# Highways Statement

## For the Proposed 330m$^2$ Extension to the Existing Public House and Change of Use of the Existing Garden to Glamping Use

## At The White Swan, 47 High Street, Stoke Golding, CV13 6HE

**Contents**



**Appendices**



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**Highways Statement**
**For the Proposed 330m$^2$ Extension to the Existing Public House and Change of Use of the Existing Garden to Glamping Use**
**At The White Swan, 47 High Street, Stoke Golding, CV13 6HE**

## 1 Introduction

1.1 MTC Engineering (Cambridge) Limited has been asked to provide a Highways Statement in relation to the proposed extension of the existing public house and change of use of the existing garden to a glamping use at The White Swan, 47 High Street, Stoke Golding, CV13 6HE on behalf of Mr P Sheppard.

1.2 A Transport Assessment or Transport Statement is not required under Paragraph 118 of the National Planning Policy Framework unless a development will generate a significant amount of movements.

1.3 At just 5 glamping pods and a 330m$^2$ extension to an existing pub/restaurant, it is not considered that the proposed development will generate any significant number of movements particularly at peak times, or have any significant impact upon the wider network, and a full Transport Assessment and Travel Plan or Transport Statement is therefore not required.

1.4 Ensuring safe access is provided does however remain a key requirement, regardless of the scale of the proposed development. In this instance it is therefore considered appropriate to provide a Highways Statement to assess the existing and proposed site access and visibility, including provision of speed survey results and calculation of visibility splay requirements in order to demonstrate that the access will be safe.

1.5 The original comments of the Local Highway Authority on Planning Application 25/00347/FUL are therefore overcome by this Highways Statement and there are therefore no highways related grounds on which to object to the proposed development.

## 2 Site Description, Existing Access Visibility and Speed Survey Data

2.1 The site is located on the western side of High Street, Stoke Golding, Nuneaton, as shown on the location plan provided in Appendix 1.

2.2 The site is currently occupied by The White Swan public house, with the existing pub building being on the northern section of the site frontage onto High Street and having 322m$^2$ floorspace, with the associated car park being to the south of this with vehicular access being from just south of the exiting White Swan public house. The section of site to the rear of the pub car park and garden area is an open field at present.

2.3 The pub is currently closed, however historical Google Street View photography (Appendix 2) shows that when operational cars would park against the southern boundary of the site, with the area between these and the building used to access the public highway, with cars also parking against the northern fence of the car park to the rear of the pub building when and the central area used for maneuvering.

2.4 The speed limit on High Street is 30mph, with street lighting present in the vicinity of the site and footways on both sides of the road. Based upon Manual for Streets and Table 6 of the Leicestershire Highway Design Guide, for speeds of 30mph a 43m visibility splay is generally required, from a setback of 2.4m.

2.5 The drawing provided in Appendix 3 shows the existing access layout, with a 5.5m offset (based upon Leicestershire parking space requirements for 2.4m by 5.5m spaces) from the wall along the southern boundary used to indicate the area of frontage occupied by parking.

2.6 From the centreline of the remaining width which is available for vehicles to enter/exit the site a 2.4m by 43m splay is comfortably available to the south to the front of the wall along the southern boundary as shown in magenta in Appendix 3.

2.7 To the north approximately 7.2m existing visibility is available to the nearside kerb line from the standard 2.4m setback. Where oncoming traffic would be in the opposite side of the carriageway, and features such as gullys are present which keep vehicles away from the kerb line, a 1m offset from the nearside kerb is often permitted in relation to visibility splays. Making this allowance, visibility to the north would increase to 10.2m as shown in magenta in Appendix 3.

2.8 Given the nature of High Street in this area, vehicle speeds were anticipated to be significantly below the posted speed limit of 30mph, and as such a speed survey was undertaken at the access to The White Swan with a copy of the data provided in Appendix 4. This showed the $85^{th}$ percentile speed of southbound vehicles to be 21.3mph (24.3kph).

2.9 The same visibility equation is used for calculating visibility under both MfS and the DMRB, which is that the Stopping Sight Distance (SSD) = $vt + v^2/2(d+0.1a)$, however DMRB and MfS equations are based upon different value parameters for deceleration rates and driver reaction times.

2.10 Manual for Streets 2 (MfS2) confirms that in relation to visibility the parameters used to calculate requirements depends solely upon actual vehicle speeds recorded, and not whether a road would be generally be considered to fall under Manual for Streets (MfS) or Design Manual for Roads and Bridges (DMRB) guidance. It is confirmed that where $85^{th}$ percentile speeds are below 60kph MfS parameters should be used.

2.11 As such the driver's reaction time (t) to be used is 1.5 seconds, alongside a deceleration rate (d) of 0.45g (applicable to light vehicles given that 0% of flows were OGV1/Bus or OGV2 vehicles thus heavier vehicle analysis is not required), and where g is acceleration due to gravity (9.8m/s).

2.12 Level data is not available on High Street, however this area of High Street is relatively flat and gradient only tends to have a significant impact upon visibility requirements where a steep gradient is present 0 has been used as a value for (a) in this instance.

2.13 Based upon the above values the visibility splay to the north of the access would normally be 24.5m, which allowing for a 2.4m bonnet length would increase to 27m.

2.14 Manual for Streets 2 indicates that the X distance visibility may be taken from can be reduced to 2m in some circumstances, stating in Paragraph 10.5.8 that "*A minimum X distance of 2m may be considered in some slow-speed situations when flows on the minor arm are low, but using this value will mean that the front of vehicles will protrude slightly into the running carriageway of the major arm, and many drives will tend to cautiously nose out into traffic. The ability of drives and cyclists to see this overhang from a reasonable distance and manoeuvre around it without undue difficulty should be considered. This also applies in lightly-trafficked rural lanes.*".

2.15 Good forward visibility is available along this stretch of High Street, and as shown by the delivery van in the Google street view photography in Appendix 3 this is exactly what vehicles did indeed do when exiting the site whilst The White Swan was operational. Considering visibility from a 2m setback 12.5m visibility would be available in a northerly direction as shown in Appendix 3.

2.16 Whilst this still indicates visibility to the north is below ideal standards, this does not necessarily mean that continued use of an access would be dangerous. Paragraph 10.4.2 of Manual for Streets 2 confirms that "*It has often been assumed that a failure to provide visibility at priority junctions in accordance with the values recommended in MfS1 or DMRB (as appropriate) will result in an increased risk of injury collisions. Research carried out by TMS Consultancy for MfS266 has found no evidence of this (see research summary below). Research into cycle safety at T-junctions found that higher cycle collision rates are associated with greater visibility*". A summary of the supporting research is provided in Appendix 5.

2.17 Specific consideration of accident data for the site access also indicates that despite the reduced visibility to the north from the access, due to the low flow and speed nature of this section of High Street, way in which vehicles would slowly nose out onto High

Street from the access given the reduced visibility to the north, and fact that vehicles approaching from the north would be on the other side of High Street, it does infact operate safely. This is evidenced by the data from Crashmap provided in Appendix 6 which shows that over the past 25 years for which data is available there has not been a single recorded accident in the vicinity of the site access (or between Roseway or Church Lane or at either of these junctions).

2.18 Overall despite the substandard visibility to the north from the site access this is not considered to infact pose any significant safety concern given the detailed assessment above and accident history at the access.

2.19 As The White Swan is currently closed, a site specific survey cannot be carried out to establish existing movements, thus TRICS Data has been used instead with a copy provided in Appendix 7.

2.20 This indicates that the current 322m$^2$ pub/restaurant would currently generate approximately 38 movements per day with a maximum of just 6 in any hour (3 arrivals and 3 departures between 1800 and 1900). 3 movements would be anticipated in the PM Peak Period and none in the AM Peak Period. A summary is provided in Table 2.1 below.

| | Arrivals | | Departures | | Total | |
|---|---|---|---|---|---|---|
| | Rate | No. | Rate | No. | Rate | No. |
| AM Peak (0800-0900) | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 |
| PM Peak (1700-1800) | 0.630 | 2 | 0.450 | 1 | 1.080 | 3 |
| Daily Total | 5.940 | 19 | 5.940 | 19 | 11.880 | 38 |

**Table 2.1: Existing Pub Vehicular Generation**

2.21 As the proposed development has already been submitted as part of a Planning Application, the Local Highway Authority have provided an initial response to the proposals with a copy provided for reference in Appendix 8.

## 3 Proposed Development

3.1 The proposal involves the extension of the existing public house and restaurant by 330m$^2$ bringing the total floor space to 652m$^2$, alongside the provision of 5 glamping pods to the rear along with associated additional car parking and access alterations as shown by the proposed layout provided in Appendix 9.

3.2 Based upon the same trip rates per 100m$^2$ floor space as detailed in Table 2.1/Appendix 7 in relation to the existing public house, the estimated number of additional movements associated with the 330m$^2$ extension is summarized in Table 3.1 below.

| | Arrivals | | Departures | | Total | |
|---|---|---|---|---|---|---|
| | Rate | No. | Rate | No. | Rate | No. |
| AM Peak (0800-0900) | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 |
| PM Peak (1700-1800) | 0.630 | 2 | 0.450 | 2 | 1.080 | 4 |
| Daily Total | 5.940 | 20 | 5.940 | 20 | 11.880 | 40 |

**Table 3.1: Proposed Pub Extension Vehicular Generation**

3.3 At present limited traffic survey data is available on glamping sites, thus generation of the 5 glamping pods has been assessed from first principles. Each pod will have a maximum occupancy of 2 adults and 2 children, limited to a single family.

3.4 Check in time will be from mid afternoon onwards, with checkout time being mid to late morning. As such occupants would be unlikely to go out again by vehicle after checking in on arrival day (if going out to eat etc. this would likely be in the adjacent pub or surrounding options within walking distance), or before checking out on departure days. Therefore on days when there is a chance in occupants 1 departure movement would likely occur around 1000 to 1100, with an arrival movement occurring at some point after 1600.

3.5 On days when a family are staying in a unit for the full day it is likely they will leave to do something in the local area for the day and return some point later on for the night.

As such when occupied each unit would likely generate a maximum of about 1 arrival and 1 departure per day.

3.6 Overall it is therefore estimated that each glamping unit would generate 1 two way trip per day, regardless whether a change over day or not, with movements generally being outside peak periods but it being possible that some arrival movements may occur during the PM Peak. Cleaning of units etc. would likely be carried out by staff already working at the pub/restaurant thus it is not anticipated this would generate any Table 3.2 below indicates the likely number of movements per day.

| | Arrivals | | Departures | | Total | |
|---|---|---|---|---|---|---|
| | Rate | No. | Rate | No. | Rate | No. |
| AM Peak (0800-0900) | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 |
| PM Peak (1700-1800) | 0.5 | 3 | 0.0 | 0 | 0.5 | 3 |
| Daily Total | 1 | 5 | 1 | 5 | 2 | 10 |

**Table 3.2: Proposed 5 Glamping Pod Vehicular Generation**

3.7 Table 3.3 below provides a comparison based upon the existing generation detailed in Table 2.1 and proposed generation (being Table 2.1 plus Tables 3.1 and 3.2).

| | Existing | | | Proposed | | | Increase | | |
|---|---|---|---|---|---|---|---|---|---|
| | Arrival | Deps | Total | Arrival | Deps | Total | Arrival | Deps | Total |
| AM Peak | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Peak | 2 | 1 | 3 | 7 | 3 | 10 | 5 | 2 | 7 |
| Daily Total | 19 | 19 | 38 | 44 | 44 | 88 | 25 | 25 | 50 |

**Table 3.3: Comparison of Existing and Post Development Vehicular Generation**

3.8 As demonstrated by Table 3.3 above the proposed development will have a low impact in terms of vehicle generation, with an increase of just 7 one way movements in any peak period, and approximately 25 two way movements over the course of the day. As such there will be no significant off site impact associated with development traffic.

