3
pm Peak	15:00:00	15:00:00	13:00:00	14:00:00	12:00:00	15:00:00	17:00:00	17:00:00	12:00:00	18:00:00	17:00:00				22:00:00	17:00:00	
Peak Volume	126	0	1	2	21	75	31	3	0	0	0				55.1	47.3	6.9

Event key: QC Failure | QC Outlier | QC Atypical | Events | Special | Holiday | Offline | Weekends and defined holidays

Notes on data:

Averages are calculated as the simple average of values across the period.

Holidays & Events:

None

Huncote Road	Volume Speed Class
Staion Road	Volume Speed Class
Stanton Lane	Volume Speed Class
Sapcote Road	Volume Speed Class
Broughton Road	Volume Speed Class

Class Report LEICESTERSHIRE_TEMP 880088020822 2023-09-01 to 2023-09-13

Site Name 880088020822
Site ID 880088020822
Grid 448122294073
Description Stanton Lane, Stoney Stanton

Setup LEICS_TUBES
Lanes Each Lane
Show Average
Time Period 1 hour

Averaged over All days
Exclude data: None

All directions

	Average Flow	Mcl	Car	LGV	Bus	R2X	R3X	R4+X	A4-X	A5X	A6+X	AT5-X	AT6X	AT7+X	Invalid Reading	%HGV
00:00:00	11	0	8	2	0	0	0	0	0	0	0	0	0	0	0	5.7
01:00:00	10	0	8	2	0	0	0	0	0	0	0	0	0	0	0	6.7
02:00:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	0	4.4
03:00:00	6	0	4	1	0	0	0	0	0	0	0	0	0	0	0	9.9
04:00:00	14	0	8	3	0	1	0	0	0	1	0	0	0	0	0	20
05:00:00	41	1	26	8	0	4	0	0	0	1	0	0	0	0	0	13.2
06:00:00	90	0	61	22	1	4	0	1	0	0	0	0	0	0	0	7
07:00:00	232	2	167	51	3	6	0	1	0	1	0	0	0	0	0	3.8
08:00:00	289	1	217	61	1	6	0	1	0	0	1	0	0	0	0	3
09:00:00	228	1	171	47	0	5	1	1	1	1	1	0	0	0	0	3.8
10:00:00	241	2	183	44	1	8	0	1	0	1	0	0	0	0	0	4.5
11:00:00	258	2	198	48	1	7	0	0	0	1	1	0	0	0	0	3.6
12:00:00	257	2	199	45	0	6	1	0	1	1	1	0	0	0	0	3.8
13:00:00	242	2	188	44	1	6	0	1	0	0	0	0	0	0	0	3.2
14:00:00	267	3	204	50	1	6	0	1	0	0	0	0	0	0	0	3
15:00:00	284	2	212	57	3	10	0	1	0	0	0	0	0	0	0	3.9
16:00:00	310	2	243	56	1	7	1	1	0	0	0	0	0	0	0	2.7
17:00:00	326	2	266	54	0	3	0	0	0	0	0	0	0	0	0	1.1
18:00:00	230	1	187	39	0	2	0	0	0	0	0	0	0	0	0	1.3
19:00:00	165	2	136	26	0	1	0	0	0	0	0	0	0	0	0	0.7
20:00:00	111	0	93	16	0	0	0	0	0	0	0	0	0	0	0	0.7
21:00:00	73	1	61	10	0	1	0	0	0	0	0	0	0	0	0	0.8
22:00:00	48	0	41	6	0	0	0	0	0	0	0	0	0	0	0	0.6
23:00:00	25	0	20	4	0	0	0	0	0	0	0	0	0	0	0	1.6
07-19	3165	23	2436	595	12	70	4	8	4	7	6	0	0	0	0	3.1
06-22	3604	27	2788	668	13	76	5	9	5	7	6	0	0	0	0	3
06-24	3676	28	2849	678	13	76	5	9	5	8	6	0	0	0	0	2.9
00-24	3765	29	2910	694	14	81	5	9	6	10	7	0	0	0	0	3.1
am Peak	08:00:00	11:00:00	08:00:00	08:00:00	07:00:00	10:00:00	09:00:00	08:00:00	09:00:00	10:00:00	08:00:00		11:00:00			
Peak Volume	289	2	217	61	3	8	1	1	1	1	1		0			
pm Peak	17:00:00	14:00:00	17:00:00	15:00:00	15:00:00	15:00:00	12:00:00	13:00:00	12:00:00	12:00:00	12:00:00		16:00:00			
Peak Volume	326	3	266	57	3	10	1	1	1	1	1		0			

Northeastbound

	Average Flow	Mcl	Car	LGV	Bus	R2X	R3X	R4+X	A4-X	A5X	A6+X	AT5-X	AT6X	AT7+X	Invalid Reading	%HGV
00:00:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0	9.6
01:00:00	5	0	4	0	0	0	0	0	0	0	0	0	0	0	0	12.5
02:00:00	3	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0
03:00:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4.2
04:00:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0	2.4
05:00:00	19	1	14	2	0	1	0	0	0	0	0	0	0	0	0	7.9
06:00:00	28	0	19	7	0	1	0	0	0	0	0	0	0	0	0	4.7
07:00:00	64	1	45	15	1	2	0	1	0	0	0	0	0	0	0	4.8
08:00:00	107	0	76	26	1	2	0	1	0	0	1	0	0	0	0	3.4
09:00:00	99	0	72	22	0	2	0	0	1	0	1	0	0	0	0	4.5
10:00:00	114	1	85	23	0	4	0	0	0	0	0	0	0	0	0	4.5
11:00:00	127	2	99	22	0	3	0	0	0	0	0	0	0	0	0	3.6
12:00:00	133	1	104	22	0	3	0	0	1	1	1	0	0	0	0	4.5
13:00:00	128	1	101	21	1	3	0	0	0	0	0	0	0	0	0	3.2
14:00:00	148	2	111	30	0	4	0	0	0	0	0	0	0	0	0	3.5
15:00:00	158	1	116	32	2	6	0	0	0	0	0	0	0	0	0	4.4
16:00:00	198	1	155	36	0	4	0	0	0	0	0	0	0	0	0	2.5
17:00:00	220	1	180	36	0	2	0	0	0	0	0	0	0	0	0	1.2
18:00:00	139	1	113	24	0	1	0	0	0	0	0	0	0	0	0	1.2
19:00:00	93	1	77	14	0	1	0	0	0	0	0	0	0	0	0	0.8
20:00:00	62	0	53	9	0	0	0	0	0	0	0	0	0	0	0	0.2
21:00:00	43	0	37	6	0	0	0	0	0	0	0	0	0	0	0	0.4
22:00:00	29	0	26	3	0	0	0	0	0	0	0	0	0	0	0	0.5
23:00:00	15	0	13	2	0	0	0	0	0	0	0	0	0	0	0	1.5
07-19	1635	12	1257	308	6	37	2	4	3	3	4	0	0	0	0	3.2
06-22	1862	14	1443	345	6	38	2	4	3	3	5	0	0	0	0	2.9
06-24	1907	14	1481	350	6	39	2	4	3	3	5	0	0	0	0	2.9
00-24	1950	15	1515	356	6	40	2	4	3	3	6	0	0	0	0	3
am Peak	11:00:00	11:00:00	11:00:00	08:00:00	07:00:00	10:00:00	09:00:00	07:00:00	09:00:00	07:00:00	09:00:00		11:00:00			
Peak Volume	127	2	99	26	1	4	0	1	1	0	1		0			
pm Peak	17:00:00	14:00:00	17:00:00	16:00:00	15:00:00	15:00:00	12:00:00	13:00:00	12:00:00	12:00:00	12:00:00					
Peak Volume	220	2	180	36	2	6	0	0	1	1	1					

Southwestbound

	Average Flow	Mcl	Car	LGV	Bus	R2X	R3X	R4+X	A4-X	A5X	A6+X	AT5-X	AT6X	AT7+X	Invalid Reading	%HGV
00:00:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0
01:00:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0	1.4
02:00:00	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	8.7
03:00:00	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	18.2
04:00:00	8	0	3	2	0	1	0	0	0	1	0	0	0	0	0	34.7
05:00:00	23	1	12	6	0	3	0	0	0	1	0	0	0	0	0	17.5
06:00:00	62	0	42	14	1	3	0	1	0	0	0	0	0	0	0	8
07:00:00	168	1	122	36	2	4	0	0	0	1	0	0	0	0	0	3.5
08:00:00	182	1	141	35	0	3	0	1	0	0	0	0	0	0	0	2.8
09:00:00	129	1	99	24	0	3	0	0	0	0	0	0	0	0	0	3.3
10:00:00	127	1	98	21	1	4	0	0	0	1	0	0	0	0	0	4.5
11:00:00	131	1	99	26	1	3	0	0	0	0	0	0	0	0	0	3.6
12:00:00	124	1	95	24	0	3	0	0	0	0	0	0	0	0	0	3.1
13:00:00	114	1	87	23	0	3	0	0	0	0	0	0	0	0	0	3.2
14:00:00	119	1	93	20	1	2	0	0	0	0	0	0	0	0	0	2.4
15:00:00	126	1	96	24	1	4	0	0	0	0	0	0	0	0	0	3.2
16:00:00	112	1	88	20	1	3	0	0	0	0	0	0	0	0	0	3.2
17:00:00	106	1	87	17	0	1	0	0	0	0	0	0	0	0	0	0.9
18:00:00	91	1	74	15	0	1	0	0	0	0	0	0	0	0	0	1.3
19:00:00	72	1	59	12	0	0	0	0	0	0	0	0	0	0	0	0.4
20:00:00	49	0	40	7	0	0	0	0	0	0	0	0	0	0	0	1.3
21:00:00	29	1	25	3	0	0	0	0	0	0	0	0	0	0	0	1.6
22:00:00	18	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0.8
23:00:00	9	0	7	1	0	0	0	0	0	0	0	0	0	0	0	1.7
07-19	1529	12	1179	287	6	33	2	4	2	4	1	0	0	0	0	3
06-22	1741	13	1345	324	7	37	3	4	2	5	1	0	0	0	0	3
06-24	1769	13	1368	328	7	37	3	4	2	5	1	0	0	0	0	3
00-24	1815	14	1395	338	8	41	3	5	3	7	2	0	0	0	0	3.3
am Peak	08:00:00	09:00:00	08:00:00	07:00:00	07:00:00	07:00:00	07:00:00	08:00:00	04:00:00	04:00:00	04:00:00					
Peak Volume	182	1	141	36	2	4	0	1	0	1	0					
pm Peak	15:00:00	14:00:00	15:00:00	15:00:00	15:00:00	15:00:00	16:00:00	13:00:00	14:00:00	12:00:00	12:00:00		16:00:00			
Peak Volume	126	1	96	24	1	4	0	0	0	0	0		0			

Event key: QC Failure QC Outlier QC Atypical Events Special Holiday Offline
Weekends and defined holidays

Notes on data:

Averages are calculated as the simple average of values across the period.

