



Transport Assessment

Land off Cunnery Close,
Barlestone, Leicestershire

Client: Gladman Developments Ltd



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1 INTRODUCTION

1.1 Purpose of Report

- 1.1.1 This Transport Assessment (TA) considers the highways and transportation implications associated with Gladman Developments Ltd's (Gladman) proposal for a residential development comprising up to 158 dwellings, at land off Cunnery Close, Barlestone, Leicestershire.
- 1.1.2 Prime Transport Planning (Prime) has produced this TA on behalf of the Applicant. It has been prepared alongside a Travel Plan (TP), which should be read in conjunction with this TA. The TP outlines the Applicant's commitment to promoting and encouraging travel by sustainable modes.
- 1.1.3 This document has been prepared in accordance with the Government's Planning Practice Guidance: *Transport evidence bases in plan making and decision taking* (2014) and *Travel Plans, Transport Assessments and Statements* (2015), as well as the Department for Transport's (DfT) *Guidance on Transport Assessment* (GTA) (2007).
- 1.1.4 The conclusions and recommendations contained herein have been drawn based on information available and obtained in advance of the planning submission to which this report relates.

1.2 Recent Planning History

Previous Two Planning Applications

- 1.2.1 This report forms part of the documentation to support a third application for development of the site by the Applicant, with the original application (ref. 19/01011/OUT) and second application (ref. 20/00102/OUT) both being refused by Hinckley and Bosworth Borough Council (HBBC) in its role as Local Planning Authority (LPA).
 - 1.2.2 In relation to both previous planning applications, which were for the construction of up to 176 dwellings, one of the reasons for refusal (RfR) was as follows:

'Access to the site is via an unclassified road, which has on street parking and where the junctions operate above practical capacity. The development would therefore be detrimental to highway safety and contrary to Policy DM17 of the Site Allocations and Development Management Policies DPD July 2016.'
 - 1.2.3 Despite the above, it is important to note that Leicestershire County Council (LCC), in its role as Local Highway Authority (LHA), raised no objection, subject to conditions and contributions, to both previous planning applications.
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Planning Appeal

- 1.2.4 The second application was also subject to a planning appeal (ref. APP/K2420/W/20/3265133), which was subsequently dismissed on 17th June 2020. The Inspector concluded that '*localised impacts on highway safety*' would add to the main landscape and visual impact related reason for the dismissal.
- 1.2.5 Further details of the RfR and dismissal are provided in Section 4 of this TA.
- 1.2.6 Since the submission of the previous two planning applications, the development quantum has reduced by 18 dwellings.

1.3 Scope of Report

- 1.3.1 As mentioned above, this report has been prepared in accordance with *Transport evidence bases in plan making and decision taking*, which replaced the DfT's GTA in 2014. However, the new document is not a like-for-like replacement for GTA, providing no guidance on the production of Transport Assessments to accompany developments. The latest guidance instead helps local planning authorities assess strategic transport needs to reflect and, where appropriate, mitigate these in their Local Plan.
- 1.3.2 More relevant information is provided within the PPG under *Travel Plans, Transport Assessments and Statements*, however, this also does not provide the level of detailed guidance that was contained within DfT's GTA.
- 1.3.3 Given that GTA was in place for 7 years, Prime believes that assessment in-line with the document still represents industry best-practice, albeit supplemented by the vision-led approach of the *National Planning Policy Framework (NPPF)*.
- 1.3.4 Prime sought advice from the LHA regarding the proposed access strategy, submitting an Access Note (AN) in August 2025, with LCC's formal response to the document dated 22nd August 2025. The original AN and LCC's response are provided in Appendix A.
- 1.3.5 HBBC issued formal pre-application advice dated 22nd December 2025. Within this document, the comments relating to highways were largely a repetition of those set out in LCC's formal response to the AN, although some of the wording was revised and other comments were added. It is not clear whether these amendments and additions were made by the LHA or the LPA.
- 1.3.6 To conclude, the remainder of this report is structured as follows:
- Section 2 describes the relevant local and national transport policy and guidance;
 - Section 3 describes the existing situation in terms of the site, local highway network and traffic conditions, whilst also reviewing the collision records for the local highway network;
 - Section 4 details the development proposal and gives further consideration to the RfR and dismissal at appeal;
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- Section 5 details access to the site by sustainable modes of travel, which includes walking, cycling and public transport, and provides a summary of the TP;
 - Section 6 discusses the traffic forecasting methodology, trip generation of the site and the ability of the proposed site access and off-site junctions to accommodate the generated traffic; and
 - Section 7 concludes the findings of the TA.
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2 TRANSPORT POLICY & GUIDANCE

2.1 Introduction

- 2.1.1 It is important that any new developments conform to and complement national and local planning policy. This section details the policies that are relevant to the development.

2.2 National Planning Policy Framework

- 2.2.1 The current NPPF was published in December 2024, with slight amendments on 7th February 2025, and sets out the Government's current planning policies. At the heart of the NPPF is '*a presumption in favour of sustainable development*' as detailed in paragraphs 10 and 11.

- 2.2.2 Section 9 of the NPPF, *Promoting sustainable transport*, outlines the important role that the planning system has in facilitating sustainable development. It states in paragraph 110 that:

'Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.'

- 2.2.3 The document offers guidance for planning policies including:

- supporting appropriate mixes of land uses;
- minimising the number and length of journeys;
- actively involving local highway authorities, transport infrastructure providers and operators and neighbouring councils in order to align strategies and investments for supporting sustainable travel; and
- providing high quality walking and cycling networks and associated supporting facilities such as cycle parking.

- 2.2.4 Paragraph 115 of the NPPF provides direction for the assessment of sites for development, stating:

'...it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.'

2.2.5 In determining planning applications, paragraph 116 states that:

'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.'

2.2.6 Paragraph 117 continues:

'Within this context, applications for development should:

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

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'

2.3 Planning Practice Guidance

2.3.1 The theme of sustainable development runs throughout Planning Practice Guidance, with the detailed elements regarding transport being focused in the following sections:

- Transport evidence bases in plan making and decision taking; and
- Travel Plans, Transport Assessments and Statements.

2.3.2 Both sections of the Guidance provide significant amounts of detail on the information types and sources that are appropriate for helping LPAs to take forward their Local Plan with an appropriate evidence base. The Guidance is also a useful reference for assessing schemes such as the development which this report accompanies.

2.4 Active Travel England Standing Advice Note: Active Travel and Sustainable Development (2023)

2.4.1 Active Travel England (ATE) is a statutory consultee on all new major residential developments in England equal to or exceeding 150 housing units. This particular document is intended specifically for LPAs outside of Greater London and sets out how ATE will assess new development proposals. The document states that TAs must:

'Forecast the multi-modal movements generated by a development, quantifying the additional trip generation and the distribution and assignment;

Provide a qualitative analysis of the current infrastructure in the surrounding area (which may include using the Cycling Level of Service Tool in LTN 1/20), taking into account how additional movements across all modes of transport will impact upon the capacity of public transport, walking, wheeling and cycling networks; and

Provide detail (and justification) of any proposed improvements to infrastructure and the proposed delivery mechanism, as well as any other supporting strategies that seek to enable an increase in walking, wheeling and cycling rates.'

2.5 Leicestershire County Council Local Transport Plan 4 (LTP4)

2.5.1 The fourth *Local Transport Plan* (LTP4) for Leicestershire was adopted in 2024 and covers the period from 2025 to 2040. It sets out the long-term transport strategy and vision for transport and provides a framework for how LCC will manage and develop its transport system in the future.

2.5.2 LTP4 has 5 Core Themes, which are as follows:

- Enabling health and wellbeing;
- Protecting the environment;
- Delivering economic growth;
- Enhancing our transport networks resilience; and
- Embracing innovation.

2.5.3 LTP4 also provides a list of Core Policies, which are as follows:

- Core Policy 1: Delivering the Vision;
 - Core Policy 2: Managing Demand;
 - Core Policy 3: Enabling Travel Choice;
 - Core Policy 4: Delivering Solutions;
 - Core Policy 5: Embracing Innovation; and
 - Core Policy 6: Evaluating Progress.
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- 2.5.4 The location of the site will mean people are within easy reach of a range of transport options which give people a genuine choice to travel using modes other than the private car for a wide range of journey types.

2.6 Hinckley and Bosworth Core Strategy (2009)

- 2.6.1 The *Core Strategy*, which was adopted in December 2009, is a key document that provides the vision and spatial strategy for the borough.

- 2.6.2 Spatial Objective (SO) 13 is titled 'Transportation and Need to Travel' and states the following:

'To reduce the high reliance on car travel in the borough and to increase the opportunities for other forms of transport by focusing the majority of development in the Hinckley urban area where there is a range of transport options available and through securing improvement to public transport infrastructure and facilities that promote walking and cycling and through the use of travel plans.'

- 2.6.3 It is important to note that the document describes Barlestone as a 'Key Rural Centre'.

2.7 Hinckley and Bosworth Site Allocations and Development Management Policies Development Plan Document ('SADMP') (2016)

- 2.7.1 This document forms part of the Local Plan (2006 to 2026) and contains 25 development management policies. Those pertinent to highways and transportation are summarised below.

Policy DM17: Highways and Transportation

- 2.7.2 This policy links to SO13 and aligns with NPPF in terms of maximising access to sustainable modes of travel including the safe and convenient provision of associated infrastructure, and demonstrating that the residual cumulative impacts of development are not severe.

Policy DM18: Vehicle Parking Standards

- 2.7.3 This policy refers developers to LCC's parking standards.

2.8 Hinckley and Bosworth Borough Local Plan Review 2045

- 2.8.1 HBBC is currently in the process of producing a new *Local Plan* (LP), with its webpage stating that the document '*will set out land allocations and planning policies for the period 2024 to 2045*'.

- 2.8.2 Once adopted, the LP document will replace the existing *Core Strategy* document.

2.9 Barlestone Parish Neighbourhood Development Plan (2022)

- 2.9.1 The Barlestone *Neighbourhood Development Plan* (NDP) was 'made' in 2022 and covers the plan period 2020 to 2039.

2.9.2 The NDP document, which forms part of HBBC's development framework when determining planning applications within the parish, sets out the following policies:

- *'Ensure that development takes place in the most sustainable locations;*
- *Encourage the right types of development that meet local needs;*
- *Protect important buildings and structures of historic and architectural interest;*
- *Protect important community facilities and shops;*
- *Promote high quality design in new development;*
- *Protect the countryside and special landscape;*
- *Protect open spaces that are important to the community and/or wildlife; and*
- *Seek ways of addressing the problems of traffic congestion.'*

2.9.3 Policy TR1 is titled 'Traffic Management' and states that *'as appropriate to their scale, nature and location new housing and commercial development should:*

- *Be designed to minimise additional traffic generation and movement through the village;*
- *Incorporate sufficient off-road parking in line with Leicestershire County Council standards;*
- *Not remove or compromise the use of any existing off-road parking areas unless a suitable equivalent alternative is provided;*
- *Provide any necessary improvements to site access, communal parking and the highway network (either directly or by financial contributions) where it is necessary to ensure that the development can proceed in a satisfactory manner and is directly related to its scale and nature; and*
- *Consider, where appropriate, the improvement and where possible the creation of footpaths and cycle ways to key village services.'*

2.10 Manual for Streets

2.10.1 *Manual for Streets* (MfS) was published on behalf of the DfT and Communities and Local Government in March 2007 and provides advice for the design of residential streets in England and Wales.

2.10.2 The focus of MfS is to demonstrate the:

'benefits that flow from good design and assigns a higher priority to pedestrians and cyclists, setting out an approach to residential streets that recognises their role in creating places that work for all members of the community. MfS refocuses on the place function of residential streets, giving clear guidance on how to achieve well-designed streets and spaces that serve the community in a range of ways' (MfS page 7).

2.10.3 The guidance addresses many common design principles and discusses detailed design issues, often presenting recommended design criteria. Some of the key principles of MfS include:

- The need to shift from focusing on designing for motor vehicles to designing streets around the needs of pedestrians, cyclists and public transport users which in turn enhances safety;
- Good design can help to create and strengthen a sense of place and community;
- Creating streets that are permeable and offer good quality connections to main destinations for all road users;
- Inclusive design that recognises the needs of people of all ages and abilities; and
- Cost-effective construction often by avoiding over-designing.

2.10.4 In September 2010 a companion document *Manual for Streets 2 - wider application of the principles* (MfS2) was published. This document expands on some of the design principles of MfS and provides examples of places where designs based on these principles have been implemented.

2.11 Leicestershire Highway Design Guide

2.11.1 The *Leicestershire Highways Design Guide* (LHDG) provides LCC's guidance and recommendations on highways and transportation infrastructure for new developments, including road geometry and visibility.

2.11.2 The LHDG is a live document that is regularly updated. It can be accessed via its own [website](#).

2.12 Summary

2.12.1 This section has outlined national and local transport policies and guidance which are applicable to the development site. How the site conforms to and complements these policies and guidance will be discussed in the following sections of this report, where relevant.

3 EXISTING SITUATION

3.1 Site Description

- 3.1.1 The application site is currently undeveloped and agricultural in use. It is located to the south-west of the centre of the village of Barlestone.
- 3.1.2 Cunnery Close can be found to the north of the site, as well as the front and rear gardens of residential properties that front Cunnery Close, and public open space. Bosworth Road, a sports ground, Barlestone Community Centre, a bowls club and a children's play area form the site's eastern boundary, while agricultural land forms the site's southern and western boundaries.
- 3.1.3 Barlestone is located circa 10km to the north of Hinckley, 15km to the west of Leicester, 15km to the north-east of Nuneaton and 20km to the east of Tamworth.
- 3.1.4 The location of the site, in the context of Barlestone and the local highway network, is illustrated on Image 3.1.

Image 3.1: Site Location and Local Highway Network

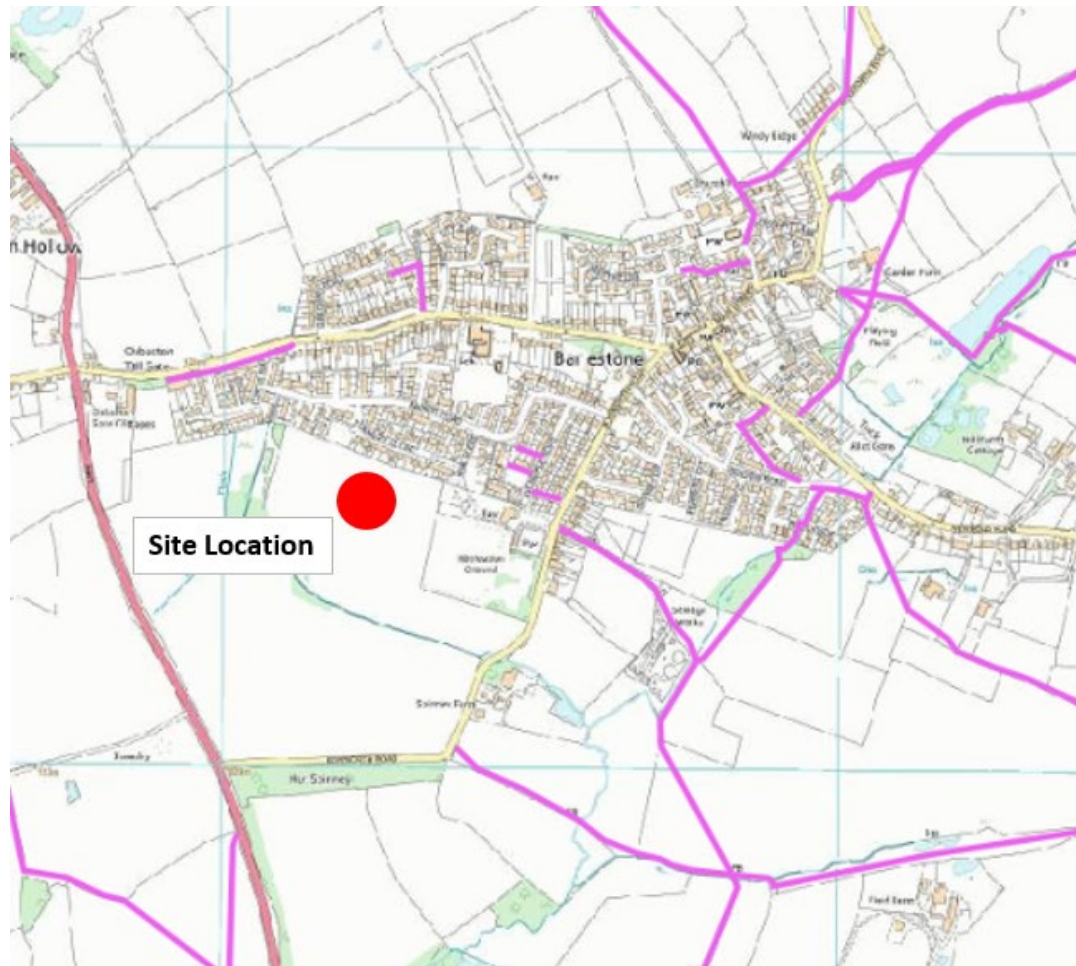


Source: <https://www.openstreetmap.org/>

3.2 Public Rights of Way

- 3.2.1 Image 3.2 shows the PRoW network in proximity to the site, this being an annotated extract from LCC's online mapping system, with footpaths highlighted in pink.

Image 3.2: Extract from LCC's Online Mapping System Depicting the Public Rights of Way



Source: <https://www.leicestershire.gov.uk/roads-and-travel/cycling-and-walking/where-to-walk-and-ride-in-leicestershire>

- 3.2.2 Image 3.2 shows that no PRoW traverse the site, but there is a nearby network of footpaths which provide short cuts and traffic-free routes in and around Barlestone. In addition, but not shown on the plan, is an informal path that runs through the wooded section of the recreation ground that links to Bosworth Road via a pedestrian gate.

3.3 Local Highway Network

Cunnery Close

- 3.3.1 As stated earlier in this section, Cunnery Close can be found to the north of the site and is a residential cul-de-sac which serves 37 dwellings.

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- 3.3.2 It has a carriageway width of circa 5.5m and 2m wide footways are present in each verge, while the speed limit is 30mph. Street lighting is provided along the carriageway in its entirety.
- 3.3.3 At its eastern end, where the carriageway terminates, a turning head is provided to enable vehicles to turn around safely and conveniently. In the grass verge, to the east of Cunnery Close, a footway is provided connecting the cul-de-sac to The Glebe.
- 3.3.4 At its northern end, Cunnery Close forms a priority-controlled junction with Manor Road.

Manor Road

- 3.3.5 Manor Road is a two-way single carriageway which, as mentioned above, forms a priority-controlled junction with Cunnery Close.
- 3.3.6 It provides a connection to Bosworth Road and Curtis Way to the east and west respectively, while it has a carriageway width of circa 5.5m and 2m wide footways in both verges.
- 3.3.7 Between its junctions with Curtis Way and The Glebe, four parking laybys are provided, two of which are located on its northern side and two on its southern side, all of which measure circa 30-50m in length and can accommodate up to circa 24 vehicles.
- 3.3.8 It is subject to a 30mph speed limit, while street lighting is provided along the carriageway in its entirety.

Bosworth Road

- 3.3.9 Bosworth Road runs parallel to the site's eastern frontage for circa 90m in length.
- 3.3.10 It is a two-way single carriageway, which provides a connection into the centre of Barlestone to the north-east and the A447 to the south-west. To the north-east, before reaching the village centre, it also provides direct access to residential dwellings which front Bosworth Road, as well as access to additional residential roads such as Spinney Drive, Manor Road and Meadow Road.
- 3.3.11 Adjacent to the site frontage, it has a width of circa 4m, with it appearing to widen to circa 5.5-6.0m adjacent to the entrance of the aforementioned sports ground and community centre.
- 3.3.12 For the approximate northern half of the site frontage, the speed limit is 30mph whereby it changes to national speed limit (60mph for cars and motorcycles) to the south. The change in speed limit is indicated by the provision of speed limit signs.
- 3.3.13 In the vicinity of the site, there is no footway provision and no street lighting. A footway commences on the eastern side of the carriageway circa 100m to the north of the northern end of the site frontage, with street lighting commencing shortly after.
- 3.3.14 Bosworth Road is lightly trafficked and is frequented by pedestrians including along the section with no footway.
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Barton Road

- 3.3.15 Barton Road is a two-way single carriageway, which runs on a west to east alignment and measures circa 6.0-6.5m in width. The carriageway runs into the centre of Barlestone to the east and provides a connection to the A447 to the west, which in turn provides a connection to Ibstock and Coalville to the north and Hinckley to the south. It also provides access on to Curtis Way which connects to Manor Road.
- 3.3.16 Between its junction with the A447 and Lount Road to the west and Gregory Road to the east, Barton Road is subject to a speed limit of 40mph. To the east of its junction with Gregory Road, the speed limit decreases to 30mph. The change in speed limit is indicated by the provision of speed limit signs and red coloured surface treatment. Given the location of Barlestone C of E Primary School, from its junction with Gregory Close to the village hall, Barton Road operates as a 'Safety Zone' and is subject to a 20mph speed limit when lights flash. Along the section of carriageway within the 'Safety Zone', red coloured surface treatment is provided every circa 60 metres to help to traffic calm.
- 3.3.17 A footway is provided on the southern side of the carriageway for its entirety, while a footway commences on the northern side at its junction with Little Mill Close which extends eastwards. Street lighting is provided along Barton Road in its entirety.
- 3.3.18 Dropped kerbs are provided at crossing points, while a zebra crossing, comprising tactile paving, is provided outside of the aforementioned primary school.
- 3.3.19 Barton Road is well served by bus services, with a pair of bus stops located between its junction with Curtis Way and Gregory Road. Additional bus stops are provided further along the carriageway to the east and west. Further information regarding these stops and services is provided in Section 5.

3.4 Existing Traffic Conditions

Site Visits

- 3.4.1 A number of site visits have been made in recent years, with the most recent being on Monday 24th November 2025.
- 3.4.2 During the site visits, many of the local roads were observed to be lightly trafficked. As expected, the A447 was more heavily trafficked, however, traffic was generally free flowing, with no significant queues or delays observed.
- 3.4.3 A good level of pedestrian and cycle activity was observed, and people were seen waiting at the local bus stops.
- 3.4.4 Pedestrians have been witnessed walking along Bosworth Road despite there being limited footway provision and part of the road being subject to national speed limit.
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Traffic Surveys

Manual Classified Counts and Pan Regional Transport Model

- 3.4.5 As part of the previous planning applications, manual classified count (MCC) surveys were undertaken at the following junctions:
1. Manor Road/Cunners Close (Priority Controlled 'T' Junction);
 2. Curtis Way/Manor Road (Priority Controlled 'T' Junction);
 3. Barton Road/Curtis Way (Priority Controlled 'T' Junction);
 4. A447/Barton Road/Lount Road (Priority Crossroads Junction);
 5. Bosworth Road/Manor Road (Priority Controlled 'T' Junction);
 6. Bosworth Road/Meadow Road (Priority Controlled 'T' Junction);
 7. Newbold Road/Meadow Road (Priority Controlled 'T' Junction);
 8. West End/Bosworth Road/Barton Road (Priority Controlled 'T' Junction);
 9. A447/Bosworth Road (Priority Controlled 'T' Junction); and
 10. A447/B585 Bosworth Lane/Bosworth Road (Priority Staggered Crossroads Junction).
- 3.4.6 As part of the TAs associated with the previous planning applications, each of the above-listed junctions were subject to capacity assessments using specialist software, which concluded that the proposed development would have a negligible impact on all of the junctions.
- 3.4.7 Within the pre-application advice document issued by HBBC associated with this application, it stated that *'given the scale and location of the proposed development, LHA would advise the use of Pan Regional Transport Model ('PRTM') to assess the impact of the development on the surrounding highway network as opposed to Census data'*, further advising Prime to contact LCC's Environment and Transport Modelling Services and Commissioning Framework (ETCF) department to obtain further details regarding the PRTM and the associated costs.
- 3.4.8 As such, during email correspondence between Prime and the ETCF department in October 2025, the latter confirmed that AECOM was the modelling consultant on behalf of LCC and provided a cost in an email dated 27th October 2025. Prime consider the fee provided to be excessive and not commensurate with the level of work required to consider the impact of a scheme of this scale. Added to this is the context of the local roads being lightly trafficked and the previous assessments which have shown that the impact of the larger previously proposed developments on the site as not being 'severe', the latter being agreed with LCC during said applications. It is also apparent from the AECOM quote that the level of detail in the model is not currently fit for purpose, as such, a significant element of the quote is for the work required to make the model suitable, something that an individual applicant should not be expected to fund.
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- 3.4.9 At the time of writing this report, discussions remain ongoing between Prime and LCC Highways regarding the use of the PRTM, thus, junctions 2,3 and 5-10 will be assessed as part of post-submission work.
- 3.4.10 However, as part of this TA, an MCC survey has been undertaken at the Manor Road/Cunnery Close junction by virtue of it effectively serving as the proposed site access, with the data derived from this survey also being utilised to establish local trip rates, which is discussed in more detail in Section 6.
- 3.4.11 An MCC survey has also been undertaken at the A447/Barton Road/Lount Road junction, as this location was identified as experiencing the highest impact in the previous assessment and is the main connection to the primary road network (A447).
- 3.4.12 The MCC surveys were carried out on Thursday 27th November 2025 at the Manor Road/Cunnery Close junction and on Wednesday 25th February 2026 at the A447/Barton Road/Lount Road junction. The surveys took place between 07:00 and 10:00 and 15:30 and 18:30 to ensure that the commuter peaks were surveyed, allowing the morning (AM) and evening (PM) peak hours to be determined. A survey of queue lengths on the various approaches to the above junctions was also undertaken as part of the MCC surveys. The surveys were undertaken during neutral periods as defined by the DfT in its *TAG Unit M1.2 Data Sources and Surveys* (2024) and are therefore representative of typical term time traffic conditions.
- 3.4.13 The utilisation of the results of these surveys, in ascertaining the capacity of the Manor Road/Cunnery Close and A447/Barton Road/Lount Road junctions, is described in Section 6.
- 3.4.14 The traffic survey data has been interrogated to derive the AM and PM peak hours for each junction, which were as follows:

Manor Road/Cunnery Close

- AM Peak 08:30-09:30; and
- PM Peak 17:00-18:00.

A447/Barton Road/Lount Road

- AM Peak 07:30-08:30; and
- PM Peak 16:30-17:30.

- 3.4.15 Traffic Flow Diagram 1, included in Appendix B, summarises the observed peak hour traffic flows and queue lengths. In order to aid the capacity assessment modelling detailed in Section 6, the three user classes surveyed have been condensed into two, with buses added to the heavy good vehicles ('HGVs') user class. The queue length surveys recorded the maximum queue lengths every five minutes at the various junctions surveyed. Queues were measured as stationary and/or slow-moving traffic less than 5mph.
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Manor Road - Traffic Speeds

- 3.4.16 A covert hand-held radar speed survey was undertaken on Manor Road on the approaches to Cunnery Close. The survey was undertaken in accordance with CA 185 *Vehicle Speed Measurement* of the *Design Manual for Roads and Bridges* (DMRB), whereby 200 measurements of vehicles travelling at free flow speed in each direction were recorded on Wednesday 26th November and Thursday 27th November 2025. The surveyors remained in their vehicle parked at an inconspicuous location further away from the survey point so as to not influence the speeds.
- 3.4.17 The results of the radar surveys are shown in Tables 3.1 and 3.2 and do not include a wet weather adjustment as the weather was dry during the surveys.

Table 3.1: Recorded Speeds along Manor Road in the Vicinity of Cunnery Close - Wednesday 26th November 2025

Direction	Speed (mph)	
	Average	85th %ile
Westbound	23.8	27.6
Eastbound	24.1	27.0

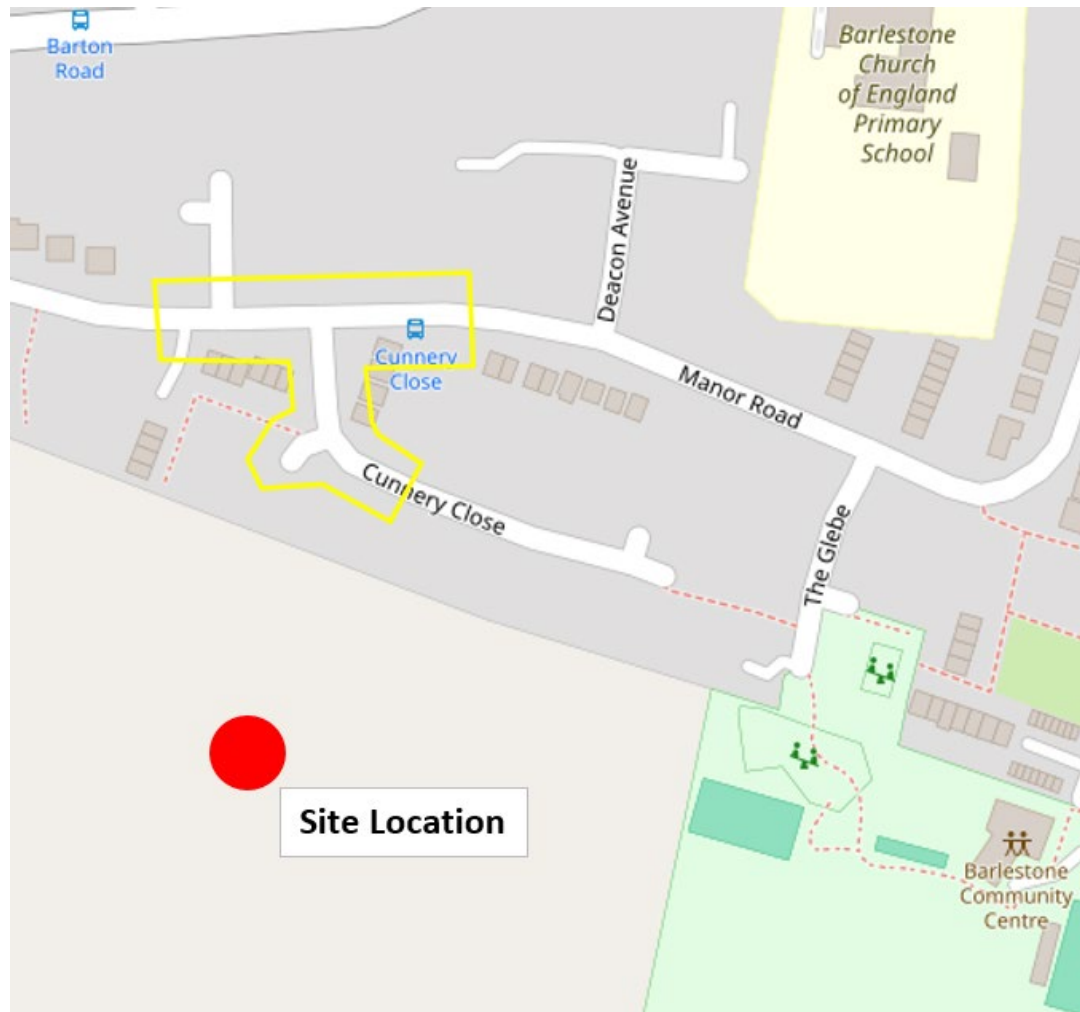
Table 3.2: Recorded Speeds along Manor Road in the Vicinity of Cunnery Close - Thursday 27th November 2025

Direction	Speed (mph)	
	Average	85th %ile
Westbound	23.7	27.2
Eastbound	24.0	26.6

- 3.4.18 The radar survey results show that the average speeds and 85th percentile speeds in both directions are below the prevailing 30mph speed limit.

Parking Beat Survey

- 3.4.19 Prime have reviewed parking conditions around the Manor Road/Cunnery Close junction to assess whether parking could be a constraint that could impact potential future development access from Cunnery Close, and to inform the need for any potential mitigation.
- 3.4.20 This has been informed by a parking beat survey (PBS), which was completed on Thursday 27th November 2025.
- 3.4.21 The PBS study area is edged yellow in Image 3.3.

Image 3.3: Extent of Parking Beat Survey

Source: <https://www.openstreetmap.org/>

- 3.4.22 Parking information was gathered between 07:00 and 19:00 hours, with this enabling the PBS to record the periods of peak parking activity in the study area i.e. before people left for work in the morning, normal parking activity throughout the day and after people return home from work.
- 3.4.23 The methodology for the PBS has been based on the 'Lambeth Council' parking survey methodology, which is largely considered to be the industry standard for such surveys.
- 3.4.24 The length of the kerbs that had unrestricted parking was calculated and sections of the street where parking would be illegal were excluded, for example, on double yellow lines. The unit for one lengthwise parking space has been set at 5m, with this commonly accepted as being the length required per car for on-street parallel parking, as per the Lambeth methodology. This has been used to calculate the maximum number of unrestricted spaces on Manor Road and Cunnery Close, with totals derived by dividing the available kerb length by 5m and rounding down to the nearest whole space.
- 3.4.25 The beats, which were conducted every 60 minutes, involved counting the number of occupied spaces where parking was unrestricted. This was then compared to the total number of available spaces to

calculate the level of 'parking stress' on Manor Road and Cunnergy Close. No formal parking restrictions are in place in the study area, as such, no illegal parking was recorded.