3.9 As shown on the proposed layout a new impaired mobility parking space will be provided alongside additional car parking for the public house and restaurant, which the Local Highways Authority have confirmed is considered appropriate for the proposed public house extension as confirmed in Appendix 8, alongside confirmation that the proposed cycle parking on the southern edge of the public house is welcomed.

3.10 In terms of parking for the glamping pods, as each will accommodate only one family of up to 2 adults and 2 children, all guests at a pod will arrive in a single car. As such the 5 spaces provided at one per pod is considered adequate to serve this aspect of the development.

3.11 The proposed cycle parking provided on the southern side of the public house will in effect shift the access to/from the site slightly south away from the edge of the building compared with the current location. A minimum 6m width however will remain available in accordance with requirements indicated in Appendix 8.

3.12 The drawing provided in Appendix 10 shows the updated access location will also retain the 2.4m by 43m splay to the south, whilst increasing the visibility to the north by approximately 30% compared with existing, with the the 2.4m splay to 1m off the nearside kerb line lengthened to 13.1m, and 2m visibility splay to 1m off the nearside kerb line lengthened to 16.1m.

3.13 As detailed in Section 2 despite the reduced visibility to the north from the access, due to the low flow and speed nature of this section of High Street, the way in which vehicles would slowly nose out onto High Street, and fact that vehicles approaching from the north would be on the other side of High Street, the access currently works safely as demonstrated by accident data which indicates no accidents have occurred at the access over the past 25 years. Given that the visibility to the north will be improved this will remain the case post redevelopment.

3.14 All queries raised by the Local Highway Authority in Appendix 8 have been adequately addressed, and no further highways/transport issues require consideration.

## 4 Conclusion

4.1 The proposal involves the extension of The White Swan public house/restaurant from 332m$^2$ to 652m$^2$ floor space, alongside the provision of 5 glamping pods on the land to the rear and associated car, cycle parking and access alterations.

4.2 The Local Highway Authority confirmed some aspects of the proposed development such as the additional car parking provision and introduction of cycle parking provision as acceptable as confirmed in Appendix 8, however required additional information relating to the proposed development primarily relating to the safe operation of the access and visibility, but also including information on aspects such as vehicular generation.

4.3 At present the public house/restaurant would be expected to generate in the order of 20 two way movements per day. Post development this is likely to increase to in the order of 45 two way movements. The majority would be likely to occur in the afternoon and evening, with a limited number of movements likely during peak periods. As detailed in Table 3.3 the increase in movements is not considered significant and there will not be any significant off site impact.

4.4 Given the low speed and flow nature of this section of the High Street as evidenced by the speed survey, alongside the good forward visibility for vehicles to see a car slowly pulling out of the site access, as fully detailed in Section 2 there are no significant safety concerns at the site access despite the restricted visibility to the north.

4.5 This is further evidenced by the accident record in the vicinity of the site access which shows no accidents have occurred in the previous 25 years.

4.6 The proposed development will include minor alterations to the site access, which will be 6m wide as required by the Local Highway Authority whilst maintaining the standard 2.4m by 43m visibility splay to the south, whilst increasing visibility to the north by about 30% compared with the existing access.

4.7 Overall the proposed development will have no adverse impact upon the site access which will continue to operate essentially as at present in a safe and acceptable way.

4.8 Paragraph 116 of the National Planning Policy Framework states:

> **"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"**.

The proposed development will have no significant adverse transport-related impact, and clearly not a severe impact, with safe access being retained post development.

4.9 There are no transport or highways related grounds under the National Planning Policy Framework on which to object to the proposed extension of The White Swan, Stoke Golding, and provision of 5 glamping pods on land to the rear, with all initial Local Highway Authority comments on the Planning Application having been adequately addressed within this Highways Statement.

**APPENDIX 1**

**SITE LOCATION PLAN**

Issue Status

# Planning

This drawing is copyright. Only figured dimensions to be worked to.

| Revision | | Drawn | Check | Date |
|---|---|---|---|---|
| P1 | First Issue | AD | AD | 12.03.25 |

## Key

Location Plans

Redline Site Area (m2)
4,990.16

Blueline Area
- Land in control of applicant


N

1:1250
0 30 60m

client
Sheppard

project
The White Swan, Stoke Golding
Extension and Refurbishment Works

drawing
Location Plan

| | | | |
|---|---|---|---|
| date | 05.09.24 | scale | 1:1250 @ A3 |
| drawn | AD | check | AD |

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| | | | |
|---|---|---|---|
| 24 | 079 | DL0101 | P1 |

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**APPENDIX 2**

**EXISTING ACCESS WHEN OPERATIONAL**


5 High St
Stoke Golding, England
Google Street View
May 2021
See latest date
Share
THE WHITE SWAN
Freshly clicked.
TESCO
High St
Roseway
Sept 2023
Apr 2023
May 2021
May 2012
Jul 2011
May 2009


5 High St
Stoke Golding, England
Google Street View
Jul 2011
See latest date
Share
EVERARD'S
THE WHITE SWAN
shby Canal Centre
Roseway
Sept 2023
Apr 2023
May 2021
May 2012
Jul 2011
May 2009
Image capture: Jul 2011 © 2025 Google United Kingdom Terms Privacy Report a problem

**APPENDIX 3**

**EXISTING ACCESS AND VISIBILITY**

| REV | DATE | DESCRIPTION/REASON FOR ISSUE | APPR |
|---|---|---|---|
| | | | |


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TITLE

# THE WHITE SWAN, HIGH STREET STOKE GOLDING EXISTING ACCESS AND VISIBILITY

| ORIG | DATE |
|---|---|
| M.B | 11/09/25 |
| CHKD | SCALE 1:200 |
| APPR | DRAWING NO 3524-02 REV - |


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HIGH STREET

Cottage

2.4m by 102m Visibility Splay to 1m off nearside kerbline

2m by 2.5m Visibility Splay to 1m off nearside kerbline

2.4m by 43m Visibility Splay

Approximate centreline of existing 7.6m wide area used for vehicular access to the pub car park from High Street.

7.6

5.5

5.5m width offset from wall occupied by parked cars under existing/consented operation of car park area (based upon Leicestershire parking requirement for 2.4m by 5.5m spaces given lack of physical white-lining in car park area)

Panel Fence

2m Panel Fence

Gate

Post

Wall

Gully

Duct

Overhead Line

TP

SAP

WM

RWP

Ridg

Eave

38

34

9

5

4

1

**APPENDIX 4**

**SPEED SURVEY LOCATION AND DATA**


CV13 6HE
CV13 6HE
High St
Stoke Golding
Nuneaton
Postcode
Cloudy · 19°C
10:51
Directions
Save
Nearby
Send to phone
Share
Hotels
Premier Inn Hinck...
4.3 ★ (927)
3-star hotel
Bosworth Hall Ho...
3.6 ★ (2,501)
3-star hotel
View more hotels
Holiday rentals
Vale Farm
House
Sleeps 3
Nuneaton Cotta...
Cottage
Sleeps 2
View more properties
Restaurants
Hotels
Things to do
Museums
Transport
Chemists
ATMs
Speed survey at White Swan access
Ashby de la Zouch Canal
Stoke Rd
Westfields Surgery
Stoke Golding Zion Baptist Chapel
The Ashby Canal Centre
Jan Faker - Art 24 in the garage
Eskdale Motors
High St
KADCOM KADCOM
Roseway
Greenhill Rd
Whitemoors Rd
Visior Dog Training - Leicestershire
Ridgeway
Hinckley Rd
Lodge Farm
Ryelands Crescent Play Area
Sherwood Rd
Saint Margaret of Antioch
Kate Nuttall
Dowell Designs
Ashby Boat
Upton Ln
Station Rd
The George & Dragon
Higham Ln
Main St
Stoke Golding Club
RD Health & Safety Solutions
Stoke Golding Telephone Exchange
Stoke Golding Village Hall
Hall Cl
Hodges Cl
Arnold Rd
Stoke Golding Park
Mayfield Piano Tuition
Next Wave Campers
St Martin's Voluntary A
Layers
Google
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Privacy
Send product feedback
100 m

