Appendix D
PIA Data

Accidents between dates	**01/01/2019** and **31/08/2024**	(68) months

Selection:

Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2024 ("TTC Newbold Verdon 25.10.2024")

Selected Polygon:TTC Newbold Verdon 25.10.2024

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201900157	06/03/2019	443060	303541	Fine without high winds	Dry	Darkness: no street lighting	Serious

Location: B585 BOSWORTH LANE OSBASTON EXACT LOCATION UNKNOWN

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead other	NE	SW
Pedal Cycle (Including pedal assisted electric bicycles)	Not at, or within 20M of Jct	Going ahead other	NE	SW

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates   **01/01/2019** and **31/08/2024**   (68) months

Selection: **Notes:**

; Refined using Accidents within selected Polygons -Data
Requests 2024 ("TTC Newbold Verdon 25.10.2024")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201900159	14/01/2019	442241	303890	Fine without high winds	Dry	Darkness: no street lighting	Slight

Location: A447 ASHBY ROAD CADEBY (OSBASTON PARISH) APPROX. 80M S JW OSBASTON LANE

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates   **01/01/2019** and **31/08/2024**   (68) months

Selection: **Notes:**

; Refined using Accidents within selected Polygons -Data
Requests 2024 ("TTC Newbold Verdon 25.10.2024")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201900378	19/04/2019	444475	304420	Fine without high winds	Dry	Daylight	Serious

Location: B582 BARLESTONE ROAD NEWBOLD VERDON 10M NW DRAGON LANE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Cleared junction or waiting/parked at junction exit	Going ahead other	SE	NW

Casualties:

Class	Severity
Pedestrian	Serious

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201900751	25/07/2019	442005	304970	Fine without high winds	Dry	Daylight	Slight

Location: A447 HINCKLEY ROAD OSBASTON APPROX 50M S OF BOSWORTH ROAD.

Vehicles:

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

Casualties:

Class	Severity
Vehicle Passenger	Slight
Driver / Rider	Slight

Accidents between dates   **01/01/2019** and **31/08/2024**   (68) months

Selection: **Notes:**

; Refined using Accidents within selected Polygons -Data
Requests 2024 ("TTC Newbold Verdon 25.10.2024")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201900850	01/09/2019	442264	303278	Fine without high winds	Dry	Darkness: street lights present and lit	Slight

Location: A447 ASHBY RD OSBASTON J/W BOSWORTH RD

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering main road	Turning left	W	NW
Van / Goods 3.5 tonnes mgw and under	Mid Junction - on roundabout or main road	Going ahead other	SE	NW

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201901559	11/06/2019	444500	304395	Fine without high winds	Dry	Daylight	Slight

Location: B582 NEWBOLD VERDON JW DRAGON LANE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Van / Goods 3.5 tonnes mgw and under	Mid Junction - on roundabout or main road	Going ahead other	SE	NW
Car	Mid Junction - on roundabout or main road	Going ahead other	SE	NW

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates   **01/01/2019** and **31/08/2024**   (68) months

Selection: **Notes:**

; Refined using Accidents within selected Polygons -Data
Requests 2024 ("TTC Newbold Verdon 25.10.2024")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202100963	24/11/2021	442320	303150	Raining without high winds	Wet/Damp	Darkness: no street lighting	Slight

Location: A447 ASHBY ROAD CADEBY S OF BULL IN THE OAK.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Overtaking moving vehicle O/S	S	N
Van / Goods 3.5 tonnes mgw and under	Not at, or within 20M of Jct	Going ahead other	N	S

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates   **01/01/2019** and **31/08/2024**   (68) months

Selection: **Notes:**

; Refined using Accidents within selected Polygons -Data
Requests 2024 ("TTC Newbold Verdon 25.10.2024")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202101008	09/12/2021	441490	307010	Raining without high winds	Wet/Damp	Darkness: street lights present and lit	Slight

Location: A447 HINCKLEY ROAD NAILSTONE JW BARTON LANE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Going ahead other	S	N
Car	Leaving main road	Turning right	N	W

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight
Vehicle Passenger	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202201101	19/12/2022	444490	304405	Fine without high winds	Dry	Daylight	Serious

Location: B582 BARLESTON ROAD NEWBOLD VERSON JW DRAGON LANE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering main road	Turning right	S	SE
Car	Mid Junction - on roundabout or main road	Going ahead other	SE	NW

Casualties:

Class	Severity
Vehicle Passenger	Serious

Accidents between dates   **01/01/2019** and **31/08/2024**   (68) months

Selection: **Notes:**

; Refined using Accidents within selected Polygons -Data
Requests 2024 ("TTC Newbold Verdon 25.10.2024")

Police_ref	Date			Easting	Northing	Weather	Road_cond	Visibility	Severity
202300146	20/02/2023			441754	305638	Other	Wet/Damp	Daylight	Slight

Location: A447 CROSSROADS WITH LOUNT ROAD, BARLESTONE

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Van / Goods 3.5 tonnes mgw and under	Entering main road	Going ahead other	W	E
Car	Mid Junction - on roundabout or main road	Going ahead other	S	N

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date			Easting	Northing	Weather	Road_cond	Visibility	Severity
202300686	10/08/2023			441650	307125	Fine without high winds	Dry	Daylight	Serious

Location: THE OVAL NAILSTONE EXACT LOCATION UNKNOWN.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Other vehicle - specify	Not at, or within 20M of Jct	Going ahead other	SE	NW

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates   01/01/2019 and 31/08/2024   (68) months

Selection: **Notes:**

; Refined using Accidents within selected Polygons -Data
Requests 2024 ("TTC Newbold Verdon 25.10.2024")

Police_ref	Date		Easting	Northing	Weather	Road_cond	Visibility	Severity
202300785	06/05/2023		444475	304195	Raining without high winds	Wet/Damp	Daylight	Slight

Location: C5103 DRAGON LANE NEWBOLD VERDON EXACT LOCATION UNKNOWN..

Vehicles:

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

Casualties:

Class	Severity
Pedestrian	Slight

Police_ref	Date		Easting	Northing	Weather	Road_cond	Visibility	Severity
202301017	21/10/2023		442290	303240	Fine without high winds	Wet/Damp	Daylight	Slight

Location: A447 ASHBY ROAD CADEBY JW BOSWORTH LANE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving main road	Turning right	S	E
Car	Leaving main road	Turning left	N	E

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2019** and **31/08/2024** (68) months

Selection: **Notes:**

; Refined using Accidents within selected Polygons -Data
Requests 2024 ("TTC Newbold Verdon 25.10.2024")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202400368	29/04/2024	442285	303235	Fine without high winds	Dry	Daylight	Slight

Location: A447 BULL IN THE OAK CADEBT EXACT LOCATION NOT GIVEN.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Going ahead	N	S
Car	Entering main road	Starting	E	W

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202400609	01/07/2024	443030	303530	Raining without high winds	Wet/Damp	Daylight	Slight

Location: B585 BOSWORTH LANE OSBASTON EXACT LOCATION UNKNOWN.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Stopping	NE	SW

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates   **01/01/2019** **and** **31/08/2024** (68) months

Selection:

; Refined using Accidents within selected Polygons -Data
Requests 2024 ("TTC Newbold Verdon 25.10.2024")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202400714	06/08/2024	444390	304530	Fine without high winds	Wet/Damp	Daylight	Less serious

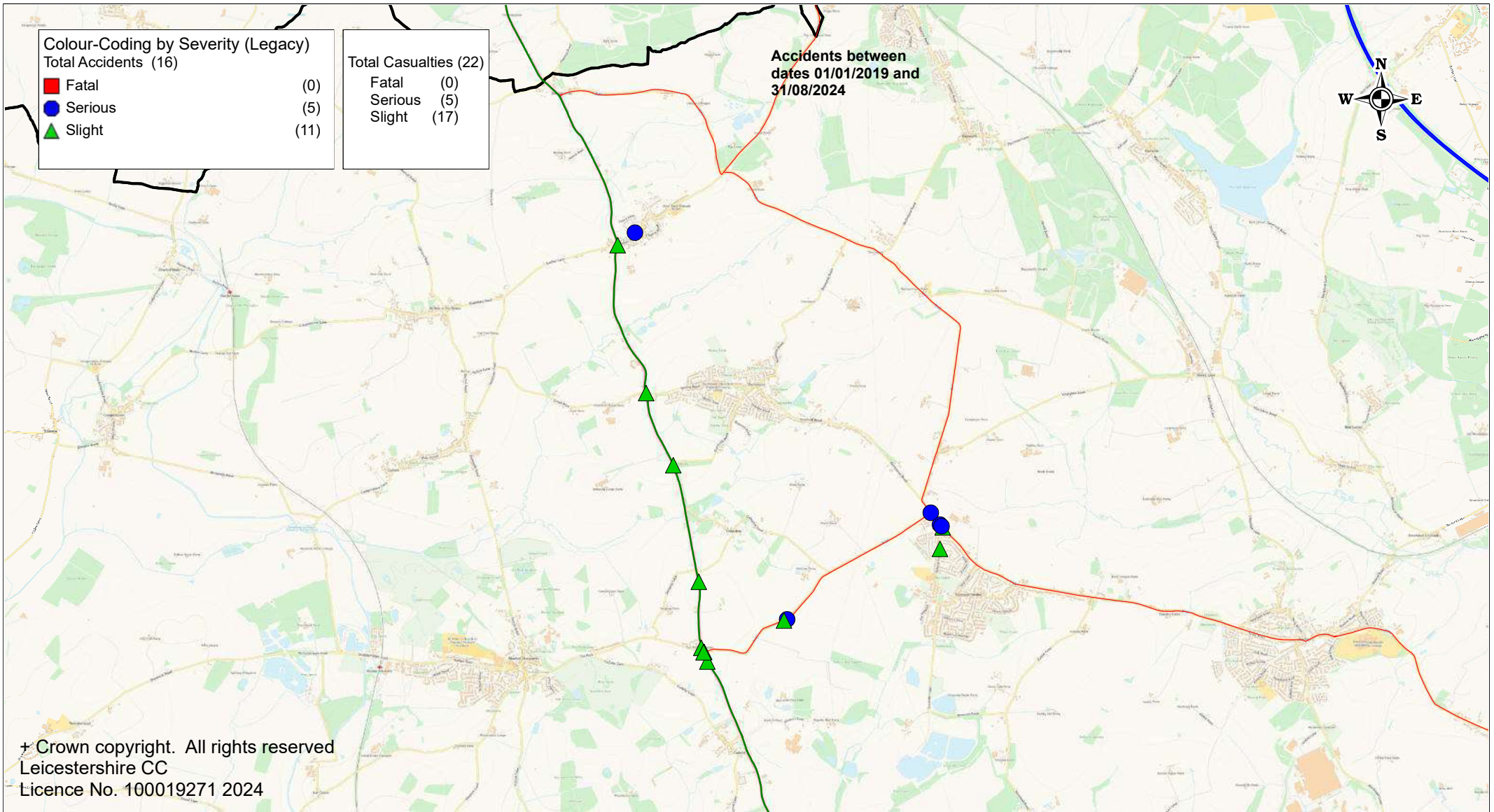**Location:**   B582 BARLESTONE ROAD NEWBOLD VERON JW BOSWORTH LANE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Motor Cycle over 50 cc and up to 125cc	Mid Junction - on roundabout or main road	Going ahead	SE	NW
Car	Leaving main road	Turning right	NW	SW

Casualties:

Class	Severity
Driver / Rider	Less serious

Number of records in selection: **16**

Colour-Coding by Severity (Legacy)
Total Accidents (16)

■	Fatal	(0)
●	Serious	(5)
▲	Slight	(11)

Total Casualties (22)

Fatal (0)
Serious (5)
Slight (17)

Accidents between dates 01/01/2019 and 31/08/2024

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Leicestershire County Council

TTC Newbold Verdon

SCALE	1 : 48980
DATE	29/10/2024
DRAWING No.	
DRAWN BY	

Appendix E
Site Layout

Bosworth Lane (B585)

Moat Close

LAP

LAP

Community Hub

Attenuation Basin

LEAP

PS

Potential School
Expansion Land

Dragon Lane

0 20m 40m 60m 80m 100m

Status	Planning	Client:	Bloor Homes - East Midlands	Scale:	1:1500 (A2)
				Date:	January 2025
		Project title:	Land South of Bosworth Lane, Newbold Verdon	Drawn by:	JMP
				Checked by:	LH
		Drawing title:	Indicative Framework Plan	Drawing no.:	2508709.11.03
				Revision:	F
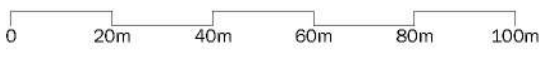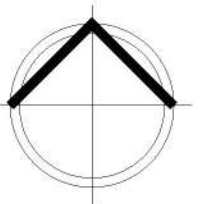
Notes:
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basis for construction.
Do not scale from this drawing - use figured dimensions only.

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w: www.marrons.co.uk

Bristol
One Temple Quay,
Temple Back East, BS1 6DZ
t: 0117 906 9400
e: info@marrons.co.uk

Appendix F
General Arrangement Drawings

2.4m x 215m Visibility Splay

Existing hedges within visibility splay to be removed and re-planted at back of splay. All hedges along frontage to be trimmed and maintained.

2.4m x 215m Visibility Splay

Proposed secondary access to Phase 2 Development (Hall Lane / Whitepark Avenue Estate), further information is presented in 210988-03.

Internal footway link to be provided between main access and secondary access.

Proposed widening exclusively on southern side of road

1:1250

1:500

Date of 1st Issue	Description		Drawn by	Checked by
25/04/2024	First Issue		SB	LF

REVISIONS

Mark	Revision	Drawn	Date	Chkd
a	Inclusion of topographical survey data	SB	25/10/24	JC
b	Amendments to access plans following comments from project team	OH	13/11/24	JC
c	Location of access amended	SB	25.11.24	JC
d	Update to site boundary	SB	07/02/25	JC

Key:

▬	Site Boundary
	Topographical Survey Data
	Proposed Design
X.Xm	Dimensions
	Visibility Splays
	Extent of Adopted Highway

Notes:

1. Drawing units are in metres unless specified otherwise.

2. Drawing is based on topographical survey data.

3. Ghost Island design based on guidance taken from DMRB CD 123.

4. Internal access road design and footway based on guidance from the Leicestershire Highway Design Guide.

5. Visibility Splays based on National Speed Limit.

6. Extent of adopted highway interpreted from plans recieved from Leicestershire County Council.

0 m ▬▬▬▬ 50 m
Scale 1:1250 @ A3

0 m ▬▬▬▬ 30 m
Scale 1:500 @ A3

A3 SCALE
As Shown

Drawing Title

Newbold Verdon
Design Package
Visibility Splays & General Arrangement
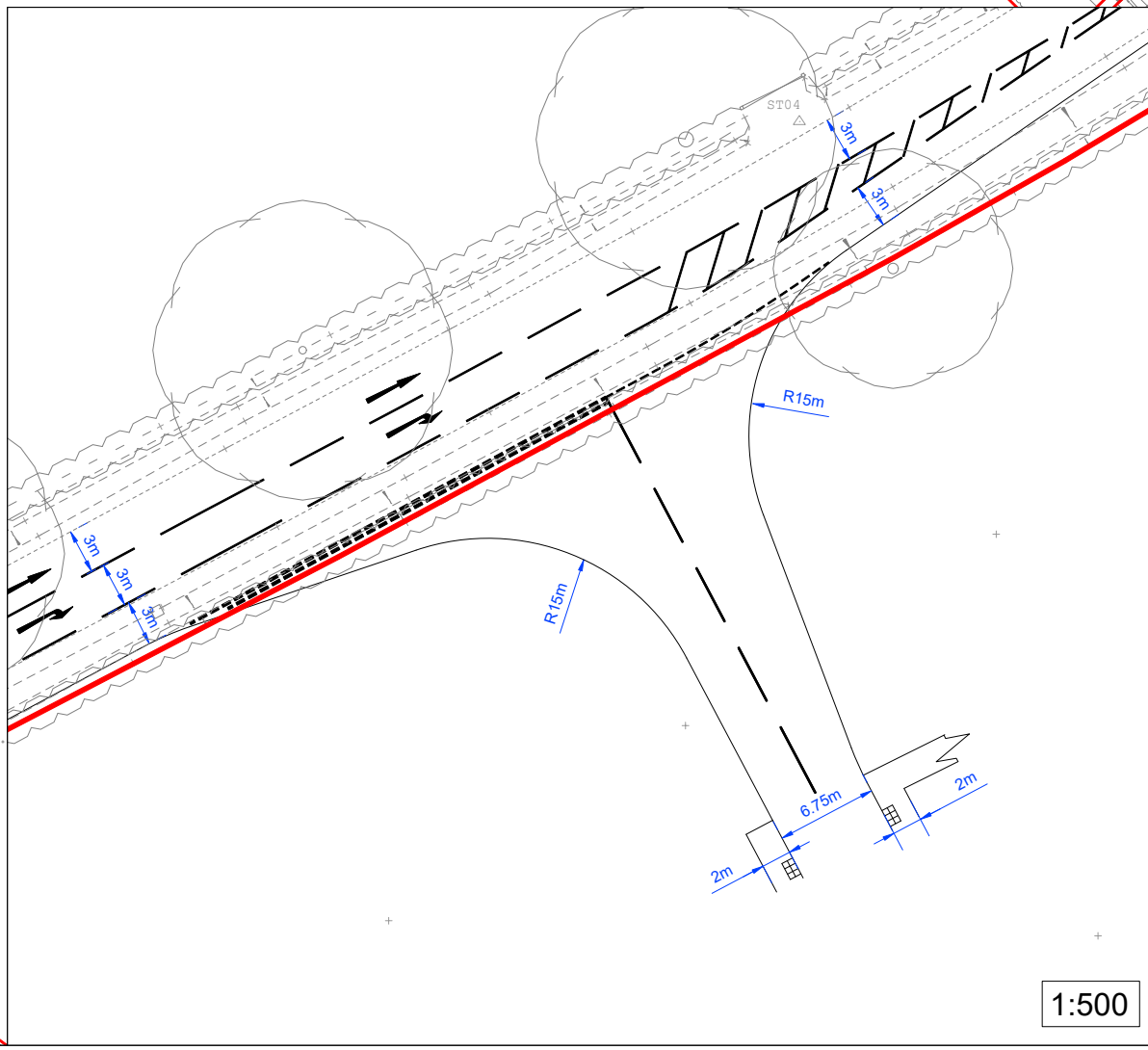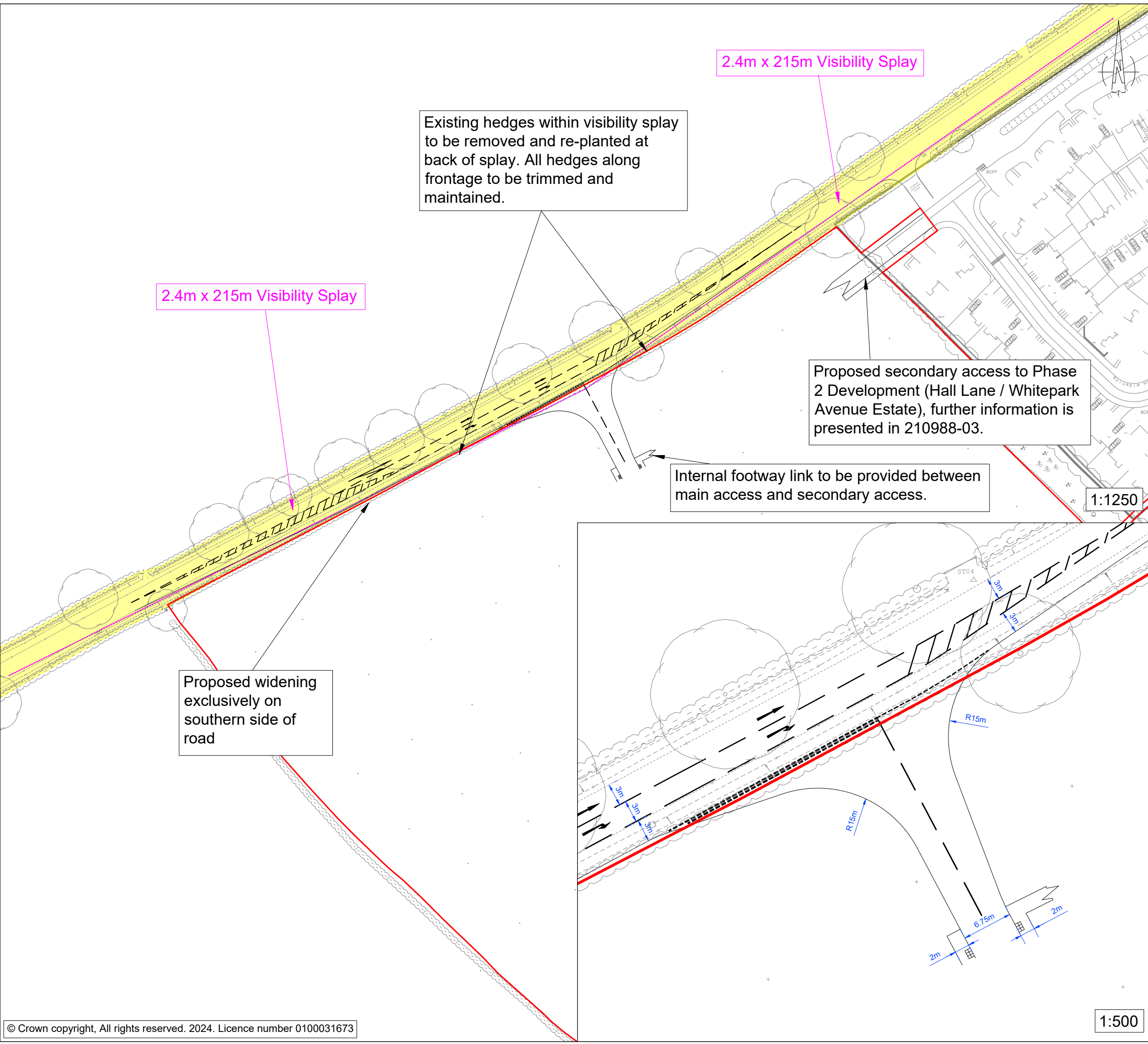
Client

Bloor Homes

Drawing Status

Planning

27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-transport-planning.com

ttc the transportation consultancy

Drawing Number		Revision
210988-01		d

Tree RPA

5.5m

2m

BCP7

2.4m x 17m Visibility Splay

2.4m x 25m Visibility Splay

BCP7

Forward visibility around bend 17m splays at 1m intervals.

Date of 1st Issue 30/10/2024	Description First Issue	Drawn by OH	Checked by JC

REVISIONS

Mark	Revision	Drawn	Date	Chkd
A	Minor amendements to footway provision	SB	25.11.24	JC

Key:

	Architect Layout
	Proposed Design
	Forward Visibility Splay
X.Xm	Key Dimensions

Notes:

1. Drawing units are in metres unless specified otherwise.

2. Drawing is based on Architectrual Layout provided by Bloor Homes.

3. Forward visibility splays around bend have identified that 19m can be achieved at 1m intervals, in accordance with the guidance within the Leicestershire Highway Design Guide.

A3 SCALE
1:250

0 m — 75 m
Scale 1:1500 @ A3

Drawing Title
Newbold Verdon
Secondary Site Access

Client
Bloor Homes

Drawing Status
Planning

ttc the transportation consultancy

Drawing Number
210988-03

Revision
a
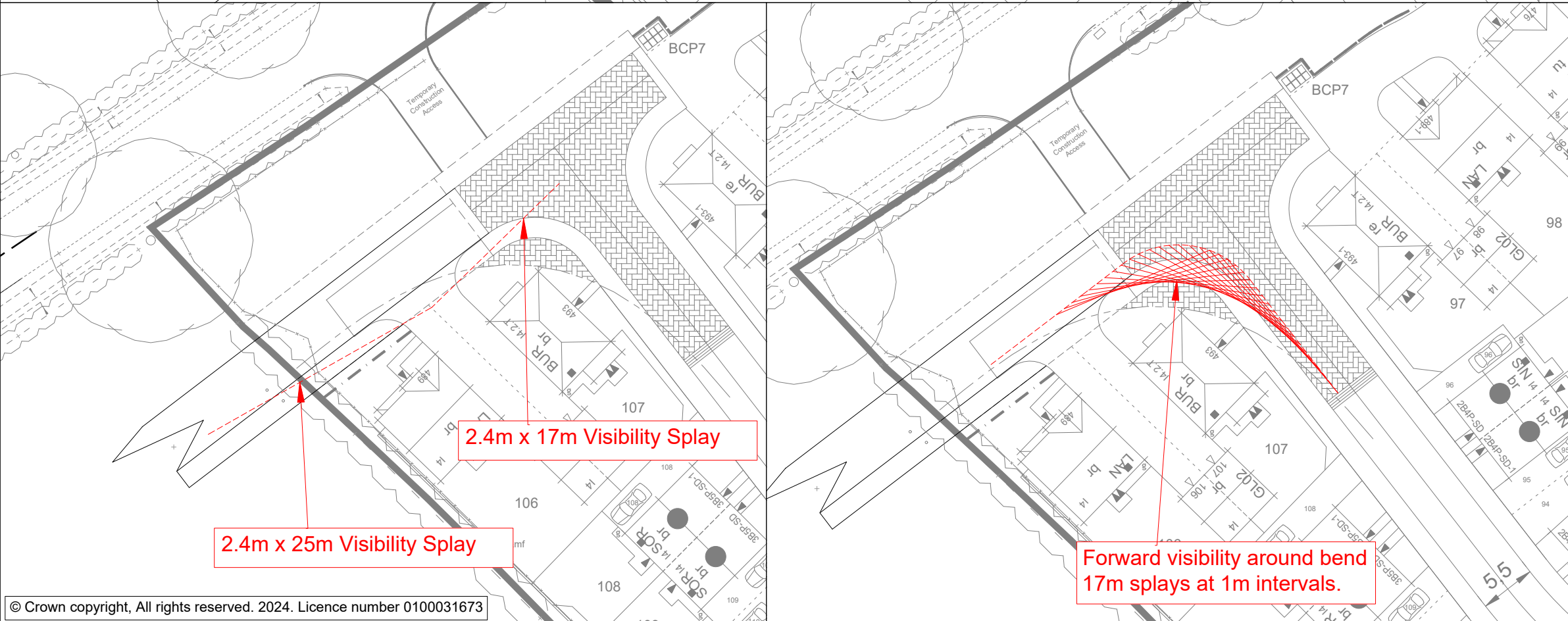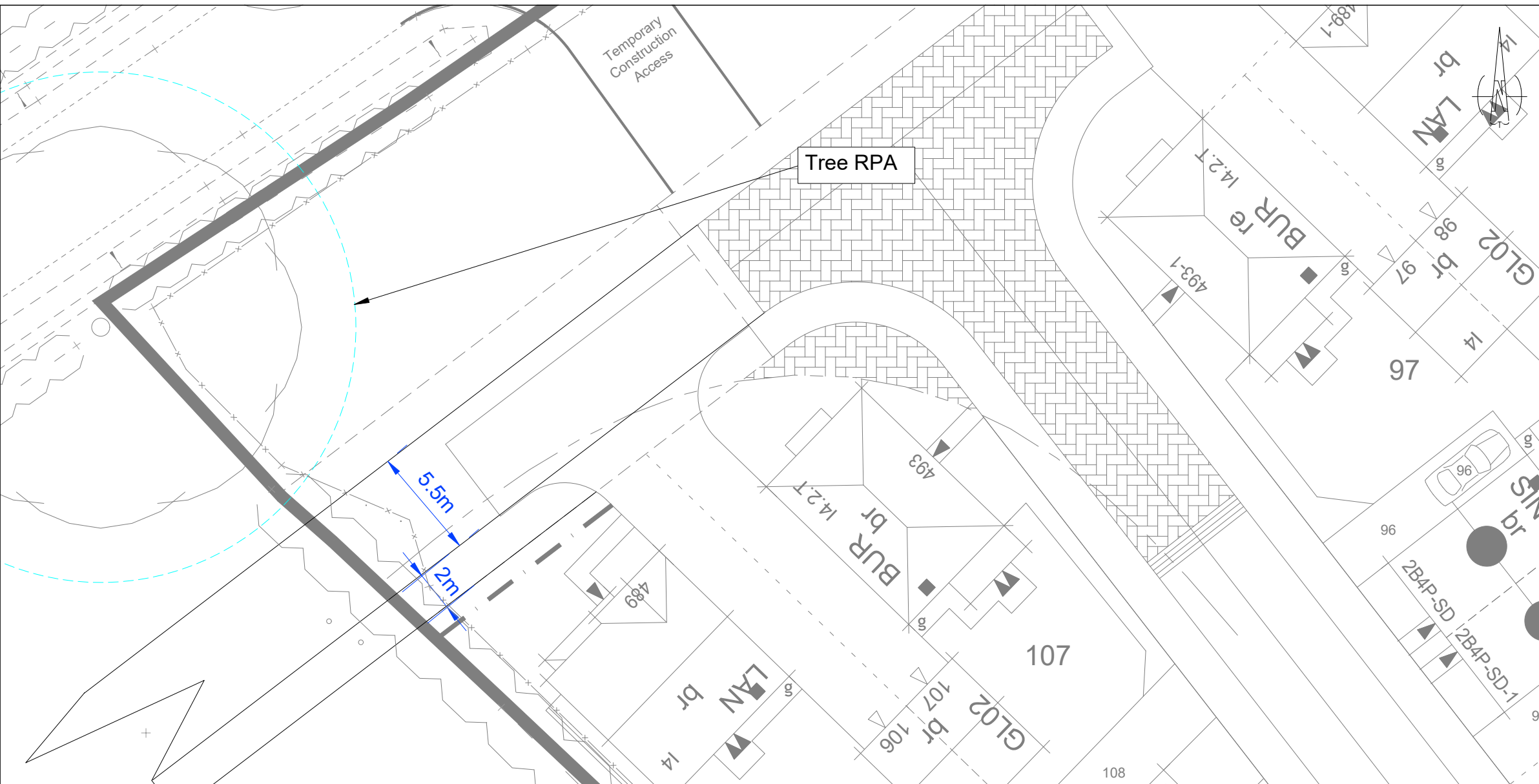
Key:

