

P e l l F r i s c h m a n n

Normandy Way, Hinckley

Transport Assessment

109523

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Prepared for

Miller Homes

Prepared by

Pell Frischmann

Suite 4.2 – 1 4th Floor The Poynt
Wollaton Street
Nottingham
NG1 5FW

Pell Frischmann

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1 Introduction

1.1 Instruction

- 1.1.1 Pell Frischmann (PF) has been instructed by Miller Homes (the Client) to provide transport planning and highway consultancy services in connection with two residential developments on sites located to the north of the A47 Normandy Way in Hinckley, Leicestershire. The development proposals are to provide up to approximately 460 dwellings. Plot 1 is to provide up to 60 dwellings and Plot 2 is for up to 400 dwellings. This Transport Assessment (TA) is for both land parcels.
- 1.1.2 A copy of the concept masterplan is included within **Appendix A**.
- 1.1.3 This TA considers the potential transport and highways impact of the proposals including the impact of the development generated person trips, the safety of the surrounding road network and the implications for public transport, pedestrian and cyclist movements.

1.2 Scoping

- 1.2.1 In October 2023, Bancroft Consulting submitted a Scoping Note to Leicestershire County Council (LCC) as part of pre-application discussions and initial phase of development. This was then updated in January 2024 and re-issued to LCC, who provided a formal response on 23rd February 2024. The response covered elements including (but not limited to) development proposals, trip generation, distribution model and traffic assignment, and junction capacity assessments. The updated Scoping Note and subsequent response are included in **Appendix B** and **Appendix C** respectively.
- 1.2.2 PF re-engaged in pre-application discussions with LCC. These discussions were held on 20th June 2024 to re-confirm the trip generation, distribution and assessment methodology as outlined by Bancroft. LCC acknowledged this on 21st June 2024. This scoping discussion is included in **Appendix D**. Comments made from LCC in have been reflected within this TA.

1.3 Report Structure

- 1.3.1 This Transport Assessment is structured as follows:
 - **Section 2: Policy Context** – Summarises the key national and local planning policies relating to transport within the context of the scale and location of the proposed development;
 - **Section 3: Existing Conditions** – Describes the local highway network and the existing sustainable travel facilities;
 - **Section 4: Proposed Development** – Provides details of the proposed development, access arrangements, parking provision and how the site will be serviced;
 - **Section 5: Trip Generation, Distribution Assignment & Impact** – Quantifies the estimated multi-modal trip generation, distribution, assignment of the development proposals as well as setting out how the highway impact of the proposals is being assessed;
 - **Section 6: Assessment Parameters** – Summarises the key assumptions relating to background traffic growth and assessment year that have been accounted for as part of the TA;
 - **Section 7: Highway Impact** - Quantifies the traffic impact of the proposed development on the operation of the local highway network;
 - **Section 8: Summary and Conclusions** – Summarises the findings of the report and offers conclusions in relation to the proposed development impact.

2 Policy Context

2.1 Introduction

- 2.1.1 This section of the TA examines the context of the site and how this relates to the relevant transport and development planning policies and guidelines. It provides an overall spatial and planning context for the proposed development.
- 2.1.2 Policies have been adopted in national guidelines that seek to encourage more sustainable modes than the car and a planning system which places greater emphasis on the link between transport and land use planning policies to encourage transport decisions at a local level that are compatible with environmental and community goals and best reflect local circumstances and requirements.
- 2.1.3 The following national and local planning documents have been reviewed:
- The National Planning Policy Framework (NPPF);
 - Planning Practice Guidance (PPG);
 - Framework Document: Active Travel England;
 - Gear Change (2020);
 - Cycling Infrastructure Design: Local Transport Note 1/20 (2020)
 - Leicestershire Local Transport Plan 4;
 - Hinckley & Bosworth Borough Local Plan 2024 – 2045;
 - Hinckley & Bosworth Borough Council Site Allocations and Development Management Policies DPD (2006 – 2029); and
 - Leicestershire County Council: Cycling and Walking Strategy.

2.2 National Planning Policy

National Planning Policy Framework (NPPF)

- 2.2.1 The National Planning Policy Framework was originally published in March 2012, and was most recently updated in August 2026. It sets out the Government's planning policies for England, with relevance to plan making and individual decisions, and how these policies should be applied.
- 2.2.2 The NPPF defines the delivery of sustainable development through three objectives:
- an economic objective;
 - a social objective; and the
 - an environmental objective.
- 2.2.3 These objectives should be delivered through the preparation and implementation of plans and the application of the policies in the NPPF; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.
- 2.2.4 Chapter 4 of the NPPF relates to achieving sustainable development “*by maximising the potential for growth on suitable land within settlements*”.
- 2.2.5 Within the context of this chapter, Policy S5 states that: “*Only certain forms of development should be approved outside settlements, as set out in the following list. These should be approved, unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework:*

- ...The redevelopment of previously developed land (including a material change of use to residential or mixed-use including residential)
- ...Residential and mixed-use development which would:
 - Be within reasonable walking distance of a well-connected station (applying the definitions in the glossary at Annex B);
 - Be physically well-related to the station or the settlement within which the station is located;
 - Be of a scale which can be accommodated taking into account the existing or proposed availability of infrastructure; and
 - Not prejudice any proposals for long-term comprehensive development in the same location.”

2.2.6 Chapter 5 of the NPPF aims “to support the transition to net zero by 2050 and to shape places in ways which are more resilient to the effects of climate change. It does this by setting out policies to shape places in ways that contribute to radical reductions in greenhouse gas emissions and adapt to the full range of current and potential impacts of climate change, by minimising vulnerability and improving resilience.”

2.2.7 Within this context, “In order to contribute to climate change mitigation and the transition to net zero, development proposals should, where relevant to the proposal:

- Accord with policies TR3 and TR4 so that sustainable patterns of movement are prioritised, opportunities are taken to improve walking, wheeling, cycling and public transport, and infrastructure is provided to support the transition to zero-emission vehicles;
- Support good access to facilities in order to limit the need to travel, whether through the development’s location, through development densities which improve catchment populations for local services, or by incorporating community facilities and premises to support local employment opportunities”

2.2.8 Chapter 6 is related to “the delivery of a substantial increase in the supply of homes and traveller sites, by ensuring that a sufficient amount and variety of land can come forward where needed. This includes planning for an appropriate mix of accommodation for the local community and ensuring that land with permission is developed without unnecessary delay.”

2.2.9 Policy H04 states that strategic land must be “capable of supporting a sustainable community, with sufficient access to services and employment opportunities within the development itself (without expecting an unrealistic level of self-containment), or in larger towns to which there is good access by sustainable transport modes”.

2.2.10 Chapter 15 refers to promoting sustainable transport to ensure their “considerations are taken fully into account in the preparation of development plans and the evolution and assessment of development proposals; using a vision-led approach to embed the role that transport infrastructure and choices can play in creating well-designed, sustainable, inclusive and popular places.”

2.2.11 Policy TR1 is related to the vision-led approach, which states that “Sustainable transport should be considered from the earliest stages of plan-making, so that it is reflected in the vision for the plan area and its specific proposals, and forms an integral part of a plan’s strategy for creating well-designed, sustainable, inclusive and popular places. This should be done by:

- Making sustainable transport considerations part of early engagement with local communities, highway and transport authorities, transport infrastructure providers, operators, land promoters and neighbouring councils. This is so that proposals reflect local views, evidence relating to accessibility, capacity and transport service provision, and take opportunities for prioritising and maximising sustainable movement across the area. Plans should align land use policies and allocations with wider strategies (such as Local Transport Plans, Local Cycling and Walking

Infrastructure Plans and Rights of Way Improvement Plans) and investments in transport to ensure that the potential impacts of development on transport networks are understood and addressed;

- *Locating proposed development where it can support sustainable patterns of movement and make effective use of existing or proposed transport infrastructure, reflecting the principles in policy TR3. The Connectivity Tool (Connectivity Tool - GOV.UK) should be used to inform the assessment and selection of sites for development alongside other relevant quantitative or qualitative evidence;*
- *Supporting an appropriate mix of uses across the plan area, and within strategic sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities; and*
- *Identifying and protecting sites and routes which will widen transport choice and are essential to facilitate sustainable development, including networks for walking, wheeling and cycling, and public transport infrastructure;*

2.2.12 Policy TR3 refers to the location of development in sustainable location that “*can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure, development proposals should reflect the following principles, taking into account the vision for the site, the type of development and its location:*

- *Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are sustainable (or which can be made so, taking into account planned improvements, including any provided for as part of the development itself). This means the location should limit the need to travel, particularly by private car, and offer a genuine choice of transport modes for residents and users, unless the nature of the development would make this impractical;*
- *Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated in 69 different locations, especially where this can support more walking, wheeling, cycling and public transport use;*
- *Any significant adverse impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be mitigated to an acceptable degree using a vision-led approach;*
- *The environmental impacts of traffic and transport infrastructure should be identified, assessed and taken into account – including taking opportunities to avoid or mitigate any adverse environmental effects, and to secure net environmental gains such as reductions in air pollution”*

Planning Practice Guidance (PPG): Travel Plans, Transport Assessments and Statements in Decision Making

2.2.13 Guidance on Transport Assessments (GTA) was published in March 2007 but as of October 2014, has been achieved and replaced with Planning Practice Guidance (PPG).

2.2.14 PPG sets out when Travel Plans, Transport Assessments and Statements for developments are required and was published in March 2014. PPG was produced to assist stakeholders in determining whether an assessment may be required and, if so, what the level and scope of that assessment should be. It provides guidance on the content and preparation of Transport Assessments and Transport Statements and the promotion of smarter choices via Travel Plans.

2.2.15 Planning Practice Guidance (PPG) suggests that the Transport assessment should be:

- “Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;
- Established at the earliest practicable possible stage of a development proposal;

- Tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally); and
- Be brought forward through collaborative ongoing working between the local planning authority/transport authority, transport operators, rail network operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies.”

2.2.16 In determining whether a Travel Plan will be needed for a proposed development, PPG states that local planning authorities should take into account the following considerations:

- “The Travel Plan policies (if any) of the Local Plan;
- The scale of the proposed development and its potential for additional trip generation (smaller applications with limited impacts may not need a Travel Plan);
- Existing intensity of transport use and the availability of public transport;
- Proximity to nearby environmental designations or sensitive areas;
- Impact on other priorities/ strategies (such as promoting walking and cycling);
- The cumulative impacts of multiple developments within a particular area;
- Whether there are particular types of impacts around which to focus the Travel Plan (e.g. minimising traffic generated at peak times); and
- Relevant national policies”.

Framework Document: Active Travel England

2.2.17 Active Travel England (ATE) is now an established executive agency of the Department for Transport (DfT). Its overarching objective is to help Gear Change achieve its vision, which is for half of all journeys in towns and cities to be cycled and walked by 2030.

2.2.18 The purpose of the Framework Document sets out the broad governance within which ATE and DfT operate so everyone is aware of their core responsibilities, accountability and roles that explain how the day-to-day relationships works in practice between the two. This helps form more cohesive strategic aims that all contribute to the vision above:

- Create better streets and networks for cycling and walking that are built to the ‘key design principles’ as set out in Gear Change and Local Transport Note 1/20;
- Ensuring walking and cycling is at the heart of transport, place-making and health policy so travelling without a car is easy and accessible;
- Empowering and encouraging local authorities who manage their roads to incorporate active travel improvements into all aspect of their functions;
- Enabling people to cycle and protecting them when they do by reducing road danger through the creation of safe infrastructure based on the key design principles and working with the department and relevant bodies to ensure that the rules of the road work to protect people travelling actively

Gear Change

2.2.19 Gear Change is 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. Responsibilities for walking extend to ‘wheeling’, such as the use of wheelchairs (self-propelled or powered) and mobility scooters.

2.2.20 Gear Change has several key design principles that set the expectations for future cycling infrastructure and includes:

- Routes must join together to avoid low value isolated stretches of provision;
- Routes must feel direct, logical and understandable;

- Routes and schemes must take account of how users actually behave;
- Cosmetic alterations should be avoided;
- Barriers should be avoided; and
- Routes should be designed by only those who have experienced the road on a cycle.

2.2.21 These principles are underpinned by cycling becoming mass transit in some areas and already a form of mass transit in others. Therefore, routes must be designed for a larger amount of users of all abilities and disabilities.

Cycling Infrastructure Design: Local Transport Note 1/20

2.2.22 Local Transport Note (LTN 1/20) provides guidance and good practice for the design of cycle infrastructure, in support of the Cycling and Walking Investment Strategy (CWIS). CWIS has an ambition to make cycling and walking the natural choice for short journeys or as part of a longer journey with supporting objectives to increase cycling and walking levels.

2.2.23 Inclusive cycling is the underlying theme so that people of all ages and abilities are considered, which leads to five core design principles in order to ensure there is equal access for all users:

- Coherent – cycle networks should be planned and designed to allow people to reach their day-to-day destinations easily along connected routes that are simple to navigate;
- Direct – cycle routes should be at least as direct, and preferably more direct than those available for private motor vehicles;
- Safe – cycle infrastructure should be safe as well as being perceived as safe so that more people feel able to cycle;
- Comfortable – cycle routes should be well-maintained, have smooth surfaces, adequate width for the volume of users, minimal stopping and starting and avoid steep gradients to make conditions for cyclists as comfortable as possible; and
- Attractive – cycle infrastructure should help to deliver public spaces that are well designed and finished in attractive materials to help be places people want to spend time using.

2.2.24 These summary principles form an integral part of guidance in order to create a national default position where high quality cycle infrastructure is provided as a matter of course in local highway schemes.

2.3 Local Planning Policy

Leicestershire Local Transport Plan 4

2.3.1 Leicestershire's 4th Local Transport Plan (LTP4) covers the years from 2025 to 2040 and builds on from strategies and policies used in the previous two Local Transport Plans.

2.3.2 The introduction to the LTP4 has a long-term vision that envisions *"Delivering a safe, connected and integrated transport network which is resilient and well managed to support the ambitions and health of our growing communities, safeguards the environment whilst delivering economic prosperity."*

2.3.3 The Core Policies set out within the LTP4 are as follows:

- *Enabling Health and Wellbeing.*
 - *Facilitate a transport network which benefits the health and wellbeing of our communities from transport solutions.*
 - *Deliver an accessible transport network that meets the requirements of users and provides them with the ability to access employment, education and social amenities which reduces inequality and isolation within our communities.*

- *Enable travel choice which proactively encourages and allows users to make travel choices which meet their needs and requirements and benefits their and the wider communities health and wellbeing.*
- *Identify and deliver transport solutions across the transport network which supports and benefits the health and wellbeing of our communities.*
- *Work with our communities, key partners and transport infrastructure providers to embrace innovation which seeks to minimise the impact the transport network has on the health and wellbeing of our communities*
- *Work with key partners to identify and monitor the impacts which transport solutions are having on the health & wellbeing of our communities.*
- *Protecting the Environment.*
 - *Enable a transport network which minimises the impact, and where possible, provides benefit to the environment.*
 - *Provide a transport network which minimises the impact on the environment and, where feasible, enable enhancement and recovery towards a reliable transport network.*
 - *Facilitate an integrated transport network to enable travel choices which meet users needs and requirements whilst reducing carbon production, lowering emissions and provide benefit to the environment.*
 - *Develop and deliver transport solutions across the transport network fully consider and, where feasible, provide betterment to the environment.*
 - *In collaboration with our communities, key partners and transport infrastructure providers innovation will be embraced which minimises the impact, and where feasible provide benefit to the environment.*
 - *Work with key partners to identify and monitor the impacts of transport solutions are having on the environment across the county.*
- *Delivering Economic Growth.*
 - *Facilitate a transport network which delivers transport solutions that are viable and enable economic growth, and deliver best value for money.*
 - *Provide a transport network which enables the ability of people and goods to move with ease across the county to support and benefit the economy and our communities.*
 - *Provide an integrated transport network which supports the delivery of new homes and jobs across the county in a sustainable approach by ensuring the provision of transport connectivity to enable travel choice.*
 - *Identify and implement viable transport solutions which support economic growth and sustainable development and deliver best value for money*
 - *Ensure that through maintenance, renewal and improvement identify innovation and activities which support the decarbonisation of the transport network and provide good value for money.*
 - *Work with partners to understand the potential benefits which have been released through transport solutions to the economy, job creation, and housing delivery*
- *Enhancing Our Transport Network's Resilience.*
 - *Provide a transport network which ensures the delivery of transport solutions which minimise delay, enable travel choice and positive user experiences.*
 - *Provide a transport network which is safe, reliable and resilient which minimises the delay of people and goods across and through the county.*
 - *Have a well managed transport network which enables travel choice by ensuring viable transport alternatives to car-based journeys that are safe, reliable and resilient to better our communities*
 - *Implement integrated transport solutions which minimise delays and enable a well-managed and resilient transport network to the benefit of our community.*

- *Working collaboratively with our communities, key partners and transport infrastructure providers to embrace innovation which proactively supports decarbonisation and adapts to climate change.*
- *Work with partners and transport infrastructure providers to monitor and manage the transport network to ensure it operates in a safe, efficient, reliable and resilient manner.*
- *Embracing Innovation.*
 - *Actively enable the transport network to trial and implement innovation which provides betterment to our communities and resilience to its operation.*
 - *Provide a transport network which responds to new technology, ways to travel and innovation which provides greater resilience in meeting the transport demands of our communities.*
 - *Enable the transport network to support the development of viable low carbon transport alternatives and fuels which provide benefit to the health and wellbeing of communities and the environment*
 - *Actively seek to implement innovation which provides betterment to our communities' health & wellbeing, protects the environment and supports economic prosperity.*
 - *Work with our communities, key partners and transport infrastructure providers to embrace innovation that provides betterment to the operation of the transport network and reduces its carbon impacts.*
 - *Actively monitor innovations and trials which have been implemented to support new ways of working and operating the transport network whilst ensuring best value for money.*

2.3.4 The proposed development will directly address a number of these goals, in addition to introducing more public green spaces on the site.

Hinckley & Bosworth Borough Local Plan 2024 - 2045

2.3.5 The Local Plan sets out the overarching strategy and core policies to guide the future development of the borough up to 2045.

2.3.6 The Hinckley & Bosworth Local Plan (2024–2045) sets out the vision and objectives for the future form, scale and quality of development in the borough up to 2045. The Plan:

- Identifies land and areas for development for a broad range of uses;
- Identifies areas that should be conserved or enhanced and where future development should be carefully managed;
- Gives an overview of our settlements and the aims for their growth and preservation;
- Sets clear policies that guide decisions on planning applications; and
- Indicates how the Local Plan will be delivered, including infrastructure, and how progress will be monitored and responded to.

2.3.7 Hinckley & Bosworth's vision has been developed to provide a clear and locally distinctive expression of how Hinckley & Bosworth is expected to grow and change over the plan period. It is informed by the Council's Corporate Plan, the Climate Change and Biodiversity Action Plan, and the Local Plan evidence base, as well as engagement with stakeholders and Duty to Cooperate partners. In particular, the Vision reflects Corporate Plan commitments to improving housing quality and affordability, supporting town centres, addressing climate change, and enabling economic growth through strategic employment locations. The spatial expression of these priorities ensures a consistent and coordinated approach across council services.

- People – Social Objectives
 - Healthy, Inclusive and Sustainable Communities
 - Safe and Inclusive Places

- Infrastructure and Connectivity
- Sustainable Tourism
- Sustainable Transport and Movement:
- The Environmental Objectives
 - Natural Environment and Nature Recovery
 - Climate Change Mitigation and Adaptation
 - High-Quality Design and Placemaking
 - Built Environment, Heritage and Townscape
- Economic Objectives
 - Positive, Plan-led Development
 - Sustainable Pattern of Development and Land Provision
 - Economic Growth, Innovation and Resilience
 - Town and Local Centres

2.3.8 These objectives are supported via the following relevant policies:

Policy PS01: Presumption in Favour of Sustainable Development

- *When considering development proposals, the Local Planning Authority will take a positive approach that reflects the presumption in favour of sustainable development contained within the National Planning Policy Framework.*
- *The Local Planning Authority will work proactively with applicants and infrastructure providers to secure development that improves the economic, social and environmental conditions within the borough and supports the delivery of sustainable development.*
- *any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole, having particular regard to:*
 - the need to support sustainable patterns of growth;
 - the delivery of homes, employment opportunities and infrastructure;
 - the efficient use of land;
 - climate change mitigation and adaptation;
 - the protection and enhancement of the natural, built and historic environment;
 - the health, wellbeing and amenity of communities;
 - achieving high quality and inclusive design;
 - development in sustainable locations;
 - securing well-designed places; and
 - the provision of affordable housing.

2.3.9 The Site is also outlined within Policy PS05 as site HIN001: Land North of Normandy Way, Hinckley, minimum 1320 (Policy PS09) (**in part); The policy goes on to state the following:

2.3.10 *“Land North of Normandy Way (known as ‘Hinckley North’), as identified on the Policies Map, is allocated for a comprehensive residential-led development comprising a minimum of 1320 homes, all of which are expected to be delivered within the plan period.*

2.3.11 *Development will be expected to deliver:*

- *At least 10% on-site affordable housing, in accordance with Policy HH02;*
- *At least 5% of plots for self-build and custom housebuilding, in accordance with Policy HH08;*
- *Appropriate active travel, cycling, public transport, and highways infrastructure, with a focus on active travel provision to Hinckley;*

- Contributions and/or delivery of the Hinckley Western Relief Road, where required, and not prejudice its delivery;
- Contributions to primary and secondary school, post-16, primary and secondary SEND capacity, and early years provision;
- Enhancement and/or extension to existing healthcare infrastructure;
- Appropriate network capacity upgrades, as required, including water, electric, gas, and wastewater, in alignment with development phasing;
- Contributions to waste facilities, where required;
- Provision for waste and recycling storage and collection, in accordance with Policy HPD07;
- Provision and maintenance of appropriate play and public open space on-site, and off-site as required, in accordance with Policy LST03;
- Provision of appropriate outdoor and indoor sports facilities, on-site as part of the development or off-site where robustly justified, as informed by the most up-to-date Playing Pitch and Outdoor Sport Strategy, its Action Plan, the Indoor Sports Facilities Assessment and Policy LST04, and demonstrated through a Sports and Leisure Feasibility Study. Off-site provision or financial contributions will only be supported where on-site provision is not feasible or where equivalent or better outcomes can be achieved in terms of quantity, quality and accessibility;
- A high-quality and sensitively designed site, in line with HPD01 and HPD02, in which development should, unless robustly justified:
 - extend from the adjoining residential areas, and follow a similar height, design and settlement pattern;
 - retain the Public Right of Way, and improve pedestrian connectivity along the southern boundary;
 - safeguard existing ponds to contribute to SUDs;
 - retain, protect and enhance existing vegetation within and along site boundaries, with additional tree planting in particular to the north and west;
 - avoid being located in areas of ridge and furrow and flood plain associated with the River Tweed;
 - focus the layout, design and density of the built form within the development in accordance with the recommendations of the latest Landscape Sensitivity and Capacity Assessment, including ensuring an appropriate relationship with the nearby Grade II Listed Barwell House Farmhouse and Attached Stable Wing; Include a substantial landscaped buffer and public open space to the north-eastern corner adjoining Ashby Road and Rogue's Lane, to prevent coalescence and preserve the separate identity of Barwell and Hinckley;
- Proportionate measures in Areas that Could Become of particular importance for biodiversity and wider environmental benefits (ACBs), as identified in the Local Nature Recovery Strategy, where possible and relevant;
- Appropriate mitigation and opportunities integrated for flood risk management, in accordance with the Strategic Flood Risk Assessment (SFRA), Policy ER06 and Policy ER07;
- Minimised or avoided impacts upon the designated heritage asset Barwell House Farmhouse by considering the recommended mitigation and enhancement measures identified within the Heritage Impact Assessment. These measures include stepping back development within the northeast corner of the development to minimise the immediate urbanising effect upon the setting of the asset. Greenspace provision and tree screening could be utilised to minimise these effects; and
- Further infrastructure improvements, mitigation and financial contributions as set out in the Infrastructure Delivery Plan and Infrastructure Delivery Schedule, in accordance with Policy IU01.

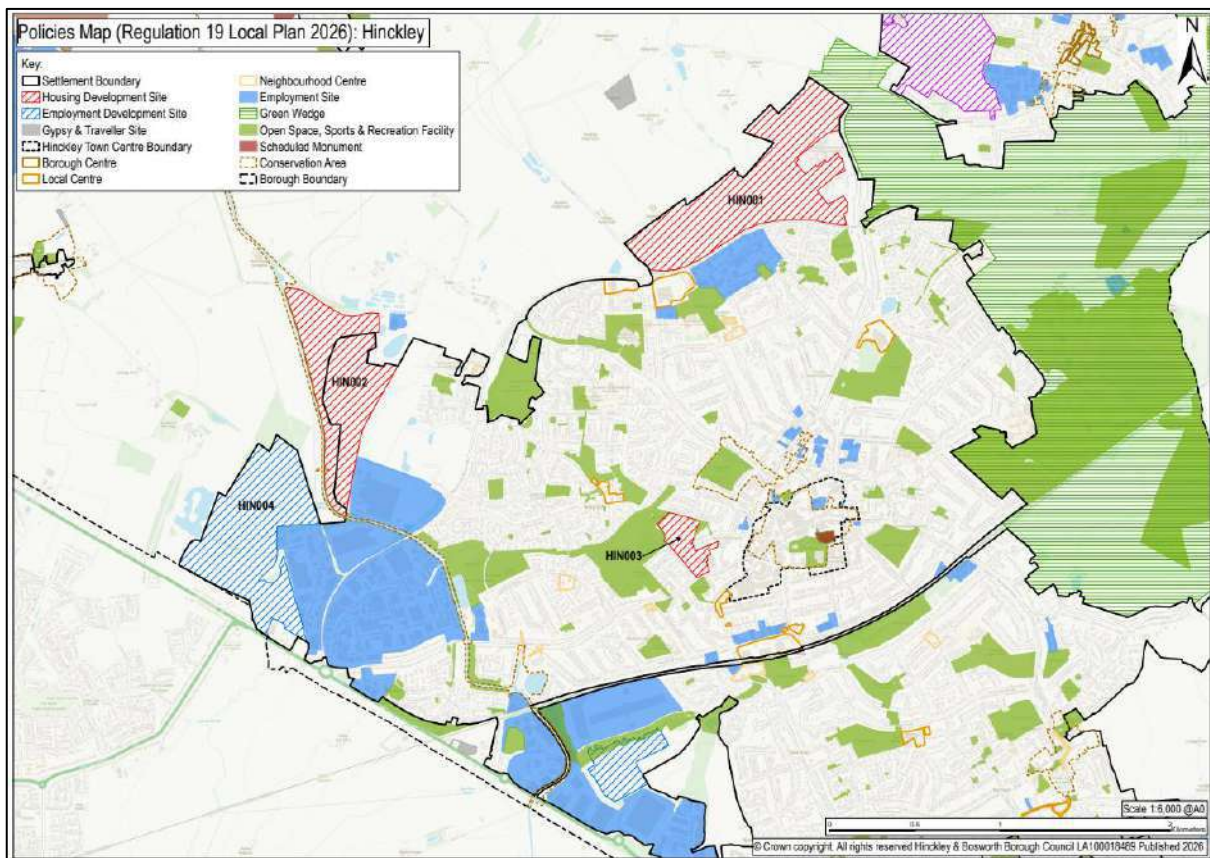
2.3.12 To inform the development, the following will be required and should be prepared in a coordinated manner with adjoining or related strategic allocation sites, where relevant:

- A site-specific Transport Assessment addressing the full transport corridor, mitigation measures, and the provision of active and sustainable travel, in accordance with Policies HPD03 and IU04;

- A site-wide Framework Masterplan, site-wide Design Code and associated parameter plans shall be submitted as part of any relevant planning application in accordance with Policies HPD01 and HPD02;
- an appropriate archaeological investigation, commencing with a desk-based assessment, to identify the presence and significance of any previously unknown archaeological remains across the site. Appropriate mitigation measures shall be secured, which may include avoidance and preservation in situ, further investigation, or recording, proportionate to the significance of any remains identified; and
- an appropriate Health Impact Assessment (HIA), in accordance with Policy HPD05"

2.3.13 **Figure 1** shows the allocation site (HIN001) to the North of Hinckley.

Figure 1. Site Allocation - Regulation 19 Policy Map- Hinckley



2.3.14 A Regulation 19 Pre-Submission Local Plan is due to be prepared for further consultation in Spring 2026.

Hinckley & Bosworth Borough Council Site Allocations and Development Management Policies DPD (2006 – 2029) – Adopted 2016

2.3.15 The Site Allocations and Development Management Policies Document (DPD) was adopted in 2016 to allocate land across the Hinckley & Bosworth area to deliver the development requirements. The document includes management policies which are used when determining land allocations and planning applications. “The Site Allocations and Development Management Policies DPD is in conformity with the strategic policies in the Core Strategy and the NPPF”. The following development management policies are relevant to the proposals:

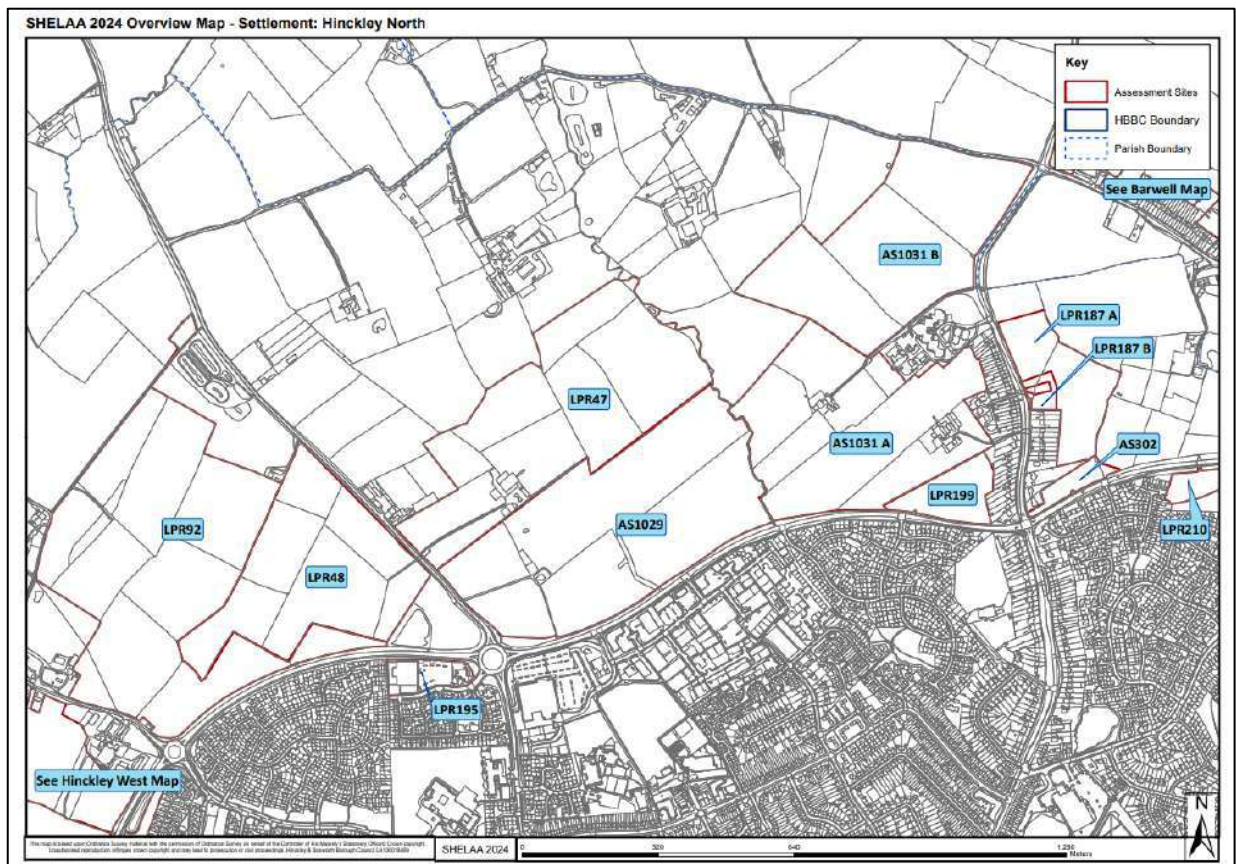
- DM17 Highways and Transportation – proposals will be supported where they make the best use of existing public transport services; ensure convenient and safe access for walking and cycling;

show there is not a significant impact upon the highways; show that development is located where travel is minimised and the use of sustainable travel modes is maximised.