3.4.26 The results of the PBS are shown in Tables 3.3 and 3.4.

Table 3.3: Results of Parking Beat Survey on Thursday 27th November 2025 - Manor Road

Unrestricted Kerb	Parking Beat Period												
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00
Occupied	15	11	10	8	7	9	7	8	9	9	11	14	14
Remaining Spaces	9	13	14	16	17	15	17	16	15	15	13	10	10
Parking Stress (%)	63%	46%	42%	33%	29%	38%	29%	33%	38%	38%	46%	58%	58%

3.4.27 Table 3.3 demonstrates that the unrestricted section of Manor Road experienced a peak parking stress of 63% at 07:00 hours, with this reducing to 46% in the following hour and to 42% at 09:00 hours, whereas between 10:00 and 16:00 hours, the parking stress varied between 29% and 38%. At 17:00 hours, the parking stress was recorded as 46%, while at 18:00 and 19:00 hours it was recorded as 58%.

3.4.28 Within the PBS report, it states that no vehicles were illegally parked.

Table 3.4: Results of Parking Beat Survey on Thursday 27th November 2025 - Cunnergy Close

Unrestricted Kerb	Parking Beat Period												
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00
Occupied	3	3	3	3	2	2	3	3	3	3	3	3	3
Remaining Spaces	8	8	8	8	9	9	8	8	8	8	8	8	8
Parking Stress (%)	27%	27%	27%	27%	18%	18%	27%	27%	27%	27%	27%	27%	27%

3.4.29 Table 3.4 demonstrates that the unrestricted section of Cunnergy Close experienced a peak parking stress of 27% across most of the study period, between 07:00 and 10:00 hours and between 13:00 and 19:00 hours. At 11:00 hours and 12:00 hours, the parking stress was recorded as 18%.

3.4.30 The PBS report notes that one vehicle was parked in an obstructive position at 07:00 hours, and similar obstruction was observed again between 15:00 and 19:00 hours. The obstructive parking is described as 'Crossover', indicating that it may have involved a resident parking across the entrance to their own driveway.

3.4.31 The locations of the parked vehicles are plotted per hour in the PBS in Appendix C. The plots show that the Manor Road/Cunnergy Close junction was clear of parked vehicles in every recorded parking beat. No more than one car was parked on the section of Cunnergy Close between Manor Road and

the stub that provides access to the site. Up to three vehicles were recorded as being parked in the stub, but it is anticipated that the drivers of such vehicles will relocate to alternative parking locations, which may include their driveways or other off-street parking spaces.

Bosworth Road Automatic Traffic Counter

3.4.32 In order to inform the provision of a proposed emergency and pedestrian and cycle access onto Bosworth Road (see Section 4.3), an automatic traffic counter (ATC) was installed for 7-days from Wednesday 26th November 2025 at the existing speed limit terminal. The ATC recorded traffic flows and speeds.

3.4.33 A summary of the recorded hourly flows is provided in Table 3.5.

Table 3.5: Summary of Bosworth Road ATC Flows

Hour Beginning	South-westbound		North-eastbound		Two-way	
	5-Day Ave	7-Day Ave	5-Day Ave	7-Day Ave	5-Day Ave	7-Day Ave
00:00	1	1	0	0	1	1
01:00	1	1	0	1	2	2
02:00	0	0	0	0	0	0
03:00	1	1	0	0	1	1
04:00	6	4	1	1	7	5
05:00	9	7	2	2	11	9
06:00	27	20	6	6	34	26
07:00	40	31	13	12	54	43
08:00	21	20	18	16	39	35
09:00	19	19	17	15	37	34
10:00	13	14	16	13	29	27
11:00	17	19	13	13	30	33
12:00	15	15	17	16	32	31
13:00	20	19	13	14	33	33
14:00	16	16	24	22	39	38
15:00	20	17	18	17	38	35
16:00	19	17	26	21	45	38
17:00	11	10	17	15	28	25
18:00	14	13	11	10	25	22
19:00	4	4	7	6	11	10
20:00	5	5	7	6	12	11
21:00	4	5	6	6	10	11
22:00	1	1	4	4	5	5
23:00	0	1	2	2	2	3
Max	40	31	26	22	54	43

3.4.34 The ATC results affirm observations made during the site visits, that Bosworth Road is very lightly trafficked. The highest 5-day two-way traffic flow was just 54 vehicles, which is equivalent just under one trip per minute.

3.4.35 A summary of the recorded speeds on Bosworth Road is provided in Table 3.6.

Table 3.6: Summary of Bosworth Road ATC Speeds

Direction	Speed (mph)	
	Average	85th %ile
South-westbound	21.8	26.0
North-eastbound	21.1	25.5

3.4.36 Despite the ATC being undertaken at the 30mph/national speed limit terminal, 85th percentile speeds were less than 30mph. Low speeds along the road are likely to be as a result of the relatively narrow width and limited forward visibility in places.

3.4.37 All of the traffic surveys were undertaken by Paul Castle Associates, a specialist and independent traffic survey and data collection consultant. The raw data for each survey method is provided in Appendix C.

3.5 Road Safety

3.5.1 Personal injury collision data has been purchased from LCC for the five-year period between 1st January 2020 and 27th October 2025 (70 months).

3.5.2 The study area includes Barlestone in its entirety and the A447 between its junction with Main Street/Barton Lane to the north and its junction with Bosworth Lane/Bosworth Road to the south.

3.5.3 The study area was agreed with LCC Highways as part of the previous planning applications.

3.5.4 A plan illustrating the location of the recorded collisions along with the collision reports are provided in Appendix D.

3.5.5 In total there were 9 collisions within the study area, 7 of which were classed as 'slight' injury collisions and two of which were classed as 'serious'. There were no fatal collisions.

3.5.6 It should be noted that the collision report does not provide contributory factors for any of the collisions.

3.5.7 Both serious collisions occurred on Bosworth Road, the first of which occurred at its junction with Meadow Road and was reported to have been a collision involving a car and pedal cycle. Within the report, it states that the car was turning right from Bosworth Road onto Meadow Road and the pedal cycle was turning right from Meadow Road onto Bosworth Road before both collided with each other. As a result of the collision, the rider of the pedal cycle sustained serious injuries. It should be noted that this collision occurred when the road surface was wet/damp.

3.5.8 The second serious collision on Bosworth Road occurred at its junction with Manor Road and was reported to have been a collision involving a goods vehicle and pedal cycle. Within the report, it indicates that the goods vehicle was exiting Bosworth Road, while the pedal cycle was approaching

the junction from the west, presumably travelling along Manor Road before both collided with each other. As a result of the collision, the rider of the pedal cycle sustained serious injuries.

- 3.5.9 Of the 7 slight collisions, five occurred along the stretch of the A447 between its junction with Main Street/Barton Lane and its junction with Bosworth Lane/Bosworth Road, which measures circa 4km in length, while two occurred along the stretch of Barton Road between its junction with Westfields/Bosworth Road and its junction with the A447/Lount Road, which measures circa 1km in length.
- 3.5.10 No collisions were reported on Manor Road, Cunliffe Close or the section of Bosworth Road south of Manor Road.
- 3.5.11 The total number of collisions is relatively low given the scale of the study area and the strategic nature of the A447.
- 3.5.12 It can be concluded from the above that there is no evidence to suggest that there are existing safety issues that will be exacerbated by the proposed development.
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4 DEVELOPMENT PROPOSALS

4.1 Development Description

- 4.1.1 Gladman is seeking outline planning permission for a residential development comprising up to 158 dwellings (40% affordable), at land off Cunnery Close, Barlestone, Leicestershire.
- 4.1.2 A Development Framework Plan (DFP) has been produced by Gladman and forms part of the supporting documentation for the planning application. The planning documents should be available via HBBC's online planning portal.
- 4.1.3 The DFP is indicative only but shows that the site is to be accessed via the continuation of the existing stub located off Cunnery Close, providing access to the primary route that runs through the middle of the site.
- 4.1.4 A dedicated pedestrian access point will be provided in the north-western corner of the site, providing access to Manor Road via an existing footpath.
- 4.1.5 A local equipped area for play (LEAP), local area for play (LAP) and an area of open green space will be provided in the centre of the site.
- 4.1.6 A scenic footpath will be provided around the developed areas in their entirety, with an attenuation basin provided in the south-eastern corner of the site.
- 4.1.7 Lastly, an emergency access track can be provided, which will extend from the east of the site to Bosworth Road. Further details of the proposed access arrangements are provided below.

4.2 History of Proposed Access Strategy from Previous Planning Applications

- 4.2.1 Before presenting the details of the proposed access strategy, this section will summarise the position of LCC Highways and HBBC from the previous planning applications, both of which sought planning permission for the construction of up to 176 dwellings.

Previous Pre-Application Discussions

- 4.2.2 The proposed access arrangement was presented to LCC during pre-application discussions prior to the first planning application (ref. 19/01011/OUT) in 2019, with LCC highlighting the guidance in the LHDG in terms of '*normally no more than 150 dwellings served off a single access*'.
 - 4.2.3 Prime queried aspects of LCC's pre-application response, including the suggested 150 dwelling threshold, citing a recent example of a Gladman scheme in Sileby for up to 228 dwellings off a single access, which itself was from a cul-de-sac already serving 111 dwellings. LCC's response was that 150 dwellings was a '*starting point*' and the officer acknowledged that there were '*instances in*
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Leicestershire where the number of dwellings served off one point of access is in excess of this'. It was therefore considered appropriate to continue with the proposed access arrangement.

- 4.2.4 Early discussions also took place with Barlestone Parish Council (BPC) which indicated that a pedestrian/cycle connection to the sports ground and bowling club located to the east of the site would be acceptable and desirable. A separate pedestrian access was also proposed onto Manor Road towards the north-west corner of the site.

Post-Submission Discussions

- 4.2.5 LCC's initial consultation response to the TA was dated 25th October 2019, with a summary of the LCC comments relating to access being as follows:

- The visibility splays achievable from Cunliffe Close to Manor Road were in line with observed 85th percentile speeds and were acceptable;
- The tracking of a refuse collection vehicle was acceptable;
- The separate pedestrian connection to Manor Road was welcomed; and
- The pedestrian/cycle link to the sports ground was welcomed but acknowledged that it would be subject to third party land owned by BPC.

- 4.2.6 It is important to note that LCC did not object to the proposed access arrangement.

- 4.2.7 Following the submission of a subsequent Technical Note, LCC provided its revised and final consultation response dated 3rd December 2019. In this response, LCC stated that:

'As advised previously, the LHA consider the site access to be acceptable and designed in accordance with the Leicestershire Highway Design Guide (LHDG).'

- 4.2.8 The application was resubmitted (ref. 20/00102/OUT) in 2020, which was accompanied by the original TA, TP and an updated TN (Revision A dated 28th January 2020).

- 4.2.9 LCC's consultation response to the second application was dated 11th February 2020 and referred to its two responses to the first application. It offered no objection, subject to conditions and obligations. As such, the proposed access arrangement therefore remained agreeable to LCC.

Planning Appeal

- 4.2.10 Despite no objection from the professional officers at LCC Highways, who are responsible for the safe and efficient operation of the local highway network, HBBC included the safety of the access as one of two reasons for refusal.

- 4.2.11 Prime prepared a detailed Supporting Statement (dated May 2021) as part of the additional evidence for the appeal. As well as providing a summary of the TA, TP and TN, it rebutted points made by a third-party consultant instructed by HBBC and presented a real time traffic simulation exercise. This

exercise, which utilised a drone, visually highlighted the very lightly trafficked nature of the local roads, and demonstrated in real time how drivers would navigate Manor Road and Cunnery Close to reach the site, driving with courtesy when approaching other drivers and giving-way accordingly.

- 4.2.12 In the lead up to the Hearing, Prime contacted LCC Highways to attempt to agree a highways Statement of Common Ground in order to affirm its position for the Inspector. LCC took the stance that it offered no objection, as such there was no requirement for such a Statement. LCC Highways did not attend the Hearing. As a representative of LCC Highways was not present, the Inspector was not satisfied that their query as to why more than 150 dwellings from a single point of access would be acceptable. Prime's witness at the Hearing is of the opinion that if an officer from LCC Highways was in attendance, highway safety would have not formed part of the rationale behind the dismissal.
- 4.2.13 One of the Inspector's questions was whether an emergency access could be provided. Prime's response was that an emergency access was not considered to be essential, and LCC Highways tends not to be receptive to them. Furthermore, an emergency access was not included in the proposals so it would not have been possible to modify the proposals at the Hearing.

4.3 Access Strategy

Vehicular Access

- 4.3.1 Vehicular access from the extension of the stub off Cunnery Close remains the only viable option to serve the site, with Drawing P25081-001G in Appendix E illustrating the proposed access strategy. It shows a carriageway width of 5.5m, as per the LHDG and MfS guidance, which can also be used for the internal primary roads. This width is sufficient for two large vehicles to pass and for vehicles to pass where other vehicles have parked on-street. It is in excess of the 5m stated in British Standard 5906:2005 *Waste management in buildings - code of practice*, with such width being sufficient for refuse collection vehicles to pass sections of on-street parking.
- 4.3.2 Drawing P25081-001G illustrates visibility splays of 2.4m x 43m at the proposed site access, these being compliant with LHDG standards for roads subject to 85th percentile vehicle speeds of 26-30mph. Given the layout and nature of Cunnery Close, it is reasonable to assume that vehicle speeds fall below its 30mph speed limit, which has also been witnessed on site.
- 4.3.3 It should be noted that the development quantum now stands at up to 158 dwellings, which is 18 fewer dwellings than proposed by the two previous planning applications, although as previously stated, the higher quantum of 176 dwellings was confirmed acceptable by LCC Highways. The revised figure equates to a total of up to 195 dwellings served by Cunnery Close in conjunction with the existing 37 dwellings.

- 4.3.4 The 150 dwelling threshold figure stated in the current LHDG¹ is accompanied by the note:

‘Normally no more than 150 from a single point of access. This threshold can only be exceeded based on a robust evidenced justification to be agreed with the LHA.’

- 4.3.5 LCC’s flexibility on this figure is welcomed, but it should be noted that other highway authorities have higher thresholds which are typically 200, 300 or 400, with some setting no prescript limits. The two main national guidance documents, MfS and DMRB, also do not state maximums. There are no technical reasons as to why Cunnery Close could not safely serve more than a total of 150 dwellings as detailed in this TA.
- 4.3.6 It is also important to consider existing traffic flows on the local road network, as LCC’s guidance would also apply if access was to be taken from a much busier road than Cunnery Close or Manor Road. The aforementioned site visits, the most recent of which took place in November 2025, reaffirmed Prime’s observation that the settlement is very lightly trafficked, particularly on the local estate roads.
- 4.3.7 The existing 2m wide footway on the eastern side of the Cunnery Close stub will be extended into the site to allow for pedestrian access. This will provide a convenient connection to the existing footway provision on Manor Road that leads to the village centre and many of the village amenities to the east accessible via the pedestrian ‘cut-throughs’ between The Glebe, Avondale Road and Bosworth Road. A 0.5m verge will be provided between the back of footway and the adjacent property for construction purposes. A grass verge will be provided on the western side of the access.
- 4.3.8 At its junction with Cunnery Close, an uncontrolled crossing, comprising dropped kerbs and tactile paving, will be provided. The location shown is close to the desire line for future residents of the proposed development and existing residents of Cunnery Close. The location also provides a convenient link to the footpath that runs west to the rear of the houses on the western side of the stub. We suggest that give-way markings are added to the Cunnery Close junction with Manor Road in order to formalise the priority.
- 4.3.9 An uncontrolled crossing, comprising dropped kerbs and tactile paving, will also be provided at the Manor Road/Cunnery Close junction. A further two uncontrolled crossings, comprising dropped kerbs and tactile paving, will be provided across Manor Road, one of which will be located a short distance to the west of its junction with Cunnery Close, while the other will be located circa 50m to the east of its junction with Cunnery Close.
- 4.3.10 Drawing P25081-001G illustrates visibility splays of 2.4m x 43m at the Manor Road/Cunnery Close junction, these being compliant with LHDG standards for roads subject to measured 85th percentile vehicle speeds of 26-30mph. As shown in Tables 3.1 and 3.2, vehicle speeds along Manor Road in

¹ Accessed 25/02/26

proximity to Cunnery Close were recorded to be below 30mph in both directions, thus, the level of visibility at the junction is considered to be safe. This was also agreed with LCC Highways as part of the previous two planning applications.

- 4.3.11 Parking on approach to the proposed site access from and including the Manor Road/Cunnery Close junction has been considered, both during site visits and as part of the PBS detailed in Section 3.4. The junction is noted to generally be kept clear of parked vehicles, with the adjacent laybys providing opportunity for residents and visitors to park without restricting traffic flows. The section of Cunnery Close between the junction and the site access has minimal parking on it.
- 4.3.12 Some parking, typically one to three cars, does occur in the stub that leads to the site. This parking partially obstructs the existing field access, but clearly the drivers of these vehicles currently park here as use of the access is very limited; they will need to park elsewhere should the development progress, but the displacement of such small numbers of vehicles will not be detrimental to highway safety. There are ample opportunities for these vehicles to park elsewhere, including on their driveways or in off-street parking laybys. Parking restrictions enforced by traffic regulation orders (TRO) around the junction and the access could be provided if deemed necessary or beneficial by LCC Highways.

Pedestrian Access

- 4.3.13 A dedicated pedestrian access point will be provided in the north-western corner of the site, providing access to Manor Road via an existing footpath. A short section of footway will be constructed in highway land to connect to this footpath.
- 4.3.14 Also, Gladman remains committed to providing a pedestrian/cycle connection to the playing fields and bowls club, subject to BPC, as owners of the land, allowing such a connection.

Access for Commercial Vehicles

- 4.3.15 The dimensions suggested for the proposed site access will ensure an allowance is made for the largest vehicles expected to regularly access the site, such as refuse collection vehicles.
- 4.3.16 To demonstrate that the proposed site access will be safe and suitable for larger vehicles, a swept path analysis using the industry approved *AutoTrack* software has been undertaken for a large refuse vehicle.
- 4.3.17 The swept path analysis is shown on Drawing P25081-001G in Appendix E, which demonstrates that the vehicle can safely access and egress the site in a forward gear.

Emergency Access

- 4.3.18 In order to provide the LPA with assurance that a single main access is safe, the Applicant is willing to provide an emergency access onto Bosworth Road, if deemed necessary in highway safety terms. The proposed emergency access is illustrated in Drawing P25081-002D in Appendix E.

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- 4.3.19 The emergency access will be located as far north as possible on Bosworth Road. It will include a hard paved initial section protected by bollards, or similar modal filter features, that will be readily removable by the emergency services to prevent misuse. The swept path analysis shown in the drawing demonstrates that the emergency access will be accessible by a standard size fire tender and therefore smaller vehicles such as ambulances. Whilst the internal surfacing will be subject to reserved matters, it is anticipated that the track, which will continue to the main body of the site, will be of a grasscrete or other permeable surfacing.
- 4.3.20 Whilst the Applicant is willing to provide an emergency access, its actual use for such purposes is highly unlikely to ever be required given the lightly trafficked nature and safe design of the local roads. Furthermore, an internal loop road can be provided to further reduce the chance of any blockages in the event of an emergency, as shown on the DFP. The length of access road between Cunnery Close and the internal loop will likely be minimal.
- 4.3.21 The Applicant welcomes the view of the emergency services on the proposed access arrangement, including on the need for an emergency access. Prime contacted the Leicestershire Fire and Rescue Service in January 2026 to seek its view on this matter. The Service responded to state that it does not directly comment on access facilities for new domestic developments and instead provided a link to its own guidance. The guidance references the requirements of Approved Document B of the Building Regulations and does not provide any thresholds for the number of dwellings that can be served by a single access. It is anticipated that the emergency access will be at least 3.7m wide, as shown on the drawing, to conform with the Building Regulations. The Applicant is happy for HBBC to formally consult the Service.
- 4.3.22 The Applicant suggested that an emergency access could be provided during pre-application correspondence. HBBC acknowledged this and requested that consideration be given to use of the emergency access as an additional pedestrian access. It would indeed be the Applicant's intention for the emergency access to have such dual purpose and also provide access for cyclists. It is noted from the ATC results presented in Tables 3.5 and 3.6 that both traffic flows and speeds on Bosworth Road in the vicinity of the proposed emergency access are low, which is naturally conducive to walking and cycling trips despite footway and cycleway not being present.
- 4.3.23 There is already a precedent for pedestrian access onto Bosworth Road with there being such a feature leading from the wooded area to the north of the proposed emergency access. Should HBBC prefer the multi-purpose emergency/pedestrian/cycle access to be provided, additional gateway features could be provided at the speed limit terminal, along with additional pedestrians in road ahead warning signage.
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4.4 Off-site Improvements

- 4.4.1 Prior to the first planning application on the site by the Applicant, they and Prime met with BPC to discuss some potential highway improvements in the vicinity of the site. A number of relatively minor improvements were designed and offered as part of the proposed development. LCC considered the improvements to not be directly related to the proposed development, and therefore did not comply with the three CIL tests at paragraph 58 of the NPPF.
- 4.4.2 The Applicant does, however, remain committed to providing these or similar improvements should LCC change its stance, or should HBBC consider the works to be necessary.

4.5 Road Safety Audit

- 4.5.1 As requested by LCC Highways during pre-application discussions, the proposed access arrangement will be subject to a Stage 1 Road Safety Audit (RSA). The independent and qualified road safety auditor six:TEN Highways & Traffic Ltd (six:TEN), has been instructed to undertake the RSA based on the DMRB document *GG119 Rev2 - Road Safety Audit* and the LHDG.
- 4.5.2 The Stage 1 RSA and a designer's response will be provided in due course.

4.6 Internal Layout

- 4.6.1 The design speed of the access road will be 20mph. While the internal layout will be subject to a separate reserved matters application(s) by the eventual housebuilder(s), it is expected that it will be based on LHDG and MfS design guidance meaning that the layout will focus on the needs of pedestrians, cyclists, and public transport users, create a sense of place and community, create permeable streets offering good quality connections and recognise the needs of people of all ages and abilities. All of these should be achieved without over-designing.

4.7 Car Parking Provision

- 4.7.1 As the final housing mix is not known and subject to future submissions, calculations relating to detailed parking provision have not been undertaken. An eventual reserved matters application(s) will specify sufficient parking, both in terms of numbers and dimensions, to comply with the relevant standards at the time of submission, which are currently as per DM18 and LCC's standards.
- 4.7.2 Adequate parking provision that accords with local parking standards will be expected to be provided as part of the eventual reserved matters application, with parking to be provided in the curtilage of each property, which will mean that the parking on the primary access route will be kept to a minimum.

4.8 Electric Vehicle Charging

- 4.8.1 The eventual housebuilder(s) will provide an appropriate level of electric vehicle charging facilities within the site, compliant with the Building Regulations Approved Document *S Infrastructure for the charging of electric vehicles*.

4.9 Cycle Parking Provision

- 4.9.1 For all dwellings, it is expected that adequate secure storage will be provided within the curtilage of each property in line with local standards. Further details will be provided at the reserved matters stage.

4.10 Summary

- 4.10.1 Vehicular access will be taken from the extension of the existing stub off Cunnergy Close, the only viable option to serve the site, as shown on Drawing P25081-001G in Appendix E. The proposed 5.5m wide carriageway accords with LHDG and MfS guidance and is sufficient for two large vehicles to pass, including where on-street parking occurs. A 2m wide footway will be provided.
- 4.10.2 Safe driver visibility can be achieved at both the Cunnergy Close/proposed site access junction and Manor Road/Cunnergy Close junction.
- 4.10.3 A total of four uncontrolled pedestrian crossings, comprising dropped kerbs and tactile paving, will be provided as part of the development proposals, one which will be provided at the Cunnergy Close/proposed site access junction, one at the Manor Road/Cunnergy Close junction and the remaining two across Manor Road.
- 4.10.4 The results of the PBS demonstrated that the Manor Road/Cunnergy Close junction is generally free of parked vehicles, supported by adjacent laybys, and there is minimal parking along Cunnergy Close. TROs could be considered to further enforce the Highway Code and keep the junction and the proposed site access junction clear of parked cars if deemed necessary or beneficial by LCC.
- 4.10.5 A dedicated pedestrian access point will be provided in the north-western corner of the site, providing access to Manor Road via an existing footpath, while Gladman remains committed to providing a pedestrian/cycle connection to the playing fields and bowls club, subject to BPC as owners of the land allowing such a connection.
- 4.10.6 It has been demonstrated that the proposed site access can safely accommodate large vehicles, such as refuse collection vehicles, enabling them to enter and leave the site in forward gear. The swept path analysis is shown on Drawing P25081-001G in Appendix E.
- 4.10.7 The development has been reduced to up to 158 dwellings which is 18 fewer than previously proposed, resulting in a total of up to 195 dwellings served by Cunnergy Close including the existing 37 dwellings, with no technical highway constraints to accommodating this level of development.
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- 4.10.8 It is acknowledged that the LHDG sets an indicative threshold of 150 dwellings from a single access, however, it also states that such a figure can be '*exceeded based on a robust evidenced justification*' which this report provides through combination of safe design, baseline speed and flow data, and on-site observations. LCC did not object to the proposed numbers in its pre-application response, nor did it object to higher numbers proposed as part of the previous two planning applications.
- 4.10.9 An internal loop road can be provided and in order to provide the LPA with further assurance that a single main access is safe and sufficient, the Applicant is willing to provide an emergency access onto Bosworth Road, if deemed necessary in highway safety terms. The proposed emergency access is illustrated in Drawing P25081-002D in Appendix E.
- 4.10.10 Should HBBC be receptive to the emergency access, it can also be used as a pedestrian and cycle access onto Bosworth Road which is lightly trafficked with speeds slower than 30mph in the vicinity of the proposed emergency access.
- 4.10.11 The proposed access arrangement will be subject to a Stage 1 Road Safety Audit (RSA), which, together with a designer's response, will be provided in due course.
- 4.10.12 The level of parking provided on site will be expected to conform to HBBC and LCC guidelines, but this will be confirmed at the reserved matters stage.
- 4.10.13 As described in this section, the development proposals, particularly the site access, will conform to national and local policy guidance including the Core Policies of the LCC LTP4, SO13 of the HBBC CS, and Policies DM17 and DM18 of HBBC's SADMP.
- 4.10.14 The design principles help the site to conform to NPPF guidance including paragraph 115 in terms of creating '*safe and suitable access*', paragraph 117 in giving priority to pedestrian and cycle movements and creating safe and attractive places which minimise conflicts between traffic and cyclists or pedestrians.
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5 ACCESS BY SUSTAINABLE MODES

5.1 Introduction

- 5.1.1 National and local transport planning policy centres on the importance of sustainable development, meaning that new developments should be located in areas where there is access to sustainable modes of travel, or where sustainable modes of travel can be introduced. *NPPF* defines sustainable transport modes as:

‘Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport.’

- 5.1.2 Walking, cycling and public transport are commonly regarded to be the most sustainable modes of transportation. This section of the report will describe how the site can be accessed by these modes.

5.2 Access on Foot

- 5.2.1 The village of Barlestone has an established network of footways, which are of a reasonable width and quality, with designated crossing points and street lighting in place. Most of the roads are lightly trafficked allowing for a pleasant walking experience, while the area between the site and the village centre is residential in nature, thus, the walking routes are overlooked by many properties providing an excellent level of natural surveillance. Numerous traffic-free paths cut-through residential areas, supplementing the footways that run along the local roads.
- 5.2.2 As detailed in Section 4, the proposals include a 2m wide footway on the eastern side of the proposed vehicular access, which will connect to the existing footway provision on Cunnery Close. Also, additional uncontrolled crossing points, comprising dropped kerbs and tactile paving, will be provided as part of the development proposals. This includes at the Cunnery Close/proposed vehicular access junction, the Manor Road/Cunnery Close junction and across Manor Road.
- 5.2.3 A dedicated pedestrian access point will be provided in the north-western corner of the site, providing access to Manor Road via an existing footpath.
- 5.2.4 The Applicant is also willing to provide a pedestrian connection to the sports field and community centre. It is also willing to provide an emergency access to Bosworth Road as discussed in Section 4.3 which could also be used by pedestrians.
- 5.2.5 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled *Providing for Journeys on Foot* (2000) suggests walking distances which are relevant to this application. These distances are shown in Table 5.1.
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Table 5.1: Suggested Acceptable Walking Distances

Criteria	Town Centres (m)	Commuting/School/Sightseeing (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

Source: CIHT Document 'Providing for Journeys on Foot' (2000)

- 5.2.6 In order to highlight the site's accessibility on foot, an indicative walking isochrone has been produced using the Geographic Information System (GIS) software Visography TRACC. Figure 5.1 in Appendix F represents the site's walking catchment with the CIHT's 'Preferred Maximum' distances of 1200m and 2000m for local service and commuting/school trips illustrated.
- 5.2.7 To provide an accurate representation of the future highway network, the site's proposed vehicular access point and pedestrian access point at the north-west corner of the site have been manually added to the network used for the isochrone. The potential connections to the sports field and Bosworth Road have not been included, but such connections would further enhance the accessibility of the proposed development. The accessibility distance is based on an origin/destination point in the approximate centre of the developed portion of the site.
- 5.2.8 Table 5.2 below summarises the distance and the typical time it would take to walk from the centre of the site to some of the local amenities and centres of employment and education identified in Figure 5.1 in Appendix F via the road/footway network. It provides a comparison against those distances recommended in the CIHT's *Providing for Journeys on Foot*. The time it takes is based on a walking speed of 4.8kph which corresponds with the TRACC default, which itself is based on advice in the DfT document *Transport Connectivity Travel Time Indicators: Guidance Notes*.

Table 5.2: Walking Distance and Time Taken from Site to Local Amenities

Education/ Amenity	Distance from Site (m)	Preferred Max Walk Distance (m)	Walk Time (mm:ss)
Proposed Local Area for Play	44	1200	00:34
Proposed Local Equipped Area for Play	62	1200	00:49
Children's Play Area	421	1200	05:17
Dental Practice	443	1200	05:33
Tennis Court	452	1200	05:40
Convenience Store	452	1200	05:39
Recreation Ground	529	1200	06:37
Barlestone Community Centre	543	1200	06:49
Barlestone Bowls Club	554	1200	06:55
Barlestone C of E Primary School	821	2000	10:16
Indian Restaurant	835	1200	10:26
Co-op Convenience Store	848	1200	10:37
The Three Tuns Public House	876	1200	10:59
Hair Salon	914	1200	11:26
Elohim Christian Church	925	1200	11:35
Barlestone Baptist Church	930	1200	11:38
Hot Food Takeaways	934	1200	11:41
The Red Lion Public House	961	1200	12:02
Barlestone GP Surgery	1001	1200	12:31
Barlestone St Giles Football Club	1074	1200	13:29
St Giles Church	1095	1200	13:42
Allotments	1172	1200	14:40
Barlestone Garage	1387	1200	17:21

- 5.2.9 As mentioned in Section 4.1, the proposed development will comprise a LEAP and LAP, both of which are listed in Table 5.2.
- 5.2.10 The results in Table 5.2 show that a children's play area, dental practice, tennis court, convenience store, recreation ground, Barlestone Community Centre and Barlestone Bowls Club can be reached within the acceptable walking distance of 800m for local service trips, while a Co-op convenience store, a GP surgery, allotments, public houses, churches, a hair salon, a restaurant, food takeaways and Barlestone St Giles Football Club can be reached within the preferred maximum walking distance of 1200m.
- 5.2.11 Barlestone Church of England Primary School can be reached within the preferred maximum walking distance of 2000m for school trips.
- 5.2.12 Given the evidence presented in Figure 5.1 in Appendix F and Table 5.2, walking can be considered to be a realistic and viable method of travel indicating that the site's location is accessible via this sustainable mode.

5.3 Access on Cycle

5.3.1 It is widely recognised that cycling can offer an attractive alternative to short car trips, particularly those under 8km, but also as part of longer journeys by public transport.

5.3.2 The CIHT document *Cycle Friendly Infrastructure* (2004) states in paragraph 2.3 that:

‘Three quarters of journeys by all modes of travel are less than five miles (8km) and half under two miles (3.2km) (DoT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person.’

5.3.3 Local Transport Note 1/20 *Cycle Infrastructure Design* states similar, that:

‘Two out of every three personal trips are less than five miles [8km] in length - an achievable distance to cycle for most people.’

5.3.4 There is little formal cycle infrastructure or routes in Barlestone, however, many of the local roads are lightly trafficked, thus, conducive to cycling.

5.3.5 Bagworth Road to the east and north of Barlestone and Bosworth Lane to the south are both designated on-road cycle routes, offering connections to National Cycle Route (NCR) 63 to the north and east. In addition, Hinckley and Bosworth Route 4, which links to NCR 5, can be accessed from Barton in the Beans, located to the west of Barlestone.

5.3.6 The Applicant is also willing to provide an emergency access to Bosworth Road as discussed in Section 4.3 which could also be used by cyclists.

5.3.7 A cycling isochrone showing the site’s catchment has also been produced using TRACC and is shown as Figure 5.2 in Appendix F. The figure illustrates 2000m, 5000m and 8000m catchment ranges, which equate to 10, 25 and 40-minute journey times respectively and are based on the somewhat conservative or leisurely cycle speed of 12kph. Anecdotally, commuting cyclists are generally thought to travel at speeds between 15-20kph so a greater catchment may be more realistic.

