



TRANSPORT ASSESSMENT

PROPOSED CARE HOME DEVELOPMENT
LEICESTER ROAD, MARKFIELD

DOCUMENT CONTROL

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1.0 INTRODUCTION

- 1.1 Charterpoint (LE67) Limited commissioned ADC Infrastructure Limited to produce this Transport Assessment in support of a full planning application for the development of a care home on land to the north of Leicester Road, Markfield. Charnwood Borough Council (CBC) are the local planning authority and Leicestershire County Council (LCC) are the local highway authority. The site location is in **Figure 1**.

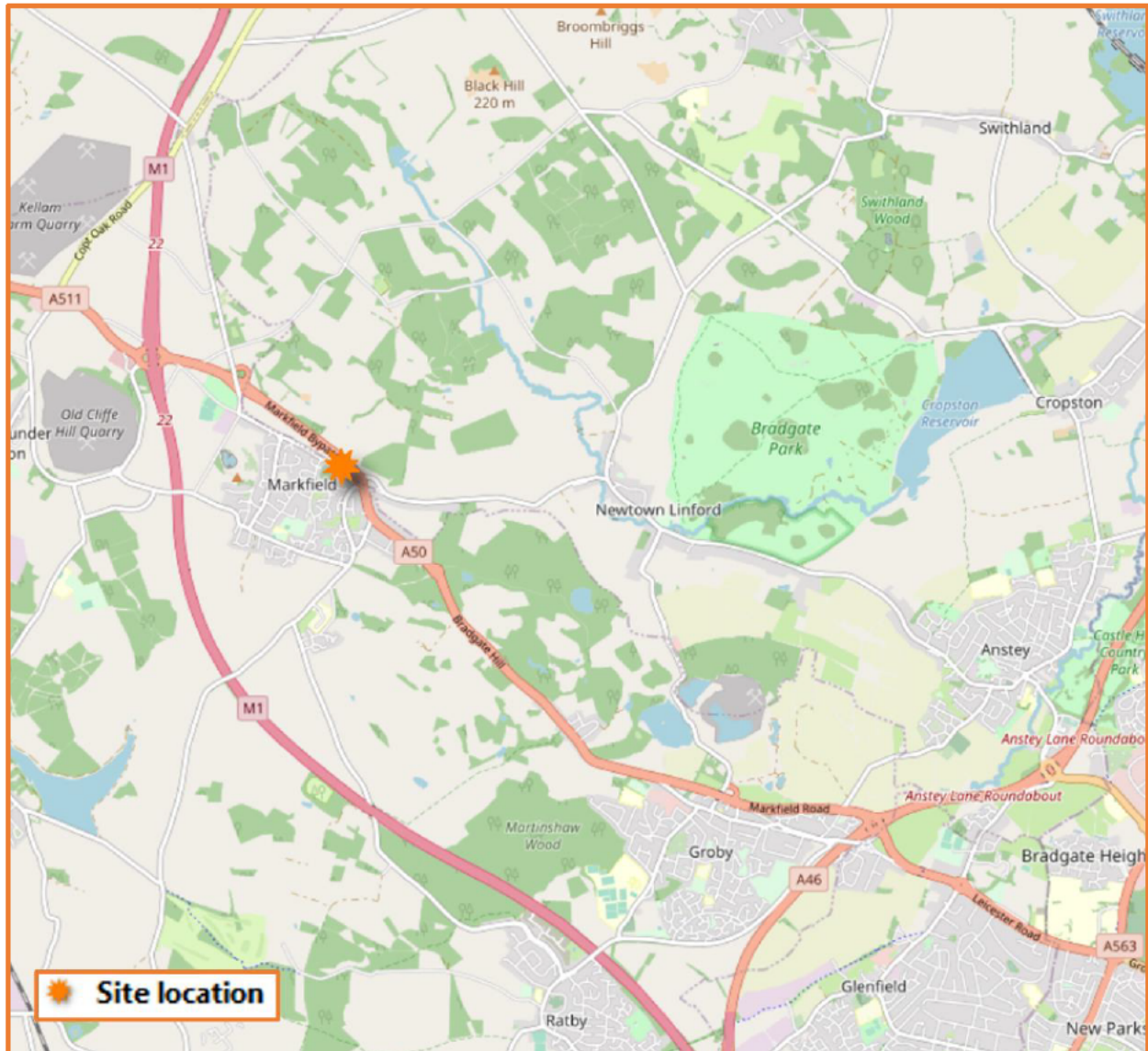


Figure 1: general site location

- 1.2 The development proposals comprise 72 care home beds and the development would be accessed from Leicester Road. The development masterplan is contained in **Appendix A**.
- 1.3 As part of the application, a request for pre-application advice was submitted to CBC which is contained in **Appendix B**. The pre-application advice confirmed a Transport Assessment would be required to support a planning application as well as a Travel Plan, if appropriate. In addition, it was stated that an access junction should be designed in accordance with LCC's Highway Design Guide and should be the subject of a Stage 1 Road Safety Audit. It was also confirmed that an assessment should be undertaken to determine the number of vehicular trips the proposed development would generate in order to consider the impact of the proposed development, notably at the Field Head roundabout to the east of the site.

1.4 This report presents the Transport Assessment and is structured as follows:

- Section 2 describes the existing conditions in the vicinity of the site. The site location is detailed in relation to the centre of Markfield. The local highway network is described including an accident analysis in the vicinity of the site. The existing opportunities for travel to the site by foot, cycle, bus, and rail are also examined.
- Section 3 describes the development proposals, including the vehicular access proposals and the sustainable travel infrastructure that would be provided to encourage the use of sustainable modes.
- Section 4 summarises the vehicular trip generation using trip rates extracted from the TRICS database. The modal split and associated person trip generation of the development are also presented.
- Section 5 assessed the impact of the development on the operation and safety of the local highway network.
- Section 6 presents the summary and conclusions.

1.5 This Transport Assessment has been produced in accordance with *Travel Plans, transport assessments and statements*. It examines the transport implications of the proposed development considering the requirements of the *National Planning Policy Framework*¹:

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

- a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) Safe and suitable access to the site can be achieved for all users;*
- c) The design of streets, parking areas and other transport elements and the content of associated standards reflect current national guidance, including the National Design Guide and the National Model Design Guide. And,*
- d) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

111. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on the highway safety, or the residual cumulative impacts on the road network would be severe.”

1.6 A separate Travel Plan has also been produced to support the planning application. The overall objective of the Travel Plan is to minimise the number of new car trips generated by staff and visitors travelling to and from the proposed development, by promoting and supporting the use of alternative modes of travel (walking, cycling, public transport, and car sharing). It includes targets as well as measures and incentives to achieve the targets and methods for monitoring the travel patterns at the site.

¹ National Planning Policy Framework – July 2021

- 2.4 To the south east of the site, Leicester Road meets with the A50, Markfield Lane and Launde Road at a five-arm roundabout, commonly referred to as the Field Head roundabout. The A50 is dual carriageway and provides connectivity to M1 Junction 22 and the A511 to the northwest and Leicester to the southeast. Launde Road routes through Field Head to the south east of the site whilst Markfield Lane extends to the village of Newtown Linford to the east of the site.
- 2.5 To the southwest of the site, Leicester Road meets with Chitterman Road and Main Street at priority-controlled simple T-junctions, both of which enable connectivity to the facilities within Markfield.

Accident record

- 2.6 It is necessary to examine the accident record on the roads in the vicinity of the site, to identify any trends which may be made worse by the additional traffic and person trips generated by the proposed development. Therefore, the most recent five-years personal injury accident (PIA) data for the period between 1 January 2018 and 14 March 2023 was obtained from LCC along the site frontage on Leicester Road and the Field Head roundabout. As shown in **Figure 3** below, two recorded accidents occurred within the study area, both of which were slight in nature. The accident reports are contained in **Appendix C**.

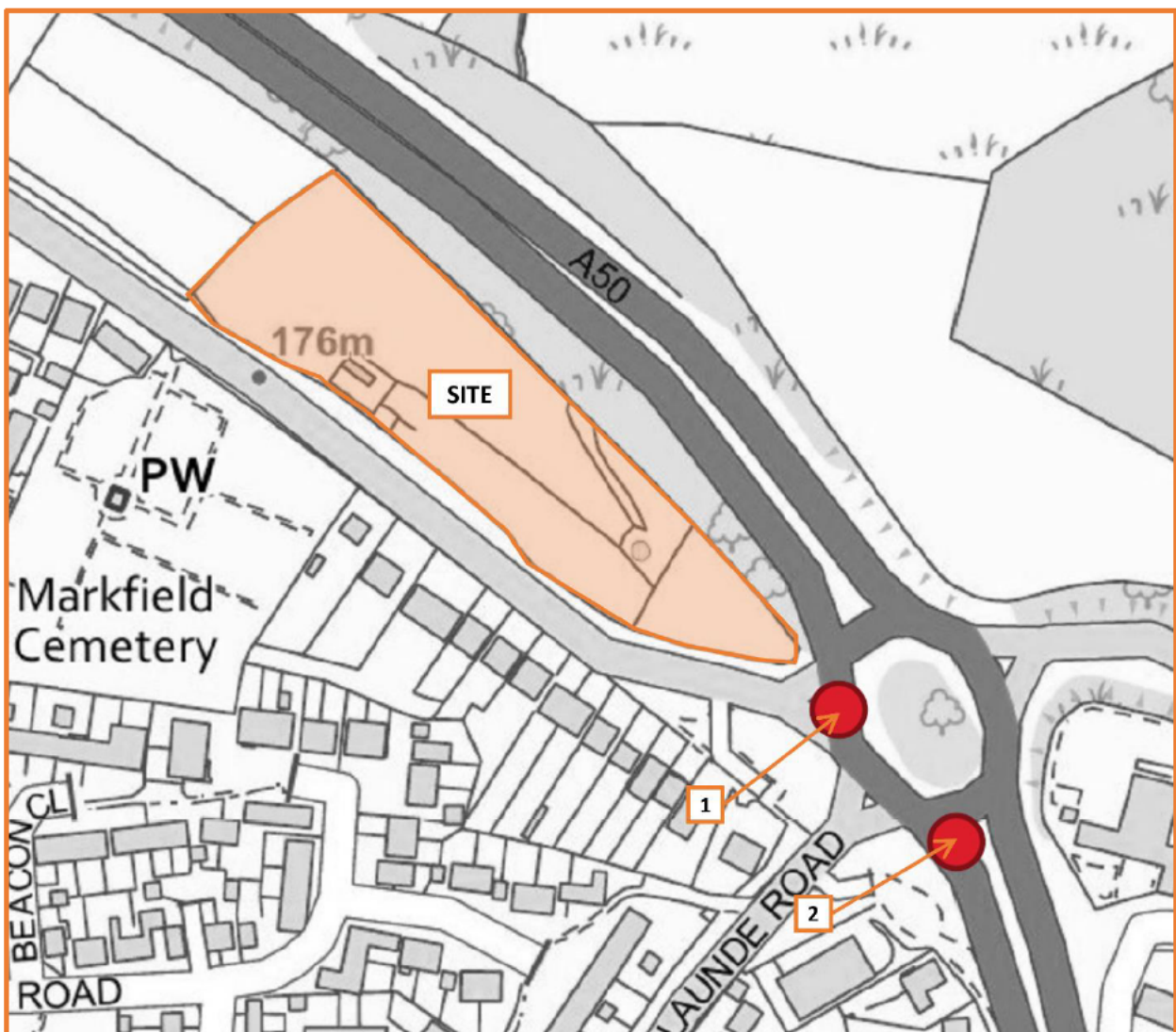


Figure 3: location of recorded accidents

- 2.7 Accident number 1 involved a collision between a pedal cycle and car on the circulatory carrieway of the Field Head roundabout, both of which were travelling from the south.
- 2.8 Accident number 2 involved a collision between two cars on the A50 on the approach to the Field Head roundabout. Therefore, given both accidents were located sporadically apart and do not indicate an apparent trend, there is no accident problem in the vicinity of the site.

Accessibility for pedestrians

- 2.9 *Guidelines for Providing for Journeys on Foot*² describe acceptable walking distances for commuters, where up to 500 metres is the desirable walking distance, up to 1,000 metres is an acceptable walking distance, and up to 2,000 metres is the preferred maximum walking distance. **Figure 4** shows the pedestrian catchment area based on a 2,000 metres walking distance from the centre of the site. The catchment area covers the residential areas of Markfield and Field Head to the south of the site.

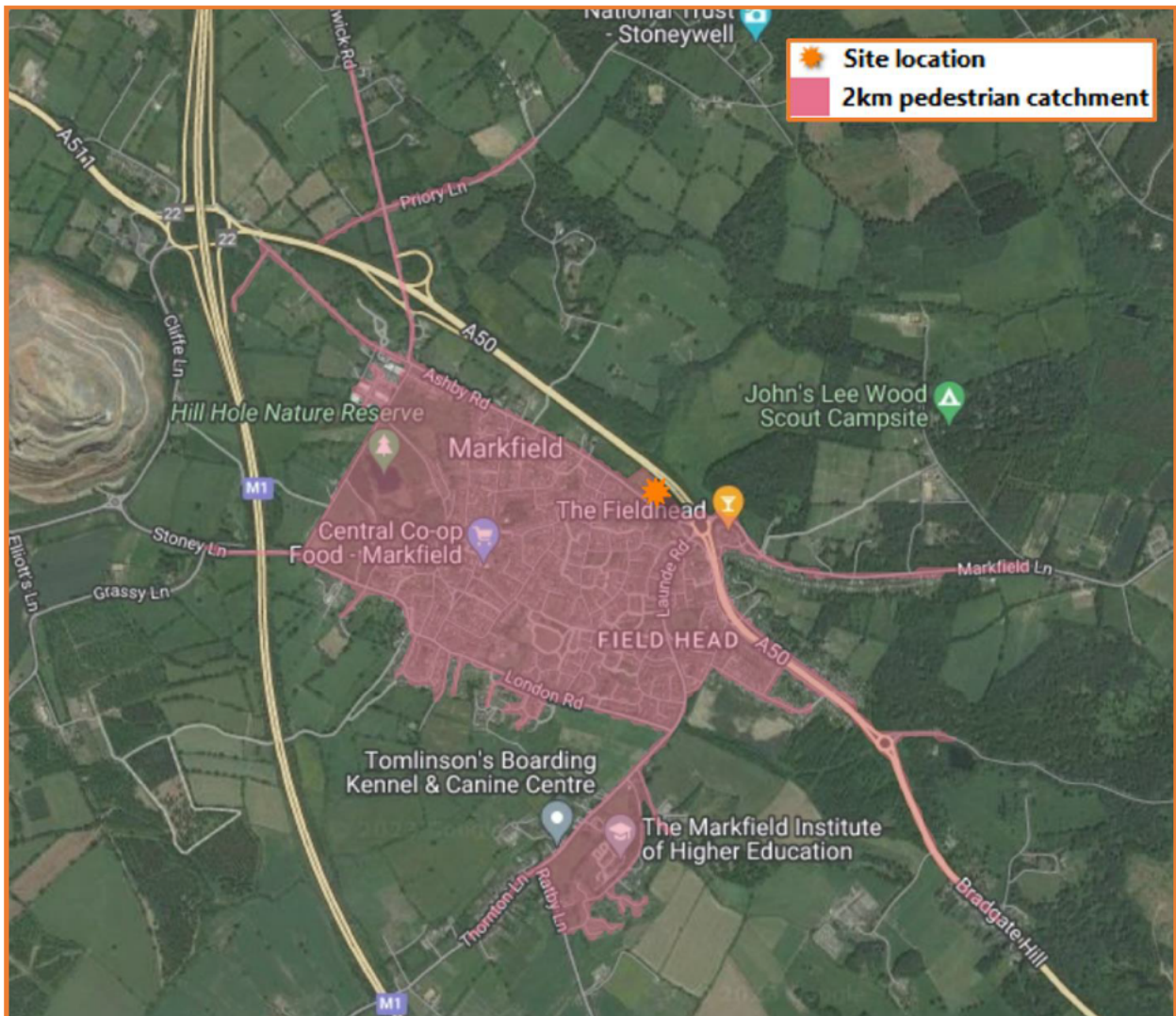


Figure 4: 2km pedestrian catchment

- 2.10 With regards to pedestrian infrastructure, there is no footway on the northern side of Leicester Road either side of the proposed site access. However, approximately 12m to the south of the site access, there is a 1.8m wide footway on the northern side of Leicester Road which runs along

² Guidelines for providing for Journeys on Foot, Institution of Highways and Transportation, 2000

the layby of the adjacent bus stop. On the northern end of the layby, there is an uncontrolled crossing point to the footway on the southern side of the Leicester Road.

