

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	60	3	72	1	18	3	37	5	30	4	38	2	43	6	33	4	43	3
01:00	55	7	35	2	15	1	15	1	28	3	18	2	21	2	19	2	27	3
02:00	28	3	26	4	11	2	33	4	33	6	29	4	38	6	29	4	28	4
03:00	40	10	22	4	35	6	44	11	42	9	46	5	46	7	43	8	39	7
04:00	30	6	15	3	51	9	78	22	68	8	57	8	74	9	66	11	53	9
05:00	58	5	45	3	186	30	186	25	201	36	191	29	183	30	189	30	150	23
06:00	145	28	83	6	468	66	483	84	480	67	477	75	426	66	467	72	366	56
07:00	324	53	143	12	1021	144	993	128	1101	127	996	134	897	138	1002	134	782	105
08:00	580	68	278	26	1022	131	924	76	1147	123	1107	138	1030	129	1046	119	870	99
09:00	791	64	541	34	921	127	914	105	961	130	834	117	880	113	902	118	835	99
10:00	994	68	790	33	823	126	802	114	841	111	817	114	913	107	839	114	854	96
11:00	1094	50	916	38	852	90	862	112	953	113	866	114	924	96	891	105	924	88
12:00	1046	61	1062	50	931	118	967	109	953	116	871	103	1038	110	952	111	981	95
13:00	1048	49	945	47	853	97	874	95	925	139	866	98	1050	114	914	109	937	91
14:00	997	34	902	38	883	95	1068	100	921	106	946	109	1066	104	977	103	969	84
15:00	888	39	746	29	1086	132	1194	103	1082	126	1102	131	1183	115	1129	121	1040	96
16:00	828	50	663	40	1159	104	1274	95	1195	115	1205	116	1231	119	1213	110	1079	91
17:00	692	35	465	23	1104	76	1276	87	1130	84	1177	75	1107	78	1159	80	993	65
18:00	591	34	369	25	766	73	762	44	830	50	884	69	836	53	816	58	720	50
19:00	417	38	313	22	520	43	540	53	586	42	563	44	576	38	557	44	502	40
20:00	261	17	225	12	301	23	309	24	386	30	400	18	332	18	346	23	316	20
21:00	245	12	139	7	270	15	251	13	269	16	249	13	263	15	260	14	241	13
22:00	157	9	101	8	197	22	182	12	184	9	228	15	212	13	201	14	180	13
23:00	119	9	58	4	83	10	96	6	70	6	113	9	134	9	99	8	96	8
Totals																		
12hr 7-19	9873	605	7820	395	11421	1313	11910	1168	12039	1340	11671	1318	12155	1276	11839	1283	10984	1059
18hr 6-24	11217	718	8739	454	13260	1492	13771	1360	14014	1510	13701	1492	14098	1435	13769	1458	12686	1209
24hr 0-24	11488	752	8954	471	13576	1543	14164	1428	14416	1576	14080	1542	14503	1495	14148	1517	13026	1258

TABLE 6: SUMMARY OF ATC 2 DATA - ASHBY ROAD (A447)(NORTHERN SITE) - 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	26	0	36	0	9	2	16	1	16	4	16	2	16	3	15	2	19	2
01:00	17	1	18	1	7	0	7	0	13	0	13	1	15	0	11	0	13	0
02:00	13	2	17	3	3	0	12	3	11	1	12	1	12	3	10	2	11	2
03:00	15	5	8	0	20	1	18	2	16	3	20	1	20	4	19	2	17	2
04:00	6	1	6	1	16	2	26	6	21	2	19	2	29	3	22	3	18	2
05:00	19	1	16	1	81	8	68	4	72	11	84	10	67	7	74	8	58	6
06:00	50	8	37	4	148	20	174	26	159	18	151	25	137	22	154	22	122	18
07:00	122	25	60	7	350	39	340	37	356	46	318	45	357	47	344	43	272	35
08:00	253	34	142	17	351	40	385	23	403	51	382	42	363	42	377	40	326	36
09:00	303	29	232	17	378	46	370	38	387	54	354	46	368	42	371	45	342	39
10:00	427	27	327	20	343	48	358	44	383	48	368	53	416	50	374	49	375	41
11:00	478	21	433	16	394	39	385	52	453	60	403	45	444	49	416	49	427	40
12:00	509	22	480	18	431	51	427	47	443	54	396	42	483	42	436	47	453	39
13:00	509	19	433	19	392	44	403	39	428	46	410	46	499	53	426	46	439	38
14:00	509	17	421	12	391	44	477	48	445	53	466	46	532	55	462	49	463	39
15:00	408	14	318	13	510	45	545	56	516	62	511	60	574	64	531	57	483	45
16:00	374	17	264	16	579	63	591	55	615	66	585	60	594	50	593	59	515	47
17:00	318	21	206	11	553	41	625	39	566	38	576	42	556	33	575	39	486	32
18:00	269	20	169	13	373	35	355	22	415	22	437	35	418	23	400	27	348	24
19:00	195	18	151	13	272	21	245	36	279	22	242	18	289	28	265	25	239	22
20:00	127	14	111	5	158	12	148	12	197	16	203	13	156	6	172	12	157	11
21:00	107	2	64	1	129	10	119	8	140	7	128	4	120	7	127	7	115	6
22:00	75	4	45	3	86	7	87	7	105	9	108	4	102	7	98	7	87	6
23:00	54	5	29	3	33	6	34	3	32	2	42	3	59	3	40	3	40	4
Totals																		
12hr 7-19	4479	266	3485	179	5045	535	5261	500	5410	600	5206	562	5604	550	5305	549	4927	456
18hr 6-24	5087	317	3922	208	5871	611	6068	592	6322	674	6080	629	6467	623	6162	626	5688	522
24hr 0-24	5183	327	4023	214	6007	624	6215	608	6471	695	6244	646	6626	643	6313	643	5824	537
7 day average speed			35.4															
7 day average 85th percentile			40.0															

TABLE 7: SUMMARY OF ATC 3 DATA - ASHBY ROAD (A447)(SOUTHERN 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	35	2	35	1	9	1	24	2	15	2	20	1	33	2	20	2	24	2
01:00	38	6	20	0	8	1	10	1	16	1	5	1	6	1	9	1	15	2
02:00	16	1	9	0	7	2	21	0	19	4	18	1	25	2	18	2	16	1
03:00	24	4	14	3	18	4	36	8	29	5	24	3	25	3	26	5	24	4
04:00	23	5	10	1	43	3	67	9	45	11	45	2	56	3	51	6	41	5
05:00	40	4	30	2	113	20	123	18	142	18	120	17	125	14	125	17	99	13
06:00	96	17	45	3	332	40	342	43	345	34	356	37	313	32	338	37	261	29
07:00	202	31	85	7	741	77	718	64	769	69	704	67	610	68	708	69	547	55
08:00	338	32	136	9	754	41	671	20	782	48	757	51	730	53	739	43	595	36
09:00	506	32	320	12	585	47	644	47	646	36	506	43	559	37	588	42	538	36
10:00	577	38	484	14	501	64	504	42	495	33	486	30	520	43	501	42	510	38
11:00	618	26	504	18	467	43	505	36	540	33	492	35	483	44	497	38	516	34
12:00	543	33	601	26	506	56	543	44	512	45	492	38	564	66	523	50	537	44
13:00	544	20	523	19	468	48	453	48	511	52	466	37	568	75	493	52	505	43
14:00	488	10	478	17	499	46	533	53	498	38	487	43	531	45	510	45	502	36
15:00	486	19	427	8	591	59	595	50	605	42	616	52	608	49	603	50	561	40
16:00	472	20	402	18	577	48	603	35	601	37	611	32	715	68	621	44	569	37
17:00	384	13	254	9	565	28	617	34	577	20	610	35	586	37	591	31	513	25
18:00	325	15	203	11	406	28	402	12	415	16	441	23	455	30	424	22	378	19
19:00	231	18	165	8	260	17	291	23	321	23	344	13	307	17	305	19	274	17
20:00	136	6	118	5	143	10	160	11	208	13	206	5	179	11	179	10	164	9
21:00	142	9	77	4	142	3	138	3	132	6	128	6	145	8	137	5	129	6
22:00	86	2	57	6	115	8	93	7	79	2	140	9	118	9	109	7	98	6
23:00	64	2	29	0	55	3	57	4	37	5	68	1	79	6	59	4	56	3
Totals																		
12hr 7-19	5483	289	4417	168	6660	585	6788	485	6951	469	6668	486	6929	615	6799	528	6271	442
18hr 6-24	6238	343	4908	194	7707	666	7869	576	8073	552	7910	557	8070	698	7926	610	7254	512
24hr 0-24	6414	365	5026	201	7905	697	8150	614	8339	593	8142	582	8340	723	8175	642	7474	539
7 day average speed			34.1															
7 day average 85th percentile			40.7															

TABLE 8: SUMMARY OF ATC 3 DATA - ASHBY ROAD (A447)(SOUTHERN SITE) - SOUTHBOUND

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	61	2	71	1	18	3	40	3	31	6	36	3	49	5	35	4	44	3
01:00	55	7	38	1	15	1	17	1	29	1	18	2	21	1	20	1	28	2
02:00	29	3	26	3	10	2	33	3	30	5	30	2	37	5	28	3	28	3
03:00	39	9	22	3	38	5	54	10	45	8	44	4	45	7	45	7	41	7
04:00	29	6	16	2	59	5	93	15	66	13	64	4	85	6	73	9	59	7
05:00	59	5	46	3	194	28	191	22	214	29	204	27	192	21	199	25	157	19
06:00	146	25	82	7	480	60	516	69	504	52	507	62	450	54	491	59	384	47
07:00	324	56	145	14	1091	116	1058	101	1125	115	1022	112	967	115	1053	112	819	90
08:00	591	66	278	26	1105	81	1056	43	1185	99	1139	93	1093	95	1116	82	921	72
09:00	809	61	552	29	963	93	1014	85	1033	90	860	89	927	79	959	87	880	75
10:00	1004	65	811	34	844	112	862	86	878	81	854	83	936	93	875	91	884	79
11:00	1096	47	937	34	861	82	890	88	993	93	895	80	927	93	913	87	943	74
12:00	1052	55	1081	44	937	107	970	91	955	99	888	80	1047	108	959	97	990	83
13:00	1053	39	956	38	860	92	856	87	939	98	876	83	1067	128	920	98	944	81
14:00	997	27	899	29	890	90	1010	101	943	91	953	89	1063	100	972	94	965	75
15:00	894	33	745	21	1101	104	1140	106	1121	104	1127	112	1182	113	1134	108	1044	85
16:00	846	37	666	34	1156	111	1194	90	1216	103	1196	92	1309	118	1214	103	1083	84
17:00	702	34	460	20	1118	69	1242	73	1143	58	1186	77	1142	70	1166	69	999	57
18:00	594	35	372	24	779	63	757	34	830	38	878	58	873	53	823	49	726	44
19:00	426	36	316	21	532	38	536	59	600	45	586	31	596	45	570	44	513	39
20:00	263	20	229	10	301	22	308	23	405	29	409	18	335	17	352	22	321	20
21:00	249	11	141	5	271	13	257	11	272	13	256	10	265	15	264	12	244	11
22:00	161	6	102	9	201	15	180	14	184	11	248	13	220	16	207	14	185	12
23:00	118	7	58	3	88	9	91	7	69	7	110	4	138	9	99	7	96	7
Totals																		
12hr 7-19	9962	555	7902	347	11705	1120	12049	985	12361	1069	11874	1048	12533	1165	12104	1077	11198	898
18hr 6-24	11325	660	8830	402	13578	1277	13937	1168	14395	1226	13990	1186	14537	1321	14087	1236	12942	1034
24hr 0-24	11597	692	9049	415	13912	1321	14365	1222	14810	1288	14386	1228	14966	1366	14488	1285	13298	1076

TABLE 9: SUMMARY OF ATC 3 DATA - ASHBY ROAD (A447)(SOUTHERN SITE) - TWO-WAY

Vehicle speeds	39.00 mph 62.75 kph 17.43 v (m/s) 303.83 v ²	Formula: $SSD = vt + v^2 / 2(d+0.1a)$																							
Driver Perception-Reaction time	2 t (s) 34.86 v x t	<table border="1"> <thead> <tr> <th></th> <th colspan="2">Manual for Streets 2</th> <th colspan="2">DMRB</th> </tr> <tr> <th></th> <th>Light Vehicles (less than 5% HGVs)</th> <th>HGVs/Buses (over 5% of total vehicles)</th> <th>All traffic (Maximum)</th> <th>All traffic (Desirable decel.)</th> </tr> </thead> <tbody> <tr> <td>Perception-Reaction Time (t)</td> <td>1.5s</td> <td>1.5s</td> <td>2s</td> <td>2s</td> </tr> <tr> <td>Deceleration Rate (g = 9.81m/s²)</td> <td>0.45g</td> <td>0.375g</td> <td>0.375g</td> <td>0.25g</td> </tr> </tbody> </table>					Manual for Streets 2		DMRB			Light Vehicles (less than 5% HGVs)	HGVs/Buses (over 5% of total vehicles)	All traffic (Maximum)	All traffic (Desirable decel.)	Perception-Reaction Time (t)	1.5s	1.5s	2s	2s	Deceleration Rate (g = 9.81m/s ²)	0.45g	0.375g	0.375g	0.25g
	Manual for Streets 2		DMRB																						
	Light Vehicles (less than 5% HGVs)	HGVs/Buses (over 5% of total vehicles)	All traffic (Maximum)	All traffic (Desirable decel.)																					
Perception-Reaction Time (t)	1.5s	1.5s	2s	2s																					
Deceleration Rate (g = 9.81m/s ²)	0.45g	0.375g	0.375g	0.25g																					
Deceleration Rate	0.25 g 2.45 d (m/s) 4.91 2d	Enter gradient as positive for uphill towards junction and negative for downhill towards junction																							
Gradient	0.00 a* 2.45 d+0.1a 4.905 2(d+0.1a)																								
Stopping Sight Distance (SSD) =	<table> <tr> <td>vt</td> <td>+</td> <td>v² / 2(d+0.1a)</td> <td>=</td> <td>SSD</td> </tr> <tr> <td>34.86</td> <td>+</td> <td>61.94</td> <td>=</td> <td>96.81</td> </tr> </table>	vt	+	v ² / 2(d+0.1a)	=	SSD	34.86	+	61.94	=	96.81														
vt	+	v ² / 2(d+0.1a)	=	SSD																					
34.86	+	61.94	=	96.81																					
SSD Bonnet Adjusted (SSD+2.4)**	99.21																								

* for simplicity, gradient will be given as zero where details of levels are unavailable and observed gradients are deemed to be insignificant in terms of the effect on vehicle braking

** 2.4 metres added to splay to allow for bonnet length of approaching vehicles

TABLE 10 - VISIBILITY SPLAY CALCULATOR: NORMANDY WAY (A47) - EASTBOUND

Vehicle speeds	38.20 mph 61.46 kph 17.07 v (m/s) 291.50 v ²	Formula: $SSD = vt + v^2 / 2(d + 0.1a)$																
Driver Perception-Reaction time	2 t (s) 34.15 v x t																	
Deceleration Rate	0.25 g 2.45 d (m/s) 4.91 2d	<table border="1"> <tr> <th colspan="2">Manual for Streets 2</th> <th colspan="2">DMRB</th> </tr> <tr> <td>Light Vehicles (less than 5% HGVs)</td> <td>HGVs/Buses (over 5% of total vehicles)</td> <td>All traffic (Maximum)</td> <td>All traffic (Desirable decel.)</td> </tr> <tr> <td>1.5s</td> <td>1.5s</td> <td>2s</td> <td>2s</td> </tr> <tr> <td>0.45g</td> <td>0.375g</td> <td>0.375g</td> <td>0.25g</td> </tr> </table>	Manual for Streets 2		DMRB		Light Vehicles (less than 5% HGVs)	HGVs/Buses (over 5% of total vehicles)	All traffic (Maximum)	All traffic (Desirable decel.)	1.5s	1.5s	2s	2s	0.45g	0.375g	0.375g	0.25g
Manual for Streets 2			DMRB															
Light Vehicles (less than 5% HGVs)	HGVs/Buses (over 5% of total vehicles)	All traffic (Maximum)	All traffic (Desirable decel.)															
1.5s	1.5s	2s	2s															
0.45g	0.375g	0.375g	0.25g															
Gradient	0.00 a* 2.45 d + 0.1a 4.905 2(d + 0.1a)	Enter gradient as positive for uphill towards junction and negative for downhill towards junction																
Stopping Sight Distance (SSD) =	<table border="0"> <tr> <td>vt</td> <td>+</td> <td>$v^2 / 2(d + 0.1a)$</td> <td>=</td> <td>SSD</td> </tr> <tr> <td>34.15</td> <td>+</td> <td>59.43</td> <td>=</td> <td>93.58</td> </tr> </table>	vt	+	$v^2 / 2(d + 0.1a)$	=	SSD	34.15	+	59.43	=	93.58							
vt	+	$v^2 / 2(d + 0.1a)$	=	SSD														
34.15	+	59.43	=	93.58														
SSD Bonnet Adjusted (SSD + 2.4)**	95.98																	

* for simplicity, gradient will be given as zero where details of levels are unavailable and observed gradients are deemed to be insignificant in terms of the effect on vehicle braking

** 2.4 metres added to splay to allow for bonnet length of approaching vehicles

TABLE 11 - VISIBILITY SPLAY CALCULATOR: NORMANDY WAY (A47) - WESTBOUND

Vehicle speeds	40.00 mph 64.36 kph 17.88 v (m/s) 319.61 v ²	Formula: $SSD = vt + v^2 / 2(d+0.1a)$																
Driver Perception-Reaction time	2 t (s) 35.76 v x t																	
Deceleration Rate	0.25 g 2.45 d (m/s) 4.91 2d	<table border="1"> <tr> <th colspan="2">Manual for Streets 2</th> <th colspan="2">DMRB</th> </tr> <tr> <td>Light Vehicles (less than 5% HGVs)</td> <td>HGVs/Buses (over 5% of total vehicles)</td> <td>All traffic (Maximum)</td> <td>All traffic (Desirable decel.)</td> </tr> <tr> <td>1.5s</td> <td>1.5s</td> <td>2s</td> <td>2s</td> </tr> <tr> <td>0.45g</td> <td>0.375g</td> <td>0.375g</td> <td>0.25g</td> </tr> </table>	Manual for Streets 2		DMRB		Light Vehicles (less than 5% HGVs)	HGVs/Buses (over 5% of total vehicles)	All traffic (Maximum)	All traffic (Desirable decel.)	1.5s	1.5s	2s	2s	0.45g	0.375g	0.375g	0.25g
Manual for Streets 2			DMRB															
Light Vehicles (less than 5% HGVs)	HGVs/Buses (over 5% of total vehicles)	All traffic (Maximum)	All traffic (Desirable decel.)															
1.5s	1.5s	2s	2s															
0.45g	0.375g	0.375g	0.25g															
Gradient	0.00 a* 2.45 d+0.1a 4.905 2(d+0.1a)	Enter gradient as positive for uphill towards junction and negative for downhill towards junction																
Stopping Sight Distance (SSD) =	<table border="0"> <tr> <td>vt</td> <td>+</td> <td>$v^2 / 2(d+0.1a)$</td> <td>=</td> <td>SSD</td> </tr> <tr> <td>35.76</td> <td>+</td> <td>65.16</td> <td>=</td> <td>100.92</td> </tr> </table>	vt	+	$v^2 / 2(d+0.1a)$	=	SSD	35.76	+	65.16	=	100.92							
vt	+	$v^2 / 2(d+0.1a)$	=	SSD														
35.76	+	65.16	=	100.92														
SSD Bonnet Adjusted (SSD+2.4)**	103.32																	

* for simplicity, gradient will be given as zero where details of levels are unavailable and observed gradients are deemed to be insignificant in terms of the effect on vehicle braking

** 2.4 metres added to splay to allow for bonnet length of approaching vehicles

TABLE 12 - VISIBILITY SPLAY CALCULATOR: ASHBY ROAD (A447) - NORTHBOUND

Vehicle speeds	42.30 mph 68.06 kph 18.91 v (m/s) 357.43 v ²	Formula: $SSD = vt + v^2 / 2(d+0.1a)$																							
Driver Perception-Reaction time	2 t (s) 37.81 v x t	<table border="1"> <thead> <tr> <th></th> <th colspan="2">Manual for Streets 2</th> <th colspan="2">DMRB</th> </tr> <tr> <th></th> <th>Light Vehicles (less than 5% HGVs)</th> <th>HGVs/Buses (over 5% of total vehicles)</th> <th>All traffic (Maximum)</th> <th>All traffic (Desirable decel.)</th> </tr> </thead> <tbody> <tr> <td>Perception-Reaction Time (t)</td> <td>1.5s</td> <td>1.5s</td> <td>2s</td> <td>2s</td> </tr> <tr> <td>Deceleration Rate (g = 9.81m/s²)</td> <td>0.45g</td> <td>0.375g</td> <td>0.375g</td> <td>0.25g</td> </tr> </tbody> </table>					Manual for Streets 2		DMRB			Light Vehicles (less than 5% HGVs)	HGVs/Buses (over 5% of total vehicles)	All traffic (Maximum)	All traffic (Desirable decel.)	Perception-Reaction Time (t)	1.5s	1.5s	2s	2s	Deceleration Rate (g = 9.81m/s ²)	0.45g	0.375g	0.375g	0.25g
	Manual for Streets 2		DMRB																						
	Light Vehicles (less than 5% HGVs)	HGVs/Buses (over 5% of total vehicles)	All traffic (Maximum)	All traffic (Desirable decel.)																					
Perception-Reaction Time (t)	1.5s	1.5s	2s	2s																					
Deceleration Rate (g = 9.81m/s ²)	0.45g	0.375g	0.375g	0.25g																					
Deceleration Rate	0.25 g 2.45 d (m/s) 4.91 2d	Enter gradient as positive for uphill towards junction and negative for downhill towards junction																							
Gradient	0.00 a* 2.45 d+0.1a 4.905 2(d+0.1a)																								
Stopping Sight Distance (SSD) =	<table border="0"> <tr> <td>vt</td> <td>+</td> <td>v² / 2(d+0.1a)</td> <td>=</td> <td>SSD</td> </tr> <tr> <td>37.81</td> <td>+</td> <td>72.87</td> <td>=</td> <td>110.68</td> </tr> </table>	vt	+	v ² / 2(d+0.1a)	=	SSD	37.81	+	72.87	=	110.68														
vt	+	v ² / 2(d+0.1a)	=	SSD																					
37.81	+	72.87	=	110.68																					
SSD Bonnet Adjusted (SSD+2.4)**	113.08																								

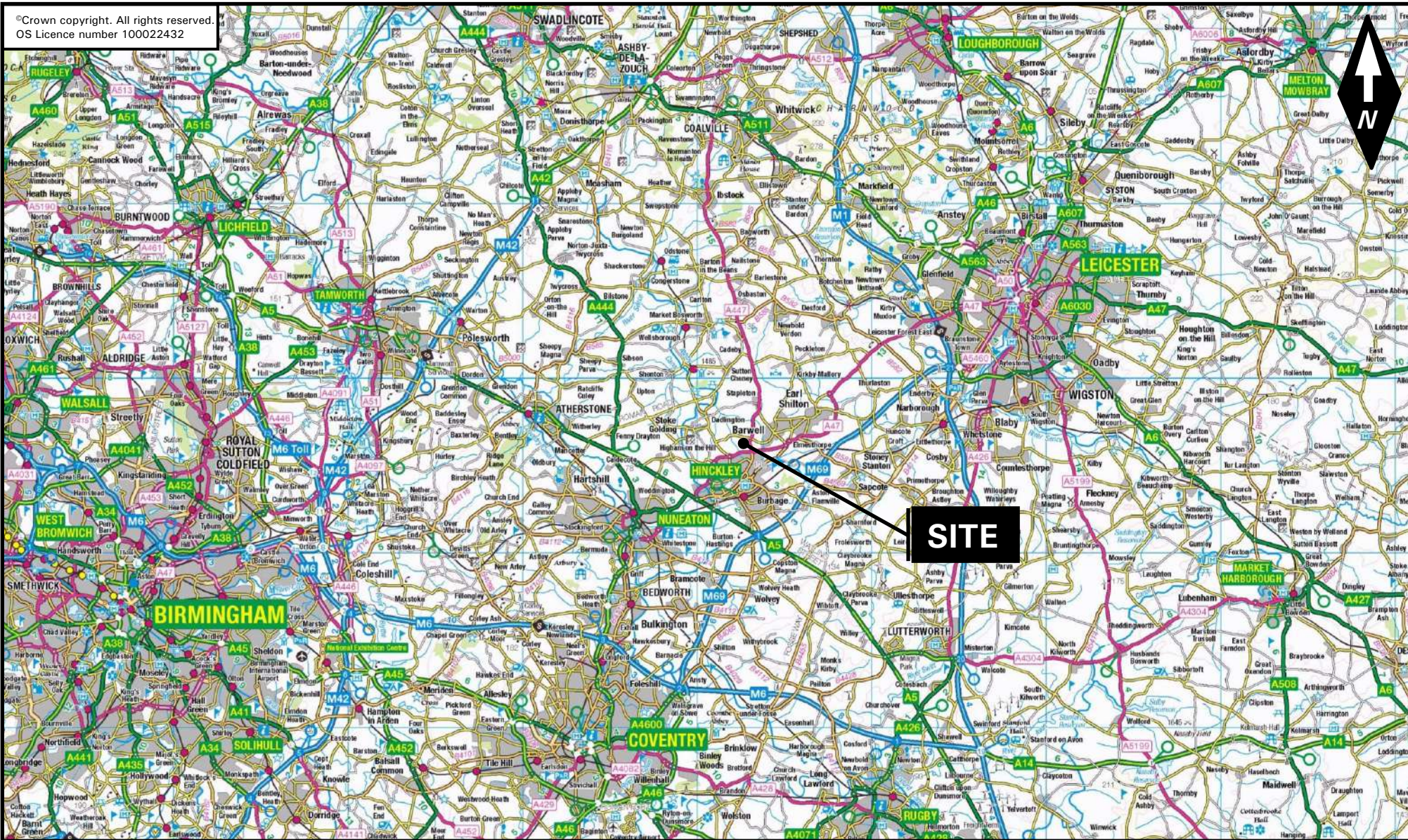
* for simplicity, gradient will be given as zero where details of levels are unavailable and observed gradients are deemed to be insignificant in terms of the effect on vehicle braking

** 2.4 metres added to splay to allow for bonnet length of approaching vehicles

TABLE 13 - VISIBILITY SPLAY CALCULATOR: ASHBY ROAD (A447) - SOUTHBOUND

Route No.	Operator	Details	Frequency				
			Weekdays			Saturday	Sunday
			AM peak period (0730-0930)	PM peak period (1600-1800)	Off peak frequency		
148	Stagecoach Midlands	Leicester - Hinckley - Nuneaton - Bedworth - Coventry	4 services	4 services	Every 30 minutes during the day	Every 30 minutes during the day	Every hour during the day
		Coventry - Bedworth - Nuneaton - Hinckley - Leicester	4 services	4 services	Every 30 minutes during the day	Every 30 minutes during the day	Every hour during the day
158	Arriva Midlands	Leicester - Earl Shilton - Barwell - Hinckley - Nuneaton	4 services	4 services	Every 30 minutes during the day	Every 30 minutes during the day	Every hour during the day
		Nuneaton - Hinckley - Barwell - Earl Shilton - Leicester	4 services	4 services	Every 30 minutes during the day	Every 30 minutes during the day	Every hour during the day

