

# Technical Note

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|-----------------------|--------------------------------------------------------------------|------------------|------------------|
| <b>Project:</b>       | P21-390 – Burbage Fields Farm, Burbage, Leicestershire             |                  |                  |
| <b>Subject:</b>       | Response to Statutory Highways consultees on App Ref: 24/00083/HYB |                  |                  |
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## 1 Introduction

### 1.1 Context

1.1.1 This Technical note (TN) has been produced by Rodgers Leask Limited (RL) on behalf of Redrow Homes to respond to the latest round of highways comments made by statutory consultees in relation to the hybrid planning application to develop Land South of Burbage under Application Ref: [24/00083/HYB](#).

1.1.2 The application was submitted to Hinckley & Bosworth Borough Council (HBBC) as the local planning authority (LPA) in January 2024 and validated on 26th January 2024. The development proposal description is as follows:

*“Hybrid planning application for 422 dwellings, public open space, associated infrastructure, and the demolition of 65 and 65a Coventry Road, and Burbage Fields Farm and outline planning application for a residential care home and up to 11no. self-build plots (all matters reserved except for access).”*

1.1.3 This TN considers and responds to the most recent comments from Leicestershire County Council (LCC) as the Local Highway Authority (LHA), by Active Travel England (ATE), and by National Highways (NH). Their respective response documents are listed below and included in the appendices accordingly.

- LCC Response Ref: 2024/0083/04/H/R4, dated 30<sup>th</sup> May 2025 (**Appendix A**);
- National Highways Planning Response Ref: NH/24/05928, dated 20<sup>th</sup> September 2024 (**Appendix B**);
- Active Travel England Email Response, dated 31/03/2025, with reference to their previous response, dated 19<sup>th</sup> February 2024 under Ref: ATE/24/00145/HYB (both presented in **Appendix C**).

1.1.4 At the time of writing this TN response, the application is awaiting determination by HBBC.

- 1.1.5 Any reference to the submitted Transport Assessment (TA) relates to the report (Document Ref: 21390-RLL-23-XX-RP-D-5001 Rev P08) that was uploaded to the HBBC planning portal under Application Ref: [24/00083/HYB](#), alongside the Residential Travel Plan (TP) (Document Ref: 21390-RLL-23-XX-RP-D-5009 Rev P07).
- 1.1.6 To inform the production of this TN, additional data and information has been obtained and referenced within this response when relevant. This includes the following:
- SLR Road Safety Risk Assessment (Ref: 407.064917.00001 Rev 01, dated 24<sup>th</sup> June 2025, and presented in **Appendix D**) of the proposed site access arrangement (based on Dwg 21390-RLL-23-XX-DR-D-5008 Rev P10);
  - Updated Coventry Road automatic traffic count (ATC) surveys, undertaken from 28<sup>th</sup> June 2025 to 4<sup>th</sup> July 2025 (**Appendix E**);
  - Updated site access capacity assessment (informed by 2025 ATC traffic data), and (**Appendix F**);
  - Updated site access layout (Dwg 21390-RLL-23-XX-DR-D-5008 Rev P11, presented in **Appendix G**) to include amended visibility splays (based on 2025 ATC recorded 85<sup>th</sup> percentile speed data).
- 1.1.7 Furthermore, it should be noted that the Redrow has commissioned independent third-party transport planning consultants to peer review RL's work in context with LCC Highways' responses.
- 1.1.8 In addition, Redrow has also sought independent third-party legal advice from Thea Osmund- Smith, who is a Planning and Environmental Law Barrister from No.5 Chambers, Birmingham.

## 2 Leicestershire County Council Highways

### 2.1 Latest Response (Ref: 2024/0083/04/H/R4)

- 2.1.1 It is noted that LCC Highways' latest and forth response (dated 30/05/2025) states the LHA's recommendation to HBBC that the *"residual cumulative impacts of the development are severe in accordance with the National Planning Policy Framework..."* and that they advise the LPA *"to consider refusal on transport/highways ground"* for the following solitary reason:

*"The applicant has failed to demonstrate that safe and suitable access for all users would be provided to the development and the proposal, if permitted, could consequently result in an unacceptable form of development and could lead to dangers for highway users contrary to paragraph 115 and 116 of the National Planning Policy Framework (2024)."*

2.1.2 LCC's response provides comments under several sub-headings, which are summarised below:

- Site Access Arrangements:
  - Flanders Close – the internal roads are not yet adopted and so the blue line needs to be adjusted.
  - Coventry Road – Simple priority junction arrangement is not considered to be suitable or safe for the quantum of development:
    - The Cobalt assessment of Coventry Road is not considered to be relevant for a new site access on to the public highway;
    - The presence of on-street parking could bring vehicles into conflict on approach to the right turners at the site access and at Victoria Road;
    - LCC state that the success of the TRO cannot be guaranteed to ensure the visibility splays are secured;
    - Two other developments off Coventry Road were successfully defended by LCC at appeal, with road safety issues related to reduced visibility splays given as reasons for refusal;
- Highway Safety: LCC state that the proposed development and requirement for right turners, with the lack of a ghost island right turn, increases the possibility of collisions on Coventry Road.
- Highway Impact: S106 contribution to mitigation measures at the A47 Dodwells /A5 roundabout junction.
- Internal layout: various comments related to the internal layout and lack of compliance with the LCC design guide.
- Transport Sustainability: various comments related to the existing public rights of way (PRoW) through the site.

2.1.3 The issues listed above are addressed in turn within this TN, with additional information provided where relevant.

## 2.2 Site Access Arrangements

2.2.1 Vehicular connectivity with the adopted local highway network is proposed via a new junction with [Coventry Road](#) (following demolition of No. 65 and 65a), and via an extension of [Flanders Close](#). The only proposed connection between the two points of access is via a pedestrian and cycle link, which could also serve as an emergency access.

2.2.2 On that basis, the overall development quantum is split as follows:

- Flanders Close: 55 residential dwellings;
- Coventry Road: 378 residential dwellings and 66 bed care home.

#### *Flanders Close – LCC Comments*

- 2.2.3 The LCC comments specifically related to the Flanders Close site access state are:

*“The LHA would advise the applicant that the internal roads, Flanders Close and Passchendaele Drive, are not currently adopted and are subject to a Section 38 (S38) agreement.*

*The LHA would not seek to resist the principle of 55 dwellings off this point of access based on the requirement of the LHDG of 150 dwellings from a single point of access if the proposals had an access via the adopted highway. However, given the red line boundary of the application site, which at this point connects onto a what is currently a private, unadopted road, this is not acceptable.*

*The LHA do acknowledge that the adjacent site subject to a S38 agreement (17/00795/REM) is also a Redrow Homes site, the applicants for this applications and 17/00795/REM are not like for like. Furthermore, no blue line boundary appears to have been submitted and as such, the applicant has not demonstrated an access which abuts the highway, therefore it is unclear how such an access could be provided.”*

- 2.2.4 In short, the LCC objection to the proposed Flanders Close access is a procedural technicality based on the Applicant’s current failure to demonstrate that the application redline boundary abuts public highway (via the B578 – Lutterworth Road).

#### *Flanders Close – RL Response*

- 2.2.5 The Flanders Close access proposals could be secured via an appropriately worded planning condition, which would require Flanders Road and Passchendaele Drive to be adopted.
- 2.2.6 To allay any potential concerns that LCC may have regarding land ownership and the ability to join the proposed site to adopted highway via Flanders Close, Passchendaele Drive and the B578 – Lutterworth Road, Drawing 1693-08-02-120 Rev A (attached as **Appendix H**) has been updated to include the blue line boundary confirming the Applicant’s control over the adjacent land parcel through which Flanders Close and Passchendaele Drive route.

#### *Coventry Road Access – LCC Comments*

- 2.2.7 Following their review of RL’s “Land South of Burbage TN (Ref: 21390-RLL-24-XX-TN-D-5021 Rev P01), which was issued on 3<sup>rd</sup> February 2025 and is presented in **Appendix I**, LCC’s latest comments in relation to the Coventry Road access are summarised below:

*“Without the provision of a ghost island right turn lane, the LHA believes that vehicles turning into the development will not be offered protection from the traffic and it does not assist with the free flow of traffic on Coventry Road. Furthermore, any build-up of congestion on Coventry Road could result in vehicles waiting to exit the*

*development becoming frustrated and taking unnecessary risks when they leave the proposed development.*

*In addition, the LHA do not believe that the site access arrangements i.e. a priority junction is safe and suitable to serve the quantum of development outlined above.*

*Lastly the applicant has highlighted in paragraph 4.2.4 of their Transport Assessment (dated July 2024) that the access road would be 6.75m wide carriageway. The LHA accept this access road width could serve up to 400 dwellings which could mean the site was suitable to be adopted however it does not mean the site access is safe and suitable to serve the proposed development."*

2.2.8 It is understood that LCC's main issues with the Coventry Road access are as follows:

- **Junction form:** a priority T-junction is considered unacceptable and LCC request that a ghost island right turn arrangement is presented;
- **Insufficient visibility (to the left and right of the site access arm):** LCC cites the presence of on-street parking in the vicinity of the proposed access as a major constraint on the provision of appropriate visibility splays in perpetuity;
- **Quantum of development served via a single point of access:** despite accepting the principle of 6.75m wide Primary Major Residential Access Road, LCC's latest comments still state the *"scale of development to be served off Coventry Road and care home is more than the quantum of development off a single point of access set out in LHDG."*

2.2.9 It is noted that the above points form the basis for LCC's concluding comments in their latest response and that the above points underpin LCC's sole reason for recommending refusal i.e. these points are why the LHA considers that: *"the Applicant has failed to demonstrate that safe and suitable access for all users would be provided to the development."*

2.2.10 As noted by Redrow's barrister, it is important to emphasise that LCC's reference to a *"safe and suitable access"* is a direct reference to NPPF Paragraph 115 (b) – this is the applicable policy against which HBBC as the LPA and if on appeal, a Planning Inspector would test the above concerns with the Coventry Road access proposals.

#### *Coventry Road Access – RL Response*

2.2.11 The proposed Coventry Road access arrangements preliminary design has been developed in response to previous rounds of comments from LCC, ATE, a Stage 1 Road Safety Audit (RSA), and to take account of changes to the site masterplan.

2.2.12 Throughout this ongoing process of design development, its fundamental principles have remained broadly in accordance with criteria for a "Primary Major Residential Access Road" as set out in [Table 3 of the Leicestershire Highway Design Guide \(LHDG\)](#). In turn, the access road's design characteristics set the typology for

the primary 6.75m wide internal loop road, which can accommodate public transport movements and active travel modes on its adjoining footways and cycleways.

2.2.13 The LHA has stated their view that they do not believe the proposed priority T-junction on Coventry Road is *“appropriate given the scale of development”* but this position implies that the selection of junction form should be correlated with the quantum of development, based on the application of definitive, quantitative thresholds.

2.2.14 This implied position contradicts LCC’s own LHDG, which clearly sets out criteria for design of internal road types but crucially does not set out specific criteria for the selection of site access junction form.

2.2.15 Instead, the [LHDG Highway Development Management Policy 2](#) simply refers to the application of a *“risk-based assessment of proposals for new access onto the existing highway network”*.

2.2.16 Aside from the LHDG, the most pertinent guidance in relation to the selection of junction forms can be found in the [CIHT’s Manual for Streets 2](#) (MfS2), Design Manual for Roads and Bridges (DMRB)’s now withdrawn TD42/95 – Geometric Design of Major/Minor Priority Junction, and their current [CD123 \(Version 2.1.0\) – Geometric design of at-grade priority and signal-controlled junctions](#).

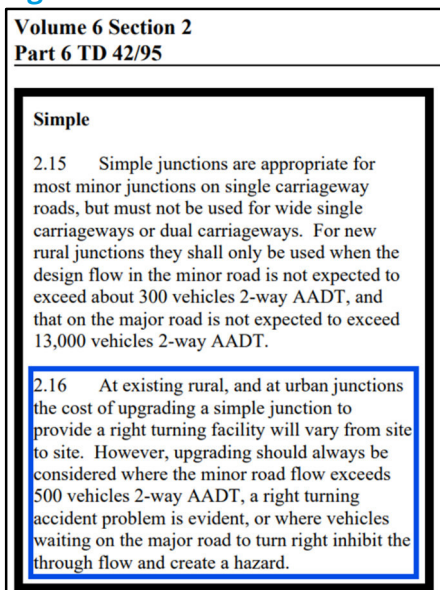
2.2.17 The selection of a site access junction form is nuanced and subjective based on the designer’s consideration of multiple factors and guidance documents. Whilst RL acknowledge LCC’s comment that DMRB guidance *can* be applied to non-trunk roads, its application is not always appropriate, with consideration of the below extractions:

**Figure 1: Extracts from CIHT Manual for Streets 2**

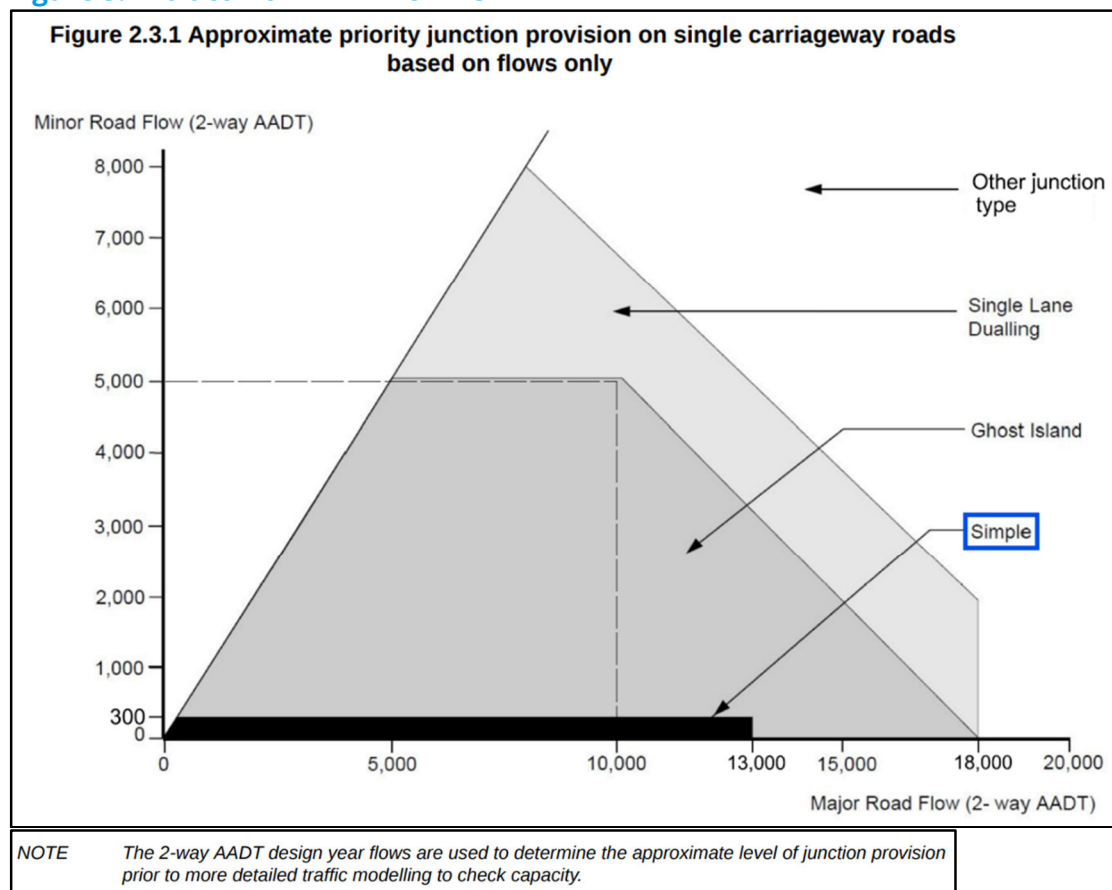
|                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>9.4.2</b> Detailed guidance on the design of priority junctions is given in TD42/95<sup>54</sup> but (as with all sections of DMRB) this is written specifically for trunk roads and, where used in other situations, should not be applied uncritically.</p> | <p><b>9.4.7</b> TD 42/95<sup>54</sup> recommends that consideration should be given to providing a right turning lane at priority junctions where the side road flow exceeds 500 vehicles per day, but this advice relates to trunk roads, where there is an emphasis on providing an unimpeded route for through traffic. It is a relatively low flow, and junctions without right turn lanes will often be able to cater for higher levels of turning traffic without resulting in significant congestion.</p> |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Source: Manual for Streets 2, CIHT, 2010, Page 63, <https://www.ciht.org.uk/media/9351/manual-for-streets-2.pdf>, (accessed 21/07/2025)

**Figure 2: Extract from DMRB TD42/95 (now withdrawn)**



**Figure 3: Extract from DMRB CD123**



Source: DMRB CD123 Version 2.1.0, Part 2 – Junction Selection,  
<https://www.standardsforhighways.co.uk/search/html/962a81c1-abda-4424-96c9-fe4c2287308c?standard=DMRB>,  
(accessed 21/07/2025)

- 2.2.18 Despite MfS2's reference to the now superseded TD42/95 DMRB guidance, the advice it provides in Section 9 is considered to remain relevant to the current DMRB CD123 design guidance. As shown above in **Figure 1**, paragraph 9.4.2 of MfS2 advises that DMRB is written "*specifically for trunks roads and, where used in other situations, should not be applied uncritically*".
- 2.2.19 Put simply, the designer (and overseeing LHA) should exercise judgement when applying DMRB CD123 to non-trunk road situations. Both MfS2 and DMRB refer to the need to "consider" their guidance but neither documents (nor LCC's own LHDG) state a requirement to apply firm threshold criteria for junction form selection.
- 2.2.20 The onus is therefore on the designer to interpret the guidance relative the local conditions and to provide an evidence base in support of the concept design rationale. With this in mind, the existing characteristics and functionality of Coventry Road, relative to those associated with a trunk road, should be considered accordingly.
- 2.2.21 On that basis, the following bullet points summarise the local characteristics of the Coventry Road corridor, and include reference to updated traffic flow and speed data, as well as an updated site access capacity assessment. Collectively, it is these points that RL has considered, alongside the existing third-party land constraints when selecting the junction form.
- Coventry Road is an unclassified single carriageway road linking the B4109 - Rugby Road and B578 - Lutterworth Road. It is approximately 1.2km in length between its junctions with the wider road network at its extremities;
  - The road serves various residences and small businesses, is punctuated by direct frontage access, areas of on street parking and bus stops. Furthermore, there are various side road junctions formed with Coventry Road along its length, all of which are simple priority arrangements. No ghost island right turn lanes are provided on Coventry Road;
  - Traffic flow data was originally recorded by an ATC survey in the vicinity of the proposed site access in November 2021. To ensure that the data presented to support the proposals is up-to-date, another traffic survey has been commissioned. The survey was undertaken for a seven day period from 28<sup>th</sup> June 2025 to 4<sup>th</sup> July 2025; the data is attached as **Appendix E**;
    - The data demonstrate that the road carries an average daily traffic flow of 5,003 vehicles a day with weekday average AM peak hour two-way flows of 389 vehicles (+20 compared with 2021 data) and 438 during the PM peak hour (+56 compared with 2021 data);
    - 85<sup>th</sup> percentile speeds were also recorded in the June 2025 surveys: 29.7mph eastbound (-0.7mph compared with the 2021 data) and 30.5mph westbound (-1.5<sup>th</sup>mph compared with the 2021 data). 85<sup>th</sup> percentile speeds

recorded in both 2021 and 2025 were broadly in accordance with the current 30mph speed limit;

- As stated in the TA, the proposed Coventry Road site access junction was shown to operate well within acceptable capacity parameters in all assessment scenarios, with delay and queue lengths on the major arm of no more than 6 seconds and 1 vehicle, respectively. For the site access arm, a delay of no more than 16 seconds and maximum vehicle queue lengths of 1 vehicle was noted;
- The results of updated capacity assessment of the proposed site access junction (using Junctions 11 modelling software) are provided at **Appendix F**.
  - Unsurprisingly, given that the differences between the 2021 and 2025 traffic flows are not significant and no changes have been made to the site access flows, the updated results for RFC, delay and queue length are almost indiscernibly different from those presented in the TA.
  - As such, the updated capacity assessment indicates that the junction is shown to operate well within acceptable capacity parameters in all assessment scenarios, with delay and queue lengths on the major arm of no more than 6 seconds and 1 vehicle, respectively. For the site access arm a delay of no more than 16 seconds and maximum vehicle queue lengths of 1 vehicle is shown;
- Local accident records conclude only a single accident has occurred in the period considered. This did not relate to a junction and was an isolated occurrence given no record of any further incidents is reported;
  - No record of a right turn accident is reported in the accident dataset on Coventry Road. This is despite Coventry Road serving multiple side road junctions as well as private driveways all of which are potential conflict points when considering the requirement for right turning vehicles;
  - A Stage 1 RSA of the proposed junction has not identified a fundamental issue with the selected junction form;
- As part of the proposed site access junction arrangements, the existing bus stop located on Coventry Road directly opposite the new junction is to be removed – its removal is considered to eliminate a potential conflict point from the site access junction;
  - Further to a review of the 400m walking catchments for all existing Coventry Road bus stops in the TA (Figure 13, page 48), it has been established that 400m catchments for other stops along Coventry overlap sufficiently to ensure that all existing dwellings continue to be within an acceptable 400m / circa 5 minute walking distance;
- Collectively, trunk roads form the strategic road network (SRN), which is managed by National Highways (NH). As noted in Department for Transport (DfT)'s December 2022 Guidance [“Strategic road network and the delivery of](#)

sustainable development", the SRN's principal function is to enable safe, reliable, predictable, efficient, often long distance, journeys of both people (whether as drivers or passengers) and goods in England between:

- main centres of population;
- major ports, airports, and rail terminals;
- geographically peripheral regions of England, and;
- main cross-border routes to Scotland and Wales.
- Two examples of SRN routes local to the proposed site in Burbage would be the A5-Watling Street and the M69.

2.2.22 Further to the above, it can be confirmed that Coventry Road is not a trunk road, nor in fact should it even be classed as a "Primary Route" within LCC's own county highway network, because such a road would typically be an A-class or B-class route that provides a primarily strategic through-movement link function.

2.2.23 Whilst LCC's latest response does refer to Coventry Road's local importance as an east/west connector between two key north/south routes (i.e. the B4109 - Rugby Road and B578 - Lutterworth Road), a review of the above points and the analysis of Coventry Road presented in the TA and various TN's all demonstrate that Coventry Road provides a range of functions beyond simply through-movement.

2.2.24 As such, driver behaviour, perceptions and expectations along Coventry Road reflect its multi-functionality – drivers are already well used to slowing and/or stopping frequently for turning movements associated with side road junctions, private driveways, bus stops, or on-street parking. Despite these multiple functions, there is no evidence of pre-existing right turn related accidents along the entire Coventry Road corridor.

2.2.25 Furthermore, the selection of a simple priority junction form is consistent with the format of multiple other side road junctions along Coventry Road and thus would be familiar to local drivers.

2.2.26 It is acknowledged that rigid application of the annual average daily traffic (AADT) minor arm traffic flow threshold identified in CD123, Figure 2.3.1, would necessitate the provision of a ghost island because the proposed development access (minor) arm is forecast to exceed 500 AADT.

2.2.27 But in line with MfS2 guidance, the application of the 500 AADT threshold needs to be considered in context. For example, the results of the local trip survey of Redrow's 72 dwellings development (as presented in Appendix L of the TA) indicate that it generates 498 two-way trips in a 24-hour period and almost meets the threshold for provision of a ghost island right turn lane arrangement. The LCC approved junction is a simple priority T-junction. And, on that basis, many of side

road junctions in Burbage would also exceed 500 AADT and theoretically require a ghost island. Most of them do not have one.

- 2.2.28 Despite the lack of need from a junction capacity perspective, it is acknowledged that the provision of a ghost island right turn lane on Coventry Road would theoretically help to provide an unimpeded route for eastbound through-traffic, whilst still facilitating access to the proposed development.
- 2.2.29 However, given the multiple functions that Coventry Road provides, as described above, an isolated ghost island right turn lane would yield only a very localised benefit before drivers encounter another delay (e.g. a vehicle turning in or out of a side road, a stopping bus, a resident accessing/egressing their driveway) downstream.
- 2.2.30 Conversely, it could even be argued that the isolated provision of a short section of wider carriageway might alter driver behaviour in a negative manner (i.e. encourage higher speeds or risky overtaking manoeuvres, especially outside of peak traffic flow periods where low traffic flows and more road space could encourage such behaviour).
- 2.2.31 Although some minor Coventry Road carriageway widening in the vicinity of the site access bell mouth is proposed, irrespective of all the above points, it is not physically possible to provide the necessary carriageway widening to accommodate a DMRB CD123 compliant ghost island right turn arrangement due to the existing third-party land related physical constraints.
- 2.2.32 In conclusion, there is no obvious hazard caused by site-bound right turners from Coventry Road as the forecasted minimal delay is not considered to represent a significant variation from other delays experienced by drivers elsewhere along Coventry. As such, the provision of the proposed site junction is considered unlikely to unduly impact existing driver behaviour.
- 2.2.33 In addition, the existing function of Coventry Road does not support any other right turn facility and a ghost island right turn may even be detrimental to road safety.
- 2.2.34 Further to the above, it is RL's opinion that there is no applicable policy that prescriptively defines the need to provide a ghost island right turn lane facility on Coventry Road as part of the proposed site access arrangement. This opinion has been supported by two separate independent peer reviews and a barrister's legal opinion.

## 2.3 Cobalt Assessment

### LCC Comments

- 2.3.1 The RL Technical Note submitted on 3<sup>rd</sup> February 2025 included a COBALT assessment of Coventry Road. The latest LCC comments stated:

*"The LHA acknowledge the additional information provided but do not consider this type of assessment is relevant for a new site access on to the public highways. The COBALT software is more suitable to calculating the impact on accidents and when creating a road scheme economic appraisal. Indeed, the COBALT manual available on the Department for Transport website advises that:*

*COBALT (Cost Benefit to Accidents – Light Touch) is the Department for Transport's ('DfT') software tool for forecasting road accident impacts. The DfT Transport Analysis Guidance (TAG) Unit A4.1 Social Impact Appraisal recommends its use in road scheme appraisals, resulting in it being routinely used, most often (or in behalf of) local authorities and Highways England."*

- 2.3.2 LCC are of the opinion that that a COBALT assessment for this type of assessment is not relevant for consideration of the safety implications of a new site access junction.

### RL Response

- 2.3.3 The RL Technical Note dated 3<sup>rd</sup> February 2025 advised that *"the COBALT assessment was used to understand the change in accident rates on two links forming Coventry Road and the inclusion of development traffic"*. However, it is acknowledged that 'COBALT Light Touch' is normally used in the economic assessment of new road schemes and that it may not be suitable for a new junction within an existing highway network.

- 2.3.4 It is for this reason that a Road Safety Risk Assessment of the proposed access junction has been undertaken (24<sup>th</sup> June 2025) by SLR and it concludes as follows:

- *"The assessment acknowledges that Coventry Road can be considered safe in its existing operation due to the absence of any existing recorded collisions involving active travel users and a single isolated vehicle to vehicle incident.*
- *There is no evidence identified that would suggest that the additional vehicle trips associated with the proposed residential development would change driver behaviours so significantly as to either exacerbate existing or give rise to new road safety hazards at this highway junction.*
- *We find that the assessment area including the proposed development access can be considered safe and appropriate for this location at present. This assessment further shows that any hazards linked to the proposed development area, lay within the 'acceptable' and 'tolerable' categories."*

- 2.3.5 A full copy of the Road Safety Risk Assessment is presented in **Appendix D**.

## 2.4 On-Street Parking and Traffic Regulation Order (TRO)

### LCC Comments

- 2.4.1 LCC has reiterated concerns about the presence of on-street parking and its effect on visibility splays, relative to the road position of traffic passing the parking vehicles and the interaction with site access turning movements. The latest LCC response references the parking surveys completed both in September 2023 and in February 2025 and comments as follows:

*"The presence of on-street parking at various times of the day creates in effect an extended priority give-way layout. This situation could bring vehicles travelling westbound from the centre of Burbage to the A5 into conflict with the existing traffic waiting to enter / leave Victoria Road and development traffic. This may also involve accelerating vehicles on the wrong side of the road trying to pass the parked cars as soon as they can which is not in the interests of highway safety.*

*Furthermore, given the lack of ghost island right turn highlighted above it may also result in traffic travelling from Burbage towards the A5 coming into conflict with traffic waiting to turn right into the proposed development."*

- 2.4.2 The above concerns have been identified in previous LCC responses and it is acknowledged that the Stage 1 RSA has also flagged concerns regarding the impact of nearby on-street parking on the site access visibility splays.
- 2.4.3 Consequently, the previous RL response TN stated that the Applicant is independently actively progressing the TRO process to install double yellow lines parking restriction either side of the access.

### RL Response

- 2.4.4 Originally the recorded 85<sup>th</sup> percentile speeds (in November 2021) on Coventry Road were 30.4mph eastbound and 32mph and westbound (i.e. broadly in accordance with the posted 30mph speed limit).
- 2.4.5 The most recently submitted preliminary site access design drawing (Dwg. 21390-RLL-23-XX-DR-D-5008 Rev P10) illustrates visibility splays of 2.4m x 54m both to the left and right of junction. These splays can be accommodated without the need for third-party land, in line with relevant recorded 85<sup>th</sup> percentile directional traffic speeds and the corresponding "Y" distance set out [Table 6 of the LHDG](#).
- 2.4.6 As noted earlier in Para. 2.2.21, the updated seven day ATC survey from July 2025 (**Appendix E**) recorded 85<sup>th</sup> percentile speeds of 29.7mph for eastbound traffic and 30.5mph for westbound traffic. These speeds are lower than those recorded in 2021, as summarised in **Table 1** overleaf.

**Table 1: Summary of Speeds on Coventry Road**

| Recorded 85 <sup>th</sup> Percentile Vehicle Speeds (mph) |      |      |            |
|-----------------------------------------------------------|------|------|------------|
| Direction                                                 | 2021 | 2025 | Difference |
| Eastbound                                                 | 30.4 | 29.7 | -0.7       |
| Westbound                                                 | 32.0 | 30.5 | -1.5       |

2.4.7 As confirmed above, the speeds recorded in July 2025 show a reduction to the 85<sup>th</sup> percentile speed in both directions. A review of the requirements set out in Table 6 of the LHDG confirms that the visibility splay to the west can be reduced to 43m, from the 54m previously shown. As such, the site access design (Dwg. 21390-RLL-23-XX-DR-D-5008 Rev P11 – **Appendix G**) has been updated to include the reduced visibility splay in accordance with the LHDG Table 6 bands.

2.4.8 It is acknowledged that LCC's LHDG disregards the application of Manual for Streets (MfS) stopping site distance derived visibility splay Y-distances in favour of their Table 6 bands. Nevertheless, RL consider it relevant to consider and present the MfS SSD Y-distances alongside the LHDG Table band requirements given LCC's comment about vehicles passing parked cars in front of the shop and terraced housing located circa 54m east of the site access.

2.4.9 As can be seen from viewing **Table 2**, the SSD requirements for the splay looking right towards the westbound traffic are 10m less than the LHDG band requirement, and therefore well short of vehicles parked immediately in front of the shop and terraced housing.

**Table 2: Visibility Splay Y-Distance Requirements**

| Direction | LHDG Table 6 Bands |      |            | MfS SSD |      |            |
|-----------|--------------------|------|------------|---------|------|------------|
|           | 2021               | 2025 | Difference | 2021    | 2025 | Difference |
| Eastbound | 54m                | 43m  | Reduction  | 44m     | 42m  | Reduction  |
| Westbound | 54m                | 54m  | No change  | 47m     | 44m  | Reduction  |

2.4.10 The theoretical achievement of the 2.4m x 54m visibility splay is not currently disputed by LCC Highways but they contest that the *"presence of on-street parking at various times of the day creates in effect an extended priority give-way layout"* and could *"bring vehicles travelling westbound from the centre of Burbage to the A5 into conflict with existing traffic waiting to enter / leave Victoria Road and development traffic."*

2.4.11 The aforementioned TRO (double yellow lines parking restriction) has been proposed on Coventry Road to protect the visibility splays. It is acknowledged that the TRO is subject to a separate consultation process outside of a planning consent and may not be successful. LCC has stated that they anticipate objection to any proposal given the shop and terraced housing described above.

2.4.12 To identify the potential level of impact the TRO may have locally, RL commissioned a parking beat survey in September 2023 and presented findings in the TA. More recently, LCC undertook its own parking beat survey for a 12 hour period (0700-1900hrs) on 3 consecutive days in February 2025, the findings of which are summarised below.

2.4.13 The LCC parking beat survey zones are illustrated below in **Figure 4** and it can be seen that Zones 7 to 10 all appear to be within the 2.4m x 54m eastbound site access visibility splay.

**Figure 4: LCC Parking Beat Survey Zones**

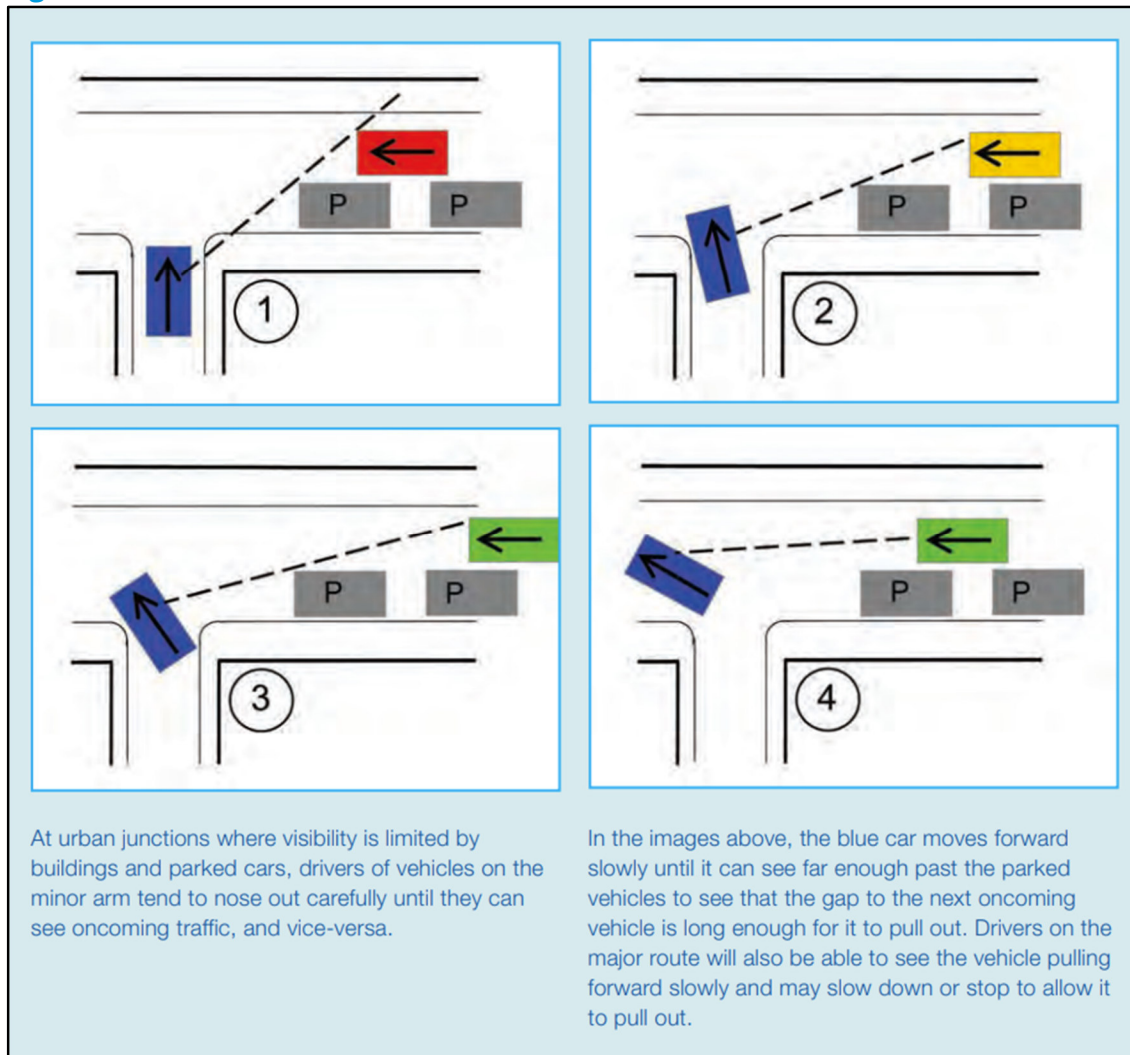


2.4.14 However, when considering the impact of on-street parking on the site access eastbound visibility splay it's important to consider the frequency and duration of the parking in these zones throughout the 36 hour duration of the survey.

2.4.15 For example only 6 vehicles parked in Zone 7 over the entire 3 days, of which the shortest parked vehicle stayed for 44 seconds and the longest parked for 7 minutes 37 seconds. Cumulatively the 6 vehicles that parked in Zone 8 stayed for only 19 minutes of the entire 3 days, with individual parking durations ranging from just over 1 minute to almost 6 minutes. Zone 9 was used far more frequently reflecting its closer proximity to the nearby shop, with 38 vehicles parking for a combined total of 2 hours 47minutes 47 seconds out of the 36 hour survey, which is less than 10% of the survey period. A single vehicle was parked permanently in Zone 10 for the duration of the survey period.

- 2.4.16 Zones 1 to 6 lie to the west of the proposed access centre line and are of lesser concern to LCC. Perhaps unsurprisingly given their longer distance from the shop and terraced housing, the frequency parking in these zones is even lower than Zones 7-10 with only 27 vehicles parking over the 3 days, albeit noting that some vehicles were parked outside specific houses for prolonged periods.
- 2.4.17 It can be concluded that the findings of LCC's own parking beat survey demonstrates that parking does occur frequently within the plotted Coventry Road site access visibility splays but it is typically infrequent and of short duration.
- 2.4.18 Nonetheless the implications of the parking have been considered in relation to guidance summarised in Section 10.7\_Obstacles To Visibility of MfS2. Paragraph 10.7.1 (page 80) states that *"parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice."* And whilst MfS2 goes on to advise that ideally parking should be provided outside of visibility splays, some encroachment may be acceptable.
- 2.4.19 **Figure 5** (shown overleaf) has been extracted from page 80 of MfS2 and summarises driver behaviour in such situations and this behaviour should be considered in context with the existing situation along the length of Coventry Road.
- 2.4.20 It is noted that many of the numerous other side road junctions formed with Coventry Road do not benefit from TRO parking restrictions, have only limited TRO protections, or are located close to an existing bus stop. As such, the occurrence of on-street parking in the vicinity of those junctions is not controlled and could obstruct the visibility splay and some will also be affected by bus stops.
- 2.4.21 Despite the above, the personal injury collision (PIC) analysis presented in the TA considers the entire the length of Coventry Road and no accidents have been recorded at side road junctions.

**Figure 5: Extract from MfS2**



Source: *Manual for Streets 2*, CIHT, 2010, Page 80, <https://www.ciht.org.uk/media/9351/manual-for-streets-2.pdf>, (accessed 18/07/2025)

2.4.22 LCC's response does also identify a concern regarding vehicles overtaking stationary vehicles and the potential for conflict with the proposed site access. It is noted that the only record reported in the PIC data analysis was a serious incident involving such a manoeuvre.

2.4.23 RL has sought more detailed information about this accident but the STATS 19 form has not been procured, nor is likely to provide any further information to review over and above what records we already hold. Nevertheless, this solitary occurrence is an isolated incident which does not suggest a trend or issue that is already apparent and would be exacerbated by the proposed site access junction.

2.4.24 It can be noted that *"instances of overtaking of parked vehicles are commonplace on urban streets and rely upon motorist courtesy and giving way"*.

- 2.4.25 In summary, RL acknowledges the presence of on-street parking but based on the parking beat survey data, it can be seen that it is a transient, infrequent and short-term constraint. Furthermore, it is also acknowledged that the TRO application process outcome cannot be guaranteed.
- 2.4.26 However, in the event that no TRO parking restrictions are implemented, and further to consideration of the findings of the on-street parking beat surveys, the Road Safety Risk Assessment, the results of the updated traffic speed data, PIC analysis and the existing characteristics of Coventry Road, is considered that the proposed site access solution would not alter existing driver behaviour along the Coventry Road corridor significantly enough to create a situation that is unsafe.

## 2.5 Other Development on Coventry Road

### LCC Comments

- 2.5.1 In the response, LCC has made reference to other planning applications that has been submitted for proposed developments with access on Coventry Road, as these were considered relevant to the issue of access visibility and road safety. The comments state:

*"The LHA is aware of two other applications at 42 Coventry Road (15/00061/OUT and 17/00552/OUT), which is opposite the proposed development, for one dwelling. The LHA advised refusal of both applications on highway safety grounds because of reduced visibility splays from the site access due to third party land. The LHA successfully defended both appeals and the Planning Inspectorate dismissed both appeals in March 2016 and November 2018.*

*Indeed, the inspector for the most recent appeal (Appeal Reference: APP/K2420/W/18/3201693) highlighted in paragraph 10 of their report:*

*"...the inadequacy in visibility to the left (which is from Burbage) could have serious consequences for highway safety"; and "Whilst problems might be infrequent, this does not detract from the severity of the potential consequences in respect of the increased risk to road users".*

### RL Response

- 2.5.2 LCC's reference to the two applications having has been successfully appealed with substandard visibility providing at least part of the justification for each of the respective Inspector's decisions is noted.
- 2.5.3 Further to a review of those applications, RL note the visibility afforded from the access in question was substandard and the implementation of improvements sufficient to alleviate the constraint were impeded by third party land. As such, no solution or mitigating evidence was provided.

- 2.5.4 Whereas, the proposed Coventry Road site access has been shown to achieve the LHDG Table 6 compliant visibility splays (the application of which has also been shown to be robust compared with the MfS SSD Y-distance requirement). Furthermore, RL has presented a Road Safety Risk Assessment, updated speed data, junction capacity assessment, PIC analysis (discussed in **Section 2.6**) and proposed the implementation of a TRO (for which the process is being progressed by a third-party specialist on behalf of the Applicant).
- 2.5.5 Based on the above, RL questions the relevance of the appeal outcomes associated with the applications that LCC has referenced in their latest comments.