	Site Boundary
	Architect Layout / OSMastermapping
	Proposed Design
X.Xm	Dimensions

Notes:

1. Drawing units are in metres unless specified otherwise.

2. Drawing is based on Architectrual Layout provided by Bloor Homes and OSMastermapping.

0.6m widening

BCP9

113

114

115

116

116

116

114

115

115

BER BSP103

BER BSP103

BER BSP103

BER BSP103

22

15

11

Connection into existing footway within the Ferrers Green housing estate

2m

2m

Moat Close

Connection into proposed footway provision within development site

2m

1:500

1:250

Scale 1:250 @ A3 · 0 m — 15 m
Scale 1:500 @ A3 · 0 m — 30 m
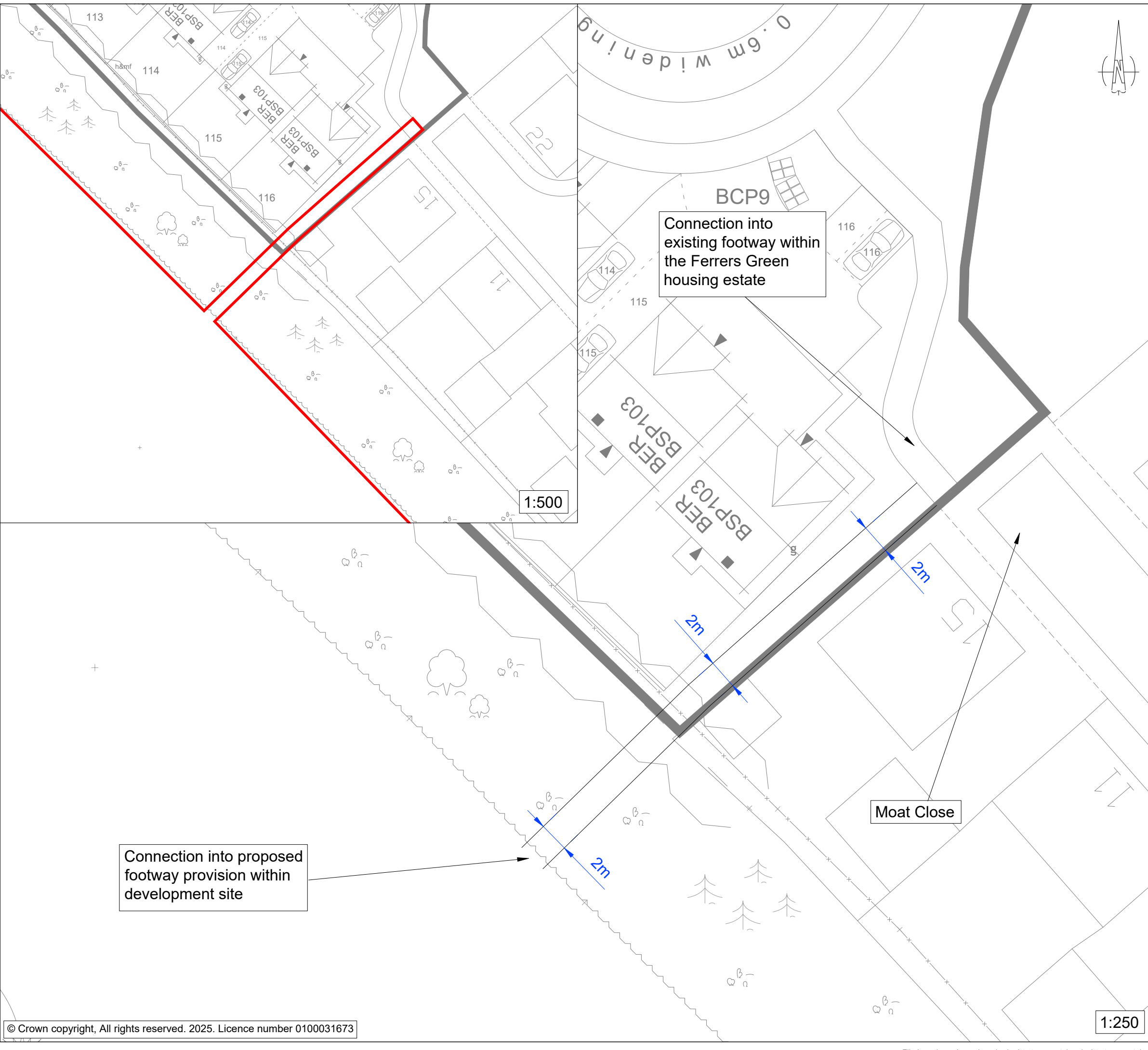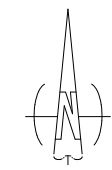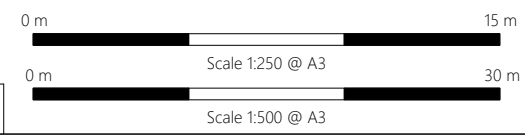
A3 SCALE
As Shown

Drawing Title
Newbold Verdon
Design Package
Moat Close Pedestrian Link

Client
Bloor Homes

Drawing Status
Planning

27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-transportplanning.com

**ttc** the transportation consultancy

Drawing Number
210988-05

Revision
-

user name: sambarber

File Location: c:\users\sambarber\ttc transportplanning\ttc transportplanning team site - documents\ttc - projects\210988 - newbold verdon\drawings\acad\210988-01 v5.dwg

Appendix G
Highway Boundary Data

N

Not To Scale

Pond

S19

137.5m

BOSWORTH LANE

B 585

08
23

74

1

1.22m RH

S19

S60

Path (um)

1.22
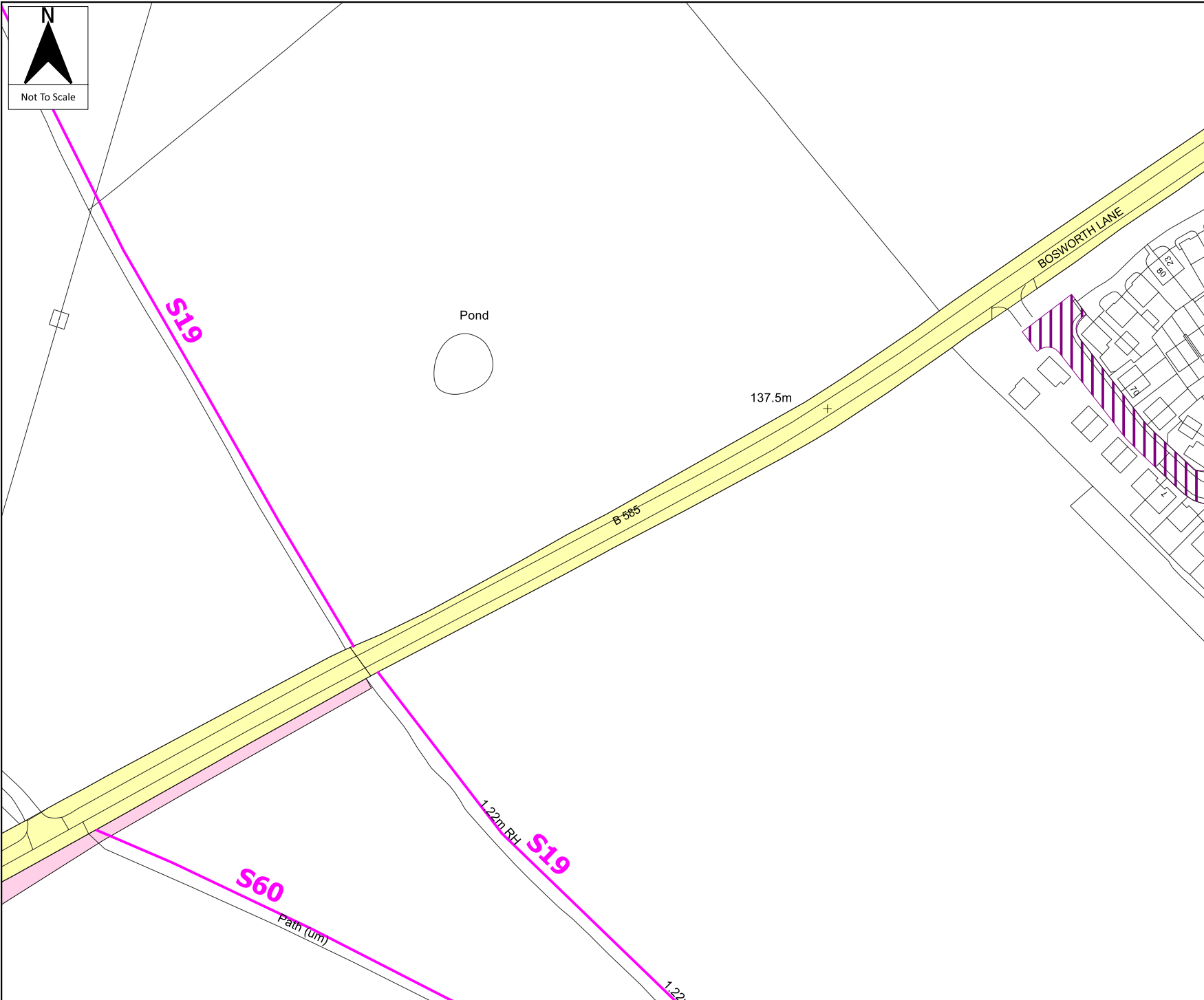
Key

Highway Status

Extents

Adopted: Classified Route

Proposed Adoption Agreement

Non-Highway Land (LCC Responsibility)

Public Rights of Way

Footpath

NOTES
The highway records are not definitive, but are based on currently available supporting information and are given without warranty.
If roadside ditches are present, the legal presumption without evidence to the contrary is that these do not generally form part of the publicly maintainable highway.
This plan has been produced in response to the enquiry shown in the title address and should not be used for any other purpose, since its accuracy cannot be guaranteed.
If a scale has been provided, measurements scaled from this plan may not match measurements between the same points on the ground.

Leicestershire County Council

ENVIRONMENT AND TRANSPORT DEPARTMENT

On Behalf Of
Ann Carruthers, Director

Highway Record Enquiry

Location

B585 (Bosworth Lane) Newbold Verdon

Reference	NDI/HRE/2404044
Drawing No.	100/A
Date Produced	19/04/2024

Highway Record Enquiries
County Hall, Glenfield, LE3 8RJ
0116 305 7189 | hre@leics.gov.uk

N
Not To Scale

Pond

1.22m RH

Def

Drain

Pond

Bull in the Oak

Def

Wayside Cottage
Spring Cottage
Acres Green
Bosworth Firs
BOSTON SIDINGS
Hereford Cottage
Aberdeen Cottage
Highland Cottage

BOSWORTH ROAD

134.9m

1.22m FW

Und

The Old Farmhouse

Def

Ward Bdy

130.1m

1.22m RH

Def

S59

Und

S67

Pond

ASHBY ROAD

134.1m

Bosworth Caravan Park

A 447

S58

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Appendix H
Swept Path Analysis Drawings

Refuse Vehcile - Left In
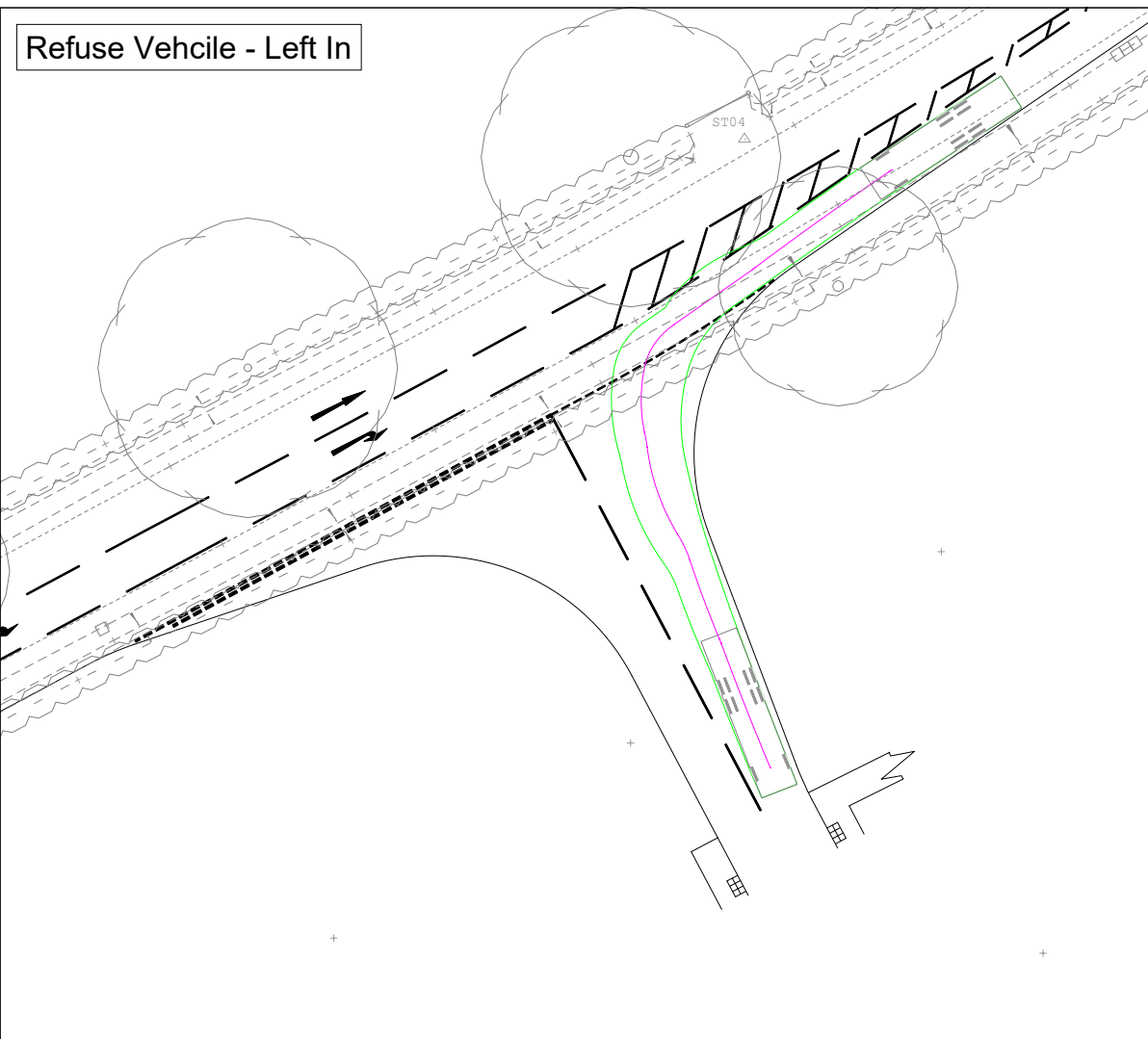
Refuse Vehcile - Right Out

Refuse Vehicle - Right In

Refuse Vehicle - Left Out

Key:

Topographical Survey

Proposed Design

Vehicle Outline

Notes:

1. Drawing units are in metres unless specified otherwise.

2. Drawing is based on topographical survey data.

11.20

1.67   5.51

Refuse 11.2m

meters

Width : 2.53
Track : 2.53
Lock to Lock Time : 6.0
Steering Angle : 40.4

A3 SCALE	0 m		30 m
1:500		Scale 1:500 @ A3	

Drawing Title

Newbold Verdon
Design Package
Swept Path Analysis

Client

Bloor Homes

Drawing Status

Planning

27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-transportplanning.com

ttc the transportation consultancy

Drawing Number		Revision
210988-02		C

user name: sambarber

File Location: c:\users\sambarber\ttc transportplanning\ttc transportplanning team site - documents\ttc - projects\210988 - newbold verdon\drawings\acad\210988-01 v4.dwg

Appendix I
Site Access RSA Designers Response

Stage 1 Road Safety Audit Brief:
Proposed Residential Development on Land at the B585 (Bosworth Lane)

In accordance with DMRB GG 119 Road Safety Audit, a Stage 1 Road Safety Audit Brief has been prepared. The Audit Brief defines the scope of the Road Safety Audit to be undertaken. Details of the Audit Brief are set out in **Tables 1** to **6** below.

Table 1   Project Summary

Date:	18th November 2024
Document Reference:	210988-04
Prepared by:	The Transportation Consultancy
On behalf of:	Bloor Homes
AUTHORISATION SHEET	
Project:	Proposed Residential Development on land at the B585 (Bosworth Lane) in Newbold Verdon, Leicestershire.
Report title:	Stage 1 Road Safety Audit Brief
PREPARED BY	
Name:	Sam Barber
Signed:	
Organisation:	The Transportation Consultancy
Date:	29th October 2024

Table 2   General Details

General Details	
Type of scheme:	The development proposals are for up to 220no. residential dwellings. The development will include vehicular access from the B585 (Bosworth Lane), public open space, and green infrastructure. The scheme involves provision of a priority T-junction with ghost island right turn facility off the B585 (Bosworth Lane).
RSA Stage:	Stage 1
Overseeing Organisation details:	Design Organisation details:
	Sam Barber Consultant Transport Planner The Transportation Consultancy, 27 Park Street, Leamington Spa, CV32 4QN

General Details
Terms of Reference
The RSA Audit Team are required to conduct the RSA in strict accordance with DMRB GG 119 and the content of this Stage 1 Road Safety Audit Brief (210988-04).

Table 3   Scheme Details

Scheme description/objective
General
The Stage 1 RSA concerns the proposed access junction off the B585 (Bosworth Lane), which is in the form of a priority T-junction to serve the proposed development and footways either side of the carriageway supported by a dropped kerb tactile crossing. An additional link is provided to the newly constructed residential site to the northeast.
The proposed design is provided in Drawing 210988-01c, 210988-02c and 210988-03a **Appendix A**.
The construction start date and end date are currently unknown.
Design standards applied to the scheme design
The scheme has been designed in accordance with relevant guidance from the LCC Highways Design Guide, CD 123 and ongoing consultation with the LHA that is LCC.
Design speeds
The design speed along the B585 (Bosworth Lane) at the access junction is the national speed limit.

Forecast traffic flows
Traffic movements associated with the proposed development will be low. The following is an extract from the Scoping Note ref. 210988-02, which sets out the peak hour and daily movements:

Table 5.1   Potential Trip Generation – Residential Dwellings

Time Range	Trip Rate			Trip Generation (220-dwellings)		
	Arrive	Depart	Two-Way	Arrive	Depart	Two-way
AM Peak (07:00 – 08:00)	0.074	0.606	0.681	16	133	149
PM Peak (17:00 – 18:00)	0.521	0.170	0.691	115	37	152

Environmental constraints
No environmental constraints are noted.

Table 4   Locality

Description of locality

The proposed development site is situated on a parcel of agricultural land to the south of the B585 (Bosworth Lane) at the northwestern extremity of Newbold Verdon's built up area.

The proposed development is bounded by the B585 (Bosworth Lane) to the northwest, newly developed residential dwellings to the northeast, primary school grounds to the southeast and agricultural land to the southwest.

Figure 1 illustrates the site's location within a local and strategic context.

Figure 1   Site Location

General description

The Stage 1 RSA concerns the proposed access junction off the B585 (Bosworth Lane), which is in the form of a priority T-junction with ghost island right turn facility to serve the proposed development and footways either side of the carriageway supported by a dropped kerb tactile crossing. Within the vicinity of the application, the highway network is managed and maintained by LCC in their capacity as the LHA.

The B585 (Bosworth Lane) is a two-way single lane carriageway which routes on a northeast-southwest alignment between its junction with Barlestone Road (B582) and the A447. The highway forms the northwestern boundary of the development site. The B585 (Bosworth Lane) is subject to the national speed limit along the site frontage with a carriageway width of c.5.6m. Directly fronting the proposed development site, the highway does not afford pedestrian footways along either side of the carriageway until its junction with Hall Lane where provision exists along the southeastern side of the road.

There are a number of local facilities within an 'acceptable' walking distance from the proposed development site, including a medical practice, a takeaway, a primary school, and a playpark. The proposed development site also benefits from access to local services and amenities within the

Description of locality

Preferred Maximum walking distance specified in the IHT guidance including supermarkets, a nursery, a library, and a post office. This will ensure future residents are not dependent on using a private vehicle for everyday needs.

An ATC has been carried out along the B585 (Bosworth Road) to collect speed and traffic flow information. The ATC showed that the B585 (Bosworth Lane) carries a modest level of traffic, which averages 466 and 485 two-way movements in the respective AM and PM peak periods. The 85th percentile speeds are lower than the posted speed limit. A copy of the ATC is included in Appendix B.

Relevant factors which may affect road safety

We are not aware of any relevant factors affecting road safety.

Table 5   Analysis

Collision Data Analysis

Personal Injury Accident (PIA) data has been reques**ted** from LCC for the most recent 5-year period (2018-2022). **Figure 2** illustrates the PIA data search within the vicinity of the proposed development site.

Figure 2   PIA Data Search
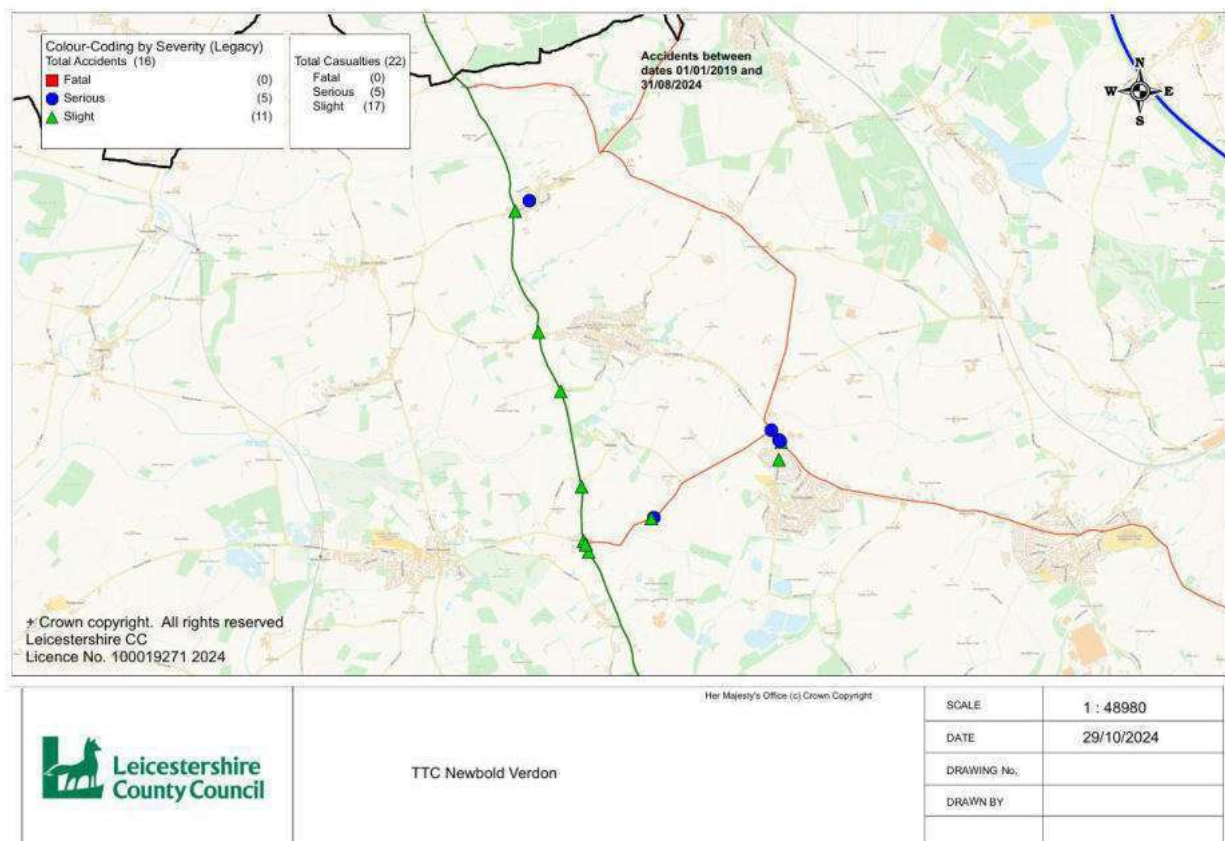
On the B585 (Bosworth Lane) in the vicinity of the proposed development site access (200m radius search area) there are no recorded accidents in the latest five-year period. A copy of the PIA data map is included in Appendix C.

Departures from standards

Collision Data Analysis
There has been no departure from standards and the proposed design has been based on consultation with LCC and the relevant guidance contained within the LCC Highways Design Guide and CD 123.

Previous road safety audit stage reports, road safety audit response reports and evidence of agreed actions
No road safety audit consultation has preceded this brief.