5.3.8 The cycling distances and times to a selection of key local centres of education, employment and amenities, as well as neighbouring settlements, are shown in Table 5.3, although the cycle times detailed in the table are based on a cycling speed of 16kph which corresponds with the TRACC default, which the software developer has based on DfT advice. It should be noted that some of the cycle distances may differ from the walking distances as cycling along PRoW is not allowed unless designated as cycleways, bridleways or byways. Similarly, some of the cycling times may be the same as the walking times as it is assumed that cyclists would be dismounted as their bicycles would be wheeled along the PRoW footpaths.

Table 5.3: Cycling Distance and Time Taken from Site to Local Centres of Employment, Education, Amenities and Neighbouring Settlements

Employment/ Education/ Amenity/ Settlement	Distance from Site (m)	Cycle Time (mm:ss)
Proposed Local Area for Play	44	00:16
Proposed Local Equipped Area for Play	62	00:23
Dental Practice	454	01:46
Convenience Store	463	01:46
Children's Play Area	548	02:23
Tennis Court	579	02:46
Recreation Ground	656	03:43
Barlestone C of E Primary School	832	03:10
Indian Restaurant	835	03:10
Co-op Convenience Store	849	03:13
Barlestone Community Centre	855	03:37
Barlestone Bowls Club	871	03:47
The Three Tuns Public House	877	03:28
Hair Salon	915	03:29
Elohim Christian Church	926	03:35
Barlestone Baptist Church	931	03:34
Hot Food Takeaways	935	03:33
The Red Lion Public House	962	03:43
Barlestone GP Surgery	1001	03:49
Barlestone St Giles Football Club	1085	04:20
St Giles Church	1096	04:11
Allotments	1173	04:52
Barlestone Garage	1388	05:16
Nailstone	2548	09:39
Carlton	3617	13:44
Newbold Verdon	3956	14:53
Market Bosworth Rugby Football Club	4657	17:35
Market Bosworth	4702	17:42
The Dixie Grammar School	4729	17:49
Market Bosworth Secondary School	4928	18:43
Ibstock	6244	23:28
Desford	6751	25:23
Bosworth Academy	7346	27:38
Griffen Park	7741	29:04
Mountpark Bardon	7813	29:33
Hilltop Industrial Estate	9375	35:11
Interlink Industrial Park	9408	35:19

5.3.9 Table 5.3 demonstrates that a considerable range of local amenities, places of employment, educational establishments and nearby settlements fall within the site's cycling catchment. The local amenities identified within the 'Access on Foot' section are less than a 6-minute cycle ride from the site.

- 5.3.10 An examination of Table 5.3 shows that The Dixie Grammar School, Market Bosworth Secondary School, Market Bosworth Rugby Football Club, as well as the settlements of Nailstone, Carlton, Newbold Verdon and Market Bosworth, all of which offer their own amenities, places of employment and education, are located within a 5000m catchment from the site and 19-minute cycle ride.
- 5.3.11 Griffen Park and Mountpark Bardon, which may provide future employment opportunities for future residents of the site, as well as the settlements of Ibstock and Desford, are located within an 8000m catchment from the site and 30-minute cycle ride.
- 5.3.12 Although located outside of the 8000m catchment, Hilltop Industrial Estate and Interlink Industrial Park can both be reached within a 36-minute cycle ride.
- 5.3.13 Given the evidence presented in Figure 5.2 in Appendix F and Table 5.3, cycling can be considered to be a realistic and viable method of travel indicating that the site's location is accessible via this sustainable mode.
- 5.3.14 Clearly the site location and the surrounding infrastructure will mean that travel on foot and by cycle will be realistic and convenient modes of travel for future residents of the site. The potential numbers of walking and cycling trips that the site will generate will be discussed in Section 6 of this report, but clearly the scale of the site is not such that it will disadvantage existing pedestrians and cyclists.
- 5.3.15 The Inspector for the previous appeal acknowledged the accessible location of the site in their decision note stating that:

'the development would be highly convenient for village facilities and journeys to local amenities could be undertaken on foot or bicycle.'

5.4 Access by Local Bus Services

- 5.4.1 The nearest bus stops to the site are located on Barton Road between its junction with Curtis Way and its junction with Gregory Road.
- 5.4.2 Both stops comprise flag and timetable information, with the eastbound stop also comprising a raised boarding area to aid wheelchair and buggy users and the westbound stop also comprising shelter to protect waiting passengers from inclement weather.
- 5.4.3 The walking distance to these bus stops and the corresponding walking time (based on a walking speed of 4.8kph) are summarised in Table 5.4.
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Table 5.4: Walking Distance and Time to Bus Stops

Bus Stop	Distance (m)	Walking Time (mm:ss)
Barton Road outside Manor Road	449	05:37
Barton Road opposite Manor Road	519	06:29

5.4.4 As Table 5.4 shows, the bus stops can be reached within a circa 7-minute walk from the site.

5.4.5 Table 5.5 summarises the bus services that can be accessed from the aforementioned bus stops.

Table 5.5: Summary of Bus Services

Service	Route	Weekday Frequency	Weekend Frequency	
			Saturday	Sunday
153	Market Bosworth - Leicester	1/hour	1/hour	No Service
LC6	Hinckley - Coalville	4/day (09:02, 12:44, 16:24 & 19:24)	4/day (09:04, 12:44, 16:24 & 19:24)	No Service
	Coalville - Hinckley	4/day (07:10, 10:10, 13:55 & 17:30)	4/day (07:10, 10:10, 13:55 & 17:30)	No Service

5.4.6 The 153 service provides an hourly service from Monday to Saturday and enables passengers to commute to and from various destinations including Leicester, Hinckley, Market Bosworth and Desford. The journey time is less than one hour, with the first weekday service departing the 'Opposite Manor Road' stop at 06:45 and arriving at St Margaret's bus station at 07:40. The last returning service departs said bus station at 20:15 and arrives at the 'Outside Manor Road' bus stop at 21:00.

5.4.7 The LC6 service provides four services a day from Monday to Saturday and enables passengers to commute to and from various destinations including Hinckley, Coalville, Market Bosworth and Ibstock.

5.4.8 Leicester, Hinckley, Coalville and Ibstock as well as many other settlements located along the bus routes, provide access to an extensive range of employment opportunities.

5.4.9 To demonstrate the accessibility of bus services, an isochrone has been produced using TRACC and is shown as Figure 5.3 in Appendix F which highlights the destinations served by the regular daily bus services in Barlestone. The calculation involved in producing the catchment plan includes only direct services to destinations within one hour's journey time. A greater range of destinations will be available if passengers make connections to other bus services. The isochrone was produced for the typical commuter hours of 0700-0900 using the National Public Transport Data Repository (NPTDR) dataset for the fourth quarter of 2025 for a typical Monday.

- 5.4.10 Figure 5.3 in Appendix F demonstrates that the bus services in proximity to the site provide convenient connections to a number of destinations. As illustrated, Market Bosworth and Newbold Verdon can be reached within a 15-minute journey time, Ibstock within a 30-minute journey time, Coalville and Hinckley within a 45-minute journey time and Leicester and Earl Shilton within a 60-minute journey time.
- 5.4.11 Given the proximity of the bus stops, the frequency of the services and the key destinations they call at, bus travel is considered a viable and convenient mode of transport for future residents of the site.
- 5.4.12 In its response to the AN (Appendix A), LCC Highways suggested that funding may be required towards the nearest bus stops to provide improvements such as raised kerbs and timetable cases. Funding for such agreements is agreeable to the Applicant.

5.5 Travel Plan

- 5.5.1 An Interim Residential TP, in line with best practice at a national and local scale, has been produced and submitted as part of this planning application. The document forms the start of an ongoing process to encourage and monitor the use of sustainable modes of travel and should be read in conjunction with this TA. As many aspects of the TP will be applicable to this TA, a summary of the key points is as follows:
- Outlines the key local and national objectives of the TP process;
 - Sets targets for the reduction of car/van driver trips by between 5 and 10%;
 - Indicates potential measures that can be implemented to achieve these targets; and
 - Provides details of how the TP will be managed, monitored and reviewed.
- 5.5.2 As part of the TP, the Applicant is willing to accept conditions requiring the provision of Travel Packs for each new dwelling, appointment of a TP Co-ordinator and pay LCC's TP monitoring fee (currently £6,000).

5.6 Summary

- 5.6.1 This section of the report has demonstrated that the site is in a sustainable location where a range of local amenities, employment opportunities and educational establishments are within acceptable walking and cycling distances.
- 5.6.2 In respect of bus travel, the local services enable passengers to commute to and from Leicester, Hinckley, Coalville, Ibstock, Market Bosworth and other destinations. The Applicant is willing to provide funding to upgrade the two closest bus stops to the site in order to help encourage future residents of the site, and existing local residents, to travel by bus.
- 5.6.3 Mentioned above is the fact that a TP will also be produced in support of the development, which will provide encouragement for future residents of the site to use sustainable modes of transport. The TP
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will include Travel Packs, and the Applicant is willing to appoint a TP co-ordinator and pay LCC's TP monitoring fee. It is hoped that a combination of the site's sustainable location and design and adoption of the TP will help to maximise the use of sustainable modes of transport.

- 5.6.4 A key theme of national and local transport planning policy is that development should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. As detailed in Section 2, the NPPF states that *'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes'*, as well as providing *'safe and suitable'* access for all.
- 5.6.5 Furthermore, the proposals are in line with the Core Policies of the LCC LTP4, SO13 of the HBBC CS, and Policy DM17 of HBBC's SADMP.
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6 IMPACT ASSESSMENT

6.1 Introduction

- 6.1.1 This section of the report details the methodology used to predict the demand associated with the development. It then provides an assessment of the impact that it is likely to have on the highway network and discusses whether any mitigation measures are required to accommodate the additional trips generated by the development.
- 6.1.2 This assessment is best described as ‘interim’ at this stage, as discussions with LCC Highways regarding the assessment of off-site impact are ongoing, particularly whether standalone traffic surveys and traditional forecasting methods could be used rather than the PRTM, which currently is not fit for purpose in the local area. Further information will be provided in due course.
- 6.1.3 The below presents a localised impact assessment that centres on the Manor Road/Cunnergy Close junction but also forecasts the likely number of peak hour trips that the proposed development will add to other key junctions in the local area.

6.2 Forecast Traffic Growth

- 6.2.1 The forecast year of assessment is 2031, which represents the year of application (2026) plus five years. It is expected that the site will be fully built-out and occupied by this forecast year.
- 6.2.2 The 2025 and 2026 Observed traffic flows, shown in Traffic Flow Diagram 1 in Appendix B, were factored to the assessment year using the DfT software TEMPro (Trip End Model Presentation Program) version 8.1. This package allows access to data used in the National Trip End Model (NTEM) and is the industry standard method of applying background and planning based traffic growth.
- 6.2.3 Trip end growth factors for car drivers were derived and adjusted by the Core National Transport Model (NTM) dataset for ‘all’ road types.
- 6.2.4 The subsequent growth factors derived from the above are shown in Tables 6.1 and 6.2.

Table 6.1: TEMPro Growth Factors 2025-2031

Source	TEMPro	
Peak	AM	PM
Factor	1.0675	1.0698

Table 6.2: TEMPro Growth Factors 2026-2031

Source	TEMPro	
Peak	AM	PM
Factor	1.0567	1.0587

- 6.2.5 The growth factors shown in Tables 6.1 and 6.2 have been applied to the 2025 and 2026 Observed traffic flows resulting in the 2031 Base traffic flows and are shown in Traffic Flow Diagram 2.
- 6.2.6 Prime is aware of the 'Land North of Barton Road' residential development (ref. 21/00096/OUT) in Barlestone, which is currently under construction and is expected to deliver up to 55 dwellings upon completion.
- 6.2.7 Prime is also aware of the 'Land off Spinney Drive/Brookside' residential development (ref. 21/01389/OUT) in Barlestone, which was approved in August 2025 and is expected to deliver up to 49 dwellings.
- 6.2.8 The trips associated with the committed development sites are shown in Traffic Flow Diagrams 3-5, which have been added to the 2031 Base traffic flows to form the 2031 Without Development traffic flows, which are shown in Traffic Flow Diagram 6.
- 6.2.9 All traffic flow diagrams are provided in Appendix B.

6.3 Vehicular Trip Generation

- 6.3.1 As mentioned in Section 3, an MCC survey was undertaken at the Manor Road/Cunnery Close junction on Thursday 27th November 2025
- 6.3.2 Given that Cunnery Close is a residential cul-de-sac, which provides access to 37 dwellings, it is reasonable to assume that the cul-de-sac will share similar characteristics to the proposed development in terms of housing mix, trip generation and trip distribution (direction of travel).
- 6.3.3 To calculate local trip rates, the peak hour trips recorded by the MCC survey have been divided by the 37 dwellings served by Cunnery Close, with resultant local trip rates applied to the proposed 158 dwellings. The results are shown in Table 6.3.

Table 6.3: Local Trip Rates and Resultant Trip Generation

Peak	Actual Trips			Trip Rates			Trip Generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals	Arrivals	Departures	Totals
AM	11	9	20	0.297	0.243	0.541	47	38	85
PM	14	9	23	0.378	0.243	0.622	60	38	98

- 6.3.4 As the above table shows, utilising the local trip rates, the site is likely to generate in the region of 85 two-way trips in the AM peak hour and 98 two-way trips in the PM peak hour.
- 6.3.5 An exercise has been undertaken to compare the above trip rates to those that would be derived from the latest version of the TRICS database (8.25.6). TRICS is an industry-standard database, which contains traffic generation surveys of numerous sites of various land use types across the UK and Eire.

- 6.3.6 It should be noted that whilst TRICS is not as localised as the traffic surveys, it is more statistically reliable as it includes a greater number of developments, developments more comparable in scale to the proposed and is more likely to take into account implemented travel plans, which is unlikely to be the case with Cunliffe Close.
- 6.3.7 The full reports of the TRICS data and selection process are included in Appendix G.
- 6.3.8 The derived trip rates were then applied to the 158 dwellings resulting in the trip generation, with the likely level of traffic generated in both the AM and PM peak periods shown in Table 6.4.

Table 6.4: Peak Hour TRICS Derived Trip Rates and Trip Generation for 158 Dwellings

Time	Trip Rates			Trip Generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
08:00-09:00	0.136	0.367	0.503	21	58	79
17:00-18:00	0.336	0.160	0.496	53	25	78

- 6.3.9 As the above table shows, utilising the TRICS trip rates, the site is likely to generate in the region of 79 two-way trips in the AM peak hour and 78 two-way trips in the PM peak hour.
- 6.3.10 It is important to note that the above trip rates should be considered robust as they have been applied to the affordable dwellings, which typically generate fewer trips.
- 6.3.11 It is evident that the local trip rates are notably higher than the TRICS trip rates, although the local peak hour trip generation figures of 85 and 98 still only roughly equates to one vehicle movement every 35 to 45 seconds during the busiest two hours of the day.
- 6.3.12 The peak hour trip generation has been aligned with the network peak hours to provide a robust assessment.
- 6.3.13 In order to provide a robust assessment, the local trip rates and trip generation figures presented in Table 6.2 have been utilised as part of the following assessment.

6.4 Multimodal Trip Generation

- 6.4.1 The number of non-car trips likely to be generated by the site has been forecast using 2011 Census Method of Travel to Work (MTW) data. The 9 output areas E00131013-E00131020 and E00131024 have been selected as they are the most local output areas that include the site location and Barlestone in its entirety, with the trip ends for each method of travel downloaded from Nomis (<http://www.nomisweb.co.uk>).
- 6.4.2 Several of the transport mode categories have been manually removed from the data for reasons including it being unrealistic that they will be used by residents of the site (i.e. underground) or that they will not generate a trip (i.e. not in employment).

6.4.3 As the vehicular trips were calculated using local trip rates, factors have been derived between them and the census car driver trips (1,066). The factors equate to 8.0% and 9.2% in the respective AM and PM peaks. They have then been applied to the other census modes to forecast the likely number of multimodal trips generated by the site.

6.4.4 Table 6.5 provides the forecast multimodal trips.

Table 6.5: Forecast Multimodal Person Trips Based on Census MTW

Method of Travel to Work	Census Trips	Mode %	AM Trips	PM Trips
Work mainly at or from home	126	9.0%	10	12
Bus, minibus or coach	63	4.5%	5	6
Driving a car or van	1,066	76.3%	85	98
Passenger in a car or van	68	4.9%	5	6
Bicycle	16	1.1%	1	1
On foot	58	4.2%	5	5
Trips Excluding WFH	1,271	-	101	116
All Modes	1,397	100%	111	128
<i>Factors</i>			<i>8.0%</i>	<i>9.2%</i>

6.4.5 Based on the figures in Table 6.5, the site is forecast to generate 101 and 116 total people physical trips in the AM and PM peaks respectively, with around 10-12 people working from home, although this figure is likely to be higher given the increase in working from home and flexible working patterns following the pandemic.

6.4.6 Following driving a car being the most common method of travel likely to be used by residents of the site, trips via bus travel and car passenger trips are each expected to account for 5 trips in the AM peak and 6 trips in the PM peak, walking trips are expected to account for 5 trips in each peak and trips via bicycle are expected to account for 1 trip in each peak.

6.5 Trip Distribution

6.5.1 As part of the original application, it was agreed between Prime and LCC Highways to utilise 2011 Census MTW data to establish distribution percentages.

6.5.2 As such, the 2011 Census MTW distribution percentages at the Manor Road/Cunnergy Close and A447/Barton Road/Lount Road junctions have been re-utilised as part of this assessment.

6.5.3 The distribution for the proposed development is shown diagrammatically in Traffic Flow Diagram 7, while the distributed development traffic is shown in Traffic Flow Diagram 8. These development trips have then been added to the 2031 Without Development traffic flows and are shown in Traffic Flow Diagram 9. These flows represent the '2031 With Development' scenario.

6.5.4 The details of the distribution calculation and data are provided in Appendix H.

6.6 Impact Assessment

- 6.6.1 The Manor Road/Cunnery Close junction is expected to experience an increase of 85 two-way trips in the AM peak and 98 two-way trips in the PM peak by virtue of it effectively serving as the proposed site access.
- 6.6.2 The A447/Barton Road/Lount Road junction is expected to experience an increase of 56 two-way trips in the AM peak and 64 two-way trips in the PM peak, equivalent to around one trip per minute.
- 6.6.3 GTA suggests that an increase of 30 two-way trips is a useful point of reference regarding traffic impact at junctions. As such, capacity assessments have been undertaken at the Manor Road/Cunnery Close and A447/Barton Road/Lount Road junctions.
- 6.6.4 As part of the original application, it was agreed between Prime and LCC Highways to undertake capacity assessments at the following additional junctions:
- Curtis Way/Manor Road (Priority Controlled 'T' Junction);
 - Barton Road/Curtis Way (Priority Controlled 'T' Junction);
 - Bosworth Road/Manor Road (Priority Controlled 'T' Junction);
 - Bosworth Road/Meadow Road (Priority Controlled 'T' Junction);
 - Newbold Road/Meadow Road (Priority Controlled 'T' Junction);
 - West End/Bosworth Road/Barton Road (Priority Controlled 'T' Junction);
 - A447/Bosworth Road (Priority Controlled 'T' Junction); and
 - A447/B585 Bosworth Lane/Bosworth Road (Priority Staggered Crossroads Junction).
- 6.6.5 It was concluded as part of the previous two applications and agreed with LCC that the residual cumulative impact of the larger scheme would not be severe. This was also recognised by the Inspector as part of the appeal.
- 6.6.6 The total number of proposed development trips, based on the local trip rates, passing through the above-listed junctions has been calculated and is shown in Table 6.6.
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Table 6.6: Two-way Traffic Flows through Study Area Junctions

Junction	Additional Trips (Two-Way)	
	AM Peak	PM Peak
1. Manor Road/Cunnergy Close	85	98
2. Curtis Way/Manor Road	56	64
3. Barton Road/Curtis Way	56	64
4. A447/Barton Road/Lount Road	56	64
5. Bosworth Road/Manor Road	29	33
6. Bosworth Road/Meadow Road	28	32
7. Newbold Road/Meadow Road	27	31
8. West End/Bosworth Road/Barton Road	1	2
9. A447/Bosworth Road	36	41
10. A447/Bosworth Lane/Bosworth Road	37	43

6.6.7 Table 6.6 demonstrates that the greatest impact of the development in absolute trip terms will be on the Curtis Way/Manor Road and Barton Road/Curtis Way junctions, which are each expected to experience an increase of 56 two-way trips in the AM peak and 64 two-way trips in the PM peak, equivalent to around one trip per minute. The impact at the other study area junction will be less than this and typically equivalent to around one trip every two minutes, with the exception of the West End/Bosworth Road/Barton Road junction where the increase is just one to two trips.

6.6.8 As discussed in Section 3, during pre-application discussions, LCC Highways requested the use of its PRTM to assess the impact of the proposed development on the study junctions. However, given the low number of trips forecast, it is questionable as to whether use of the PRTM for a development of this scale on a relatively lightly trafficked study area is warranted or indeed worthwhile.

6.6.9 At the time of writing this report, discussions remain ongoing between Prime and LCC Highways regarding the use of the PRTM, thus, any further assessment of the above-listed junctions, will be assessed as part of post-submission works.

6.7 Junction Capacity Assessment

6.7.1 As the junctions are priority-controlled, the capacity assessments have been undertaken using the industry standard software Junctions 11, developed by TRL software. This software includes the PICADY module which is used to model such junctions.

6.7.2 When interpreting the results, the capacity of each arm or movement is calculated as the Ratio of Flow to Capacity (RFC) with 0.85 representing the practical capacity threshold of the arm and 1.00

representing the theoretical capacity threshold. It is above the practical capacity threshold where capacity problems may begin to occur, while exceeding the theoretical capacity means that arms are over capacity.

- 6.7.3 Modelled queues are shown in passenger car units (PCUs), this being equivalent to a distance of 5.75m which is the length of road space (car length plus gap length) that a typical car will occupy when queueing. In order to convert the traffic flows into PCUs, which is the requisite input flow unit required in the modelling software, a factor of 2.0 has been applied to the heavy vehicle user class, while cars effectively have a factor of 1.0. These factors are widely accepted in transport modelling.
- 6.7.4 Junction geometry has been coded into the model based on a mixture of topographical survey and OS mapping.
- 6.7.5 Traffic flows have been input based on the 'ONE HOUR' (ODTAB) option, which synthesises a 'peak within a peak' at the middle of the time period modelled and is generally seen as being the worst-case form of assessment in terms of impact. However, where appropriate and evidenced, other flow input methods have been considered.
- 6.7.6 The results of the capacity assessment are summarised in Tables 6.7 and 6.8.
- 6.7.7 All model report outputs are included in Appendix I.

Manor Road/Cunnery Close

- 6.7.8 The results of the capacity assessment are shown in Table 6.7.

Table 6.7: Junction Capacity Assessment Results - Manor Road/Cunnery Close

Arm	AM		PM	
	RFC	Q (PCU)	RFC	Q (PCU)
2025 Observed				
Cunnery Close	0.02	0.0	0.02	0.0
Manor Road (Western Arm)	0.01	0.0	0.01	0.0
2031 Without Development				
Cunnery Close	0.02	0.0	0.02	0.0
Manor Road (Western Arm)	0.01	0.0	0.01	0.0
2031 With Development				
Cunnery Close	0.10	0.1	0.10	0.1
Manor Road (Western Arm)	0.07	0.1	0.09	0.1

- 6.7.9 The results show that the junction will continue to operate with a considerable level of spare capacity with the development in place, with the highest RFC being just 0.10 on the Cunnery Close in both peaks.

A447/Barton Road/Lount Road

- 6.7.10 The raw traffic flow data has been interrogated to compare the peak hour flow profiles in the 15-minute time segments they were tabulated in.
- 6.7.11 Table 6.8 presents a summary of the 15-minute flows as a proportion of the peak hour totals.

Table 6.8: Junction Peak Hour Flow Profile - A447/Barton Road/Lount Road

Quarter	AM Peak	PM Peak
1st	25.8%	26.3%
2nd	23.9%	23.0%
3rd	26.4%	24.7%
4th	23.8%	26.0%

- 6.7.12 It is clear that the flow profiles are flat with the greatest variation in both peaks being 23.0% in the second quarter of the PM peak, which is just 2.0% lower than a perfectly flat profile of 25%.
- 6.7.13 The use of the 'FLAT' flow input method is therefore valid.
- 6.7.14 Also, it should be noted that in the previous assessment, traffic flows exiting the A447 northern arm onto Barton Road were excluded from the model due to the existing deceleration lane which traffic exiting the junction would not give-way to. However, to ensure a robust assessment, these traffic flows have now been retained within the model.
- 6.7.15 The results of the capacity assessment are shown in Table 6.9.

Table 6.9: Junction Capacity Assessment Results - A447/Barton Road/Lount Road

Arm	AM		PM	
	RFC	Q (PCU)	RFC	Q (PCU)
2026 Observed				
Barton Road	0.55	1.2	0.47	0.9
A447 (Northern Arm)	0.01	0.0	0.02	0.0
Lount Road	0.18	0.2	0.22	0.3
A447 (Southern Arm)	0.09	0.2	0.24	0.6
2031 Without Development				
Barton Road	0.71	2.4	0.57	1.3
A447 (Northern Arm)	0.01	0.0	0.02	0.0
Lount Road	0.20	0.3	0.27	0.4
A447 (Southern Arm)	0.11	0.3	0.31	0.9
2031 With Development				
Barton Road	0.79	3.6	0.66	1.9
A447 (Northern Arm)	0.01	0.0	0.02	0.0
Lount Road	0.22	0.3	0.29	0.4
A447 (Southern Arm)	0.17	0.4	0.39	1.2

- 6.7.16 The results show that the junction will continue to operate with spare capacity with the development in place, with the highest RFC being just 0.79 on the Barton Road arm in the AM peak.

6.8 Summary

- 6.8.1 This section has explained the traffic forecasting methodology and capacity assessments used to determine the suitability of the Manor Road/Cunnery Close and A447/Barton Road/Lount Road junctions to accommodate the development proposal.
- 6.8.2 It has been demonstrated that both junctions will operate with spare capacity to serve the proposed development, with the impact of the proposed development being negligible.
- 6.8.3 The number of development trips through other junctions in the study area has been calculated using local trip rates, which are higher than the TRICS equivalent, and assigned based on the previously agreed census MTW based methodology. Typically the number of trips is equivalent just one trip every one to two minutes in the busiest two hours of the day.
- 6.8.4 This would suggest that the impact will not be severe and use of LCC PRTM, which currently is not fit for purpose on the local area, is unnecessary as any such use will likely present results that will lead to the same conclusion. We are however happy to continue these discussions with LCC.
- 6.8.5 The impact of the slightly larger proposed development was acceptable to LCC as part of the previous applications, and to the Inspector as part of the previous appeal. There are no reasons to suggest otherwise as part of this smaller application.
- 6.8.6 The development proposals are not going to result in an '*unacceptable impact on highway safety*' and the residual cumulative impact of the development can certainly not be considered '*severe*' meaning that according to paragraph 116 of the NPPF, the Core Policies of the LCC LTP4, and Policy DM17 of HBBC's SADMP, the development should not be refused on transport grounds.
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7 SUMMARY AND CONCLUSION

7.1 Summary

- 7.1.1 This TA considers the highways and transportation implications associated with Gladman Developments Ltd's (Gladman) proposal for a residential development comprising up to 158 dwellings (40% affordable), at land off Cunnery Close, Barlestone, Leicestershire.
- 7.1.2 This report forms part of the documentation to support a third application for development of the site by the Applicant, with the original application (ref. 19/01011/OUT) and second application (ref. 20/00102/OUT) both being refused by HBBC. The previous two applications were for up to 176 dwellings, 18 more than what is currently proposed.
- 7.1.3 Despite the above, it is important to note that LCC Highways, in its role as LHA responsible for the safe and efficient operation of the local highway network, raised no objection, subject to conditions and contributions, to both previous planning applications.
- 7.1.4 The second application was also subject to a planning appeal (ref. APP/K2420/W/20/3265133), which was subsequently dismissed on 17th June 2020. The Inspector was concerned that exceeding the LHDG threshold of 150 dwellings from a single access could have been unsafe. Whilst LCC did not express concerns with this, the LHA was not on hand during the Hearing to explain why.
- 7.1.5 The LHDG considers 150 dwellings to be a '*normal*' threshold, but it is not an upper limit and is willing to consider higher numbers based on an appropriate evidence base. Pre-application advice from LCC has not expressed concerns with the number of dwellings proposed. In a change from the previous two applications, the Applicant is willing to provide an emergency access if deemed necessary or beneficial by HBBC or LCC.
- 7.1.6 Further evidence has been provided to demonstrate that the proposed access arrangement is safe, including meeting local and national design guidance for geometry and visibility.
- 7.1.7 A Parking Beat Survey (PBS) was completed on Thursday 27th November 2025, which demonstrated that the Manor Road/Cunnery Close junction was clear of parked vehicles in every recorded parking beat.
- 7.1.8 A review of collision data within the study area has been undertaken for the period 1st January 2020 and 27th October 2025 (70 months). There were 9 injury collisions reported during the study period, the majority of which resulted in slight injuries. There were no fatal collisions anywhere on the study network during the study period. It is important to note that no collisions occurred due to highway design, and no collisions occurred in proximity to the site, including on Cunnery Close or Manor Road. As such, it is evident that there are no highway safety issues in the vicinity of the site that would be exacerbated by the development proposals.
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- 7.1.9 Vehicular access will be taken from the extension of the existing stub off Cunnergy Close, the only viable option to serve the site, as shown on Drawing P25081-001G in Appendix E. The proposed 5.5m carriageway accords with LHDG and MfS guidance and is sufficient for two large vehicles to pass, including where on-street parking occurs. A 2m wide footway will be provided at the vehicular access. The proposed access arrangement is largely as per that proposed as part of the two previous applications which was acceptable to LCC, with the LHA also raising no issues related to the proposed access arrangement during pre-application consultation.
- 7.1.10 A total of four uncontrolled pedestrian crossings, comprising dropped kerbs and tactile paving, will be provided as part of the development proposals, one which will be provided at the Cunnergy Close/proposed site access junction, one at the Manor Road/Cunnergy Close junction and the remaining two across Manor Road.
- 7.1.11 A dedicated pedestrian access point will be provided in the north-western corner of the site, providing access to Manor Road via an existing footpath, while Gladman remains committed to providing a pedestrian/cycle connection to the playing fields and community centre, subject to BPC, as owners of the land, allowing such a connection.
- 7.1.12 It has been demonstrated that the proposed site access can safely accommodate large vehicles, enabling them to enter and leave the site in forward gear. The swept path analysis is shown on Drawing P25081-001G in Appendix E.
- 7.1.13 In order to provide the LPA with further assurance that the proposed development can be safely accessed, the Applicant is willing to provide an emergency access onto Bosworth Road, if deemed necessary and/or beneficial in highway safety terms. The proposed emergency access is illustrated in Drawing P25081-002D in Appendix E. The emergency access could also be used as a pedestrian and cycle access onto the lightly trafficked Bosworth Road, where traffic speeds are below 30mph. Pedestrians already walk along Bosworth Road.
- 7.1.14 The proposed access arrangement will be subject to a Stage 1 Road Safety Audit (RSA), which, together with a designer's response, will be provided in due course.
- 7.1.15 The level of parking provided on site will be expected to conform to HBBC and LCC guidelines, but this will be confirmed at the reserved matters stage.
- 7.1.16 An assessment has been undertaken of the site's level of accessibility by sustainable modes, from which it can be concluded that realistic options exist for access to local amenities, education and employment opportunities on foot, by cycle and by public transport. In relation to the local bus stops, the Applicant is happy to provide a level of funding commensurate with the scale of the proposed development to help improve them so as to include raised kerbs and timetable cases.
- 7.1.17 The Inspector for the previous appeal considered Barlestone's local amenities to be readily accessible on foot and bicycle from the site.
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- 7.1.18 A TP has been prepared alongside this TA and forms one of the documents which support this planning application. The TP expresses the Applicant's commitment to promoting and encouraging sustainable travel and includes a financial commitment to meeting its targets.
- 7.1.19 The localised impact of the proposed development has been considered. Local trip rates have been derived from a survey undertaken on Cunnery Close. The local trip rates are higher than the TRICS equivalent, however, the latter would be more statistically reliable. Nevertheless, the local trip rates and associated trip generation for 158 dwellings has been considered.
- 7.1.20 The Manor Road/Cunnery Close and A447/Barton Road/Lount Road junctions have been subject to detailed capacity assessments using specialist industry approved software, with the results demonstrating that traffic generated by the proposed development would have a negligible impact. The junctions are expected to continue operating with spare capacity and are therefore suitable to accommodate the site.
- 7.1.21 As part of the TAs associated with the previous planning applications, an additional 8 junctions in Barlestone were subject to capacity assessments, which concluded that the proposed development would have a negligible impact on all of the junctions. The same development traffic assignment methodology agreed with LCC as part of the previous two planning applications has been used to forecast the number of development trips to be added to key local junctions, albeit using the robust local trip rates. The impact has shown to typically vary between one trip every one to two minutes, an impact likely to be imperceptible to local road users and highly unlikely to result in a severe impact.
- 7.1.22 Whilst LCC has requested the use of the PRTM to consider off-site impact, Prime feels that there is very little benefit to this as it will more than likely reach the same conclusion. Prime is however happy to consider discussions related to traffic impact with LCC Highways.
- 7.1.23 The proposals are considered to be in line with the Core Policies of the LCC LTP4, SO13 of the HBBC CS, and Policies DM17 and DM18 of HBBC's SADMP.