TABLE 14: SUMMARY OF LOCAL BUS SERVICES



SCALE: **Do Not Scale**

DATE: **08.09.23**

DRAWN: **MB**

CLIENT:
MILLER HOMES LIMITED

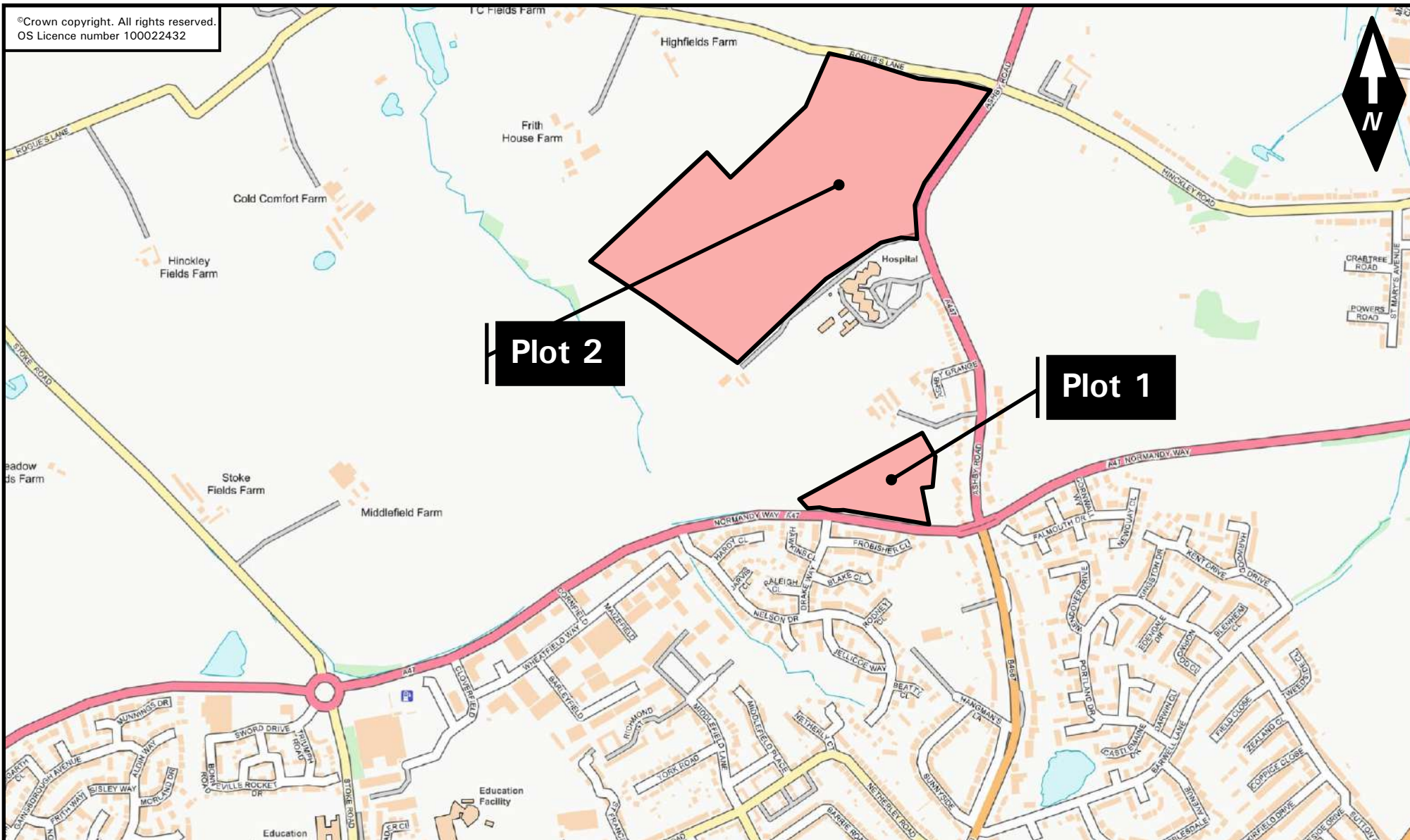
TITLE:
GENERAL SITE LOCATION PLAN

JOB TITLE:
NORMANDY WAY, HINCKLEY

bc **BANCROFT**
CONSULTING

JOB NUMBER:
F23105

FIGURE:
1



SCALE: **Do Not Scale**

DATE: **08.09.23**

DRAWN: **MB**

CLIENT:
MILLER HOMES LIMITED

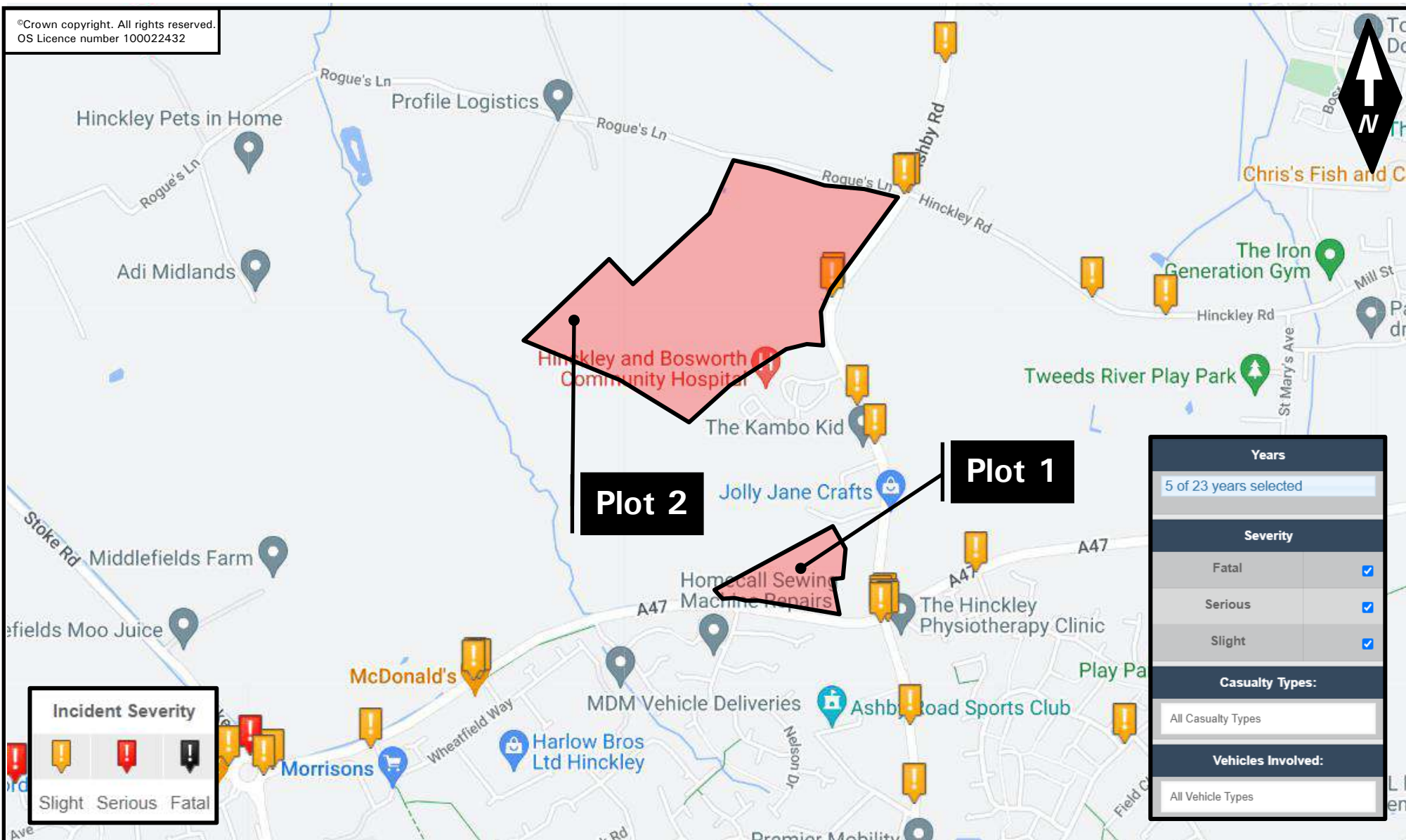
TITLE:
DETAILED SITE LOCATION PLAN

JOB TITLE:
NORMANDY WAY, HINCKLEY

bc **BANCROFT**
CONSULTING

JOB NUMBER:
F23105

FIGURE:
2



Incident Severity

Slight Serious Fatal

SCALE: **Do Not Scale**

DATE: **08.09.23**

DRAWN: **MB**

CLIENT:
MILLER HOMES LIMITED

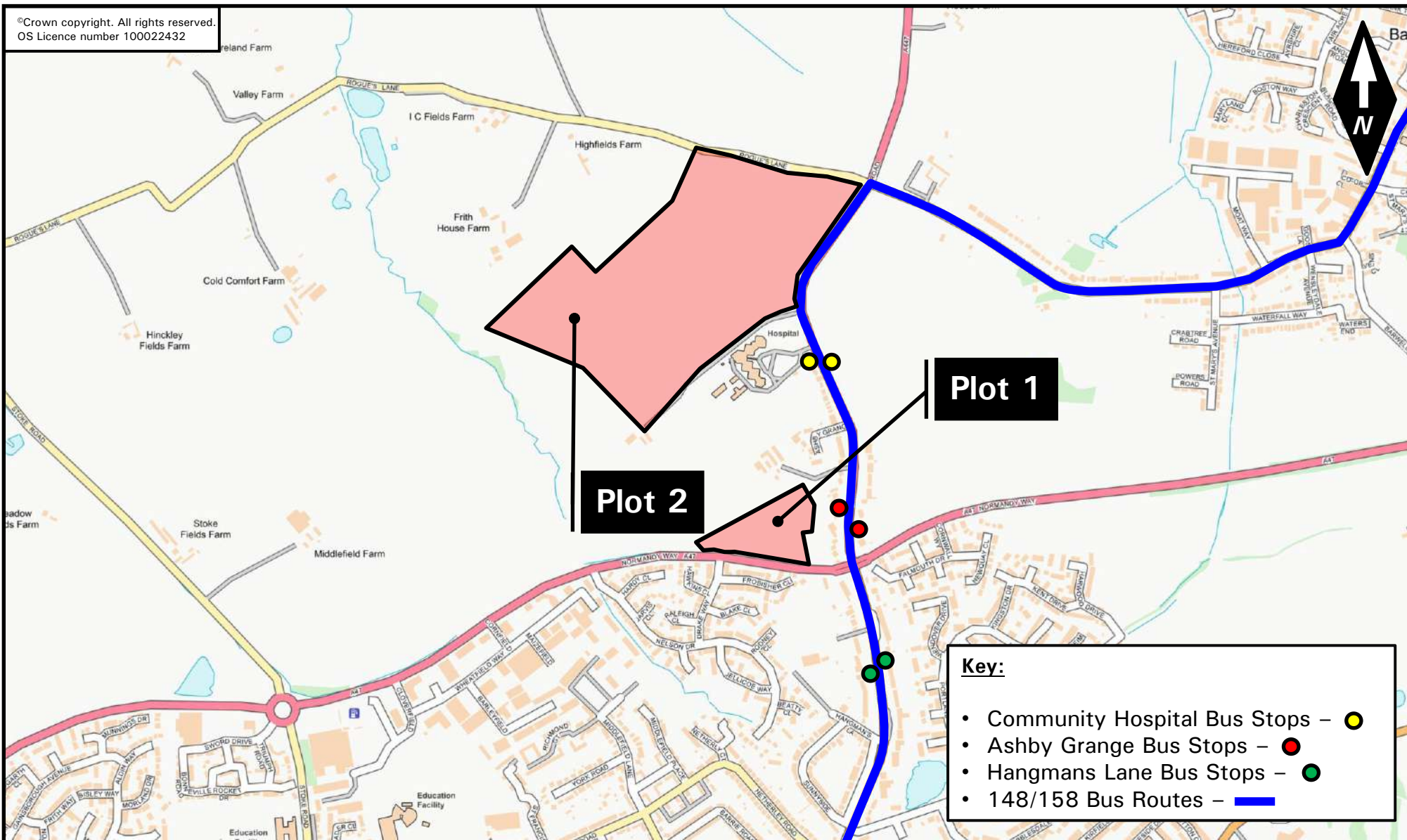
TITLE:
ACCIDENT DATA TAKEN FROM CRASHMAP.CO.UK (2017-2021)

JOB TITLE:
NORMANDY WAY, HINCKLEY

bc **BANCROFT**
CONSULTING

JOB NUMBER:
F23105

FIGURE:
3



Plot 1

Plot 2

Key:

- Community Hospital Bus Stops – ●
- Ashby Grange Bus Stops – ●
- Hangmans Lane Bus Stops – ●
- 148/158 Bus Routes – —

SCALE: **Do Not Scale**

DATE: **08.09.23**

DRAWN: **MB**

CLIENT:
MILLER HOMES LIMITED

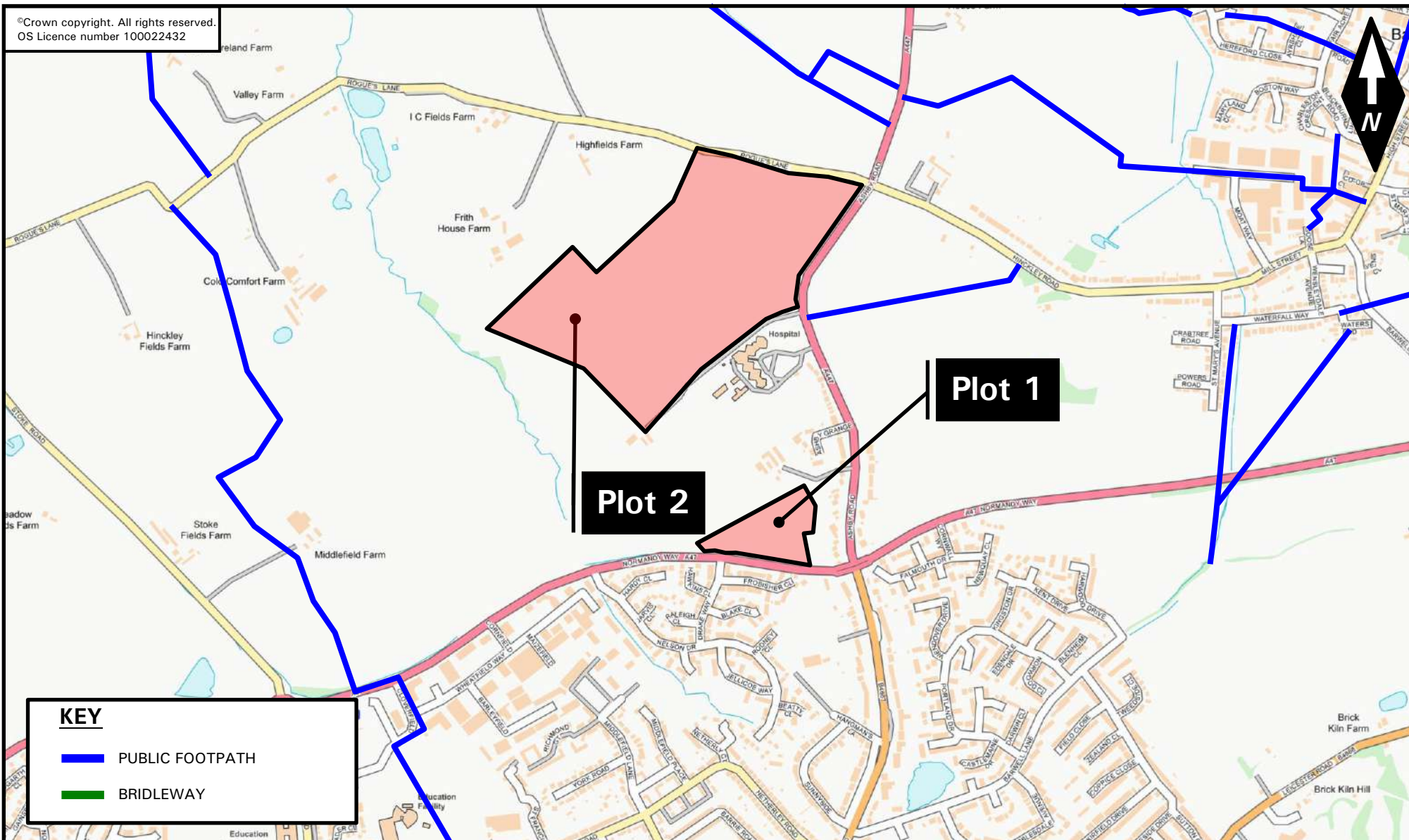
TITLE:
LOCAL BUS ROUTES

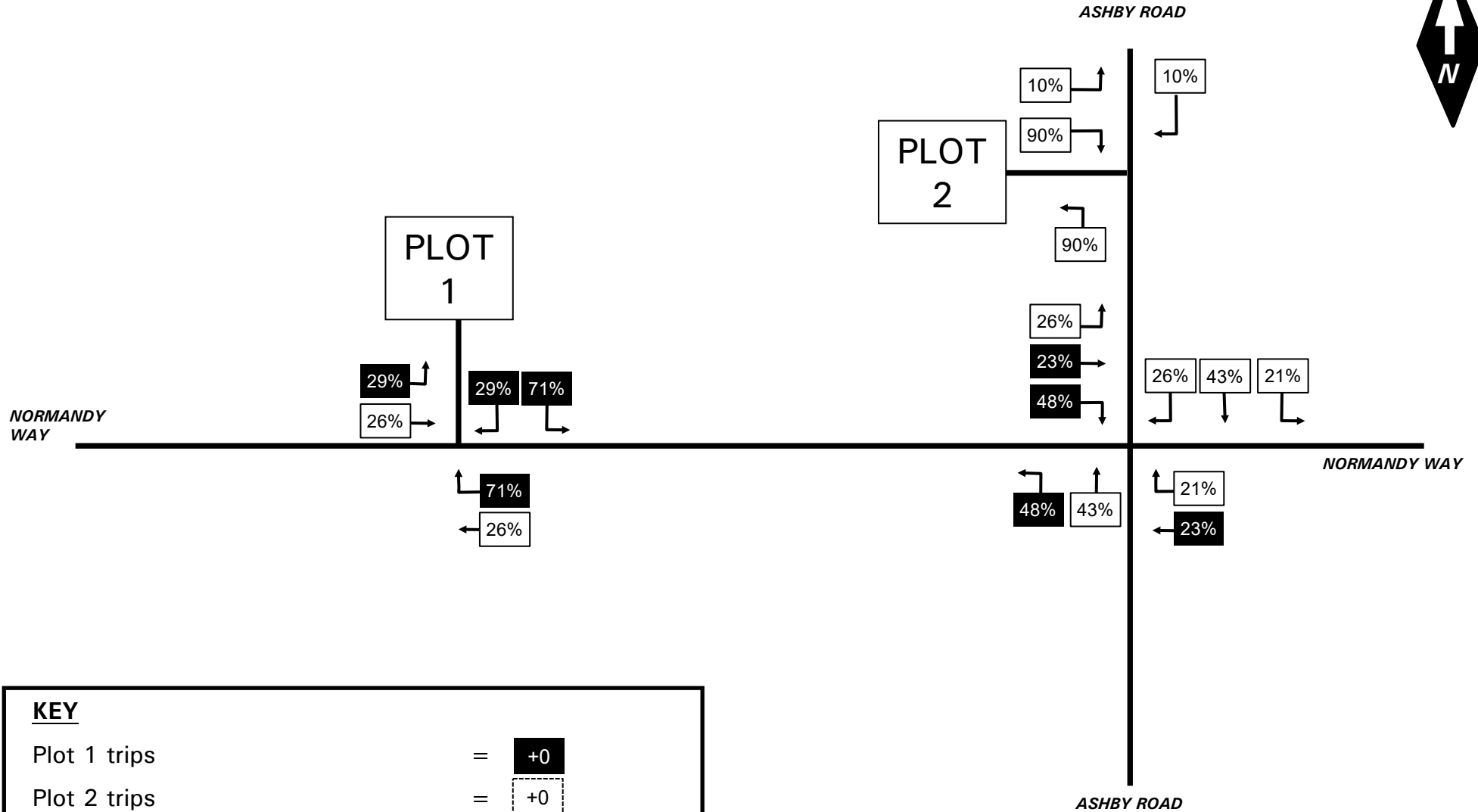
JOB TITLE:
NORMANDY WAY, HINCKLEY

bc **BANCROFT**
CONSULTING

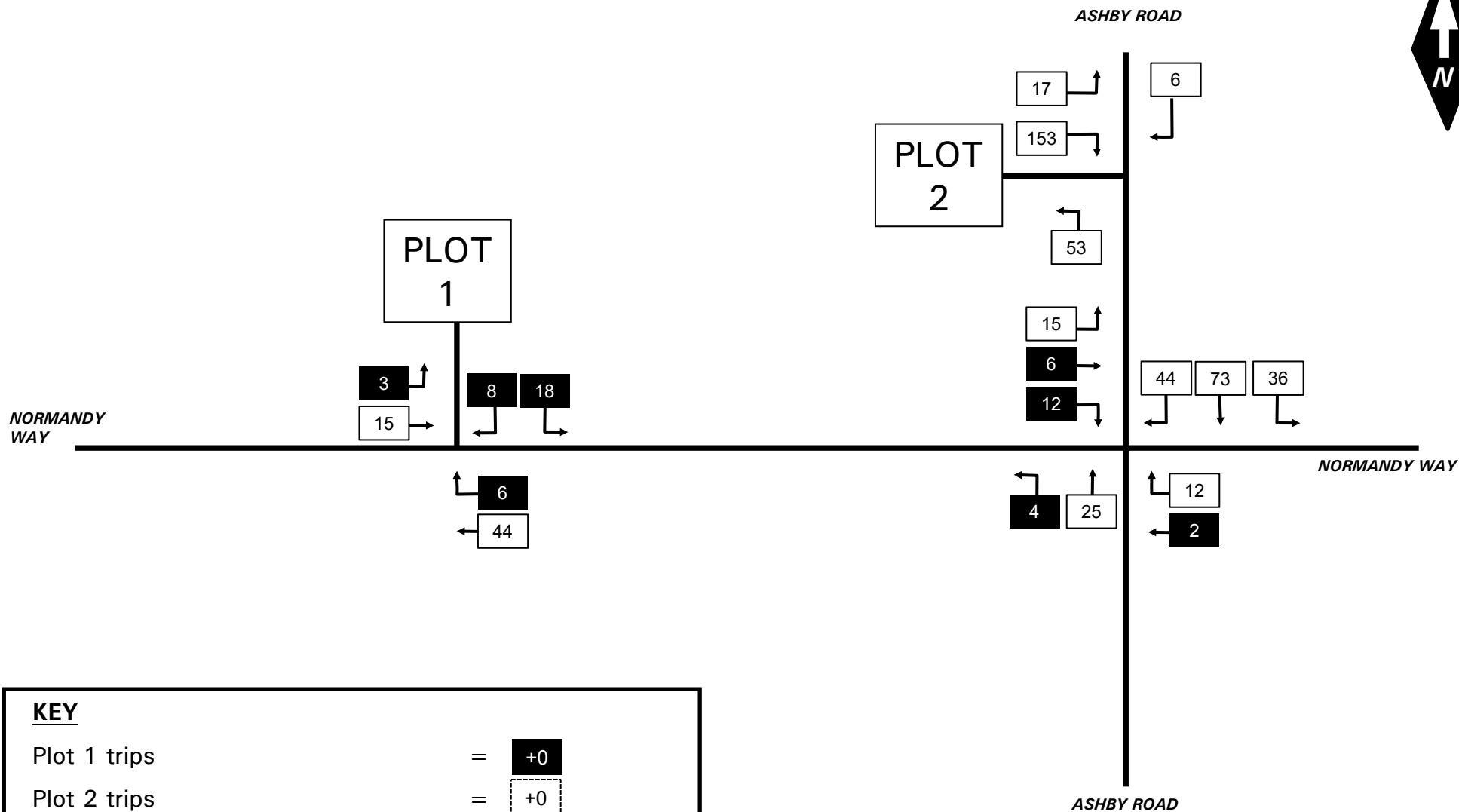
JOB NUMBER:
F23105

FIGURE:
4





SCALE: Do Not Scale	CLIENT: MILLER HOMES	JOB TITLE: NORMANDY WAY, HINCKLEY		
DATE: 16.01.24	TITLE: PROPOSED DEVELOPMENT PEAK HOUR TRAFFIC DISTRIBUTION MODEL	JOB NUMBER: F23105	FIGURE: 6	
DRAWN: CJB				