## 2.6 LCC's Summary of their Site Access Comments

- 2.6.1 Most of the points made by LCC in their latest response under the sub-heading "Summary" refer back to earlier comments to which this TN already responds. However, LCC's reference to the quantum of development off a single point of access has only been mentioned briefly so a more detailed response is now provided below.
- 2.6.2 LCC's own LHDG inherently accepts that the rigid application of a development quantum threshold to determine access junction forms (and internal road types) is not appropriate. And, that some flexibility should therefore be given subject to the submission of an evidence based justification for proposals that do not fully accord with the criteria set out in Table 3 of the LHDG – an extract of which is shown overleaf in **Figure 6**.
- 2.6.3 It is assumed that LCC has no issue with the principle of the proposed Flanders Close access arrangements (subject to addressing aforementioned redline boundary and Section 38 adopted highway issues) so their references to an exceedance of an acceptable quantum of development off a single point of access must therefore be associated with the proposed Coventry Road access junction.
- 2.6.4 The proposed 6.75m wide Coventry Road access arm comfortably exceeds the 5.5m wide "Residential Access Road" criteria for developments of 50 - 400 dwellings identified in LHDG Table 3.
- 2.6.5 The 6.75m wide access road forms part of the proposed development's primary internal road loop, which theoretically means it complies with the "Major Residential Access" design criteria. The provision of an emergency vehicle link through to Flanders Close should be considered as an additional benefit.
- 2.6.6 As such, it is considered that the proposed Coventry Road access solution does comply with the LHDG.

**Figure 6: LHDG Table 3 extract – General Geometry of Residential Roads (internal)**

| Table 3: General geometry of residential roads (internal)     |                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                      |                                                                                                                                                                            |
|---------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                               | Major Residential Access Road (Primary Streets)                                                                                                                                               | Residential Access Road (Secondary & Local Streets)                                                                                                                                                                                                                                  | Shared Surface Residential Access (Tertiary Street)                                                                                                                        |
| Type of use<br><br>Also refer to Active Travel Design Layouts | Typically provide a primarily movement function.<br><br>Road between strategic routes or linking urban centres.<br><br>Primarily segregated active travel routes.<br><br>Bus access is likely | Both movement and place function.<br><br>Multi-modal corridor with pedestrian, cycle, bus and other motor vehicle activity.<br><br>Active travel interventions will depend on traffic flows and speeds.                                                                              | Strong place function.<br><br>Emphasis on pedestrian and cyclist use.<br><br>Not acceptable for use as a bus route                                                         |
| Single point of access dwelling limits                        | 1000<br><br>Normally no more than 400 from a single point of access. This threshold can only be exceeded based on a robust evidenced justification to be agreed with the LHA.                 | 400<br><br>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.                                                                                                         | 50<br><br>Normally no more than 25 from a single point of access. This threshold can only be exceeded based on a robust evidenced justification to be agreed with the LHA. |
| Access to schools                                             | Yes                                                                                                                                                                                           | Yes, but not as a cul-de-sac.                                                                                                                                                                                                                                                        | No                                                                                                                                                                         |
| 85th percentile design speed                                  | 20mph                                                                                                                                                                                         | 20 mph                                                                                                                                                                                                                                                                               | 15mph                                                                                                                                                                      |
| Shared surface                                                | No                                                                                                                                                                                            | No                                                                                                                                                                                                                                                                                   | Yes                                                                                                                                                                        |
| Widths for two-way traffic.                                   | Carriageway width 6.75m                                                                                                                                                                       | Carriageway width 4.8m up to 50 dwellings and 5.5m for 50 to 400 dwellings<br><br>Except on a bus route where the carriageway should be a minimum of 6m wide (subject to tracking assessment) or on a road serving a school where the carriageway should be 6.75m wide in all cases. | Overall highway corridor width of 7.5m required to accommodate all road users, green infrastructure and utility equipment.                                                 |

Source: <https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/road-layouts-and-design/general-layout-and-geometry-residential-sites>, (accessed 30/06/2025)

## 2.7 Highway Safety

### LCC Comments

2.7.1 LCC state that their review of the Personal Injury Collision (PIC) database confirms that there have been no further collisions up to the end of January 2025. They state:

*"The LHA does not consider the proposed development would exacerbate any existing highway safety issues on the wider highway network.*

*Notwithstanding the above the LHA believes the introduction of the proposed development and requirement for right turning movements into the development, the lack of a ghost island right turn, and potential for existing traffic to be travelling on the wrong side of the road near the site increase the possibility of collisions on Coventry Road. Furthermore, as outlined above, it is unclear if it would be possible to secure appropriate visibility splays at the site access.*

*The LHA therefore considered that the development proposals is contrary to paragraphs 115 and 116 of the NPPF (2024)."*

#### *RL Response*

- 2.7.2 LCC's comments relating to the PIC analysis are noted – there are no existing highway safety issues on the wider highway network but despite there being no obvious issues in the immediate vicinity of the proposed access, LCC still contests the proposed junction form and visibility splays.
- 2.7.3 The main points underpinning LCC's recommended reason for refusal are based on the subjective interpretation of what is or is not deemed to be safe, and what is, or isn't deemed to be a robust evidence base to support the non-provision of a ghost island.
- 2.7.4 As shown in this TN:
- The proposed access road design and quantum of development served via a single point of access accords with LHDG;
  - The provision of a simple priority junction is considered to be an appropriate form of access to serve the development based on the evidence base presented;
  - The required level of visibility can be provided in both directions from the Coventry Road site access arm, subject to a successful application for a TRO double yellow lines parking restriction being approved; and
  - The outcome of the TRO process cannot be guaranteed and any associated planning condition places a risk on the delivery of the site access, but that risk need not hold up planning.

## **2.8 Highway Impact**

#### *LCC Comments*

- 2.8.1 The LCC response includes comments relating to the Junctions 11 modelling included within the TA and the additional information provided, specifically with reference to the mitigation measures and suggested improvements at the B4109 Rugby Road/Coventry Road junction. The comments state:

*The LHA would usually advise a scheme of mitigation is conditioned prior to occupation of the proposed development. Furthermore, the LHA would have accepted a fair and proportionate contribution to highway improvements to the A47 Dodwells/A5 roundabout if the application was acceptable in highway terms.*

#### *RL Response*

- 2.8.2 LCC's comments appear to accept the principle of the proposed mitigation at the B4109 – Rugby Road / Coventry Road junction as outlined in the TA and in subsequent TN's.

- 2.8.3 LCC simply advise that the delivery of an off-site mitigation scheme would be conditioned prior to site occupation.
- 2.8.4 Furthermore, LCC has advised that they *“would have accepted a fair and proportionate contribution to highway improvements to the A47 Dodwells / A5 roundabout if the application was acceptable in highway terms”*.
- 2.8.5 It is important to note that further to use of LCC’s own PRTM outputs, the A47 Dodwells / A5 roundabout was not included within the Area of Influence and the proposed development’s traffic impact at this junction was shown to be well below the 30 two-way trip threshold LCC identify as the trigger to warrant further assessment.
- 2.8.6 On that basis, RL reiterate the response presented in previous TNs, that there is no justification for a contribution to highway improvements at the junction.

## 2.9 Internal Layout

### *LCC Comments*

- 2.9.1 LCC have undertaken a review of the Site Layout (1693-08-02-100 Rev.C), the Coloured Site Plan (1693-08-02-100 Rev.A) and the Bin Refuse Plan (1693-08-02-145 Rev.A). The comments are summarised below:
1. *Speed control measures will need to be designed into the road layout. In this instance, the maximum distance between speed control measures, junctions or 90-degree bends is approx. either 60m or 40m depending on the design speed/type of road. Further information can be found in the LHDG Table 20. The 230m length without calming at the beginning of the site is not acceptable, for example, especially as this is fronting plots.*
  2. *Further to the comment above, the minimum plateau length of vertical speed control measures should be 9m, and the ramps should not conflict with the access drives of the dwellings. For further information, please see LHDG, Figure 31.*
  3. *The bend widening has not been shown in line with Table 7 of the LHDG. The widening covers both running lanes and so does not need to be replicated on either side. There are also bends of more than 10° within the development serving more than 25 dwellings, without widening. Currently the first bend is 8.55m, well in excess of the required amount of widening*
  4. *Forward visibility splays are required, and the areas within the splays should be conveyed as highway at all adoptable bends within the development, in accordance with the LHDG. For further information, please see LHDG, Figure 8.*
  5. *The layby for the bus stop is not in accordance with Figures 24 and 25 of the LHDG, please amend.*

6. *The radii at the junctions and turning heads should be detailed on the plan, to ensure they are in accordance with the LHDG.*
7. *The junction radii should typically be 6m for any side roads. For further information please see Table 9 of the LHDG. The junction adjacent to the Care Home Area, is more than this.*
8. *The applicant should also note that radii for turning heads should typically be 7.5m. Please see Figure 12 of the LHDG for further information.*
9. *Most of the shared surfaces in the layout are more than the maximum 50m between junctions/90-degree bends. In the affected areas, they should be shortened to be in accordance and the private drives/‘normal’ carriageway extended to suit.*
10. *Shared surfaces should be 7.5m in total width, comprised of 2 x 1.35m ‘footways’ either side of a 4.8m ‘carriageway’, and be wholly flush and block paved in construction.*
11. *The 1m service margin on the north/east side of the road that serves plots 130-175 should provisionally be shown as a bituminous margin.*
12. *As mentioned previously, if any roads with fewer than five frontages are proposed for adoption, these are not in accordance with the LHDG and should be altered to increase the number of frontages or made private. There are multiple roads which do not meet this requirement, such as: 348-366, 333-342, 33-42.*
13. *Vehicle tracking for the site using the appropriate refuse vehicle specification, has not been provided, in addition to a bus. Tracking should include all adoptable turning heads for the refuse vehicle, and any private drives where the bin collection point is sited more than 25m from the highway. The bus stop tracking should have shown the vehicle manoeuvring around the junctions and bends on the loop.*
14. *It is understood that a segregated cycleway and footway would be difficult to design at accesses/plot frontages. As such, the shared 3m footway/cycleway should be continued from Plot 340 all the way around the loop. This loop should remain on the same (outside) of the loop, and a crossing installed to the west of plot 337. The crossing at the Self Build Area could have been removed.*
15. *Management and design of where the cycleways cross vehicle accesses and junctions would have been considered further at the S38 stage. Priority to cyclists over vehicles at the side roads should be indicatively shown, in line with LTN 1/20.*
16. *Tactile pedestrian crossings were not on the layout drawings.*
17. *The stub road o/s Plot 421 will serve no highway benefit; this would have needed to be removed and a vehicle crossing installed.*
18. *The dummy junction o/s Plot 159 should have been removed and made into a bend.*

*19. In line with the changes to the LHDG, the verge and tree planting along the spine road at the beginning of the development is welcomed, and would have been agreed as part of adoption process at the S38 stage.*

*RL Response*

- 2.9.2 It should be noted that none of these comments are relevant to LCC's single reason for recommending refusal of the planning application.
- 2.9.3 These comments would ordinarily be dealt with post-planning permission as part of the iterative detailed design process. The design of the internal layout and internal highways infrastructure will be subject to a Section 38 (S38) agreement and these details do not need to be confirmed as acceptable by LCC to secure planning approval.
- 2.9.4 Nonetheless, these comments have been taken on board and the latest Site Layout drawing (1693-08-02-100 Rev.E) is attached as **Appendix J** for information. A site layout drawing (ref: 1693-08-02-170) showing the forward visibility and refuse tracking has been attached as **Appendix K**, with the latest bus swept path tracking drawing (ref: 21390-RLL-23-XX-DR-D-5010P05) has been attached as **Appendix L**
- 2.9.5 **Table 3** below provides a summary of how each point has been addressed, with reference to the additional and updated drawings where relevant.

**Table 3 Internal Layout - Updates**

| LCC Comment | RL Response                                                                                                                                                                                                                                               | Drawing Ref                                                 |
|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|
| 1           | Whilst we are unsure where the 230m length raised by LCC is, there are speed control measures at the beginning of the site. The distances between the speed control measures have been measured and are all less than 60m.                                | 1693-08-02-100 Rev.E                                        |
| 2           | Noted and changes applied where needed.                                                                                                                                                                                                                   | 1693-08-02-100 Rev.E                                        |
| 3           | The bend widening has been included. The first bend needs to be this wide in order to facilitate a bus and an oncoming car / refuse vehicle to pass each other.                                                                                           | 1693-08-02-100 Rev.E                                        |
| 4           | Noted and included.                                                                                                                                                                                                                                       | 1693-08-02-170                                              |
| 5           | Noted. The bus layby has been relocated to accommodate the change.                                                                                                                                                                                        | 1693-08-02-100 Rev.E                                        |
| 6           | Noted and changes applied where needed.                                                                                                                                                                                                                   | 1693-08-02-100 Rev.E                                        |
| 7           | Noted and changes applied where needed. The junction radii adjacent to the Care Home area needs to be wider in order to facilitate the bus swept path.                                                                                                    | 1693-08-02-100 Rev.E                                        |
| 8           | Figure 11 of the LHDG shows that an 8m radii can be used for turning heads, which has been applied.                                                                                                                                                       | 1693-08-02-100 Rev.E                                        |
| 9           | Noted and changes applied where needed.                                                                                                                                                                                                                   | 1693-08-02-100 Rev.E                                        |
| 10          | Noted. Whilst the width is 7.5m, there are areas where the footways are 1.5m / 1m wide where there is direct frontage / no direct frontage.                                                                                                               | 1693-08-02-100 Rev.E                                        |
| 11          | Noted and change applied.                                                                                                                                                                                                                                 | 1693-08-02-100 Rev.E                                        |
| 12          | This change has not been applied. At the location 348-366 and 333-342 the roads in question are linking roads only, with no dwelling frontages. The road serving units 33-42 cannot be private due to the access and service requirements of units 38-41. | -                                                           |
| 13          | Noted, bus and refuse tracking has been included.                                                                                                                                                                                                         | Refuse: 1693-08-02-170<br>Bus: 21390-RLL-23-XX-DR-D-5010P05 |
| 14          | This has been applied                                                                                                                                                                                                                                     | 1693-08-02-100 Rev.E                                        |
| 15          | Noted and applied.                                                                                                                                                                                                                                        | 1693-08-02-100 Rev.E                                        |
| 16          | Noted and applied.                                                                                                                                                                                                                                        | 1693-08-02-100 Rev.E                                        |
| 17          | Noted and applied.                                                                                                                                                                                                                                        | 1693-08-02-100 Rev.E                                        |
| 18          | Noted and applied.                                                                                                                                                                                                                                        | 1693-08-02-100 Rev.E                                        |
| 19          | Noted.                                                                                                                                                                                                                                                    | -                                                           |

## 2.10 Transport Sustainability

### LCC Comments

- 2.10.1 The LCC response includes a number of comments on the Public Rights of Way (PRoW) through the site, concluding that:

*"The LHA would advise the applicant that if the proposals had been acceptable improvements would have been requested in line with the NPPF paragraph 105 expectation of PRoW enhancements. In addition to providing resources for an all-weather surface between points A and B, and reflecting the 'significant increase in use' the development will lead to on surrounding footpaths mitigation would have been sought to provide resources for improving footbridges, waymark posts, and stiles, or replacing stiles with pedestrian gates or kissing gate, on Footpath U57 to Coventry Road, on Footpath U59 to the A5 Watling Street, and on Footpath U65 to Britannia Road, and Footpath U81 to Lutterworth Road."*

### RL Comments

- 2.10.2 It can be confirmed that the applicant is addressing all of these comments on PRoW by means of separate discussions through a third party specialist.

## 2.11 Summary of RL Responses to Latest LCC Comments

- 2.11.1 LCC Highways recommends refusal based on the following:

*"The applicant has failed to demonstrate that safe and suitable access for all users would be provided to the development and the proposal, if permitted, could consequently result in an unacceptable form of development and could lead to dangers for highway users contrary to paragraph 115 and 116 of the National Planning Policy Framework (2024)."*

- 2.11.2 Further to the above, many of the sub-headings within LCC's latest response are not related to the reasons for refusal. The concluding points to note are as follows:

- The proposed site access road design criteria reflects due consideration of relevant guidance in MfS2, DMRB CD123 and accords with LCC's LHDG;
- The quantum of development to be served via a single point of access is acceptable and is in accordance with LHDG for the road typology defined;
- A simple priority junction is considered to be an appropriate form of access to serve the development proposals based upon the evidence base presented;
- The required level of visibility can be provided in both directions from the site access, contingent upon a TRO to implement parking restrictions in the vicinity of the site access bell mouth.
- Noting that the TRO process sits outside of the planning application and its outcome cannot be guaranteed, its requirement does place risk as to the implementation of the site access but it need not hold up planning;

- The Applicant is known to be progressing the TRO process separately with a third-party specialist;
- Further comments made by LCC in their 30th May 2025 response on Highway Impact are noted.
  - They do not form part of LCC's reasons for recommending refusal.
  - However, it is noted that LCC has stated that they would seek a contribution towards improvements at the A47 Dodwells / A5 roundabout.
  - RL reiterate the response presented in previous TNs, that there is no justification for a contribution to highway improvements at the junction.
- Comments made by LCC in their 30<sup>th</sup> May 2025 response on the Internal Site Layout are considered as iterative detailed design issues that would ordinarily be addressed post planning permission.
  - In essence they are not fundamental to the LCC's stated reason for recommending refusal of the planning application.
  - Nevertheless, RL has reviewed LCC's comments and has made a number of changes to address the comments, with updated drawings provided accordingly.
- Comments made by LCC in their 30<sup>th</sup> May 2025 response on Transport Sustainability - Public Rights of Way are noted. The Applicant is addressing LCC's comments on the PRow separately through a third-party specialist.

## 3 National Highways

### 3.1 Latest Response (NH/24/05928, dated 20/09/2024)

- 3.1.1 There have been a number of responses issued from National Highways to planning application 24/00083/HYB. The latest response was dated 25<sup>th</sup> September 2024 (reference NH/24/05928). RL issued a formal response as part of our TN issued on 3<sup>rd</sup> February 2025, attached as **Appendix I**.
- 3.1.2 There have been no further comments received from NH at the time of writing this TN. On that basis the RL responses to NH made in February should be considered still relevant and we ask that NH review and feedback accordingly.

## 4 Active Travel England

### 4.1 Outstanding Comments & Latest Response (Ref: ATE/24/00145/HYB, dated 19/02/2024 & Email, dated 31/03/2025)

- 4.1.1 ATE provided an email response dated 31<sup>st</sup> March 2025, as follows:

*ATE raised issues under five headings in its original response of 19th February 2024 and it appears that only the issue raised under the first heading (internal layout) has been addressed in respect of the provision of raised tables on the amended site layout.*

*The additional provision of a bi-directional cycleway is welcomed although beyond which all footways and the shared use route meet side road junctions with large corner radii, allowing vehicles to turn faster and deflecting safe crossing points well into each side street. It is unclear why the long-established guidance in Manual for Streets (Figure 6.3 and paragraphs 6.3.12-14) is not being applied? Further space should also be provided for the shared use route around the bus stop adjacent to the LEAP, to avoid potential conflict between pedestrians and cyclists.*

*The remaining issues raised in ATE's first response are outstanding.*

- 4.1.2 The five headings referenced in ATE's February 2024 deferral response (Ref: ATE/24/00145/HYB) are listed below:

- Internal layout;
- Connectivity to the neighbouring plot;
- Public transport;
- Quantification of Active Travel trips absent;
- Care home staff facilities.

*RL Response*

- 4.1.3 The RL TN dated 3<sup>rd</sup> February 2025 included a response on all of the five points raised again by ATE. The TN is included as **Appendix I**.
- 4.1.4 There has been no change to the information as referred to and confirmed in the last TN response. As such, these comments are still relevant and no further information is to be provided.

**Appendix A : LCC Highways Response 2024/0083/04/H/R4, dated 30/05/2025**

**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: 24/00083/HYB

Highway Reference Number: 2024/0083/04/H/R4

Application Address: Land At Burbage Fields Farm Bullfurlong Lane Burbage Leicestershire

Application Type: Hybrid

Description of Application: Re-consultation. Hybrid planning application for 422 dwellings, public open space, associated infrastructure and the demolition of 65 and 65a Coventry Road, and Burbage Fields Farm and outline planning application for a residential care home and up to 11 no. self-build plots (all matters reserved except for access)

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**GENERAL DETAILS**

Planning Case Officer: Alex Jelley

Applicant: Redrow Homes and Peter Andrew Farmer

County Councillor: Cllr Barry Walker

Parish: Burbage

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 advice is that the residual cumulative impacts of the development are severe in accordance with the National Planning Policy Framework (2024) and the Local Planning Authority is advised to consider refusal on transport/highway grounds for the reason outlined in this report.**

- 1. The applicant has failed to demonstrate that safe and suitable access for all users would be provided to the development and the proposal, if permitted, could consequently result in an unacceptable form of development and could lead to dangers for highway users contrary to paragraph 115 and 116 of the National Planning Policy Framework (2024).**

## **Advice to Local Planning Authority**

### **Background**

The Local Highway Authority's (LHA's) fourth highway observations, in November 2024 provided further information on the site access arrangements including the parking survey undertaken by the applicant, Personal Injury Collision data, Highway Impact, Internal Layout, Public Right of Way and Travel Plan for the proposed development.

This response is based on a review of the following information along with the guidance in the [Leicestershire Highway Design Guide](#) (LHDG) and should be read alongside the other highway observations dated 19 February 2024 (holding response), 5 April 2024, 14 June 2024 and 1 November 2024 for a comprehensive understanding of the LHA's assessment of the planning application. The applicant has now submitted the following documents / plans to address the outstanding issues:

- Lichfields Resubmission Covering Letter ref: 61188/04/JK/LGa/33521009v1, 'Land at Burbage Fields Farm, Bullfurlong Lane, Burbage', dated 7 March 2025;
- Pegasus Group Design and Access Statement, document ref: P22-2560\_G003\_C, 'Land at Burbage Fields Farm, Burbage', dated March 2025;
- Redrow Homes Midlands drawing number: 1693-08-02-100, 'Land south of Burbage – Site Layout', Revision C, dated 27 January 2025;
- Redrow Homes Midlands drawing number: 1693-08-02-120, 'Land south of Burbage – Site Location Plan', dated November 2023;
- Redrow Homes Midlands drawing number: 1693-08-02-122, 'Land south of Burbage – Highway Adoption Plan', Revision A, dated 27 January 2025;
- Redrow Homes Midlands drawing number: 1693-08-02-127, 'Land south of Burbage – Fire Distance Plan', Revision A, dated 27 January 2025;
- Redrow Homes Midlands drawing number: 1693-08-02-145, 'Land south of Burbage – Bin Refuse Plan', Revision A, dated 27 January 2025;
- Redrow Homes Midlands drawing number: 1693-08-02-147, 'Land south of Burbage – Parking Strategy Plan', Revision A, dated 27 January 2025;
- Redrow Homes Midlands drawing number: 1693-08-02-148, 'Land south of Burbage – Road Hierarchy Plan', Revision A, dated 27 January 2025;
- Redrow Garages Plan drawing dated June 2023; and
- Rodgers Leask Limited Technical Note (TN) 'Land south of Burbage', Report Ref: 21390-RLL-24-XX-TN-D-5021, Revision P01, dated 3 February 2025.

### **Site Access Arrangements**

The applicant has confirmed in Section 2.1 of the TN that the proposed development would be served by two vehicular accesses via Flanders Close and Coventry Road. In addition, there would be an 'emergency link' between the two areas of the development but this would not allow for through traffic between the two parcels of development.

#### **Flanders Close Access**

The eastern area of the development (55 dwellings) would be accessed via an extension to Flanders Close and would then join the public highway via the existing B578 Lutterworth Road / Passchendaele Drive priority junction. This would mean that there would be a total of 127 dwellings from this point of access to the public highway considering the existing and proposed dwellings.

The LHA would advise the applicant that the internal roads, Flanders Close and Passchendaele Drive, are not currently adopted and are subject to a Section 38 (S38) agreement.

The LHA would not seek to resist the principle of 55 dwellings off this point of access based on the requirement of the LHDG of 150 dwellings from a single point of access if the proposals had an access via the adopted highway. However given the red line boundary of the application site, which at this point connects onto a what is currently a private, unadopted road, this is not acceptable.

The LHA do acknowledge that the adjacent site subject to a S38 agreement (17/00795/REM) is also a Redrow Homes site, the applicants for this application and 17/00795/REM are not like for like. Furthermore, no blue line boundary appears to have been submitted and as such, the applicant has not demonstrated an access which abuts the highway, therefore it is unclear how such an access could be provided.

#### Coventry Road Access

The western side of the development serving 378 dwellings and the proposed care home would be served via a new priority junction on to Coventry Road. In the last formal response to this planning application the LHA acknowledged the additional information on the site access arrangements provided by the applicant. However, the LHA queried the applicant's conclusion that a ghost right turn would not be required on Coventry Road because of the level of traffic when assessed against Manual for Streets 2 (MfS2).

The applicant has now indicated in their TN that they consider the LHAs interpretation of the MfS2 guidance to be incorrect and that this advice that a right turning lane at priority junctions where the side road flow exceeds 500 vehicles per day is for trunk roads only.

The LHA were highlighting the fact that for the number of vehicles coming out of a side road and the status of Coventry Road as a key link road between Burbage and the A5 then the applicant should investigate the possibility of providing a ghost right turn lane. This may have alleviated some of the concerns the LHA had with the simple priority junction site access. The applicant is advised that as indicated in paragraph 9.4.2 of MfS2, TD42/95 can be applied on non-trunk roads.

Without the provision of a ghost right turn, the LHA believes that vehicles turning into the development will not be offered protection from through traffic and it does not assist with the free flow of traffic on Coventry Road. Furthermore, any build-up of congestion on Coventry Road could result in vehicles waiting to exit the development becoming frustrated and taking unnecessary risks when they leave the proposed development.

In addition, the LHA do not believe that the site access arrangements i.e. a priority junction is safe and suitable to serve the quantum of development outlined above. This assessment is based on [Table 3: General geometry of residential roads \(internal\)](#) of the LHDG that there should be no more than 150 dwellings from a single point of access. This is especially the case given the level of quantum of which would access the proposed development of 378 dwellings and a care home and there is no link to the other access proposed via Flanders Close.

Lastly the applicant has highlighted in paragraph 4.2.4 of their Transport Assessment (dated July 2024) that the access road would be 6.75m wide carriageway. The LHA accept this access road width could serve up to 400 dwellings which could mean the site was suitable to be adopted however it does not mean the site access is safe and suitable to serve the proposed development.

### COBALT Assessment

The applicant has undertaken a COBALT assessment of Coventry Road, east and west of the proposed site access, in Section 2.4 of the TN. The results of the 'without scheme' and 'with scheme including the proposed development' are shown in Table 1 of the TN. The applicant has concluded that the possible change in accident rates is negligible with the inclusion of the proposed development.

The LHA acknowledge the additional information provided but do not consider this type of assessment is relevant for a new site access on to the public highway. The COBALT software is more suited to calculating the impact on accidents and when creating a road scheme economic appraisal. Indeed, the COBALT manual available on the Department for Transport website advises that:

*"COBALT (COst and Benefit to Accidents – Light Touch) is the Department for Transport's ('DfT') software tool for forecasting road accident impacts. The DfT Transport Analysis Guidance (TAG) Unit A4.1 Social Impact Appraisal (<https://www.gov.uk/government/publications/tag-unit-a4-1-social-impact-appraisal>) recommends its use in road scheme appraisals, resulting in it being routinely used, most often by (or on behalf of) local authorities and Highways England".*

### On street parking

Following the initial parking survey in September 2023 the applicant has undertaken a further camera survey of parked vehicles in February 2025. The results indicate there is parking along Coventry Road because of the newsagents and terraced houses.

The presence of on-street parking at various times of the day creates in effect an extended priority give-way layout. This situation could bring vehicles travelling westbound from the centre of Burbage to the A5 into conflict with existing traffic waiting to enter / leave Victoria Road and development traffic. This may also involve accelerating vehicles on the wrong side of the road trying to pass the parked cars as soon as they can which is not in the interests of highway safety.

Furthermore, given the lack of a ghost right turn highlighted above it may also result in traffic travelling from Burbage towards the A5 coming into conflict with traffic waiting to turn into the proposed development.

### Traffic Regulation Order

To remove the on-street parking in the vicinity of the proposed development, the applicant has suggested that it would be possible secure the visibility splays by way of Traffic Regulation Order (TRO). In its previous response dated 1 November 2024, the LHA highlighted that a TRO is a Legal Order and subject to further scrutiny outside the planning process.

As outlined above the presence of on-street parking relates to an existing business and terrace properties which both have a demand for parking. It is therefore anticipated that there would be objections submitted as part of such a TRO process.

Therefore, the LHA would reiterate that its success cannot be guaranteed to ensure appropriate visibility splays can be secured in perpetuity

### Other Development on Coventry Road

The LHA is aware of two other applications at 42 Coventry Road (15/00061/OUT and 17/00552/OUT), which is opposite the proposed development, for one dwelling. The LHA advised refusal of both applications on highway safety grounds because of reduced visibility splays from the

site access due to third party land. The LHA successfully defended both appeals and the Planning Inspectorate dismissed both appeals in March 2016 and November 2018.

Indeed, the Inspector for the most recent appeal (Appeal Reference: APP/K2420/W/18/3201693) highlighted in paragraph 10 of their report:

*“...the inadequacy in visibility to the left (which is from Burbage) could have serious consequences for highway safety”;* and

*“Whilst problems might be infrequent, this does not detract from the severity of the potential consequences in respect of the increased risk to road users”.*

### Summary

Coventry Road extends for approximately 1.2 km and provides a link between B4109 Rugby Road to the west and B578 Lutterworth Road and the Burbage village centre to the east. These two north/south routes serving the southern side of the town, Rugby Road from M69 J1 and Lutterworth Road from the A5, carry the highest volumes of traffic in Burbage during peak periods. Furthermore, Coventry Road is a bus route so there is a bus stop which would need to be relocated to a suitable location if planning permission was granted and no suitable alternative location has been identified.

It provides a vital east/west connector road that joins the two north/south routes which is of local importance. Coventry Road is an unclassified local distributor road and as demonstrated in the applicants traffic count undertaken in November 2021 it carries an average of 369 two-way traffic movements during the AM peak and 382 during the PM peak with a daily five-day average total of 4,585 two-way vehicles.

In Appendix X of the initial TA the applicant has confirmed in the AM peak that based on the 378 dwellings and care home there will be 58 right turning movements and 52 left turning vehicles into the development and a total of 220 vehicles leaving development with 121 travelling towards the A5 and 99 going eastbound to Burbage.

In the PM period there is predicted to be 97 right turners and 89 left turning vehicles into the site. There are also 49 vehicles to the A5 and 28 towards the centre of Burbage.

Considering the above major and minor road flows, the considers that it is clear that a ghost right turn should be provided, and this has not been demonstrated.

The scale of development to be served off Coventry Road and care home traffic is more than the quantum of development off a single point of access set out in the LHDG. Furthermore, the LHA is not certain that sufficient visibility splays can be secured to ensure in perpetuity as this relies on the implementation of a TRO.

To summarise the LHA does not believe the applicant can deliver a safe and suitable access on to Coventry Road in line with paragraphs 115 and 116 of the NPPF (2024) for the scale of the development for the reasons outlined above.

### Highway Safety

The LHA has rechecked its Personal Injury Collision database and there has been no further collisions recorded up to the end of January 2025. The LHA does not consider the proposed development would exacerbate any existing highway safety issues on the wider highway network.

Notwithstanding the above the LHA believes the introduction of the proposed development and requirement for right turning movements into the development, the lack of a ghost right turn, and potential for existing traffic to be travelling on the wrong side of the road near the site increases the possibility of collisions on Coventry Road. Furthermore, as outlined above, it is unclear if it would be possible to secure appropriate visibility splays at the site access.

The LHA therefore considers that the development proposal is contrary to paragraphs 115 and 116 of the NPPF (2024).

### **Highway Impact**

The results of the modelling at 11 junctions were provided in Table 29 of the Transport Assessment dated July 2024. Following a request from the LHA the applicant has provided further information on the potential impact from the proposed development between 2026 and 2031 based on advice from the transport modelling consultants who undertook the modelling. Paragraph 2.5.21 of the applicants latest TN states that:

*“...most movements see growth and most of the reductions are quite small and are probably at locations that are close to capacity in 2021 and can’t accommodate more traffic or occur as a result of changes in delay which causes rerouting and reductions for some movements.”*

The LHA would suggest that this indicates that the future growth in traffic results in the deterioration in the performance of the junction in terms of reduced capacity and increase in delays / queues, therefore mitigation is required to accommodate the proposed development. This is particularly relevant at the B4109 Rugby Road / Coventry Road junction which the applicant has confirmed would suffer a deterioration in performance with the addition of development traffic.

Therefore, to mitigate the impact of the proposed development the applicant has put forward a highway improvement scheme. The scheme would involve the introduction of signals at this junction and consist of the following improvements:

- Coventry Road being widened on the northern side of the carriageway allow for two 3.2m width lanes on the approach;
- The introduction of a staggered toucan crossing along Coventry Road with a 3m width island;
- Relocation of the existing toucan crossing on the B4109 Rugby Road approximately 10m to the north-west so it can be incorporated into the junction signalisation;
- A new traffic island placed on the B4109 Rugby Road north arm; and
- Re-alignment of the kerb line on the northern side of Coventry Road.

The LHA would usually advise a scheme of mitigation is conditioned prior to occupation of the proposed development. Furthermore, the LHA would have accepted a fair and proportionate contribution to highway improvements to the A47 Dodwells / A5 roundabout if the application was acceptable in highway terms.

### **Internal Layout**

As advised previously, the applicant has indicated that they wish for the main internal development roads to be put forward for adoption. The acceptability of an adopted road layout is subject to a Section 38 (S38) agreement in accordance with the Highways Act (1980). For the site to be suitable for adoption, the internal layout must be designed fully in accordance with the guidance in the [Approvals, road adoptions and commuted sums](#) of the LHDG.

The LHA has reviewed the details on the Site Layout 1693-08-02-100 Rev. C, Coloured Site Plan 1693-08-02-100 Rev. A, Bin Refuse Plan 1693-08-02-145 Rev. A. It should be noted that the revisions have not been changed from the last submission, although changes have been made to the drawings and the revision change log altered.

- Speed control measures will need to be designed into the road layout. In this instance, the maximum distance between speed control measures, junctions or 90-degree bends is approx. either 60m or 40m depending on the design speed/type of road. Further information can be found in the LHDG Table 20. The 230m length without calming at the beginning of the site is not acceptable, for example, especially as this is fronting plots.
- Further to the comment above, the minimum plateau length of vertical speed control measures should be 9m, and the ramps should not conflict with the access drives of the dwellings. For further information, please see LHDG, Figure 31.
- The bend widening has not been shown in line with Table 7 of the LHDG. The widening covers both running lanes and so does not need to be replicated on either side. There are also bends of more than 10° within the development serving more than 25 dwellings, without widening. Currently the first bend is 8.55m, well in excess of the required amount of widening.
- Forward visibility splays are required, and the areas within the splays should be conveyed as highway at all adoptable bends within the development, in accordance with the LHDG. For further information, please see LHDG, Figure 8.
- The layby for the bus stop is not in accordance with Figures 24 and 25 of the LHDG, please amend.
- The radii at the junctions and turning heads should be detailed on the plan, to ensure they are in accordance with the LHDG.
- The junction radii should typically be 6m for any side roads. For further information please see Table 9 of the LHDG. The junction adjacent to the Care Home Area, is more than this.
- The applicant should also note that radii for turning heads should typically be 7.5m. Please see Figure 12 of the LHDG for further information.
- Most of the shared surfaces in the layout are more than the maximum 50m between junctions/90-degree bends. In the affected areas, they should be shortened to be in accordance and the private drives/'normal' carriageway extended to suit.
- Shared surfaces should be 7.5m in total width, comprised of 2 x 1.35m 'footways' either side of a 4.8m 'carriageway', and be wholly flush and block paved in construction.
- The 1m service margin on the north/east side of the road that serves plots 130-175 should provisionally be shown as a bituminous margin.
- As mentioned previously, if any roads with fewer than five frontages are proposed for adoption, these are not in accordance with the LHDG and should be altered to increase the number of

frontages or made private. There are multiple roads which do not meet this requirement, such as: 348-366, 333-342, 33-42.

- Vehicle tracking for the site using the appropriate refuse vehicle specification, has not been provided, in addition to a bus. Tracking should include all adoptable turning heads for the refuse vehicle, and any private drives where the bin collection point is sited more than 25m from the highway. The bus stop tracking should have shown the vehicle manoeuvring around the junctions and bends on the loop.
- It is understood that a segregated cycleway and footway would be difficult to design at accesses/plot frontages. As such, the shared 3m footway/cycleway should be continued from Plot 340 all the way around the loop. This loop should remain on the same (outside) of the loop, and a crossing installed to the west of plot 337. The crossing at the Self Build Area could have been removed.
- Management and design of where the cycleways cross vehicle accesses and junctions would have been considered further at the S38 stage. Priority to cyclists over vehicles at the side roads should be indicatively shown, in line with LTN 1/20.
- Tactile pedestrian crossings were not on the layout drawings.
- The stub road o/s Plot 421 will serve no highway benefit; this would have needed to be removed and a vehicle crossing installed.
- The dummy junction o/s Plot 159 should have been removed and made into a bend.
- In line with the changes to the LHDG, the verge and tree planting along the spine road at the beginning of the development is welcomed, and would have been agreed as part of adoption process at the S38 stage

## **Transport Sustainability**

### **Public Rights of Way (PROW)**

The application site is crossed by public rights of way Footpaths U66 and U66a and adjoins Bullfurlong Lane (a presumed public right of way) which links to Footpaths U57, U59 and U65. The site eastern end adjoins the cul-de-sac minor highway Workhouse Lane. The southern half of Footpath U66 forms part of the Round Burbage Walk circular route defined in paragraph 20.4 of the Burbage Neighbourhood Plan (BNP).

The LHA would advise the applicant that the proposals are contrary to the NPPF and the Planning Practice Guidance as interpreted by the courts, and contrary to the LHDG for the reasons set out below.

The 24/00083/HYB Design and Access Statement (DAS) on page 25 in paragraph 3.2 Connectivity notes that:

*'There is an existing Public Right of Way through the site (reference U66), which provides pedestrian connectivity to the Britannia Road Recreation Ground, village centre and the surrounding network of pedestrian routes, public rights of way and cycle routes. Alongside this*

*Public Right of Way, there are multiple others that cross or adjoin the Site; these include U65, U66A and U59.'*

The DAS contains the following commitments:

Page 49 - paragraph 4.2.5

Accessibility: Enhancement and extension of the existing public rights of way network as an integral part of the development, particularly facilitating sustainable access to the Town Centre and existing employment areas.

Page 87 - paragraph 7.

Encourage ease of movement: The retained and enhanced Burbage Round public footpath allows for new user experiences as well as maintaining the important existing walking routes through the site and to the village beyond.

Page 99

An Integrated Neighbourhood - Natural Connections: Additionally, the layout safeguards and enhances the existing Burbage Round footpath into the site.

The current proposals do not satisfactorily deliver any of these commitments.

Included below is the latest submitted Surface Materials Plan (drawing no.1693-08-02-140 - Rev A) overlaid with the footpath routes as recorded on the Definitive Map of public rights of way, the official record. The Definitive Map legally 'fixes' the routes of public footpaths, bridleways etc. Routes on the ground may be different but, in law, the route on the Definitive Map is the alignment that must be used by planning proposals. If not, a legal diversion of the right of way will be needed.

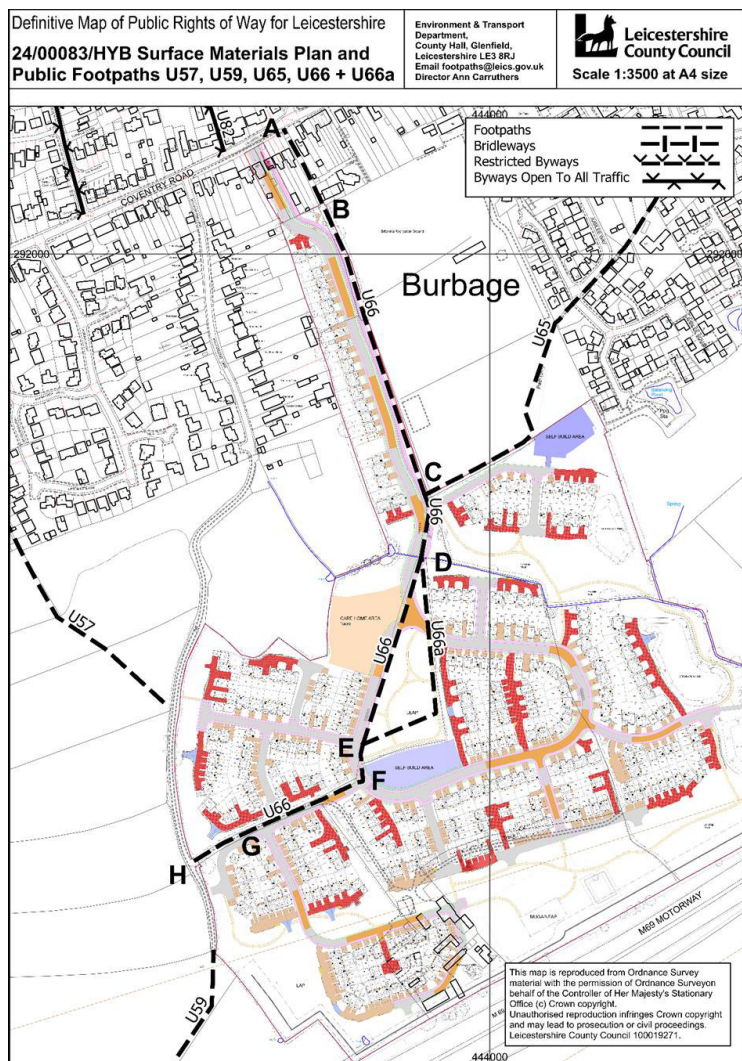


Figure 1: Extract of Definitive Map of Public Rights of Way within proposed development

A legal diversion of a PRoW requires a separate legal order made by Hinkley and Bosworth Borough Council, as the Local Planning Authority, a separate application for which must be submitted and legally confirmed before the development is substantially complete, otherwise these legal powers then lapse. C1/09 paragraph 7.11 cautions that:

*'It cannot be assumed that because planning permission has been granted that an order ..., for the diversion or extinguishment of the right of way, will invariably be made or confirmed.'*

The Surface Materials Plan shows the location and treatment of highways (i.e. carriageways), roadside footpaths, linking paths and paths through landscaped areas. The overlay highlights the following:

- Only Roadside Footway between points C, D, E, and F on the eastern side of the access road or primary street. Footpath U66 here is largely subsumed by the footway shown as to be adopted on the submitted Highway Adoption Plan. This conflicts with government policy in PPG / C1/09 paragraph 7.2 as quoted above in item (7) and LHDG annex para 10 quoted in item (8). It is noteworthy that the submitted amended Illustrative Landscape Masterplan (drawing no. P22-2560\_EN\_0007\_F\_0001 Rev F) omits PRoWs generally but includes the 'Burbage Round Walk' shown as being on the western footway of the primary street. The western side of the

primary street is a more appropriate location if the route of Footpath U66 must be along a roadside footway.