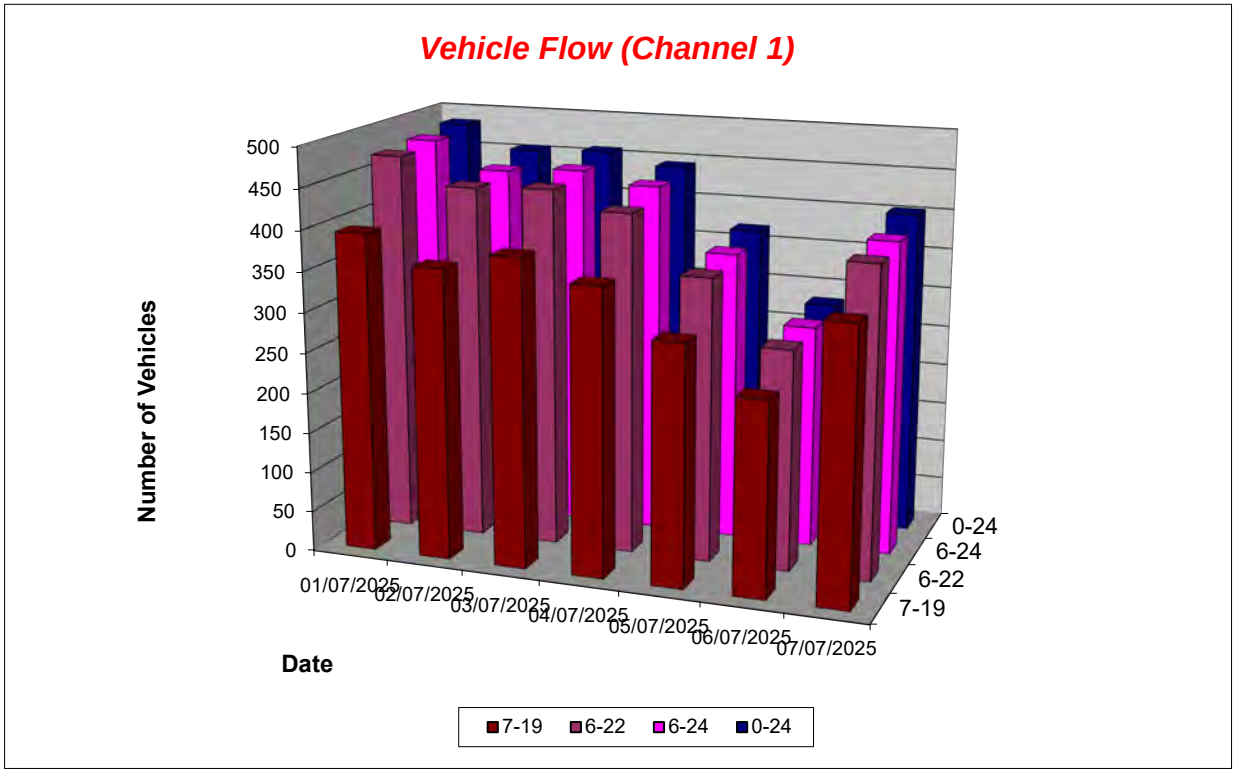
# Stoke Golding ATC, High Street

**Produced by Road Data Services Ltd.**

**Channel 1 - Southbound** | **Vehicle Flow** | **Week 1**

| Hr Ending | 01/07/2025 Tuesday | 02/07/2025 Wednesday | 03/07/2025 Thursday | 04/07/2025 Friday | 05/07/2025 Saturday | 06/07/2025 Sunday | 07/07/2025 Monday | Weekday Average | Average |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 1 | 1 | 0 | 2 | 3 | 1 | 0 | 1 | 1 |
| 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 4 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 5 | 0 | 1 | 1 | 2 | 2 | 2 | 2 | 1 | 1 |
| 6 | 6 | 8 | 6 | 4 | 4 | 1 | 11 | 7 | 6 |
| 7 | 17 | 19 | 18 | 13 | 6 | 1 | 13 | 16 | 12 |
| 8 | 37 | 35 | 35 | 27 | 5 | 6 | 35 | 34 | 26 |
| 9 | 59 | 45 | 54 | 50 | 30 | 17 | 47 | 51 | 43 |
| 10 | 25 | 25 | 28 | 25 | 30 | 24 | 26 | 26 | 26 |
| 11 | 25 | 23 | 26 | 31 | 32 | 25 | 24 | 26 | 27 |
| 12 | 25 | 19 | 29 | 31 | 30 | 13 | 31 | 27 | 25 |
| 13 | 28 | 19 | 22 | 32 | 27 | 34 | 17 | 24 | 26 |
| 14 | 18 | 21 | 29 | 27 | 35 | 24 | 18 | 23 | 25 |
| 15 | 34 | 29 | 29 | 33 | 12 | 15 | 34 | 32 | 27 |
| 16 | 47 | 49 | 41 | 26 | 22 | 21 | 40 | 41 | 35 |
| 17 | 33 | 25 | 25 | 24 | 27 | 25 | 20 | 25 | 26 |
| 18 | 44 | 49 | 36 | 25 | 25 | 19 | 22 | 35 | 31 |
| 19 | 20 | 21 | 27 | 24 | 22 | 17 | 23 | 23 | 22 |
| 20 | 40 | 30 | 16 | 19 | 17 | 15 | 13 | 24 | 21 |
| 21 | 12 | 19 | 11 | 17 | 17 | 6 | 11 | 14 | 13 |
| 22 | 8 | 11 | 17 | 17 | 14 | 11 | 9 | 12 | 12 |
| 23 | 4 | 4 | 4 | 12 | 4 | 2 | 4 | 6 | 5 |
| 24 | 1 | 1 | 3 | 3 | 4 | 1 | 2 | 2 | 2 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 7-19 | 395 | 360 | 381 | 355 | 297 | 240 | 337 | 366 | 338 |
| 6-22 | 472 | 439 | 443 | 421 | 351 | 273 | 383 | 432 | 397 |
| 6-24 | 477 | 444 | 450 | 436 | 359 | 276 | 389 | 439 | 404 |
| 0-24 | 484 | 455 | 458 | 444 | 369 | 281 | 403 | 449 | 413 |



# Stoke Golding ATC, High Street

**Produced by Road Data Services Ltd.**

**Channel 1 - Southbound** **Average Speed** **Week 1**

| Hr Ending | 01/07/2025 Tuesday | 02/07/2025 Wednesday | 03/07/2025 Thursday | 04/07/2025 Friday | 05/07/2025 Saturday | 06/07/2025 Sunday | 07/07/2025 Monday |
|---|---|---|---|---|---|---|---|
| 1 | 15.3 | 13.1 | - | 13.3 | 22.2 | 14.2 | - |
| 2 | - | - | 16.6 | - | 22.8 | - | - |
| 3 | - | - | - | - | - | 14.2 | - |
| 4 | - | 13.6 | - | - | - | - | 12.3 |
| 5 | - | 24.6 | 17.7 | 14.4 | 12.2 | 10.2 | 15.0 |
| 6 | 15.8 | 17.7 | 18.6 | 20.5 | 18.0 | 11.9 | 16.9 |
| 7 | 14.9 | 16.3 | 15.6 | 16.7 | 15.9 | 16.9 | 15.3 |
| 8 | 17.6 | 16.6 | 17.3 | 16.6 | 17.0 | 15.1 | 17.9 |
| 9 | 15.5 | 16.9 | 16.2 | 14.9 | 15.3 | 15.5 | 16.2 |
| 10 | 13.4 | 17.4 | 15.5 | 14.5 | 16.1 | 14.7 | 16.8 |
| 11 | 13.7 | 14.0 | 17.0 | 15.9 | 15.3 | 17.9 | 15.6 |
| 12 | 16.9 | 16.1 | 16.5 | 14.5 | 16.8 | 18.1 | 16.9 |
| 13 | 17.4 | 16.6 | 17.1 | 17.3 | 15.8 | 16.6 | 16.0 |
| 14 | 17.3 | 15.0 | 16.7 | 15.9 | 16.8 | 15.1 | 15.0 |
| 15 | 16.7 | 14.9 | 17.4 | 15.3 | 17.7 | 16.0 | 17.1 |
| 16 | 16.9 | 15.3 | 15.0 | 14.4 | 18.2 | 16.0 | 13.8 |
| 17 | 17.4 | 19.4 | 16.7 | 16.6 | 15.9 | 19.3 | 16.4 |
| 18 | 16.4 | 17.3 | 18.2 | 19.1 | 16.2 | 18.3 | 18.4 |
| 19 | 15.6 | 18.2 | 17.6 | 18.0 | 16.6 | 15.4 | 17.8 |
| 20 | 15.3 | 15.0 | 15.6 | 18.5 | 16.8 | 17.0 | 17.0 |
| 21 | 15.4 | 16.7 | 17.9 | 18.7 | 15.2 | 17.5 | 18.5 |
| 22 | 16.0 | 17.2 | 14.7 | 15.4 | 14.2 | 18.8 | 16.9 |
| 23 | 18.9 | 23.5 | 16.4 | 17.6 | 17.7 | 14.9 | 20.2 |
| 24 | 16.1 | 12.3 | 16.4 | 12.0 | 15.0 | 15.4 | 15.4 |
| 10-12 | 15.3 | 15.0 | 16.7 | 15.2 | 16.0 | 18.0 | 16.4 |
| 14-16 | 16.9 | 15.1 | 16.0 | 14.9 | 18.0 | 16.0 | 15.3 |
| 0-24 | 16.2 | 16.5 | 16.6 | 16.2 | 16.3 | 16.6 | 16.5 |

| | |
|---|---|
| Mean (ALL) | 16.4 |
| Weekday Inter-Peak | 15.7 |

**Channel 1 - Southbound** **85th Percentile**

| Hr Ending | 01/07/2025 Tuesday | 02/07/2025 Wednesday | 03/07/2025 Thursday | 04/07/2025 Friday | 05/07/2025 Saturday | 06/07/2025 Sunday | 07/07/2025 Monday |
|---|---|---|---|---|---|---|---|
| 1 | - | - | - | 14.4 | 24.3 | - | - |
| 2 | - | - | - | - | - | - | - |
| 3 | - | - | - | - | - | - | - |
| 4 | - | - | - | - | - | - | - |
| 5 | - | - | - | 14.5 | 13.8 | 10.3 | 18.0 |
| 6 | 19.2 | 20.6 | 21.2 | 25.7 | 21.4 | - | 20.1 |
| 7 | 19.3 | 20.5 | 21.4 | 20.4 | 20.3 | - | 18.1 |
| 8 | 22.1 | 20.5 | 22.3 | 21.3 | 20.7 | 18.4 | 21.9 |
| 9 | 19.5 | 21.6 | 20.3 | 19.9 | 19.8 | 19.7 | 21.8 |
| 10 | 18.1 | 22.2 | 19.1 | 18.5 | 19.4 | 18.0 | 21.3 |
| 11 | 18.2 | 18.1 | 22.9 | 20.9 | 20.7 | 24.2 | 19.3 |
| 12 | 21.8 | 20.6 | 20.7 | 18.8 | 21.3 | 22.7 | 21.8 |
| 13 | 21.7 | 21.4 | 23.5 | 23.5 | 19.6 | 20.9 | 21.1 |
| 14 | 21.7 | 20.3 | 22.3 | 21.2 | 21.3 | 20.1 | 18.9 |
| 15 | 21.0 | 19.0 | 21.4 | 19.0 | 21.8 | 19.0 | 22.2 |
| 16 | 22.4 | 20.4 | 19.8 | 18.8 | 22.0 | 20.8 | 18.2 |
| 17 | 22.9 | 25.3 | 20.6 | 21.2 | 21.0 | 24.3 | 21.7 |
| 18 | 21.2 | 22.3 | 23.1 | 23.5 | 20.6 | 24.1 | 23.0 |
| 19 | 19.7 | 23.1 | 23.1 | 22.0 | 20.0 | 20.7 | 22.5 |
| 20 | 19.5 | 19.9 | 21.9 | 23.5 | 20.1 | 21.9 | 21.6 |
| 21 | 20.4 | 21.3 | 24.1 | 24.8 | 19.0 | 22.5 | 20.8 |
| 22 | 20.1 | 24.9 | 19.6 | 19.8 | 19.2 | 24.5 | 22.4 |
| 23 | 21.8 | 29.2 | 21.6 | 23.2 | 25.6 | 18.5 | 23.5 |
| 24 | - | - | 19.6 | 13.6 | 22.8 | - | 15.9 |
| 10-12 | 20.3 | 19.4 | 21.8 | 19.9 | 21.0 | 23.8 | 20.9 |
| 14-16 | 22.0 | 19.8 | 20.6 | 19.0 | 21.9 | 20.2 | 20.3 |
| 0-24 | 21.0 | 21.6 | 21.6 | 21.2 | 20.8 | 21.6 | 21.3 |