List of included documents and drawings
Documents
Drawings
The package of drawings is provided in **Appendix A**.210988-01b, 210988-02b and 210988-03

Table 6   Checklist

Tick all that are included and provide reasons for those that are not included			
Site location plan	Figure 1.	Scale layout plans	**Appendix A** (Drawing 210988-01c, 210988-02c and 210988-03a)
Departures and relaxations from standard	N/A	Construction/typical detail	N/A
Previous RSA reports	**N/A**	Previous RSA response reports and evidence of agreed actions	**N/A**
Collision data and collision data analysis	Table 5	Road traffic collision plot	Figure 2
Traffic signal staging	N/A	Traffic Counts	ATC contained in Appendix B
Speed surveys	ATC contained in Appendix B	Pedestrian, cyclist and horse-riding desire lines and volumes	Table 4
Walking, cycling and horse-riding assessment and reviews	N/A	Design speeds / speed limits	National Speed Limit
Design standards used	LCC Highways Design Guide and CD 123	Adjacent land uses	Residential and agricultural

**BOSWORTH LANE,
NEWBOLD VERDON,
LEICESTERSHIRE**

PROPOSED HIGHWAY WORKS

STAGE 1

ROAD SAFETY AUDIT REPORT

REQUESTED BY:
       **THE TRANSPORTATION
CONSULTANCY**

NOVEMBER 2024

RKS
Associates

Project:	Bosworth Lane, Newbold Verdon, Leicestershire Proposed Highway Works
Client:	The Transportation Consultancy
Document:	Stage 1 Road Safety Audit
RKS Associates Ref:	VRP1846 - RSA 1
Issue date:	30th November 2024
Status:	Final
Authorised by:	VP/BN

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RKS
Associates

Contents

Appendices:

1 INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit carried out on a proposed highway works along Bosworth Lane, Newbold Verdon in Leicestershire. The proposed highway works are associated with a residential development comprising of up to 220 dwellings on agricultural land located to the south of Bosworth Lane.

1.2 The proposed highway works involve widening along the southern side Bosworth Lane to provide a ghost island right turn lane junction to serve the proposed development with 3m wide ahead and right turn lane. The proposed development access takes the form of a priority junction it is 6.75m wide road with 15m junction radii with a 2m footway either side of the access road. The proposed highway works also include a secondary access at the north-eastern extent of the development which provides access via the adjacent development.

1.3 Bosworth Lane is a single two-way rural road aligned in an east to west direction with grass verge/hedgerows along both sides of the road. The carriageway is unlit and is subject to a national speed limit which reduces to a 40mph approximately 250m southwest of the Bosworth Lane/Barlestone Road junction.

1.4 The Transportation Consultancy has supplied the following information upon which this Stage 1 RSA is based:

- Stage 1 Road Safety Audit Brief prepared by The Transportation Consultancy Reference: 210988-04 (November 2024);
- Automated Traffic Count (ATC) Surveys (April 2024);
- The Transportation Consultancy Drawing Numbers:
   - 210988-01 Revision C – Visibility Splays & General Arrangement;
   - 210988-02 Revision C – Swept Path Analysis; and
   - 210988-03 Revision A – Secondary Site Access.

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

Road Safety Audit Team Leader	Vimal Patel BEng (Hons), GMICE, FIHE, NH Cert Comp
Road Safety Audit Team Member	Beth Newiss MCIHT, MSoRSA
Overseeing Organisation	Leicestershire City Council
Design Organisation	The Transportation Consultancy

1.6 The Audit has been undertaken following examination of the submitted documents, including a site visit carried out on Friday 24th October 2024 between the hours of midday and 1pm. The weather was overcast, and the road surface was damp, no traffic congestion or incidents, moderate traffic flows and no pedestrian and cycle flows were observed along Bosworth Lane during the site inspection.

Terms of Reference

1.7 The Audit Team is independent of the project design team and has no other involvement with the project. This Stage 1 RSA has been undertaken in accordance with the relevant sections of GG-119, part of the Design Manual for Roads and Bridges (DMRB).

1.8 The Safety Audit Team has examined only matters relating to road safety implications of the scheme and has not verified compliance of the design to any other criteria. The Audit Team have not been made aware of any Departures from Standard or any previous Road Safety Audits undertaken on the highway works.

1.9 All of the problems identified in this report are considered by the Audit Team to require action in order to improve the safety of the scheme and to minimise accident occurrence for all users. The extent of the Road Safety Audit is limited to the drawing and location of the problems identified contained in **Appendix A** where the reference numbers relate to the problems identified in this Road Safety Audit.

1.10 The recommendations in this report are aimed at addressing the identified road safety problems; however, there may be other alternative acceptable ways to overcome a specific problem when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities. The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit and would encourage the Designer to consult them on this matter.

1.11 The Designer is advised to prepare a Road Safety Audit Decision Log, a template for which is included in **Appendix B**. This enables the Designers and Overseeing Organisations Response to the Audit to be documented along with an agreed RSA Action.

Collision Data

1.12 Personal Injury Collision (PIC) information contained in the Stage 1 Road Safety Audit brief has been obtained from Leicestershire County Council. The PIC data covering the wider highway network for the 68-month period up to 31st August 2024 indicates that no collisions have occurred along the Bosworth Lane in the immediate vicinity of proposed highway works during the 5-year period up to December 2022.

Traffic Data

1.13 The Automated Traffic Count (ATC) surveys undertaken during April 2024 on Bosworth Lane indicate that the average two-way flows along Bosworth Lane was 466 and 485 vehicles during the AM and PM peak periods respectively and the 7-day 85th percentile speeds were 55.3mph in the both directions. The Transport Assessment Scoping report also provides details of the traffic generation associated with the development proposals, it is anticipated that the proposed development is likely to generate 149 and 152 two-way movements during the respective AM and PM peak periods.

2 ISSUES IDENTIFIED DURING STAGE 1 ROAD SAFETY AUDIT

2.1 Problem:

Summary: Potential collisions due to standing water or service covers
Location: Throughout

No details have been provided in respect of surface water drainage or other services and it is therefore not possible to ascertain whether there will be any safety implications. Observations during the site inspection noted that the existing surface water drains into the verge. The absence surface water drainage may result in the collection of surface water which could increase the risk of loss of control collisions.

Recommendation:
Ensure that surface water drainage is provided to mitigate the risk of collection of surface water on the carriageway.

2.2 Problem:

Summary: Potential collisions associated with poor lighting
Location: Bosworth Lane vicinity of proposed development access

No details have been provided in respect of street lighting along Bosworth Lane in the vicinity of the proposed development access. Observation during the site inspection noted a system of street lighting terminated to the east of the proposed development access. The proposed development is likely to extend the built environment and as a result the absence of street lighting may increase the risk of collisions during the hours of darkness.

Recommendation:
Ensure that street lighting along Bosworth Lane is extended to cover the proposed development access.

2.3 Problem:

Summary: Potential risk of vehicle collisions associated poor visibility
Location: Development Access

Observations during the site inspection noted that overgrown hedges along the southern side of Bosworth Lane adjacent to the proposed development access. Whilst visibility spays conforming to speed limit of Bosworth Lane have been provided, there is concern that any existing vegetation or proposed landscaping adjacent to the proposed development access may restrict visibility for motorists entering/exiting the development. Poor visibility may increase the risk of turning collisions between traffic accessing the development and traffic travelling along Bosworth Lane.

Recommendation:
Ensure that any existing vegetation adjacent to the proposed development access is cut back and regularly maintained or alternatively any proposed landscaping is low-level variety to ensure visibility to and from the proposed development access is not compromised.

3   AUDIT TEAM STATEMENT

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

Audit Team Leader

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

Signed:

Date: 30th November 2024

Audit Team Member

Beth Newiss
MCIHT, MSoRSA

Signed:

Date: 30th November 2024

Appendix A

RKS
Associates

Appendix B

Issue Nº	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.1	No details have been provided in respect of surface water drainage or other services and it is therefore not possible to ascertain whether there will be any safety implications. Observations during the site inspection noted that the existing surface water drains into the verge. The absence surface water drainage may result in the collection of surface water which could increase the risk of loss of control collisions.	Ensure that surface water drainage is provided to mitigate the risk of collection of surface water on the carriageway.	Recommendation accepted. The surface water drainage will be considered further at detailed design stage.		
2.2	No details have been provided in respect of street lighting along Bosworth Lane in the vicinity of the proposed development access. Observation during the site inspection noted a system of street lighting terminated to the east of the proposed development access. The proposed development is likely to extend the built environment and as a result the absence of street lighting may increase the risk of collisions during the hours of darkness.	Ensure that street lighting along Bosworth Lane is extended to cover the proposed development access	Recommendation accepted. A lighting assessment will be carried out during the detailed design stage to inform street lighting provision.		

2.3	Observations during the site inspection noted that overgrown hedges along the southern side of Bosworth Lane adjacent to the proposed development access. Whilst visibility spays conforming to speed limit of Bosworth Lane have been provided, there is concern that any existing vegetation or proposed landscaping adjacent to the proposed development access may restrict visibility for motorists entering/exiting the development. Poor visibility may increase the risk of turning collisions between traffic accessing the development and traffic travelling along Bosworth Lane.	Ensure that any existing vegetation adjacent to the proposed development access is cut back and regularly maintained or alternatively any proposed landscaping is low-level variety to ensure visibility to and from the proposed development access is not compromised.	Recommendation accepted. The extent of the visibility splays is within land under the applicants control or the adopted highway. As a result, any foliage within the splays will be removed, or trimmed and maintained.		

Sam Barber

Sam,

Thank you for the Designers response to the Stage 1 RSA for Newbold Verdon, Leicestershire scheme.
E an confirm that we agree with the Designer Response, the Audit Report with the Designers response should be submitted to the Local Highway Authority for their approval and sign off.

Warmest Regards

Raz

Vimal (Raz) Patel
BEng(Hons), FIHE, CoC (HE)

(Director)
Mobile: 0783 777 6252
E-mail: vpatel@rks.org.uk

RKS Associates

From: Sam Barber <sam@ttc-tp.com>
Sent: 20 January 2025 14:59
To: vpatel <vpatel@rks.org.uk>
Cc: James Corbett <james.c@ttc-tp.com>
Subject: Road Safety Audit Designers Response - Newbold Verdon

Hi Raz,

I hope you are well and are back into the speed of things after the break.

You sent over a Stage 1 RSA for a site in Newbold Verdon, Leicestershire back in November 2024 (internal reference: VRP1846 - RSA 1).

We have taken time to go over the problems raised and have produced a designers response – see attached.

It would be much appreciated if you could take time to review the document.

I look forward to your response.

Kind regards,

Sam Barber BA (Hons) MSc GCIHT
Consultant Transport Planner

The Transportation Consultancy
102 Colmore Row, Birmingham, B2 3AG

T: 0121 661 5968

sam@ttc-tp.com
www.ttc-tp.com

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Appendix J
Multi Modal Trip Rates

The Transportation Consultancy   397 Birmingham Road   Redditch   Licence No: 154301

Calculation Reference: AUDIT-154301-250206-0220

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use   : 03 - RESIDENTIAL
Category   : A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS

Selected regions and areas:
02	**SOUTH EAST**		
	ES	EAST SUSSEX	4 days
	EX	ESSEX	1 days
	HC	HAMPSHIRE	5 days
	HF	HERTFORDSHIRE	2 days
	KC	KENT	4 days
	SC	SURREY	2 days
	WB	WEST BERKSHIRE	1 days
	WS	WEST SUSSEX	4 days
04	**EAST ANGLIA**		
	NF	NORFOLK	7 days
05	**EAST MIDLANDS**		
	DY	DERBY	1 days
06	**WEST MIDLANDS**		
	ST	STAFFORDSHIRE	1 days
09	**NORTH**		
	IM	ISLE OF MAN	1 days

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

The Transportation Consultancy   397 Birmingham Road   Redditch   Licence No: 154301

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 106 to 537 (units:)
Range Selected by User: 100 to 600 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 28/06/24

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

Selected survey days:
Monday   6 days
Tuesday   13 days
Wednesday   7 days
Thursday   5 days
Friday   2 days

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

Selected survey types:
Manual count   33 days
Directional ATC Count   0 days

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

Selected Locations:
Edge of Town   33

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

Selected Location Sub Categories:
Residential Zone   33

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included   9 days - Selected
Servicing vehicles Excluded   30 days - Selected

Secondary Filtering selection:

Use Class:
C3   33 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:
1,001 to 5,000	2 days
5,001 to 10,000	8 days
10,001 to 15,000	11 days
15,001 to 20,000	8 days
20,001 to 25,000	4 days

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

Population within 5 miles:
5,001 to 25,000	6 days
25,001 to 50,000	3 days
50,001 to 75,000	3 days
75,001 to 100,000	4 days
100,001 to 125,000	3 days
125,001 to 250,000	12 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:
0.6 to 1.0	7 days
1.1 to 1.5	23 days
1.6 to 2.0	3 days

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

Travel Plan:
Yes	25 days
No	8 days

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

PTAL Rating:
No PTAL Present	33 days

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

The Transportation Consultancy   397 Birmingham Road   Redditch   Licence No: 154301

LIST OF SITES relevant to selection parameters

1   **DY-03-A-01**   **MIXED HOUSES**   **DERBY**
RADBOURNE LANE
DERBY

Edge of Town
Residential Zone
Total No of Dwellings: 371
   Survey date: TUESDAY   *10/07/18*   *Survey Type: MANUAL*

2   **ES-03-A-03**   **MIXED HOUSES & FLATS**   **EAST SUSSEX**
SHEPHAM LANE
POLEGATE

Edge of Town
Residential Zone
Total No of Dwellings: 212
   Survey date: MONDAY   *11/07/16*   *Survey Type: MANUAL*

3   **ES-03-A-08**   **MIXED HOUSES & FLATS**   **EAST SUSSEX**
WRESTWOOD ROAD
BEXHILL

Edge of Town
Residential Zone
Total No of Dwellings: 110
   Survey date: WEDNESDAY   *12/10/22*   *Survey Type: MANUAL*

4   **ES-03-A-10**   **MIXED HOUSES & FLATS**   **EAST SUSSEX**
WATERGATE
BEXHILL-ON-SEA

Edge of Town
Residential Zone
Total No of Dwellings: 139
   Survey date: THURSDAY   *28/09/23*   *Survey Type: MANUAL*

5   **ES-03-A-14**   **MIXED HOUSES & FLATS**   **EAST SUSSEX**
RATTLE ROAD
NEAR EASTBOURNE
STONE CROSS
Edge of Town
Residential Zone
Total No of Dwellings: 120
   Survey date: TUESDAY   *30/04/24*   *Survey Type: MANUAL*

6   **EX-03-A-03**   **MIXED HOUSES**   **ESSEX**
KESTREL GROVE
RAYLEIGH

Edge of Town
Residential Zone
Total No of Dwellings: 123
   Survey date: MONDAY   *27/09/21*   *Survey Type: MANUAL*

7   **HC-03-A-28**   **MIXED HOUSES & FLATS**   **HAMPSHIRE**
EAGLE AVENUE
WATERLOOVILLE
LOVEDEAN
Edge of Town
Residential Zone
Total No of Dwellings: 125
   Survey date: MONDAY   *08/11/21*   *Survey Type: MANUAL*

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LIST OF SITES relevant to selection parameters (Cont.)

8   HC-03-A-34   **MIXED HOUSES & FLATS**   **HAMPSHIRE**
STONEHAM LANE
EASTLEIGH

Edge of Town
Residential Zone
Total No of Dwellings: 243
Survey date: TUESDAY   *14/11/23*   *Survey Type: MANUAL*
9   HC-03-A-35   **MIXED HOUSES & FLATS**   **HAMPSHIRE**
EAGLE AVENUE
WATERLOOVILLE
LOVEDEAN
Edge of Town
Residential Zone
Total No of Dwellings: 289
Survey date: TUESDAY   *31/10/23*   *Survey Type: MANUAL*
10   HC-03-A-36   **MIXED HOUSES & FLATS**   **HAMPSHIRE**
HAVANT ROAD
EMSWORTH

Edge of Town
Residential Zone
Total No of Dwellings: 145
Survey date: TUESDAY   *12/09/23*   *Survey Type: MANUAL*
11   HC-03-A-38   **MIXED HOUSES & FLATS**   **HAMPSHIRE**
CROW LANE
RINGWOOD
CROW
Edge of Town
Residential Zone
Total No of Dwellings: 195
Survey date: WEDNESDAY   *26/06/24*   *Survey Type: MANUAL*
12   HF-03-A-03   **MIXED HOUSES**   **HERTFORDSHIRE**
HARE STREET ROAD
BUNTINGFORD

Edge of Town
Residential Zone
Total No of Dwellings: 160
Survey date: MONDAY   *08/07/19*   *Survey Type: MANUAL*
13   HF-03-A-06   **MIXED HOUSES & FLATS**   **HERTFORDSHIRE**
A505
ROYSTON

Edge of Town
Residential Zone
Total No of Dwellings: 180
Survey date: TUESDAY   *28/11/23*   *Survey Type: MANUAL*
14   IM-03-A-06   **MIXED HOUSES**   **ISLE OF MAN**
MOORAGH PROMENADE
RAMSEY

Edge of Town
Residential Zone
Total No of Dwellings: 129
Survey date: THURSDAY   *23/05/24*   *Survey Type: MANUAL*

The Transportation Consultancy   397 Birmingham Road   Redditch   Licence No: 154301

LIST OF SITES relevant to selection parameters (Cont.)

15   KC-03-A-04   SEMI-DETACHED & TERRACED   KENT
KILN BARN ROAD
AYLESFORD
DITTON
Edge of Town
Residential Zone
Total No of Dwellings: 110
    Survey date: FRIDAY   *22/09/17*   *Survey Type: MANUAL*
16   KC-03-A-07   MIXED HOUSES   KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
    Survey date: WEDNESDAY   *27/09/17*   *Survey Type: MANUAL*
17   KC-03-A-10   MIXED HOUSES   KENT
HEADCORN ROAD
STAPLEHURST

Edge of Town
Residential Zone
Total No of Dwellings: 106
    Survey date: TUESDAY   *09/05/23*   *Survey Type: MANUAL*
18   KC-03-A-12   MIXED HOUSES & FLATS   KENT
WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 186
    Survey date: TUESDAY   *19/09/23*   *Survey Type: MANUAL*
19   NF-03-A-06   MIXED HOUSES   NORFOLK
BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Total No of Dwellings: 275
    Survey date: MONDAY   *23/09/19*   *Survey Type: MANUAL*
20   NF-03-A-30   MIXED HOUSES   NORFOLK
BRANDON ROAD
SWAFFHAM

Edge of Town
Residential Zone
Total No of Dwellings: 266
    Survey date: THURSDAY   *23/09/21*   *Survey Type: MANUAL*
21   NF-03-A-33   MIXED HOUSES   NORFOLK
LONDON ROAD
ATTLEBOROUGH

Edge of Town
Residential Zone
Total No of Dwellings: 143
    Survey date: THURSDAY   *29/09/22*   *Survey Type: MANUAL*

The Transportation Consultancy   397 Birmingham Road   Redditch   Licence No: 154301

LIST OF SITES relevant to selection parameters (Cont.)

22   NF-03-A-35   MIXED HOUSES & FLATS   NORFOLK
REPTON AVENUE
NORWICH

Edge of Town
Residential Zone
Total No of Dwellings: 116
      Survey date: WEDNESDAY   28/09/22   _Survey Type: MANUAL_
23   NF-03-A-38   MIXED HOUSES   NORFOLK
BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Total No of Dwellings: 537
      Survey date: TUESDAY   20/09/22   _Survey Type: MANUAL_
24   NF-03-A-39   MIXED HOUSES   NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 212
      Survey date: TUESDAY   27/09/22   _Survey Type: MANUAL_
25   NF-03-A-46   MIXED HOUSES & FLATS   NORFOLK
BURGH ROAD
AYLSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 300
      Survey date: TUESDAY   14/09/21   _Survey Type: MANUAL_
26   SC-03-A-05   MIXED HOUSES   SURREY
REIGATE ROAD
HORLEY

Edge of Town
Residential Zone
Total No of Dwellings: 207
      Survey date: MONDAY   01/04/19   _Survey Type: MANUAL_
27   SC-03-A-12   MIXED HOUSES & FLATS   SURREY
AARONS HILL
GODALMING

Edge of Town
Residential Zone
Total No of Dwellings: 252
      Survey date: WEDNESDAY   12/06/24   _Survey Type: MANUAL_
28   ST-03-A-07   DETACHED & SEMI-DETACHED   STAFFORDSHIRE
BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Total No of Dwellings: 248
      Survey date: WEDNESDAY   22/11/17   _Survey Type: MANUAL_

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<u>LIST OF SITES relevant to selection parameters (Cont.)</u>

29 **WB-03-A-03**   **MIXED HOUSES**   **WEST BERKSHIRE**
DORKING WAY
READING
CALCOT
Edge of Town
Residential Zone
Total No of Dwellings: 108
   Survey date: FRIDAY   *09/09/22*   *Survey Type: MANUAL*
30 **WS-03-A-08**   **MIXED HOUSES**   **WEST SUSSEX**
ROUNDSTONE LANE
ANGMERING

Edge of Town
Residential Zone
Total No of Dwellings: 180
   Survey date: THURSDAY   *19/04/18*   *Survey Type: MANUAL*
31 **WS-03-A-14**   **MIXED HOUSES**   **WEST SUSSEX**
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total No of Dwellings: 117
   Survey date: WEDNESDAY   *20/10/21*   *Survey Type: MANUAL*
32 **WS-03-A-22**   **MIXED HOUSES & FLATS**   **WEST SUSSEX**
SHOPWHYKE ROAD
CHICHESTER

Edge of Town
Residential Zone
Total No of Dwellings: 129
   Survey date: TUESDAY   *19/03/24*   *Survey Type: MANUAL*
33 **WS-03-A-23**   **MIXED HOUSES & FLATS**   **WEST SUSSEX**
TURNERS HILL ROAD
EAST GRINSTEAD

Edge of Town
Residential Zone
Total No of Dwellings: 197
   Survey date: TUESDAY   *14/05/24*   Survey Type: MANUAL

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

<u>MANUALLY DESELECTED SITES</u>

Site Ref	Reason for Deselection
SF-03-A-10	Covid
WS-03-A-13	Covid

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	33	198	0.003	33	198	0.010	33	198	0.013
08:00 - 09:00	33	198	0.005	**33**	**198**	**0.017**	33	198	0.022
09:00 - 10:00	33	198	0.001	33	198	0.003	33	198	0.004
10:00 - 11:00	33	198	0.003	33	198	0.003	33	198	0.006
11:00 - 12:00	33	198	0.002	33	198	0.004	33	198	0.006
12:00 - 13:00	33	198	0.003	33	198	0.002	33	198	0.005
13:00 - 14:00	33	198	0.002	33	198	0.002	33	198	0.004
14:00 - 15:00	33	198	0.005	33	198	0.003	33	198	0.008
15:00 - 16:00	33	198	0.010	33	198	0.005	33	198	0.015
16:00 - 17:00	**33**	**198**	**0.015**	33	198	0.008	**33**	**198**	**0.023**
17:00 - 18:00	33	198	0.012	33	198	0.007	33	198	0.019
18:00 - 19:00	33	198	0.008	33	198	0.006	33	198	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.069			0.070			0.139

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

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	33	198	0.017	33	198	0.043	33	198	0.060
08:00 - 09:00	33	198	0.043	**33**	**198**	**0.109**	**33**	**198**	**0.152**
09:00 - 10:00	33	198	0.035	33	198	0.030	33	198	0.065
10:00 - 11:00	33	198	0.020	33	198	0.021	33	198	0.041
11:00 - 12:00	33	198	0.025	33	198	0.028	33	198	0.053
12:00 - 13:00	33	198	0.031	33	198	0.027	33	198	0.058
13:00 - 14:00	33	198	0.025	33	198	0.024	33	198	0.049
14:00 - 15:00	33	198	0.027	33	198	0.036	33	198	0.063
15:00 - 16:00	**33**	**198**	**0.098**	33	198	0.047	33	198	0.145
16:00 - 17:00	33	198	0.064	33	198	0.038	33	198	0.102
17:00 - 18:00	33	198	0.046	33	198	0.035	33	198	0.081
18:00 - 19:00	33	198	0.040	33	198	0.038	33	198	0.078
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.471			0.476			0.947

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

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	33	198	0.001	33	198	0.017	33	198	0.018
08:00 - 09:00	33	198	0.004	**33**	**198**	**0.030**	**33**	**198**	**0.034**
09:00 - 10:00	33	198	0.002	33	198	0.007	33	198	0.009
10:00 - 11:00	33	198	0.002	33	198	0.004	33	198	0.006
11:00 - 12:00	33	198	0.003	33	198	0.004	33	198	0.007
12:00 - 13:00	33	198	0.002	33	198	0.002	33	198	0.004
13:00 - 14:00	33	198	0.004	33	198	0.003	33	198	0.007
14:00 - 15:00	33	198	0.004	33	198	0.003	33	198	0.007
15:00 - 16:00	**33**	**198**	**0.027**	33	198	0.006	33	198	0.033
16:00 - 17:00	33	198	0.015	33	198	0.004	33	198	0.019
17:00 - 18:00	33	198	0.010	33	198	0.002	33	198	0.012
18:00 - 19:00	33	198	0.008	33	198	0.003	33	198	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.082			0.085			0.167

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

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	33	198	0.000	**33**	**198**	**0.009**	**33**	**198**	**0.009**
08:00 - 09:00	33	198	0.000	33	198	0.008	33	198	0.008
09:00 - 10:00	33	198	0.000	33	198	0.002	33	198	0.002
10:00 - 11:00	33	198	0.000	33	198	0.002	33	198	0.002
11:00 - 12:00	33	198	0.000	33	198	0.000	33	198	0.000
12:00 - 13:00	33	198	0.000	33	198	0.001	33	198	0.001
13:00 - 14:00	33	198	0.001	33	198	0.001	33	198	0.002
14:00 - 15:00	33	198	0.001	33	198	0.001	33	198	0.002
15:00 - 16:00	33	198	0.002	33	198	0.000	33	198	0.002
16:00 - 17:00	33	198	0.003	33	198	0.000	33	198	0.003
17:00 - 18:00	33	198	0.005	33	198	0.000	33	198	0.005
18:00 - 19:00	**33**	**198**	**0.006**	33	198	0.000	33	198	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.024			0.042

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	33	198	0.001	33	198	0.026	33	198	0.027
08:00 - 09:00	33	198	0.004	**33**	**198**	**0.038**	**33**	**198**	**0.042**
09:00 - 10:00	33	198	0.002	33	198	0.009	33	198	0.011
10:00 - 11:00	33	198	0.002	33	198	0.006	33	198	0.008
11:00 - 12:00	33	198	0.003	33	198	0.004	33	198	0.007
12:00 - 13:00	33	198	0.002	33	198	0.003	33	198	0.005
13:00 - 14:00	33	198	0.005	33	198	0.004	33	198	0.009
14:00 - 15:00	33	198	0.005	33	198	0.004	33	198	0.009
15:00 - 16:00	**33**	**198**	**0.029**	33	198	0.006	33	198	0.035
16:00 - 17:00	33	198	0.019	33	198	0.004	33	198	0.023
17:00 - 18:00	33	198	0.015	33	198	0.002	33	198	0.017
18:00 - 19:00	33	198	0.015	33	198	0.003	33	198	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.102			0.109			0.211

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.76

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	33	198	0.109	33	198	0.524	33	198	0.633
08:00 - 09:00	33	198	0.234	**33**	**198**	**0.799**	**33**	**198**	**1.033**
09:00 - 10:00	33	198	0.204	33	198	0.283	33	198	0.487
10:00 - 11:00	33	198	0.170	33	198	0.223	33	198	0.393
11:00 - 12:00	33	198	0.198	33	198	0.224	33	198	0.422
12:00 - 13:00	33	198	0.237	33	198	0.218	33	198	0.455
13:00 - 14:00	33	198	0.232	33	198	0.219	33	198	0.451
14:00 - 15:00	33	198	0.246	33	198	0.281	33	198	0.527
15:00 - 16:00	**33**	**198**	**0.609**	33	198	0.291	33	198	0.900
16:00 - 17:00	33	198	0.542	33	198	0.282	33	198	0.824
17:00 - 18:00	33	198	0.591	33	198	0.274	33	198	0.865
18:00 - 19:00	33	198	0.479	33	198	0.261	33	198	0.740
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.851			3.879			7.730

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

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Appendix K
PRTM Base Year Model Review Report

Environment and Transport Commissioning Framework

Bosworth Lane, Newbold Verdon

Base Year Model Review

October 2024
3851.211

Document Sign-off

Control Details

Document Location:	\\lccfp3\htwdata\Transportation\Transport Policy and Programs\Traffic Modelling\TMODELLING\05. 3851 (External)\MF3851.211 Bosworth Lane, Newbold Verdon\12. Deliverables\01. Reports\01. BYMR\3851.211_Bosworth Lane Newbold Verdon_BYMR_v1.0.docx
Production Software:	Microsoft Word 2010
Author:	AB
Owner:	Alex Gray, Network Data and Intelligence Team

Document history and status

Ver	Date	Description	Author	Review	Approved	Released
0.1	09/10/24	Draft for internal review	AB	PB		
0.2	10/10/24	Second draft for internal review	AB	PB		
1.0	14/10/24	Final version for release to the client	AB	PB	PB	ETCF

Model Version

Model:	PRTM2019 v1.2
Constrained / Unconstrained:	NTEM Minimum
SATURN Version:	11.5.05N

Contents

Table of Figures

Table of Tables

1. Overview

1.1. Introduction

1.1.1. Figure 1.1 shows the indicative location of the proposed development. The proposed development will have up to 220 dwellings, it is located to the South of the B585 Bosworth Lane in Newbold Verdon, Leicestershire. The development is expected to be fully built by 2029.