KEY

Plot 1 trips

= **+0**

Plot 2 trips

= **+0**

SCALE: **Do Not Scale**

DATE: **16.01.24**

DRAWN: **CJB**

CLIENT:
MILLER HOMES

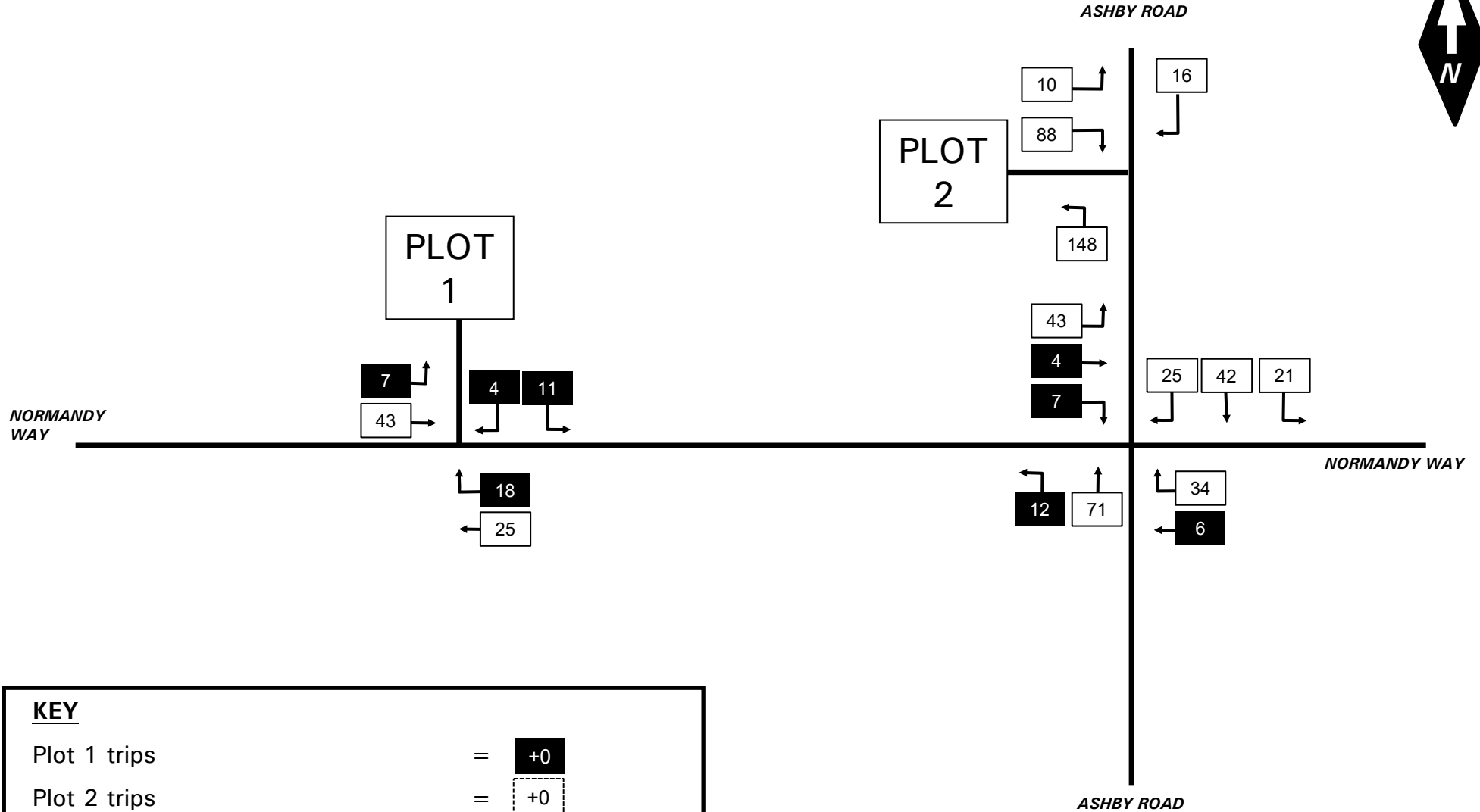
TITLE:
PROPOSED DEVELOPMENT AM PEAK HOUR TRAFFIC ASSIGNMENT

JOB TITLE:
NORMANDY WAY, HINCKLEY

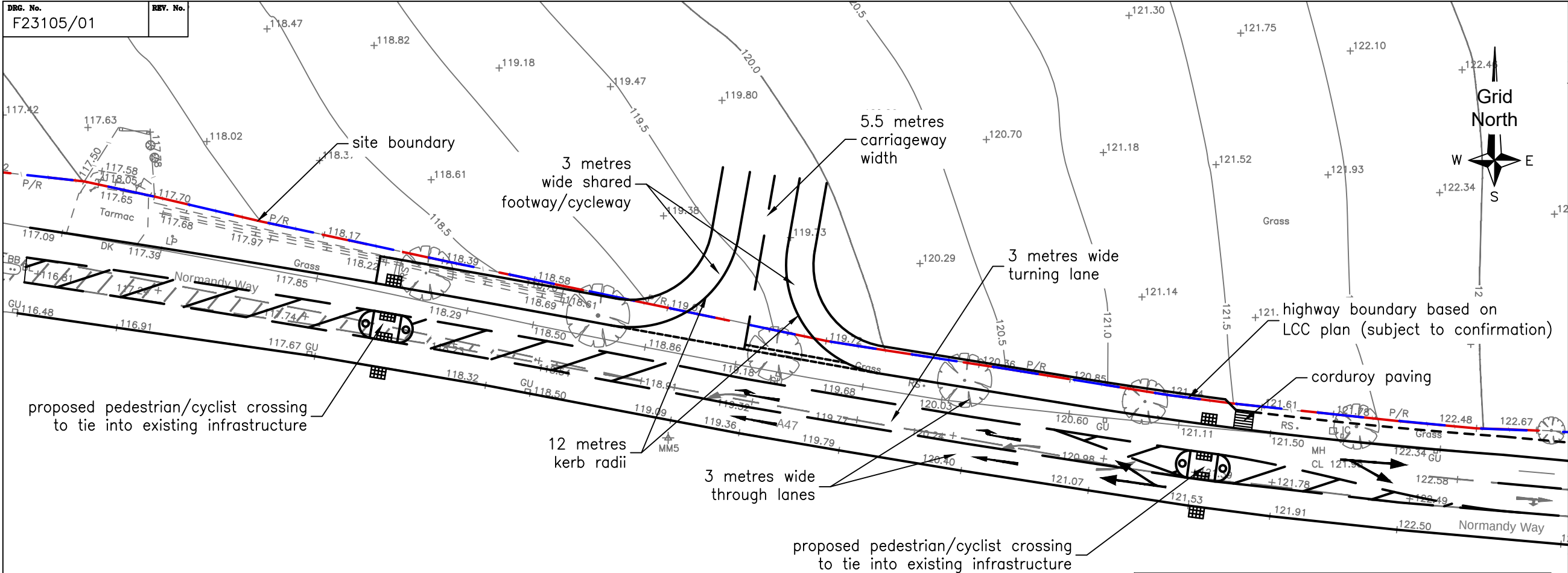
bc **BANCROFT**
CONSULTING

JOB NUMBER:
F23105

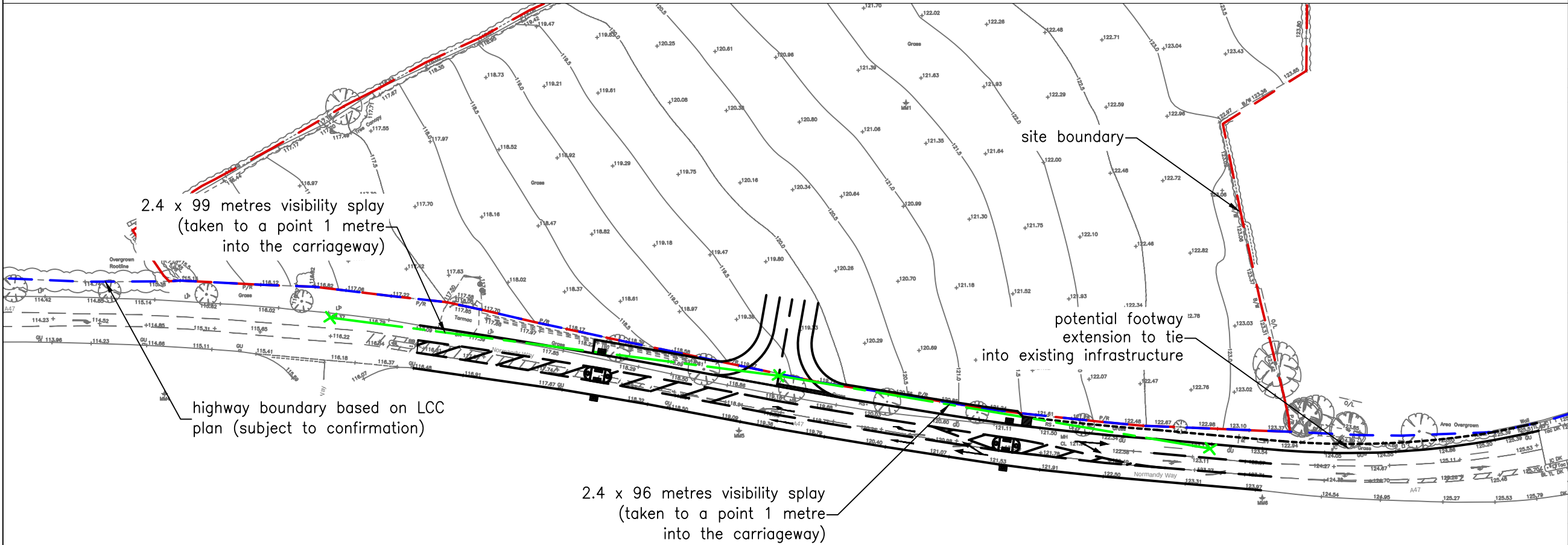
FIGURE:
7



SCALE: Do Not Scale	CLIENT: MILLER HOMES	JOB TITLE: NORMANDY WAY, HINCKLEY	 BANCROFT CONSULTING	
DATE: 16.01.24				
DRAWN: CJB	TITLE: PROPOSED DEVELOPMENT PM PEAK HOUR TRAFFIC ASSIGNMENT		JOB NUMBER: F23105	FIGURE: 8



VIEWPORT 1: PROPOSED SITE ACCESS LAYOUT
SCALE - 1:500@A3



VIEWPORT 2: VISIBILITY ASSESSMENT
SCALE - 1:1000@A3

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- NOTES:
1. Topographical survey to be extended to include the verge and shared footway/cycleway to the southern edge of Normandy Way as part of any future submission.

REV.	DATE	DESCRIPTION	BY	CHECKED BY

CLIENT
MILLER HOMES LIMITED

CONTRACT
NORMANDY WAY, HINCKLEY

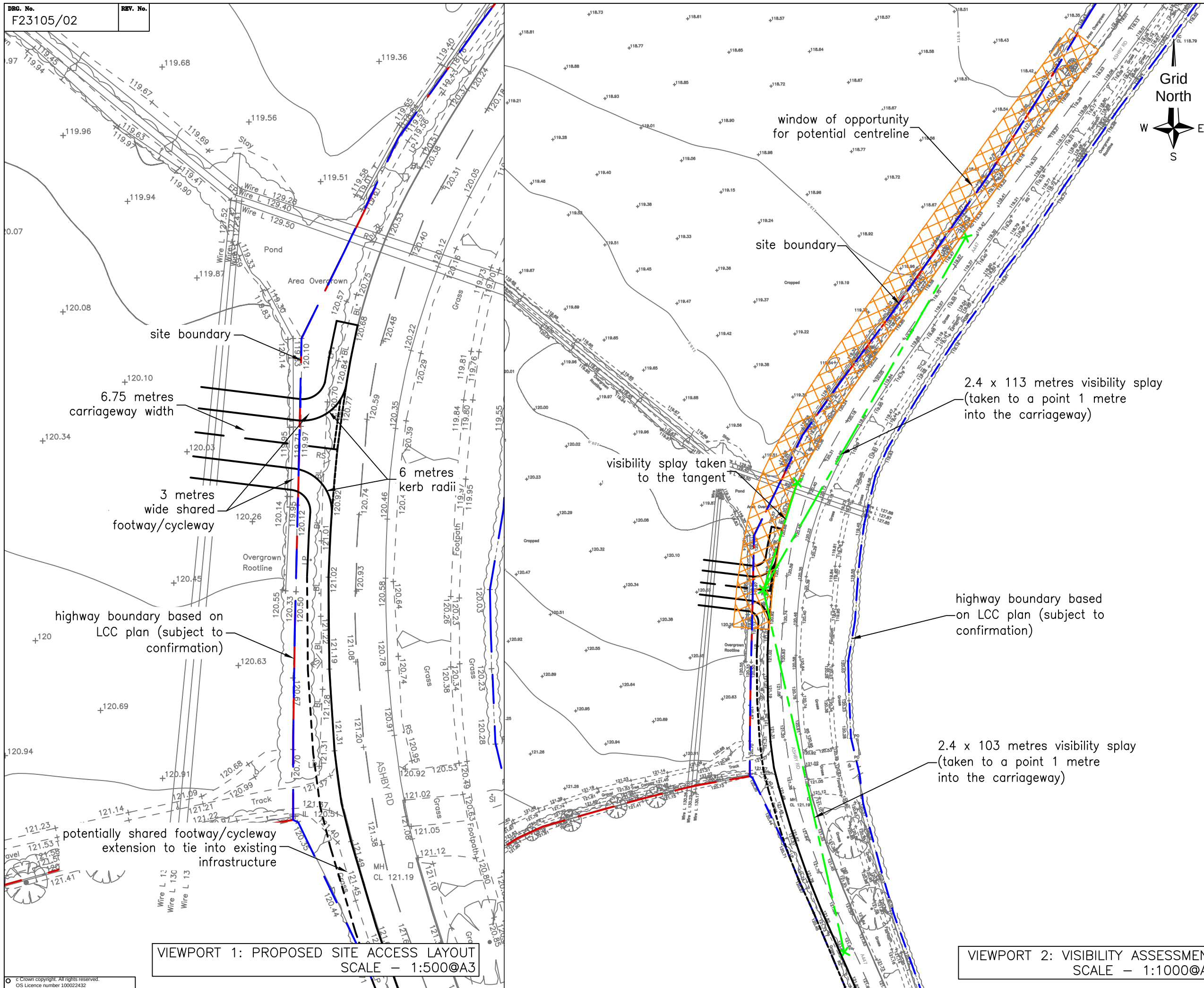
TITLE
PROPOSED ACCESS LAYOUT
& VISIBILITY ASSESSMENT
- NORMANDY WAY (A47)

BANCROFT CONSULTING
Bancroft Consulting Ltd
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t 0115 9602919
f 0115 9648201
e office@bancroftconsulting.co.uk

DRAWN BY	
NAME (PRINT)	DATE
MB	04.10.23
CHECKED BY	
NAME (PRINT)	DATE
CJB	04.10.23
SCALE AS SHOWN	STATUS PRELIMINARY
DRG. NO.	REV
F23105/01	

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NOTES:



REV.	DATE	DESCRIPTION	DWN	CHK'D
------	------	-------------	-----	-------

[illegible]

Category	Percentage
1. General	100%
2. Specific	100%
3. Other	100%

MILLER HOMES LIMITED

WHEELER TORRES LIMITED

CONTRACT	
-----------------	--

NORMANDY WAY HINCKLEY

NORMANDI WAT, HINCKLEY

TITLE	
-------	--

PROPOSED ACCESS LAYOUT

& VISIBILITY ASSESSMENT

ASHBY ROAD (A117)

- ASHBT ROAD (A447)

--	--

BANCROFT **BANCROFT**

CONCEPTS

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e office@bancroftconsulting.co.uk

DECLASSIFY DATE

DRAWN BY	
NAME (PRINT)	DATE

NAME (FAMILY)	DATE

MB	04.10.23
----	----------

CHECKED BY	

NAME (PRINT)	DATE

CJB	04.10.23
-----	----------

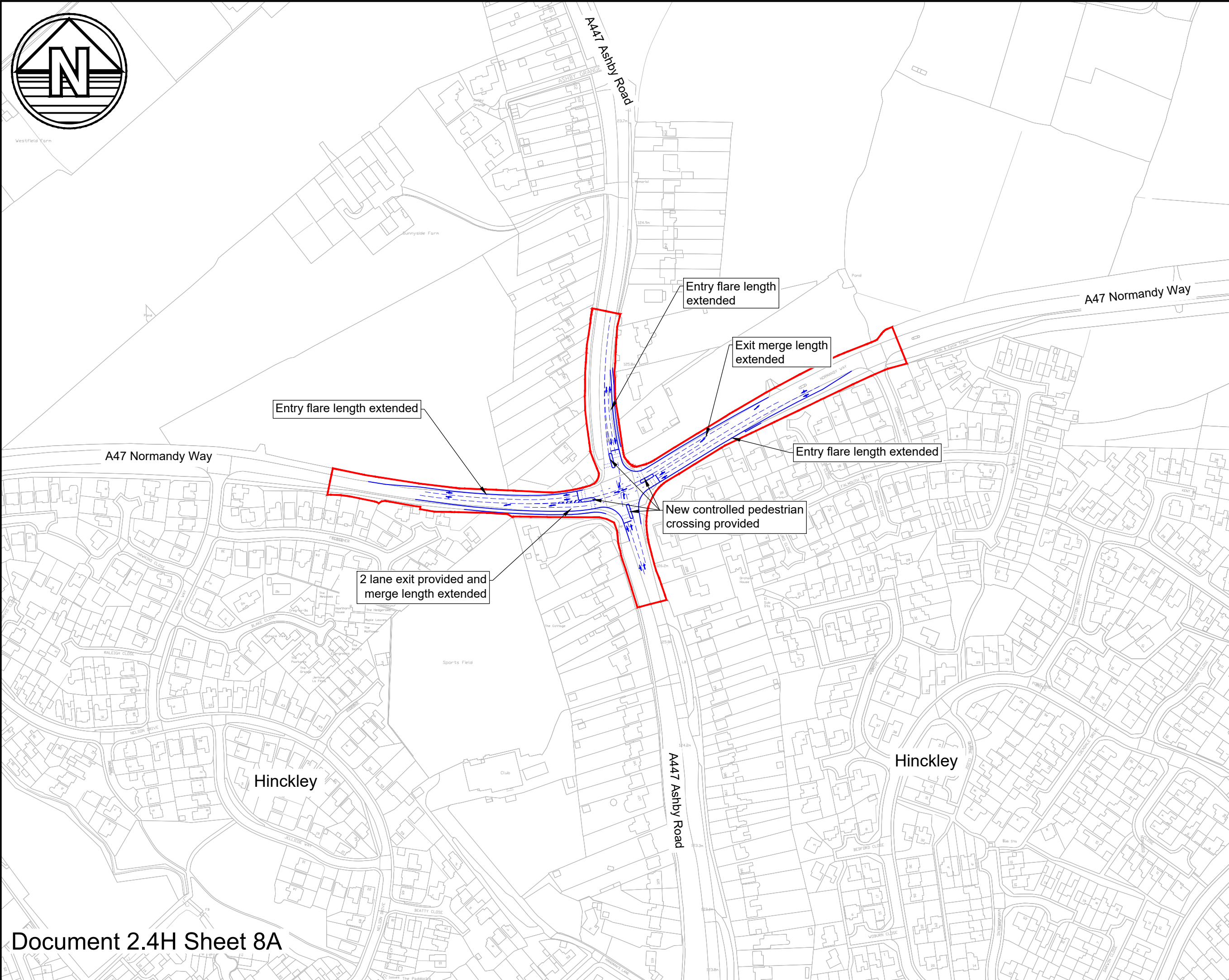
SCALE AS SHOWN	STATUS	PRELIMINARY
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DRG. NO.	REV
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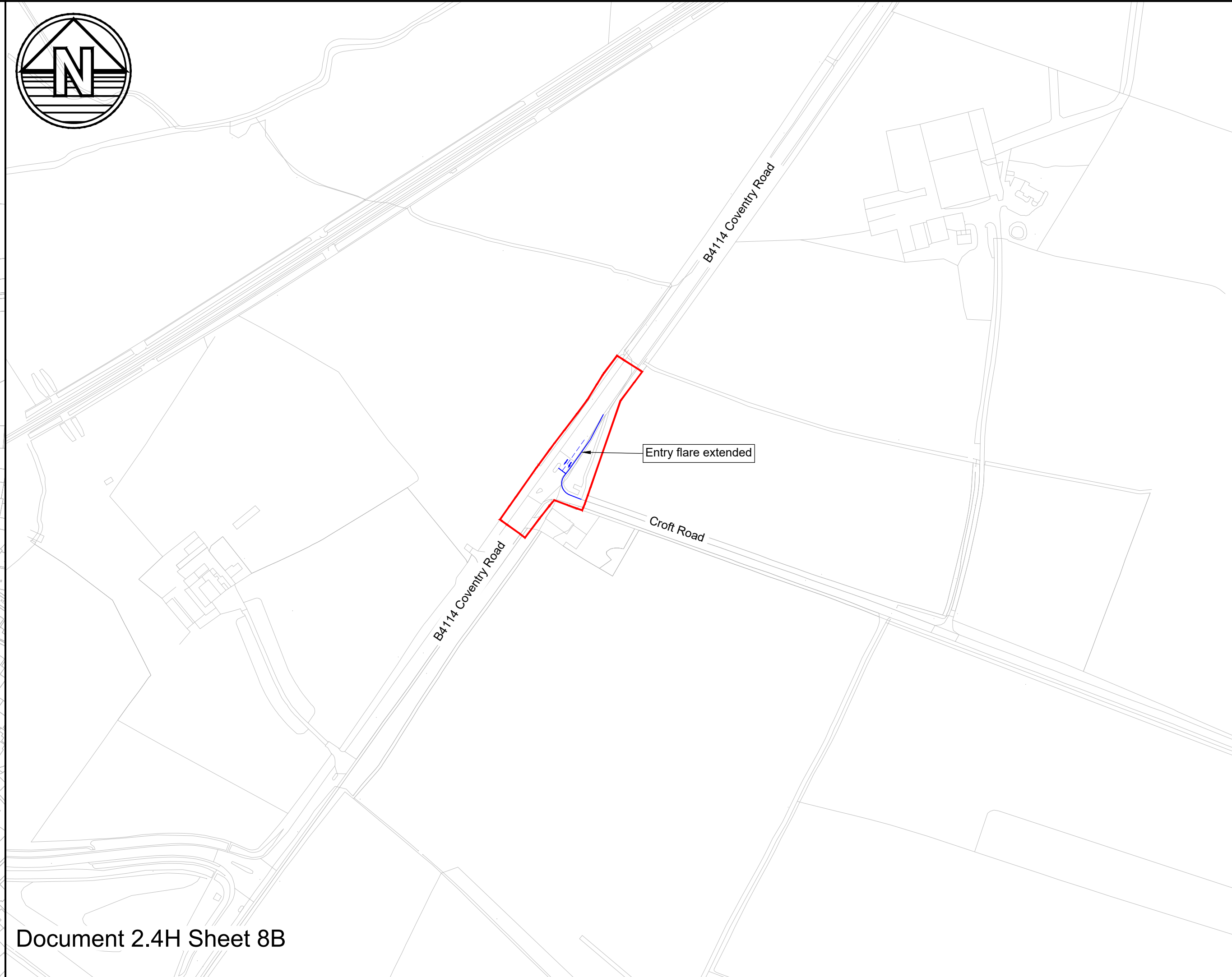
F23105/02	
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123456789	
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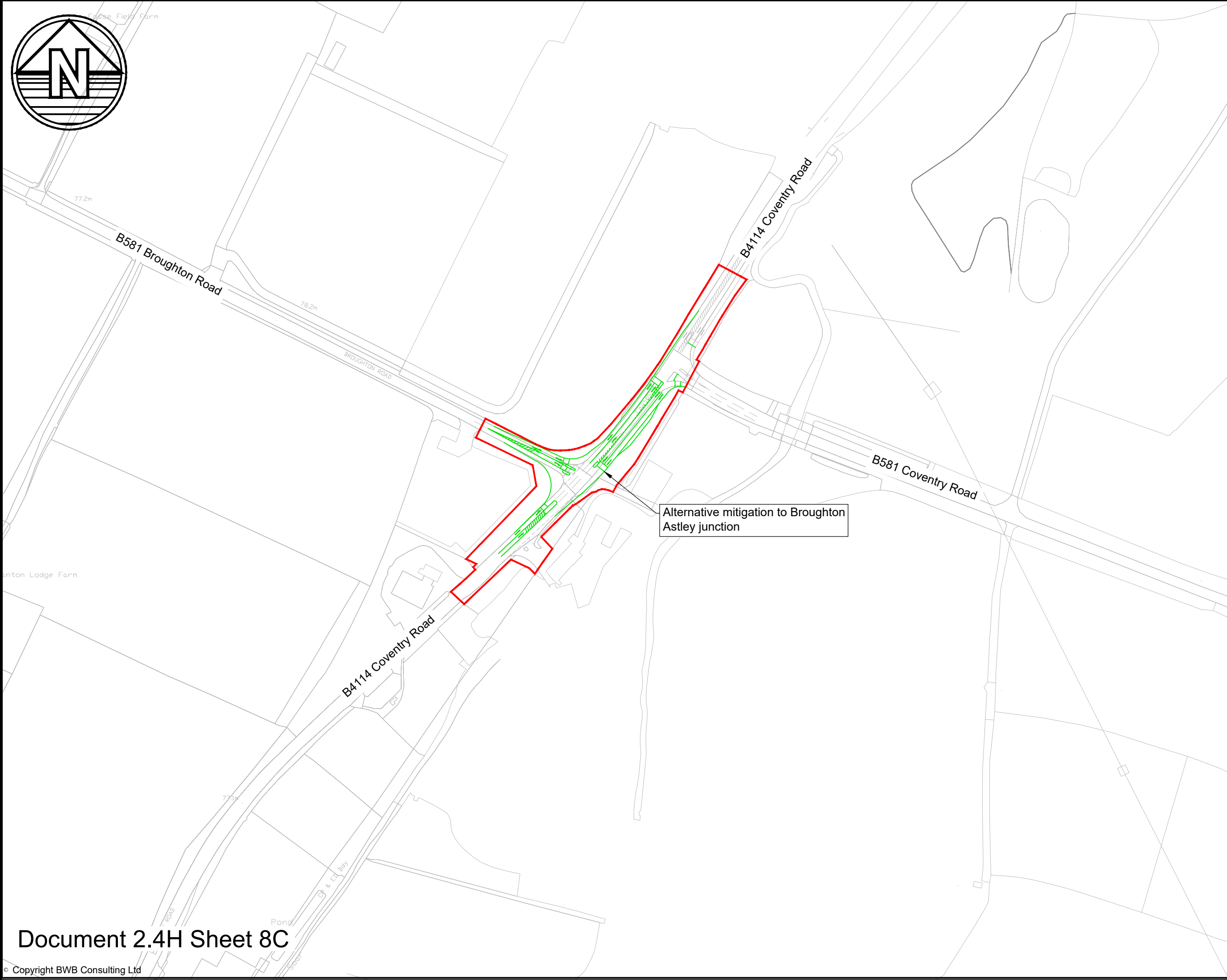
**APPENDIX A – HIGHWAY PLANS SHEET 8 OF 8 FROM THE
HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE**



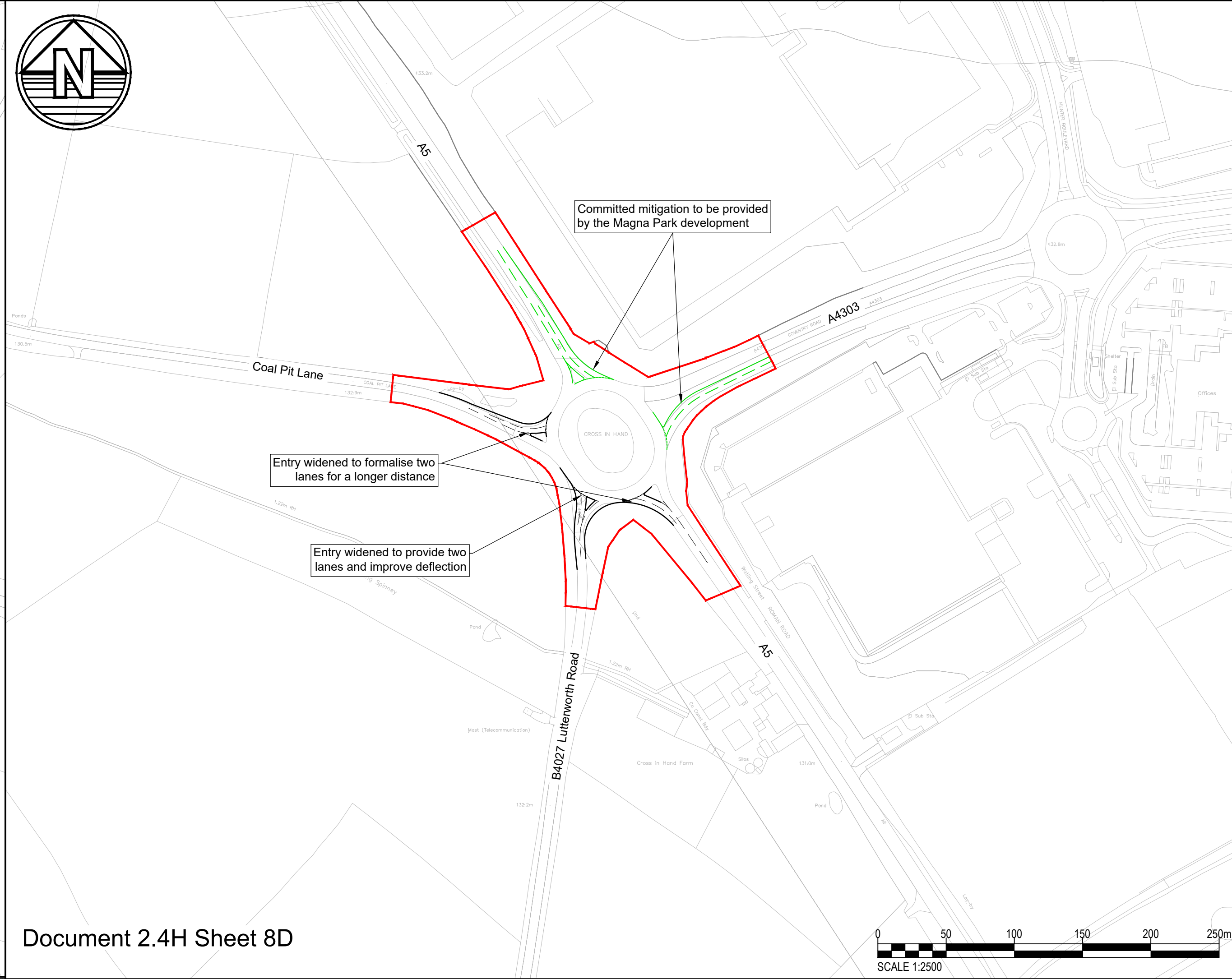
Document 2.4H Sheet 8A



Document 2.4H Sheet 8B



Document 2.4H Sheet 8C



Document 2.4H Sheet 8D

Notes

The purpose of the Highway Plans is to illustrate highway mitigation works proposed in relation to the Hinckley National Rail Freight Interchange.