- 2.11 To the east of the proposed site access, the footway extends to the junction with Chitterman Way as well as the Field Head roundabout. There are street-lit footways on both sides of Chitterman Way and enable connectivity to the eastern parts of Markfield. At the Field Head roundabout, there are street-lit footways on both sides of Launde Road which enables pedestrian access to Field Head.
- 2.12 To the west of the proposed site access, the footway on the southern side of Leicester Road extends to Main Street which enables connectivity to the western parts of Markfield as well as a Co-Op supermarket.

Accessibility for cyclists

- 2.13 Cyclists are typically prepared to cycle up to 5km for non-leisure journeys, such as those to work. **Figure 5** therefore shows a 5km cycle catchment from the centre of the site which includes Markfield and Field Head as well as the villages of Newtown Linford, Groby, Copt Oak and Stanton under Bardon.

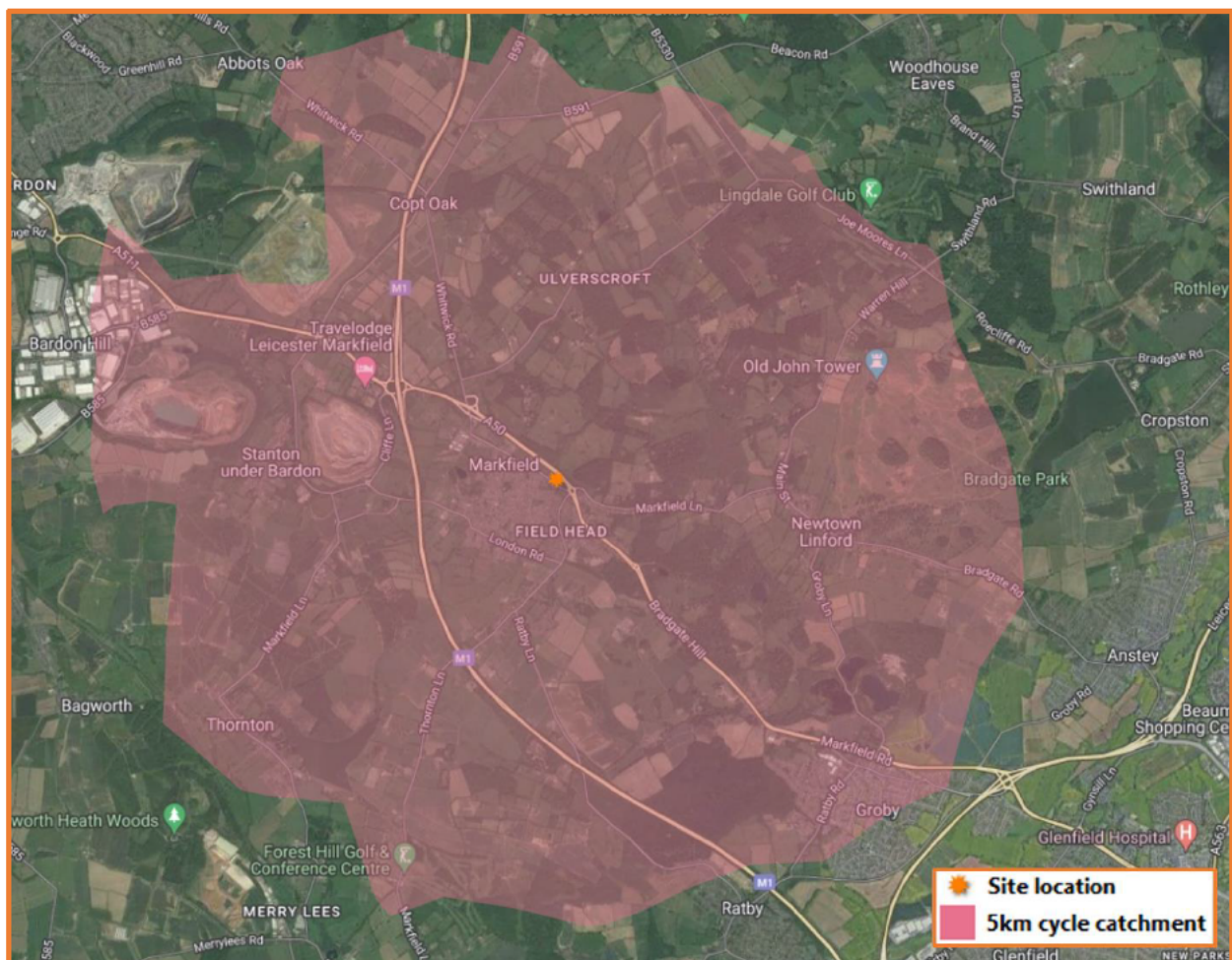


Figure 5: 5km cycle catchment

- 2.14 **Figure 6** shows an extract of LCC's cycle map for the Markfield area. It highlights in yellow that Launde Road and London Road are both classified as quieter routes and, therefore, suitable for cycling. The routes provide connectivity to Field Head as well as the southern parts of Markfield and Stanton under Bardon. In addition, Leicester Road which abuts the southern boundary of

the site is a wide single carriageway road and would be suitable for more experienced cyclists. Chitterman Road and Main Street to the south of Leicester Road are quiet residential roads and would be suitable for cyclists. In combination, Chitterman Road and Main Street provide connectivity to the residential areas within Markfield.



Figure 6: local cycle routes

Accessibility by bus

- 2.15 As shown in **Figure 7**, the nearest bus stops are on Leicester Road and are within 45m walking distance from the proposed site access. The eastbound bus stop consists layby and a shelter whilst the westbound bus stop is a flag and pole arrangement. The bus stops serve the 29, 29A and 29B bus routes.
- 2.16 The 29 and 29B route around Markfield and provide a service between Leicester and Swadlincote. The 29 route provides a service at 0656 hours and then an hourly service between 0846 and 2341 hours on weekdays and Saturdays. On Sundays, there is a service at 0721 hours, and a service every two hours between 0838 and 1658 and then an hourly service between 1758 and 2244. The 29B provides a service every two hours on a Sunday between 0958 and 1558.
- 2.17 The number 29A route extends from Leicester to Swadlincote and provides an hourly service between 0815 and 1833 hours on weekdays (between 0816 and 1833 on Saturdays) as well as a service every two hours on a Sunday between 0958 and 1558.

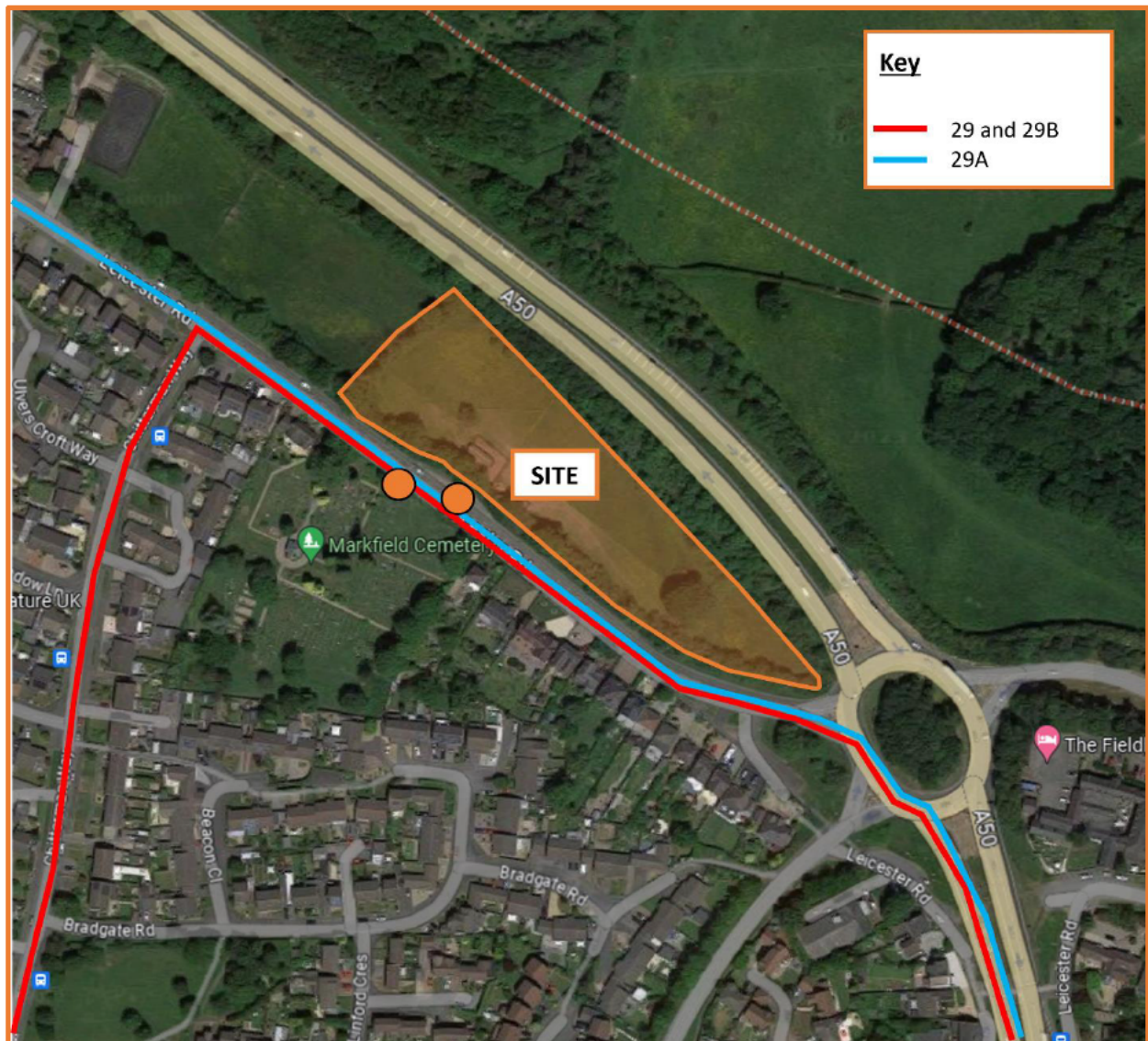


Figure 7: local bus map

Summary

- 2.18 The site measures approximately 1.1ha and is currently vacant. There are good road links to Leicester via the A50 which also enable connectivity with the M1. It has good pedestrian, cycle and public transport opportunities and is therefore well located for the development.

3.0 PROPOSED DEVELOPMENT

Development proposal

- 3.1 The development proposals comprise 72 care home beds to be accessed via a new priority-controlled simple T-junction off Leicester Road. A copy of the development masterplan is contained in **Appendix A** whilst an extract of the layout is shown in **Figure 8** below.



Figure 8: extract of development layout

Proposed operation

- 3.2 It has been confirmed by the client team that there would be two shift patterns, the day shift beginning at 0800 hours and running until 2000 hours and then the night shift which would end at 0800 hours. During the day, there would be 16 carers/nurses, up to three administrators and manager plus up to four ancillary staff for the kitchen and maintenance. For the night shift, there would be 10 carers/nurses.

Access

- 3.3 The proposed development would be accessed via a new priority-controlled simple T-junction off Leicester Road. **Drawing ADC2643-DR-001-P1** shows the access junction layout that provides a 6m wide carriageway and 6m kerb radii. A footway has been provided on the southern side of the junction to provide connectivity to the existing footway on the northern side of Leicester Road adjacent to the nearest bus stop to the site. For an alternative pedestrian access into the site, a designated pedestrian access is proposed adjacent to the existing bus shelter on the northern side of Leicester Road.
- 3.4 A swept path analysis has been undertaken at the site access using a large refuse vehicle and is contained within **Drawing ADC2643-DR-001-P1**. As shown, a large refuse vehicle can enter and exit the site in both directions.
- 3.5 Regarding visibility, it was confirmed during the pre-application stage that given the 40mph speed limit on Leicester Road, visibility splays of 2.4 x 65m would be required, in accordance with LCC's Highway Design Guide. Therefore, **Drawing ADC2643-DR-001-P1** shows 2.4 x 65m visibility

splays at the site access in both directions which are achievable within the public highway. It is acknowledged the visibility splay for northbound traffic cuts across the bus layby to the south of the site access. Therefore, a 2.4 x 65m visibility is shown to the centre line of Leicester Road which avoids the bus layby and, hence, visibility would not be obstructed by a bus. Given the built up nature of Leicester Road with residential properties to the south of the carriageway and a vehicle activated speed sign opposite the bus stop, it is unlikely overtaking manoeuvres would occur and, hence, a visibility splay taken to the centre line should be acceptable at times when bus is waiting in the bus layby.

Road Safety Audit

- 3.6 The proposed site access junction has been subject to an independent Stage One Road Safety Audit carried out in accordance with DMRB GG119 and is contained in **Appendix D**. The audit found one problem with the initial design.
- 3.7 A Response Report has been produced, which is also in **Appendix D**. Where necessary, changes to the design of the works have been incorporated within the drawing presented within this Transport Assessment.
- 3.8 Overall, the highway works would be designed to adoptable standards with appropriate visibility splays, and would therefore provide safe and suitable vehicular access to the development.

Car and cycle parking

- 3.9 Regarding car parking, 34 car parking spaces would be provided including four disabled spaces and three motorcycle spaces.
- 3.10 The pre-application advice states one car parking space should be provided for each staff member. It has been confirmed that there would be up to 20 full time employees on site during the day and 10 during the night shift. However, not all employees would drive to the site for work. As stated in Section 4, based on 2011 Travel to Work Census data, it is forecast that 75.7% of employees would drive to work. Hence, during the day shift, 14 car parking spaces would be required for employees, leaving a total of 20 car parking spaces for visitors and ancillary maintenance and kitchen staff.
- 3.11 Regarding the parking provision for visitors, the pre-application advice states one car parking space should be provided per four bedrooms. Based on the proposed 72 beds, this would equate to 18 car parking spaces. Therefore, a suitable number of car parking spaces for staff and visitors would be provided.
- 3.12 To determine whether the car parking provision could accommodate the likely number of visitors, a car parking accumulation exercise has been undertaken using TRICS database for a weekend as this is when people are most likely to visit. The TRICS search resulted in a total of five comparable sites in the 'Health – Care Home (Elderly Residential)' category. A copy of the TRICS data is attached in **Appendix E** and the car parking accumulation at hourly intervals for a weekend is summarised below.
- 3.13 As shown, assuming 75.7% of night shift workers would be parked at 0700 hours at the start of the survey, there would be a maximum of 17 car parking spaces occupied between 1100 and 1200 hours as well as between 1400 and 1500 hours. Therefore, the proposed 34 car parking spaces would be sufficient to accommodate the projected staff numbers as well as visitors during peak visiting times on a weekend.

72 Bedrooms	vehicle trip rate			vehicle trips			Parking accumulation
	Arrive	Depart	Two-way	Arrive	Depart	Net change	
0700-0800	0.122	0.045	0.167	9	3	6	13
0800-0900	0.038	0.024	0.062	3	2	1	14
0900-1000	0.010	0.007	0.017	1	1	0	14
1000-1100	0.059	0.038	0.097	4	3	2	15
1100-1200	0.053	0.031	0.084	4	2	2	17
1200-1300	0.021	0.053	0.074	2	4	-2	15
1300-1400	0.042	0.024	0.066	3	2	1	16
1400-1500	0.063	0.052	0.115	5	4	1	17
1500-1600	0.045	0.042	0.087	3	3	0	16
1600-1700	0.038	0.059	0.097	3	4	-2	15
1700-1800	0.024	0.073	0.097	2	5	-4	11
1800-1900	0.017	0.056	0.073	1	4	-3	8
1900-2000	0.042	0.038	0.080	3	3	0	9
2000-2100	0.017	0.066	0.083	1	5	-4	5

3.14 In terms of cycle parking, the pre-application advice states “a level of secure undercover cycle parking is also provided within the site to cater for staff and visitors”. As shown in the development layout contained in **Appendix A**, six cycle parking spaces would be provided in the form of three Sheffield cycle stands which would be secure and undercover.