- It is unclear which roadside is used between points F and G. The Surface Materials Plan and Highway Adoption Plan only show a footway on the southern edge of this side street. The crossings over the development's primary street and onto the side street at point F are indirect and sub-optimal. This conflicts with PPG / C1/09 para 7.2 and LHDG annex paragraph 10 in item (8). It is again noteworthy that the Illustrative Landscape Masterplan shows the 'Burbage Round Walk' as being along the northern edge of the side street, which is a more appropriate location for Footpath U66. But to allow this a roadside footway must be added on the northern side of this street.
- No provision at all between points G and H for Footpath U66, contrary to NPPF paragraph 105 as noted above in item (5) and the BNP noted above in item (1). Currently, at this point, the route of Footpath U66 follows the access track for Burbage Fields Farm so an equivalent surface should be provided. Appropriate barriers are required at point H to allow pedestrian access but ensure vehicles do not use this as an unofficial site exit onto Bullfurlong Lane.
- No provision at all between points D and E for Footpath U66a; strictly this also is contrary to NPPF paragraph 105. Footpath U66a legal existence was confirmed by a tribunal in the mid-1950s after the Definitive Map was initially compiled in 1951-52. If Footpath U66a is being extinguished rather than diverted there needs to be a clear justification for doing so, and potentially equivalent improvements elsewhere to compensate for the loss of this public asset.
- The situation is unclear between points B and C for Footpath U66. There is no provision on the existing legal alignment but the Surface Materials Plan and Highway Adoption Plan both show, parallel with the development's primary street, a wider footpath which appears to be the segregated cycleway from Coventry Road mentioned in the Design and Access Statement Addendum paragraph 2.1. Is this a combined footpath and cycleway, or separate cycleway and footpath parallel to each other? If the latter, the footpath should be on the eastern side of the cycleway so it coherently links to the other footpaths such as Footpath U65.
- The position is unclear between points A and B as to what happens to the existing route of Footpath U66, where it coincides with the current landholder access route to the fields. That land is outside the site boundary and has no owner recorded by the Land Registry, though it is believed to be used by Burbage Parish Council to access their recreation ground and appears to also be an access to land title LT483575 which is part of the application site.
- Leaving the PRoW and this land in its current state is implicitly contrary to NPPF paragraph 105 may cause other public nuisances. Compared to via the primary street, this section of Footpath U66 can be made into the shortest all-weather surfaced pedestrian route from the application site to the Burbage village centre. That should include resources to allow this section of PRoW to be surfaced to adoptable standard, with a connection to the cycleway and footway around point B.
- Future status unclear for the new route labelled 'Emergency Link and Continues Cycle Link' linking the eastern and western parts of the development. The Surface Materials Plan showing it as being constructed to adoptable standard, but the Highway Adoption Plan shows it as not adopted. To safeguard public access for pedestrians and cyclists this should be dedicated as a public right of way Bridleway.

- Proper access provision at point C where there is a site exit of Footpath U65 which forms part of the Round Burbage Walk route. The Highways Act 1980 Section 146 means stiles and gates on PRowS are the landowners' responsibility. Reflecting the Equality Act 2010, government policy is that PRow barriers should be the 'least restrictive' option possible and be accessible to users with reduced mobility; instead of the current stile, the applicant would be required to provide an accessible gap, or pedestrian gate, or kissing gate.
- Shortest route to the village centre from the centre of the site for pedestrians is via Footpath U65, the legal alignment of which is approximately 65 metres shorter and avoids the footway of Coventry Road instead going via the Britannia Road recreation ground access drive and southern sports pitch – though the section over grass may be less walkable during the wetter months.
- Statutory signage is required wherever a PRow crosses or exits from a surfaced road reflecting the Countryside Act 1968 section 27.. The LHA specification for these is LHDG drawing SD/FP/7. Any changes to PRow routes due to this development will need new signposts within the application site and at its boundaries.

The LHA would advise the applicant that if the proposals had been acceptable improvements would have been requested in line with the NPPF paragraph 105 expectation of PRow enhancements. In addition to providing resources for an all-weather surface between points A and B, and reflecting the 'significant increase in use' the development will lead to on surrounding footpaths mitigation would have been sought to provide resources for improving footbridges, waymark posts, and stiles, or replacing stiles with pedestrian gates or kissing gate, on Footpath U57 to Coventry Road, on Footpath U59 to the A5 Watling Street, and on Footpath U65 to Britannia Road, and Footpath U81 to Lutterworth Road.

## **Conclusion**

Despite the additional information submitted by the applicant the LHA considers that the proposed development would result in the creation of a new simple priority junction access which the LHA does not consider to be appropriate given the scale of development. Furthermore, the access would not provide any provision for right-turning traffic and would have substandard vehicular visibility, which is not in the interests of highway safety and contrary to paragraphs 115 and 116 of the National Planning Policy Framework (2024).

Also, the scale of the proposed development is more than the limits outlined in Table 3 of the LHDG which stipulates that normally no more than 150 dwellings should be served from a single point of access.

Lastly, the proposals for access via Flanders Close have not been demonstrated to be achievable given the red line boundary of the application site.

Therefore, the LHA would advise the LPA to consider refusing the planning application for the reasons outlined in this response.

**Date Received**  
**10 March 2025**

**Case Officer**  
**David Hunt**

**Reviewer**  
**RD**

**Date issued**  
**30 May 2025**

**Appendix B: National Highways Response NH/24/05928, dated 20/09/2025**



## National Highways Planning Response (NHPR 24-02) Formal Recommendation to an Application for Planning Permission

From: Victoria Lazenby (Regional Director)  
Operations Directorate  
Midlands Region  
National Highways  
[PlanningM@nationalhighways.co.uk](mailto:PlanningM@nationalhighways.co.uk)

To: Hinckley & Bosworth Borough Council (FAO Alex Jelley)  
[planning@hinckley-bosworth.gov.uk](mailto:planning@hinckley-bosworth.gov.uk)

CC: [transportplanning@dft.gov.uk](mailto:transportplanning@dft.gov.uk)  
[spatialplanning@nationalhighways.co.uk](mailto:spatialplanning@nationalhighways.co.uk)

**Council's Reference:** 24/00083/HYB

**Location:** Land At Burbage Fields Farm, Bullfurlong Lane, Burbage, Leicestershire

**Proposal:** Hybrid planning application for 422 dwellings, public open space, associated infrastructure and the demolition of 65 and 65a Coventry Road, and Burbage Fields Farm and outline planning application for a residential care home and up to 11 no. self-build plots (all matters reserved except for access).

**National Highways Ref:** NH/24/05928

Referring to the consultation on a planning application dated 2nd September 2024 referenced above, in the vicinity of the M69 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- ~~a) offer no objection (see reasons at Annex A);~~
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A — National Highways recommended Planning Conditions & reasons);~~
- c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

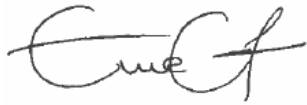
Highways Act 1980 Section 175B is not relevant to this application.<sup>1</sup>

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via [transportplanning@dft.gov.uk](mailto:transportplanning@dft.gov.uk) and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to [PlanningM@nationalhighways.co.uk](mailto:PlanningM@nationalhighways.co.uk).

**Signature:**



**Date:** 25 September 2024

**Name:** Eve Gibson-Field

**Position:** Assistant Spatial Planner

**National Highways**

**199 Wharfside St, Birmingham B1 1RN**

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<sup>1</sup> Where relevant, further information will be provided within Annex A.

## **Annex A      National Highways' assessment of the proposed development**

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Thank you for providing the updated TA as prepared by RLRE, National Highways has reviewed the information provided as part of re-consultation reference 24/00083/HYB. This response represents our formal recommendations and has been prepared by Eve Gibson-Field, Assistant Spatial Planner for National Highways.

### **Traffic Flows**

Updated PRTM model flows were provided in Appendix P of the revised TA, with Junctions10 inputs being available in Appendix DD/EE. These flows now match in the base year and are therefore accepted.

### **Growth Factors**

For the roundabout, the applicant has used PRTM growth factors. This is a valid approach; however, we would like the applicant to check why some flows are decreasing on the network and provide clarification to us.

### **Base Years**

For validation purposes, the applicant has carried out further surveys at some junctions. The applicant has noticed that there was a difference between these flows and the 2021 furnished flows, so they have been updated at some junctions. To provide a robust approach, growth factors from 2021 to 2026 have still been applied. We are content with this approach.

### **Assessment Years**

The applicant has confirmed no phasing is to be carried out, so the current assessment years are considered acceptable.

### **Junction 10 Modelling – A5/B578 Lutterworth Rd**

The applicant has provided an updated A5/B578 Lutterworth Rd PICADY model. The applicant has not changed the flare length and has informed this based on video footage. This is considered acceptable. However, the visibility has only been reduced to 100m, therefore, we are requesting that visibility drawings are shared for our review.

Thank you for providing model validation for this in Section 8.11.5. We will only be able to confirm this once visibility splays have been checked as mentioned in our previous point above.

### **Junction 10 Modelling – A5/Wolvey Road**

The applicant has informed us (in Section 8.2.5) that HGV splits will be taken from the base year case, this is acceptable.

Model validation was provided in Section 8.12.6. Based on this, we are content the model provided represents the current network performance.

### **Model Validation**

In Section 8.13.11 of the revised TA, we see that the observed queues were compared against the mean max queues for the junction. From this we are content that the model provided represents current network performance.

### **PRTM Model**

We are content that the vehicular trip generation numbers for the development sites, as reported in TA (July 2024) Table 18, match those presented in the trip distribution and assignment plots in Appendix P.

Sections 6.2.2 and 7.1.3 mention that the development trip distribution report has been included within Appendix O. However, within the appendices shared, we are unable to locate Appendix O. As such, we are not able to verify the robustness of the trip distribution applied from parent PRTM zone 6014 to the development trips, though this is partially interpreted through Appendix Q and appears to be plausible.

Section 6.2.6 misses listing the A5 / B578 Lutterworth Road priority junction, though we note that this has been reported in the analysis.

We welcome the supplementary information provided in section 6.5 with additional survey data.

### **Appendix P - PRTM Furnessing Results**

There are a few areas that require clarification related to the outputs of the PRTM Furness results compared with PRTM outputs. There are significant changes in some movements as mentioned below. Please can it be confirmed as to whether the final proportions represent the observed data.

- In the AM peak, there is a significant reduction in traffic on the A5 in the northbound direction and from the B578 in the southbound direction at the A5/B578 junction.
- In the PM peak, there is a significant reduction in traffic on the A5 in both directions and in the right turn from the A5 south to the B578 at the A5/B578 junction.

While comparing the '2021 - 2026 PRTM Growth', we have observed many locations where traffic is decreasing in the forecast year 2026, we would appreciate some clarification on this.

In the AM peak, where traffic is reducing in 2026:

- A5/B578 NB on A5 and SB turn from B578 to A5
- Hinckley Rd/B578 SB movement through junction

In the PM Peak, where traffic is reducing in 2026:

- A5/B578, NB and SB on A5
- Hinckley Rd/ B578, NB and SB movement through junction and right turn from South to Coventry Rd
- A5/Wolverley Rd, traffic at South approach on A5 to straight ahead and right turn.

Similarly, in the AM peak, where traffic is reducing in 2031 as compared to 2021:

- Hinckley Rd/ B578/Coventry Rd junction
- B578 to A5 south

In the PM Peak, where traffic is reducing in 2031 as compared to 2021:

- Hinckley Rd/B578/Coventry Rd junction has much less through traffic on Lutterworth Road
- A5 at A5/B578 junction
- NB traffic on A5 is decreasing at Wolvey Rd junction

## Appendix – Q Trip Distribution and Assignment

### *PRTM Residential Distribution Calculations*

We require further elaboration as to what these plots (AM/PM) represent and their purpose. It is not clear as to whether these distribution plots from PRTM parent zone 6014 are showing how much traffic uses the local network around the development site. We would also appreciate explanation as to what the internal trip numbers represent in these two plots.

### *Coventry Road Access Plot*

For the Coventry Road access plot in the AM, 56% of trips are reported to arrive from Coventry Road in the eastbound direction. Tracking it back to the previous junction with Rugby Road, we can only see 20% of trips coming from Rugby Road North and 20% from Rugby Road South. As 16% of trips appear to be missing, we will require further information about this. Similarly, total outbound trips from the development on Coventry Road west are 54%, but some of the individual turn percentages at the Rugby Road junction are 44%. Similar observations are noted in the PM peak. It needs to be explained as to why there are missing trips from this data. If the trips are using other minor roads in between, these trips should be recaptured and presented at the Sketchley Road/Rugby Road and Grove Road/B578 junctions for clear interpretation.

## **Boundary Matters**

### *Geotechnical*

Our technical experts are reviewing the supplied information in relation to the proposed bund and should further details or clarifications be required an updated response will be provided.

### *Lighting*

Our technical experts are reviewing the supplied information and should further details or clarifications be required an updated response will be provided.

### *Acoustic Fencing*

Our technical experts are reviewing the supplied information and should further details or clarifications be required an updated response will be provided.

### *Drainage*

Our technical experts are reviewing the supplied information and should further details or clarifications be required an updated response will be provided.

### *Planting*

Our technical experts are reviewing the supplied information and should further details or clarifications be required an updated response will be provided.

I hope that the above is clear and will allow you to provide the additional clarification required, but if you need to discuss anything then please do not hesitate to contact me.

## **National Highways Recommendations**

**Based on the above, we recommend that the application not be determined for a period of three months from the date of this notice. This is to enable the applicant to provide further information with regards to the information/requirements detailed above and the potential impacts on the SRN.**

### **Standing advice to the local planning authority**

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 74 and 109 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 108 and 114 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

Moreover, the build clever and build efficiently criteria as set out in clause 6.1.4 of [PAS2080](#) promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.

**Appendix C: Active Travel England Responses (Email dated 31/03/2025 & Ref:  
ATE/24/00145/HYB)**



Active  
Travel  
England

Active Travel England  
West Offices  
Station Rise  
York  
YO1 6GA  
Tel: 0300 330 3000

Your Ref: 24/00083/HYB  
Our Ref: ATE/24/00145/HYB  
Date: 19 February 2024

## Active Travel England Planning Response Detailed Response to an Application for Planning Permission

From: Planning & Development Division, Active Travel England

To: Hinckley and Bosworth Borough Council

**Application Ref:** 24/00083/HYB

**Site Address:** BURBAGE FIELDS FARM, BULLFURLONG LANE,  
BURBAGE, LE10 2HQ

**Description of development:** Hybrid planning application for 422 dwellings, public open space, associated infrastructure and the demolition of 65 and 65a Coventry Road, and Burbage Fields Farm and outline planning application for a residential care home and up to 11 no. self-build plots (all matters reserved except for access)

Notice is hereby given that Active Travel England's formal recommendation is as follows:

- a. ~~**No Objection:** ATE has undertaken a detailed assessment of this application and is content with the submission.~~
- b. ~~**Conditional approval:** ATE recommends approval of the application, subject to the agreement and implementation of planning conditions and/or obligations as set out in this response.~~
- c. **Deferral:** ATE is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in this response.
- d. ~~**Refusal:** ATE recommends that the application be refused for the reasons set out in this response.~~

### 1.0 Background

ATE welcomes the opportunity to comment on the hybrid planning application for 422 dwellings, public open space, associated infrastructure and the demolition of 65 and 65a

Coventry Road and Burbage Fields Farm and outline planning application for a residential care home and up to 11 no. Self-build plots (all matters reserved except for access).

The Design and Access Statement (section 3.5) notes that the development proposals are in accordance with Policy DM17 of the Hinckley and Bosworth Local Plan 2006-2026, and the site layout plan has been designed with reference to the LCC highways design guide.

## **2.0 Summary**

- Bullfurlong Lane encloses the site from the west, the M69 motorway to the south, Workhouse Lane to the east with Britannia Fields and existing residential development to the north. The M69 motorway, therefore, restricts the site's permeability as it acts as a barrier along the south boundary.
- The internal layout of the site provides good permeability for pedestrians and cyclists. However, concerns are raised about the lack of apparent traffic calming measures, particularly noting the straight length of the main street entering the site.
- Access to the site could be improved by providing additional access for pedestrians and cyclists from the northeastern boundary of the site next to plot SB5 to increase overall permeability.
- The new potential bus route into the site is considered essential to provide access to public transport to new residents, ensuring a bus stop is within 400 metres of each dwelling. Moreover, it is important to include in the Section 106 agreement that bus stops would be provided in the appropriate form, as detailed below.
- Further detail on the quantification of daily active travel movements generated by the development needs to be included in the Transport Assessment and the Travel Plan, and therefore, information is requested.
- Finally, further information is requested on the staff facilities that would be provided at the care home to ensure compliance with LTN 1/20 guidance.

## **3.0 National Policy and Guidance**

**These proposals have been assessed in accordance with the following national policies and design guidance.**

The National Planning Policy Framework (NPPF) sets out how:

*108. Transport issues should be considered from the earliest stages of... development proposals, so that:*

*c) opportunities to promote walking, cycling and public transport use are identified and pursued.*

*110. In assessing... specific applications for development, it should be ensured that:*

*a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; [and]*

*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*

*116. ...applications for development should:*

*a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas...;*

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

*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;*

*117. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.*

Gear change: a bold vision for cycling and walking - the Government's cycling and walking plan for England.

This sets the Government's vision for cycling and walking to be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030. Active Travel England's responsibilities for walking also extend to "wheeling", such as the use of wheelchairs (self-propelled or powered) and mobility scooters.

Inclusive mobility: making transport accessible for passengers and pedestrians provides guidance on designing and improving the accessibility and inclusivity of public transport and pedestrian infrastructure.

Active Design (Sport England, supported by Active Travel England and the Office for Health Improvement & Disparities) sets out how the design of our environments can help people to lead more physically active and healthy lives.

## **4.0 Areas of Concern**

### **Internal layout**

Concerns are raised regarding the main street that enters the site from the north due to its straight length, noting the guidance provided in the Manual for Streets of likely faster traffic speeds. ATE would welcome further details on whether raised tables would be provided and any other traffic calming measures.

### **Connectivity to the neighbouring plot**

ATE considers there has been a missed opportunity to provide access from the northeast boundary of the site through to Jubilee Way (next to plot SB5). Providing additional pedestrian and cycle access would ensure communities are connected and improve the site's permeability.

### **Public transport**

The closest bus stops to the proposed development are located approximately 640m from the centre of the site at the 'Crossways' bus stop along Coventry Road. It is noted that discussions are ongoing to remove these bus stops. However, "The Potential Bus Route Diversion" (Figure 14) included in the Transport Assessment illustrates the bus route into the site, funded through a Section 106 Agreement. ATE considers this route essential to continue to provide bus service within 400 metres of the new residents' dwellings. ATE considers that the agreement should include that the bus stops provided would provide real-time information (if available), seating, shelter, lighting and raised kerbs, as this would present residents with a practicable alternative to using a private car.

### **Quantification of Active Travel trips absent**

Quantification of daily active travel movements generated by the development is missing from the Transport Assessment and the Travel Plan and therefore the analysis presented provides very little basis / or evidence upon which to inform travel plan measures. ATE therefore expects the applicant to present a multi-modal trip generation analysis of all modes of transport throughout the day, rather than the analysis being confined to peak hour periods.

### **Care home staff facilities**

Confirmation of what staff facilities would be provided at the care home is requested. Section 11.7 of LTN 1/20 advises that to facilitate longer cycle commutes, places of work should have changing rooms, lockers, showers and drying rooms. It should be made clear which of these facilities will be provided within the development.

## **5.0 Next Steps**

It is requested that these recommendations be forwarded to the planning case officer in addition to the applicant and its agent. ATE would be content to review further submitted information with a view to providing a further response and recommended wording for planning conditions and obligations as appropriate.

**Appendix D: SLR Road Safety Risk Assessment - - Doc Ref: : 407.064917.00001 Rev  
01**



# Road Safety Risk Assessment

**Coventry Road, Burbage**

**Rodgers Leask Limited**

Prepared by:

**SLR Consulting Limited**

Ground Floor Belmont House , Churchill Way, Cardiff,  
CF10 2HE

SLR Project No. 407.064917.00001

Client Reference No: XXXX

24 June 2025

Revision: 01

## Revision Record

| Revision | Date                   | Prepared By   | Checked By    | Authorised By |
|----------|------------------------|---------------|---------------|---------------|
| 01       | 24 June 2025           | Alastair Pike | Sasha Respini | Alastair Pike |
|          | Click to enter a date. |               |               |               |
|          | Click to enter a date. |               |               |               |
|          | Click to enter a date. |               |               |               |
|          | Click to enter a date. |               |               |               |

## Basis of Report

This document has been prepared by SLR Consulting Limited (SLR) with reasonable skill, care and diligence, and taking account of the timescales and resources devoted to it by agreement with Rodgers Leask Limited (the Client) as part or all of the services it has been appointed by the Client to carry out. It is subject to the terms and conditions of that appointment.

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Appendices

Appendix A     Risk Matrix

Appendix B     Submitted Documents



## Acronyms and Abbreviations

|      |                                     |
|------|-------------------------------------|
| RSA  | Road Safety Audit                   |
| SRA  | Safety Risk Assessment              |
| NMU  | Non-Motorised Road Users            |
| SRA  | Safety Risk Assessment              |
| DMRB | Design Manual for Roads and Bridges |
| MfS  | Manual for Streets                  |
| PIC  | Personal Injury Collisions          |
| DfS  | Departures from Standards           |
| SPA  | Swept Path Analysis                 |
| HGV  | Heavy Goods Vehicle                 |
| LGV  | Light Goods Vehicle                 |



## 1.0 Introduction

- 1.1 This Road Safety Risk Assessment developed broadly in accordance with GG104 of DMRB, has been produced by SLR Consulting Limited. The Assessment has been commissioned to examine any potential impacts to road safety in connection with proposals to create a residential development comprising 422 Residential Dwellings and a care home.
- 1.2 Proposals seek to separate the site into two main areas with two separate, simple priority-controlled access junctions, there will be an additional access linking the two site areas which is described as an 'emergency link' which will not generally be open to all traffic. The site development areas will be separated as follows;
  - Flanders Close Access – 55 dwellings,
  - Coventry Road Access – 378 dwellings and care home.
- 1.3 A thorough review of submitted documents has been undertaken by the Assessment Team. These include a site design drawing showing both access junction locations, a Leicester County Council decision notice, a peer review technical note produced by Mode Transport Planning and a Stage 1 Road Safety Audit undertaken by Waterman Aspen on the Coventry Road Access only.
- 1.4 A complete list of the documents and drawings submitted for this Road Safety Risk Assessment can be found in **Appendix B**.
- 1.5 This Safety Risk Assessment will focus on the Coventry Road Access junction to the major part of the site which will serve the care home and 378 residential dwellings. The Assessment will identify, quantify and where appropriate mitigate any potential hazards that have been identified in relation to the proposed increased interactions between vehicular traffic and non-motorised road users.
- 1.6 A site location plan can be found in **Figure 1** below.



Figure 1 – Site Location Plan



## 2.0 Safety Risk Assessment Process

### Hazard Identification and Analysis

- 2.1 In accordance with GG104 of DMRB, all reasonably foreseeable hazards associated with a particular activity shall be identified and all identified hazards shall be documented. The identified hazards shall be analysed to understand the resulting safety risks and all reasonably foreseeable consequences should those risks be realised.

### Analysis of Safety Risks

- 2.2 The analysis of the safety risks for each population type shall include an assessment of the likelihood of the risk being realised and the most common potential severity of the consequences of an event occurring. These values are then multiplied together to determine a 'risk rating' value. These values will then fit into one of three risk categories. These categories can be found in Table 1 below.

**Table 1 - Risk Matrix Ratings**

| Estimated Level of Risk (Based on Risk Rating) – (R) |                                                                                                                                                          |              |
|------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| Low Risk (1-9)                                       | Ensure assumed control measures are maintained and reviewed, as necessary.                                                                               | Acceptable   |
| Medium Risk (10-19)                                  | Additional control measures needed to reduce risk rating to a level which is equivalent to a test of "reasonably required" for the population concerned. | Tolerable    |
| High Risk (20-25)                                    | Activity not permitted. Hazard to be avoided or risk to be reduced to a tolerable level.                                                                 | Unacceptable |

Risk Rating will apply to both likelihood and severity and then multiplied together to give actual Risk Rating of a particular hazard.

- 2.3 The analysis of the safety risk for each population may use a range of evidence sources including;
- Quantitative data; and
  - Qualitative data including;
    - 1) Previous experience
    - 2) Expert opinion
    - 3) Research



## **Evaluation of Safety Risks**

- 2.4 Outputs from safety risk analysis shall show the level of the safety risk associated with the activity. Outputs from safety risk analysis shall be compared to the safety baseline and safety objectives set for the activity.
- 2.5 To demonstrate that a proposed measure of control or mitigation is reasonably required, all suitable potential mitigations to reduce safety risks are assessed. Where the cost of a measure identified in the assessment is, in the reasonable opinion of those carrying out the assessment, proportionate to the benefit derived, that measure can be deemed as reasonably required.

## **Safety Risk Mitigations**

- 2.6 Where the outcome of the safety risk assessment evaluation for an option being assessed is within the list below, safety risk mitigations / control measures shall be provided and explored.
- 2.7 These measures are considered for any risk that falls within the tolerable or unacceptable categories.
- Shows a safety risk dis-benefit from the safety baseline.
  - It does not meet the safety objective.
  - Does not accord with 'so far as is reasonably possible' (SFAIRP).
  - Is less than what is deemed reasonably required.



### 3.0 Development Proposals

- 3.1 Development proposals are described in detail within the submitted documents received by the Assessment Team.
- 3.2 Proposals seek to create a residential development comprising 422 residential dwellings in total served by 2 vehicular access points. For the purposes of this Safety Assessment only the Coventry Road access junction 378 residential dwellings will be considered, serving.
- 3.3 A view of the proposed residential development can be found in **Figure 2** below.

**Figure 2 – Plan showing the proposed development on**



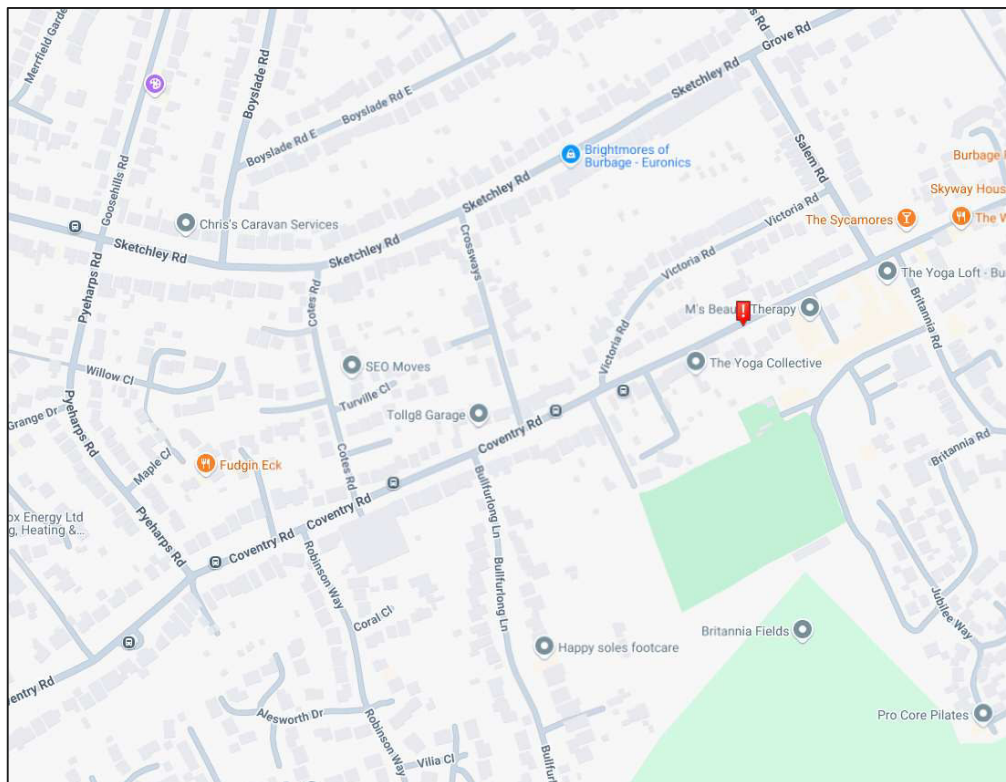
## Safety Baseline

- 3.4 The safety baseline will be determined by the existing collision data and observed evidence in the immediate vicinity of the proposed access junction. The safety baseline will consider all populations that may be affected by the development proposals.

## Collision Data Analysis.

- 3.5 Collision data has been obtained from the online Crashmap Database covering a 5-year study period from 2019 to 2023. For the purposes of this risk assessment only collisions occurring in the immediate vicinity (250m) of the proposed access junction will be considered.
- 3.6 A view of the PIC study area can be found in **Figure 10** below.

**Figure 10 – Personal Injury Collision Study Area**



Source: Crashmap

- 3.7 There was a single recorded collision to date within the proposed assessment area during the 5-year study period. This collision occurred on Saturday 14<sup>th</sup> January 2023 at 22.38pm. The carriageway surface was wet and street lighting active. The collision involved 2 vehicles colliding head on with impacts to the front of each vehicle.
- 3.8 Collision descriptions suggest that an elderly driver over 75 had pulled around a parked vehicle when it was not safe to do so causing serious injuries to themselves and slight injury to the occupant of the remaining vehicle.



- 3.9 This is an isolated incident with no other occurrences in the study area during this 5-year period. Therefore, no collisions site or causation clusters can be formed.
- 3.10 In summary, it is clear the safety baseline may be affected in terms of additional vehicle trips. Therefore, the potential for an increase in vehicle to vehicle and active travel user conflict as a statistical result. The safety baseline for this assessment is set as a zero-net increase of collisions as a result of the proposed development.

### **Safety Objective**

- 3.11 The safety objective in this instance is to ensure that the additional vehicular activity on Coventry Road associated with a new residential development, will not create new hazards, nor contribute to the elevation of an existing hazard to an 'unacceptable' level above the safety baseline. This assessment will therefore focus on the potential effect that an increase in vehicle trips and turning movements on Coventry Road will have on the existing highway conditions.
- 3.12 Any hazards identified will be scored appropriately, where required any identified mitigation or control measures listed within this assessment may be applied where reasonably required to further reduce or mitigate a potential road safety risk.
- 3.13 The resultant safety objective of the site will therefore be maintained in line with the principle to manage any associated risks to a level 'as low as reasonably practicable. This 'SFAIRP' principle intends identify manage and mitigate all risks to users / workers relating to the proposed scheme.

### **Site Visit**

- 3.14 A combined walking / driving site visit was undertaken on Wednesday 18<sup>th</sup> June 2025 between the hours of 12:00pm and 13:00pm. The weather was fine and bright and the carriageway surface of Coventry Road was dry.
- 3.15 Traffic levels on Coventry Road at the time of the site visit were considered to be moderate, with both private vehicles travelling in both directions and buses observed travelling to the east.
- 3.16 Several pedestrian movements were observed on Coventry Road from the small local shop to the east of the proposed development access junction. These pedestrian movements comprised a range of age and activity categories such as school children, dog walkers and the elderly. Each of these movements was conducted with no conflicts witnessed. There were no cycling movements observed during this time.



## 4.0 Stage 1 Road Safety Audit

- 4.1 A Stage 1 Road Safety Audit of the Coventry Road Access junction was undertaken by Waterman Aspen on 16<sup>th</sup> July 2024. This report identifies 3 road safety related problem with the proposed priority-controlled junction. This Assessment will seek to quantify these identified road safety issues. The problems are described below.

4.2 7.1

**Location:** At the access junction along Coventry Road

**Summary:** The Audit Team observed that there is a significant parking demand along both sides of Coventry Road to the east and west of the proposed access junction. The existing parking activity has potential to obscure visibility splays for drivers of vehicles turning out of the access road onto Coventry Road. If visibility splays are routinely obscured by parked vehicles, then there is a risk of drivers failing to observe oncoming traffic on Coventry Road as they attempt to turn out of the access. As a result, they may pull out into the path of oncoming traffic resulting in a risk of collisions.

**Recommendation:**

It is recommended that the design includes measures to ensure the vicinity of the junction and associated visibility splays are kept free of parked vehicles.

4.3 7.2

**Location:** Shared pedestrian / cycle crossing just inside development access

**Summary:** The drawings submitted for audit show only limited details of an indicative shared pedestrian / cycle crossing point located just inside the site access road. No details have been provided concerning how pedestrians / cyclists will be directed to use the facility and/or how they are to integrate between the crossing and footways / footway / cycleways to the east and west. The preliminary layout drawings do not include details of signage and/or line markings and do not stipulate whether or not the crossing point is to include dropped kerbs. (It is noted that the drawings appear to indicate that tactile paving is to be installed on each side of the crossing but as per the drawings provided, the depth of the tactiles indicated is inadequate and not to standard). Consequently, there is a risk that movements of pedestrians and cyclists will conflict leading to a risk of collisions occurring. Additionally, if dropped kerbs and tactile paving are not included in the design, then there is a risk of pedestrians tripping up full height kerbs and/or falling down full height kerbs in front of a moving vehicle, which may result in injuries. This would likely be a particular problem for pedestrians with visual impairments.

**Recommendation:**



It is recommended that full details of the proposed crossing design should be included at detailed design stage, together with details of signage and line markings proposed to manage interaction of pedestrians and cyclists using the crossing and upon entry to and along the proposed shared footway/cycleway along the eastern side of the access road.

4.4 7.2

**Location:** At the access junction

**Summary:** No pedestrian crossing facilities have been included in the design across the access road junction to serve pedestrian movements along the southern side of Coventry Road. Without pedestrian crossing facilities in this location to serve a clear desire line, there is a risk of pedestrians tripping and falling over full height kerbs when attempting to cross in this location.

**Recommendation:**

It is recommended that pedestrian crossing facilities are included across the junction in this location at detailed design stage.



## 5.0 Coventry Road Access Junction

- 5.1 The Safety Risk Assessment will focus on the proposed priority-controlled access junction from Coventry Road to the proposed residential development. Cognisance will be paid to the previous Stage 1 Road Safety Audit of the proposals and also to points raised in the Leicestershire County Council highways notice and peer review Technical Note received by this Assessment Team. In addition to these points the Assessment Team will also raise any additional issues that may have been identified following the site visit.
- 5.2 The existing layout and development proposals have been subject to a detailed analysis in order to identify any relevant hazards relating to the proposed increase in highway activities. Any resultant risks related to these activities have then been quantified and where reasonable further mitigated to reduce any residual risk factors.
- 5.3 A risk matrix in accordance with Table D1 and Table D2 of guidance document GG104 has been completed to demonstrate any identified hazards and their resultant risk factors. These risks have been quantified and where necessary following the principles of SFAIRP, additional control measures have been provided to reduce the resultant risks.
- 5.4 The existing scenario risk matrix can be found in **Appendix A** below.



## 6.0 Summary and Conclusion

- 6.1 This Risk Assessment has analysed, and where appropriate recommended mitigation measures have been provided in order to reduce to 'so far as is reasonably practicable' (SFAIRP) any resultant road safety risks that may have arisen in conjunction with the proposed development site on Coventry Road.
- 6.2 The 5-year collision history of the surrounding area indicates that there are no pre-existing road safety issues to be further exacerbated by the development of the site.
- 6.3 Hazards identified within this assessment have been considered and weighted accordingly within the risk matrix scale. Where appropriate mitigation has been provided for each hazard. A summary of mitigation measures can be found below;
- i) Parking may be controlled by the use of traffic regulation orders or in the case of a new junction, by standard enforcement means.
  - ii) Further crossing details should be provided to appropriate standards and tactile paving installations should be increased in depth to ensure they are easily detected by pedestrians.
  - iii) Relocation of the uncontrolled crossing to ensure it meets the existing east / west pedestrian desire line.
  - iv) Relocation or removal of the bus stop on Coventry Road.
  - v) Provision of ghost island right turn lane.
- 6.4 To summarise the findings of the Road Safety Risk Assessment, it is clear from the existing collision records and site visit observations that the existing operation of the Coventry Road is shown to lay within the 'acceptable' range in risk assessment scoring. Potential hazards associated with the proposed residential development have been assessed and weighted accordingly. These identified hazards again fall within both the 'acceptable' and 'tolerable' categories.

### Conclusion

- 6.5 The assessment acknowledges that Coventry Road can be considered safe in its existing operation due to the absence of any existing recorded collisions involving active travel users and a single isolated vehicle to vehicle incident.
- 6.6 There is no evidence identified that would suggest that the additional vehicle trips associated with the proposed residential development would change driver behaviours so significantly as to either exacerbate existing or give rise to new road safety hazards at this highway junction.
- 6.7 We find that the assessment area including the proposed development access can be considered safe and appropriate for this location at present. This assessment further shows that any hazards linked to the proposed development area, lay within the 'acceptable' and 'tolerable' categories.



- 6.8 Where identified risks have been categorised within the 'acceptable' category, additional mitigation is not required, however the risk assessment has identified opportunities to further enhance safety for the proposed location as good practice.
- 6.9 Whilst recommendations have been made within this report, there may be equally satisfactory alternatives. The assessment team will be pleased to consider any alternatives if required.
- 6.10 This document is intended to operate as a live report and should be updated accordingly throughout the design lifecycle of the project to ensure it is current and effective at identifying any new hazards that may arise.