Holidays & Events:

None

Multi-Day Volume Report LEICESTERSHIRE_TEMP 880088020823 2023-09-01 to 2023-09-13

Site Name 880088020823
Site ID 880088020823
Grid 449220294290
Description Sapcote Road, Stoney Stanton

Setup LEICS_TUBES
Lanes Each Lane
Time Period 1 hour
Class Any

Exclude data: None

Huncote Road	Volume Speed Class
Staion Road	Volume Speed Class
Stanton Lane	Volume Speed Class
Sapcote Road	Volume Speed Class
Broughton Road	Volume Speed Class

All directions

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Average		Total
	2023-09-01	2023-09-02	2023-09-03	2023-09-04	2023-09-05	2023-09-06	2023-09-07	2023-09-08	2023-09-09	2023-09-10	2023-09-11	2023-09-12	2023-09-13	Workday	7 Day	Count
00:00:00	6	17	19	11	3	10	7	9	15	19	3	2	6	6	10	127
01:00:00	4	11	6	4	3	4	7	3	10	9	1	3	6	4	5	71
02:00:00	3	1	3	2	2	3	2	3	6	1	4	6	2	3	3	38
03:00:00	7	4	6	5	3	4	3	6	5	6	5	9	5	5	5	68
04:00:00	11	4	4	9	12	8	8	9	5	4	9	12	10	10	8	105
05:00:00	31	17	8	32	38	38	31	29	11	11	33	29	33	33	27	341
06:00:00	76	22	25	95	80	85	80	93	29	36	75	71	84	82	67	851
07:00:00	239	112	78	237	247	245	256	213	61	71	231	238	252	240	194	2480
08:00:00	286	142	125	285	326	328	330	318	153	115	286	316	318	310	260	3328
09:00:00	191	193	165	165	194	186	213	208	228	132	185	216	204	196	191	2480
10:00:00	201	237	209	179	184	179	195	222	280	218	159	150	196	185	200	2609
11:00:00	216	267	278	161	188	174	183	205	267	229	165	165	173	181	204	2671
12:00:00	195	255	314	209	204	191	213	248	252	248	182	160	205	201	220	2876
13:00:00	198	182	231	204	205	213	199	227	229	241	183	176	197	200	206	2685
14:00:00	263	203	241	275	241	243	261	302	249	208	206	186	227	245	239	3105
15:00:00	313	182	232	231	289	293	295	351	225	164	264	253	250	282	259	3342
16:00:00	360	213	211	297	342	367	372	349	216	158	303	302	318	334	296	3808
17:00:00	339	233	177	352	399	490	421	343	207	140	349	359	388	382	327	4197
18:00:00	243	211	177	211	265	295	316	222	163	125	220	224	227	247	225	2899
19:00:00	162	139	154	174	182	204	202	186	152	94	155	151	146	174	162	2101
20:00:00	116	104	89	106	139	166	135	122	103	55	97	109	108	122	112	1449
21:00:00	56	60	55	65	67	85	97	75	71	39	50	57	53	67	64	830
22:00:00	57	41	32	29	37	51	55	56	51	23	24	34	42	43	41	532
23:00:00	30	37	18	10	19	18	23	31	37	12	20	11	16	20	22	282
07-19	3044	2430	2438	2806	3084	3204	3254	3208	2530	2049	2733	2745	2955	3004	2820	36480
06-22	3454	2755	2761	3246	3552	3744	3768	3684	2885	2273	3110	3133	3346	3449	3226	41711
06-24	3541	2833	2811	3285	3608	3813	3846	3771	2973	2308	3154	3178	3404	3511	3288	42525
00-24	3603	2887	2857	3348	3669	3880	3904	3830	3025	2358	3209	3239	3466	3572	3346	43275
am Peak	08:00:00	11:00:00	11:00:00	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	10:00:00	11:00:00	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	
Peak Volume	286	267	278	285	326	328	330	318	280	229	286	316	318	310	260	
pm Peak	16:00:00	12:00:00	12:00:00	17:00:00	17:00:00	17:00:00	17:00:00	15:00:00	12:00:00	12:00:00	17:00:00	17:00:00	17:00:00	17:00:00	17:00:00	
Peak Volume	360	255	314	352	399	490	421	351	252	248	349	359	388	382	327	

Northeastbound

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Average		Total
	2023-09-01	2023-09-02	2023-09-03	2023-09-04	2023-09-05	2023-09-06	2023-09-07	2023-09-08	2023-09-09	2023-09-10	2023-09-11	2023-09-12	2023-09-13	Workday	7 Day	Count
00:00:00	2	10	11	5	0	4	3	4	9	8	3	1	1	3	5	61
01:00:00	0	2	4	3	1	1	1	0	2	7	0	0	1	1	2	22
02:00:00	2	1	1	2	2	2	1	2	3	1	2	2	2	2	2	23
03:00:00	4	1	1	2	2	1	2	3	3	3	3	6	2	3	3	33
04:00:00	2	2	1	2	3	1	0	1	1	1	2	3	3	2	2	22
05:00:00	10	7	4	12	12	16	11	13	5	5	11	10	14	12	10	130
06:00:00	29	10	11	34	26	33	34	37	7	16	23	26	34	31	25	320
07:00:00	97	41	21	90	87	87	89	75	27	17	86	87	96	88	71	900
08:00:00	110	49	52	111	124	120	131	137	54	40	116	112	110	119	99	1266
09:00:00	80	91	81	68	86	84	78	84	101	60	88	98	81	83	83	1080
10:00:00	99	107	85	88	94	93	96	108	137	88	78	77	97	92	96	1247
11:00:00	96	131	117	74	89	77	93	103	125	103	78	75	88	86	95	1249
12:00:00	98	119	131	97	93	76	87	117	103	111	88	73	85	90	98	1278
13:00:00	99	100	121	93	103	102	103	121	111	131	84	85	100	99	104	1353
14:00:00	156	102	99	142	134	135	141	162	132	99	106	116	122	135	127	1646
15:00:00	181	85	138	120	146	153	138	184	111	104	143	121	132	146	136	1756
16:00:00	208	105	108	164	194	216	209	188	122	78	168	163	178	188	163	2101
17:00:00	191	119	85	181	207	270	255	184	112	83	196	197	219	211	179	2299
18:00:00	121	104	87	99	148	125	137	107	73	66	109	125	131	122	111	1432
19:00:00	80	71	69	74	75	108	124	104	83	41	70	75	62	86	80	1036
20:00:00	66	52	51	65	75	90	80	57	48	31	46	56	51	65	60	768
21:00:00	29	27	37	33	39	48	53	43	38	23	30	27	27	37	35	454
22:00:00	30	23	17	16	22	30	30	31	32	10	16	21	26	25	23	304
23:00:00	19	21	9	5	10	12	14	17	22	9	13	6	10	12	13	167
07-19	1536	1153	1125	1327	1505	1538	1557	1570	1208	980	1340	1329	1439	1460	1362	17607
06-22	1740	1313	1293	1533	1720	1817	1848	1811	1384	1091	1509	1513	1613	1678	1562	20185
06-24	1789	1357	1319	1554	1752	1859	1892	1859	1438	1110	1538	1540	1649	1715	1598	20656
00-24	1809	1380	1341	1580	1772	1884	1910	1882	1461	1135	1559	1562	1672	1737	1620	20947
am Peak	08:00:00	11:00:00	11:00:00	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	10:00:00	11:00:00	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	
Peak Volume	110	131	117	111	124	120	131	137	137	103	116	112	110	119	99	
pm Peak	16:00:00	12:00:00	15:00:00	17:00:00	17:00:00	17:00:00	17:00:00	16:00:00	14:00:00	13:00:00	17:00:00	17:00:00	17:00:00	17:00:00	17:00:00	
Peak Volume	208	119	138	181	207	270	255	188	132	131	196	197	219	211	179	