- DM18 Vehicle Parking Standards – new development proposals are required to provide an appropriate level of parking provision justified by an assessment of the proposals.

2.3.16 Both development plots were submitted as sites in HBBC Strategic Housing and Economic Land Availability Assessment (SHELLAA) 2024 Call for Sites (Plot 1: LPR199; Plot 2: AS1031 B), shown **Figure 2**. An updated SHELLAA report has yet to be published at the time of writing.

Figure 2. SHELLAA 2024 Overview Hinckley Map



Leicestershire County Council: Cycling and Walking Strategy

2.3.17 LCC has created their Cycling and Walking Strategy to increase the county's walking and cycling levels as they are lower than the national average. Their vision is for Leicestershire to become a safe place to walk and cycle whilst being accessible and the obvious choice for short journeys and a natural part of longer journeys. This vision is supported by three core objectives:

- "To enhance the infrastructure that support cycling and walking in Leicestershire;
- To enable people to cycle and walk in Leicestershire; and
- To inspire a step change in cycling and walking in Leicestershire.

2.3.18 These core objectives are underpinned by the following policies that also "support the wider objectives and goals of the authority's key strategies and plans, including our Local Transport Plan." The relevant policies associated with the development are as follows:

- Policy 2 – to influence planning approvals that ensure new residential developments are built in line with current walking and cycling guidance;

- Policy 3 – to improve existing and deliver new infrastructure to support cycling and walking, including the provision of segregated cycle routes and prioritisation of active modes in accordance with Gear Change and LTN 1/20;
- Policy 4 – To maximise opportunities for people to undertake cycling and walking as part of journeys linking with passenger transport; and
- Policy 5 – To work towards replacing a significant number of everyday local car journeys with cycling and walking journeys.

3 Existing Conditions

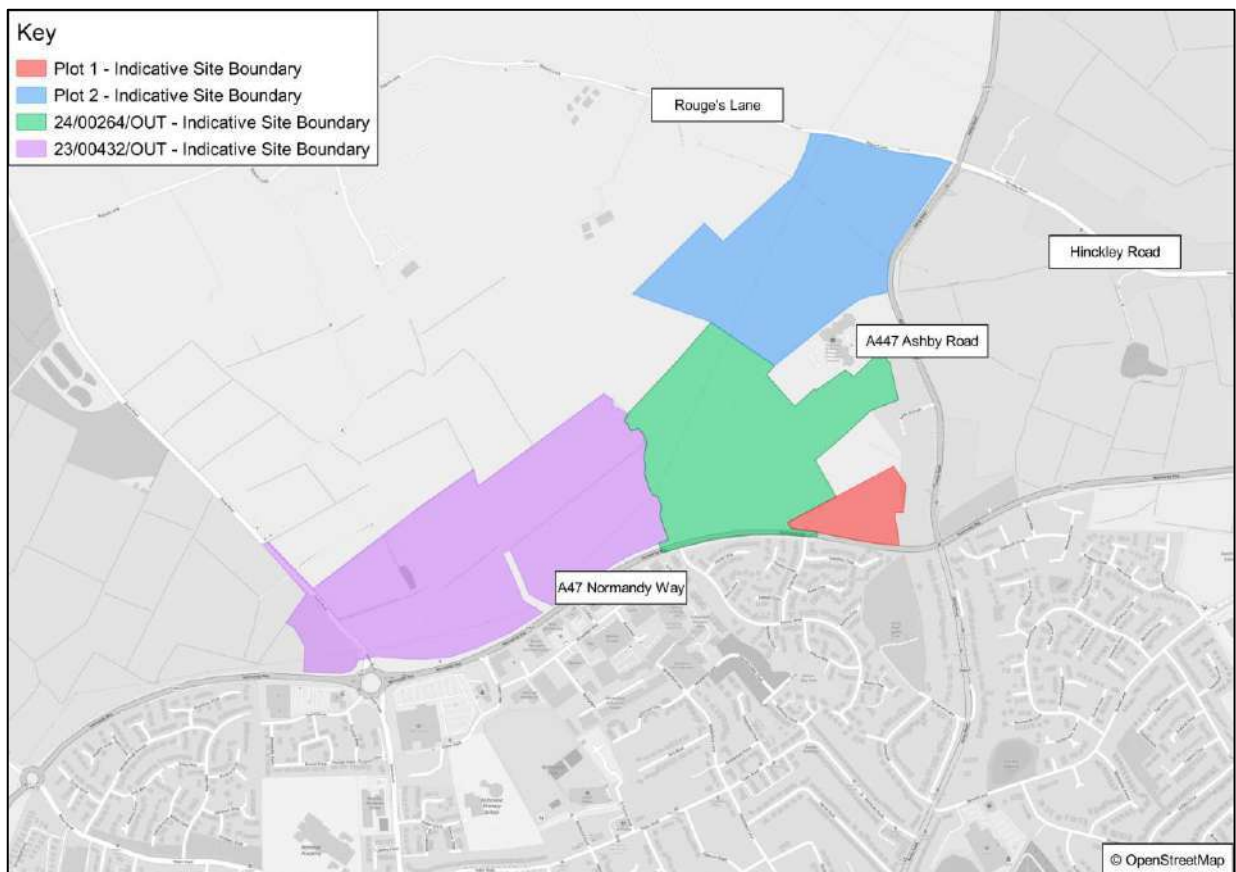
3.1 Introduction

- 3.1.1 This chapter details the existing, or baseline, transport conditions including public transport, walking, cycling, highways and traffic conditions. A review of road safety within the vicinity of the site has also been undertaken and is included further within this chapter.
- 3.1.2 It is important that baseline conditions are accurately established so that the context of any potential future development at the site, and its potential impact on the surrounding transport and highway networks, can be fully understood.

3.2 Site Location

- 3.2.1 The proposed site at Plot 1, is located on the northern edge of Hinckley and forms several agricultural fields with access via a gravel entry access off Rouge's Lane at the northern side of the site. The A447 runs along the site's eastern boundary. Plots 1 & 2 are separated by Hinckley & Bosworth Community Hospital as well as existing dwellings. **Figure 3** below displays the indicative location of the proposed development.

Figure 3. Site Location



3.3 Local Planning Approval

- 3.3.1 An initial outline planning application was submitted to HBBC under reference 22/00318/OUT for up to 475 dwellings and land reserved for a primary school this application was initially refused on highway grounds and subsequently appealed under reference APP/K2420/W/23/3323113 and allowed by the Planning Inspectorate on 18th January 2024. Outline planning application (23/00432/OUT) was submitted to HBBC in May 2023 for 475 dwellings and a one-form entry primary school.

3.3.2 As part of the Appeal decision the following conditions were attached relating to highways:

- No part of the development hereby permitted shall be occupied until such time as the pedestrian access and infrastructure arrangements shown on drawing numbers T19595.002 rev E and T19595.006 have been implemented in full.
- Notwithstanding the submitted plans, no development shall commence until a scheme has been submitted to the Local Planning Authority and approved in writing that details a new footway, 2m in width where achievable, surfaced in a bituminous material with uncontrolled crossing points as appropriate between the site access and Hinckley Road, Stoke Golding. Once approved, the approved scheme shall be implemented and available for use prior to first occupation of any dwelling on the development hereby permitted.
- Notwithstanding the submitted plans, no development shall commence until a scheme of bus stop infrastructure improvements to Stoke Road and Normandy Way consisting of hardstanding, pole and flag, timetable case, shelter, raised kerb and provision of digital information has been submitted to the Local Planning Authority and approved in writing. Once approved, the scheme of improvements shall be implemented prior to the first occupation of the development hereby permitted.
- No part of the development hereby permitted shall be occupied until such time as the offsite works shown on Dwg No T19595-002 Rev E Stoke Road/A47 Proposed Junction Improvements have been implemented in full or an alternative scheme that mitigates the impacts of the development has been submitted to and approved in writing by the local planning authority and thereafter implemented in accordance with the approved scheme.
- No part of the development hereby permitted shall be occupied until such time as either, the offsite works shown on Dwg No T19595-007 Rev C Ashby Rd/A47 Proposed Junction Improvements have been implemented in full or a financial contribution equivalent to the cost of delivering the scheme has been paid to the LHA in lieu of the conditioned scheme.
- No part of the development hereby permitted shall be first occupied until an amended full Travel Plan which sets out actions and measures with quantifiable outputs and outcome targets has been submitted to and agreed in writing by the Local Planning Authority. Thereafter the agreed Travel Plan shall be implemented in accordance with the approved details.

3.3.3 Adjacent to the eastern boundary of application 23/00432/OUT is an outline planning application (24/00264/OUT) which was submitted to HBBC in March 2024 for up to 415 dwellings. Outline Planning Permission was granted in October 2025.

3.3.4 As part of the planning approvals the following transport conditions were attached to the development:

- No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on Proposed Site Access Layout T23548.001 Rev H have been implemented in full. Visibility splays once provided shall thereafter be permanently maintained with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway.
- No part of the development shall be occupied until such time as the offsite works shown on Proposed Site Access Layout, drawing number 001 Rev H have been implemented in full.
- No part of the development hereby permitted shall be first occupied until an amended full Travel Plan which sets out actions and measures with quantifiable outputs and outcome targets has been submitted to and agreed in writing by the Local Planning Authority. Thereafter the agreed Travel Plan shall be implemented in accordance with the approved details.
- No dwelling hereby approved shall be occupied unless and until a Public Transport Strategy has been submitted to and agreed in writing by the Local Planning Authority. The Public Transport Strategy shall include details of upgrades of the Ashby Road bus stops to include shelters with seating and Real Time Information timetables.

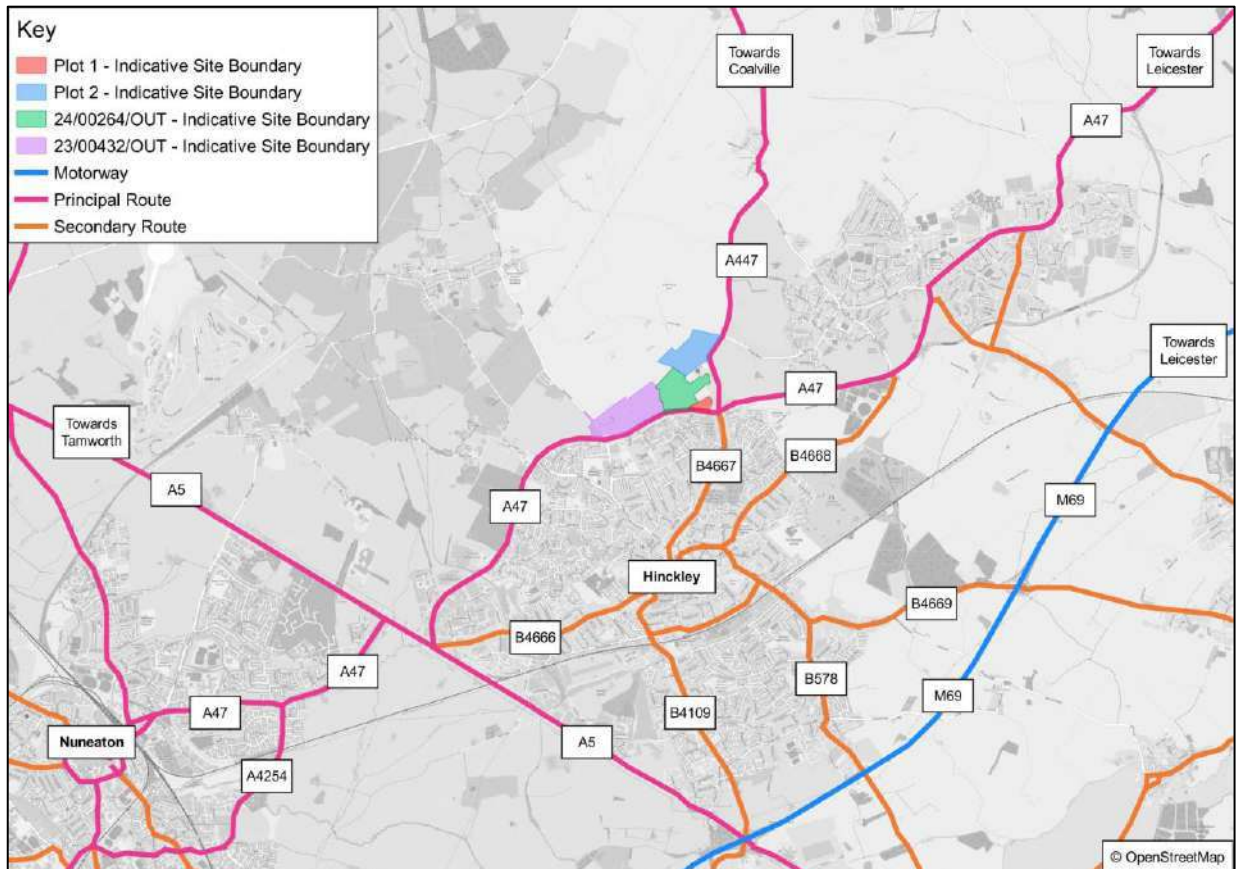
3.3.5 The following financial contributions were requested as part of the planning application;

- Local Highway Authority – no objections subject to conditions and planning obligations including financial contributions of £1,515,341.71 towards A47 corridor improvements.

3.4 Local Highway Network

- 3.4.1 The A447 routes from the centre of Hinckley and into northwest Leicestershire. The section of the A447 adjacent to the site is Ashby Road in which the speed limit changes between 40mph and 50mph. This change in speed happens on the northern side of the A447/Hinckley Road/Rogue's Lane crossroads and the carriageway of the A447 is approximately 7.3m wide.
- 3.4.2 Rogue's Lane runs along the site's northern frontage between the A447/Hinckley Road/Rogue's Lane crossroads and Stoke Road. Rogue's Lane is de-restricted and is approximately 6m wide next to the site's existing access.
- 3.4.3 The A47 is a single-carriageway road that provides a link between the A5 on the western side of Hinckley and Leicester City Centre in the east. Within the vicinity of the development, the A47 is subject to speeds of 40mph but does vary between 30mph and 60mph.
- 3.4.4 Stoke Road is a single-carriageway de-restricted road that links the northern section of Hinckley and the southern end of Stoke Golding. Stoke Road routes off the A47 via a five-arm roundabout with the A47, Stoke Road and Sword Drive.
- 3.4.5 The A5 can be accessed to the southwest of the site via the A47/B4666/A5 roundabout (Dodwells Roundabout). The A5 provides a link between Luton to the south and into Wales to the northwest. Within the vicinity of the site, the A5 is a single-carriageway road subject to speeds of 40mph and 50mph.
- 3.4.6 The M69 Motorway can be accessed southeast of the site at Junction 2 for northbound traffic only and Junction 1 to the south of the site for travel in both directions. The M69 forms a strategic link north/south in the direction of Leicester and Coventry, respectively. Locally, the M69 is a six-lane de-restricted motorway.
- 3.4.7 The site is therefore considered to be very well connected to the local and regional highway network. A detailed plan of the local highway network is shown in **Figure 4**.

Figure 4. Local Highway Network



3.5 Local Facilities and Sustainable Travel

Local Facilities

- 3.5.1 The majority of trips that will be made by sustainable modes are for the purpose of commuting, short shopping trips, access to leisure facilities, trips to school and other destinations. Of particular interest are the levels of facilities and services that can be accessed locally.
- 3.5.2 The majority of the local facilities are located in Hinckley, especially around the A47 to the south of the site. Pedestrians can also make use of public right of way (PROW) U43 to reach the various facilities within Barwell. Facilities within Hinckley include education, retail, employment, health and recreation facilities.
- 3.5.3 **Table 1** displays a sample of key facilities near the site.

Table 1. Local Amenities

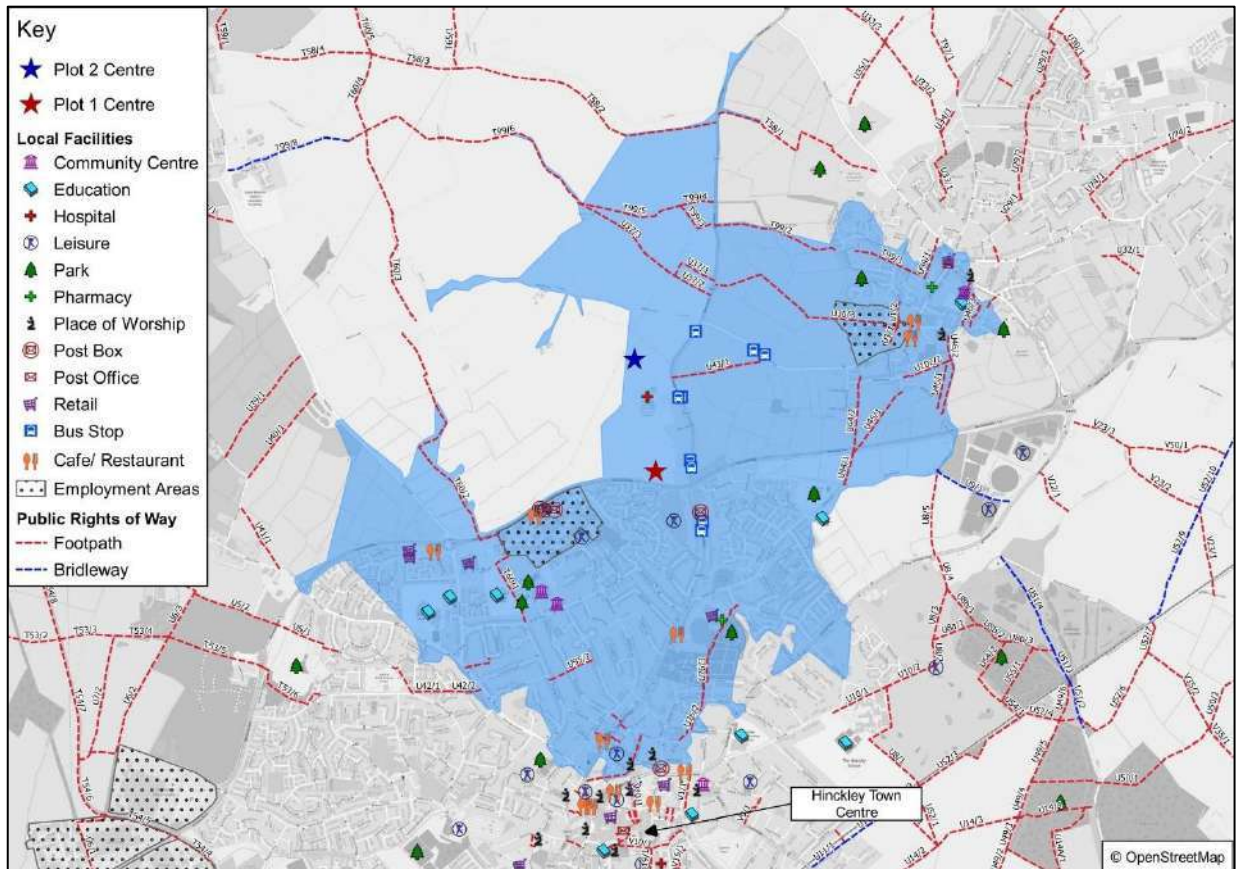
Amenity Type	Amenity	Approximate Walking Distance (metres)	Approximate Walking Time	Approximate Cycle Time
Health	Hinckley and Bosworth Community Hospital	475m	5 ½ minutes	1 ½ minutes
Education	Primary School (Proposed and safeguarded as part of application 23/00432/OUT)	850m	10 minutes	2 ½ minutes
Employment	Mill Street Industrial Estate	1,365m	16 ½ minutes	4 minutes
Recreation	Ashby Road Sports Club	1,445m	17 minutes	4 ½ minutes
Recreation	Field Health & Fitness Club	1,605m	19 minutes	5 minutes
Retail	Barnwell High Street	1,685m	20 minutes	5 minutes
Employment	Barleyfield Industrial Estate	1,765m	21 minutes	5 ½ minutes
Recreation	McDonald's	1,765m	21 minutes	5 ½ minutes
Education	Dorothy Goodman Secondary School	1,765m	21 minutes	5 ½ minutes
Recreation	The George Ward Centre	2,000m	24 minutes	6 minutes

3.5.4 **Table 1** shows that a range of amenities are within a short walking/cycle distance of the site.

Existing Opportunities for Pedestrian Travel

- 3.5.5 The Guidelines for Providing for Journeys on Foot document describes 'acceptable' walking distances for pedestrians without mobility impairment. It suggests that the maximum walking distance is generally accepted to be 2km.
- 3.5.6 **Figure 5** shows a 2km walking catchment centred at the development site. It should be noted that depending on the actual location of dwellings within the site, some will be located slightly closer and some further away from the identified facilities.

Figure 5. 2km Pedestrian Catchment

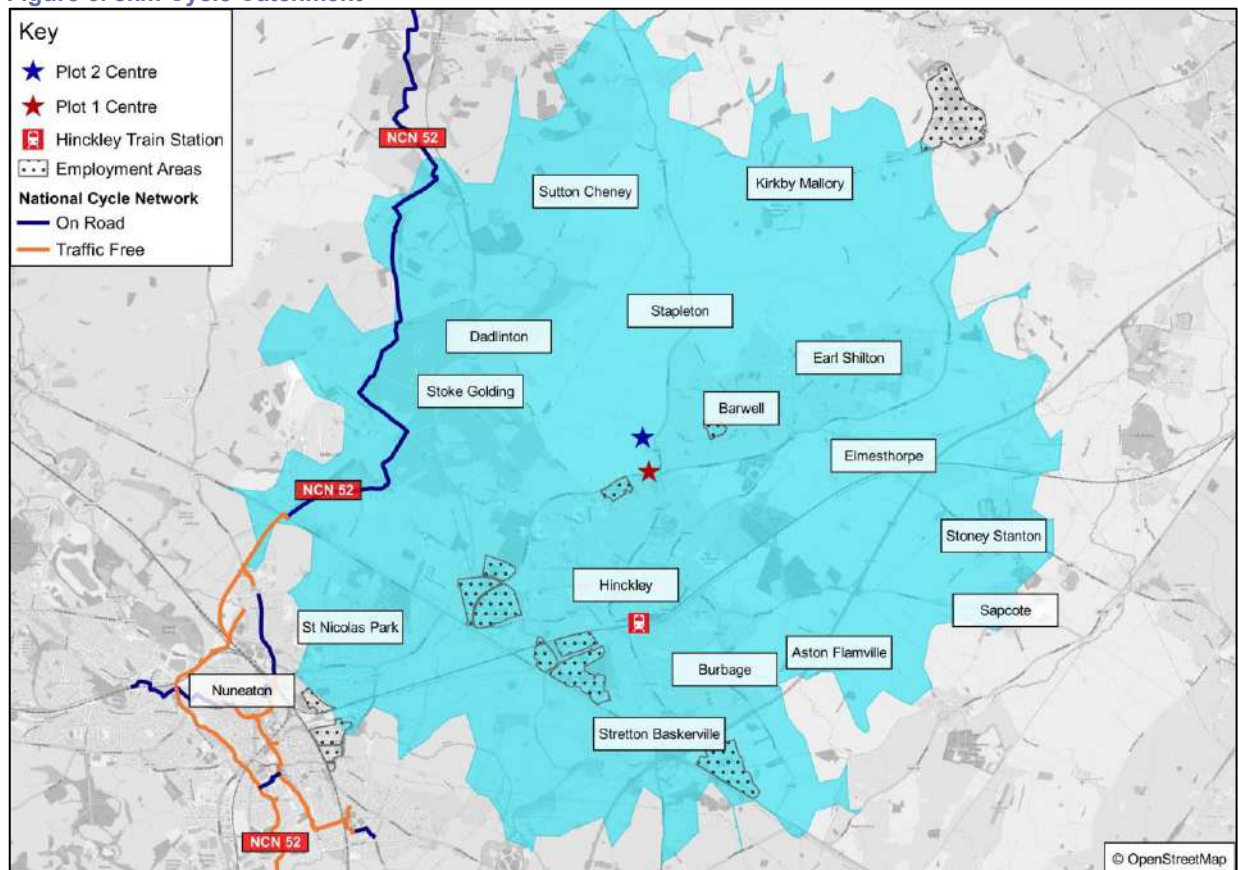


- 3.5.7 **Figure 5** shows that the northern section of Hinckley and the western area of Barwell which includes the main high street of the village is within a 2km walk of the site.
- 3.5.8 Throughout the main urban area of Hinckley, most roads are restricted to 30mph except for the A47 which is limited to 40mph. These benefit from footways on both sides of the road with street lighting and dropped kerb crossing points across side roads to facilitate pedestrian travel.
- 3.5.9 A street lit footway is available on the A447 which varies between the eastern and western sides of the road. PROW Footpath U43 routes east off this footway to Hinckley Road. This footway also continues north on the A447 to the crossroads in order to supply the several bus stops adjacent to the junction. This footway connects into the A47 and its various pedestrian provisions.
- 3.5.10 Along the majority of the A47 is a segregated footway/cycleway as well as a few small sections of shared footway/cycleways. Both sets of infrastructure are street lit and benefit from dropped kerbs across side roads, with tactile paving present at crossing points west of Cornfield.
- 3.5.11 On all four arms of the A447/A47/B4667 are crossing points that requires pedestrians to cross safely between traffic phases. These crossings all have a central pedestrian refuge as well as being supported by dropped kerbs and tactile paving.
- 3.5.12 Furthermore, a number of Public Right of Way (PROW) routes are present across Hinckley and Barwell. These include PROW Footpath U43 which provides a connection between the A447 adjacent to the site and Hinckley Road. The majority of the PROW's occur towards the centre of the urban areas of Hinckley and Barwell. These are also shown in **Figure 5**.

Existing Opportunities for Cycle Travel

- 3.5.13 Local Transport Note (LTN) 1/04 states that there are limits to the distances generally considered acceptable for cycling. The mean average length for cycling is 4km (2.4 miles), although journeys of up to three times this distance are not uncommon for regular commuters. It is widely considered that cycling has the potential to substitute for short car trips, particularly those under 5km, and form part of a longer multi modal journey by public transport.
- 3.5.14 LTN 1/20 states “Recent growth of cycling recorded in central London and other towns and cities following programmes of investment have illustrated that there is significant potential for change in travel behaviour and that more people cycle for everyday journeys where acceptable conditions are provided. Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking. For schoolchildren the opportunities are even greater: three quarters of children live within a 15-minute cycle ride of a secondary school, while more than 90% live within a 15-minute walk of a primary school”. Cycling is therefore an important journey to work mode that has the potential to substitute for short car journeys.
- 3.5.15 **Figure 6** presents the 8km cycle catchment from the site. It shows that most of southwestern Leicester are within a reasonable cycle distance of the site. **Figure 6** also shows local cycle infrastructure in the area. This includes National Cycle Network (NCN) Route 52 which routes along the western side of the 8km catchment between the villages of Higham on the Hill and Shenton. The entirety of NCN Route 52 between these villages is on-road.

Figure 6. 8km Cycle Catchment



- 3.5.16 **Figure 7** shows an extract of an LCC cycle map for Hinckley (produced by ChooseHowYouMove) within the vicinity of the development.

Figure 7. Cycle Map Extract - LCC



- 3.5.17 The cycle infrastructure within the vicinity of Hinckley allows for cyclists to reach important employment centres, such as Barleyfield Industrial Estate and Hinckley Retail Park. The majority of this infrastructure comes in the form of shared and segregated footway/cycleways along the A47, which also provides additional routes to further amenities closer to Hinckley Town Centre via shared footway/cycleways along various sections.
- 3.5.18 The above demonstrates that the development is within a convenient walking / cycle distance of key destinations including retail, education and employment opportunities.

Active Travel Audit

- 3.5.19 Pell Frischmann undertook an Active Travel Audit of walking and cycling routes to / from and through the site on 24/02/25 during daytime hours. This audit included both walking and cycling key routes within the vicinity of and through the site.
- 3.5.20 As part of this audit, Pell Frischmann undertook a detailed Walking Route Audit Tool (WRAT) and a Cycling Level of Service (CLOS) with the guidance set out within LTN 1/20 as well as Active Travel England's Planning Application Assessment Toolkit. The outputs of which are presented within an Active Travel Strategy Technical Note. This also includes the distribution and assignment of pedestrian and cyclist trips to key local facilities. This is shown within **Appendix E**.

Existing Bus Services

- 3.5.21 The nearest bus stop to the proposed development is located approximately a 335m walk southeast of the centre of the site on the A447. The bus stop on the eastern side of the A447 are provided with a shelter, flagpole and timetable information. The bus stop on the western side has a flagpole and timetable information.
- 3.5.22 **Table 2** sets out the typical weekday and weekend frequent bus services near the site.

Table 2. Summary of Bus Services (Approx.)