# Appendix A Risk Matrix

## Road Safety Risk Assessment

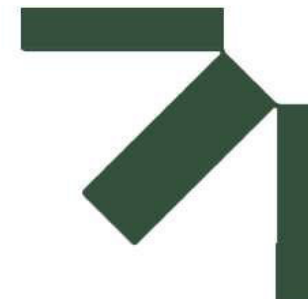
Coventry Road, Burbage

Rodgers Leask Limited

SLR Project No. 407.064917.00001

24 June 2025

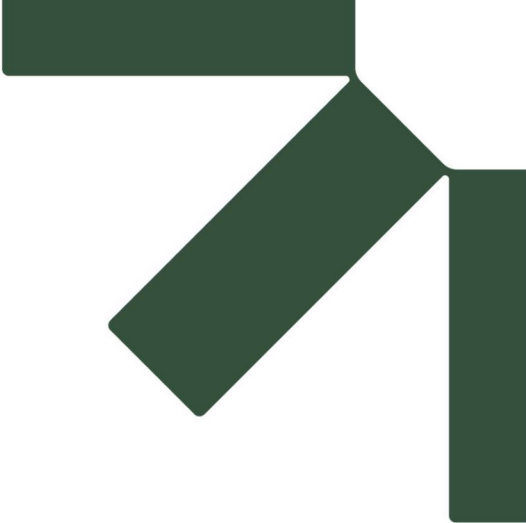
|          |                                                   |
|----------|---------------------------------------------------|
| Location | Coventry Road Priority Controlled Access Junction |
| Date:    | 20-Jun-25                                         |



| Severity of Outcome – (S)                                                   | Rating Given | Likelihood – (L) | Rating Given |                                                                                                |
|-----------------------------------------------------------------------------|--------------|------------------|--------------|------------------------------------------------------------------------------------------------|
| <b>Minor Harm:</b> Minor damage or loss no injury.                          | 1            | Very Unlikely    | 1            | <b>Rating will apply to both likelihood and severity multiplied to give hazard risk rating</b> |
| <b>Moderate Harm:</b> Slight injury or illness, moderate damage or loss.    | 2            | Unlikely         | 2            |                                                                                                |
| <b>Serious Harm:</b> Serious injury or illness, substantial damage or loss. | 3            | May Happen       | 3            |                                                                                                |
| <b>Major Harm:</b> Fatal injury, major damage or loss.                      | 4            | Likely           | 4            |                                                                                                |
| <b>Extreme Harm:</b> Multiple fatalities extreme loss or damage.            | 5            | Almost Certain   | 5            |                                                                                                |

| Hazard                                                                                                                                                            | Risk                                                                                                                                                                                                                                                                                                                                                                       | S | L | R  | Control Measures                                                                                                                                                                      | S | L | R | Further Action Required                                                                                | By Whom                                          |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|---|----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|---|---|--------------------------------------------------------------------------------------------------------|--------------------------------------------------|
| From RSAS1 - On street parking adjacent and opposite the proposed access junction on Coventry Road may impede visibility splay from the proposed access junction. | Existing on street parking may obstruct junction visibility splay potentially leading to injudicious junction movements causing side swipe / shunt type collisions.                                                                                                                                                                                                        | 3 | 3 | 9  | Parking may be controlled by the use of traffic regulation orders or in the case of a new junction, by standard enforcement means.                                                    | 3 | 2 | 6 | Review of Risk Assessment throughout the design process.<br>Road Safety Audit of any design proposals. | LCC Highway Safety Team<br>Independent RSA Team. |
| From RSAS1 - Lack of detail provided for the proposed shared use footway cycleway and pedestrian crossing facility.                                               | A lack of dropped kerbs and hazard warning tactile paving may lead to pedestrians, particularly those with visual or mobility impairments tripping on the raised height kerbs as they enter / leave the footway facility. Additionally a lack of hazard warning tactile paving may lead to visually impaired road users being unaware they are entering a shared use area. | 4 | 3 | 12 | Further crossing details should be provided to appropriate standards and tactile paving installations should be increased in depth to ensure they are easily detected by pedestrians. | 4 | 2 | 8 | Review of Risk Assessment throughout the design process.<br>Road Safety Audit of any design proposals. | LCC Highway Safety Team<br>Independent RSA Team. |
| From RSAS1 - Pedestrian crossing over the minor arm to the South of Coventry Road is not on the pedestrian desire line.                                           | Pedestrian crossing facilities away from the desire lines may lead to pedestrians crossing where it is not safe to do so on full height kerbs potentially leading to trip type personal injuries or may expose pedestrians to vehicular traffic leading to collisions between these user groups.                                                                           | 4 | 3 | 12 | Relocate the uncontrolled crossing to ensure it meets the existing east / west pedestrian desire line.                                                                                | 4 | 2 | 8 | Review of Risk Assessment throughout the design process.<br>Road Safety Audit of any design proposals. | LCC Highway Safety Team<br>Independent RSA Team. |
| Existing bus stop opposite the proposed access junction on Coventry Road.                                                                                         | Location of the bus stop directly opposite a junction may lead to injudicious access / egress movements potentially causing side swipe or shunt type collisions between vehicles.                                                                                                                                                                                          | 3 | 3 | 9  | Relocation or removal of the bus stop on Coventry Road.                                                                                                                               | 1 | 1 | 1 | Review of Risk Assessment throughout the design process.<br>Road Safety Audit of any design proposals. | LCC Highway Safety Team<br>Independent RSA Team. |
| Lack of ghost island right turn lane on Coventry Road proposed access junction.                                                                                   | A lack of ghost island right turn facility at this junction may lead to driver frustration as right turning movements from Coventry Road may delay egress from the minor arm of the junction potentially leading to injudicious junction movements causing side swipe / shunt type collisions.                                                                             | 3 | 3 | 9  | Provision of ghost island right turn lane                                                                                                                                             | 3 | 2 | 6 | Review of Risk Assessment throughout the design process.<br>Road Safety Audit of any design proposals. | LCC Highway Safety Team<br>Independent RSA Team. |





## **Appendix B   Submitted Documents**

### **Road Safety Risk Assessment**

**Coventry Road, Burbage**

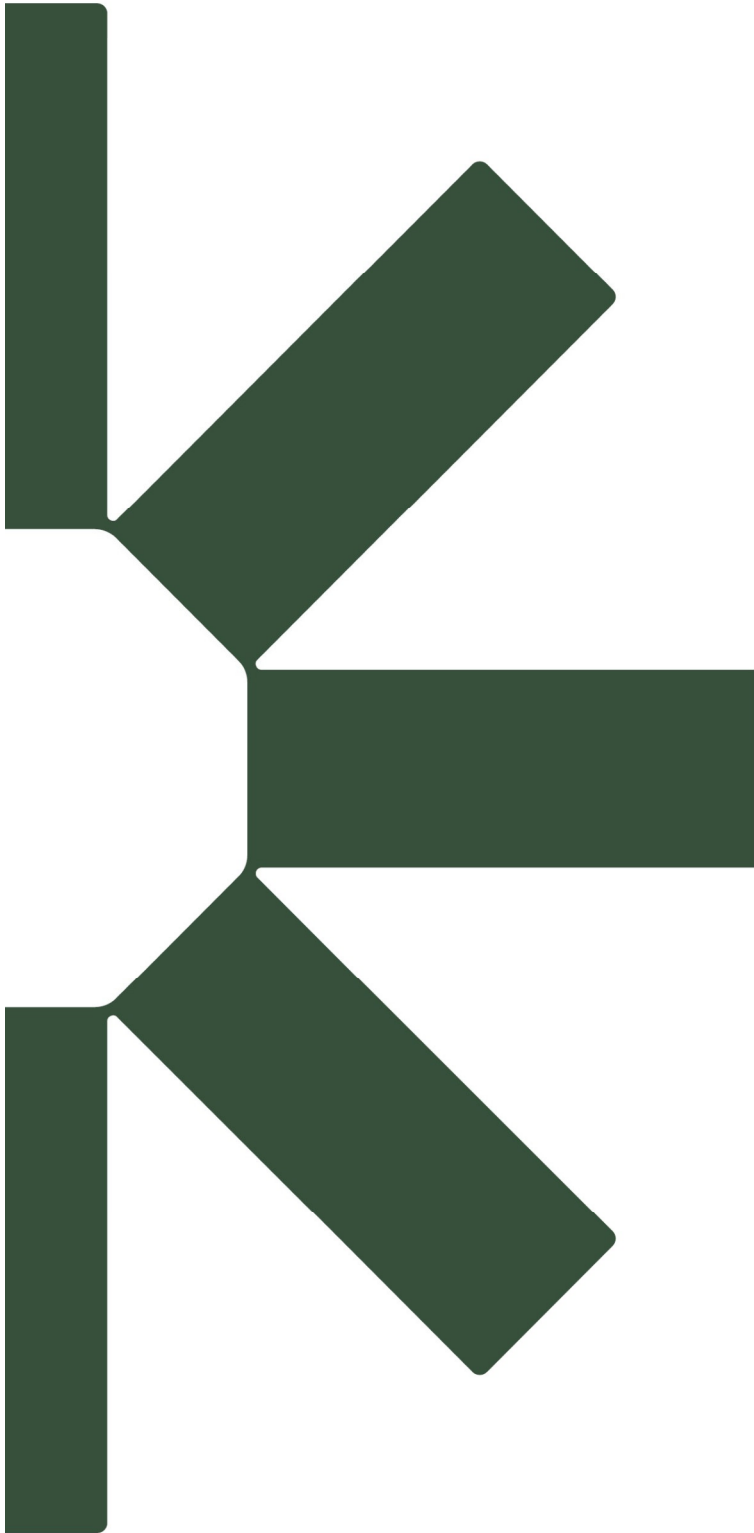
**Rodgers Leask Limited**

SLR Project No. 407.064917.00001

24 June 2025

**Submitted Documents**

| Document | Document Title                                                                                                                          |
|----------|-----------------------------------------------------------------------------------------------------------------------------------------|
| TA       |  1693-08-02-100%20-%20Rev%20E%20-%20Site%20Layout(1.0) |
| Drawing  |  250612_328958_TN001                                   |
| Response |  Response_2025-0266-04-HCON JT comments                |
| TN       |  SA4558 Redrow Home Burbage RSA1                       |



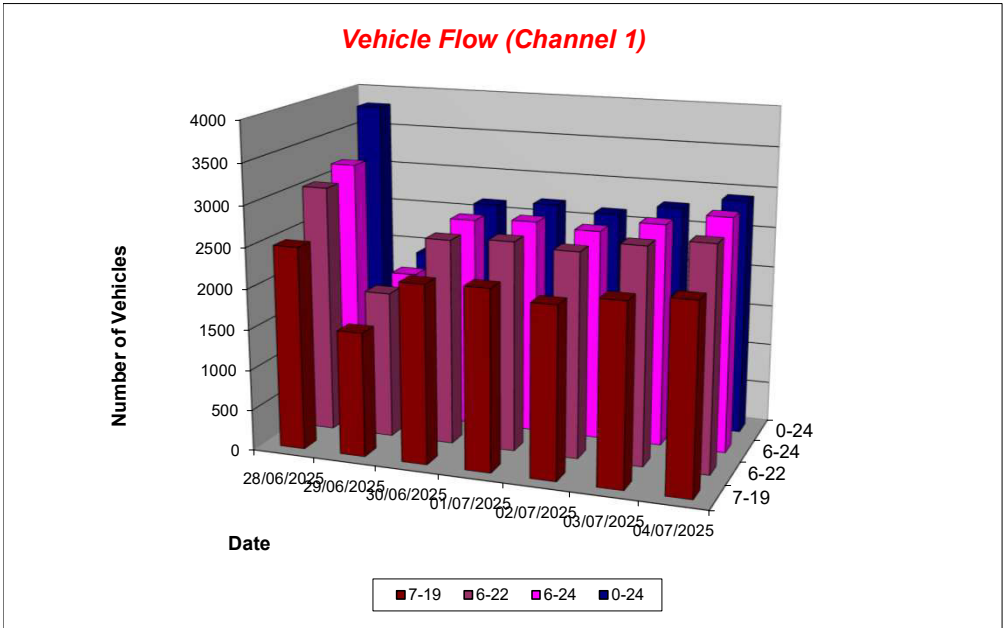
Making Sustainability Happen

## Appendix E: Updated Coventry Road ATC Survey Data

# Burbage ATC, Coventry Road

Produced by Road Data Services Ltd.

| Channel 1 - Northeastbound |                        |                      |                      |                       |                         |                        |                      | Vehicle Flow       | Week 1  |
|----------------------------|------------------------|----------------------|----------------------|-----------------------|-------------------------|------------------------|----------------------|--------------------|---------|
| Hr Ending                  | 28/06/2025<br>Saturday | 29/06/2025<br>Sunday | 30/06/2025<br>Monday | 01/07/2025<br>Tuesday | 02/07/2025<br>Wednesday | 03/07/2025<br>Thursday | 04/07/2025<br>Friday | Weekday<br>Average | Average |
| 1                          | 37                     | 28                   | 6                    | 13                    | 16                      | 8                      | 9                    | 10                 | 17      |
| 2                          | 152                    | 10                   | 1                    | 11                    | 3                       | 5                      | 6                    | 5                  | 27      |
| 3                          | 89                     | 9                    | 6                    | 2                     | 5                       | 5                      | 2                    | 4                  | 17      |
| 4                          | 85                     | 15                   | 3                    | 5                     | 6                       | 3                      | 2                    | 4                  | 17      |
| 5                          | 100                    | 7                    | 8                    | 7                     | 6                       | 7                      | 10                   | 8                  | 21      |
| 6                          | 148                    | 10                   | 10                   | 13                    | 10                      | 8                      | 7                    | 10                 | 29      |
| 7                          | 246                    | 15                   | 32                   | 45                    | 32                      | 38                     | 34                   | 36                 | 63      |
| 8                          | 354                    | 30                   | 102                  | 110                   | 91                      | 84                     | 89                   | 95                 | 123     |
| 9                          | 286                    | 50                   | 197                  | 192                   | 184                     | 207                    | 185                  | 193                | 186     |
| 10                         | 159                    | 95                   | 168                  | 149                   | 153                     | 138                    | 153                  | 152                | 145     |
| 11                         | 168                    | 103                  | 149                  | 121                   | 120                     | 131                    | 147                  | 134                | 134     |
| 12                         | 191                    | 136                  | 141                  | 154                   | 122                     | 133                    | 158                  | 142                | 148     |
| 13                         | 221                    | 179                  | 178                  | 143                   | 167                     | 137                    | 189                  | 163                | 173     |
| 14                         | 192                    | 187                  | 152                  | 161                   | 168                     | 172                    | 208                  | 172                | 177     |
| 15                         | 200                    | 185                  | 166                  | 162                   | 176                     | 190                    | 198                  | 178                | 182     |
| 16                         | 157                    | 164                  | 236                  | 221                   | 196                     | 222                    | 235                  | 222                | 204     |
| 17                         | 190                    | 138                  | 247                  | 305                   | 275                     | 272                    | 255                  | 271                | 240     |
| 18                         | 204                    | 135                  | 253                  | 304                   | 256                     | 296                    | 270                  | 276                | 245     |
| 19                         | 174                    | 129                  | 203                  | 194                   | 191                     | 238                    | 213                  | 208                | 192     |
| 20                         | 115                    | 115                  | 143                  | 144                   | 172                     | 174                    | 187                  | 164                | 150     |
| 21                         | 110                    | 78                   | 104                  | 103                   | 125                     | 134                    | 125                  | 118                | 111     |
| 22                         | 82                     | 69                   | 62                   | 70                    | 96                      | 92                     | 102                  | 84                 | 82      |
| 23                         | 82                     | 34                   | 57                   | 55                    | 50                      | 52                     | 80                   | 59                 | 59      |
| 24                         | 58                     | 13                   | 17                   | 14                    | 19                      | 26                     | 54                   | 26                 | 29      |
| 7-19                       | 2496                   | 1531                 | 2192                 | 2216                  | 2099                    | 2220                   | 2300                 | 2205               | 2151    |
| 6-22                       | 3049                   | 1808                 | 2533                 | 2578                  | 2524                    | 2658                   | 2748                 | 2608               | 2557    |
| 6-24                       | 3189                   | 1855                 | 2607                 | 2647                  | 2593                    | 2736                   | 2882                 | 2693               | 2644    |
| 0-24                       | 3800                   | 1934                 | 2641                 | 2698                  | 2639                    | 2772                   | 2918                 | 2734               | 2772    |



## Burbage ATC, Coventry Road

Produced by Road Data Services Ltd.

Channel 1 - Northeastbound

Average Speed

Week 1

| Hr Ending | 28/06/2025<br>Saturday | 29/06/2025<br>Sunday | 30/06/2025<br>Monday | 01/07/2025<br>Tuesday | 02/07/2025<br>Wednesday | 03/07/2025<br>Thursday | 04/07/2025<br>Friday |
|-----------|------------------------|----------------------|----------------------|-----------------------|-------------------------|------------------------|----------------------|
| 1         | 26.5                   | 25.3                 | 32.6                 | 28.8                  | 29.7                    | 31.0                   | 30.8                 |
| 2         | 25.9                   | 25.1                 | 39.8                 | 29.6                  | 30.1                    | 23.9                   | 30.1                 |
| 3         | 27.0                   | 29.8                 | 32.8                 | 28.5                  | 31.7                    | 28.4                   | 31.8                 |
| 4         | 27.5                   | 28.5                 | 30.3                 | 33.2                  | 30.5                    | 23.0                   | 28.5                 |
| 5         | 26.6                   | 25.1                 | 26.9                 | 27.8                  | 26.2                    | 29.6                   | 28.3                 |
| 6         | 27.4                   | 28.6                 | 26.6                 | 27.0                  | 24.1                    | 27.6                   | 32.5                 |
| 7         | 26.3                   | 27.2                 | 22.8                 | 25.3                  | 24.7                    | 27.6                   | 26.9                 |
| 8         | 25.4                   | 25.2                 | 23.8                 | 24.7                  | 23.2                    | 25.2                   | 25.1                 |
| 9         | 25.1                   | 24.3                 | 21.7                 | 22.3                  | 22.8                    | 23.2                   | 23.8                 |
| 10        | 24.0                   | 24.3                 | 22.7                 | 22.9                  | 23.4                    | 24.4                   | 22.0                 |
| 11        | 22.8                   | 23.4                 | 22.1                 | 23.6                  | 23.9                    | 22.0                   | 22.3                 |
| 12        | 21.1                   | 23.9                 | 22.7                 | 23.5                  | 24.4                    | 24.0                   | 22.6                 |
| 13        | 23.2                   | 22.9                 | 23.0                 | 24.9                  | 23.9                    | 22.8                   | 22.0                 |
| 14        | 24.2                   | 21.2                 | 24.3                 | 23.9                  | 24.1                    | 23.4                   | 24.3                 |
| 15        | 23.7                   | 22.3                 | 23.9                 | 24.3                  | 22.9                    | 21.7                   | 23.4                 |
| 16        | 24.7                   | 24.1                 | 23.7                 | 22.0                  | 23.7                    | 22.4                   | 22.8                 |
| 17        | 24.7                   | 24.1                 | 23.3                 | 23.0                  | 23.1                    | 23.3                   | 24.0                 |
| 18        | 20.9                   | 25.1                 | 23.9                 | 23.4                  | 23.8                    | 23.0                   | 21.8                 |
| 19        | 22.3                   | 25.0                 | 25.0                 | 21.6                  | 24.8                    | 23.8                   | 22.8                 |
| 20        | 21.2                   | 25.1                 | 24.4                 | 23.5                  | 24.1                    | 24.0                   | 23.6                 |
| 21        | 21.9                   | 25.2                 | 25.0                 | 24.4                  | 24.6                    | 24.8                   | 24.6                 |
| 22        | 24.1                   | 26.3                 | 26.4                 | 25.0                  | 25.9                    | 25.0                   | 25.1                 |
| 23        | 24.6                   | 26.6                 | 27.3                 | 25.1                  | 26.7                    | 26.2                   | 25.4                 |
| 24        | 26.6                   | 30.0                 | 29.0                 | 32.0                  | 28.1                    | 27.9                   | 26.8                 |
| 10-12     | 21.9                   | 23.7                 | 22.4                 | 23.5                  | 24.2                    | 23.0                   | 22.4                 |
| 14-16     | 24.1                   | 23.2                 | 23.8                 | 23.0                  | 23.3                    | 22.1                   | 23.0                 |
| 0-24      | 24.3                   | 24.1                 | 23.8                 | 23.5                  | 24.0                    | 23.6                   | 23.5                 |

|                    |      |
|--------------------|------|
| Mean (ALL)         | 23.8 |
| Weekday Inter-Peak | 23.0 |

Channel 1 - Northeastbound

85th Percentile

| Hr Ending | 28/06/2025<br>Saturday | 29/06/2025<br>Sunday | 30/06/2025<br>Monday | 01/07/2025<br>Tuesday | 02/07/2025<br>Wednesday | 03/07/2025<br>Thursday | 04/07/2025<br>Friday |
|-----------|------------------------|----------------------|----------------------|-----------------------|-------------------------|------------------------|----------------------|
| 1         | 33.1                   | 30.0                 | 40.2                 | 32.2                  | 37.2                    | 34.8                   | 34.8                 |
| 2         | 30.5                   | 34.3                 | -                    | 35.4                  | 33.5                    | 29.2                   | 33.8                 |
| 3         | 32.4                   | 35.0                 | 37.7                 | 30.7                  | 37.6                    | 33.7                   | 33.9                 |
| 4         | 32.4                   | 38.8                 | 33.7                 | 36.8                  | 34.6                    | 31.8                   | 31.2                 |
| 5         | 32.6                   | 28.2                 | 30.1                 | 31.0                  | 30.5                    | 33.9                   | 32.0                 |
| 6         | 32.0                   | 36.2                 | 30.0                 | 30.2                  | 29.4                    | 34.5                   | 38.4                 |
| 7         | 31.0                   | 33.6                 | 29.5                 | 31.4                  | 30.7                    | 33.5                   | 31.3                 |
| 8         | 30.3                   | 30.5                 | 30.6                 | 30.0                  | 29.2                    | 30.6                   | 31.1                 |
| 9         | 30.0                   | 30.5                 | 26.7                 | 27.9                  | 28.2                    | 29.1                   | 29.7                 |
| 10        | 28.9                   | 29.8                 | 28.4                 | 28.8                  | 30.0                    | 30.2                   | 27.5                 |
| 11        | 28.6                   | 28.7                 | 28.2                 | 28.7                  | 29.9                    | 28.0                   | 27.8                 |
| 12        | 26.2                   | 30.7                 | 28.2                 | 28.9                  | 30.8                    | 29.6                   | 28.0                 |
| 13        | 28.9                   | 28.2                 | 29.2                 | 30.4                  | 29.6                    | 28.7                   | 27.7                 |
| 14        | 29.5                   | 26.5                 | 30.2                 | 30.2                  | 29.5                    | 28.8                   | 30.4                 |
| 15        | 30.1                   | 27.8                 | 30.0                 | 29.8                  | 29.5                    | 28.0                   | 29.4                 |
| 16        | 30.0                   | 29.7                 | 29.8                 | 28.3                  | 30.0                    | 28.1                   | 28.7                 |
| 17        | 30.5                   | 30.0                 | 29.8                 | 28.5                  | 29.2                    | 29.2                   | 29.6                 |
| 18        | 26.9                   | 31.2                 | 29.0                 | 28.6                  | 30.1                    | 28.5                   | 28.3                 |
| 19        | 28.1                   | 30.1                 | 30.5                 | 27.8                  | 31.6                    | 29.7                   | 27.7                 |
| 20        | 26.7                   | 30.4                 | 29.4                 | 28.7                  | 29.9                    | 29.4                   | 29.0                 |
| 21        | 27.5                   | 30.4                 | 31.2                 | 29.8                  | 30.9                    | 30.1                   | 31.3                 |
| 22        | 28.9                   | 31.7                 | 31.4                 | 29.7                  | 31.2                    | 31.8                   | 30.9                 |
| 23        | 29.7                   | 33.4                 | 33.7                 | 31.1                  | 31.9                    | 32.3                   | 31.0                 |
| 24        | 32.2                   | 42.2                 | 33.2                 | 43.3                  | 32.4                    | 34.6                   | 34.3                 |
| 10-12     | 27.4                   | 29.9                 | 28.2                 | 28.8                  | 30.4                    | 28.9                   | 27.9                 |
| 14-16     | 30.1                   | 28.8                 | 29.9                 | 29.1                  | 29.8                    | 28.1                   | 28.9                 |
| 0-24      | 30.0                   | 30.1                 | 29.8                 | 29.3                  | 30.2                    | 29.6                   | 29.5                 |

|                    |      |
|--------------------|------|
| 85th %ile (ALL)    | 29.7 |
| Weekday Inter-Peak | 29.0 |

# Burbage ATC, Coventry Road

Produced by Road Data Services Ltd.

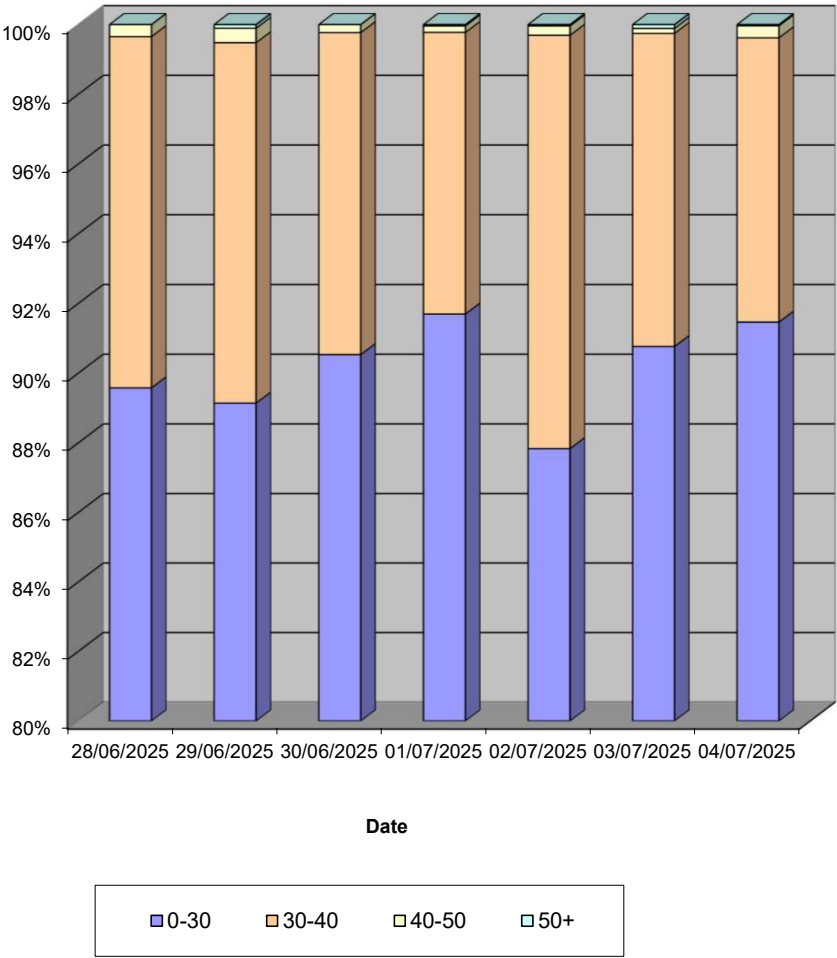
Channel 1 - Northeastbound

Speed Summary

Week 1

| Speed (MPH) | 28/06/2025<br>Saturday | 29/06/2025<br>Sunday | 30/06/2025<br>Monday | 01/07/2025<br>Tuesday | 02/07/2025<br>Wednesday | 03/07/2025<br>Thursday | 04/07/2025<br>Friday |
|-------------|------------------------|----------------------|----------------------|-----------------------|-------------------------|------------------------|----------------------|
| 0-30        | 3404                   | 1724                 | 2391                 | 2474                  | 2318                    | 2516                   | 2669                 |
| 30-40       | 383                    | 200                  | 244                  | 218                   | 313                     | 249                    | 238                  |
| 40-50       | 13                     | 8                    | 6                    | 5                     | 7                       | 4                      | 10                   |
| 50+         | 0                      | 2                    | 0                    | 1                     | 1                       | 3                      | 1                    |
| TOTAL       | 3800                   | 1934                 | 2641                 | 2698                  | 2639                    | 2772                   | 2918                 |

Speed Summary (MPH)



# Burbage ATC, Coventry Road

Produced by Road Data Services Ltd.

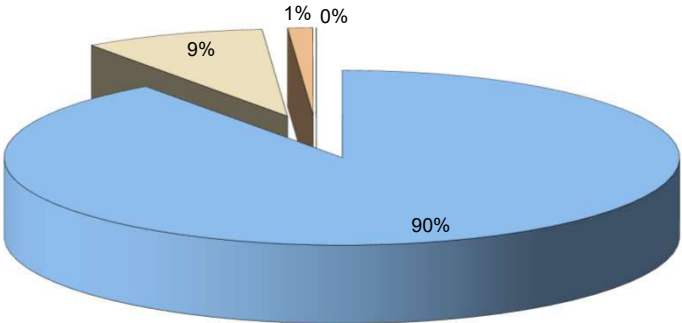
Channel 1 - Northeastbound

Vehicle Class

Week 1

| Classes    | Car / LGV / Caravan - 1 | MGV - 2 | OGV1 / Bus - 3,5,6,7,12 | OGV2 - 4,8,9,10,11,13 | TOTAL - 1-13 |
|------------|-------------------------|---------|-------------------------|-----------------------|--------------|
| Day / Time |                         |         |                         |                       |              |
| 28/06/2025 |                         |         |                         |                       |              |
| 7-19       | 2290                    | 176     | 26                      | 4                     | 2496         |
| 6-22       | 2782                    | 226     | 31                      | 10                    | 3049         |
| 6-24       | 2913                    | 234     | 32                      | 10                    | 3189         |
| 0-24       | 3406                    | 319     | 53                      | -22                   | 3756         |
| 29/06/2025 |                         |         |                         |                       |              |
| 7-19       | 1445                    | 81      | 2                       | 3                     | 1531         |
| 6-22       | 1706                    | 96      | 3                       | 3                     | 1808         |
| 6-24       | 1748                    | 100     | 4                       | 3                     | 1855         |
| 0-24       | 1824                    | 103     | 4                       | 3                     | 1934         |
| 30/06/2025 |                         |         |                         |                       |              |
| 7-19       | 1933                    | 227     | 31                      | 1                     | 2192         |
| 6-22       | 2252                    | 244     | 35                      | 2                     | 2533         |
| 6-24       | 2320                    | 250     | 35                      | 2                     | 2607         |
| 0-24       | 2347                    | 256     | 36                      | 2                     | 2641         |
| 01/07/2025 |                         |         |                         |                       |              |
| 7-19       | 1961                    | 224     | 29                      | 2                     | 2216         |
| 6-22       | 2296                    | 247     | 32                      | 3                     | 2578         |
| 6-24       | 2364                    | 248     | 32                      | 3                     | 2647         |
| 0-24       | 2407                    | 255     | 33                      | 3                     | 2698         |
| 02/07/2025 |                         |         |                         |                       |              |
| 7-19       | 1876                    | 190     | 29                      | 4                     | 2099         |
| 6-22       | 2267                    | 220     | 32                      | 5                     | 2524         |
| 6-24       | 2332                    | 224     | 32                      | 5                     | 2593         |
| 0-24       | 2371                    | 229     | 34                      | 5                     | 2639         |
| 03/07/2025 |                         |         |                         |                       |              |
| 7-19       | 1944                    | 235     | 39                      | 2                     | 2220         |
| 6-22       | 2354                    | 258     | 44                      | 2                     | 2658         |
| 6-24       | 2429                    | 261     | 44                      | 2                     | 2736         |
| 0-24       | 2460                    | 265     | 45                      | 2                     | 2772         |
| 04/07/2025 |                         |         |                         |                       |              |
| 7-19       | 2059                    | 212     | 24                      | 5                     | 2300         |
| 6-22       | 2475                    | 242     | 26                      | 5                     | 2748         |
| 6-24       | 2604                    | 246     | 27                      | 5                     | 2882         |
| 0-24       | 2636                    | 250     | 27                      | 5                     | 2918         |
| Average    |                         |         |                         |                       |              |
| 7-19       | 1930                    | 192     | 26                      | 3                     | 2151         |
| 6-22       | 2305                    | 219     | 29                      | 4                     | 2557         |
| 6-24       | 2387                    | 223     | 29                      | 4                     | 2644         |
| 0-24       | 2493                    | 240     | 33                      | 0                     | 2765         |

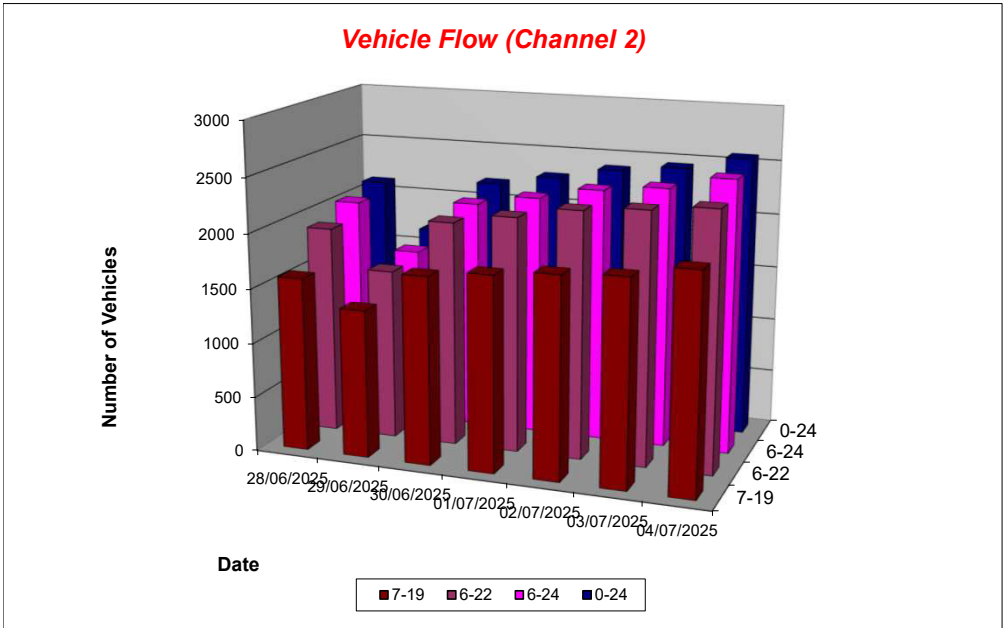
Total Vehicle Class Distribution



Burbage ATC, Coventry Road

Produced by Road Data Services Ltd.

| Channel 2 - Southwestbound |                        |                      |                      |                       |                         |                        |                      | Vehicle Flow       | Week 1  |
|----------------------------|------------------------|----------------------|----------------------|-----------------------|-------------------------|------------------------|----------------------|--------------------|---------|
| Hr Ending                  | 28/06/2025<br>Saturday | 29/06/2025<br>Sunday | 30/06/2025<br>Monday | 01/07/2025<br>Tuesday | 02/07/2025<br>Wednesday | 03/07/2025<br>Thursday | 04/07/2025<br>Friday | Weekday<br>Average | Average |
| 1                          | 36                     | 47                   | 8                    | 7                     | 5                       | 9                      | 10                   | 8                  | 17      |
| 2                          | 13                     | 8                    | 2                    | 7                     | 6                       | 1                      | 5                    | 4                  | 6       |
| 3                          | 12                     | 8                    | 2                    | 5                     | 2                       | 7                      | 2                    | 4                  | 5       |
| 4                          | 6                      | 5                    | 5                    | 7                     | 7                       | 7                      | 5                    | 6                  | 6       |
| 5                          | 7                      | 3                    | 13                   | 6                     | 11                      | 13                     | 19                   | 12                 | 10      |
| 6                          | 8                      | 7                    | 47                   | 43                    | 39                      | 36                     | 32                   | 39                 | 30      |
| 7                          | 36                     | 18                   | 97                   | 109                   | 101                     | 105                    | 85                   | 99                 | 79      |
| 8                          | 69                     | 28                   | 175                  | 213                   | 200                     | 211                    | 173                  | 194                | 153     |
| 9                          | 79                     | 53                   | 175                  | 220                   | 203                     | 199                    | 182                  | 196                | 159     |
| 10                         | 133                    | 93                   | 153                  | 140                   | 170                     | 158                    | 143                  | 153                | 141     |
| 11                         | 183                    | 160                  | 137                  | 126                   | 121                     | 132                    | 145                  | 132                | 143     |
| 12                         | 169                    | 137                  | 135                  | 120                   | 128                     | 117                    | 150                  | 130                | 137     |
| 13                         | 139                    | 147                  | 125                  | 128                   | 128                     | 144                    | 198                  | 145                | 144     |
| 14                         | 179                    | 153                  | 106                  | 128                   | 126                     | 129                    | 158                  | 129                | 140     |
| 15                         | 151                    | 142                  | 151                  | 123                   | 154                     | 136                    | 151                  | 143                | 144     |
| 16                         | 132                    | 117                  | 145                  | 148                   | 153                     | 158                    | 201                  | 161                | 151     |
| 17                         | 119                    | 107                  | 147                  | 140                   | 152                     | 143                    | 150                  | 146                | 137     |
| 18                         | 131                    | 107                  | 137                  | 158                   | 162                     | 177                    | 177                  | 162                | 150     |
| 19                         | 103                    | 107                  | 126                  | 133                   | 135                     | 161                    | 149                  | 141                | 131     |
| 20                         | 118                    | 88                   | 113                  | 121                   | 135                     | 154                    | 130                  | 131                | 123     |
| 21                         | 106                    | 65                   | 76                   | 76                    | 99                      | 99                     | 94                   | 89                 | 88      |
| 22                         | 61                     | 38                   | 58                   | 66                    | 87                      | 79                     | 71                   | 72                 | 66      |
| 23                         | 70                     | 29                   | 41                   | 43                    | 45                      | 48                     | 86                   | 53                 | 52      |
| 24                         | 56                     | 19                   | 9                    | 11                    | 17                      | 24                     | 53                   | 23                 | 27      |
| 7-19                       | 1587                   | 1351                 | 1712                 | 1777                  | 1832                    | 1865                   | 1977                 | 1833               | 1729    |
| 6-22                       | 1908                   | 1560                 | 2056                 | 2149                  | 2254                    | 2302                   | 2357                 | 2224               | 2084    |
| 6-24                       | 2034                   | 1608                 | 2106                 | 2203                  | 2316                    | 2374                   | 2496                 | 2299               | 2162    |
| 0-24                       | 2116                   | 1686                 | 2183                 | 2278                  | 2386                    | 2447                   | 2569                 | 2373               | 2238    |



## Burbage ATC, Coventry Road

Produced by Road Data Services Ltd.

### Channel 2 - Southwestbound

### Average Speed

Week 1

| Hr Ending | 28/06/2025<br>Saturday | 29/06/2025<br>Sunday | 30/06/2025<br>Monday | 01/07/2025<br>Tuesday | 02/07/2025<br>Wednesday | 03/07/2025<br>Thursday | 04/07/2025<br>Friday |
|-----------|------------------------|----------------------|----------------------|-----------------------|-------------------------|------------------------|----------------------|
| 1         | 28.0                   | 28.3                 | 28.4                 | 30.5                  | 28.2                    | 28.5                   | 26.4                 |
| 2         | 23.4                   | 23.2                 | 33.7                 | 31.0                  | 30.6                    | 34.9                   | 31.3                 |
| 3         | 22.4                   | 29.7                 | 27.0                 | 31.0                  | 26.7                    | 30.8                   | 36.2                 |
| 4         | 26.2                   | 29.2                 | 29.3                 | 31.8                  | 29.5                    | 36.7                   | 29.6                 |
| 5         | 23.8                   | 29.4                 | 29.4                 | 34.0                  | 27.5                    | 31.2                   | 30.4                 |
| 6         | 27.8                   | 30.6                 | 32.8                 | 29.1                  | 28.9                    | 32.6                   | 34.5                 |
| 7         | 24.9                   | 27.7                 | 28.9                 | 29.1                  | 26.3                    | 30.2                   | 30.7                 |
| 8         | 20.3                   | 28.1                 | 25.3                 | 24.3                  | 25.2                    | 28.0                   | 27.5                 |
| 9         | 21.9                   | 25.8                 | 21.9                 | 23.1                  | 22.6                    | 22.7                   | 22.4                 |
| 10        | 22.7                   | 23.7                 | 22.1                 | 24.3                  | 25.6                    | 22.7                   | 20.8                 |
| 11        | 20.8                   | 23.4                 | 23.4                 | 21.9                  | 26.7                    | 21.3                   | 23.7                 |
| 12        | 19.5                   | 23.3                 | 22.6                 | 22.7                  | 24.9                    | 22.8                   | 21.3                 |
| 13        | 21.3                   | 21.7                 | 21.0                 | 24.6                  | 25.8                    | 22.3                   | 20.9                 |
| 14        | 20.4                   | 21.0                 | 21.6                 | 24.7                  | 26.6                    | 21.3                   | 19.4                 |
| 15        | 21.3                   | 21.8                 | 20.1                 | 26.3                  | 24.5                    | 20.6                   | 21.8                 |
| 16        | 25.3                   | 21.7                 | 19.4                 | 23.1                  | 24.5                    | 21.1                   | 20.8                 |
| 17        | 25.6                   | 23.3                 | 20.8                 | 19.0                  | 25.0                    | 20.8                   | 19.7                 |
| 18        | 21.7                   | 22.1                 | 21.9                 | 19.6                  | 25.8                    | 20.4                   | 21.0                 |
| 19        | 23.4                   | 23.3                 | 22.4                 | 21.0                  | 25.1                    | 20.3                   | 22.0                 |
| 20        | 23.3                   | 25.1                 | 23.9                 | 22.8                  | 26.0                    | 24.9                   | 22.2                 |
| 21        | 24.6                   | 23.8                 | 26.0                 | 23.8                  | 25.3                    | 26.5                   | 24.1                 |
| 22        | 24.9                   | 22.8                 | 28.0                 | 23.0                  | 24.4                    | 26.9                   | 24.9                 |
| 23        | 23.8                   | 26.0                 | 29.3                 | 25.0                  | 27.9                    | 27.1                   | 25.3                 |
| 24        | 26.3                   | 26.2                 | 30.1                 | 25.3                  | 29.2                    | 26.5                   | 25.0                 |
| 10-12     | 20.2                   | 23.4                 | 23.0                 | 22.3                  | 25.7                    | 22.0                   | 22.5                 |
| 14-16     | 23.2                   | 21.8                 | 19.7                 | 24.5                  | 24.5                    | 20.9                   | 21.2                 |
| 0-24      | 22.6                   | 23.3                 | 23.2                 | 23.5                  | 25.3                    | 23.5                   | 22.7                 |

|                    |      |
|--------------------|------|
| Average (ALL)      | 23.5 |
| Weekday Inter-Peak | 22.6 |

### Channel 2 - Southwestbound

### 85th Percentile

| Hr Ending | 28/06/2025<br>Saturday | 29/06/2025<br>Sunday | 30/06/2025<br>Monday | 01/07/2025<br>Tuesday | 02/07/2025<br>Wednesday | 03/07/2025<br>Thursday | 04/07/2025<br>Friday |
|-----------|------------------------|----------------------|----------------------|-----------------------|-------------------------|------------------------|----------------------|
| 1         | 33.6                   | 33.6                 | 33.4                 | 37.9                  | 32.4                    | 33.6                   | 31.3                 |
| 2         | 29.4                   | 31.6                 | 42.4                 | 34.8                  | 34.3                    | -                      | 36.7                 |
| 3         | 30.6                   | 36.1                 | 27.3                 | 34.0                  | 28.4                    | 36.8                   | 37.1                 |
| 4         | 30.7                   | 35.2                 | 34.5                 | 34.7                  | 37.6                    | 41.7                   | 34.3                 |
| 5         | 31.8                   | 34.9                 | 35.4                 | 41.5                  | 33.9                    | 38.5                   | 35.3                 |
| 6         | 32.5                   | 38.8                 | 38.3                 | 34.7                  | 35.9                    | 39.8                   | 42.4                 |
| 7         | 32.3                   | 34.1                 | 35.2                 | 34.6                  | 32.0                    | 36.6                   | 36.6                 |
| 8         | 27.5                   | 34.3                 | 32.5                 | 30.8                  | 31.2                    | 33.8                   | 33.5                 |
| 9         | 29.1                   | 33.0                 | 28.4                 | 29.4                  | 29.5                    | 30.5                   | 29.2                 |
| 10        | 29.5                   | 30.3                 | 29.3                 | 30.2                  | 31.0                    | 29.5                   | 27.7                 |
| 11        | 27.5                   | 29.9                 | 30.0                 | 28.2                  | 31.5                    | 27.6                   | 28.9                 |
| 12        | 25.2                   | 29.5                 | 29.7                 | 29.2                  | 30.9                    | 29.3                   | 26.7                 |
| 13        | 28.8                   | 27.5                 | 27.8                 | 30.2                  | 30.7                    | 28.9                   | 27.6                 |
| 14        | 27.2                   | 27.5                 | 28.5                 | 30.1                  | 31.5                    | 28.1                   | 26.4                 |
| 15        | 28.9                   | 28.2                 | 27.6                 | 30.7                  | 29.6                    | 27.6                   | 28.3                 |
| 16        | 31.5                   | 28.2                 | 26.6                 | 29.7                  | 30.5                    | 29.2                   | 27.3                 |
| 17        | 30.9                   | 30.9                 | 27.9                 | 25.4                  | 29.4                    | 27.9                   | 26.8                 |
| 18        | 28.0                   | 28.5                 | 29.0                 | 26.3                  | 30.7                    | 27.6                   | 28.6                 |
| 19        | 29.7                   | 30.2                 | 30.1                 | 26.5                  | 30.9                    | 27.4                   | 28.4                 |
| 20        | 29.8                   | 31.4                 | 31.0                 | 28.5                  | 31.0                    | 30.7                   | 29.5                 |
| 21        | 30.9                   | 31.2                 | 32.8                 | 29.9                  | 30.9                    | 32.0                   | 30.6                 |
| 22        | 30.7                   | 29.6                 | 33.9                 | 28.9                  | 32.2                    | 34.5                   | 31.6                 |
| 23        | 29.6                   | 34.0                 | 34.9                 | 32.0                  | 35.3                    | 34.5                   | 31.5                 |
| 24        | 33.8                   | 32.0                 | 34.5                 | 31.6                  | 33.1                    | 34.2                   | 32.1                 |
| 10-12     | 26.5                   | 29.8                 | 29.8                 | 28.7                  | 31.2                    | 28.4                   | 27.9                 |
| 14-16     | 30.5                   | 28.2                 | 27.0                 | 30.4                  | 30.0                    | 28.5                   | 27.7                 |
| 0-24      | 29.5                   | 30.1                 | 30.8                 | 30.1                  | 31.1                    | 31.1                   | 30.0                 |

|                    |      |
|--------------------|------|
| 85th %ile (ALL)    | 30.5 |
| Weekday Inter-Peak | 29.3 |

Burbage ATC, Coventry Road

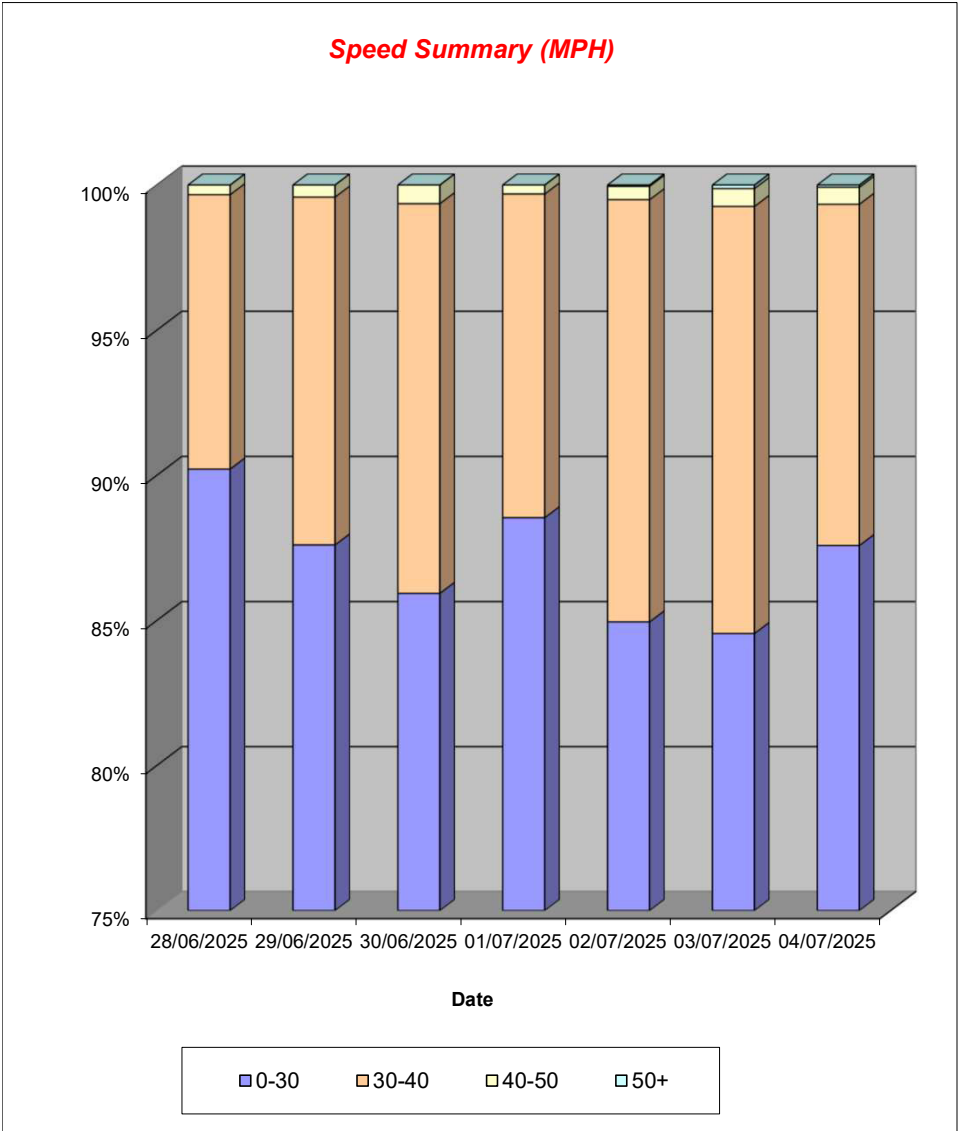
Produced by Road Data Services Ltd.