Legend

ORDER LIMITS

ALL BLUE MARKINGS DENOTES HIGHWAY WORKS

ALL GREEN MARKINGS DENOTES COMMITTED HIGHWAY WORKS BY OTHERS

ACOUSTIC FENCE - FOR DETAILS REFER TO ENVIRONMENTAL STATEMENT - NOISE & VIBRATION: CHAPTER 10 REF 6.1.10

THE LEGEND IS IDENTICAL ON ALL SHEETS OF THE HIGHWAY PLANS AND THEREFORE NOT ALL ITEMS DETAILED IN THE LEGEND ARE REPRESENTED ON EACH SHEET

P02

30.11.22

Final Issue

DF

SC

P01

16.12.21

Issue for Consultation

DF

SC

Rev

Date

Details of issue / revision

Drw

CHD

Issues & Revisions

Client

TRITAX SYMMETRY

A TRITAX BIG BOX COMPANY

Project Title

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Drawing Title

HIGHWAY PLANS SHEET 8 OF 8

Regulation

5(2) (o)

Document

2.4H

Drawn

D. Fraser

Checked

S. Carter

BWB Ref

NTT 2814

Date

17.12.21

Scale@A1

1:2500

Project - Originator - Functional Breakdown - Spatial Breakdown - Form - Discipline - Number

HRF-BWB-LSI-D8-DR-CH-00100

Drawing Status

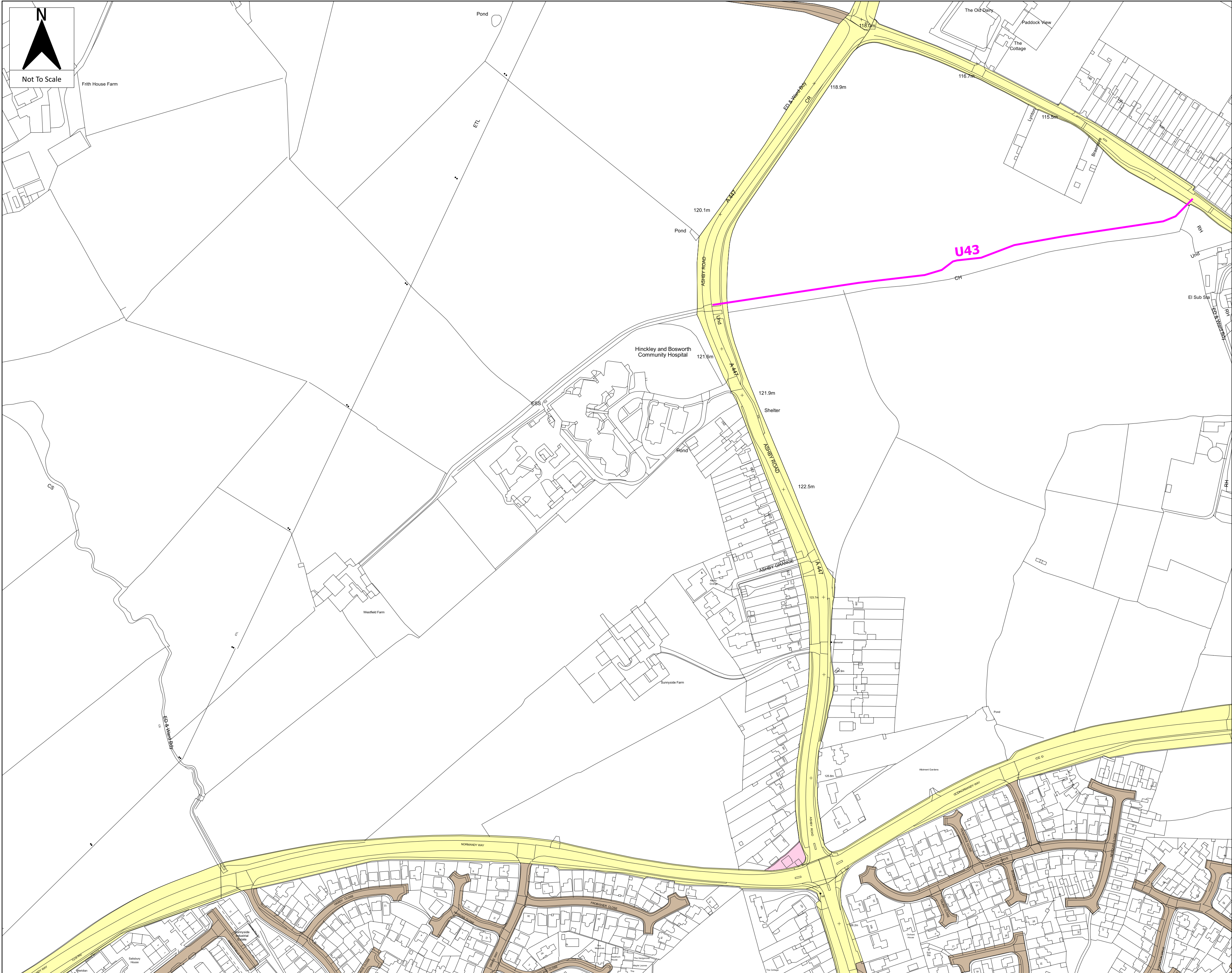
S4 - FINAL

Rev

P02

X:\NTT\NTT2814_Hinckley Rail Freight Interchange\02_Project Delivery\01_WIP\Drawings\Other drawings\HRF-BWB-LSI-D8-DR-CH-00100_Highway Plans.dwg

APPENDIX B – LCC HIGHWAY BOUNDARY PLAN



Key

Highway Status

Extents

Adopted: Classified Route

Adopted: Unclassified Route

Non-Highway Land (LCC Responsibility)

Public Rights of Way

Footpath



ENVIRONMENT AND TRANSPORT
DEPARTMENT

On Behalf Of
Ann Carruthers, Director

Highway Record Enquiry

Location

Normandy Way, Hinckley

Reference	NDI/HRE/2308144
Drawing No.	100/A
Date Produced	06/10/2023
Highway Record Enquiries County Hall, Glenfield, LE3 8RJ 0116 305 7189 hre@leics.gov.uk	

NOTES

The highway records are not definitive, but are based on currently available supporting information and are given without warranty. If roadside ditches are present, the legal presumption without evidence to the contrary is that these do not generally form part of the publicly maintainable highway. This plan has been produced in response to the enquiry shown in the title address and should not be used for any other purpose, since its accuracy cannot be guaranteed. If a scale has been provided, measurements scaled from this plan may not match measurements between the same points on the ground.

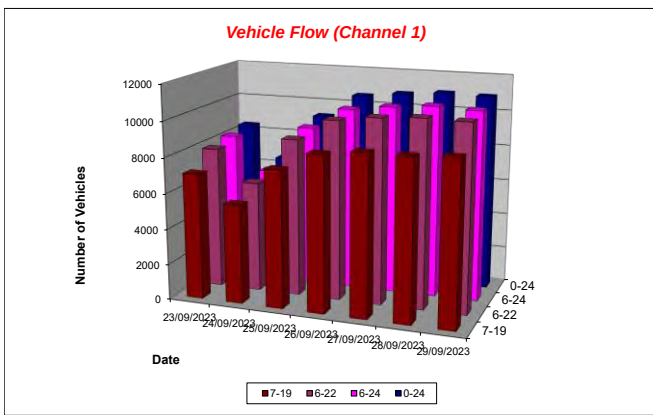
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APPENDIX C – ATC DATA

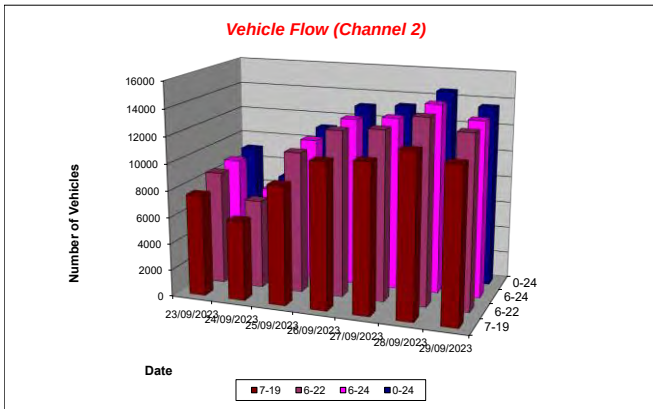
Hinckley ATC 1, A47 Normandy Way

Produced by Road Data Services Ltd.

Channel 1 - Westbound					Vehicle Flow			Week 1	
Hr Ending	23/09/2023 Saturday	24/09/2023 Sunday	25/09/2023 Monday	26/09/2023 Tuesday	27/09/2023 Wednesday	28/09/2023 Thursday	29/09/2023 Friday	Weekday Average	Average
1	69	82	16	24	28	30	43	28	42
2	26	38	8	24	24	18	18	19	23
3	22	22	9	23	18	21	24	19	20
4	31	9	22	38	37	30	34	32	29
5	24	31	33	80	61	57	66	59	50
6	45	43	141	177	169	162	169	164	129
7	102	67	283	419	437	475	438	410	317
8	196	118	604	948	970	907	833	852	654
9	410	173	783	889	1060	984	992	942	756
10	537	421	658	672	704	699	748	696	634
11	712	512	516	594	656	597	604	593	599
12	752	590	515	615	635	649	668	616	632
13	831	704	621	631	643	720	727	668	697
14	731	677	604	656	692	654	732	668	678
15	707	633	697	692	608	672	712	676	674
16	599	536	809	801	839	850	876	835	759
17	565	476	471	738	714	769	750	688	640
18	506	371	805	838	811	857	810	824	714
19	504	326	586	632	636	603	647	621	562
20	343	251	428	436	448	489	445	445	402
21	250	213	232	267	279	289	267	267	257
22	193	119	211	215	201	260	209	219	201
23	160	103	133	107	109	146	100	119	123
24	95	48	58	64	50	68	57	59	63
7-19	7050	5537	7669	8706	8968	8961	9099	8681	7999
6-22	7938	6187	8823	10043	10333	10474	10435	10022	9176
6-24	8183	6336	9514	10214	10482	10585	10552	10200	9362
0-24	8410	6563	9243	10580	10831	11006	10946	10521	9654



Channel 2 - Eastbound					Vehicle Flow			Week 1	
Hr Ending	23/09/2023 Saturday	24/09/2023 Sunday	25/09/2023 Monday	26/09/2023 Tuesday	27/09/2023 Wednesday	28/09/2023 Thursday	29/09/2023 Friday	Weekday Average	Average
1	64	45	19	43	40	60	43	41	45
2	36	24	10	45	38	37	38	34	33
3	30	25	6	40	27	39	42	31	30
4	32	17	32	44	33	39	48	39	35
5	38	29	70	64	49	69	66	64	55
6	71	51	184	165	127	168	139	157	129
7	130	81	474	498	417	465	394	450	351
8	256	121	966	822	822	839	780	846	658
9	582	223	1040	1120	1026	1063	1056	1061	873
10	700	403	705	941	816	1104	977	909	807
11	797	661	610	772	767	925	883	791	774
12	740	677	645	746	834	914	899	808	779
13	759	838	604	798	850	908	960	824	817
14	765	694	678	759	791	894	971	818	793
15	694	625	698	881	945	971	937	885	822
16	595	501	741	1037	1058	1098	1023	991	865
17	613	498	351	1100	1145	1201	1124	984	862
18	616	434	1003	1127	1196	1205	1095	1125	954
19	509	309	891	806	908	1040	813	892	754
20	360	280	386	555	600	623	578	588	512
21	237	186	372	290	382	343	291	336	300
22	203	137	236	198	184	249	199	213	201
23	166	74	188	152	161	217	156	175	159
24	88	48	79	77	67	112	75	82	78
7-19	7626	5984	8932	10908	11158	12162	11518	10936	9755
6-22	8556	6666	10600	12449	12741	13842	12980	12522	11119
6-24	8810	6760	10867	12676	12969	14171	13211	12779	11357
0-24	9081	6981	11188	13079	13283	14583	13587	13144	11683



Hinckley ATC 1, A47 Normandy Way

Produced by Road Data Services Ltd.

Channel 1 - Westbound				Average Speed				Week 1
Hr Ending	23/09/2023 Saturday	24/09/2023 Sunday	25/09/2023 Monday	26/09/2023 Tuesday	27/09/2023 Wednesday	28/09/2023 Thursday	29/09/2023 Friday	
1	36.9	36.1	35.2	36.6	38.7	36.1	36.8	
2	36.9	35.5	36.5	39.9	38.4	36.4	36.4	
3	38.2	35.9	42.4	40.0	37.5	37.6	36.7	
4	39.2	36.1	40.8	39.5	39.5	37.5	39.2	
5	40.5	36.7	38.4	38.1	38.6	39.1	38.8	
6	38.2	36.1	35.9	38.1	37.1	38.6	37.6	
7	36.1	35.8	35.8	35.8	35.6	35.4	35.4	
8	33.6	34.6	28.4	33.1	32.9	33.0	33.2	
9	33.5	35.3	25.0	30.2	31.7	31.2	31.9	
10	33.1	33.9	27.2	32.2	32.5	32.5	33.0	
11	30.3	31.9	31.9	33.0	33.0	33.2	33.5	
12	29.8	32.3	31.2	33.1	32.9	33.1	33.1	
13	28.5	30.2	30.7	33.5	32.8	33.0	33.2	
14	29.5	31.5	30.2	34.0	33.0	32.8	33.0	
15	31.0	32.8	29.7	33.0	32.9	33.4	33.5	
16	33.7	32.9	27.6	32.8	32.3	32.4	31.9	
17	33.5	33.6	22.8	32.1	32.0	32.0	32.1	
18	33.5	35.0	32.6	32.6	33.2	32.2	32.4	
19	33.8	34.8	35.0	34.7	34.7	34.5	34.6	
20	33.9	35.1	34.7	34.6	33.8	33.7	34.7	
21	33.9	34.4	35.7	35.2	35.1	35.4	35.2	
22	34.7	35.6	37.1	35.6	36.1	37.0	35.7	
23	34.7	35.4	37.0	36.8	36.6	36.1	36.9	
24	35.4	35.1	39.2	37.3	37.1	37.7	36.7	
10-12	30.0	32.1	31.5	33.0	33.0	33.1	33.3	
14-16	32.3	32.8	28.5	32.8	32.5	32.8	32.8	
0-24	32.1	33.1	30.4	33.3	33.3	33.3	33.4	

Average (ALL)	32.7
Weekday Inter-Peak	32.3
85th Percentile	

Channel 1 - Westbound				Average Speed				Week 1
Hr Ending	23/09/2023 Saturday	24/09/2023 Sunday	25/09/2023 Monday	26/09/2023 Tuesday	27/09/2023 Wednesday	28/09/2023 Thursday	29/09/2023 Friday	
1	42.7	41.7	41.9	44.9	46.9	42.1	41.6	
2	44.2	41.9	40.6	45.0	44.3	45.0	40.5	
3	43.4	42.6	46.0	46.6	43.6	43.5	44.0	
4	48.4	44.4	49.1	46.7	44.8	42.5	44.1	
5	47.3	41.7	45.5	43.5	43.7	44.9	44.1	
6	43.2	41.3	41.5	43.0	41.6	44.1	42.4	
7	41.9	42.2	39.3	40.7	40.3	39.7	40.2	
8	39.1	40.7	35.3	37.5	37.3	37.5	37.5	
9	38.5	40.6	33.0	34.6	36.3	35.7	36.3	
10	37.8	39.0	34.2	36.9	36.7	36.6	37.4	
11	36.6	36.6	36.7	37.1	37.3	37.2	37.9	
12	36.0	37.3	36.1	37.5	37.3	37.6	37.3	
13	35.2	36.1	36.6	37.9	36.9	37.3	37.3	
14	35.6	37.3	36.1	38.3	37.5	37.6	37.5	
15	36.7	37.7	36.2	37.5	37.7	37.6	37.8	
16	36.2	37.7	35.0	37.1	36.7	36.7	36.2	
17	38.4	38.6	30.5	36.8	36.4	36.6	36.7	
18	39.2	39.5	36.7	37.3	37.4	36.6	37.2	
19	38.6	39.4	39.2	39.3	39.4	38.7	39.1	
20	37.9	39.5	39.4	38.8	38.3	38.5	39.2	
21	39.3	39.5	40.9	39.6	39.3	40.7	39.6	
22	39.4	42.7	42.5	40.3	40.6	41.9	40.4	
23	39.3	40.4	41.4	42.7	41.8	41.1	42.9	
24	39.5	40.9	45.8	42.7	43.6	43.9	41.5	
10-12	36.3	37.0	36.4	37.3	37.3	37.4	37.6	
14-16	38.2	38.6	37.7	38.2	38.0	38.1	38.3	
0-24	38.2	38.6	37.7	38.2	38.0	38.1	38.1	

85th %ile (ALL)	38.2
Weekday Inter-Peak	37.3
85th Percentile	

Channel 2 - Eastbound				Average Speed				Week 1
Hr Ending	23/09/2023 Saturday	24/09/2023 Sunday	25/09/2023 Monday	26/09/2023 Tuesday	27/09/2023 Wednesday	28/09/2023 Thursday	29/09/2023 Friday	
1	40.2	36.6	37.3	41.3	38.5	39.5	38.7	
2	38.9	40.6	37.6	38.9	38.9	37.6	37.0	
3	38.0	38.6	39.2	39.1	38.8	41.3	37.9	
4	38.6	37.1	37.0	41.0	41.5	41.8	42.9	
5	39.5	38.5	38.8	41.3	41.0	39.6	38.3	
6	38.8	38.4	38.0	38.4	37.7	38.0	37.7	
7	37.6	38.5	36.4	37.9	34.7	35.2	36.6	
8	37.1	38.8	33.2	30.4	31.6	30.9	32.8	
9	35.6	36.6	31.5	23.3	26.5	21.0	28.3	
10	34.4	35.2	33.1	30.2	31.1	28.4	31.4	
11	34.1	34.5	33.0	31.7	32.5	32.6	31.4	
12	33.7	34.3	33.3	33.5	32.5	30.3	32.3	
13	33.9	33.2	33.7	31.1	31.3	31.7	31.2	
14	33.6	33.9	33.8	32.3	33.2	32.6	28.5	
15	34.5	34.6	34.1	30.8	30.3	33.4	30.0	
16	35.0	35.5	33.5	27.7	29.1	26.7	21.2	
17	35.0	35.9	32.7	21.4	20.7	21.3	21.5	
18	33.3	36.4	26.5	22.8	23.7	22.9	22.7	
19	35.6	36.2	34.2	34.1	33.7	32.7	34.2	
20	36.4	36.8	33.7	34.7	32.1	35.3	34.6	
21	36.7	37.0	35.9	34.2	34.9	35.5	34.7	
22	37.1	38.2	36.1	35.5	35.8	35.7	34.9	
23	37.4	37.5	37.5	36.1	36.3	35.3	35.5	
24	38.5	36.7	38.1	35.7	37.1	36.6	36.8	
10-12	33.9	34.4	33.1	32.6	32.5	31.4	31.9	
14-16	31.7	33.4	33.4	25.1	25.7	23.8	22.4	
0-24	34.9	35.3	33.2	29.8	30.1	29.6	29.5	

Average (ALL)	31.3
Weekday Inter-Peak	30.7
85th Percentile	

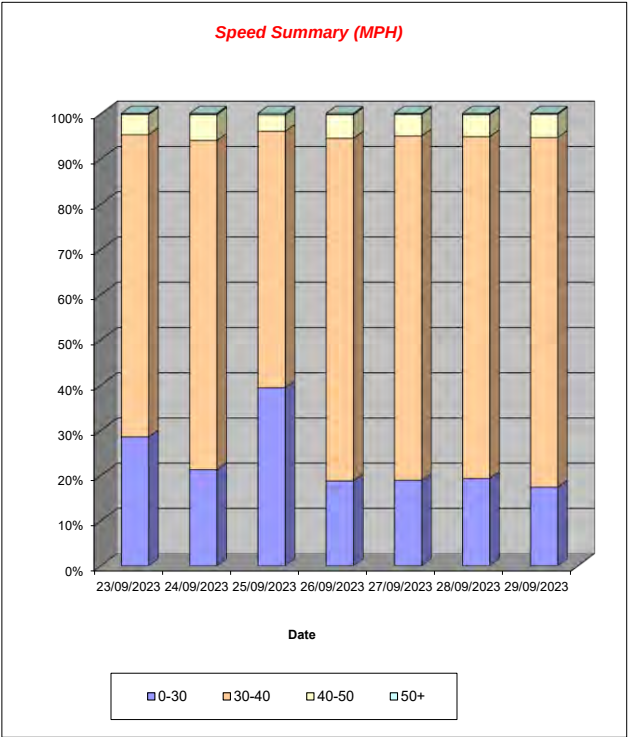
Channel 2 - Eastbound				Average Speed				Week 1
Hr Ending	23/09/2023 Saturday	24/09/2023 Sunday	25/09/2023 Monday	26/09/2023 Tuesday	27/09/2023 Wednesday	28/09/2023 Thursday	29/09/2023 Friday	
1	45.3	42.3	45.3	46.2	45.2	44.0	44.0	
2	43.6	48.4	44.5	42.5	45.1	41.5	41.0	
3	44.5	43.8	48.9	44.0	45.7	47.8	41.3	
4	43.1	41.5	41.3	46.3	47.9	48.3	49.0	
5	44.9	43.7	44.4	47.7	47.4	45.5	43.8	
6	43.8	43.8	42.5	43.9	42.9	42.9	42.6	
7	43.0	43.8	40.7	42.9	39.9	40.4	42.1	
8	41.7	43.2	37.7	37.2	38.0	37.9	37.6	
9	39.4	41.3	35.8	30.7	34.4	29.5	35.5	
10	38.6	39.7	37.1	35.1	37.6	36.3	37.5	
11	38.3	38.5	37.2	36.6	37.1	36.9	36.7	
12	37.8	38.5	37.4	38.3	37.5	37.8	37.6	
13	38.6	37.6	36.0	37.5	36.5	37.7	37.3	
14	37.8	38.4	37.6	37.6	39.0	39.3	36.6	
15	38.9	38.8	38.2	37.0	37.0	40.1	37.3	
16	39.6	39.9	38.2	33.7	35.0	34.5	29.0	
17	39.6	39.9	38.1	29.6	28.6	29.2	29.8	
18	39.5	41.0	35.4	31.0	32.0	32.9	31.0	
19	40.6	40.9	39.1	38.5	38.4	37.1	38.8	
20	40.2	41.4	38.6	38.9	38.5	39.8	38.8	
21	41.6	42.3	39.8	38.7	39.5	40.2	38.9	
22	42.0	43.5	41.0	39.9	39.9	40.1	39.4	
23	44.5	42.5	42.4	41.4	41.1	39.6	40.3	
24	44.3	43.2	42.9	41.2	42.3	42.2	42.2	
10-12	38.1	38.5	37.3	37.5	37.3	37.6	37.2	
14-16	39.2	39.3	38.3	35.4	36.0	37.8	34.2	
0-24	39.8	40.0	38.9	37.9	37.9	38.4	37.8	

85th %ile (ALL)	39.0
Weekday Inter-Peak	37.5
85th Percentile	

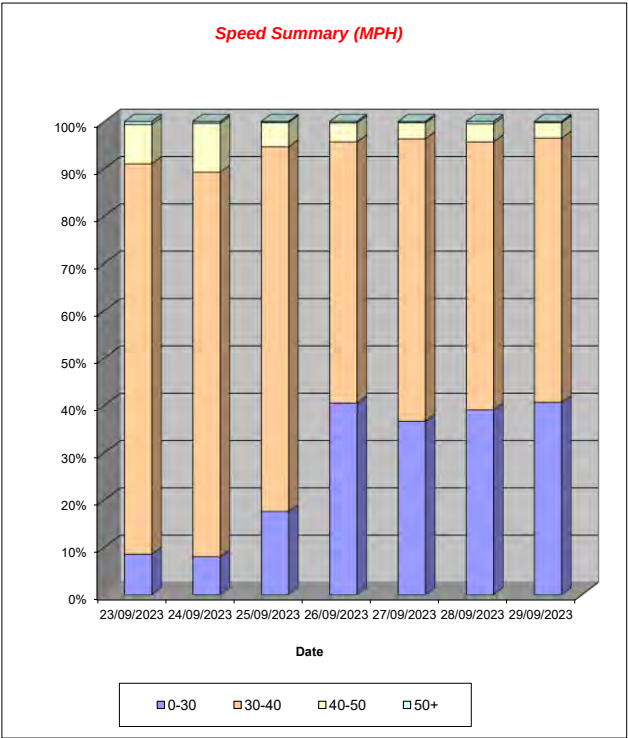
Hinckley ATC 1, A47 Normandy Way

Produced by Road Data Services Ltd.

Channel 1 - Westbound							Speed Summary	Week 1
Speed (MPH)	23/09/2023 Saturday	24/09/2023 Sunday	25/09/2023 Monday	26/09/2023 Tuesday	27/09/2023 Wednesday	28/09/2023 Thursday	29/09/2023 Friday	
0-30	2401	1396	3643	1989	2050	2127	1903	
30-40	5615	4776	5236	8011	8243	8315	8461	
40-50	378	374	333	549	517	537	563	
50+	16	17	31	31	21	27	19	
TOTAL	8410	6563	9243	10580	10831	11006	10946	



Channel 2 - Eastbound							Speed Summary	Week 1
Speed (MPH)	23/09/2023 Saturday	24/09/2023 Sunday	25/09/2023 Monday	26/09/2023 Tuesday	27/09/2023 Wednesday	28/09/2023 Thursday	29/09/2023 Friday	
0-30	778	563	1971	5301	4876	5698	5526	
30-40	7492	5670	8621	7217	7923	8258	7585	
40-50	753	721	571	521	448	552	443	
50+	58	27	25	40	36	75	33	
TOTAL	9081	6981	11188	13079	13283	14583	13587	

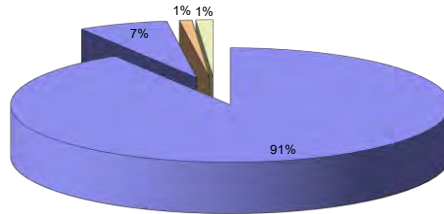


Hinckley ATC 1, A47 Normandy Way

Produced by Road Data Services Ltd.