7.2 Conclusion

- 7.2.1 It is concluded that the proposed development would not result in an '*unacceptable impact on highway safety*' nor have a '*severe*' cumulative impact on the operation of the highway network in terms of capacity, in line with NPPF paragraph 116.
- 7.2.2 As the proposal complies with local and national planning policy and guidance with respect to sustainable accessibility, safety and impact on the highway network, there are no highways or transportation related reasons why planning permission should not be granted.
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APPENDIX A

ACCESS NOTE & PRE-APPLICATION RESPONSE

1 INTRODUCTION

- 1.1.1 Gladman Developments Ltd (Gladman) has instructed Prime Transport Planning (Prime) to provide a summary of the proposed access arrangement to Land off Cunnery Close, Barlestone, to help inform pre-application discussions with Hinckley & Bosworth Borough Council (HBBC) for a residential development of up to 158 dwellings.
- 1.1.2 An earlier version of this note was sent to Highways Development Management Leicestershire County Council (LCC) in August 2025 for its consideration.

2 PLANNING HISTORY

2.1 2019 and 2020 Planning Applications

- 2.1.1 Gladman will be able to provide a full planning history but the following is a summary of the highways position from the previous application on the site for up to 176 dwellings in 2019 (19/01011/OUT), the resubmission in 2020 (20/00102/OUT) and the subsequent appeal (APP/K2420/W/20/3265133). Prime represented Gladman during the previous applications, with the author of this report acting as the highways witness during the appeal and presenting evidence during the public inquiry.
- 2.1.2 The 2019 application was accompanied by a Transport Assessment (TA) and Travel Plan (TP), both dated August 2019. Both documents were prepared following pre-application discussions with LCC in its role as local highway authority. The scope of the TA was largely agreed with LCC.

2.2 Previous Pre-application Discussions

- 2.2.1 The proposed access arrangement was presented to LCC during pre-application discussions prior to the first planning application. LCC did highlight the guidance in the Leicestershire Highway Design Guide (LHDG) in terms of *'normally no more than 150 dwellings served off a single access'*. LCC also requested that justification should be provided for the access arrangement along with swept path analysis.
- 2.2.2 Prime queried aspects of LCC's pre-application response, including the suggested 150 dwelling threshold, citing a recent example of a Gladman scheme in Sileby for up to 228 dwellings off a single access, which itself was from a cul-de-sac already serving 111 dwellings. LCC's response was that 150 dwellings was a *'starting point'* and the officer acknowledged that there were *'instances in Leicestershire where the number of dwellings served off one point of access is in excess of this'*. It was therefore considered appropriate to continue with the proposed access arrangement.

2.2.3 Early discussions also took place with Barlestone Parish Council (BPC) who indicated that a pedestrian/cycle connection to the sports ground and bowling club located to the east of the site would be acceptable and desirable. A separate pedestrian access was also proposed onto Manor Road towards the north-west corner of the site.

2.2.4 A number of off-site highway improvements were proposed following discussions and an accompanied site visit with BPC, primarily consisting of formalised parking arrangements on Manor Road and a traffic management scheme in the village centre. LCC, however, was not supportive of these improvements as they were not considered to be directly related to the proposed development. BPC clearly felt that there had been a lack of financial support for local highway improvements in recent years and had been unsuccessful when approaching LCC for support.

2.3 Post-submission Discussions

2.3.1 LCC's initial pre-application response was dated 25th October 2019. A summary of LCC's comments relating to access is as follows:

- The visibility splays achievable from Cunnery Close to Manor Road were in line with observed 85th percentile speeds and were acceptable;
- The tracking of a refuse collection vehicle was acceptable;
- The separate pedestrian connection to Manor Road was welcomed; and
- The pedestrian/cycle link to the sports ground was welcomed but acknowledged that it would be subject to third party land owned by BPC.

2.3.2 LCC did not object to the proposed access arrangement.

2.3.3 LCC did however question trip rates and growth factors used in the traffic impact assessment which were addressed in a Technical Note (TN) dated 8th November 2019. Following submission of the TN, LCC provided its revised and final consultation response dated 3rd December 2019. In this response, LCC stated that:

'As advised previously, the LHA consider the site access to be acceptable and designed in accordance with the Leicestershire Highway Design Guide (LHDG).'

2.3.4 In the same response, LCC concluded that the impact on the local highway network would not be 'severe' and also advised HBBC *'that it could not demonstrate the majority of the proposed off-site works are necessary in order to mitigate the impact of the development based on the limitation on use of planning obligations in the NPPF.'*

2.3.5 The application was resubmitted, accompanied by the original TA, TP and an updated TN (Revision A dated 28th January 2020).

- 2.3.6 LCC's response to the second application was dated 11th February 2020 and referred to its two responses to the first application. It offered no objection, subject to conditions and obligations. The proposed access arrangement therefore remained agreeable to LCC.

2.4 Appeal

- 2.4.1 Despite no objection from the professional offers at LCC responsible for the safe and efficient operation of the local highway network, HBBC included the safety of the access as one of two reasons for refusal.
- 2.4.2 Prime prepared a detailed Supporting Statement (dated May 2021) as part of the additional evidence for the appeal. As well as providing a summary of the TA, TP and TN, it rebutted points made by a third party consultant instructed by HBBC and presented a real time traffic simulation exercise. This exercise, which utilised a drone, visually highlighted the very lightly trafficked nature of the local roads, and demonstrated in real time how drivers would navigate Manor Road and Cunnery Close to reach the site, driving with courtesy when approaching other drivers and giving-way accordingly.
- 2.4.3 In the lead up to the public inquiry, Prime contacted LCC to agree a highways Statement of Common Ground in order to affirm its position for the Inspector. LCC took the stance that it offered no objection, as such there was no requirement for such a Statement. LCC Highways did not attend the public inquiry, much to the surprise of the Inspector. As a representative of LCC Highways was not present at the inquiry, the Inspector was not satisfied that their query as to why more than 150 dwellings from a single point of access would be acceptable. It is the author's opinion, that had LCC Highways been in attendance, access to the site would not have been a reason given for the inspector to dismiss the appeal.
- 2.4.4 It is hoped that LCC can provide clear indication to HBBC and Gladman at the pre-application stage that a single point of access is safe and appropriate for the development quantum in the context of Barlestone.

3 CURRENT GUIDANCE ON SITE ACCESS

3.1 National Guidance

- 3.1.1 There are two main national documents that provide guidance on access. The highest level of these two is the Design Manual for Roads and Bridges (DMRB) which specifically deals with access from the trunk road and motorway network. It is used by some highway authorities, particularly where access is taken from strategic roads or roads subject to speeds greater than 40mph. In fact, LCC's design guide aligns with DMRB guidance for such instances. DMRB does, however, not offer a limit as to how many dwellings can be served by a single access.

- 3.1.2 The lower and more localised of the two guidance documents is Manual for Streets (MfS) and its companion document MfS2. Despite the original document being published in 2007, when it replaced Design Bulletin 32 (DB32), it is still regarded to be the most applicable best-practice document for residential street design in England. MfS does not prescribe a limit to the number of dwellings served by a single access.

3.2 Local Guidance

- 3.2.1 Many local highway authorities attempt to address the 'grey area' between DMRB and MfS along with other aspects not directly addressed by either document, with their own design guides. LCC adopts its own design guide, the LHDG. Whilst the document is 'live' i.e. updated as and when appropriate, much of the guidance comes from the 6C's Design Guide, including the thresholds for access. As such, the guidance has been in place for many years (+10).
- 3.2.2 At the time of the previous applications, the LHDG was in PDF form available to download from the LCC website, rather than the current web-based version. However, the guidance on 'residential access roads' remains very similar, albeit with a change to the accompanying caveat. Both the LHDG at the time of the previous applications and the current LHDG state that residential access roads can serve up to 400 dwellings from a 5.5m wide carriageway, but *'normally no more than 150 from a single point of access'*.
- 3.2.3 The earlier versions of the LHDG offered the caveat *'We will consider developments in excess of the single-access limits on a site-by-site basis'*, while the current one offers *'This threshold can only be exceeded based on a robust evidenced justification to be agreed with the LHA.'* Despite the change to the wording of the caveat, which is now arguably a little stronger than it previously was, they both imply that the 150 dwelling threshold is a starting point and departure from it is subject to discussion with LCC; it is not a definitive upper limit. Developments with higher quanta are evidence across the county and across the country. Updated pre-application advice has been sought from LCC as summarised in Section 5 of this Note.
- 3.2.4 No formal guidance is provided where existing cul-de-sacs are to be extended, but it is generally regarded by highway authorities which set such thresholds to include the existing numbers in any calculations.
- 3.2.5 It is also worth noting that while some local highway authorities work to thresholds for access, many set higher thresholds, often 200, 300 or 400 dwellings, while some do not offer any such thresholds and instead consider suitability based on junction capacity assessment, the latter often considered to be the approach most in line with MfS.
- 3.2.6 It was proved during the previous two applications that link or junction capacity is not an issue on Cunnery Close or Manor Road. Collision data purchased from LCC also showed that no collisions had been reported on Cunnery Close or Manor Road in the five-year study period. In fact, a recent search

on Crash Map shows that not a single collision has occurred on the two roads in the last 25-years (1999 to 2023).

- 3.2.7 It is our understanding that such thresholds have their origins in the withdrawn DB32¹, and were recommended to maintain access for the emergency services even if there is a collision or incident on the access road that blocks it. Such a scenario would be highly unlikely in many areas across the country, and particularly unlikely on Cunnery Close given low traffic flows and speeds. To help reduce the chance of any such blockages, an internal loop road was suggested as part of the previous applications so that there are effectively two points of access provided internally to the site. Gladman remains willing to provide this feature as shown on the indicative Development Framework Plan.
- 3.2.8 From our experience of dealing with LCC, the authority takes a pragmatic approach to access. If there is opportunity to develop a site with more than one access, particularly where it can help development traffic to dissipate, it is often preferred, but LCC recognises that not all sites can be served by a single access. We have experience of LCC being content for the 150 dwelling threshold to be exceeded on numerous developments across the county including sites in Sileby (Barnards Drive 228 dwells plus 110 dwells from existing cul-de-sac, Peashill Farm 170 dwells and Seagrave Road 190 dwellings), East Goscote (270 dwells) and Barwell (185 dwells).
- 3.2.9 Providing two or more accesses to the site would offer very little benefit in terms of traffic dispersal and off-site impact. Cunnery Close represents the only viable location for access. There is, however, an opportunity to provide an emergency access off Bosworth Road where an existing field gate to the site is located.

4 CURRENT PROPOSALS

4.1 Access

- 4.1.1 Access from the extension of the stub off Cunnery Close remains the only viable full vehicular access option to the site. Gladman remains committed to providing a pedestrian/cycle connection to the playing fields and bowls club, subject to BPC allowing such a connection. A footpath link can also be provided to Manor Road as per the previous application.
- 4.1.2 An internal loop road remains part of the proposals along with a network of scenic walking routes.

4.2 Number of Dwellings

- 4.2.1 Gladman has indicated that the proposed number of dwellings will be fewer than the up to 176 dwellings previously proposed. This is because of a reduction in the developable area in order to address the landscape impact reason for the dismissal of the appeal.

¹ See NPPF footnote 48

- 4.2.2 If Gladman was to seek planning permission for up to 158 dwellings it would equate to 195 dwellings served by Cunnery Close in conjunction with the existing 37 dwellings.
- 4.2.3 In Prime's professional opinion, we see no technical reasons as to why Cunnery Close could not safely serve more than a total of 150 dwellings.
- 4.2.4 A recent site visit (November 2025) has reaffirmed Prime's observations from previous site visits, that the settlement is very lightly trafficked, particularly on the estate roads such as Manor Road and Cunnery Close.
- 4.2.5 Prime has sought formal pre-application advice from LCC on the single access threshold matter which is summarised in Section 5.

5 LCC PRE-APP 2025

5.1 Preamble

- 5.1.1 An earlier version of this Access Note was provided to LCC in order to seek its initial pre-application advice on the proposed access arrangement. Helpfully, the request was assigned to one of the officers who dealt with the previous two applications and was checked by their senior colleague who was also involved in the previous two applications. LCC therefore have firsthand knowledge of the previous applications.
- 5.1.2 LCC's response was dated 22nd August 2025 and is included in Appendix I. At the time of the request, the suggestion was made to LCC that up to 150 dwellings could be provided on the site, rather than the slightly higher figure of 158, but the additional 8 dwellings is immaterial.

5.2 Summary of Response

- 5.2.1 The officer acknowledges that the current proposals for up to 150 dwellings to be developed on the site, in conjunction with the existing number of dwellings served by Cunnery Close, would exceed the 150 dwelling LHDG threshold 'only by 37 dwellings', implying that such a small exceedance may not pose issues.
- 5.2.2 LCC suggested a review of the access arrangements following the Inspector's decision, which includes whether a second point of vehicular access can be provided, and whether a wider (6.75m) access could be provided. However, LCC acknowledged that the widening option would be precluded by the available highway widths i.e. would require loss of footway width which would be a concern.
- 5.2.3 LCC state that full vehicular access from Bosworth Road would also be a concern given its width and the safety implications that an increase in traffic would have. The LHA does however note that, despite emergency accesses not normally considered to be necessary for developments of this scale, such an access could be provided from Bosworth Road if necessary to the emergency services. This is

an option that Gladman is willing to consider further and consult the local Fire Authority prior to submission. However, should the local Fire Authority not respond (from prior experience they do not respond to developer requests) Gladman is willing to provide an emergency access onto Bosworth Road to provide further comfort for HBBC and LCC for consideration as part of the planning application.

5.2.4 LCC states that it would be concerned if land behind the development site was to be developed in the future and served by Cunnery Close, however, additional land is not the subject of the proposed planning application. It is pertinent to note that LCC has not expressed concern with the quantum proposed, implying that a single point of access may be suitable.

5.2.5 The remainder of LCC's response sets its expectations for the eventual TA and TP, including the scope of off-site junction capacity assessments. It also sets its standard S106 requirements for TP monitoring, Travel Packs and six month bus passes. Potential improvements to the nearest two bus stops are also mentioned. Such requests would be agreeable to Gladman.

5.3 Additional Evidence and Improvements

5.3.1 Aside from Gladman acknowledging the need to produce a new/updated TA and TP, Prime and Gladman have discussed additional evidence that could be compiled to provide HBBC and LCC with further detail to support the proposed access arrangement and planning application. This includes but is not limited to:

- Updated speed surveys at the Cunnery Close/Manor Road junction to confirm that a suitable level of visibility for an intensification of use of the junction can be provided;
- A turning count survey at the Cunnery Close/Manor Road junction to derive local trip rates and to assess the available capacity of the junction to accommodate the development traffic;
- A parking beat survey on Cunnery Close from the proposed site access to Manor Road, extending around 20m west and east to consider whether parked cars could impede the access route, and to inform the need for any mitigation, such as the implementation of parking restrictions; and
- Instruction of a Stage 1 Road Safety Audit of the proposed access by independent and qualified auditors.

5.3.2 Gladman is also willing to consider providing or funding localised highway and sustainable travel improvements related to the impact of the proposed development, subject to the findings of the TA and further discussions with HBBC and LCC.

5.4 Concluding Remarks

- 5.4.1 Whilst not made explicit in its pre-application response, LCC elude to not having concerns with the proposed access arrangement for the development quantum under consideration.
- 5.4.2 Gladman and Prime are however willing to work with both authorities to consider all feasible options and to ensure that the proposed access arrangement will be safe for all road users.

APPENDIX I

LCC PRE-APP RESPONSE AUGUST 2025

PRE-APPLICATION DETAILS

District Reference Number:

Highway Reference Number: 2025/3960/04/P/HEN

Location: Land off Cunnery Close, Barlestone.

Proposal: Enquiry. 150 dwellings

GENERAL DETAILS

Planning Case Officer:

Applicant: David Stoddart Prime Transport Planning

Parish: Osbaston

Road Classification: Adopted Unclassified

Please note that the contents of this report including any attachments are offered as my officer opinion and will not prejudice any future decision the Highway Authority may make in relation to this matter.

The following comments are based on a desktop exercise; no site visit is undertaken for pre-application advice.

The Local Highway Authority (LHA) are in receipt of a pre-application enquiry for the construction of 150 dwellings at Cunnery Close, Barlestone.

The LHA has reviewed the following document submitted in support of the proposals:

- Access Note dated 4th August 2025 and authored by Prime Transport Planning.

Note – The LHA have included hyperlinks to relevant sections of the [Leicestershire Highway Design Guide \(LHDG\)](#) within this report. These are underlined and in blue text. It should be noted that the LHDG has been fully updated since the previous applications at the site and subsequent appeal were considered

Background

The LHA is aware of application reference 20/00102/OUT for up to 176 dwellings with public open space, landscaping and sustainable drainage systems (SuDS) (Outline - access only) resubmission of 19/01011/OUT at the same site. Despite the LHA advising no objection to the proposals subject to conditions and contributions, that application was refused planning permission by the Local Planning Authority on two grounds, including the following highway safety reason for refusal:

Access to the site is via an unclassified road, which has on street parking and where the junctions operate above practical capacity. The development would therefore be detrimental to highway safety and contrary to Policy DM17 of the Site Allocations and Development Management Policies DPD July 2016.

That application was also subsequently dismissed at appeal (reference APP/K2420/W/20/3265133) with the Planning Inspector considering that the number of dwellings (213) accessed from a single point of access would have a severe localised impact.

The LHA is aware of an identical application at the site under application reference 19/01011/OUT, where the LHA also advised approval subject to conditions and contributions, however the LPA refused the application on identical grounds.

Based on [Table 1](#) of the LHDG, the proposals would need to be accompanied by a Transport Assessment and Travel Plan. Further information on these can be obtained from the [transport assessments, statements and travel plans](#) section of the LHDG.

Site Access

Including the existing dwellings on Cunnery Close, a total of approximately 187 dwellings would be accessed from a single point of access on to Manor Road. This is in excess of the 150 dwellings the LHA would usually consider to be acceptable, however this is only by 37 dwellings.

Given the Inspector's appeal decision, the LHA advise that the appeal decision and access arrangements should be thoroughly reviewed, with consideration given as to whether a second point of vehicular access could be provided to the site, or improvements to the junction of Cunnery Close with Manor Road could be made. The LHA has accepted a 6.75m wide carriageway in a number of other locations with a similar number of dwellings, for example H&BBC application reference 19/00680/OUT (Residential development up to 168 dwellings (Outline - access only) with associated means of access onto Markfield Road and Groby Road, car parking, new footpath links, amenity space and landscaping - Springfield Riding School, Groby Road, Ratby, Leicester).

The LHA note however that there appears to be limited, if any, scope for carriageway widening in this location without a reduction or complete removal of pedestrian footways, which would be of concern to the LHA. If it is possible to provide a second point of vehicular access and this was on to Bosworth Road, the LHA may also have concerns with an increase in traffic along the single-track section leading to the A447 as this would likely be well used by development traffic, therefore it is unclear if a second point of vehicular access could be delivered.

The LHA would not usually consider an [emergency access](#) as being necessary for the scale of development proposed. However should an emergency access, on to Bosworth Road for example, be confirmed by the Applicant as necessary to the emergency services as part of the application process, the LHA will review the proposals and evidence provided by the Applicant in line with the appeal decision. Further information on emergency accesses can be found in the LHDG: <https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/road-layouts-and-design/well-connected-road-networks>

The Applicant may wish to give consideration as to whether futureproofing the site for further development is necessary. Whilst this enquiry is for 150 dwellings only, should further development be proposed solely off the Cunnery Close/ Manor Road junction in the future, whilst this would be considered on a case-by-case basis, it would cause significant concern for the LHA.

Notwithstanding the above, the LHA would advise the Applicant to follow the [road layouts and design](#) section of the LHDG when designing the access.

The site access would need to be designed in accordance with [Table 3](#) and [Table 9](#) of the LHDG and [swept path analysis](#) would need to be undertaken as per the LHDG guidance, with details of

the vehicle speeds used provided on the drawing. Swept path analysis of a Phoenix 2 Series - Smooth Body RCV, EURO 5i - WIDE TRACK refuse collection vehicle accessing and egressing the access in all directions would be required. Tracking should be undertaken at 15kph for all permitted manoeuvres.

Vehicular visibility splays would need to be based on [Table 6](#) of the LHDG. The LHA strongly advise that an automatic (not handheld radar) speed survey is undertaken at the site access to demonstrate that an appropriate visibility splay can be achieved. The Applicant should be advised that 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. For details of the services available please contact ndi@leics.gov.uk

The LHA will require the Applicant to submit an independent Stage 1 Road Safety Audit (RSA1) of the site access proposals and any off-site works, along with a Designer's Response to any problems raised with a revised drawing (if necessary) taking on board any changes to the design. Further information can be found on Road Safety Audits within the LHDG [road safety audit policy](#).

Highway Safety

Personal Injury Collision (PIC) data would need to be obtained and reviewed for an identified study area around the site, including all study junctions. This should cover the most recent five-year period. The Applicant can contact rtcddata@leics.gov.uk to obtain up to date PIC data from Leicestershire County Council (LCC).

Trip Generation/ Distribution

Trip generation for development will need to be considered by the Applicant. This could be undertaken by the use of the TRICS database or from other recent developments in the local area. The LHA will check trip rates for consistency as part of any future application.

Given the scale and location of the proposed development, LHA would advise the use of Pan Regional Transport Model (PRTM) to assess the impact of the development on the surrounding highway network as opposed to Census data. This is in line with the LHDG guidance, which advises the use of PRTM when a Transport Assessment is required. This could, for example, provide trip distribution / assignment as well as having committed developments already taken into account within extracted flows. Therefore, the LHA would advise the applicant to contact ETCF@leics.gov.uk and liaise with the Highway Development Management Team and other stakeholders as required to discuss the potential modelling requirements for the proposed development and timescales for obtaining the information.

Further information on PRTM can be found [here](#).

Junction Capacity Assessments

The LHA advise that should the proposals generate approximately 30 or more additional two-way trips (e.g. 15 arrivals and 15 departures) in either the AM or PM peak hours at any key junction, capacity assessments would be required. The LHA advise that whilst the use of PRTM would inform the junctions which would likely require capacity assessments, at this stage, the LHA anticipates at least the following may need consideration, as per the previous application:

1. Cunnery Close/ Manor Road priority junction
2. Curtis Way/ Manor Road priority junction
3. Barton Road/ Curtis Way priority junction

4. A447/ Barton Road/ Lount Road crossroads
5. Bosworth Road/ Manor Road priority junction
6. Bosowrth Road/ Meadow Road priority junction
7. Newbold Road/ Meadow Road priority junction
8. West End/ Bosworth Road/ Barton Road crossroads
9. A447/ Bosworth Road priority junction
10. A447/ Bosworth Lane/ Bosworth Road staggered junction

The LHA are aware that Junction 10 is reaching its operational capacity and has secured contributions towards a Leicestershire County Council lead signalisation scheme as part of a recent housing development in Market Bosworth. Other developments in the Newbold Verdon area are also likely to be required to contribute towards the scheme. It may be that the proposed development is also required to contribute towards improvements.

Capacity assessments should consider a base year with traffic counts factored up to the year the application is submitted (e.g. 2025 or 2026), along with a future year which is five years following on from the base year (e.g. 2030 or 2031). The use of PRTM would take into account committed developments in the area.

Traffic counts must not be more than three years old at the time any future application is submitted and undertaken in a traffic neutral month.

To enable traffic flow scenarios to be checked, the following is required:

- Full traffic survey results as well as summary diagrams;
- Peak hour and, if appropriate, PCU calculations;
- Full explanation of all calculations;
- Fully explained and evidenced details of committed development flows;
- Full explanation of trip distribution and assignment and how the change in flows is built up;
- Full explanation of the build-up of traffic flow scenarios.

For all 'Junctions' or 'Linsig' modelling, the following information will be required:

- Models should be validated against observed conditions;
- Scale plans of junction geometries used for model input should be provided for review;
- Full model outputs in PDF format;
- Actual model files.

Off-Site Implications

Given the previous appeal decision, the LHA would advise that the impact of the development around the Cunnery Close/ Manor Road junction is thoroughly considered. It is noted the Inspector raised concerns with on-street parking, however this was at a time whether Covid-19 pandemic may have meant more residents were working from home.

Internal Layout

The internal layout of the development would need to be designed fully in accordance with the LHDG in order for it to be considered for adoption. Consideration should be given to [Policy 5](#) of the LHDG.

Parking provision should be designed in accordance with the [off-street residential car parking standards](#) and [design principles for off-street parking](#) detailed within the LHDG.

Swept path analysis of a refuse collection vehicle, to the specification and speeds detailed further above, would be required throughout the site.

Transport Sustainability

A Residential Travel Plan would need to be submitted in support of the proposals. The LHA would require a Travel Plan Monitoring fee (currently £6,000) as part of any future Section 106 agreement.

It should be noted the extent of the site is over an 800m walk to the nearest bus stop and over a 1KM to the village primary school. The provision of street lighting would be required along the pedestrian footway, which could feel quite isolated in places.

Section 106 Contributions

In addition to the Travel Plan monitoring fee, at this stage, the LHA advise it would usually require one Travel Pack per dwelling (currently at a cost of £52.85 each, or a £500 administration fee for LCC to review a pack produced by the Applicant), along with two x six month bus passes (current cost of £605 per pass for an Arriva service) per dwelling and potentially improvements to the nearest two bus stops such as raised kerbs, timetable cases etc.

Date Received
22 August 2025

Case Officer
Ben Dutton

Reviewer
DH

Date issued
7 October 2025

APPENDIX B

TRAFFIC FLOW DIAGRAMS

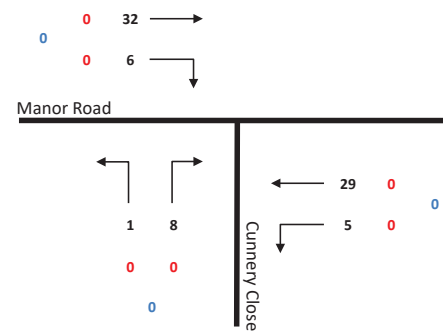
Traffic Flow Diagrams			
Reference	Scenario	Peak	Derivation
1	Traffic Flow Diagram 1 - Observed Flows	AM/PM	Raw Data
2	Traffic Flow Diagram 2 - 2031 Base Flows	AM/PM	1*TEMPPro
3	Traffic Flow Diagram 3 - Committed Development Flows	AM/PM	21/00096/OUT
4	Traffic Flow Diagram 4 - Committed Development Flows	AM/PM	21/01389/OUT
5	Traffic Flow Diagram 5 - Total Committed Development Flows	AM/PM	3+4
6	Traffic Flow Diagram 6 - 2031 Without Development Flows	AM/PM	2+5
7	Traffic Flow Diagram 7 - Development Traffic Distribution	AM/PM	MTW Census
8	Traffic Flow Diagram 8 - Development Traffic Flows	AM/PM	7*Local Trips
9	Traffic Flow Diagram 9 - 2031 With Development Flows	AM/PM	6+8

Land off Cunnery Close, Barlestone

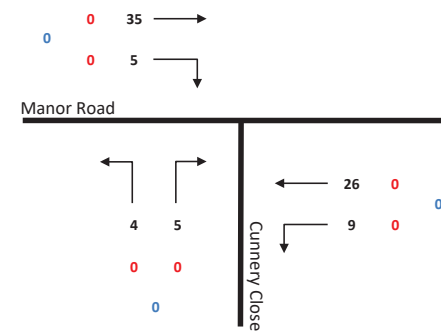
Project: Land off Cunney Close, Barlestone
Scenario: Traffic Flow Diagram 1 - Observed Flows

Notes: All flows are in vehicles
 Light Vehicles (cars & LGVs) in black
 Heavy Vehicles (HGVs & buses) in red
 Observed queues in blue

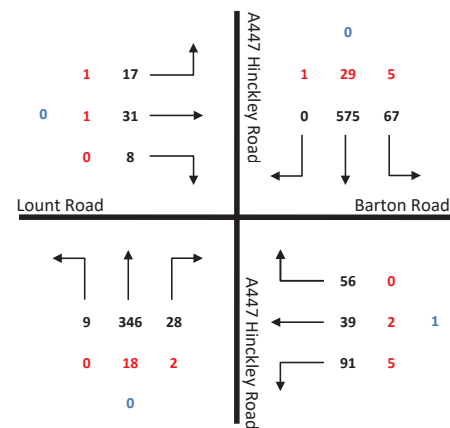
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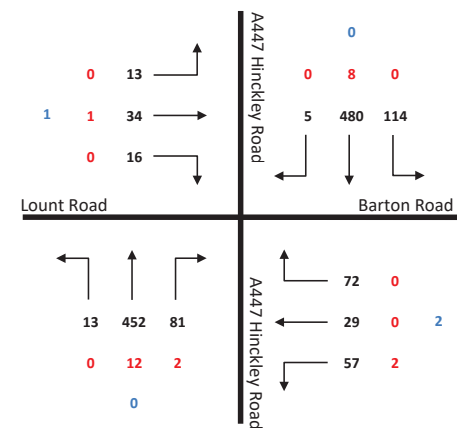
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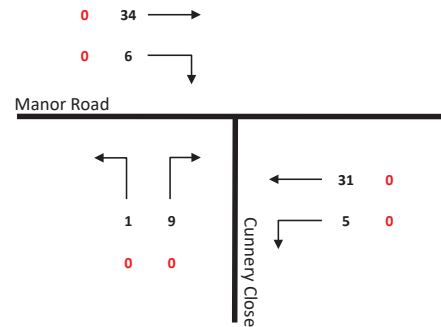
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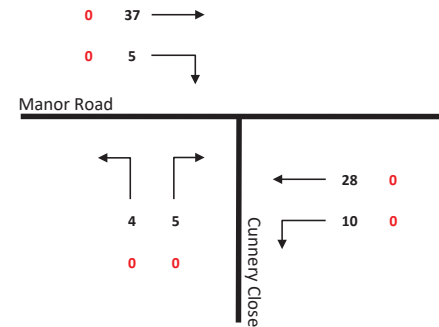
Project: Land off Cunney Close, Barlestone
Scenario: Traffic Flow Diagram 2 - 2031 Base Flows

Notes: All flows are in vehicles
 Light Vehicles (cars & LGVs) in black
 Heavy Vehicles (HGVs & buses) in red

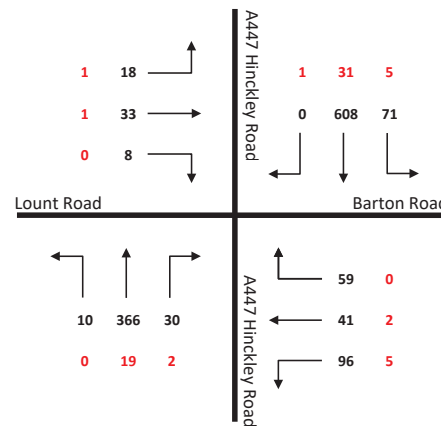
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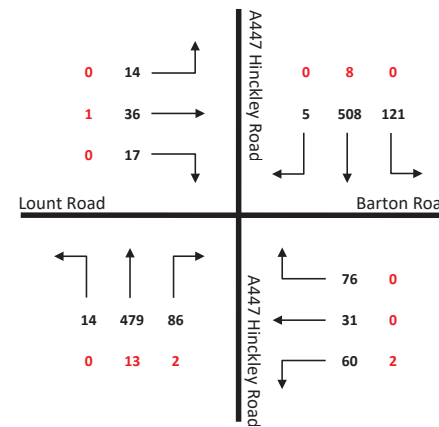
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PM (1630-1730)



Project: Land off Cunmery Close, Barlestone

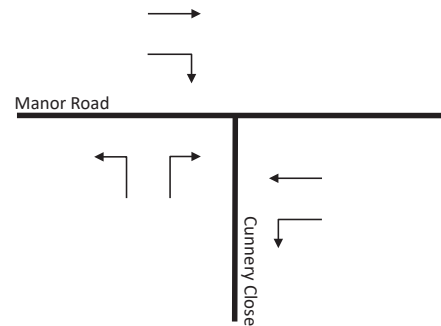
Scenario: Traffic Flow Diagram 3 - Committed Development Flows

Notes: Land to the North of Barton Road - 64 dwellings (ref. 21/00096/OUT)

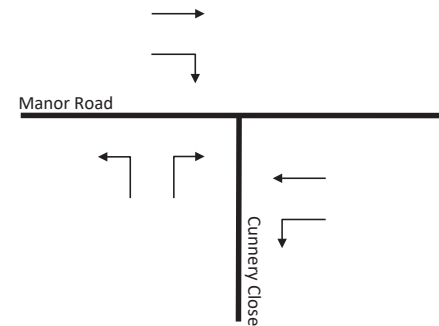
Traffic flows for A447/Barton Road/Lount Road junction taken from Appendix J of TA