3.15 Therefore, the parking provision is in line with the relevant car parking standards and would minimise on-street parking both within the site and on the local highway network.

Internal layout and accessibility

3.16 As shown in **Drawing ADC2643-DR-002-P1**, a swept path analysis has been undertaken of a large refuse vehicle and ambulance within the site. The drawing demonstrates a large refuse vehicle can enter the site, reverse towards the bin store and drive out in a forward gear. The assessment also demonstrates an ambulance would be able to use the layby outside the entrance and use the turning circle to exit in a forward gear.

3.17 To encourage pedestrian travel, an uncontrolled crossing point would be provided within the site to enable connectivity to the proposed 2m wide footway on the southern side of the site access carriageway. A footway would also be provided to the south of the site access to provide connectivity to the existing footway on the northern side of Leicester Road adjacent to the nearest bus stop. For an alternative pedestrian access into the site, a designated pedestrian access is proposed adjacent to the existing bus shelter on the northern side of Leicester Road.

4.0 TRIP GENERATION

Introduction

- 4.1 This section presents the proposed use traffic generation of the proposed development which would consist of a 72-bed care home.
- 4.2 This section also presents the forecast modal split and associated person trip generation and identifies whether any further measures are required to accommodate the trips of the proposed development by sustainable modes.

Proposed use traffic generation

- 4.3 To calculate the traffic generation of the proposed care home, sites within the 'Health – Care Home (Elderly Residential)' category of the TRICS database were interrogated. Sites in edge of town centre and suburban areas were selected whilst weekend surveys were deselected. The TRICS outputs are contained in **Appendix F** and the average vehicle trip rates and resultant traffic generation associated with the proposed care home is presented below.

proposed vehicle trip rates and traffic generation		arrive	depart	two-way
trip rates (per bed)	AM peak hour	0.081	0.058	0.139
	PM peak hour	0.038	0.073	0.111
vehicle trips (72 beds)	AM peak hour	6	4	10
	PM peak hour	3	5	8

Modal split and person trip generation

- 4.4 In order to determine a modal split for the trips generated by the proposed development, reference was made to the 2011 National Census 'Method of travel to Work' data (dataset WU03EW). This data provides information on the in moves and out moves, by each travel mode, to and from each middle super output area, associated with journeys to work.
- 4.5 The site is in the 'Charnwood 016' MSOA. Therefore, the data for the Charnwood 016' MSOA was examined to identify how people working in the MSOA travel to/within it. This approach is appropriate given that it is likely that new employees within the development will display similar travel patterns to existing employees in the area. A copy of the dataset is contained in **Appendix G**, and the resultant modal split, and person trip generation is summarised below.

	on foot	bicycle	bus	train	m/cycle	car driver	passenger	taxi
modal split	9.0%	3.0%	3.5%	0.1%	1.1%	75.7%	7.6%	0.1%
AM peak	1	0	0	0	0	10	1	0
PM peak	1	0	0	0	0	8	1	0

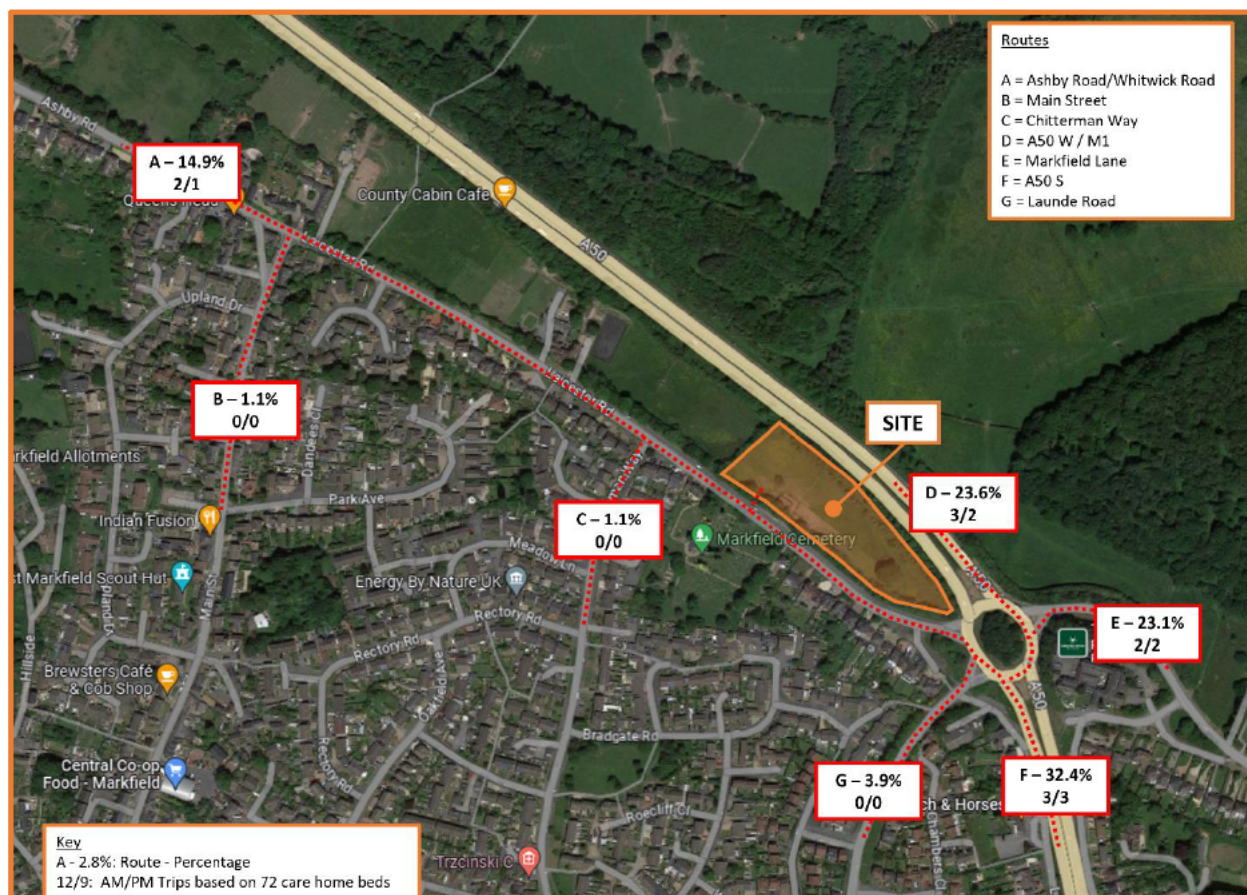
Impact of person trips on the local infrastructure

- 4.6 Section 2 details the existing infrastructure in the vicinity of the site notably the uncontrolled crossing point to the south of the proposed site access which provides connectivity to the footway on the southern side of Leicester Road which in turn enables a route to the residential areas and amenities within Markfield. In addition, there are bus stops within 45m walking distance of the site access and provides regular running to Leicester, Coalville and Swadlincote.

- 4.7 Section 3 details the proposed infrastructure notably an uncontrolled crossing point within the site to enable connectivity to the proposed 2m wide footway on the southern side of the site access carriageway. A footway would also be provided to the south of the site access to provide connectivity to the existing footway on the northern side of Leicester Road adjacent to the nearest bus stop. For an alternative pedestrian access into the site, a designated pedestrian access is proposed adjacent to the existing bus shelter on the northern side of Leicester Road. It is therefore concluded that the existing and proposed infrastructure has the capacity to accommodate the above additional trips, and no further infrastructure is required.

5.0 HIGHWAY IMPACT

- 5.1 It is typically accepted that 30 or more two-way traffic movements in a peak hour is an appropriate threshold for beginning to consider whether a development will have an adverse impact on the local highway network. That is because traffic flows less than this threshold are unlikely to materially increase the existing traffic.
- 5.2 As stated in Section 4, the proposed development would result in a minimal increase in the traffic with up to 10 vehicular traffic movements in a peak hour, which equates to approximately one car every six minutes. Within the pre-application advice, it is stated, “*having regard to off-site implications the LHA is aware the A50/Leicester Road/Markfield Lane/Leicester Road roundabout (i.e. Field Head roundabout) is exceeding capacity and it is likely the application will be required to contribute towards an improvement scheme currently being designed by Leicestershire County Council in order to mitigate any impact the development may have on the operation of the roundabout. The applicant should therefore give careful consideration to the impact of the development of the Field Head Roundabout*”. Therefore, to determine the number of development trips that would route through the roundabout in a peak hour, a trip distribution exercise has been undertaken.
- 5.3 To determine the distribution pattern of the proposed development traffic, reference was made to the National Census ‘Location of Usual Residence and place of work method of travel to work’ dataset (reference WU03EW). The data provides information on the in moves and out moves to and from each MSOA associated with journeys to work. From this information, the travel route was estimated using Google maps, and the proportion using each highway route was identified. A copy of the Census data is contained in **Appendix H** and the trip distribution pattern is summarised in **Figure 9** below.

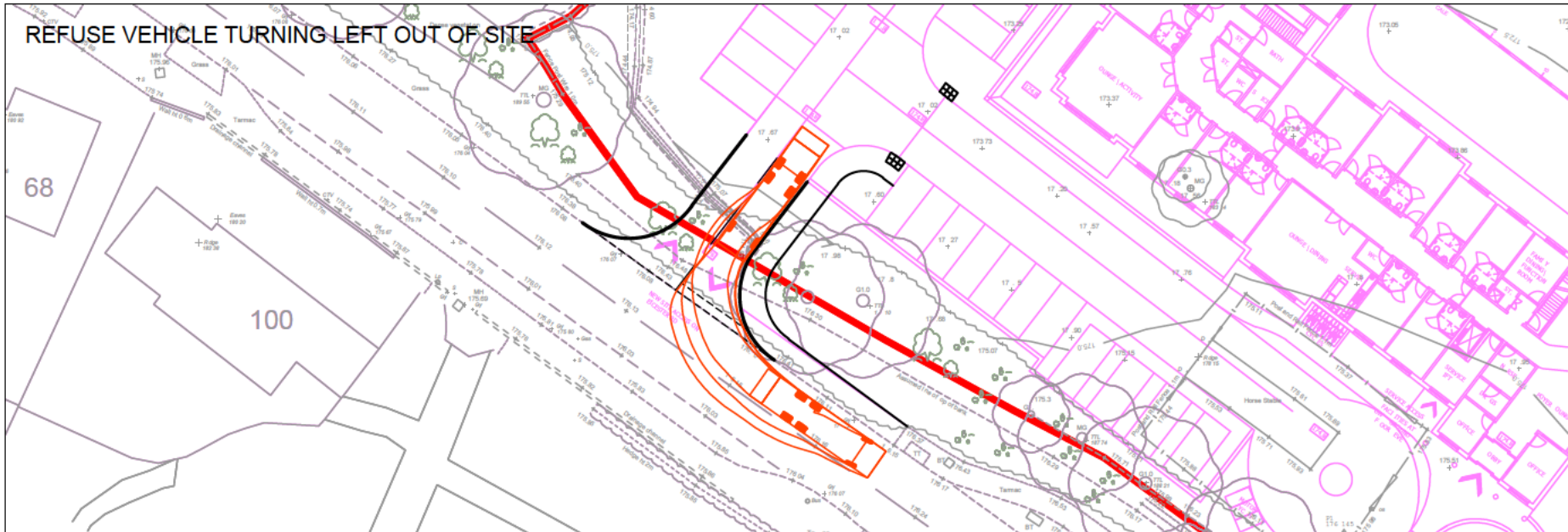
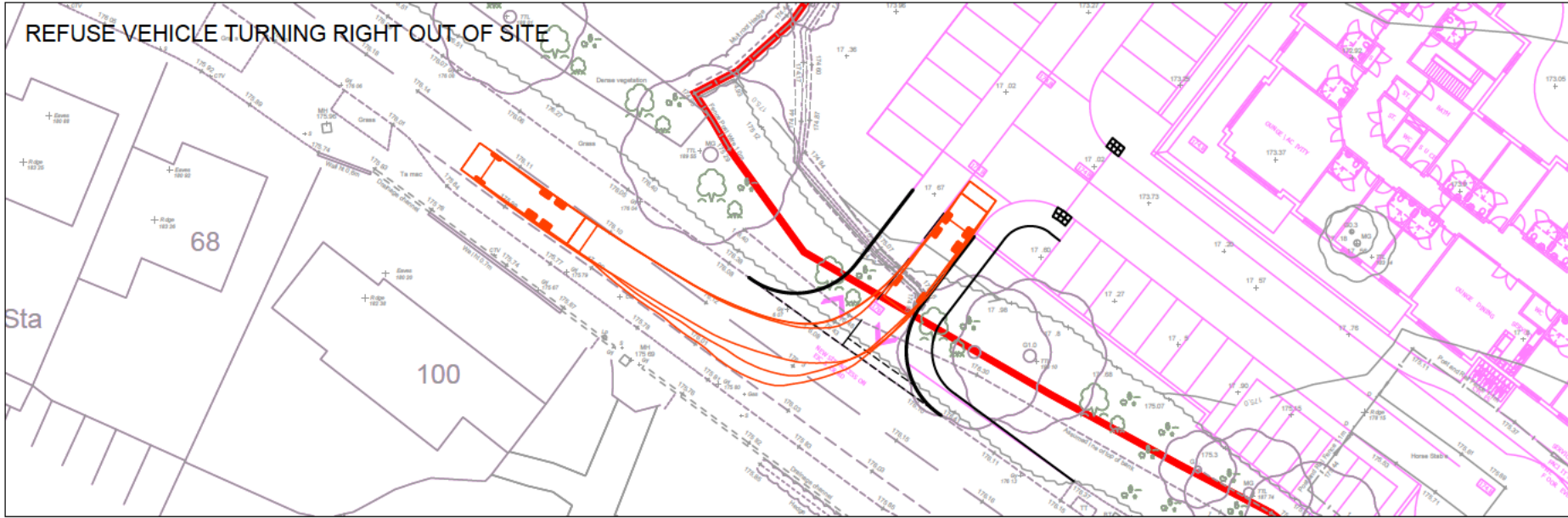
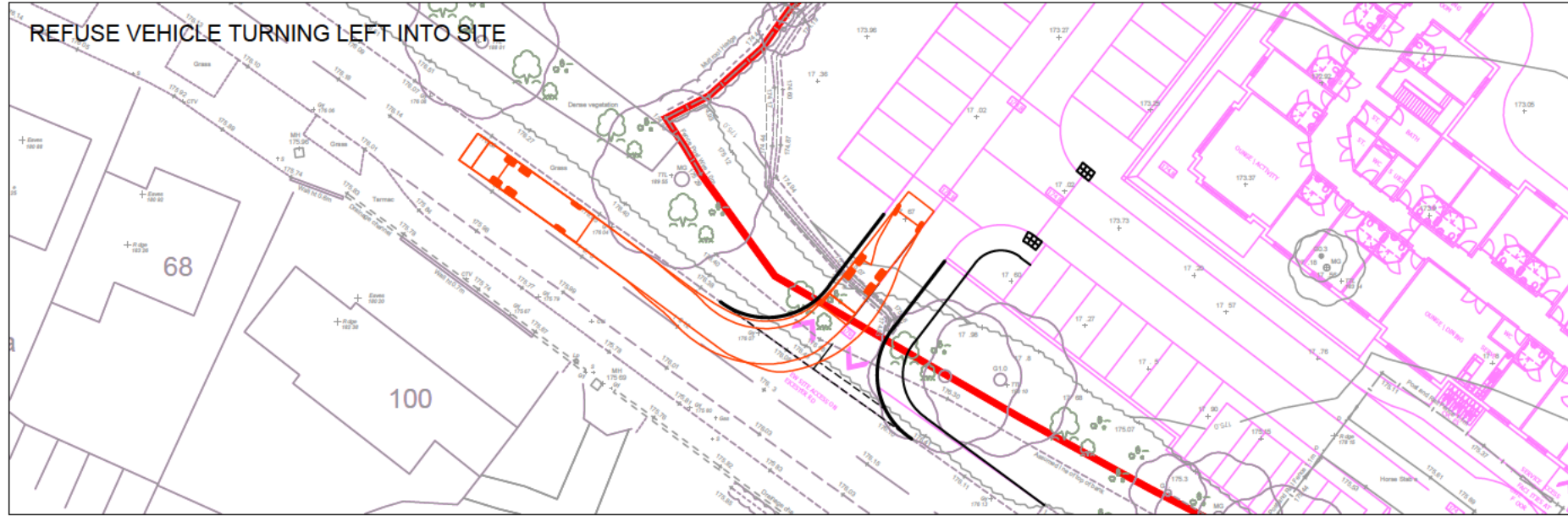
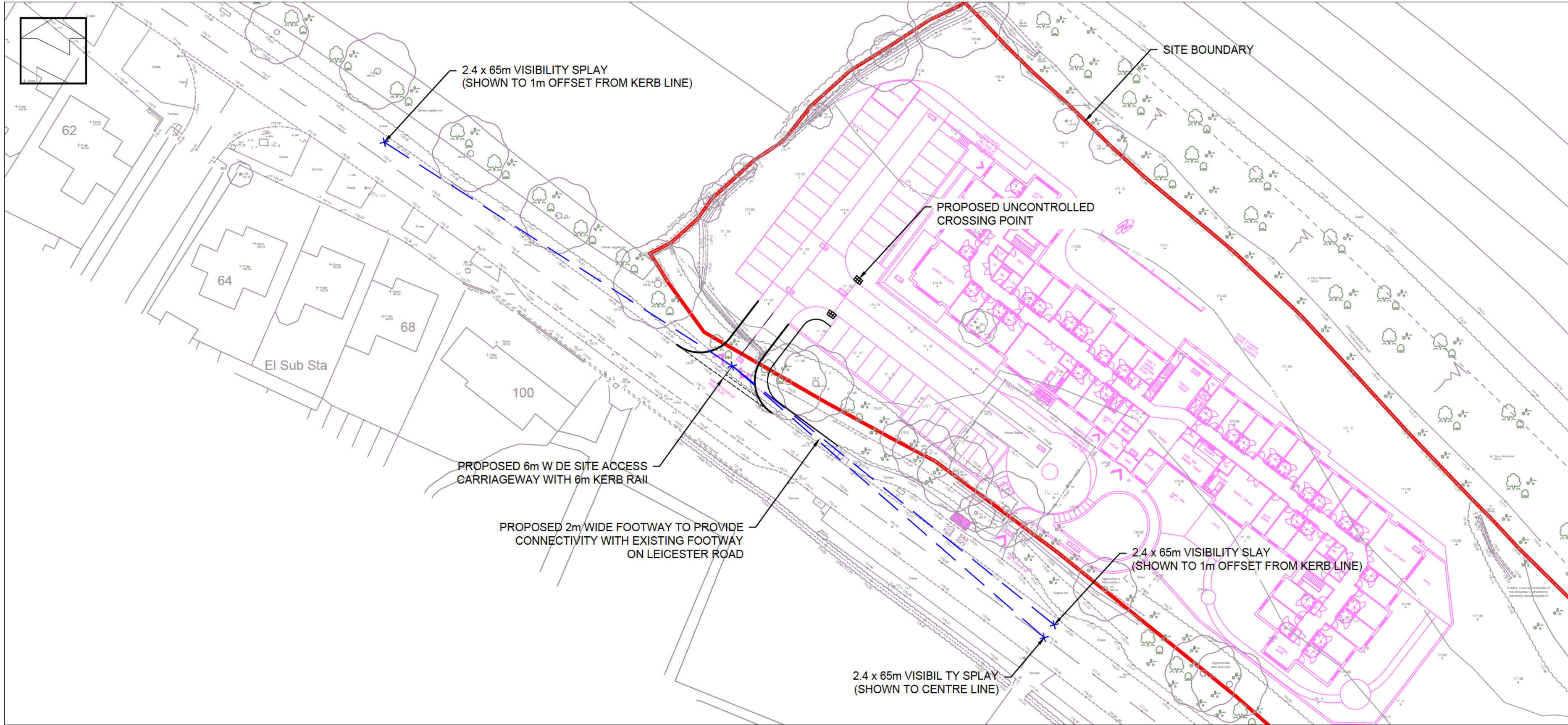