Service Number and Route	Weekday			Saturday			Sunday		
	First Service	Last Service	Approx. Freq	First Service	Last Service	Approx. Freq	First Service	Last Service	Approx. Freq
148: Coventry - Leicester	06:01	22:40	30 minutes	06:06	22:40	30 minutes	08:13	17:13	60 minutes
148: Leicester - Coventry	05:41	00:07	30 minutes	07:50	00:07	30 minutes	10:05	19:05	60 minutes
158: Nuneaton - Leicester	04:27	23:14	30 minutes	05:37	23:14	30 minutes	08:44	18:44	60 minutes
158: Leicester - Nuneaton	05:11	23:37	30 minutes	06:35	23:38	30 minutes	09:35	20:35	60 minutes
LC6: Coalville - Hinckley	07:54	18:14	4 per day	07:54	18:14	4 per day	-	-	-
LC6: Hinckley - Coalville	08:20	18:40	4 per day	08:20	18:40	4 per day	-	-	-

Note: Timetable information obtained April 2026. First/last service based on time service arrives/leaves the nearest bus stop to the development site (Community Hospital Bus Stop)

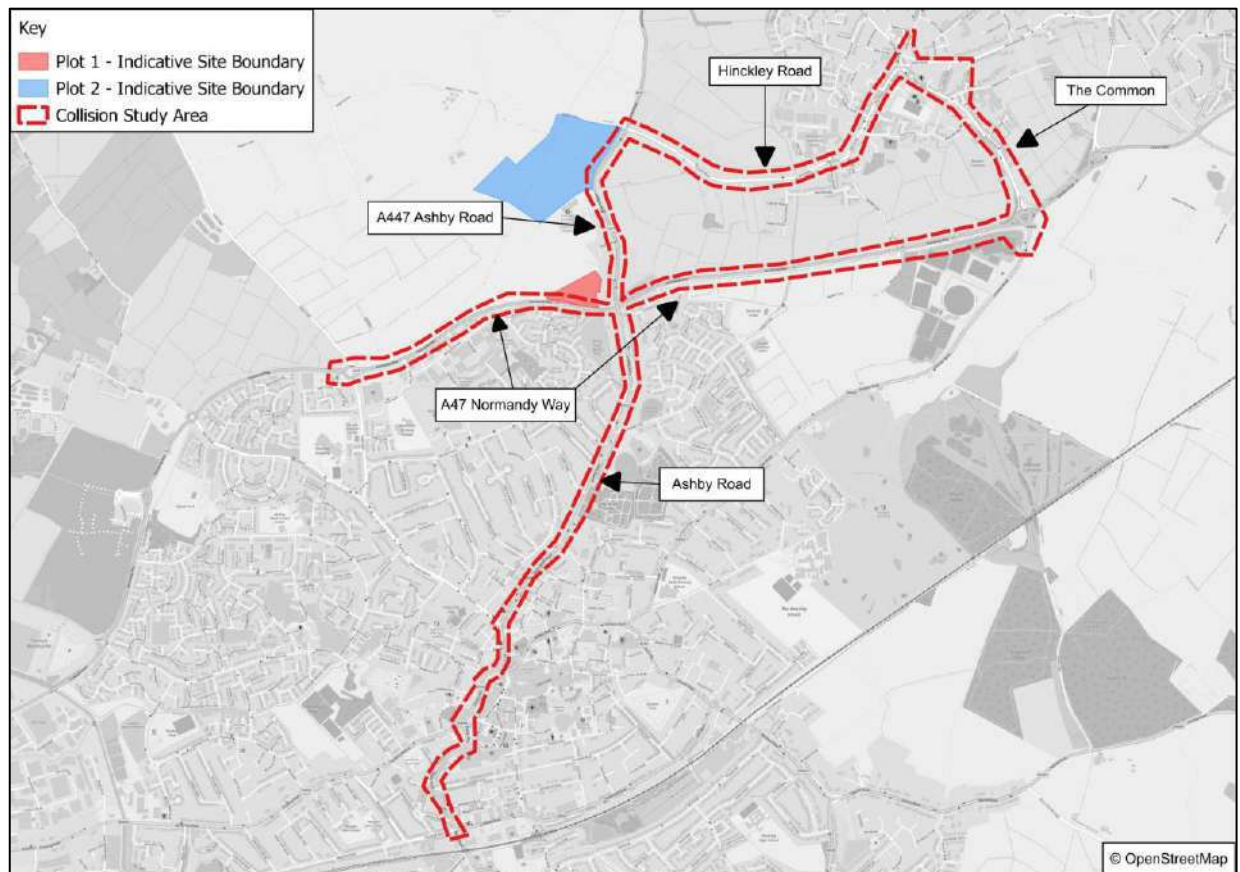
Existing Rail Services

- 3.5.23 The nearest station is Hinckley Railway Station, approximately 3.2km south of the site. The station is managed by East Midlands Railway, which provides direct and frequent services to Coleshill Parkway, Cambridge and Stansted Airport.
- 3.5.24 Parking facilities at the station include 16 secure, sheltered cycle stands. There are also 63 spaces at the station's main car park and 10 spaces in a short-stay car park. Local bus and taxi services are provided at the station. This provides people with the opportunity should they want to continue their multi-modal journey.

3.6 Personal Injury Collisions

- 3.6.1 Personal Injury Collision (PIC) data has been reviewed for the most recent 6-year period (2019-2024) within the immediate vicinity of the site. The detailed assessment of the PICs is provided in the Technical Note provided in **Appendix F**.
- 3.6.2 In summary, a total of 83 PICs were recorded across the study area set out in **Figure 8**. Out of these 83 collisions, 75% were classified as being slight in severity, with 21% classified as serious and 4% classed as fatal. 16 (21%) collisions involved pedestrians, and 10 (13%) collisions involved cyclists.

Figure 8. Collision Study Area



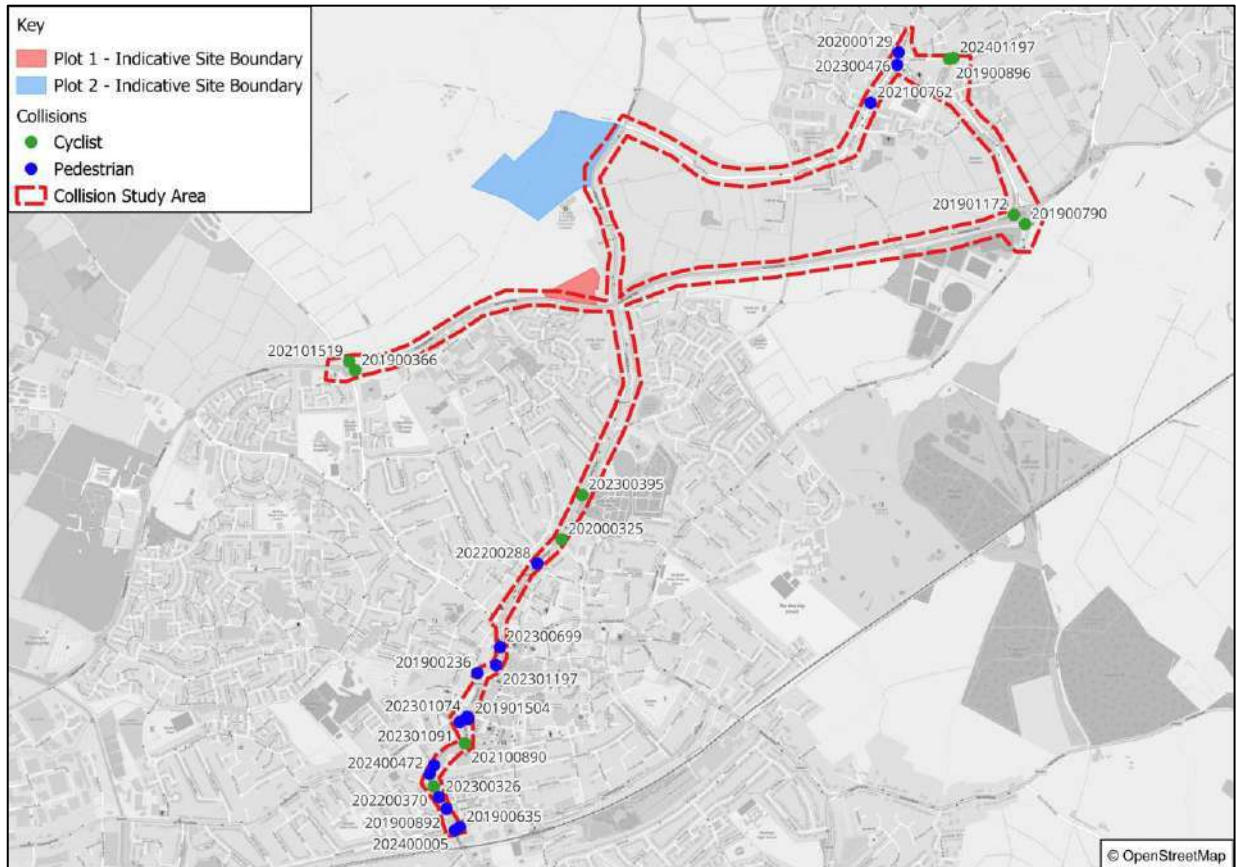
3.6.3 A detailed breakdown of the collisions by severity and year is presented in **Table 3**.

Table 3. Collision Summary

Year / Severity	2019	2020	2021	2022	2023	2024	Total
Slight	16	9	7	7	12	5	56
Serious	2	1	6	2	4	1	16
Fatal	1	0	0	0	1	1	3
Total	19	10	13	9	16	7	75

3.6.4 **Figure 9** shows all 26 collisions involving either pedestrians or cyclists. Of these 26 collisions, 15 collisions (61%) were classified as slight in severity, 9 collisions (35%) were recorded as serious, and 1 collision (4%) was fatal. There were no clusters of pedestrian or cyclist collisions

Figure 9. Collisions Involving Pedestrians and Cyclists



PIC Summary

3.6.5 The majority of collisions occurred due to driver error or adverse weather conditions. It can be said that the road / junction geometries did not contribute to their causes. The main collision hotspots within the study area are:

- The Common / A47 Normandy Way / Leicester Road roundabout – 9 collisions, of which 4 were serious
- A447 Ashby Road / A47 Normandy Way crossroads – 8 collisions, of which 1 was fatal
- Trinity Lane / Coventry Road – 6 collisions, of which 1 was serious
- Rugby Road / Hawley Road / Westfield Road crossroads – 4 collisions, of which 1 was fatal and 2 were serious

3.6.6 The A447 Ashby Road / A47 Normandy Way crossroads, Trinity Lane / Coventry Road and Rugby Road / Hawley Road / Westfield Road crossroads all occur on the route into Hinckley Town Centre, which is a key route for vehicles from the site. No clusters of collisions occurred as they were spread across the junctions.

3.7 Summary

3.7.1 The above demonstrates that the site is in a sustainable location within walking and cycling distance of the local services and amenities given its close proximity to the A47 in Hinckley. The site also benefits from nearby bus services with frequent services to Leicester where the majority of trip demand outside of Hinckley is located.

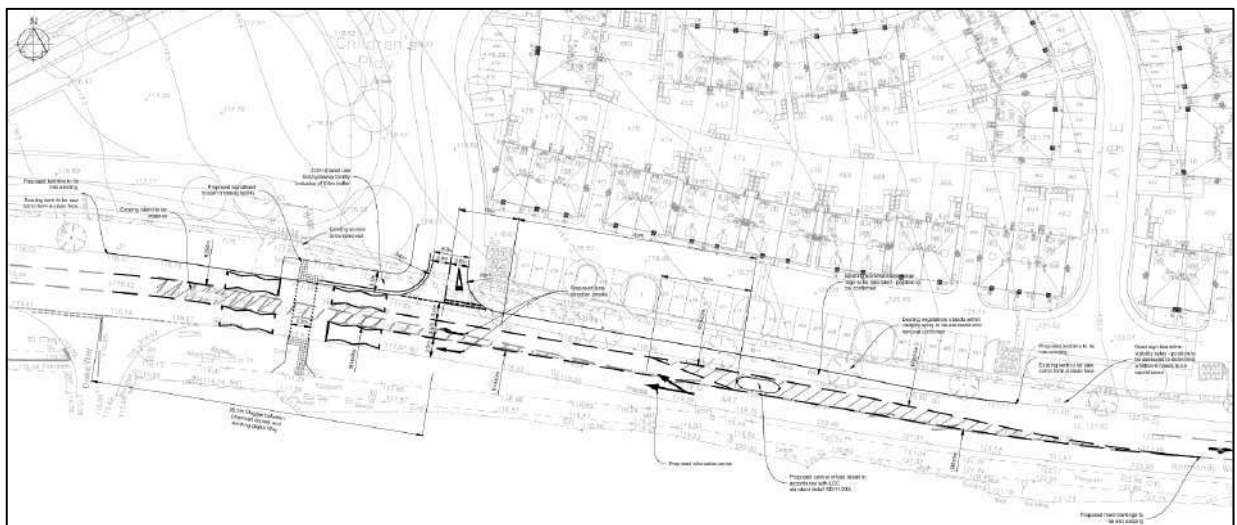
4 Development and Access Proposals

- 4.1.1 Pell Frischmann (PF) has been instructed by Miller Homes (the Client) to provide transport planning and highway consultancy services in connection with two residential developments on sites located to the north of the A47 Normandy Way in Hinckley, Leicestershire. The development proposals are to provide up to approximately 460 dwellings. Plot 1 is to provide up to 60 dwellings and Plot 2 is for up to 400 dwellings.
- 4.1.2 A copy of the concept masterplan is included within **Appendix A**.

4.2 Plot 1 Access

- 4.2.1 Vehicle access to Plot 1 is proposed to be taken in the form of a ghost island right turn served from the A47 Normandy Way along the southern edge of the Plot 1. The existing refuge island will be moved outside of the right-turn storage to the east. The access road is proposed to be 6m with 6 m radii. Visibility splays of 2.4m x 120m has also been plotted for the proposed access. Footways will front the site on both sides. The design also includes for a toucan crossing facility to the west of the proposed access that will connect the new footway on the northern side of the A47 Normandy Way to the shared facility on the south. There is a 55.7m stagger distance between the proposed access and Drake Way. **Figure 10** shows a snapshot of the access design with **Drawing 109523-PEF-ZZ-XX-DR-C-0001-S2-P02** showing the full access design.

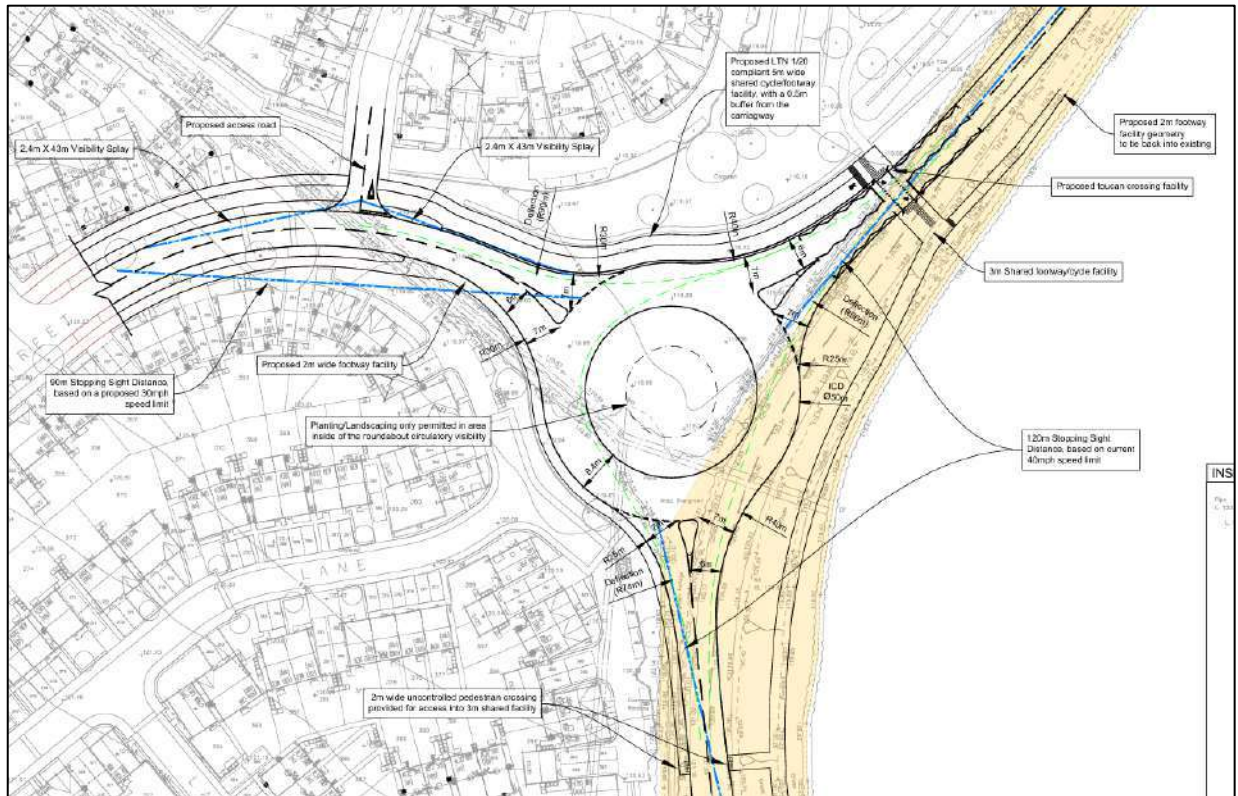
Figure 10. Junction 1 – Plot 1 Access – Layout



4.3 Plot 2 Access

- 4.3.1 Vehicle access to Plot 2 is proposed to be taken in the form of a three-arm roundabout served from the A447 Ashby Road along the eastern edge of the Plot 2. The access road is proposed to be 6.75m wide and the main roundabout 50m ICD. This width is in line with the minimum carriageway width for 'Major Residential Access Roads (Primary Streets)' as stated in LCC's Highway Design Guide. The design also includes for a toucan crossing facility on the roundabout's northeastern arm. **Figure 11** shows a snapshot of the access design with **Drawing 109523-PEF-ZZ-XX-DR-C-0002-S2-P04** showing the full access design.

Figure 11. Junction 2 – Plot 2 Access – Layout



4.4 Sustainable Travel Connections

- 4.4.1 As part of the proposed three-arm roundabout on the A447 Ashby Road, a 5m wide LTN 1/20 compliant shared footway / cycleway with a 0.5m buffer from the carriageway on the northern side of the access, as shown in **Drawing 109523-PEF-ZZ-XX-DR-C-0002-S2-P04**. There will also be a 2m wide footway on the southern side of the access.
- 4.4.2 A toucan crossing will be installed across the re-aligned A447 Ashby Road on the roundabout's northeastern arm, linking the 5m wide shared footway / cycleway to a 2m wide footway. When on the eastern side of the A447 Ashby Road, users routing north will have a new 2m wide footway that ties back into the existing footway. Those travelling south will benefit from a 3m wide shared facility that will continue south along the eastern boundary of the roundabout, and then south along the A447 Ashby Road.
- 4.4.3 Users will be provided with an uncontrolled crossing to the south of the roundabout to connect the shared facility to the footway, to replace the existing unofficial crossing point. Further south of this crossing is a new toucan crossing where users cross the A447 and the shared facility will continue along the western side of the A447 Ashby Road. The shared facility on the western side will use the existing tarmac surface.
- 4.4.4 Both Hinckley Community Hospital bus stops have been redesigned, with the bus lay-bys reduced to 1.5m. These have been narrowed due to highway constraints to provide sufficient space for the 3m wide shared facilities, while still allowing vehicles to pass the lay-bys, even when a bus is present. The eastern bus stop has been moved north of the hospital access to accommodate the toucan crossing. The proposals route down to the A47, then safe crossing of the A47 is provided via signal control, the proposals then tie into the existing shared provision that provides a continuous journey into Hinckley Town Centre.

4.5 Parking Provision

- 4.5.1 The proposed development is within the Hinckley and Bosworth Local Authority area. Hinckley and Bosworth Borough Council's (HBBC) good design guide published in February 2020, sets out that parking standards should follow in line with those set out within LCC's Highway Design Guide sets out the parking guidance for the county. The relevant parking guidance is subsequently set out in **Table 4**.

Table 4. Minimum Residential Parking Standards – LCC Highway Design Guide

Bedrooms	LCC Highway Design Guide (Spaces)
Up to 3 Bedroom Dwellings	2 parking spaces per dwelling
4+ Bedroom Dwellings	3 parking spaces per dwelling
Visitor	0.25 parking spaces per dwelling (on street)

- 4.5.2 The proposed parking is set out in the Masterplan included within **Appendix A**. This includes a mixture of on plot parking as part of allocated spaces in tandem/parallel layouts as well as provision for visitor parking.
- 4.5.3 The LCC Highway Design Guide states that there should be one cycle space for every bedroom, in which the parking must be under cover and secure. This is also the same as that stated in LTN 1/20.
- 4.5.4 The parking provision is provided as stated above. The proposed provision will ensure that an adequate level of parking is provided for the residents and visitors.

4.6 Servicing

- 4.6.1 **Drawings 109523-PEF-ZZ-XX-DR-C-0101-S2-P02** and **109523-PEF-ZZ-XX-DR-C-0103-S2-O02** display the vehicle tracking exercise to show that a refuse vehicle can successfully manoeuvre through the ghost island right turn and roundabout in forward gear respectively. As the request of LCC, the swept path analysis have been undertaken at a forward design speed of 15kph. It should be noted that refuse movements will be infrequent in nature and likely undertaken outside of peak highway periods.

5 Trip Generation, Distribution and Assignment

5.1 Introduction

- 5.1.1 To quantify the impact of the proposed development on the local transport system, the number of person trips for all modes of transport that are likely to be generated by the development should be calculated.

5.2 Vehicle Trip Generation

- 5.2.1 Following discussions with LCC, it was agreed that the trip rates used within the 15/00188/OUT would be used for the purposes of this assessment in order to provide consistency across the wider development scheme. LCC re-confirmed their satisfaction with the trip rates in the pre-application response. Therefore, these trip rates represent a robust worst-case assessment. The development proposals for the site are for approximately 60 dwellings in Plot 1 and approximately 400 dwellings in Plot 2.
- 5.2.2 **Table 5** shows the approved residential trip rates and subsequent trip generation for the proposed development.

Table 5. Vehicle Trip Rates and Generation

Time Period	Vehicle Trip Rates (Per Dwelling)			Traffic generation (Plot 1 – 60 Dwellings)			Traffic Generation (Plot 2 – 400 Dwellings)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way	Arrival	Departure	Two-way
AM Peak (08:00 – 09:00)	0.148	0.425	0.573	9	26	35	59	170	229
PM Peak (17:00 – 18:00)	0.409	0.244	0.653	25	15	40	164	98	262
Daily	2.204	2.183	4.387	132	131	283	882	873	1,755

- 5.2.3 As shown in **Table 5**, the Plot 1 proposed development could be expected to generate up to a total of 35 two-way vehicle trips during the AM highway peak, 40 two-way vehicle trips in the PM peak hour and 283 two-way vehicle trips across the day.
- 5.2.4 The proposed development for Plot 2 could be expected to generate up to a total of 229 two-way vehicle trips during the AM highway peak, 262 two-way vehicle trips in the PM peak hour and 1,755 two-way vehicle trips across the day.

5.3 Modal Split

- 5.3.1 To provide a more accurate representation of the existing and forecast modal split anticipated at the development site, the Census Journey to Work data for people traveling to work within the 'Hinckley and Bosworth 007' and 'Hinckley and Bosworth 009' Middle Super Output Areas (MSOA) have been analysed. An average between the two MSOA's was calculated for each dataset.
- 5.3.2 The method of travel data to work for the 2011 and 2021 Census have been examined and modal splits calculated for the average of the two datasets. Work from Home has been excluded. The results are summarised below in **Table 6**.

Table 6. Method of Travel to Work

Method of Travel to Work	2011 (Dataset WP703EW)	2021 (Dataset TS061)	Average
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Car Driver	73.1%	80.9%	77.0%
Pedestrian	11.2%	8.0%	9.6%
Car Passenger	7.4%	4.9%	6.1%
Bus	3.4%	1.9%	2.7%
Bicycle	3.1%	2.0%	2.5%
Motorcycle	0.9%	0.5%	0.7%
Other	0.4%	1.0%	0.7%
Train	0.4%	0.4%	0.4%
Taxi	0.2%	0.3%	0.3%
Light Rail	0.0%	0.1%	0.0%
Total	100%	100%	100%

5.3.3 **Table 6** indicated that currently 3.1% of trips from the site could be made using public transport and 12.2% by walking and cycling.

5.4 Person Trip Generation

5.4.1 The modal splits outlined in **Table 6** have been combined with the vehicle trip generation in **Table 5** to calculate the two-way person trips associated with Plot 1 and Plot 2 shown in **Table 7** and **Table 8** respectively.

Table 7. Multi-Modal Trip Generation – Plot 1

Time Period	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			Daily		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Car Driver	9	26	35	25	15	40	132	131	263
Pedestrian	1	3	4	3	2	5	17	16	33
Car Passenger	1	2	3	2	1	3	11	10	21
Bus	0	1	1	1	1	2	5	5	10
Bicycle	0	1	1	1	0	1	4	4	8
Motorcycle	0	0	0	0	0	0	1	1	2
Other	0	0	0	0	0	0	1	1	2
Train	0	0	0	0	0	0	1	1	2
Taxi	0	0	0	0	0	0	0	0	0
Light Rail	0	0	0	0	0	0	0	0	0
Total	11	33	44	32	19	51	172	169	341

5.4.2 For Plot 1, it is anticipated that there could be approximately 6 additional two-way sustainable trips (walking/cycle/public transport) during the AM peak, 8 two-way trips in the PM highway peak and 53 two-way trips across the day.

Table 8. Multi-Modal Trip Generation – Plot 2

Time Period	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			Daily		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Car Driver	59	170	229	164	98	262	882	873	1755
Pedestrian	7	21	28	21	12	33	110	109	219
Car Passenger	5	14	19	13	8	21	70	70	140
Bus	2	6	8	6	3	9	31	30	61

Bicycle	2	6	8	5	3	8	29	29	58
Motorcycle	1	1	2	1	1	2	7	7	14
Other	1	2	3	2	1	3	8	8	16
Train	0	1	1	1	0	1	4	4	8
Taxi	0	1	1	1	0	1	3	3	6
Light Rail	0	0	0	0	0	0	1	1	2
Total	77	222	299	214	126	340	1145	1134	2279

5.4.3 For Plot 2, it is anticipated that there could be approximately 45 additional two-way sustainable trips (walking/cycle/public transport) during the AM peak, 51 two-way trips in the PM peak and 348 two-way trips across the day.

5.4.4 The person trip generation for Plot 1 shown in **Table 7** and for Plot 2 in **Table 8** have been combined to calculate the total two-way person trip generation for the development, shown in **Table 9**.

Table 9. Multi-Modal Trip Generation – Total Development

Time Period	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			Daily		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Car Driver	68	196	264	189	113	302	1,014	1,004	2,018
Pedestrian	8	24	32	24	14	38	127	125	252
Car Passenger	6	16	22	15	9	24	81	80	161
Bus	2	7	9	7	4	11	36	35	71
Bicycle	2	7	9	6	3	9	33	33	66
Motorcycle	1	1	2	1	1	2	8	8	16
Other	1	2	3	2	1	3	9	9	18
Train	0	1	1	1	0	1	5	5	10
Taxi	0	1	1	1	0	1	3	3	6
Light Rail	0	0	0	0	0	0	1	1	2
Total	88	255	343	246	145	391	1317	1303	2620

5.4.5 Overall, it is anticipated that there could be approximately 51 additional two-way sustainable trips (walking/cycle/public transport) during the AM peak, 59 two-way trips in the PM peak and 401 two-way trips across the day.

5.4.6 Subsequently, the existing nearby infrastructure and facilities are considered sufficient to accommodate the anticipated increased level of users. The site is also located in close proximity to a range of key services and amenities to enable walking/cycle journeys.

5.5 Traffic Impact

5.5.1 As part of the traffic impact assessment of the development, discussions were undertaken with LCC and Leicestershire's NDI team to utilise the Pan-Regional Transport Model (PRTM) to forecast the anticipated traffic volumes on the road network. Its outputs need to be converted to a format that can be applied to understanding the traffic impacts at a local level. The methodology/ inputs for the PRTM were agreed with LCC as part of the PRTM process.

5.5.2 The following modelling runs and scenarios were agreed:

- 2026 'Do Nothing' - (*Furnished Scenario 2*)
- 2026 'Do Something 2' – 2026 'with 100% Plot 1 & 2' - (*Furnished Scenario 4*)

- 2036 'Do Nothing' - (*Furnessed Scenario 8*)
- 2036 'Do Something' - 2036 'With 100% Plots 1 & 2' (without link road) - (*Furnessed Scenario 9*)
- 2036 'Do Something Sensitivity 2' - 2036 'With 100% Plots 1 & 2' + Stoke Road Phase 2 Sensitivity (with link road) - (*Furnessed Scenario 11*)

6 Assessment Parameters

6.1 Introduction

- 6.1.1 This section of the TA describes the key assessment parameters and evidence-based assumption used in this TA. These feed into the formation of the traffic flow diagrams and thus the traffic impact assessment.

6.2 PRTM Assessment

- 6.2.1 Traffic impacts were assessed using information obtained from PRTM (Pan-Regional Transport Model) owned and operated by Leicestershire.
- 6.2.2 The PRTM is a strategic model. Its outputs need to be converted to a format that can be applied to understanding the traffic impacts at a local level. PRTM's output link flows are deemed accurate, but its output turning movements are not. It is therefore necessary to derive forecast turning movements. LCC's modelling team recommend "that the absolute difference in PRTM link flows be used to grow the observed turning count's link totals to create link targets for the doubly constrained Furness process, with the observed turning count's 'turns' forming the prior matrix. Usually, HDM expects to see a relative absolute difference used as the convergence criteria, with a bound of 2% usually being acceptable." That process has been followed, and forecast flows have been produced for the study area junctions.
- 6.2.3 Details of the PRTM approach and methodologies, including the assessment scenarios, were agreed with LCC. The PRTM report subsequently displays the study area based on the PRTM outputs and proposed junctions to be assessed in further detail. A summary of the PRTM report is presented within **Appendix G**.

6.3 Base Traffic Surveys

- 6.3.1 Base classified junction turning count surveys and queue length surveys were undertaken at the off-site junctions on Wednesday 12th February 2025. The surveys were undertaken between 07:00 – 10:00 and 16:00 – 19:00. The survey data is presented within **Appendix H**.

6.4 Assessment Scenarios

- 6.4.1 The following assessment scenarios have been developed from the PRTM assessment:
- 2025 Base
 - 2026 'Do Nothing' - (*Furnessed Scenario 2*)
 - 2026 'Do Something 2' – 2026 'with 100% Plot 1 & 2' - (*Furnessed Scenario 4*)
 - 2036 'Do Nothing' - (*Furnessed Scenario 8*)
 - 2036 'Do Something' - 2036 'With 100% Plots 1 & 2' (without link road) - (*Furnessed Scenario 9*)
 - 2036 'Do Something Sensitivity 2' - 2036 'With 100% Plots 1 & 2' + Stoke Road Phase 2 Sensitivity (with link road) - (*Furnessed Scenario 11*)

- 6.4.2 The assessments of the above years include the weekday peak hours of the local highway network.

6.5 Traffic Flow Diagrams

- 6.5.1 The above key assumptions and assessment parameters have been applied to the traffic survey flows to predict the base and future year traffic flows. The traffic flow diagrams have been used to inform the junction modelling assessments presented in the following section of this report and can be viewed in **Appendix I**.

7 Highway Impact

7.1 Introduction

7.1.1 This section of the highway report examines the impact of the proposed site on the surrounding highway network in terms of junction operation.

7.1.2 The following junctions have been assessed within this section, the junctions for assessment were agreed with LCC in Thursday 16th January 2025.

1. Plot 1 – Site Access
2. Plot 2 – Site Access
3. A47 Normandy Way/ Ashby Road Signals
4. A47 Normandy Way/ Stoke Road Roundabout
5. A447 Ashby Road/ Hinckley Road/ Rouges Lane
6. B4667 Ashby Road/ Derby Road Signals
7. B4667 Upper Bond Street/ Hollycroft Signals
8. B590 Trinity Lane/ Coventry Road Signals
9. B590 Trinity Lane/ Rugby Road Signals
10. B4109 Rugby Road/ Hawley Road/ Westfield Road Signals
11. High Street/ Stapleton Lane/ Shilton Road/ Chapel Street
12. A47 Normandy Way/ B4668 Leicester Road/ The Common Roundabout

7.1.3 **Figure 12** displays the location of the assessment junctions.

Figure 12. Assessed Junctions



7.2 Modelling Software and Interpretation

- 7.2.1 The traffic impact of the proposals has been assessed using TRL industry-standard modelling software JUNCTIONS 11 (PICADY) for priority junctions.
- 7.2.2 PICADY models return results in Ratio to Flow Capacity (RFC) and queueing in each 15-minute time segment, measured in the number of passenger car units (PCUs).
- 7.2.3 RFC values between 0.00 and 0.85 indicate satisfactory operating conditions, values of between 0.85 and 1.00 represent variable operation (i.e., queues building at the junction resulting in increased vehicle delay moving through the junction). RFC values in excess of 1.00 represent overloaded conditions.
- 7.2.4 The traffic impact of the proposals has been assessed using JCT industry-standard modelling software LinSig for signal-controlled junctions.
- 7.2.5 The results from LinSig models are expressed in Practical Reserve Capacity (PRC), which is calculated based on a maximum Degree of Saturation (DoS) on each signalised approach and is a measure of how much additional traffic could pass through a junction whilst maintaining a maximum DoS of 90% on all links/streams. Therefore, if the worst link's DoS is 90%, the PRC then would be 0%. Negative numbers indicate that the junction would experience longer delays and overloading.
- 7.2.6 The DoS is a function of Demand vs Capacity and the results are interpreted using the following bands:
- 0%-90% - The junction operates within capacity; traffic clears the junction every cycle of the signals.
 - 90%-100% - Traffic will experience some delay; it is unlikely as to whether every queued vehicle at the start of the green phase will clear the junction within the same cycle, an arm experiencing a DoS above 90% is considered to be failing.
 - 100%+ - The arm is significantly over capacity; queues may exponentially increase as traffic struggles to clear the junction.
- 7.2.7 LinSig also illustrates the queuing results as Mean Maximum Queuing (MMQ), which is the estimated mean number of vehicles (or PCUs) that have added onto the back of the queue up to the time when the queue finally clears at the junction stop line.