Very minimal traffic flows expected to utilise Manor Road

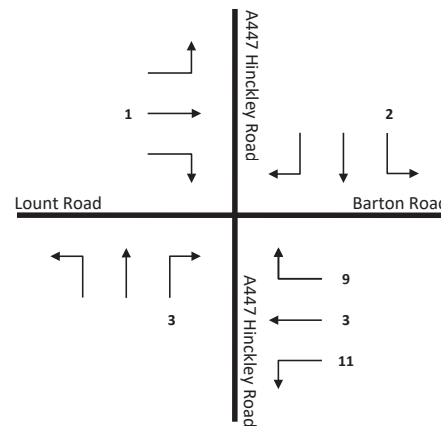
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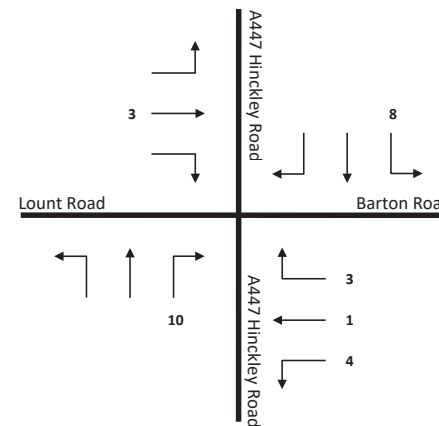
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Project: Land off Cunney Close, Barlestone

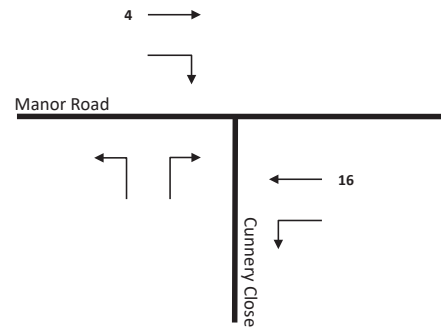
Scenario: Traffic Flow Diagram 4 - Committed Development Flows

Notes: Land off Spinney Drive/Brookside - 49 dwellings (ref. 21/01389/OUT)

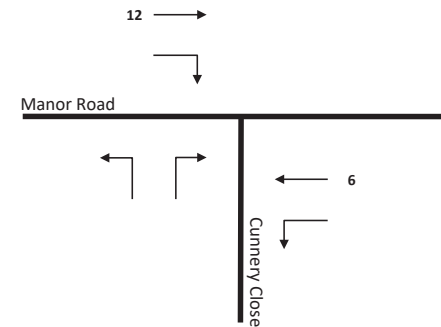
Trip generation figures provided in Table 4.5 of TA

For robustness, 50% of traffic assumed to navigate through both junctions

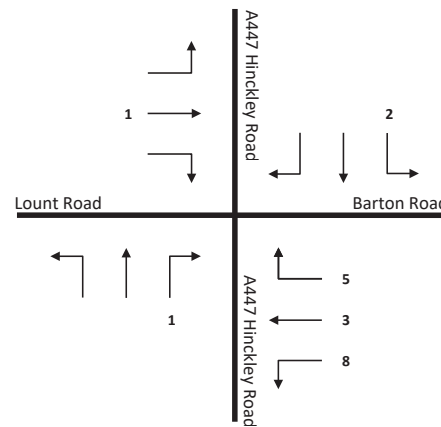
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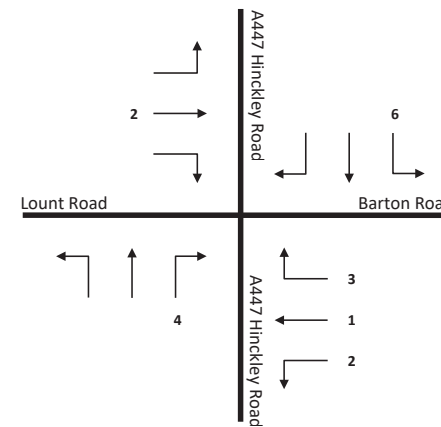
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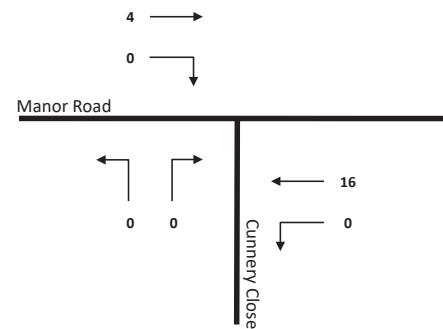


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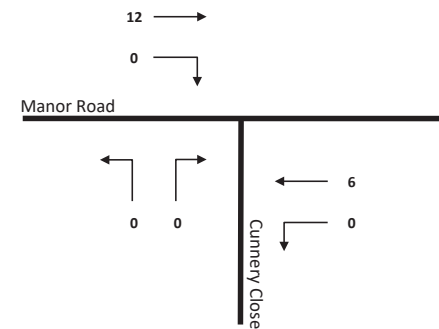


Project: Land off Cunney Close, Barlestone
Scenario: Traffic Flow Diagram 5 - Total Committed Development Flows
Notes: All flows are in vehicles

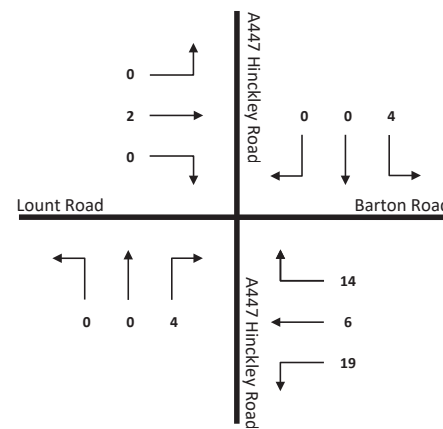
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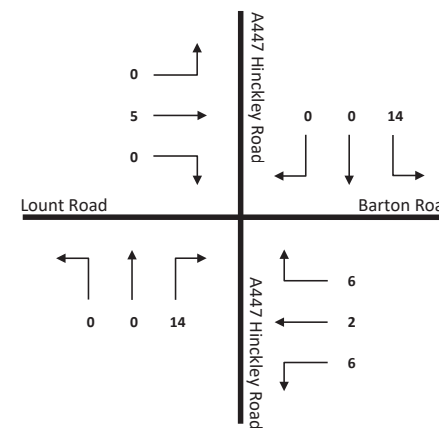
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PM (1630-1730)



Project: Land off Cunmery Close, Barlestone

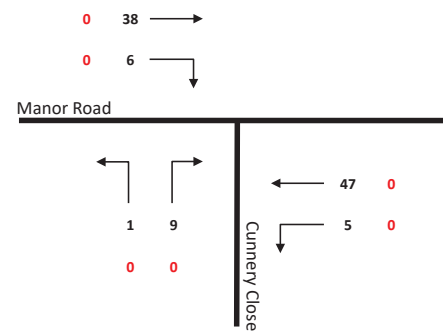
Scenario: Traffic Flow Diagram 6 - 2031 Without Development Flows

Notes: All flows are in vehicles

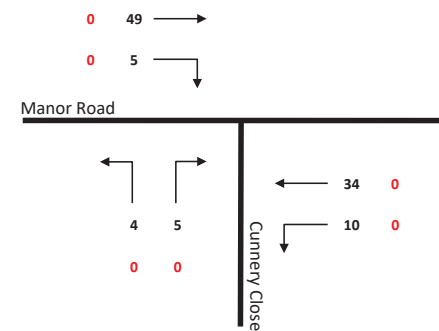
Light Vehicles (cars & LGVs) in black

Heavy Vehicles (HGVs & buses) in red

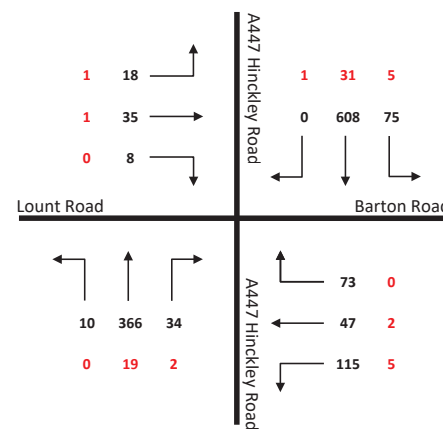
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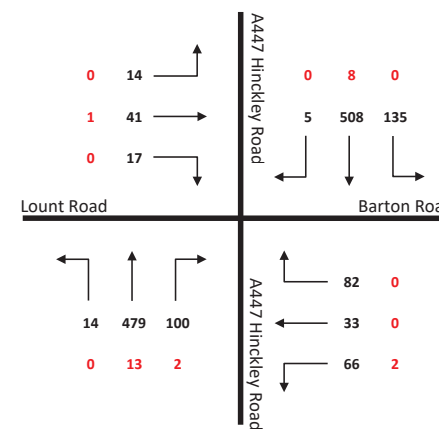
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Project: Land off Cunmery Close, Barlestone

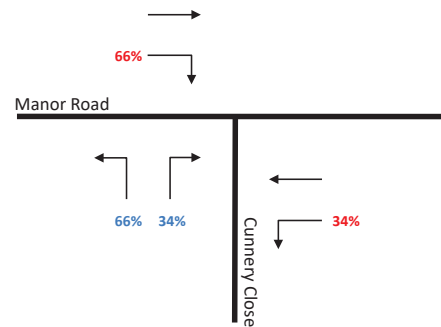
Scenario: Traffic Flow Diagram 7 - Development Traffic Distribution

Notes: Based on 2011 Census MTW for local MSA

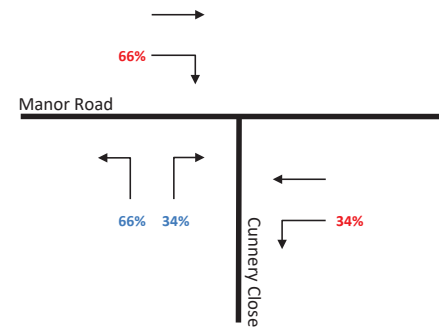
Arrivals in red

Departures in Blue

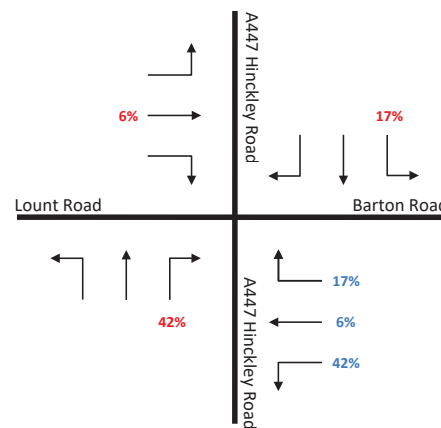
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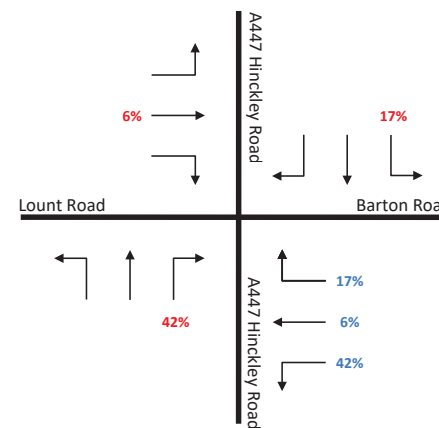
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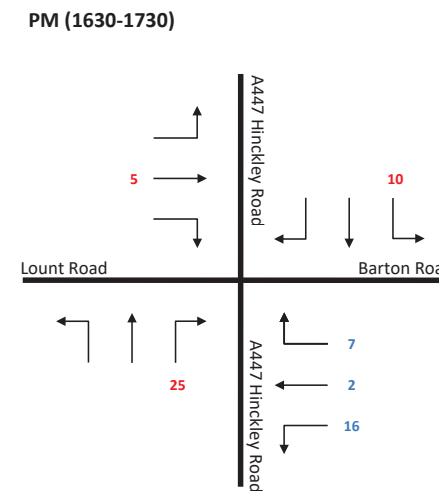
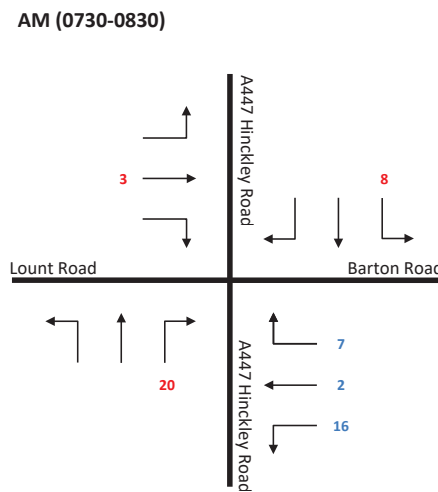
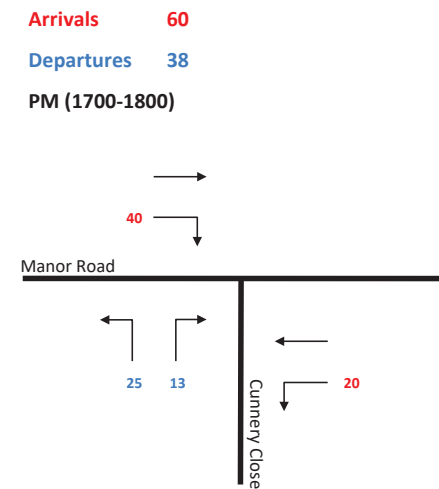
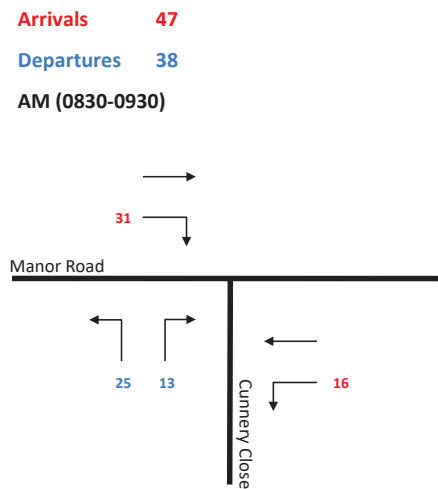
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Project: Land off Cunmery Close, Barlestone

Scenario: Traffic Flow Diagram 8 - Development Traffic Flows

Notes:



Project: Land off Cunnery Close, Barlestone

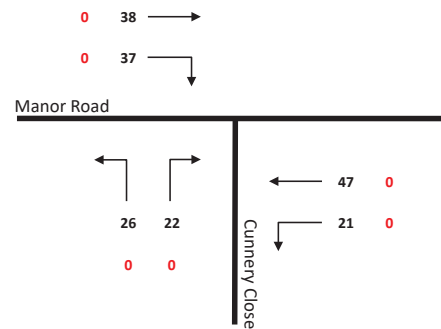
Scenario: Traffic Flow Diagram 9 - 2031 With Development Flows

Notes: All flows are in vehicles

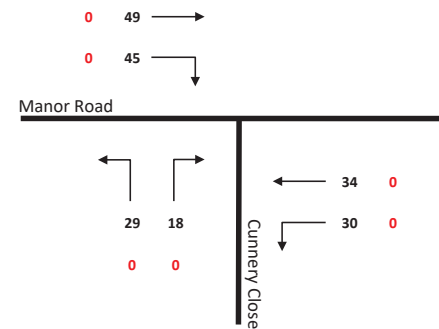
Light Vehicles (cars & LGVs) in black

Heavy Vehicles (HGVs & buses) in red

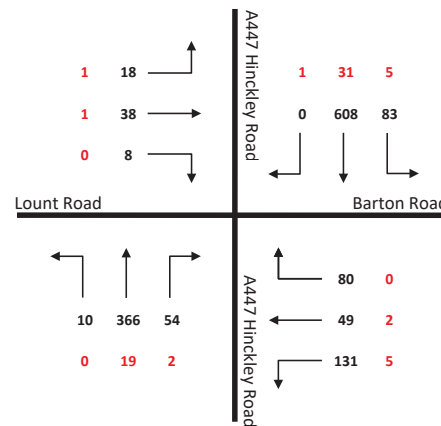
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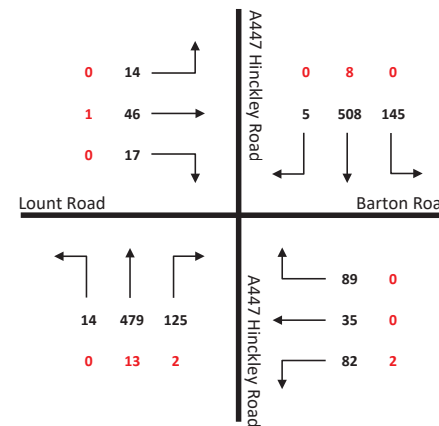
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AM (0730-0830)



PM (1630-1730)



APPENDIX C

RAW TRAFFIC SURVEY DATA & PARKING BEAT SURVEY

Barlestone, Wednesday 25th February 2026

Junction: 1

Approach: A447 Hinckley Road



TIME	Left to Barton Road					Ahead to A447					Right to Lount Road					U-Turn				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	25	0	0	25	25.0	98	1	0	99	100.3	0	0	0	0	0.0	0	0	0	0	0.0
07:15 - 07:30	25	0	0	25	25.0	131	7	0	138	147.1	0	0	0	0	0.0	0	0	0	0	0.0
07:30 - 07:45	22	0	1	23	24.0	157	9	0	166	177.7	0	0	0	0	0.0	0	0	0	0	0.0
07:45 - 08:00	17	0	1	18	19.0	129	6	0	135	142.8	0	1	0	1	2.3	0	0	0	0	0.0
Hourly Total	89	0	2	91	93.0	515	23	0	538	567.9	0	1	0	1	2.3	0	0	0	0	0.0
08:00 - 08:15	18	0	1	19	20.0	145	7	0	152	161.1	0	0	0	0	0.0	0	0	0	0	0.0
08:15 - 08:30	10	2	0	12	14.6	144	7	0	151	160.1	0	0	0	0	0.0	0	0	0	0	0.0
08:30 - 08:45	14	1	0	15	16.3	104	5	0	109	115.5	3	0	0	3	3.0	0	0	0	0	0.0
08:45 - 09:00	9	0	0	9	9.0	97	6	0	103	110.8	0	1	0	1	2.3	0	0	0	0	0.0
Hourly Total	51	3	1	55	59.9	490	25	0	515	547.5	3	1	0	4	5.3	0	0	0	0	0.0
09:00 - 09:15	11	0	0	11	11.0	80	2	0	82	84.6	0	0	0	0	0.0	0	0	0	0	0.0
09:15 - 09:30	14	0	0	14	14.0	67	8	0	75	85.4	0	0	0	0	0.0	0	0	0	0	0.0
09:30 - 09:45	13	0	0	13	13.0	79	4	0	83	88.2	2	0	0	2	2.0	0	0	0	0	0.0
09:45 - 10:00	10	0	0	10	10.0	56	4	0	60	65.2	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	48	0	0	48	48.0	282	18	0	300	323.4	2	0	0	2	2.0	0	0	0	0	0.0

TOTAL	188	3	3	194	200.9	1287	66	0	1353	1438.8	5	2	0	7	9.6	0	0	0	0	0.0
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15:30 - 15:45	15	0	0	15	15.0	91	5	0	96	102.5	0	0	0	0	0.0	2	0	0	2	2.0
15:45 - 16:00	21	0	0	21	21.0	86	2	0	88	90.6	1	0	0	1	1.0	0	0	0	0	0.0
Hourly Total	36	0	0	36	36.0	177	7	0	184	193.1	1	0	0	1	1.0	2	0	0	2	2.0
16:00 - 16:15	16	0	0	16	16.0	100	4	0	104	109.2	2	0	0	2	2.0	0	0	0	0	0.0
16:15 - 16:30	21	0	0	21	21.0	125	2	0	127	129.6	2	0	0	2	2.0	0	0	0	0	0.0
16:30 - 16:45	28	0	0	28	28.0	125	4	0	129	134.2	0	0	0	0	0.0	0	0	0	0	0.0
16:45 - 17:00	23	0	0	23	23.0	110	1	0	111	112.3	1	0	0	1	1.0	0	0	0	0	0.0
Hourly Total	88	0	0	88	88.0	460	11	0	471	485.3	5	0	0	5	5.0	0	0	0	0	0.0
17:00 - 17:15	31	0	0	31	31.0	111	2	0	113	115.6	2	0	0	2	2.0	0	0	0	0	0.0
17:15 - 17:30	32	0	0	32	32.0	134	1	0	135	136.3	2	0	0	2	2.0	0	0	0	0	0.0
17:30 - 17:45	15	0	0	15	15.0	106	3	1	110	114.9	0	0	0	0	0.0	0	0	0	0	0.0
17:45 - 18:00	12	0	0	12	12.0	73	0	0	73	73.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	90	0	0	90	90.0	424	6	1	431	439.8	4	0	0	4	4.0	0	0	0	0	0.0
18:00 - 18:15	19	1	0	20	21.3	78	2	0	80	82.6	2	0	0	2	2.0	0	0	0	0	0.0
18:15 - 18:30	19	0	0	19	19.0	66	0	0	66	66.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	38	1	0	39	40.3	144	2	0	146	148.6	2	0	0	2	2.0	0	0	0	0	0.0

TOTAL	252	1	0	253	254.3	1205	26	1	1232	1266.8	12	0	0	12	12.0	2	0	0	2	2.0
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PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Barlestone, Wednesday 25th February 2026



Junction: 1

Approach: Barton Road

TIME	Left to A447					Ahead to Lount Road					Right to A447 Hinckley Road				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	16	0	0	16	16.0	5	0	0	5	5.0	18	0	0	18	18.0
07:15 - 07:30	13	0	1	14	15.0	3	0	0	3	3.0	21	0	0	21	21.0
07:30 - 07:45	34	1	0	35	36.3	7	0	0	7	7.0	19	0	0	19	19.0
07:45 - 08:00	22	1	0	23	24.3	13	0	0	13	13.0	11	0	0	11	11.0
Hourly Total	85	2	1	88	91.6	28	0	0	28	28.0	69	0	0	69	69.0
08:00 - 08:15	16	0	3	19	22.0	12	0	1	13	14.0	12	0	0	12	12.0
08:15 - 08:30	19	0	0	19	19.0	7	1	0	8	9.3	14	0	0	14	14.0
08:30 - 08:45	14	1	0	15	16.3	10	0	0	10	10.0	12	0	0	12	12.0
08:45 - 09:00	13	0	1	14	15.0	5	0	0	5	5.0	21	1	0	22	23.3
Hourly Total	62	1	4	67	72.3	34	1	1	36	38.3	59	1	0	60	61.3
09:00 - 09:15	14	0	0	14	14.0	3	1	1	5	7.3	15	0	0	15	15.0
09:15 - 09:30	7	0	0	7	7.0	10	0	0	10	10.0	10	0	0	10	10.0
09:30 - 09:45	18	1	1	20	22.3	4	0	0	4	4.0	12	0	0	12	12.0
09:45 - 10:00	14	0	0	14	14.0	6	0	0	6	6.0	17	0	0	17	17.0
Hourly Total	53	1	1	55	57.3	23	1	1	25	27.3	54	0	0	54	54.0

TOTAL	200	4	6	210	221.2	85	2	2	89	93.6	182	1	0	183	184.3
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15:30 - 15:45	14	0	0	14	14.0	5	0	0	5	5.0	25	0	2	27	29.0
15:45 - 16:00	13	0	0	13	13.0	6	0	0	6	6.0	15	0	1	16	17.0
Hourly Total	27	0	0	27	27.0	11	0	0	11	11.0	40	0	3	43	46.0
16:00 - 16:15	13	0	0	13	13.0	7	0	0	7	7.0	22	0	1	23	24.0
16:15 - 16:30	17	0	0	17	17.0	6	0	1	7	8.0	22	0	0	22	22.0
16:30 - 16:45	15	0	0	15	15.0	7	0	0	7	7.0	25	0	0	25	25.0
16:45 - 17:00	19	1	0	20	21.3	7	0	0	7	7.0	12	0	0	12	12.0
Hourly Total	64	1	0	65	66.3	27	0	1	28	29.0	81	0	1	82	83.0
17:00 - 17:15	14	0	1	15	16.0	5	0	0	5	5.0	26	0	0	26	26.0
17:15 - 17:30	9	0	0	9	9.0	10	0	0	10	10.0	9	0	0	9	9.0
17:30 - 17:45	13	0	0	13	13.0	7	0	0	7	7.0	19	0	0	19	19.0
17:45 - 18:00	9	0	0	9	9.0	8	0	0	8	8.0	17	1	0	18	19.3
Hourly Total	45	0	1	46	47.0	30	0	0	30	30.0	71	1	0	72	73.3
18:00 - 18:15	7	0	0	7	7.0	4	0	0	4	4.0	12	0	0	12	12.0
18:15 - 18:30	12	0	0	12	12.0	6	0	0	6	6.0	13	1	0	14	15.3
Hourly Total	19	0	0	19	19.0	10	0	0	10	10.0	25	1	0	26	27.3

TOTAL	155	1	1	157	159.3	78	0	1	79	80.0	217	2	4	223	229.6
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PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Barlestone, Wednesday 25th February 2026



Junction: 1
Approach: A447

TIME	Left to Lount Road					Ahead to A447 Hinckley Road					Right to Barton Road				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0.0	58	4	0	62	67.2	5	1	0	6	7.3
07:15 - 07:30	0	0	0	0	0.0	84	2	0	86	88.6	4	0	0	4	4.0
07:30 - 07:45	1	0	0	1	1.0	72	3	0	75	78.9	7	1	1	9	11.3
07:45 - 08:00	1	0	0	1	1.0	100	4	0	104	109.2	2	0	0	2	2.0
Hourly Total	2	0	0	2	2.0	314	13	0	327	343.9	18	2	1	21	24.6
08:00 - 08:15	4	0	0	4	4.0	102	7	0	109	118.1	5	0	0	5	5.0
08:15 - 08:30	3	0	0	3	3.0	72	4	0	76	81.2	14	0	0	14	14.0
08:30 - 08:45	1	0	0	1	1.0	89	4	1	94	100.2	11	1	0	12	13.3
08:45 - 09:00	3	0	0	3	3.0	74	4	0	78	83.2	5	0	1	6	7.0
Hourly Total	11	0	0	11	11.0	337	19	1	357	382.7	35	1	1	37	39.3
09:00 - 09:15	1	0	0	1	1.0	64	4	0	68	73.2	4	0	0	4	4.0
09:15 - 09:30	1	0	0	1	1.0	55	5	0	60	66.5	11	0	0	11	11.0
09:30 - 09:45	1	0	0	1	1.0	54	5	0	59	65.5	12	1	0	13	14.3
09:45 - 10:00	1	0	0	1	1.0	36	5	0	41	47.5	12	0	1	13	14.0
Hourly Total	4	0	0	4	4.0	209	19	0	228	252.7	39	1	1	41	43.3

TOTAL	17	0	0	17	17.0	860	51	1	912	979.3	92	4	3	99	107.2
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15:30 - 15:45	3	0	0	3	3.0	65	3	0	68	71.9	18	0	0	18	18.0
15:45 - 16:00	3	2	0	5	7.6	97	1	0	98	99.3	15	0	0	15	15.0
Hourly Total	6	2	0	8	10.6	162	4	0	166	171.2	33	0	0	33	33.0
16:00 - 16:15	1	0	0	1	1.0	80	3	0	83	86.9	8	0	0	8	8.0
16:15 - 16:30	2	0	0	2	2.0	84	0	1	85	86.0	13	0	0	13	13.0
16:30 - 16:45	5	0	0	5	5.0	107	5	0	112	118.5	29	1	0	30	31.3
16:45 - 17:00	1	0	0	1	1.0	111	3	0	114	117.9	17	0	0	17	17.0
Hourly Total	9	0	0	9	9.0	382	11	1	394	409.3	67	1	0	68	69.3
17:00 - 17:15	2	0	0	2	2.0	116	2	0	118	120.6	17	0	0	17	17.0
17:15 - 17:30	5	0	0	5	5.0	118	2	0	120	122.6	18	0	1	19	20.0
17:30 - 17:45	2	0	0	2	2.0	85	1	0	86	87.3	15	0	0	15	15.0
17:45 - 18:00	3	0	0	3	3.0	77	1	0	78	79.3	16	0	0	16	16.0
Hourly Total	12	0	0	12	12.0	396	6	0	402	409.8	66	0	1	67	68.0
18:00 - 18:15	2	0	0	2	2.0	62	2	0	64	66.6	18	0	0	18	18.0
18:15 - 18:30	1	0	0	1	1.0	48	2	0	50	52.6	10	0	0	10	10.0
Hourly Total	3	0	0	3	3.0	110	4	0	114	119.2	28	0	0	28	28.0

TOTAL	30	2	0	32	34.6	1050	25	1	1076	1109.5	194	1	1	196	198.3
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PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Barlestone, Wednesday 25th February 2026



Junction: 1

Approach: Lount Road

TIME	Left to A447 Hinckley Road					Ahead to Barton Road					Right to A447				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	1	0	0	1	1.0	5	0	1	6	7.0	2	0	0	2	2.0
07:15 - 07:30	2	0	0	2	2.0	11	0	0	11	11.0	1	0	0	1	1.0
07:30 - 07:45	4	0	0	4	4.0	4	0	0	4	4.0	1	0	0	1	1.0
07:45 - 08:00	2	0	0	2	2.0	6	0	0	6	6.0	2	0	0	2	2.0
Hourly Total	9	0	0	9	9.0	26	0	1	27	28.0	6	0	0	6	6.0
08:00 - 08:15	7	0	0	7	7.0	10	0	1	11	12.0	1	0	0	1	1.0
08:15 - 08:30	4	0	1	5	6.0	11	0	0	11	11.0	4	0	0	4	4.0
08:30 - 08:45	3	0	1	4	5.0	15	2	0	17	19.6	2	0	0	2	2.0
08:45 - 09:00	3	0	0	3	3.0	8	0	0	8	8.0	3	0	0	3	3.0
Hourly Total	17	0	2	19	21.0	44	2	1	47	50.6	10	0	0	10	10.0
09:00 - 09:15	0	0	0	0	0.0	12	0	0	12	12.0	3	0	0	3	3.0
09:15 - 09:30	2	0	0	2	2.0	5	0	0	5	5.0	3	0	0	3	3.0
09:30 - 09:45	3	1	0	4	5.3	4	0	0	4	4.0	2	0	0	2	2.0
09:45 - 10:00	1	0	0	1	1.0	5	0	0	5	5.0	3	0	0	3	3.0
Hourly Total	6	1	0	7	8.3	26	0	0	26	26.0	11	0	0	11	11.0

TOTAL	32	1	2	35	38.3	96	2	2	100	104.6	27	0	0	27	27.0
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15:30 - 15:45	2	0	0	2	2.0	17	0	0	17	17.0	3	0	0	3	3.0
15:45 - 16:00	1	0	0	1	1.0	7	0	0	7	7.0	1	0	0	1	1.0
Hourly Total	3	0	0	3	3.0	24	0	0	24	24.0	4	0	0	4	4.0
16:00 - 16:15	6	0	0	6	6.0	14	0	0	14	14.0	4	1	0	5	6.3
16:15 - 16:30	9	0	0	9	9.0	15	0	0	15	15.0	2	1	0	3	4.3
16:30 - 16:45	3	0	0	3	3.0	9	0	0	9	9.0	3	0	0	3	3.0
16:45 - 17:00	5	0	0	5	5.0	7	0	0	7	7.0	2	0	0	2	2.0
Hourly Total	23	0	0	23	23.0	45	0	0	45	45.0	11	2	0	13	15.6
17:00 - 17:15	2	0	0	2	2.0	7	0	0	7	7.0	5	0	0	5	5.0
17:15 - 17:30	3	0	0	3	3.0	11	0	1	12	13.0	6	0	0	6	6.0
17:30 - 17:45	1	0	0	1	1.0	7	0	0	7	7.0	1	0	0	1	1.0
17:45 - 18:00	3	0	0	3	3.0	7	0	0	7	7.0	0	1	0	1	2.3
Hourly Total	9	0	0	9	9.0	32	0	1	33	34.0	12	1	0	13	14.3
18:00 - 18:15	1	0	0	1	1.0	9	0	0	9	9.0	0	0	0	0	0.0
18:15 - 18:30	2	0	0	2	2.0	10	0	0	10	10.0	1	0	0	1	1.0
Hourly Total	3	0	0	3	3.0	19	0	0	19	19.0	1	0	0	1	1.0

TOTAL	38	0	0	38	38.0	120	0	1	121	122.0	28	3	0	31	34.9
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PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Barlestone, Thursday 27th November 2025