- 5.4 As shown in **Figure 9**, 82.9% of the development traffic would drive through the Field Head roundabout whilst the remaining 17.1% would travel to and from the west of the site access, 14.9% of which via Ashby Road and Whitwick Road. At the Field Head roundabout, 23.6% of traffic would route to and from the A50, A511 and M1 whilst 23.1% would travel to and from Markfield Lane. The remaining 36.3% of traffic would be split between the A50 S towards Leicester and Launde Road.
- 5.5 The development traffic (table at paragraph 4.3) was assigned to the local highway network in accordance with the trip distribution pattern. As shown in **Figure 9**, in the worst case morning peak hour, eight two-way traffic movements would enter and exit the development via the Field Head roundabout whilst two two-way traffic movements would enter and exit the site via Ashby Road and Whitwick Road. In terms of the traffic movements at the Field Head roundabout, the eight two-way trips in the morning peak hour equates to a trip every 7.5 minutes. Therefore, this modest increase would not have a severe impact on the operation of the Field Head roundabout and, hence, it would not be necessary to provide a financial contribution to any mitigation works at the junction.
- 5.6 As stated in Section 2, two accidents occurred in the vicinity to the site between January 2018 and March 2023. Both accidents occurred at the Field Head roundabout and were slight in nature. It was concluded both accidents were located sporadically apart and did not indicate an apparent trend. Hence, there is no accident problem.
- 5.7 Therefore, the local highway network has the capacity to accommodate the additional vehicle movements and the proposed development would not increase the potential for highway safety concerns.

6.0 SUMMARY AND CONCLUSIONS

- 6.1 Charterpoint (LE67) Limited commissioned ADC Infrastructure Limited to produce this Transport Assessment in support of a full planning application for the development of a care home on land to the north of Leicester Road, Markfield.
- 6.2 The development proposals comprise 72 care home beds to be accessed via a new priority-controlled simple T-junction off Leicester Road. The proposed access would be 6m wide carriageway and have 6m kerb radii. Sufficient visibility can be achieved, and swept paths demonstrate that a large refuse vehicle can enter and exit the site in both directions. A large refuse vehicle and an ambulance would also be able to manoeuvre within the site and exit in a forward gear.
- 6.3 Regarding the parking provision, 34 car parking spaces would be provided including four disabled spaces and three motorcycle spaces as well as six cycle spaces. The pre-application advice states there should be one car parking space provided for every staff member. It has been confirmed there would be up to 20 full time staff employed at the development. Based on Census data, 75.5% of employees would drive to work and, hence, up to 14 car parking spaces would be required for employees. In terms of visitors, the pre-application advice states one car parking space should be provided per four bedrooms. Based on the proposed 72 beds, this would equate to 18 car parking spaces. However, not all visitors would arrive at the same time and, hence, car parking accumulation exercise has been undertaken which states on a weekend when visitors are most likely to visit residents, there would be a maximum accumulation of 17 vehicles. Hence, the proposed 34 car parking spaces would be sufficient.
- 6.4 There are good opportunities for sustainable travel for visitors and staff of the proposed development. The site is located within walking distance of the residential areas of Markfield and Field Head and can be accessed by foot via footways along the southern side of Leicester Road, Chitterman Way, Launde Road and Main Street. To encourage pedestrian travel, an uncontrolled crossing point would be provided within the site to enable connectivity to the proposed 2m wide footway on the southern side of the site access carriageway. A footway would also be provided to the south of the site access to provide connectivity to the existing footway on the northern side of Leicester Road adjacent to the nearest bus stop. For an alternative pedestrian access into the site, a designated pedestrian access is proposed adjacent to the existing bus shelter on the northern side of Leicester Road. In terms of cycle travel, Launde Road and London Road are both classified as quieter routes and, therefore, suitable for cycle and provides connectivity to Field Head as well as the southern parts of Markfield and Stanton under Bardon. There are bus stops within 45m walking distance of the site access and provides regular running to Leicester, Coalville and Swadlincote.
- 6.5 The proposed development would result in a minimal increase in the traffic with up to 10 vehicular traffic movements in a peak hour. In the worst case morning peak hour, eight two-way traffic movements would enter and exit the development via the Field Head roundabout whilst two two-way traffic movements would enter and exit the site via Ashby Road and Whitwick Road. Therefore, this increase would not have a severe impact on the operation of the highway network and detailed analysis of any off site junctions is not required.
- 6.6 With reference to the NPPF, the development would provide opportunities for travel by sustainable transport modes, and safe and suitable access can be achieved for all users. The development would not have a severe impact on the local highway network. The development should not be prevented on highways grounds.

DRAWINGS



Notes

1. Do not scale this drawing. All dimensions must be checked/verified on site. If in doubt ask.

2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.

3. All dimensions in metres unless noted otherwise. All levels in metres unless noted otherwise.

4. Any discrepancies noted on site are to be reported to the engineer immediately.

11.2

4.515

2.000

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Kerb to Kerb Turning Radius

11.200m

2.530m

3.751m

0.304m

2.500m

4.00s

9.500m

P1	02.06.23	First issue	KG	MT
Rev	Date	Description	Dr	Rev

Client:

Charterpoint (LE67) Limited

Project:

Leicester Road, Markfield

Title:

Proposed Access Junction Layout

ADC

INFRASTRUCTURE

Drawn:

K. Gamblen

Reviewed:

M. Tatler

Size:

A2

Scale:

1:500

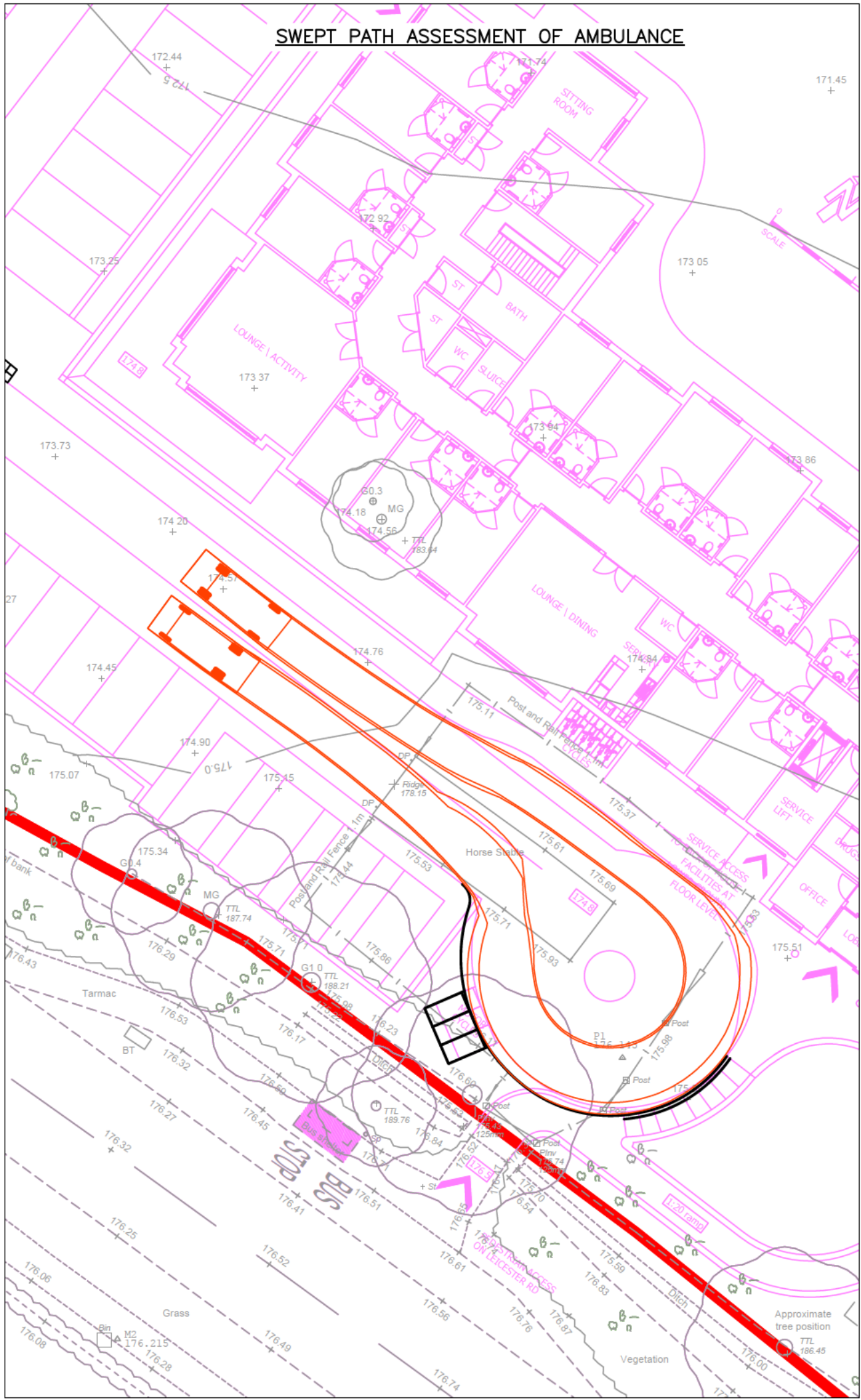
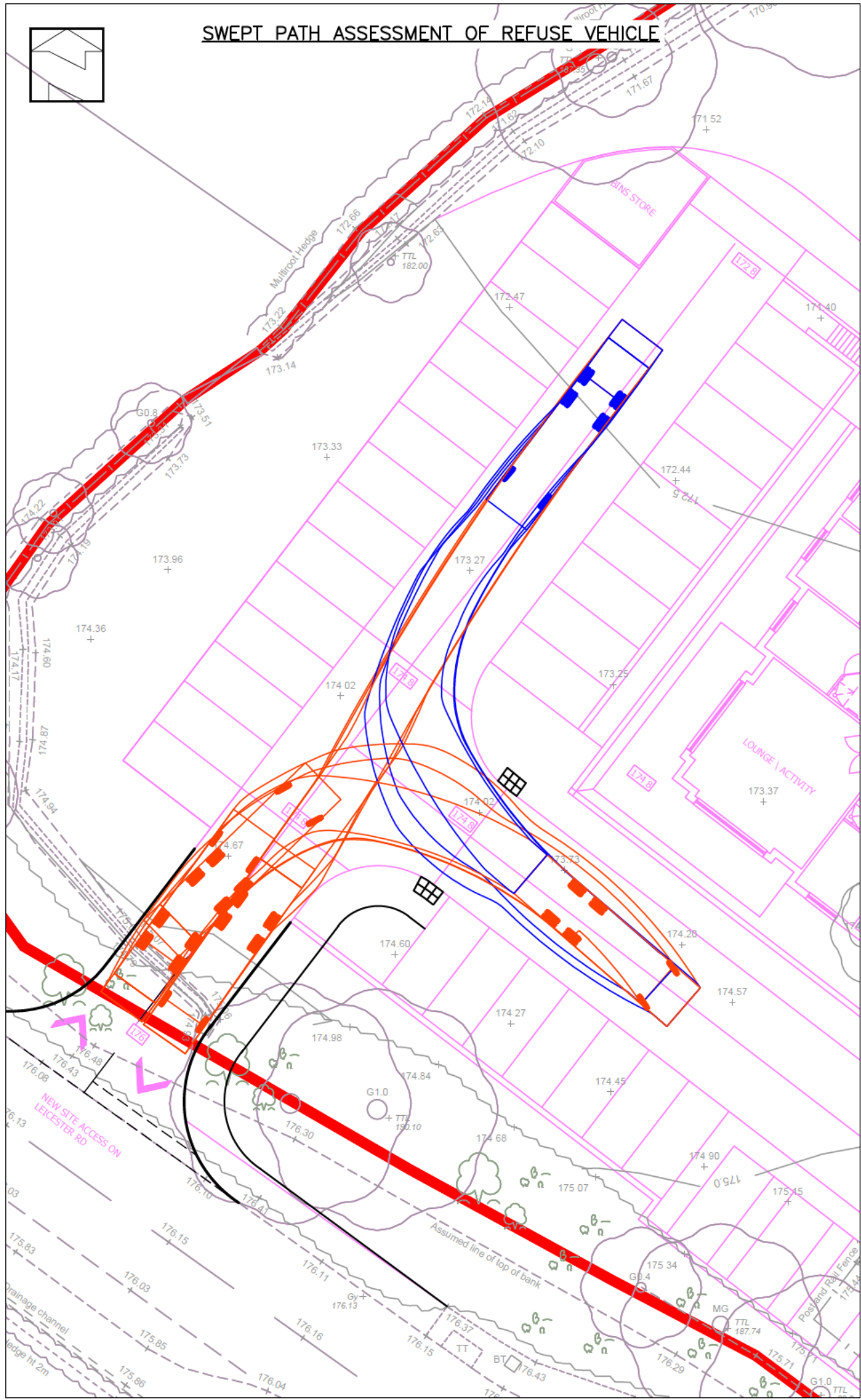
Date:

02 / 06 / 2023

Status:

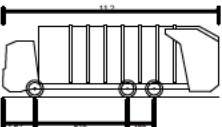
PRELIMINARY ISSUE

Project Reference	Type	Number	Revision
ADC2643-DR-	001		P1



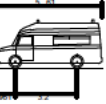
Notes

1. Do not scale this drawing. All dimensions must be checked/verified on site. If in doubt ask.
2. This drawing is to be read in conjunction with all relevant architects engineers and specialists drawings and specifications.
3. All dimensions in metres unless noted otherwise. All levels in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.761m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m



Ambulance

Overall Length	5.481m
Overall Width	2.020m
Overall Body Height	2.488m
Min Body Ground Clearance	0.235m
Track Width	1.880m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.500m

Rev	Date	Description	Dr	Rev
Client: Charterpoint (LE67) Limited				
Project: Leicester Road, Markfield				
Title: Swept Path Analysis of Internal Layout				
Drawn: K. Gamblen		Reviewed: M. Tatler		
Size: A3	Scale: 1:250	Date: 02 / 06 / 2023		
Status: PRELIMINARY ISSUE				
Project Reference		Type	Number	Revision
ADC2643-DR-		002	P1	

APPENDIX A

DEVELOPMENT MASTERPLAN



DRAWING STATUS
PRE APPLICATION

REV	DATE	DESCRIPTION



PROJECT:
PROPOSED 70 BED CARE HOME
LEICESTER RD, MARKFIELD

TITLE:
PROPOSED SITE PLAN

SCALE:	7500A3	ORG. NO.:	2153\PRE\003	REV:	△
DATE:	JUNE 22	AUTHOR:	-	FILE:	

APPENDIX B

PRE-APPLICATION ADVICE



Planning and Regeneration Service

Paul Stone
9 Yardley Close,
Swanwick,
Derbyshire
DE55 1EP

Development Management
Southfields Road
Loughborough
Leicestershire
LE11 2TN

Please Contact: Richard Greig
Direct Line: 07736385929
Email: development.control@charnwood.gov.uk

20 January 2023

Dear Sir/Madam

APPLICATION NO: P/22/1513/2
PROPOSAL: Pre-Application enquiry for 70 bed care home
LOCATION: Land off Leicester Road, Markfield, Leicestershire

Thank you for your enquiry received on 16 August 2022.

Firstly, apologies for the delay in this response being issued.

I understand that this pre-application request seeks advice in respect of a new build residential care home on land off Leicester Road, Markfield.

As touched upon within our earlier correspondence the Department have been in dialogue with a number of consultees to help to provide clarity as to the planning merits of the proposal – hence the delay to date.

Policy Framework

The starting point for decision making on any forthcoming planning application is that they must be considered in accordance with the development plan unless material considerations indicate otherwise. Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 72(02) of the Town and Country Planning Act 1990 require that planning applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise.

Charnwood Local Plan 2011 – 2028 Core Strategy (adopted 9 November 2015)

Policy CS1 – Development Strategy
Policy CS2 – High Quality Design
Policy CS3 – Strategic Housing Needs
Policy CS11 – Landscape and Countryside
Policy CS13 – Biodiversity and Geodiversity
Policy CS16 – Sustainable Construction and Energy
Policy CS17 – Sustainable Travel



Telephone: 01509 263151

Email: information@charnwood.gov.uk

Visit us at www.charnwood.gov.uk

Policy CS25 – Presumption in favour of Sustainable Development

Borough of Charnwood Local Plan 1991 - 2006 (adopted 12 January 2004) (saved policies)

Policy CT/1 - General Principles for Areas of Countryside, Green Wedge and Local Separation

Policy CT/2 - Development in the Countryside

Policy EV/1 – Design

Policy TR/18 – Parking Provision in New Development

The Charnwood Local Plan 2021-2037 (draft) which will replace the adopted Local Plan and Core Strategy is at an advanced stage of its development and may be a significant factor for a planning application, depending on timing. However the policies relating to this proposal are largely similar to the existing, as referred to above and are not considered to affect the advice that follows.

Other Relevant Policy Documents:

- Design SPD (January 2020);
- National Planning Practice Guidance (PPG)
- National Planning Policy Framework (NPPF) (2021)
- Draft Charnwood Local Plan (2021-2037)
- The National Design Guide (2019)

The aforementioned policy documents can be found online at:-

<https://www.charnwood.gov.uk/pages/planningpolicy>

Site Overview

The subject site, equating to approximately 1.1ha, is broadly rectangular in area and is bounded by the A50 to the north wherein the land levels fall sharply; the Leicester Road to the south aligned by mature trees and shrubs; a parcel of agricultural land to the west and the junction where the A50 meets the Leicester Road to the east.

It is noted the proposed development is contained within the district boundaries of Charnwood Borough Council whilst the access off Leicester Road is situated within the jurisdiction of Hinckley & Bosworth.

Principle of Development

Having regard to the Development Plan, Policy CS1 of the Core Strategy identifies the Leicester Principal Urban Area and the towns of Loughborough and Shepshed as the major focus for housing, with further housing to be concentrated within Service Centre settlements and 'Other' settlements. For the purposes of the policy framework 'housing' includes residential care homes (Use Class C2 – Residential Institution) – as is the case in this instance.

On this occasion the subject site is located outside of any designated Limits of Development. However, it must be acknowledged that the Local Planning Authority has only 3.34 years housing land supply, which falls below the requirement for a supply of 5 years. Accordingly, the most relevant development plan policies relating to the supply of housing, inclusive of residential care homes, are out-of-date, and so paragraph 11(d) of the NPPF is engaged. This states that in such a situation where development plan policies are out-of-date because

a 5-year supply of housing land cannot be achieved, planning permission should be granted unless one of two criteria apply –

- 1) the application of policies in the Framework that protect **areas or assets of particular importance** provide a clear reason for refusing the development;
- or,
- 2) if **any adverse impacts** would significantly and demonstrably outweigh the benefits when assessed against the development plan taken as a whole.

The two aforementioned criteria are addressed in turn below.

Having regard to the former **(1)** the proposed development is not constrained by '**areas or assets of particular importance**'.

Turning to **2) 'any adverse impacts'**.

Firstly, Highway Safety.

Paragraph 111 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. In turn, saved Policy TR/18 sets out the parking requirements for new developments.

With the above in mind the Local Highway Authority (LHA), in the first instance, have highlighted the need for any forthcoming application to be supported by a Transport Assessment (and Travel Plan if appropriate) and advised that the proposed access would need to be designed in accordance with Part 3 of the LHDG, taking into account visibility, width, radii and surfacing.

For a road with a 40mph speed limit, visibility splays of 2.4 x 65m would be required, unless 85th percentile speeds are below the specified 40mph figure (see LHDG Part 3 Table DG4: Visibility splays for further details). In addition an independent Stage 1 Road Safety Audit and designer's response should accompany the site access proposals, with amended site access details illustrated accordingly (if required) taking into account any problems raised.

Vehicle tracking of the largest anticipated vehicle (e.g. refuse collection vehicle) to arrive and depart from the site on a regular basis, should be illustrated accordingly.

For the avoidance of any doubt and given access to the site is available off the 'C classified' Leicester Road, the LHA is highly likely to resist any access off the A50.

Consideration will need to be given to the level of trips which could be generated by the proposed development during peak hours (i.e. between 08:00 - 09:00 and 17:00 - 18:00). This could be undertaken using TRICS or potentially using actual data for similar scale developments under the applicants ownership, with a comparison of TRICS data and justification for which trip rates are used. It should be noted that if actual data is used, consideration would need to be given to the impact of the Covid-19 pandemic on any surveys, should they have been undertaken during times at which visits to care homes were restricted as these may not be accepted by the LHA. Data should also be no more than three years old.

In the event that approximately 30 or more two way trips (e.g. 15 arrivals and 15 departures)

are likely to be generated, consideration would need to be given as to how the trips would be distributed on to the highway network, along with justification as to how the trip distribution has been derived. Should 30 or more two way trips be generated at any nearby junctions, including the site access, the LHA would require a capacity assessment to be undertaken in order to demonstrate whether or not the affected junction(s) would continue to operate satisfactorily. Traffic counts required for junction capacity assessments should be undertaken in a traffic neutral month. The LHA will not accept survey data which has been undertaken during the Covid -19 government lockdowns and existing data collected prior to 3rd September 2022 may be subject to Covid-19 uplift factors which can be provided by Leicestershire County Council. The Applicant is advised to confirm with the LHA, any uplift factors which should also be clearly explained within the Transport Assessment.

A permit is required to carry out any traffic count/speed survey on the public highway within Leicestershire. A permit can be obtained by contacting ndi@leics.gov.uk. Alternatively, Leicestershire County Council offer a data collection service including a large traffic count database.

Capacity assessments should consider a base year with traffic counts factored up to the year the application is submitted if necessary (e.g. 2022 or 2023), along with a future year which is five years following on from the base year (e.g. 2027 or 2028). Future base year traffic flows should be factored using TEMPRO. Details of the factors used should be submitted for review and approval as part of any forthcoming planning application.

The following committed development should also be considered as part of the capacity assessment:

20/01283/FUL

- 283 dwellings, Land Off London Road, Markfield

In addition, the LHA is aware of the following applications which should be considered as part of a sensitivity test:

21/00787/OUT

- 93 dwellings, Land North East Of Ashby Road, Markfield.

This cross boundary application with Charnwood Borough Council is currently at appeal as the Hinckley & Bosworth Borough Council application was refused. However, it should be noted Charnwood Borough Council application reference P/21/1260/2 for the same development has been granted planning permission.

P/22/1031/2

- 150 dwellings, Land South of Markfield Lane Field Head.

This development falls within the Charnwood Borough Council area only and is currently yet to be determined.

Having regard to off-site implications the LHA is aware that the A50 Leicester Road/ Markfield Lane/Launde Road/ Leicester Road roundabout (i.e. Field Head Roundabout) is exceeding capacity and it is likely that the applicant will be required to contribute towards an improvement scheme currently being designed by Leicestershire County Council in order to mitigate any impact the development may have on the operation of the roundabout. The applicant should therefore give careful consideration to the impact of the development on the Field Head Roundabout.

Internally, parking provision will need to be in line with current standards. For a residential

care home - one car parking space per four bedrooms, plus one car parking space for each staff member on site would be required. The applicant should therefore confirm the number of staff which are likely to be employed together with the maximum number of staff which would usually be expected to be on-site during shift patterns.

The LHA advise that a level of secure undercover cycle parking is also provided within the site to cater for staff and visitors.

Having regard to Developer Contributions, the LHA advise at this stage that one travel pack (currently £52.85 if supplied by LCC) and one bus pass (currently £360 for an Arriva service) per employee may be required. As referenced above, the LHA may also require a contribution towards works at the Field Head roundabout.

Turning to Design and Context.

As directed at national level within the NPPF, delivering a high standard of design is a key aspect of sustainable development. This is reinforced at local level wherein the policy framework requires new development to respond positively to their context and reinforce a sense of place, having regard, in part, to matters of scale, density, massing, height, landscape, layout, materials and access arrangements.

It is noted from the supporting statement that the '*design has taken its lead from the residential properties in the locality*'. This approach is welcomed. However, given the prominent roadside location the development is likely to be open to views from the wider landscape. Therefore any forthcoming application should demonstrate (1) how the proposed scheme meets the requirement of good design set out in the National Design Guide, National Modal Design Code and Charnwood's Design SPD; (2) identify any impact the proposal is likely to have from the wider landscape and how this will be mitigated; and, (3) identify how the design of the various elements of the scheme have been informed by the characteristics of the area.

Turning to Biodiversity.

Consultations have been undertaken with the Departments Senior Ecologist wherein the content of the Preliminary Ecological Appraisal (PEA) is noted. Any forthcoming application will need to be supported by a Biodiversity Impact Assessment (BIA). The form of the BIA should be agreed in advance with the Departments Senior Ecologist.

Finally, turning to Flood Risk.

It is noted that the subject is located within Flood Zone 1 - low probability of flooding. Nonetheless, it is also noted from the supporting submission that the site is in excess of 1ha in area. Therefore, any forthcoming application will need to be supported by a Flood Risk Assessment.

Summary

In summary, the location of the site and nature (i.e. housing) of the proposals are such that

paragraph 11(d) of the NPPF is engaged. In this instance there are no applicable areas or assets of particular importance which are likely to provide a clear reason for refusing the development. Accordingly, the acceptability of any forthcoming application is likely to rest on whether any adverse impacts would significantly and demonstrably outweigh the benefits.

The findings of the relevant documents requested by the LHA; the justification of the design and its relevance to its context; the findings of the BIA and any appropriate mitigation/enhancement measures; and, the outcome of the FRA and any subsequent mitigation/flood resilient measures are likely to inform the extent of any adverse impacts and inform the Departments recommendation.

I trust the above helps to provide an understanding of the key issues and information required to support any future submission.