7.3 Junction 1 – Plot 1 Site Access

- 7.3.1 The Plot 1 site access is proposed to be a ghost island arrangement (Described within Section 4) accessed from the A47 Normandy Way. The junction has been modelled using Junctions 11 software. **Table 10** summarises the operation of the existing layout of the junction. The full model outputs are contained within **Appendix J**.

Table 10. Junction 1 – Plot 1 Access – Capacity Model Results

Arm/ Link	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2026 'Do Something 2' – 2026 'with 100% Plot 1 & 2' - (Furnished Scenario 4)						
Site Access	0	14	0.10	0	14	0.06
A47 Normandy Way RT	0	9	0.02	0	10	0.05
2036 'Do Something' - 2036 'With 100% Plots 1 & 2' (without link road) - (Furnished Scenario 9)						
Site Access	1	151	0.56	1	108	0.33
A47 Normandy Way RT	0	10	0.02	0	12	0.07
2036 'Do Something Sensitivity 2' - 2036 'With 100% Plots 1 & 2' + Stoke Road Phase 2 Sensitivity (with link road) - (Furnished Scenario 11)						

Site Access	0	26	0.17	0	22	0.09
A47 Normandy Way RT	0	10	0.02	0	11	0.06

- 7.3.2 The results of the capacity modelling show that without the proposed link road the junction and specifically the site access arm would operate with significant delay. However, the junction lies between the signalised crossroads of the A47/ A447 and the A47/ Stoke Road roundabout where gaps would be created, the proposed crossing to the west of the junction would also create gaps for the limited number of vehicles using the access arm to exit. Therefore, the access would be considered to work within capacity.

7.4 Junction 2 – Plot 2 Site Access

- 7.4.1 The Plot 2 site access is proposed to be a three arm roundabout (Described within Section 4) accessed from the A447 Ashby Road. The junction has been modelled using Junctions 11 software. **Table 11** summarises the operation of the existing layout of the junction. The full model outputs are contained within **Appendix K**.

Table 11. Junction 2 - Plot 2 Access - Capacity Model Results

Arm/ Link	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2026 'Do Something 2' – 2026 'with 100% Plot 1 & 2' - (Furnished Scenario 4)						
A447 Ashby Road (South)	1	6	0.48	1	6	0.53
Site Access	0	5	0.21	0	4	0.12
A447 Ashby Road (North)	1	6	0.50	1	5	0.47
2036 'Do Something' - 2036 'With 100% Plots 1 & 2' (without link road) - (Furnished Scenario 9)						
A447 Ashby Road (South)	2	8	0.64	2	9	0.70
Site Access	0	6	0.24	0	5	0.13
A447 Ashby Road (North)	1	5	0.42	1	4	0.38
2036 'Do Something Sensitivity 2' - 2036 'With 100% Plots 1 & 2' + Stoke Road Phase 2 Sensitivity (with link road) - (Furnished Scenario 11)						
A447 Ashby Road (South)	2	8	0.58	2	8	0.61
Site Access	1	7	0.40	1	6	0.34
A447 Ashby Road (North)	1	6	0.56	1	5	0.47

- 7.4.2 The results of the capacity modelling shows that the proposed layout of the access roundabout would operate within capacity in all scenarios.

7.5 Junction 3 – A47 Normandy Way/ Ashby Road Signals

- 7.5.1 The A47 Normandy Way/ Ashby Road junction is a four-arm signalised junction with two-lane approaches on all arms. The junction has been modelled using LinSig software. **Table 12** summarises the operation of the existing layout of the junction. The full model outputs are contained within **Appendix L**. The junction model has been built upon from approved application 23/00432/OUT.

Table 12. Junction 3 - A47 Normandy Way/ Ashby Road Signals - Capacity Results

Arm/ Link	AM Peak			PM Peak		
	MMQ (PCU)	Ave Delay (s)	DoS (%)	MMQ (PCU)	Ave Delay (s)	DoS (%)
2025 Base						
Ashby Road (North)	9	26	77.2%	8	30	74.0%
A47 (East)	9	33	66.4%	8	26	57.3%

Ashby Road (South)	8	19	56.0%	9	25	61.7%
A47 (West)	12	36	79.2%	13	30	75.9%
Overall PRC (%)	13.7%			18.5%		
2026 ‘Do Nothing’ - (Furnished Scenario 2)						
Ashby Road (North)	11	29	81.8%	9	32	77.8%
A47 (East)	10	34	70.0%	8	27	58.6%
Ashby Road (South)	12	35	76.2%	11	36	75.9%
A47 (West)	12	36	78.2%	13	31	76.5%
Overall PRC (%)	10.0%			15.7%		
2026 ‘Do Something 2’ – 2026 ‘with 100% Plot 1 & 2’ - (Furnished Scenario 4)						
Ashby Road (North)	12	29	85.4%	9	31	79.7%
A47 (East)	10	36	71.3%	9	29	61.7%
Ashby Road (South)	9	19	57.4%	12	35	78.9%
A47 (West)	13	41	85.8%	13	33	79.3%
Overall PRC (%)	4.9%			12.9%		
2026 ‘Do Nothing’ - (Furnished Scenario 8)						
Ashby Road (North)	12	38	88.8%	11	46	87.3%
A47 (East)	17	42	89.5%	13	30	79.5%
Ashby Road (South)	9	23	60.0%	13	44	84.7%
A47 (West)	17	42	90.1%	17	33	86.9%
Overall PRC (%)	-0.1%			3.1%		
2026 ‘Do Something’ - 2026 ‘With 100% Plots 1 & 2’ (without link road) - (Furnished Scenario 9)						
Ashby Road (North)	12	35	87.8%	15	73	96.0%
A47 (East)	18	46	91.2%	20	51	96.0%
Ashby Road (South)	9	22	57.3%	21	73	95.9%
A47 (West)	20	50	93.9%	19	38	90.6%
Overall PRC (%)	-4.3%			-6.7%		
2026 ‘Do Something Sensitivity 2’ - 2026 ‘With 100% Plots 1 & 2’ + Stoke Road Phase 2 Sensitivity (with link road) - (Furnished Scenario 11)						
Ashby Road (North)	11	45	87.0%	7	36	75.6%
A47 (East)	12	24	74.2%	15	32	83.2%
Ashby Road (South)	14	44	84.9%	14	34	81.5%
A47 (West)	15	30	83.0%	14	31	81.5%
Overall PRC (%)	3.5%			8.2%		

7.5.2 The existing layout of the junction is expected to work over capacity with large queues in the AM and PM peak 'Do Something' without link road scenarios.

7.5.3 A mitigation scheme was developed by application 23/00432/OUT (shown in drawing T19595.007 rev B within that applications Transport Assessment), The scheme involves providing an additional left turn lane on the Ashby Road southern arm, whilst widening the A47 western arm to accommodate two lanes of traffic exiting the junction. Lane designation has also been adjusted to provide an ahead and right lane, and an ahead and left lane. Pedestrian improvements are also proposed at the junction which involve provision of staggered pedestrian crossing on the A47 west arm and both Ashby Road arms, whereas at present only uncontrolled pedestrian facilities are available at the junction. **Table 13** shows the results of the mitigation at the junction. The mitigation model outputs are contained within **Appendix M**.

Table 13. Junction 3 - A47 Normandy Way/ Ashby Road Signals – Mitigation Capacity Results

Arm/ Link	AM Peak	PM Peak
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	MMQ (PCU)	Ave Delay (s)	DoS (%)	MMQ (PCU)	Ave Delay (s)	DoS (%)
2025 Base						
Ashby Road (North)	9	24	69.4%	9	30	69.6%
A47 (East)	9	35	69.7%	8	26	57.3%
Ashby Road (South)	8	18	52.6%	8	25	60.2%
A47 (West)	11	31	70.0%	11	24	70.0%
Overall PRC (%)	28.6%			28.6%		
2026 ‘Do Nothing’ - (Furnished Scenario 2)						
Ashby Road (North)	11	24	74.9%	9	30	72.0%
A47 (East)	10	39	74.6%	9	27	59.6%
Ashby Road (South)	7	16	50.9%	8	24	56.9%
A47 (West)	11	32	71.8%	12	26	72.8%
Overall PRC (%)	20.1%			23.6%		
2026 ‘Do Something 2’ – 2026 ‘with 100% Plot 1 & 2’ - (Furnished Scenario 4)						
Ashby Road (North)	14	25	79.9%	10	30	73.5%
A47 (East)	11	42	78.8%	9	29	61.7%
Ashby Road (South)	7	16	52.0%	9	24	63.2%
A47 (West)	12	36	78.0%	12	27	74.1%
Overall PRC (%)	12.7%			21.4%		
2036 ‘Do Nothing’ - (Furnished Scenario 8)						
Ashby Road (North)	15	37	84.9%	10	40	79.1%
A47 (East)	16	39	87.1%	13	31	79.5%
Ashby Road (South)	9	23	58.6%	10	32	71.3%
A47 (West)	14	31	81.6%	13	22	77.0%
Overall PRC (%)	3.3%			13.2%		
2036 ‘Do Something’ - 2036 ‘With 100% Plots 1 & 2’ (without link road) - (Furnished Scenario 9)						
Ashby Road (North)	17	40	88.1%	12	51	87.1%
A47 (East)	16	40	88.0%	15	36	86.0%
Ashby Road (South)	9	23	57.3%	12	35	76.2%
A47 (West)	15	31	82.6%	13	19	75.7%
Overall PRC (%)	2.1%			3.3%		
2036 ‘Do Something Sensitivity 2’ - 2036 ‘With 100% Plots 1 & 2’ + Stoke Road Phase 2 Sensitivity (with link road) - (Furnished Scenario 11)						
Ashby Road (North)	12	40	79.8%	7	41	75.6%
A47 (East)	13	27	76.5%	14	29	80.6%
Ashby Road (South)	11	33	73.4%	14	38	81.5%
A47 (West)	13	25	77.0%	11	21	71.0%
Overall PRC (%)	12.8%			10.4%		

7.5.4 The results of the capacity modelling shows that the proposed mitigation layout of the junction proposed by application 23/00432/OUT would operate within the theoretical maximum capacity in all scenarios.

7.6 Junction 4 – A47 Normandy Way/ Stoke Road Roundabout

7.6.1 The A47 Normandy Way/ Stoke Road roundabout is a five-arm roundabout with two-lane approaches on all arms except for the A47 (East) which is three-arm entry. The junction has been modelled using Junctions 11 software. **Table 14** summarises the operation of the junction. The full model outputs are contained within **Appendix N**.

- 7.6.2 The junction model has been built upon from approved application 23/00432/OUT. The model included calibrations for uneven lane usage that have been replicated within this base model.

Table 14. Junction 4 - A47 Normandy Way/ Stoke Road Roundabout – Capacity Results

Arm/ Link	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2025 Base						
Stoke Road – North	1	6	0.51	0	4	0.23
A47 – East	2	7	0.70	3	9	0.77
Stoke Road – South	1	5	0.44	1	5	0.37
Sword Drive	0	6	0.16	0	5	0.14
A47 - West	2	8	0.66	3	13	0.77
2026 ‘Do Nothing’ - (Furnished Scenario 2)						
Stoke Road – North	1	6	0.48	0	4	0.21
A47 – East	3	8	0.73	4	10	0.79
Stoke Road – South	1	6	0.45	1	5	0.41
Sword Drive	0	6	0.16	0	5	0.15
A47 - West	3	10	0.72	4	16	0.81
2026 ‘Do Something 2’ – 2026 ‘with 100% Plot 1 & 2’ - (Furnished Scenario 4)						
Stoke Road – North	1	6	0.52	0	4	0.23
A47 – East	3	9	0.75	4	10	0.79
Stoke Road – South	1	6	0.45	1	5	0.40
Sword Drive	0	6	0.16	0	5	0.14
A47 – West	2	10	0.71	5	19	0.84
2036 ‘Do Nothing’ - (Furnished Scenario 8)						
Stoke Road – North	6	22	0.87	1	6	0.49
A47 – East	11	30	0.93	23	52	0.98
Stoke Road – South	2	9	0.61	2	9	0.61
Sword Drive	0	8	0.22	0	8	0.19
A47 - West	7	26	0.89	94	256	1.17
2036 ‘Do Something’ - 2036 ‘With 100% Plots 1 & 2’ (without link road) - (Furnished Scenario 9)						
Stoke Road – North	6	22	0.87	1	6	0.53
A47 – East	11	30	0.93	23	52	0.99
Stoke Road – South	2	9	0.61	22	9	0.61
Sword Drive	0	8	0.22	0	8	0.19
A47 - West	7	26	0.89	94	256	1.18
2036 ‘Do Something Sensitivity 2’ - 2036 ‘With 100% Plots 1 & 2’ + Stoke Road Phase 2 Sensitivity (with link road) - (Furnished Scenario 11)						
Stoke Road – North	8	27	0.91	1	7	0.57
A47 – East	10	31	0.93	12	32	0.94
Stoke Road – South	2	9	0.60	1	9	0.59
Sword Drive	0	9	0.23	0	7	0.19
A47 - West	8	31	0.91	89	236	1.15

- 7.6.3 The existing layout of the junction is expected to work over capacity with large queues in the PM peak ‘Do Something’ scenarios.
- 7.6.4 A mitigation scheme was developed by application 23/00432/OUT (shown on drawing T19595.002 rev D within that applications Transport Assessment), this involves widening the exit lanes on the A47 arms

of the junction to allow the lane designations on the approach arms to be amended to provided two ahead lanes for both eastbound and westbound traffic. **Table 15** shows the results of the mitigation at the junction. The mitigation model outputs are contained within **Appendix O**.

Table 15. Junction 4 - A47 Normandy Way/ Stoke Road Roundabout – Mitigation Capacity Results

Arm/ Link	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2025 Base						
Stoke Road – North	1	6	0.51	0	4	0.23
A47 – East	2	5	0.62	2	6	0.69
Stoke Road – South	1	5	0.44	1	5	0.37
Sword Drive	0	6	0.16	0	5	0.14
A47 - West	1	4	0.45	1	4	0.52
2026 ‘Do Nothing’ - (Furnished Scenario 2)						
Stoke Road – North	1	6	0.48	0	4	0.21
A47 – East	2	6	0.65	2	6	0.71
Stoke Road – South	1	6	0.45	1	5	0.41
Sword Drive	0	6	0.16	0	5	0.15
A47 - West	1	4	0.50	1	5	0.55
2026 ‘Do Something 2’ – 2026 ‘with 100% Plot 1 & 2’ - (Furnished Scenario 4)						
Stoke Road – North	1	6	0.52	0	4	0.23
A47 – East	2	6	0.66	2	6	0.71
Stoke Road – South	1	6	0.45	1	5	0.40
Sword Drive	0	6	0.16	0	5	0.14
A47 – West	1	4	0.49	1	5	0.57
2036 ‘Do Nothing’ - (Furnished Scenario 8)						
Stoke Road – North	6	23	0.87	1	8	0.53
A47 – East	4	11	0.81	7	16	0.88
Stoke Road – South	2	10	0.61	2	9	0.62
Sword Drive	0	8	0.22	0	8	0.19
A47 - West	2	5	0.60	3	9	0.75
2036 ‘Do Something’ - 2036 ‘With 100% Plots 1 & 2’ (without link road) - (Furnished Scenario 9)						
Stoke Road – North	7	24	0.88	1	8	0.58
A47 – East	5	13	0.83	7	16	0.88
Stoke Road – South	2	10	0.64	2	9	0.61
Sword Drive	0	9	0.23	0	8	0.20
A47 - West	2	5	0.61	3	9	0.76
2036 ‘Do Something Sensitivity 2’ - 2036 ‘With 100% Plots 1 & 2’ + Stoke Road Phase 2 Sensitivity (with link road) - (Furnished Scenario 11)						
Stoke Road – North	8	28	0.91	2	8	0.62
A47 – East	4	11	0.80	5	12	0.83
Stoke Road – South	2	10	0.60	2	9	0.60
Sword Drive	0	9	0.23	0	7	0.19
A47 - West	2	5	0.61	3	9	0.75

- 7.6.5 The results of the capacity modelling shows that the proposed mitigation layout of the junction proposed by application 23/00432/OUT would operate with minimal impact on the Stoke Road North arm and nil—detriment on other arms of the roundabout in the Sensitivity test scenario.

7.7 Junction 5 – A447 Ashby Road/ Hinckley Road/ Rouges Lane

7.7.1 The A47 Ashby Road/ Hinckley Road/ Rouges Lane junction is a four-arm crossroads junction with single lane approaches on all arms. The junction has been modelled using Junctions 11 software. **Table 16** summarises the operation of the junction. The full model outputs are contained within **Appendix P**.

Table 16. Junction 5 - A47 Ashby Road/ Hinckley Road/ Rouges Lane – Capacity Results

Arm/ Link	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2025 Base						
Hinckley Road (East) LT	1	19	0.52	1	10	0.34
Hinckley Road (East) RT	0	21	0.23	0	15	0.10
A447 Ashby Road (North) RT	0	7	0.09	0	7	0.00
Rouges Lane (West)	0	14	0.23	0	14	0.27
A447 Ashby Road (South) RT	1	9	0.26	1	8	0.33
2026 ‘Do Nothing’ - (Furnished Scenario 2)						
Hinckley Road (East) LT	1	20	0.54	1	11	0.40
Hinckley Road (East) RT	0	22	0.21	0	15	0.10
A447 Ashby Road (North) RT	0	7	0.09	0	8	0.01
Rouges Lane (West)	1	19	0.39	1	18	0.40
A447 Ashby Road (South) RT	1	9	0.26	1	8	0.30
2026 ‘Do Something 2’ – 2026 ‘with 100% Plot 1 & 2’ - (Furnished Scenario 4)						
Hinckley Road (East) LT	1	21	0.54	1	13	0.44
Hinckley Road (East) RT	0	22	0.25	0	15	0.15
A447 Ashby Road (North) RT	0	7	0.11	0	7	0.01
Rouges Lane (West)	0	16	0.29	1	14	0.32
A447 Ashby Road (South) RT	1	9	0.27	1	8	0.27
2026 ‘Do Nothing’ - (Furnished Scenario 8)						
Hinckley Road (East) LT	1	29	0.50	0	12	0.26
Hinckley Road (East) RT	1	33	0.33	0	18	0.19
A447 Ashby Road (North) RT	1	7	0.29	0	8	0.02
Rouges Lane (West)	1	23	0.37	1	18	0.43
A447 Ashby Road (South) RT	1	10	0.37	0	7	0.22
2026 ‘Do Something’ - 2026 ‘With 100% Plots 1 & 2’ (without link road) - (Furnished Scenario 9)						
Hinckley Road (East) LT	1	28	0.48	0	14	0.27
Hinckley Road (East) RT	1	32	0.35	0	18	0.23
A447 Ashby Road (North) RT	1	8	0.31	0	8	0.06
Rouges Lane (West)	1	23	0.38	1	19	0.45
A447 Ashby Road (South) RT	1	10	0.36	0	7	0.21
2026 ‘Do Something Sensitivity 2’ - 2026 ‘With 100% Plots 1 & 2’ + Stoke Road Phase 2 Sensitivity (with link road) - (Furnished Scenario 11)						
Hinckley Road (East) LT	1	32	0.56	0	11	0.29
Hinckley Road (East) RT	1	40	0.39	0	20	0.20
A447 Ashby Road (North) RT	0	7	0.20	0	8	0.01
Rouges Lane (West)	0	20	0.30	1	18	0.40
A447 Ashby Road (South) RT	1	10	0.37	1	8	0.26

7.7.2 The results of the capacity modelling shows that the existing layout of the junction would operate within capacity in all scenarios.

7.8 Junction 6 – A47 Ashby Road/ Derby Road Signals

- 7.8.1 The A47 Ashby Road/ Derby Road junction is a four-arm signalised junction with two lane approaches on the B4667 Ashby Road and Derby Road arms and single lane approaches on the B4667 Upper Bond Street and Middlefield Street arms. The junction has been modelled using LinSig software. **Table 17** summarises the operation of the junction. The full model outputs are contained within **Appendix Q**.

Table 17. Junction 6 - A47 Ashby Road/ Derby Road Signals – Capacity Results

Arm/ Link	AM Peak			PM Peak		
	MMQ (PCU)	Ave Delay (s)	DoS (%)	MMQ (PCU)	Ave Delay (s)	DoS (%)
2025 Base						
B4667 Ashby Road (NE)	15	29	78.1%	10	23	72.7%
Derby Road	6	66	76.0%	5	64	72.2%
B4667 Upper Bond Street (SW)	11	43	74.3%	13	34	71.4%
Middlefield Street	7	76	76.4%	5	72	73.1%
Overall PRC (%)	15.3%			13.2%		
2026 ‘Do Nothing’ - (Furnished Scenario 2)						
B4667 Ashby Road (NE)	14	28	79.3%	10	24	72.2%
Derby Road	7	68	77.5%	6	70	77.1%
B4667 Upper Bond Street (SW)	10	44	75.1%	14	37	76.4%
Middlefield Street	7	68	78.6%	5	72	74.0%
Overall PRC (%)	13.4%			16.7%		
2026 ‘Do Something 2’ – 2026 ‘with 100% Plot 1 & 2’ - (Furnished Scenario 4)						
B4667 Ashby Road (NE)	16	30	83.1%	11	26	76.1%
Derby Road	7	82	83.0%	6	68	77.8%
B4667 Upper Bond Street (SW)	11	45	76.6%	15	42	80.6%
Middlefield Street	8	79	82.9%	6	84	79.8%
Overall PRC (%)	8.2%			11.7%		
2026 ‘Do Nothing’ - (Furnished Scenario 8)						
B4667 Ashby Road (NE)	18	33	86.2%	10	26	80.4%
Derby Road	9	75	85.9%	7	71	82.4%
B4667 Upper Bond Street (SW)	11	49	79.6%	14	41	82.3%
Middlefield Street	8	88	85.9%	7	90	82.6%
Overall PRC (%)	4.4%			9.0%		
2026 ‘Do Something’ - 2026 ‘With 100% Plots 1 & 2’ (without link road) - (Furnished Scenario 9)						
B4667 Ashby Road (NE)	18	33	86.6%	11	33	84.3%
Derby Road	9	84	88.1%	8	69	83.3%
B4667 Upper Bond Street (SW)	10	49	79.7%	16	46	84.2%
Middlefield Street	8	87	86.3%	7	95	82.8%
Overall PRC (%)	2.2%			6.7%		
2026 ‘Do Something Sensitivity 2’ - 2026 ‘With 100% Plots 1 & 2’ + Stoke Road Phase 2 Sensitivity (with link road) - (Furnished Scenario 11)						
B4667 Ashby Road (NE)	19	37	90.5%	10	29	84.0%
Derby Road	10	86	89.1%	9	77	87.1%
B4667 Upper Bond Street (SW)	11	57	84.7%	16	46	85.6%
Middlefield Street	9	100	89.4%	7	89	82.7%
Overall PRC (%)	-0.6%			3.4%		

- 7.8.2 The results of the capacity modelling shows that the existing layout of the junction would operate within capacity in all scenarios with the exception of the 2036 'Do Something' scenarios in the AM peak, however the impact of the development is deemed negligible with only a 1/2 PCU queue increase on the arms of the junction and minimal delay increase, therefore no mitigation is proposed at this junction.

7.9 Junction 7 – B4667 Upper Bond Street/ Hollycroft Signals

- 7.9.1 The B4667 Upper Bond Street/ Hollycroft junction is a four-arm signalised junction with two lane approaches on the B4667 Upper Bond Street arm and single lane approaches on the remaining three arms, Trinity Lane is exit only onto the junction. The junction has been modelled using LinSig software. **Table 18** summarises the operation of the junction. The full model outputs are contained within **Appendix R**.

Table 18. Junction 7 - B4667 Upper Bond Street/ Hollycroft Signals – Capacity Results

Arm/ Link	AM Peak			PM Peak		
	MMQ (PCU)	Ave Delay (s)	DoS (%)	MMQ (PCU)	Ave Delay (s)	DoS (%)
2025 Base						
B4667 Upper Bond Street (NE)	12	27	64.7%	10	31	63.7%
B4667 Lower Bond Street (SE)	10	40	67.9%	13	34	67.6%
Trinity Lane	11	48	82.7%	12	36	78.9%
Hollycroft	16	37	82.9%	12	41	80.3%
Overall PRC (%)	8.6%			12.1%		
2026 ‘Do Nothing’ - (Furnished Scenario 2)						
B4667 Upper Bond Street (NE)	12	28	66.3%	10	32	64.1%
B4667 Lower Bond Street (SE)	10	39	66.5%	13	34	68.5%
Trinity Lane	10	45	80.5%	12	37	79.9%
Hollycroft	16	37	82.2%	13	41	81.0%
Overall PRC (%)	9.5%			11.2%		
2026 ‘Do Something 2’ – 2026 ‘with 100% Plot 1 & 2’ - (Furnished Scenario 4)						
B4667 Upper Bond Street (NE)	13	29	69.0%	10	32	65.1%
B4667 Lower Bond Street (SE)	11	39	67.4%	14	35	69.5%
Trinity Lane	10	45	80.5%	12	38	81.9%
Hollycroft	16	37	82.2%	13	42	82.1%
Overall PRC (%)	9.5%			9.6%		
2036 ‘Do Nothing’ - (Furnished Scenario 8)						
B4667 Upper Bond Street (NE)	13	29	68.9%	10	30	61.2%
B4667 Lower Bond Street (SE)	11	40	68.6%	15	38	74.8%
Trinity Lane	10	48	83.1%	15	50	89.5%
Hollycroft	17	39	84.4%	17	53	89.8%
Overall PRC (%)	6.6%			0.3%		
2036 ‘Do Something’ - 2036 ‘With 100% Plots 1 & 2’ (without link road) - (Furnished Scenario 9)						
B4667 Upper Bond Street (NE)	13	28	69.0%	9	30	59.9%
B4667 Lower Bond Street (SE)	11	41	69.1%	15	39	75.4%
Trinity Lane	11	51	84.7%	15	51	90.0%
Hollycroft	17	38	83.7%	18	55	90.7%
Overall PRC (%)	6.2%			-0.7%		
2036 ‘Do Something Sensitivity 2’ - 2036 ‘With 100% Plots 1 & 2’ + Stoke Road Phase 2 Sensitivity (with link road) - (Furnished Scenario 11)						
B4667 Upper Bond Street (NE)	15	31	73.4%	9	30	59.6%
B4667 Lower Bond Street (SE)	11	40	67.7%	15	38	75.6%

Trinity Lane	10	47	82.4%	14	49	89.3%
Hollycroft	17	39	84.1%	17	54	90.0%
Overall PRC (%)	7.1%			-0.0%		

- 7.9.2 The results of the capacity modelling shows that the existing layout of the junction would operate within capacity in all scenarios with the exception of the 2036 'Do Something' scenarios in the PM peak, however the impact of the development is deemed negligible with only a 1/2 PCU queue increase on the arms of the junction and minimal delay increase, therefore no mitigation is proposed at this junction.

7.10 Junction 8 – B590 Trinity Lane/ Coventry Road Signals

- 7.10.1 The B590 Trinity Lane/ Coventry Road junction is a four-arm signalised junction with two lane approaches on the B4667 Trinity Road and B4666 Coventry Road arms and single lane approach from the Coventry Road (East) arm and three lane approach from the B4590 Trinity Road arm. The junction has been modelled using LinSig software. **Table 19** summarises the operation of the junction. The full model outputs are contained within **Appendix S**. The junction model has been built upon from application 24/00610/OUT.

Table 19. Junction 8 - B590 Trinity Lane/ Coventry Road Signals – Capacity Results

Arm/ Link	AM Peak			PM Peak		
	MMQ (PCU)	Ave Delay (s)	DoS (%)	MMQ (PCU)	Ave Delay (s)	DoS (%)
2025 Base						
B4667 Trinity Road (North)	11	25	66.2%	10	29	64.4%
Coventry Road (East)	3	45	43.0%	4	44	43.7%
B590 Trinity Road (South)	7	44	67.0%	8	38	65.9%
B4666 Coventry Road (West)	5	29	64.0%	6	31	66.2%
Overall PRC (%)	34.4%			35.9%		
2026 ‘Do Nothing’ - (Furnished Scenario 2)						
B4667 Trinity Road (North)	13	29	71.9%	10	31	66.5%
Coventry Road (East)	3	39	36.0%	4	42	41.0%
B590 Trinity Road (South)	7	46	70.0%	8	38	67.1%
B4666 Coventry Road (West)	7	29	69.3%	6	31	66.5%
Overall PRC (%)	25.2%			34.1%		
2026 ‘Do Something 2’ – 2026 ‘with 100% Plot 1 & 2’ - (Furnished Scenario 4)						
B4667 Trinity Road (North)	13	28	72.3%	10	31	66.9%
Coventry Road (East)	3	41	39.1%	4	42	41.3%
B590 Trinity Road (South)	7	47	70.4%	8	38	67.9%
B4666 Coventry Road (West)	7	31	72.4%	6	30	66.3%
Overall PRC (%)	24.2%			32.6%		
2036 ‘Do Nothing’ - (Furnished Scenario 8)						
B4667 Trinity Road (North)	14	31	76.0%	11	32	69.0%
Coventry Road (East)	4	39	38.1%	4	42	43.0%
B590 Trinity Road (South)	7	49	73.6%	9	38	69.1%
B4666 Coventry Road (West)	8	31	74.1%	7	32	70.3%
Overall PRC (%)	18.3%			28.1%		
2036 ‘Do Something’ - 2036 ‘With 100% Plots 1 & 2’ (without link road) - (Furnished Scenario 9)						
B4667 Trinity Road (North)	15	31	76.8%	11	32	68.9%
Coventry Road (East)	4	39	38.1%	4	42	43.6%
B590 Trinity Road (South)	7	50	73.5%	9	38	70.3%

B4666 Coventry Road (West)	8	31	73.9%	7	32	69.9%
Overall PRC (%)	17.2%			28.0%		
2036 ‘Do Something Sensitivity 2’ - 2036 ‘With 100% Plots 1 & 2’ + Stoke Road Phase 2 Sensitivity (with link road) - (Furnished Scenario 11)						
B4667 Trinity Road (North)	15	32	77.5%	11	33	69.1%
Coventry Road (East)	4	39	38.3%	4	42	44.5%
B590 Trinity Road (South)	7	50	73.8%	9	39	71.2%
B4666 Coventry Road (West)	8	31	75.0%	7	32	69.9%
Overall PRC (%)	16.1%			26.3%		

7.10.2 The results of the capacity modelling shows that the exiting layout of the junction would operate within capacity in all scenarios.

7.11 Junction 9 – B590 Trinity Lane/ Rugby Road Signals

7.11.1 The B590 Trinity Lane/ Rugby Road junction is a three-arm signalised junction with two lane approach on the B590 Trinity Road (South) arm, single lane approach from the B590 Trinity Road (North) arm and two-lane approach from the Rugby Road arm, with one being a give-way movement onto the junction. The junction has been modelled using LinSig software. **Table 20** summarises the operation of the junction. The full model outputs are contained within **Appendix T**. The junction model has been built upon from application 24/00610/OUT.