Southwestbound

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Average		Total
	2023-09-01	2023-09-02	2023-09-03	2023-09-04	2023-09-05	2023-09-06	2023-09-07	2023-09-08	2023-09-09	2023-09-10	2023-09-11	2023-09-12	2023-09-13	Workday	7 Day	Count
00:00:00	4	7	8	6	3	6	4	5	6	11	0	1	5	4	5	66
01:00:00	4	9	2	1	2	3	6	3	8	2	1	3	5	3	4	49
02:00:00	1	0	2	0	0	1	1	1	3	0	2	4	0	1	1	15
03:00:00	3	3	5	3	1	3	1	3	2	3	2	3	3	2	3	35
04:00:00	9	2	3	7	9	7	8	8	4	3	7	9	7	8	6	83
05:00:00	21	10	4	20	26	22	20	16	6	6	22	19	19	21	17	211
06:00:00	47	12	14	61	54	52	46	56	22	20	52	45	50	51	42	531
07:00:00	142	71	57	147	160	158	167	138	34	54	145	151	156	152	124	1580
08:00:00	176	93	73	174	202	208	199	181	99	75	170	204	208	191	161	2062
09:00:00	111	102	84	97	108	102	135	124	127	72	97	118	123	113	108	1400
10:00:00	102	130	124	91	90	86	99	114	143	130	81	73	99	93	104	1362
11:00:00	120	136	161	87	99	97	90	102	142	126	87	90	85	95	108	1422
12:00:00	97	136	183	112	111	115	126	131	149	137	94	87	120	110	122	1598
13:00:00	99	82	110	111	102	111	96	106	118	110	99	91	97	101	102	1332
14:00:00	107	101	142	133	107	108	120	140	117	109	100	70	105	110	112	1459
15:00:00	132	97	94	111	143	140	157	167	114	60	121	132	118	136	123	1586
16:00:00	152	108	103	133	148	151	163	161	94	80	135	139	140	147	132	1707
17:00:00	148	114	92	171	192	220	166	159	95	57	153	162	169	171	148	1898
18:00:00	122	107	90	112	117	170	179	115	90	59	111	99	96	125	114	1467
19:00:00	82	68	85	100	107	96	78	82	69	53	85	76	84	88	82	1065
20:00:00	50	52	38	41	64	76	55	65	55	24	51	53	57	57	53	681
21:00:00	27	33	18	32	28	37	44	32	33	16	20	30	26	31	29	376
22:00:00	27	18	15	13	15	21	25	25	19	13	8	13	16	18	18	228
23:00:00	11	16	9	5	9	6	9	14	15	3	7	5	6	8	9	115
07-19	1508	1277	1313	1479	1579	1666	1697	1638	1322	1069	1393	1416	1516	1544	1458	18873
06-22	1714	1442	1468	1713	1832	1927	1920	1873	1501	1182	1601	1620	1733	1770	1664	21526
06-24	1752	1476	1492	1731	1856	1954	1954	1912	1535	1198	1616	1638	1755	1796	1690	21869
00-24	1794	1507	1516	1768	1897	1996	1994	1948	1564	1223	1650	1677	1794	1835	1726	22328
am Peak	08:00:00	11:00:00	11:00:00	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	10:00:00	10:00:00	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	
Peak Volume	176	136	161	174	202	208	199	181	143	130	170	204	208	191	161	
pm Peak	16:00:00	12:00:00	12:00:00	17:00:00	17:00:00	17:00:00	18:00:00	15:00:00	12:00:00	12:00:00	17:00:00	17:00:00	17:00:00	17:00:00	17:00:00	
Peak Volume	152	136	183	171	192	220	179	167	149	137	153	162	169	171	148	

Event key: QC Failure | QC Outlier | QC Atypical | Events | Special | Holiday | Offline | Weekends and defined holidays

Notes on data:

Weekly (7-day) averages are calculated as the average of workday values and weekend values, weighted in the proportion 5:2.

Holidays & Events:

None

Speed Bins Report LEICESTERSHIRE_TEMP 880088020823 2023-09-01 to 2023-09-13

Site Name	880088020823
Site ID	880088020823
Grid	449220294290
Description	Sapcote Road, Stoney Stanton
Setup	LEICS_TUBES
Lanes	Each Lane
Show	Average
Time Period	1 hour
Class	Any
Averaged over	All days
Speed units	mph
Exclude data:	None

Huncote Road	Volume
	Speed
	Class
Staion Road	Volume
	Speed
	Class
Stanton Lane	Volume
	Speed
	Class
Sapcote Road	Volume
	Speed
	Class
Broughton Road	Volume
	Speed
	Class

All directions

	Average Flow	<5.0mph	5.0-10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	>50.0mph	Invalid Reading	85th %ile	Mean Speed	Std Dev
00:00:00	10	0	0	0	0	1	3	3	1	0	0	0	0	35.4	30.1	5.1
01:00:00	5	0	0	0	0	1	3	2	0	0	0	0	0	32.4	28.9	3.9
02:00:00	3	0	0	0	0	0	1	1	1	0	0	0	0	36.3	29.7	5.2
03:00:00	5	0	0	0	0	0	2	2	1	0	0	0	0	35.4	31.3	3.9
04:00:00	8	0	0	0	0	1	3	3	1	0	0	0	0	34.4	30.2	4.5
05:00:00	26	0	0	0	0	2	11	10	3	0	0	0	0	34.4	30.1	4
06:00:00	65	0	0	0	1	6	25	26	6	1	0	0	0	34.2	30	4.4
07:00:00	191	1	1	1	6	23	68	72	17	2	1	0	0	33.9	29.2	5.4
08:00:00	256	1	1	1	8	41	102	83	17	2	0	0	0	33	28.5	5
09:00:00	191	0	0	1	6	34	76	59	12	2	0	0	0	33.1	28.4	4.8
10:00:00	201	0	1	1	12	45	74	57	10	1	0	0	0	32.6	27.7	5.1
11:00:00	205	0	0	1	13	39	78	59	13	2	0	0	0	33	28	5.1
12:00:00	221	0	0	1	14	46	83	61	14	1	0	0	0	33.1	27.8	5.2
13:00:00	207	0	0	1	16	50	70	55	13	1	0	0	0	33	27.5	5.3
14:00:00	239	0	1	2	19	49	85	68	13	1	0	0	0	32.6	27.5	5.3
15:00:00	257	0	0	1	13	43	96	84	18	2	0	0	0	33.4	28.5	4.9
16:00:00	293	0	0	1	10	44	109	104	21	2	1	0	0	33.6	29	4.8
17:00:00	323	0	0	1	10	44	116	121	27	3	0	0	0	33.7	29.3	4.8
18:00:00	223	0	0	0	8	34	82	76	20	2	0	0	0	34	29.1	4.8
19:00:00	162	0	0	0	6	28	64	49	12	1	0	0	0	33.3	28.6	4.9
20:00:00	111	0	0	0	6	23	45	30	5	1	0	0	0	32.5	27.8	4.9
21:00:00	64	0	0	0	4	11	25	18	5	1	0	0	0	33.2	28.4	5.1
22:00:00	41	0	0	0	2	7	18	11	3	0	0	0	0	32.5	28.1	5
23:00:00	22	0	0	0	1	4	9	5	2	0	0	0	0	34.1	28.6	5.7
07-19	2806	2	5	13	134	492	1041	899	196	20	3	1	0	33.2	28.4	5.1
06-22	3209	2	5	14	151	560	1200	1023	224	23	4	1	0	33.2	28.4	5.1
06-24	3271	3	6	15	153	571	1227	1039	229	24	4	1	0	33.2	28.4	5.1
00-24	3329	3	6	15	154	576	1250	1060	236	24	4	1	0	33.2	28.5	5
am Peak	08:00:00	08:00:00	07:00:00	08:00:00	11:00:00	10:00:00	08:00:00	08:00:00	07:00:00	07:00:00	07:00:00	10:00:00		02:00:00	03:00:00	
Peak Volume	256	1	1	1	13	45	102	83	17	2	1	0		36.3	31.3	3.9
pm Peak	17:00:00	14:00:00	14:00:00	14:00:00	14:00:00	13:00:00	17:00:00	17:00:00	17:00:00	17:00:00	16:00:00	16:00:00		23:00:00	17:00:00	
Peak Volume	323	0	1	2	19	50	116	121	27	3	1	0		34.1	29.3	4.8

Northeastbound

	Average Flow	<5.0mph	5.0-10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	>50.0mph	Invalid Reading	85th %ile	Mean Speed	Std Dev
00:00:00	5	0	0	0	0	1	1	1	1	0	0	0	0	35.4	29.4	5.6
01:00:00	2	0	0	0	0	0	1	1	0	0	0	0	0	32.3	28.6	4.1
02:00:00	2	0	0	0	0	0	1	1	0	0	0	0	0	33.2	28.7	5.3
03:00:00	3	0	0	0	0	0	1	1	0	0	0	0	0	33.9	30.3	3.5
04:00:00	2	0	0	0	0	0	1	1	0	0	0	0	0	35.4	29.7	5.2
05:00:00	10	0	0	0	0	1	4	4	2	0	0	0	0	35.6	30.8	4
06:00:00	25	0	0	0	0	2	8	11	3	0	0	0	0	34.9	30.7	4.5
07:00:00	69	0	0	0	2	6	24	29	7	1	0	0	0	34.4	30	4.6
08:00:00	97	0	0	0	2	11	36	36	10	1	0	0	0	34.2	29.5	4.8
09:00:00	83	0	0	0	2	13	32	28	7	1	0	0	0	34	29	4.9
10:00:00	96	0	0	0	5	18	32	33	7	1	0	0	0	33.4	28.4	5.2
11:00:00	96	0	0	0	7	16	31	32	8	1	0	0	0	33.6	28.4	5.4
12:00:00	98	0	0	1	6	17	33	31	9	1	0	0	0	34.2	28.5	5.5
13:00:00	104	0	0	0	9	22	34	31	7	1	0	0	0	33.3	27.8	5.4
14:00:00	127	0	0	1	11	25	42	39	9	0	0	0	0	33	27.7	5.5
15:00:00	135	0	0	0	8	22	46	46	12	1	0	0	0	33.7	28.7	5.1
16:00:00	162	0	0	1	6	23	52	65	13	1	0	0	0	33.7	29.2	4.9
17:00:00	177	0	0	0	7	22	56	71	19	2	0	0	0	34.4	29.6	4.9
18:00:00	110	0	0	0	4	14	35	42	13	1	0	0	0	34.7	29.7	5
19:00:00	80	0	0	0	4	14	27	25	8	1	0	0	0	33.8	28.7	5.3
20:00:00	59	0	0	0	5	14	23	15	2	0	0	0	0	32.3	27.1	4.9
21:00:00	35	0	0	0	2	7	13	9	2	0	0	0	0	33.1	27.9	5.2
22:00:00	23	0	0	0	1	5	10	5	1	0	0	0	0	32.1	27.1	5.2
23:00:00	13	0	0	0	1	2	5	3	2	0	0	0	0	34.6	28.6	5.6
07-19	1354	0	1	5	71	209	452	482	121	12	1	0	0	33.8	28.9	5.2
06-22	1553	0	1	6	82	248	522	543	136	14	1	0	0	33.8	28.8	5.2
06-24	1589	0	2	6	84	255	536	551	139	14	1	0	0	33.8	28.8	5.2
00-24	1611	0	2	6	84	257	545	559	142	14	1	0	0	33.8	28.8	5.2
am Peak	08:00:00	07:00:00	08:00:00	08:00:00	11:00:00	10:00:00	08:00:00	08:00:00	08:00:00	09:00:00	07:00:00	10:00:00		05:00:00	05:00:00	
Peak Volume	97	0	0	0	7	18	36	36	10	1	0	0		35.6	30.8	4
pm Peak	17:00:00	14:00:00	14:00:00	14:00:00	14:00:00	14:00:00	17:00:00	17:00:00	17:00:00	17:00:00	12:00:00	13:00:00		18:00:00	18:00:00	
Peak Volume	177	0	0	1	11	25	56	71	19	2	0	0		34.7	29.7	5