If you have any questions or require further information, please contact me on 07736385929 or Email development.control@charnwood.gov.uk

Yours faithfully

Richard Greig
Planning Assistant

APPENDIX C

ACCIDENT DATA

Accidents between dates 01/01/2018 and 14/03/2023 (62) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2023 ("ADC Leicester Road, Markfield 12.05.2023")

Selected Polygon ADC Leicester Road, Markfield 12 05 2023

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201802122	10/06/2018	449595	310165	Fine without high winds	Dry	Daylight	Slight

Location: A50 FIELD HEAD ROUNDABOUT MARKFIELD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Going ahead other	S	N
Pedal Cycle	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
202000996	23/12/2020	449635	310120	Fine without high winds	Wet/Damp	Darkness: street lights present and lit	Slight

Location: A50 NORTHBOUND MARKFIELD AT FIELD HEAD ROUNDABOUT.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering roundabout	Starting	S	N
Car	Entering roundabout	Starting	S	N

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Selection:

Notes:

2

APPENDIX D

STAGE ONE ROAD SAFETY AUDIT AND RESPONSE REPORT



RESPONSE REPORT TO STAGE 1 ROAD SAFETY AUDIT (PROPOSED ACCESS JUNCTION LAYOUT)

**PROPOSED CARE HOME DEVELOPMENT
LEICESTER ROAD, MARKFIELD**

DOCUMENT CONTROL

project number: ADC2643 report reference: ADC2643-RP-B				
version	date	author	reviewer	comments
1	29/06/2023	Keith Gamblen	Matt Tatler	Issued as part of Transport Assessment

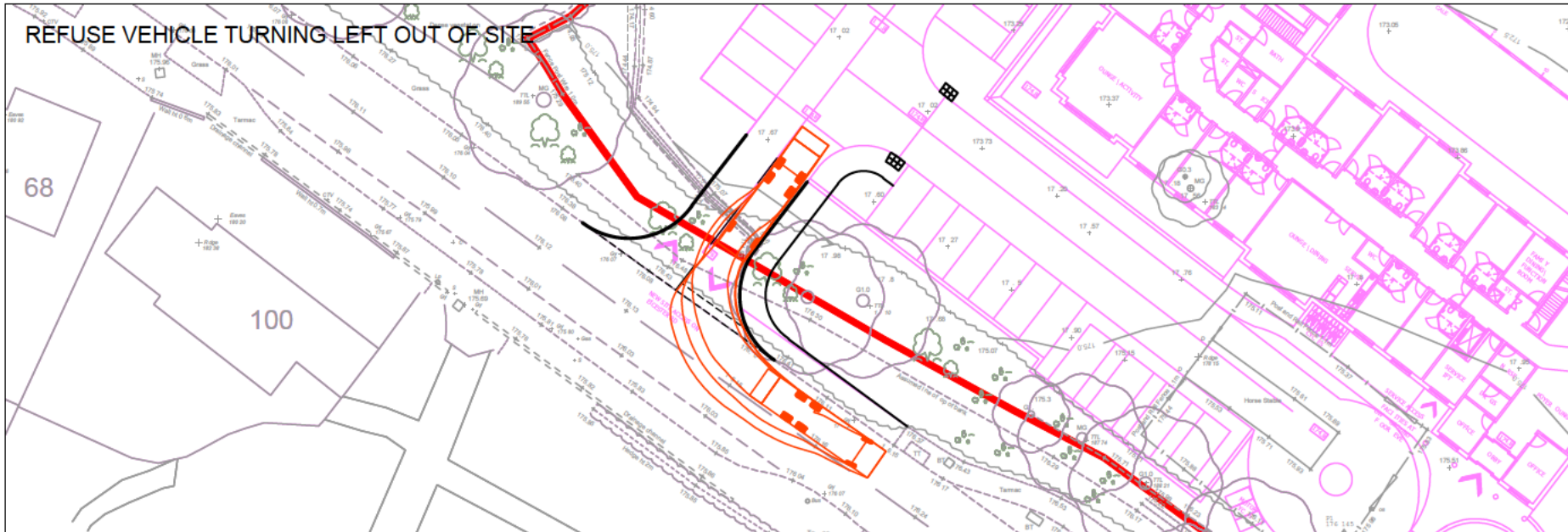
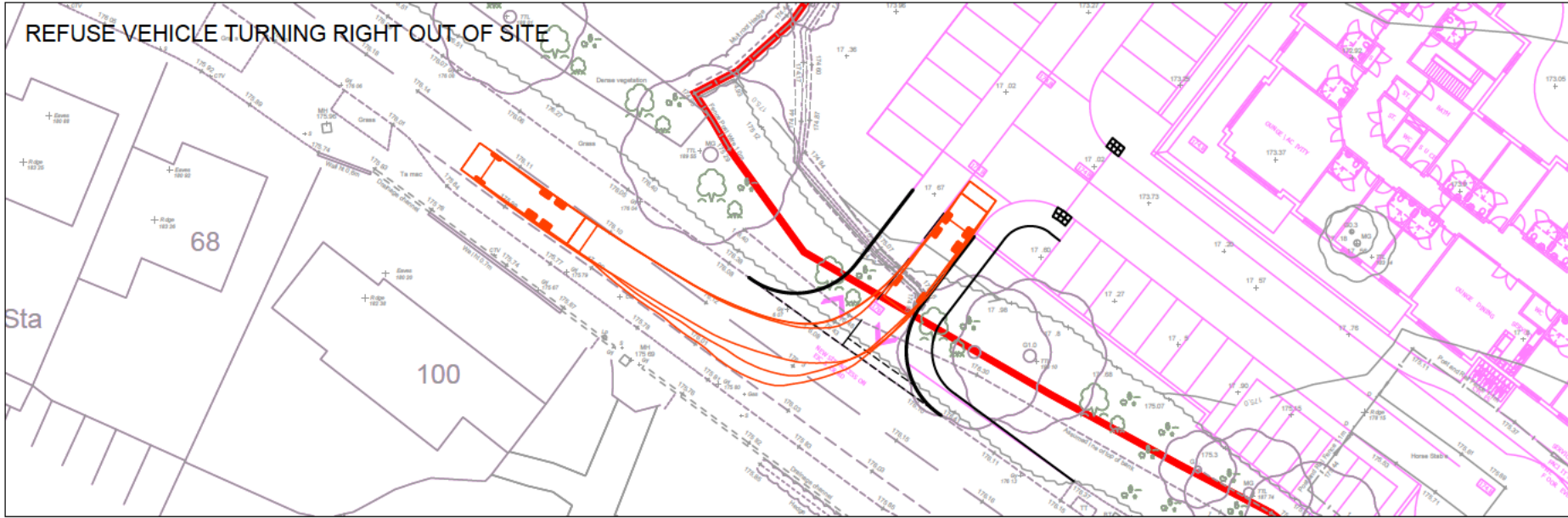
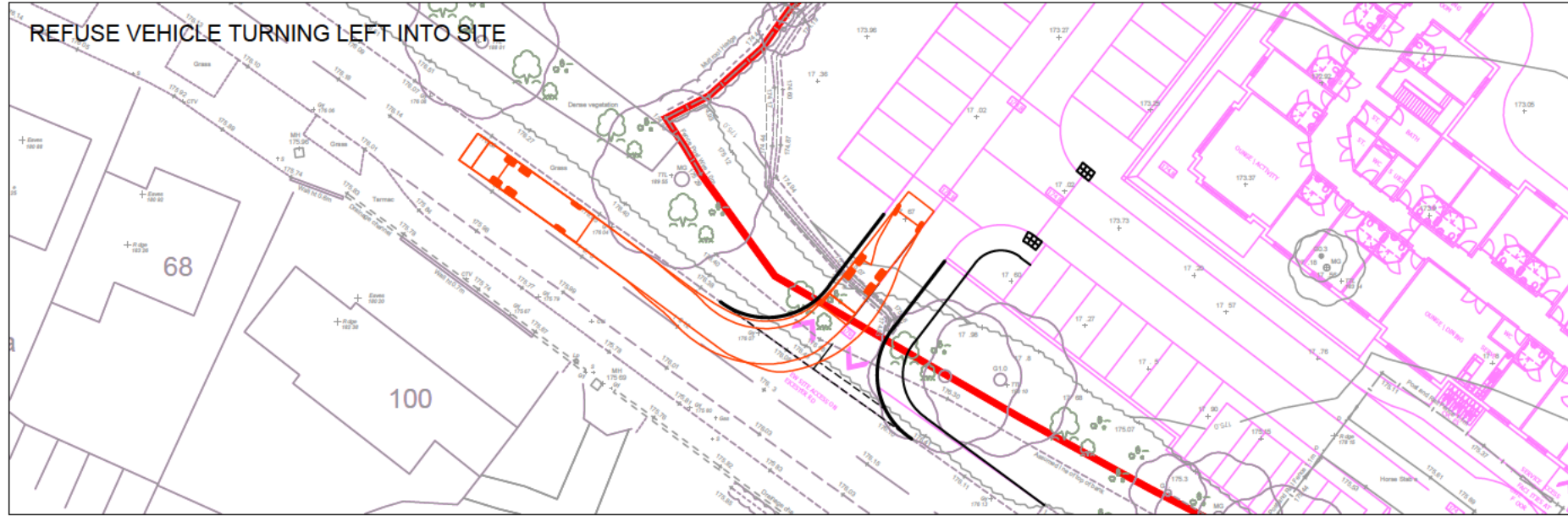
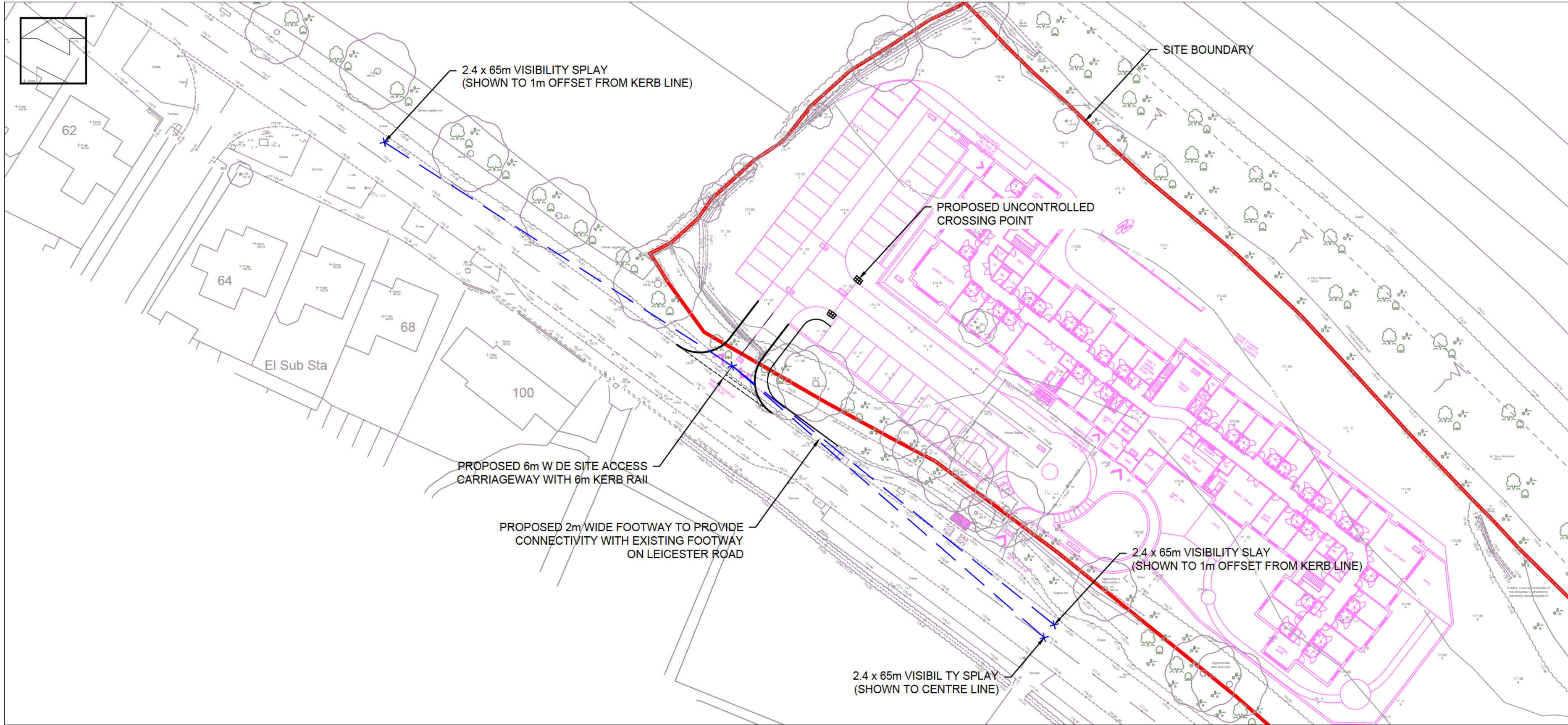
1. **Appendix 1** contains the Stage 1 Road Safety Audit carried out by Sevenairs Consulting Ltd on the proposed access junction layout on Leicester Road, Markfield. The audit report includes background information about the location and works proposed. This document is the Response Report to the findings in the Road Safety Audit. It has been prepared with reference to DMRB GG 119.
2. The following drawings were the subject of the Road Safety Audit:
 - ADC2643-DR-001-P1 – Proposed Access Junction Layout
 - ADC2643-DR-002-P1 – Swept Path Analysis of Internal Layout
3. The Audit noted one problem, listed in the Decision Log below. Our response is included and no change to the drawings listed above is proposed.

problem/issue		Design Organisation Response	Overseeing Organisation response
A - 01	Location: Leicester Road	Disagree. As shown in Drawing ADC2643-DR-001-P1, sufficient visibility can be achieved from the proposed site access in both directions. Therefore, a driver exiting the site access would be able to see if a vehicle is overtaking a stationary bus opposite the site access and, in turn, would be able to wait until the overtake manoeuvre has occurred. Hence, there would not be a risk of frontal collisions and no relocation of the bus stop is required.	
	Summary: Basic Design Principles - Close proximity of the bus stop may increase the risk of a head on type or junction related collision.		
	There is an existing bus stop on the opposite side of Leicester Road to the proposed access. Should this bus stop remain, there is a risk that a vehicle overtaking a stationary bus, may come into collision with a vehicle turning left out of the proposed access, that may not be expecting an overtaking vehicle and consequentially increase the risk of a head on type or junction related collision.		
	RECOMMENDATION		
	It is recommended that the bus stop is relocated to a new location away from the influence of the proposed junction.		

DRAWINGS

DRAWING ADC2643-DR-001-P1

DRAWING ADC2643-DR-002-P1



Notes

1. Do not scale this drawing. All dimensions must be checked/verified on site. If in doubt ask.
2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. All dimensions in metres unless noted otherwise. All levels in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
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Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