Table 20. Junction 9 - B590 Trinity Lane/ Rugby Road Signals – Capacity Results

Arm/ Link	AM Peak			PM Peak		
	MMQ (PCU)	Ave Delay (s)	DoS (%)	MMQ (PCU)	Ave Delay (s)	DoS (%)
2025 Base						
B590 Trinity Lane (North)	4	5	31.3%	4	7	30.9%
Rugby Road	2	45	31.7%	3	40	38.6%
B590 Trinity Lane (South)	3	5	31.9%	4	8	39.2%
Overall PRC (%)	182.0%			129.4%		
2026 ‘Do Nothing’ - (Furnished Scenario 2)						
B590 Trinity Lane (North)	4	5	35.3%	4	7	31.3%
Rugby Road	2	47	33.1%	3	40	39.2%
B590 Trinity Lane (South)	3	5	31.8%	4	8	40.2%
Overall PRC (%)	154.8%			124.1%		
2026 ‘Do Something 2’ – 2026 ‘with 100% Plot 1 & 2’ - (Furnished Scenario 4)						
B590 Trinity Lane (North)	4	5	35.6%	4	7	31.4%
Rugby Road	2	50	36.1%	3	40	39.4%
B590 Trinity Lane (South)	3	3	31.4%	5	8	40.9%
Overall PRC (%)	149.5%			120.1%		
2036 ‘Do Nothing’ - (Furnished Scenario 8)						
B590 Trinity Lane (North)	5	5	38.6%	4	7	31.7%
Rugby Road	2	50	35.6%	3	42	41.5%
B590 Trinity Lane (South)	3	5	31.8%	5	7	43.4%
Overall PRC (%)	133.3%			107.5%		
2036 ‘Do Something’ - 2036 ‘With 100% Plots 1 & 2’ (without link road) - (Furnished Scenario 9)						
B590 Trinity Lane (North)	5	5	38.7%	4	6	31.2%
Rugby Road	2	50	35.6%	3	44	44.0%
B590 Trinity Lane (South)	3	5	31.7%	5	7	43.6%

Overall PRC (%)	132.5%			104.3%		
2036 'Do Something Sensitivity 2' - 2036 'With 100% Plots 1 & 2' + Stoke Road Phase 2 Sensitivity (with link road) - (Furnished Scenario 11)						
B590 Trinity Lane (North)	5	5	38.8%	4	6	31.2%
Rugby Road	2	52	38.6%	3	44	44.7%
B590 Trinity Lane (South)	3	4	31.3%	5	7	44.3%
Overall PRC (%)	132.2%			101.3%		

7.11.2 The results of the capacity modelling shows that the exiting layout of the junction would operate within capacity in all scenarios.

7.12 Junction 10 – B4109 Rugby Road/ Hawley Road/ Westfield Road Signals

7.12.1 The B4109 Rugby Road/ Hawley Road/ Westfield Road is a four-arm signalised junction with two lane approaches on the B590 Rugby Road (North), B590 Rugby Road (South) and Westfield Road arms and three lane approach from the Hawley Road (East) arm. Left turns are banned from the Westfield Road Arm. The junction has been modelled using LinSig software. **Table 21** summarises the operation of the junction. The full model outputs are contained within **Appendix U**. The junction model has been built upon from application 24/00610/OUT.

Table 21. Junction 10 - B4109 Rugby Road/ Hawley Road/ Westfield Road Signals – Capacity Results

Arm/ Link	AM Peak			PM Peak		
	MMQ (PCU)	Ave Delay (s)	DoS (%)	MMQ (PCU)	Ave Delay (s)	DoS (%)
2025 Base						
B590 Rugby Road (North)	9	23	58.0%	9	25	62.1%
Hawley Road (East)	6	60	76.5%	7	55	77.9%
B590 Rugby Road (South)	17	25	79.4%	16	28	79.5%
Westfield Road (West)	7	47	76.6%	7	49	78.8%
Overall PRC (%)	13.4%			13.2%		
2026 ‘Do Nothing’ - (Furnished Scenario 2)						
B590 Rugby Road (North)	10	24	63.8%	9	25	61.8%
Hawley Road (East)	6	63	78.8%	7	62	83.1%
B590 Rugby Road (South)	17	25	79.0%	17	28	81.8%
Westfield Road (West)	7	49	77.9%	8	51	80.7%
Overall PRC (%)	13.9%			8.3%		
2026 ‘Do Something 2’ – 2026 ‘with 100% Plot 1 & 2’ - (Furnished Scenario 4)						
B590 Rugby Road (North)	11	24	64.9%	9	25	62.0%
Hawley Road (East)	6	63	78.8%	7	57	80.6%
B590 Rugby Road (South)	17	25	79.0%	18	29	82.9%
Westfield Road (West)	7	50	78.8%	8	56	83.8%
Overall PRC (%)	13.9%			7.4%		
2036 ‘Do Nothing’ - (Furnished Scenario 8)						
B590 Rugby Road (North)	13	27	71.5%	9	25	64.5%
Hawley Road (East)	5	59	75.1%	8	68	86.7%
B590 Rugby Road (South)	19	29	82.9%	23	35	89.8%
Westfield Road (West)	8	51	81.9%	9	58	85.5%
Overall PRC (%)	8.6%			0.3%		
2036 ‘Do Something’ - 2036 ‘With 100% Plots 1 & 2’ (without link road) - (Furnished Scenario 9)						
B590 Rugby Road (North)	13	27	72.2%	9	24	63.2%

Hawley Road (East)	5	59	74.6%	9	69	87.2%
B590 Rugby Road (South)	19	29	83.0%	23	33	89.0%
Westfield Road (West)	9	54	84.4%	10	69	90.3%
Overall PRC (%)	6.6%			-0.3%		
2036 'Do Something Sensitivity 2' - 2036 'With 100% Plots 1 & 2' + Stoke Road Phase 2 Sensitivity (with link road) - (Furnished Scenario 11)						
B590 Rugby Road (North)	13	28	72.9%	9	24	63.0%
Hawley Road (East)	5	58	73.7%	9	71	88.1%
B590 Rugby Road (South)	19	29	82.9%	24	35	90.1%
Westfield Road (West)	9	54	84.0%	10	69	90.3%
Overall PRC (%)	7.1%			-0.3%		

7.12.2 The results of the capacity modelling shows that the exiting layout of the junction would operate within capacity in all scenarios with the exception of the 2036 'Do Something' scenarios in the PM peak, however the impact of the development is deemed negligible with only a 1/2 PCU queue increase on the arms of the junction and minimal delay increase, therefore no mitigation is proposed at this junction.

7.13 Junction 11 – High Street/ Stapleton Lane/ Shilton Road/ Chapel Street

7.13.1 The A47 Ashby Road/ Hinckley Road/ Rouges Lane junction is a four-arm mini roundabout junction with two-lane approaches from the Stapleton Lane and Shilton Road arms and single lane approaches from the Chapel Street and High Street arms. Chapel Street is entry only onto the roundabout. The junction has been modelled using Junctions 11 software. **Table 22** summarises the operation of the junction. The full model outputs are contained within **Appendix V**. The junction model has been built upon from approved application 23/01229/OUT.

Table 22. High Street/ Stapleton Lane/ Shilton Road/ Chapel Street - Capacity Results

Arm/ Link	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2025 Base						
Stapleton Lane	1	5	0.35	0	5	0.29
Shilton Road	0	6	0.23	0	5	0.17
Chapel Street	1	6	0.35	1	6	0.38
High Street	0	6	0.19	0	6	0.23
2026 'Do Nothing' - (Furnished Scenario 2)						
Stapleton Lane	1	6	0.35	1	5	0.31
Shilton Road	0	6	0.25	0	5	0.18
Chapel Street	1	6	0.37	1	6	0.40
High Street	0	6	0.22	0	6	0.24
2026 'Do Something 2' – 2026 'with 100% Plot 1 & 2' - (Furnished Scenario 4)						
Stapleton Lane	1	6	0.36	1	5	0.31
Shilton Road	0	6	0.26	0	6	0.22
Chapel Street	1	7	0.38	1	7	0.44
High Street	0	6	0.22	0	6	0.22
2036 'Do Nothing' - (Furnished Scenario 8)						
Stapleton Lane	1	6	0.38	0	5	0.31
Shilton Road	0	6	0.20	0	5	0.12
Chapel Street	1	6	0.36	1	6	0.43
High Street	0	6	0.18	0	6	0.16
2036 'Do Something' - 2036 'With 100% Plots 1 & 2' (without link road) - (Furnished Scenario 9)						

Staplestone Lane	1	6	0.39	1	5	0.31
Shilton Road	0	6	0.20	0	5	0.13
Chapel Street	1	6	0.36	1	6	0.44
High Street	0	6	0.19	0	6	0.16
2036 'Do Something Sensitivity 2' - 2036 'With 100% Plots 1 & 2' + Stoke Road Phase 2 Sensitivity (with link road) - (Furnished Scenario 11)						
Staplestone Lane	1	6	0.39	1	5	0.31
Shilton Road	0	6	0.20	0	5	0.13
Chapel Street	1	6	0.37	1	7	0.45
High Street	0	6	0.19	0	6	0.17

7.13.2 The results of the capacity modelling shows that the exiting layout of the junction would operate within capacity in all scenarios.

7.14 Junctions 12 – A47 Normandy Way/ B4668 Leicester Road/ The Common Roundabout

7.14.1 The A47 Normandy Way/ B4668 Leicester Road/ The Common junction is a four-arm roundabout junction with three lane approaches on the A47 Leicester Road (East), B4668 Leicester Road (south) and The Common arms and two-lane approach from the A47 Normandy Way (West) arm. The junction has been modelled using Junctions 11 software. **Table 23** summarises the operation of the junction. The full model outputs are contained within **Appendix W**. The junction model has been built upon from approved application 23/00432/OUT.

Table 23. Junction 12 - A47 Normandy Way/ B4668 Leicester Road/ The Common Roundabout – Capacity Results

Arm/ Link	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2025 Base						
A47 Leicester Road (East)	1	3	0.56	1	3	0.50
B4668 Leicester Road (South)	1	4	0.45	1	5	0.49
A47 Normandy Way (West)	1	4	0.46	1	5	0.55
The Common (North)	0	4	0.22	0	4	0.19
2026 'Do Nothing' - (Furnished Scenario 2)						
A47 Leicester Road (East)	1	3	0.56	1	3	0.51
B4668 Leicester Road (South)	1	4	0.45	1	5	0.48
A47 Normandy Way (West)	1	4	0.48	1	5	0.56
The Common (North)	0	4	0.21	0	4	0.18
2026 'Do Something 2' – 2026 'with 100% Plot 1 & 2' - (Furnished Scenario 4)						
A47 Leicester Road (East)	1	3	0.56	1	3	0.52
B4668 Leicester Road (South)	1	4	0.46	1	5	0.50
A47 Normandy Way (West)	1	5	0.51	2	6	0.59
The Common (North)	0	4	0.21	0	4	0.19
2036 'Do Nothing' - (Furnished Scenario 8)						
A47 Leicester Road (East)	2	5	0.69	2	4	0.62
B4668 Leicester Road (South)	1	6	0.54	2	7	0.61
A47 Normandy Way (West)	1	5	0.57	2	7	0.69
The Common (North)	0	4	0.30	0	4	0.25
2036 'Do Something' - 2036 'With 100% Plots 1 & 2' (without link road) - (Furnished Scenario 9)						
A47 Leicester Road (East)	2	5	0.69	2	4	0.63

B4668 Leicester Road (South)	1	6	0.55	2	7	0.67
A47 Normandy Way (West)	1	5	0.56	2	8	0.70
The Common (North)	1	5	0.34	0	4	0.27
2036 'Do Something Sensitivity 2' - 2036 'With 100% Plots 1 & 2' + Stoke Road Phase 2 Sensitivity (with link road) - (Furnessed Scenario 11)						
A47 Leicester Road (East)	2	5	0.69	2	4	0.65
B4668 Leicester Road (South)	1	6	0.55	2	8	0.64
A47 Normandy Way (West)	2	6	0.59	2	8	0.70
The Common (North)	1	4	0.31	0	4	0.25

7.14.2 The results of the capacity modelling shows that the exiting layout of the junction would operate within capacity in all scenarios.

7.15 National Highways Dodwell's Roundabout and The Long Shoot's Junction

7.15.1 In order to assess the impact of the development on the Dodwell's roundabout and The Long Shoots junction the traffic flows from the so something PRTM model outputs have been compared to the 'Do Nothing' outputs. A reminder of the scenarios are below.

- 2026 'Do Nothing' - (*Furnessed Scenario 2*)
- 2026 'Do Something 2' – 2026 'with 100% Plot 1 & 2' - (*Furnessed Scenario 4*)
- 2032 'Do Nothing' - (*Furnessed Scenario 5*) – *NH TESTING ONLY*
- 2032 'Do Something' – 2032 'With Plot 1 & 200 Dwellings Plot 2' - (*Furnessed Scenario 6*) – *NH TESTING ONLY*
- 2036 'Do Nothing' - (*Furnessed Scenario 8*)
- 2036 'Do Something' - 2036 'With 100% Plots 1 & 2' (without link road) - (*Furnessed Scenario 9*)
- 2036 'Do Something Sensitivity 2' - 2036 'With 100% Plots 1 & 2' + Stoke Road Phase 2 Sensitivity (with link road) - (*Furnessed Scenario 11*)

Dodwell's Roundabout

7.15.2 The traffic flows with differences and percentage change from the PRTM model for the Dodwell's roundabout are presented in **Table 24**.

Table 24. Dodwells Roundabout Junction Traffic Impact

Scenario	AM Peak			PM Peak		
	Flow	Difference	% Change	Flow	Difference	% Change
Furnessed Scenario 2	3,963	-	-	3,761	-	-
Furnessed Scenario 4	3,979	+16	0.40%	3,774	+13	0.34%
Furnessed Scenario 5	4,282	-	-	4,070	-	-
Furnessed Scenario 6	4,292	+10	0.23%	4,079	+9	0.22%
Furnessed Scenario 8	4,247	-	-	4,138	-	-
Furnessed Scenario 9	4,265	+18	0.42%	4,147	+9	0.22%
Furnessed Scenario 11	4,278	+31	0.72%	4,158	+20	0.48%

7.15.3 As show above only in scenario 11 in the AM does the junction experience an additional 30 two way movements however, this is only a 0.72% impact across the junction and therefore it is considered that the junction would have minimal impact on the Dodwell's roundabout.

The Long Shoot's Junction

- 7.15.4 The traffic flows with differences and percentage change from the PRTM model for The Long Shoot's roundabout are presented in **Table 25**.

Table 25. Longshoots Junction Traffic Impact

Scenario	AM Peak			PM Peak		
	Flow	Difference	% Change	Flow	Difference	% Change
Furnished Scenario 2	3,193	-	-	2,965	-	-
Furnished Scenario 4	3,204	+11	0.34%	2,968	+3	0.10%
Furnished Scenario 5	3,397	-	-	3,127	-	-
Furnished Scenario 6	3,404	+7	0.21%	3,128	+1	0.03%
Furnished Scenario 8	3,262	-	-	3,159	-	-
Furnished Scenario 9	3,270	+8	0.24%	3,166	+7	0.22%
Furnished Scenario 11	3,278	+16	0.49%	3,163	+4	0.13%

- 7.15.5 As shown above the junction would experience minimal traffic impact as a result of the development and therefore it is considered that the junction would have minimal impact on the Long Shoot's junction.

7.16 Summary

- 7.16.1 The resulting robust development impacts have been assessed at an agreed set of junctions and where required the potential mitigation measures identified comprise of physical works to the junctions. The purpose of the exercise is to demonstrate that the Development impacts, based on a robust set of assumptions, can be mitigated and the likely scale of the potential mitigation is understood.

8 Summary and Conclusions

- 8.1.1 Pell Frischmann (PF) has been instructed by Miller Homes (the Client) to provide transport planning and highway consultancy services in connection with two residential-led developments on sites located to the north of the A47 Normandy Way in Hinckley, Leicestershire. The development proposals are to provide up to approximately 460 dwellings. Plot 1 is to provide up to 60 dwellings and Plot 2 is for up to 400 dwellings. This Transport Assessment (TA) is for both land parcels.
- 8.1.2 The above demonstrates that the site is in a sustainable location within walking and cycling distance of the local services and amenities given its close proximity to the A47 in Hinckley. The site also benefits from nearby bus services with frequent services to key local destinations.
- 8.1.3 It is considered that the recorded PICs within the study area are of types typically expected on complex and busy urban highway network with the number and locations commensurate with local traffic conditions.
- 8.1.4 Vehicle access to Plot 1 is proposed to be taken in the form of a ghost island right turn served from the A47 Normandy Way along the southern edge of the Plot 1. The existing refuge island will be moved outside of the right-turn storage to the east. The access road is proposed to be 6m with 6 m radii. Visibility splays of 2.4m x 120m has also been plotted for the proposed access. Footways will front the site on both sides. The design also includes for a toucan crossing facility to the west of the proposed access that will connect the new footway on the northern side of the A47 Normandy Way to the shared facility on the south. There is a 55.7m right/left stagger distance between the proposed access and Drake Way.
- 8.1.5 Vehicle access to Plot 2 is proposed to be taken in the form of a three-arm roundabout served from the A447 Ashby Road along the eastern edge of the Plot 2. The access road is proposed to be 6.75m wide and the main roundabout 50m ICD. This width is in line with the minimum carriageway width for 'Major Residential Access Roads (Primary Streets)' as stated in LCC's Highway Design Guide. The design also includes for a toucan crossing facility on the roundabout's northeastern arm.
- 8.1.6 As part of the proposed three-arm roundabout on the A447 Ashby Road, a 5m wide LTN 1/20 compliant shared footway / cycleway with a 0.5m buffer from the carriageway on the northern side of the access. There will also be a 2m wide footway on the southern side of the access.
- 8.1.7 A toucan crossing will be installed across the re-aligned A447 Ashby Road on the roundabout's northeastern arm, linking the 5m wide shared footway / cycleway to a 2m wide footway. When on the eastern side of the A447 Ashby Road, users routing north will have a new 2m wide footway that ties back into the existing footway. Those travelling south will benefit from a 3m wide shared facility that will continue south along the eastern boundary of the roundabout, and then south along the A447 Ashby Road ultimately connecting into the existing pedestrian and cycle facilities in the area.
- 8.1.8 Users will be provided with an uncontrolled crossing to the south of the roundabout to connect the shared facility to the footway, to replace the existing unofficial crossing point. Further south of this crossing is a new toucan crossing where users cross the A447 and the shared facility will continue along the western side of the A447 Ashby Road. The shared facility on the western side will use the existing tarmac surface.
- 8.1.9 Hinckley and Bosworth Bough Council's (HBBC) good design guide published in February 2020, sets out that parking standards should follow in line with those set out within LCC's Highway Design Guide sets out the parking guidance for the county. The LCC Highway Design Guide states that there should be one cycle space for every bedroom, in which the parking must be under cover and secure. This is also the same as that stated in LTN 1/20. The proposed provision ensures that an adequate level of parking is provided for the residents and visitors in line with the defined standards.

- 8.1.10 Traffic impacts were assessed using information obtained from PRTM (Pan-Regional Transport Model) owned and operated by Leicestershire. Details of the PRTM approach and methodologies, including the assessment scenarios, were agreed upon with LCC. The PRTM report subsequently displays the study area based on the PRTM outputs and proposed junctions to be assessed in further detail.
- 8.1.11 The resulting robust development impacts have been assessed at an agreed set of junctions and where required the potential mitigation measures identified comprise of physical works to the junctions. The results of the capacity modelling shows that the majority of junctions would operate within capacity in all scenarios. With the exception of a few junctions which have a proposed mitigation scheme which allows the junctions to operate within the theoretical maximum capacity in all scenarios. There are a few junctions that exceed capacity in the 2036 'Do Something' scenario, however the impact of the development is deemed negligible with minimal queue and delay increases, where capacity constraints are identified mitigation schemes have already been identified and the modelling reflects that these schemes can accommodate the development impacts.
- 8.1.12 Consequently, under the guidelines set out in the National Planning Policy Framework, the proposals represent sustainable development.

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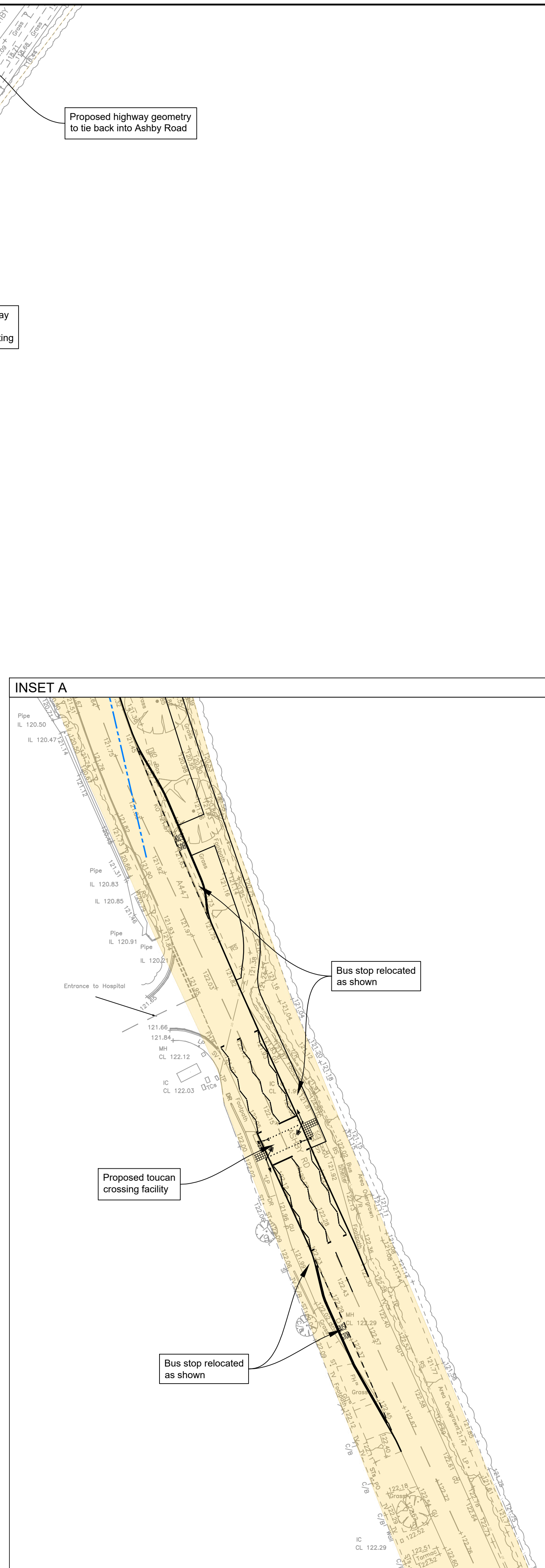
PROPOSED SITE ACCESS VISIBILITY OVERVIEW - SCALE (1:500)

LEGEND

- 2.4m x 120m VISIBILITY SPLAY
- EXISTING HIGHWAY BOUNDARY

[illegible]

							Pell Frischmann 4th FLOOR, THE POYNT, WOLLATON STREET, NOTTINGHAM NG1 5FW Telephone +44 (0)115 784 8960 Email: pfnotttingham@pellfrischmann.com www.pellfrischmann.com	ARCHITECT/CLIENT/CONTRACTOR MILLER HOMES	Project NORMANDY WAY, HINCKLEY	Drawing Title SITE ACCESS PROPOSALS (SOUTH)	<table><tr><td></td><td>Name</td><td>Date</td><td>Status Code</td></tr><tr><td>Drawn</td><td>L.HULKA</td><td>JUNE 24</td><td>S2</td></tr><tr><td>Designed</td><td>L.HULKA</td><td>JUNE 24</td><td>Scale AS SHOWN</td></tr><tr><td>Eng Chk</td><td>C.HOLLOWAY</td><td>JUNE 24</td><td>Revision</td></tr><tr><td>Approved</td><td>C.HOLLOWAY</td><td>JUNE 24</td><td>P03</td></tr></table>		Name	Date	Status Code	Drawn	L.HULKA	JUNE 24	S2	Designed	L.HULKA	JUNE 24	Scale AS SHOWN	Eng Chk	C.HOLLOWAY	JUNE 24	Revision	Approved	C.HOLLOWAY	JUNE 24	P03
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	Approved	C.HOLLOWAY	JUNE 24	P03																											
P03	UPDATED WITH FINALISED MASTERPLAN	DO	LDH	LDH	18.08.26																										
P02	UPDATED WITH ADDITIONAL TOPO SURVEY	DO	LDH	LDH	26.05.26																										
P01	INITIAL ISSUE	LDH	CH	CH	21.06.24																										
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ROUNDBABOUT CIRCULATORY VISIBILITY	
HIGHWAY BOUNDARY	

Pell Frischmann
4th FLOOR, THE POYNT, WOLLATON STREET, NOTTINGHAM NG1 5FW
Telephone +44 (0)115 784 8960
Email: pfnottingham@pellfrischmann.com
www.pellfrischmann.com