Junction: 1

Approach: Manor Road East

TIME	Left to Cunnerly Close					Ahead to Manor Road (West)					U-Turn				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	2	0	0	2	2.0	4	0	0	4	4.0	0	0	0	0	0.0
07:15 - 07:30	0	0	0	0	0.0	5	0	0	5	5.0	0	0	0	0	0.0
07:30 - 07:45	0	0	0	0	0.0	8	0	0	8	8.0	0	0	0	0	0.0
07:45 - 08:00	0	0	0	0	0.0	11	0	0	11	11.0	0	0	0	0	0.0
Hourly Total	2	0	0	2	2.0	28	0	0	28	28.0	0	0	0	0	0.0
08:00 - 08:15	0	0	0	0	0.0	3	0	1	4	5.0	0	0	0	0	0.0
08:15 - 08:30	0	0	0	0	0.0	4	0	0	4	4.0	0	0	0	0	0.0
08:30 - 08:45	0	0	0	0	0.0	11	0	0	11	11.0	0	0	0	0	0.0
08:45 - 09:00	1	0	0	1	1.0	11	0	0	11	11.0	0	0	0	0	0.0
Hourly Total	1	0	0	1	1.0	29	0	1	30	31.0	0	0	0	0	0.0
09:00 - 09:15	2	0	0	2	2.0	7	0	0	7	7.0	0	0	0	0	0.0
09:15 - 09:30	2	0	0	2	2.0	0	0	0	0	0.0	0	0	0	0	0.0
09:30 - 09:45	1	0	0	1	1.0	3	0	0	3	3.0	0	0	0	0	0.0
09:45 - 10:00	0	0	0	0	0.0	3	0	0	3	3.0	0	0	0	0	0.0
Hourly Total	5	0	0	5	5.0	13	0	0	13	13.0	0	0	0	0	0.0

TOTAL	8	0	0	8	8.0	70	0	1	71	72.0	0	0	0	0	0.0
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15:30 - 15:45	1	0	0	1	1.0	5	0	1	6	7.0	0	0	0	0	0.0
15:45 - 16:00	2	0	0	2	2.0	8	0	0	8	8.0	0	0	0	0	0.0
Hourly Total	3	0	0	3	3.0	13	0	1	14	15.0	0	0	0	0	0.0
16:00 - 16:15	4	0	0	4	4.0	5	0	0	5	5.0	0	0	0	0	0.0
16:15 - 16:30	1	0	0	1	1.0	6	0	0	6	6.0	0	0	0	0	0.0
16:30 - 16:45	0	0	0	0	0.0	4	0	0	4	4.0	0	0	0	0	0.0
16:45 - 17:00	2	0	0	2	2.0	2	0	0	2	2.0	0	0	0	0	0.0
Hourly Total	7	0	0	7	7.0	17	0	0	17	17.0	0	0	0	0	0.0
17:00 - 17:15	4	0	0	4	4.0	3	0	0	3	3.0	0	0	0	0	0.0
17:15 - 17:30	3	0	0	3	3.0	8	0	0	8	8.0	0	0	0	0	0.0
17:30 - 17:45	2	0	0	2	2.0	8	0	0	8	8.0	1	0	0	1	1.0
17:45 - 18:00	0	0	0	0	0.0	7	0	0	7	7.0	0	0	0	0	0.0
Hourly Total	9	0	0	9	9.0	26	0	0	26	26.0	1	0	0	1	1.0
18:00 - 18:15	2	0	0	2	2.0	6	0	0	6	6.0	0	0	0	0	0.0
18:15 - 18:30	2	0	0	2	2.0	4	0	0	4	4.0	0	0	0	0	0.0
Hourly Total	4	0	0	4	4.0	10	0	0	10	10.0	0	0	0	0	0.0

TOTAL	23	0	0	23	23.0	66	0	1	67	68.0	1	0	0	1	1.0
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PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Barlestone, Thursday 27th November 2025

Junction: 1

Approach: Cunnery Close



TIME	Left to Manor Road (West)					Right to Manor Road (East)				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	1	0	0	1	1.0	0	0	0	0	0.0
07:15 - 07:30	3	0	0	3	3.0	0	0	0	0	0.0
07:30 - 07:45	1	0	0	1	1.0	2	0	0	2	2.0
07:45 - 08:00	2	0	0	2	2.0	2	0	0	2	2.0
Hourly Total	7	0	0	7	7.0	4	0	0	4	4.0
08:00 - 08:15	3	0	0	3	3.0	1	0	0	1	1.0
08:15 - 08:30	2	0	0	2	2.0	0	0	0	0	0.0
08:30 - 08:45	0	0	0	0	0.0	3	0	0	3	3.0
08:45 - 09:00	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	5	0	0	5	5.0	4	0	0	4	4.0
09:00 - 09:15	1	0	0	1	1.0	3	0	0	3	3.0
09:15 - 09:30	0	0	0	0	0.0	2	0	0	2	2.0
09:30 - 09:45	2	0	0	2	2.0	0	0	0	0	0.0
09:45 - 10:00	0	0	0	0	0.0	2	0	0	2	2.0
Hourly Total	3	0	0	3	3.0	7	0	0	7	7.0

TOTAL	15	0	0	15	15.0	15	0	0	15	15.0
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15:30 - 15:45	1	0	0	1	1.0	2	0	0	2	2.0
15:45 - 16:00	2	0	0	2	2.0	0	0	0	0	0.0
Hourly Total	3	0	0	3	3.0	2	0	0	2	2.0
16:00 - 16:15	1	0	0	1	1.0	1	0	0	1	1.0
16:15 - 16:30	0	0	0	0	0.0	0	0	0	0	0.0
16:30 - 16:45	2	0	0	2	2.0	2	0	0	2	2.0
16:45 - 17:00	1	0	0	1	1.0	1	0	0	1	1.0
Hourly Total	4	0	0	4	4.0	4	0	0	4	4.0
17:00 - 17:15	2	0	0	2	2.0	3	0	0	3	3.0
17:15 - 17:30	1	0	0	1	1.0	1	0	0	1	1.0
17:30 - 17:45	1	0	0	1	1.0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0.0	1	0	0	1	1.0
Hourly Total	4	0	0	4	4.0	5	0	0	5	5.0
18:00 - 18:15	0	0	0	0	0.0	3	0	0	3	3.0
18:15 - 18:30	1	0	0	1	1.0	0	0	0	0	0.0
Hourly Total	1	0	0	1	1.0	3	0	0	3	3.0

TOTAL	12	0	0	12	12.0	14	0	0	14	14.0
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PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Barlestone, Thursday 27th November 2025



Junction: 1

Approach: Manor Road West

TIME	Ahead to Manor Road (East)					Right to Cunnersy Close					U-Turn				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	4	0	0	4	4.0	1	0	0	1	1.0	0	0	0	0	0.0
07:15 - 07:30	4	0	0	4	4.0	1	0	0	1	1.0	0	0	0	0	0.0
07:30 - 07:45	5	0	0	5	5.0	0	0	0	0	0.0	0	0	0	0	0.0
07:45 - 08:00	4	0	0	4	4.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	17	0	0	17	17.0	2	0	0	2	2.0	0	0	0	0	0.0
08:00 - 08:15	4	0	1	5	6.0	2	0	0	2	2.0	1	0	0	1	1.0
08:15 - 08:30	3	0	0	3	3.0	0	0	0	0	0.0	0	0	0	0	0.0
08:30 - 08:45	9	0	0	9	9.0	1	0	0	1	1.0	0	0	0	0	0.0
08:45 - 09:00	11	0	0	11	11.0	2	0	0	2	2.0	0	0	0	0	0.0
Hourly Total	27	0	1	28	29.0	5	0	0	5	5.0	1	0	0	1	1.0
09:00 - 09:15	7	0	0	7	7.0	1	0	0	1	1.0	0	0	0	0	0.0
09:15 - 09:30	5	0	0	5	5.0	2	0	0	2	2.0	0	0	0	0	0.0
09:30 - 09:45	2	0	0	2	2.0	0	0	0	0	0.0	0	0	0	0	0.0
09:45 - 10:00	6	0	0	6	6.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	20	0	0	20	20.0	3	0	0	3	3.0	0	0	0	0	0.0

TOTAL	64	0	1	65	66.0	10	0	0	10	10.0	1	0	0	1	1.0
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15:30 - 15:45	10	0	1	11	12.0	6	0	0	6	6.0	2	0	0	2	2.0
15:45 - 16:00	10	0	0	10	10.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	20	0	1	21	22.0	6	0	0	6	6.0	2	0	0	2	2.0
16:00 - 16:15	4	0	0	4	4.0	1	0	0	1	1.0	0	0	0	0	0.0
16:15 - 16:30	5	0	0	5	5.0	1	0	0	1	1.0	1	0	0	1	1.0
16:30 - 16:45	8	0	0	8	8.0	2	0	0	2	2.0	0	0	0	0	0.0
16:45 - 17:00	9	0	0	9	9.0	1	0	0	1	1.0	0	0	0	0	0.0
Hourly Total	26	0	0	26	26.0	5	0	0	5	5.0	1	0	0	1	1.0
17:00 - 17:15	9	0	0	9	9.0	3	0	0	3	3.0	0	0	0	0	0.0
17:15 - 17:30	8	0	0	8	8.0	1	0	0	1	1.0	0	0	0	0	0.0
17:30 - 17:45	8	0	0	8	8.0	0	0	0	0	0.0	0	0	0	0	0.0
17:45 - 18:00	10	0	0	10	10.0	1	0	0	1	1.0	0	0	0	0	0.0
Hourly Total	35	0	0	35	35.0	5	0	0	5	5.0	0	0	0	0	0.0
18:00 - 18:15	4	0	0	4	4.0	1	0	0	1	1.0	0	0	0	0	0.0
18:15 - 18:30	5	0	0	5	5.0	1	0	0	1	1.0	0	0	0	0	0.0
Hourly Total	9	0	0	9	9.0	2	0	0	2	2.0	0	0	0	0	0.0

TOTAL	90	0	1	91	92.0	18	0	0	18	18.0	3	0	0	3	3.0
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PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

BARLESTONE - MANOR ROAD/CUNNERY CLOSE



Speed Limit: 30 mph

Weather

Wednesday 26th November 2025

All speeds are recorded from free flowing vehicles

Dry

09:00 - 16:30

Westbound				Eastbound			
Speeds (mph)		Speeds (mph)		Speeds (mph)		Speeds (mph)	
1	27	51	24	1	25	51	26
2	25	52	23	2	21	52	28
3	30	53	20	3	24	53	22
4	22	54	22	4	22	54	17
5	31	55	20	5	22	55	26
6	25	56	23	6	26	56	27
7	31	57	23	7	22	57	22
8	28	58	21	8	25	58	28
9	25	59	23	9	23	59	27
10	22	60	24	10	27	60	21
11	22	61	28	11	23	61	22
12	26	62	22	12	25	62	23
13	28	63	22	13	27	63	17
14	25	64	20	14	23	64	29
15	22	65	26	15	26	65	23
16	28	66	31	16	22	66	22
17	20	67	25	17	27	67	27
18	22	68	22	18	24	68	23
19	21	69	27	19	24	69	19
20	25	70	22	20	25	70	27
21	20	71	26	21	22	71	20
22	22	72	22	22	27	72	23
23	24	73	23	23	21	73	27
24	27	74	24	24	20	74	25
25	27	75	22	25	25	75	21
26	26	76	27	26	24	76	29
27	23	77	19	27	24	77	27
28	20	78	21	28	22	78	25
29	25	79	21	29	29	79	28
30	27	80	25	30	25	80	26
31	20	81	27	31	19	81	23
32	21	82	22	32	22	82	23
33	23	83	28	33	20	83	21
34	29	84	25	34	25	84	27
35	21	85	21	35	26	85	22
36	20	86	26	36	28	86	25
37	24	87	22	37	23	87	26
38	25	88	28	38	23	88	24
39	26	89	24	39	29	89	21
40	20	90	23	40	25	90	25
41	25	91	21	41	25	91	33
42	23	92	27	42	28	92	23
43	30	93	21	43	25	93	21
44	21	94	25	44	23	94	24
45	20	95	20	45	22	95	20
46	25	96	22	46	29	96	22
47	23	97	23	47	20	97	27
48	21	98	20	48	28	98	26
49	21	99	26	49	22	99	23
50	23	100	28	50	23	100	21

ROAD SURFACE - DRY

Average Westbound (mph)	23.8	Average Eastbound (mph)	24.1
Standard Deviation (mph)	3.8	Standard Deviation (mph)	2.9
85th%ile Westbound (mph)	27.6	85th%ile Eastbound (mph)	27.0
% > Speed Limit Westbound	3.0%	% > Speed Limit Eastbound	1.0%

BARLESTONE - MANOR ROAD/CUNNERY CLOSE



Speed Limit: 30 mph

Weather

Thursday 27th November 2025

All speeds are recorded from free flowing vehicles

Dry

09:30 - 16:30

Westbound				Eastbound			
Speeds (mph)		Speeds (mph)		Speeds (mph)		Speeds (mph)	
1	23	51	24	1	22	51	25
2	22	52	25	2	26	52	23
3	21	53	20	3	23	53	28
4	24	54	19	4	22	54	20
5	23	55	23	5	22	55	26
6	23	56	23	6	29	56	25
7	26	57	24	7	22	57	23
8	25	58	21	8	24	58	20
9	21	59	26	9	22	59	25
10	29	60	24	10	21	60	23
11	26	61	27	11	24	61	21
12	23	62	30	12	24	62	26
13	26	63	24	13	23	63	28
14	27	64	22	14	22	64	23
15	21	65	21	15	26	65	21
16	21	66	20	16	25	66	25
17	19	67	27	17	28	67	20
18	23	68	21	18	22	68	26
19	28	69	21	19	28	69	24
20	22	70	25	20	21	70	28
21	24	71	28	21	25	71	21
22	26	72	21	22	26	72	23
23	21	73	22	23	26	73	28
24	20	74	23	24	27	74	20
25	22	75	21	25	20	75	24
26	23	76	20	26	25	76	25
27	28	77	25	27	24	77	24
28	22	78	22	28	23	78	24
29	25	79	26	29	20	79	25
30	26	80	25	30	29	80	26
31	21	81	26	31	22	81	21
32	25	82	27	32	28	82	22
33	26	83	25	33	26	83	28
34	25	84	21	34	25	84	24
35	25	85	22	35	23	85	25
36	21	86	21	36	29	86	18
37	26	87	28	37	20	87	19
38	20	88	23	38	25	88	24
39	23	89	20	39	27	89	20
40	27	90	26	40	28	90	28
41	28	91	21	41	22	91	24
42	21	92	22	42	25	92	26
43	23	93	28	43	24	93	23
44	28	94	21	44	26	94	25
45	23	95	25	45	18	95	22
46	22	96	23	46	26	96	23
47	21	97	24	47	21	97	25
48	25	98	23	48	23	98	23
49	21	99	25	49	25	99	24
50	27	100	28	50	21	100	26

ROAD SURFACE - DRY

Average Westbound (mph)	23.7	Average Eastbound (mph)	24.0
Standard Deviation (mph)	3.5	Standard Deviation (mph)	2.6
85th%ile Westbound (mph)	27.2	85th%ile Eastbound (mph)	26.6
% > Speed Limit Westbound	0.0%	% > Speed Limit Eastbound	0.0%

Barlestone ATC, Bosworth Road

Direction: Southwestbound

Hour	Wed	Thu	Fri	Sat	Sun	Mon	Tue	5-Day	7-Day
Beginning	26/11/2025	27/11/2025	28/11/2025	29/11/2025	30/11/2025	01/12/2025	02/12/2025	Ave.	Ave.
00:00	0	0	0	0	1	0	3	1	1
01:00	2	2	1	0	2	0	1	1	1
02:00	0	0	0	0	0	1	0	0	0
03:00	0	1	2	0	0	1	1	1	1
04:00	7	5	5	2	1	7	4	6	4
05:00	8	11	11	2	2	5	9	9	7
06:00	26	27	31	4	3	28	24	27	20
07:00	28	55	23	14	5	38	57	40	31
08:00	15	20	29	11	22	19	22	21	20
09:00	19	11	29	20	16	30	7	19	19
10:00	10	13	14	17	17	15	13	13	14
11:00	22	15	20	19	30	11	19	17	19
12:00	10	18	18	10	16	15	15	15	15
13:00	18	21	21	9	22	18	22	20	19
14:00	25	10	20	12	21	17	6	16	16
15:00	14	20	23	11	10	20	23	20	17
16:00	13	24	8	12	13	22	26	19	17
17:00	13	7	14	12	4	13	6	11	10
18:00	14	16	8	9	10	13	19	14	13
19:00	4	1	12	4	3	3	1	4	4
20:00	5	3	8	6	4	8	2	5	5
21:00	2	4	6	11	1	5	4	4	5
22:00	0	1	2	5	0	0	1	1	1
23:00	0	0	1	3	1	1	0	0	1
Total									
12H(7-19)	201	230	227	156	186	231	235	225	209
16H(6-22)	238	265	284	181	197	275	266	266	244
18H(6-24)	238	266	287	189	198	276	267	267	246
24H(0-24)	255	285	306	193	204	290	285	284	260
AM Peak	07:00	07:00	06:00	09:00	11:00	07:00	07:00	07:00	07:00
	28	55	31	20	30	38	57	40	31
PM Peak	14:00	16:00	15:00	14:00	13:00	16:00	16:00	13:00	13:00
	25	24	23	12	22	22	26	20	19

Paul Castle Associates

Direction: Northeastbound

Hour	Wed	Thu	Fri	Sat	Sun	Mon	Tue	5-Day	7-Day
Beginning	26/11/2025	27/11/2025	28/11/2025	29/11/2025	30/11/2025	01/12/2025	02/12/2025	Ave.	Ave.
00:00	0	0	0	0	0	1	1	0	0
01:00	0	1	0	1	2	0	1	0	1
02:00	1	0	0	1	0	0	0	0	0
03:00	0	1	1	0	0	0	0	0	0
04:00	0	0	3	0	0	2	0	1	1
05:00	4	2	1	1	0	2	2	2	2
06:00	7	6	6	3	5	8	5	6	6
07:00	8	18	10	6	8	10	21	13	12
08:00	16	18	22	11	8	16	18	18	16
09:00	13	14	13	12	6	32	15	17	15
10:00	13	20	12	5	7	18	18	16	13
11:00	9	14	13	9	19	17	11	13	13
12:00	11	14	21	8	22	24	15	17	16
13:00	10	11	17	10	21	14	15	13	14
14:00	24	23	30	20	15	24	17	24	22
15:00	23	15	22	12	17	19	13	18	17
16:00	25	35	21	7	9	20	30	26	21
17:00	15	20	15	17	3	19	17	17	15
18:00	10	7	10	7	7	17	10	11	10
19:00	5	7	10	6	2	7	6	7	6
20:00	4	6	9	5	1	10	4	7	6
21:00	6	4	10	10	2	6	5	6	6
22:00	2	5	2	5	1	6	7	4	4
23:00	2	1	4	4	0	2	1	2	2
Total									
12H(7-19)	177	209	206	124	142	230	200	204	184
16H(6-22)	199	232	241	148	152	261	220	231	208
18H(6-24)	203	238	247	157	153	269	228	237	214
24H(0-24)	208	242	252	160	155	274	232	242	218
AM Peak	08:00	10:00	08:00	09:00	11:00	09:00	07:00	08:00	08:00
	16	20	22	12	19	32	21	18	16
PM Peak	16:00	16:00	14:00	14:00	12:00	12:00	16:00	16:00	14:00
	25	35	30	20	22	24	30	26	22

Paul Castle Associates

Direction: Total Flow

Hour	Wed	Thu	Fri	Sat	Sun	Mon	Tue	5-Day	7-Day
Beginning	26/11/2025	27/11/2025	28/11/2025	29/11/2025	30/11/2025	01/12/2025	02/12/2025	Ave.	Ave.
00:00	0	0	0	0	1	1	4	1	1
01:00	2	3	1	1	4	0	2	2	2
02:00	1	0	0	1	0	1	0	0	0
03:00	0	2	3	0	0	1	1	1	1
04:00	7	5	8	2	1	9	4	7	5
05:00	12	13	12	3	2	7	11	11	9
06:00	33	33	37	7	8	36	29	34	26
07:00	36	73	33	20	13	48	78	54	43
08:00	31	38	51	22	30	35	40	39	35
09:00	32	25	42	32	22	62	22	37	34
10:00	23	33	26	22	24	33	31	29	27
11:00	31	29	33	28	49	28	30	30	33
12:00	21	32	39	18	38	39	30	32	31
13:00	28	32	38	19	43	32	37	33	33
14:00	49	33	50	32	36	41	23	39	38
15:00	37	35	45	23	27	39	36	38	35
16:00	38	59	29	19	22	42	56	45	38
17:00	28	27	29	29	7	32	23	28	25
18:00	24	23	18	16	17	30	29	25	22
19:00	9	8	22	10	5	10	7	11	10
20:00	9	9	17	11	5	18	6	12	11
21:00	8	8	16	21	3	11	9	10	11
22:00	2	6	4	10	1	6	8	5	5
23:00	2	1	5	7	1	3	1	2	3
Total									
12H(7-19)	378	439	433	280	328	461	435	429	393
16H(6-22)	437	497	525	329	349	536	486	496	451
18H(6-24)	441	504	534	346	351	545	495	504	459
24H(0-24)	463	527	558	353	359	564	517	526	477
AM Peak	07:00	07:00	08:00	09:00	11:00	09:00	07:00	07:00	07:00
	36	73	51	32	49	62	78	54	43
PM Peak	14:00	16:00	14:00	14:00	13:00	16:00	16:00	16:00	16:00
	49	59	50	32	43	42	56	45	38

Paul Castle Associates

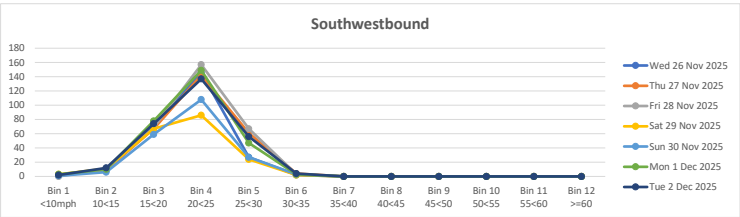


Barlestone ATC, Bosworth Road

Direction: Southwestbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 26 Nov 2025	255	25.1	21.3	3.7	2	8	70	146	27	2	0	0	0	0	0	0
Thu 27 Nov 2025	285	26.4	22.1	4.1	2	9	67	142	61	4	0	0	0	0	0	0
Fri 28 Nov 2025	306	26.3	22.2	3.9	0	10	69	157	67	3	0	0	0	0	0	0
Sat 29 Nov 2025	193	25.2	20.7	4.3	3	11	67	86	24	2	0	0	0	0	0	0
Sun 30 Nov 2025	204	25.5	21.5	3.9	1	6	59	108	27	3	0	0	0	0	0	0
Mon 1 Dec 2025	290	25.8	21.6	4.1	3	10	78	149	47	3	0	0	0	0	0	0
Tue 2 Dec 2025	285	26.2	21.8	4.3	2	12	74	137	56	4	0	0	0	0	0	0
5 Day Ave.	284	26.0	21.8	4.0	2	10	72	146	52	3	0	0	0	0	0	0
7 Day Ave.	260	25.8	21.6	4.0	2	9	69	132	44	3	0	0	0	0	0	0

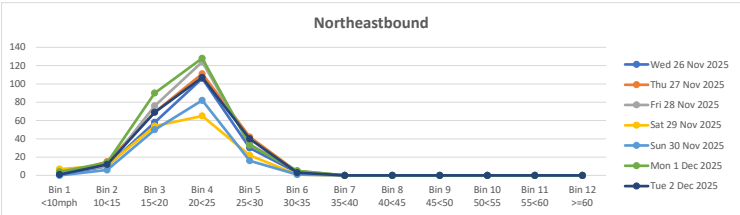
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Direction: Northeastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 26 Nov 2025	208	25.7	21.4	4.1	1	10	58	106	30	3	0	0	0	0	0	0
Thu 27 Nov 2025	242	26.0	21.4	4.4	1	15	69	111	42	4	0	0	0	0	0	0
Fri 28 Nov 2025	252	25.7	21.3	4.2	3	10	76	124	34	5	0	0	0	0	0	0
Sat 29 Nov 2025	160	25.3	20.2	4.9	7	11	54	65	22	1	0	0	0	0	0	0
Sun 30 Nov 2025	155	24.9	21.1	3.6	0	6	50	82	16	1	0	0	0	0	0	0
Mon 1 Dec 2025	274	25.4	20.9	4.3	4	14	90	128	33	5	0	0	0	0	0	0
Tue 2 Dec 2025	232	25.8	21.4	4.2	1	12	69	107	40	3	0	0	0	0	0	0
5 Day Ave.	242	25.7	21.3	4.3	2	12	72	115	36	4	0	0	0	0	0	0
7 Day Ave.	218	25.5	21.1	4.3	2	11	67	103	31	3	0	0	0	0	0	0

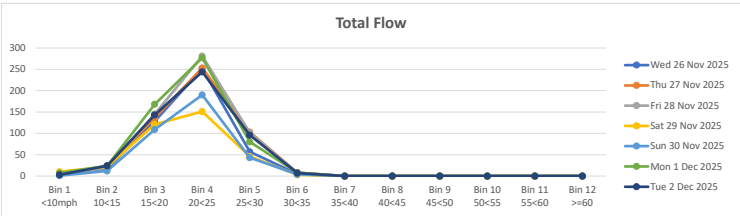
Paul Castle Associates



Direction: Total Flow

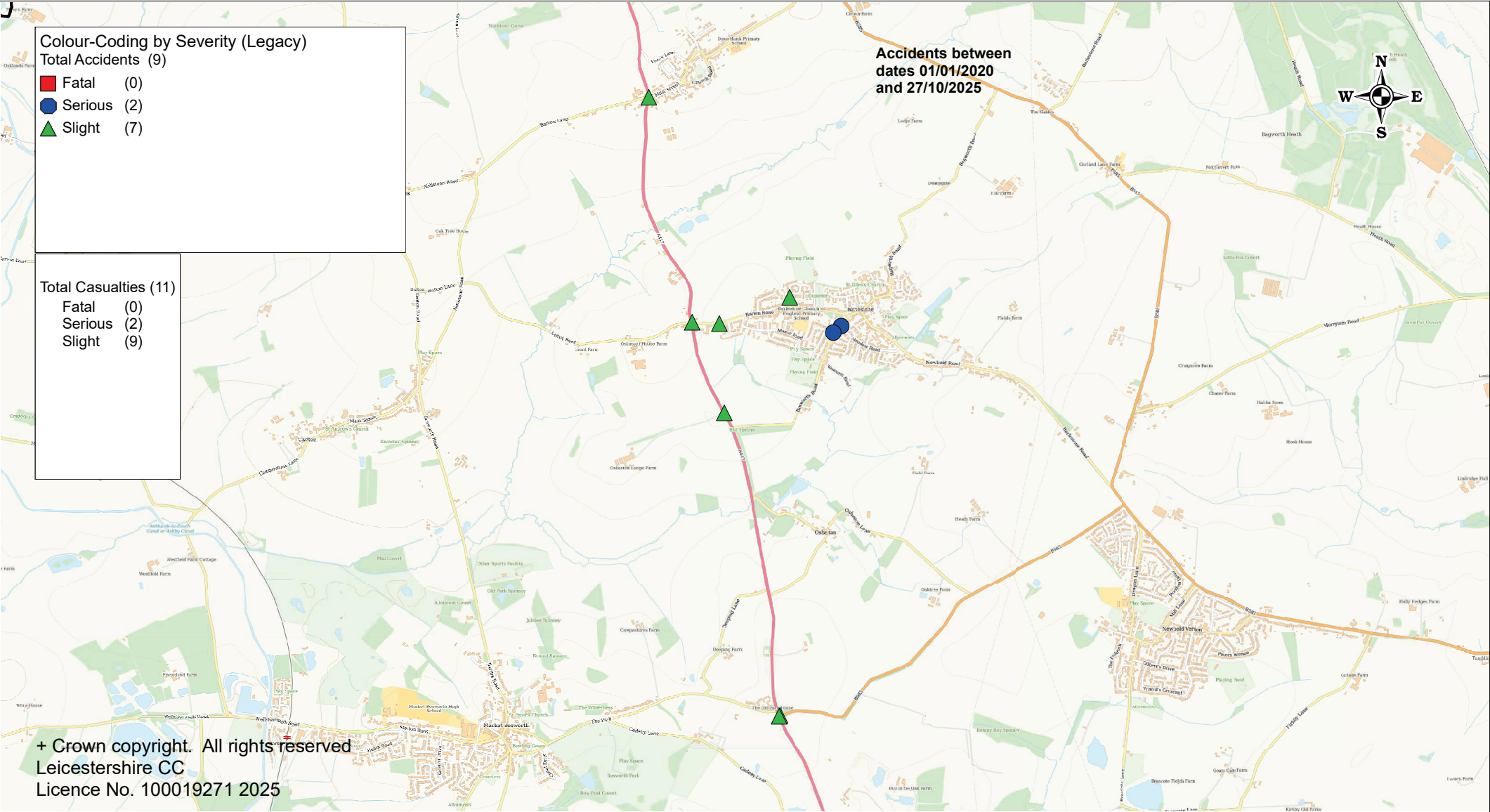
	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 26 Nov 2025	463	25.4	21.4	3.9	3	18	128	252	57	5	0	0	0	0	0	0
Thu 27 Nov 2025	527	26.2	21.8	4.3	3	24	136	253	103	8	0	0	0	0	0	0
Fri 28 Nov 2025	558	26.1	21.8	4.1	3	20	145	281	101	8	0	0	0	0	0	0
Sat 29 Nov 2025	353	25.2	20.5	4.6	10	22	121	151	46	3	0	0	0	0	0	0
Sun 30 Nov 2025	359	25.2	21.3	3.8	1	12	109	190	43	4	0	0	0	0	0	0
Mon 1 Dec 2025	564	25.6	21.3	4.2	7	24	168	277	80	8	0	0	0	0	0	0
Tue 2 Dec 2025	517	26.0	21.6	4.2	3	24	143	244	96	7	0	0	0	0	0	0
5 Day Ave.	526	25.9	21.6	4.1	4	22	144	261	87	7	0	0	0	0	0	0
7 Day Ave.	477	25.7	21.4	4.1	4	21	136	235	75	6	0	0	0	0	0	0

Paul Castle Associates



APPENDIX D

LCC COLLISION DATA



	Prime Barlestone	Her Majesty's Office (c) Crown Copyright	
		SCALE	1 : 32360
		DATE	09/12/2025
		DRAWING No.	
		DRAWN BY	

Accidents between dates01/01/2020 and 27/10/2025 (70) months

Selection:Notes:

; Refined using Accidents within selected Polygons -Data request polygons ("Prime Barlestone 12.04.2019")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202000933	30/11/2020	442663	305615	Fine without high winds	Wet/Damp	Daylight	Serious	1125
Location:	BOSWORTH ROAD BARLESTONE JW MEADOW LANE.							