Figure 1.1: Location of the proposed development

1.1.2. The proposed development will be accessed via a new priority T-junction, with ghost island provision, on the B585 Bosworth Lane. Figure 1.2 shows the access arrangement.
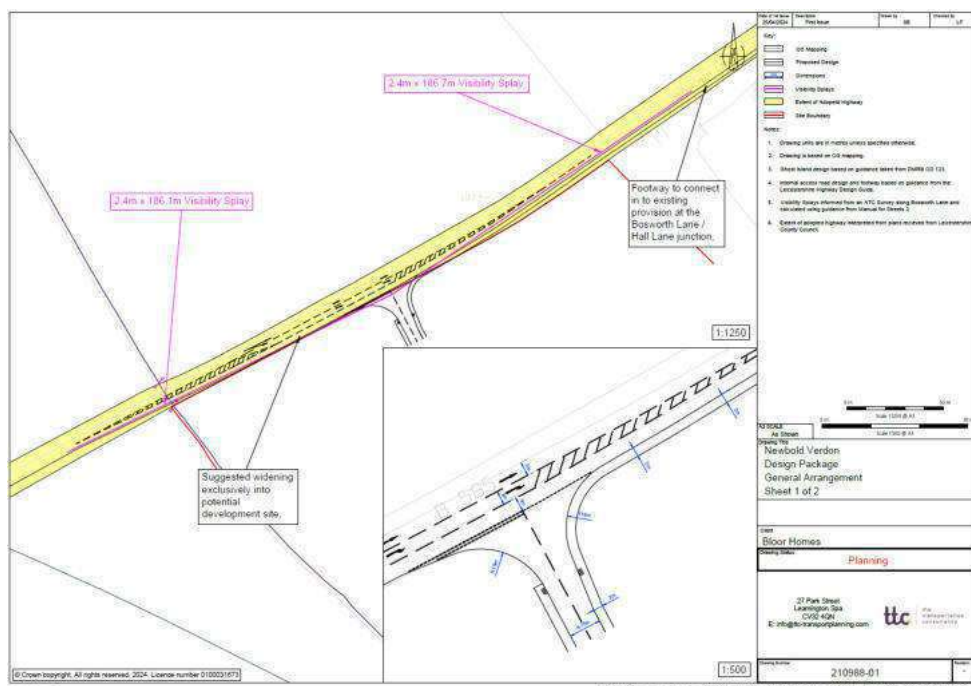
Figure 1.2: Proposed access to the development

1.1.3. Leicestershire County Council (Network and Data Intelligence Team) have been commissioned to undertake a strategic assessment of the development using the latest version of the Pan Regional Transport Model (PRTM2019 v1.2).

1.1.4. PRTM2019 is a strategic model which validates well to Government Transport Analysis Guidance (TAG) over the wider area. Despite this, and as TAG makes clear, it is necessary to review model validation in the context of the specific project being undertaken to ensure its suitability.

1.1.5. This document is the Base Year Model Review of the PRTM2019 base year of 2019. It presents the results of the base year calibration and validation performance in the vicinity of the proposed development.

2. PRTM Base Year Model Structure

2.1. Zone System

2.1.1. The PRTM2019 v1.2 zoning system is based on existing land-use and 2011 Census Geography

2.1.2. Figure 2.1 shows the PRTM2019 zoning system and the location of the proposed Bosworth Lane development site.

2.1.3. The settlement of Newbold Verdon sits within zone 6123, which loads onto the highway network via the B582 Barlestone Road. Zone 6123 is the zone proposed to be utilised for the trip distribution of the new development zone used to represent the Bosworth Lane proposed development.

2.1.4. The existing zone network in the vicinity of the proposed development is deemed suitable for this application of the PRTM2019. However, it is suggested that the proposed development and nearby approved/presumed future developments (Land South of Bosworth Lane and Land East of The Windmill Inn, Brascote Lane) are contained in their own new development zones to allow for detailed analysis and reporting of development trips.
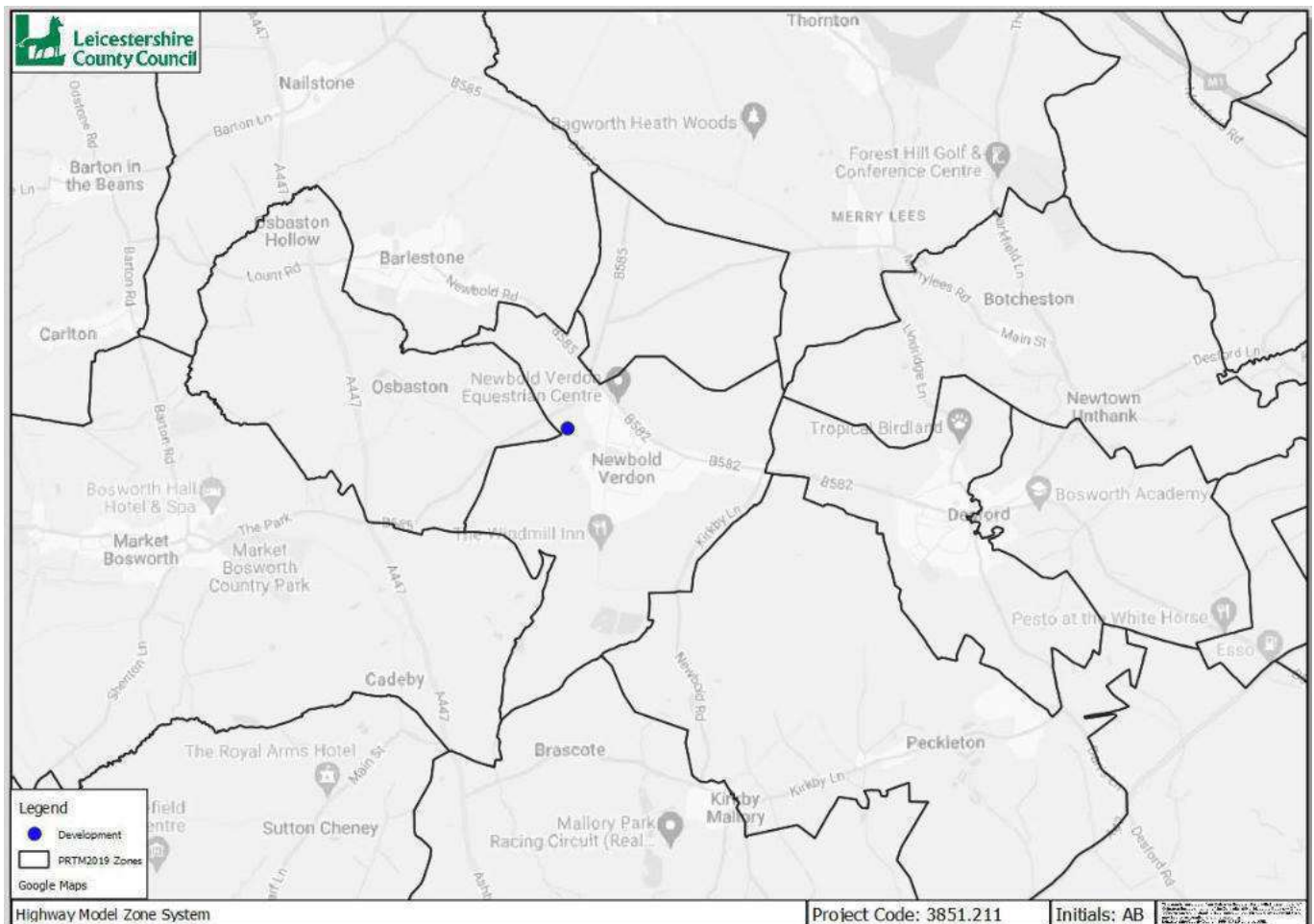
Figure 2.1: Highway Model Zone System

2.2. Network Structure

2.2.1. The highway network has been reviewed within the vicinity of the Bosworth Lane proposed development.

2.2.2. Figure 2.2 shows the extent of the highway network close to the proposed development. As the PRTM is a strategic transport model not all links are included, with the more minor residential and rural links omitted.

2.2.3. It is considered that the highway network in the base year model is a good representation with all important and significant links included. However, based on our experience of our client's needs we deemed it worthy to add Mill Lane and Main Street into the network for this application. As a result, we have moved the centroid connector for zone 6123 to ensure trips utilise the new roads added.

2.2.4. Key roads and junctions close to the development have been reviewed in detail and compared to the PRTM Highway Coding Manual[1]. The link review included the coded distances, saturation flows and speed-flow curves (SFC, determining the speed on a link for a given traffic volume). The junction review included the number of lanes, turning movements, flare length (where used) and saturation flows for the key junctions in the vicinity of the proposed development.

2.2.5. Table 2.1 and Table 2.2 show the results of this review, there were no discrepancies found.

2.2.6. Overall, the coding of the network was found to be satisfactory and in line with the PRTM Highway Coding Manual.
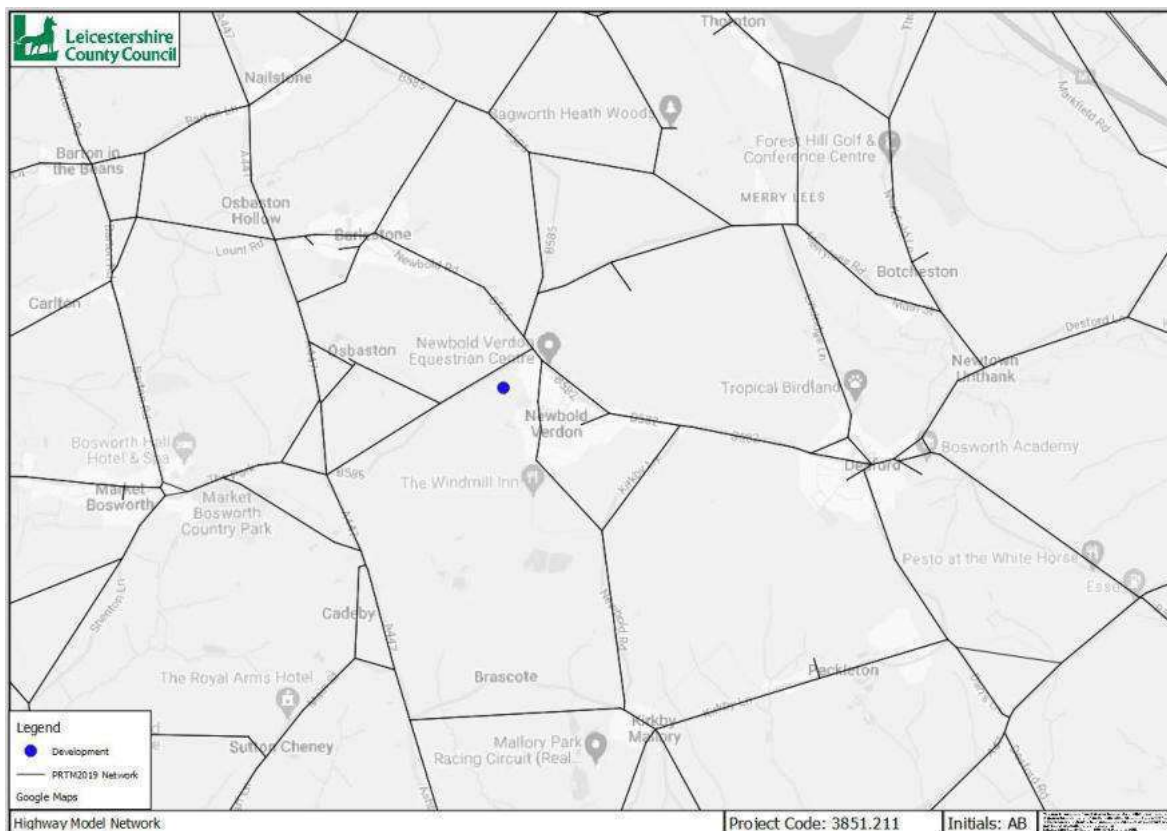
Figure 2.2: Highway Model Network (prior to NDI additions)

---

[1] PRTM 2019 Coding Manual (December 2020)

Links	Distance	Speed Flow Curves	Capacity
B582 Barlestone Road	✓	✓	✓
B585 Bosworth Lane	✓	✓	✓
Dragon Lane	✓	✓	✓
Brascote Lane	✓	✓	✓
Mill Lane	✓	✓	✓
Main Street	✓	✓	✓

Table 2.1: Highway Network Link Coding Review

Junctions	Lanes	Turning Movements	Flare Length	Saturation Flows
B585 Bosworth Lane / B582 Barlestone Road	✓	✓	✓	✓
B585 Barlestone Road / Bagworth Road	✓	✓	✓	✓
B585 Bosworth Lane / A447 Ashby Road / Bosworth Road	✓	✓	✓	✓
B582 Barlestone Road / Dragon Lane	✓	✓	✓	✓
B582 Barlestone Road / Main Street	✓	✓	✓	✓
B582 Barlestone Road / Mill Lane	✓	✓	✓	✓

Table 2.2: Junction Coding Review

3. Journey Time and Link Flow Validation

3.1. Link Flow Validation

3.1.1. TAG compliance for traffic flows is governed by meeting the acceptability rules, displayed in Table 3.1, in at least 85% of cases:

Criteria	Description of Criteria	Acceptability Guidelines
1	Individual flows within 100 veh/h of counts for flows less than 700 veh/h	> 85% of cases
	Individual flows within 15% of counts for flows from 700 to 2,700 veh/h	> 85% of cases
	Individual flows within 400 veh/h of counts for flows more than 2,700 veh/h	> 85% of cases
2	GEH < 5 for individual flows	> 85% of cases

Table 3.1: TAG Link Flow and Turning Movement Validation Criteria and Acceptability Guidelines

3.1.2. A local area review of the 2019 base year highway model for the AM and PM Peak hours is shown in Figure 3.1 and Figure 3.2. Green represents those links where the modelled flow passes TAG acceptability guidelines, blue represents links where the model is under assigning and red represents links where the model is over assigning.

Project Reference: 3851.211
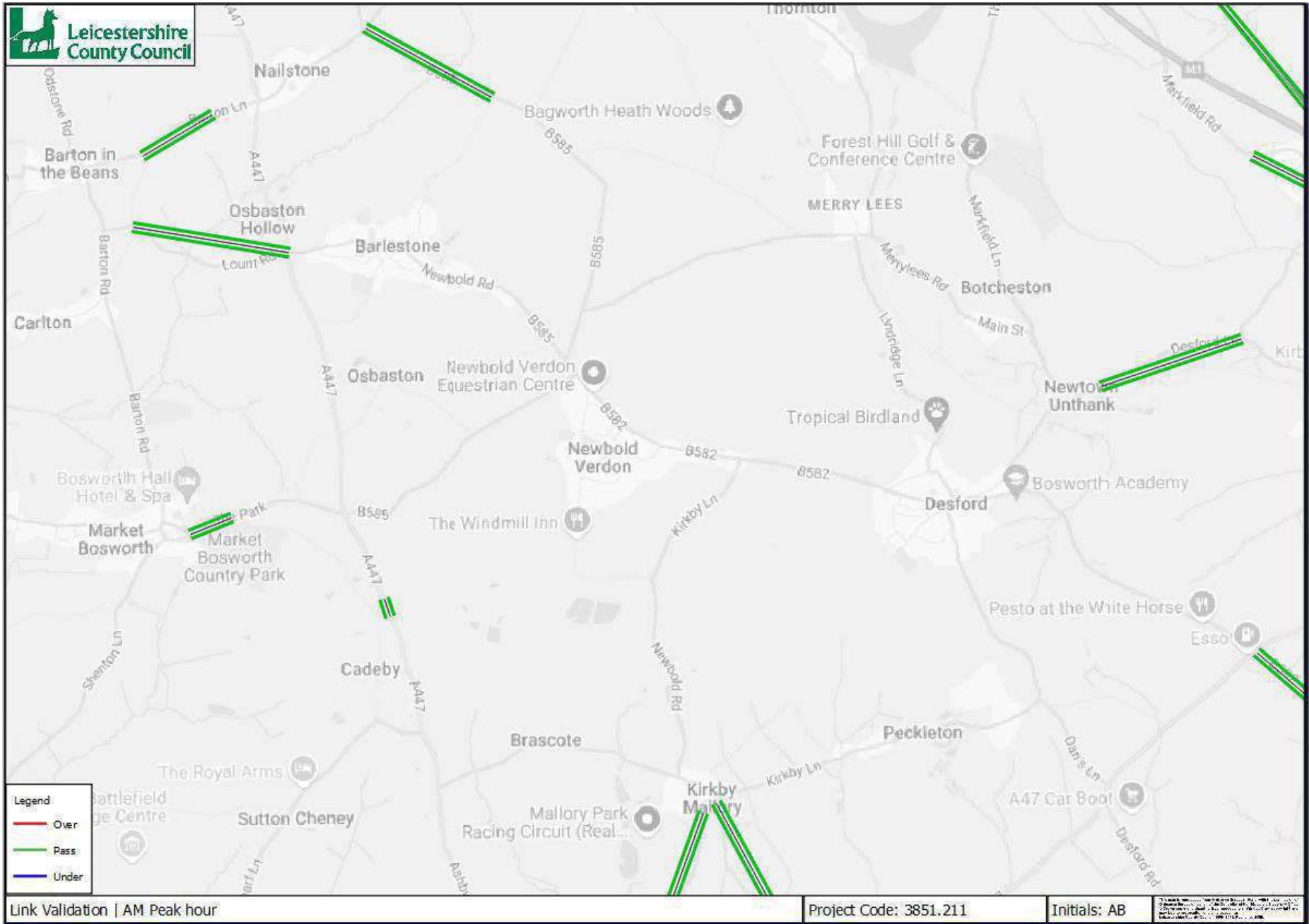
Figure 3.1: Link Validation - AM Peak hour
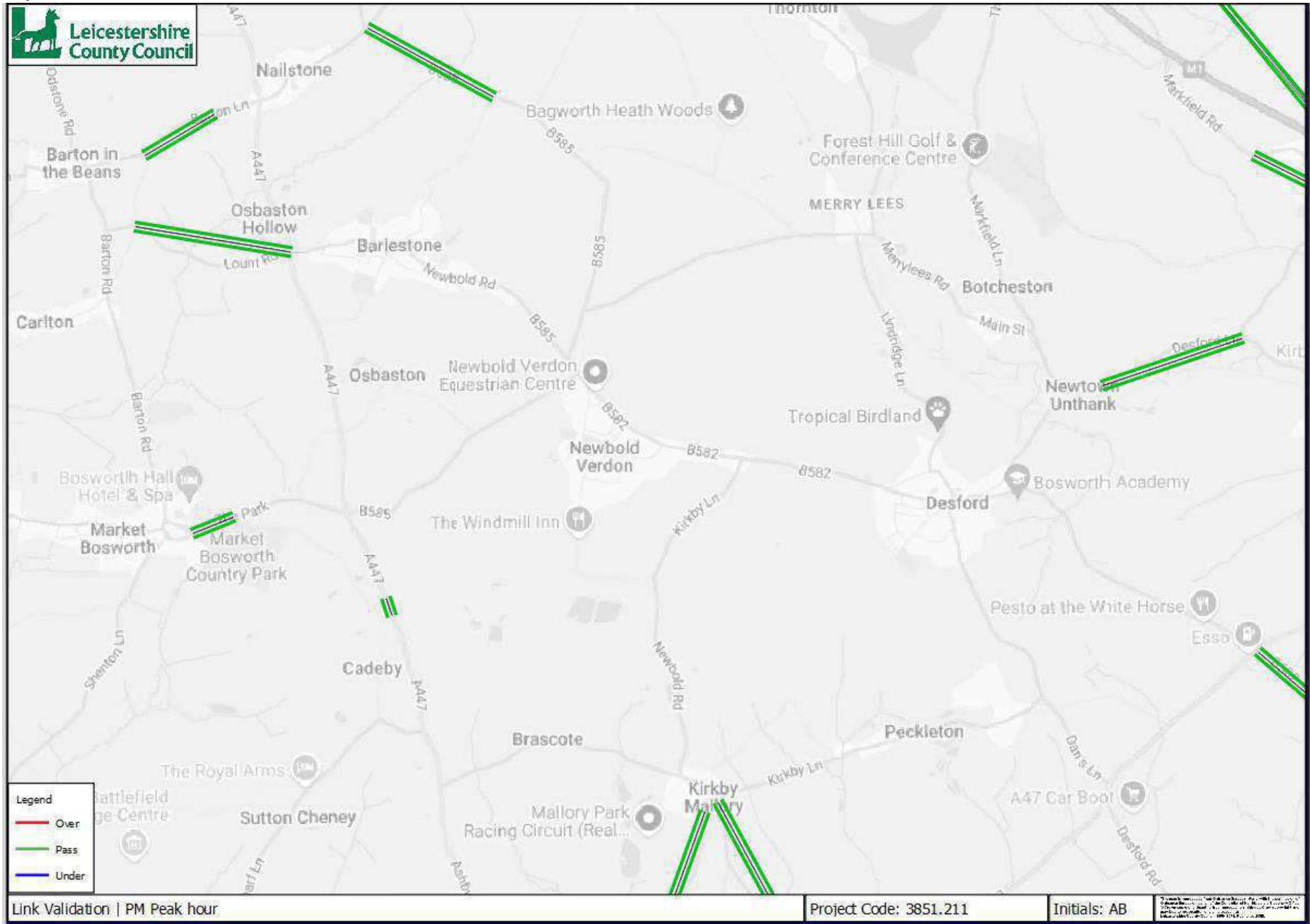
Figure 3.2: Link Validation - PM Peak hour

3.1.3. Table 3.2 shows how PRTM2019 performs with respect to TAG on modelled versus observed link flows in the vicinity of the proposed development.

3.1.4. In both the AM and PM Peak hours 100% of links pass.

		AM	PM
Number of Links	**Pass**	18	18
	Over Assigned	0	0
	Under Assigned	0	0
Percentage	**Pass**	100%	100%
	Over Assigned	0%	0%
	Under Assigned	0%	0%

Table 3.2 : Link Validation

3.1.5. Overall, the link flow performance exceeds, in both the AM and PM Peak, the 85% threshold of counts required to pass against TAG guidance. Therefore, the link flow performance in the vicinity of the proposed development is satisfactory.

3.2. Journey Time Validation

3.2.1. TAG compliance for modelled journey times is governed by meeting the following acceptability rules in at least 85% of cases:

- Modelled times along routes should be within 15% of surveyed times (or 1 minute, if higher than 15%)

3.2.2. Figure 3.3 and Figure 3.4 show the journey time routes in the vicinity of the proposed development and whether they pass (green), are faster (blue) or slower (red) in the model than observed.

3.2.3. Table 3.3 shows the journey time performance in the 2019 base year model for the journey time routes in the vicinity of the proposed development.