Channel 2 - Southwestbound

Speed Summary

Week 1

| Speed (MPH) | 28/06/2025<br>Saturday | 29/06/2025<br>Sunday | 30/06/2025<br>Monday | 01/07/2025<br>Tuesday | 02/07/2025<br>Wednesday | 03/07/2025<br>Thursday | 04/07/2025<br>Friday |
|-------------|------------------------|----------------------|----------------------|-----------------------|-------------------------|------------------------|----------------------|
| 0-30        | 1909                   | 1477                 | 1876                 | 2017                  | 2027                    | 2069                   | 2250                 |
| 30-40       | 200                    | 202                  | 293                  | 254                   | 347                     | 360                    | 302                  |
| 40-50       | 7                      | 7                    | 14                   | 7                     | 11                      | 15                     | 15                   |
| 50+         | 0                      | 0                    | 0                    | 0                     | 1                       | 3                      | 2                    |
| TOTAL       | 2116                   | 1686                 | 2183                 | 2278                  | 2386                    | 2447                   | 2569                 |



# Burbage ATC, Coventry Road

Produced by Road Data Services Ltd.

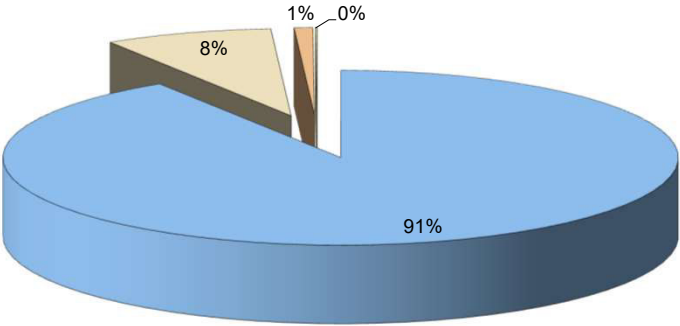
Channel 2 - Southwestbound

Vehicle Class

Week 1

| Classes    | Car / LGV / Caravan - 1 | MGV - 2 | OGV1 / Bus - 3,5,6,7,12 | OGV2 - 4,8,9,10,11,13 | TOTAL - 1-13 |
|------------|-------------------------|---------|-------------------------|-----------------------|--------------|
| Day / Time |                         |         |                         |                       |              |
| 28/06/2025 |                         |         |                         |                       |              |
| 7-19       | 1495                    | 85      | 6                       | 1                     | 1587         |
| 6-22       | 1798                    | 101     | 8                       | 1                     | 1908         |
| 6-24       | 1920                    | 105     | 8                       | 1                     | 2034         |
| 0-24       | 1997                    | 109     | 9                       | 1                     | 2116         |
| 29/06/2025 |                         |         |                         |                       |              |
| 7-19       | 1266                    | 80      | 1                       | 4                     | 1351         |
| 6-22       | 1467                    | 88      | 1                       | 4                     | 1560         |
| 6-24       | 1514                    | 89      | 1                       | 4                     | 1608         |
| 0-24       | 1588                    | 92      | 2                       | 4                     | 1686         |
| 30/06/2025 |                         |         |                         |                       |              |
| 7-19       | 1540                    | 142     | 29                      | 1                     | 1712         |
| 6-22       | 1853                    | 171     | 31                      | 1                     | 2056         |
| 6-24       | 1902                    | 172     | 31                      | 1                     | 2106         |
| 0-24       | 1968                    | 182     | 32                      | 1                     | 2183         |
| 01/07/2025 |                         |         |                         |                       |              |
| 7-19       | 1591                    | 166     | 20                      | 0                     | 1777         |
| 6-22       | 1931                    | 194     | 24                      | 0                     | 2149         |
| 6-24       | 1984                    | 195     | 24                      | 0                     | 2203         |
| 0-24       | 2049                    | 204     | 25                      | 0                     | 2278         |
| 02/07/2025 |                         |         |                         |                       |              |
| 7-19       | 1632                    | 184     | 15                      | 1                     | 1832         |
| 6-22       | 2017                    | 218     | 18                      | 1                     | 2254         |
| 6-24       | 2076                    | 221     | 18                      | 1                     | 2316         |
| 0-24       | 2134                    | 233     | 18                      | 1                     | 2386         |
| 03/07/2025 |                         |         |                         |                       |              |
| 7-19       | 1672                    | 165     | 25                      | 3                     | 1865         |
| 6-22       | 2071                    | 199     | 29                      | 3                     | 2302         |
| 6-24       | 2141                    | 201     | 29                      | 3                     | 2374         |
| 0-24       | 2200                    | 214     | 30                      | 3                     | 2447         |
| 04/07/2025 |                         |         |                         |                       |              |
| 7-19       | 1766                    | 189     | 20                      | 2                     | 1977         |
| 6-22       | 2115                    | 218     | 22                      | 2                     | 2357         |
| 6-24       | 2253                    | 219     | 22                      | 2                     | 2496         |
| 0-24       | 2316                    | 228     | 23                      | 2                     | 2569         |
| Average    |                         |         |                         |                       |              |
| 7-19       | 1566                    | 144     | 17                      | 2                     | 1729         |
| 6-22       | 1893                    | 170     | 19                      | 2                     | 2084         |
| 6-24       | 1970                    | 172     | 19                      | 2                     | 2162         |
| 0-24       | 2036                    | 180     | 20                      | 2                     | 2238         |

Total Vehicle Class Distribution



## **Appendix F: Updated Coventry Road Site Access Capacity Assessments**

| Junctions 11                                                                                                                                                     |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|
| PICADY 11 - Priority Intersection Module                                                                                                                         |  |  |
| Version: 11.1.0.2307                                                                                                                                             |  |  |
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| 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:** Coventry Road\_Site Access.j11

**Path:** P:\2021\P21-390\T&T\Capacity Assessments\Junctions 11

**Report generation date:** 16/07/2025 12:35:23

- »D1 - 2026 Opening Year + Development | TA Flows | AM
- »D2 - 2026 Opening Year + Development | TA Flows | PM
- »D3 - 2026 Opening Year + Development | 2025 Flows + TEMPro Growth | AM
- »D4 - 2026 Opening Year + Development | 2025 Flows + TEMPro Growth | PM
- »D5 - 2026 Opening Year + Development | 2025 Flows + PRTM Growth | AM
- »D6 - 2026 Opening Year + Development | 2025 Flows + PRTM Growth | PM
- »D7 - 2031 Forecast Year + Development | TA Flows | AM
- »D8 - 2031 Forecast Year + Development | TA Flows | PM
- »D9 - 2031 Forecast Year + Development | 2025 Flows + TEMPro Growth | AM
- »D10 - 2031 Forecast Year + Development | 2025 Flows + TEMPro Growth | PM
- »D11 - 2031 Forecast Year + Development | 2025 Flows + PRTM Growth | AM
- »D12 - 2031 Forecast Year + Development | 2025 Flows + PRTM Growth | PM

### Summary of junction performance

|                                                               | AM          |           |      | PM          |           |      |
|---------------------------------------------------------------|-------------|-----------|------|-------------|-----------|------|
|                                                               | Queue (Veh) | Delay (s) | RFC  | Queue (Veh) | Delay (s) | RFC  |
| 2026 Opening Year + Development - TA Flows                    |             |           |      |             |           |      |
| Stream B-AC                                                   | 1.0         | 15.65     | 0.51 | 0.2         | 9.25      | 0.18 |
| Stream C-AB                                                   | 0.2         | 5.46      | 0.14 | 0.5         | 5.90      | 0.23 |
| 2026 Opening Year + Development - 2025 Flows + TEMPro Growth  |             |           |      |             |           |      |
| Stream B-AC                                                   | 1.0         | 14.61     | 0.50 | 0.2         | 8.76      | 0.17 |
| Stream C-AB                                                   | 0.2         | 5.65      | 0.13 | 0.4         | 5.81      | 0.22 |
| 2026 Opening Year + Development - 2025 Flows + PRTM Growth    |             |           |      |             |           |      |
| Stream B-AC                                                   | 1.0         | 14.71     | 0.50 | 0.2         | 9.05      | 0.17 |
| Stream C-AB                                                   | 0.2         | 5.35      | 0.13 | 0.5         | 5.83      | 0.23 |
| 2031 Forecast Year + Development - TA Flows                   |             |           |      |             |           |      |
| Stream B-AC                                                   | 1.0         | 15.35     | 0.51 | 0.2         | 9.37      | 0.18 |
| Stream C-AB                                                   | 0.3         | 5.21      | 0.14 | 0.5         | 5.92      | 0.23 |
| 2031 Forecast Year + Development - 2025 Flows + TEMPro Growth |             |           |      |             |           |      |
| Stream B-AC                                                   | 1.0         | 14.79     | 0.50 | 0.2         | 8.84      | 0.17 |
| Stream C-AB                                                   | 0.2         | 5.63      | 0.13 | 0.4         | 5.78      | 0.22 |
| 2031 Forecast Year + Development - 2025 Flows + PRTM Growth   |             |           |      |             |           |      |
| Stream B-AC                                                   | 1.0         | 14.45     | 0.49 | 0.2         | 9.17      | 0.18 |
| Stream C-AB                                                   | 0.3         | 5.15      | 0.14 | 0.5         | 5.85      | 0.23 |

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

## File summary

### File Description

|                    |                                                   |
|--------------------|---------------------------------------------------|
| <b>Title</b>       | Land South of Burbage - Coventry Road Site Access |
| <b>Location</b>    |                                                   |
| <b>Site number</b> |                                                   |
| <b>Date</b>        | 16/07/2025                                        |
| <b>Version</b>     |                                                   |
| <b>Status</b>      | Proposed                                          |
| <b>Identifier</b>  |                                                   |
| <b>Client</b>      | Redrow Homes                                      |
| <b>Jobnumber</b>   | P21-390                                           |
| <b>Enumerator</b>  |                                                   |
| <b>Description</b> |                                                   |

## 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         | Veh                 | Veh                   | 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  | 2026 Opening Year + Development  | TA Flows                   | AM          | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |
| D2  | 2026 Opening Year + Development  | TA Flows                   | PM          | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |
| D3  | 2026 Opening Year + Development  | 2025 Flows + TEMPro Growth | AM          | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |
| D4  | 2026 Opening Year + Development  | 2025 Flows + TEMPro Growth | PM          | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |
| D5  | 2026 Opening Year + Development  | 2025 Flows + PRTM Growth   | AM          | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |
| D6  | 2026 Opening Year + Development  | 2025 Flows + PRTM Growth   | PM          | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |
| D7  | 2031 Forecast Year + Development | TA Flows                   | AM          | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |
| D8  | 2031 Forecast Year + Development | TA Flows                   | PM          | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |
| D9  | 2031 Forecast Year + Development | 2025 Flows + TEMPro Growth | AM          | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |
| D10 | 2031 Forecast Year + Development | 2025 Flows + TEMPro Growth | PM          | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |
| D11 | 2031 Forecast Year + Development | 2025 Flows + PRTM Growth   | AM          | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |
| D12 | 2031 Forecast Year + Development | 2025 Flows + PRTM Growth   | PM          | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |

## Analysis Set Details

| ID | Include in report | Use specific Demand Set (s) | Specific Demand Set(s)                 | Network flow scaling factor (%) | Network capacity scaling factor (%) |
|----|-------------------|-----------------------------|----------------------------------------|---------------------------------|-------------------------------------|
| A1 | ✓                 | ✓                           | D1,D2,D3,D4,D5,D6,D7,D8,D9,D10,D11,D12 | 100.000                         | 100.000                             |

# D1 - 2026 Opening Year + Development | TA Flows | 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 | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | Proposed Site Access | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 4.69               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 4.69              | A           |

## Arms

### Arms

| Arm | Name                 | Description | Arm type |
|-----|----------------------|-------------|----------|
| A   | Coventry Road East   |             | Major    |
| B   | Proposed Site Access |             | Minor    |
| C   | Coventry Road West   |             | Major    |

### Major Arm Geometry

| Arm                    | Width of carriageway (m) | Has kerbed central reserve | Has rightturn storage | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|------------------------|--------------------------|----------------------------|-----------------------|-------------------------------|---------|----------------------|
| C - Coventry Road West | 6.50                     |                            |                       | 140.0                         | ✓       | 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 - Proposed Site Access | One lane       | 3.37           | 27                     | 23                      |

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

| Stream | Intercept (Veh/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|--------|--------------------|---------------|---------------|---------------|---------------|
| B-A    | 516                | 0.092         | 0.232         | 0.146         | 0.332         |
| B-C    | 662                | 0.099         | 0.251         | -             | -             |
| C-B    | 655                | 0.248         | 0.248         | -             | -             |

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 | 2026 Opening Year + Development | TA Flows | AM          | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm                      | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - Coventry Road East   |            | ONE HOUR     | ✓            | 296                     | 100.000            |
| B - Proposed Site Access |            | ONE HOUR     | ✓            | 220                     | 100.000            |
| C - Coventry Road West   |            | ONE HOUR     | ✓            | 316                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                       |                        |                          |                        |
|------|--------------------------|------------------------|--------------------------|------------------------|
|      |                          | A - Coventry Road East | B - Proposed Site Access | C - Coventry Road West |
| From | A - Coventry Road East   | 0                      | 50                       | 246                    |
|      | B - Proposed Site Access | 101                    | 0                        | 119                    |
|      | C - Coventry Road West   | 256                    | 60                       | 0                      |
|      |                          |                        |                          |                        |

## Vehicle Mix

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

### Heavy Vehicle %

|      | To                       |                        |                          |                        |
|------|--------------------------|------------------------|--------------------------|------------------------|
|      |                          | A - Coventry Road East | B - Proposed Site Access | C - Coventry Road West |
| From | A - Coventry Road East   | 0                      | 0                        | 2                      |
|      | B - Proposed Site Access | 0                      | 0                        | 0                      |
|      | C - Coventry Road West   | 0                      | 0                        | 0                      |
|      |                          |                        |                          |                        |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-AC   | 0.51    | 15.65         | 1.0             | C       | 202                     | 303                           |
| C-AB   | 0.14    | 5.46          | 0.2             | A       | 82                      | 122                           |
| C-A    |         |               |                 |         | 208                     | 313                           |
| A-B    |         |               |                 |         | 46                      | 69                            |
| A-C    |         |               |                 |         | 226                     | 339                           |

# D2 - 2026 Opening Year + Development | TA Flows | PM

## Data Errors and Warnings

| Severity | Area        | Item | Description                                                                                                                                                                                  |
|----------|-------------|------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 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        | Proposed Site Access | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 1.99               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 1.99              | 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 | 2026 Opening Year + Development | TA Flows | PM          | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm                      | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - Coventry Road East   |            | ONE HOUR     | ✓            | 332                     | 100.000            |
| B - Proposed Site Access |            | ONE HOUR     | ✓            | 76                      | 100.000            |
| C - Coventry Road West   |            | ONE HOUR     | ✓            | 400                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                       |                        |                          |                        |
|------|--------------------------|------------------------|--------------------------|------------------------|
|      |                          | A - Coventry Road East | B - Proposed Site Access | C - Coventry Road West |
| From | A - Coventry Road East   | 0                      | 90                       | 242                    |
|      | B - Proposed Site Access | 29                     | 0                        | 47                     |
|      | C - Coventry Road West   | 304                    | 96                       | 0                      |
|      |                          |                        |                          |                        |

## Vehicle Mix

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

### Heavy Vehicle %

| From | To                       |                        |                          |                        |
|------|--------------------------|------------------------|--------------------------|------------------------|
|      |                          | A - Coventry Road East | B - Proposed Site Access | C - Coventry Road West |
|      | A - Coventry Road East   | 0                      | 0                        | 0                      |
|      | B - Proposed Site Access | 0                      | 0                        | 0                      |
|      | C - Coventry Road West   | 0                      | 0                        | 0                      |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-AC   | 0.18    | 9.25          | 0.2             | A       | 70                      | 105                           |
| C-AB   | 0.23    | 5.90          | 0.5             | A       | 141                     | 211                           |
| C-A    |         |               |                 |         | 226                     | 339                           |
| A-B    |         |               |                 |         | 83                      | 124                           |
| A-C    |         |               |                 |         | 222                     | 333                           |

# D3 - 2026 Opening Year + Development | 2025 Flows + TEMPro Growth | 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 | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | Proposed Site Access | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 4.93               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 4.93              | 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 | 2026 Opening Year + Development | 2025 Flows + TEMPro Growth | AM          | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm                      | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - Coventry Road East   |            | ONE HOUR     | ✓            | 260                     | 100.000            |
| B - Proposed Site Access |            | ONE HOUR     | ✓            | 220                     | 100.000            |
| C - Coventry Road West   |            | ONE HOUR     | ✓            | 262                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                       |                        |                          |                        |
|------|--------------------------|------------------------|--------------------------|------------------------|
|      |                          | A - Coventry Road East | B - Proposed Site Access | C - Coventry Road West |
| From | A - Coventry Road East   | 0                      | 50                       | 210                    |
|      | B - Proposed Site Access | 101                    | 0                        | 119                    |
|      | C - Coventry Road West   | 202                    | 60                       | 0                      |
|      |                          |                        |                          |                        |

## Vehicle Mix

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

### Heavy Vehicle %

|      | To                       |                        |                          |                        |
|------|--------------------------|------------------------|--------------------------|------------------------|
|      |                          | A - Coventry Road East | B - Proposed Site Access | C - Coventry Road West |
| From | A - Coventry Road East   | 0                      | 0                        | 1                      |
|      | B - Proposed Site Access | 0                      | 0                        | 0                      |
|      | C - Coventry Road West   | 1                      | 0                        | 0                      |
|      |                          |                        |                          |                        |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-AC   | 0.50    | 14.61         | 1.0             | B       | 202                     | 303                           |
| C-AB   | 0.13    | 5.65          | 0.2             | A       | 75                      | 113                           |
| C-A    |         |               |                 |         | 165                     | 248                           |
| A-B    |         |               |                 |         | 46                      | 69                            |
| A-C    |         |               |                 |         | 193                     | 289                           |

# D4 - 2026 Opening Year + Development | 2025 Flows + TEMPro Growth | 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 | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | Proposed Site Access | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 2.12               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 2.12              | 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 | 2026 Opening Year + Development | 2025 Flows + TEMPro Growth | PM          | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm                      | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - Coventry Road East   |            | ONE HOUR     | ✓            | 258                     | 100.000            |
| B - Proposed Site Access |            | ONE HOUR     | ✓            | 76                      | 100.000            |
| C - Coventry Road West   |            | ONE HOUR     | ✓            | 382                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                       |                        |                          |                        |
|------|--------------------------|------------------------|--------------------------|------------------------|
|      |                          | A - Coventry Road East | B - Proposed Site Access | C - Coventry Road West |
| From | A - Coventry Road East   | 0                      | 90                       | 168                    |
|      | B - Proposed Site Access | 29                     | 0                        | 47                     |
|      | C - Coventry Road West   | 286                    | 96                       | 0                      |
|      |                          |                        |                          |                        |

## Vehicle Mix

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

### Heavy Vehicle %

|      | To                       |                        |                          |                        |
|------|--------------------------|------------------------|--------------------------|------------------------|
|      |                          | A - Coventry Road East | B - Proposed Site Access | C - Coventry Road West |
| From | A - Coventry Road East   | 0                      | 0                        | 1                      |
|      | B - Proposed Site Access | 0                      | 0                        | 0                      |
|      | C - Coventry Road West   | 1                      | 0                        | 0                      |
|      |                          |                        |                          |                        |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-AC   | 0.17    | 8.76          | 0.2             | A       | 70                      | 105                           |
| C-AB   | 0.22    | 5.81          | 0.4             | A       | 136                     | 204                           |
| C-A    |         |               |                 |         | 215                     | 322                           |
| A-B    |         |               |                 |         | 83                      | 124                           |
| A-C    |         |               |                 |         | 154                     | 231                           |

# D5 - 2026 Opening Year + Development | 2025 Flows + PRTM Growth | 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 | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | Proposed Site Access | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 4.72               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 4.72              | 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 | 2026 Opening Year + Development | 2025 Flows + PRTM Growth | AM          | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm                      | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - Coventry Road East   |            | ONE HOUR     | ✓            | 244                     | 100.000            |
| B - Proposed Site Access |            | ONE HOUR     | ✓            | 220                     | 100.000            |
| C - Coventry Road West   |            | ONE HOUR     | ✓            | 317                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                       |                        |                          |                        |
|------|--------------------------|------------------------|--------------------------|------------------------|
|      |                          | A - Coventry Road East | B - Proposed Site Access | C - Coventry Road West |
| From | A - Coventry Road East   | 0                      | 50                       | 194                    |
|      | B - Proposed Site Access | 101                    | 0                        | 119                    |
|      | C - Coventry Road West   | 257                    | 60                       | 0                      |
|      |                          |                        |                          |                        |

## Vehicle Mix

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

### Heavy Vehicle %

|      | To                       |                        |                          |                        |
|------|--------------------------|------------------------|--------------------------|------------------------|
|      |                          | A - Coventry Road East | B - Proposed Site Access | C - Coventry Road West |
| From | A - Coventry Road East   | 0                      | 0                        | 1                      |
|      | B - Proposed Site Access | 0                      | 0                        | 0                      |
|      | C - Coventry Road West   | 1                      | 0                        | 0                      |
|      |                          |                        |                          |                        |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-AC   | 0.50    | 14.71         | 1.0             | B       | 202                     | 303                           |
| C-AB   | 0.13    | 5.35          | 0.2             | A       | 81                      | 122                           |
| C-A    |         |               |                 |         | 210                     | 315                           |
| A-B    |         |               |                 |         | 46                      | 69                            |
| A-C    |         |               |                 |         | 178                     | 267                           |

# D6 - 2026 Opening Year + Development | 2025 Flows + PRTM Growth | 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 | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | Proposed Site Access | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 2.03               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 2.03              | 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 | 2026 Opening Year + Development | 2025 Flows + PRTM Growth | PM          | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm                      | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - Coventry Road East   |            | ONE HOUR     | ✓            | 300                     | 100.000            |
| B - Proposed Site Access |            | ONE HOUR     | ✓            | 76                      | 100.000            |
| C - Coventry Road West   |            | ONE HOUR     | ✓            | 401                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                       |                        |                          |                        |
|------|--------------------------|------------------------|--------------------------|------------------------|
|      |                          | A - Coventry Road East | B - Proposed Site Access | C - Coventry Road West |
| From | A - Coventry Road East   | 0                      | 90                       | 210                    |
|      | B - Proposed Site Access | 29                     | 0                        | 47                     |
|      | C - Coventry Road West   | 305                    | 96                       | 0                      |
|      |                          |                        |                          |                        |

## Vehicle Mix

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

### Heavy Vehicle %

|      | To                       |                        |                          |                        |
|------|--------------------------|------------------------|--------------------------|------------------------|
|      |                          | A - Coventry Road East | B - Proposed Site Access | C - Coventry Road West |
| From | A - Coventry Road East   | 0                      | 0                        | 0                      |
|      | B - Proposed Site Access | 0                      | 0                        | 0                      |
|      | C - Coventry Road West   | 1                      | 0                        | 0                      |
|      |                          |                        |                          |                        |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-AC   | 0.17    | 9.05          | 0.2             | A       | 70                      | 105                           |
| C-AB   | 0.23    | 5.83          | 0.5             | A       | 140                     | 211                           |
| C-A    |         |               |                 |         | 228                     | 341                           |
| A-B    |         |               |                 |         | 83                      | 124                           |
| A-C    |         |               |                 |         | 193                     | 289                           |

# D7 - 2031 Forecast Year + Development | TA Flows | 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 | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | Proposed Site Access | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 4.57               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 4.57              | 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 |
|----|----------------------------------|----------|-------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D7 | 2031 Forecast Year + Development | TA Flows | AM          | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm                      | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - Coventry Road East   |            | ONE HOUR     | ✓            | 262                     | 100.000            |
| B - Proposed Site Access |            | ONE HOUR     | ✓            | 220                     | 100.000            |
| C - Coventry Road West   |            | ONE HOUR     | ✓            | 361                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                       |                        |                          |                        |
|------|--------------------------|------------------------|--------------------------|------------------------|
|      |                          | A - Coventry Road East | B - Proposed Site Access | C - Coventry Road West |
| From | A - Coventry Road East   | 0                      | 50                       | 212                    |
|      | B - Proposed Site Access | 101                    | 0                        | 119                    |
|      | C - Coventry Road West   | 301                    | 60                       | 0                      |
|      |                          |                        |                          |                        |

## Vehicle Mix

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

### Heavy Vehicle %

|      | To                       |                        |                          |                        |
|------|--------------------------|------------------------|--------------------------|------------------------|
|      |                          | A - Coventry Road East | B - Proposed Site Access | C - Coventry Road West |
| From | A - Coventry Road East   | 0                      | 0                        | 2                      |
|      | B - Proposed Site Access | 0                      | 0                        | 0                      |
|      | C - Coventry Road West   | 0                      | 0                        | 0                      |
|      |                          |                        |                          |                        |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-AC   | 0.51    | 15.35         | 1.0             | C       | 202                     | 303                           |
| C-AB   | 0.14    | 5.21          | 0.3             | A       | 87                      | 130                           |
| C-A    |         |               |                 |         | 245                     | 367                           |
| A-B    |         |               |                 |         | 46                      | 69                            |
| A-C    |         |               |                 |         | 195                     | 292                           |

# D8 - 2031 Forecast Year + Development | TA Flows | PM

## Data Errors and Warnings

| Severity | Area        | Item | Description                                                                                                                                                                                  |
|----------|-------------|------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 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        | Proposed Site Access | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 1.97               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 1.97              | 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 |
|----|----------------------------------|----------|-------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D8 | 2031 Forecast Year + Development | TA Flows | PM          | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm                      | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - Coventry Road East   |            | ONE HOUR     | ✓            | 348                     | 100.000            |
| B - Proposed Site Access |            | ONE HOUR     | ✓            | 76                      | 100.000            |
| C - Coventry Road West   |            | ONE HOUR     | ✓            | 405                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                       |                        |                          |                        |
|------|--------------------------|------------------------|--------------------------|------------------------|
|      |                          | A - Coventry Road East | B - Proposed Site Access | C - Coventry Road West |
| From | A - Coventry Road East   | 0                      | 90                       | 258                    |
|      | B - Proposed Site Access | 29                     | 0                        | 47                     |
|      | C - Coventry Road West   | 309                    | 96                       | 0                      |
|      |                          |                        |                          |                        |

## Vehicle Mix

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

### Heavy Vehicle %

| From | To                       |                        |                          |                        |
|------|--------------------------|------------------------|--------------------------|------------------------|
|      |                          | A - Coventry Road East | B - Proposed Site Access | C - Coventry Road West |
|      | A - Coventry Road East   | 0                      | 0                        | 0                      |
|      | B - Proposed Site Access | 0                      | 0                        | 0                      |
|      | C - Coventry Road West   | 0                      | 0                        | 0                      |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-AC   | 0.18    | 9.37          | 0.2             | A       | 70                      | 105                           |
| C-AB   | 0.23    | 5.92          | 0.5             | A       | 142                     | 213                           |
| C-A    |         |               |                 |         | 229                     | 344                           |
| A-B    |         |               |                 |         | 83                      | 124                           |
| A-C    |         |               |                 |         | 237                     | 355                           |

# D9 - 2031 Forecast Year + Development | 2025 Flows + TEMPro Growth | 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 | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | Proposed Site Access | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 4.88               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 4.88              | 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 |
|----|----------------------------------|----------------------------|-------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D9 | 2031 Forecast Year + Development | 2025 Flows + TEMPro Growth | AM          | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm                      | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - Coventry Road East   |            | ONE HOUR     | ✓            | 268                     | 100.000            |
| B - Proposed Site Access |            | ONE HOUR     | ✓            | 220                     | 100.000            |
| C - Coventry Road West   |            | ONE HOUR     | ✓            | 270                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                       |                        |                          |                        |
|------|--------------------------|------------------------|--------------------------|------------------------|
|      |                          | A - Coventry Road East | B - Proposed Site Access | C - Coventry Road West |
| From | A - Coventry Road East   | 0                      | 50                       | 218                    |
|      | B - Proposed Site Access | 101                    | 0                        | 119                    |
|      | C - Coventry Road West   | 210                    | 60                       | 0                      |
|      |                          |                        |                          |                        |

## Vehicle Mix

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

### Heavy Vehicle %

|      | To                       |                        |                          |                        |
|------|--------------------------|------------------------|--------------------------|------------------------|
|      |                          | A - Coventry Road East | B - Proposed Site Access | C - Coventry Road West |
| From | A - Coventry Road East   | 0                      | 0                        | 1                      |
|      | B - Proposed Site Access | 0                      | 0                        | 0                      |
|      | C - Coventry Road West   | 1                      | 0                        | 0                      |
|      |                          |                        |                          |                        |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-AC   | 0.50    | 14.79         | 1.0             | B       | 202                     | 303                           |
| C-AB   | 0.13    | 5.63          | 0.2             | A       | 76                      | 114                           |
| C-A    |         |               |                 |         | 172                     | 258                           |
| A-B    |         |               |                 |         | 46                      | 69                            |
| A-C    |         |               |                 |         | 200                     | 300                           |

# D10 - 2031 Forecast Year + Development | 2025 Flows + TEMPro Growth | 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 | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | Proposed Site Access | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 2.09               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 2.09              | 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 |
|-----|----------------------------------|----------------------------|-------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D10 | 2031 Forecast Year + Development | 2025 Flows + TEMPro Growth | PM          | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm                      | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - Coventry Road East   |            | ONE HOUR     | ✓            | 266                     | 100.000            |
| B - Proposed Site Access |            | ONE HOUR     | ✓            | 76                      | 100.000            |
| C - Coventry Road West   |            | ONE HOUR     | ✓            | 395                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                       |                        |                          |                        |
|------|--------------------------|------------------------|--------------------------|------------------------|
|      |                          | A - Coventry Road East | B - Proposed Site Access | C - Coventry Road West |
| From | A - Coventry Road East   | 0                      | 90                       | 176                    |
|      | B - Proposed Site Access | 29                     | 0                        | 47                     |
|      | C - Coventry Road West   | 299                    | 96                       | 0                      |
|      |                          |                        |                          |                        |

## Vehicle Mix

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

### Heavy Vehicle %

|      | To                       |                        |                          |                        |
|------|--------------------------|------------------------|--------------------------|------------------------|
|      |                          | A - Coventry Road East | B - Proposed Site Access | C - Coventry Road West |
| From | A - Coventry Road East   | 0                      | 0                        | 1                      |
|      | B - Proposed Site Access | 0                      | 0                        | 0                      |
|      | C - Coventry Road West   | 1                      | 0                        | 0                      |
|      |                          |                        |                          |                        |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-AC   | 0.17    | 8.84          | 0.2             | A       | 70                      | 105                           |
| C-AB   | 0.22    | 5.78          | 0.4             | A       | 139                     | 208                           |
| C-A    |         |               |                 |         | 224                     | 336                           |
| A-B    |         |               |                 |         | 83                      | 124                           |
| A-C    |         |               |                 |         | 162                     | 242                           |

# D11 - 2031 Forecast Year + Development | 2025 Flows + PRTM Growth | 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 | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | Proposed Site Access | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 4.60               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 4.60              | 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 |
|-----|----------------------------------|--------------------------|-------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D11 | 2031 Forecast Year + Development | 2025 Flows + PRTM Growth | AM          | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm                      | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - Coventry Road East   |            | ONE HOUR     | ✓            | 210                     | 100.000            |
| B - Proposed Site Access |            | ONE HOUR     | ✓            | 220                     | 100.000            |
| C - Coventry Road West   |            | ONE HOUR     | ✓            | 362                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                       |                        |                          |                        |
|------|--------------------------|------------------------|--------------------------|------------------------|
|      |                          | A - Coventry Road East | B - Proposed Site Access | C - Coventry Road West |
| From | A - Coventry Road East   | 0                      | 50                       | 160                    |
|      | B - Proposed Site Access | 101                    | 0                        | 119                    |
|      | C - Coventry Road West   | 302                    | 60                       | 0                      |
|      |                          |                        |                          |                        |

## Vehicle Mix

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

### Heavy Vehicle %

|      | To                       |                        |                          |                        |
|------|--------------------------|------------------------|--------------------------|------------------------|
|      |                          | A - Coventry Road East | B - Proposed Site Access | C - Coventry Road West |
| From | A - Coventry Road East   | 0                      | 0                        | 1                      |
|      | B - Proposed Site Access | 0                      | 0                        | 0                      |
|      | C - Coventry Road West   | 1                      | 0                        | 0                      |
|      |                          |                        |                          |                        |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-AC   | 0.49    | 14.45         | 1.0             | B       | 202                     | 303                           |
| C-AB   | 0.14    | 5.15          | 0.3             | A       | 86                      | 129                           |
| C-A    |         |               |                 |         | 246                     | 369                           |
| A-B    |         |               |                 |         | 46                      | 69                            |
| A-C    |         |               |                 |         | 147                     | 220                           |

# D12 - 2031 Forecast Year + Development | 2025 Flows + PRTM Growth | 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 | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | Proposed Site Access | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 2.00               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 2.00              | 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 |
|-----|----------------------------------|--------------------------|-------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D12 | 2031 Forecast Year + Development | 2025 Flows + PRTM Growth | PM          | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm                      | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - Coventry Road East   |            | ONE HOUR     | ✓            | 316                     | 100.000            |
| B - Proposed Site Access |            | ONE HOUR     | ✓            | 76                      | 100.000            |
| C - Coventry Road West   |            | ONE HOUR     | ✓            | 406                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                       |                        |                          |                        |
|------|--------------------------|------------------------|--------------------------|------------------------|
|      |                          | A - Coventry Road East | B - Proposed Site Access | C - Coventry Road West |
| From | A - Coventry Road East   | 0                      | 90                       | 226                    |
|      | B - Proposed Site Access | 29                     | 0                        | 47                     |
|      | C - Coventry Road West   | 310                    | 96                       | 0                      |
|      |                          |                        |                          |                        |

## Vehicle Mix

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

### Heavy Vehicle %

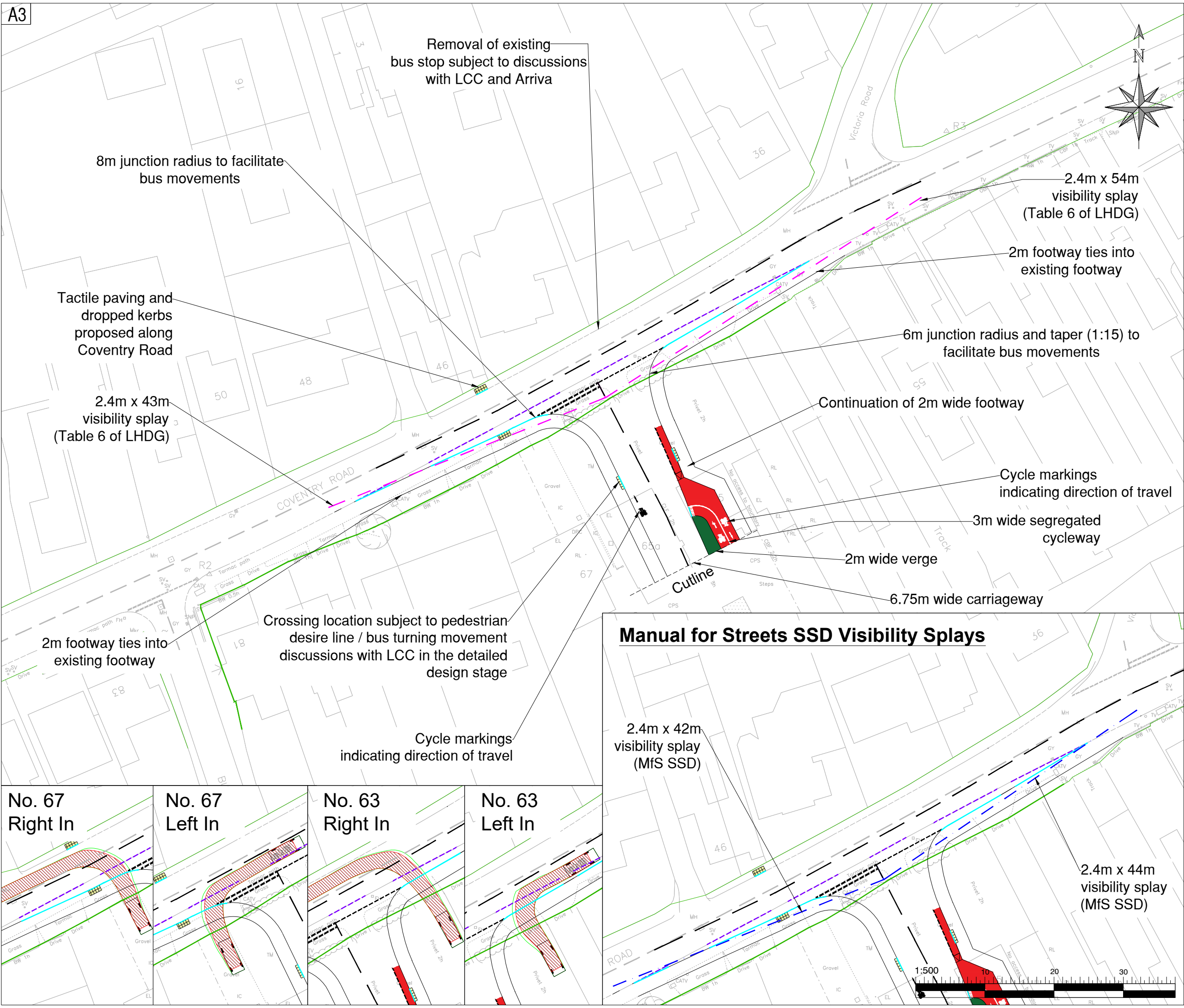
|      | To                       |                        |                          |                        |
|------|--------------------------|------------------------|--------------------------|------------------------|
|      |                          | A - Coventry Road East | B - Proposed Site Access | C - Coventry Road West |
| From | A - Coventry Road East   | 0                      | 0                        | 0                      |
|      | B - Proposed Site Access | 0                      | 0                        | 0                      |
|      | C - Coventry Road West   | 1                      | 0                        | 0                      |
|      |                          |                        |                          |                        |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-AC   | 0.18    | 9.17          | 0.2             | A       | 70                      | 105                           |
| C-AB   | 0.23    | 5.85          | 0.5             | A       | 142                     | 213                           |
| C-A    |         |               |                 |         | 231                     | 346                           |
| A-B    |         |               |                 |         | 83                      | 124                           |
| A-C    |         |               |                 |         | 207                     | 311                           |

**Appendix G: Updated Site Access (Dwg 21390-RLL-23-XX-DR-D-5008 Rev P11)**



- Legend:**
- Indicative Site Boundary
  - Highway Boundary
  - Junction Visibility Splay (LDHG)
  - Junction Visibility Splay (MfS)
  - Existing Dropped Kerbs (to be removed)
  - New Dropped Kerbs

**NOTES**

Preliminary scheme only for comment & review. Based upon information provided / available at the time. Detailed design subject to further review and amendment if required via S278 / technical approval process, to be secured via condition.

The tactile paving has been designed in line with drawing 'SD-11-20 Tactile Paving at Uncontrolled Crossings' from the Kerbs Footway Series 1100 within the Leicestershire Highways Design Guide (2024).

An updated ATC was undertaken in July 2025 which recorded 85th percentile speeds of 30.5mph and 29.7mph to the west and east respectively. This drawing shows the visibility splays calculated using both Table 6 of the Leicestershire Highways Design Guide as well as the Manual for Streets Stopping Sight Distance calculations.