Southwestbound

	Average Flow	<5.0mph	5.0-10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	>50.0mph	Invalid Reading	85th %ile	Mean Speed	Std Dev
00:00:00	5	0	0	0	0	0	2	2	1	0	0	0	0	35.7	30.7	4.5
01:00:00	4	0	0	0	0	0	2	1	0	0	0	0	0	32.4	29.1	3.8
02:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	36.3	31.1	4.7
03:00:00	3	0	0	0	0	0	1	1	1	0	0	0	0	37.5	32.3	4.2
04:00:00	6	0	0	0	0	0	3	2	1	0	0	0	0	34.2	30.3	4.3
05:00:00	16	0	0	0	0	2	7	6	2	0	0	0	0	33.7	29.6	3.9
06:00:00	41	0	0	0	1	4	17	15	4	0	0	0	0	33.7	29.6	4.3
07:00:00	122	1	1	1	4	17	44	42	9	1	0	0	0	33.6	28.8	5.7
08:00:00	159	1	1	1	5	30	66	47	7	1	0	0	0	32.4	27.8	5
09:00:00	108	0	0	1	4	22	45	31	5	0	0	0	0	32.2	27.9	4.6
10:00:00	105	0	0	1	7	27	42	24	4	0	0	0	0	31.9	27	4.9
11:00:00	109	0	0	1	6	23	47	27	6	1	0	0	0	32.2	27.6	4.8
12:00:00	123	0	0	1	8	29	50	30	5	0	0	0	0	32.2	27.1	5
13:00:00	102	0	0	1	7	27	37	24	6	0	0	0	0	32.3	27.2	5.2
14:00:00	112	0	0	1	8	25	44	30	4	1	0	0	0	32.1	27.2	5.2
15:00:00	122	0	0	1	5	21	50	39	6	1	0	0	0	33	28.3	4.7
16:00:00	131	0	0	0	3	21	58	39	8	1	0	0	0	33.1	28.6	4.6
17:00:00	146	0	0	1	3	21	60	50	9	1	0	0	0	33	28.9	4.5
18:00:00	113	0	0	0	3	20	47	34	7	1	0	0	0	32.9	28.5	4.6
19:00:00	82	0	0	0	2	13	37	24	4	1	0	0	0	32.7	28.5	4.4
20:00:00	52	0	0	0	2	9	22	16	3	1	0	0	0	32.9	28.6	4.6
21:00:00	29	0	0	0	1	4	12	8	2	1	0	0	0	33.6	29	5
22:00:00	18	0	0	0	0	2	8	6	1	0	0	0	0	33.3	29.4	4.4
23:00:00	9	0	0	0	0	1	4	2	1	0	0	0	0	34	28.6	5.7
07-19	1452	2	4	8	63	283	589	417	75	8	2	1	0	32.5	28	5
06-22	1656	2	4	9	69	313	678	480	88	10	3	1	0	32.6	28.1	4.9
06-24	1682	2	4	9	69	316	690	488	90	10	3	1	0	32.6	28.1	4.9
00-24	1718	2	4	9	70	319	705	500	94	10	3	1	0	32.6	28.1	4.9
am Peak	08:00:00	08:00:00	07:00:00	08:00:00	10:00:00	08:00:00	08:00:00	08:00:00	07:00:00	07:00:00	07:00:00	07:00:00		03:00:00	03:00:00	
Peak Volume	159	1	1	1	7	30	66	47	9	1	0	0		37.5	32.3	4.1
pm Peak	17:00:00	12:00:00	14:00:00	14:00:00	12:00:00	12:00:00	17:00:00	17:00:00	17:00:00	17:00:00	14:00:00	16:00:00		23:00:00	22:00:00	
Peak Volume	146	0	0	1	8	29	60	50	9	1	0	0		34	29.4	4.4

Event key: QC Failure QC Outlier QC Atypical Events Special Holiday Offline
Weekends and defined holidays

Notes on data:

Averages are calculated as the simple average of values across the period.

Holidays & Events:

None

Class Report LEICESTERSHIRE_TEMP 880088020823 2023-09-01 to 2023-09-13

Site Name 880088020823
Site ID 880088020823
Grid 449220294290
Description Sapcote Road, Stoney Stanton

Setup LEICS_TUBES
Lanes Each Lane
Show Average
Time Period 1 hour

Averaged over All days
Exclude data: None

Huncote Road	Volume, Speed, Class
Staion Road	Volume, Speed, Class
Stanton Lane	Volume, Speed, Class
Sapcote Road	Volume, Speed, Class
Broughton Road	Volume, Speed, Class

All directions

	Average Flow	Mcl	Car	LGV	Bus	R2X	R3X	R4+X	A4-X	A5X	A6+X	AT5-X	AT6X	AT7+X	Invalid Reading	%HGV
00:00:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0	0	2.4
01:00:00	5	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0
02:00:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0
04:00:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0
05:00:00	26	0	19	6	0	0	0	0	0	0	0	0	0	0	0	2.1
06:00:00	65	0	48	15	0	2	0	0	0	0	0	0	0	0	0	3.5
07:00:00	191	1	141	40	1	5	0	1	0	0	0	0	0	0	0	3.4
08:00:00	256	1	197	52	1	3	1	0	0	0	0	0	0	0	0	2
09:00:00	191	1	145	38	0	5	1	0	0	0	0	0	0	0	0	3.5
10:00:00	201	3	156	34	1	4	1	0	1	0	0	0	0	0	0	3
11:00:00	205	4	161	35	1	4	1	0	0	0	0	0	0	0	0	2.2
12:00:00	221	4	176	36	1	4	0	0	0	0	0	0	0	0	0	2.5
13:00:00	207	4	162	35	0	5	1	0	0	0	0	0	0	0	0	3
14:00:00	239	3	186	42	0	5	1	0	1	0	0	0	0	0	0	2.8
15:00:00	257	3	198	49	2	4	0	0	0	0	0	0	0	0	0	2
16:00:00	293	4	227	57	0	4	0	0	1	0	0	0	0	0	0	1.8
17:00:00	323	3	262	53	0	2	1	0	1	0	0	0	0	0	0	1.2
18:00:00	223	4	186	31	0	1	0	0	0	0	0	0	0	0	0	0.8
19:00:00	162	5	133	22	0	1	0	0	0	0	0	0	0	0	0	0.9
20:00:00	111	2	94	14	0	1	0	0	0	0	0	0	0	0	0	0.8
21:00:00	64	1	56	7	0	0	0	0	0	0	0	0	0	0	0	0.5
22:00:00	41	0	35	5	0	0	0	0	0	0	0	0	0	0	0	0.6
23:00:00	22	0	19	3	0	0	0	0	0	0	0	0	0	0	0	0.7
07-19	2806	37	2197	501	8	47	6	3	6	1	0	0	0	0	0	2.3
06-22	3209	45	2528	558	9	50	7	3	7	1	0	0	0	0	0	2.1
06-24	3271	46	2582	566	9	51	7	3	7	1	0	0	0	0	0	2.1
00-24	3329	46	2628	576	9	51	7	3	7	1	0	0	0	0	0	2.1
am Peak	08:00:00	11:00:00	08:00:00	08:00:00	07:00:00	09:00:00	08:00:00	07:00:00	10:00:00	07:00:00	10:00:00		08:00:00	10:00:00		10:00:00
Peak Volume	256	4	197	52	1	5	1	1	1	0	0		0	0		0
pm Peak	17:00:00	19:00:00	17:00:00	16:00:00	15:00:00	13:00:00	13:00:00	12:00:00	14:00:00	13:00:00	12:00:00			19:00:00		19:00:00
Peak Volume	323	5	262	57	2	5	1	0	1	0	0			0		0

Northeastbound

	Average Flow	Mcl	Car	LGV	Bus	R2X	R3X	R4+X	A4-X	A5X	A6+X	AT5-X	AT6X	AT7+X	Invalid Reading	%HGV
00:00:00	5	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00:00	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00:00	10	0	7	3	0	0	0	0	0	0	0	0	0	0	0	3.1
06:00:00	25	0	21	4	0	0	0	0	0	0	0	0	0	0	0	1.3
07:00:00	69	0	50	14	0	3	0	0	0	0	0	0	0	0	0	5.4
08:00:00	97	1	73	20	0	2	0	0	0	0	0	0	0	0	0	2.5
09:00:00	83	0	63	16	0	2	0	0	0	0	0	0	0	0	0	3.8
10:00:00	96	1	75	16	1	2	0	0	0	0	0	0	0	0	0	3.3
11:00:00	96	1	76	16	0	2	0	0	0	0	0	0	0	0	0	2
12:00:00	98	2	77	17	0	2	0	0	0	0	0	0	0	0	0	2.6
13:00:00	104	3	80	18	0	2	0	0	0	0	0	0	0	0	0	2.9
14:00:00	127	1	99	22	0	3	0	0	0	0	0	0	0	0	0	3
15:00:00	135	2	103	25	1	3	0	0	0	0	0	0	0	0	0	2.1
16:00:00	162	2	123	34	0	2	0	0	0	0	0	0	0	0	0	1.8
17:00:00	177	2	145	28	0	1	0	0	1	0	0	0	0	0	0	0.8
18:00:00	110	1	92	16	0	1	0	0	0	0	0	0	0	0	0	0.7
19:00:00	80	3	66	9	0	0	0	0	0	0	0	0	0	0	0	1.1
20:00:00	59	2	50	7	0	1	0	0	0	0	0	0	0	0	0	0.9
21:00:00	35	0	30	4	0	0	0	0	0	0	0	0	0	0	0	0.4
22:00:00	23	0	20	3	0	0	0	0	0	0	0	0	0	0	0	1
23:00:00	13	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0.6
07-19	1354	17	1059	243	4	25	3	1	2	1	0	0	0	0	0	2.3
06-22	1553	22	1226	267	4	26	3	1	2	1	0	0	0	0	0	2.2
06-24	1589	23	1257	270	4	26	3	1	2	1	0	0	0	0	0	2.1
00-24	1611	23	1275	275	4	26	3	1	2	1	0	0	0	0	0	2.1
am Peak	08:00:00	11:00:00	11:00:00	08:00:00	10:00:00	07:00:00	08:00:00	07:00:00	09:00:00	07:00:00	10:00:00			10:00:00		10:00:00
Peak Volume	97	1	76	20	1	3	0	0	0	0	0			0		0
pm Peak	17:00:00	19:00:00	17:00:00	16:00:00	15:00:00	14:00:00	13:00:00	12:00:00	17:00:00	13:00:00	12:00:00					
Peak Volume	177	3	145	34	1	3	0	0	1	0	0					