3.2.4. Table 3.4 shows the number of routes that pass the TAG criteria in the AM and PM Peak hours. All routes within the vicinity of the development pass in both the AM and PM Peak hours.
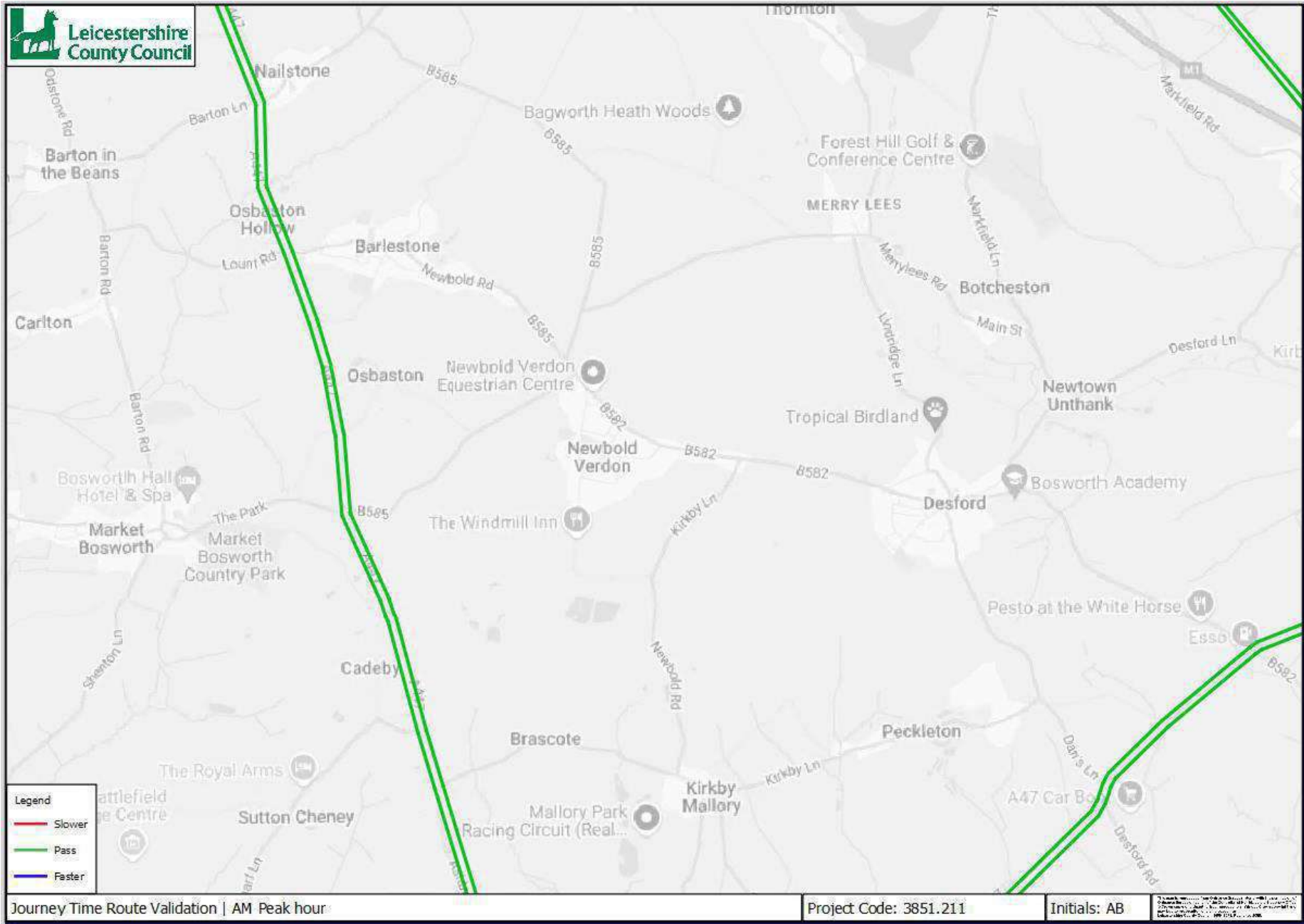
Figure 3.3: Journey Time Route Validation - AM Peak hour

Figure 3.4: Journey Time Route Validation - PM Peak hour

Journey Time Route Validation | PM Peak hour

Project Code: 3851.211

Initials: AB

14
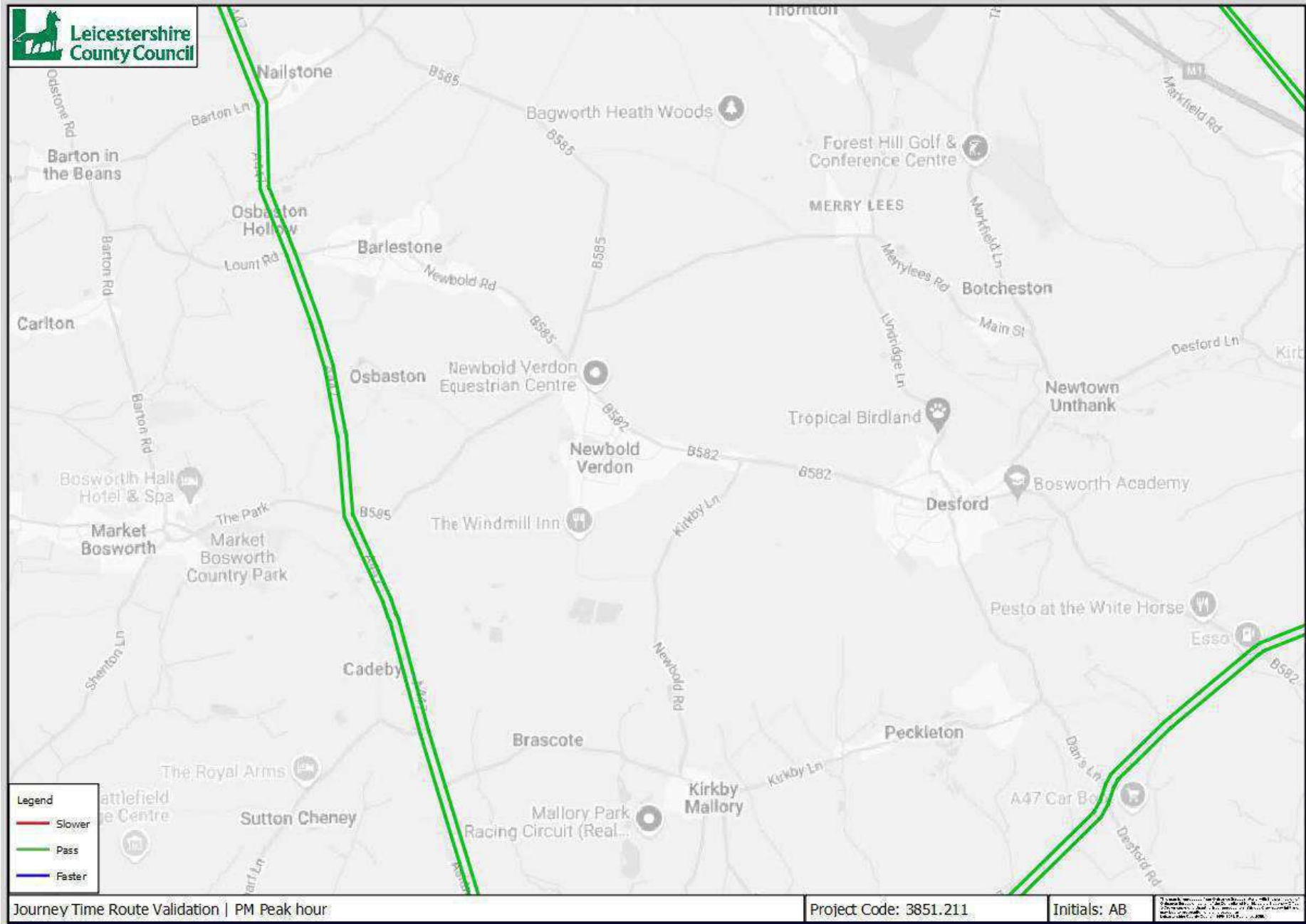
	Distance (km)		AM Peak Hour					PM Peak Hour				
	Obs.	Mod.	Obs.	Mod.	Diff	%Diff	TAG	Obs.	Mod.	Diff	%Diff	TAG
A47 (Leicester Forest East to Earl Shilton) Eastbound	6.02	6.08	07:16	06:41	-00:36	-8.2%	✓	06:43	06:17	-00:26	-6.5%	✓
A47 (Leicester Forest East to Earl Shilton) Westbound	6.02	6.01	05:52	05:54	00:01	0.4%	✓	05:31	05:28	-00:03	-1.0%	✓
A447 (A47 to A511) Northbound	20.58	20.50	20:47	22:02	01:14	6.0%	✓	20:22	21:29	01:07	5.5%	✓
A447 (A47 to A511) Southbound	20.58	20.50	23:26	21:28	-01:58	-8.4%	✓	22:26	21:42	-00:43	-3.2%	✓

Table 3.3: Journey Time Route Validation in the vicinity of Bosworth Lane Newbold Verdon Development

	AM		PM	
Pass	4	100%	4	100%
Fail	0	0%	0	0%

Table 3.4: Journey Time Route Validation

4. Summary

4.1.1. This base year highway model review is focused on assessing the suitability of the PRTM for the assessment of the proposed development Bosworth Lane Newbold Verdon in the AM and PM Peak hours.

4.1.2. The review has considered many elements of the model, including: modelled link flow and journey time against data collected as part of the model development; zone system; network structure; and, coding in the vicinity of the proposed development.

4.1.3. The model zone system is considered to contain sufficient detail for a strategic assessment of the proposed development. It is suggested that the proposed development and nearby approved/presumed future developments (Land South of Bosworth Lane and Land East of The Windmill Inn, Brascote Lane) are contained in their own new development zones to allow for detailed analysis and reporting of development trips.

4.1.4. The highway network close to the proposed development, including key junctions, has been reviewed and is considered suitable for the assessment.

4.1.5. In the link flow performance, 18 links were considered in the vicinity of the proposed development. In both the AM and PM Peak hours 100% of links pass, suggesting that both time periods are robust in relation to the 85% TAG criterion.

4.1.6. In respect of journey time routes, 100% (4 out of 4) routes meet TAG criterion in both the AM and PM Peak hours.

4.1.7. Based on this base year model review the PRTM is considered suitable for the strategic assessment of the proposed development at Bosworth Lane Newbold Verdon.

5. Contact Details

We trust that our report meets your expectations and look forward to working with you again soon.

If you have any questions, please do not hesitate to contact:

Environment & Transport Department Commissioning Framework
Network Data & Intelligence
Environment & Transport Department
Leicestershire County Council

Email: etcf@leics.gov.uk

Network Data and Intelligence (NDI) Team
Leicestershire County Council
County Hall
Glenfield
Leicester
LE3 8RA

etcf@leics.gov.uk   http://www.leics.gov.uk

Appendix L
PRTM Forecasting Report

Environment and Transport Modelling Services Contract

Bosworth Lane, Newbold Verdon

Forecasting Report

November 2024
3851.211

Leicestershire County Council | Environment and Transport
Commissioning Framework and Modelling Services

Document Sign-off

Control Details

Document Location:	D:\05. 3851 (External)\MF3851.211 Bosworth Lane, Newbold Verdon\12. Deliverables\01. Reports\02. Forecasting\3851.211 Bosworth Lane, Newbold Verdon; Forecasting Report v1.0.docx
Production Software:	Microsoft Word 2010
Author:	AB
Owner:	Alex Gray, Network Data and Intelligence Team

Document history and status

Ver	Date	Description	Author	Review	Approved	Released
0.1	31/10/24	Draft for internal review	AB	PB		
0.2	04/11/24	Second draft for internal review	AB	PB		
1.0	07/11/24	Final version	AB	PB	PB	ETCF

Model Version

Model:	PRTM2019 v1.2
Constrained / Unconstrained:	NTEM Minimum
SATURN Version:	11.5.05N

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Contents

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1. Introduction

1.1. Background

1.1.1. Leicestershire County Council's (LCC's) Network Data & Intelligence (NDI) consultants have been commissioned by The Transportation Consultancy, on behalf of Bloor Homes, to provide transport evidence to inform the impact of a future development located to the South of Bosworth Lane, Newbold Verdon, Leicestershire.

1.1.2. Figure 1.1 shows the indicative location of the proposed development. The proposed development will have up to 220 dwellings. The development is expected to be fully built by 2029.

Figure 1.1: Location of the Proposed Development

1.1.3. The proposed development will be accessed via a new priority T-junction, with ghost island provision, on the B585 Bosworth Lane. Figure 1.2 shows the access arrangement.

Figure 1.2: Proposed Access to the Development

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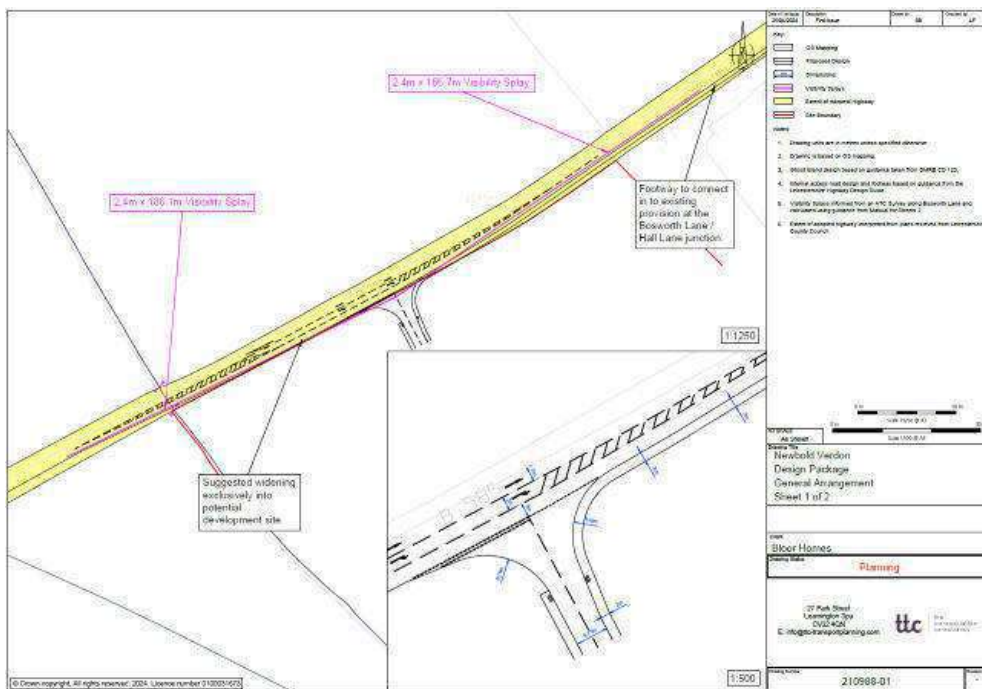
1.1.4. This report is the Forecasting Report containing the forecast model results of the strategic modelling assessment of the proposed development. This report follows the Bosworth Lane Newbold Verdon Base Year Model Review Report[1], which details the 2019 base year model network review and performance in the vicinity of the proposed site.

1.2. Report Structure

1.2.1. Section 2 details the model suitability, including the agreements around the Uncertainty log and development trip generation.

1.2.2. Section 3 outlines the forecast model results for all scenarios.

1.2.3. Section 4 summarises the results of the PRTM Assessment of the proposed development.

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[1] 3851.211 Bosworth Lane Newbold Verdon_BYMR_v1.0 (14/10/24)

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2. Forecast Approach and Assumptions

2.1. Introduction

2.1.1. For this strategic modelling assessment, the following forecast model scenarios have been produced:

- 2024 Core
- 2029 Core; the 'Do Nothing' scenario.
- 2029 Core + Development (100%); the 'Do Something' scenario.

2.1.2. The 'Without Development' forecasts have been run through the wider PRTM modelling suite which includes, among others: a highway model, a public transport model, and a variable demand model. Therefore, the forecasts include the response of travel demand to forecast changes in the costs of travel (including congestion, fuel prices and public transport fares) and change in assumed highway and public transport infrastructure over time.

2.1.3. To produce the 2029 'Do Something forecast; the highway trips, specified by the client in the trip generation numbers for the proposed development, have been added to the 2029 'Do Nothing' highway demand matrices using the agreed parent-zone distribution and assigned in the PRTM highway model.

2.2. 'Do Nothing' Assumptions

2.2.1. The forecast planning data and infrastructure schemes used to produce the forecast 'Do Nothing' scenarios were reviewed by the client, and subsequently accepted by highway stakeholders during the inception meeting, in the format of an uncertainty log.

2.2.2. The trip forecasting process contained within the PRTM uses forecasts of population, households, and jobs to generate estimates of future travel demand. Planning forecasts (containing measures of housing and development) were unconstrained (NTEM minimum[2]) for this application.

2.2.3. Mill Lane and Main Street in Newbold Verdon have also been included in the 'Do Nothing' network, above and beyond what is included 'as standard' within the PRTM, as it was identified by the NDI project team that these roads were likely to be of notice for the client team. This resulted in the centroid connector for zone 6123 being moved to utilise the new roads.

2.3. Proposed Development Access Assumptions

2.3.1. To create the 2029 'Do Something' network the proposed developments access on the B585 Bosworth Lane, as shown in Figure 1.2, was added to the 'Do Nothing' network.

2.3.2. 3 new development zones have been used for this application; these are to represent:

- The approved Land South of Bosworth Lane application (20/00143/FUL)
- The approved Land East of The Windmill Inn, Brascote Lane application (22/00277/OUT)
- The proposed development being assessed in this commission.

2.3.3. Two simple priority accesses were added to the 'Do Nothing' network for both approved developments to access the network on Bosworth Lane and Brascote Lane respectively.

2.4. Proposed Development Trip Generation Assumptions

2.4.1. Assumptions regarding trip rates generated by the proposed development in 2029 were provided by the client in the PRTM Modelling Proforma. The trip rate figures provided are shown in Table 2.1. These trips have been added to the 'Do Nothing' highway demand matrices and assigned in the PRTM highway model.

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[2] If the planning data result in forecasts below NTEM / TEMPro growth, the model reverts to NTEM / TEMPro as minimum.

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Vehicle Type	AM			PM		
	In	Out	Total	In	Out	Total
Lights	16	133	149	115	37	152
Heavies	-	-	-	-	-	-
Total	16	133	149	115	37	152

Table 2.1: Development Trip Generation (2029)

2.5. Proposed Development Trip Distribution Assumptions

2.5.1. It was agreed[3] that existing 'parent zone' 6123 is used for the trip distribution of the new development zone representing the proposed development. Zone 6123 represents the village of Newbold Verdon which largely contains residential land-use.

2.5.2. Figure 2.1 and Figure 2.2 show the forecast development trip distribution on the highway network for the 2029 'Do Something' scenario in the AM and PM Peak hours.

2.5.3. These figures show that traffic is predominantly routeing to and from the development via the A447 and B585. Trips travelling to the north are routeing towards Coalville with some trips accessing the M1 at junction 22. Traffic is routeing to and from the east via Merrylees Road and Desford Lane, towards Ratby and Groby, to access the A46. Trips travelling to and from the south use the A447 to access Hinckley. A small number of trips also travel southeast via Desford and beyond.

Figure 2.1: Vehicle Trip Distribution to and from the Proposed Development - 2029 DS AM

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[3] Inception Meeting, 22nd October 2024.
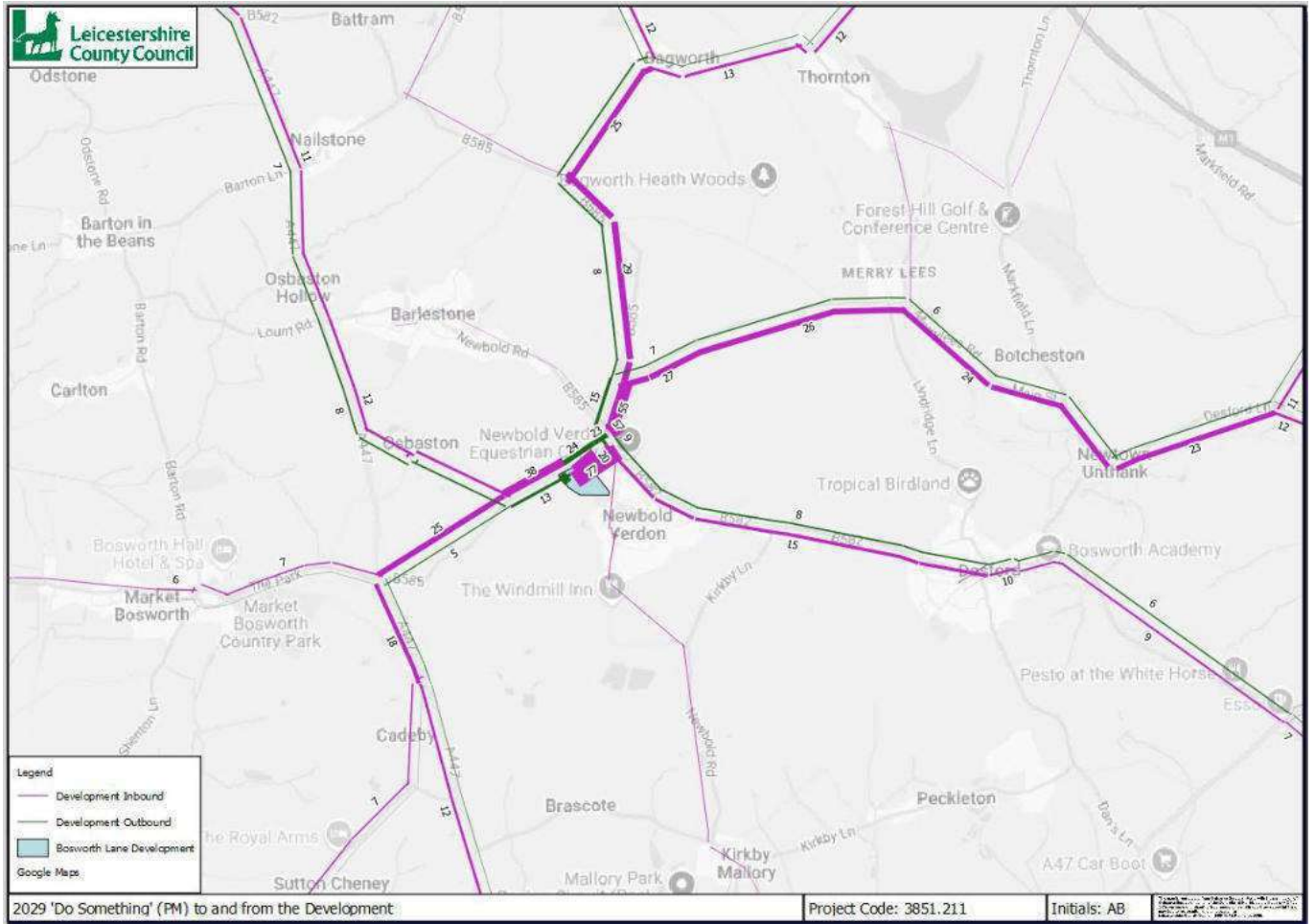
Figure 2.2: Vehicle Trip Distribution to and from the Proposed Development – 2029 DS PM

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3. Forecast Model Results

3.1. Introduction

3.1.1. This section details the forecast model results for the proposed development, Bosworth Lane Newbold Verdon, for the AM Peak (8am to 9am) and PM Peak (5pm to 6pm) hours.

3.2. Forecast Development Traffic

3.2.1. Figure 2.1 and Figure 2.2 in Section 2.5 show the assigned forecast trip distribution to and from the proposed development in 2029 for both the AM and PM Peak hours. The figures show that traffic generated by the proposed development is forecast to:

- route north via the A447 and B585, towards Coalville and the M1 J22
- route east via Merrylees Road and Desford Lane, towards Ratby and Groby, to access the A46
- route south using the A447 to access Hinckley
- route southeast via Desford and beyond

3.3. Forecast Flow Change

3.3.1. Figure 3.1 and Figure 3.2 show the background traffic growth between the 2024 'Core' and 2029 'Do Nothing' forecast scenarios for the AM and PM Peak hours respectively. Red bandwidths represent a flow increase and blue represent a flow decrease. Note, only flow changes greater than 80 passenger car units (PCU) are labelled.

3.3.2. Figure 3.3 and Figure 3.4 show the forecast flow changes in 2029 between the 'Do Something' and 'Do Nothing' scenarios for the AM and PM Peak hours respectively. The labels are only displayed when the change in flow is 20 PCU or more.

3.3.3. When comparing the 2029 'Do Something' and 'Do Nothing' scenarios, the largest increases in flow are forecast along the B585 Bosworth Lane between the development site, and junctions with the B582 and the A447. In the AM Peak hour flow between the development and the junction with the B582 is forecast to increase by 34 PCU. Flow is also forecast to increase in the AM Peak hour by 59 PCU on the B585 between the development and the junction with Osbaston Lane. In the PM Peak hour, the largest increase in flow is forecast between the B585/B582 junction and the development, 63 PCU.