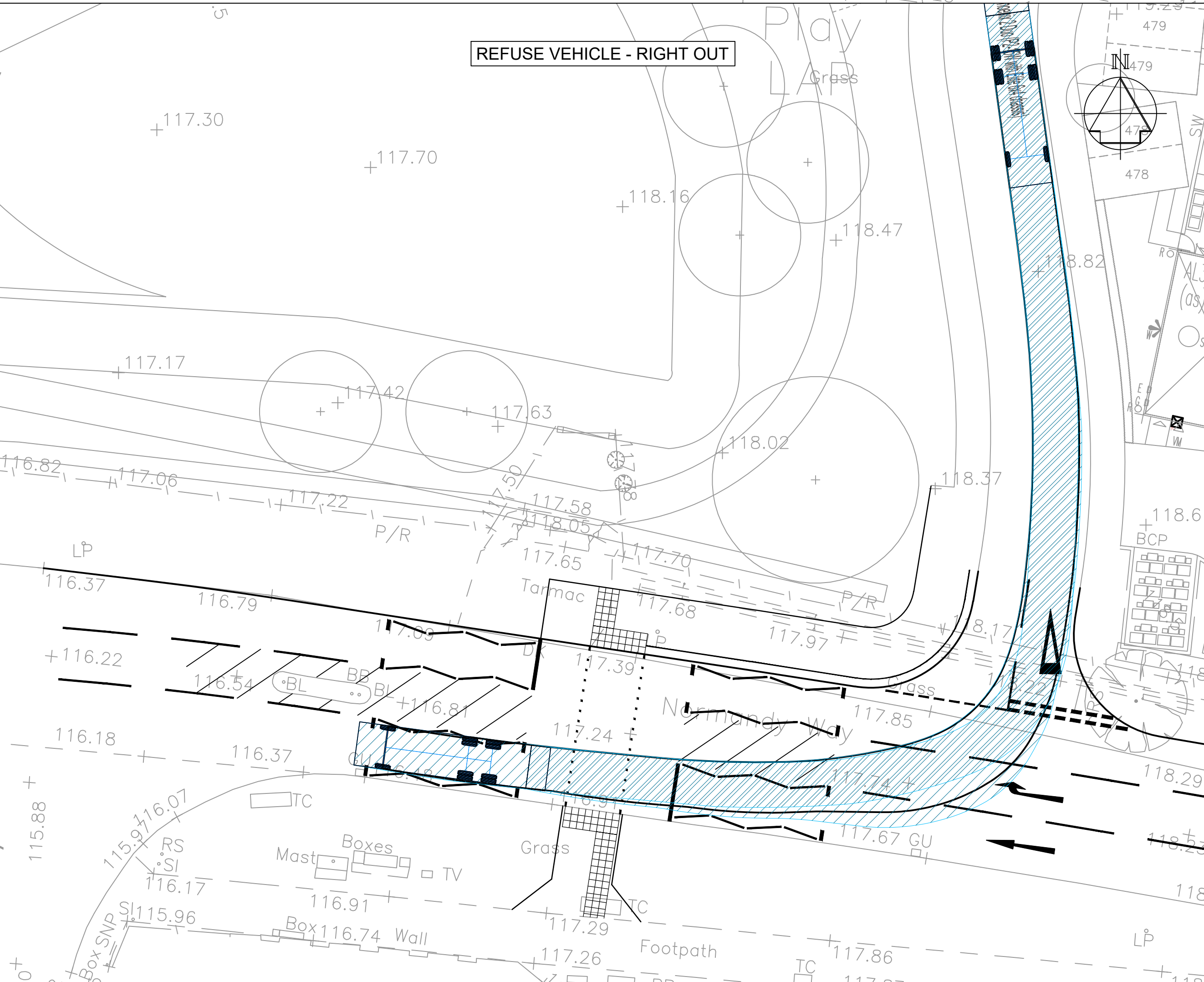
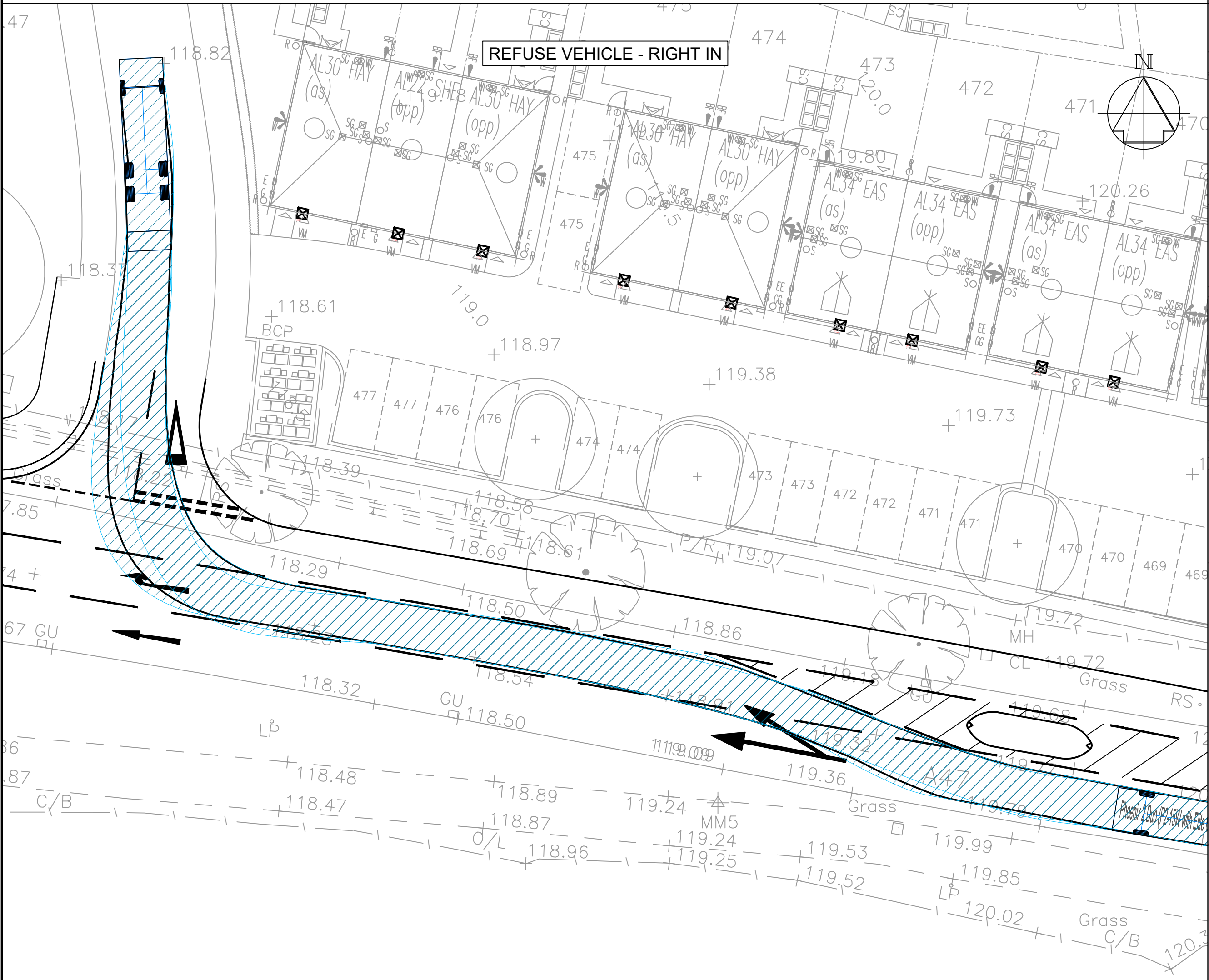
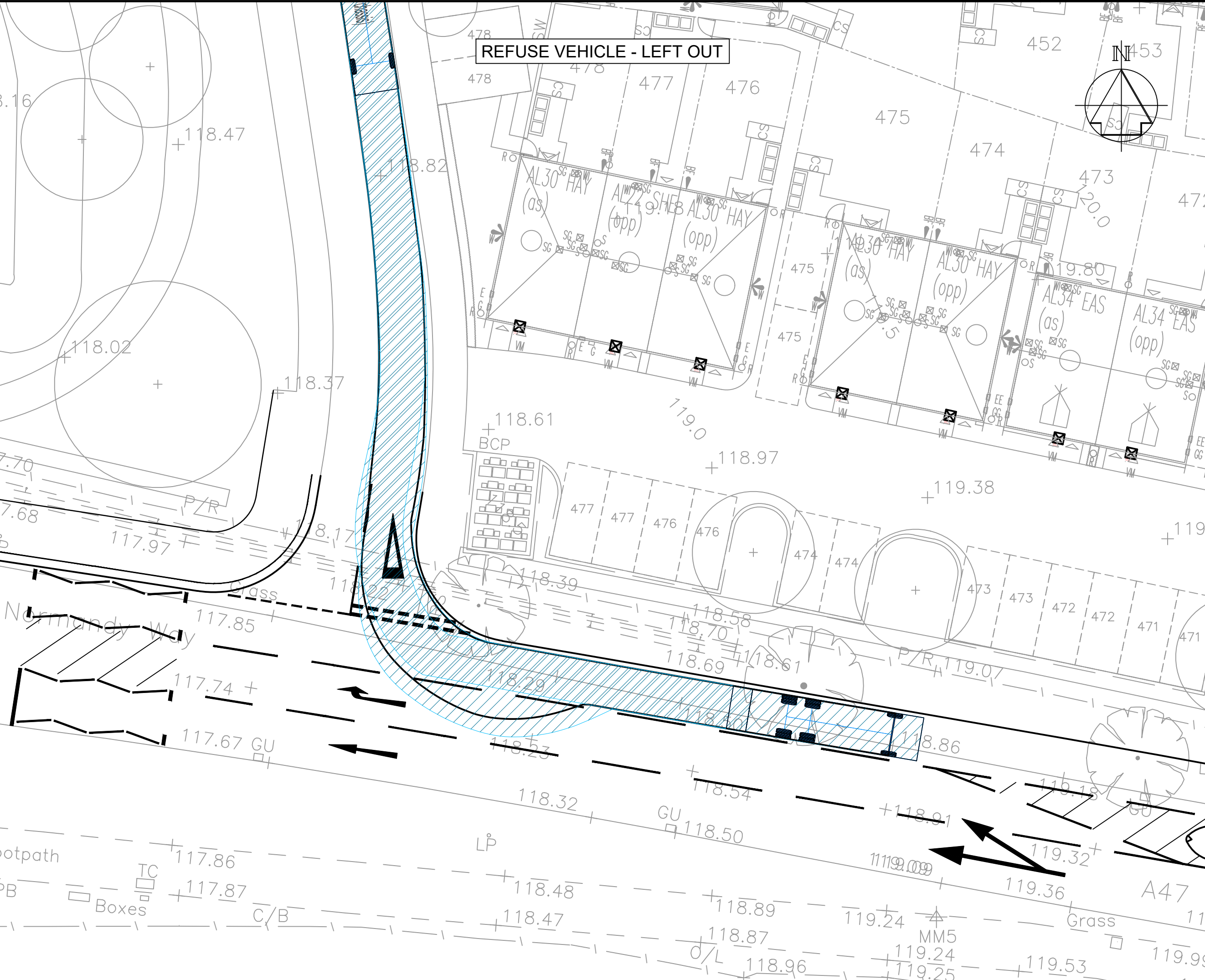
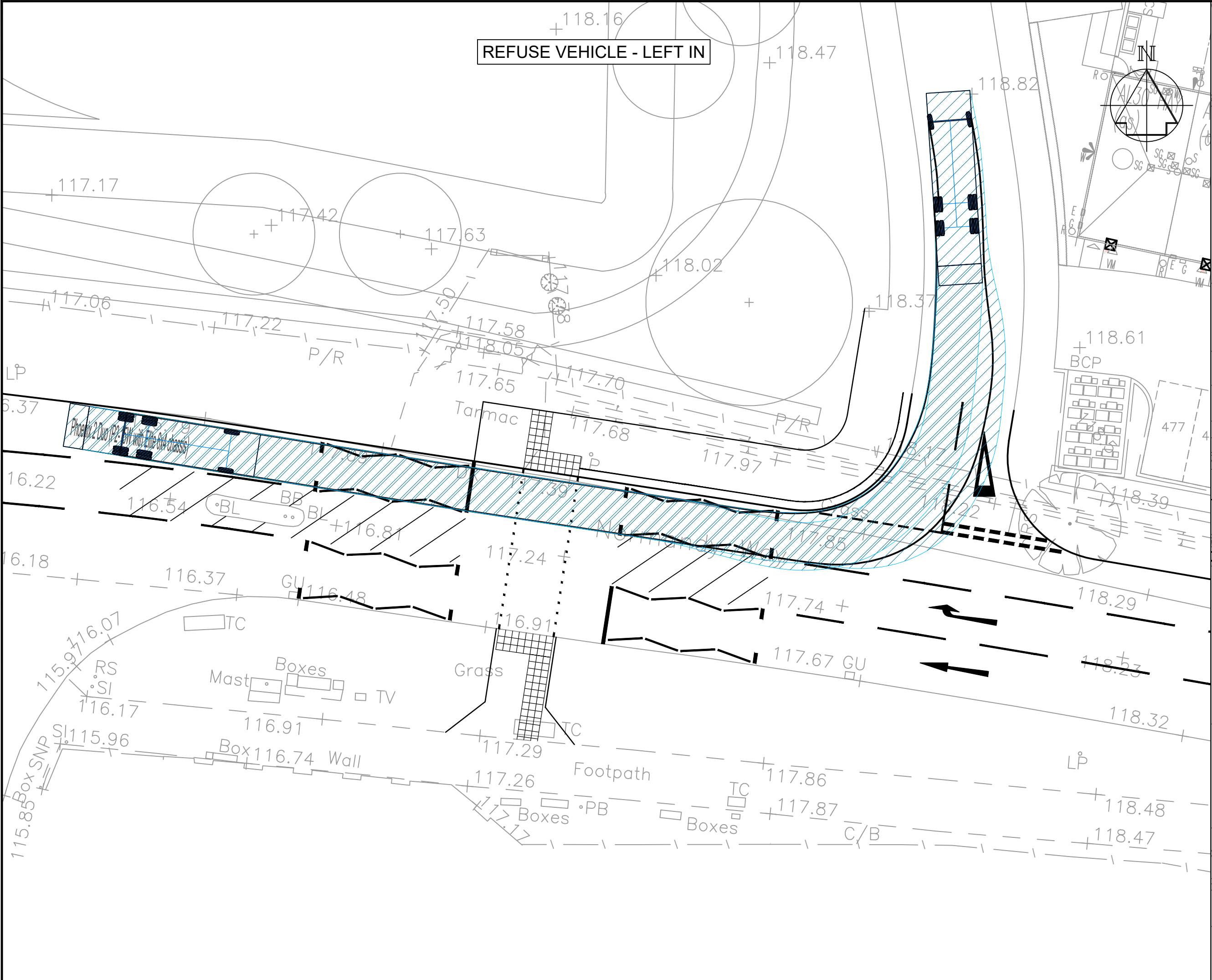
Project	NORMANDY WAY, HINCKLEY
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Drawing Title

**SITE ACCESS
PROPOSALS (NORTH)**

	Name	Date	Status Code
Drawn	S. PAOLI	18.06.24	S2
Designed	S. PAOLI	18.06.24	Scale 1:500
Eng Chk	L. HULKA	18.06.24	Revision
Approved	C. HOLLOWAY	18.06.24	P04

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REFUSE VEHICLE

PHOENIX 2 DUO (P2-15W WITH ELITE 6x4 CHASSIS)
OVERALL LENGTH 11.200m
OVERALL WIDTH 2.530m
OVERALL BODY HEIGHT 3.751m
MIN BODY GROUND CLEARANCE 0.304m
TRACK WIDTH 2.500m
LOCK TO LOCK TIME 4.00s
WALL TO WALL TURNING RADIUS 9.500m

LEGEND

FORWARD VEHICLE MOVEMENT (WHEEL LINE & BODY OVERHANG)

VEHICLE TRACKING NOTE

THIS VEHICLE TRACKING HAS BEEN PROVIDED BY PELL FRISCHMANN FOR GUIDANCE ONLY AND THE HIGHWAYS AUTHORITY/ END USER IS TO SATISFY THEMSELVES WITH ALL THE VEHICLE MOVEMENTS ASSOCIATED WITH THE SCHEME. IT SHOULD BE NOTED THAT THE VEHICLE TRACKING HAS BEEN UNDERTAKEN USING INDUSTRY STANDARD AUTODESK VEHICLE TRACKING SOFTWARE AND IS ONLY AS ACCURATE AS THE DEFAULT PARAMETERS SET WITHIN THE SOFTWARE.

AS PER REQUEST OF LCC, FORWARD DESIGN SPEED OF 15 KPH HAS BEEN SET FOR THE SWEEP PATH ANALYSIS.

P02	UPDATED WITH FINALISED MASTERPLAN	DO	LDH	LDH	18.08.26
P01	FOR INFORMATION	SP	JF	CH	27.01.26
REV	DESCRIPTION	DRN	CHK	APP	DATE

Pell Frischmann
4th FLOOR, THE POYNT, WOLLATON STREET, NOTTINGHAM NG1 5FW
Telephone +44 (0)115 784 8960
Email: pfnottingham@pellfrischmann.com
www.pellfrischmann.com

Architect/Client/Contractor

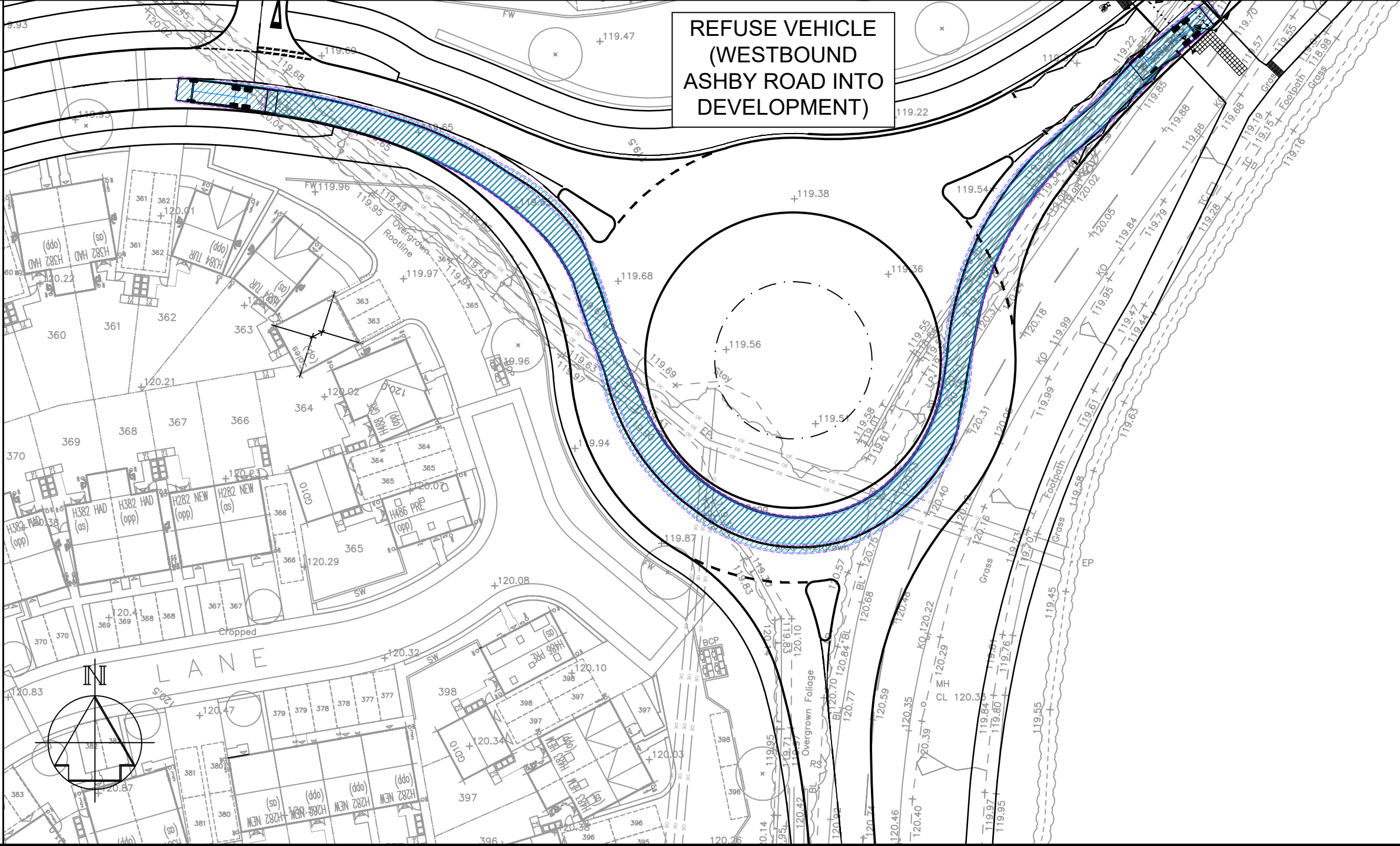
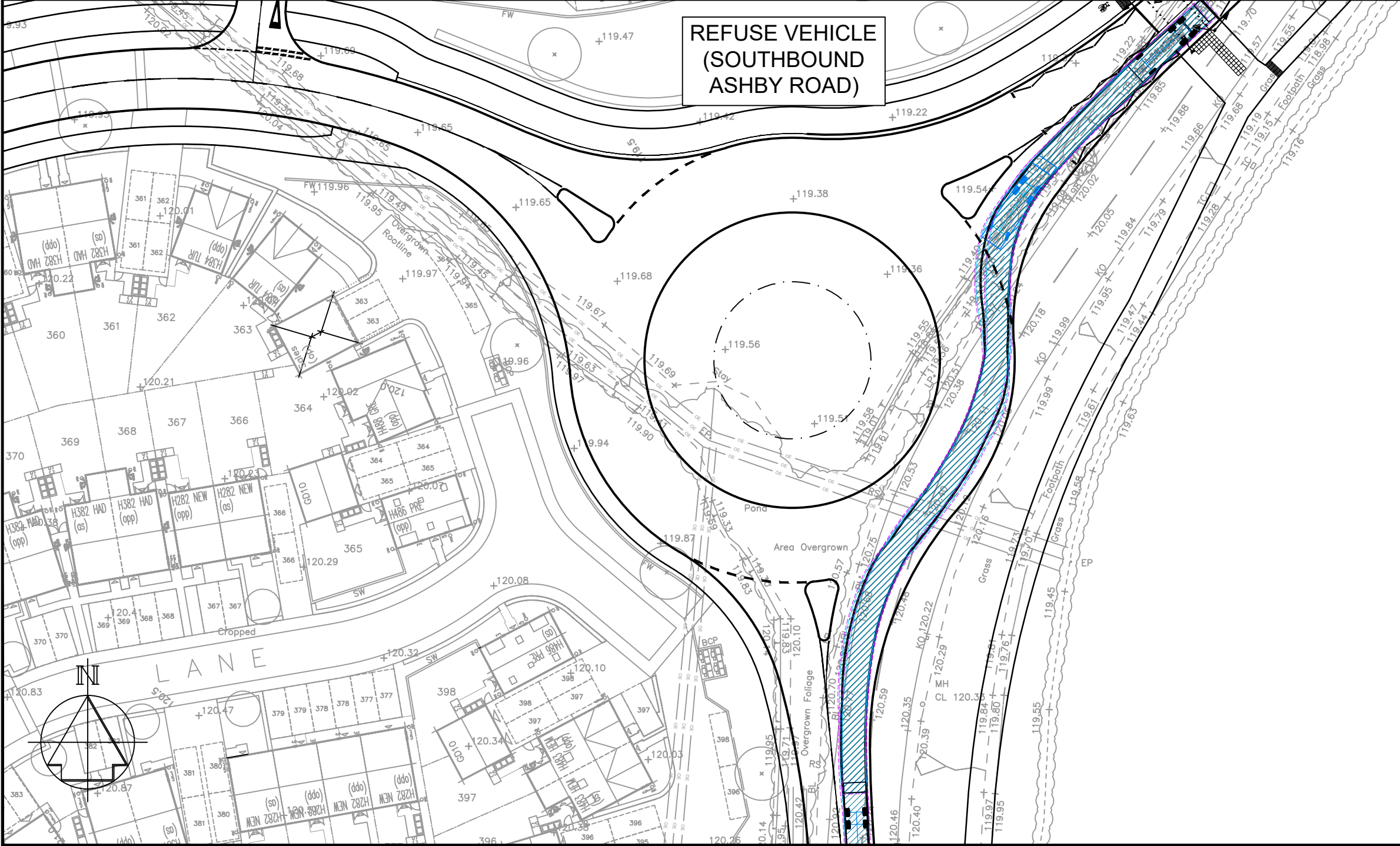
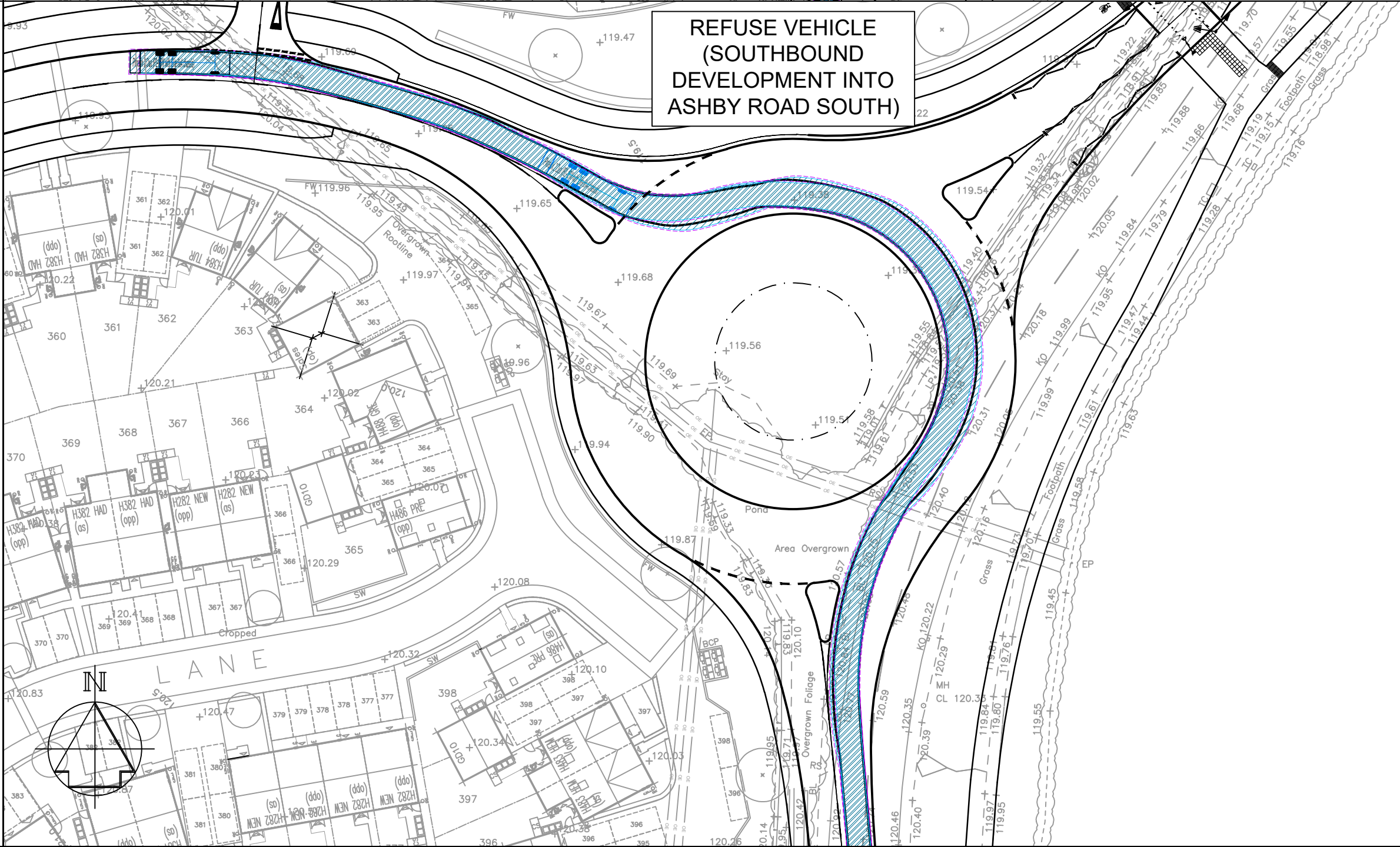
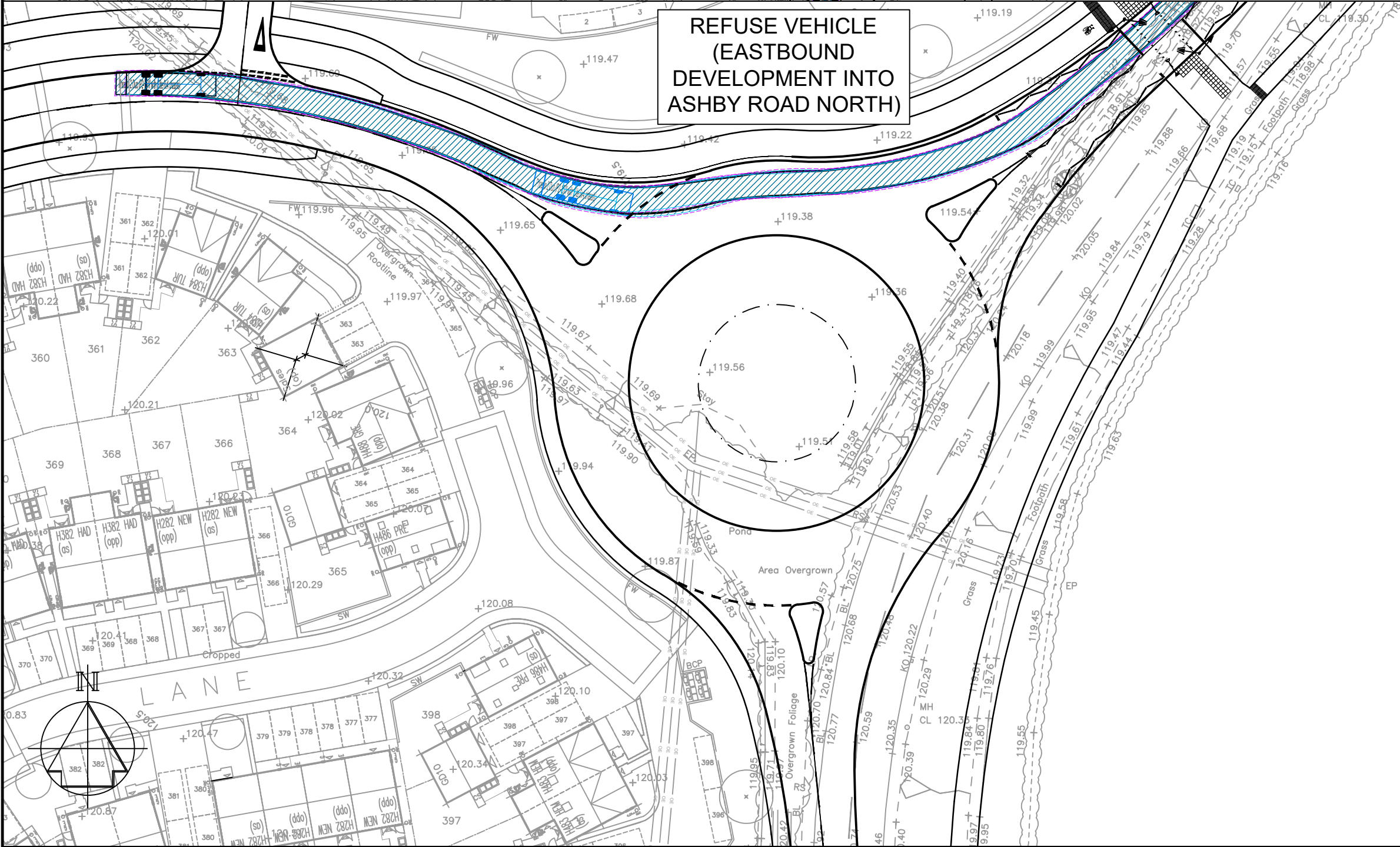
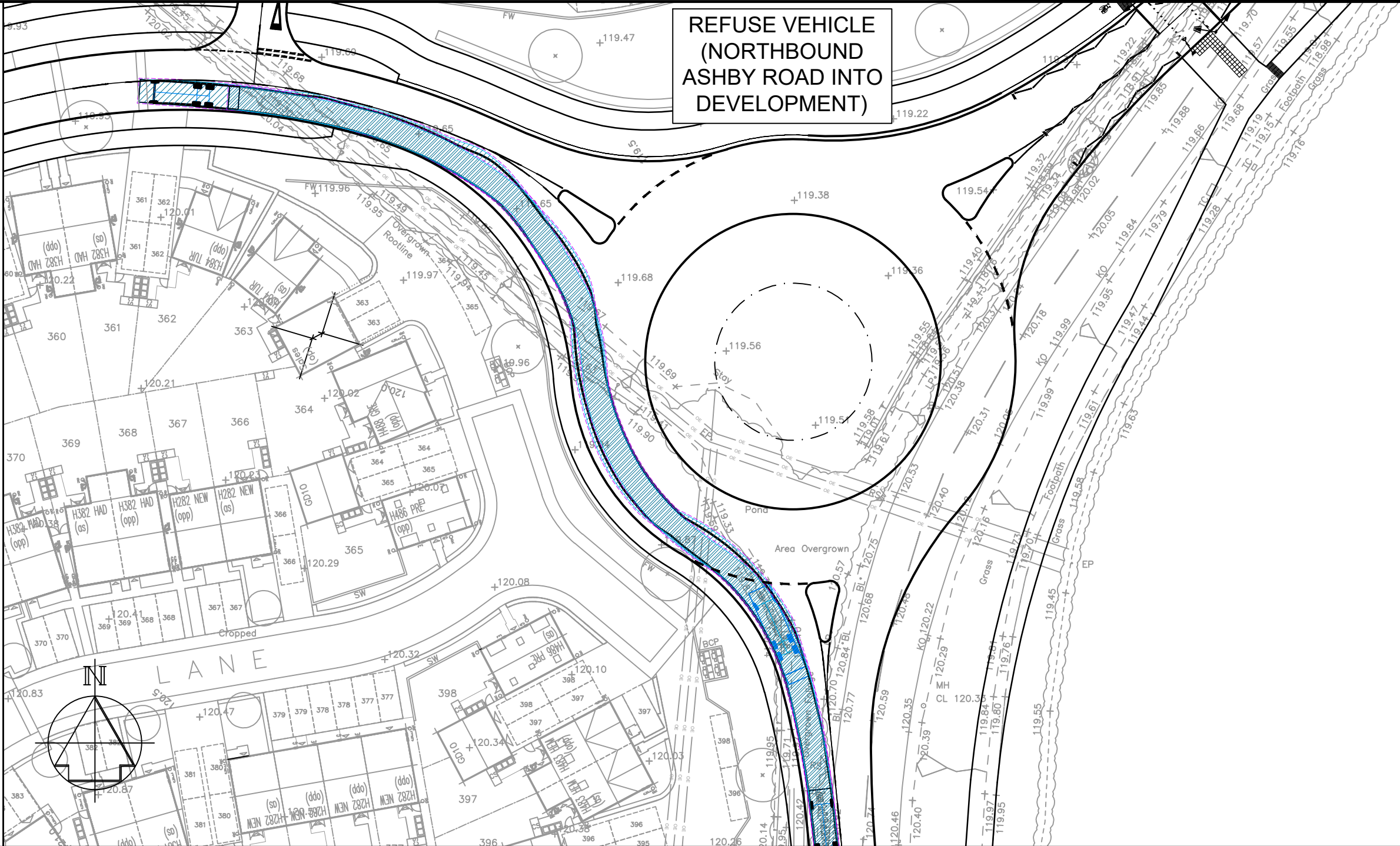
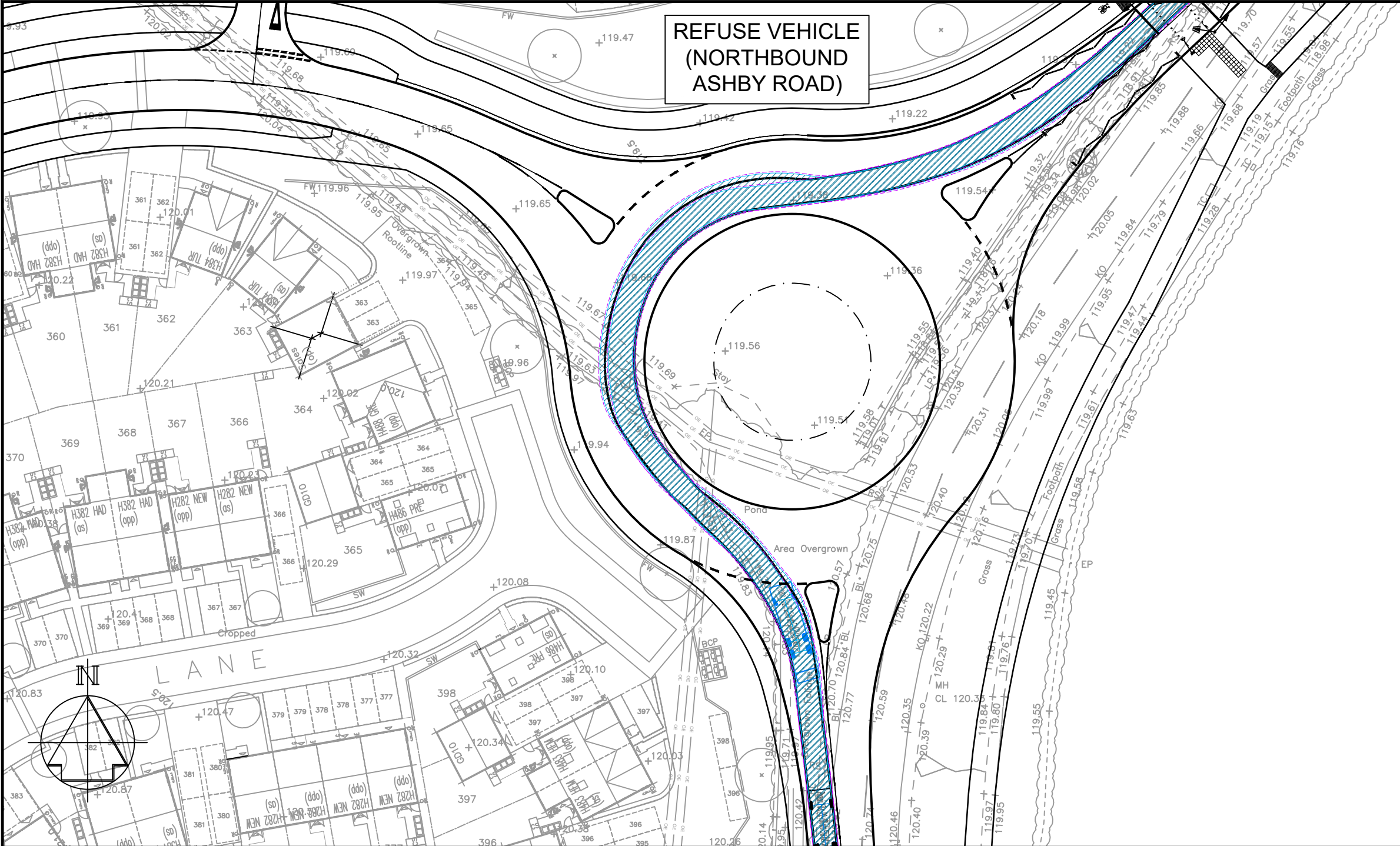
MILLER HOMES

**NORMANDY WAY
HINCKLEY**

**REFUSE VEHICLE
SWEEP PATH ANALYSIS
SOUTHERN ACCESS**

FOR INFORMATION			
	Name	Date	Status Code
Drawn	S. PAOLI	27.01.26	S2
Designed	S. PAOLI	27.01.26	
Eng Chk	J. FARRELL	27.01.26	Revision
Approved	C. HOLLOWAY	27.01.26	P02

Drawing No.
109523 - PEF - ZZ - XX - DR - C - 0101



- Drawing Notes**
- Do not scale this drawing.
 - Any dimensional discrepancies should be notified to the engineer immediately.
 - All dimensions are in millimetres - (mm) all levels are in metres - (m) and are above ordnance datum at Newlyn, Cornwall unless noted otherwise.
 - North shown indicative only.
 - This drawing is to be read in conjunction with all relevant; specifications; drawings; details and other design information.
 - All drawings and written material contained within, constitute original and unpublished work of the engineer and may not be duplicated, used, reproduced or disclosed without written consent or express permission from the engineer.
 - All information contained in this document is copyright ©.