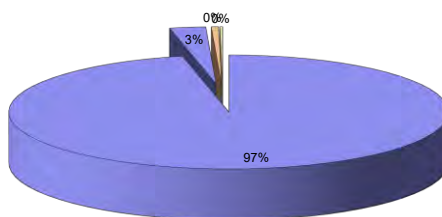
Channel 1 - Westbound				Vehicle Class		Week 1
Classes	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13	
Day / Time						
23/09/2023						
7-19	6605	376	28	41	7050	
8-22	7428	430	35	45	7938	
8-24	7873	437	36	47	8193	
0-24	7866	449	39	56	8410	
24/09/2023						
7-19	5202	294	22	19	5537	
8-22	5811	330	24	22	6187	
8-24	5992	334	24	24	6338	
0-24	6168	342	26	27	6563	
25/09/2023						
7-19	6868	623	83	95	7669	
8-22	7930	685	94	114	8823	
8-24	8191	697	95	120	9014	
0-24	8301	718	97	127	9243	
26/09/2023						
7-19	7862	618	107	119	8706	
8-22	9084	712	115	132	10043	
8-24	9221	721	115	145	10214	
0-24	9537	748	120	175	10580	
27/09/2023						
7-19	8096	665	104	103	8968	
8-22	9356	739	118	122	10333	
8-24	9595	749	117	126	10482	
0-24	9781	776	119	155	10831	
28/09/2023						
7-19	8165	593	92	111	8961	
8-22	9572	673	102	127	10474	
8-24	9885	686	105	136	10688	
0-24	10022	709	109	166	11006	
29/09/2023						
7-19	8299	603	101	96	9099	
8-22	9522	697	108	108	10435	
8-24	9657	704	108	123	10592	
0-24	9962	730	112	152	10946	
Average						
7-19	7300	539	77	83	7999	
8-22	8386	609	85	96	9176	
8-24	8694	618	86	103	9362	
0-24	8804	639	89	123	9654	

Total Vehicle Class Distribution



Channel 2 - Eastbound				Vehicle Class		Week 1
Classes	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13	
Day / Time						
23/09/2023						
7-19	7319	262	32	13	7626	
8-22	8218	292	33	13	8556	
8-24	8441	298	36	13	8810	
0-24	8723	309	36	13	9081	
24/09/2023						
7-19	5764	209	6	5	5984	
8-22	6423	231	7	7	6668	
8-24	6517	239	7	7	6790	
0-24	6720	246	7	8	6981	
25/09/2023						
7-19	8344	524	39	25	8932	
8-22	9944	586	43	27	10600	
8-24	10126	598	44	29	10867	
0-24	10503	610	46	29	11188	
26/09/2023						
7-19	10615	196	42	55	10908	
8-22	12083	255	56	55	12449	
8-24	12296	269	56	55	12678	
0-24	12674	289	59	57	13079	
27/09/2023						
7-19	10911	186	46	15	11158	
8-22	12418	251	54	18	12741	
8-24	12632	263	56	18	12969	
0-24	12911	287	61	24	13283	
28/09/2023						
7-19	11937	125	93	7	12162	
8-22	13569	150	115	8	13842	
8-24	13886	160	117	8	14171	
0-24	14279	173	121	10	14583	
29/09/2023						
7-19	11238	174	83	23	11518	
8-22	12633	219	103	25	12980	
8-24	12845	238	109	25	13211	
0-24	13197	257	106	27	13587	
Average						
7-19	9447	239	49	20	9755	
8-22	10755	283	59	22	11119	
8-24	10980	295	60	22	11357	
0-24	11287	310	62	24	11683	

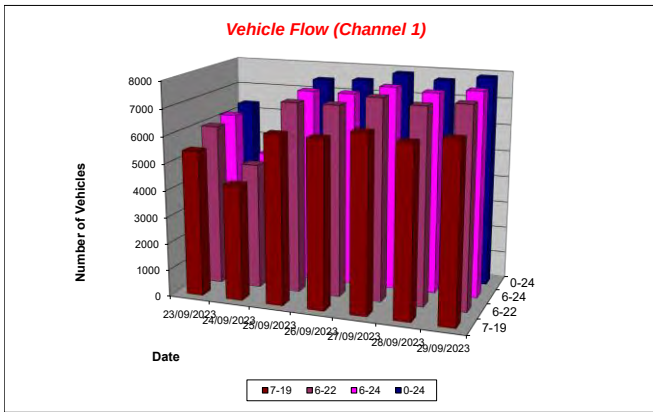
Total Vehicle Class Distribution



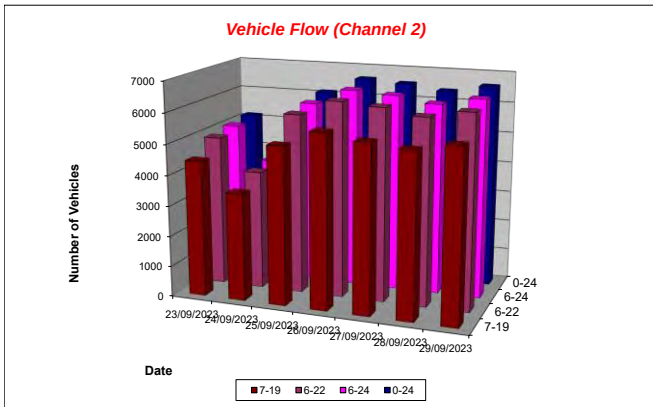
Hinckley ATC 2, A447 Ashby Road (Northern Site)

Produced by Road Data Services Ltd.

Channel 1 - Southbound					Vehicle Flow			Week 1	
Hr Ending	23/09/2023 Saturday	24/09/2023 Sunday	25/09/2023 Monday	26/09/2023 Tuesday	27/09/2023 Wednesday	28/09/2023 Thursday	29/09/2023 Friday	Weekday Average	Average
1	33	36	9	21	14	20	27	18	23
2	38	17	8	8	15	5	8	8	14
3	16	9	8	21	20	17	25	18	17
4	21	14	15	26	24	23	21	22	21
5	24	9	37	53	51	38	45	45	37
6	39	29	104	119	128	96	114	112	90
7	93	47	398	322	307	322	277	307	239
8	192	81	681	629	679	655	539	637	494
9	332	133	633	544	690	715	668	650	531
10	497	313	539	535	567	481	519	528	493
11	573	453	472	440	466	441	493	462	477
12	626	479	461	482	510	463	492	482	502
13	526	586	485	510	508	464	560	505	520
14	546	511	455	432	527	440	572	485	498
15	492	482	491	517	462	468	522	492	491
16	487	417	557	580	589	586	594	581	544
17	471	397	559	594	578	610	654	599	552
18	367	262	549	597	579	569	545	568	495
19	326	195	396	386	422	448	424	415	371
20	230	156	248	280	299	325	285	287	260
21	135	115	143	155	184	196	168	169	157
22	138	76	147	131	130	123	147	136	127
23	83	56	111	92	79	124	116	104	94
24	63	28	51	58	37	66	76	58	54
7-19	5435	4309	6278	6246	6577	6340	6582	6405	5967
6-22	6031	4703	7124	7134	7497	7306	7459	7304	6751
6-24	6177	4537	7398	7254	7513	7498	7651	7466	6899
0-24	6348	4901	7467	7532	7865	7695	7889	7690	7100



Channel 2 - Northbound					Vehicle Flow			Week 1	
Hr Ending	23/09/2023 Saturday	24/09/2023 Sunday	25/09/2023 Monday	26/09/2023 Tuesday	27/09/2023 Wednesday	28/09/2023 Thursday	29/09/2023 Friday	Weekday Average	Average
1	27	36	9	16	16	18	16	15	20
2	17	18	7	7	13	13	15	11	13
3	12	17	3	12	13	12	13	11	12
4	19	8	20	18	18	23	25	21	19
5	6	6	14	25	17	19	29	21	17
6	19	16	82	67	73	95	69	77	60
7	52	36	160	161	173	155	149	160	127
8	132	62	340	364	422	341	358	365	288
9	248	145	399	380	457	392	362	396	339
10	294	228	382	379	394	353	361	374	342
11	421	337	351	362	375	376	420	377	377
12	468	437	391	380	443	403	432	410	422
13	520	476	446	457	445	407	478	447	461
14	502	434	398	442	398	426	478	428	440
15	505	420	392	551	459	478	544	485	478
16	401	329	529	614	493	516	589	548	496
17	357	266	600	680	617	595	577	614	527
18	325	203	555	679	551	608	562	591	498
19	265	174	370	376	408	436	412	400	349
20	187	157	272	260	287	238	291	270	242
21	126	110	158	154	202	204	164	178	160
22	107	63	123	120	139	126	116	125	113
23	74	45	86	90	105	104	96	96	86
24	56	30	32	38	33	47	58	42	42
7-19	4438	3511	5143	5664	5462	5331	5573	5435	5017
6-22	4910	3577	5856	6359	6263	6054	6293	6165	5659
6-24	5040	3602	5514	6487	6401	6305	6447	6303	5787
0-24	5140	4053	6109	6632	6551	6385	6614	6458	5926



Hinckley ATC 2, A447 Ashby Road (Northern Site)

Produced by Road Data Services Ltd.

Channel 1 - Southbound								Average Speed	Week 1
Hr Ending	23/09/2023 Saturday	24/09/2023 Sunday	25/09/2023 Monday	26/09/2023 Tuesday	27/09/2023 Wednesday	28/09/2023 Thursday	29/09/2023 Friday		
1	38.7	36.6	35.0	38.9	35.9	37.1	37.7		
2	37.1	36.9	35.8	40.6	40.0	35.8	37.4		
3	35.8	35.1	36.0	38.1	37.6	36.0	35.6		
4	38.4	35.1	38.6	41.0	40.0	40.2	39.3		
5	40.2	33.6	39.0	40.1	40.6	38.6	37.4		
6	40.8	40.1	37.2	37.0	36.8	35.5	37.5		
7	38.9	38.2	37.0	37.2	37.2	36.9	37.6		
8	37.3	38.2	38.3	38.3	36.8	36.2	36.3		
9	37.8	38.9	26.9	17.7	33.0	34.8	35.6		
10	36.9	36.5	36.0	30.9	34.6	36.1	35.7		
11	37.2	36.6	36.0	34.5	35.2	35.6	36.4		
12	36.3	36.3	36.5	34.6	35.2	35.6	36.1		
13	36.7	36.2	35.8	35.0	35.4	35.9	35.7		
14	36.2	36.9	36.7	36.8	36.2	36.3	36.5		
15	37.2	36.9	36.0	34.5	35.3	35.8	36.0		
16	37.2	37.6	35.3	33.8	35.4	35.5	35.3		
17	36.5	38.0	36.4	36.3	36.0	35.9	36.8		
18	37.3	37.9	37.7	36.4	36.6	37.2	37.0		
19	37.2	38.3	37.4	38.0	37.2	36.3	37.4		
20	35.4	36.6	36.7	35.9	34.7	34.9	36.0		
21	36.2	36.9	36.5	36.3	35.0	36.8	36.3		
22	38.2	38.5	37.2	37.0	36.3	36.4	36.0		
23	37.3	37.2	37.4	37.6	37.1	36.1	36.6		
24	38.6	35.9	38.0	37.2	38.7	38.8	37.5		
10-12	36.7	36.5	36.3	34.6	35.2	35.6	36.2		
15-18	37.2	37.2	35.8	34.1	35.3	35.7	35.8		
0-24	37.0	37.1	35.7	34.1	35.7	36.0	36.3		
								Average (ALL)	35.9
								Weekday Inter-Peak	35.4
								85th Percentile	

Channel 1 - Southbound								Average Speed	Week 1
Hr Ending	23/09/2023 Saturday	24/09/2023 Sunday	25/09/2023 Monday	26/09/2023 Tuesday	27/09/2023 Wednesday	28/09/2023 Thursday	29/09/2023 Friday		
1	43.4	43.1	39.7	44.8	41.0	47.1	44.3		
2	43.3	42.3	41.8	49.6	47.4	42.7	43.0		
3	44.1	42.3	46.6	47.2	48.5	45.5	42.1		
4	48.9	42.2	45.8	48.4	45.9	48.5	44.6		
5	50.4	41.7	47.7	49.5	49.7	48.6	46.5		
6	47.7	48.5	45.5	44.6	43.9	44.5	45.6		
7	46.8	44.5	42.8	43.5	43.7	42.6	43.7		
8	44.4	44.1	41.4	41.2	42.1	41.8	42.2		
9	43.2	44.6	39.0	28.2	42.3	40.2	40.5		
10	42.7	42.2	41.2	40.5	39.6	40.6	40.7		
11	42.3	41.6	41.9	39.3	40.7	40.7	41.5		
12	41.4	41.2	41.6	40.0	40.1	40.8	41.4		
13	42.0	41.1	41.4	40.2	40.3	41.3	41.2		
14	41.2	41.7	41.8	42.5	41.3	41.0	41.2		
15	42.8	42.0	40.7	40.4	39.9	41.2	41.1		
16	41.9	42.8	40.4	38.4	40.2	40.8	41.3		
17	41.9	43.3	42.2	41.5	41.1	40.8	41.7		
18	43.5	43.5	42.6	41.5	41.9	42.0	42.4		
19	42.8	44.8	42.6	43.6	43.1	41.5	42.7		
20	41.3	42.1	42.8	41.8	40.1	40.5	41.6		
21	41.9	43.0	42.9	43.3	40.9	42.8	42.9		
22	46.4	46.7	43.5	43.0	43.4	42.5	41.5		
23	43.3	43.9	44.2	44.4	43.0	41.6	42.7		
24	46.7	42.8	45.8	43.7	46.3	46.6	44.2		
10-12	41.8	41.4	41.8	39.7	40.4	40.7	41.4		
15-18	42.8	42.8	42.8	42.3	41.7	41.5	41.8		
0-24	42.7	42.6	42.6	42.3	41.7	41.5	41.8		
								85th %ile (ALL)	42.3
								Weekday Inter-Peak	40.7
								85th Percentile	

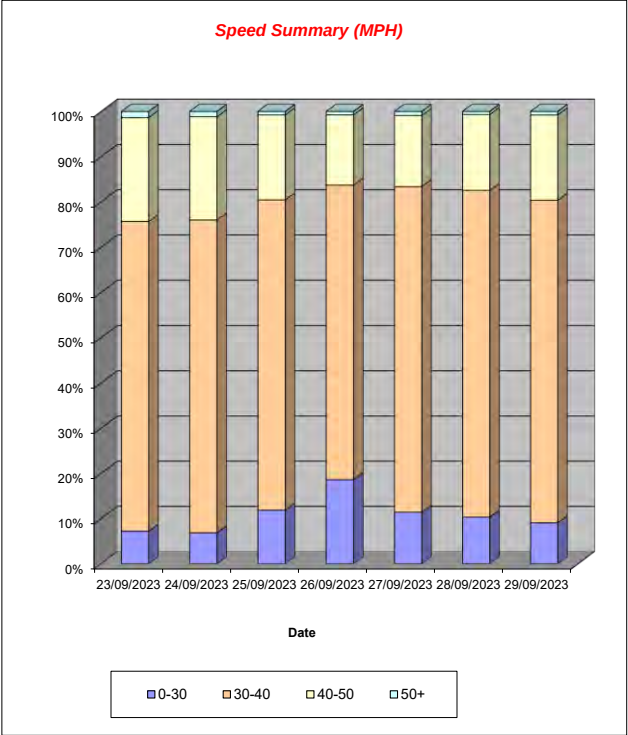
Channel 2 - Northbound								Average Speed	Week 1
Hr Ending	23/09/2023 Saturday	24/09/2023 Sunday	25/09/2023 Monday	26/09/2023 Tuesday	27/09/2023 Wednesday	28/09/2023 Thursday	29/09/2023 Friday		
1	36.9	38.3	38.2	39.4	41.0	39.2	35.9		
2	38.4	41.0	38.1	40.7	38.9	37.0	38.0		
3	39.5	35.3	40.4	40.7	41.7	40.4	41.0		
4	35.3	37.8	42.7	43.2	43.3	40.5	41.9		
5	36.5	41.0	43.5	40.8	44.8	43.3	41.9		
6	39.9	38.5	39.4	39.4	40.4	39.9	39.7		
7	37.7	37.3	38.0	38.3	38.0	38.2	38.1		
8	38.5	37.6	37.2	35.7	37.3	37.6	36.7		
9	37.8	37.9	35.4	33.4	35.8	36.4	36.8		
10	38.2	38.9	36.2	33.7	34.2	36.4	36.3		
11	37.4	36.0	36.8	34.7	35.0	36.3	36.3		
12	37.1	36.2	36.5	35.7	34.1	36.1	36.5		
13	36.6	36.1	36.4	35.9	35.0	36.4	37.1		
14	36.4	36.9	36.5	36.6	34.6	36.6	36.5		
15	35.9	37.9	36.7	36.9	35.0	35.8	36.2		
16	37.4	37.1	36.1	34.2	35.4	36.2	36.1		
17	37.0	38.6	35.9	35.3	35.2	33.6	36.2		
18	38.5	38.7	36.6	35.2	36.2	35.9	37.0		
19	38.4	39.4	37.1	38.0	37.1	36.6	37.0		
20	36.8	37.1	36.9	37.9	36.1	36.5	36.4		
21	37.6	38.1	36.1	36.3	37.1	36.9	36.6		
22	37.3	39.3	38.2	36.4	37.3	35.8	38.2		
23	37.8	39.8	39.2	37.8	37.5	36.1	37.9		
24	39.2	39.4	38.4	37.5	37.4	37.6	38.8		
10-12	37.2	36.1	36.6	35.2	34.5	36.2	36.4		
15-18	36.5	37.2	35.4	35.5	35.2	35.6	36.2		
0-24	37.3	37.4	36.6	35.7	35.8	36.2	36.7		
								Average (ALL)	36.5
								Weekday Inter-Peak	35.7
								85th Percentile	

Channel 2 - Northbound								Average Speed	Week 1
Hr Ending	23/09/2023 Saturday	24/09/2023 Sunday	25/09/2023 Monday	26/09/2023 Tuesday	27/09/2023 Wednesday	28/09/2023 Thursday	29/09/2023 Friday		
1	43.1	43.3	44.1	43.0	47.4	43.9	44.7		
2	44.2	44.8	41.7	46.2	43.7	44.1	45.0		
3	46.9	40.3	44.7	46.1	46.1	45.9	45.4		
4	42.0	40.9	50.6	50.0	49.6	50.3	48.7		
5	39.0	43.5	51.4	47.4	50.5	50.6	48.2		
6	45.9	44.1	45.2	46.1	47.1	46.6	45.3		
7	44.5	45.0	43.3	44.3	42.8	43.5	44.4		
8	44.7	41.8	42.2	40.7	41.7	42.3	41.7		
9	43.7	42.9	40.8	38.6	40.8	40.9	41.7		
10	43.2	43.9	40.8	38.3	39.3	41.5	41.3		
11	41.9	40.8	41.2	39.4	39.1	40.9	41.5		
12	41.8	40.4	41.1	38.9	38.7	40.8	41.3		
13	41.8	40.5	41.0	40.3	39.3	41.3	42.0		
14	40.9	41.5	41.1	41.1	40.6	41.5	41.0		
15	40.5	42.5	41.4	40.4	40.2	40.4	41.4		
16	42.2	41.7	41.1	39.2	40.1	41.1	41.2		
17	41.6	43.5	42.6	40.8	40.7	40.7	41.0		
18	44.2	44.4	42.3	41.1	41.6	40.6	41.5		
19	44.2	45.0	41.9	42.6	42.2	41.7	42.1		
20	42.5	42.6	42.1	43.0	41.2	41.2	41.1		
21	44.2	44.0	41.6	41.7	42.1	41.7	42.1		
22	43.6	44.7	43.1	42.2	42.2	41.2	43.4		
23	43.8	46.9	45.3	44.0	44.1	41.9	43.7		
24	44.8	43.8	44.8	44.8	41.8	42.6	44.3		
10-12	41.8	40.6	41.1	39.7	38.9	40.9	41.4		
15-18	41.4	42.3	41.3	39.8	40.2	40.8	41.4		
0-24	42.5	42.4	41.9	41.0	41.1	41.5	41.8		
								85th %ile (ALL)	41.8
								Weekday Inter-Peak	40.6

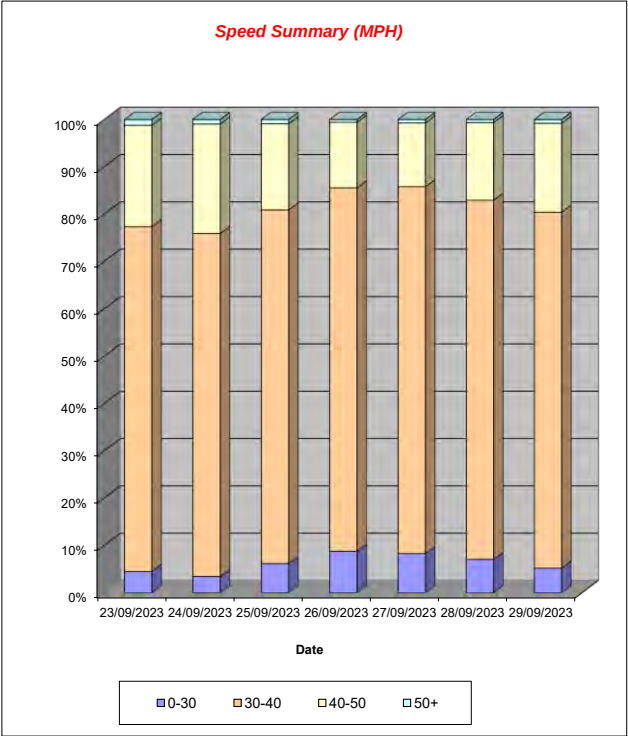
Hinckley ATC 2, A447 Ashby Road (Northern Site)

Produced by Road Data Services Ltd.

Channel 1 - Southbound							Speed Summary	Week 1
Speed (MPH)	23/09/2023 Saturday	24/09/2023 Sunday	25/09/2023 Monday	26/09/2023 Tuesday	27/09/2023 Wednesday	28/09/2023 Thursday	29/09/2023 Friday	
0-30	458	336	887	1403	898	796	716	
30-40	4348	3391	5122	4904	5862	5538	5626	
40-50	1456	1117	1401	1188	1235	1289	1455	
50+	86	57	57	57	70	52	62	
TOTAL	6348	4901	7467	7532	7865	7695	7889	



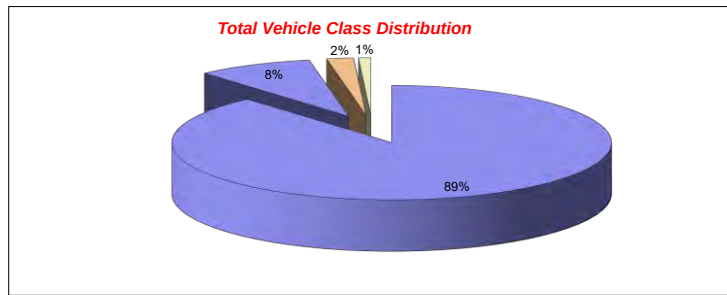
Channel 2 - Northbound							Speed Summary	Week 1
Speed (MPH)	23/09/2023 Saturday	24/09/2023 Sunday	25/09/2023 Monday	26/09/2023 Tuesday	27/09/2023 Wednesday	28/09/2023 Thursday	29/09/2023 Friday	
0-30	231	139	376	582	543	451	344	
30-40	3746	2938	4567	5094	5079	4846	4976	
40-50	1100	937	1112	917	881	1046	1241	
50+	63	39	54	39	48	42	53	
TOTAL	5140	4053	6109	6632	6551	6385	6614	



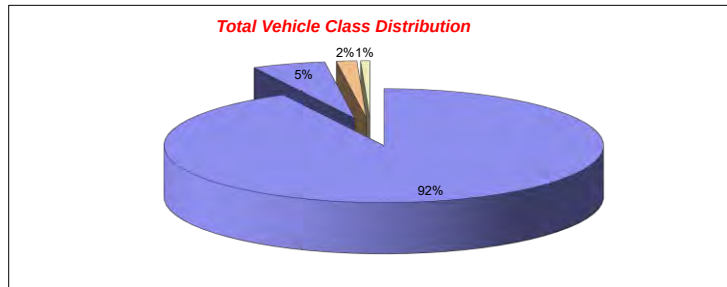
Hinckley ATC 2, A447 Ashby Road (Northern Site)

Produced by Road Data Services Ltd.

Channel 1 - Southbound				Vehicle Class		Week 1
Classes	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13	
Day / Time						
23/09/2023						
7-19	5040	300	66	29	5435	
8-22	5579	339	83	30	6031	
8-24	5714	345	88	30	6177	
0-24	5860	360	93	35	6348	
24/09/2023						
7-19	4052	214	40	3	4309	
8-22	4417	239	43	4	4703	
8-24	4494	245	43	5	4787	
0-24	4596	254	45	6	4901	
25/09/2023						
7-19	5453	639	123	63	6278	
8-22	6200	703	151	70	7124	
8-24	6311	717	158	72	7286	
0-24	6481	740	170	76	7467	
26/09/2023						
7-19	5490	558	121	77	6246	
8-22	6267	638	147	82	7134	
8-24	6452	646	151	85	7294	
0-24	6594	675	165	98	7532	
27/09/2023						
7-19	5744	652	121	60	6577	
8-22	6561	730	141	65	7497	
8-24	6659	734	145	68	7613	
0-24	6869	766	157	73	7865	
28/09/2023						
7-19	5511	637	131	61	6340	
8-22	6365	714	156	71	7306	
8-24	6559	725	161	74	7496	
0-24	6696	740	177	82	7695	
29/09/2023						
7-19	5782	611	131	58	6582	
8-22	6565	672	156	66	7459	
8-24	6741	682	159	69	7651	
0-24	6932	708	174	75	7889	
Average						
7-19	5296	516	105	50	5967	
8-22	5993	576	125	55	6751	
8-24	6163	585	138	57	6899	
0-24	6290	606	149	64	7100	



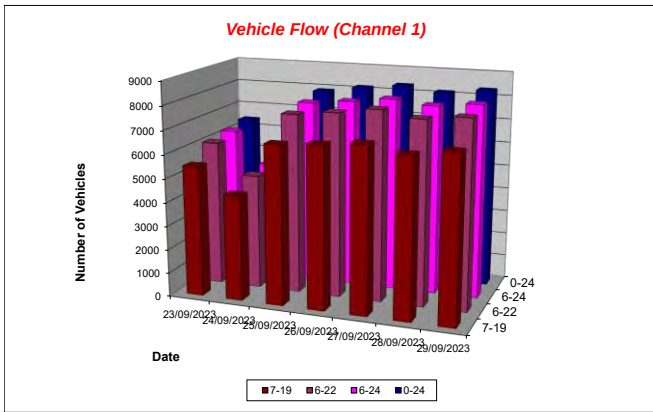
Channel 2 - Northbound				Vehicle Class		Week 1
Classes	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13	
Day / Time						
23/09/2023						
7-19	4228	149	52	9	4438	
8-22	4652	172	65	10	4919	
8-24	4756	176	68	11	5040	
0-24	4876	182	69	13	5140	
24/09/2023						
7-19	3373	109	26	3	3511	
8-22	3721	120	32	4	3877	
8-24	3751	123	35	5	3952	
0-24	3887	128	33	5	4053	
25/09/2023						
7-19	4655	348	93	47	5143	
8-22	5320	379	107	50	5856	
8-24	5437	384	111	52	5974	
0-24	5552	393	112	52	6109	
26/09/2023						
7-19	5252	288	78	46	5664	
8-22	5884	334	89	52	6359	
8-24	5959	337	89	52	6487	
0-24	6142	344	91	55	6632	
27/09/2023						
7-19	4955	355	100	52	5462	
8-22	5704	395	109	55	6263	
8-24	5855	397	113	56	6401	
0-24	5971	406	116	58	6551	
28/09/2023						
7-19	4842	368	81	40	5331	
8-22	5527	393	93	41	6054	
8-24	5673	396	95	41	6205	
0-24	5842	403	95	45	6385	
29/09/2023						
7-19	5097	346	85	45	5573	
8-22	5774	370	99	50	6293	
8-24	5922	371	102	52	6447	
0-24	6076	382	103	53	6614	
Average						
7-19	4629	280	74	35	5017	
8-22	5227	309	85	37	5659	
8-24	5349	312	87	38	5787	
0-24	5478	320	88	40	5926	



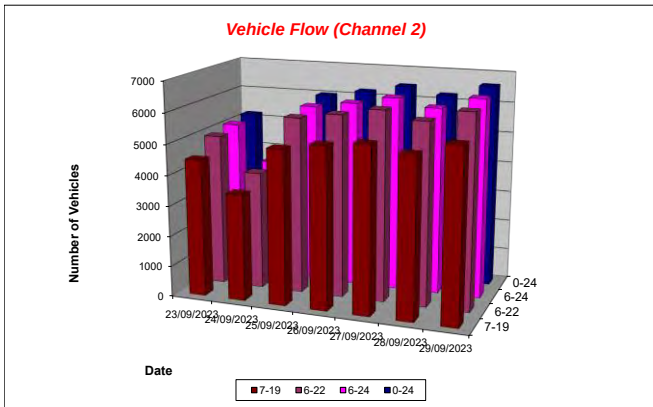
Hinckley ATC 3, A447 Ashby Road (Southern Site)

Produced by Road Data Services Ltd.