Do not scale from this drawing.

|     |          |                                                                                                                                                       |     |     |
|-----|----------|-------------------------------------------------------------------------------------------------------------------------------------------------------|-----|-----|
| P11 | 16/07/25 | Updated the visplays in line with the recorded 85th%ile speeds, and added a new viewpoint showing the visibility splays calculated using the MfS SSD  | JWB | JR  |
| P10 | 03/02/25 | Changed the design of the access to accord with the LHDG 'Augmented Standard' Major Residential Access Road                                           | JWB | JR  |
| P09 | 04/12/24 | Changed the 3m shared footway / cycleway to a 3m segregated cycleway, repositioned the cycle ramp and increased the length of the pedestrian crossing | JWB | ADM |
| P08 | 25/06/24 | Removed eastern tactile paving, reduced western tactile to 1.8m and relocated the western tactile                                                     | JWB | ADM |
| P07 | 19/06/24 | Removed double yellow lines and realigned site access tactics, added new tactics along Coventry Road                                                  | JWB | ADM |
| P06 | 17/04/24 | Revised based on LCC comments                                                                                                                         | JWB | ADM |
| P05 | 01/11/23 | New masterplan and revised kerb line                                                                                                                  | JWB | ADM |
| P04 | 17/07/23 | Revised based on Stage 1 RSA line comments                                                                                                            | JWB | ADM |
| P03 | 01/06/23 | Tree-lined Verge and Footway Swapped                                                                                                                  | JWB | ADM |
| P02 | 17/04/23 | Internal layout verge added                                                                                                                           | JWL | ADM |
| P01 | 12/04/23 | Amended Carraigeway Alignment                                                                                                                         | JWL | ADM |
| Rev | Date     | Amendments                                                                                                                                            | By  | Chk |

**RLRE**

Client

**Redrow Homes**

Project

**Land South of Burbage**

Drawing Title

**Preliminary Site Access Design**

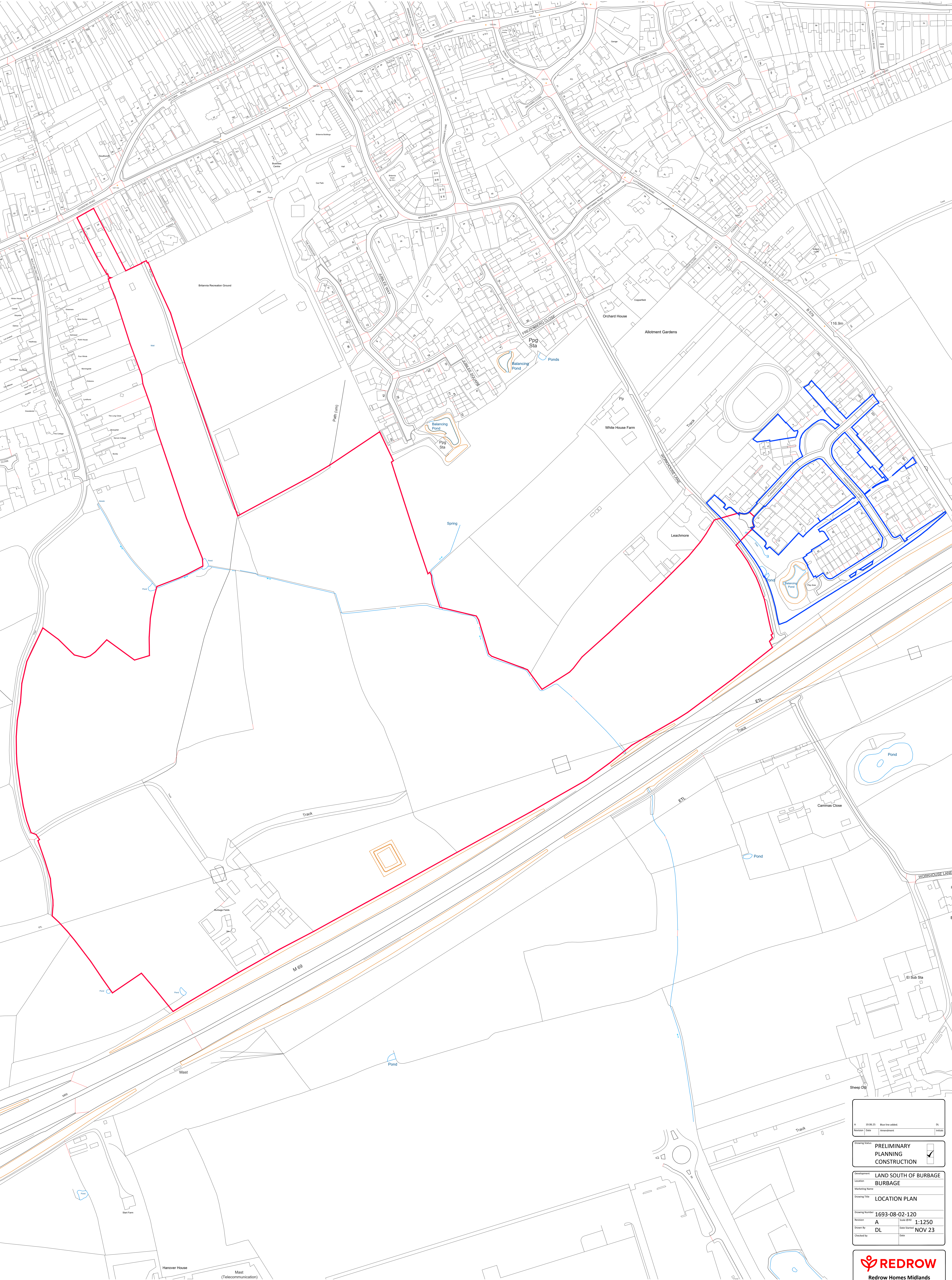
Status

**For information**

|                           |            |         |          |
|---------------------------|------------|---------|----------|
| Scale                     | Drawn      | Checked | Date     |
| A3@ 1:500                 | JWL        | ADM     | 04/04/23 |
| Drawing No.               | Rev.       |         |          |
| 21390-RLL-23-XX-DR-D-5008 | <b>P11</b> |         |          |

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**Appendix H: Land South of Burbage Blue Line Boundary Location Plan (Ref: 1693-08-02-120 Rev A)**



LAND SOUTH OF BURBAGE, BURBAGE - LOCATION PLAN

A

10.06.25

Blue line added

DL

Revision

Date

Amendment

Initials

Drawing Status

PRELIMINARY

PLANNING

CONSTRUCTION

☒

Development

LAND SOUTH OF BURBAGE

Location

BURBAGE

Marketing Name

Drawing Title

LOCATION PLAN

Drawing Number

1693-08-02-120

Revision

A

Scale

0m 1:1250

Drawn By

DL

Date Started

NOV 23

Checked by

Date

**REDROW**

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Legal Disclaimer Text

This layout has been designed after due consideration of our Context & Constraints Plan

**Appendix I: Previous RL Response TN, dated February (Ref: 21390-RLL-24-XX-TN-D-5021 Rev P01)**

# Technical Note

|                       |                                                                                                                       |                  |                  |
|-----------------------|-----------------------------------------------------------------------------------------------------------------------|------------------|------------------|
| <b>Project:</b>       | P21-390 Land South of Burbage                                                                                         |                  |                  |
| <b>Subject:</b>       | Land South of Burbage (application ref: 24/00083/HYB)<br>Response to highways comments raised by statutory consultees |                  |                  |
| <b>Prepared by:</b>   | Jake Blay – Transport Planner                                                                                         | <b>Date:</b>     | 03/02/2025       |
| <b>Authorised by:</b> | Jo Read – Associate Transport Planner                                                                                 | <b>Status:</b>   | S2 - Information |
| <b>Document Ref:</b>  | 21390-RLL-24-XX-TN-D-5021                                                                                             | <b>Revision:</b> | P01              |

## 1 Introduction

- 1.1.1 This Technical Note (TN) has been produced by Rodgers Leask Ltd (RL) on behalf of Redrow Homes to respond to the highways comments raised by statutory consultees regarding the hybrid planning application for Land South of Burbage (ref: [24/00083/HYB](#)) submitted 23<sup>rd</sup> January 2024. The description of development is provided below:
- 1.1.2 *“Hybrid planning application for 422 dwellings, public open space, associated infrastructure and the demolition of 65 and 65a Coventry Road, and Burbage Fields Farm and outline planning application for a residential care home and up to 11no. self-build plots (all matters reserved except for access).”*
- 1.1.3 The comments raised by Leicestershire County Council (LCC), National Highways (NH) and Active Travel England (ATE) are referenced below.
- Leicestershire County Council (LCC) - 2024/0083/04/H/R3 - (01/11/2024) **(Appendix A)**
  - National Highways (NH) - NHPR 24-02 - (20/09/2024) **(Appendix B).**
  - Active Travel England (ATE) - ATE/24/00145/HYB – (19/02/2024) **(Appendix C).**
- 1.1.4 At the time of writing this response, the application is awaiting determination by Hinckley & Bosworth Borough Council (the local planning authority) and the updated Masterplan has been submitted.
- 1.1.5 When referring to the submitted Transport Assessment (TA) within this response, this is in reference to the latest document (21390-RLL-23-XX-RP-D-5001P08), uploaded to the Hinckley Bosworth Borough Council website on the 30<sup>th</sup> of August 2024.

## 2 Leicestershire County Council Highways

### 2.1 Site Access Arrangements: Overview

- 2.1.1 As a point of clarification, the proposed development has two points of access onto the public highway.
- 2.1.2 The western area of the development comprises 378 dwellings (full application) and the residential care home (outline application). This western area of the development will be served via a new access off Coventry Road.
- 2.1.3 The eastern area of the development will comprise of 55 dwellings (full application) and will be served via an extension off Flanders Close. This eastern area of the development will access the local highway network via the existing B578 Lutterworth Road / Passchendaele Drive priority junction.
- 2.1.4 An emergency link is provided between the two parts of the development as shown on the masterplan. There will be no through route for typical vehicular traffic between the two areas of the development.

### 2.2 Coventry Road Access

#### Stage 1 Road Safety Audit & Junction Visibility

- 2.2.1 To provide LCC with reassurance that the proposed Coventry Road site access can provide safe and suitable access to the western part of the development, the applicant has started to engage with the TRO process with LCC to determine whether double yellow lines either side of the site access within the extent of the calculated visibility splays are necessary to ensure an enforceable method which would keep the visibility splays clear.

#### Coventry Road Crossing Point

- 2.2.2 LCC have accepted the position of the proposed uncontrolled crossing point on Coventry Road, located adjacent to the proposed Coventry Road / Site Access junction.

#### Swept Path Analysis

- 2.2.3 The provision of a bollard to ensure that vehicles accessing properties no.67 & 69 do not overrun tactile paving for the proposed uncontrolled crossing point on Coventry Road can be investigated at the detailed design stage as suggested by LCC.

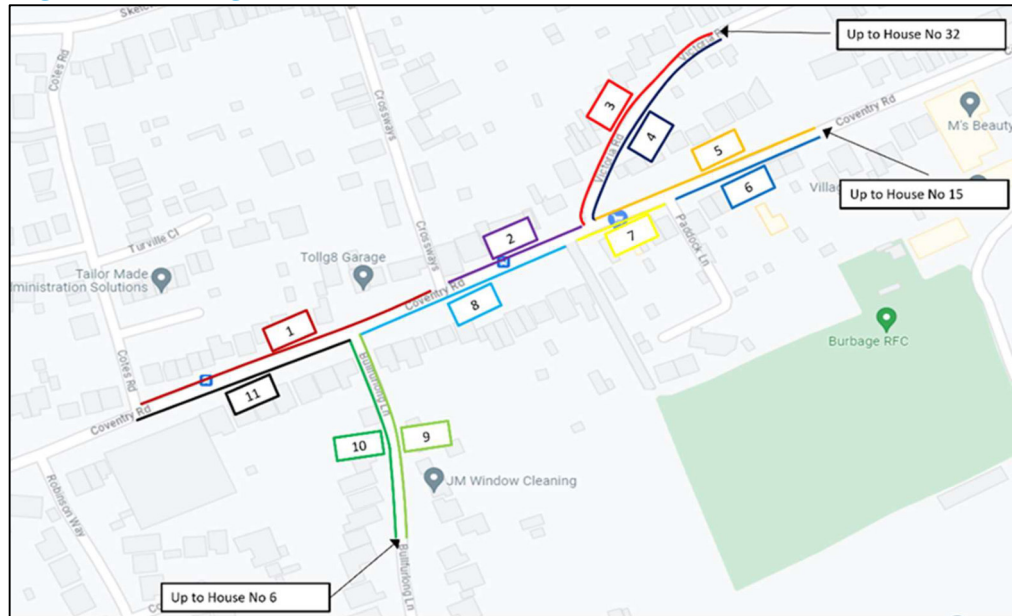
### Ghost Island Right Turn Lane

- 2.2.4 LCC stated in their response the following:
- 2.2.5 *"The LHA acknowledge the additional information, but the paragraph quoted from Manual for Streets 2 mentions daily flows of 500 vehicles from a side road and the proposals would generate a significant number of trips above this. Given this will be the only site access to serve the proposed development the applicant should look at any additional information / measures that could be implemented to ensure that the site access is safe and suitable."*
- 2.2.6 The quote from Manual for Streets 2 (MfS2) has been misunderstood. Paragraph 9.4.7 from MfS2 is shown below.
- 2.2.7 *TD 42/9554 recommends that consideration should be given to providing a right turning lane at priority junctions where the side road flow exceeds 500 vehicles per day, but this advice relates to trunk roads, where there is an emphasis on providing an unimpeded route for through traffic. It is a relatively low flow, and junctions without right turn lanes will often be able to cater for higher levels of turning traffic without resulting in significant congestion.*
- 2.2.8 The extract from MfS2 is highlighting that TD 42/9554 was written for all purpose trunk roads, not residential streets. The advice in MfS2 raises the point that a threshold of 500 vehicles per day is not a hard fast rule in the context of a residential street where lower traffic flows allow for junctions to accommodate a greater number of turning traffic without the need for a dedicated lane.
- 2.2.9 Accordingly, it has been demonstrated through the use of a Junctions 10 model of the Coventry Road site access that the proposed site access arrangements operate well within capacity with a simple priority arrangement.

### Parking Survey

- 2.2.10 As requested by LCC, **Figure 1** shows the zones for the parking beat survey.

**Figure 1: Parking Beat Zone Plan**



### Junction Capacity Assessment

- 2.2.11 The Coventry Road / Site Access junction modelling reflects the latest iteration of the proposed site access design off Coventry Road. Traffic flows used within the junction capacity model are correct and consistent with the traffic flows presented within the appendices of the submitted TA. These traffic flows reflect vehicle movements associated with the western area of the development comprising 378 dwellings and the residential care home.
- 2.2.12 LCC have highlighted that the junction model results predict that drivers approaching the site access junction from the spine road (the minor arm) will experience delay of 15 seconds in AM peak hour for both the 2026 and 2031 forecast years. It is expected that any new priority junction will experience some delay on the minor arm given that vehicle movements from the minor arm will be turning in the gaps in traffic travelling along Coventry Road.
- 2.2.13 The predicted 15 seconds of delay is not considered severe and will be indiscernible to drivers.

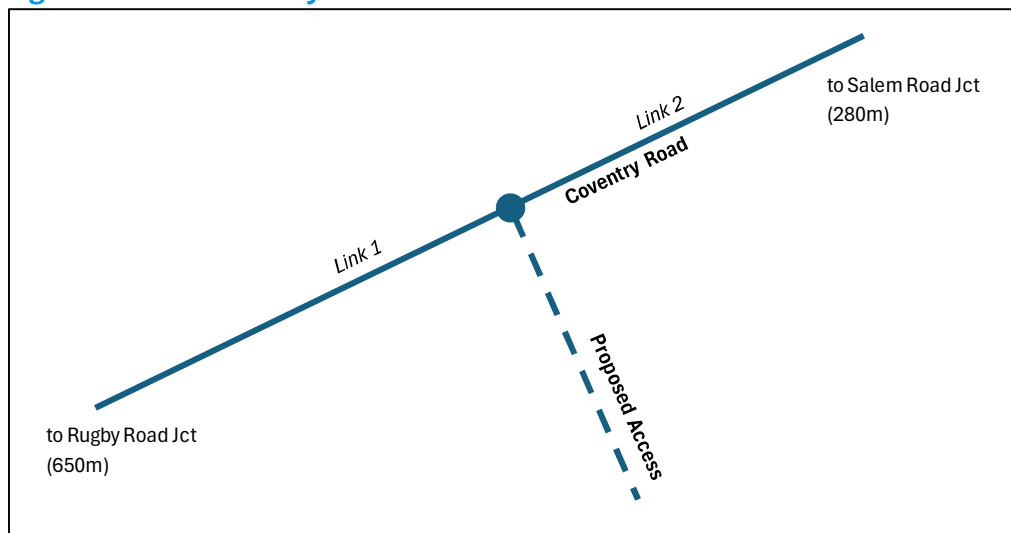
### 2.3 Bus Stop Removal

- 2.3.1 The continued dialogue with LCC Highways regarding the relocation of the bus stop is welcomed.

## 2.4 Highway Safety

- 2.4.1 To provide LCC Highways reassurance that the proposed development will not have an adverse impact on highways safety along Coventry Road, the Department for Transport COBALT (COst and Benefit to Accidents – Light Touch) software has been utilised.
- 2.4.2 The software compares accidents by severity and associated costs across an identified network for 'Without-Scheme' and 'With-Scheme' forecasts scenarios, using details of link and junction characteristics, relevant accident rates and costs and forecast traffic volumes by link and/or junction for a user defined study area.
- 2.4.3 For the purposes of this assessment, COBALT has been used to understand the change in accident rates on two links forming Coventry Road with the inclusion of development traffic.
- 2.4.4 The study area for the COBALT study area is shown below in **Figure 2**.

**Figure 2: COBALT study area**



- 2.4.5 Both the input file used within the COBALT v2.7 assessment and the detailed results generated by COBALT are included within **Appendix D** of this response for review by LCC.
- 2.4.6 A summary of the results is shown below in **Table 1**.

**Table 1: COBALT Results: Collision estimate along Coventry Road**

| Year                                           | Without Scheme | With Scheme | Difference |
|------------------------------------------------|----------------|-------------|------------|
| <b>Coventry Road (west of proposed access)</b> |                |             |            |
| 2026                                           | 0.2            | 0.2         | +0.034     |
| 2027                                           | 0.2            | 0.2         | +0.033     |
| 2028                                           | 0.2            | 0.2         | +0.033     |
| 2029                                           | 0.2            | 0.2         | +0.032     |
| 2030                                           | 0.2            | 0.2         | +0.032     |
| 2031                                           | 0.2            | 0.2         | +0.031     |
| <b>Coventry Road (east of proposed access)</b> |                |             |            |
| 2026                                           | 0.1            | 0.1         | +0.015     |
| 2027                                           | 0.1            | 0.1         | +0.015     |
| 2028                                           | 0.1            | 0.1         | +0.015     |
| 2029                                           | 0.1            | 0.1         | +0.014     |
| 2030                                           | 0.1            | 0.1         | +0.014     |
| 2031                                           | 0.1            | 0.1         | +0.014     |

As shown in **Table 1** the change in the accident rate along both sections of Coventry Road included within the assessment is considered marginal.

On this basis the COBALT assessment has provided further evidence to support the conclusions from the submitted TA that the proposed development will not have an detrimental impact on highway safety along Coventry Road.

## 2.5 Highway Impact

2.5.1 With regard to the use of the PRTM within the TA, both LCC and NH have provided comments on the following:

- Calculated trip distribution and assignment of development trips
- PRTM growth used to develop the forecast year turning movements matrices

### Trip Distribution and Assignment: Methodology

2.5.2 It is recognised that the latest masterplan for Land South of Burbage contains several key differences from the development proposals modelled within the commissioned PRTM forecast runs.

2.5.3 **Table 2** below provides a summary of these differences.

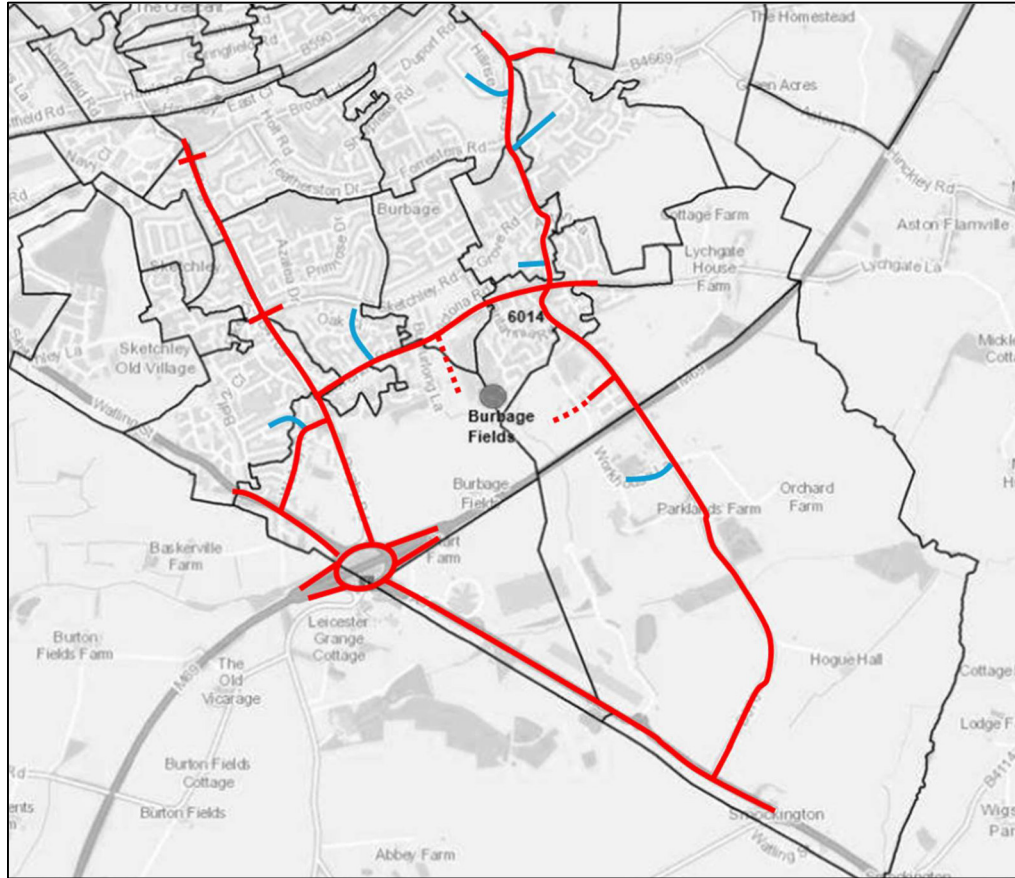
**Table 2: Development Proposals**

|                             | As represented in the PRTM                  | Development Proposals                        |
|-----------------------------|---------------------------------------------|----------------------------------------------|
| Quantum                     | 450 dwellings                               | 433 dwellings with Care Home                 |
| Accessed off Coventry Road  | 370 dwellings                               | 378 dwellings + Care Home                    |
| Accessed off Flanders Close | 80 dwellings                                | 55 dwellings                                 |
| Internal connection         | Internal link road connecting both accesses | No internal connection (emergency link only) |

- 2.5.4 It is acknowledged that the assignment of vehicle trips from the proposed development within the PRTM forecast 'with development' model runs would have been influenced by the inclusion of an internal link road, representative of the original masterplan. However, the trip distribution applied to the zone representing the proposed development is unaffected by this, given that trip distribution relates to the proportion of trips travelling between zones, not the route they take through the network.
- 2.5.5 As the PRTM forecast 'with development' model runs were considered obsolete following the amendments to the planning layout, the residential vehicle trip distribution used within the PRTM model runs needed to be extracted from the model outputs.
- 2.5.6 The methodology used for trip distribution for the proposed development was as follows:
- Residential development (433 dwellings) – calculated from the 2026 'Proposed Development Site (Burbage Fields – 450 dwellings)' select link analysis plots included within the *PRTM Burbage Fields, Burbage, Development Trip Distribution Plots report*
  - Care Home – gravity model, agreed by NH in their response (NHPR 22-12) dated 16/02/24.
- 2.5.7 The vehicle trip distribution for the residential component of the proposed development was calculated from the select link analysis plots provided to RL by LCC (Network Data & Intelligence Team) within the PRTM Burbage Fields, Burbage, Development Trip Distribution Plots report.
- 2.5.8 The study area for this exercise was defined by the junctions listed within the *PRTM Burbage Fields, Burbage, Forecasting Report*. A plan of the study area, including the zone plan is shown in **Figure 3**.
- 2.5.9 Using the select link analysis plots, the trip distribution for the residential component of the proposals was calculated from the vehicle trips routing to/from the externals of the study area for the TA. This was undertaken for both the AM and PM peak hour.

**2.5.10** The calculated percentages, i.e. the vehicle trip distribution, were then applied to vehicle trips to/from both site accesses to understand the number of trips that would be travelling to the externals of the study area. The assignment of these vehicle trips through the network was then undertaken manually to reflect the routes through the study area as derived by the PRTM model. This exercise was undertaken for both site accesses for both time periods.

**Figure 3: Land South of Burbage Study Area**

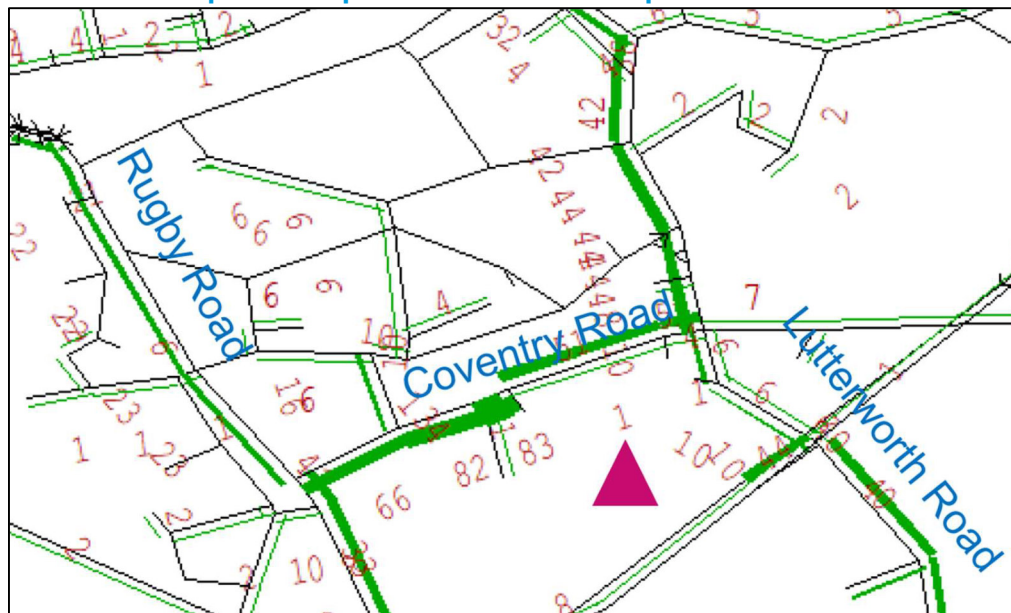


Study area annotated in **Red**, locations where trips arrive / depart the study area without using the assessed junctions are annotated in **Blue**. **Dashed Red** lines represent site access locations.

### Trip Distribution and Assignment: Trips within the Study Area

- 2.5.11 It was also observed from the select link analysis plots that a proportion of development trips were predicted to arrive/depart the study area between the junctions identified in the *PRTM Burbage Fields, Burbage, Forecasting Report*.
- 2.5.12 As can be seen from the extract from the select link assignment plot shown in **Figure 4**, development trips assigned within the PRTM model have origins / destinations between the junctions forming the study area of the TA. In the example below, for the AM peak hour development trips are travelling to zones to the north of Coventry Road.

**Figure 4: Extract from the select link analysis plots contained within the AECOM Development Trip Distribution Plots report.**



- 2.5.13 The comment by NH suggesting that these trips should be *recaptured and presented at Sketchley Road / Rugby Road and Grove Road/B578 for interpretation* is unjustified.
- 2.5.14 As stated by LCC in their response when describing the function of the PRTM, *Whilst for most destinations there are several alternative routes which can be used, the optimal route is selected by the model based on time, journey cost, congestion and delay. This approach is used to better represent real life driver behaviour and choice through the modelling process...*
- 2.5.15 Any adjustment to the calculated trip distribution which was derived from these assignment plots will undermine the use of the distribution taken from the parent zone in the PRTM. It is also realistic to assume that a proportion of vehicle trips would be travelling to / from zones neighbouring the proposed

development, whether it be to access local retail, community or educational facilities contained within them.

- 2.5.16 On this basis the presented distribution and assignment for the proposed development is considered appropriate.

#### **PRTM Growth**

- 2.5.17 Both LCC and NH have queried the differences in turning movements between the 2021 & 2026 'no development' and 2021 & 2031 'no development' scenarios, highlighting that the calculated differences show a reduction in vehicles for certain movements.
- 2.5.18 The PRTM Transport Modelling Forecast Report, located within Appendix O of the TA and available on the Hinckley Bosworth Borough Council website ref: ([24/00083/HYB](#)), included the turning movement matrices provided to RL for each junction. These turning movement matrices were used by RL to calculate the differences between the 2021 base and forecast years.
- 2.5.19 It should be acknowledged that RL has had no involvement in the running and reporting of the PRTM model, with the results provided by the LCC Network Data & Intelligence Team. Accordingly RL have consulted with the LCC Network Data & Intelligence Team (and the councils framework consultant, Aecom) to seek clarification on this matter.
- 2.5.20 The response received from Aecom has been included within **Appendix E** with an extract provided below.
- 2.5.21 *...most movements see growth and most of the reductions are quite small and are probably at locations that are close to capacity in 2021 and can't accommodate more traffic, or occur as a result of changes in delay which causes rerouting and reductions for some movements.*
- 2.5.22 On this basis, the calculated traffic growth used by RL to calculate 2026 and 2031 forecast year 'no development' turning movement matrices is considered suitable.

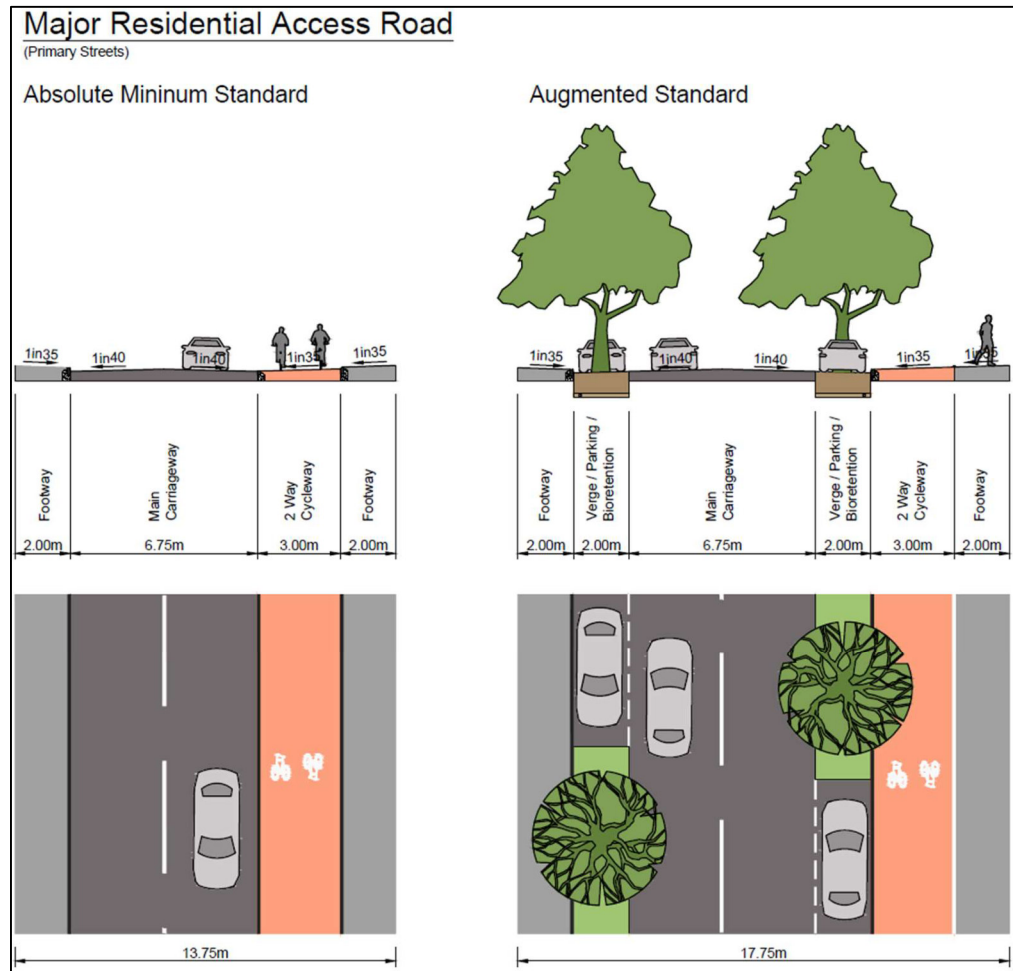
## **2.6 Internal Layout**

### **Refuse Vehicle Tracking**

- 2.6.1 Refuse vehicle tracking has been undertaken at all adoptable turning heads within the development using the vehicle specification sent through by LCC.

## LTN 1/20 Cycling Infrastructure

- 2.6.2 The proposed cycling infrastructure has been amended to reflect the guidance in LTN1/20. It is proposed that a segregated 3m cycleway and 2m footway is provided on eastern side of the spine road in accordance with Figure 1 of the Leicestershire Highways Design Guide (December 2024) as shown below.



- 2.6.3 An updated site access drawing (21390-RLL-23-XX-DR-D-5008P10) has been produced to show the transition from on carriageway cycling to the segregated cycleway at the Coventry Road site access. This drawing is included within **Appendix F**.
- 2.6.4 In addition, the extent of the pedestrian / cyclist infrastructure along the spine road has been shown across multiple drawings included within **Appendix F**.
- 2.6.5 At the lower end of the spine road, the segregated cycleway and footway will transition to a shared footway / cycleway to continue around the internal loop

of the development. Details of the transition point are shown on a drawing (21390-RLL-25-XX-DR-D-5028) contained within **Appendix F**.

2.6.6 To ensure a consistent provision for pedestrians and cyclists, the shared footway / cycleway has been extended along the southern side of the access road within the eastern development area, similar to the internal loop within the western area of the development.

2.6.7 The Cycling Level of Service tool within LTN 1/20 has been used to audit the proposed cycle infrastructure within the site, specifically the segregated cycleway along the spine road and shared footway/cycleway connecting the western and eastern areas of the development, all of which have been audited as one continuous route. The results of using this tool have been included within **Appendix G**.

2.6.8 The Cycling Level of Service tool has scored the proposed cycle infrastructure 70% which is categorised as a 'High' quality route.

## 2.7 Residential Travel Plan

2.7.1 Following the latest comments on the residential travel plan by LCC, the following amendments have been made to the document:

- The mode share targets for active travel (walking and cycling) over the 5-year period of the Travel Plan have been revised.
- Peak hour and daily multi modal trip generation for the Base, Interim and Fifth Year of the Plan.
- Additional measures to encourage sustainable travel have been added.
- In the event that the LCC Road Safety and Education Team cannot provide Bikeability training to future residents, an alternative provider, B-Buddies Cycle Training', can be contacted by the Travel Plan Coordinator to provide this service.

### Bus Provision

2.7.2 LCC have stated that they are reviewing their supported bus network, which may impact the availability of the bus services 7 & 8, both operated by Arriva. If it is confirmed by LCC that these services are under review, options for developer contributions to support this service could be explored.

## 3 National Highways

### 3.1 PRTM Model Outputs

- 3.1.1 The PRTM Development Trip Distribution Plots report and the PRTM Transport Modelling Forecast Report were included within Appendix O of the TA. This appendix can be found on the Hinckley and Bosworth Borough Council website, under planning application (ref: [24/00083/HYB](#)), within the document titled "*Transport Assessment\_Appendix I-O*" uploaded on the 30<sup>th</sup> of August 2024.

### 3.2 A5 / B578 Lutterworth Road Junction

- 3.2.1 To provide NH with the relevant information to approve the A5 / B578 Lutterworth Road junction capacity testing, the latest junction capacity model has been included within this TN. The junction modelling was undertaken using the following:
- Traffic flow scenarios included within the Transport Assessment (ref: 21390-RLL-23-XX-RP-D-5001P08).
  - Junction parameters as shown on a drawing (ref: 21390-RLL-24-XX-DR-D-5023) provided below.



- Key**
- B578 Parameters
  - A5 Parameters

**NOTE**  
Preliminary scheme only for comment & review. Based upon information provided / available at the time.

Detailed design subject to further review and amendment if required via S278 / technical approval process, to be secured via condition.

Do not scale from this drawing.

|     |      |            |    |     |
|-----|------|------------|----|-----|
|     |      |            |    |     |
|     |      |            |    |     |
|     |      |            |    |     |
|     |      |            |    |     |
| Rev | Date | Amendments | By | Chk |

Client

Redrow Homes

Project  
Land South of Burbage

Drawing Title  
A5 / B578 Lutterworth Road Junctions 10 Parameters

Status

For Information

|           |       |         |          |
|-----------|-------|---------|----------|
| Scale     | Drawn | Checked | Date     |
| A3@ 1:750 | JWB   | ADM     | 27/09/24 |

|             |      |
|-------------|------|
| Drawing No. | Rev. |
|-------------|------|

21390-RLL-24-XX-DR-D-5023 #

- 3.2.2 The results of the junction capacity assessment of the A5 / B578 Lutterworth Road junction can be seen below in **Table 3**, with the full results shown in **Appendix H**.

**Table 3: A5 / B578 Lutterworth Road Junction Results**

|             | AM         |             |           |      |     | PM     |             |           |      |     |
|-------------|------------|-------------|-----------|------|-----|--------|-------------|-----------|------|-----|
|             | Set ID     | Queue (Veh) | Delay (s) | RFC  | LOS | Set ID | Queue (Veh) | Delay (s) | RFC  | LOS |
|             | 2021       |             |           |      |     |        |             |           |      |     |
| Stream B-C  | D1         | 0.6         | 11.36     | 0.39 | B   | D2     | 0.2         | 7.69      | 0.18 | A   |
| Stream B-A  |            | 0.1         | 25.74     | 0.12 | D   |        | 0.0         | 29.19     | 0.03 | D   |
| Stream C-AB |            | 0.3         | 9.18      | 0.21 | A   |        | 0.7         | 11.93     | 0.42 | B   |
|             | 2026       |             |           |      |     |        |             |           |      |     |
| Stream B-C  | D3         | 1.1         | 14.50     | 0.53 | B   | D4     | 0.3         | 9.27      | 0.25 | A   |
| Stream B-A  |            | 0.2         | 30.21     | 0.15 | D   |        | 0.1         | 56.28     | 0.06 | F   |
| Stream C-AB |            | 0.2         | 9.04      | 0.20 | A   |        | 0.9         | 14.09     | 0.46 | B   |
|             | 2026 + Dev |             |           |      |     |        |             |           |      |     |
| Stream B-C  | D5         | 1.4         | 16.70     | 0.58 | C   | D6     | 0.4         | 9.70      | 0.27 | A   |
| Stream B-A  |            | 0.2         | 33.95     | 0.19 | D   |        | 0.1         | 81.78     | 0.11 | F   |
| Stream C-AB |            | 0.3         | 9.25      | 0.21 | A   |        | 1.2         | 16.59     | 0.54 | C   |
|             | 2031       |             |           |      |     |        |             |           |      |     |
| Stream B-C  | D7         | 4.2         | 42.52     | 0.83 | E   | D8     | 0.4         | 9.78      | 0.29 | A   |
| Stream B-A  |            | 1.3         | 77.58     | 0.60 | F   |        | 0.1         | 90.83     | 0.10 | F   |
| Stream C-AB |            | 0.2         | 8.86      | 0.20 | A   |        | 1.2         | 16.41     | 0.55 | C   |
|             | 2031 + Dev |             |           |      |     |        |             |           |      |     |
| Stream B-C  | D9         | 7.9         | 74.36     | 0.93 | F   | D10    | 0.5         | 10.69     | 0.32 | B   |
| Stream B-A  |            | 3.0         | 171.97    | 0.85 | F   |        | 0.2         | 182.47    | 0.22 | F   |
| Stream C-AB |            | 0.3         | 9.06      | 0.21 | A   |        | 1.6         | 19.79     | 0.62 | C   |

Note: Arm A – A5 (N), Arm B – B578 Lutterworth Road, Arm C – A5 (S)

- 3.2.3 The results show that the junction will operate within theoretical capacity in the 2026 opening and 2031 forecast years both ‘with’ and ‘without’ development in both peak hours assessed. The inclusion of background traffic growth is showing an increase in delay for vehicles turning right from the B578 to the A5 north as a consequence of the increased A5 traffic flow. Development trips making this right turn manoeuvre are expected to be low and in reality, alternative routes would be taken if high levels of delay were perceived as a regular occurrence. On this basis the impact of development traffic on the A5 / B578 Lutterworth Road priority junction is not considered severe.

### 3.3 PRTM Model – Base Year Furnessing and Trip Distribution / Assignment

- 3.3.1 These comments have been addressed in Section 2.5 of this report.

## 4 Active Travel England

### 4.1 Internal Layout

- 4.1.1 Following discussions with LCC, the applicant has made changes to the site layout, to provide raised tables / speed tables in accordance with the LCC highways design guidance.

### 4.2 Connectivity to the Neighbouring Plot

- 4.2.1 The site layout shows a connection off the site access road onto existing Public Right of Way 'Footpath U65' which routes along the northern site boundary. This connection will provide residents access to the footpath to access Jubilee Way.
- 4.2.2 The request from ATE to provide a connection on the north eastern side of the site to Jubilee Way is not considered deliverable given that any connection to Jubilee Way at this location would need to connect to a private drive of an adjacent residential development, raising issues regarding third party land.
- 4.2.3 The proposed connection to footpath U65 off the spine road is considered suitable to encourage walking trips to Jubilee Way and Burbage village centre.

### 4.3 Public Transport

- 4.3.1 As mentioned within paragraph 4.4.18 of the TA, the details of the proposed bus stops will be discussed and agreed between the applicant, LCC and Arriva during the detailed design stage.

### 4.4 Quantification of Active Travel Trips

- 4.4.1 The Residential Travel Plan has been updated to provide interim multi-modal trip generation targets for the base, interim and fifth year of the Travel Plan.