Refuse Vehicle

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

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

Legend

Forward Vehicle Movement (Wheel Line & Body Overhang)

Vehicle Tracking Note

This vehicle tracking has been provided by Pell Frischmann for guidance only and the highways authority/ end user is to satisfy themselves with all the vehicle movements associated with the scheme. It should be noted that the vehicle tracking has been undertaken using industry standard autodesk vehicle tracking software and is only as accurate as the default parameters set within the software.

As per request of LCC, forward design speed of 15kph as been set for the swept path analysis.

P02	UPDATED WITH FINALISED MASTERPLAN	DO	LDH	LDH	18.08.26
P01	FOR INFORMATION	SP	JF	CH	27.01.26
REV	DESCRIPTION	DRN	CHK	APP	DATE

Pell Frischmann
4th FLOOR, THE POYNT, WOLLATON STREET, NOTTINGHAM NG1 5FW
Telephone +44 (0)115 784 8960
Email: pfnottingham@pellfrischmann.com
www.pellfrischmann.com

Architect/Client/Contractor

MILLER HOMES

**NORMANDY WAY
HINCKLEY**

**REFUSE VEHICLE
SWEEP PATH ANALYSIS
NORTHERN ACCESS**

FOR INFORMATION			
Drawn	Name	Date	Status Code
Designed	S. PAOLI	27.01.26	S2
Eng Chk	J. FARRELL	27.01.26	
Approved	C. HOLLOWAY	27.01.26	P02

Drawing No.
109523 - PEF - ZZ - XX - DR - C - 0103

Appendix A: Concept Masterplan



Key

- Application boundary
- Existing vegetation to be retained
- Indicative proposed planting (refer to detailed landscape plan)
- Proposed bin storage point
- Proposed bin collection point
- 1.8m high close boarded timber gate with security fittings
- 1.8m high timber fence
- 1.8m high screen wall
- 0.9m high feature wall
- Timber knee rail
- Space within rear garden for cycle storage
- Affordable dwelling
- Equipped play/LEAP
- Children's play (LAP)
- Children's play (NEAP)
- Children's play (MUGA)

Rev	Date	Comments
Rev	Date	Comments

0 10 50 m
1:1250

millerhomes
nineteen47
CHARTERED TOWN PLANNERS & URBAN DESIGNERS

Project
Land off Ashby Rd and Normandy Way, Hinckley

Drawing Title
Presentation Planning Layout

Project Code	Drawing Nr	Rev	Drawing Scale
n2583	008-02	-	1:1,250 @ A1

Appendix B: Bancroft Consulting Scoping Note

Miller Homes
Normandy Way, Hinckley
Scoping Study
January 2024



bancroftconsulting.co.uk

Miller Homes
Normandy Way
Scoping Study
January 2024



Jarodale House, 7 Gregory Boulevard
Nottingham, NG7 6LB
Tel: 0115 9602919
Email: office@bancroftconsulting.co.uk

AUTHOR:	MB	CHECKED:	CJB	APPROVED:	CJB	STATUS:	DRAFT
REPORT REF:	F23105 Normandy Way, Hinckley - Scoping Study (Rev A, Jan 24)						
DOCUMENT ISSUE RECORD							
REVISION	DATE		DESCRIPTION				
DRAFT	OCT 2023		Issued to project team for comments				
DRAFT	JAN 2024		Updated following Project Team Meeting				

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6.0 DISTRIBUTION MODEL AND TRAFFIC ASSIGNMENT	15
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Figure 3	Accident Data taken from CrashMap.co.uk (2017 to 2021)
Figure 4	Local Bus Routes
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Figure 7	Proposed Development Traffic Assignment (AM Peak Hour)
Figure 8	Proposed Development Traffic Assignment (PM Peak Hour)

DRAWINGS

Drawing Number F23105/01	Proposed Access Layout and Visibility Assessment – Plot 1
Drawing Number F23105/02	Proposed Access Layout and Visibility Assessment – Plot 2

APPENDICES

Appendix A	Highway Plans Sheet 8 of 8 from the Hinckley National Rail Freight Interchange
Appendix B	LCC Highway Boundary Plan
Appendix C	ATC Data
Appendix D	TRICS Output Data
Appendix E	TEMPro Growth Factor Data
Appendix F	Email Correspondence with LCC regarding Committed Developments

1.0 INTRODUCTION

- 1.1 Bancroft Consulting were appointed by Miller Homes to provide highways and transport advice for the development of up to 460 dwellings on land north of Normandy Way (A47) in Hinckley, Leicestershire. A general site location has been provided in **Figure 1** and the detailed site location is shown within **Figure 2**. The site comprises two parcels of land, one immediately northwest of the Normandy Way/Ashby Road junction (herein referred to as Plot 1) with a second parcel of land located approximately 800 metres to the north, west of Ashby Road (herein referred to as Plot 2). This Scoping Study has been completed to support any upcoming individual or combined planning applications for both plots and prepared in line with best practice guidance for developments of this type and size.
- 1.2 This Scoping Study aims to set out the baseline parameters in outline form and agree on the conditions for a subsequent Transport Assessment with the relevant highway authorities (Leicestershire County Council (LCC), Warwickshire County Council (WCC) and National Highways (NH)). This report details an initial assessment of potential traffic generation and a review of site layout requirements to determine a suitable way forward.
- 1.3 In terms of the surrounding highway network, Plot 1 is located to the north of Normandy Way (A47), a single-carriageway route connecting Hinckley to Leicester. The crossroad junction with Normandy Way (A47)/Ashby Road (A447)/Ashby Road (B4667) is located approximately 250 metres east of Plot 1. Plot 2 is located approximately 800 metres north of this junction at the western edge of Ashby Road. Further afield, the A47 joins the A5 approximately 5 kilometres southeast of the site at Dodwells Roundabout. Hinckley Town Centre is located approximately 2.2 kilometres south of the proposed development and provides access to a variety of local amenities.
- 1.4 The surrounding area is also subject to numerous future developments including the Barwell and Earl Shilton Sustainable Urban Extensions (SUE) which form a significant part of the residential allocation within the Hinckley and Bosworth Local Plan (2006 to 2026). The latest planning applications for large developments within

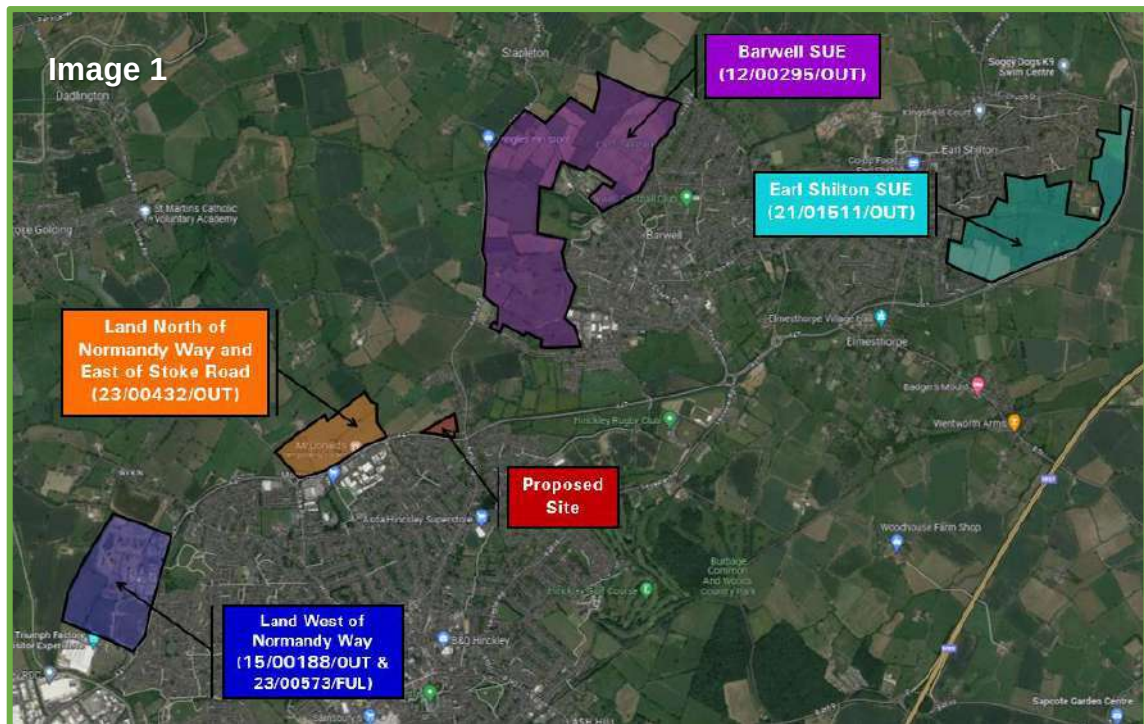
the surrounding area will be reviewed as part of the Scoping Study and will be summarised later in this report.

- 1.5 This Scoping Study has been prepared with an understanding of current Government policy contained within the National Planning Policy Framework [NPPF] (MHCLG, revised December 2023) and in particular Paragraphs 114 and 115. It also considers current best practice advice and design guidance in the document Manual for Streets [MfS] (DfT, March 2007) and its companion document Manual for Streets 2 [MfS2] (CIHT, September 2010). This Scoping Study also considers the adopted guidance within the 'Leicestershire Highways Design Guide' as well as the relevant DMRB documents.
- 1.6 This report has been prepared following a detailed site visit on 21st September 2023 during which observations were taken on the immediate surrounding highway network. Further site visits may be undertaken in due course to address any emerging issues that arise.

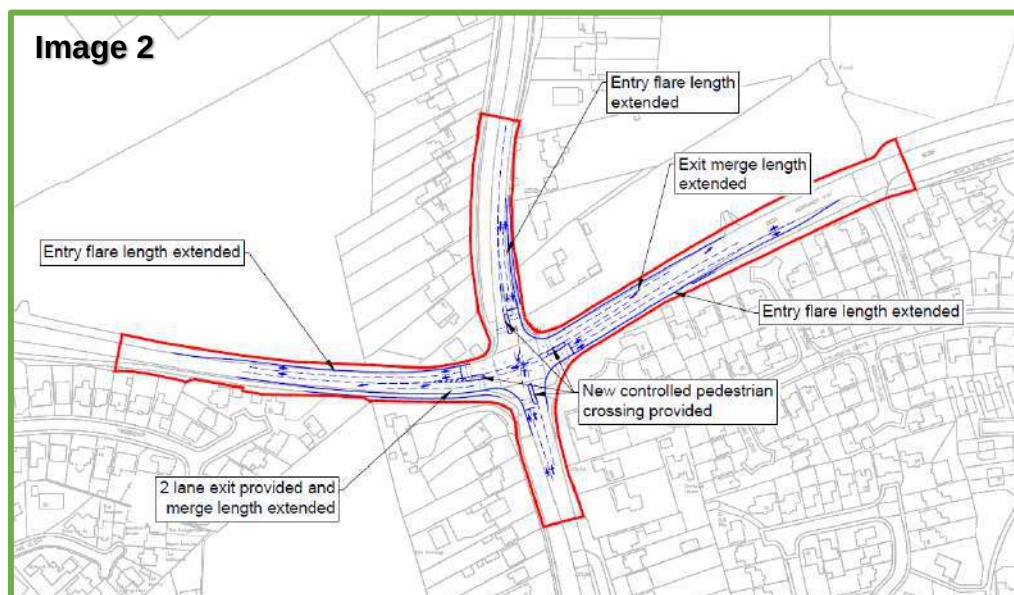
2.0 BACKGROUND INFORMATION REGARDING NEARBY DEVELOPMENTS

2.1 Whilst reviewing the planning database, it became apparent that there are several live planning applications for large developments within the surrounding area (including three sites (5 applications) allocated with the Local Plan). A summary of each of these applications has been provided below whilst **Image 1** below highlights the location of each development:

- Outline Planning Application to include access for up to 2,500 dwellings, 24,800 sqm of B2/B8, a health care facility, primary school, sports facilities and retail units on land to the east of Ashby Road (Hinckley and Bosworth Planning Reference: 12/00295/OUT) (Barwell SUE) – currently awaiting a decision.
- Outline Planning Application for up to 1,000 dwellings, 5.3 hectares of B2, B8, E(g), primary school, retail and hot food takeaway and two vehicular access from the A47 and one from Mill Lane (Hinckley and Bosworth Planning Reference: 21/01511/OUT) (Earl Shilton SUE Application B) – currently awaiting a decision.
- Outline Application for up to 500 dwellings, a primary school, retail, community hub, hot food takeaway and access from Mill Lane and Astley Road (Hinckley and Bosworth Planning Reference: 23/00330/OUT) (Earl Shilton SUE Application A) – currently awaiting a decision.
- Outline Planning Application for the development of 850 dwellings, 500m² of retail units, a primary school, and community facilities on Land to the West of Normandy Way (Hinckley and Bosworth Planning Reference: 15/00188/OUT) – approved in May 2018.
- Full Planning Application for the development of an additional 153 dwellings on Land to the West of Normandy Way (Hinckley and Bosworth Planning Reference: 23/00573/FUL) – currently awaiting a decision.
- Outline Planning Application for the development of 475 dwellings and a primary school on Land north of A47 Normandy Way and East of Stoke Road (Hinckley and Bosworth Planning Reference: 23/00432/OUT) – refused in May 2023, currently at appeal.



- 2.2 As part of this Scoping Study, the above applications have been reviewed, with a particular focus on the submitted Transport Assessments as well as responses received from the relevant highway authorities. Reference will be made to these applications where relevant, later in this report.
- 2.3 In addition to the above applications, there is currently a live consultation regarding a Strategic Rail Freight Interchange proposal. The examination stage opened in September 2023 and closes in March 2024. Whilst the proposals are not within the vicinity of the proposed development, there are suggested improvements that could be made to the A47/A447/B4667 crossroad junction (See **Appendix A** and **Image 2** below).



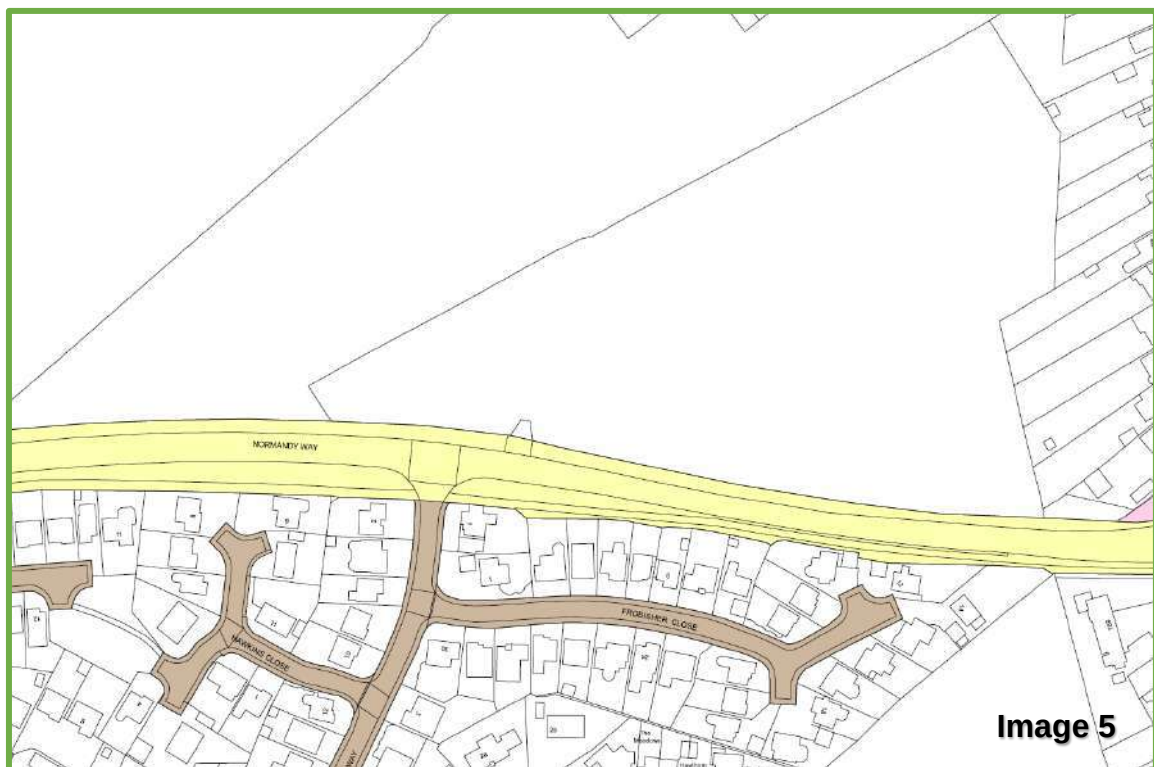
3.0 EXISTING CONDITIONS

Site Details and Surrounding Highway Network

- 3.1 The detailed site location plan is shown in **Figure 2**, which includes both Plot 1 and Plot 2. Plot 1 is bound by Normandy Way (A47) to the south, residential dwellings to the east and undeveloped fields to the north and west. Plot 2 is shown to the north and bound by Rogues Lane to the north, Ashby Road (A447) to the east, Hinckley and Bosworth Community Hospital to the south, and undeveloped land to the west. Hinckley Town Centre is located approximately 2.2 kilometres south of the proposed development whilst slightly further afield Leicester City Centre is located approximately 18 kilometres northeast.
- 3.2 Plot 1 is currently served by a field access which based on observations during the site visit appears to be disused. This access measures approximately 4.5 metres wide at the gate which is located approximately 12 metres from the edge of Normandy Way (A47). In the vicinity of the site, Normandy Way (A47) measures between 7 and 10 metres wide, with road markings and street lighting provided throughout and is subject to a 40mph speed limit restriction. The carriageway is bound by grass verges on both sides with a 3-metre wide shared footway/cycleway located alongside the southern verge (see **Image 3** below).



- 3.3 The junction between Normandy Way and Drake Way is located opposite the western edge of the site frontage. This junction incorporates a right turn lane with through lane widths of between 3 and 4 metres and a turning lane width of 3 metres (see **Image 4** above). Drake Way provides a carriageway width of approximately 6.75 metres and kerb radii of 12 metres. Several more right turn lanes are present along Normandy Way (heading west from the site) with 3-metre wide central hatched markings present between each junction.
- 3.4 The crossroad junction with Normandy Way (A47)/Ashby Road (A447)/Ashby Road (B4667) is located approximately 250 metres east of the site. The Ashby Road (B4667) arm extends south towards the centre of Hinckley whilst the Normandy Way (A47) east arm extends east towards Barwell, Earl Shilton and Leicester City Centre.
- 3.5 **Appendix B** contains a highway boundary plan purchased from LCC. **Image 5** below contains an extract which confirms that Normandy Way and the verges on either side of the carriageway are within the extent of the adopted highway.



-

F23105 Normandy Way, Hinckley - Scoping Study (Rev A, Jan 24)

- 3.9 Using the above 85th percentile speeds, the corresponding visibility splays were calculated in line with DMRB standards (as 85th percentile speeds were above 60kph in each direction). Based on this visibility splays of 99 metres would be required to the west along the A47 (eastbound traffic) and 96 metres would be required to the east (westbound traffic). The visibility calculations are contained in **Tables 10 and 11**.
- 3.10 The Ashby Road results recorded an average number of two-way weekday (24hr) vehicle movements with 10% of all traffic generated by HGVs. The 85th percentile speeds recorded by the ATCs were 40mph (64.36kph) in the northbound direction and 42.3mph (68.06kph) in the southbound direction.
- 3.11 Using the above 85th percentile speeds, the corresponding visibility splays were calculated in line with DMRB standards (as 85th percentile speeds were above 60kph in each direction). Accordingly, visibility splays of 103 metres would be required to the south along Ashby Road (northbound traffic) and 113 metres would be required to the north (southbound traffic). The visibility calculations are contained in **Tables 12 and 13**.
- 3.12 The above visibility splay calculations should be acceptable to LCC and will be used to inform the access design within any future planning application.

Accident Study

- 3.13 In line with published guidance, the Transport Assessment will provide a detailed review of all recorded Personal Injury Accidents (PIA) during the latest 5-year period within the study area, as defined by the junctions where significant increases in movements could occur. An initial review of the 'CrashMap' website (www.crashmap.co.uk) suggests that there are no existing accident problems within the site frontage. There have been six accidents (all slight) at the A47/A447/B4667 junction to the east of the proposed development which will be investigated further as part of the detailed accident study. The initial PIA review is shown in **Figure 3**.

- 3.14 Within the future Transport Assessment, a detailed accident study will be completed using data purchased from LCC over the latest available 5-year period. The study area for assessment will ultimately be based upon established problems and predicted traffic increases through each location. In terms of Plot 1, it is considered that aside from the crossroads junction, there are no other existing accident problems near the site that could be exacerbated by the proposed development associated with this part of the site.
- 3.15 **Figure 3** also shows the extent of incidents recorded in the vicinity of Ashby Road and Plot 2. The information suggests that there have been several slight accidents within the immediate vicinity of the this part of the site. There are also clusters of accidents at the two nearby crossroads which would need further review.

Sustainable Travel

- 3.16 As part of the Transport Assessment, a full detailed review of sustainable transport opportunities will be undertaken in line with adopted local guidance and national planning policy. This will include details of existing pedestrian, cyclist and public transport connections near the site.
- 3.17 Notwithstanding the above, the following observations are made in respect of the overall site location. **Figure 4** illustrates the closest bus stops to the site. Adjacent to Plot 1 these are located on Ashby Road with 'Ashby Grange' bus stops positioned approximately 300 metres northeast of the site access and 'Hangmans Lane' bus stops, approximately 380 metres southeast of the site access. Both stops are served by Bus Route Numbers 148 and 158 which are operated by Stagecoach Midlands and Arriva Midlands respectively. **Table 14** confirms that these routes offer a combined total of 16 two-way services during both the morning and evening peak periods. A service is provided every 30 minutes by both routes, in both directions, during the weekday off-peak periods and on Saturdays. An hourly two-way service is also provided by both routes on Sundays.
- 3.18 For Plot 2, **Figure 4** shows how the nearest bus stops are positioned adjacent to the hospital frontage, approximately 75 metres south of the southernmost site

boundary. These stops are also served by the 148 and 158 bus routes, which extend north along Ashby Road before heading east along Hinckley Road towards Barwell.

- 3.19 Whilst a further detailed review of sustainable travel will be completed within the Transport Assessment, this initial assessment suggests that the site is reasonably well served by a choice of non-car travel options. This includes bus stops within walking distance of the site, several nearby Public Rights of Way routes (see **Figure 5**) and a shared footway/cycleway provision on the southern edge of Normandy Way (A47).

4.0 DEVELOPMENT PROPOSALS

- 4.1 The proposed development would comprise a total of up to 460 dwellings on two separate parcels of land, comprising up to 60 dwellings on Plot 1, immediately north of Normandy Way (A47) and up to 400 dwellings on Plot 2, immediately west of Ashby Road. A detailed site location plan is shown in **Figure 2**.
- 4.2 At this stage it is envisaged that Plot 1 would be served by a new access within the site frontage at Normandy Way (A47). **Drawing Number F23105/01** shows the current proposed layout which comprises a 5.5-metre wide priority T-junction with right turn lane facilities on Normandy Way (A47). The drawing also shows that 3-metre wide shared footway/cycleways would be provided on both sides of the carriageway with dropped kerb tactile paving crossings installed to tie into the existing pedestrian/cycle infrastructure on the southern edge of Normandy Way. Any planning application in respect of Plot 1 would be supported by a Transport Assessment that provides a review of the proposed internal layout, with a detailed check on the geometric layout and corresponding vehicle manoeuvres. Further details on the proposed access layout will be provided later in this report.
- 4.3 **Drawing Number F23105/01** also demonstrates how the required visibility splays (99 metres to the west and 96 metres to the east) could be achieved within verges that are understood to be within the public highway. This will also be confirmed within the Transport Assessment.
- 4.4 For Plot 2, the Highway Authority's published design guidance state that Major Residential Access Roads allow access for up to 1000 dwellings but normally no more than 400 from a single point of access. **Drawing Number F23105/02** includes Viewport 1, which provides an example of an access of this size in the preferred location, with corresponding splay requirements. Viewport 2 shows the window of opportunity where accesses could alternatively be located whilst still meeting the Highway Authority's standard requirements.
- 4.5 Whilst the layout shown should satisfy the Highway Authority's requirements, with scope for significant flexibility within the frontage to provide alternative locations, it is also evident that sufficient scope exists to deliver an alternative form of access

such as a roundabout or signal controlled junction. It is understood that discussions have taken place about the potential for a strategic route to be provided that extends through Plot 2 and adjacent land to the west as part of a coordinated development strategy. The extent of frontage available, along with the carriageway alignment, should facilitate any such proposals if the need arises in due course.

- 4.6 Details of any proposed site access layouts would be submitted as part of any subsequent Transport Assessment to accompany development proposals at either of the two plots. However, at this stage it is considered that each of the proposed plots could be delivered without the need for third party land requirements and in accordance with the Highway Authority's published design standards.
- 4.7 It is expected that the planning application for the proposed development would be submitted in 2024. Therefore an Opening Year of 2029 (application plus 5) will be adopted for any subsequent assessments alongside a Design Year of 2034.

5.0 TRIP GENERATION AND FUTURE YEAR ASSESSMENT

5.1 To fully assess the potential impact of the proposed development of Plot 1, details of suitable peak hours and daily trip rates have been extracted from the TRICS database. The 'Residential – Houses Privately Owned' category specifying sites between 50 and 100 dwellings in 'Edge of Town' or 'Neighbourhood Centre' locations. All sites within the Greater London, Ireland, Wales and Scotland regions were removed and any surveys undertaken within COVID-19 restrictions were excluded. Upon further review, it was noted that three sites had a two-way evening peak trip rate of less than 0.2 which is significantly lower than what would be expected. These sites were therefore removed which resulted in a total of 17 sites. It was decided that an average trip rate should be calculated in line with the latest TRICS guidance. The TRICS output data is included within **Appendix D**.

5.2 The following trip rates (per dwelling) were therefore considered appropriate:

- morning peak (0800 to 0900 hours) 0.181 arrive 0.350 depart
- evening peak (1700 to 1800 hours) 0.355 arrive 0.155 depart
- daily (0700 to 1900 hours) 2.479 arrive 2.492 depart

5.3 The above trip rates were cross-checked against those presented within the report submitted for the original 'Land West of Normandy Way' application (Hinckley and Bosworth Planning Reference: 15/00188/OUT) which were previously agreed with the relevant highway authorities (LCC, WCC and NH). These are presented below:

- morning peak (0800 to 0900 hours) 0.148 arrive 0.425 depart
- evening peak (1700 to 1800 hours) 0.409 arrive 0.244 depart

5.4 For consistency and robustness, the previously accepted trip rates will be used for this assessment. Based on this, the weekday trip generation for both Plot 1 (60 dwellings) and Plot 2 (400 dwellings) would be as follows:

Plot 1 – up to 60 dwellings

- morning peak 9 arrive 26 depart 35 total
- evening peak 25 arrive 15 depart 40 total

Plot 2 – up to 400 dwellings

- morning peak 59 arrive 170 depart 229 total

- evening peak 164 arrive 98 depart 262 total

Total combined development – up to 460 dwellings

- morning peak 68 arrive 196 depart 264 total
- evening peak 189 arrive 113 depart 302 total

5.5 It should be noted that these rates did not consider overall daily movements however as they were previously accepted by the Highway Authority and used within the junction modelling, they should continue to be acceptable for the proposed development.

5.6 To address any Opening Year (2029) and Design Year (2034) assessments, appropriate growth factors from the latest version of the TEMPro database should be used. The predicted TEMPro growth factors (for Hinckley and Bosworth 009 Super Output Area (MSOA)) are set out below however this will be confirmed as part of the Transport Assessment based on survey data and application submission dates. Details of the TEMPro growth factors can be found in **Appendix E**.

- 2024 to 2029 AM peak = 1.0361
- 2024 to 2029 PM peak = 1.0354
- 2024 to 2034 AM peak = 1.0740
- 2024 to 2034 PM peak = 1.0727

6.0 DISTRIBUTION MODEL AND TRAFFIC ASSIGNMENT

6.1 To help provide an understanding of how the development traffic might disperse from the site access onto the surrounding road network, a distribution model has been calculated using the Census 2011 'location of usual residence and place of work by method of travel to work' dataset (WU03EW). The census distribution model considers the usual work locations of people who live in Hinckley (E02005388: Hinckley and Bosworth 009 Super Output Area (MSOA)). Using the 'Google Maps' route planning tool; a distribution model has been identified.