3.3.4. In 2029 in the AM Peak hour there is also a forecast decrease in flow southwest on the B585 towards the A447, this is because of trips rerouting because of the development traffic.
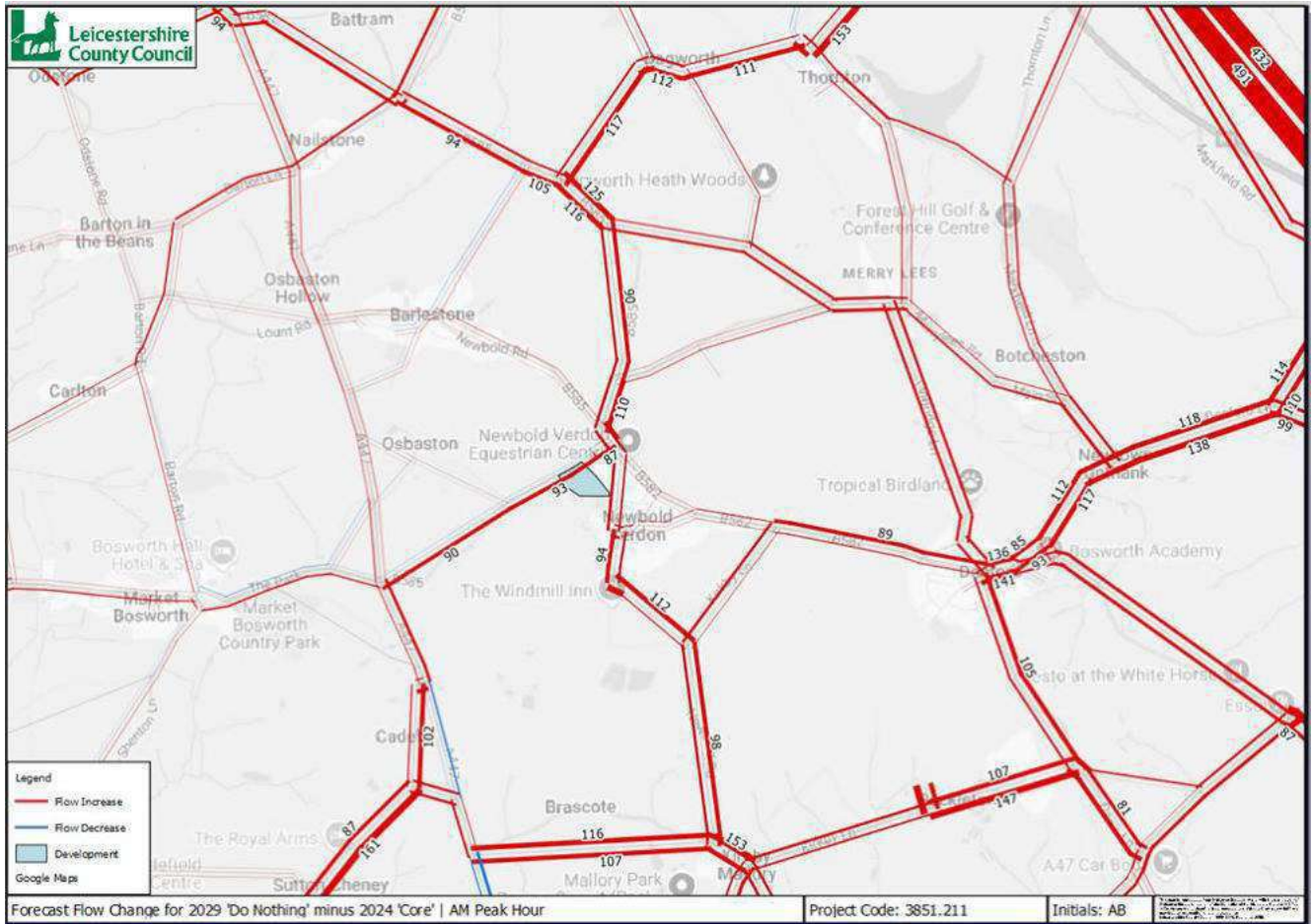
Figure 3.1: Forecast Flow Change for 2029 'Do Nothing' minus 2024 'Core' - AM Peak Hour
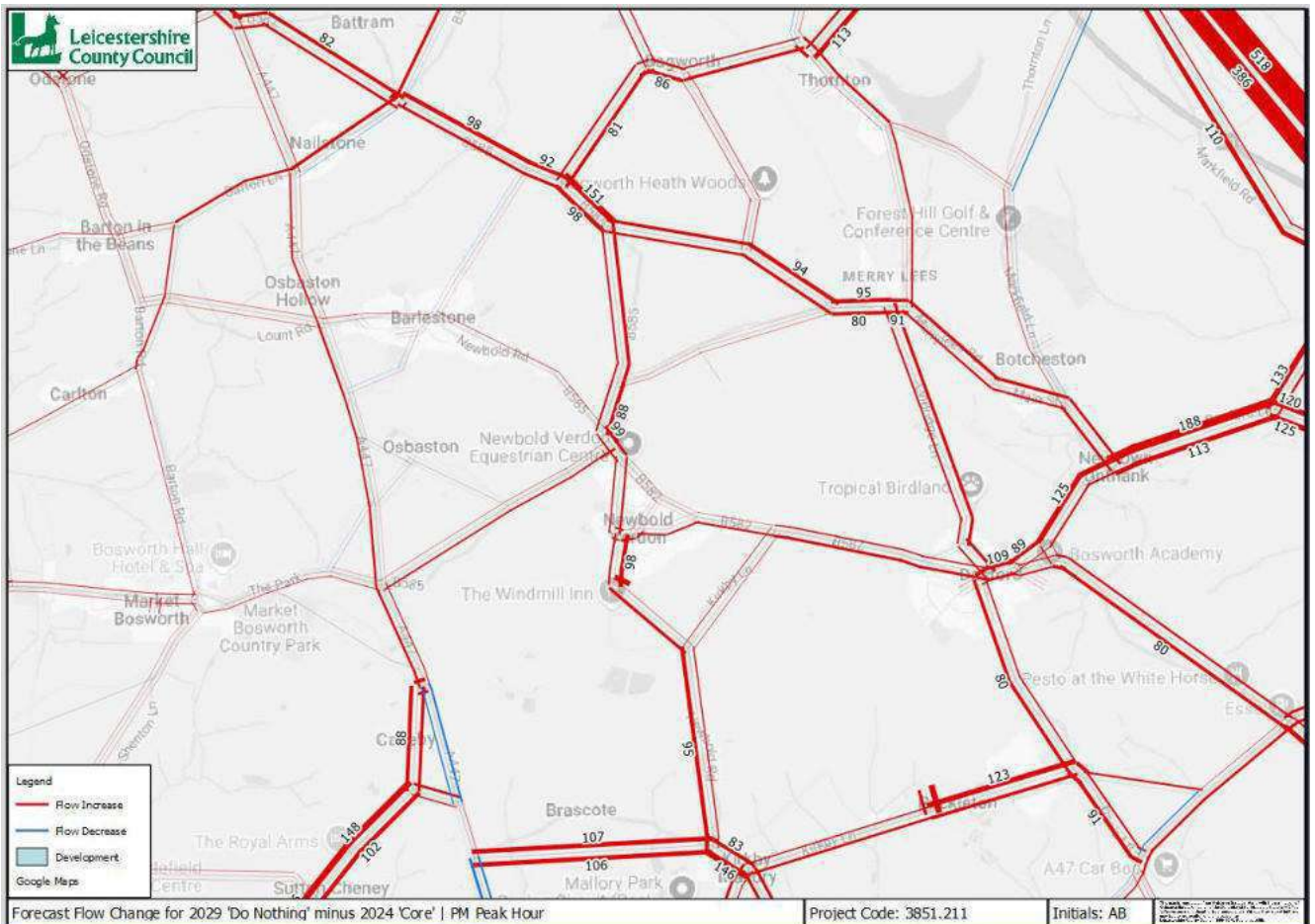
Figure 3.2: Forecast Flow Change for 2029 'Do Nothing' minus 2024 'Core' - PM Peak Hour
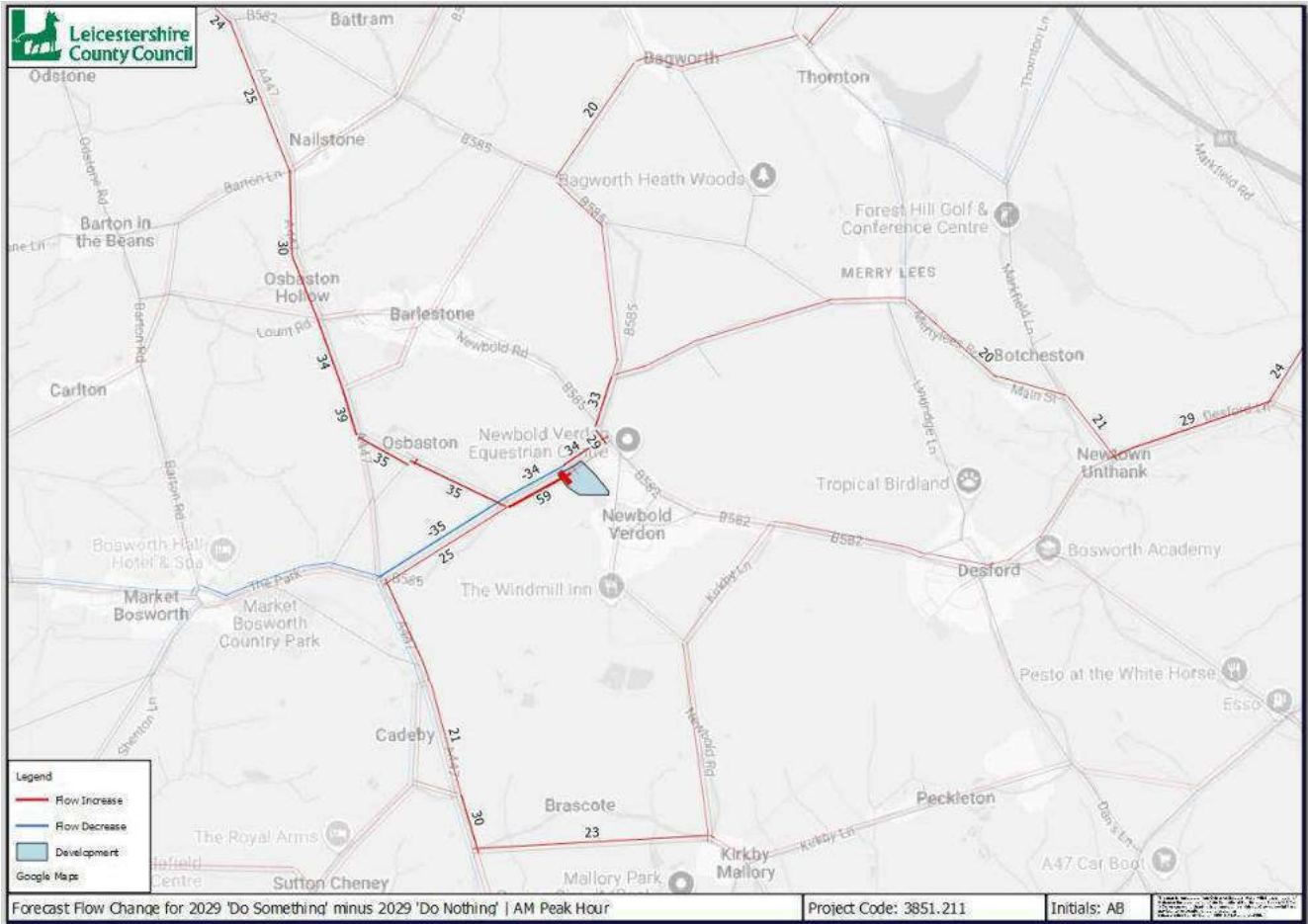
Figure 3.3: Forecast Flow Change for 2029 'Do Something' minus 2029 'Do Nothing' - AM Peak Hour
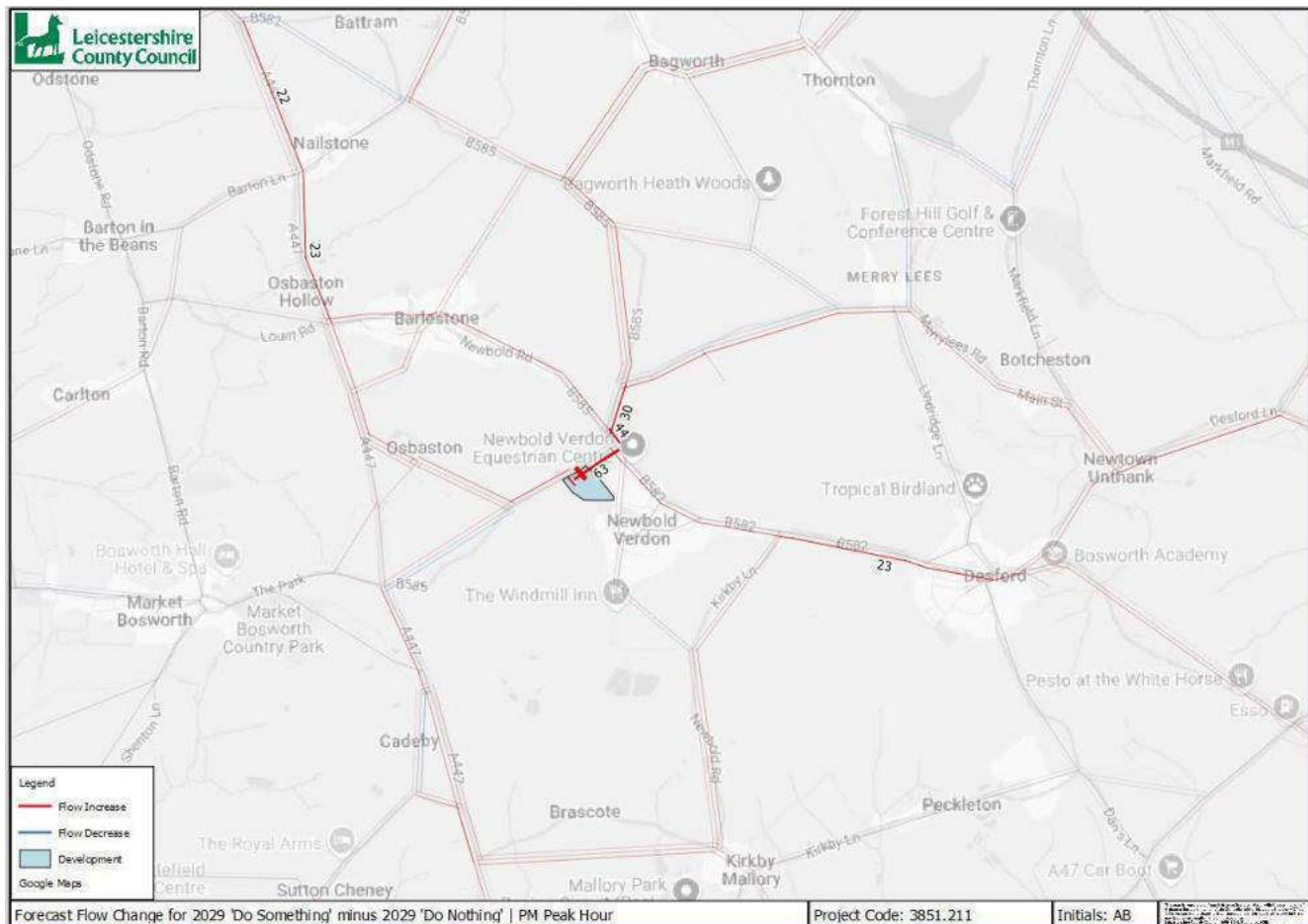
Figure 3.4: Forecast Flow Change for 2029 'Do Something' minus 2029 'Do Nothing' - PM Peak Hour

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3.4. Area of Influence (AoI)

3.4.1. The Area of Influence, shown in Figure 3.5, has been defined using the forecast flow changes between the '2029 Do Something' and the '2029 Do Nothing' scenarios. This considers the full proposed development build out.

3.4.2. The AoI was defined by links which are forecast to have a change of flow of more than ±5% and ±30 passenger car units (PCU) between the scenarios mentioned above, in either the AM Peak or the PM peak hour.

3.4.3. The forecast Area of Influence includes the following roads:

- B585 Bosworth Lane
- B585 Bagworth Road (between the B585 Newbold Road and Merrylees Road)
- B582 Barlestone Road (between the B585/B582 junction and Main Street)
- A447 Ashby Road (between Hall Lane and Nailstone crossroads)
- Osbaston Lane

3.4.4. To align with HDMs requirements for individual junction assessment, flow data (actual flows) in csv and GIS format for links within the AoI for all forecast scenarios, have been provided separately, to enable link targets to be calculated for the Furness process.
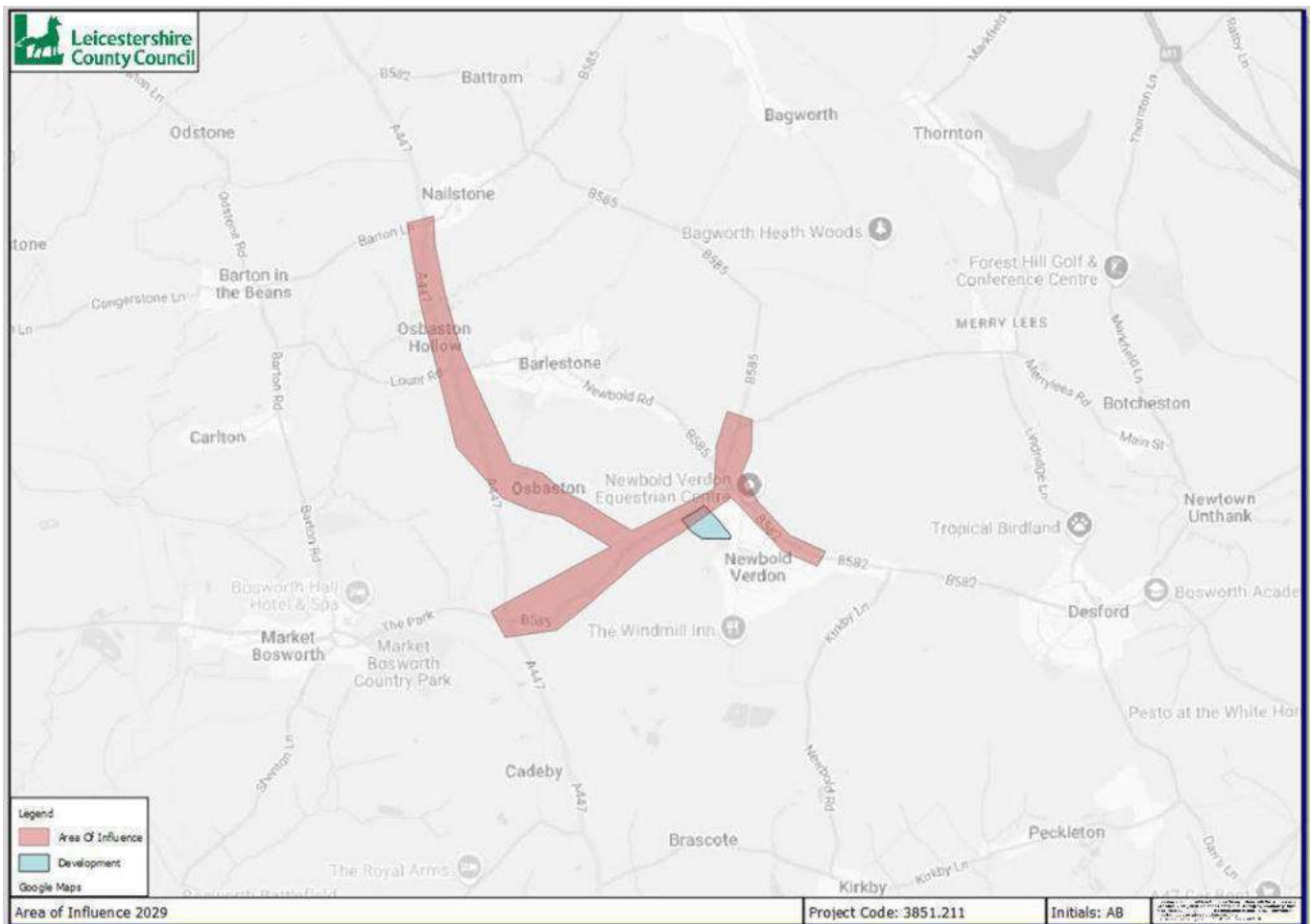
Figure 3.5: Area of Influence for 2029 'Do Something'

3.5. Forecast Delay Change

3.5.1. Figure 3.6 and Figure 3.7 show the background delay growth between the 2024 'Core' and 2029 'Do Nothing' forecast scenarios for the AM and PM Peak hours respectively. Red bandwidths represent a delay increase and blue represent a delay decrease. Note, only delay changes greater than 10 seconds are labelled.

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3.5.2.   Figure 3.8 and Figure 3.9 show the forecast delay changes in 2029 between the 'Do Something' and 'Do Nothing' scenarios for the AM and PM Peak hours respectively. The labels are only displayed when the change in flow is 10 seconds or more.

3.5.3.   In 2029 the only delay change over 10 seconds in either the AM or PM Peak hour is between the proposed development and the B585/B582 signalised junction, a delay of 78 seconds, in the AM Peak hour.

Forecast Delay Change for 2029 'Do Nothing' minus 2024 'Core' | AM Peak Hour   Project Code: 3851.211   Initials: AB
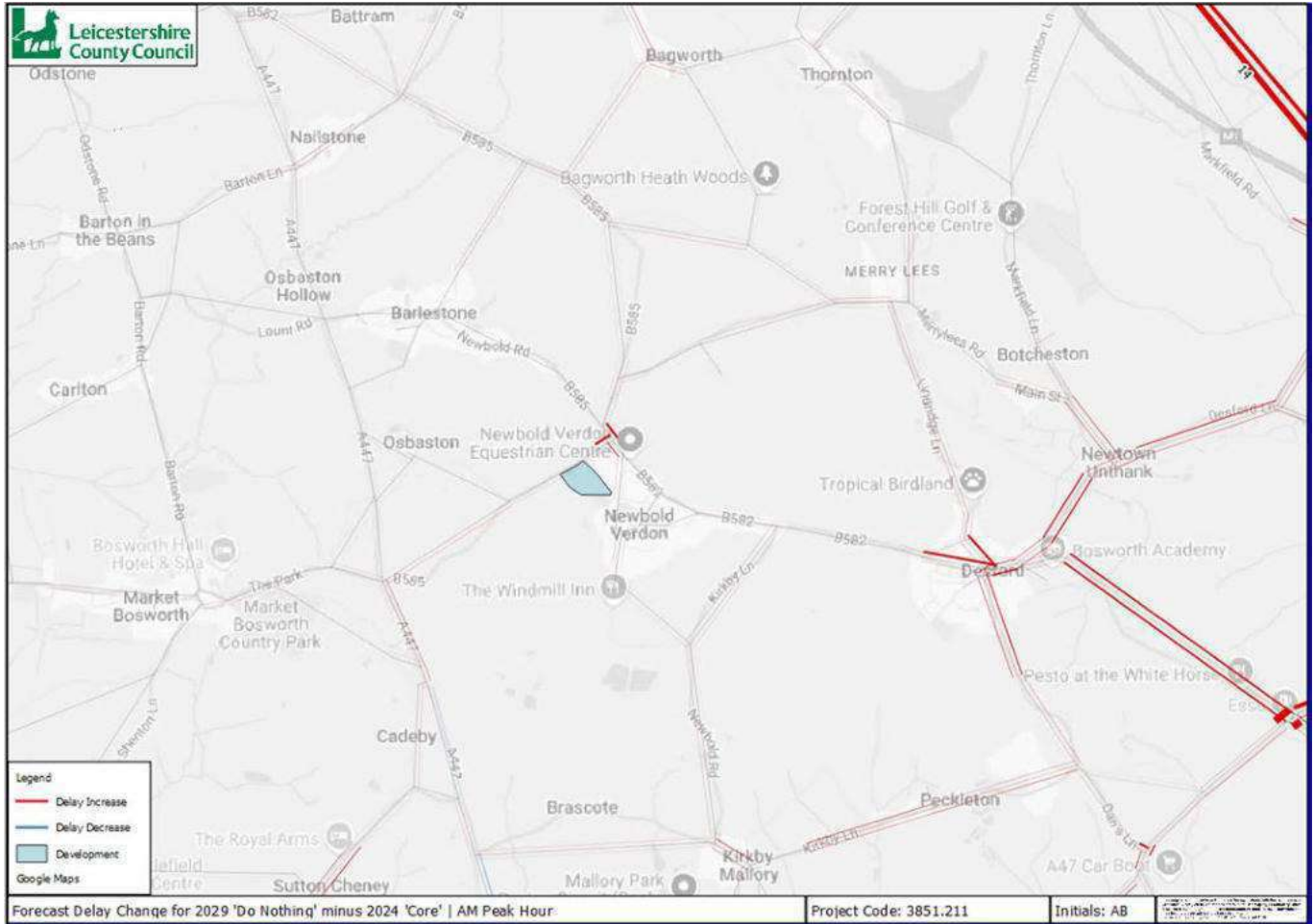
Figure 3.6: Forecast Delay Change for 2029 'Do Nothing' minus 2024 'Core' - AM Peak Hour
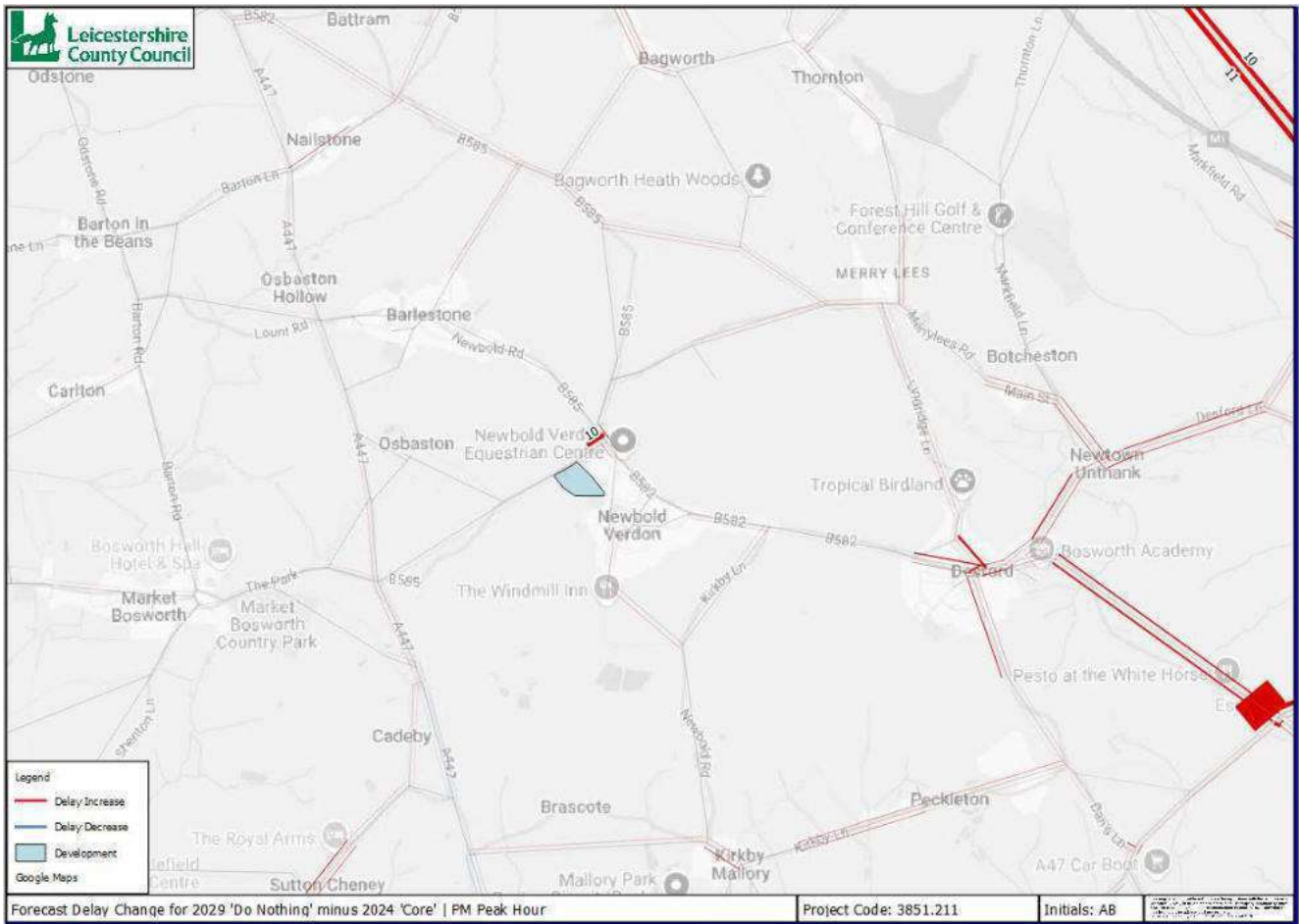
Figure 3.7: Forecast Delay Change for 2029 'Do Nothing' minus 2024 'Core' - PM Peak Hour
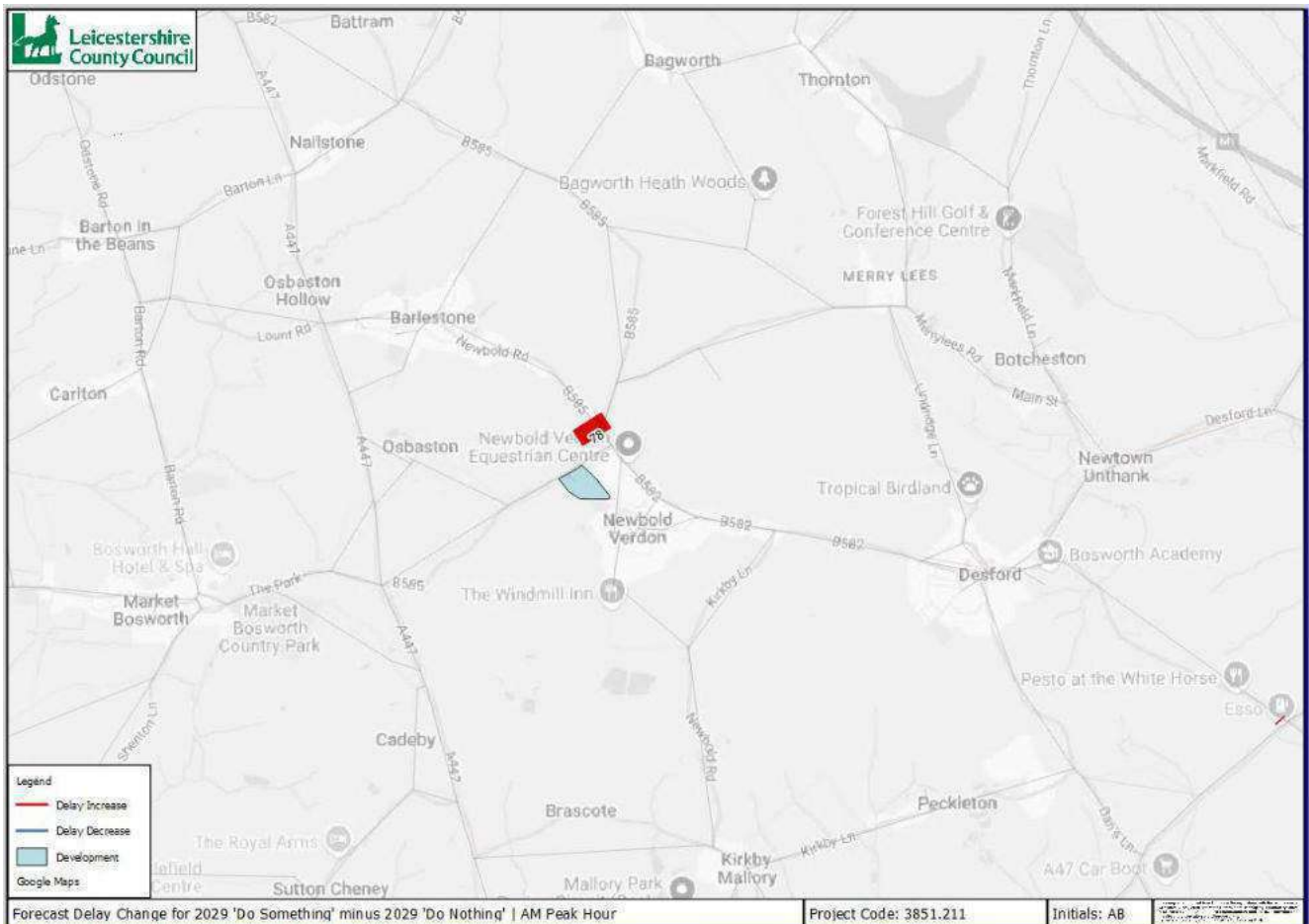
Figure 3.8: Forecast Delay Change for 2029 'Do Something' minus 2029 'Do Nothing' - AM Peak Hour
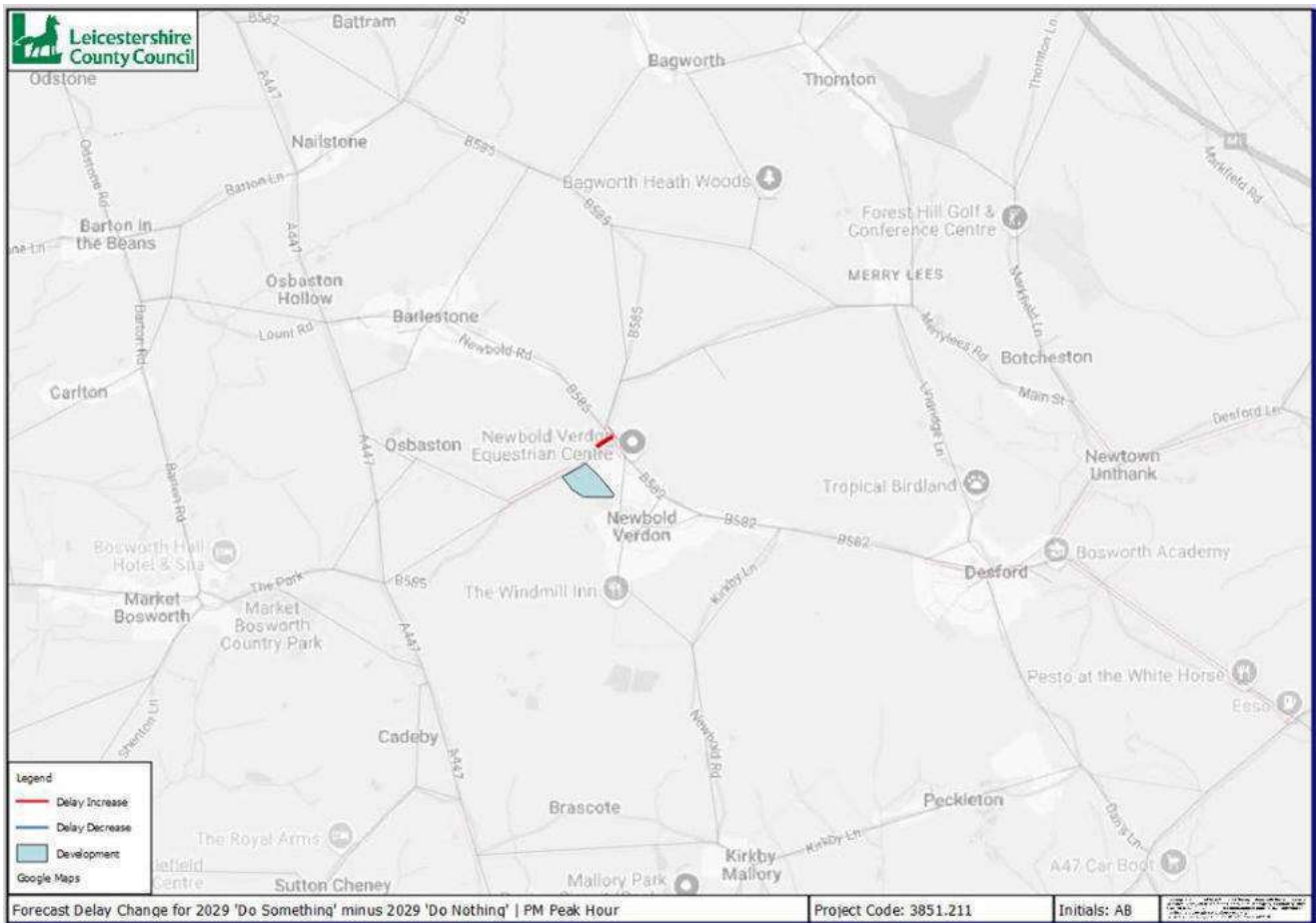
Figure 3.9: Forecast Delay Change for 2029 'Do Something' minus 2029 'Do Nothing' - PM Peak Hour

3.6. Maximum Volume/Capacity Ratios

3.6.1.   Junction capacities are estimated for individual turning movements at the junction, reporting on these maximum values. Node volume-capacity ratios are used to identify locations where the forecast flows are approaching or exceeding the forecast capacity.