Channel 1 - Southbound					Vehicle Flow			Week 1	
	23/09/2023 Saturday	24/09/2023 Sunday	25/09/2023 Monday	26/09/2023 Tuesday	27/09/2023 Wednesday	28/09/2023 Thursday	29/09/2023 Friday	Weekday Average	Average
Hr Ending									
1	35	35	9	24	15	20	33	20	24
2	38	20	8	10	16	5	9	9	15
3	16	9	7	21	19	18	25	18	16
4	24	14	18	36	29	24	25	26	24
5	23	10	43	67	45	45	56	51	41
6	40	30	113	123	142	120	125	125	99
7	96	45	332	342	345	356	338	313	261
8	202	85	741	718	759	704	610	708	547
9	338	136	754	671	782	757	730	739	595
10	506	320	585	644	646	506	559	588	538
11	577	484	501	504	495	486	520	501	510
12	618	504	467	505	540	492	483	497	516
13	543	601	506	543	512	492	564	523	537
14	544	523	468	453	511	466	568	493	505
15	488	478	499	533	498	487	531	510	502
16	486	427	591	595	605	616	608	603	561
17	472	402	577	603	601	611	715	621	569
18	384	254	565	617	577	610	586	591	513
19	325	203	406	402	415	441	455	424	378
20	231	165	260	291	321	344	307	305	274
21	136	118	143	160	208	206	179	179	164
22	142	77	142	138	132	128	145	137	129
23	86	57	115	93	79	140	118	109	98
24	64	29	55	57	37	68	79	59	56
7-19	5483	4417	6660	6788	6951	6668	6929	6799	6271
6-22	6088	4822	7537	7719	7957	7702	7873	7758	7100
6-24	5335	4956	7507	7698	8073	7919	8070	7926	7254
0-24	6414	5026	7905	8150	8339	8142	8340	8175	7474



Channel 2 - Northbound					Vehicle Flow			Week 1	
Hr Ending	23/09/2023 Saturday	24/09/2023 Sunday	25/09/2023 Monday	26/09/2023 Tuesday	27/09/2023 Wednesday	28/09/2023 Thursday	29/09/2023 Friday	Weekday Average	Average
1	26	36	9	16	16	16	16	15	19
2	17	18	7	7	13	13	15	11	13
3	13	17	3	12	11	12	12	10	11
4	15	8	20	18	16	20	20	19	17
5	6	6	16	26	21	19	29	22	18
6	19	16	81	68	72	84	67	74	58
7	50	37	148	174	159	151	137	154	122
8	122	60	350	340	356	318	357	344	272
9	253	142	351	385	403	382	363	377	326
10	303	232	378	370	387	354	368	371	342
11	427	327	343	358	383	368	416	374	375
12	478	433	394	385	453	403	444	416	427
13	509	480	431	427	443	396	483	436	453
14	509	433	392	403	428	410	499	428	439
15	509	421	391	477	445	466	532	462	463
16	408	318	510	545	516	511	574	531	483
17	374	264	579	591	615	585	594	593	515
18	318	206	553	625	566	576	556	575	486
19	269	169	373	355	415	437	418	400	348
20	195	151	272	245	279	242	289	265	239
21	127	111	158	148	197	203	156	172	157
22	107	64	129	119	140	128	120	127	115
23	75	45	86	87	105	108	102	98	87
24	54	29	33	34	32	42	59	40	40
7-19	4479	3485	5945	5261	5410	5206	5804	5305	4927
6-22	4958	3548	5752	5947	6185	5930	6306	6024	5561
6-24	5087	3902	5671	6098	6302	6080	6467	6162	5688
0-24	5183	4023	6007	6215	6471	6244	6626	6313	5824



Hinckley ATC 3, A447 Ashby Road (Southern Site)

Produced by Road Data Services Ltd.

Channel 1 - Southbound								Average Speed	Week 1
Hr Ending	23/09/2023 Saturday	24/09/2023 Sunday	25/09/2023 Monday	26/09/2023 Tuesday	27/09/2023 Wednesday	28/09/2023 Thursday	29/09/2023 Friday		
1	36.3	35.7	36.0	35.7	34.8	38.4	35.1		
2	36.8	35.2	36.6	36.9	38.7	37.9	34.7		
3	34.4	34.3	36.8	38.2	37.2	34.9	33.8		
4	36.5	32.9	35.7	39.3	37.7	37.8	37.9		
5	39.6	34.9	36.7	38.6	38.8	37.7	37.8		
6	38.9	37.4	36.1	36.6	36.1	35.4	36.9		
7	37.1	36.3	35.8	36.0	36.7	35.9	35.9		
8	36.8	37.0	34.3	32.1	35.0	35.2	35.0		
9	38.9	37.5	18.8	9.0	30.1	30.0	34.2		
10	35.4	35.6	34.1	26.9	33.7	34.6	34.4		
11	35.1	35.1	34.7	31.2	33.7	33.7	35.0		
12	34.6	34.5	34.6	31.4	34.1	34.3	34.5		
13	34.7	34.5	34.2	32.7	34.0	34.8	33.6		
14	34.7	35.4	34.7	35.1	34.7	34.5	35.0		
15	35.4	34.7	34.6	30.6	33.3	34.6	34.1		
16	35.6	36.1	33.9	33.0	33.9	34.6	34.2		
17	35.3	36.2	35.0	35.5	34.5	35.2	35.2		
18	36.2	36.7	36.7	34.9	35.5	35.6	35.4		
19	36.4	36.5	36.3	36.2	35.5	35.1	35.9		
20	35.0	35.7	36.2	35.3	33.3	33.7	34.8		
21	35.4	36.4	35.7	35.7	34.2	35.5	35.9		
22	36.8	37.8	36.5	35.7	35.5	36.2	35.3		
23	36.6	37.6	37.4	36.0	35.9	35.8	35.5		
24	37.5	34.9	37.4	36.2	36.5	36.6	36.7		
10-12	34.9	34.8	34.7	31.3	33.9	34.0	34.8		
14-16	35.5	35.4	34.2	31.8	33.7	34.8	34.2		
0-24	35.5	35.6	33.5	31.2	34.1	34.5	34.9		
								Average (ALL)	34.1
								Weekday Inter-Peak	33.7

Channel 1 - Southbound					85th Percentile		Weekday Inter-Peak		Weekend Inter-Peak	
Hr Ending	23/09/2023 Saturday	24/09/2023 Sunday	25/09/2023 Monday	26/09/2023 Tuesday	27/09/2023 Wednesday	28/09/2023 Thursday	29/09/2023 Friday	30/09/2023 Saturday	01/10/2023 Sunday	02/10/2023 Monday
1	41.0	41.1	41.2	39.1	38.6	43.9	40.6	40.8	40.5	40.7
2	43.0	38.9	40.7	40.3	42.4	42.8	40.8	40.8	40.8	40.8
3	40.2	38.3	40.6	42.2	42.2	39.5	37.3	39.4	39.4	39.4
4	44.4	39.8	40.1	44.3	42.0	42.8	43.2	40.8	40.8	40.8
5	46.2	42.0	42.8	45.1	46.4	42.5	42.6	40.8	40.8	40.8
6	42.5	42.0	42.8	43.1	41.7	42.4	43.4	40.8	40.8	40.8
7	42.8	41.8	41.0	41.5	42.1	40.3	40.0	40.8	40.8	40.8
8	41.2	41.7	39.7	39.8	39.5	39.5	40.2	40.8	40.8	40.8
9	41.6	41.9	30.7	12.7	39.5	39.1	38.3	40.8	40.8	40.8
10	40.3	40.3	39.1	37.2	37.9	39.3	38.4	40.8	40.8	40.8
11	39.7	39.7	39.5	36.1	39.7	38.3	39.4	40.8	40.8	40.8
12	39.1	38.7	39.0	35.8	38.7	39.5	38.9	40.8	40.8	40.8
13	39.5	39.0	39.0	36.7	38.3	40.2	38.7	40.8	40.8	40.8
14	38.9	39.1	39.0	39.6	38.7	39.0	39.5	40.8	40.8	40.8
15	40.0	40.0	39.8	37.8	38.5	39.4	39.3	40.8	40.8	40.8
16	39.7	41.1	38.6	37.2	38.1	38.9	40.4	40.8	40.8	40.8
17	40.0	40.6	40.0	39.9	38.9	39.2	39.2	40.8	40.8	40.8
18	41.2	41.7	41.3	39.8	39.8	39.7	39.4	40.8	40.8	40.8
19	40.6	41.5	40.9	40.5	40.8	39.7	40.2	40.8	40.8	40.8
20	39.4	40.7	40.9	40.1	39.3	38.7	39.3	40.8	40.8	40.8
21	39.8	41.2	41.6	41.1	39.2	40.6	40.4	40.8	40.8	40.8
22	43.4	44.1	41.4	40.8	40.5	40.6	40.6	40.8	40.8	40.8
23	41.7	41.9	42.5	40.4	40.4	40.3	40.0	40.8	40.8	40.8
24	43.2	40.9	44.1	42.6	41.1	41.8	41.5	40.8	40.8	40.8
10-12	39.5	39.3	39.3	36.0	39.2	38.9	39.2	40.8	40.8	40.8
14-16	39.4	38.4	38.1	35.7	38.1	38.4	38.8	40.8	40.8	40.8
0-24	40.3	40.4	41.3	40.6	39.7	40.0	39.7	40.8	40.8	40.8
85th %ile (ALL)										
Weekday Inter-Peak										

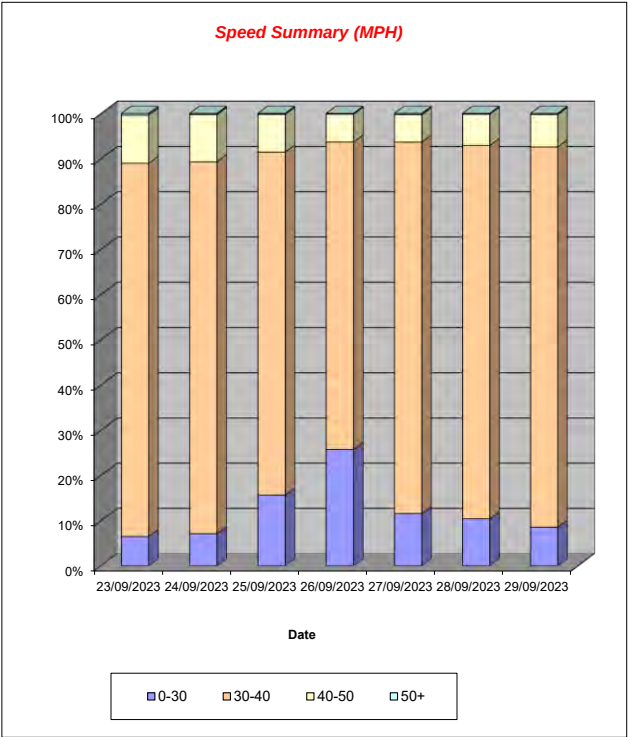
Channel 2 - Northbound								Average Speed	Week 1
Hr Ending	23/09/2023 Saturday	24/09/2023 Sunday	25/09/2023 Monday	26/09/2023 Tuesday	27/09/2023 Wednesday	28/09/2023 Thursday	29/09/2023 Friday		
1	34.9	36.3	34.4	39.6	37.1	34.7	35.3		
2	35.5	37.4	36.5	38.6	37.7	36.1	34.5		
3	36.8	34.1	34.4	39.0	40.5	37.4	35.5		
4	35.4	37.0	38.7	39.8	39.5	38.9	39.0		
5	36.4	37.7	39.7	38.9	39.7	38.4	38.3		
6	39.3	35.7	36.6	38.5	38.5	38.3	38.2		
7	36.4	36.0	35.8	37.3	36.3	36.9	36.1		
8	36.8	36.0	36.1	36.2	36.2	36.1	36.2		
9	35.8	36.7	34.1	33.6	34.8	35.0	36.1		
10	36.4	37.3	35.0	33.5	34.9	35.2	34.6		
11	36.1	35.8	35.4	32.6	34.7	34.9	35.2		
12	35.5	35.2	34.8	32.7	34.4	34.7	35.5		
13	35.8	35.1	35.1	33.6	34.3	35.2	35.8		
14	34.7	36.6	35.0	35.3	34.8	35.7	35.1		
15	34.9	36.3	35.7	33.4	34.6	34.8	34.9		
16	36.1	35.8	34.6	34.9	35.1	35.3	35.5		
17	36.2	37.0	35.5	34.9	35.1	35.0	35.4		
18	36.4	36.9	36.0	35.0	36.1	35.4	36.1		
19	37.0	37.3	36.1	36.0	36.0	35.7	35.8		
20	35.5	35.5	35.2	36.0	34.5	35.0	34.9		
21	35.0	36.2	34.5	34.9	34.3	35.5	34.7		
22	34.9	36.0	35.3	34.4	35.2	34.1	35.8		
23	34.7	37.3	36.2	34.9	35.2	33.6	34.8		
24	36.6	36.2	36.1	36.2	35.0	35.6	36.1		
10-12	35.8	35.5	35.1	32.7	34.5	34.8	35.4		
14-16	35.4	35.8	35.1	34.2	34.8	35.1	35.2		
0-24	35.8	36.1	35.3	34.6	35.2	35.3	35.5		
								Average (ALL)	35.4
								Weekday Inter-Peak	34.7

Channel 2 - Northbound					85th Percentile		Inter-Peak		34.7
Hr Ending	23/09/2023 Saturday	24/09/2023 Sunday	25/09/2023 Monday	26/09/2023 Tuesday	27/09/2023 Wednesday	28/09/2023 Thursday	29/09/2023 Friday		
1	40.4	41.2	40.6	44.5	43.8	41.3	43.1		
2	40.1	40.9	40.0	46.0	41.4	42.0	39.9		
3	41.0	38.6	39.9	45.7	44.5	42.3	38.2		
4	40.1	41.3	44.2	45.8	46.5	44.0	46.3		
5	39.9	42.2	44.7	44.0	47.9	42.9	43.7		
6	44.8	40.3	41.7	45.4	44.5	44.0	43.0		
7	42.4	43.4	40.4	42.1	40.8	41.9	41.5		
8	42.1	39.9	40.8	39.9	40.0	40.3	40.6		
9	41.0	40.7	38.5	37.9	39.2	39.1	40.2		
10	41.1	41.4	38.9	37.7	39.1	39.4	39.7		
11	40.4	40.0	40.1	36.7	39.0	39.3	39.5		
12	39.8	39.3	39.8	36.5	38.3	38.8	40.0		
13	40.4	39.0	39.4	37.7	39.1	39.7	40.0		
14	38.6	40.6	38.9	40.3	39.6	39.6	39.7		
15	39.1	40.7	40.3	37.6	39.1	39.2	39.2		
16	41.1	40.5	39.0	38.9	39.3	39.6	39.8		
17	40.5	41.9	40.5	40.0	39.7	39.6	39.5		
18	41.3	42.3	40.7	40.2	41.0	39.8	40.1		
19	42.1	42.3	40.5	40.3	40.3	40.5	40.1		
20	39.8	41.0	39.9	39.4	38.7	39.8	39.0		
21	40.6	41.0	39.3	39.3	38.9	39.7	39.3		
22	39.8	41.1	39.6	39.7	39.8	39.1	40.2		
23	40.4	43.8	41.3	40.9	40.4	39.5	39.7		
24	41.5	41.4	42.1	42.4	40.2	40.4	40.8		
10-12	40.1	39.7	40.0	36.6	38.6	39.0	39.8		
14-16	40.0	40.5	39.6	35.4	39.1	39.4	39.5		
0-24	40.5	40.7	39.9	39.3	39.8	39.8	39.9		
85th %ile (ALL)								40.0	
Weekday Inter-Peak								39.1	

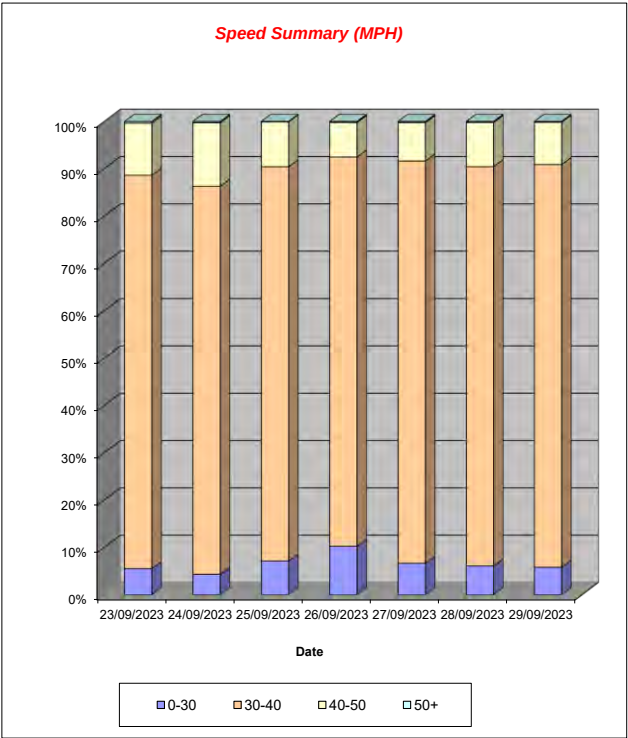
Hinckley ATC 3, A447 Ashby Road (Southern Site)

Produced by Road Data Services Ltd.

Channel 1 - Southbound							Speed Summary	Week 1
Speed (MPH)	23/09/2023 Saturday	24/09/2023 Sunday	25/09/2023 Monday	26/09/2023 Tuesday	27/09/2023 Wednesday	28/09/2023 Thursday	29/09/2023 Friday	
0-30	417	357	1237	2103	965	848	712	
30-40	5292	4133	5995	5539	6847	6719	7011	
40-50	680	524	658	502	505	562	598	
50+	25	12	15	12	22	13	19	
TOTAL	6414	5026	7905	8150	8339	8142	8340	



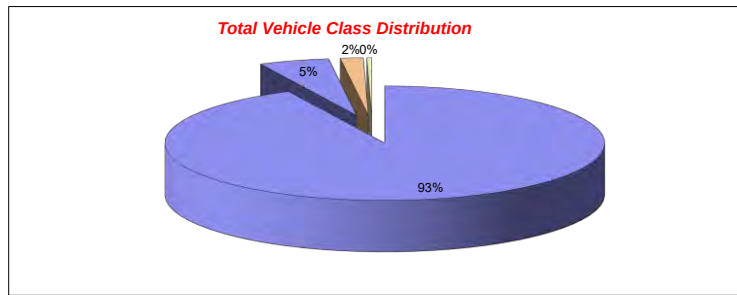
Channel 2 - Northbound							Speed Summary	Week 1
Speed (MPH)	23/09/2023 Saturday	24/09/2023 Sunday	25/09/2023 Monday	26/09/2023 Tuesday	27/09/2023 Wednesday	28/09/2023 Thursday	29/09/2023 Friday	
0-30	286	174	429	638	430	381	385	
30-40	4309	3299	5005	5112	5502	5268	5638	
40-50	570	539	568	452	524	582	593	
50+	18	11	5	13	15	13	10	
TOTAL	5183	4023	6007	6215	6471	6244	6626	



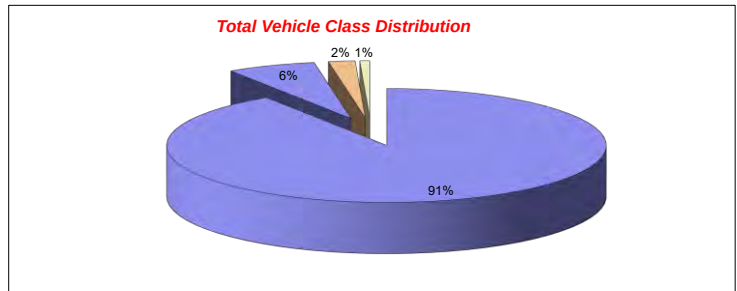
Hinckley ATC 3, A447 Ashby Road (Southern Site)

Produced by Road Data Services Ltd.

Channel 1 - Southbound				Vehicle Class		Week 1
Classes	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13	
Day / Time						
23/09/2023						
7-19	5194	208	68	13	5483	
8-22	5750	237	85	13	6085	
8-24	5895	239	91	13	6238	
0-24	6049	254	96	15	6414	
24/09/2023						
7-19	4249	129	34	5	4417	
8-22	4634	147	38	5	4822	
8-24	4714	153	40	5	4908	
0-24	4825	159	37	5	5026	
25/09/2023						
7-19	6075	452	110	23	6660	
8-22	6862	496	133	26	7517	
8-24	7011	526	138	26	7701	
0-24	7208	528	143	26	7905	
26/09/2023						
7-19	6303	347	102	36	6788	
8-22	7154	406	129	39	7719	
8-24	7251	417	131	40	7869	
0-24	7536	438	131	45	8150	
27/09/2023						
7-19	6482	360	92	17	6951	
8-22	7412	405	129	20	7967	
8-24	7521	408	131	20	8073	
0-24	7746	433	134	26	8339	
28/09/2023						
7-19	6182	371	87	28	6668	
8-22	7155	417	101	29	7702	
8-24	7251	422	98	29	7810	
0-24	7560	434	119	29	8142	
29/09/2023						
7-19	6314	404	174	37	6929	
8-22	7190	441	204	38	7873	
8-24	7372	449	210	39	8070	
0-24	7617	461	220	42	8340	
Average						
7-19	5828	324	95	23	6271	
8-22	6597	364	115	24	7100	
8-24	6741	370	118	25	7254	
0-24	6934	387	128	27	7474	



Channel 2 - Northbound				Vehicle Class		Week 1
Classes	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13	
Day / Time						
23/09/2023						
7-19	4213	191	66	9	4479	
8-22	4650	219	79	10	4958	
8-24	4723	223	82	11	5047	
0-24	4856	229	84	14	5183	
24/09/2023						
7-19	3306	144	32	3	3485	
8-22	3646	159	39	3	3848	
8-24	3714	162	41	3	3922	
0-24	3809	168	41	5	4023	
25/09/2023						
7-19	4510	388	105	42	5045	
8-22	5154	422	130	46	5752	
8-24	5260	428	136	48	5871	
0-24	5383	439	137	48	6007	
26/09/2023						
7-19	4761	341	112	47	5261	
8-22	5365	398	132	52	5947	
8-24	5479	402	138	52	6068	
0-24	5607	410	142	56	6215	
27/09/2023						
7-19	4810	447	108	45	5410	
8-22	5522	488	126	49	6185	
8-24	5658	491	131	49	6322	
0-24	5776	503	139	53	6471	
28/09/2023						
7-19	4644	409	107	46	5206	
8-22	5308	445	125	52	5930	
8-24	5451	448	129	52	6080	
0-24	5598	457	130	59	6244	
29/09/2023						
7-19	5054	408	96	46	5604	
8-22	5693	436	120	57	6306	
8-24	5814	442	123	58	6467	
0-24	5983	455	126	62	6626	
Average						
7-19	4471	333	89	34	4927	
8-22	5048	367	107	39	5561	
8-24	5168	371	112	39	5688	
0-24	5287	380	114	42	5824	



APPENDIX D – TRICS OUTPUT DATA

Calculation Reference: AUDIT-539501-231012-1044

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	HC HAMPSHIRE	1 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	7 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
09	NORTH	
	DH DURHAM	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 50 to 99 (units:)
Range Selected by User: 50 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 15/05/23

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

Selected survey days:

Monday	1 days
Tuesday	4 days
Wednesday	3 days
Thursday	5 days
Friday	4 days

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

Selected survey types:

Manual count	14 days
Directional ATC Count	3 days

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

Selected Locations:

Edge of Town	12
Neighbourhood Centre (PPS6 Local Centre)	5

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	9
Village	5
Out of Town	1
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	17 days - Selected

Secondary Filtering selection:

Use Class:

C3 17 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	5 days
5,001 to 10,000	7 days
10,001 to 15,000	3 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	2 days
50,001 to 75,000	5 days
75,001 to 100,000	2 days
100,001 to 125,000	2 days
125,001 to 250,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	15 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	12 days
No	5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	17 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	AC-03-A-06 COMMON LANE NEAR CHESTER WAVERTON Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 99 Survey date: FRIDAY 29/04/22	DETACHED HOUSES	CESHIRE WEST & CHESTER	Survey Type: MANUAL
2	CA-03-A-08 GIDDING ROAD SAWTRY Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 83 Survey date: THURSDAY 13/10/22	DETACHED & SEMI-DETACHED	CAMBRIDGESHIRE	Survey Type: MANUAL
3	DC-03-A-09 A350 SHAFTESBURY Edge of Town No Sub Category Total No of Dwellings: 50 Survey date: FRIDAY 19/11/21	MIXED HOUSES	DORSET	Survey Type: MANUAL
4	DH-03-A-03 PILGRIMS WAY DURHAM Edge of Town Residential Zone Total No of Dwellings: 57 Survey date: FRIDAY 19/10/18	SEMI-DETACHED & TERRACED	DURHAM	Survey Type: MANUAL
5	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS Edge of Town Residential Zone Total No of Dwellings: 99 Survey date: WEDNESDAY 05/06/19	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: MANUAL
6	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY Edge of Town Residential Zone Total No of Dwellings: 91 Survey date: THURSDAY 07/11/19	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: MANUAL
7	HC-03-A-27 DAIRY ROAD ANDOVER Edge of Town Residential Zone Total No of Dwellings: 73 Survey date: TUESDAY 16/11/21	MIXED HOUSES	HAMPSHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	LE-03-A-02 MELBOURNE ROAD IBSTOCK	DETACHED & OTHERS		LEICESTERSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village			
	Total No of Dwellings:	85		
	Survey date: THURSDAY	28/06/18	Survey Type: MANUAL	
9	NF-03-A-25 WOODFARM LANE GORLESTON-ON-SEA	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone			
	Total No of Dwellings:	55		
	Survey date: TUESDAY	21/09/21	Survey Type: MANUAL	
10	NF-03-A-26 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone			
	Total No of Dwellings:	91		
	Survey date: WEDNESDAY	22/09/21	Survey Type: DIRECTIONAL ATC COUNT	
11	NF-03-A-27 YARMOUTH ROAD NEAR NORWICH BLOFIELD	MIXED HOUSES & FLATS		NORFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village			
	Total No of Dwellings:	93		
	Survey date: THURSDAY	16/09/21	Survey Type: MANUAL	
12	NF-03-A-34 NORWICH ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Out of Town			
	Total No of Dwellings:	80		
	Survey date: TUESDAY	27/09/22	Survey Type: MANUAL	
13	NF-03-A-36 LONDON ROAD WYMONDHAM	MIXED HOUSES		NORFOLK
	Edge of Town No Sub Category			
	Total No of Dwellings:	75		
	Survey date: THURSDAY	29/09/22	Survey Type: MANUAL	
14	NF-03-A-40 MILL LANE NEAR NORWICH HORSFORD	MIXED HOUSES		NORFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village			
	Total No of Dwellings:	57		
	Survey date: TUESDAY	11/10/16	Survey Type: DIRECTIONAL ATC COUNT	
15	NF-03-A-50 BRANDON ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone			
	Total No of Dwellings:	75		
	Survey date: FRIDAY	14/10/16	Survey Type: DIRECTIONAL ATC COUNT	

LIST OF SITES relevant to selection parameters (Cont.)