P1	02.06.23	First issue	KG	MT
Rev	Date	Description	Dr	Rev

Client:
Charterpoint (LE67) Limited

Project:
Leicester Road, Markfield

Title:
Proposed Access Junction Layout

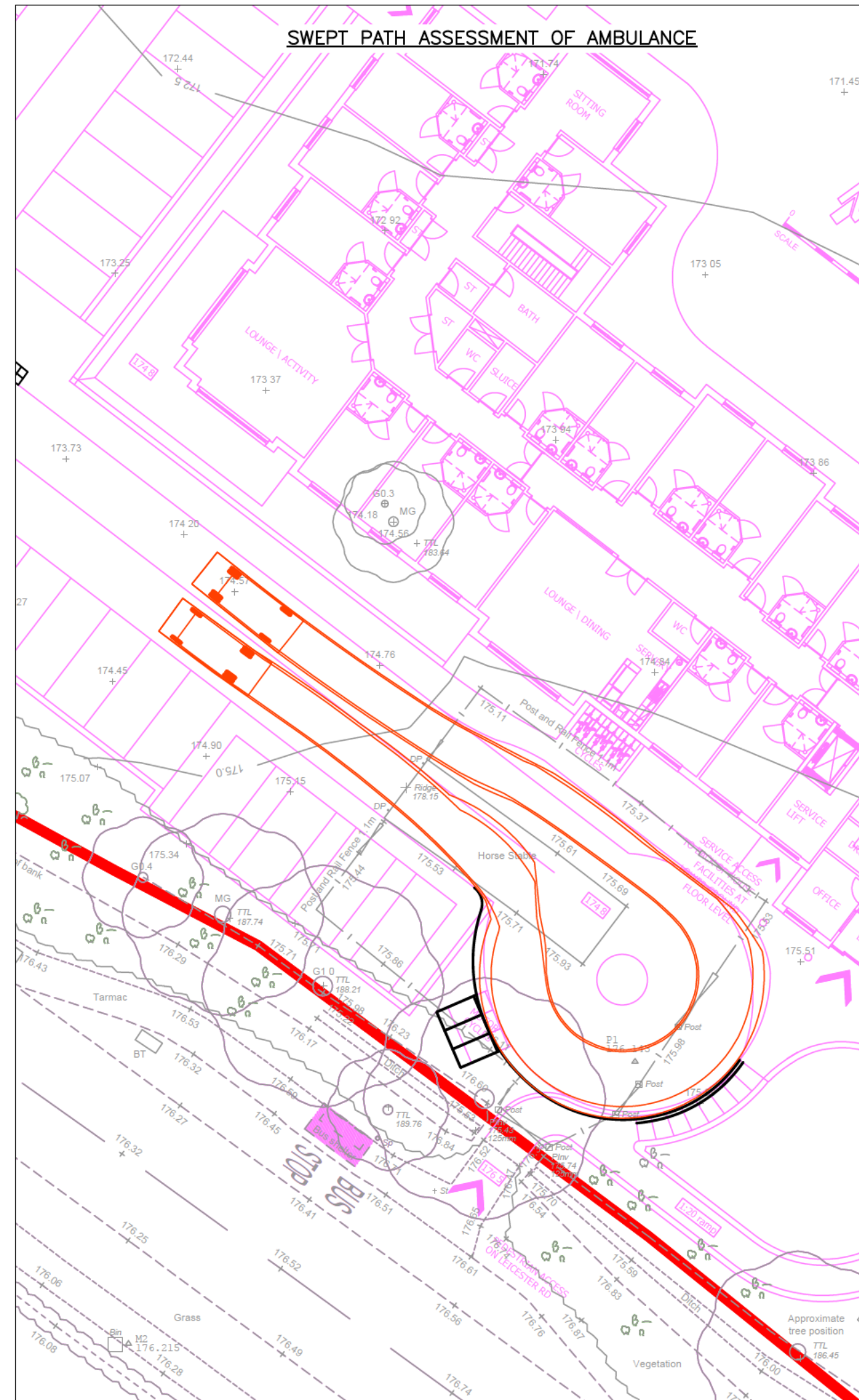
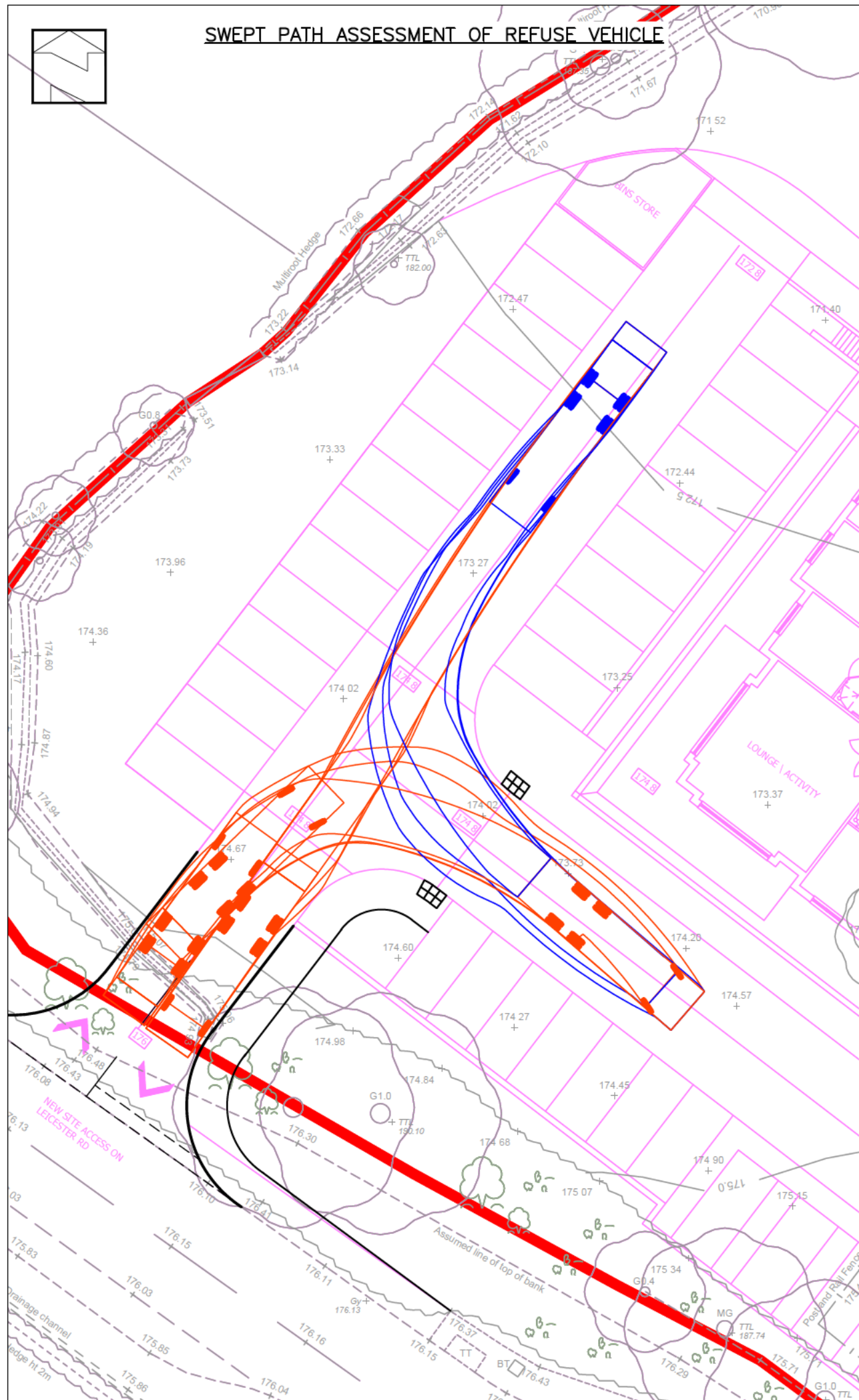
Drawn: **K. Gamblen**

Reviewed: **M. Tatler**

Size: **A2** Scale: **1:500** Date: **02 / 06 / 2023**

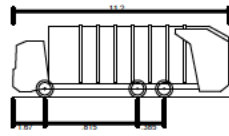
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Project Reference	Type	Number	Revision
ADC2643-DR-	001	P1	



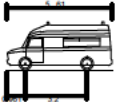
Notes

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Rev	Date	Description	Dr	Rev
Client: Charterpoint (LE67) Limited				
Project: Leicester Road, Markfield				
Title: Swept Path Analysis of Internal Layout				
Drawn: K. Gamblen		Reviewed: M. Tatler		
Size: A3	Scale: 1:250	Date: 02 / 06 / 2023		
Status: PRELIMINARY ISSUE				
Project Reference		Type	Number	Revision
ADC2643-DR-		002	P1	

APPENDIX 1

STAGE ONE ROAD SAFETY AUDIT



Sevenairs Consulting Ltd

Leicester Road, Markfield, Leicestershire

Road Safety Audit Stage 1

June 2023



Document Control

Report Title:

Leicester Road, Markfield, Leicestershire – Road Safety Audit Stage 1

Date of Site Visit

22nd June 2023

Document Reference

2023-06 Markfield RSA1 – Revision 0

Report Prepared By:

Haydn Vernals FCIHT FIHE CMILT MSoRSA, Sevenairs Consulting Ltd

Sevenairs Consulting Ltd, 20 High Bank, Thurlstone, Sheffield, South Yorkshire, S36 9QH

Mobile: 07803 714 574

E-mail: haydn@sevenairs.co.uk

On behalf of

ADC Infrastructure – 4th Floor, City Buildings, 34-36 Carrington Street, Nottingham NG1 7FG

Highway Authority / Overseeing Organisation

Leicestershire County Council

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Limitation: This report has been prepared on behalf of, and for the exclusive use of Sevenairs Consulting's Client, and is subject to, and issued in accordance with, the provisions of the contract between Sevenairs Consulting and the Client. Sevenairs Consulting accepts no liability or responsibility whatsoever for, or in respect of, any use of, or reliance upon, this report by any third party.

Document History:

Revision	Date	Description	By
0	26.06.2023	For Issue	HV

Introduction

Commissioning and Scope

This report results from a Stage 1 Road Safety Audit carried out at the site of a residential development off Leicester Road in Markfield, Leicestershire, at the request of Keith Gamblen, Senior Engineer, ADC Infrastructure Limited on behalf of the developer of the site.

The Road Safety Audit team membership was as follows:

The Audit Team	Haydn Vernals FCIHT FIHE CMILT MSoRSA Directive 2008/96/EC (Certificate of Competency), Road Safety Team Leader in accordance with GG119 Sarah Vernals BAHonsQTS NPQH, Road Safety Team Member in accordance with GG119
Audit Observers	None

A site visit took place comprising of the RSA team on Thursday 22nd June 2023 between 10:45 and 11:15 hours during which the weather was sunny and the road surface was dry. Traffic conditions were light and free flowing, with a small number of pedestrians and cyclists observed.

The main project comprises of a residential care development on the northern side of Leicester Road to be accessed via a single point on Leicester Road, with new footway around the junction radii. The scope of this Road Safety Audit is to review the proposed junction on Leicester Road.

The audit has been carried out in accordance with the principles of the National Highways document GG 119 Road Safety Audit. A formal Road Safety Audit Brief was not provided to the Audit Team. However, information regarding the site was provided via email alongside the relevant scheme documents and drawings. This was considered by the Audit Team to provide sufficient detail to undertake the appropriate stage of audit.

The audit also comprised of a desk-top study where all documents and plans provided by the Design Team were reviewed. No departures from standard have been brought to the attention of the RSA team with regard to the scheme as designed.

Documents Supplied

- E-mail proposal background
- ADC2643-DR-001-P1 (Proposed Access Junction Layout)
- ADC2643-DR-002-P1 (Swept Path Analysis of Internal Layout)
- 2153-EW-PRE-003 Proposed Site Plan - 220711

Terms of Reference

The terms of reference of this Road Safety Audit are as described in the National Highways document GG119 Road Safety Audit. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of

the designs to any other criteria. No member of the Audit Team has been directly linked to the scheme design.

Each of the auditors' responses is classified as a 'Problem' that is likely to result in a significant road safety hazard. All comments and recommendations are referenced to the detailed design drawings and the locations have been indicated on the plan at the end of the report.

Where recommendations are made, these do not comprise design decisions, and it remains the responsibility of the Design Team to incorporate any changes into the scheme, and consider any interactions between design elements.

Problems Raised at this Stage 1 RSA

PROBLEM – A-01

Location: Leicester Road

Summary: Basic Design Principles – Close proximity of the bus stop may increase the risk of a head on type or junction related collision.

There is an existing bus stop on the opposite side of Leicester Road to the proposed access. Should this bus stop remain, there is a risk that a vehicle overtaking a stationary bus, may come into collision with a vehicle turning left out of the proposed access, that may not be expecting an overtaking vehicle and consequentially increase the risk of a head on type or junction related collision.

RECOMMENDATION

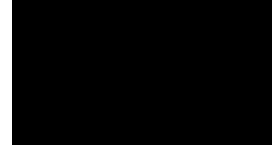
It is recommended that the bus stop is relocated to a new location away from the influence of the proposed junction.

Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with GG119.

Road Safety Audit Team Leader

Signed:



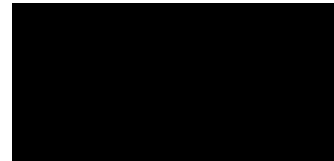
Haydn Vernals FCIHT FIHE CMILT MSoRSA, Directive
2008/96/EC (Certificate of Competency)

Date: 26th June 2023

Sevenairs Consulting Ltd
20 High Bank, Thurlstone, Sheffield,
South Yorkshire, S36 9QH

Road Safety Audit Team Member

Signed:

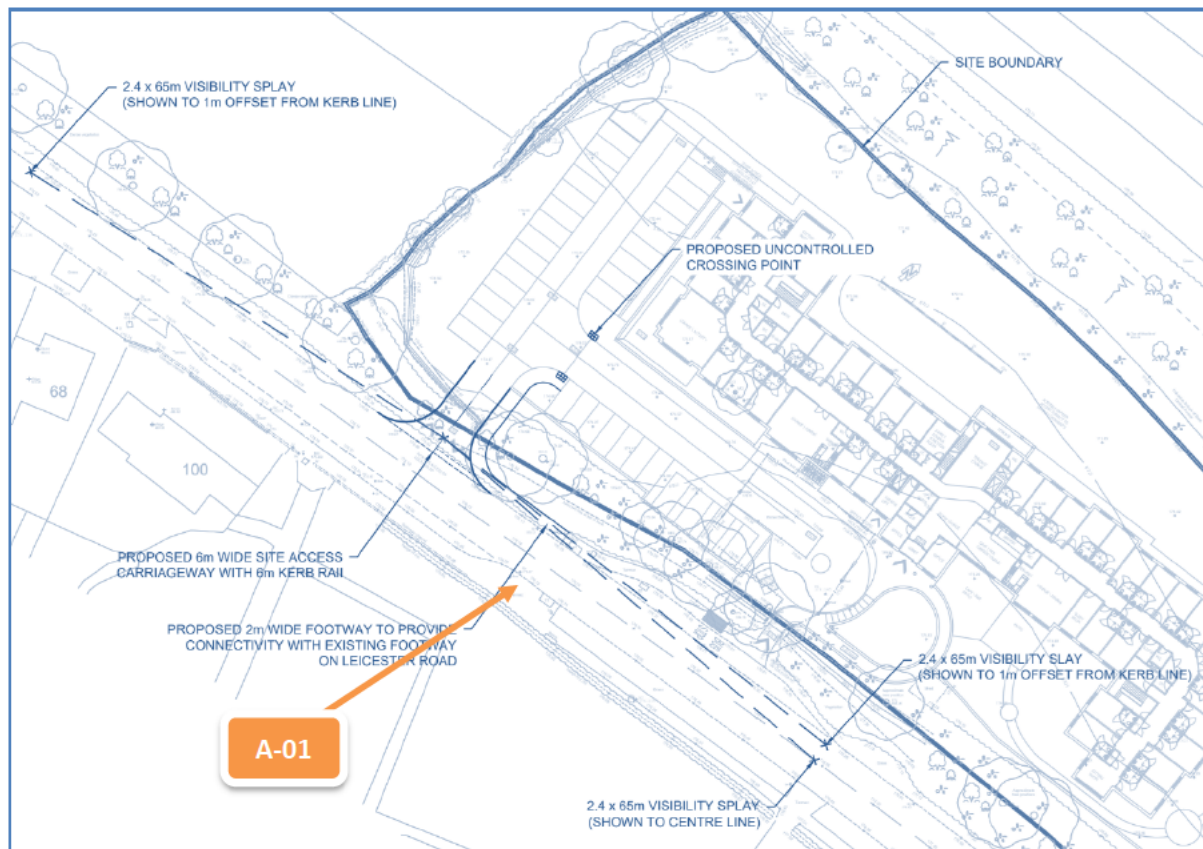


Sarah Vernals BAHonsQTS NPQH

Date: 26th June 2023

Sevenairs Consulting Ltd
20 High Bank, Thurlstone, Sheffield,
South Yorkshire, S36 9QH

Problem Location Plan



APPENDIX E

TRICS OUTPUT – WEEKEND TRIP RATES

Calculation Reference: AUDIT-855401-230628-0602

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : F - CARE HOME (ELDERLY RESIDENTIAL)

TOTAL VEHICLESSelected regions and areas:

04	EAST ANGLIA	
	PB PETERBOROUGH	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Number of residents
 Actual Range: 38 to 76 (units:)
 Range Selected by User: 17 to 180 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 13/02/20

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

Selected survey days:

Saturday 1 days
 Sunday 4 days

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

Selected survey types:

Manual count 5 days
 Directional ATC Count 0 days

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

Selected Locations:

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

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 5

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 X days - Selected
 Servicing vehicles Excluded 5 days - Selected

Secondary Filtering selection:

Use Class:

C2 5 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000 1 days

25,001 to 50,000 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 1 days

125,001 to 250,000 2 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 3 days

1.1 to 1.5 2 days

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

Travel Plan:

No 5 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 5 days

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

LIST OF SITES relevant to selection parameters

1	LN-05-F-01	NURSING HOME	LINCOLNSHIRE
	23 NETTLEHAM ROAD		
	LINCOLN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	38	
	Survey date: SUNDAY	30/06/13	Survey Type: MANUAL
2	NY-05-F-04	NURSING HOME	NORTH YORKSHIRE
	ROECLIFFE LANE		
	BOROUGHBRIDGE		
	Edge of Town		
	Residential Zone		
	Total Number of residents:	76	
	Survey date: SUNDAY	16/10/11	Survey Type: MANUAL
3	PB-05-F-01	NURSING HOME	PETERBOROUGH
	PARK CRESCENT		
	PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	48	
	Survey date: SUNDAY	16/10/16	Survey Type: MANUAL
4	TW-05-F-02	NURSING HOME	TYNE & WEAR
	SPLIT CROW ROAD		
	GATESHEAD		
	DECKHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	60	
	Survey date: SATURDAY	05/10/13	Survey Type: MANUAL
5	WM-05-F-01	NURSING HOME	WEST MIDLANDS
	NEARHILL ROAD		
	BIRMINGHAM		
	Edge of Town		
	Residential Zone		
	Total Number of residents:	65	
	Survey date: SUNDAY	08/11/15	Survey Type: MANUAL

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	5	57	0.122	5	57	0.045	5	57	0.167
08:00 - 09:00	5	57	0.038	5	57	0.024	5	57	0.062
09:00 - 10:00	5	57	0.010	5	57	0.007	5	57	0.017
10:00 - 11:00	5	57	0.059	5	57	0.038	5	57	0.097
11:00 - 12:00	5	57	0.056	5	57	0.031	5	57	0.087
12:00 - 13:00	5	57	0.021	5	57	0.056	5	57	0.077
13:00 - 14:00	5	57	0.042	5	57	0.024	5	57	0.066
14:00 - 15:00	5	57	0.063	5	57	0.052	5	57	0.115
15:00 - 16:00	5	57	0.045	5	57	0.042	5	57	0.087
16:00 - 17:00	5	57	0.038	5	57	0.059	5	57	0.097
17:00 - 18:00	5	57	0.024	5	57	0.073	5	57	0.097
18:00 - 19:00	5	57	0.017	5	57	0.056	5	57	0.073
19:00 - 20:00	5	57	0.042	5	57	0.038	5	57	0.080
20:00 - 21:00	5	57	0.017	5	57	0.066	5	57	0.083
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.594			0.611			1.205

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

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

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Parameter summary

Trip rate parameter range selected: 38 - 76 (units:)
 Survey date range: 01/01/08 - 13/02/20
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 1
 Number of Sundays: 4
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

OGVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	5	57	0.000	5	57	0.000	5	57	0.000
08:00 - 09:00	5	57	0.000	5	57	0.000	5	57	0.000
09:00 - 10:00	5	57	0.000	5	57	0.000	5	57	0.000
10:00 - 11:00	5	57	0.000	5	57	0.000	5	57	0.000
11:00 - 12:00	5	57	0.003	5	57	0.000	5	57	0.003
12:00 - 13:00	5	57	0.000	5	57	0.003	5	57	0.003
13:00 - 14:00	5	57	0.000	5	57	0.000	5	57	0.000
14:00 - 15:00	5	57	0.000	5	57	0.000	5	57	0.000
15:00 - 16:00	5	57	0.000	5	57	0.000	5	57	0.000
16:00 - 17:00	5	57	0.000	5	57	0.000	5	57	0.000
17:00 - 18:00	5	57	0.000	5	57	0.000	5	57	0.000
18:00 - 19:00	5	57	0.000	5	57	0.000	5	57	0.000
19:00 - 20:00	5	57	0.000	5	57	0.000	5	57	0.000
20:00 - 21:00	5	57	0.000	5	57	0.000	5	57	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

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.