Vehicles:

Type	Junct_Locn	Manvres	Movet	Movet
Car	Leaving main road	Turning right	SW	SE
Pedal Cycle (Including pedal assisted electric bicycles)	Mid Junction - on roundabout or main road	Waiting to turn right	SE	NE

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates

01/01/2020 and 27/10/2025

(70) months

Selection:

Notes:

; Refined using Accidents within selected Polygons -Data request
polygons ("Prime Barlestone 12.04.2019")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202100248	24/04/2021	442350	305790	Fine without high winds	Dry	Daylight	Slight	1630

Location:

LITTLE MILL CLOSE BARLESTONE EXACT LOCATION UNKNOWN.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Van / Goods 3.5 tonnes mgw and under	Not at, or within 20M of Jct	Reversing	S	N
Car	Not at, or within 20M of Jct	Parked	Parked	Parked

Casualties:

Class	Severity
Pedestrian	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202101008	09/12/2021	441490	307010	Raining without high winds	Wet/Damp	Darkness: street lights present and lit	Slight	1700

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

Accidents between dates01/01/2020 and 27/10/2025 (70) months

Selection:Notes:

; Refined using Accidents within selected Polygons -Data request polygons ("Prime Barlestone 12.04.2019")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202300146	20/02/2023	441754	305638	Other	Wet/Damp	Daylight	Slight	0720
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	Time
202301017	21/10/2023	442290	303240	Fine without high winds	Wet/Damp	Daylight	Slight	1300
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 01/01/2020 and 27/10/2025 (70) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data request polygons ("Prime Barlestone 12.04.2019")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202400368	29/04/2024	442285	303235	Fine without high winds	Dry	Daylight	Slight	1130

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	Time
202400752	20/08/2024	442615	305575	Fine without high winds	Dry	Daylight	Very serious	1725

Location: MANOR ROAD BARLESTONE JW BOSWORTH ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Pedal Cycle (Including pedal assisted electric bicycles)	Jct Approach	Going ahead	W	E
Van / Goods 3.5 tonnes mgw and under	Leaving main road	Going ahead	Unknown	Unknown

Casualties:

Class	Severity
Driver / Rider	Very serious

Accidents between dates

01/01/2020 and 27/10/2025

(70) months

Selection:

Notes:

; Refined using Accidents within selected Polygons -Data request
polygons ("Prime Barlestone 12.04.2019")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202401077	16/11/2024	441920	305630	Fine without high winds	Dry	Darkness: no street lighting	Slight	0015

Location:

C6117 BARTON ROAD OSBASTON OUTSIDE NUMBER 4.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead	E	W
Car	Not at, or within 20M of Jct	Parked	Parked	Parked
Car	Not at, or within 20M of Jct	Parked	Parked	Parked

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202500605	27/06/2025	441950	305085	Fine without high winds	Wet/Damp	Daylight	Slight	0700

Location:

A447 OSBASTON NR OSBASTON LODGE FARM.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead	SE	NW

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2020 and 27/10/2025 (70) months

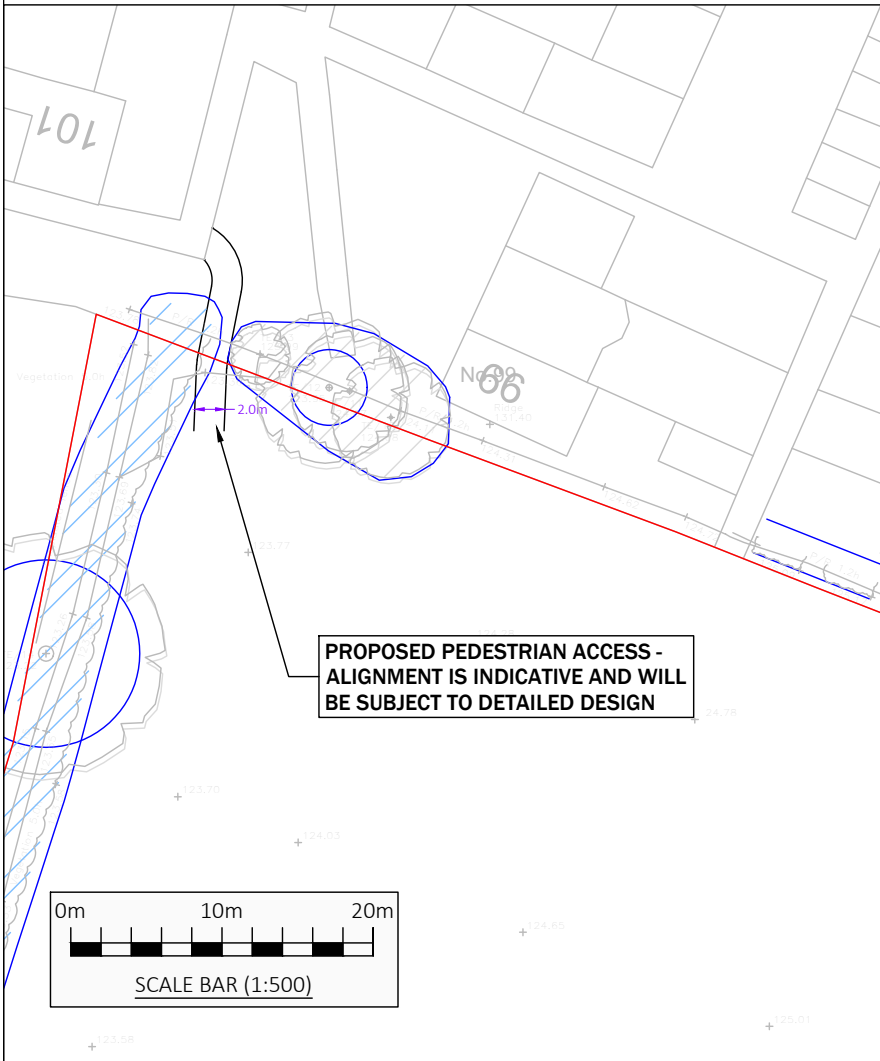
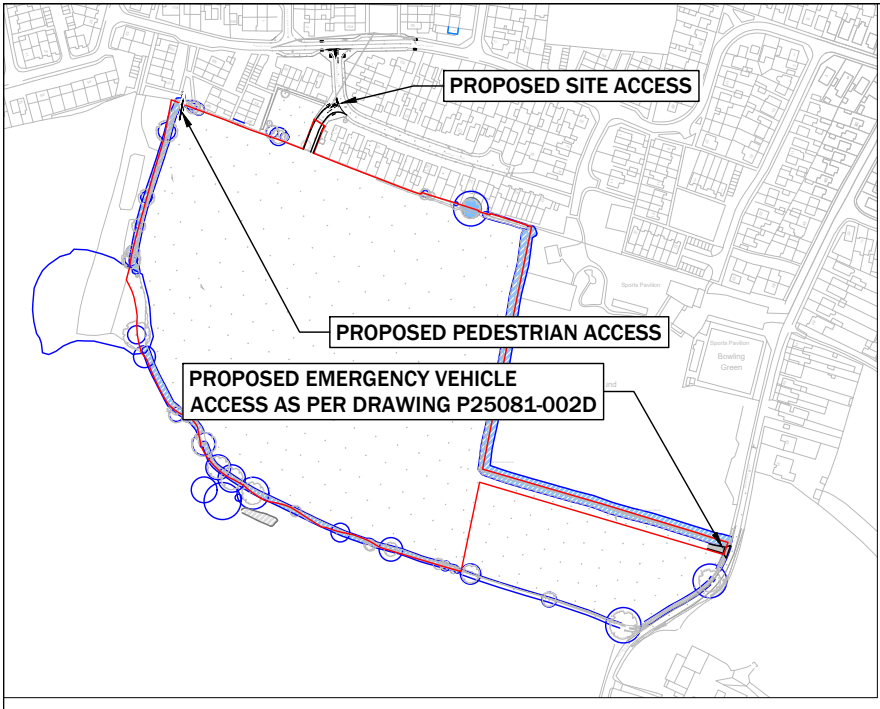
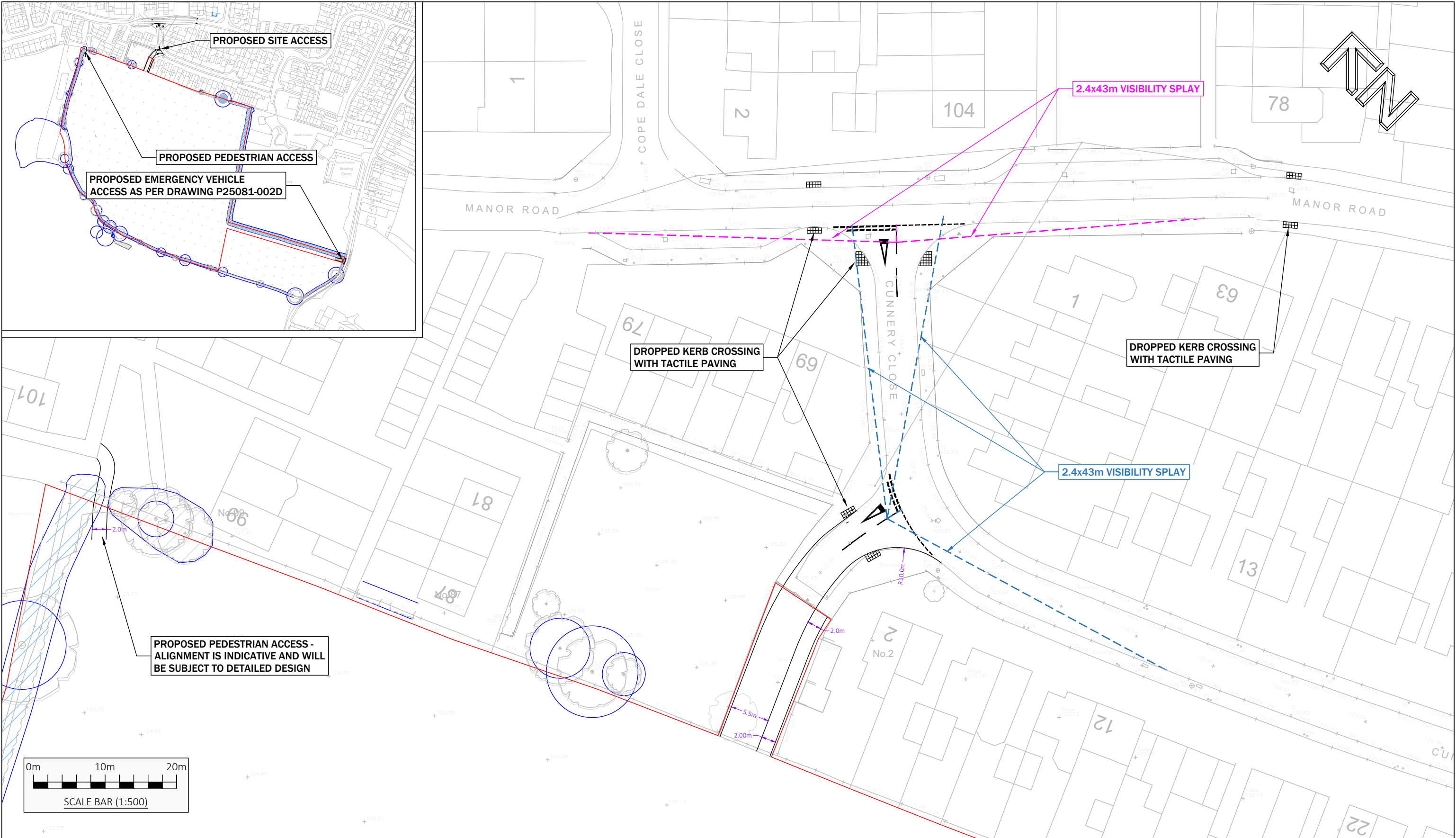
Selection: Notes:

; Refined using Accidents within selected Polygons -Data request
polygons ("Prime Barlestone 12.04.2019")

Number of records in selection: 9

APPENDIX E

TECHNICAL DRAWINGS



 9 Hurricane Court Liverpool International Business Park Estuary Boulevard Liverpool L24 8RL www.primetp.co.uk 0151 728 1860	G	06/03/26	RO	MINOR AMENDMENT MINOR AMENDMENT VARIOUS AMENDMENTS RED LINE UPDATED	Project	CUNNERY CLOSE, BARLESTONE, LEICESTERSHIRE	Drawn by	Issue date
	F	05/03/26	RO				VB/RO	15 OCT 2025
	E	03/03/26	RO					
	D	01/03/26	RO					
	Rev	Date	By	Revision notes			Scale(s)	
							1:500 @ A3	
	Status				Title		Drawing No	
	INFORMATION					PROPOSED ACCESS STRATEGY	P25081-001G	

APPENDIX F

FIGURES

FIGURE 5.1: WALKING ISOCHRONE

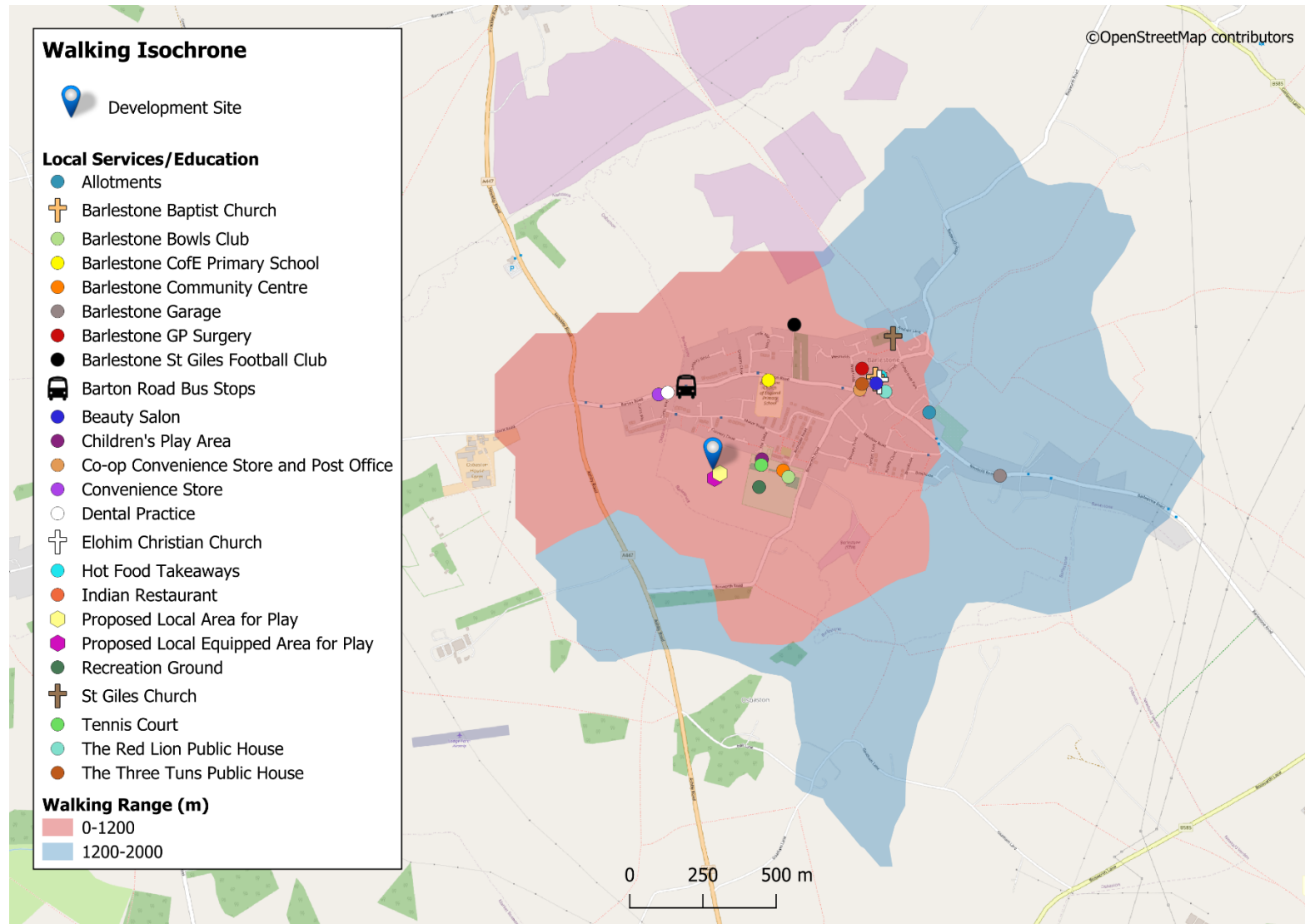


FIGURE 5.2: CYCLING ISOCHRONE

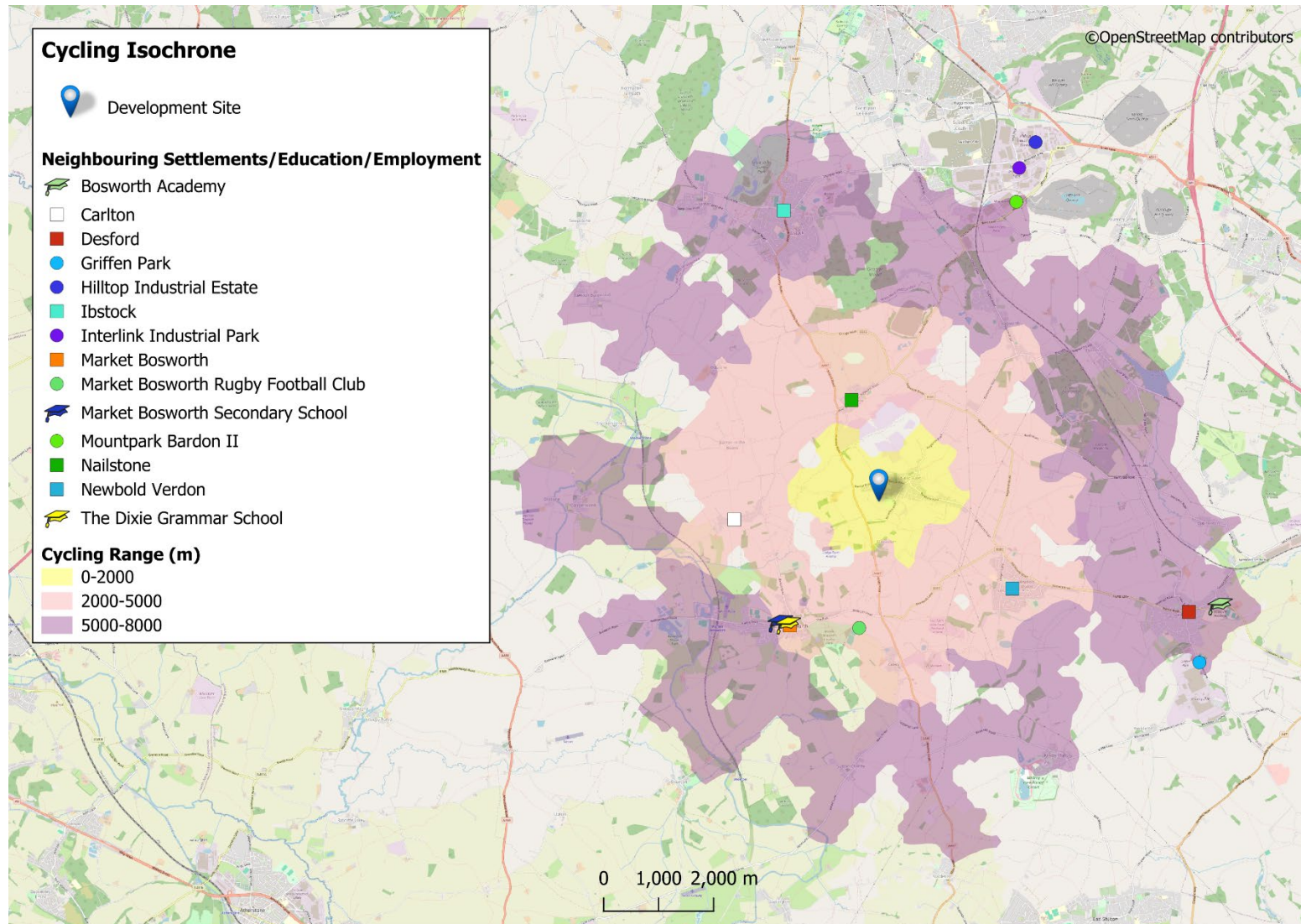
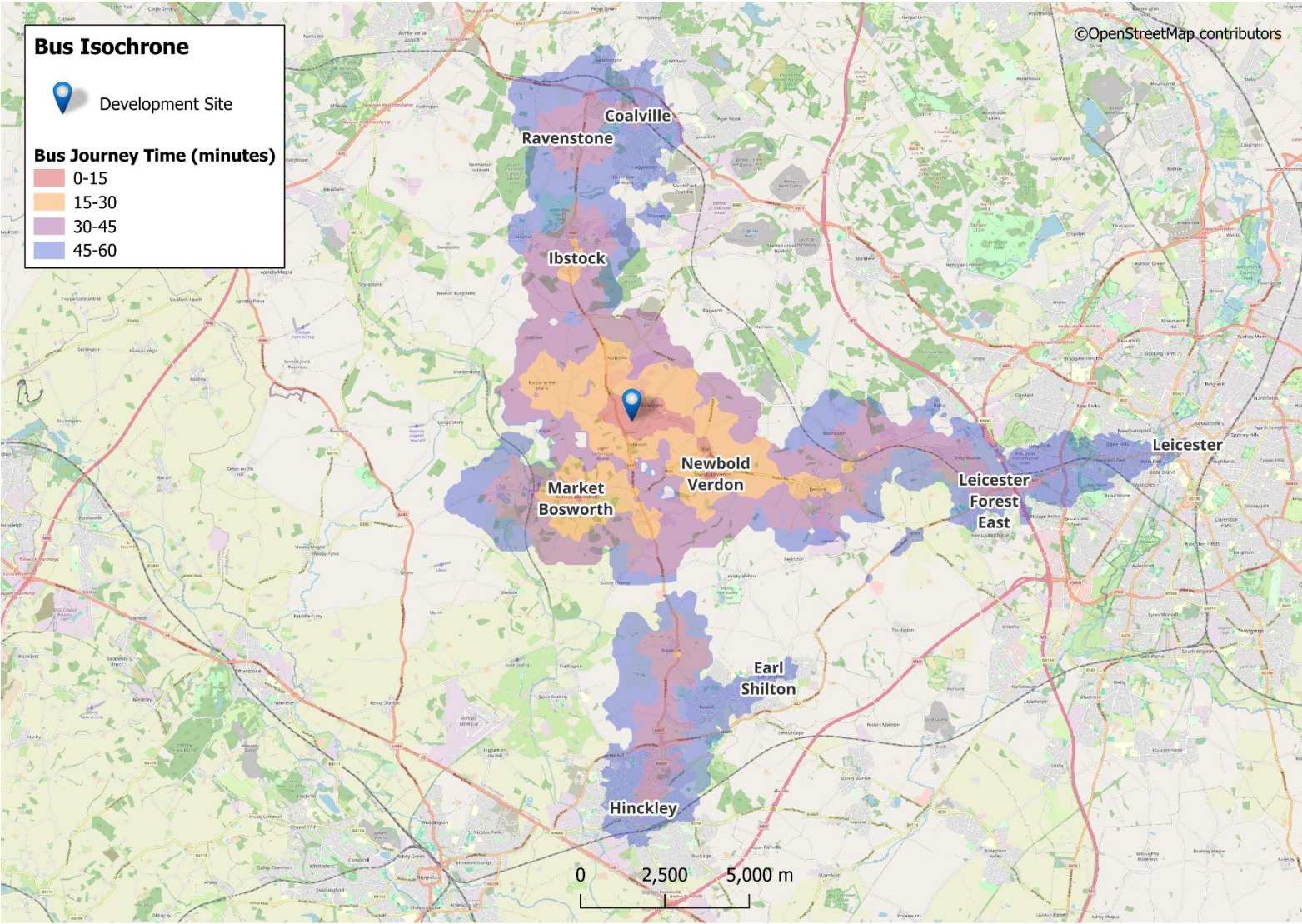


FIGURE 5.3: BUS ISOCHRONE



APPENDIX G

TRICS OUTPUT

Audit Code: f0a7df73-8b76-4470-8e35-394d70bfe686

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST	
	CT	CENTRAL BEDFORDSHIRE
	ES	EAST SUSSEX
	EX	ESSEX
	HC	HAMPSHIRE
	HF	HERTFORDSHIRE
	KC	KENT
	SC	SURREY
	WB	WEST BERKSHIRE
	WS	WEST SUSSEX
03	SOUTH WEST	
	DV	DEVON
04	EAST ANGLIA	
	NF	NORFOLK
06	WEST MIDLANDS	
	ST	STAFFORDSHIRE
09	NORTH	
	IM	ISLE OF MAN
11	SCOTLAND	
	AS	ABERDEENSHIRE
12	CONNAUGHT	
	LT	LEITRIM
15	GREATER DUBLIN	
	DL	DUBLIN
16	ULSTER (REPUBLIC OF IRELAND)	
	DN	DONEGAL
17	ULSTER (NORTHERN IRELAND)	
	AN	ANTRIM

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

Audit Code: f0a7df73-8b76-4470-8e35-394d70bfe686

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:	DWELLS
Actual Range:	1.4 to 9.91 (units:DWELLS)
Range Selected by User:	60 to 250 (units:DWELLS)
Parking Spaces Range:	6 - 2696

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	19/09/14 to 17/09/24

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:

Friday	6 days
Monday	9 days
Thursday	6 days
Tuesday	15 days
Wednesday	7 days

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

Selected survey types:

Manual count	43
Direction ATC Count	0

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	35 days
Suburban Area (PPS6 Out of Centre)	8 days

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	43 days
------------------	---------

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 Vehicle Counts:

Servicing vehicles Excluded	35 days
Servicing vehicles Included	8 days



Audit Code: f0a7df73-8b76-4470-8e35-394d70bfe686

Secondary Filtering Selection:

Use Class:

C3	43 surveys
----	------------

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:

313 - 6900

Population within 1 mile:

1,001 to 5,000	6 surveys
10,001 to 15,000	19 surveys
15,001 to 20,000	7 surveys
20,001 to 25,000	3 surveys
5,001 to 10,000	8 surveys

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

Population within 5 miles:

100,001 to 125,000	2 surveys
125,001 to 250,000	13 surveys
25,001 to 50,000	8 surveys
250,001 to 500,000	3 surveys
5,001 to 25,000	10 surveys
50,001 to 75,000	4 surveys
75,001 to 100,000	3 surveys

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	5 surveys
1.1 to 1.5	34 surveys
1.6 to 2.0	4 surveys

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.

Audit Code: f0a7df73-8b76-4470-8e35-394d70bfe686

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	16 surveys
Yes	27 surveys

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:

2 - Poor	1 surveys
No PTAL Present	42 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: f0a7df73-8b76-4470-8e35-394d70bfe686

1 FERRARD GRANGE ANTRIM Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 3.5 hect Survey date: Friday 07/06/2024	AN-03-A-10	DETACHED & SEMI-DETACHED	ANTRIM	Survey Type: Manual
2 FARROCHIE ROAD STONEHAVEN Edge of Town Residential Zone Site area: 5.3 hect Survey date: Wednesday 20/04/2022	AS-03-A-02	MIXED HOUSES	ABERDEENSHIRE	Survey Type: Manual
3 ARLESEY ROAD STOTFOLD Edge of Town Residential Zone Site area: 3.69 hect Survey date: Tuesday 27/06/2023	CT-03-A-03	MIXED HOUSES	CENTRAL BEDFORDSHIRE	Survey Type: Manual
4 R124 MALAHIDE SAINT HELENS Edge of Town Residential Zone Site area: 2.9 hect Survey date: Wednesday 20/06/2018	DL-03-A-10	SEMI DETACHED & DETACHED	DUBLIN	Survey Type: Manual
5 GORTLEE ROAD LETTERKENNY GORTLEE Edge of Town Residential Zone Site area: 4.15 hect Survey date: Friday 26/09/2014	DN-03-A-04	SEMI-DETACHED	DONEGAL	Survey Type: Manual
6 MILLHEAD ROAD HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 4.04 hect Survey date: Friday 25/09/2015	DV-03-A-02	HOUSES & BUNGALOWS	DEVON	Survey Type: Manual
7 LOWER BRAND LANE HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 2.02 hect Survey date: Monday 28/09/2015	DV-03-A-03	TERRACED & SEMI DETACHED	DEVON	Survey Type: Manual
8 SHEPHAM LANE POLEGATE Edge of Town Residential Zone	ES-03-A-03	MIXED HOUSES & FLATS	EAST SUSSEX	

Audit Code: f0a7df73-8b76-4470-8e35-394d70bfe686

Site area: 9.91 hect

Survey date: Monday 11/07/2016

Survey Type: Manual

9 NEW ROAD HAILSHAM HELLINGLY Edge of Town Residential Zone Site area: 3.49 hect Survey date: Thursday 07/11/2019	ES-03-A-07	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: Manual
10 WRESTWOOD ROAD BEXHILL Edge of Town Residential Zone Site area: 3.32 hect Survey date: Wednesday 12/10/2022	ES-03-A-08	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: Manual
11 WATERGATE BEXHILL-ON-SEA Edge of Town Residential Zone Site area: 5.41 hect Survey date: Thursday 28/09/2023	ES-03-A-10	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: Manual
12 RATTLE ROAD NEAR EASTBOURNE STONE CROSS Edge of Town Residential Zone Site area: 3.4 hect Survey date: Tuesday 30/04/2024	ES-03-A-14	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: Manual
13 MANOR ROAD CHIGWELL GRANGE HILL Edge of Town Residential Zone Site area: 6.12 hect Survey date: Monday 27/11/2017	EX-03-A-02	DETACHED & SEMI-DETACHED	ESSEX	Survey Type: Manual
14 KESTREL GROVE RAYLEIGH Edge of Town Residential Zone Site area: 3.6 hect Survey date: Monday 27/09/2021	EX-03-A-03	MIXED HOUSES	ESSEX	Survey Type: Manual
15 CANADA WAY LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 1.4 hect Survey date: Tuesday 19/11/2019	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE	Survey Type: Manual
16	HC-03-A-27	MIXED HOUSES	HAMPSHIRE	

Audit Code: f0a7df73-8b76-4470-8e35-394d70bfe686

DAIRY ROAD ANDOVER Edge of Town Residential Zone Site area: 2.5 hect Survey date: Tuesday 16/11/2021				Survey Type: Manual
17 EAGLE AVENUE WATERLOOVILLE LOVEDEAN Edge of Town Residential Zone Site area: 5.97 hect Survey date: Monday 08/11/2021	HC-03-A-28	MIXED HOUSES & FLATS	HAMPSHIRE	Survey Type: Manual
18 STONEHAM LANE EASTLEIGH Edge of Town Residential Zone Site area: 8.47 hect Survey date: Tuesday 14/11/2023	HC-03-A-34	MIXED HOUSES & FLATS	HAMPSHIRE	Survey Type: Manual
19 HAVANT ROAD EMSWORTH Edge of Town Residential Zone Site area: 6.23 hect Survey date: Tuesday 12/09/2023	HC-03-A-36	MIXED HOUSES & FLATS	HAMPSHIRE	Survey Type: Manual
20 HARE STREET ROAD BUNTINGFORD Edge of Town Residential Zone Site area: 5.67 hect Survey date: Monday 08/07/2019	HF-03-A-03	MIXED HOUSES	HERTFORDSHIRE	Survey Type: Manual
21 A505 ROYSTON Edge of Town Residential Zone Site area: 8 hect Survey date: Tuesday 28/11/2023	HF-03-A-06	MIXED HOUSES & FLATS	HERTFORDSHIRE	Survey Type: Manual
22 BAKER STREET POTTERS BAR Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 6.32 hect Survey date: Monday 25/03/2024	HF-03-A-07	MIXED HOUSES & BUNGALOWS	HERTFORDSHIRE	Survey Type: Manual
23 NEW CASTLETOWN ROAD DOUGLAS Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 2.3 hect Survey date: Monday 20/05/2024	IM-03-A-04	MIXED HOUSES	ISLE OF MAN	Survey Type: Manual



Audit Code: f0a7df73-8b76-4470-8e35-394d70bfe686

24 MOORAGH PROMENADE RAMSEY Edge of Town Residential Zone Site area: 6.9 hect Survey date: Thursday 23/05/2024	IM-03-A-06	MIXED HOUSES	ISLE OF MAN	Survey Type: Manual
25 KILN BARN ROAD AYLESFORD DITTON Edge of Town Residential Zone Site area: 4.31 hect Survey date: Friday 22/09/2017	KC-03-A-04	SEMI-DETACHED & TERRACED	KENT	Survey Type: Manual
26 HEADCORN ROAD STAPLEHURST Edge of Town Residential Zone Site area: 3.91 hect Survey date: Tuesday 09/05/2023	KC-03-A-10	MIXED HOUSES	KENT	Survey Type: Manual
27 WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone Site area: 6.78 hect Survey date: Tuesday 19/09/2023	KC-03-A-12	MIXED HOUSES & FLATS	KENT	Survey Type: Manual
28 ARD NA SI CARRICK-ON-SHANNON ATTIRORY Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 4.48 hect Survey date: Friday 24/04/2015	LT-03-A-01	SEMI-DETACHED & DETACHED	LEITRIM	Survey Type: Manual
29 NORWICH COMMON WYMONDHAM Edge of Town Residential Zone Site area: 6.54 hect Survey date: Tuesday 20/10/2015	NF-03-A-16	MIXED HOUSES & FLATS	NORFOLK	Survey Type: Manual
30 HUNSTANTON ROAD HUNSTANTON Edge of Town Residential Zone Site area: 7.3 hect Survey date: Wednesday 21/09/2022	NF-03-A-32	MIXED HOUSES & FLATS	NORFOLK	Survey Type: Manual
31 LONDON ROAD ATTLEBOROUGH	NF-03-A-33	MIXED HOUSES	NORFOLK	

Audit Code: f0a7df73-8b76-4470-8e35-394d70bfe686

Edge of Town

Residential Zone

Site area: 4.78 hect

Survey date: Thursday 29/09/2022

Survey Type: Manual

32 **NF-03-A-35** **MIXED HOUSES & FLATS** **NORFOLK**
 REPTON AVENUE
 NORWICH
 Edge of Town
 Residential Zone
 Site area: 5.34 hect
 Survey date: Wednesday 28/09/2022

Survey Type: Manual

33 **NF-03-A-39** **MIXED HOUSES** **NORFOLK**
 HEATH DRIVE
 HOLT
 Edge of Town
 Residential Zone
 Site area: 7.84 hect
 Survey date: Tuesday 27/09/2022

Survey Type: Manual

34 **NF-03-A-52** **MIXED HOUSES** **NORFOLK**
 LYNNSPORT WAY
 KING'S LYNN
 Suburban Area (PPS6 Out of Centre)
 Residential Zone
 Site area: 5.31 hect
 Survey date: Tuesday 07/11/2023

Survey Type: Manual

35 **SC-03-A-05** **MIXED HOUSES** **SURREY**
 REIGATE ROAD
 HORLEY
 Edge of Town
 Residential Zone
 Site area: 7.2 hect
 Survey date: Monday 01/04/2019

Survey Type: Manual

36 **SC-03-A-11** **MIXED HOUSES** **SURREY**
 FOLLY HILL
 FARNHAM
 Edge of Town
 Residential Zone
 Site area: 5.82 hect
 Survey date: Tuesday 14/05/2024

Survey Type: Manual

37 **ST-03-A-07** **DETACHED & SEMI-DETACHED** **STAFFORDSHIRE**
 BEACONSIDE
 STAFFORD
 MARSTON GATE
 Edge of Town
 Residential Zone
 Site area: 9 hect
 Survey date: Wednesday 22/11/2017