Southwestbound

	Average Flow	Mcl	Car	LGV	Bus	R2X	R3X	R4+X	A4-X	A5X	A6+X	AT5-X	AT6X	AT7+X	Invalid Reading	%HGV
00:00:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0	4.5
01:00:00	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0
04:00:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0
05:00:00	16	0	12	3	0	0	0	0	0	0	0	0	0	0	0	1.4
06:00:00	41	0	28	11	0	2	0	0	0	0	0	0	0	0	0	4.9
07:00:00	122	1	91	26	1	2	0	0	0	0	0	0	0	0	0	2.2
08:00:00	159	0	123	32	1	2	0	0	0	0	0	0	0	0	0	1.7
09:00:00	108	1	82	21	0	3	0	0	0	0	0	0	0	0	0	3.2
10:00:00	105	2	81	18	0	2	0	0	1	0	0	0	0	0	0	2.8
11:00:00	109	3	85	19	0	2	0	0	0	0	0	0	0	0	0	2.4
12:00:00	123	2	99	19	0	2	0	0	0	0	0	0	0	0	0	2.4
13:00:00	102	1	81	17	0	3	0	0	0	0	0	0	0	0	0	3.1
14:00:00	112	2	87	20	0	2	0	0	1	0	0	0	0	0	0	2.6
15:00:00	122	1	94	24	0	1	0	0	0	0	0	0	0	0	0	1.8
16:00:00	131	2	104	23	0	2	0	0	0	0	0	0	0	0	0	1.9
17:00:00	146	2	117	25	0	1	1	0	0	0	0	0	0	0	0	1.7
18:00:00	113	3	94	15	0	1	0	0	0	0	0	0	0	0	0	0.8
19:00:00	82	2	67	13	0	0	0	0	0	0	0	0	0	0	0	0.8
20:00:00	52	1	44	7	0	0	0	0	0	0	0	0	0	0	0	0.6
21:00:00	29	0	25	3	0	0	0	0	0	0	0	0	0	0	0	0.5
22:00:00	18	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0
23:00:00	9	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0.9
07-19	1452	20	1138	258	4	22	3	2	4	0	0	0	0	0	0	2.2
06-22	1656	23	1302	292	4	24	3	2	4	0	0	0	0	0	0	2.1
06-24	1682	23	1325	295	4	24	3	2	4	0	0	0	0	0	0	2.1
00-24	1718	23	1353	301	4	25	4	2	4	0	0	0	0	0	0	2.1
am Peak	08:00:00	11:00:00	08:00:00	08:00:00	07:00:00	09:00:00	10:00:00	07:00:00	10:00:00	07:00:00			08:00:00			
Peak Volume	159	3	123	32	1	3	0	0	1	0			0			
pm Peak	17:00:00	18:00:00	17:00:00	17:00:00	15:00:00	13:00:00	17:00:00	15:00:00	14:00:00	17:00:00	14:00:00			19:00:00		19:00:00
Peak Volume	146	3	117	25	0	3	1	0	1	0	0			0		0

Event key: QC Failure QC Outlier QC Atypical Events Special Holiday Offline
Weekends and defined holidays

Notes on data:

Averages are calculated as the simple average of values across the period.

Holidays & Events:

None

Huncote Road	Volume Speed Class
Staion Road	Volume Speed Class
Stanton Lane	Volume Speed Class
Sapcote Road	Volume Speed Class
Broughton Road	Volume Speed Class

Multi-Day Volume Report LEICESTERSHIRE_TEMP 880088020824 2023-09-01 to 2023-09-13

Site Name 880088020824
Site ID 880088020824
Grid 450176294230
Description Broughton Road, Stoney Stanton

Setup LEICS_TUBES
Lanes Each Lane
Time Period 1 hour
Class Any

Exclude data: None

All directions

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Average		Total
	2023-09-01	2023-09-02	2023-09-03	2023-09-04	2023-09-05	2023-09-06	2023-09-07	2023-09-08	2023-09-09	2023-09-10	2023-09-11	2023-09-12	2023-09-13	Workday	7 Day	Count
00:00:00	20	63	58	6	17	20	26	25	47	70	17	22	29	20	31	420
01:00:00	20	28	26	12	11	15	18	17	26	27	7	16	22	15	19	245
02:00:00	19	20	10	13	14	18	16	24	19	20	13	9	14	16	16	209
03:00:00	20	15	22	24	29	24	30	22	30	19	18	25	33	25	24	311
04:00:00	45	29	29	48	42	55	44	58	26	15	39	48	47	47	41	525
05:00:00	124	53	76	137	141	152	140	124	59	73	124	142	148	137	116	1493
06:00:00	281	84	145	280	295	316	286	265	111	132	304	272	282	287	239	3053
07:00:00	627	213	196	725	738	729	707	645	203	206	696	740	760	707	564	7185
08:00:00	724	409	386	735	757	752	771	712	376	355	680	757	721	734	634	8135
09:00:00	546	558	665	561	553	527	519	548	429	579	473	494	531	528	536	6983
10:00:00	472	600	628	448	468	418	432	480	591	558	416	414	442	443	486	6367
11:00:00	532	600	656	427	448	444	447	498	550	619	424	434	423	453	497	6502
12:00:00	551	617	728	480	443	459	527	573	525	664	423	442	515	490	531	6947
13:00:00	546	610	587	420	475	466	457	533	536	543	448	412	448	467	496	6481
14:00:00	667	456	572	592	545	580	537	651	484	489	545	521	584	580	557	7223
15:00:00	801	458	542	665	684	662	708	729	435	390	666	612	699	692	624	8051
16:00:00	770	533	516	740	811	773	828	788	465	336	757	753	797	780	689	8867
17:00:00	749	543	437	791	843	801	847	782	440	341	785	787	822	801	698	8968
18:00:00	570	474	446	512	550	536	585	606	397	295	491	500	626	553	510	6588
19:00:00	393	339	304	411	415	455	412	427	350	256	394	325	425	406	379	4906
20:00:00	250	250	206	269	290	322	355	237	216	178	236	242	316	280	260	3367
21:00:00	184	193	116	156	229	230	181	212	159	92	180	171	178	191	177	2281
22:00:00	150	137	62	85	109	116	125	182	123	50	83	104	129	120	113	1455
23:00:00	89	81	30	47	47	40	52	99	110	30	34	33	47	54	57	739
07-19	7555	6071	6359	7096	7315	7147	7365	7545	5431	5375	6804	6866	7368	7229	6823	88297
06-22	8663	6937	7130	8212	8544	8470	8599	8686	6267	6033	7918	7876	8569	8393	7878	101904
06-24	8902	7155	7222	8344	8700	8626	8776	8967	6500	6113	8035	8013	8745	8568	8048	104098
00-24	9150	7363	7443	8584	8954	8910	9050	9237	6707	6337	8253	8275	9038	8828	8295	107301
am Peak	08:00:00	10:00:00	09:00:00	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	10:00:00	11:00:00	07:00:00	08:00:00	07:00:00	08:00:00	08:00:00	
Peak Volume	724	600	665	735	757	752	771	712	591	619	696	757	760	734	634	
pm Peak	15:00:00	12:00:00	12:00:00	17:00:00	17:00:00	17:00:00	17:00:00	16:00:00	13:00:00	12:00:00	17:00:00	17:00:00	17:00:00	17:00:00	17:00:00	
Peak Volume	801	617	728	791	843	801	847	788	536	664	785	787	822	801	698	