APPENDIX F

TRICS OUTPUT – WEEKDAY PEAK HOUR TRIP RATES

Calculation Reference: AUDIT-855401-230512-0522

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : F - CARE HOME (ELDERLY RESIDENTIAL)

TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST	
ES EAST SUSSEX	1 days
SP SOUTHAMPTON	1 days
WS WEST SUSSEX	1 days
04 EAST ANGLIA	
SF SUFFOLK	1 days
05 EAST MIDLANDS	
NN NORTH NORTHAMPTONSHIRE	1 days
NT NOTTINGHAMSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
NY NORTH YORKSHIRE	1 days
08 NORTH WEST	
BP BLACKPOOL	1 days
09 NORTH	
TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Number of residents
 Actual Range: 17 to 69 (units:)
 Range Selected by User: 17 to 180 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 13/06/22

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

Selected survey days:

Monday	3 days
Tuesday	3 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	5

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	6
No Sub Category	3

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	4 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

C2	9 days
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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

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
25,001 to 50,000	4 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	3 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	3 days
1.1 to 1.5	6 days

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

Travel Plan:

No	9 days
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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	9 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BP-05-F-01	NURSING HOME		BLACKPOOL
	LYTHAM ROAD			
	BLACKPOOL			
	SQUIRES GATE			
	Edge of Town			
	Residential Zone			
	Total Number of residents:	31		
	Survey date: TUESDAY	27/09/16		Survey Type: MANUAL
2	ES-05-F-02	CARE HOME		EAST SUSSEX
	BATTLE ROAD			
	HAILSHAM			
	Edge of Town Centre			
	Residential Zone			
	Total Number of residents:	69		
	Survey date: WEDNESDAY	13/07/16		Survey Type: MANUAL
3	NN-05-F-01	NURSING HOME		NORTH NORTHAMPTONSHIRE
	MALHAM DRIVE			
	KETTERING			
	Edge of Town			
	No Sub Category			
	Total Number of residents:	60		
	Survey date: MONDAY	13/06/22		Survey Type: MANUAL
4	NT-05-F-02	NURSING HOME		NOTTINGHAMSHIRE
	MOOR LANE			
	NEAR NOTTINGHAM			
	BINGHAM			
	Edge of Town Centre			
	No Sub Category			
	Total Number of residents:	34		
	Survey date: MONDAY	14/11/16		Survey Type: MANUAL
5	NY-05-F-05	NURSING HOME		NORTH YORKSHIRE
	SEAGRIM CRESCENT			
	RICHMOND			
	Edge of Town			
	Residential Zone			
	Total Number of residents:	37		
	Survey date: MONDAY	04/03/19		Survey Type: MANUAL
6	SF-05-F-01	CARE HOME		SUFFOLK
	COLCHESTER ROAD			
	IPSWICH			
	Edge of Town			
	Residential Zone			
	Total Number of residents:	17		
	Survey date: FRIDAY	18/09/15		Survey Type: MANUAL
7	SP-05-F-01	CARE HOME		SOUTHAMPTON
	BOTLEY ROAD			
	SOUTHAMPTON			
	Edge of Town			
	No Sub Category			
	Total Number of residents:	42		
	Survey date: TUESDAY	24/11/15		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	TW-05-F-03	NURSING HOME	TYNE & WEAR
	MOORE STREET		
	GATESHEAD		
	FELLING SHORE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	52	
	Survey date: THURSDAY	02/05/19	Survey Type: MANUAL
9	WS-05-F-02	NURSING HOME	WEST SUSSEX
	WYKEHAM ROAD		
	WORTHING		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	54	
	Survey date: TUESDAY	17/05/22	Survey Type: MANUAL

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

TOTAL VEHICLES**Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	9	44	0.129	9	44	0.083	9	44	0.212
08:00 - 09:00	9	44	0.081	9	44	0.058	9	44	0.139
09:00 - 10:00	9	44	0.083	9	44	0.048	9	44	0.131
10:00 - 11:00	9	44	0.081	9	44	0.058	9	44	0.139
11:00 - 12:00	9	44	0.083	9	44	0.073	9	44	0.156
12:00 - 13:00	9	44	0.083	9	44	0.091	9	44	0.174
13:00 - 14:00	9	44	0.104	9	44	0.078	9	44	0.182
14:00 - 15:00	9	44	0.088	9	44	0.111	9	44	0.199
15:00 - 16:00	9	44	0.104	9	44	0.169	9	44	0.273
16:00 - 17:00	9	44	0.053	9	44	0.093	9	44	0.146
17:00 - 18:00	9	44	0.038	9	44	0.073	9	44	0.111
18:00 - 19:00	9	44	0.048	9	44	0.035	9	44	0.083
19:00 - 20:00	9	44	0.048	9	44	0.068	9	44	0.116
20:00 - 21:00	9	44	0.045	9	44	0.045	9	44	0.090
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.068			1.083			2.151

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

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

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Parameter summary

Trip rate parameter range selected: 17 - 69 (units:)
 Survey date range: 01/01/15 - 13/06/22
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

APPENDIX G

2011 CENSUS MODAL SPLIT

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

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population All usual residents aged 16 and over in employment the week before the census
units Persons
date 2011
place of work E02005360 : Charnwood 016 (2011 super output area - middle layer)

usual residence : 2011 census merged local authority district	All categories: Method of travel to work (2001 specification)	Work mainly at or from home	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work
Charnwood	577	0	0	0	22	1	8	419	45	27	54	1
Leicester	126	0	0	0	12	0	1	82	15	2	13	1
Hinckley and Bosworth	93	0	0	0	0	0	0	71	9	1	12	0
North West Leicestershi	92	0	0	1	1	0	1	77	8	0	4	0
Blaby	46	0	0	0	1	0	1	40	2	0	2	0
Melton	21	0	0	0	0	0	0	20	0	0	1	0
Rushcliffe	18	0	0	0	0	0	0	17	1	0	0	0
Oadby and Wigston	14	0	0	0	0	0	0	13	0	0	1	0
Sheffield	11	0	0	0	0	0	0	8	0	1	2	0
Harborough	11	0	0	0	0	0	0	9	1	0	1	0
South Derbyshire	8	0	0	0	0	0	0	8	0	0	0	0
Erewash	7	0	0	0	0	0	1	6	0	0	0	0
Newark and Sherwood	7	0	0	0	0	0	0	7	0	0	0	0
Nottingham	6	0	0	0	0	0	0	5	0	1	0	0
Broxtowe	6	0	0	0	0	0	0	6	0	0	0	0
Bassetlaw	4	0	0	0	0	0	0	4	0	0	0	0
Luton	4	0	0	0	2	0	0	0	0	0	2	0
Daventry	3	0	0	0	0	0	0	3	0	0	0	0
Coventry	3	0	0	0	0	0	0	3	0	0	0	0
South Lakeland	2	0	0	0	0	0	0	0	0	0	2	0
Bolsover	2	0	0	0	0	0	0	2	0	0	0	0
Boston	2	0	0	0	0	0	0	2	0	0	0	0
Ashfield	2	0	0	0	0	0	0	2	0	0	0	0
Nuneaton and Bedworth	2	0	0	0	0	0	0	2	0	0	0	0
Birmingham	2	0	0	0	0	0	0	2	0	0	0	0
King's Lynn and West N	2	0	0	0	0	0	0	2	0	0	0	0
Cheshire East	1	0	0	0	0	0	0	1	0	0	0	0
Manchester	1	0	0	0	0	0	0	0	0	0	1	0
Liverpool	1	0	0	0	0	0	0	0	1	0	0	0
Bradford	1	0	0	0	0	0	0	0	0	0	1	0
Kirklees	1	0	0	0	0	0	0	1	0	0	0	0
Derby	1	0	0	0	0	0	0	1	0	0	0	0
Rutland	1	0	0	0	0	0	0	1	0	0	0	0
Amber Valley	1	0	0	0	0	0	0	1	0	0	0	0
Lincoln	1	0	0	0	0	0	0	1	0	0	0	0
North Kesteven	1	0	0	0	0	0	0	1	0	0	0	0
South Kesteven	1	0	0	0	0	0	0	1	0	0	0	0
East Northamptonshire	1	0	0	0	0	0	0	1	0	0	0	0
Kettering	1	0	0	0	0	0	0	1	0	0	0	0
Northampton	1	0	0	0	0	0	0	0	1	0	0	0
Gedling	1	0	0	0	0	0	0	1	0	0	0	0
Man field	1	0	0	0	0	0	0	1	0	0	0	0
Tamworth	1	0	0	0	0	0	0	1	0	0	0	0
North Warwickshire	1	0	0	0	0	0	0	0	0	1	0	0
Wyre Forest	1	0	0	0	0	0	0	1	0	0	0	0
Dudley	1	0	0	0	0	0	0	1	0	0	0	0
Wolverhampton	1	0	0	0	0	0	0	1	0	0	0	0
Thurrock	1	0	0	0	0	0	0	1	0	0	0	0
Cambridge	1	0	0	0	0	0	0	0	0	0	0	1
Tonbridge and Malling	1	0	0	0	0	0	0	0	0	0	1	0
South Oxfordshire	1	0	0	0	0	0	0	1	0	0	0	0
Cornwall, Isles of Scilly	1	0	0	0	0	0	0	0	0	0	1	0
usual residence : 2011 census merged local authority district	All categories: Method of travel to work (2001 specification)	Work mainly at or from home	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work
	1,097	0	0	1	38	1	12	828	83	33	98	3
	1,094		0	1	38	1	12	828	83	33	98	
%	100.0%		0.0%	0.1%	3.5%	0.1%	1.1%	75.7%	7.6%	3.0%	9.0%	

APPENDIX H

2011 CENSUS TRIP DISTRIBUTION

WU03EW Location of usual residence and place of work by method of travel to work (MSOA level)
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population on 2011 date method of travel to work
All usual residents aged 16 and over in employment the week before the census
Persons
2011
Driving a car or van

place of work		Routing - See Distributon Diagram						
usual residence : 2011 census merged	E02005360 : Charnwood 016	A	B	C	D	E	F	G
local authority district								
E02005345 : Charnwood 001	9				9			
E02005346 : Charnwood 002	13	7			7			
E02005347 : Charnwood 003	16	8			8			
E02005348 : Charnwood 004	8	4			4			
E02005349 : Charnwood 005	27	14			14			
E02005350 : Charnwood 006	14	7			7			
E02005351 : Charnwood 007	8	4			4			
E02005352 : Charnwood 008	9					5	5	
E02005353 : Charnwood 009	16	16						
E02005354 : Charnwood 010	18	18						
E02005355 : Charnwood 011	19					19		
E02005356 : Charnwood 012	30					30		
E02005357 : Charnwood 013	24					12	12	
E02005358 : Charnwood 014	62					62		
E02005359 : Charnwood 015	6						6	
E02005360 : Charnwood 016	67	34				34		
E02005361 : Charnwood 017	9						9	
E02005362 : Charnwood 018	7						7	
E02005363 : Charnwood 019	12						12	
E02005364 : Charnwood 020	11						11	
E02005365 : Charnwood 021	4						4	
E02005366 : Charnwood 022	30					30		
Leicester	82						82	
North West Leicestershire	77					77		
E02005377 : Hickeley and Bosworth 001	27	9	9	9				
E02005378 : Hickeley and Bosworth 002	13						13	
E02005379 : Hickeley and Bosworth 003	8							8
E02005380 : Hickeley and Bosworth 004	5							5
E02005381 : Hickeley and Bosworth 005	7							7
E02005382 : Hickeley and Bosworth 006	1							1
E02005383 : Hickeley and Bosworth 007	3							3
E02005384 : Hickeley and Bosworth 008	2							2
E02005387 : Hickeley and Bosworth 011	2							2
E02005388 : Hickeley and Bosworth 012	1							1
E02005390 : Hickeley and Bosworth 014	2							2
Blaby	40						40	
Meiton	20						20	
Rushcliffe	17				17			
Quadbys and Wigsley	13						13	
Harborough	9						9	
Shelfield	8				8			
South Derbyshire	8	4			4			
Newark and Sherwood	7						7	
Erewash	6				6			
Broxtowe	6				6			
Nottingham	5				5			
Bassetlaw	4				4			
Daventry	3						3	
Coventry	3						3	
Bolsover	2				2			
Boston	2						2	
Ashfield	2				2			
Nuneaton and Bedworth	2						1	1
Birmingham	2				2			
King's Lynn and West Norfolk	2						2	
Cheshire East	1				1			
Kirklees	1				1			
Derby	1				1			
Rutland	1						1	
Amber Valley	1				1			
Lincoln	1						1	
North Kesteven	1						1	
South Kesteven	1							1
East Northamptonshire	1						1	
Kettering	1						1	
Gedling	1				1			
Mansfield	1				1			
Tamworth	1				1			
Wyre Forest	1						1	
Dudley	1				1			
Wolverhampton	1						1	
Thurrock	1				1			
South Oxfordshire	1						1	
Total	828							
Total		124	9	9	195	191	269	82
%		14.9%	1.1%	1.1%	23.6%	23.1%	32.4%	9.9%

Routes
A = Ashby Road/Whitwick Road
B = Main Street
C = Chichester Way
D = ASD W / M1
E = Mainfield Lane
F = A5015
G = Launde Road

72 units

T p Rates	AM	ave	depart	two-way
	0.081	0.058	0.139	
T aff c Gene at on	0.038	0.073	0.111	
	6	4	10	
	PM	3	5	8

Assignment (70 beds)					
	AM			PM	
	Arrive	Depart	2-Way	Arrive	2-Way
A=	1	2	0	1	1
B=	0	0	0	0	0
C=	0	0	0	0	0
D=	2	1	3	1	2
E=	1	1	2	1	2
F=	2	1	3	1	2
G=	0	0	0	0	0
Total	6	4	10	3	8