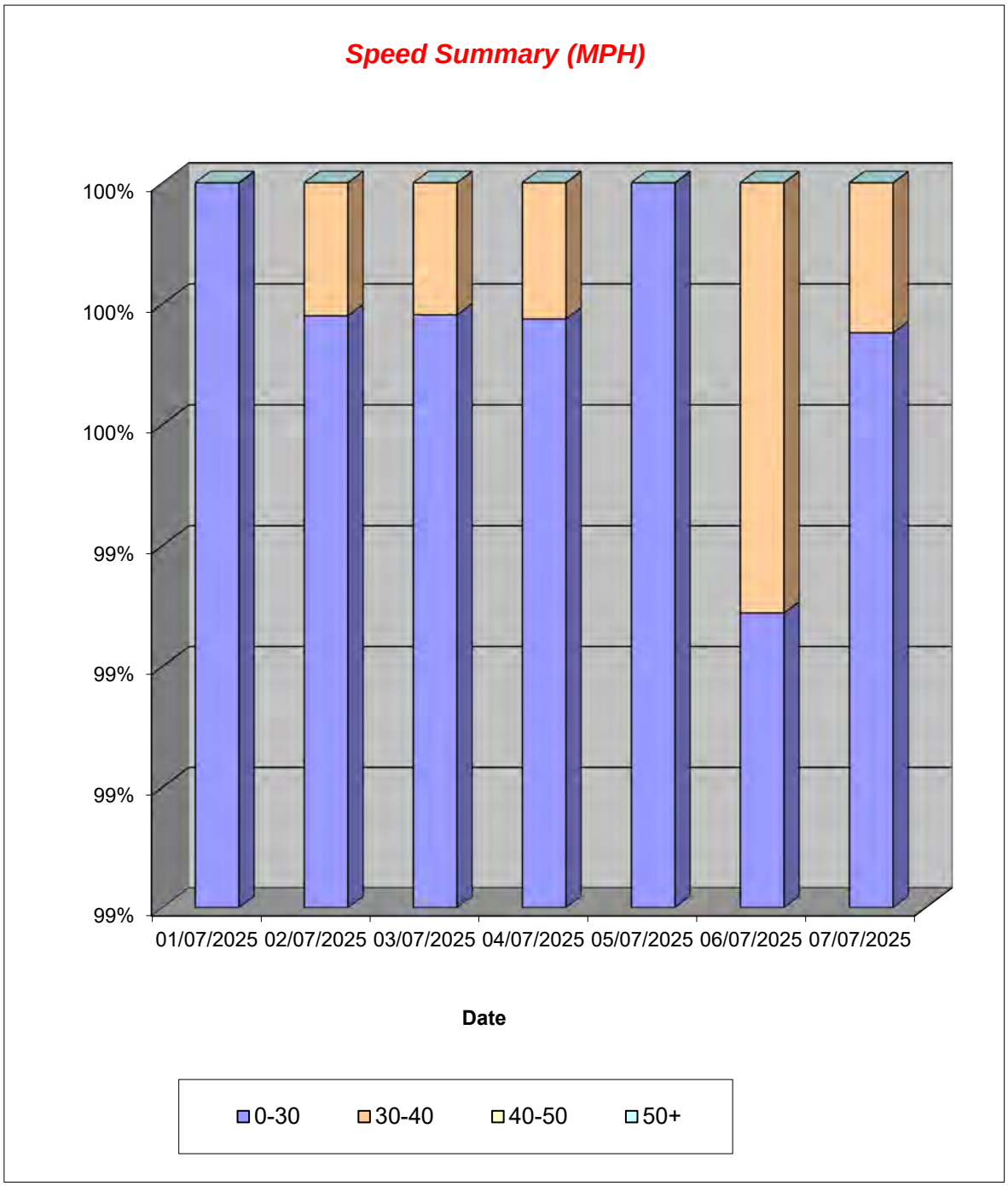
| | |
|---|---|
| 85th %ile (ALL) | 21.3 |
| Weekday Inter-Peak | 20.5 |

# Stoke Golding ATC, High Street

**Produced by Road Data Services Ltd.**

**Channel 1 - Southbound** | **Speed Summary** | **Week 1**

| Speed (MPH) | 01/07/2025 Tuesday | 02/07/2025 Wednesday | 03/07/2025 Thursday | 04/07/2025 Friday | 05/07/2025 Saturday | 06/07/2025 Sunday | 07/07/2025 Monday |
|---|---|---|---|---|---|---|---|
| 0-30 | 484 | 454 | 457 | 443 | 369 | 279 | 402 |
| 30-40 | 0 | 1 | 1 | 1 | 0 | 2 | 1 |
| 40-50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 50+ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTAL** | **484** | **455** | **458** | **444** | **369** | **281** | **403** |



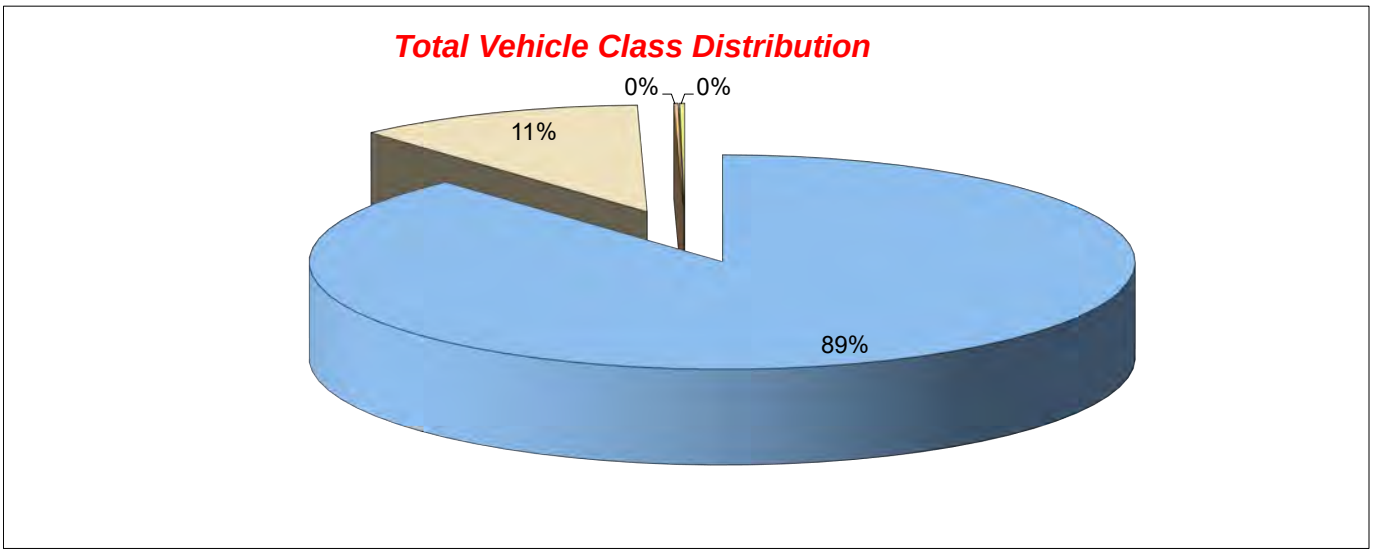
# Stoke Golding ATC, High Street

**Produced by Road Data Services Ltd.**

**Channel 1 - Southbound** | **Vehicle Class** | **Week 1**

| Classes / Day / Time | Car / LGV / Caravan - 1 | MGV - 2 | OGV1 / Bus - 3,5,6,7,12 | OGV2 - 4,8,9,10,11,13 | TOTAL - 1-13 |
|---|---|---|---|---|---|
| 01/07/2025 | | | | | |
| 7-19 | 348 | 46 | 1 | 0 | 395 |
| 6-22 | 419 | 52 | 1 | 0 | 472 |
| 6-24 | 424 | 52 | 1 | 0 | 477 |
| 0-24 | 431 | 52 | 1 | 0 | 484 |
| 02/07/2025 | | | | | |
| 7-19 | 316 | 43 | 1 | 0 | 360 |
| 6-22 | 387 | 51 | 1 | 0 | 439 |
| 6-24 | 392 | 51 | 1 | 0 | 444 |
| 0-24 | 403 | 51 | 1 | 0 | 455 |
| 03/07/2025 | | | | | |
| 7-19 | 334 | 46 | 0 | 1 | 381 |
| 6-22 | 392 | 50 | 0 | 1 | 443 |
| 6-24 | 399 | 50 | 0 | 1 | 450 |
| 0-24 | 406 | 51 | 0 | 1 | 458 |
| 04/07/2025 | | | | | |
| 7-19 | 307 | 46 | 1 | 1 | 355 |
| 6-22 | 364 | 55 | 1 | 1 | 421 |
| 6-24 | 379 | 55 | 1 | 1 | 436 |
| 0-24 | 386 | 56 | 1 | 1 | 444 |
| 05/07/2025 | | | | | |
| 7-19 | 266 | 28 | 1 | 2 | 297 |
| 6-22 | 317 | 31 | 1 | 2 | 351 |
| 6-24 | 323 | 33 | 1 | 2 | 359 |
| 0-24 | 329 | 37 | 1 | 2 | 369 |
| 06/07/2025 | | | | | |
| 7-19 | 214 | 26 | 0 | 0 | 240 |
| 6-22 | 244 | 29 | 0 | 0 | 273 |
| 6-24 | 247 | 29 | 0 | 0 | 276 |
| 0-24 | 250 | 31 | 0 | 0 | 281 |
| 07/07/2025 | | | | | |
| 7-19 | 291 | 43 | 1 | 2 | 337 |
| 6-22 | 333 | 47 | 1 | 2 | 383 |
| 6-24 | 339 | 47 | 1 | 2 | 389 |
| 0-24 | 351 | 49 | 1 | 2 | 403 |

| Average | | | | | |
|---|---|---|---|---|---|
| 7-19 | 297 | 40 | 1 | 1 | 338 |
| 6-22 | 351 | 45 | 1 | 1 | 397 |
| 6-24 | 358 | 45 | 1 | 1 | 404 |
| 0-24 | 365 | 47 | 1 | 1 | 413 |