Southeastbound

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Average		Total
	2023-09-01	2023-09-02	2023-09-03	2023-09-04	2023-09-05	2023-09-06	2023-09-07	2023-09-08	2023-09-09	2023-09-10	2023-09-11	2023-09-12	2023-09-13	Workday	7 Day	Count
00:00:00	12	37	26	4	11	9	19	13	22	35	10	13	18	12	17	229
01:00:00	11	18	15	5	7	8	7	9	15	7	3	8	12	8	9	125
02:00:00	10	12	2	6	7	12	9	9	7	8	6	7	7	8	8	102
03:00:00	8	5	10	8	11	11	17	8	14	8	9	13	17	11	11	139
04:00:00	30	15	20	31	29	36	21	36	17	12	27	29	32	30	26	335
05:00:00	80	34	66	77	82	90	87	83	36	58	77	86	89	83	73	945
06:00:00	187	50	123	189	192	211	187	162	67	116	193	176	184	187	159	2037
07:00:00	367	125	125	429	439	439	443	371	123	151	416	426	445	419	337	4299
08:00:00	387	238	228	393	395	380	419	378	218	182	369	416	365	389	340	4368
09:00:00	302	295	341	305	299	287	264	267	223	283	272	270	289	284	284	3697
10:00:00	251	317	295	231	225	201	222	227	274	244	225	220	232	226	242	3164
11:00:00	271	336	270	218	234	194	201	270	266	253	215	213	191	223	240	3132
12:00:00	256	304	315	227	224	219	255	266	252	283	184	218	261	234	250	3264
13:00:00	249	312	281	180	208	222	222	231	260	277	179	159	206	206	228	2986
14:00:00	306	210	288	254	236	254	225	288	216	240	232	228	267	254	250	3244
15:00:00	353	204	234	296	293	288	310	348	187	187	307	286	304	309	279	3597
16:00:00	321	210	226	300	338	325	386	341	219	170	318	312	331	330	295	3797
17:00:00	324	239	174	333	358	326	352	333	194	163	318	317	339	333	293	3770
18:00:00	250	202	175	218	246	234	253	265	188	130	212	211	303	244	224	2887
19:00:00	164	137	124	186	183	210	192	187	164	110	169	151	169	179	166	2146
20:00:00	107	109	91	118	123	170	134	86	106	86	107	104	115	118	112	1456
21:00:00	86	80	49	70	106	99	72	85	78	33	76	63	78	82	75	975
22:00:00	78	58	25	34	48	50	53	86	56	19	34	49	53	54	50	643
23:00:00	32	38	12	22	16	11	22	48	48	9	13	12	20	22	23	303
07-19	3637	2992	2952	3384	3495	3369	3552	3585	2620	2563	3247	3276	3533	3453	3261	42205
06-22	4181	3368	3339	3947	4099	4059	4137	4105	3035	2908	3792	3770	4079	4019	3774	48819
06-24	4291	3464	3376	4003	4163	4120	4212	4239	3139	2936	3839	3831	4152	4094	3847	49765
00-24	4442	3585	3515	4134	4310	4286	4372	4397	3250	3064	3971	3987	4327	4247	3992	51640
am Peak	08:00:00	11:00:00	09:00:00	07:00:00	07:00:00	07:00:00	07:00:00	08:00:00	10:00:00	09:00:00	07:00:00	07:00:00	07:00:00	07:00:00	08:00:00	
Peak Volume	387	336	341	429	439	439	443	378	274	283	416	426	445	419	340	
pm Peak	15:00:00	13:00:00	12:00:00	17:00:00	17:00:00	17:00:00	16:00:00	15:00:00	13:00:00	12:00:00	16:00:00	17:00:00	17:00:00	17:00:00	16:00:00	
Peak Volume	353	312	315	333	358	326	386	348	260	283	318	317	339	333	295	

Northwestbound

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Average		Total
	2023-09-01	2023-09-02	2023-09-03	2023-09-04	2023-09-05	2023-09-06	2023-09-07	2023-09-08	2023-09-09	2023-09-10	2023-09-11	2023-09-12	2023-09-13	Workday	7 Day	Count
00:00:00	8	26	32	2	6	11	7	12	25	35	7	9	11	8	14	191
01:00:00	9	10	11	7	4	7	11	8	11	20	4	8	10	8	9	120
02:00:00	9	8	8	7	7	6	7	15	12	12	7	2	7	7	8	107
03:00:00	12	10	12	16	18	13	13	14	16	11	9	12	16	14	13	172
04:00:00	15	14	9	17	13	19	23	22	9	3	12	19	15	17	15	190
05:00:00	44	19	10	60	59	62	53	41	23	15	47	56	59	53	43	548
06:00:00	94	34	22	91	103	105	99	103	44	16	111	96	98	100	80	1016
07:00:00	260	88	71	296	299	290	264	274	80	55	280	314	315	288	227	2886
08:00:00	337	171	158	342	362	372	352	334	158	173	311	341	356	345	294	3767
09:00:00	244	263	324	256	254	240	255	281	206	296	201	224	242	244	252	3286
10:00:00	221	283	333	217	243	217	210	253	317	314	191	194	210	217	244	3203
11:00:00	261	264	386	209	214	250	246	228	284	366	209	221	232	230	257	3370
12:00:00	295	313	413	253	219	240	272	307	273	381	239	224	254	256	281	3683
13:00:00	297	298	306	240	267	244	235	302	276	266	269	253	242	261	268	3495
14:00:00	361	246	284	338	309	326	312	363	268	249	313	293	317	326	307	3979
15:00:00	448	254	308	369	391	374	398	381	248	203	359	326	395	382	345	4454
16:00:00	449	323	290	440	473	448	442	447	246	166	439	441	466	449	394	5070
17:00:00	425	304	263	458	485	475	495	449	246	178	467	470	483	467	405	5198
18:00:00	320	272	271	294	304	302	332	341	209	165	279	289	323	309	286	3701
19:00:00	229	202	180	225	232	245	220	240	186	146	225	174	256	227	213	2760
20:00:00	143	141	115	151	167	152	221	151	110	92	129	138	201	161	148	1911
21:00:00	98	113	67	86	123	131	109	127	81	59	104	108	100	110	101	1306
22:00:00	72	79	37	51	61	66	72	96	67	31	49	55	76	66	63	812
23:00:00	57	43	18	25	31	29	30	51	62	21	21	21	27	32	33	436
07-19	3918	3079	3407	3712	3820	3778	3813	3960	2811	2812	3557	3590	3835	3776	3562	46092
06-22	4482	3569	3791	4265	4445	4411	4462	4581	3232	3125	4126	4106	4490	4374	4104	53085
06-24	4611	3691	3846	4341	4537	4506	4564	4728	3361	3177	4196	4182	4593	4473	4200	54333
00-24	4708	3778	3928	4450	4644	4624	4678	4840	3457	3273	4282	4288	4711	4581	4303	55661
am Peak	08:00:00	10:00:00	11:00:00	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	10:00:00	11:00:00	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	
Peak Volume	337	283	386	342	362	372	352	334	317	366	311	341	356	345	294	
pm Peak	16:00:00	16:00:00	12:00:00	17:00:00	17:00:00	17:00:00	17:00:00	17:00:00	13:00:00	12:00:00	17:00:00	17:00:00	17:00:00	17:00:00	17:00:00	
Peak Volume	449	323	413	458	485	475	495	449	276	381	467	470	483	467	405	

Event key: QC Failure | QC Outlier | QC Atypical | Events | Special | Holiday | Offline | Weekends and defined holidays

Notes on data:

Weekly (7-day) averages are calculated as the average of workday values and weekend values, weighted in the proportion 5:2.

Holidays & Events:

None

Huncote Road	Volume Speed Class
Staion Road	Volume Speed Class
Stanton Lane	Volume Speed Class
Sapcote Road	Volume Speed Class
Broughton Road	Volume Speed Class

Speed Bins Report LEICESTERSHIRE_TEMP 880088020824 2023-09-01 to 2023-09-13

Site Name 880088020824
Site ID 880088020824
Grid 450176294230
Description Broughton Road, Stoney Stanton

Setup LEICS_TUBES
Lanes Each Lane
Show Average
Time Period 1 hour
Class Any

Averaged over All days
Speed units mph
Exclude data: None

All directions

	Average Flow	<10.0mph	10.0-20.0mph	20.0-30.0mph	30.0-40.0mph	40.0-50.0mph	50.0-60.0mph	60.0-70.0mph	70.0-80.0mph	80.0-90.0mph	>90.0mph	Invalid Reading	85th %ile	Mean Speed	Std Dev
00:00:00	32	0	0	0	2	10	14	5	1	0	0	0	61.4	53.6	9.4
01:00:00	19	0	0	0	1	7	7	2	1	0	0	0	61.4	52.8	10.1
02:00:00	16	0	0	0	1	6	7	2	0	0	0	0	60.2	52.5	9.2
03:00:00	24	0	0	0	1	6	11	5	1	0	0	0	62.7	54.3	8.7
04:00:00	40	0	0	0	1	8	19	9	2	1	0	0	65.8	55.9	9.4
05:00:00	115	0	0	1	7	38	50	16	3	0	0	0	60.6	52.1	8.7
06:00:00	235	0	0	0	6	75	121	28	4	0	0	0	59.4	52.7	7.3
07:00:00	553	0	0	4	20	233	257	35	2	0	0	0	56.5	50.5	6.7
08:00:00	626	0	0	4	24	265	292	36	3	0	0	0	56.5	50.4	6.7
09:00:00	537	0	1	6	27	246	225	28	3	1	0	0	56.1	49.6	7.1
10:00:00	490	0	1	10	32	212	206	26	3	0	0	0	56.1	49.3	7.5
11:00:00	500	0	1	8	31	217	212	28	2	0	0	0	56.1	49.4	7.5
12:00:00	534	0	2	9	38	231	220	31	3	0	0	0	56.1	49.2	7.8
13:00:00	499	0	0	8	31	211	215	30	3	0	0	0	56.5	49.7	7.4
14:00:00	556	0	0	10	37	246	227	32	2	1	0	0	56.1	49.4	7.5
15:00:00	619	0	3	9	32	264	274	32	4	1	0	0	56.1	49.7	7.6
16:00:00	682	0	2	8	37	273	316	42	3	1	0	0	56.5	50.1	7.4
17:00:00	690	0	2	8	33	261	335	47	4	1	0	0	56.8	50.5	7.3
18:00:00	507	0	2	7	35	186	230	42	5	1	0	0	57.5	50.4	8.2
19:00:00	377	0	1	3	20	154	163	29	5	0	1	0	57.5	50.6	8
20:00:00	259	0	1	3	22	113	99	19	2	0	0	0	56.8	49.4	7.9
21:00:00	175	0	0	2	13	70	72	15	3	1	0	0	57.5	50.3	8.4
22:00:00	112	0	0	1	7	40	46	15	3	1	0	0	60.6	52	9
23:00:00	57	0	0	0	3	21	23	8	2	0	0	0	61.9	53.1	9.1
07-19	6792	1	15	91	378	2844	3009	409	37	6	2	0	56.5	49.9	7.4
06-22	7839	1	17	100	440	3256	3464	500	50	8	2	0	56.5	50	7.5
06-24	8008	1	17	101	450	3317	3533	522	56	9	3	0	56.8	50	7.5
00-24	8254	1	17	102	462	3391	3642	561	64	11	3	0	56.8	50.1	7.6
am Peak	08:00:00	06:00:00	11:00:00	10:00:00	10:00:00	08:00:00	08:00:00	08:00:00	06:00:00	04:00:00	00:00:00		04:00:00	04:00:00	
Peak Volume	626	0	1	10	32	265	292	36	4	1	0		65.8	55.9	9.4
pm Peak	17:00:00	12:00:00	15:00:00	14:00:00	12:00:00	16:00:00	17:00:00	17:00:00	19:00:00	15:00:00	19:00:00		23:00:00	23:00:00	
Peak Volume	690	0	3	10	38	273	335	47	5	1	1		61.9	53.1	9.1