3.6.2.   Ratios exceeding 85% indicate that the highway network is under stress and there is likely to be increased delays. When junctions have a high volume-capacity ratio, a large increase in delay can be created by a small increase in flow.

3.6.3.   Figure 3.10 and Figure 3.11 show the forecast maximum volume-capacity ratios for all three scenarios, 2024 'Core', 2029 'Do Nothing' and 2029 'Do Something', on the same plot for the AM and PM Peak hours.

3.6.4.   It should be noted that only junctions where the volume/capacity ratio exceeds 75% are displayed on the plots.

3.6.5.   Figure 3.10 shows that in 2029 in the vicinity of the proposed development, the B585/B582 signalised junction is forecast to have a volume-capacity ratio between 85% to 100% in the AM Peak hour in the 'Do Something' scenario. This is an increase from a ratio between 75% to 85% in the 'Do Nothing' scenario.

3.6.6.   Figure 3.11 shows the same volume-capacity increase on the B585/B582 signalised junction in the PM Peak hour as the AM Peak hour.
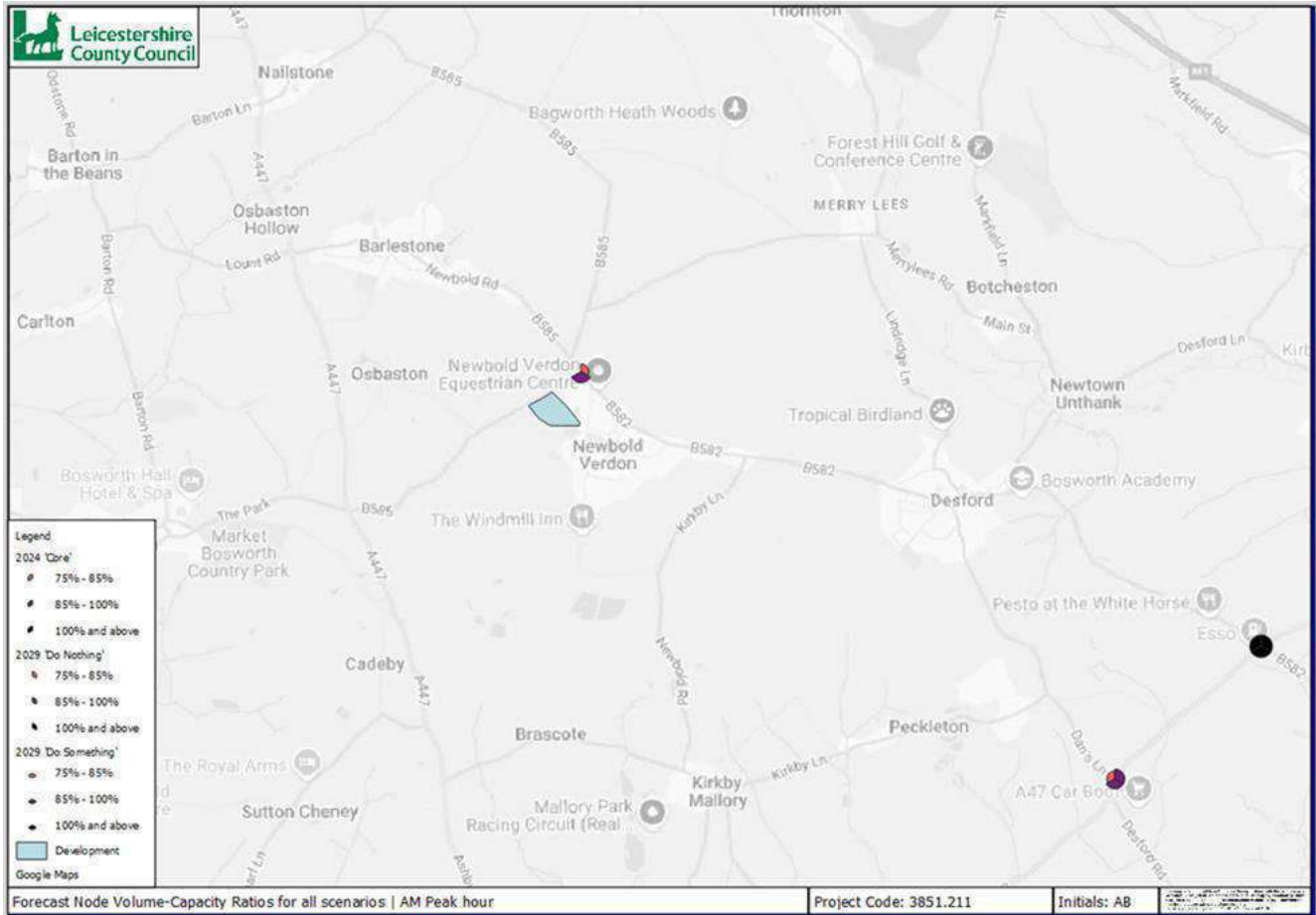
Figure 3.10: Forecast Node Volume-Capacity Ratios for all Scenarios - AM Peak Hour
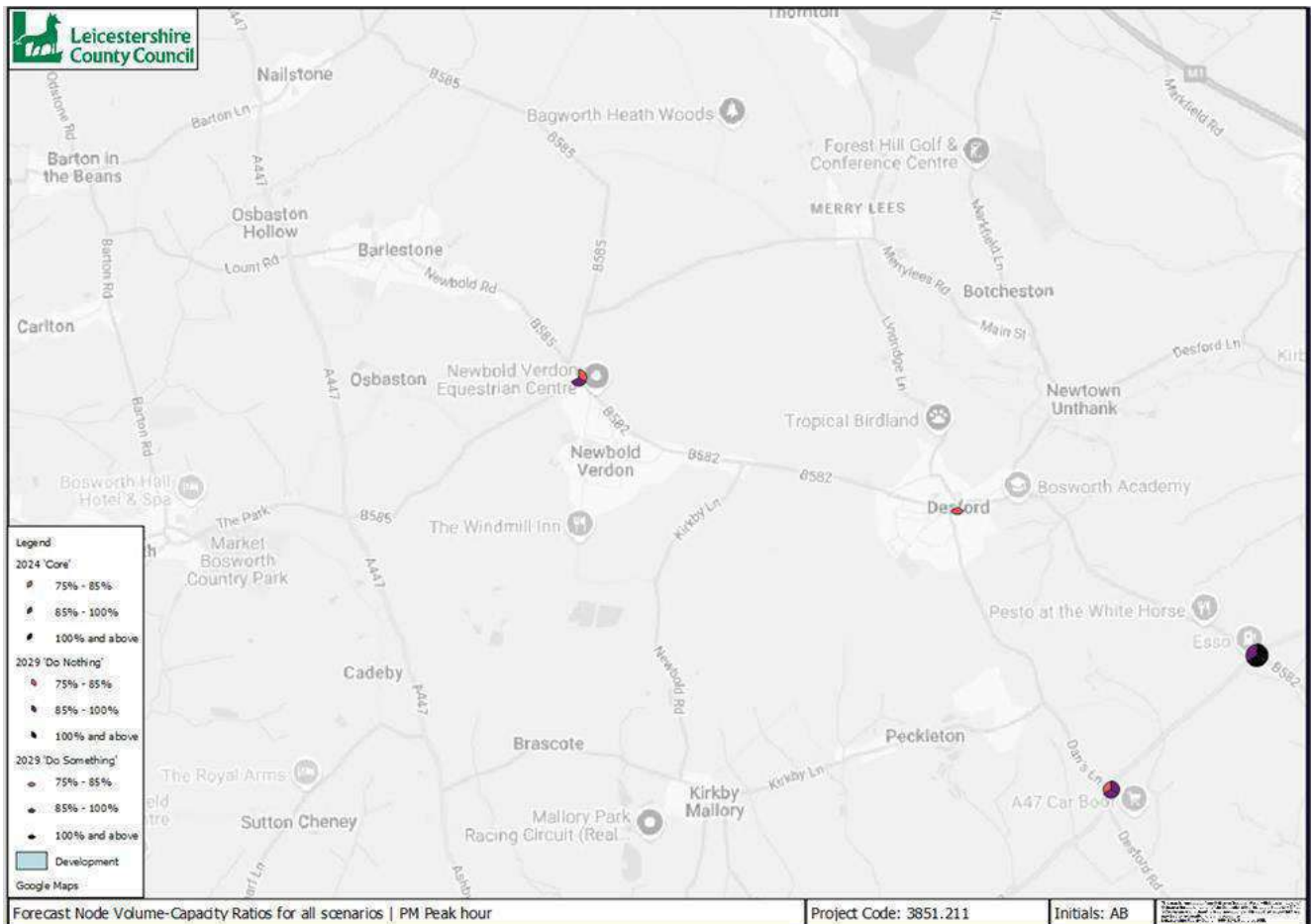
Figure 3.11: Forecast Node Volume-Capacity Ratios for all Scenarios - PM Peak Hour

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4. Summary

4.1. Summary of Assessment

4.1.1. Using the PRTM, forecasts have been undertaken to produce the 2029 'Do Nothing' and 'Do Something' scenarios for the AM and PM Peak hours for the strategic assessment of the proposed development at Bosworth Lane, Newbold Verdon.

4.1.2. Development trips are forecast to route via the following roads:

- to and from the north, via the A447 and B585, towards Coalville with some trips accessing the M1 at junction 22
- to and from the east via Merrylees Road and Desford Lane, towards Ratby and Groby, to access the A46
- to and from the south use the A447 to access Hinckley
- to and from the southeast via Desford and beyond

4.1.3. The forecast flow changes show that the largest increases in flow are forecast along roads in the immediate vicinity of the proposed development. This includes, the B585 Bosworth Lane, Osbaston Lane and the A447 Ashby Road.

4.1.4. The Area of Influence has been identified by identifying links forecast to change by more than ±5% flow and ±30 PCUs between the 2029 'Do Nothing' and 'Do Something' scenarios in either the AM or PM Peak hour. The forecast Area of Influence includes:

- B585 Bosworth Lane
- B585 Bagworth Road (between the B585 Newbold Road and Merrylees Road)
- B582 Barlestone Road (between the B585/B582 junction and Main Street)
- A447 Ashby Road (between Hall Lane and Nailstone crossroads)
- Osbaston Lane

4.1.5. The B585 Bosworth Lane is forecast to have the largest delay in the 2029 'Do Something' scenario, a delay of 78 seconds is forecast in the AM Peak hour. This is caused by additional traffic using the signalised junction with the B582 Barlestone Road. There are no other delays over 10 seconds in either peak hour.

4.1.6. The forecast maximum node volume/capacity rations show that the B585/B582 signalised junction is forecast to have an increase in volume/capacity between the 2029 'Do Nothing' and 'Do Something' scenarios in both Peak hours. The change is from a 75% to 85% ratio to 85% to 100%.

4.1.7. Due to the strategic nature of the PRTM, not all roads are modelled, and the results should be interpreted with that in mind.

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5. Contact Details

We trust that our report meets your expectations and look forward to working with you again soon.

If you have any questions, please do not hesitate to contact:

Laura Good
Framework Manager
Network Data & Intelligence
Environment & Transport Department
Leicestershire County Council

Email: etcf@leics.gov.uk

Network Data and Intelligence (NDI) Team
Leicestershire County Council
County Hall
Glenfield
Leicester
LE3 8RA

etcf@leics.gov.uk   http://www.leics.gov.uk

Appendix M
Furnessed Flow Matrices

Site Access
A = B585 to the East
B = Site Access
C = B585 to the West

B585/B582 Signalised junction
A = B582 Barlestone Road
B = B585 Bosworth Lane
C = B585 Barlestone Road

Barlestone Rd/Bagworth Rd T junction
A = B585 to the North
B = Bagworth Road
C = B585 to the South

Observed Counts - 2024

Site Access — AM

	A	B	C	Total
A	0	0	259	259
B	0	0	0	0
C	234	0	0	234
Total	234	0	259	

Site Access — PM

	A	B	C	Total
A	0	0	229	229
B	0	0	0	0
C	277	0	0	277
Total	277	0	229	

B585/B582 — AM

	A	B	C	Total
A	0	196	241	437
B	240	0	78	318
C	295	70	0	365
Total	535	266	319	

B585/B582 — PM

	A	B	C	Total
A	0	206	285	491
B	197	0	68	265
C	259	105	0	364
Total	456	311	353	

Barlestone — AM

	A	B	C	Total
A	0	25	182	207
B	15	0	192	207
C	126	191	0	317
Total	141	216	374	

Barlestone — PM

	A	B	C	Total
A	0	9	124	133
B	29	0	250	279
C	165	203	0	368
Total	194	212	374	

PRTM Flows

Site Access 2024 Core AM

	A	B	C	Total
A				412
B				0
C				145
Total	145	0	412	

Site Access 2024 Core PM

	A	B	C	Total
A				344
B				0
C				160
Total	160	0	344	

B585/B582 2024 Core AM

	A	B	C	Total
A				274
B				171
C				473
Total	227	403	288	

B585/B582 2024 Core PM

	A	B	C	Total
A				279
B				160
C				474
Total	245	368	300	

Barlestone 2024 Core AM

	A	B	C	Total
A				88
B				465
C				288
Total	79	289	473	

Barlestone 2024 Core PM

	A	B	C	Total
A				81
B				459
C				300
Total	87	279	474	

Site Access 2029 DN AM

	A	B	C	Total
A				505
B				0
C				138
Total	138	0	505	

Site Access 2029 DN PM

	A	B	C	Total
A				385
B				0
C				174
Total	174	0	385	

B585/B582 2029 DN AM

	A	B	C	Total
A				345
B				184
C				595
Total	279	490	355	

B585/B582 2029 DN PM

	A	B	C	Total
A				326
B				173
C				573
Total	305	424	342	

Barlestone 2029 DN AM

	A	B	C	Total
A				101
B				575
C				355
Total	83	354	595	

Barlestone 2029 DN PM

	A	B	C	Total
A				96
B				546
C				342
Total	88	324	573	

Site Access 2029 DS AM

	A	B	C	Total
A				515
B				133
C				104
Total	172	16	564	

Site Access 2029 DS PM

	A	B	C	Total
A				448
B				37
C				192
Total	178	115	384	

B585/B582 2029 DS AM

	A	B	C	Total
A				348
B				212
C				598
Total	280	494	384	

B585/B582 2029 DS PM

	A	B	C	Total
A				345
B				177
C				617
Total	307	487	345	

Barlestone 2029 DS AM

	A	B	C	Total
A				105
B				576
C				384
Total	81	386	598	

Barlestone 2029 DS PM

	A	B	C	Total
A				110
B				577
C				345
Total	87	327	617	

Prior Matrix + Targets

From observed matrix
From PRTM

Site Access 2029 DN AM

	A	B	C	Target
A	0	0	259	352
B	0	0	0	0
C	234	0	0	227
Target	227	0	352	

Site Access 2029 DN PM

	A	B	C	Target
A	0	0	229	270
B	0	0	0	0
C	277	0	0	291
Target	291	0	270	

B585/B582 2029 DN AM

	A	B	C	Target
A	0	196	241	508
B	240	0	78	331
C	295	70	0	487
Target	587	353	386	

B585/B582 2029 DN PM

	A	B	C	Target
A	0	206	285	538
B	197	0	68	278
C	259	105	0	463
Target	516	367	395	

Barlestone 2029 DN AM

	A	B	C	Target
A	0	25	182	220
B	15	0	192	317
C	126	191	0	384
Target	145	281	496	

Barlestone 2029 DN PM

	A	B	C	Target
A	0	9	124	148
B	29	0	250	366
C	165	203	0	410
Target	195	257	473	

Site Access 2029 DS AM

	A	B	C	Target
A	0	11	259	362
B	72	0	61	133
C	234	5	0	193
Target	261	16	411	

Site Access 2029 DS PM

	A	B	C	Target
A	0	77	229	333
B	24	0	13	37
C	277	38	0	309
Target	295	115	269	

B585/B582 2029 DS AM

	A	B	C	Target
A	0	196	241	511
B	240	0	78	359
C	295	70	0	490
Target	588	357	415	

B585/B582 2029 DS PM

	A	B	C	Target
A	0	206	285	557
B	197	0	68	282
C	259	105	0	507
Target	518	430	398	

Barlestone 2029 DS AM

	A	B	C	Target
A	0	25	182	224
B	15	0	192	318
C	126	191	0	413
Target	143	313	499	

Barlestone 2029 DS PM

	A	B	C	Target
A	0	9	124	162
B	29	0	250	397
C	165	203	0	413
Target	194	260	517	

Furnessed Matrices

Site Access 2029 DN AM

	A	B	C	Total
A	0	0	352	352
B	0	0	0	0
C	227	0	0	227
Total	227	0	352	

Site Access 2029 DN PM

	A	B	C	Total
A	0	0	270	270
B	0	0	0	0
C	291	0	0	291
Total	291	0	270	

B585/B582 2029 DN AM

	A	B	C	Total
A	0	228	280	508
B	226	0	105	331
C	363	124	0	487
Total	589	352	385	

B585/B582 2029 DN PM

	A	B	C	Total
A	0	222	316	538
B	199	0	79	278
C	318	145	0	463
Total	517	367	395	

Barlestone 2029 DN AM

	A	B	C	Total
A	0	26	194	220
B	17	0	300	317
C	128	256	0	384
Total	145	282	494	

Barlestone 2029 DN PM

	A	B	C	Total
A	0	10	138	148
B	31	0	335	366
C	164	246	0	410
Total	195	256	473	

Site Access 2029 DS AM

	A	B	C	Total
A	0	12	350	362
B	70	0	63	133
C	189	4	0	193
Total	259	16	413	

Site Access 2029 DS PM

	A	B	C	Total
A	0	77	256	333
B	23	0	14	37
C	271	38	0	309
Total	294	115	270	

B585/B582 2029 DS AM

	A	B	C	Total
A	0	223	288	511
B	233	0	126	359
C	356	134	0	490
Total	589	357	414	

B585/B582 2029 DS PM

	A	B	C	Total
A	0	246	311	557
B	196	0	86	282
C	323	184	0	507
Total	519	430	397	

Barlestone 2029 DS AM

	A	B	C	Total
A	0	28	196	224
B	17	0	301	318
C	126	287	0	413
Total	143	315	497	

Barlestone 2029 DS PM

	A	B	C	Total
A	0	10	152	162
B	31	0	366	397
C	163	250	0	413
Total	194	260	518	

Barlestone Rd/Dragon Ln T junction
A = B582 to the South
B = Dragon Lane
C = B582 to the North

Barlestone Rd/Mill Lane T junction
A = B582 to the South
B = Mill Lane
C = B582 to the North
D = Unnamed Road

Bosworth Ln/Ashby Rd/Bosworth Rd staggered T junction
A = A447 to the North
B = Bosworth Lane
C = A447 to the South
D = Bosworth Road

Barlestone Rd/Dragon Ln — AM
	A	B	C	Total
A	0	26	332	358
B	46	0	109	155
C	433	104	0	537
Total	479	130	441	

Barlestone Rd/Dragon Ln — PM
	A	B	C	Total
A	0	24	406	430
B	17	0	82	99
C	333	117	0	450
Total	350	141	488	

Barlestone Rd/Mill Lane — AM
	A	B	C	D	Total
A	0	20	312	4	336
B	29	0	50	0	79
C	445	28	0	0	473
D	2	0	0	0	2
Total	476	48	362	4	

Barlestone Rd/Mill Lane — PM
	A	B	C	D	Total
A	0	19	400	0	419
B	10	0	28	0	38
C	311	40	0	1	352
D	0	0	2	0	2
Total	321	59	430	1	

Bosworth Ln/Ashby Rd/Bosworth Rd — AM
	A	B	C	D	Total
A	0	13	537	55	605
B	13	0	114	129	256
C	387	106	0	185	678
D	52	173	105	0	330
Total	452	292	756	369	

Bosworth Ln/Ashby Rd/Bosworth Rd — PM
	A	B	C	D	Total
A	0	9	407	63	479
B	8	0	116	168	292
C	471	125	0	104	700
D	55	118	86	0	259
Total	534	252	609	335	

2024 Core AM (Dragon Ln)
	A	B	C	Total
A				242
B				31
C				227
Total	182	46	274	

2024 Core PM (Dragon Ln)
	A	B	C	Total
A				220
B				58
C				245
Total	216	28	279	

2024 Core AM (Mill Lane)
	A	B	C	D	Total
A					107
B					136
C					182
D					0
Total	86	96	242	0	

2024 Core PM (Mill Lane)
	A	B	C	D	Total
A					86
B					135
C					216
D					0
Total	91	125	220	0	

2024 Core AM (Bosworth)
	A	B	C	D	Total
A					532
B					404
C					646
D					204
Total	536	138	855	257	

2024 Core PM (Bosworth)
	A	B	C	D	Total
A					397
B					336
C					726
D					215
Total	571	153	693	257	

2029 DN AM (Dragon Ln)
	A	B	C	Total
A				249
B				96
C				279
Total	192	87	345	

2029 DN PM (Dragon Ln)
	A	B	C	Total
A				232
B				94
C				305
Total	229	77	326	

2029 DN AM (Mill Lane)
	A	B	C	D	Total
A					112
B					137
C					192
D					0
Total	96	96	249	0	

2029 DN PM (Mill Lane)
	A	B	C	D	Total
A					91
B					140
C					229
D					0
Total	99	130	232	0	

2029 DN AM (Bosworth)
	A	B	C	D	Total
A					542
B					494
C					669
D					198
Total	561	131	921	291	

2029 DN PM (Bosworth)
	A	B	C	D	Total
A					403
B					375
C					780
D					223
Total	622	166	718	275	

2029 DS AM (Dragon Ln)
	A	B	C	Total
A				251
B				97
C				280
Total	194	86	348	

2029 DS PM (Dragon Ln)
	A	B	C	Total
A				247
B				98
C				307
Total	230	77	345	

2029 DS AM (Mill Lane)
	A	B	C	D	Total
A					114
B					137
C					194
D					0
Total	100	94	251	0	

2029 DS PM (Mill Lane)
	A	B	C	D	Total
A					106
B					140
C					230
D					0
Total	100	130	247	0	

2029 DS AM (Bosworth)
	A	B	C	D	Total
A					541
B					519
C					661
D					181
Total	565	95	947	295	

2029 DS PM (Bosworth)
	A	B	C	D	Total
A					404
B					366
C					794
D					222
Total	624	172	715	275	

2029 DN AM (Dragon Ln)
	A	B	C	Target
A	0	26	332	341
B	46	0	109	220
C	433	104	0	589
Target	489	171	512	

2029 DN PM (Dragon Ln)
	A	B	C	Target
A	0	24	406	442
B	17	0	82	135
C	333	117	0	510
Target	363	190	535	

2029 DN AM (Mill Lane)
	A	B	C	D	Target
A	0	20	312	4	424
B	29	0	50	0	80
C	445	28	0	0	483
D	2	0	0	0	2
Target	486	48	369	4	

2029 DN PM (Mill Lane)
	A	B	C	D	Target
A	0	19	400	0	424
B	10	0	28	0	43
C	311	40	0	1	365
D	0	0	2	0	2
Target	329	64	442	1	

2029 DN AM (Bosworth)
	A	B	C	D	Target
A	0	13	537	55	615
B	13	0	114	129	346
C	387	106	0	185	701
D	52	173	105	0	324
Target	477	285	822	403	

2029 DN PM (Bosworth)
	A	B	C	D	Target
A	0	9	407	63	485
B	8	0	116	168	331
C	471	125	0	104	754
D	55	118	86	0	267
Target	585	265	634	353	