16	WS-03-A-17	MIXED HOUSES & FLATS	WEST SUSSEX
	SHOPWHYKE ROAD		
	CHICHESTER		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	86	
	Survey date: WEDNESDAY	01/03/23	Survey Type: MANUAL
17	WS-03-A-19	MIXED HOUSES & FLATS	WEST SUSSEX
	TURNERS HILL ROAD		
	EAST GRINSTEAD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	92	
	Survey date: MONDAY	15/05/23	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
EX-03-A-02	Low trip rate
IW-03-A-01	Free standing
WS-03-A-07	Low trip rate
WS-03-A-16	Low trip rate

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	79	0.104	17	79	0.334	17	79	0.438
08:00 - 09:00	17	79	0.181	17	79	0.350	17	79	0.531
09:00 - 10:00	17	79	0.154	17	79	0.192	17	79	0.346
10:00 - 11:00	17	79	0.147	17	79	0.177	17	79	0.324
11:00 - 12:00	17	79	0.142	17	79	0.154	17	79	0.296
12:00 - 13:00	17	79	0.180	17	79	0.194	17	79	0.374
13:00 - 14:00	17	79	0.204	17	79	0.201	17	79	0.405
14:00 - 15:00	17	79	0.183	17	79	0.193	17	79	0.376
15:00 - 16:00	17	79	0.295	17	79	0.196	17	79	0.491
16:00 - 17:00	17	79	0.280	17	79	0.201	17	79	0.481
17:00 - 18:00	17	79	0.355	17	79	0.155	17	79	0.510
18:00 - 19:00	17	79	0.254	17	79	0.145	17	79	0.399
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.479			2.492			4.971

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

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

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Parameter summary

Trip rate parameter range selected:

50 - 99 (units:)

Survey date date range:

01/01/15 - 15/05/23

Number of weekdays (Monday-Friday):

17

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

1

Surveys manually removed from selection:

4

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

APPENDIX E – TEMPRO GROWTH FACTOR DATA

2024 - 2029

Results

*Italicized results indicate that there is a lower level of confidence in data presented at the zonal level than when aggregated to higher geographical levels.

Area Description	Name	Origin	All Purposes	Destination
E02005385	Hindley and Bosworth 009	T.62%*		1.03%

NTH Traffic Growth Calculations

- Select NTH Dataset:**

NTH Dataset Description	From	To
RTP 2018 Scenario 1 - Reference	2015	2050
NTH A4'15 Dataset	2010	2040
- Select Areas to make up the geographic region:**
 - ☒ Hindley and Bosworth 009 (E02005385)
- Select area type:**
 - ☐ Urban
 - ☐ Rural
 - ☐ All
- Select road type:**
 - ☐ Motorway
 - ☐ Trunk
 - ☐ Principal
 - ☐ Minor
 - ☒ All
- Select which area it serves:**
 - ☐ Inward
 - ☐ Outward

Calculate the adjusted local growth figure.

Results

Level	Area	Local Growth Figure
E02005385	Hindley and Bosworth 009	1.0361

Data selections

Trip end selections

Trip end by time period selections

Select time period:

Weekday PM peak period (1600 - 1800)

Trip end type

Production/Attraction

Origin/Destination

Reset Selections

Select data type

Growth factors

Future year minus base year

Base year data

Future year data

Results

*Italicised results indicate that there is a lower level of confidence in data presented at the zonal level than when aggregated to higher geographical levels.

Area Description	Name	Origin	Destination
Level1	Hinkley and Bosworth 009	1.0304	1.0253

NTM Traffic Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description	From	To
RTF 2010 Scenario 1 - Reference	2015	2050
NTM AP15 Dataset	2010	2040

2: Select Areas to make up the geographic region:

☒ Hinkley and Bosworth 009 (E02005385)

3: Select area type:

☐ Urban

☐ Rural

☐ All

4: Select road type:

☐ Motorway

☐ Trunk

☐ Principal

☐ Minor

☒ All

5: Select which area it serves:

☐ Region

☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02005385	Hinkley and Bosworth 009	1.0354

2024 – 2034

ATIS Traffic: Growth Calculations

Data selections

- Trip end selections
- Trip end by time period selections
- Select time period: Weekday AM peak period (0700 - 0900)

Trip end types

- Production/Attraction
- Origin/Destination

Select data type

- Growth factors
- Future year minus base year
- Base year data
- Future year data

Car Driver **Combined Modes**

Area Description

Level	Name	Origin	Destination
E02005385	Hinckley and Bosworth CDP	L0475	L0634

Results

Italicised results indicate that there is a lower level of confidence in data presented at the zonal level than when aggregated to higher geographical levels.

ATM Traffic: Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description	From	To
RTP 2018 Scenario 1 - Reference	2015	2050
NTM AP15 Dataset	2010	2040

2: Select Areas to make up the geographic region:

- ☒ Hinckley and Bosworth (E02005385)

3: Select area type:

- ☐ Urban
- ☐ Rural
- ☐ All

4: Select road type:

- ☐ Motorway
- ☐ Trunk
- ☐ Principal
- ☐ Minor
- ☒ All

5: Select which area it serves:

- ☐ Region
- ☐ District

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02005385	Hinckley and Bosworth CDP	1.0740

Data selections

Trip end selections

Trip end by time period selections

Select time period:

Weekday PM peak period (1600 - 1855)

Trip end type

☐ Production/Attraction

☒ Origin/Destination

Reset Selections

Select data type

☒ Growth factors

☐ Future year minus base year

☐ Base year data

☐ Future year data

Car Driver Combined Modes

Area Description

Level

EC2003385

Name

Hindley and Bosworth 009

Origin

1.0387

Destination

1.049

All Purposes

Results

*Elained results indicate that there is a lower level of confidence in data presented at the zonal level than when aggregated to higher geographical levels

NTM Traffic Growth Calculations

1. Select NTH Dataset:

NTM Dataset Description	From	To
RTM 2018 Scenario 1 - Reference	2015	2030
NTM AP15 Dataset	2010	2040

2. Select Areas to make up the geographic region:

☒ Hindley and Bosworth 009 (EC2003385)

3. Select area type:

☐ Urban

☐ Rural

☐ All

4. Select road type:

☐ Motorway

☐ Trunk

☐ Principal

☐ Minor

☒ All

5. Select which area it serves:

☐ Region

☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
EC2003385	Hindley and Bosworth 009	1.0727

**APPENDIX F – EMAIL CORRESPONDENCE WITH LCC
REGARDING COMMITTED DEVELOPMENTS**

From: [Harry Horsley](#)
To: [May Burke](#)
Cc: [Ben T Dutton](#); [Suraj Dave](#); [HDC](#)
Subject: RE: Proposed Development at Normandy Way (LE10 3DA)
Date: 26 September 2023 17:02:00
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)

Good evening May,

I don't believe your enquiry identifies the scale of the development you are scoping and/or provide a red line boundary. 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.

Best wishes,

Harry

From: May Burke <may@bancroftconsulting.co.uk>
Sent: 20 September 2023 16:05
To: HDC <HDC@leics.gov.uk>
Cc: Ben T Dutton <Ben.Dutton@leics.gov.uk>
Subject: Proposed Development at Normandy Way (LE10 3DA)

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Good afternoon,

We are involved in a project for a residential development on land to the north of Normandy Way and have started preparing a Scoping Study to support a future application. We are currently trying to establish the committed developments to use in our assessment.

We have reviewed the planning application for the adjacent development at Stoke Road (Hinckley and Bosworth Borough Council Planning Reference: 22/00318/OUT). Whilst this application has been refused and is currently at appeal, the Highway Authority did not appear to dispute the committed development approach and therefore this is considered to be suitable. A nearby application for development on land to the west of Normandy Way (HBBC Planning Reference: 23/00573/FUL) (an extension to the existing Hollycroft Grange development) has also adopted the same committed development approach presented in the Stoke Road application.

The TA within the Stoke Road application took into account the Barwell SUE (2140 dwellings), the Earl Shilton SUE (1,355 dwellings) and the Hollycroft Grange Development (850 dwellings). The traffic flows for these developments were extracted from the original Hollycroft Grange 2015 Planning Application and were calculated by subtracting the 2016 baseline flows from the 2026 with Committed Development flows. It was acknowledged during the Normandy Way application that the committed development figures showed "*some negative traffic flows, which are understood to relate to the reassignment of trips predicted using the original transport model at that time*". It was also acknowledged that the flows "*also include background traffic growth between 2016 and 2026 thus introducing an element of double-counting traffic flow increases*". This approach is therefore considered to be highly robust and should be suitable for the proposed development. As part of our committed development assessment, we would also take into account the proposed development flows of both of these live applications.

The attached PDF contains the extracted figures presented as part of both the Stoke Road and Normandy Way applications:

- Stoke Road Residential Development Traffic Flows AM (Planning Reference: 22/00318/OUT, Figure 6.3)
- Stoke Road Residential Development Traffic Flows PM (Planning Reference: 22/00318/OUT, Figure 6.4)
- Stoke Road School Development Traffic Flows AM (Planning Reference: 22/00318/OUT, Figure 6.5)
- Stoke Road School Development Traffic Flows PM (Planning Reference: 22/00318/OUT, Figure 6.6)
- Committed Development Traffic Flows AM (Planning Reference: 22/00318/OUT, Figure 6.11)
- Committed Development Traffic Flows PM (Planning Reference: 22/00318/OUT, Figure 6.12)

Normandy Way Development Traffic Flows (1030 dwellings) AM (Planning Reference: 23/00573/FUL)

- Normandy Way Development Traffic Flows (1030 dwellings) PM (Planning Reference: 23/00573/FUL)

For the committed development part of our assessment, we propose to extract all the flows presented in these figures. We would however subtract the development flows presented in the original 2015 Hollycroft Grange application from the Normandy Way development Flows presented in the attached pdf to calculate the traffic flows for the proposed 153 dwelling extension.

Please would you be able to confirm if this approach is acceptable and if there are any other committed developments we should be considering?

I hope this all makes sense but please let me know if you have any questions. Equally, if this is something that would be easier to discuss over the phone then please let me know.

Kind regards,
May

May Burke

Trainee Engineering Technician

Bancroft Consulting Limited



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w: www.bancroftconsulting.co.uk **e:** office@bancroftconsulting.co.uk



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Appendix C: LCC Pre-Application Response (February 2024)

PRE-APPLICATION DETAILS:

District Reference Number:

Highway Reference Number: 2024/0330/04/P/HEN

Location: Land north of Normandy Way, South of Rogues Lane (A47) in Hinckley, Leicestershire.

Proposal:

Enquiry. Proposed 460 dwellings.

GENERAL DETAILS

Planning Case Officer:

Applicant: Chris Bancroft

Parish:

Road Classification: Class A

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

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

Background

This document is provided in response to an email from Chris Bancroft at Bancroft Consulting dated 19 January 2024. The applicant's email seeks feedback in relation to the scope of assessment required in support of a development of 460 dwellings on land north of Normandy Way, Hinckley. The Local Highway Authority (LHA) understands that Plot 1 (up to 60 dwellings) will be located to the north of Normandy Way (A47), and the remaining 400 dwellings will form Plot 2, which will be located approximately 800 metres north of the Normandy Way (A47)/Ashby Road (A447)/Ashby Road (B4667) junction at the western edge of Ashby Road. The detailed location plan is shown in Figure 1 below.

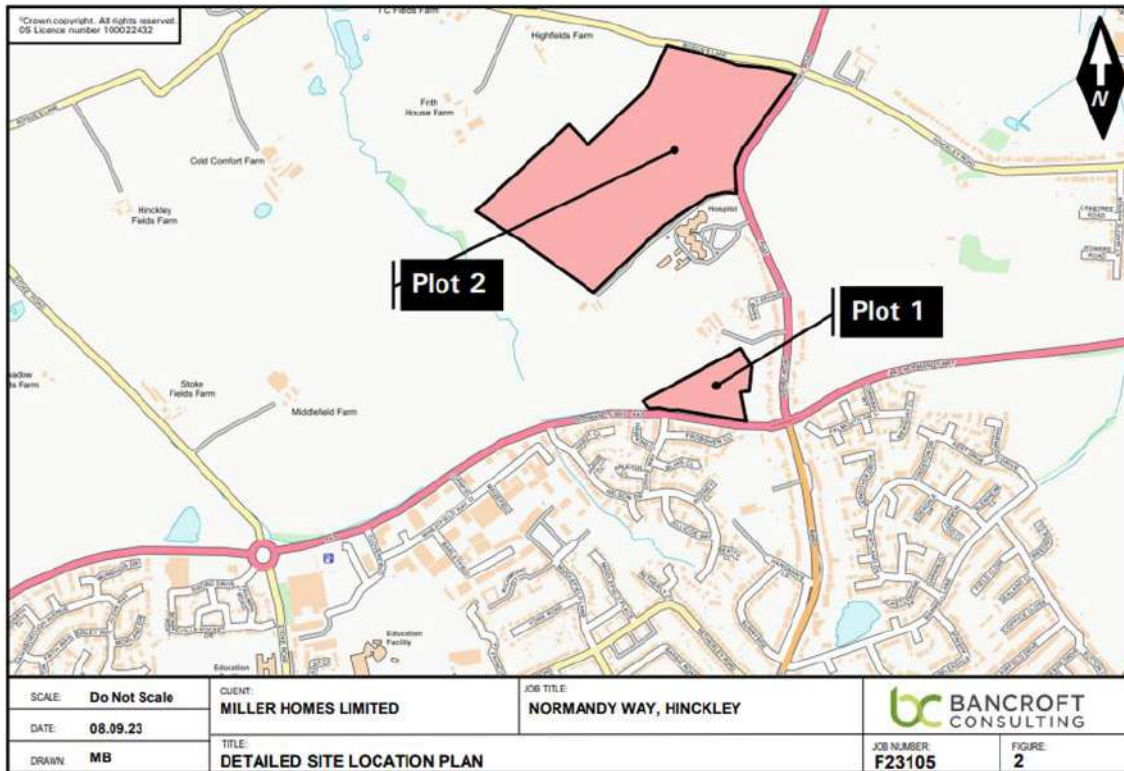


Figure 1: Detailed site location plan reproduced from Bancroft Consulting document ref: F23105 Normandy Way, Hinckley - Scoping Study', Revision A, January 2024

The Local Highway Authority (LHA) has reviewed the following document in preparing this pre-application response:

- Bancroft Consulting document ref: F23105 Normandy Way, Hinckley - Scoping Study', Revision A, January 2024.

The LHA's following comments are structured under the headings of each section of Bancroft's Transport Scoping Study (TSS).

Introduction

Content Noted

The applicant should include details of how the proposed development is line in with relevant planning policy documents, including National Planning Policy Framework (December 2023), the current and the Leicestershire Highway Design Guide (LHDG). It would be useful to understand the context of the development proposal regarding the emerging Local Plan as it is not known to what extent the Local Planning Authority have been engaged yet.

Furthermore, the applicant should provide a description of the previous and proposed use for the sites and include a site location plan, a red line boundary plan and a blue line boundary plan.

Background

Content Noted.

However, the LHA would advise the applicant that the 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) which was refused in May 2023, was allowed at appeal in January 2024 (Appeal Ref: APP/K2420/W/23/3323113).

Existing Conditions

Site Details and Surrounding Highway Network

Content Noted

Survey Results

The LHA note 85th percentile speeds of 39 mph for vehicles travelling in the eastbound direction, and 38.2 mph for vehicles travelling in the westbound direction on Normandy Way. On Ashby Road the 85th percentile speeds were 40mph in the northbound direction and 42.3mph in the southbound direction.

The LHA notes that the speed survey was undertaken by Automatic Traffic Count (ATC), but the applicant should submit a location plan and confirmation that any surveys undertaken had a permit from Leicestershire County Council.

More details on the visibility splays are provided further in the site access section of this response.
Road Safety

The LHA acknowledge Crashmap data as a source of Personal Injury Collision (PIC) data. However the applicant is also indicated that will obtain PIC data from

Leicestershire County Council for the most recently available five-year period. The Network Data and Intelligence team can be contacted at ndi@leics.gov.uk.

Notwithstanding the area of interest referred to in the TSS, the LHA would advise the applicant to consider the PIC data on the links and junctions where there is a significant level of trips based on the PRTM trip distribution and assignment.

Sustainable Travel

Content noted.

The LHA note the applicant's intention to review the transport sustainability of the site. From the LHA's point of view, any review should include details of existing pedestrian / cycling infrastructure in the local area and any missing links that could be delivered to improve connectivity. The Transport Assessment should include catchment maps for both forms of sustainable modes of travel. The applicant should also consider the public transport provision in the area, discuss with bus operators how the proposed development will be served by public transport and provide a comprehensive public transport strategy for review.

Any walking / cycling schemes of mitigation, as well as any other highway proposals (such as for site access), should be provided on scaled plans and supported with a Stage 1 Road Safety Audit and a Designers Response to any issues raised, along with amended design/s if required.

Development Proposals

The LHA acknowledge the intention to provide two site accesses to the proposed development and additional information regarding the parameters associated with the location of each site access. The proposed vehicular accesses to the site would be achieved via two priority junctions, off A47 Normandy Way and Desford Lane.

Plot 1 - A47 Normandy Way (up to 60 dwellings)

According to the applicant the access off A47 Normandy Way would be 5.5m wide with 12m wide kerbed radii. The LHA understands that a 3m wide footway / cycleway will also be provided on both sides of the carriageway as part of the proposed development for Plot 1. There will be crossing points to allow the new pedestrian / cycle infrastructure to tie in with the existing provision on the southern side of the A47.

Visibility splays are shown on the site access drawing number: F23105/1 from a setback of 2.4m. The visibility splays of 99 metres to the west and 96 metres to the east are in line with the guidance contained in the LHDG and are acceptable.

Notwithstanding the above, based on Policy IN5 of the LHDG, the LHA would not support a new vehicular access on to the A47 in this location and the applicant should investigate alternative access arrangements if they wish to pursue Plot 1 through the planning process.

Plot 2 – Ashby Road (up to 400 dwellings)

Access via Ashby Road is shown on drawing number: F23105/02. The proposed site access will be 6.75m which may be over-engineered compared to the guidance in the LHDG, but it would allow a bus to serve the proposed development.

Visibility splays are 2.4m x 113m and 2.4m x 103m, northbound and southbound of the site access respectively. The visibility splays are generally in line with the guidance contained in the LHDG, but the northbound visibility should be 120m based on 85th percentile speed of 42.3mph. The applicant should provide a full review and justification for the site access arrangements e.g. if a dedicated right turn lane is needed based on the flows, speed limit, other site accesses in the vicinity of the proposed development and ensure it is designed to standards contained in the LHDG, or where appropriate, CD123 of DMRB.

The applicant should provide a Swept Path analysis of the largest vehicle(s) that will enter the proposed development(s) which is likely to be a refuse vehicle to Hinckley and Bosworth Borough Council specifications. This should be shown alongside another vehicle at the site access/egress.

Ideally the site access drawings should be submitted in both AutoCAD and PDF format for review with details of junction type, pedestrian arrangements and any other models or supporting calculations. The applicant should also make sure they have included a junction capacity assessment of the site accesses with the main road with 100% development in 2029 and 2034 i.e. the future year scenario of the 'year of the planning application + five years' and 'year of the planning application + 10 years'.

Notwithstanding the above, the LHA would also advise the applicant to consider the implications of a new access in this location based on the criteria and requirements set out in Policy IN5 of the LHDG.

Stage 1 Road Safety Audit

A Stage 1 Road Safety Audit has not been provided and the applicant would need to ensure that this is submitted for each access / scheme of mitigation along with designer's response to any problems identified.

The new access and highway improvements would require a Section S278 agreement to be in place prior to any highway works commencing, for which the developer would be required to submit detailed drawings for technical approval.

Trip Generation, Distribution and Assignment

Content noted – comments below.

Residential Trip Rates

After a review of the information in the TSS the LHA are satisfied that the trip rates approved under LPA ref: 15/00188/OUT with the proposed residential trip rates and subsequent trip generation submitted and reproduced in Figures 2 and 3 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 |

Figure 2: Residential Trip Rates reproduced from Bancroft's Transport Scoping Study (TSS).

Total combined development – up to 460 dwellings

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

Figure 3: Residential Trip Generation for 460 dwellings reproduced from Bancroft's Transport Scoping Study (TSS).

Distribution Model and Traffic Assignment

The LHA would suggest discussing and agreeing forecast years, testing scenarios / modelling assumptions and Area of Interest through the PRTM process, and given the location of the proposed development, this is likely to involve other stakeholders including National Highways and possibly Warwickshire County Council. Therefore, the TEMPRO growth and Census distribution has thus not been considered by the LHA as this would be superseded by PRTM assessment.

Whilst the LHA acknowledge the nine junctions identified in Paragraph 6.6, the results of the PRTM modelling will determine the extent of junctions as noted by the applicant. However, PRTM has the benefit of assigning and distributing trips onto the network and considers committed development as a part of the model run. Further general information can be found at <https://www.leicestershire.gov.uk/roads-and-travel/road-maintenance/leicestershires-pan-regional-transport-model-prtm>

Once an Area of Influence is established from a PRTM model run, traffic surveys could then be commissioned at the junctions where a significant impact has been identified on Leicestershire's road network. The applicant should note that it will be necessary to obtain junction turning count survey information for all the identified junctions, which would then be used with the PRTM results to identify assessment scenarios / impact, via a methodology to be agreed with the LHA.

The assessment scenario turning counts for junction modelling could be provided via the framework consultant providing that they are given appropriate turning count data.

Lastly, the applicant is advised that a permit is required to conduct any traffic count/speed survey on the public highway within Leicestershire. A permit can be obtained by contacting ndi@leics.gov.uk. Alternatively, Leicestershire County Council offer a data collection service including a large traffic count database. For details of the services available, please contact ndi@leics.gov.uk.

A47/A447/B4667 Junction Improvements

Whilst the LHA note the applicant's intention to check the status of the Strategic Freight Rail Interchange and proposed improvements at the junction the LHA will discuss all planning and highway inputs as part of the scoping discussions / inception meeting prior to any runs of PRTM.

The applicant should note that the LHA has conditioned highway improvement schemes at the A47 / A447 /B4667 and A47 / Stoke Road junctions as part of the recent applications at Stoke Road (LPA ref: 23/00432/OUT & 22/00318/OUT). However, once the impact of the proposed development is established there might be a requirement for a wider scheme in these locations to accommodate the vehicular traffic from the proposed development.

Internal Layout

It should be noted that, at this stage, the LHA's comments above are provided on an assumption that the application would be in outline only with all matters reserved except access.

Notwithstanding the above the applicant should provide parking based on two parking spaces for dwellings of up to three bedrooms and three spaces for four or more bedrooms. Parking spaces should measure a minimum of 2.4 x 5.5m with an additional 0.5m width if bounded by a wall, fence, hedge, line of trees or other similar obstructions on one side, 1m if bounded on both sides as set out in the LHDG. For a garage to count as a parking space, internal dimensions should measure 3.0 x 6.0m for a single garage or 6.0 x 6.0m for a double garage.

If the internal layout of the site is likely to be adopted the LHA would expect the internal layout of the site to be designed in accordance with the LHDG as part of a Full planning application or subsequent Reserved Matters application if Outline permission is secured.

Summary and Baseline for Transport Assessment

Contents noted.

Other Considerations

Whilst not an exhaustive list of requirements, the LHA also requests that the applicant notes the following transport related requirements for any future planning application:

Junction Capacity Assessments

To ensure the LHA can carry out the most efficient review and checks of the junction models, the following information will be required:

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

Scheme Proposals

For all scheme proposals (including the site accesses and any schemes of mitigation where applicable), the following will be required:

- Stage 1 Road Safety Audits and satisfactory Designer's Responses;
- Scale design drawings in both AutoCAD and PDF format;
- Details of design methodology (E.g. explanation of standards applied, choice of junction type);
- Recorded free-flow design speeds will need to be demonstrated to define the SSD/visibility splay requirements;
- Pedestrian crossing assessments if appropriate; and
- Any other models or supporting calculations;

Travel Plans

The LHA would advise the applicant to submit a Residential Travel Plan as part of the planning application. This should be produced in line with appropriate guidance and will be reviewed as part of the formal response to the LPA.

Closing

In summary, the LHA welcome engagement for the transport requirements for the proposed development and would be happy to attend a series of scoping and working meetings to progress this work if the applicant team are happy to coordinate during the formal planning process. Model runs can be commissioned through the Environment and Transport Commissioning Framework (ETC-Framework or ETCF). The LHA would advise the applicant to contact etcf@leics.gov.uk for more information.

Date Received
22 January 2024

Case Officer
David Hunt

Reviewer
HH

Date issued
23 February 2024

Appendix D: Pell Frischmann Scoping Discussions

FW: 2024/0330/04/P/HEN - Land north of Normandy Way, Hinckley, Leicestershire.

From: David Hunt <David.Hunt@leics.gov.uk>
Sent: Thursday, 16 January 2025 13:57
To: Jordan Farrell <JFarrell@pellfrischmann.com>
Cc: Chris Holloway <CHolloway@pellfrischmann.com>; Lewis Thomas <LThomas@pellfrischmann.com>
Subject: RE: 2024/0330/04/P/HEN - Land north of Normandy Way, Hinckley, Leicestershire.

Good afternoon Jordan

I have spoken to my colleague and apologise for the delay in responding. The junctions listed seem reasonable I would suggest you look at all the junctions along the A47 up to and including the A5 / A47 Dodwells roundabout because I'm sure National Highways will be interested given the location of the proposed development.

Also I would advise you that there may be some more junctions flagged up at a later date which may need further consideration / assessment.

Kind regards,
David

David Hunt - Senior Transport Planner
Highway Development Management

From: Jordan Farrell <JFarrell@pellfrischmann.com>
Sent: Thursday, January 16, 2025 1:24 PM
To: David Hunt <David.Hunt@leics.gov.uk>
Cc: Chris Holloway <CHolloway@pellfrischmann.com>; Lewis Thomas <LThomas@pellfrischmann.com>
Subject: RE: 2024/0330/04/P/HEN - Land north of Normandy Way, Hinckley, Leicestershire.

Good afternoon David,

I wanted to check if you've had the opportunity to discuss the junctions to be assessed for the Hinckley development with your colleague or if you're satisfied with the previously identified 10 junctions. If so, we can move forward with obtaining traffic flow data from your colleagues at ndi@leics.gov.uk.