Southeastbound

	Average Flow	<10.0mph	10.0-20.0mph	20.0-30.0mph	30.0-40.0mph	40.0-50.0mph	50.0-60.0mph	60.0-70.0mph	70.0-80.0mph	80.0-90.0mph	>90.0mph	Invalid Reading	85th %ile	Mean Speed	Std Dev
00:00:00	18	0	0	0	1	6	7	3	1	0	0	0	61.4	53.5	9.6
01:00:00	10	0	0	0	1	4	3	1	0	0	0	0	61.4	52.6	10.8
02:00:00	8	0	0	0	0	3	3	1	0	0	0	0	60.2	53.4	9.5
03:00:00	11	0	0	0	1	3	4	2	1	0	0	0	64.5	53.3	9.8
04:00:00	26	0	0	0	1	6	11	6	2	1	0	0	66.3	56.3	9.8
05:00:00	73	0	0	1	5	25	31	9	2	0	0	0	59.4	51.6	8.8
06:00:00	157	0	0	0	4	54	79	17	2	0	0	0	59	52.4	7
07:00:00	331	0	0	2	12	153	146	16	1	0	0	0	55.8	50	6.4
08:00:00	336	0	0	2	13	145	156	18	1	0	0	0	56.5	50.3	6.5
09:00:00	284	0	1	2	16	133	117	14	2	0	0	0	55.8	49.5	6.9
10:00:00	243	0	0	6	16	104	103	13	2	0	0	0	56.1	49.3	7.6
11:00:00	241	0	0	4	14	96	110	15	1	0	0	0	56.5	49.8	7.6
12:00:00	251	0	1	6	16	107	106	15	1	0	0	0	56.5	49.4	7.7
13:00:00	230	0	0	4	15	96	99	14	1	0	0	0	56.5	49.7	7.4
14:00:00	250	0	0	5	18	109	101	15	1	0	0	0	56.5	49.3	7.7
15:00:00	277	0	0	4	15	119	122	14	2	1	0	0	56.1	49.7	7.4
16:00:00	292	0	0	3	17	116	135	19	2	0	0	0	56.8	50.3	7.2
17:00:00	290	0	0	4	16	108	141	19	1	0	0	0	56.8	50.4	7.3
18:00:00	222	0	1	4	16	82	97	19	2	0	0	0	57.9	50.2	8.5
19:00:00	165	0	0	1	8	67	72	14	3	0	0	0	57.5	50.9	7.7
20:00:00	112	0	0	1	8	52	41	8	1	0	0	0	56.8	49.5	7.5
21:00:00	75	0	0	1	6	31	31	4	1	0	0	0	56.8	49.9	8.3
22:00:00	49	0	0	0	4	17	20	6	1	0	0	0	60.2	51.5	8.9
23:00:00	23	0	0	0	1	8	10	3	1	0	0	0	61.9	52.9	9.2
07-19	3247	0	3	46	185	1368	1432	191	16	3	1	0	56.5	49.8	7.3
06-22	3755	0	4	49	212	1571	1655	235	23	4	1	0	56.5	50	7.4
06-24	3828	0	4	49	218	1597	1685	244	26	5	1	0	56.8	50	7.4
00-24	3972	0	4	50	226	1643	1746	265	31	6	1	0	56.8	50.1	7.5
am Peak	08:00:00	11:00:00	09:00:00	10:00:00	10:00:00	07:00:00	08:00:00	08:00:00	06:00:00	04:00:00	00:00:00		04:00:00	04:00:00	
Peak Volume	336	0	1	6	16	153	156	18	2	1	0		66.3	56.3	9.8
pm Peak	16:00:00	12:00:00	18:00:00	12:00:00	14:00:00	15:00:00	17:00:00	18:00:00	19:00:00	15:00:00	19:00:00		23:00:00	23:00:00	
Peak Volume	292	0	1	6	18	119	141	19	3	1	0		61.9	52.9	9.2

Northwestbound

	Average Flow	<10.0mph	10.0-20.0mph	20.0-30.0mph	30.0-40.0mph	40.0-50.0mph	50.0-60.0mph	60.0-70.0mph	70.0-80.0mph	80.0-90.0mph	>90.0mph	Invalid Reading	85th %ile	Mean Speed	Std Dev
00:00:00	15	0	0	0	0	4	7	2	0	0	0	0	61	53.7	9
01:00:00	9	0	0	0	0	3	4	1	0	0	0	0	61.4	53.1	9.3
02:00:00	8	0	0	0	0	3	3	1	0	0	0	0	58.7	51.6	8.9
03:00:00	13	0	0	0	0	3	7	3	0	0	0	0	62.7	55.1	7.5
04:00:00	15	0	0	0	1	2	7	4	0	0	0	0	64	55.3	8.7
05:00:00	42	0	0	0	1	13	19	8	1	0	0	0	61.4	53	8.5
06:00:00	78	0	0	0	2	21	42	11	2	0	0	0	61	53.5	8
07:00:00	222	0	0	2	8	79	111	20	2	0	0	0	57.5	51.3	7
08:00:00	290	0	0	2	11	121	136	18	2	0	0	0	56.8	50.4	6.9
09:00:00	253	0	1	4	12	113	108	14	1	0	0	0	56.1	49.8	7.2
10:00:00	246	0	1	4	15	108	103	13	1	0	0	0	55.8	49.3	7.4
11:00:00	259	0	1	4	16	120	103	14	1	0	0	0	55.8	49.1	7.4
12:00:00	283	0	1	4	23	124	114	15	2	0	0	0	55.8	49	7.8
13:00:00	269	0	0	4	16	115	116	16	2	0	0	0	56.5	49.7	7.4
14:00:00	306	0	0	5	19	137	126	17	1	0	0	0	56.1	49.4	7.4
15:00:00	343	0	3	5	17	145	152	18	2	0	0	0	56.1	49.6	7.7
16:00:00	390	0	2	5	20	157	181	23	1	0	0	0	56.5	49.9	7.5
17:00:00	400	0	2	4	17	153	194	27	2	0	0	0	57.2	50.6	7.3
18:00:00	285	0	1	3	19	104	133	22	3	0	0	0	57.5	50.6	7.9
19:00:00	212	0	1	2	12	88	92	15	3	0	0	0	57.5	50.4	8.2
20:00:00	147	0	1	2	14	61	58	11	1	0	0	0	56.8	49.4	8.1
21:00:00	100	0	0	1	7	39	41	10	1	1	0	0	58.4	50.6	8.4
22:00:00	62	0	0	0	4	22	26	8	2	0	0	0	60.6	52.4	9.1
23:00:00	34	0	0	0	1	12	13	5	1	0	0	0	62	53.2	9
07-19	3546	0	12	46	193	1476	1577	218	20	3	1	0	56.5	49.9	7.4
06-22	4083	1	13	51	227	1685	1809	265	27	4	1	0	56.5	50	7.6
06-24	4179	1	13	52	232	1719	1848	278	30	4	2	0	56.8	50.1	7.6
00-24	4282	1	14	52	236	1748	1896	297	32	5	2	0	56.8	50.1	7.7
am Peak	08:00:00	06:00:00	11:00:00	10:00:00	11:00:00	08:00:00	08:00:00	07:00:00	06:00:00	09:00:00	00:00:00		04:00:00	04:00:00	
Peak Volume	290	0	1	4	16	121	136	20	2	0	0		64	55.3	8.6
pm Peak	17:00:00	12:00:00	15:00:00	16:00:00	12:00:00	16:00:00	17:00:00	17:00:00	18:00:00	21:00:00	19:00:00		23:00:00	23:00:00	
Peak Volume	400	0	3	5	23	157	194	27	3	1	0		62	53.2	9

Event key: QC Failure | QC Outlier | QC Atypical | Events | Special | Holiday | Offline | Weekends and defined holidays

Notes on data:

Averages are calculated as the simple average of values across the period.

Holidays & Events:

None

Huncote Road	Volume
	Speed
	Class
Staion Road	Volume
	Speed
	Class
Stanton Lane	Volume
	Speed
	Class
Sapcote Road	Volume
	Speed
	Class
Broughton Road	Volume
	Speed
	Class

Class Report LEICESTERSHIRE_TEMP 880088020824 2023-09-01 to 2023-09-13

Site Name 880088020824
Site ID 880088020824
Grid 450176294230
Description Broughton Road, Stoney Stanton