### 4.5 Care Home Staff Facilities

- 4.5.1 As the proposed care home forms the outline application component of the hybrid planning application, at this stage the end occupier of the residential care home is unknown. It is expected that the care home will have changing rooms with showers, and lockers will be provided for employees. These details will be addressed in a reserved matters application submitted at a later date.

## Appendix H: A5 / B578 Lutterworth Road Junctions 10 Results

| Junctions 10                                                                                                                                                     |  |  |  |  |  |  |  |  |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|
| PICADY 10 - Priority Intersection Module                                                                                                                         |  |  |  |  |  |  |  |  |  |  |
| Version: 10.1.1.1905                                                                                                                                             |  |  |  |  |  |  |  |  |  |  |
| © Copyright TRL Software Limited, 2023                                                                                                                           |  |  |  |  |  |  |  |  |  |  |
| 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: A5\_Lutterworth Road.j10

Path: P:\2021\21-390\T&T\Reports\Transport Assessment\TA P08\TA 21390-RLL-23-XX-RP-D-5001 Junction Model Files

Report generation date: 23/09/2024 12:41:46

»2021 , AM  
»2021 , PM  
»2026, AM  
»2026, PM  
»2026 + Dev, AM  
»2026 + Dev, PM  
»2031, AM  
»2031, PM  
»2031 + Dev, AM  
»2031 + Dev, PM

### Summary of junction performance

|             | AM         |             |           |      |     | PM     |             |           |      |     |
|-------------|------------|-------------|-----------|------|-----|--------|-------------|-----------|------|-----|
|             | Set ID     | Queue (Veh) | Delay (s) | RFC  | LOS | Set ID | Queue (Veh) | Delay (s) | RFC  | LOS |
|             | 2021       |             |           |      |     |        |             |           |      |     |
| Stream B-C  | D1         | 0.6         | 11.36     | 0.39 | B   | D2     | 0.2         | 7.69      | 0.18 | A   |
| Stream B-A  |            | 0.1         | 25.74     | 0.12 | D   |        | 0.0         | 29.19     | 0.03 | D   |
| Stream C-AB |            | 0.3         | 9.18      | 0.21 | A   |        | 0.7         | 11.93     | 0.42 | B   |
|             | 2026       |             |           |      |     |        |             |           |      |     |
| Stream B-C  | D3         | 1.1         | 14.50     | 0.53 | B   | D4     | 0.3         | 9.27      | 0.25 | A   |
| Stream B-A  |            | 0.2         | 30.21     | 0.15 | D   |        | 0.1         | 56.28     | 0.06 | F   |
| Stream C-AB |            | 0.2         | 9.04      | 0.20 | A   |        | 0.9         | 14.09     | 0.46 | B   |
|             | 2026 + Dev |             |           |      |     |        |             |           |      |     |
| Stream B-C  | D5         | 1.4         | 16.70     | 0.58 | C   | D6     | 0.4         | 9.70      | 0.27 | A   |
| Stream B-A  |            | 0.2         | 33.95     | 0.19 | D   |        | 0.1         | 81.78     | 0.11 | F   |
| Stream C-AB |            | 0.3         | 9.25      | 0.21 | A   |        | 1.2         | 16.59     | 0.54 | C   |
|             | 2031       |             |           |      |     |        |             |           |      |     |
| Stream B-C  | D7         | 4.2         | 42.52     | 0.83 | E   | D8     | 0.4         | 9.78      | 0.29 | A   |
| Stream B-A  |            | 1.3         | 77.58     | 0.60 | F   |        | 0.1         | 90.83     | 0.10 | F   |
| Stream C-AB |            | 0.2         | 8.86      | 0.20 | A   |        | 1.2         | 16.41     | 0.55 | C   |
|             | 2031 + Dev |             |           |      |     |        |             |           |      |     |
| Stream B-C  | D9         | 7.9         | 74.36     | 0.93 | F   | D10    | 0.5         | 10.69     | 0.32 | B   |
| Stream B-A  |            | 3.0         | 171.97    | 0.85 | F   |        | 0.2         | 182.47    | 0.22 | F   |
| Stream C-AB |            | 0.3         | 9.06      | 0.21 | A   |        | 1.6         | 19.79     | 0.62 | C   |

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

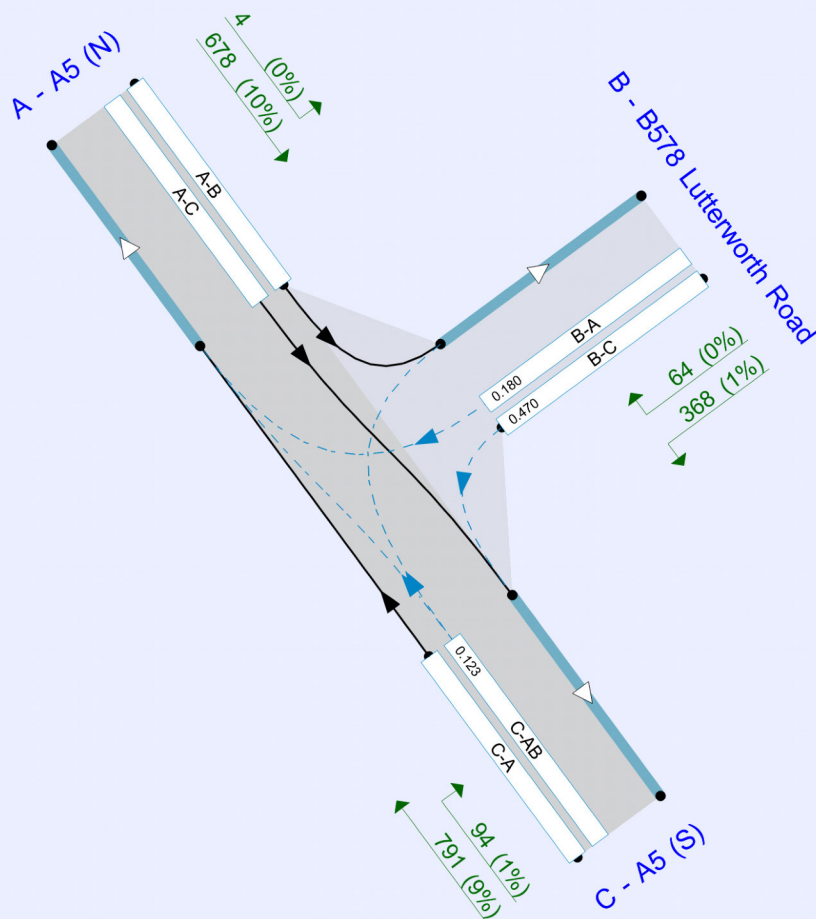
## File summary

### File Description

|             |                                                    |
|-------------|----------------------------------------------------|
| Title       | A5 Watling Street / B578 Lutterworth Road Junction |
| Location    | Burbage                                            |
| Site number |                                                    |
| Date        | 27/10/2023                                         |
| Version     |                                                    |
| Status      | Existing                                           |
| Identifier  |                                                    |
| Client      | Redrow Homes                                       |
| Jobnumber   | P21-390                                            |
| Enumerator  |                                                    |
| Description |                                                    |

## 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         | Veh                 | Veh                   | perHour    | s                   | -Min              | perMin              |



Flows show original traffic demand (Veh/hr).  
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

## Analysis Options

| 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 |
|--------------------|-----------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------|---------------|-----------------------------|-----------------------|------------------------------------|------------------------------------|
| 5.75               |                             |                                   |                                   | ✓                                 |                             | 0.85          | 36.00                       | 20.00                 |                                    |                                    |

## Demand Set Summary

| ID  | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|-----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D1  | 2021          | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |
| D2  | 2021          | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |
| D3  | 2026          | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |
| D4  | 2026          | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |
| D5  | 2026 + Dev    | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |
| D6  | 2026 + Dev    | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |
| D7  | 2031          | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |
| D8  | 2031          | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |
| D9  | 2031 + Dev    | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |
| D10 | 2031 + Dev    | 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                             |

# 2021 , 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 | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|-------------------------------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | A5 / B578 Lutterworth Road Junction | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 1.85               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 1.85              | A           |

## Arms

### Arms

| Arm | Name                  | Description | Arm type |
|-----|-----------------------|-------------|----------|
| A   | A5 (N)                |             | Major    |
| B   | B578 Lutterworth Road |             | Minor    |
| C   | A5 (S)                |             | Major    |

### Major Arm Geometry

| Arm        | Width of carriageway (m) | Has kerbed central reserve | Has right-turn storage | Width for right-turn storage (m) | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|------------|--------------------------|----------------------------|------------------------|----------------------------------|-------------------------------|---------|----------------------|
| C - A5 (S) | 6.50                     |                            | ✓                      | 3.25                             | 150.0                         | ✓       | 12.00                |

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      | Width at give-way (m) | Width at 5m (m) | Width at 10m (m) | Width at 15m (m) | Width at 20m (m) | Estimate flare length | Flare length (PCU) | Visibility to left (m) | Visibility to right (m) |
|---------------------------|---------------------|-----------------------|-----------------|------------------|------------------|------------------|-----------------------|--------------------|------------------------|-------------------------|
| B - B578 Lutterworth Road | One lane plus flare | 10.00                 | 8.60            | 5.20             | 4.40             | 4.20             |                       | 2.00               | 110                    | 100                     |

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

| Stream | Intercept (Veh/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|--------|--------------------|---------------|---------------|---------------|---------------|
| B-A    | 527                | 0.094         | 0.238         | 0.149         | 0.339         |
| B-C    | 804                | 0.121         | 0.305         | -             | -             |
| C-B    | 736                | 0.279         | 0.279         | -             | -             |

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 | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D1 | 2021          | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm                       | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|---------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - A5 (N)                |            | ONE HOUR     | ✓            | 705                     | 100.000            |
| B - B578 Lutterworth Road |            | ONE HOUR     | ✓            | 204                     | 100.000            |
| C - A5 (S)                |            | ONE HOUR     | ✓            | 808                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                        |            |                           |            |
|------|---------------------------|------------|---------------------------|------------|
|      |                           | A - A5 (N) | B - B578 Lutterworth Road | C - A5 (S) |
| From | A - A5 (N)                | 0          | 3                         | 702        |
|      | B - B578 Lutterworth Road | 17         | 0                         | 187        |
|      | C - A5 (S)                | 716        | 92                        | 0          |
|      |                           |            |                           |            |

## Vehicle Mix

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

### Heavy Vehicle %

|      | To                        |            |                           |            |
|------|---------------------------|------------|---------------------------|------------|
|      |                           | A - A5 (N) | B - B578 Lutterworth Road | C - A5 (S) |
| From | A - A5 (N)                | 0          | 0                         | 10         |
|      | B - B578 Lutterworth Road | 0          | 0                         | 1          |
|      | C - A5 (S)                | 9          | 1                         | 0          |
|      |                           |            |                           |            |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-C    | 0.39    | 11.36         | 0.6             | B       | 172                     | 257                           |
| B-A    | 0.12    | 25.74         | 0.1             | D       | 16                      | 23                            |
| C-AB   | 0.21    | 9.18          | 0.3             | A       | 84                      | 127                           |
| C-A    |         |               |                 |         | 657                     | 986                           |
| A-B    |         |               |                 |         | 3                       | 4                             |
| A-C    |         |               |                 |         | 644                     | 966                           |

## Main Results for each time segment

### 07:45 - 08:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 141                   | 35                      | 613               | 0.230 | 140                 | 0.0               | 0.3             | 7.584     | A                             |
| B-A    | 13                    | 3                       | 277               | 0.046 | 13                  | 0.0               | 0.0             | 13.610    | B                             |
| C-AB   | 69                    | 17                      | 568               | 0.122 | 69                  | 0.0               | 0.1             | 7.206     | A                             |
| C-A    | 539                   | 135                     |                   |       | 539                 |                   |                 |           |                               |
| A-B    | 2                     | 0.56                    |                   |       | 2                   |                   |                 |           |                               |
| A-C    | 529                   | 132                     |                   |       | 529                 |                   |                 |           |                               |

### 08:00 - 08:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 168                   | 42                      | 576               | 0.292 | 168                 | 0.3               | 0.4             | 8.801     | A                             |
| B-A    | 15                    | 4                       | 228               | 0.067 | 15                  | 0.0               | 0.1             | 16.947    | C                             |
| C-AB   | 83                    | 21                      | 536               | 0.154 | 83                  | 0.1               | 0.2             | 7.930     | A                             |
| C-A    | 644                   | 161                     |                   |       | 644                 |                   |                 |           |                               |
| A-B    | 3                     | 0.67                    |                   |       | 3                   |                   |                 |           |                               |
| A-C    | 631                   | 158                     |                   |       | 631                 |                   |                 |           |                               |

### 08:15 - 08:30

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 206                   | 51                      | 523               | 0.394 | 205                 | 0.4               | 0.6             | 11.291    | B                             |
| B-A    | 19                    | 5                       | 159               | 0.118 | 18                  | 0.1               | 0.1             | 25.633    | D                             |
| C-AB   | 101                   | 25                      | 493               | 0.205 | 101                 | 0.2               | 0.3             | 9.179     | A                             |
| C-A    | 788                   | 197                     |                   |       | 788                 |                   |                 |           |                               |
| A-B    | 3                     | 0.83                    |                   |       | 3                   |                   |                 |           |                               |
| A-C    | 773                   | 193                     |                   |       | 773                 |                   |                 |           |                               |

### 08:30 - 08:45

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 206                   | 51                      | 523               | 0.394 | 206                 | 0.6               | 0.6             | 11.362    | B                             |
| B-A    | 19                    | 5                       | 159               | 0.118 | 19                  | 0.1               | 0.1             | 25.738    | D                             |
| C-AB   | 101                   | 25                      | 493               | 0.205 | 101                 | 0.3               | 0.3             | 9.185     | A                             |
| C-A    | 788                   | 197                     |                   |       | 788                 |                   |                 |           |                               |
| A-B    | 3                     | 0.83                    |                   |       | 3                   |                   |                 |           |                               |
| A-C    | 773                   | 193                     |                   |       | 773                 |                   |                 |           |                               |

### 08:45 - 09:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 168                   | 42                      | 576               | 0.292 | 169                 | 0.6               | 0.4             | 8.867     | A                             |
| B-A    | 15                    | 4                       | 227               | 0.067 | 16                  | 0.1               | 0.1             | 17.010    | C                             |
| C-AB   | 83                    | 21                      | 536               | 0.154 | 83                  | 0.3               | 0.2             | 7.943     | A                             |
| C-A    | 644                   | 161                     |                   |       | 644                 |                   |                 |           |                               |
| A-B    | 3                     | 0.67                    |                   |       | 3                   |                   |                 |           |                               |
| A-C    | 631                   | 158                     |                   |       | 631                 |                   |                 |           |                               |

## 09:00 - 09:15

| Stream | Total Demand<br>(Veh/hr) | Junction<br>Arrivals (Veh) | Capacity<br>(Veh/hr) | RFC   | Throughput<br>(Veh/hr) | Start queue<br>(Veh) | End queue<br>(Veh) | Delay (s) | Unsignalised<br>level of service |
|--------|--------------------------|----------------------------|----------------------|-------|------------------------|----------------------|--------------------|-----------|----------------------------------|
| B-C    | 141                      | 35                         | 613                  | 0.230 | 141                    | 0.4                  | 0.3                | 7.639     | A                                |
| B-A    | 13                       | 3                          | 277                  | 0.046 | 13                     | 0.1                  | 0.0                | 13.650    | B                                |
| C-AB   | 69                       | 17                         | 568                  | 0.122 | 69                     | 0.2                  | 0.1                | 7.225     | A                                |
| C-A    | 539                      | 135                        |                      |       | 539                    |                      |                    |           |                                  |
| A-B    | 2                        | 0.56                       |                      |       | 2                      |                      |                    |           |                                  |
| A-C    | 529                      | 132                        |                      |       | 529                    |                      |                    |           |                                  |

# 2021 , 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 | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|-------------------------------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | A5 / B578 Lutterworth Road Junction | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 1.73               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 1.73              | A           |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D2 | 2021          | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm                       | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|---------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - A5 (N)                |            | ONE HOUR     | ✓            | 653                     | 100.000            |
| B - B578 Lutterworth Road |            | ONE HOUR     | ✓            | 97                      | 100.000            |
| C - A5 (S)                |            | ONE HOUR     | ✓            | 1007                    | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                        |            |                           |            |
|------|---------------------------|------------|---------------------------|------------|
|      |                           | A - A5 (N) | B - B578 Lutterworth Road | C - A5 (S) |
| From | A - A5 (N)                | 0          | 12                        | 641        |
|      | B - B578 Lutterworth Road | 4          | 0                         | 93         |
|      | C - A5 (S)                | 808        | 199                       | 0          |

## Vehicle Mix

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

### Heavy Vehicle %

|      | To                        |            |                           |            |
|------|---------------------------|------------|---------------------------|------------|
|      |                           | A - A5 (N) | B - B578 Lutterworth Road | C - A5 (S) |
| From | A - A5 (N)                | 0          | 0                         | 5          |
|      | B - B578 Lutterworth Road | 0          | 0                         | 0          |
|      | C - A5 (S)                | 9          | 1                         | 0          |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-C    | 0.18    | 7.69          | 0.2             | A       | 85                      | 128                           |
| B-A    | 0.03    | 29.19         | 0.0             | D       | 4                       | 6                             |
| C-AB   | 0.42    | 11.93         | 0.7             | B       | 183                     | 274                           |
| C-A    |         |               |                 |         | 741                     | 1112                          |
| A-B    |         |               |                 |         | 11                      | 17                            |
| A-C    |         |               |                 |         | 588                     | 882                           |

### Main Results for each time segment

#### 16:45 - 17:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 70                    | 18                      | 645               | 0.108 | 70                  | 0.0               | 0.1             | 6.246     | A                             |
| B-A    | 3                     | 0.75                    | 253               | 0.012 | 3                   | 0.0               | 0.0             | 14.396    | B                             |
| C-AB   | 150                   | 37                      | 587               | 0.255 | 148                 | 0.0               | 0.3             | 8.192     | A                             |
| C-A    | 608                   | 152                     |                   |       | 608                 |                   |                 |           |                               |
| A-B    | 9                     | 2                       |                   |       | 9                   |                   |                 |           |                               |
| A-C    | 483                   | 121                     |                   |       | 483                 |                   |                 |           |                               |

#### 17:00 - 17:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 84                    | 21                      | 614               | 0.136 | 83                  | 0.1               | 0.2             | 6.779     | A                             |
| B-A    | 4                     | 0.90                    | 200               | 0.018 | 4                   | 0.0               | 0.0             | 18.288    | C                             |
| C-AB   | 179                   | 45                      | 559               | 0.320 | 178                 | 0.3               | 0.5             | 9.449     | A                             |
| C-A    | 726                   | 182                     |                   |       | 726                 |                   |                 |           |                               |
| A-B    | 11                    | 3                       |                   |       | 11                  |                   |                 |           |                               |
| A-C    | 576                   | 144                     |                   |       | 576                 |                   |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 102                   | 26                      | 570               | 0.180 | 102                 | 0.2               | 0.2             | 7.683     | A                             |
| B-A    | 4                     | 1                       | 128               | 0.034 | 4                   | 0.0               | 0.0             | 29.085    | D                             |
| C-AB   | 219                   | 55                      | 521               | 0.421 | 218                 | 0.5               | 0.7             | 11.860    | B                             |
| C-A    | 890                   | 222                     |                   |       | 890                 |                   |                 |           |                               |
| A-B    | 13                    | 3                       |                   |       | 13                  |                   |                 |           |                               |
| A-C    | 706                   | 176                     |                   |       | 706                 |                   |                 |           |                               |

#### 17:30 - 17:45

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 102                   | 26                      | 570               | 0.180 | 102                 | 0.2               | 0.2             | 7.693     | A                             |
| B-A    | 4                     | 1                       | 128               | 0.034 | 4                   | 0.0               | 0.0             | 29.189    | D                             |
| C-AB   | 219                   | 55                      | 521               | 0.421 | 219                 | 0.7               | 0.7             | 11.931    | B                             |
| C-A    | 890                   | 222                     |                   |       | 890                 |                   |                 |           |                               |
| A-B    | 13                    | 3                       |                   |       | 13                  |                   |                 |           |                               |
| A-C    | 706                   | 176                     |                   |       | 706                 |                   |                 |           |                               |

**17:45 - 18:00**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 84                    | 21                      | 614               | 0.136 | 84                  | 0.2               | 0.2             | 6.793     | A                             |
| B-A    | 4                     | 0.90                    | 200               | 0.018 | 4                   | 0.0               | 0.0             | 18.348    | C                             |
| C-AB   | 179                   | 45                      | 559               | 0.320 | 180                 | 0.7               | 0.5             | 9.523     | A                             |
| C-A    | 726                   | 182                     |                   |       | 726                 |                   |                 |           |                               |
| A-B    | 11                    | 3                       |                   |       | 11                  |                   |                 |           |                               |
| A-C    | 576                   | 144                     |                   |       | 576                 |                   |                 |           |                               |

**18:00 - 18:15**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 70                    | 18                      | 645               | 0.109 | 70                  | 0.2               | 0.1             | 6.261     | A                             |
| B-A    | 3                     | 0.75                    | 252               | 0.012 | 3                   | 0.0               | 0.0             | 14.439    | B                             |
| C-AB   | 150                   | 37                      | 587               | 0.255 | 150                 | 0.5               | 0.3             | 8.262     | A                             |
| C-A    | 608                   | 152                     |                   |       | 608                 |                   |                 |           |                               |
| A-B    | 9                     | 2                       |                   |       | 9                   |                   |                 |           |                               |
| A-C    | 483                   | 121                     |                   |       | 483                 |                   |                 |           |                               |

# 2026, 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 | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|-------------------------------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | A5 / B578 Lutterworth Road Junction | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 2.53               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 2.53              | A           |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D3 | 2026          | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm                       | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|---------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - A5 (N)                |            | ONE HOUR     | ✓            | 693                     | 100.000            |
| B - B578 Lutterworth Road |            | ONE HOUR     | ✓            | 270                     | 100.000            |
| C - A5 (S)                |            | ONE HOUR     | ✓            | 894                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                        |            |                           |            |
|------|---------------------------|------------|---------------------------|------------|
|      |                           | A - A5 (N) | B - B578 Lutterworth Road | C - A5 (S) |
| From | A - A5 (N)                | 0          | 3                         | 690        |
|      | B - B578 Lutterworth Road | 19         | 0                         | 251        |
|      | C - A5 (S)                | 804        | 90                        | 0          |

## Vehicle Mix

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

### Heavy Vehicle %

|      | To                        |            |                           |            |
|------|---------------------------|------------|---------------------------|------------|
|      |                           | A - A5 (N) | B - B578 Lutterworth Road | C - A5 (S) |
| From | A - A5 (N)                | 0          | 0                         | 10         |
|      | B - B578 Lutterworth Road | 0          | 0                         | 1          |
|      | C - A5 (S)                | 9          | 1                         | 0          |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-C    | 0.53    | 14.50         | 1.1             | B       | 230                     | 345                           |
| B-A    | 0.15    | 30.21         | 0.2             | D       | 17                      | 26                            |
| C-AB   | 0.20    | 9.04          | 0.2             | A       | 83                      | 124                           |
| C-A    |         |               |                 |         | 738                     | 1107                          |
| A-B    |         |               |                 |         | 3                       | 4                             |
| A-C    |         |               |                 |         | 633                     | 950                           |

### Main Results for each time segment

#### 07:45 - 08:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 189                   | 47                      | 617               | 0.306 | 187                 | 0.0               | 0.4             | 8.352     | A                             |
| B-A    | 14                    | 4                       | 267               | 0.054 | 14                  | 0.0               | 0.1             | 14.238    | B                             |
| C-AB   | 68                    | 17                      | 571               | 0.119 | 67                  | 0.0               | 0.1             | 7.145     | A                             |
| C-A    | 605                   | 151                     |                   |       | 605                 |                   |                 |           |                               |
| A-B    | 2                     | 0.56                    |                   |       | 2                   |                   |                 |           |                               |
| A-C    | 519                   | 130                     |                   |       | 519                 |                   |                 |           |                               |

#### 08:00 - 08:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 226                   | 56                      | 580               | 0.389 | 225                 | 0.4               | 0.6             | 10.128    | B                             |
| B-A    | 17                    | 4                       | 214               | 0.080 | 17                  | 0.1               | 0.1             | 18.222    | C                             |
| C-AB   | 81                    | 20                      | 540               | 0.150 | 81                  | 0.1               | 0.2             | 7.840     | A                             |
| C-A    | 723                   | 181                     |                   |       | 723                 |                   |                 |           |                               |
| A-B    | 3                     | 0.67                    |                   |       | 3                   |                   |                 |           |                               |
| A-C    | 620                   | 155                     |                   |       | 620                 |                   |                 |           |                               |

#### 08:15 - 08:30

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 276                   | 69                      | 525               | 0.527 | 275                 | 0.6               | 1.1             | 14.279    | B                             |
| B-A    | 21                    | 5                       | 140               | 0.149 | 21                  | 0.1               | 0.2             | 29.971    | D                             |
| C-AB   | 99                    | 25                      | 497               | 0.199 | 99                  | 0.2               | 0.2             | 9.029     | A                             |
| C-A    | 885                   | 221                     |                   |       | 885                 |                   |                 |           |                               |
| A-B    | 3                     | 0.83                    |                   |       | 3                   |                   |                 |           |                               |
| A-C    | 760                   | 190                     |                   |       | 760                 |                   |                 |           |                               |

#### 08:30 - 08:45

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 276                   | 69                      | 524               | 0.527 | 276                 | 1.1               | 1.1             | 14.496    | B                             |
| B-A    | 21                    | 5                       | 140               | 0.149 | 21                  | 0.2               | 0.2             | 30.209    | D                             |
| C-AB   | 99                    | 25                      | 497               | 0.199 | 99                  | 0.2               | 0.2             | 9.041     | A                             |
| C-A    | 885                   | 221                     |                   |       | 885                 |                   |                 |           |                               |
| A-B    | 3                     | 0.83                    |                   |       | 3                   |                   |                 |           |                               |
| A-C    | 760                   | 190                     |                   |       | 760                 |                   |                 |           |                               |

**08:45 - 09:00**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 226                   | 56                      | 579               | 0.390 | 227                 | 1.1               | 0.6             | 10.288    | B                             |
| B-A    | 17                    | 4                       | 214               | 0.080 | 17                  | 0.2               | 0.1             | 18.334    | C                             |
| C-AB   | 81                    | 20                      | 540               | 0.150 | 81                  | 0.2               | 0.2             | 7.856     | A                             |
| C-A    | 723                   | 181                     |                   |       | 723                 |                   |                 |           |                               |
| A-B    | 3                     | 0.67                    |                   |       | 3                   |                   |                 |           |                               |
| A-C    | 620                   | 155                     |                   |       | 620                 |                   |                 |           |                               |

**09:00 - 09:15**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 189                   | 47                      | 616               | 0.307 | 190                 | 0.6               | 0.4             | 8.457     | A                             |
| B-A    | 14                    | 4                       | 266               | 0.054 | 14                  | 0.1               | 0.1             | 14.295    | B                             |
| C-AB   | 68                    | 17                      | 571               | 0.119 | 68                  | 0.2               | 0.1             | 7.166     | A                             |
| C-A    | 605                   | 151                     |                   |       | 605                 |                   |                 |           |                               |
| A-B    | 2                     | 0.56                    |                   |       | 2                   |                   |                 |           |                               |
| A-C    | 519                   | 130                     |                   |       | 519                 |                   |                 |           |                               |

# 2026, 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 | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|-------------------------------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | A5 / B578 Lutterworth Road Junction | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 1.93               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 1.93              | A           |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D4 | 2026          | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm                       | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|---------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - A5 (N)                |            | ONE HOUR     | ✓            | 791                     | 100.000            |
| B - B578 Lutterworth Road |            | ONE HOUR     | ✓            | 122                     | 100.000            |
| C - A5 (S)                |            | ONE HOUR     | ✓            | 1126                    | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                        |            |                           |            |
|------|---------------------------|------------|---------------------------|------------|
|      |                           | A - A5 (N) | B - B578 Lutterworth Road | C - A5 (S) |
| From | A - A5 (N)                | 0          | 12                        | 779        |
|      | B - B578 Lutterworth Road | 4          | 0                         | 118        |
|      | C - A5 (S)                | 925        | 201                       | 0          |
|      |                           |            |                           |            |

## Vehicle Mix

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

### Heavy Vehicle %

|      | To                        |            |                           |            |
|------|---------------------------|------------|---------------------------|------------|
|      |                           | A - A5 (N) | B - B578 Lutterworth Road | C - A5 (S) |
| From | A - A5 (N)                | 0          | 0                         | 5          |
|      | B - B578 Lutterworth Road | 0          | 0                         | 0          |
|      | C - A5 (S)                | 9          | 1                         | 0          |
|      |                           |            |                           |            |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-C    | 0.25    | 9.27          | 0.3             | A       | 108                     | 162                           |
| B-A    | 0.06    | 56.28         | 0.1             | F       | 4                       | 6                             |
| C-AB   | 0.46    | 14.09         | 0.9             | B       | 184                     | 277                           |
| C-A    |         |               |                 |         | 849                     | 1273                          |
| A-B    |         |               |                 |         | 11                      | 17                            |
| A-C    |         |               |                 |         | 715                     | 1072                          |

### Main Results for each time segment

#### 16:45 - 17:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 89                    | 22                      | 612               | 0.145 | 88                  | 0.0               | 0.2             | 6.858     | A                             |
| B-A    | 3                     | 0.75                    | 212               | 0.014 | 3                   | 0.0               | 0.0             | 17.189    | C                             |
| C-AB   | 151                   | 38                      | 556               | 0.272 | 150                 | 0.0               | 0.4             | 8.824     | A                             |
| C-A    | 696                   | 174                     |                   |       | 696                 |                   |                 |           |                               |
| A-B    | 9                     | 2                       |                   |       | 9                   |                   |                 |           |                               |
| A-C    | 586                   | 147                     |                   |       | 586                 |                   |                 |           |                               |

#### 17:00 - 17:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 106                   | 27                      | 575               | 0.185 | 106                 | 0.2               | 0.2             | 7.678     | A                             |
| B-A    | 4                     | 0.90                    | 152               | 0.024 | 4                   | 0.0               | 0.0             | 24.267    | C                             |
| C-AB   | 181                   | 45                      | 523               | 0.346 | 180                 | 0.4               | 0.5             | 10.482    | B                             |
| C-A    | 832                   | 208                     |                   |       | 832                 |                   |                 |           |                               |
| A-B    | 11                    | 3                       |                   |       | 11                  |                   |                 |           |                               |
| A-C    | 700                   | 175                     |                   |       | 700                 |                   |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 130                   | 32                      | 519               | 0.250 | 129                 | 0.2               | 0.3             | 9.237     | A                             |
| B-A    | 4                     | 1                       | 69                | 0.064 | 4                   | 0.0               | 0.1             | 55.653    | F                             |
| C-AB   | 221                   | 55                      | 477               | 0.464 | 220                 | 0.5               | 0.8             | 13.956    | B                             |
| C-A    | 1018                  | 255                     |                   |       | 1018                |                   |                 |           |                               |
| A-B    | 13                    | 3                       |                   |       | 13                  |                   |                 |           |                               |
| A-C    | 858                   | 214                     |                   |       | 858                 |                   |                 |           |                               |

#### 17:30 - 17:45

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 130                   | 32                      | 518               | 0.251 | 130                 | 0.3               | 0.3             | 9.266     | A                             |
| B-A    | 4                     | 1                       | 68                | 0.064 | 4                   | 0.1               | 0.1             | 56.279    | F                             |
| C-AB   | 221                   | 55                      | 477               | 0.464 | 221                 | 0.8               | 0.9             | 14.091    | B                             |
| C-A    | 1018                  | 255                     |                   |       | 1018                |                   |                 |           |                               |
| A-B    | 13                    | 3                       |                   |       | 13                  |                   |                 |           |                               |
| A-C    | 858                   | 214                     |                   |       | 858                 |                   |                 |           |                               |

**17:45 - 18:00**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 106                   | 27                      | 574               | 0.185 | 106                 | 0.3               | 0.2             | 7.702     | A                             |
| B-A    | 4                     | 0.90                    | 151               | 0.024 | 4                   | 0.1               | 0.0             | 24.439    | C                             |
| C-AB   | 181                   | 45                      | 523               | 0.346 | 182                 | 0.9               | 0.5             | 10.598    | B                             |
| C-A    | 832                   | 208                     |                   |       | 832                 |                   |                 |           |                               |
| A-B    | 11                    | 3                       |                   |       | 11                  |                   |                 |           |                               |
| A-C    | 700                   | 175                     |                   |       | 700                 |                   |                 |           |                               |

**18:00 - 18:15**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 89                    | 22                      | 612               | 0.145 | 89                  | 0.2               | 0.2             | 6.881     | A                             |
| B-A    | 3                     | 0.75                    | 212               | 0.014 | 3                   | 0.0               | 0.0             | 17.263    | C                             |
| C-AB   | 151                   | 38                      | 556               | 0.272 | 152                 | 0.5               | 0.4             | 8.914     | A                             |
| C-A    | 696                   | 174                     |                   |       | 696                 |                   |                 |           |                               |
| A-B    | 9                     | 2                       |                   |       | 9                   |                   |                 |           |                               |
| A-C    | 586                   | 147                     |                   |       | 586                 |                   |                 |           |                               |

# 2026 + Dev, 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 | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|-------------------------------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | A5 / B578 Lutterworth Road Junction | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 3.02               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 3.02              | A           |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D5 | 2026 + Dev    | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm                       | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|---------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - A5 (N)                |            | ONE HOUR     | ✓            | 710                     | 100.000            |
| B - B578 Lutterworth Road |            | ONE HOUR     | ✓            | 293                     | 100.000            |
| C - A5 (S)                |            | ONE HOUR     | ✓            | 899                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                        |            |                           |            |
|------|---------------------------|------------|---------------------------|------------|
|      |                           | A - A5 (N) | B - B578 Lutterworth Road | C - A5 (S) |
| From | A - A5 (N)                | 0          | 4                         | 706        |
|      | B - B578 Lutterworth Road | 22         | 0                         | 271        |
|      | C - A5 (S)                | 806        | 93                        | 0          |

## Vehicle Mix

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

### Heavy Vehicle %

|      | To                        |            |                           |            |
|------|---------------------------|------------|---------------------------|------------|
|      |                           | A - A5 (N) | B - B578 Lutterworth Road | C - A5 (S) |
| From | A - A5 (N)                | 0          | 0                         | 10         |
|      | B - B578 Lutterworth Road | 0          | 0                         | 1          |
|      | C - A5 (S)                | 9          | 1                         | 0          |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-C    | 0.58    | 16.70         | 1.4             | C       | 249                     | 373                           |
| B-A    | 0.19    | 33.95         | 0.2             | D       | 20                      | 30                            |
| C-AB   | 0.21    | 9.25          | 0.3             | A       | 85                      | 128                           |
| C-A    |         |               |                 |         | 740                     | 1109                          |
| A-B    |         |               |                 |         | 4                       | 6                             |
| A-C    |         |               |                 |         | 648                     | 972                           |

### Main Results for each time segment

#### 07:45 - 08:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 204                   | 51                      | 611               | 0.334 | 202                 | 0.0               | 0.5             | 8.772     | A                             |
| B-A    | 17                    | 4                       | 262               | 0.063 | 16                  | 0.0               | 0.1             | 14.634    | B                             |
| C-AB   | 70                    | 18                      | 567               | 0.124 | 69                  | 0.0               | 0.1             | 7.233     | A                             |
| C-A    | 607                   | 152                     |                   |       | 607                 |                   |                 |           |                               |
| A-B    | 3                     | 0.75                    |                   |       | 3                   |                   |                 |           |                               |
| A-C    | 532                   | 133                     |                   |       | 532                 |                   |                 |           |                               |

#### 08:00 - 08:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 244                   | 61                      | 572               | 0.426 | 243                 | 0.5               | 0.7             | 10.901    | B                             |
| B-A    | 20                    | 5                       | 208               | 0.095 | 20                  | 0.1               | 0.1             | 19.085    | C                             |
| C-AB   | 84                    | 21                      | 535               | 0.156 | 83                  | 0.1               | 0.2             | 7.963     | A                             |
| C-A    | 725                   | 181                     |                   |       | 725                 |                   |                 |           |                               |
| A-B    | 4                     | 0.90                    |                   |       | 4                   |                   |                 |           |                               |
| A-C    | 635                   | 159                     |                   |       | 635                 |                   |                 |           |                               |

#### 08:15 - 08:30

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 298                   | 75                      | 514               | 0.580 | 296                 | 0.7               | 1.3             | 16.326    | C                             |
| B-A    | 24                    | 6                       | 131               | 0.185 | 24                  | 0.1               | 0.2             | 33.519    | D                             |
| C-AB   | 102                   | 26                      | 492               | 0.208 | 102                 | 0.2               | 0.3             | 9.235     | A                             |
| C-A    | 887                   | 222                     |                   |       | 887                 |                   |                 |           |                               |
| A-B    | 4                     | 1                       |                   |       | 4                   |                   |                 |           |                               |
| A-C    | 777                   | 194                     |                   |       | 777                 |                   |                 |           |                               |

#### 08:30 - 08:45

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 298                   | 75                      | 513               | 0.581 | 298                 | 1.3               | 1.4             | 16.704    | C                             |
| B-A    | 24                    | 6                       | 130               | 0.186 | 24                  | 0.2               | 0.2             | 33.947    | D                             |
| C-AB   | 102                   | 26                      | 492               | 0.208 | 102                 | 0.3               | 0.3             | 9.250     | A                             |
| C-A    | 887                   | 222                     |                   |       | 887                 |                   |                 |           |                               |
| A-B    | 4                     | 1                       |                   |       | 4                   |                   |                 |           |                               |
| A-C    | 777                   | 194                     |                   |       | 777                 |                   |                 |           |                               |

**08:45 - 09:00**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 244                   | 61                      | 571               | 0.426 | 246                 | 1.4               | 0.8             | 11.145    | B                             |
| B-A    | 20                    | 5                       | 208               | 0.095 | 20                  | 0.2               | 0.1             | 19.269    | C                             |
| C-AB   | 84                    | 21                      | 535               | 0.156 | 84                  | 0.3               | 0.2             | 7.983     | A                             |
| C-A    | 725                   | 181                     |                   |       | 725                 |                   |                 |           |                               |
| A-B    | 4                     | 0.90                    |                   |       | 4                   |                   |                 |           |                               |
| A-C    | 635                   | 159                     |                   |       | 635                 |                   |                 |           |                               |

**09:00 - 09:15**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 204                   | 51                      | 610               | 0.334 | 205                 | 0.8               | 0.5             | 8.907     | A                             |
| B-A    | 17                    | 4                       | 262               | 0.063 | 17                  | 0.1               | 0.1             | 14.704    | B                             |
| C-AB   | 70                    | 18                      | 567               | 0.124 | 70                  | 0.2               | 0.1             | 7.252     | A                             |
| C-A    | 607                   | 152                     |                   |       | 607                 |                   |                 |           |                               |
| A-B    | 3                     | 0.75                    |                   |       | 3                   |                   |                 |           |                               |
| A-C    | 532                   | 133                     |                   |       | 532                 |                   |                 |           |                               |

# 2026 + Dev, 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 | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|-------------------------------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | A5 / B578 Lutterworth Road Junction | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 2.48               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 2.48              | A           |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D6 | 2026 + Dev    | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm                       | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|---------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - A5 (N)                |            | ONE HOUR     | ✓            | 799                     | 100.000            |
| B - B578 Lutterworth Road |            | ONE HOUR     | ✓            | 130                     | 100.000            |
| C - A5 (S)                |            | ONE HOUR     | ✓            | 1184                    | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                        |            |                           |            |
|------|---------------------------|------------|---------------------------|------------|
|      |                           | A - A5 (N) | B - B578 Lutterworth Road | C - A5 (S) |
| From | A - A5 (N)                | 0          | 14                        | 785        |
|      | B - B578 Lutterworth Road | 5          | 0                         | 125        |
|      | C - A5 (S)                | 950        | 234                       | 0          |

## Vehicle Mix

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

### Heavy Vehicle %

|      | To                        |            |                           |            |
|------|---------------------------|------------|---------------------------|------------|
|      |                           | A - A5 (N) | B - B578 Lutterworth Road | C - A5 (S) |
| From | A - A5 (N)                | 0          | 0                         | 5          |
|      | B - B578 Lutterworth Road | 0          | 0                         | 0          |
|      | C - A5 (S)                | 9          | 1                         | 0          |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-C    | 0.27    | 9.70          | 0.4             | A       | 115                     | 172                           |
| B-A    | 0.11    | 81.78         | 0.1             | F       | 5                       | 7                             |
| C-AB   | 0.54    | 16.59         | 1.2             | C       | 215                     | 322                           |
| C-A    |         |               |                 |         | 872                     | 1307                          |
| A-B    |         |               |                 |         | 13                      | 19                            |
| A-C    |         |               |                 |         | 720                     | 1080                          |

### Main Results for each time segment

#### 16:45 - 17:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 94                    | 24                      | 610               | 0.154 | 93                  | 0.0               | 0.2             | 6.960     | A                             |
| B-A    | 4                     | 0.94                    | 200               | 0.019 | 4                   | 0.0               | 0.0             | 18.354    | C                             |
| C-AB   | 176                   | 44                      | 555               | 0.318 | 174                 | 0.0               | 0.5             | 9.421     | A                             |
| C-A    | 715                   | 179                     |                   |       | 715                 |                   |                 |           |                               |
| A-B    | 11                    | 3                       |                   |       | 11                  |                   |                 |           |                               |
| A-C    | 591                   | 148                     |                   |       | 591                 |                   |                 |           |                               |

#### 17:00 - 17:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 112                   | 28                      | 571               | 0.197 | 112                 | 0.2               | 0.2             | 7.841     | A                             |
| B-A    | 4                     | 1                       | 137               | 0.033 | 4                   | 0.0               | 0.0             | 27.215    | D                             |
| C-AB   | 210                   | 53                      | 521               | 0.404 | 210                 | 0.5               | 0.7             | 11.533    | B                             |
| C-A    | 854                   | 214                     |                   |       | 854                 |                   |                 |           |                               |
| A-B    | 13                    | 3                       |                   |       | 13                  |                   |                 |           |                               |
| A-C    | 706                   | 176                     |                   |       | 706                 |                   |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 138                   | 34                      | 510               | 0.270 | 137                 | 0.2               | 0.4             | 9.644     | A                             |
| B-A    | 6                     | 1                       | 50                | 0.110 | 5                   | 0.0               | 0.1             | 79.707    | F                             |
| C-AB   | 258                   | 65                      | 475               | 0.544 | 256                 | 0.7               | 1.1             | 16.316    | C                             |
| C-A    | 1046                  | 261                     |                   |       | 1046                |                   |                 |           |                               |
| A-B    | 15                    | 4                       |                   |       | 15                  |                   |                 |           |                               |
| A-C    | 864                   | 216                     |                   |       | 864                 |                   |                 |           |                               |