Survey Type: Manual

38 **WB-03-A-03** **MIXED HOUSES** **WEST BERKSHIRE**
 DORKING WAY
 READING
 CALCOT
 Edge of Town
 Residential Zone
 Site area: 3.9 hect
 Survey date: Friday 09/09/2022

Survey Type: Manual

Audit Code: f0a7df73-8b76-4470-8e35-394d70bfe686

39 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH Edge of Town Residential Zone Site area: 5.45 hect Survey date: Thursday 11/12/2014	WS-03-A-04	MIXED HOUSES	WEST SUSSEX	Survey Type: Manual
40 ROUNDSTONE LANE ANGMERING Edge of Town Residential Zone Site area: 8.86 hect Survey date: Thursday 19/04/2018	WS-03-A-08	MIXED HOUSES	WEST SUSSEX	Survey Type: Manual
41 TODDINGTON LANE LITTLEHAMPTON WICK Edge of Town Residential Zone Site area: 2.83 hect Survey date: Wednesday 20/10/2021	WS-03-A-14	MIXED HOUSES	WEST SUSSEX	Survey Type: Manual
42 SHOPWHYKE ROAD CHICHESTER Edge of Town Residential Zone Site area: 3.8 hect Survey date: Tuesday 19/03/2024	WS-03-A-22	MIXED HOUSES & FLATS	WEST SUSSEX	Survey Type: Manual
43 TURNERS HILL ROAD EAST GRINSTEAD Edge of Town Residential Zone Site area: 6.64 hect Survey date: Tuesday 14/05/2024	WS-03-A-23	MIXED HOUSES & FLATS	WEST SUSSEX	Survey Type: Manual

Audit Code: f0a7df73-8b76-4470-8e35-394d70bfe686

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

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	43	131	0.079	0.293	0.372
08:00-09:00	43	131	0.136	0.367	0.503
09:00-10:00	43	131	0.143	0.171	0.314
10:00-11:00	43	131	0.121	0.149	0.270
11:00-12:00	43	131	0.127	0.131	0.258
12:00-13:00	43	131	0.151	0.144	0.295
13:00-14:00	43	131	0.155	0.150	0.305
14:00-15:00	43	131	0.165	0.182	0.347
15:00-16:00	43	131	0.253	0.172	0.425
16:00-17:00	43	131	0.265	0.165	0.430
17:00-18:00	43	131	0.336	0.160	0.496
18:00-19:00	43	131	0.269	0.145	0.414
19:00-20:00	1	97	0.062	0.052	0.114
20:00-21:00	1	97	0.031	0.021	0.052
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.293	2.302	4.595

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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Audit Code: f0a7df73-8b76-4470-8e35-394d70bfe686

Parameter Summary:

Trip rate parameter range selected:	60 - 250 (units: DWELLS)
Survey date date range:	26/09/2014 - 07/06/2024
Number of weekdays (Monday-Friday):	43
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	27
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX H

2011 MTW DISTRIBUTION CALCULATION

MSOA	Trips	MSOA Name	LAD	Region	Local Area	Pri. Route	Pri %	Sec. Route	Sec %	Ter. Route	Ter %	Notes	Turn				
E02000899	15	Birmingham 138	Birmingham	West Midlands	Central Birmingham	1A,2A,3B	0.73%						Junction				
E02005335	14	Blaby 003	Blaby	East Midlands	Thurlaston	1B,4A,5B,6B	0.68%						1 Manor Road/Cunneym Close				
E02005336	22	Blaby 004	Blaby	East Midlands	Thorpe Ashby	1B,4A,5B,6B	1.07%						2 Barton Road/Curtis Way				
E02005338	14	Blaby 006	Blaby	East Midlands	Fosse Shopping Park, Enderby	1B,4A,5B,6B	0.17%						3 A447/Barton Road/Lowes Road				
E02005339	15	Blaby 007	Blaby	East Midlands	Narborough, Lutterthorpe	1B,4A,5B,6B	0.73%						4 Bosworth Road/Manor Road				
E02005340	9	Blaby 008	Blaby	East Midlands	Blaby	1B,4A,5B,6B	0.44%						5 Bosworth Road/Meadow Road				
E02005341	20	Blaby 009	Blaby	East Midlands	Whitstone	1B,4A,5B,6B	0.97%						6 Newbold Road/Meadow Road				
E02005342	9	Blaby 010	Blaby	East Midlands	Croft, Cosby, Ectonhorpe	1B,4A,5B,6B	0.44%						7 A447/Bosworth Road				
E02006820	40	Blaby 013	Blaby	East Midlands	Glenfield	1B,4A,5B,6B	1.95%						8 A447/B565 Bosworth Lane/Bosworth Road (Julf in the Oak Staggered Crossroads)				
E02005346	19	Charnwood 002	Charnwood	East Midlands	Loughborough NE	1A,2A,3C	0.93%						9 Barton Road/West End/Bosworth Road				
E02005347	11	Charnwood 003	Charnwood	East Midlands	Loughborough W	1A,2A,3C	0.54%										
E02005361	9	Charnwood 017	Charnwood	East Midlands	Syston W	1B,4A,5B,6B	0.44%										
E02005365	12	Charnwood 021	Charnwood	East Midlands	Thurmaston	1B,4A,5B,6B	0.58%										
E02001088	13	Coventry 031	Coventry	West Midlands	Central Coventry	1A,2A,3A,7A,8B	0.63%										
E02001995	9	Coventry 038	Coventry	West Midlands	Stonebridge Trading Estate, Jaguar Land Rover	1A,2A,3A,7A,8B	0.44%										
E02001999	10	Coventry 042	Coventry	West Midlands	University of Warwick	1A,2A,3A,7A,8B	0.49%										
E02005370	16	Harborough 004	Harborough	East Midlands	Broughton, Kettleby	1B,4A,5B,6B	0.78%										
E02005372	25	Harborough 006	Harborough	East Midlands	Magna Park, Shawell, Bournecliffe Airfield, Duntun Bassett, Arnesby, Shearby, Olmston, Swinford, Cathorpe	1B,4A,5B,6B	1.22%										
E02005376	11	Harborough 010	Harborough	East Midlands	Lutterworth	1B,4A,5B,6B	0.54%										
E02005377	39	Hickley and Bosworth 001	Hickley and Bosworth	East Midlands	Handford, Thornton, Bagworth, Stanton under Barton	1B,4A,5B,6B	1.90%										
E02005378	11	Hickley and Bosworth 002	Hickley and Bosworth	East Midlands	Grobby	1B,4A,5B,6B	0.54%										
E02005379	13	Hickley and Bosworth 003	Hickley and Bosworth	East Midlands	Ratby	1B,4A,5B,6B	0.63%										
E02005380	301	Hickley and Bosworth 004	Hickley and Bosworth	East Midlands	Market Bosworth	1A,2A,3A,7A,8C	14.65%										
E02005381	504	Hickley and Bosworth 005	Hickley and Bosworth	East Midlands	Ditford, Newbold Verdon, Catapillar	1B,4A,5B,6B	5.06%										
E02005382	24	Hickley and Bosworth 006	Hickley and Bosworth	East Midlands	East Shilton	1A,2A,3A,7A,8B	1.17%										
E02005383	30	Hickley and Bosworth 007	Hickley and Bosworth	East Midlands	Barwell	1A,2A,3A,7A,8B	1.40%										
E02005384	71	Hickley and Bosworth 008	Hickley and Bosworth	East Midlands	HCMBR, MIRA, Ferry Droyton, Stoke Golding	1A,2A,3A,7A,8B	3.40%										
E02005385	31	Hickley and Bosworth 009	Hickley and Bosworth	East Midlands	Hickley NE	1A,2A,3A,7A,8B	1.51%										
E02005386	89	Hickley and Bosworth 010	Hickley and Bosworth	East Midlands	Hickley	1A,2A,3A,7A,8B	4.19%										
E02005387	60	Hickley and Bosworth 011	Hickley and Bosworth	East Midlands	Hickley	1A,2A,3A,7A,8B	2.92%										
E02005388	24	Hickley and Bosworth 012	Hickley and Bosworth	East Midlands	Hickley	1A,2A,3A,7A,8B	1.17%										
E02005390	35	Hickley and Bosworth 014	Hickley and Bosworth	East Midlands	South Hickley	1A,2A,3A,7A,8B	1.70%										
E02002827	12	Leicester 001	Leicester	East Midlands	Walkers Trade Parks	1B,4A,5B,6B	0.58%										
E02002828	10	Leicester 002	Leicester	East Midlands	A563 north corridor	1B,4A,5B,6B	0.49%										
E02002830	27	Leicester 004	Leicester	East Midlands	Bradgate Heights	1B,4A,5B,6B	1.31%										
E02002834	22	Leicester 008	Leicester	East Midlands	Abbey Park	1B,4A,5B,6B	1.07%										
E02002835	11	Leicester 009	Leicester	East Midlands	Humberstone, Hamilton	1B,4A,5B,6B	0.54%										
E02002846	10	Leicester 020	Leicester	East Midlands	Sunningdale Business Park, Dane Hills	1B,4A,5B,6B	0.49%										
E02002856	17	Leicester 030	Leicester	East Midlands	University, Canadian Park	1B,4A,5B,6B	0.83%										
E02002857	9	Leicester 031	Leicester	East Midlands	Freemans Common Trading Estate, Centrica, Aylestone N	1B,4A,5B,6B	0.44%										
E02006817	9	Leicester 038	Leicester	East Midlands	Sir Jonathan Norman Community College, Saffron Acres	1B,4A,5B,6B	0.44%										
E02006819	15	Leicester 039	Leicester	East Midlands	Kirby Froth	1B,4A,5B,6B	0.73%										
E02006850	46	Leicester 040	Leicester	East Midlands	Royal Infirmary, De Montfort Uni	1B,4A,5B,6B	2.24%										
E02006851	53	Leicester 041	Leicester	East Midlands	Central	1B,4A,5B,6B	2.58%										
E02006488	10	North Warwickshire 001	North Warwickshire	West Midlands	Polesworth	1A,2A,3B	0.49%										
E02006489	13	North Warwickshire 002	North Warwickshire	West Midlands	Kingsbury Old Terminal, Kingsbury Link, Birch Coppice Business Park, Dordon, Wood End, Hurley	1A,2A,3A,7A,8B	0.63%										
E02006470	85	North Warwickshire 003	North Warwickshire	West Midlands	Atherstone	1A,2A,3A,7A,8B	2.07%	1A,2A,3B	2.07%								
E02006471	10	North Warwickshire 004	North Warwickshire	West Midlands	Harris Hall Distribution Park, Kingsbury	1A,2A,3A,7A,8B	0.49%										
E02006472	9	North Warwickshire 005	North Warwickshire	West Midlands	Hamhill, Baxendale	1A,2A,3A,7A,8B	0.44%										
E02006473	11	North Warwickshire 006	North Warwickshire	West Midlands	Colchall	1A,2A,3A,7A,8B	0.54%										
E02005397	16	North West Leicestershire 001	North West Leicestershire	East Midlands	Castle Donington, East Midlands Airport	1A,2A,3C	0.78%										
E02005399	53	North West Leicestershire 003	North West Leicestershire	East Midlands	Ashby de la Zouch N.E., Southwell Business Park	1A,2A,3C	1.61%										
E02005400	9	North West Leicestershire 004	North West Leicestershire	East Midlands	Swannington, Thringstone	1A,2A,3C	0.44%										
E02005401	12	North West Leicestershire 005	North West Leicestershire	East Midlands	Packington, Ravenstone	1A,2A,3C	0.58%										
E02005405	10	North West Leicestershire 009	North West Leicestershire	East Midlands	Agar Brook	1A,2A,3C	0.49%										
E02005406	44	North West Leicestershire 010	North West Leicestershire	East Midlands	Caulville	1A,2A,3C	2.14%										
E02005407	30	North West Leicestershire 011	North West Leicestershire	East Midlands	Hugglescote, Greenhill	1A,2A,3C	1.40%										
E02005408	28	North West Leicestershire 012	North West Leicestershire	East Midlands	Makins	1A,2A,3C	1.30%										
E02005409	92	North West Leicestershire 013	North West Leicestershire	East Midlands	Ellistown, Bostock	1A,2A,3C	4.48%										
E02006477	26	Nuneaton and Bedworth 003	Nuneaton and Bedworth	West Midlands	E Nuneaton	1A,2A,3A,7A,8B	0.63%	1A,2A,3B	0.63%								
E02006479	48	Nuneaton and Bedworth 005	Nuneaton and Bedworth	West Midlands	Central Nuneaton	1A,2A,3A,7A,8B	1.17%	1A,2A,3B	1.17%								
E02006482	21	Nuneaton and Bedworth 008	Nuneaton and Bedworth	West Midlands	SW Nuneaton, Bermuda Business Park, Griff Clara Industrial Estate	1A,2A,3A,7A,8B	0.51%	1A,2A,3B	0.51%								
E02006483	10	Nuneaton and Bedworth 009	Nuneaton and Bedworth	West Midlands	S Nuneaton	1A,2A,3A,7A,8B	0.24%	1A,2A,3B	0.24%								
E02006485	12	Nuneaton and Bedworth 011	Nuneaton and Bedworth	West Midlands	SE Nuneaton	1A,2A,3A,7A,8B	0.29%	1A,2A,3B	0.29%								
E02005414	13	Cadby and Wigston 005	Cadby and Wigston	East Midlands	Wigston	1B,4A,5B,6B	0.63%										
E02005415	10	Cadby and Wigston 006	Cadby and Wigston	East Midlands	South Wigston	1B,4A,5B,6B	0.49%										
E02006492	14	Rugby 001	Rugby	West Midlands	Rugby Radio Station, Clifton Upon Dunsmore, A5 M69 wedge	1A,2A,3A,7A,8B	0.68%										
E02006029	12	Shropshire 015	Shropshire	West Midlands	North Shrewsbury	1A,2A,3C	0.58%										
E02002089	10	Southall 009	Southall	West Midlands	Birmingham International Airport	1A,2A,3A,7A,8B	0.49%										
E02004128	10	South Derbyshire 011	South Derbyshire	East Midlands	Linton, Overnall	1A,2A,3C	0.49%										
E02006218	19	Tamworth 003	Tamworth	West Midlands	Tamworth	1A,2A,3C	0.93%										
E02006219	14	Tamworth 003	Tamworth	West Midlands	Tamworth, Amington Industrial Estate	1A,2A,3C	0.68%										
E02006529	10	Warwick 011	Warwick	West Midlands	Warwick	1A,2A,3A,7A,8B	0.49%										
2054							91.08%		4.92%								

APPENDIX I

CAPACITY ASSESSMENT REPORT OUTPUTS

Junctions 11	
PICADY 11 - Priority Intersection Module	
Version: 11.1.0.2307 © Copyright TRL Software Limited, 2024	
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com	
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution	

Filename: J1-Manor-Cunnery.j11

Path: C:\Users\b.gaze\Prime Transport Planning\PrimeSharepoint - Documents\Projects 2025\P25081 - Cunnery Close, Barlestone Leicestershire (2020-007)\6.Technical\Models

Report generation date: 06/03/2026 12:07:20

- »D1 - 2025 | Observed | AM
- »D2 - 2025 | Observed | PM
- »D3 - 2031 | Without Development | AM
- »D4 - 2031 | Without Development | PM
- »D5 - 2031 | With Development | AM
- »D6 - 2031 | With Development | PM

File summary

File Description

Title	Manor Road/Cunnery Close
Location	Barlestone
Site number	1
Date	19/02/2026
Version	
Status	Final
Identifier	
Client	Gladman
Jobnumber	P25081
Enumerator	GHC\b.gaze
Description	Checked by D. Stoddart

Units

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

Analysis Options

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
PICADY 4.1	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Observed	AM	ONE HOUR	08:15	09:45	15	✓
D2	2025	Observed	PM	ONE HOUR	16:45	18:15	15	✓
D3	2031	Without Development	AM	ONE HOUR	08:15	09:45	15	✓
D4	2031	Without Development	PM	ONE HOUR	16:45	18:15	15	✓
D5	2031	With Development	AM	ONE HOUR	08:15	09:45	15	✓
D6	2031	With Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

D1 - 2025 | Observed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Manor Road (Western Arm) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Manor Road/Cunnery Close	T-Junction	Two-way	Two-way	Two-way		3.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.18	A

Arms

Arms

Arm	Name	Description	Arm type
A	Manor Road (Eastern Arm)		Major
B	Cunnery Close		Minor
C	Manor Road (Western Arm)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Manor Road (Western Arm)	5.50			70.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Cunnery Close	One lane	2.75	25	22

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	484	0.090	0.228	0.143	0.325
B-C	622	0.097	0.246	-	-
C-B	615	0.243	0.243	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Observed	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Manor Road (Eastern Arm)		ONE HOUR	✓	34	100.000
B - Cunnery Close		ONE HOUR	✓	9	100.000
C - Manor Road (Western Arm)		ONE HOUR	✓	38	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Manor Road (Eastern Arm)	B - Cunnery Close	C - Manor Road (Western Arm)
	From			
	A - Manor Road (Eastern Arm)	0	5	29
	B - Cunnery Close	8	0	1
	C - Manor Road (Western Arm)	32	6	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Manor Road (Eastern Arm)	B - Cunnery Close	C - Manor Road (Western Arm)
	From			
	A - Manor Road (Eastern Arm)	0	0	0
	B - Cunnery Close	0	0	0
	C - Manor Road (Western Arm)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.10	7.43	0.1	A	43	65
C-AB	0.09	6.22	0.1	A	45	67
C-A					42	63
A-B					28	41
A-C					31	46

D2 - 2025 | Observed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Manor Road (Western Arm) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Manor Road/Cunnery Close	T-Junction	Two-way	Two-way	Two-way		1.11	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.11	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025	Observed	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Manor Road (Eastern Arm)		ONE HOUR	✓	35	100.000
B - Cunnery Close		ONE HOUR	✓	9	100.000
C - Manor Road (Western Arm)		ONE HOUR	✓	40	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Manor Road (Eastern Arm)	B - Cunnery Close	C - Manor Road (Western Arm)
From	A - Manor Road (Eastern Arm)	0	9	26
	B - Cunnery Close	5	0	4
	C - Manor Road (Western Arm)	35	5	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Manor Road (Eastern Arm)	B - Cunnery Close	C - Manor Road (Western Arm)
	A - Manor Road (Eastern Arm)	0	0	0
	B - Cunnery Close	0	0	0
	C - Manor Road (Western Arm)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.02	7.00	0.0	A	8	12
C-AB	0.01	5.79	0.0	A	5	7
C-A					32	48
A-B					8	12
A-C					24	36

D3 - 2031 | Without Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Manor Road (Western Arm) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Manor Road/Cunnery Close	T-Junction	Two-way	Two-way	Two-way		1.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.09	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031	Without Development	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Manor Road (Eastern Arm)		ONE HOUR	✓	52	100.000
B - Cunnery Close		ONE HOUR	✓	10	100.000
C - Manor Road (Western Arm)		ONE HOUR	✓	44	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Manor Road (Eastern Arm)	B - Cunnery Close	C - Manor Road (Western Arm)
From	A - Manor Road (Eastern Arm)	0	5	47
	B - Cunnery Close	9	0	1
	C - Manor Road (Western Arm)	38	6	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Manor Road (Eastern Arm)	B - Cunnery Close	C - Manor Road (Western Arm)
	A - Manor Road (Eastern Arm)	0	0	0
	B - Cunnery Close	0	0	0
	C - Manor Road (Western Arm)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.02	7.76	0.0	A	9	14
C-AB	0.01	5.81	0.0	A	6	9
C-A					35	52
A-B					5	7
A-C					43	64

D4 - 2031 | Without Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Manor Road (Western Arm) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Manor Road/Cunnery Close	T-Junction	Two-way	Two-way	Two-way		0.89	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.89	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031	Without Development	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Manor Road (Eastern Arm)		ONE HOUR	✓	44	100.000
B - Cunnery Close		ONE HOUR	✓	9	100.000
C - Manor Road (Western Arm)		ONE HOUR	✓	54	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Manor Road (Eastern Arm)	B - Cunnery Close	C - Manor Road (Western Arm)
	A - Manor Road (Eastern Arm)	0	10	34
	B - Cunnery Close	5	0	4
	C - Manor Road (Western Arm)	49	5	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Manor Road (Eastern Arm)	B - Cunnery Close	C - Manor Road (Western Arm)
	A - Manor Road (Eastern Arm)	0	0	0
	B - Cunnery Close	0	0	0
	C - Manor Road (Western Arm)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.02	7.05	0.0	A	8	12
C-AB	0.01	5.74	0.0	A	5	7
C-A					45	67
A-B					9	14
A-C					31	46

D5 - 2031 | With Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Manor Road (Western Arm) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Manor Road/Cunnery Close	T-Junction	Two-way	Two-way	Two-way		3.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.20	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2031	With Development	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Manor Road (Eastern Arm)		ONE HOUR	✓	68	100.000
B - Cunnery Close		ONE HOUR	✓	48	100.000
C - Manor Road (Western Arm)		ONE HOUR	✓	75	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Manor Road (Eastern Arm)	B - Cunnery Close	C - Manor Road (Western Arm)
From	A - Manor Road (Eastern Arm)	0	21	47
	B - Cunnery Close	22	0	26
	C - Manor Road (Western Arm)	38	37	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Manor Road (Eastern Arm)	B - Cunnery Close	C - Manor Road (Western Arm)
	A - Manor Road (Eastern Arm)	0	0	0
	B - Cunnery Close	0	0	0
	C - Manor Road (Western Arm)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.10	7.64	0.1	A	44	66
C-AB	0.07	6.20	0.1	A	36	54
C-A					33	49
A-B					19	29
A-C					43	64

D6 - 2031 | With Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Manor Road (Western Arm) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Manor Road/Cunnery Close	T-Junction	Two-way	Two-way	Two-way		3.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.18	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2031	With Development	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Manor Road (Eastern Arm)		ONE HOUR	✓	64	100.000
B - Cunnery Close		ONE HOUR	✓	47	100.000
C - Manor Road (Western Arm)		ONE HOUR	✓	94	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Manor Road (Eastern Arm)	B - Cunnery Close	C - Manor Road (Western Arm)
	A - Manor Road (Eastern Arm)	0	30	34
	B - Cunnery Close	18	0	29
	C - Manor Road (Western Arm)	49	45	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Manor Road (Eastern Arm)	B - Cunnery Close	C - Manor Road (Western Arm)
	A - Manor Road (Eastern Arm)	0	0	0
	B - Cunnery Close	0	0	0
	C - Manor Road (Western Arm)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.10	7.43	0.1	A	43	65
C-AB	0.09	6.22	0.1	A	45	67
C-A					42	63
A-B					28	41
A-C					31	46

Junctions 11	
PICADY 11 - Priority Intersection Module	
Version: 11.1.0.2307 © Copyright TRL Software Limited, 2024	
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Filename: J2-A447-Barton-Lount (FLAT).j11

Path: C:\Users\b.gaze\Prime Transport Planning\PrimeSharepoint - Documents\Projects 2025\P25081 - Cunnery Close, Barlestone Leicestershire (2020-007)\6.Technical\Models

Report generation date: 06/03/2026 12:08:02

- »D1 - 2026 | Observed | AM
- »D2 - 2026 | Observed | PM
- »D3 - 2031 | Without Development | AM
- »D4 - 2031 | Without Development | PM
- »D5 - 2031 | With Development | AM
- »D6 - 2031 | With Development | PM

File summary

File Description

Title	A447/Barton Road/Lount Road
Location	Barlestone
Site number	2
Date	04/03/2026
Version	
Status	Final
Identifier	
Client	Gladman
Jobnumber	P25081
Enumerator	GHC\b.gaze
Description	Checked by D. Stoddart

Units

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

Analysis Options

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
PICADY 4.1	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2026	Observed	AM	FLAT	07:30	08:30	60	15	✓
D2	2026	Observed	PM	FLAT	16:30	17:30	60	15	✓
D3	2031	Without Development	AM	FLAT	07:30	08:30	60	15	✓
D4	2031	Without Development	PM	FLAT	16:30	17:30	60	15	✓
D5	2031	With Development	AM	FLAT	07:30	08:30	60	15	✓
D6	2031	With Development	PM	FLAT	16:30	17:30	60	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

D1 - 2026 | Observed | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A447/Barton Road/Lount Road	Crossroads	Two-way	Two-way	Two-way	Two-way		4.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.10	A

Arms

Arms

Arm	Name	Description	Arm type
A	A447 (Northern Arm)		Major
B	Barton Road		Minor
C	A447 (Southern Arm)		Major
D	Lount Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - A447 (Northern Arm)	7.00			90.0	✓	0.00
C - A447 (Southern Arm)	7.00			86.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Barton Road	One lane	3.20	27	30
D - Lount Road	One lane	2.50	24	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	626	-	-	-	-	-	-	0.232	0.331	0.232	-	-	-
B-A	511	0.089	0.225	0.225	-	-	-	0.142	0.322	-	0.225	0.225	0.113
B-C	656	0.096	0.243	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	511	0.089	0.225	0.225	-	-	-	0.142	0.322	0.142	-	-	-
B-D, offside lane	511	0.089	0.225	0.225	-	-	-	0.142	0.322	0.142	-	-	-
C-B	624	0.231	0.231	0.330	-	-	-	-	-	-	-	-	-
D-A	605	-	-	-	-	-	-	0.224	-	0.089	-	-	-
D-B, nearside lane	470	0.130	0.130	0.296	-	-	-	0.207	0.207	0.082	-	-	-
D-B, offside lane	470	0.130	0.130	0.296	-	-	-	0.207	0.207	0.082	-	-	-
D-C	470	-	0.130	0.296	0.104	0.207	0.207	0.207	0.207	0.082	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2026	Observed	AM	FLAT	07:30	08:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A447 (Northern Arm)		FLAT	✓	712	100.000
B - Barton Road		FLAT	✓	200	100.000
C - A447 (Southern Arm)		FLAT	✓	423	100.000
D - Lount Road		FLAT	✓	60	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A - A447 (Northern Arm)	B - Barton Road	C - A447 (Southern Arm)	D - Lount Road
	A - A447 (Northern Arm)	0	77	633	2
	B - Barton Road	56	0	101	43
	C - A447 (Southern Arm)	382	32	0	9
	D - Lount Road	19	33	8	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
From		A - A447 (Northern Arm)	B - Barton Road	C - A447 (Southern Arm)	D - Lount Road
	A - A447 (Northern Arm)	0	7	5	100
	B - Barton Road	0	0	5	5
	C - A447 (Southern Arm)	5	7	0	0
	D - Lount Road	6	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.55	22.50	1.2	C	200	200
A-BCD	0.01	4.34	0.0	A	6	6
A-B					77	77
A-C					629	629
D-ABC	0.18	13.67	0.2	B	60	60
C-ABD	0.09	5.57	0.2	A	67	67
C-D					8	8
C-A					348	348

D2 - 2026 | Observed | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A447/Barton Road/Lount Road	Crossroads	Two-way	Two-way	Two-way	Two-way		3.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.93	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2026	Observed	PM	FLAT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A447 (Northern Arm)		FLAT	✓	615	100.000
B - Barton Road		FLAT	✓	162	100.000
C - A447 (Southern Arm)		FLAT	✓	574	100.000
D - Lount Road		FLAT	✓	65	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - A447 (Northern Arm)	B - Barton Road	C - A447 (Southern Arm)	D - Lount Road
From				
A - A447 (Northern Arm)	0	114	496	5
B - Barton Road	72	0	61	29
C - A447 (Southern Arm)	476	85	0	13
D - Lount Road	13	36	16	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
From		A - A447 (Northern Arm)	B - Barton Road	C - A447 (Southern Arm)	D - Lount Road
	A - A447 (Northern Arm)	0	0	2	0
	B - Barton Road	0	0	3	0
	C - A447 (Southern Arm)	3	2	0	0
	D - Lount Road	0	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.47	20.21	0.9	C	162	162
ABCD	0.02	3.97	0.0	A	15	15
AB					112	112
AC					488	488
D-ABC	0.22	15.89	0.3	C	65	65
C-ABD	0.24	5.83	0.6	A	205	205
C-D					10	10
C-A					359	359

D3 - 2031 | Without Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A447/Barton Road/Lount Road	Crossroads	Two-way	Two-way	Two-way	Two-way		6.86	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.86	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2031	Without Development	AM	FLAT	07:30	08:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A447 (Northern Arm)		FLAT	✓	757	100.000
B - Barton Road		FLAT	✓	249	100.000
C - A447 (Southern Arm)		FLAT	✓	452	100.000
D - Lount Road		FLAT	✓	65	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - A447 (Northern Arm)	B - Barton Road	C - A447 (Southern Arm)	D - Lount Road
From				
A - A447 (Northern Arm)	0	85	670	2
B - Barton Road	73	0	125	51
C - A447 (Southern Arm)	404	38	0	10
D - Lount Road	20	37	8	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - A447 (Northern Arm)	B - Barton Road	C - A447 (Southern Arm)	D - Lount Road
From	A - A447 (Northern Arm)	0	6	5	100
	B - Barton Road	0	0	4	4
	C - A447 (Southern Arm)	5	6	0	0
	D - Lount Road	5	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.71	36.19	2.4	E	249	249
ABCD	0.01	4.17	0.0	A	7	7
AB					85	85
AC					666	666
D-ABC	0.20	14.68	0.3	B	65	65
C-ABD	0.11	5.61	0.3	A	84	84
C-D					9	9
C-A					359	359

D4 - 2031 | Without Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A447/Barton Road/Lount Road	Crossroads	Two-way	Two-way	Two-way	Two-way		5.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.13	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2031	Without Development	PM	FLAT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A447 (Northern Arm)		FLAT	✓	664	100.000
B - Barton Road		FLAT	✓	185	100.000
C - A447 (Southern Arm)		FLAT	✓	623	100.000
D - Lount Road		FLAT	✓	74	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - A447 (Northern Arm)	B - Barton Road	C - A447 (Southern Arm)	D - Lount Road
From				
A - A447 (Northern Arm)	0	135	524	5
B - Barton Road	82	0	70	33
C - A447 (Southern Arm)	505	104	0	14
D - Lount Road	14	43	17	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
From		A - A447 (Northern Arm)	B - Barton Road	C - A447 (Southern Arm)	D - Lount Road
	A - A447 (Northern Arm)	0	0	2	0
	B - Barton Road	0	0	3	0
	C - A447 (Southern Arm)	3	2	0	0
	D - Lount Road	0	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.57	26.28	1.3	D	185	185
ABCD	0.02	3.86	0.0	A	16	16
AB					133	133
AC					515	515
D-ABC	0.27	17.98	0.4	C	74	74
C-ABD	0.31	6.32	0.9	A	268	268
C-D					10	10
C-A					346	346

D5 - 2031 | With Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A447/Barton Road/Lount Road	Crossroads	Two-way	Two-way	Two-way	Two-way		9.80	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.80	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2031	With Development	AM	FLAT	07:30	08:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A447 (Northern Arm)		FLAT	✓	765	100.000
B - Barton Road		FLAT	✓	274	100.000
C - A447 (Southern Arm)		FLAT	✓	472	100.000
D - Lount Road		FLAT	✓	68	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A - A447 (Northern Arm)	B - Barton Road	C - A447 (Southern Arm)	D - Lount Road
	A - A447 (Northern Arm)	0	93	670	2
	B - Barton Road	80	0	141	53
	C - A447 (Southern Arm)	404	58	0	10
	D - Lount Road	20	40	8	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
From		A - A447 (Northern Arm)	B - Barton Road	C - A447 (Southern Arm)	D - Lount Road
	A - A447 (Northern Arm)	0	6	5	100
	B - Barton Road	0	0	4	4
	C - A447 (Southern Arm)	5	4	0	0
	D - Lount Road	5	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.79	49.86	3.6	E	274	274
ABCD	0.01	4.15	0.0	A	7	7
AB					92	92
AC					665	665
D-ABC	0.22	15.32	0.3	C	68	68
C-ABD	0.17	5.97	0.4	A	128	128
C-D					8	8
C-A					335	335

D6 - 2031 | With Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A447/Barton Road/Lount Road	Crossroads	Two-way	Two-way	Two-way	Two-way		6.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.75	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2031	With Development	PM	FLAT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A447 (Northern Arm)		FLAT	✓	674	100.000
B - Barton Road		FLAT	✓	210	100.000
C - A447 (Southern Arm)		FLAT	✓	648	100.000
D - Lount Road		FLAT	✓	79	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - A447 (Northern Arm)	B - Barton Road	C - A447 (Southern Arm)	D - Lount Road
From				
A - A447 (Northern Arm)	0	145	524	5
B - Barton Road	89	0	86	35
C - A447 (Southern Arm)	505	129	0	14
D - Lount Road	14	48	17	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - A447 (Northern Arm)	B - Barton Road	C - A447 (Southern Arm)	D - Lount Road
From	A - A447 (Northern Arm)	0	0	2	0
	B - Barton Road	0	0	2	0
	C - A447 (Southern Arm)	3	2	0	0
	D - Lount Road	0	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.66	32.93	1.9	D	210	210
A-BCD	0.02	3.85	0.0	A	17	17
A-B					142	142
A-C					515	515
D-ABC	0.29	19.32	0.4	C	79	79
C-ABD	0.39	7.14	1.2	A	333	333
C-D					8	8
C-A					306	306