Setup LEICS_TUBES
Lanes Each Lane
Show Average
Time Period 1 hour

Averaged over All days
Exclude data: None

All directions

	Average Flow	Mcl	Car	LGV	Bus	R2X	R3X	R4+X	A4-X	A5X	A6+X	AT5-X	AT6X	AT7+X	Invalid Reading	%HGV
00:00:00	32	0	20	10	0	1	0	0	0	0	0	0	0	0	0	5.2
01:00:00	19	0	11	5	0	1	0	0	0	0	0	0	0	0	0	9
02:00:00	16	0	9	4	0	1	0	0	0	1	1	0	0	0	0	16.3
03:00:00	24	1	13	7	0	1	0	0	0	1	1	0	0	0	0	10.9
04:00:00	40	1	20	13	0	3	0	0	0	2	0	0	0	0	0	15.8
05:00:00	115	2	63	35	1	10	1	1	0	1	1	0	0	0	0	12.2
06:00:00	235	2	125	79	1	20	1	2	0	3	1	0	0	0	0	11.6
07:00:00	553	8	339	163	3	29	5	3	1	1	0	0	0	0	0	7
08:00:00	626	5	382	200	4	26	6	2	0	1	0	0	0	0	0	5.8
09:00:00	537	6	326	168	3	25	4	2	1	1	1	0	0	0	0	6.3
10:00:00	490	6	299	144	2	27	4	2	1	3	1	0	0	0	0	7.6
11:00:00	500	7	305	152	4	24	3	1	1	2	1	0	0	0	0	6.6
12:00:00	534	11	335	157	2	20	4	2	1	2	0	0	0	0	0	5.7
13:00:00	499	7	307	151	2	21	5	2	1	2	1	0	0	0	0	6.4
14:00:00	556	8	336	171	2	29	4	2	1	2	1	0	0	0	0	6.9
15:00:00	619	10	372	192	4	30	4	3	1	2	1	0	0	0	0	6.7
16:00:00	682	9	425	212	4	22	5	2	1	2	0	0	0	0	0	4.8
17:00:00	690	10	454	203	2	14	4	1	1	1	0	0	0	0	0	3.1
18:00:00	507	8	346	139	1	7	3	1	0	1	0	0	0	0	0	2.6
19:00:00	377	8	252	108	1	4	1	0	0	1	0	0	0	0	0	1.9
20:00:00	259	4	182	67	0	3	1	0	0	0	0	0	0	0	0	2
21:00:00	175	1	127	44	0	2	0	0	0	0	0	0	0	0	0	2
22:00:00	112	1	80	29	0	1	0	0	0	0	0	0	0	0	0	1.5
23:00:00	57	1	40	14	0	1	0	0	0	0	0	0	0	0	0	2
07-19	6792	94	4227	2051	31	273	54	22	10	22	8	0	1	0	0	5.7
06-22	7839	109	4914	2349	35	303	58	24	11	26	10	0	1	0	0	5.5
06-24	8008	111	5034	2393	35	304	58	25	11	26	10	0	1	0	0	5.4
00-24	8254	115	5171	2467	37	321	60	26	12	31	13	0	1	0	0	5.6
am Peak	08:00:00	07:00:00	08:00:00	08:00:00	08:00:00	07:00:00	08:00:00	07:00:00	11:00:00	06:00:00	05:00:00		10:00:00	00:00:00		00:00:00
Peak Volume	626	8	382	200	4	29	6	3	1	3	1		0	0		0
pm Peak	17:00:00	12:00:00	17:00:00	16:00:00	15:00:00	15:00:00	13:00:00	15:00:00	16:00:00	16:00:00	15:00:00		12:00:00	13:00:00		13:00:00
Peak Volume	690	11	454	212	4	30	5	3	1	2	1		0	0		0

Southeastbound

	Average Flow	Mcl	Car	LGV	Bus	R2X	R3X	R4+X	A4-X	A5X	A6+X	AT5-X	AT6X	AT7+X	Invalid Reading	%HGV
00:00:00	18	0	13	4	0	0	0	0	0	0	0	0	0	0	0	3.1
01:00:00	10	0	6	3	0	0	0	0	0	0	0	0	0	0	0	6.4
02:00:00	8	0	5	2	0	0	0	0	0	0	0	0	0	0	0	14.7
03:00:00	11	0	6	3	0	0	0	0	0	1	0	0	0	0	0	10.8
04:00:00	26	0	12	9	0	3	0	0	0	1	0	0	0	0	0	18.8
05:00:00	73	1	39	21	1	8	0	1	0	1	1	0	0	0	0	14.3
06:00:00	157	1	91	47	1	13	0	1	0	2	1	0	0	0	0	10.8
07:00:00	331	5	216	88	3	16	1	1	0	1	0	0	0	0	0	5.8
08:00:00	336	2	225	92	2	12	1	1	0	1	0	0	0	0	0	4.5
09:00:00	284	3	185	81	1	11	1	1	0	1	1	0	0	0	0	5.2
10:00:00	243	3	163	60	1	12	1	1	0	2	1	0	0	0	0	6.8
11:00:00	241	2	159	63	2	11	1	1	1	1	1	0	0	0	0	6.1
12:00:00	251	6	169	63	1	9	0	1	0	1	0	0	0	0	0	4.8
13:00:00	230	4	153	60	1	8	1	1	0	1	1	0	0	0	0	4.9
14:00:00	250	4	168	64	1	10	1	1	0	1	1	0	0	0	0	5.4
15:00:00	277	4	180	76	2	11	0	1	0	1	1	0	0	0	0	5.3
16:00:00	292	4	199	78	2	6	0	1	0	1	0	0	0	0	0	3.4
17:00:00	290	4	209	71	1	4	0	0	0	1	0	0	0	0	0	1.9
18:00:00	222	3	169	46	0	2	0	0	0	1	0	0	0	0	0	1.9
19:00:00	165	4	121	38	0	1	0	0	0	0	0	0	0	0	0	1.1
20:00:00	112	2	86	22	0	1	0	0	0	0	0	0	0	0	0	1.7
21:00:00	75	0	59	14	0	1	0	0	0	0	0	0	0	0	0	2.2
22:00:00	49	1	39	9	0	0	0	0	0	0	0	0	0	0	0	1.1
23:00:00	23	0	19	4	0	0	0	0	0	0	0	0	0	0	0	1
07-19	3247	43	2193	843	15	112	7	10	3	14	6	0	0	0	0	4.7
06-22	3755	50	2551	964	16	128	8	11	4	16	6	0	0	0	0	4.6
06-24	3828	51	2609	977	17	128	8	11	4	16	6	0	0	0	0	4.6
00-24	3972	54	2690	1018	18	140	9	12	5	19	8	0	0	0	0	4.9
am Peak	08:00:00	07:00:00	08:00:00	08:00:00	07:00:00	07:00:00	08:00:00	06:00:00	11:00:00	10:00:00	05:00:00		03:00:00			
Peak Volume	336	5	225	92	3	16	1	1	1	2	1		0			
pm Peak	16:00:00	12:00:00	17:00:00	16:00:00	15:00:00	15:00:00	13:00:00	15:00:00	13:00:00	16:00:00	14:00:00		12:00:00			
Peak Volume	292	6	209	78	2	11	1	1	0	1	1		0			

Northwestbound

	Average Flow	Mcl	Car	LGV	Bus	R2X	R3X	R4+X	A4-X	A5X	A6+X	AT5-X	AT6X	AT7+X	Invalid Reading	%HGV
00:00:00	15	0	8	6	0	1	0	0	0	0	0	0	0	0	0	7.9
01:00:00	9	0	5	3	0	0	0	0	0	0	0	0	0	0	0	11.7
02:00:00	8	0	5	2	0	1	0	0	0	0	1	0	0	0	0	17.8
03:00:00	13	1	7	4	0	0	0	0	0	0	1	0	0	0	0	11
04:00:00	15	0	8	5	0	1	0	0	0	0	0	0	0	0	0	10.5
05:00:00	42	1	24	14	0	2	0	0	0	1	0	0	0	0	0	8.6
06:00:00	78	1	34	32	1	7	1	0	0	1	0	0	0	0	0	13.1
07:00:00	222	3	123	75	1	13	4	2	0	0	0	0	0	0	0	8.8
08:00:00	290	3	157	108	1	14	5	1	0	1	0	0	0	0	0	7.3
09:00:00	253	3	142	88	1	13	4	1	0	1	0	0	0	0	0	7.6
10:00:00	246	3	137	84	2	15	4	1	1	1	0	0	0	0	0	8.5
11:00:00	259	4	147	89	2	13	3	1	1	1	0	0	0	0	0	7
12:00:00	283	5	166	93	1	12	4	1	1	1	0	0	0	0	0	6.5
13:00:00	269	3	154	91	1	13	4	1	1	1	0	0	0	0	0	7.7
14:00:00	306	5	168	107	1	18	4	1	1	1	0	0	0	0	0	8.1
15:00:00	343	6	191	116	2	20	4	1	1	1	0	0	0	0	0	7.9
16:00:00	390	5	226	134	2	16	4	1	1	1	0	0	0	0	0	5.8
17:00:00	400	6	246	131	1	10	4	1	0	1	0	0	0	0	0	4
18:00:00	285	5	177	93	0	5	3	0	0	0	0	0	0	0	0	3.1
19:00:00	212	5	131	70	1	3	1	0	0	0	0	0	0	0	0	2.6
20:00:00	147	2	96	45	0	2	1	0	0	0	0	0	0	0	0	2.2
21:00:00	100	1	68	30	0	1	0	0	0	0	0	0	0	0	0	1.9
22:00:00	62	0	41	20	0	1	0	0	0	0	0	0	0	0	0	1.8
23:00:00	34	1	21	10	0	1	0	0	0	0	0	0	0	0	0	2.8
07-19	3546	50	2033	1209	16	161	46	12	6	8	3	0	0	0	0	6.7
06-22	4083	59	2363	1386	18	175	50	13	7	10	3	0	1	0	0	6.3
06-24	4179	60	2425	1416	18	176	50	13	7	10	3	0	1	0	0	6.2
00-24	4282	62	2481	1449	18	181	51	14	7	12	6	0	1	0	0	6.3
am Peak	08:00:00	11:00:00	08:00:00	08:00:00	11:00:00	10:00:00	08:00:00	07:00:00	10:00:00	06:00:00	03:00:00		10:00:00	00:00:00		00:00:00
Peak Volume	290	4	157	108	2	15	5	2	1	1	1		0	0		0
pm Peak	17:00:00	17:00:00	17:00:00	16:00:00	15:00:00	15:00:00	13:00:00	15:00:00	15:00:00	14:00:00	15:00:00		12:00:00	13:00:00		13:00:00
Peak Volume	400	6	246	134	2	20	4	1	1	1	0		0	0		0

Event key: QC Failure QC Outlier QC Atypical Events Special Holiday Offline
Weekends and defined holidays

Notes on data:

Averages are calculated as the simple average of values across the period.

Holidays & Events:

None

- CIVIL ENGINEERING
- TRANSPORT
- FLOOD RISK & DRAINAGE
- STRUCTURES
- GEO-ENVIRONMENTAL
- ACOUSTIC AIR
- UTILITIES
- GEOMATICS
- LIGHTING
- EXPERT WITNESS

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