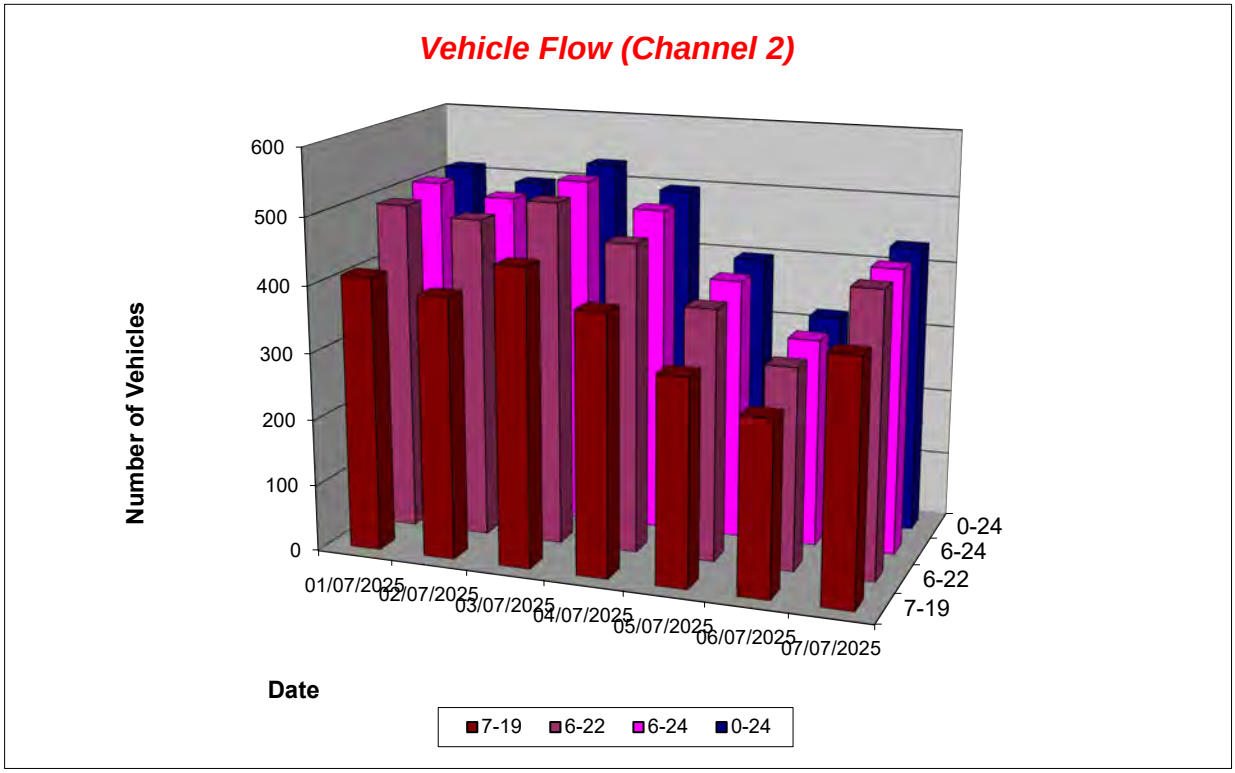
# Stoke Golding ATC, High Street

**Produced by Road Data Services Ltd.**

**Channel 2 - Northbound** | **Vehicle Flow** | **Week 1**

| Hr Ending | 01/07/2025 Tuesday | 02/07/2025 Wednesday | 03/07/2025 Thursday | 04/07/2025 Friday | 05/07/2025 Saturday | 06/07/2025 Sunday | 07/07/2025 Monday | Weekday Average | Average |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 3 | 3 | 3 | 5 | 4 | 5 | 3 | 3 | 4 |
| 2 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 |
| 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 1 |
| 5 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| 6 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 |
| 7 | 6 | 4 | 5 | 3 | 5 | 4 | 3 | 4 | 4 |
| 8 | 18 | 14 | 13 | 20 | 12 | 6 | 21 | 17 | 15 |
| 9 | 41 | 39 | 45 | 35 | 24 | 6 | 31 | 38 | 32 |
| 10 | 24 | 17 | 28 | 26 | 25 | 22 | 26 | 24 | 24 |
| 11 | 19 | 16 | 30 | 20 | 23 | 22 | 21 | 21 | 22 |
| 12 | 27 | 22 | 40 | 30 | 31 | 26 | 27 | 29 | 29 |
| 13 | 29 | 25 | 31 | 35 | 27 | 26 | 26 | 29 | 28 |
| 14 | 30 | 34 | 26 | 22 | 23 | 24 | 17 | 26 | 25 |
| 15 | 26 | 35 | 38 | 37 | 28 | 35 | 30 | 33 | 33 |
| 16 | 51 | 51 | 43 | 62 | 27 | 23 | 45 | 50 | 43 |
| 17 | 55 | 42 | 45 | 34 | 24 | 26 | 45 | 44 | 39 |
| 18 | 70 | 64 | 53 | 42 | 38 | 21 | 43 | 54 | 47 |
| 19 | 22 | 33 | 53 | 27 | 28 | 26 | 29 | 33 | 31 |
| 20 | 40 | 47 | 23 | 38 | 28 | 12 | 26 | 35 | 31 |
| 21 | 24 | 23 | 24 | 15 | 20 | 13 | 18 | 21 | 20 |
| 22 | 13 | 15 | 17 | 16 | 14 | 11 | 17 | 16 | 15 |
| 23 | 9 | 5 | 8 | 10 | 8 | 8 | 2 | 7 | 7 |
| 24 | 4 | 6 | 3 | 17 | 7 | 2 | 1 | 6 | 6 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 7-19 | 412 | 392 | 445 | 390 | 310 | 263 | 361 | 400 | 368 |
| 6-22 | 495 | 481 | 514 | 462 | 377 | 303 | 425 | 475 | 437 |
| 6-24 | 508 | 492 | 525 | 489 | 392 | 313 | 428 | 488 | 450 |
| 0-24 | 513 | 495 | 531 | 497 | 399 | 319 | 434 | 494 | 455 |



# Stoke Golding ATC, High Street

**Produced by Road Data Services Ltd.**

**Channel 2 - Northbound** **Average Speed** **Week 1**

| Hr Ending | 01/07/2025 Tuesday | 02/07/2025 Wednesday | 03/07/2025 Thursday | 04/07/2025 Friday | 05/07/2025 Saturday | 06/07/2025 Sunday | 07/07/2025 Monday |
|---|---|---|---|---|---|---|---|
| 1 | 19.0 | 20.5 | 19.3 | 17.7 | 15.0 | 19.9 | 23.7 |
| 2 | - | - | 15.7 | 21.7 | 20.2 | - | - |
| 3 | - | - | - | 22.5 | - | - | - |
| 4 | - | - | 12.8 | - | 19.5 | - | 19.8 |
| 5 | 23.2 | - | 15.3 | - | - | 22.5 | - |
| 6 | 15.2 | - | - | - | - | - | 16.8 |
| 7 | 18.2 | 17.3 | 18.3 | 17.5 | 14.2 | 19.1 | 19.4 |
| 8 | 19.8 | 17.2 | 20.7 | 19.7 | 16.4 | 19.6 | 19.8 |
| 9 | 15.3 | 16.6 | 17.2 | 15.3 | 17.2 | 19.2 | 17.5 |
| 10 | 16.3 | 16.4 | 18.1 | 16.4 | 17.9 | 17.0 | 17.2 |
| 11 | 17.7 | 16.9 | 19.5 | 16.8 | 18.5 | 17.5 | 18.1 |
| 12 | 19.5 | 16.3 | 17.3 | 17.1 | 16.7 | 18.3 | 19.3 |
| 13 | 16.2 | 18.8 | 18.8 | 19.2 | 17.2 | 15.6 | 17.3 |
| 14 | 17.9 | 18.2 | 17.9 | 15.2 | 18.6 | 17.9 | 18.3 |
| 15 | 18.5 | 16.8 | 17.8 | 14.4 | 19.7 | 18.9 | 17.6 |
| 16 | 15.5 | 18.0 | 17.7 | 17.3 | 16.9 | 17.1 | 15.0 |
| 17 | 18.3 | 17.8 | 16.7 | 18.5 | 19.0 | 18.1 | 18.8 |
| 18 | 16.7 | 17.5 | 19.3 | 18.9 | 18.3 | 18.3 | 17.2 |
| 19 | 16.8 | 17.6 | 18.0 | 18.6 | 18.5 | 18.0 | 17.1 |
| 20 | 15.1 | 17.3 | 17.3 | 16.7 | 17.5 | 18.7 | 17.2 |
| 21 | 17.7 | 17.9 | 16.0 | 17.2 | 16.9 | 17.7 | 17.7 |
| 22 | 18.0 | 17.0 | 18.0 | 14.7 | 18.0 | 20.8 | 16.3 |
| 23 | 17.1 | 17.1 | 18.5 | 20.7 | 16.6 | 20.0 | 19.6 |
| 24 | 12.7 | 19.2 | 19.1 | 17.5 | 15.2 | 19.0 | 20.3 |
| 10-12 | 18.8 | 16.6 | 18.3 | 17.0 | 17.5 | 18.0 | 18.8 |
| 14-16 | 16.5 | 17.5 | 17.7 | 16.2 | 18.3 | 18.2 | 16.0 |
| 0-24 | 17.0 | 17.5 | 17.9 | 17.3 | 17.7 | 18.1 | 17.6 |

| | |
|---|---|
| Average (ALL) | 17.6 |
| Weekday Inter-Peak | 17.2 |

**Channel 2 - Northbound** **85th Percentile**

| Hr Ending | 01/07/2025 Tuesday | 02/07/2025 Wednesday | 03/07/2025 Thursday | 04/07/2025 Friday | 05/07/2025 Saturday | 06/07/2025 Sunday | 07/07/2025 Monday |
|---|---|---|---|---|---|---|---|
| 1 | 23.4 | 26.0 | 23.3 | 23.4 | 17.5 | 22.9 | 27.6 |
| 2 | - | - | - | - | - | - | - |
| 3 | - | - | - | 24.2 | - | - | - |
| 4 | - | - | - | - | 19.8 | - | - |
| 5 | - | - | - | - | - | - | - |
| 6 | - | - | - | - | - | - | 22.4 |
| 7 | 23.0 | 18.8 | 22.4 | 22.7 | 16.8 | 21.6 | 21.8 |
| 8 | 23.2 | 20.3 | 24.0 | 23.9 | 18.6 | 23.8 | 23.7 |
| 9 | 20.7 | 20.8 | 22.5 | 19.4 | 23.0 | 22.7 | 22.3 |
| 10 | 22.2 | 21.1 | 22.8 | 20.6 | 22.0 | 22.0 | 21.7 |
| 11 | 22.6 | 22.7 | 24.7 | 20.4 | 24.2 | 22.0 | 23.2 |
| 12 | 24.8 | 19.8 | 22.3 | 21.6 | 21.2 | 22.2 | 23.7 |
| 13 | 20.3 | 23.8 | 23.0 | 22.6 | 21.4 | 20.2 | 21.8 |
| 14 | 23.0 | 22.9 | 22.1 | 20.2 | 22.5 | 22.1 | 24.5 |
| 15 | 23.8 | 20.2 | 21.8 | 19.3 | 24.3 | 23.3 | 22.5 |
| 16 | 20.2 | 22.4 | 22.6 | 21.3 | 20.1 | 21.6 | 20.5 |
| 17 | 22.5 | 21.7 | 21.4 | 23.3 | 23.7 | 23.2 | 22.5 |
| 18 | 20.8 | 22.0 | 23.2 | 22.8 | 22.8 | 22.2 | 22.1 |
| 19 | 21.4 | 22.3 | 21.7 | 23.3 | 22.7 | 21.3 | 21.2 |
| 20 | 19.7 | 21.5 | 21.0 | 21.8 | 21.5 | 22.7 | 22.3 |
| 21 | 21.5 | 21.2 | 20.3 | 21.6 | 22.5 | 20.9 | 20.4 |
| 22 | 22.5 | 22.4 | 22.0 | 18.4 | 21.5 | 28.7 | 19.6 |
| 23 | 22.6 | 22.4 | 22.8 | 25.4 | 20.9 | 22.7 | 20.0 |
| 24 | 16.1 | 26.4 | 22.4 | 22.7 | 19.6 | 22.4 | - |
| 10-12 | 24.0 | 21.2 | 23.5 | 21.2 | 22.6 | 22.2 | 23.6 |
| 14-16 | 21.6 | 21.5 | 22.2 | 20.8 | 22.5 | 22.7 | 21.4 |
| 0-24 | 21.9 | 21.9 | 22.4 | 22.0 | 22.2 | 22.7 | 22.4 |