#### 17:30 - 17:45

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 138                   | 34                      | 509               | 0.271 | 138                 | 0.4               | 0.4             | 9.701     | A                             |
| B-A    | 6                     | 1                       | 49                | 0.111 | 5                   | 0.1               | 0.1             | 81.785    | F                             |
| C-AB   | 258                   | 65                      | 475               | 0.544 | 258                 | 1.1               | 1.2             | 16.587    | C                             |
| C-A    | 1046                  | 261                     |                   |       | 1046                |                   |                 |           |                               |
| A-B    | 15                    | 4                       |                   |       | 15                  |                   |                 |           |                               |
| A-C    | 864                   | 216                     |                   |       | 864                 |                   |                 |           |                               |

**17:45 - 18:00**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 112                   | 28                      | 570               | 0.197 | 113                 | 0.4               | 0.2             | 7.878     | A                             |
| B-A    | 4                     | 1                       | 136               | 0.033 | 5                   | 0.1               | 0.0             | 27.551    | D                             |
| C-AB   | 210                   | 53                      | 521               | 0.404 | 212                 | 1.2               | 0.7             | 11.737    | B                             |
| C-A    | 854                   | 214                     |                   |       | 854                 |                   |                 |           |                               |
| A-B    | 13                    | 3                       |                   |       | 13                  |                   |                 |           |                               |
| A-C    | 706                   | 176                     |                   |       | 706                 |                   |                 |           |                               |

**18:00 - 18:15**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 94                    | 24                      | 610               | 0.154 | 94                  | 0.2               | 0.2             | 6.989     | A                             |
| B-A    | 4                     | 0.94                    | 199               | 0.019 | 4                   | 0.0               | 0.0             | 18.464    | C                             |
| C-AB   | 176                   | 44                      | 555               | 0.318 | 177                 | 0.7               | 0.5             | 9.555     | A                             |
| C-A    | 715                   | 179                     |                   |       | 715                 |                   |                 |           |                               |
| A-B    | 11                    | 3                       |                   |       | 11                  |                   |                 |           |                               |
| A-C    | 591                   | 148                     |                   |       | 591                 |                   |                 |           |                               |

# 2031, 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 | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|-------------------------------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | A5 / B578 Lutterworth Road Junction | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 9.78               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 9.78              | A           |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D7 | 2031          | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm                       | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|---------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - A5 (N)                |            | ONE HOUR     | ✓            | 665                     | 100.000            |
| B - B578 Lutterworth Road |            | ONE HOUR     | ✓            | 409                     | 100.000            |
| C - A5 (S)                |            | ONE HOUR     | ✓            | 880                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                        |            |                           |            |
|------|---------------------------|------------|---------------------------|------------|
|      |                           | A - A5 (N) | B - B578 Lutterworth Road | C - A5 (S) |
| From | A - A5 (N)                | 0          | 3                         | 662        |
|      | B - B578 Lutterworth Road | 61         | 0                         | 348        |
|      | C - A5 (S)                | 789        | 91                        | 0          |

## Vehicle Mix

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

### Heavy Vehicle %

|      | To                        |            |                           |            |
|------|---------------------------|------------|---------------------------|------------|
|      |                           | A - A5 (N) | B - B578 Lutterworth Road | C - A5 (S) |
| From | A - A5 (N)                | 0          | 0                         | 10         |
|      | B - B578 Lutterworth Road | 0          | 0                         | 1          |
|      | C - A5 (S)                | 9          | 1                         | 0          |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-C    | 0.83    | 42.52         | 4.2             | E       | 319                     | 479                           |
| B-A    | 0.60    | 77.58         | 1.3             | F       | 56                      | 84                            |
| C-AB   | 0.20    | 8.86          | 0.2             | A       | 84                      | 125                           |
| C-A    |         |               |                 |         | 724                     | 1086                          |
| A-B    |         |               |                 |         | 3                       | 4                             |
| A-C    |         |               |                 |         | 607                     | 911                           |

### Main Results for each time segment

#### 07:45 - 08:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 262                   | 65                      | 596               | 0.440 | 259                 | 0.0               | 0.8             | 10.600    | B                             |
| B-A    | 46                    | 11                      | 274               | 0.168 | 45                  | 0.0               | 0.2             | 15.706    | C                             |
| C-AB   | 69                    | 17                      | 577               | 0.119 | 68                  | 0.0               | 0.1             | 7.065     | A                             |
| C-A    | 594                   | 149                     |                   |       | 594                 |                   |                 |           |                               |
| A-B    | 2                     | 0.56                    |                   |       | 2                   |                   |                 |           |                               |
| A-C    | 498                   | 125                     |                   |       | 498                 |                   |                 |           |                               |

#### 08:00 - 08:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 313                   | 78                      | 551               | 0.567 | 311                 | 0.8               | 1.3             | 14.838    | B                             |
| B-A    | 55                    | 14                      | 214               | 0.256 | 54                  | 0.2               | 0.3             | 22.459    | C                             |
| C-AB   | 82                    | 20                      | 547               | 0.149 | 82                  | 0.1               | 0.2             | 7.727     | A                             |
| C-A    | 709                   | 177                     |                   |       | 709                 |                   |                 |           |                               |
| A-B    | 3                     | 0.67                    |                   |       | 3                   |                   |                 |           |                               |
| A-C    | 595                   | 149                     |                   |       | 595                 |                   |                 |           |                               |

#### 08:15 - 08:30

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 383                   | 96                      | 468               | 0.818 | 373                 | 1.3               | 3.7             | 34.821    | D                             |
| B-A    | 67                    | 17                      | 117               | 0.572 | 64                  | 0.3               | 1.1             | 63.912    | F                             |
| C-AB   | 100                   | 25                      | 507               | 0.198 | 100                 | 0.2               | 0.2             | 8.845     | A                             |
| C-A    | 869                   | 217                     |                   |       | 869                 |                   |                 |           |                               |
| A-B    | 3                     | 0.83                    |                   |       | 3                   |                   |                 |           |                               |
| A-C    | 729                   | 182                     |                   |       | 729                 |                   |                 |           |                               |

#### 08:30 - 08:45

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 383                   | 96                      | 462               | 0.830 | 381                 | 3.7               | 4.2             | 42.523    | E                             |
| B-A    | 67                    | 17                      | 112               | 0.602 | 66                  | 1.1               | 1.3             | 77.581    | F                             |
| C-AB   | 100                   | 25                      | 507               | 0.198 | 100                 | 0.2               | 0.2             | 8.857     | A                             |
| C-A    | 869                   | 217                     |                   |       | 869                 |                   |                 |           |                               |
| A-B    | 3                     | 0.83                    |                   |       | 3                   |                   |                 |           |                               |
| A-C    | 729                   | 182                     |                   |       | 729                 |                   |                 |           |                               |

**08:45 - 09:00**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 313                   | 78                      | 547               | 0.572 | 324                 | 4.2               | 1.4             | 16.914    | C                             |
| B-A    | 55                    | 14                      | 210               | 0.261 | 59                  | 1.3               | 0.4             | 24.291    | C                             |
| C-AB   | 82                    | 20                      | 547               | 0.149 | 82                  | 0.2               | 0.2             | 7.742     | A                             |
| C-A    | 709                   | 177                     |                   |       | 709                 |                   |                 |           |                               |
| A-B    | 3                     | 0.67                    |                   |       | 3                   |                   |                 |           |                               |
| A-C    | 595                   | 149                     |                   |       | 595                 |                   |                 |           |                               |

**09:00 - 09:15**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 262                   | 65                      | 595               | 0.441 | 264                 | 1.4               | 0.8             | 10.977    | B                             |
| B-A    | 46                    | 11                      | 273               | 0.168 | 47                  | 0.4               | 0.2             | 15.963    | C                             |
| C-AB   | 69                    | 17                      | 577               | 0.119 | 69                  | 0.2               | 0.1             | 7.087     | A                             |
| C-A    | 594                   | 149                     |                   |       | 594                 |                   |                 |           |                               |
| A-B    | 2                     | 0.56                    |                   |       | 2                   |                   |                 |           |                               |
| A-C    | 498                   | 125                     |                   |       | 498                 |                   |                 |           |                               |

# 2031, 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 | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|-------------------------------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | A5 / B578 Lutterworth Road Junction | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 2.46               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 2.46              | A           |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D8 | 2031          | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm                       | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|---------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - A5 (N)                |            | ONE HOUR     | ✓            | 778                     | 100.000            |
| B - B578 Lutterworth Road |            | ONE HOUR     | ✓            | 140                     | 100.000            |
| C - A5 (S)                |            | ONE HOUR     | ✓            | 1241                    | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                        |            |                           |            |
|------|---------------------------|------------|---------------------------|------------|
|      |                           | A - A5 (N) | B - B578 Lutterworth Road | C - A5 (S) |
| From | A - A5 (N)                | 0          | 13                        | 765        |
|      | B - B578 Lutterworth Road | 4          | 0                         | 136        |
|      | C - A5 (S)                | 1003       | 238                       | 0          |

## Vehicle Mix

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

### Heavy Vehicle %

|      | To                        |            |                           |            |
|------|---------------------------|------------|---------------------------|------------|
|      |                           | A - A5 (N) | B - B578 Lutterworth Road | C - A5 (S) |
| From | A - A5 (N)                | 0          | 0                         | 5          |
|      | B - B578 Lutterworth Road | 0          | 0                         | 0          |
|      | C - A5 (S)                | 9          | 1                         | 0          |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-C    | 0.29    | 9.78          | 0.4             | A       | 125                     | 187                           |
| B-A    | 0.10    | 90.83         | 0.1             | F       | 4                       | 6                             |
| C-AB   | 0.55    | 16.41         | 1.2             | C       | 219                     | 328                           |
| C-A    |         |               |                 |         | 920                     | 1380                          |
| A-B    |         |               |                 |         | 12                      | 18                            |
| A-C    |         |               |                 |         | 702                     | 1053                          |

### Main Results for each time segment

#### 16:45 - 17:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 102                   | 26                      | 616               | 0.166 | 102                 | 0.0               | 0.2             | 6.992     | A                             |
| B-A    | 3                     | 0.75                    | 196               | 0.015 | 3                   | 0.0               | 0.0             | 18.658    | C                             |
| C-AB   | 179                   | 45                      | 559               | 0.320 | 177                 | 0.0               | 0.5             | 9.382     | A                             |
| C-A    | 755                   | 189                     |                   |       | 755                 |                   |                 |           |                               |
| A-B    | 10                    | 2                       |                   |       | 10                  |                   |                 |           |                               |
| A-C    | 576                   | 144                     |                   |       | 576                 |                   |                 |           |                               |

#### 17:00 - 17:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 122                   | 31                      | 578               | 0.211 | 122                 | 0.2               | 0.3             | 7.888     | A                             |
| B-A    | 4                     | 0.90                    | 132               | 0.027 | 4                   | 0.0               | 0.0             | 28.003    | D                             |
| C-AB   | 214                   | 53                      | 526               | 0.407 | 213                 | 0.5               | 0.7             | 11.464    | B                             |
| C-A    | 902                   | 225                     |                   |       | 902                 |                   |                 |           |                               |
| A-B    | 12                    | 3                       |                   |       | 12                  |                   |                 |           |                               |
| A-C    | 688                   | 172                     |                   |       | 688                 |                   |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 150                   | 37                      | 519               | 0.289 | 149                 | 0.3               | 0.4             | 9.723     | A                             |
| B-A    | 4                     | 1                       | 45                | 0.099 | 4                   | 0.0               | 0.1             | 88.331    | F                             |
| C-AB   | 262                   | 66                      | 482               | 0.545 | 261                 | 0.7               | 1.2             | 16.147    | C                             |
| C-A    | 1104                  | 276                     |                   |       | 1104                |                   |                 |           |                               |
| A-B    | 14                    | 4                       |                   |       | 14                  |                   |                 |           |                               |
| A-C    | 842                   | 211                     |                   |       | 842                 |                   |                 |           |                               |

#### 17:30 - 17:45

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 150                   | 37                      | 518               | 0.289 | 150                 | 0.4               | 0.4             | 9.782     | A                             |
| B-A    | 4                     | 1                       | 44                | 0.100 | 4                   | 0.1               | 0.1             | 90.832    | F                             |
| C-AB   | 262                   | 66                      | 482               | 0.545 | 262                 | 1.2               | 1.2             | 16.412    | C                             |
| C-A    | 1104                  | 276                     |                   |       | 1104                |                   |                 |           |                               |
| A-B    | 14                    | 4                       |                   |       | 14                  |                   |                 |           |                               |
| A-C    | 842                   | 211                     |                   |       | 842                 |                   |                 |           |                               |

**17:45 - 18:00**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 122                   | 31                      | 578               | 0.212 | 123                 | 0.4               | 0.3             | 7.924     | A                             |
| B-A    | 4                     | 0.90                    | 131               | 0.027 | 4                   | 0.1               | 0.0             | 28.354    | D                             |
| C-AB   | 214                   | 53                      | 526               | 0.407 | 216                 | 1.2               | 0.7             | 11.666    | B                             |
| C-A    | 902                   | 225                     |                   |       | 902                 |                   |                 |           |                               |
| A-B    | 12                    | 3                       |                   |       | 12                  |                   |                 |           |                               |
| A-C    | 688                   | 172                     |                   |       | 688                 |                   |                 |           |                               |

**18:00 - 18:15**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 102                   | 26                      | 616               | 0.166 | 103                 | 0.3               | 0.2             | 7.021     | A                             |
| B-A    | 3                     | 0.75                    | 195               | 0.015 | 3                   | 0.0               | 0.0             | 18.770    | C                             |
| C-AB   | 179                   | 45                      | 559               | 0.320 | 180                 | 0.7               | 0.5             | 9.517     | A                             |
| C-A    | 755                   | 189                     |                   |       | 755                 |                   |                 |           |                               |
| A-B    | 10                    | 2                       |                   |       | 10                  |                   |                 |           |                               |
| A-C    | 576                   | 144                     |                   |       | 576                 |                   |                 |           |                               |

# 2031 + Dev, 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 | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|-------------------------------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | A5 / B578 Lutterworth Road Junction | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 18.44              | C            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 18.44             | C           |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D9 | 2031 + Dev    | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm                       | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|---------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - A5 (N)                |            | ONE HOUR     | ✓            | 682                     | 100.000            |
| B - B578 Lutterworth Road |            | ONE HOUR     | ✓            | 432                     | 100.000            |
| C - A5 (S)                |            | ONE HOUR     | ✓            | 885                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                        |            |                           |            |
|------|---------------------------|------------|---------------------------|------------|
|      |                           | A - A5 (N) | B - B578 Lutterworth Road | C - A5 (S) |
| From | A - A5 (N)                | 0          | 4                         | 678        |
|      | B - B578 Lutterworth Road | 64         | 0                         | 368        |
|      | C - A5 (S)                | 791        | 94                        | 0          |

## Vehicle Mix

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

### Heavy Vehicle %

|      | To                        |            |                           |            |
|------|---------------------------|------------|---------------------------|------------|
|      |                           | A - A5 (N) | B - B578 Lutterworth Road | C - A5 (S) |
| From | A - A5 (N)                | 0          | 0                         | 10         |
|      | B - B578 Lutterworth Road | 0          | 0                         | 1          |
|      | C - A5 (S)                | 9          | 1                         | 0          |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-C    | 0.93    | 74.36         | 7.9             | F       | 338                     | 507                           |
| B-A    | 0.85    | 171.97        | 3.0             | F       | 59                      | 88                            |
| C-AB   | 0.21    | 9.06          | 0.3             | A       | 86                      | 129                           |
| C-A    |         |               |                 |         | 726                     | 1089                          |
| A-B    |         |               |                 |         | 4                       | 6                             |
| A-C    |         |               |                 |         | 622                     | 933                           |

### Main Results for each time segment

#### 07:45 - 08:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 277                   | 69                      | 590               | 0.470 | 274                 | 0.0               | 0.9             | 11.261    | B                             |
| B-A    | 48                    | 12                      | 267               | 0.180 | 47                  | 0.0               | 0.2             | 16.322    | C                             |
| C-AB   | 71                    | 18                      | 573               | 0.123 | 70                  | 0.0               | 0.1             | 7.152     | A                             |
| C-A    | 596                   | 149                     |                   |       | 596                 |                   |                 |           |                               |
| A-B    | 3                     | 0.75                    |                   |       | 3                   |                   |                 |           |                               |
| A-C    | 510                   | 128                     |                   |       | 510                 |                   |                 |           |                               |

#### 08:00 - 08:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 331                   | 83                      | 543               | 0.609 | 328                 | 0.9               | 1.5             | 16.541    | C                             |
| B-A    | 58                    | 14                      | 204               | 0.282 | 57                  | 0.2               | 0.4             | 24.401    | C                             |
| C-AB   | 85                    | 21                      | 543               | 0.156 | 84                  | 0.1               | 0.2             | 7.852     | A                             |
| C-A    | 711                   | 178                     |                   |       | 711                 |                   |                 |           |                               |
| A-B    | 4                     | 0.90                    |                   |       | 4                   |                   |                 |           |                               |
| A-C    | 610                   | 152                     |                   |       | 610                 |                   |                 |           |                               |

#### 08:15 - 08:30

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 405                   | 101                     | 450               | 0.900 | 388                 | 1.5               | 5.7             | 48.764    | E                             |
| B-A    | 70                    | 18                      | 97                | 0.729 | 64                  | 0.4               | 1.9             | 98.914    | F                             |
| C-AB   | 103                   | 26                      | 501               | 0.207 | 103                 | 0.2               | 0.3             | 9.045     | A                             |
| C-A    | 871                   | 218                     |                   |       | 871                 |                   |                 |           |                               |
| A-B    | 4                     | 1                       |                   |       | 4                   |                   |                 |           |                               |
| A-C    | 746                   | 187                     |                   |       | 746                 |                   |                 |           |                               |

#### 08:30 - 08:45

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 405                   | 101                     | 435               | 0.930 | 397                 | 5.7               | 7.9             | 74.356    | F                             |
| B-A    | 70                    | 18                      | 83                | 0.851 | 66                  | 1.9               | 3.0             | 171.969   | F                             |
| C-AB   | 103                   | 26                      | 501               | 0.207 | 103                 | 0.3               | 0.3             | 9.057     | A                             |
| C-A    | 871                   | 218                     |                   |       | 871                 |                   |                 |           |                               |
| A-B    | 4                     | 1                       |                   |       | 4                   |                   |                 |           |                               |
| A-C    | 746                   | 187                     |                   |       | 746                 |                   |                 |           |                               |

**08:45 - 09:00**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 331                   | 83                      | 532               | 0.622 | 355                 | 7.9               | 1.7             | 22.939    | C                             |
| B-A    | 58                    | 14                      | 194               | 0.297 | 68                  | 3.0               | 0.4             | 30.661    | D                             |
| C-AB   | 85                    | 21                      | 543               | 0.156 | 85                  | 0.3               | 0.2             | 7.865     | A                             |
| C-A    | 711                   | 178                     |                   |       | 711                 |                   |                 |           |                               |
| A-B    | 4                     | 0.90                    |                   |       | 4                   |                   |                 |           |                               |
| A-C    | 610                   | 152                     |                   |       | 610                 |                   |                 |           |                               |

**09:00 - 09:15**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 277                   | 69                      | 589               | 0.471 | 280                 | 1.7               | 0.9             | 11.798    | B                             |
| B-A    | 48                    | 12                      | 266               | 0.181 | 49                  | 0.4               | 0.2             | 16.671    | C                             |
| C-AB   | 71                    | 18                      | 573               | 0.123 | 71                  | 0.2               | 0.1             | 7.173     | A                             |
| C-A    | 596                   | 149                     |                   |       | 596                 |                   |                 |           |                               |
| A-B    | 3                     | 0.75                    |                   |       | 3                   |                   |                 |           |                               |
| A-C    | 510                   | 128                     |                   |       | 510                 |                   |                 |           |                               |

# 2031 + Dev, 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 | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|-------------------------------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | A5 / B578 Lutterworth Road Junction | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 3.33               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 3.33              | A           |

## Traffic Demand

### Demand Set Details

| ID  | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|-----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D10 | 2031 + Dev    | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm                       | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|---------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - A5 (N)                |            | ONE HOUR     | ✓            | 786                     | 100.000            |
| B - B578 Lutterworth Road |            | ONE HOUR     | ✓            | 148                     | 100.000            |
| C - A5 (S)                |            | ONE HOUR     | ✓            | 1299                    | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                        |            |                           |            |
|------|---------------------------|------------|---------------------------|------------|
|      |                           | A - A5 (N) | B - B578 Lutterworth Road | C - A5 (S) |
| From | A - A5 (N)                | 0          | 15                        | 771        |
|      | B - B578 Lutterworth Road | 5          | 0                         | 143        |
|      | C - A5 (S)                | 1028       | 271                       | 0          |

## Vehicle Mix

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

### Heavy Vehicle %

|      | To                        |            |                           |            |
|------|---------------------------|------------|---------------------------|------------|
|      |                           | A - A5 (N) | B - B578 Lutterworth Road | C - A5 (S) |
| From | A - A5 (N)                | 0          | 0                         | 5          |
|      | B - B578 Lutterworth Road | 0          | 0                         | 0          |
|      | C - A5 (S)                | 9          | 1                         | 0          |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-C    | 0.32    | 10.69         | 0.5             | B       | 131                     | 197                           |
| B-A    | 0.22    | 182.47        | 0.2             | F       | 5                       | 7                             |
| C-AB   | 0.62    | 19.79         | 1.6             | C       | 250                     | 374                           |
| C-A    |         |               |                 |         | 942                     | 1414                          |
| A-B    |         |               |                 |         | 14                      | 21                            |
| A-C    |         |               |                 |         | 707                     | 1061                          |

### Main Results for each time segment

#### 16:45 - 17:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 108                   | 27                      | 613               | 0.176 | 107                 | 0.0               | 0.2             | 7.099     | A                             |
| B-A    | 4                     | 0.94                    | 183               | 0.021 | 4                   | 0.0               | 0.0             | 20.040    | C                             |
| C-AB   | 204                   | 51                      | 558               | 0.366 | 202                 | 0.0               | 0.6             | 10.058    | B                             |
| C-A    | 774                   | 193                     |                   |       | 774                 |                   |                 |           |                               |
| A-B    | 11                    | 3                       |                   |       | 11                  |                   |                 |           |                               |
| A-C    | 580                   | 145                     |                   |       | 580                 |                   |                 |           |                               |

#### 17:00 - 17:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 129                   | 32                      | 574               | 0.224 | 128                 | 0.2               | 0.3             | 8.067     | A                             |
| B-A    | 4                     | 1                       | 117               | 0.038 | 4                   | 0.0               | 0.0             | 32.006    | D                             |
| C-AB   | 244                   | 61                      | 524               | 0.465 | 243                 | 0.6               | 0.8             | 12.723    | B                             |
| C-A    | 924                   | 231                     |                   |       | 924                 |                   |                 |           |                               |
| A-B    | 13                    | 3                       |                   |       | 13                  |                   |                 |           |                               |
| A-C    | 693                   | 173                     |                   |       | 693                 |                   |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 157                   | 39                      | 500               | 0.315 | 157                 | 0.3               | 0.5             | 10.471    | B                             |
| B-A    | 6                     | 1                       | 26                | 0.213 | 5                   | 0.0               | 0.2             | 166.399   | F                             |
| C-AB   | 301                   | 75                      | 482               | 0.624 | 298                 | 0.8               | 1.6             | 19.228    | C                             |
| C-A    | 1129                  | 282                     |                   |       | 1129                |                   |                 |           |                               |
| A-B    | 17                    | 4                       |                   |       | 17                  |                   |                 |           |                               |
| A-C    | 849                   | 212                     |                   |       | 849                 |                   |                 |           |                               |

#### 17:30 - 17:45

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 157                   | 39                      | 494               | 0.319 | 157                 | 0.5               | 0.5             | 10.692    | B                             |
| B-A    | 6                     | 1                       | 25                | 0.221 | 5                   | 0.2               | 0.2             | 182.468   | F                             |
| C-AB   | 301                   | 75                      | 482               | 0.624 | 301                 | 1.6               | 1.6             | 19.788    | C                             |
| C-A    | 1129                  | 282                     |                   |       | 1129                |                   |                 |           |                               |
| A-B    | 17                    | 4                       |                   |       | 17                  |                   |                 |           |                               |
| A-C    | 849                   | 212                     |                   |       | 849                 |                   |                 |           |                               |

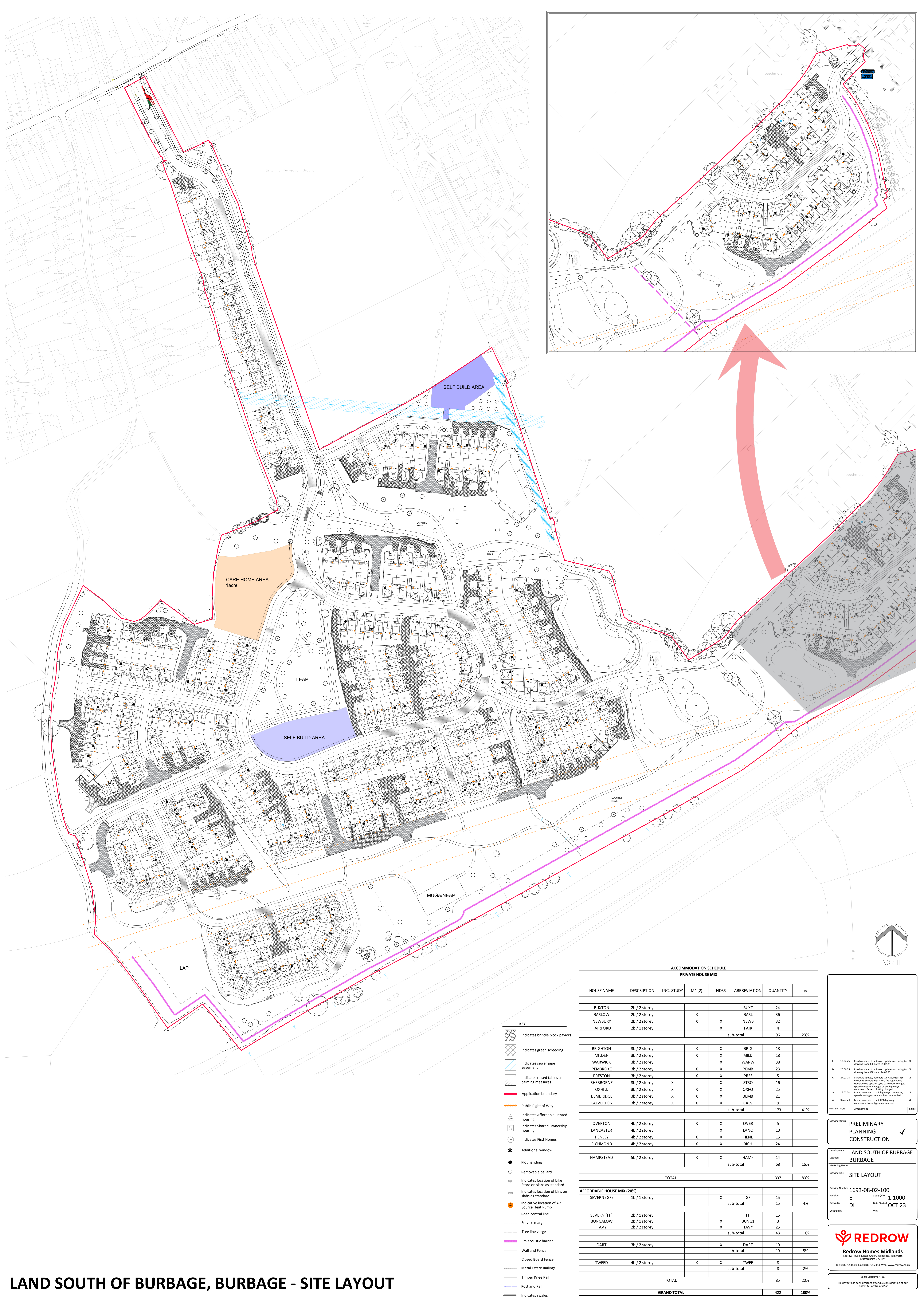
**17:45 - 18:00**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 129                   | 32                      | 573               | 0.224 | 129                 | 0.5               | 0.3             | 8.130     | A                             |
| B-A    | 4                     | 1                       | 116               | 0.039 | 5                   | 0.2               | 0.0             | 32.883    | D                             |
| C-AB   | 244                   | 61                      | 525               | 0.465 | 247                 | 1.6               | 0.9             | 13.094    | B                             |
| C-A    | 924                   | 231                     |                   |       | 924                 |                   |                 |           |                               |
| A-B    | 13                    | 3                       |                   |       | 13                  |                   |                 |           |                               |
| A-C    | 693                   | 173                     |                   |       | 693                 |                   |                 |           |                               |

**18:00 - 18:15**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 108                   | 27                      | 613               | 0.176 | 108                 | 0.3               | 0.2             | 7.136     | A                             |
| B-A    | 4                     | 0.94                    | 182               | 0.021 | 4                   | 0.0               | 0.0             | 20.211    | C                             |
| C-AB   | 204                   | 51                      | 558               | 0.366 | 205                 | 0.9               | 0.6             | 10.253    | B                             |
| C-A    | 774                   | 193                     |                   |       | 774                 |                   |                 |           |                               |
| A-B    | 11                    | 3                       |                   |       | 11                  |                   |                 |           |                               |
| A-C    | 580                   | 145                     |                   |       | 580                 |                   |                 |           |                               |

**Appendix J: Latest Site Layout Plan (Ref: 1693-08-02-100 Rev E)**



- KEY**
- Indicates brindle block pavings
  - Indicates green screeding
  - Indicates sewer pipe easement
  - Indicates raised tables as calming measures
  - Application boundary
  - Public Right of Way
  - Indicates Affordable Rented housing
  - Indicates Shared Ownership housing
  - Indicates First Homes
  - Additional window
  - Plot handing
  - Removable bollard
  - Indicates location of bike store on slabs as standard
  - Indicates location of bins on slabs as standard
  - Indicative location of Air Source Heat Pump
  - Road central line
  - Service margin
  - Tree line verge
  - 5m acoustic barrier
  - Wall and Fence
  - Closed Board Fence
  - Metal Estate Railings
  - Timber Knee Rail
  - Post and Rail
  - Indicates swales

| ACCOMMODATION SCHEDULE     |               |            |        |      |              |          |      |
|----------------------------|---------------|------------|--------|------|--------------|----------|------|
| PRIVATE HOUSE MIX          |               |            |        |      |              |          |      |
| HOUSE NAME                 | DESCRIPTION   | INCL STUDY | M4 (2) | NDSS | ABBREVIATION | QUANTITY | %    |
| BUXTON                     | 2b / 2 storey |            |        |      | BUXT         | 24       |      |
| BASLOW                     | 2b / 2 storey |            | X      |      | BASL         | 36       |      |
| NEWBURY                    | 2b / 2 storey |            | X      | X    | NEWB         | 32       |      |
| FAIRFORD                   | 2b / 1 storey |            |        | X    | FAIR         | 4        |      |
|                            |               |            |        |      | sub-total    | 96       | 23%  |
| BRIGHTON                   | 3b / 2 storey |            | X      | X    | BRIG         | 18       |      |
| MILDEN                     | 3b / 2 storey |            | X      | X    | MILD         | 18       |      |
| WARWICK                    | 3b / 2 storey |            | X      | X    | WARW         | 38       |      |
| PENBROKE                   | 3b / 2 storey |            | X      | X    | PENB         | 23       |      |
| PRESTON                    | 3b / 2 storey |            | X      | X    | PRES         | 5        |      |
| SHERBORNE                  | 3b / 2 storey | X          | X      | X    | STOR         | 16       |      |
| OXHILL                     | 3b / 2 storey | X          | X      | X    | OXHQ         | 25       |      |
| BENBRIDGE                  | 3b / 2 storey | X          | X      | X    | BEMB         | 21       |      |
| CALVERTON                  | 3b / 2 storey | X          | X      | X    | CALV         | 9        |      |
|                            |               |            |        |      | sub-total    | 173      | 41%  |
| OVERTON                    | 4b / 2 storey |            | X      | X    | OVER         | 5        |      |
| LANCASTER                  | 4b / 2 storey |            | X      | X    | LANC         | 10       |      |
| HENLEY                     | 4b / 2 storey |            | X      | X    | HENL         | 15       |      |
| RICHMOND                   | 4b / 2 storey |            | X      | X    | RICH         | 24       |      |
| HAMPSTEAD                  | 5b / 2 storey |            | X      | X    | HAMP         | 14       |      |
|                            |               |            |        |      | sub-total    | 68       | 16%  |
| TOTAL                      |               |            |        |      |              | 337      | 80%  |
| AFFORDABLE HOUSE MIX (20%) |               |            |        |      |              |          |      |
| SEVERN (GF)                | 1b / 1 storey |            |        | X    | GF           | 15       |      |
|                            |               |            |        |      | sub-total    | 15       | 4%   |
| SEVERN (FF)                | 2b / 1 storey |            |        |      | FF           | 15       |      |
| BUNGALOW                   | 2b / 1 storey |            |        | X    | BUNG         | 3        |      |
| TAVY                       | 2b / 2 storey |            |        | X    | TAVY         | 25       |      |
|                            |               |            |        |      | sub-total    | 43       | 10%  |
| DART                       | 3b / 2 storey |            |        | X    | DART         | 19       |      |
|                            |               |            |        |      | sub-total    | 19       | 5%   |
| TWEED                      | 4b / 2 storey |            | X      | X    | TWEE         | 8        |      |
|                            |               |            |        |      | sub-total    | 8        | 2%   |
| TOTAL                      |               |            |        |      |              | 85       | 20%  |
| GRAND TOTAL                |               |            |        |      |              | 422      | 100% |

17.07.25 Needs updated to suit road updates according to 16.07.25 drawing from RIA dated 05.07.25

26.08.25 Needs updated to suit road updates according to 16.07.25 drawing from RIA dated 05.07.25

27.09.25 Schedule update, numbers still 422, 1910-1916 moved to comply with NIMC, fire regulations, general road updates, cycle path, street lighting, speed measures changed as per highways comments, street parking changes

16.07.24 Layout oriented to suit LPH highways comments, street lighting updates and bus stop added

03.07.24 Layout oriented to suit LPH highways comments, house layout line amended

Revision: 1 Date: 17.07.25 Amendment: 16.07.24

Drawing Status: PRELIMINARY PLANNING CONSTRUCTION

Development: LAND SOUTH OF BURBAGE

Location: BURBAGE

Marking Name: SITE LAYOUT

Drawing Number: 1693-08-02-100

Revision: E Scale: 1:1000

Drawn by: DL Date: OCT 23

Checked by: Date:

**REDROW**

Redrow Homes Midlands

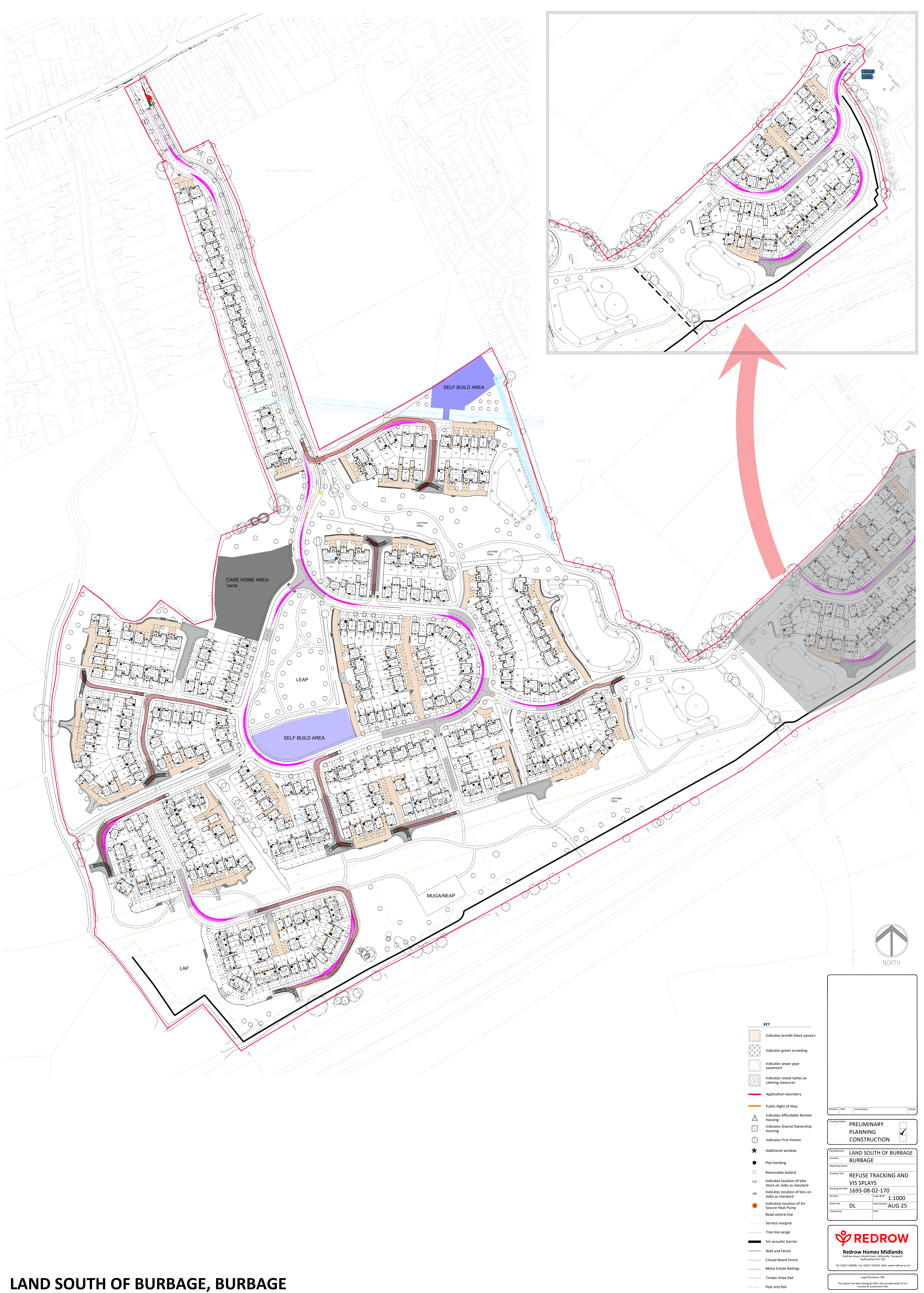
Redrow House, Bristol Green, Welbourn, Tamworth, Staffordshire B77 5PA

Tel: 01827 260600 Fax: 01827 262454 Web: www.redrow.co.uk

Legal Disclaimer: This layout has been designed after due consideration of our Context & Constraints Plan

LAND SOUTH OF BURBAGE, BURBAGE - SITE LAYOUT

**Appendix K: Refuse Vehicle Tracking and Forward Visibility Drawing (Ref: 1693-08-02-170)**



LAND SOUTH OF BURBAGE, BURBAGE

- KEY**
- Indicates brindle block paviors
  - Indicates green screening
  - Indicates sewer pipe easement
  - Indicates raised tables as calming measures
  - Application boundary
  - Public Right of Way
  - Indicates Affordable Rented housing
  - Indicates Shared Ownership housing
  - Indicates First Homes
  - Additional window
  - Plot handing
  - Removable ballard
  - Indicates location of bike Store on slabs as standard
  - Indicates location of bins on slabs as standard
  - Indicative location of Air Source Heat Pump
  - Road central line
  - Service margin
  - Tree line verge
  - 5m acoustic barrier
  - Wall and Fence
  - Closed Board Fence
  - Metal Estate Railings
  - Timber Knee Rail
  - Post and Rail
  - Indicates swales

Revision | Date | Amendment | Initials

Drawing Status

PRELIMINARY  
PLANNING  
CONSTRUCTION

☒

Development

LAND SOUTH OF BURBAGE

Location

BURBAGE

Marking Name

REFUSE TRACKING AND  
VIS SPLAYS

Drawing Number

1693-08-02-170

Scale 0% 1:1000

Revision

DL

Date Started

AUG 25

Drawn By

DL

Checked By

**REDROW**

**Redrow Homes Midlands**  
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Legal Disclaimer Text

This layout has been designed after due consideration of our  
Context & Constraints Plan

**Appendix L: Bus Route Tracking Drawing (Ref: 21390-RLL-23-XX-DR-D-5010P05)**



Client

Redrow Homes

Land South of Burbage

Drawing Title

Bus Route Accessing the Site

For Information

| Scale                    | Drawn | Checked | Date     |
|--------------------------|-------|---------|----------|
| A4@ 1:2500               | JWB   | ADM     | 24/04/23 |
| Drawing No.              | Rev.  |         |          |
| 21390-RL-23-XX-DR-D-5010 | P05   |         |          |

| Rev | Date       | Amendments                                               | By  | Chk |
|-----|------------|----------------------------------------------------------|-----|-----|
| P01 | 01/06/2023 | Site access design changes                               | JWB | ADM |
| P02 | 16/06/23   | Colour changes on background map                         | JWB | ADM |
| P03 | 01/11/23   | New masterplan                                           | JWB | ADM |
| P04 | 05/07/24   | New masterplan + access, and changed direction of travel | JWB | ADM |
| P05 | 08/08/25   | New Masterplan                                           | JWB | MWH |
|     |            |                                                          |     |     |
|     |            |                                                          |     |     |
|     |            |                                                          |     |     |

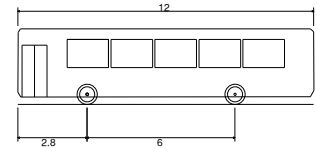
**NOTE**

Preliminary scheme only for comment & review. Based upon information provided / available at the time.

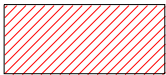
Detailed design subject to further review and amendment if required via S278 / technical approval process, to be secured via condition.

Vehicle tracking has been undertaken using a vehicle speed of 15kph.

Do not scale from this drawing.



|                             |         |
|-----------------------------|---------|
| 'Standard' Rigid Bus        |         |
| Overall Length              | 12.000m |
| Overall Width               | 2.550m  |
| Overall Body Height         | 3.069m  |
| Min Body Ground Clearance   | 0.309m  |
| Track Width                 | 2.350m  |
| Lock to lock time           | 4.00s   |
| Wall to Wall Turning Radius | 10.771m |

 Vehicle Wheelbase

 Vehicle Overhang