6.2 The results of the above distribution model are summarised in **Figure 6** and show how the A47 would likely provide a major route for distributing development trips to the required destinations, with a predicted split as:

Plot 1 - Site Access

- 29% to arrive/depart from the west on Normandy Way (A47)
- 71% to arrive/depart from the east on Normandy Way (A47)

Normandy Way/Ashby Road (A47/A447/B4667) Crossroad Junction

- 23% to arrive/depart from the east on Normandy Way (A47)
- 48% to arrive/depart from the south on Ashby Road (B4667)

Plot 2 - Site Access

- 90% to arrive/depart from the south on Ashby Road (A447)
- 10% to arrive/depart from the north on Ashby Road (A447)

Normandy Way/Ashby Road (A47/A447/B4667) Crossroad Junction

- 21% to arrive/depart from the east on Normandy Way (A47)
- 43% to arrive/depart from the south on Ashby Road (B4667)
- 26% to arrive/depart from the west on Normandy Way (A47)

6.3 **Figures 7 and 8** subsequently confirm how this could result in the following increases at these junctions:

AM Peak Hour (0800 to 0900 hours)

Plot 1 - Site Access

- 10 to arrive/depart from the west on Normandy Way (A47)
- 25 to arrive/depart from the east on Normandy Way (A47)

Plot 2 - Site Access

- 206 to arrive/depart from the south on Ashby Road (A447)
- 23 to arrive/depart from the north on Ashby Road (A447)

Normandy Way/Ashby Road (A47/A447/B4667) Crossroad Junction

- 48 to arrive/depart from the east on Normandy Way (A47)
- 98 to arrive/depart from the south on Ashby Road (B4667)
- 60 to arrive/depart from the west on Normandy Way (A47)

PM Peak Hour (1700 to 1800 hours)

Plot 1 - Site Access

- 12 to arrive/depart from the west on Normandy Way (A47)
- 28 to arrive/depart from the east on Normandy Way (A47)

Plot 2 - Site Access

- 236 to arrive/depart from the south on Ashby Road (A447)
- 26 to arrive/depart from the north on Ashby Road (A447)

Normandy Way/Ashby Road (A47/A447/B4667) Crossroad Junction

- 55 to arrive/depart from the east on Normandy Way (A47)
- 113 to arrive/depart from the south on Ashby Road (B4667)
- 68 to arrive/depart from the west on Normandy Way (A47)

6.4 It is evident from the above calculations that any proposals to develop Plot 1 in isolation should not trigger any severe residual cumulative impact within the surrounding highway network, where a maximum increase of up to 28 peak hour movements would occur immediately to the east of the site access on the A47. Hence, any corresponding planning application should only be concerned with the suitability of the proposed access layout to operate satisfactorily.

6.5 The calculations for Plot 2 understandably show a very different picture, with significant increases to the south of the proposed access on Ashby Road, and then in each direction from the Normandy Way/Ashby Road crossroad junction. A figure of 10% has been adopted for traffic heading north from the Plot 2 access, which itself does not result in a significant change in conditions in that direction. However, any subsequent proposals to accommodate an internal link road will significantly change the way existing and proposed peak hour traffic uses this route

and so further detailed consideration will be required as part of any subsequent planning applications should that be the case.

6.6 Based on the above calculations for Plot 2 it is considered that the extent of peak hour development trips would extend to the following off-site junctions:

- i. A47 / A447 signal controlled junction
- ii. A47 / B4668 roundabout
- iii. A47 / Leicester Road roundabout
- iv. A447 / Barwell Lane T-junction
- v. A447 / Netherley Road T-junction
- vi. Hollycroft / Upper Bond Street signal controlled junction
- vii. A47 / Stoke Road roundabout
- viii. A47 / Roston Drive roundabout
- ix. A5 / A47 roundabout

6.7 In the event that a single planning application is submitted to cover both plots then it is recommended that the above study area should also be sufficient to address off-site impact issues arising from this scenario.

7.0 INITIAL TRANSPORT CONSIDERATIONS

Access Layout

Plot 1 – up to 60 dwellings

- 7.1 As highlighted earlier in this report, the current proposed access layout is shown within **Drawing Number F23105/01**. This has been designed in accordance with the standards set out within the Leicestershire Highways Design Guide (LHDG), with consideration also given to the DRMB, CD123 document.
- 7.2 For a residential development of up to 400 dwellings, the LHDG requires a 5.5-metre wide carriageway width with 6-metre kerb radii. However, acknowledging that there are several junctions along Normandy Way (A47), a review of the existing highway infrastructure was carried out to ensure consistency was maintained. This review established the following dimensions/approaches have been established:
- right-turn facilities are provided at all priority T-junctions with 3-metre wide turning lanes.
 - kerb radii of between 12 to 15 metres have been used depending on residential or industrial use.
 - 3-metre wide shared footway cycleways are provided along the southern edge of Normandy Way within the site frontage, to the west of the site this becomes a segregated provision.
- 7.3 **Drawing Number F23105/01** therefore demonstrates how the proposed development would provide a 5.5-metre wide carriageway width with a 12-metre kerb radii. The drawing also shows that 3-metre wide shared footway/cycleways would be provided on both sides of the carriageway with two new pedestrian/cyclist crossing points installed on Normandy Way (A47) to connect the site to the existing infrastructure to the south. Note 1 of the drawing highlights that the existing topographical survey would be extended to include the verge and shared footway/cycleway on the southern side of the carriageway as part of any future work.

- 7.4 In line with both the existing junction layouts and document CD123, a right-turn lane facility would be provided as part of the proposed development. The carriageway would be widened to accommodate these changes to the layout with the southern kerb line remaining in-situ and any widening occurring to the north. The right-turn lane (shown in **Drawing Number F23105/01**) has been designed in line with the DMRB standards for roads with a design speed of 70kph and comprises a 3-metre wide turning lane which extends approximately 35 metres east of the access. Through lane widths of 3 metres would also be provided.

Plot 2 – up to 400 dwellings

- 7.5 As highlighted earlier in this report, the current proposed access layout is shown within **Drawing Number F23105/02**. This represents the current preferred location but also identifies a window of opportunity for relocating this junction. As with Plot 1, this layout has been designed in accordance with the standards set out within the Leicestershire Highways Design Guide (LHDG), with consideration also given to the DRMB, CD123 document.
- 7.6 **Drawing Number F23105/02** demonstrates how, in line with the increased scale of development, a 6.75-metre wide carriageway width would be provided along with 6-metres kerb radii. The drawing also shows that 3-metre wide shared footway/cycleways would be provided on both sides of the carriageway with the route to the south connecting with existing facilities adjacent to the hospital.
- 7.7 Following confirmation of the proposed development trip generation and traffic assignment, further consideration will be given to the potential need for a right turn lane as part of the final access layout at Plot 2. In line with published design guidance, the need for such a facility should be based upon the impact of right turning vehicles at the junction and through movements. In the event that a right turn lane is required, the window of opportunity shown within Drawing Number F23105/02 would reduce.

Potential A47/A447/B4677 Junction Improvements

- 7.8 As outlined in **Section 2** of this report, consultation is currently underway regarding a potential Strategic Freight Rail Interchange. Whilst this is not in the vicinity of the site, there are proposed improvements at the A47/A447/B4667 crossroad junction that could be implemented as part of the scheme. **Appendix A** contains the latest plan that has been submitted showing how the improvements would primarily consist of extensions to the entry flare and exit merge lengths. New controlled pedestrian crossing points would also be provided as part of the improvement scheme. Once the examination period has closed, this will need to be checked and included within the proposed access drawing if the improvements are confirmed.
- 7.9 **Drawing Number F23105/01** also shows a potential improvement to the existing pedestrian infrastructure, which involves an extension of the proposed footway to tie into the existing footway on the northern side of the A47/A447/B4667 junction. Further discussions with the Highway Authority, regarding potential junction improvements should be undertaken as part of the Transport Assessment.

Study Area (including Committed Developments)

- 7.10 Current national planning policy guidance set out within paragraph 115 of the National Planning Policy Framework states “*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*”. Using a widely recognised threshold of 30 peak-hour movements as a starting point for potentially significant traffic increases, it is evident that the proposed development of Plot 1 in isolation would not materially change existing conditions within the surrounding highway network with a total increase of up to 28 two-way peak hour movements. Hence, no further consideration of the potential traffic impact should be required.
- 7.11 In terms of Plot 2, Section 6 of this Scoping Study confirms the predicted peak hour traffic increases within the surrounding highway network and identifies the

following junctions as forming the recommended study area for further detailed consideration.

- i. A47 / A447 signal controlled junction
- ii. A47 / B4668 roundabout
- iii. A47 / Leicester Road roundabout
- iv. A447 / Barwell Lane T-junction
- v. A447 / Netherley Road T-junction
- vi. Hollycroft / Upper Bond Street signal controlled junction
- vii. A47 / Stoke Road roundabout
- viii. A47 / Roston Drive roundabout
- ix. A5 / A47 roundabout

7.12 Following agreement on the above study area, further discussions will be required to agree the baseline traffic flow conditions at each of these junctions, taking into consideration the number of dwellings being proposed locally as part of what are currently undetermined planning applications.

7.13 The Highway Authority was initially contacted as part of this Scoping Study to establish which committed development should be used for any future modelling scenarios. **Appendix F** contains the email sent to LCC outlining the committed development approach that was adopted for the adjacent development (Hinckley and Bosworth Planning Reference: 23/00432/OUT). The response received from LCC stated that *“assuming it is of a scale that would be tested within PRTM then agreeing the planning inputs to the strategic model would be the most simple approach to agreeing this”*.

7.14 From reviewing the nearby applications outlined in **Section 2** of this report, it is clear that all three highway authorities (LCC, WCC and NH) will need to be satisfied that the proposed development can be accommodated onto the Strategic Road Network before highway approval will be given. It is therefore recommended that any future modelling is undertaken using the Leicestershire Pan Regional Transport Model (PRTM) as requested by the Highway Authority. To avoid any abortive work all inputs into this model should be agreed upon with all relevant highway authorities prior to any future submissions.

8.0 SUMMARY AND BASELINE FOR TRANSPORT ASSESSMENT

- 8.1 This Scoping Study has been prepared by Bancroft Consulting on behalf of Miller Homes in advance of a planning application for up to 460 dwellings on two separate plots of land north of Normandy Way (A47) at Hinckley, Leicestershire. A detailed site location plan is shown in **Figure 2**.
- 8.2 This Scoping Study aims to set out the baseline parameters and to agree on the conditions for any subsequent Transport Assessment with the relevant highway authorities. This Scoping Study details an initial assessment of potential traffic generation to determine the required way forward to progress with any future application. The key findings are summarised below:

Sustainable Travel

- 8.3 This report has established that the site is reasonably well served by a choice of non-car travel options, including bus stops within walking distance using the existing footway provisions along Normandy Way and Ashby Road to the northeast and southeast of the site. The Transport Assessment will provide a more detailed review to build on this initial assessment, including details of access by pedestrians, cyclists and public transport users.
- 8.4 A Framework Travel Plan will also be submitted in support of any future application, with the aim of promoting non-car travel opportunities to residents of the development.

Trip Rates and Traffic Generation

- 8.5 The previously accepted trip rates presented within the approved development on 'Land to the West of Normandy Way' application (Hinckley and Bosworth Planning Reference: 15/00188/OUT) have been used to calculate the potential traffic generated by each of the proposed development plots. These are as follows:
- morning peak (0800 to 0900 hours) 0.148 arrive 0.425 depart
 - evening peak (1700 to 1800 hours) 0.409 arrive 0.244 depart

- 8.6 Based on these trip rates, the proposed development trip generation would be as follows:

Plot 1 – up to 60 dwellings

- | | | | |
|----------------|-----------|-----------|----------|
| • morning peak | 9 arrive | 26 depart | 35 total |
| • evening peak | 25 arrive | 15 depart | 40 total |

Plot 2 – up to 400 dwellings

- | | | | |
|----------------|------------|------------|-----------|
| • morning peak | 59 arrive | 170 depart | 229 total |
| • evening peak | 164 arrive | 98 depart | 262 total |

Total combined development – up to 460 dwellings

- | | | | |
|----------------|------------|------------|-----------|
| • morning peak | 68 arrive | 196 depart | 264 total |
| • evening peak | 189 arrive | 113 depart | 302 total |

- 8.7 As these trip rates were previously accepted by all relevant highway authorities and used in the junction modelling exercises, they should represent a robust basis upon which to assess this additional proposed development.

Access and Internal Layout

- 8.8 **Drawing Numbers F23105/01 and F23105/02** show the current proposed site access layout for Plot 1 and Plot 2 respectively. Each drawing shows how a suitable geometric layout could be delivered along with visibility splays in accordance with observed traffic and corresponding requirements.

- 8.9 A detailed review of the internal layout should be carried out as part of any future submission. Swept path assessments should also be carried out on both the access and internal layout for a minimum 11.2-metre refuse collection vehicle, large fire tender and 7.5t delivery vehicle. A Stage 1 Road Safety Audit should also be carried out as part of any future Transport Assessment.

Study Area

- 8.10 Details of the predicted peak hour traffic assignment have been calculated using local census data for resident working locations. Using the distribution model, this

exercise has identified the following peak hour increases within the surrounding highway network:

AM Peak Hour (0800 to 0900 hours)

Plot 1 - Site Access

- 10 to arrive/depart from the west on Normandy Way (A47)
- 25 to arrive/depart from the east on Normandy Way (A47)

Plot 2 - Site Access

- 206 to arrive/depart from the south on Ashby Road (A447)
- 23 to arrive/depart from the north on Ashby Road (A447)

Normandy Way/Ashby Road (A47/A447/B4667) Crossroad Junction

- 48 to arrive/depart from the east on Normandy Way (A47)
- 98 to arrive/depart from the south on Ashby Road (B4667)
- 60 to arrive/depart from the west on Normandy Way (A47)

PM Peak Hour (1700 to 1800 hours)

Plot 1 - Site Access

- 12 to arrive/depart from the west on Normandy Way (A47)
- 28 to arrive/depart from the east on Normandy Way (A47)

Plot 2 - Site Access

- 236 to arrive/depart from the south on Ashby Road (A447)
- 26 to arrive/depart from the north on Ashby Road (A447)

Normandy Way/Ashby Road (A47/A447/B4667) Crossroad Junction

- 55 to arrive/depart from the east on Normandy Way (A47)
- 113 to arrive/depart from the south on Ashby Road (B4667)
- 68 to arrive/depart from the west on Normandy Way (A47)

8.11 From the above, it is recommended that no further assessment of the surrounding highway network should be required in respect of any planning application exclusively for Plot 1. However, should an application for Plot 2 be made, or alternatively a combined application for Plots 1 and 2, then the following study area is recommended for any subsequent assessment of peak hour impact.

- A47 / A447 signal controlled junction
- A47 / B4668 roundabout
- A47 / Leicester Road roundabout

- iv. A447 / Barwell Lane T-junction
- v. A447 / Netherley Road T-junction
- vi. Hollycroft / Upper Bond Street signal controlled junction
- vii. A47 / Stoke Road roundabout
- viii. A47 / Roston Drive roundabout
- ix. A5 / A47 roundabout

8.12 Full capacity assessments (Opening Year (2029) and Design Year (2034)) should be carried out at each of the above junctions to confirm any impact and compliance with national planning and design guidance. All capacity assessments should be carried out using the distribution model outlined in **Section 6** of this report (shown in **Figure 6**).

8.13 In terms of committed developments and capacity analysis, it is recommended that any future modelling is undertaken using the PRTM. To avoid any abortive work all inputs into this model should be agreed upon with all relevant highway authorities prior to any future submissions.

8.14 An Opening Year of 2029 and a Design Year of 2034 should be adopted as part of any future capacity assessment. The following growth factors, established from the TEMPro database should be used:

- 2024 to 2029 AM peak = 1.0361
- 2024 to 2029 PM peak = 1.0354
- 2024 to 2034 AM peak = 1.0740
- 2024 to 2034 PM peak = 1.0727

PIA Study

8.15 Whilst an initial review of PIA data has been completed of the surrounding area (as shown in **Figure 3**), it is not expected that any development traffic generation associated with Plot 1 (up to 60 dwellings) would create a significant change in conditions beyond the site access itself. Hence, no further assessment should be required in this regard.

8.16 **Figure 3** also shows how there are a number of locations within the immediate surrounding highway network where established problems exist. The study area for potentially significant traffic increases has been identified and this network of junctions should also form the basis of any subsequent assessment of highway safety, based on the residual change in conditions at each location.

Conclusions

8.17 At this stage, it is evident that the proposed development should be deliverable in accordance with published policy guidance, in particular Paragraphs 114 and 115 of the NPPF. Subject to the agreement of the above parameters, it is recommended that the Transport Assessment should proceed in line with the suggested strategy in preparation for any subsequent detailed planning application.

Period beginning	Saturday 23/09/23		Sunday 24/09/23		Monday 25/09/23		Tuesday 26/09/23		Wednesday 27/09/23		Thursday 28/09/23		Friday 29/09/23		Weekday Average		7 Day Average	
	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV
00:00	64	2	45	2	19	1	43	1	40	5	60	1	43	2	41	2	45	2
01:00	36	4	24	1	10	2	45	1	38	2	37	1	38	2	34	2	33	2
02:00	30	0	25	3	6	0	40	1	27	4	39	3	42	2	31	2	30	2
03:00	32	1	17	0	32	0	44	3	33	4	39	2	48	5	39	3	35	2
04:00	38	1	29	2	70	3	64	5	49	7	69	4	66	0	64	4	55	3
05:00	71	3	51	0	184	8	165	14	127	13	168	8	139	13	157	11	129	8
06:00	130	11	81	1	474	18	498	19	417	30	465	8	394	21	450	19	351	15
07:00	256	20	121	8	966	28	822	17	822	31	839	28	780	40	846	29	658	25
08:00	582	17	223	13	1040	36	1120	16	1026	30	1063	21	1056	30	1061	27	873	23
09:00	700	22	403	12	705	26	941	24	816	19	1104	27	977	20	909	23	807	21
10:00	797	33	661	16	610	63	772	36	767	11	925	20	883	17	791	29	774	28
11:00	740	36	677	21	645	73	746	24	834	20	914	13	899	10	808	28	779	28
12:00	759	37	838	29	604	79	798	23	850	25	908	19	960	14	824	32	817	32
13:00	765	30	694	28	678	89	758	18	791	10	894	13	971	13	818	29	793	29
14:00	694	20	625	30	698	66	881	25	945	16	971	9	937	21	886	27	822	27
15:00	595	33	501	16	741	85	1037	35	1058	23	1098	8	1023	37	991	38	865	34
16:00	613	23	498	19	351	14	1100	37	1145	24	1201	26	1124	32	984	27	862	25
17:00	616	23	434	16	1003	16	1127	20	1196	23	1205	23	1095	24	1125	21	954	21
18:00	509	13	309	12	891	13	806	18	908	15	1040	18	813	22	892	17	754	16
19:00	360	11	280	14	586	20	555	31	600	17	623	16	578	28	588	22	512	20
20:00	237	4	186	7	372	14	290	16	382	16	343	18	291	13	336	15	300	13
21:00	203	5	137	3	236	16	198	7	184	13	249	6	199	5	213	9	201	8
22:00	166	7	74	4	188	11	152	9	161	10	217	6	156	14	175	10	159	9
23:00	88	2	48	4	79	4	77	5	67	4	112	6	75	5	82	5	78	4
Totals																		
12hr 7-19	7626	307	5984	220	8932	588	10908	293	11158	247	12162	225	11518	280	10936	327	9755	309
18hr 6-24	8810	347	6790	253	10867	671	12678	380	12969	337	14171	285	13211	366	12779	408	11357	377
24hr 0-24	9081	358	6981	261	11188	685	13079	405	13283	372	14583	304	13587	390	13144	431	11683	396
7 day average speed			31.3															
7 day average 85th percentile			39.0															

TABLE 1: SUMMARY OF ATC 1 DATA - NORMANDY WAY (A47) - EASTBOUND

Period beginning	Saturday 23/09/23		Sunday 24/09/23		Monday 25/09/23		Tuesday 26/09/23		Wednesday 27/09/23		Thursday 28/09/23		Friday 29/09/23		Weekday Average		7 Day Average	
	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV
00:00	69	3	82	2	16	5	24	6	28	7	30	6	43	9	28	7	42	5
01:00	26	4	38	3	8	0	24	5	26	6	18	5	18	5	19	4	23	4
02:00	22	6	22	0	9	1	23	8	18	8	21	5	24	9	19	6	20	5
03:00	31	4	9	1	22	0	38	7	37	9	30	7	34	8	32	6	29	5
04:00	24	3	31	2	33	5	80	15	61	9	57	7	66	9	59	9	50	7
05:00	45	4	43	5	141	18	177	21	169	19	162	27	169	19	164	21	129	16
06:00	102	12	67	4	283	45	419	45	437	51	475	43	438	43	410	45	317	35
07:00	196	37	118	9	604	66	948	91	970	96	907	91	833	99	852	89	654	70
08:00	410	49	173	24	783	64	889	73	1060	74	984	74	992	76	942	72	756	62
09:00	537	41	421	33	658	94	672	85	704	96	699	72	748	89	696	87	634	73
10:00	712	31	512	39	516	74	594	102	656	88	597	76	604	79	593	84	599	70
11:00	752	49	590	27	515	69	615	82	635	85	649	92	668	81	616	82	632	69
12:00	831	46	704	32	621	87	631	76	643	74	720	73	727	75	668	77	697	66
13:00	731	47	677	40	604	80	656	93	692	99	654	81	732	85	668	88	678	75
14:00	707	32	633	33	697	83	692	91	608	77	672	67	712	76	676	79	674	66
15:00	599	31	536	29	809	79	801	63	839	64	850	68	876	64	835	68	759	57
16:00	565	28	476	30	471	41	738	30	714	44	769	44	750	27	688	37	640	35
17:00	506	29	371	23	805	41	838	31	811	47	857	32	810	25	824	35	714	33
18:00	504	25	326	16	586	23	632	27	636	28	603	26	647	24	621	26	562	24
19:00	343	26	251	19	428	24	436	36	448	27	489	31	422	36	445	31	402	28
20:00	250	19	213	9	232	14	267	17	279	14	289	12	267	16	267	15	257	14
21:00	193	8	119	9	211	9	215	17	201	13	260	20	209	18	219	15	201	13
22:00	160	6	103	2	133	14	107	13	109	8	146	15	100	13	119	13	123	10
23:00	95	4	48	4	58	6	64	9	50	7	68	10	57	9	59	8	63	7
Totals																		
12hr 7-19	7050	445	5537	335	7669	801	8706	844	8968	872	8961	796	9099	800	8681	823	7999	699
18hr 6-24	8193	520	6338	382	9014	913	10214	981	10492	992	10688	927	10592	935	10200	950	9362	807
24hr 0-24	8410	544	6563	395	9243	942	10580	1043	10831	1050	11006	984	10946	994	10521	1003	9654	850
7 day average speed			32.7															
7 day average 85th percentile			38.2															

TABLE 2: SUMMARY OF ATC 1 DATA - NORMANDY WAY (A47) - WESTBOUND

Period beginning	Saturday 23/09/23		Sunday 24/09/23		Monday 25/09/23		Tuesday 26/09/23		Wednesday 27/09/23		Thursday 28/09/23		Friday 29/09/23		Weekday Average		7 Day Average	
	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV
00:00	133	5	127	4	35	6	67	7	68	12	90	7	86	11	69	9	87	7
01:00	62	8	62	4	18	2	69	6	64	8	55	6	56	7	52	6	55	6
02:00	52	6	47	3	15	1	63	9	45	12	60	8	66	11	50	8	50	7
03:00	63	5	26	1	54	0	82	10	70	13	69	9	82	13	71	9	64	7
04:00	62	4	60	4	103	8	144	20	110	16	126	11	132	9	123	13	105	10
05:00	116	7	94	5	325	26	342	35	296	32	330	35	308	32	320	32	259	25
06:00	232	23	148	5	757	63	917	64	854	81	940	51	832	64	860	65	669	50
07:00	452	57	239	17	1570	94	1770	108	1792	127	1746	119	1613	139	1698	117	1312	94
08:00	992	66	396	37	1823	100	2009	89	2086	104	2047	95	2048	106	2003	99	1629	85
09:00	1237	63	824	45	1363	120	1613	109	1520	115	1803	99	1725	109	1605	110	1441	94
10:00	1509	64	1173	55	1126	137	1366	138	1423	99	1522	96	1487	96	1385	113	1372	98
11:00	1492	85	1267	48	1160	142	1361	106	1469	105	1563	105	1567	91	1424	110	1411	97
12:00	1590	83	1542	61	1225	166	1429	99	1493	99	1628	92	1687	89	1492	109	1513	98
13:00	1496	77	1371	68	1282	169	1414	111	1483	109	1548	94	1703	98	1486	116	1471	104
14:00	1401	52	1258	63	1395	149	1573	116	1553	93	1643	76	1649	97	1563	106	1496	92
15:00	1194	64	1037	45	1550	164	1838	98	1897	87	1948	76	1899	101	1826	105	1623	91
16:00	1178	51	974	49	822	55	1838	67	1859	68	1970	70	1874	59	1673	64	1502	60
17:00	1122	52	805	39	1808	57	1965	51	2007	70	2062	55	1905	49	1949	56	1668	53
18:00	1013	38	635	28	1477	36	1438	45	1544	43	1643	44	1460	46	1512	43	1316	40
19:00	703	37	531	33	1014	44	991	67	1048	44	1112	47	1000	64	1033	53	914	48
20:00	487	23	399	16	604	28	557	33	661	30	632	30	558	29	602	30	557	27
21:00	396	13	256	12	447	25	413	24	385	26	509	26	408	23	432	25	402	21
22:00	326	13	177	6	321	25	259	22	270	18	363	21	256	27	294	23	282	19
23:00	183	6	96	8	137	10	141	14	117	11	180	16	132	14	141	13	141	11
Totals																		
12hr 7-19	14676	752	11521	555	16601	1389	19614	1137	20126	1119	21123	1021	20617	1080	19616	1149	17754	1008
18hr 6-24	17003	867	13128	635	19881	1584	22892	1361	23461	1329	24859	1212	23803	1301	22979	1357	20718	1184
24hr 0-24	17491	902	13544	656	20431	1627	23659	1448	24114	1422	25589	1288	24533	1384	23665	1434	21337	1247

TABLE 3: SUMMARY OF ATC 1 DATA - NORMANDY WAY (A47) - TWO-WAY

Period beginning	Saturday 23/09/23		Sunday 24/09/23		Monday 25/09/23		Tuesday 26/09/23		Wednesday 27/09/23		Thursday 28/09/23		Friday 29/09/23		Weekday Average		7 Day Average	
	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV
00:00	27	0	36	0	9	1	16	1	16	1	18	1	16	3	15	1	20	1
01:00	17	1	18	1	7	0	7	0	13	1	13	1	15	0	11	0	13	1
02:00	12	2	17	2	3	0	12	2	13	1	12	2	13	2	11	1	12	2
03:00	19	4	8	0	20	1	18	2	18	2	23	0	25	2	21	1	19	2
04:00	6	1	6	1	14	1	25	5	17	1	19	2	29	1	21	2	17	2
05:00	19	1	16	1	82	7	67	2	73	8	95	5	69	5	77	5	60	4
06:00	52	7	36	3	160	12	161	27	173	16	155	13	149	14	160	16	127	13
07:00	132	16	62	5	340	32	364	23	422	27	341	29	358	39	365	30	288	24
08:00	248	29	145	14	389	39	380	34	457	33	392	45	362	43	396	39	339	34
09:00	294	25	228	13	382	40	379	34	394	46	353	40	361	39	374	40	342	34
10:00	421	20	337	13	351	48	362	42	375	46	376	45	420	47	377	46	377	37
11:00	468	15	437	11	391	38	380	42	443	48	403	43	432	44	410	43	422	34
12:00	520	17	476	9	446	44	457	42	445	48	407	38	478	37	447	42	461	34
13:00	502	16	434	17	398	38	442	32	398	51	426	38	478	36	428	39	440	33
14:00	505	14	420	11	392	41	551	34	459	48	478	44	544	47	485	43	478	34
15:00	401	14	329	13	529	44	614	29	493	54	516	53	589	50	548	46	496	37
16:00	357	17	266	13	600	51	680	41	617	50	595	50	577	43	614	47	527	38
17:00	325	13	203	9	555	38	679	40	551	39	608	36	562	30	591	37	498	29
18:00	265	14	174	10	370	35	376	19	408	17	436	28	412	21	400	24	349	21
19:00	187	17	157	10	272	17	260	22	287	19	238	17	291	20	270	19	242	17
20:00	126	11	110	4	158	11	154	8	202	11	204	5	164	4	176	8	160	8
21:00	107	3	63	1	123	8	120	6	139	6	126	3	116	5	125	6	113	5
22:00	74	2	45	1	86	7	90	3	105	6	104	3	96	4	96	5	86	4
23:00	56	5	30	4	32	4	38	0	33	1	47	2	58	2	42	2	42	3
Totals																		
12hr 7-19	4438	210	3511	138	5143	488	5664	412	5462	507	5331	489	5573	476	5435	474	5017	389
18hr 6-24	5040	255	3952	161	5974	547	6487	478	6401	566	6205	532	6447	525	6303	530	5787	438
24hr 0-24	5140	264	4053	166	6109	557	6632	490	6551	580	6385	543	6614	538	6458	542	5926	448
7 day average speed			36.5															
7 day average 85th percentile			41.8															

TABLE 4: SUMMARY OF ATC 2 DATA - ASHBY ROAD (A447)(NORTHERN SITE) - NORTHBOUND

Period beginning	Saturday 23/09/23		Sunday 24/09/23		Monday 25/09/23		Tuesday 26/09/23		Wednesday 27/09/23		Thursday 28/09/23		Friday 29/09/23		Weekday Average		7 Day Average	
	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV
00:00	33	3	36	1	9	2	21	4	14	3	20	1	27	3	18	3	23	2
01:00	38	6	17	1	8	1	8	1	15	2	5	1	6	2	8	1	14	2
02:00	16	1	9	2	8	2	21	2	20	5	17	2	25	4	18	3	17	3
03:00	21	6	14	4	15	5	26	9	24	7	23	5	21	5	22	6	21	6
04:00	24	5	9	2	37	8	53	17	51	7	38	6	45	8	45	9	37	8
05:00	39	4	29	2	104	23	119	23	128	28	96	24	114	25	112	25	90	18
06:00	93	21	47	3	308	54	322	57	307	51	322	62	277	52	307	55	239	43
07:00	192	37	81	7	681	112	629	105	679	100	655	105	539	99	637	104	494	81
08:00	332	39	133	12	633	92	544	42	690	90	715	93	668	86	650	81	531	65
09:00	497	39	313	21	539	87	535	71	567	84	481	77	519	74	528	79	493	65
10:00	573	48	453	20	472	78	440	72	466	65	441	69	493	60	462	69	477	59
11:00	626	35	479	27	461	52	482	70	510	65	463	71	492	52	482	62	502	53
12:00	526	44	586	41	485	74	510	67	508	68	464	65	560	73	505	69	520	62
13:00	546	33	511	30	455	59	432	63	527	88	440	60	572	78	485	70	498	59
14:00	492	20	482	27	491	54	517	66	462	58	468	65	522	57	492	60	491	50
15:00	487	25	417	16	557	88	580	74	589	72	586	78	594	65	581	75	544	60
16:00	471	33	397	27	559	53	594	54	578	65	610	66	654	76	599	63	552	53
17:00	367	22	262	14	549	38	597	47	579	45	569	39	545	48	568	43	495	36
18:00	326	20	195	15	396	38	386	25	422	33	448	41	424	32	415	34	371	29
19:00	230	21	156	12	248	26	280	31	299	23	325	27	285	18	287	25	260	23
20:00	135	6	115	8	143	12	155	16	184	19	196	13	168	14	169	15	157	13
21:00	138	9	76	6	147	7	131	7	130	10	123	10	147	10	136	9	127	8
22:00	83	7	56	7	111	15	92	9	79	3	124	12	116	9	104	10	94	9
23:00	63	4	28	0	51	6	58	6	37	5	66	7	76	7	58	6	54	5
Totals																		
12hr 7-19	5435	395	4309	257	6278	825	6246	756	6577	833	6340	829	6582	800	6405	809	5967	671
18hr 6-24	6177	463	4787	293	7286	945	7284	882	7613	944	7496	960	7651	910	7466	928	6899	771
24hr 0-24	6348	488	4901	305	7467	986	7532	938	7865	996	7695	999	7889	957	7690	975	7100	810
7 day average speed			35.9															
7 day average 85th percentile			42.3															

TABLE 5: SUMMARY OF ATC 2 DATA - ASHBY ROAD (A447)(NORTHERN SITE) - SOUTHBOUND