2029 DS AM (Dragon Ln)
	A	B	C	Target
A	0	26	332	343
B	46	0	109	221
C	433	104	0	590
Target	491	170	515	

2029 DS PM (Dragon Ln)
	A	B	C	Target
A	0	24	406	457
B	17	0	82	139
C	333	117	0	512
Target	364	190	554	

2029 DS AM (Mill Lane)
	A	B	C	D	Target
A	0	20	312	4	343
B	29	0	50	0	80
C	445	28	0	0	485
D	2	0	0	0	2
Target	490	46	371	4	

2029 DS PM (Mill Lane)
	A	B	C	D	Target
A	0	19	400	0	439
B	10	0	28	0	43
C	311	40	0	1	366
D	0	0	2	0	2
Target	330	64	457	1	

2029 DS AM (Bosworth)
	A	B	C	D	Target
A	0	13	537	55	614
B	13	0	114	129	371
C	387	106	0	185	693
D	52	173	105	0	307
Target	481	249	848	407	

2029 DS PM (Bosworth)
	A	B	C	D	Target
A	0	9	407	63	486
B	8	0	116	168	322
C	471	125	0	104	768
D	55	118	86	0	266
Target	587	271	631	353	

2029 DN AM (Dragon Ln)
	A	B	C	Total
A	0	27	338	365
B	48	0	172	220
C	444	145	0	589
Total	492	172	510	

2029 DN PM (Dragon Ln)
	A	B	C	Total
A	0	26	416	442
B	20	0	115	135
C	345	165	0	510
Total	365	191	531	

2029 DN AM (Mill Lane)
	A	B	C	D	Total
A	0	20	317	4	341
B	29	0	51	0	80
C	455	28	0	0	483
D	2	0	0	0	2
Total	486	48	368	4	

2029 DN PM (Mill Lane)
	A	B	C	D	Total
A	0	20	404	0	424
B	11	0	32	0	43
C	320	44	0	1	365
D	0	0	2	0	2
Total	331	64	438	1	

2029 DN AM (Bosworth)
	A	B	C	D	Total
A	0	12	551	52	615
B	19	0	160	167	346
C	409	108	0	184	701
D	51	166	107	0	324
Total	479	286	818	403	

2029 DN PM (Bosworth)
	A	B	C	D	Total
A	0	9	414	62	485
B	9	0	134	188	331
C	517	133	0	104	754
D	58	122	87	0	267
Total	584	264	635	354	

2029 DS AM (Dragon Ln)
	A	B	C	Total
A	0	27	340	367
B	48	0	173	221
C	446	144	0	590
Total	494	171	513	

2029 DS PM (Dragon Ln)
	A	B	C	Total
A	0	26	431	457
B	20	0	119	139
C	347	165	0	512
Total	367	191	550	

2029 DS AM (Mill Lane)
	A	B	C	D	Total
A	0	19	320	4	343
B	30	0	50	0	80
C	458	27	0	0	485
D	2	0	0	0	2
Total	490	46	370	4	

2029 DS PM (Mill Lane)
	A	B	C	D	Total
A	0	20	419	0	439
B	11	0	32	0	43
C	321	44	0	1	366
D	0	0	2	0	2
Total	332	64	453	1	

2029 DS AM (Bosworth)
	A	B	C	D	Total
A	0	11	554	49	614
B	19	0	178	174	371
C	413	95	0	185	693
D	51	144	112	0	307
Total	483	250	844	408	

2029 DS PM (Bosworth)
	A	B	C	D	Total
A	0	9	415	62	486
B	9	0	130	183	322
C	520	139	0	109	768
D	56	123	87	0	266
Total	585	271	632	354	

Hall Lane/A447 T junction

A = A447 to the North
B = Hall Lane
C = A447 to the South

AM

	A	B	C	Total
A	0	1	590	591
B	6	0	2	8
C	462	1	0	463
Total	468	2	592	

PM

	A	B	C	Total
A	0	2	473	475
B	0	0	1	1
C	551	0	0	551
Total	551	2	474	

2024 Core AM

	A	B	C	Total
A				529
B				11
C				545
Total	556	8	521	

2024 Core PM

	A	B	C	Total
A				401
B				11
C				585
Total	595	9	392	

2029 DN AM

	A	B	C	Total
A				544
B				15
C				561
Total	576	8	536	

2029 DN PM

	A	B	C	Total
A				406
B				13
C				627
Total	640	11	396	

2029 DS AM

	A	B	C	Total
A				545
B				50
C				565
Total	615	11	534	

2029 DS PM

	A	B	C	Total
A				419
B				21
C				629
Total	650	22	396	

A447/Barton Rd/Lount Road x-roads

A = A447 to the North
B = Barton Road
C = A447 to the South
D = Lount Road

AM

	A	B	C	D	Total
A	0	59	496	5	560
B	84	0	65	58	207
C	412	34	0	19	465
D	24	37	10	0	71
Total	520	130	571	82	

PM

	A	B	C	D	Total
A	0	116	405	5	526
B	81	0	52	38	171
C	427	87	0	17	531
D	8	36	10	0	54
Total	516	239	467	60	

2024 Core AM

	A	B	C	D	Total
A					473
B					272
C					436
D					39
Total	378	274	527	43	

2024 Core PM

	A	B	C	D	Total
A					381
B					234
C					440
D					41
Total	417	257	397	26	

2029 DN AM

	A	B	C	D	Total
A					491
B					281
C					459
D					42
Total	409	281	534	48	

2029 DN PM

	A	B	C	D	Total
A					391
B					235
C					491
D					54
Total	457	274	401	38	

2029 DS AM

	A	B	C	D	Total
A					493
B					283
C					493
D					44
Total	440	289	535	49	

2029 DS PM

	A	B	C	D	Total
A					413
B					235
C					495
D					56
Total	460	287	414	39	

A447/Main St/Barton Ln x-roads

A = A447 to the North
B = Main Street
C = A447 to the South
D = Barton Lane

AM

	A	B	C	D	Total
A	0	19	358	61	438
B	17	0	202	85	304
C	330	159	0	5	494
D	55	41	2	0	98
Total	402	219	562	151	

PM

	A	B	C	D	Total
A	0	16	322	28	366
B	14	0	209	61	284
C	368	141	0	11	520
D	45	23	2	0	70
Total	427	180	533	100	

2024 Core AM

	A	B	C	D	Total
A					298
B					350
C					378
D					163
Total	292	243	473	181	

2024 Core PM

	A	B	C	D	Total
A					280
B					253
C					417
D					216
Total	306	321	381	158	

2029 DN AM

	A	B	C	D	Total
A					331
B					349
C					409
D					209
Total	316	297	491	196	

2029 DN PM

	A	B	C	D	Total
A					302
B					240
C					457
D					271
Total	326	396	391	157	

2029 DS AM

	A	B	C	D	Total
A					334
B					349
C					440
D					213
Total	341	305	493	196	

2029 DS PM

	A	B	C	D	Total
A					324
B					240
C					460
D					276
Total	331	399	413	157	

Hall Lane/A447 — Target tables

2029 DN AM

	A	B	C	Target
A	0	1	590	606
B	6	0	0	3
C	462	1	0	479
Target	488	2	607	

2029 DN PM

	A	B	C	Target
A	0	2	473	480
B	0	0	0	3
C	551	0	0	593
Target	596	4	478	

2029 DS AM

	A	B	C	Target
A	0	1	590	607
B	6	0	2	47
C	462	1	0	483
Target	527	5	605	

2029 DS PM

	A	B	C	Target
A	0	2	473	493
B	0	0	1	11
C	551	0	0	595
Target	606	15	478	

A447/Barton Rd/Lount Road — Target tables

2029 DN AM

	A	B	C	D	Target
A	0	59	496	5	578
B	84	0	65	58	216
C	412	34	0	19	488
D	24	37	10	0	74
Target	551	137	578	87	

2029 DN PM

	A	B	C	D	Target
A	0	116	405	5	536
B	81	0	52	38	172
C	427	87	0	17	582
D	8	36	10	0	67
Target	556	256	471	72	

2029 DS AM

	A	B	C	D	Target
A	0	59	496	5	580
B	84	0	65	58	218
C	412	34	0	19	522
D	24	37	10	0	76
Target	582	145	579	88	

2029 DS PM

	A	B	C	D	Target
A	0	116	405	5	558
B	81	0	52	38	172
C	427	87	0	17	586
D	8	36	10	0	69
Target	559	269	484	73	

A447/Main St/Barton Ln — Target tables

2029 DN AM

	A	B	C	D	Target
A	0	19	358	61	471
B	17	0	202	85	303
C	330	159	0	5	525
D	55	41	2	0	144
Target	426	273	580	166	

2029 DN PM

	A	B	C	D	Target
A	0	16	322	28	388
B	14	0	209	61	271
C	368	141	0	11	560
D	45	23	2	0	125
Target	447	255	543	99	

2029 DS AM

	A	B	C	D	Target
A	0	19	358	61	474
B	17	0	202	85	303
C	330	159	0	5	556
D	55	41	2	0	148
Target	451	281	582	166	

2029 DS PM

	A	B	C	D	Target
A	0	16	322	28	410
B	14	0	209	61	271
C	368	141	0	11	563
D	45	23	2	0	130
Target	452	258	565	99	

Hall Lane/A447 — Total tables

2029 DN AM

	A	B	C	Total
A	0	1	605	606
B	9	0	3	12
C	478	1	0	479
Total	487	2	608	

2029 DN PM

	A	B	C	Total
A	0	4	476	480
B	0	0	3	3
C	593	0	0	593
Total	593	4	479	

2029 DS AM

	A	B	C	Total
A	0	3	604	607
B	36	0	11	47
C	481	2	0	483
Total	517	5	615	

2029 DS PM

	A	B	C	Total
A	0	15	478	493
B	0	0	11	11
C	595	0	0	595
Total	595	15	489	

A447/Barton Rd/Lount Road — Total tables

2029 DN AM

	A	B	C	D	Total
A	0	65	508	5	578
B	91	0	63	62	216
C	434	34	0	20	488
D	25	39	10	0	74
Total	550	138	581	87	

2029 DN PM

	A	B	C	D	Total
A	0	119	411	6	536
B	79	0	50	44	173
C	467	93	0	22	582
D	10	45	12	0	67
Total	556	257	473	72	

2029 DS AM

	A	B	C	D	Total
A	0	67	508	5	580
B	92	0	64	62	218
C	463	38	0	21	522
D	25	41	10	0	76
Total	580	146	582	88	

2029 DS PM

	A	B	C	D	Total
A	0	128	424	6	558
B	79	0	49	45	173
C	469	95	0	22	586
D	10	46	13	0	69
Total	558	269	486	73	

A447/Main St/Barton Ln — Total tables

2029 DN AM

	A	B	C	D	Total
A	0	22	379	70	471
B	16	0	197	90	303
C	334	186	0	5	525
D	76	65	3	0	144
Total	426	273	579	165	

2029 DN PM

	A	B	C	D	Total
A	0	12	339	29	388
B	12	0	201	58	271
C	363	185	0	12	560
D	72	49	4	0	125
Total	447	254	544	99	

2029 DS AM

	A	B	C	D	Total
A	0	23	381	70	474
B	16	0	197	90	303
C	358	192	0	6	556
D	79	66	3	0	148
Total	453	281	581	166	

2029 DS PM

	A	B	C	D	Total
A	0	22	358	30	410
B	12	0	201	58	271
C	365	186	0	12	563
D	75	51	4	0	130
Total	452	259	563	100	

Appendix N
Traffic Flow Diagrams

AM
PM

Adjustment

819   63%   37%

526   332.0415   193.9585

A447

45	53
23	39
2	1

Barton Lane   **Junction 9**   Main Street

28	316	16
61	517	17

5	303	155
11	360	138

16	14
81	59
302	204

7	23
36	35
8	10

Lount Road   **Junction 8**   Barton Road

4	393	116
5	466	55

17	379	30
16	419	86

82	80
55	38
63	50

B585

121	9
176	22

462	2
558	1

Junction 7   Hall Lane

Junction 3   Bagworth Road

424	1
542	0

5	0
2	1

14	29
188	245

B585

Osbaston Lane

54	47
117	169
83	101

121	181
163	197

102	254
70	285

Bosworth Road   **Junction 6**

60	395	9
52	510	11

B585   **Junction 1**   B585   **Junction 2**

275	227

65	75
196	232

182	358	102
104	465	123

10	7
122	163
111	113

247	228

180	229
200	281

A447

B582

114	330
101	419

80	100
15	46

Site Access

Dragon Lane   **Junction 4**

25	312
24	399

B582

40	306	1
28	431	0

28	47
0	0
10	28

Mill Lane   **Junction 5**   Unamed Road

19	293	2
19	394	0

0	2
0	0
2	0

B585

TF01 - 2024 Base Total Vehicles

ttc
Transportation
Consultancy

Adjustment

	26th Nov	819	63%	37%
	12th Nov	526	332	194

A447

Junction 9 — Barton Lane / Main Street

45	53
23	39
2	1

| 28 | 316 | 16 |
| 61 | 332 | 17 |

| 5 | 303 | 155 |
| 11 | 360 | 138 |

16	14
81	59
303	204

Junction 8 — Lount Road / Barton Road

7	23
36	35
8	10

| 4 | 393 | 116 |
| 5 | 466 | 55 |

| 17 | 379 | 30 |
| 16 | 419 | 86 |

82	80
55	38
63	50

Junction 7 — Hall Lane

| 462 | 2 |
| 558 | 1 |

| 424 | 1 |
| 542 | 0 |

| 5 | 0 |
| 2 | 1 |

Junction 6 — Bosworth Road

54	47
117	169
83	101

| 60 | 395 | 9 |
| 52 | 510 | 11 |

| 182 | 358 | 102 |
| 104 | 465 | 123 |

10	7
122	163
111	113

Osbaston Lane

A447

B585

Junction 1

| 275 | 227 |

| 247 | 228 |

Site Access

Junction 2 — B585

| 65 | 75 |
| 196 | 232 |

| 180 | 229 |
| 200 | 281 |

| 102 | 254 |
| 70 | 285 |

Junction 3 — Bagworth Road

B585

| 121 | 9 |
| 176 | 22 |

| 14 | 29 |
| 188 | 245 |

| 121 | 181 |
| 163 | 197 |

B585

Junction 4 — Dragon Lane

B582

| 80 | 100 |
| 15 | 46 |

| 114 | 330 |
| 101 | 419 |

| 25 | 312 |
| 24 | 399 |

B582

Junction 5 — Mill Lane / Unamed Road

28	47
0	0
10	28

| 40 | 306 | 1 |
| 28 | 431 | 0 |

| 19 | 293 | 2 |
| 19 | 394 | 0 |

0	2
0	0
2	0

B585

TF02 - 2024 Base Total Vehicles Adjusted

ttc

A447

Barton Lane

	0	2
	0	2
	0	1

0	6	0
0	49	2

Main Street

Junction 9

0	27	4
0	8	3

1	0
4	2
15	5

1	1
0	2
2	0

1	12	0
0	30	4

Lount Road

Barton Road

Junction 8

2	33	4
1	8	1

2	1
3	0
2	2

B585

11	0
32	0

3	0
6	3

Junction 3

Bagworth Road

Junction 7

Hall Lane

38	0
9	0

1	0
0	0

1	0
4	5

B585

1	5
1	4
3	4

Osbaston Lane

5	10
2	6

Bosworth Road

3	12	0
3	27	2

2	7

3	5
0	10

Junction 6

B585

Junction 1

B585

Junction 2

3	29	4
0	6	2

3	1
7	5
3	3

12	1

16	12
6	4

A447

B582

3	3
3	14

Site Access

2	9
2	0

Dragon Lane

Junction 4

1	20
0	7

B582

0	5	0
0	14	0

0	3
0	0
0	1

Mill Lane

Junction 5

Unamed Road

1	19	0
0	6	0

0	0
0	0
0	0

B585

TF03 - 2024 Base HGVs

ttc Transportation Consultancy

A447

Barton Lane

0	2
0	2
0	1

| 0 | 6 | 0 |
| 0 | 26 | 2 |

Junction 9 — Main Street

| 0 | 27 | 4 |
| 0 | 8 | 3 |

1	0
4	2
27	5

Lount Road

1	1
0	2
2	0

| 1 | 12 | 0 |
| 0 | 30 | 4 |

Junction 8 — Barton Road

| 2 | 33 | 4 |
| 1 | 8 | 1 |

2	1
3	0
2	2

Junction 7 — Hall Lane

| 11 | 0 |
| 32 | 0 |

| 38 | 0 |
| 9 | 0 |

| 1 | 0 |
| 0 | 0 |

Bosworth Road

1	5
1	4
3	4

Junction 6

| 3 | 12 | 0 |
| 3 | 27 | 2 |

| 3 | 29 | 4 |
| 0 | 6 | 2 |

3	1
7	5
3	3

B585

Osbaston Lane

Junction 1

| 2 | 7 |

| 12 | 1 |

A447

Site Access

B585

Junction 2 — B585

| 3 | 3 |
| 1 | 8 |

| 16 | 12 |
| 6 | 4 |

Junction 3 — Bagworth Road

B585

| 3 | 0 |
| 6 | 3 |

| 1 | 0 |
| 4 | 5 |

| 5 | 10 |
| 2 | 6 |

B585

| 3 | 5 |
| 0 | 10 |

B582

Dragon Lane — Junction 4

| 2 | 9 |
| 2 | 0 |

| 3 | 3 |
| 3 | 14 |

| 1 | 20 |
| 0 | 7 |

B582

Mill Lane — Junction 5 — Unamed Road

0	3
0	0
0	1

| 0 | 5 | 0 |
| 0 | 14 | 0 |

| 1 | 19 | 0 |
| 0 | 6 | 0 |

0	0
0	0
0	0

B585

Adjustment

26th Nov	64	77%	23%
12th Nov	34	26	8

TF04 - 2024 Base HGVs Adjusted

ttc
Transportation
Consultancy

AM
PM

A447

Junction 9 — Barton Lane / Main Street

45	55
23	41
2	2

28	322	16
61	566	19

5	330	159
11	368	141

17	14
85	61
317	209

Junction 8 — Lount Road / Barton Road

8	24
36	37
10	10

5	405	116
5	496	59

19	412	34
17	427	87

84	81
58	38
65	52

Junction 7 — Hall Lane

473	2
590	1

462	1
551	0

6	0
2	1

Junction 6 — Bosworth Road

55	52
118	173
86	105

63	407	9
55	537	13

185	387	106
104	471	125

13	8
129	168
114	116

A447

Osbaston Lane

B585

Junction 1

277	234

259	229

Site Access

B585

Junction 2

68	78
197	240

105	259
70	295

126	191
165	203

196	241
206	285

B585

Junction 3 — Bagworth Road

124	9
182	25

15	29
192	250

B585

B582

Junction 4 — Dragon Lane

82	109
17	46

117	333
104	433

26	332
24	406

B582

Junction 5 — Mill Lane / Unamed Road

28	50
0	0
10	29

40	311	1
28	445	0

20	312	2
19	400	0

0	2
0	0
2	0

B585

TF05 - 2024 Base PCUs

ttc
Transportation
Consultancy

AM
PM

A447

Barton Lane

45	55
23	41
2	2

Junction 9

| 28 | 322 | 16 |
| 61 | 358 | 19 |

Main Street

| 5 | 330 | 159 |
| 11 | 368 | 141 |

17	14
85	61
202	209

Lount Road

8	24
36	37
10	10

Junction 8

| 5 | 405 | 116 |
| 5 | 496 | 59 |

Barton Road

| 19 | 412 | 34 |
| 17 | 427 | 87 |

84	81
58	38
65	52

| 473 | 2 |
| 590 | 1 |

Junction 7

Hall Lane

| 462 | 1 |
| 551 | 0 |

| 6 | 0 |
| 2 | 1 |

Osbaston Lane

B585

| 124 | 9 |
| 182 | 25 |

Junction 3

Bagworth Road

| 15 | 29 |
| 192 | 250 |

B585

| 126 | 191 |
| 165 | 203 |

55	52
118	173
86	105

Bosworth Road

| 63 | 407 | 9 |
| 55 | 537 | 13 |

Junction 6

B585

| 277 | 234 |

Junction 1

B585

| 68 | 78 |
| 197 | 240 |

Junction 2

| 105 | 259 |
| 70 | 295 |

| 185 | 387 | 106 |
| 104 | 471 | 125 |

13	8
129	168
114	116

| 259 | 229 |

| 196 | 241 |
| 206 | 285 |

A447

Site Access

B582

| 82 | 109 |
| 17 | 46 |

Dragon Lane

Junction 4

| 117 | 333 |
| 104 | 433 |

| 26 | 332 |
| 24 | 406 |

B582

| 40 | 311 | 1 |
| 28 | 445 | 0 |

28	50
0	0
10	29

Mill Lane

Junction 5

Unamed Road

0	2
0	0
2	0

| 20 | 312 | 2 |
| 19 | 400 | 0 |

B585

TF06 - 2024 Base PCUs Adjusted
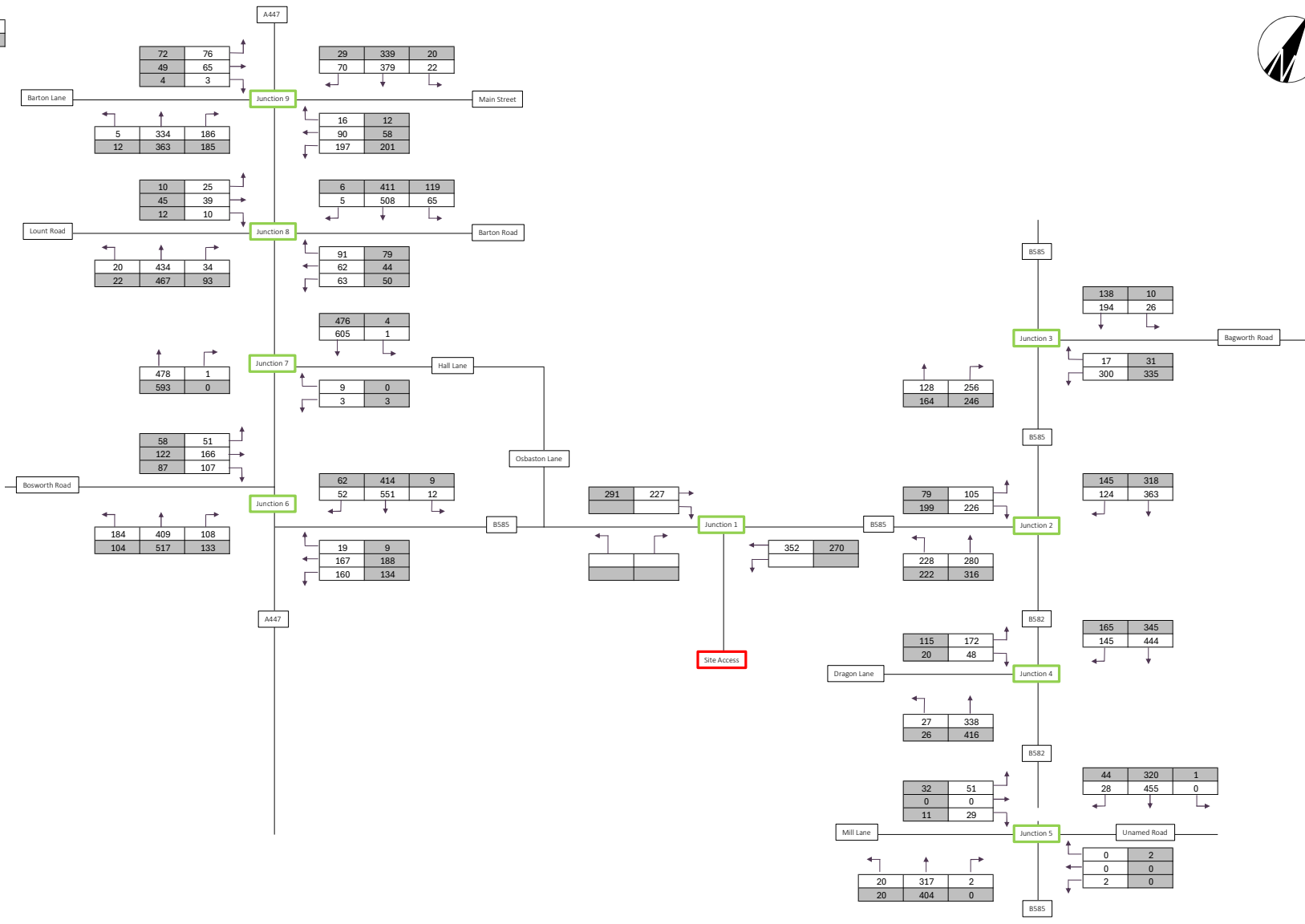
TF07 - 2024 Do Nothing

AM
PM

A447

Barton Lane | Junction 9 | Main Street

72	76
49	65
4	3

| 29 | 339 | 20 |
| 70 | 379 | 22 |

| 5 | 334 | 186 |
| 12 | 363 | 185 |

16	12
90	58
197	201

Lount Road | Junction 8 | Barton Road

10	25
45	39
12	10

| 6 | 411 | 119 |
| 5 | 508 | 65 |

| 20 | 434 | 34 |
| 22 | 467 | 93 |

91	79
62	44
63	50

Junction 7 | Hall Lane

| 476 | 4 |
| 605 | 1 |

| 478 | 1 |
| 593 | 0 |

| 9 | 0 |
| 3 | 3 |

B585 — Junction 3 — Bagworth Road

| 138 | 10 |
| 194 | 26 |

| 17 | 31 |
| 300 | 335 |

Bosworth Road | Junction 6

58	51
122	166
87	107

| 62 | 414 | 9 |
| 52 | 551 | 12 |

| 184 | 409 | 108 |
| 104 | 517 | 133 |

19	9
167	188
160	134

Osbaston Lane

B585 — Junction 1 — B585 — Junction 2

| 291 | 227 |

| 352 | 270 |

| 128 | 256 |
| 164 | 246 |

| 145 | 318 |
| 124 | 363 |

| 79 | 105 |
| 199 | 226 |

| 228 | 280 |
| 222 | 316 |

Site Access

A447

B582 — Junction 4 — Dragon Lane

| 165 | 345 |
| 145 | 444 |

| 115 | 172 |
| 20 | 48 |

| 27 | 338 |
| 26 | 416 |

B582

| 44 | 320 | 1 |
| 28 | 455 | 0 |

Mill Lane | Junction 5 | Unamed Road

32	51
0	0
11	29

0	2
0	0
2	0

| 20 | 317 | 2 |
| 20 | 404 | 0 |

B585

ttc Transportation Consultancy

AM
PM

A447

Junction 9 — Barton Lane / Main Street

75	79
51	66
4	3

30	358	22
70	381	23

Main Street

6	358	192
12	365	186

16	12
90	58
197	201

Junction 8 — Lount Road / Barton Road

10	25
46	41
13	10

6	424	128
5	508	67

Barton Road

21	463	38
22	469	95

92	79
62	45
64	49

B585

Junction 3 — Bagworth Road

152	10
196	28

17	31
301	366

Junction 7 — Hall Lane

478	15
604	3

481	2
595	0

36	0
11	11

126	287
163	250

B585

Osbaston Lane

Junction 6 — Bosworth Road

56	51
123	144
87	112

62	415	9
49	554	11

185	413	95
109	520	139

19	9
174	183
178	130

B585

Junction 1

271	189

350	256

Junction 2 — B585

86	126
196	233

184	323
134	356

223	288
246	311

A447

Site Access

B582

Junction 4 — Dragon Lane

119	173
20	48

165	347
144	446

27	340
26	431

B582

Junction 5 — Mill Lane / Unamed Road

32	50
0	0
11	30

44	321	1
27	458	0

19	320	2
20	419	0

Unamed Road

0	2
0	0
2	0

B585

TF08 - 2029 Do Something