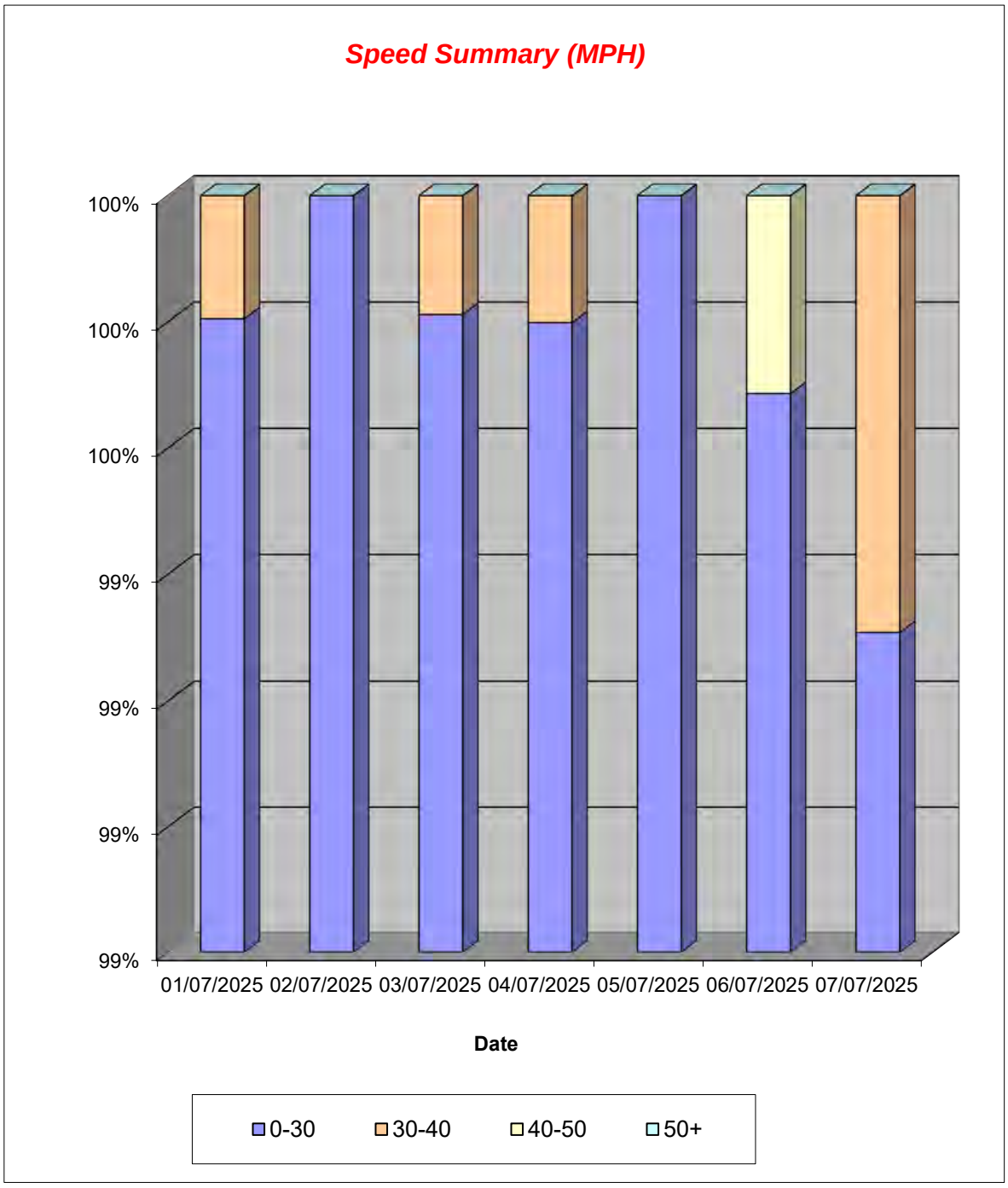
| | |
|---|---|
| 85th %ile (ALL) | 22.3 |
| Weekday Inter-Peak | 22.1 |

# Stoke Golding ATC, High Street

**Produced by Road Data Services Ltd.**

**Channel 2 - Northbound** | **Speed Summary** | **Week 1**

| Speed (MPH) | 01/07/2025 Tuesday | 02/07/2025 Wednesday | 03/07/2025 Thursday | 04/07/2025 Friday | 05/07/2025 Saturday | 06/07/2025 Sunday | 07/07/2025 Monday |
|---|---|---|---|---|---|---|---|
| 0-30 | 512 | 495 | 530 | 496 | 399 | 318 | 431 |
| 30-40 | 1 | 0 | 1 | 1 | 0 | 0 | 3 |
| 40-50 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 50+ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTAL** | **513** | **495** | **531** | **497** | **399** | **319** | **434** |



# Stoke Golding ATC, High Street

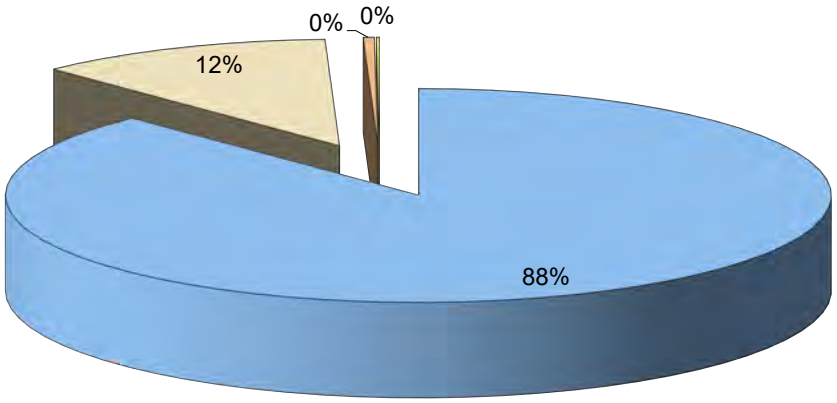
**Produced by Road Data Services Ltd.**

**Channel 2 - Northbound** | **Vehicle Class** | **Week 1**

| Classes / Day / Time | Car / LGV / Caravan - 1 | MGV - 2 | OGV1 / Bus - 3,5,6,7,12 | OGV2 - 4,8,9,10,11,13 | TOTAL - 1-13 |
|---|---|---|---|---|---|
| 01/07/2025 | | | | | |
| 7-19 | 366 | 44 | 2 | 0 | 412 |
| 6-22 | 444 | 49 | 2 | 0 | 495 |
| 6-24 | 455 | 51 | 2 | 0 | 508 |
| 0-24 | 459 | 52 | 2 | 0 | 513 |
| 02/07/2025 | | | | | |
| 7-19 | 334 | 56 | 2 | 0 | 392 |
| 6-22 | 414 | 65 | 2 | 0 | 481 |
| 6-24 | 424 | 66 | 2 | 0 | 492 |
| 0-24 | 426 | 67 | 2 | 0 | 495 |
| 03/07/2025 | | | | | |
| 7-19 | 390 | 51 | 4 | 0 | 445 |
| 6-22 | 452 | 58 | 4 | 0 | 514 |
| 6-24 | 462 | 59 | 4 | 0 | 525 |
| 0-24 | 468 | 59 | 4 | 0 | 531 |
| 04/07/2025 | | | | | |
| 7-19 | 339 | 48 | 3 | 0 | 390 |
| 6-22 | 401 | 58 | 3 | 0 | 462 |
| 6-24 | 427 | 59 | 3 | 0 | 489 |
| 0-24 | 433 | 61 | 3 | 0 | 497 |
| 05/07/2025 | | | | | |
| 7-19 | 274 | 35 | 0 | 1 | 310 |
| 6-22 | 335 | 41 | 0 | 1 | 377 |
| 6-24 | 348 | 43 | 0 | 1 | 392 |
| 0-24 | 355 | 43 | 0 | 1 | 399 |
| 06/07/2025 | | | | | |
| 7-19 | 232 | 27 | 2 | 2 | 263 |
| 6-22 | 268 | 31 | 2 | 2 | 303 |
| 6-24 | 278 | 31 | 2 | 2 | 313 |
| 0-24 | 283 | 32 | 2 | 2 | 319 |
| 07/07/2025 | | | | | |
| 7-19 | 315 | 44 | 1 | 1 | 361 |
| 6-22 | 368 | 55 | 1 | 1 | 425 |
| 6-24 | 371 | 55 | 1 | 1 | 428 |
| 0-24 | 375 | 57 | 1 | 1 | 434 |

| Average | | | | | |
|---|---|---|---|---|---|
| 7-19 | 321 | 44 | 2 | 1 | 368 |
| 6-22 | 383 | 51 | 2 | 1 | 437 |
| 6-24 | 395 | 52 | 2 | 1 | 450 |
| 0-24 | 400 | 53 | 2 | 1 | 455 |

## *Total Vehicle Class Distribution*



**APPENDIX 5**

**MANUAL FOR STREETS 2 EXTRACT**

## 10.4_ Visibility At Priority Junctions

**10.4.1** The visibility splay at a junction ensures there is adequate inter-visibility between vehicles on the major and minor arms.

**10.4.2** It has often been assumed that a failure to provide visibility at priority junctions in accordance with the values recommended in MfS1 or DMRB (as appropriate) will result in an increased risk of injury collisions. Research carried out by TMS Consultancy for MfS2[66] has found no evidence of this (see research summary below). Research into cycle safety at T-junctions found that higher cycle collision rates are associated with greater visibility[55].

### High Risk Collision Sites and Y Distance Visibility

#### Introduction

The accepted approach to visibility at priority junctions has been to provide a minimum stopping sight distance value appropriate to a particular design speed. The assumption made by some designers and road safety auditors is that this value provides a minimum road safety requirement, and that collision risk will increase if the SSD is not achieved.

The purpose of this research was to examine this assumption and to identify whether or not a direct relationship can be established between variations in Y distance SSD and collision frequency at priority junctions.

#### Methodology

#### Site Selection

A series of “high risk” priority junctions was identified as the basis for research. Uncontrolled crossroads and T- junctions were selected for all classes of road throughout all 20, 30 and 40mph speed limits in Nottinghamshire, Sandwell, Lambeth, and Glasgow. For each area a list of all non-pedestrian collisions was ranked in descending order of collision total for a recent five-year period, with over 1500 collisions listed in total. Each location was then analysed in detail to identify specific collision characteristics.

#### Collision Analysis

Collisions involving vehicles emerging from junctions into the path of vehicles on the main road, together with nose-to-tail shunts on the minor road were identified as the type of incident that could have been caused by “poor visibility”. The locations were then ranked in descending order of these types of crashes, and site visits were carried out at the “worst” sites.

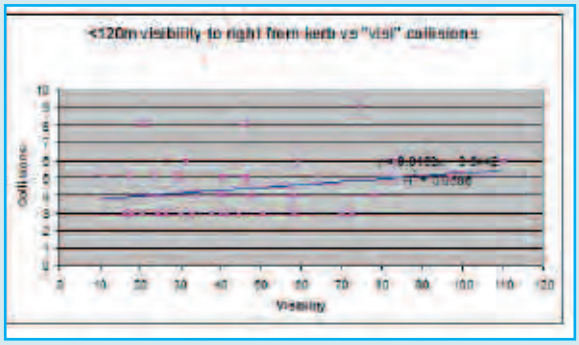
In addition to the 626 potential “poor visibility” collisions, a record was made of 203 collisions involving main road shunts, 46 collisions involving main road bus passengers, 22 collisions involving main road large goods vehicles, and 216 collisions involving main road two-wheeled vehicles. There is a concern that these types of collisions could be over-represented at locations with poor visibility.

#### Site Visits

Two investigators visited each location, and measured visibility to the left and right, from a point on the side road, 2.4m back from the main road channel line. Visibility was measured from a height of 1.05m, to a point at the kerb edge and a second point 1m out from the kerb edge, where observations showed that visibility increased.

## Summary of Findings

- "High risk" sites were defined as locations that had three or more potential poor visibility collisions - in a five year period (94 in total). Of these 90 were on 30mph roads, with 3 on 40mph roads. At 55 of the 94 locations the worst case visibility (either to the left or right) was restricted to less than 120m. Thus in relation to the total number of uncontrolled junctions that exist, the proportion of "high risk" sites where visibility is less than that recommended for 70kph in DMRB is likely to be very low. It is possible that some former high risk priority junctions have been converted to other forms of junction control.
- In two thirds of the cases where visibility was less than 120m, the restriction was due to parked vehicles or street furniture. It is not possible to determine whether the parking was present at the time of the collision.
- Linear regression to compare potential poor visibility collisions with Y distance has a very low $R^2$ value, which shows that the variation in collision frequency was explained by factors other than Y distance visibility, for a large number of different situations. Therefore Y distance cannot be seen as a single deterministic factor at these high-risk collision locations (see example graph below).




- A series of collision types at high risk locations where Y distance was less than 45m were compared with locations with more than 45m visibility. There were no statistically significant differences between the two sets of data. The data analysed included main road bus and large goods vehicle collisions, and the research did not find high numbers of collisions involving these types of vehicles at low visibility sites.

| Collision type | No & % in sites <45m vis | No & % in sites >45m vis |
|---|---|---|
| Potential visi collisions in dark | 40 (31.75%) | 90 (30.3%) |
| Main road shunts | 24 (8.79%) | 50 (9.11%) |
| Bus passenger | 10 (3.66%) | 10 (1.82%) |
| Main road HGV | 1 (0.37%) | 5 (0.91%) |
| Main road two-wheeled. | 38 (13.92%) | 85 (15.58%) |

## Conclusions

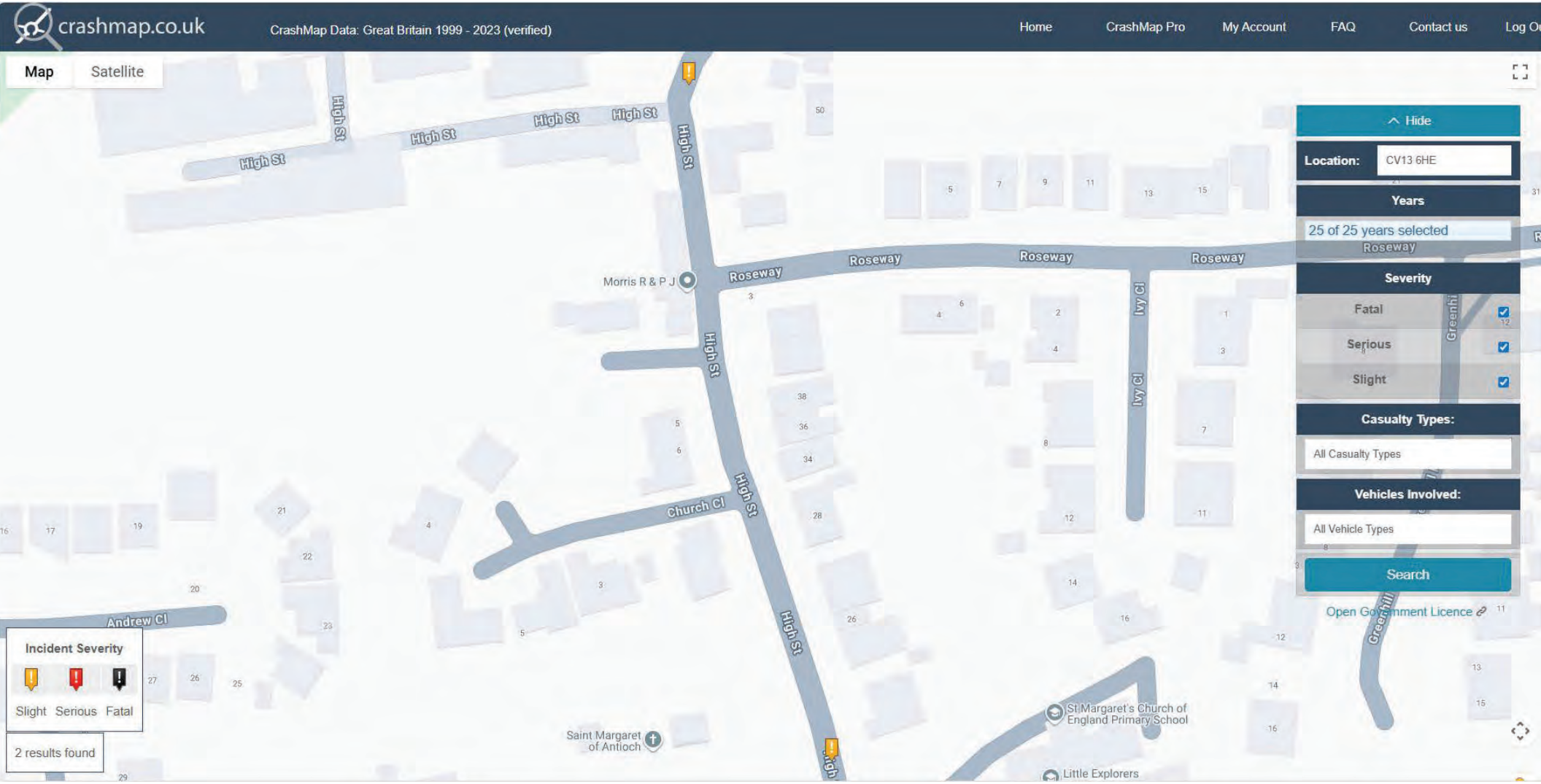
- This study has been unable to demonstrate that road safety concerns regarding reduced Y distance are directly associated with increased collision risk at "high-risk" urban sites;
- Previous research for MfS1 demonstrated that main road speed is influenced by road width and forward visibility. Many of the locations in this study were straight roads with good forward visibility. The ability of the driver to stop is likely to be affected by more than just what is happening in the side road and an understanding of the factors influencing main road speed is important when assessing visibility requirements.

**Visibility measured to right, to nearside kerb.**

| | No. of sites | No. collisions | Collisions per year | Collisions per site per year |
|---|---|---|---|---|
| 0-20m | 4 | 16 | 3.2 | 0.80 |
| 20-40m | 14 | 58 | 11.6 | 0.83 |
| 40-60m | 15 | 64 | 12.8 | 0.85 |
| 60-80m | 5 | 24 | 4.8 | 0.96 |
| 80-100m | 2 | 11 | 2.2 | 1.10 |
| 100-120m | 1 | 6 | 1.2 | 1.20 |
| 120m+ | 48 | 208 | 41.6 | 0.87 |

**APPENDIX 6**

**PAST 25 YEARS ACCIDENT DATA**


crashmap.co.uk
CrashMap Data: Great Britain 1999 - 2023 (verified)
Home
CrashMap Pro
My Account
FAQ
Contact us
Map
Satellite
Hide
Location:
CV13 6HE
Years
25 of 25 years selected
Severity
Fatal
Serious
Slight
Casualty Types:
All Casualty Types
Vehicles Involved:
All Vehicle Types
Search
Open Government Licence
Incident Severity
Slight
Serious
Fatal
2 results found
High St
Roseway
Ivy Cl
Church Cl
Andrew Cl
Morris R & P J
Saint Margaret of Antioch
St Margaret's Church of England Primary School
Little Explorers

**APPENDIX 7**

**TRICS DATA FOR EXISTING 322M$^2$ FLOORSPACE PUB/RESTAURANT**

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use: 06 - HOTEL, FOOD & DRINK

Category: C - PUB/RESTAURANT

**Total Vehicles**

Selected regions and areas:

| | | | |
|---|---|---|---|
| **08** | **NORTH WEST** | | |
| | EC | CHESHIRE EAST | 1 day |
| **13** | **MUNSTER** | | |
| | TI | TIPPERARY | 1 day |

*This section displays the number of survey days per TRICS® sub-region in the selected set.*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**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: | GFA |
| Actual Range: | 471 to 640 (units:sqm) |
| Range Selected by User: | 112 to 1000 (units:sqm) |
| Parking Spaces Range: | 0 - 115 |

**Public Transport Provision:**

| | |
|---|---|
| Selection by: | All Surveys Included |
| Date Range: | 01/01/16 to 15/10/23 |

*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 | 1 days |
| Thursday | 1 days |

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

**Selected survey types:**

| | |
|---|---|
| Manual count | 2 |
| 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 undertaking using machines*

**Selected Locations:**

| | |
|---|---|
| Edge of Town Centre | 2 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:**

| | |
|---|---|
| High Street | 1 days |
| No Sub Category | 1 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 | 1 days |
| Servicing vehicles Included | 1 days |


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**Secondary Filtering Selection:**

**Use Class:**

| | |
|---|---|
| Sui Generis | 2 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:**

**50 - 11000**

**Population within 1 mile:**

| | |
|---|---|
| 1,001 to 5,000 | 1 surveys |
| 5,001 to 10,000 | 1 surveys |

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

**Population within 5 miles:**

| | |
|---|---|
| 5,001 to 25,000 | 1 surveys |
| 75,001 to 100,000 | 1 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 | 1 surveys |
| 1.1 to 1.5 | 1 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.*


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**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 | 2 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:**

| | |
|---|---|
| No PTAL Present | 2 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**

*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.*


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| | | | |
|---|---|---|---|
| **1** | **EC-06-C-01** | **PUB/RESTAURANT** | **CHESHIRE EAST** |

OXFORD ROAD
MACCLESFIELD
Edge of Town Centre
No Sub Category
Gross floor area: 471 sqm
Survey date: Friday 10/11/2017 Survey Type: Unknown

| | | | |
|---|---|---|---|
| **2** | **TI-06-C-01** | **PUB/RESTAURANT** | **TIPPERARY** |

ORMOND STREET
NENAGH
Edge of Town Centre
High Street
Gross floor area: 640 sqm
Survey date: Thursday 26/05/2016 Survey Type: Unknown


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**TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT**

Total Vehicles

Calculation factor: 100 sqm

Estimated TRIP rate value per 322 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

| Time Range | No. Days | Ave. GFA | Arrivals | Estimated Trip Rate | Departures | Estimated Trip Rate | Totals | Estimated Trip Rate |
|---|---|---|---|---|---|---|---|---|
| 00:00-01:00 | | | | | | | | |
| 01:00-02:00 | | | | | | | | |
| 02:00-03:00 | | | | | | | | |
| 03:00-04:00 | | | | | | | | |
| 04:00-05:00 | | | | | | | | |
| 05:00-06:00 | | | | | | | | |
| 06:00-07:00 | | | | | | | | |
| 07:00-08:00 | | | | | | | | |
| 08:00-09:00 | | | | | | | | |
| 09:00-10:00 | | | | | | | | |
| 10:00-11:00 | 2 | 556 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 11:00-12:00 | 2 | 556 | 0.450 | 1.449 | 0.270 | 0.869 | 0.720 | 2.319 |
| 12:00-13:00 | 2 | 556 | 0.810 | 2.608 | 0.360 | 1.159 | 1.170 | 3.768 |
| 13:00-14:00 | 2 | 556 | 0.720 | 2.319 | 0.990 | 3.188 | 1.710 | 5.507 |
| 14:00-15:00 | 2 | 556 | 0.090 | 0.290 | 0.270 | 0.869 | 0.360 | 1.159 |
| 15:00-16:00 | 2 | 556 | 0.180 | 0.580 | 0.180 | 0.580 | 0.360 | 1.159 |
| 16:00-17:00 | 2 | 556 | 0.360 | 1.159 | 0.090 | 0.290 | 0.450 | 1.449 |
| 17:00-18:00 | 2 | 556 | 0.630 | 2.029 | 0.450 | 1.449 | 1.080 | 3.478 |
| 18:00-19:00 | 2 | 556 | 0.990 | 3.188 | 0.810 | 2.608 | 1.800 | 5.797 |
| 19:00-20:00 | 2 | 556 | 0.360 | 1.159 | 0.900 | 2.898 | 1.260 | 4.058 |
| 20:00-21:00 | 2 | 556 | 0.540 | 1.739 | 0.450 | 1.449 | 0.990 | 3.188 |
| 21:00-22:00 | 2 | 556 | 0.180 | 0.580 | 0.450 | 1.449 | 0.630 | 2.029 |
| 22:00-23:00 | 2 | 556 | 0.630 | 2.029 | 0.630 | 2.029 | 1.260 | 4.058 |
| 23:00-00:00 | 2 | 556 | 0.000 | 0.000 | 0.090 | 0.290 | 0.090 | 0.290 |
| **Total Rates:** | | | 5.940 | 19.129 | 5.940 | 19.129 | 11.880 | 38.257 |

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

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

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Parameter Summary:

| | |
|---|---|
| Trip rate parameter range selected: | 112 - 1000 (units: sqm) |
| Survey date date range: | 26/05/2016 - 10/11/2017 |
| Number of weekdays (Monday-Friday): | 2 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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


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**APPENDIX 8**

**LOCAL HIGHWAY AUTHORITY COMMENTS ON PLANNING APPLICATION 25/00347/FUL**

***Substantive response of the Local Highway Authority to a planning consultation received under The Development Management Order.***

Response provided under the delegated authority of the Director of Environment & Transport.

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## APPLICATION DETAILS

Planning Application Number: 25/00347/FUL

Highway Reference Number: 2025/0347/04/H

Application Address: The White Swan 47 High Street Stoke Golding Nuneaton Leicestershire CV13 6HE

Application Type: Full

Description of Application: Extension to existing public house, change of use of existing garden land to glamping use and associated works

---

## GENERAL DETAILS

Planning Case Officer: Ashleigh Gade

Applicant: Mr P Sheppard

County Councillor: Joshua Melen

Parish: Stoke Golding

Road Classification: Adopted Unclassified

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**Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:**

The Local Highway Authority does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

## Advice to Local Planning Authority

### Background

The Local Highway Authority (LHA) has been consulted by the Local Planning Authority (LPA), Hinckley & Bosworth Borough Council (HBBC), on a planning application which seeks the:

*'Extension to existing public house, change of use of existing garden land to glamping use and associated works'*

The proposals are at The White Swan, 47 High Street, Stoke Golding, Nuneaton, Leicestershire, CV13 6HE.

The LHA had previously been consulted on application referenced 21/00070/FUL which was for the '*Proposed development of 6 detached dwellings with associated access, parking and landscaping*' which was refused by the LPA on 07/05/2021. The LHA previously advised approval of the scheme subject to planning conditions and it is noted that no highway matters were included in the decision notice.

The LHA has reviewed the following documents as part of this application:

- Planning Design and Access Statement dated March 2025 reference 058447
- Application form
- 24.079.DL0101_P1 - Location Plan
- 24.079.DX0002_P1 - Site Plan As Existing Detail
- 24.079.DX0006_P1 - Elevations As Existing
- 24.079.DK0006_P1 - Elevations As Proposed
- 24.079.DK0002_P2 - Site Plan As Proposed Detail

**Site Access**

The site is accessed from High Street which is an unclassified road with a speed limit of 30mph. From the submitted information above, the applicant proposes to retain the location of the existing vehicular access which is currently used to serve the existing Public House and leads to an informal parking area.

The access width to serve the proposals given the commercial nature of the site should be in accordance with Table 15 of the Leicestershire Highways Design Guide (LHDG), (https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/developments-served-private-drives-and-areas).

Table 15: Unadopted access serving up to 3000m2 GFA of offices

| | |
|---|---|
| Minimum effective width (w) | 6m<br>(Add 0.5m if bounded by a wall on one side, 1m if bounded on both sides.) |
| Minimum kerbed radii (r) | 6m |
| Vehicle visibility splays | As in Table 6 and Fig 9, measured from a setback of 2.4m |
| Pedestrian visibility splays | Normally 1m x 1m both sides (no planting permitted) unless there are local circumstances which apply e.g. a significant pedestrian traffic generator is located in the vicinity (such as a school, playground or playing fields etc.) in which case 2m x 2m is required. No planting permitted |
| Gradient | Preferably not greater than 1:20 for first 15m behind the highway, and should never exceed 1:12 |
| Surfacing | Bound material, for example, bituminous or concrete, or block paving for at least the first 15m behind the highway |

From drawing number *24.079/DK0002 P2* the Applicant proposes an amended access with a gate and fence on the site boundary, this may hinder the required visibility as detailed further below.

Gates should be set back an appropriate distance from the highway boundary so the largest vehicle anticipated to access the site can stand clear of the public highway should the gates be closed, in the interest of highway and pedestrian safety. The Applicant should amend the access accordingly and supply details regarding the largest vehicle anticipated to access the site.

Visibility

For any new, amended or intensified access, visibility splays are required to be demonstrated in both directions in accordance with Figure 7 of the Leicestershire Highway Design Guide (LHDG). The LHA conducted a site visit on Monday 12th May 2025 and were unable to measure the vehicular visibility at the site access due to the presence of the security fence surrounding the perimeter of the site.

Visibility splay lengths in accordance with Table 6 of the LHDG should be demonstrated based upon recorded 85th percentile speeds. Splays should be set back 2.4m from the edge of the carriageway and drawn to a 1m offset point of the nearside carriageway in either direction.

The LHDG is available for reference at the following link: https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/road-layouts-and-design/visibility-splays

Pedestrian visibility

Pedestrian visibility should be demonstrated in accordance with Table 15 and Figure 17 (below) of the LHDG measured from the back of the footway.

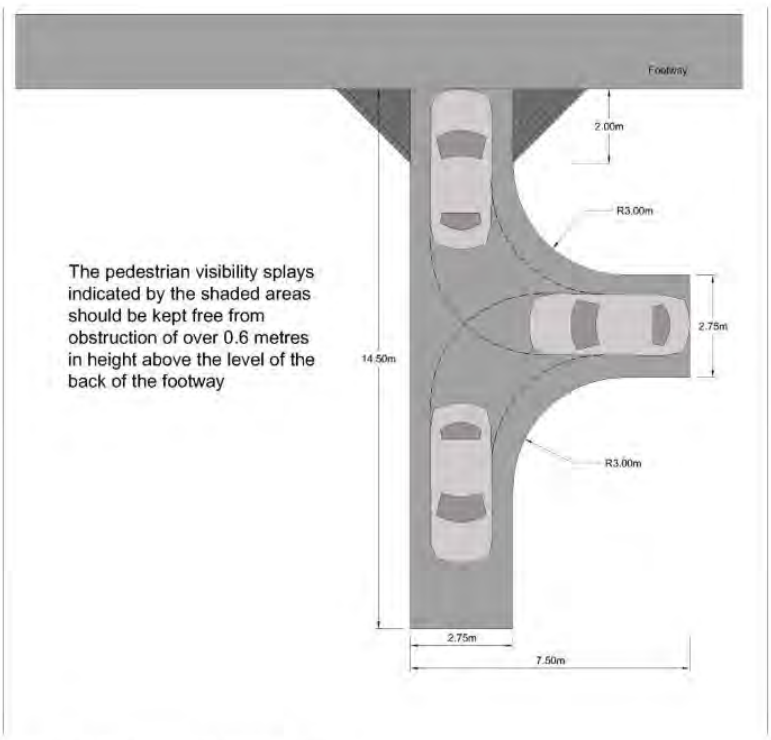


Figure 17: Design of private drive turning facilities

As noted above, the proposed gate and fence may hinder the required visibility.

**Highway Safety**

There have been three Personal Injury Collisions (PIC's) recorded within 500m in either direction of the access within the last five years. Two of the PIC's were classed as 'slight' in severity and one as 'serious'. The LHA have reviewed the PIC data and, after investigation the LHA are satisfied there are no patterns or trends the proposals are likely to exacerbate. Nevertheless, the Applicant is however advised that a safe and suitable site access must be demonstrated.

**Trip Generation**

Subject to the demonstration of a safe and suitable access by way of appropriate visibility in accordance with the LHDG, the LHA would request further information regarding the extant and

proposed trip generation. This detail will be used in order to ascertain as to whether a significant intensification of use will occur.

The trip generation should be broken down by existing use, proposed glamping pods and the proposed extension of the public house for the LHA to undertake a comparison exercise.

**Internal Layout**

From the application form, it is noted that existing floor space measures to be 322 sqm however the site proposals will result in an additional 330 sqm of floor space. From drawing number '*24. 079.DX0002_P1 - Site Plan As Existing Detail'*, nine parking spaces are as existing.

The Applicant has submitted a revised drawing, '24.079.DK0002_P2 - Site Plan As Proposed Detail', proposing a single additional disabled parking space in the reconfigured car park and an additional 10 parking spaces in the proposed car park extension, totalling 19 car parking spaces allocated for the public house. The LHA is satisfied that parking for the public house is acceptable given the existing situation and additional quantum of development proposed.

Parking for glamping pods

The Applicant has submitted revised plans under '*24.079.DK0002_P2 - Site Plan As Proposed Detail*' demonstrating separate car parking for the glamping pods. The LHA understand the Applicant has proposed one parking space allocated per glamping pod accessed via a gate from the proposed car park extension.

The LHA request for the applicant to provide further information regarding the maximum number of people that will occupy the pods in order to determine is adequate parking provision is proposed.

Cycle parking

The LHA acknowledge and welcome the addition of cycle parking provision.

| Date Received | Case Officer | Reviewer | Date issued |
|---|---|---|---|
| 10 April 2025 | Taron Aujla | GG/BD | 27 May 2025 |

**APPENDIX 9**

**PROPOSED DEVELOPMENT LAYOUT**

Issue Status

# Planning

This drawing is copyright. Only figured dimensions to be worked to.

| Revision | | Drawn | Check | Date |
|---|---|---|---|---|
| P1 | First Issue | AD | AD | 12.03.25 |
| P2 | Amended to PC comments - 5 spaces added for glamping use | AD | AD | 08.05.25 |
| P3 | Fence to Highway omitted to Highway comments | AD | AD | 02.06.25 |

Note:
Drawings Based On Survey Carried Out By:
Castle Surveys Ltd - 19036

## Key

Highways

- # Vehicle Turning
- Vehicle Parking - Cars
- BCP Bin Collection Point

Fixtures and Equipment Key

- Electric Car Charging Point
- Cycle Parking

Hard Landscaping

- Paving - Tegula Colour: Bracken
- G Gate

Soft Landscaping

- Grass
- Grass - Reinforced with Mesh for Parking
- Wildflower Planting - Species rich planting etc
- Low Level Planting - Species rich planting etc
- Native Hedging - Laid
- Individual Trees

Planting Information

Hedges to consist of -
70% hawthorn, 15% hazel, 10% blackthorn and 5% dog rose.
Planting should be in a double staggered row -
500mm between plants, 500mm between rows.

N

1:200
0 6 12m

client
Sheppard

project
The White Swan, Stoke Golding
Extension and Refurbishment Works

drawing
Site Plan As Proposed Detail

| | | | |
|---|---|---|---|
| date | 05.09.24 | scale | 1:200 @ A1 |
| drawn | AD | check | AD |

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| | | | |
|---|---|---|---|
| 24 | 079 | DK0002 | P3 |

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**APPENDIX 10**

**UPDATED SITE ACCESS AND VISIBILITY**

| REV | DATE | DESCRIPTION/REASON FOR ISSUE | APPR |
|---|---|---|---|
| | | | |


MTC ENGINEERING

MTC Engineering (Cambridge) Ltd.
Ground Floor, 24 High Street
Whittlesford, Cambridgeshire, CB22 4LT
Tel (01223) 837270, fax (01223) 835648
E-mail office@mtcengineering.co.uk


TITLE

# THE WHITE SWAN, HIGH STREET STOKE GOLDING PROPOSED ACCESS & VISIBILITY

| | |
|---|---|
| ORIG M.B | DATE 11/09/25 |
| CHKD | SCALE 1:200 |
| APPR | DRAWING NO 3524-03 REV - |


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