Kind regards,

Jordan

Jordan Farrell

Principal Engineer

Suite 4.2 - 1
4th Floor
The Poynt
Wollaton Street
Nottingham, NG1 5FW T: 0115784 8960



  www.pellfrischmann.com

From: David Hunt <David.Hunt@leics.gov.uk>
Sent: 03 January 2025 14:01
To: Jordan Farrell <JFarrell@pellfrischmann.com>
Cc: Chris Holloway <CHolloway@pellfrischmann.com>; Lewis Thomas <LThomas@pellfrischmann.com>
Subject: RE: 2024/0330/04/P/HEN - Land north of Normandy Way, Hinckley, Leicestershire.

Good afternoon Jordan

Happy New Year and I hope you had a good Christmas break.

Apologies for the delay just working through emails etc.

The junctions highlighted seem reasonable but I just need to check with a colleague who has another site near to your clients proposed development.

I should be able to provide further information next week but you will need to arrange traffic surveys with colleagues at ndi@leics.gov.uk if you do not have recent data at the 10 junctions below.

Kind regards,
David

David Hunt - Senior Transport Planner
Highway Development Management

From: Jordan Farrell <JFarrell@pellfrischmann.com>
Sent: Thursday, January 2, 2025 1:55 PM
To: David Hunt <David.Hunt@leics.gov.uk>
Cc: Chris Holloway <CHolloway@pellfrischmann.com>; Lewis Thomas <LThomas@pellfrischmann.com>
Subject: RE: 2024/0330/04/P/HEN - Land north of Normandy Way, Hinckley, Leicestershire.

Hi David,

Hope you had a good Christmas and New Year, I was just wondering whether you have had a chance to review the below information?

Kind regards,

Jordan

Jordan Farrell
Principal Engineer

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4th Floor

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Wollaton Street
Nottingham, NG1 5FW



From: Jordan Farrell
Sent: 16 December 2024 16:43
To: David Hunt <David.Hunt@leics.gov.uk>
Cc: Chris Holloway <CHolloway@pellfrischmann.com>; Lewis Thomas <LThomas@pellfrischmann.com>
Subject: RE: 2024/0330/04/P/HEN - Land north of Normandy Way, Hinckley, Leicestershire.

Hi David,

Hope you are well.

I am writing to confirm the scope of junctions to be assessed as part of the transport assessment for the Hinckley project. We have now received the PRTM modelling forecast report from the NDI team, a copy of which is attached. Following our review of the Area of Influence, where the forecast flow change is at least +/- 5% and +/- 30 PCUs, we have identified the junctions to be assessed.

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

The above junctions are shown on the figure below.



We will get the data from the PRTM modelling team for all scenarios listed in the forecasting report.

Please let me know your thoughts and if you agree with the scope of the junctions for assessment.

Kind regards,

Jordan

Jordan Farrell

Senior Engineer

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From: Jordan Farrell

Sent: 15 October 2024 10:25

To: David Hunt <David.Hunt@leics.gov.uk>

Cc: Chris Holloway <CHolloway@pellfrischmann.com>

Subject: RE: 2024/0330/04/P/HEN - Land north of Normandy Way, Hinckley, Leicestershire.

Hi David,

Thank you for your response to the queries. For the A5/Dodwells Roundabout we understand the Richborough scheme to involve an increase the flare on the A47 Dodwells Roundabout approach, to enable two cars to stack side by side, as seen on the attached drawing.

Please let me know if this scheme should be included in the PRTM future year modelling.

Kind regards,

Jordan

Jordan Farrell
Senior Engineer
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From: David Hunt <David.Hunt@leics.gov.uk>
Sent: 25 September 2024 13:25
To: Jordan Farrell <JFarrell@pellfrischmann.com>
Cc: Chris Holloway <CHolloway@pellfrischmann.com>
Subject: RE: 2024/0330/04/P/HEN - Land north of Normandy Way, Hinckley, Leicestershire.

Good afternoon Jordan

Further to email below please find LCC comments in red text

Kind regards,
David

David Hunt - Senior Transport Planner
Highway Development Management

From: Jordan Farrell <JFarrell@pellfrischmann.com>
Sent: Wednesday, September 18, 2024 9:53 AM
To: David Hunt <David.Hunt@leics.gov.uk>
Cc: Chris Holloway <CHolloway@pellfrischmann.com>
Subject: RE: 2024/0330/04/P/HEN - Land north of Normandy Way, Hinckley, Leicestershire.

Morning David,

Hope you are well, have you had a chance to review the below?

Kind regards,

Jordan

Jordan Farrell
Senior Engineer
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From: Jordan Farrell

Sent: Wednesday, September 11, 2024 3:58 PM

To: David Hunt <David.Hunt@leics.gov.uk>

Cc: Chris Holloway <CHolloway@pellfrischmann.com>

Subject: RE: 2024/0330/04/P/HEN - Land north of Normandy Way, Hinckley, Leicestershire.

Hi David,

Following the inception meeting with the PRTM team on Wednesday, please find attached the presentation and the updated uncertainty log, they have also followed up with some queries that require your input;

- Does there need to be a scenario where Phase 3, Plot 2, is tested on its own?
 - [As we are already testing for a scenario with 2026 + 100% of plot 1 and another separate scenario of 2026 + 100% plots 1 & 2, we feel that there is no need to assess plot 2 on its own as this can be calculated using the two scenarios. In addition it is unlikely Plot 2 will come forward before Plot 1.](#)
[Approach agreed](#)
- What mitigation for Phase 1 Stoke Road is to be included?
 - [We believe these should be included as part of Phase 1 Stoke Road development. We think the following junctions were proposed for mitigation in the Phase 1 Stoke Road, although this needs to be checked and confirmed by LCC.](#)
 - [A47/ Ashby Road](#)
 - [A5 /A47 Dodwell's Roundabout](#)
 - [A47/Stoke Road](#)[Agree with A47 / Ashby Road and A47 / Stoke Road – please can you confirm the details of the A5 / A47 Dodwells Roundabout scheme before start of modelling work?](#)
- Should it be assumed that Stoke Road Phase 2 is fully built out by 2036?
 - [We feel that it should be fully built out by 2036, as if the delivery schedule is similar to what is assumed in the V2 uncertainty log, it should be completed by 2036.](#)
[Approach agreed](#)

The PRTM team has also asked about the mitigation from the Barwell and Earl Shilton SUEs, which are included in the model from 2026 and comprise of:

1. Stapleton Lane / Ashby Road priority junction – becomes a signalised junction.
2. Ashby Road from Stapleton Lane to junction Rogues Lane / Ashby Road becomes a 40mph speed limit.
3. New roundabout on Ashby Road just north of Rogues Lane junction.
4. Ashby Road / Rogues Lane junction becomes signalised.
5. Ashby Road / Normandy Way – two lane southbound increased in length, and various other lane improvements.

Please could you confirm the above are the correct assumptions for the Barwell and Earl Shilton SUEs?

[The assumptions are agreed](#)

[The Hinckley RFI decision has been delayed until the 10th of March 2025. Reading the statement made by the secretary of state, it is suggested that they will agree with the Inspector and the development should be refused. Therefore, we don't believe that there is a need to assess for the RFI as a sensitivity test and will proceed with the PRTM assessment as set out in the inception meeting. Please confirm you agree with this approach.](#)

[The LHA would accept the approach outlined above for the HNRFI but there may still be a requirement to assess the NRFI as a sensitivity test at a later date if it is approved prior to the determination of this planning application](#)

Kind regards,

Jordan

Jordan Farrell
Senior Engineer
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4th Floor
The Poynt
Wollaton Street
Nottingham, NG1 5FW T: 0115784 8960

From: Chris Holloway <CHolloway@pellfrischmann.com>

Sent: Tuesday, September 3, 2024 5:13 PM

To: David Hunt <David.Hunt@leics.gov.uk>; Jordan Farrell <JFarrell@pellfrischmann.com>

Subject: RE: 2024/0330/04/P/HEN - Land north of Normandy Way, Hinckley, Leicestershire.

Hi David,

I have spoken to Warwickshire and let them know what we are doing. We have also contacted National Highways but they haven't got back to us yet. Both WCC and NH are not in the meeting tomorrow. As the bulk of the potential highway impacts are likely to be within Leicestershire we wanted to agree the scope with Leicestershire first and then share with WCC and NH. We have also reviewed the consultation responses from National Highways on the neighbouring application to ensure our scope picks up their likely requirements.

Kind regards,

Chris

Chris Holloway
Divisional Director

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From: David Hunt <David.Hunt@leics.gov.uk>

Sent: Tuesday, September 3, 2024 9:27 AM

To: Jordan Farrell <JFarrell@pellfrischmann.com>

Cc: Chris Holloway <CHolloway@pellfrischmann.com>

Subject: RE: 2024/0330/04/P/HEN - Land north of Normandy Way, Hinckley, Leicestershire.

Good morning Jordan

Thank you for the documents – are National Highways and Warwickshire CC attending tomorrows meeting? They will need to be involved given the location of the proposed development.

Kind regards,

David

David Hunt - Senior Transport Planner

Highway Development Management

From: Jordan Farrell <JFarrell@pellfrischmann.com>

Sent: Friday, August 30, 2024 11:59 AM

To: David Hunt <David.Hunt@leics.gov.uk>

Cc: Chris Holloway <CHolloway@pellfrischmann.com>
Subject: RE: 2024/0330/04/P/HEN - Land north of Normandy Way, Hinckley, Leicestershire.

Hi David,

In advance of the inception meeting for the PRTM at Normandy Way, Hinckley, please find attached the uncertainty log, a plot of the employment and housing sites included in the log, as well as the base year model review report.

A meeting agenda will follow shortly.

Kind regards,

Jordan

Jordan Farrell
Senior Engineer
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Nottingham, NG1 5FW T: 0115784 8960

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From: David Hunt <David.Hunt@leics.gov.uk>
Sent: Wednesday, August 7, 2024 3:18 PM
To: Jordan Farrell <JFarrell@pellfrischmann.com>
Cc: Chris Holloway <CHolloway@pellfrischmann.com>
Subject: RE: 2024/0330/04/P/HEN - Land north of Normandy Way, Hinckley, Leicestershire.

Many thanks Jordan

I will keep an eye out for the invite

David

From: Jordan Farrell <JFarrell@pellfrischmann.com>
Sent: Wednesday, August 7, 2024 3:16 PM
To: David Hunt <David.Hunt@leics.gov.uk>
Cc: Chris Holloway <CHolloway@pellfrischmann.com>
Subject: RE: 2024/0330/04/P/HEN - Land north of Normandy Way, Hinckley, Leicestershire.

Hi David,

Hope you are well.

To keep you informed we are progressing with the PRTM modelling and have arranged a inception meeting with the PRTM team on the 4th September between 10:00 – 11:00, that you will receive a invite for shortly and hope you can make it. If not please let me know.

Kind regards,

Jordan

Jordan Farrell
Senior Engineer
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4th Floor
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From: David Hunt <David.Hunt@leics.gov.uk>
Sent: Friday, June 21, 2024 3:57 PM
To: Jordan Farrell <JFarrell@pellfrischmann.com>
Cc: Chris Holloway <CHolloway@pellfrischmann.com>
Subject: RE: 2024/0330/04/P/HEN - Land north of Normandy Way, Hinckley, Leicestershire.

Good afternoon Jordan

Thank you for the email and summary of where you are with the application.

All stakeholders (including National Highways) will need to agree the inputs i.e. model scenarios for LCC and National Highways) , committed developments / highway infrastructure etc, scope of the modelling work and the outputs required at the inception meeting. Once the initial analysis has been undertaken there may be a requirement to test a package of mitigation measures to ensure they mitigate the impact of the proposed development on the highway.

Notwithstanding the above, based on Policy IN5 of the LHDG, the LHA would not support a new vehicular access on to the A47 for Plot 1 and the applicant should investigate alternative access arrangements if they wish to pursue Plot 1 through the planning process.

Kind regards,
David

David Hunt - Senior Transport Planner
Highway Development Management

From: Jordan Farrell <JFarrell@pellfrischmann.com>
Sent: Thursday, June 20, 2024 8:00 AM
To: David Hunt <David.Hunt@leics.gov.uk>
Cc: Chris Holloway <CHolloway@pellfrischmann.com>
Subject: 2024/0330/04/P/HEN - Land north of Normandy Way, Hinckley, Leicestershire.

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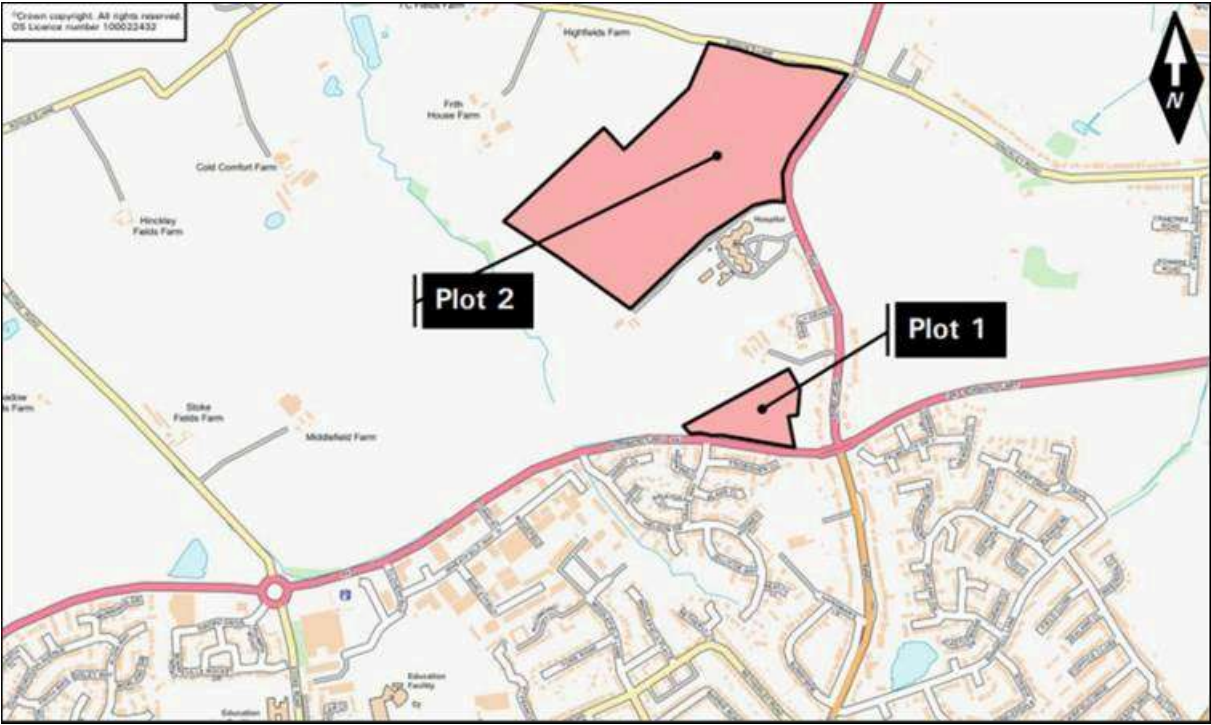
Hi David,

We wanted to let you know that Pell Frischmann have picked up the above project which you have provided scoping feedback on the 23rd of February 2024 as attached to a previous consultant. We acknowledge the original scoping recommendations and will proceed with the PRTM by setting up the inception meeting with the PRTM team. The PRTM inception meeting is likely to be in a few weeks time and we will ensure you are include on the invite.

We have detailed below the proposed planning application strategy and PRTM methodology below.

The two development plots would form separate planning applications. The locations are shown below on **Figure 1**.

Figure 1. Site Locations



Trip Generation

The trip rates were approved within the response and have been split for each plot below in **Table 1** for clarity.

Table 1. Trip Rates and Trip Generation

	AM Peak			PM Peak		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Plot 1: 60 Dwellings						
Trip Rates	0.148	0.425	0.573	0.409	0.244	0.653
Trip Generation	9	26	35	25	15	40
Plot 2: 400 Dwellings						
Trip Rates	0.148	0.425	0.573	0.409	0.244	0.653
Trip Generation	59	170	229	164	98	262

Trip Distribution

Initial trip distribution has been based upon the PRTM outputs used within planning application 23/00432/OUT, given the proximity of the development to both application 23/00432/OUT and 24/00264/OUT the sites would have very similar trip distributions, with the exceptions of the traffic using the proposed accesses. This is shown on the attached Traffic Flow Diagrams.

Assessment Methodology

As shown in the figures plot 1 would have a minimal impact on the highway network and as such the use a standalone PRTM assessment for Plot 1 in isolation is considered unnecessary in this situation. Furthermore, PRTM cumulative assessment is proposed as part of Plot 2. A traditional standalone assessment of the highway impacts of Plot 1 will be undertaken. This will include a base +5 year (using TEMPro Growth and relevant PRTM data from other nearby applications) after planning application submission impact assessment of site access junction.

For plot 2 the PRTM would be used to undertake a standalone assessment, along with a study of the potential wider consented and proposed developments including for plot 1 and subsequently applications 23/00432/OUT and 24/00264/OUT, with and without a connecting the link road through the developments.

The PRTM modelling scenarios would form:

- Plot 2
- Plot 2 + Plot 1
- Plot 2 + Plot 1 + 23/00432/OUT + 24/00264/OUT (Without implemented Link Road)

- Plot 2 + Plot 1 + 23/00432/OUT + 24/00264/OUT (With implemented Link Road)

The assessment years would be:

- 2024 Base
- 2029 (+5 years)

We are going to progress with the PRTM on this basis. However, if you have any concerns with the proposed approach please let us know.

Kind Regards,

Jordan

Jordan Farrell
Senior Engineer

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Appendix E: Active Travel Strategy Technical Note

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

Normandy Way, Hinckley

Active Travel Strategy

109523

Project	Normandy Way, Hinckley
Document Title or Subject	Active Travel Strategy
Document Reference	109523-PEF-ZZ-XX-T.TN-H-000002
Revision Reference	S2_P1
Date	21/08/2026

1 Introduction

- 1.1.1 Pell Frischmann has been commissioned by Miller Homes 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.
- 1.1.2 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. It is proposed that vehicle access to the northern site will be achieved via a new three-arm roundabout on the A447 Ashby Road. Proposed vehicle access to the southern site is via a new ghost island.
- 1.1.3 Pedestrian access into Plot 1 will be made via a 3m wide shared footway /cycleway (inclusive of a 0.5m buffer) that will be facilitated with a proposed toucan crossing to the shared footway / cycleway on the south side of the A47 Normandy Way. Pedestrian access into Plot 2 will be via the new three-arm roundabout on the A447 Ashby Road using a new 5m wide LTN 1/20 compliant segregated footway / cycleway within the proposed development curtilage.
- 1.1.4 This note has been prepared to set out the walking and cycling strategy by focusing on external links to/from the site. Once audited, these routes will inform any potential improvement options for the site. This Active Travel Strategy forms the basis of the technical work that will be used to support any future planning application.

2 Active Travel Policy Background

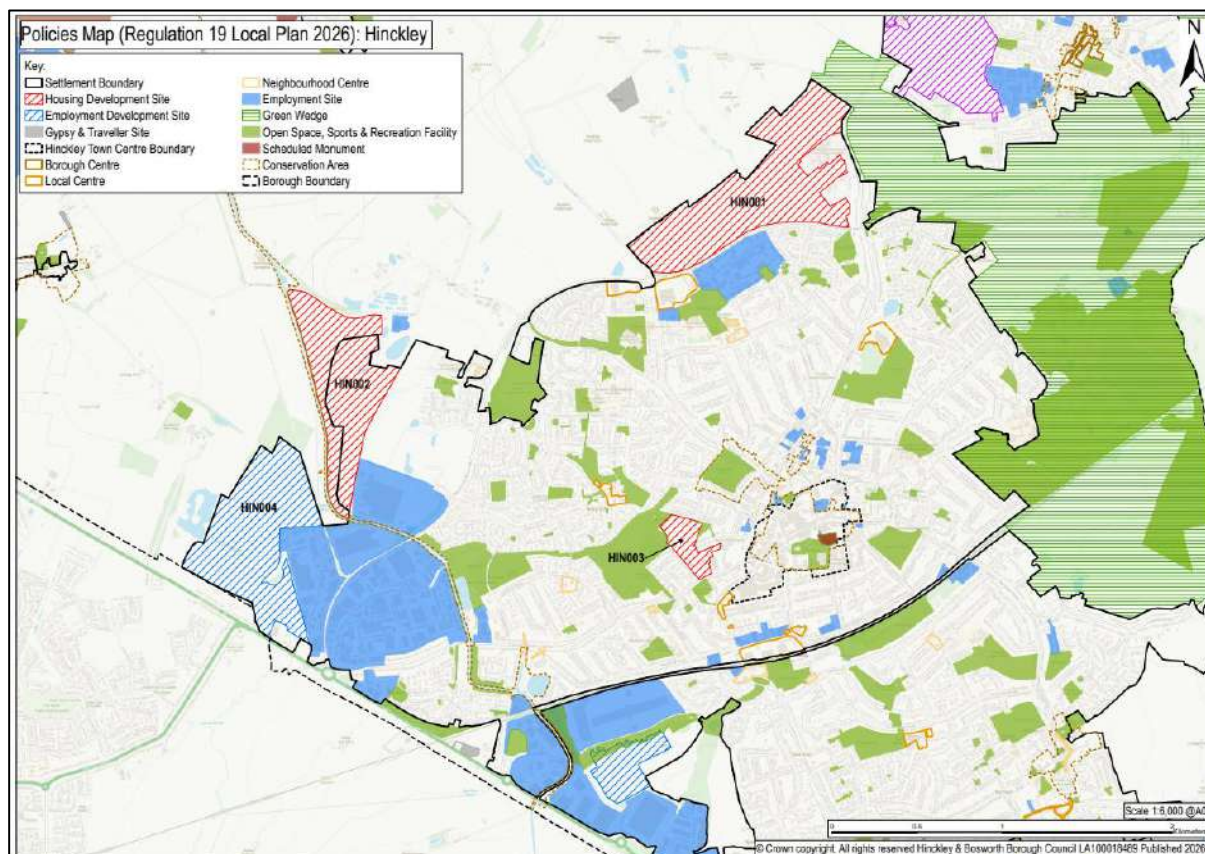
2.1 Hinckley and Bosworth Borough Local Plan 2024 – 2045

- 2.1.1 The Local Plan sets out the overarching strategy and core policies to guide the future development of the borough up to 2045.
- 2.1.2 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.
- 2.1.3 The Site is 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:
- 2.1.4 *“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.*
- 2.1.5 Development will be expected to deliver the following active travel/ health and wellbeing benefits:
- *Appropriate active travel, cycling, public transport, and highways infrastructure, with a focus on active travel provision to Hinckley;*

- 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;

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

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



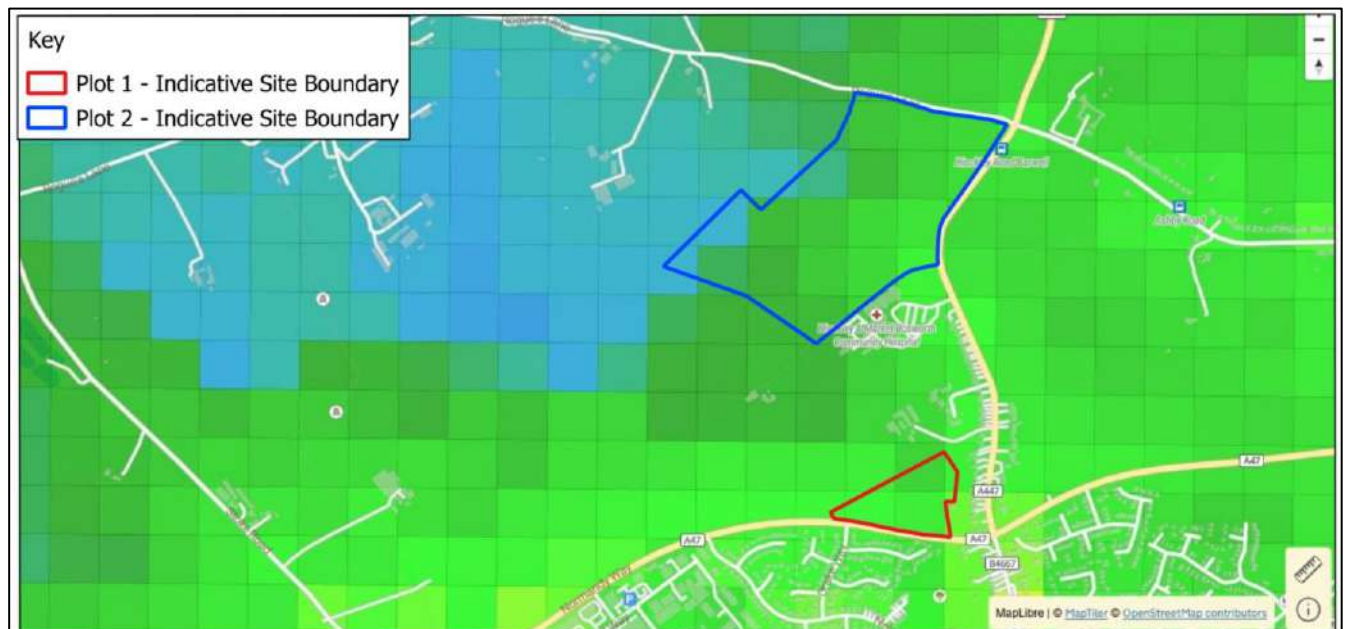
2.2 Active Travel England

- 2.2.1 Active Travel England (ATE) became a statutory consultee on planning applications, including schemes over 150 dwellings, on 1st June 2023.
- 2.2.2 ATE has developed their Planning Assessment Toolkit for assessing schemes and this initial strategy has been, and will be further developed, to ensure that scheme proposals meet policy requirements of enabling and prioritising active travel and addresses the requirements of ATE.

2.3 Department for Transport

- 2.3.1 **Figure 2** shows the Connectivity Score's for the two Plots and the surrounding area from the Department for Transport (DfT) Connectivity Tool.

Figure 2. Connectivity Score - DfT Connectivity Tool



- 2.3.2 Within Plot 1, only a three connectivity scores are within the site. Given the size of the plot, dwellings occupy the majority of the site. At the centre of the dwellings is a score of 58, in which the report of this score is shown in **Appendix A**. Within this report, for all trip destinations, walking scored low and cycling scored below the national average, with scores of 50 and 65 respectively.
- 2.3.3 For Plot 2, the score fluctuates across the areas occupied by the proposed dwellings are, ranging from a low of 33 to a high of 59. An average of these two scores is approximately 46, in which the report of this score is shown in **Appendix B**. Within this report, for all trip destinations, walking and cycling scored the lowest and very low respectively. The centre of Plot 2's built-up area has a score of 54.
- 2.3.4 These scores are not surprising given the context of the area that the plots are in as there are a range of facilities within walking / cycling distance as well as availability of public transport options within an appropriate distance from the site. The various improvements to pedestrian and cyclist infrastructure as described in the Transport Assessment will increase these scores. As such, the site is considered appropriate for sustainable development.

2.4 Local Transport Note 1/20

- 2.4.1 Local Transport Note 1/20: Cycle Infrastructure Design was published alongside Gear Change and provides clear guidance on the design of good quality infrastructure which would provide a safe environment for and encourage the uptake of cycling. The guidance within this document has been considered in this initial strategy.

2.5 Leicestershire County Council: Cycling and Walking Strategy

2.5.1 Leicestershire County Council (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. Over the next 10 years, the targets of this strategy are to:

- Increase walking and cycling trips to schools and education by 10%
- Increase commuting walking and cycling trips to employment by 10%
- Increase the levels of walking and cycling trips in the county by 15%

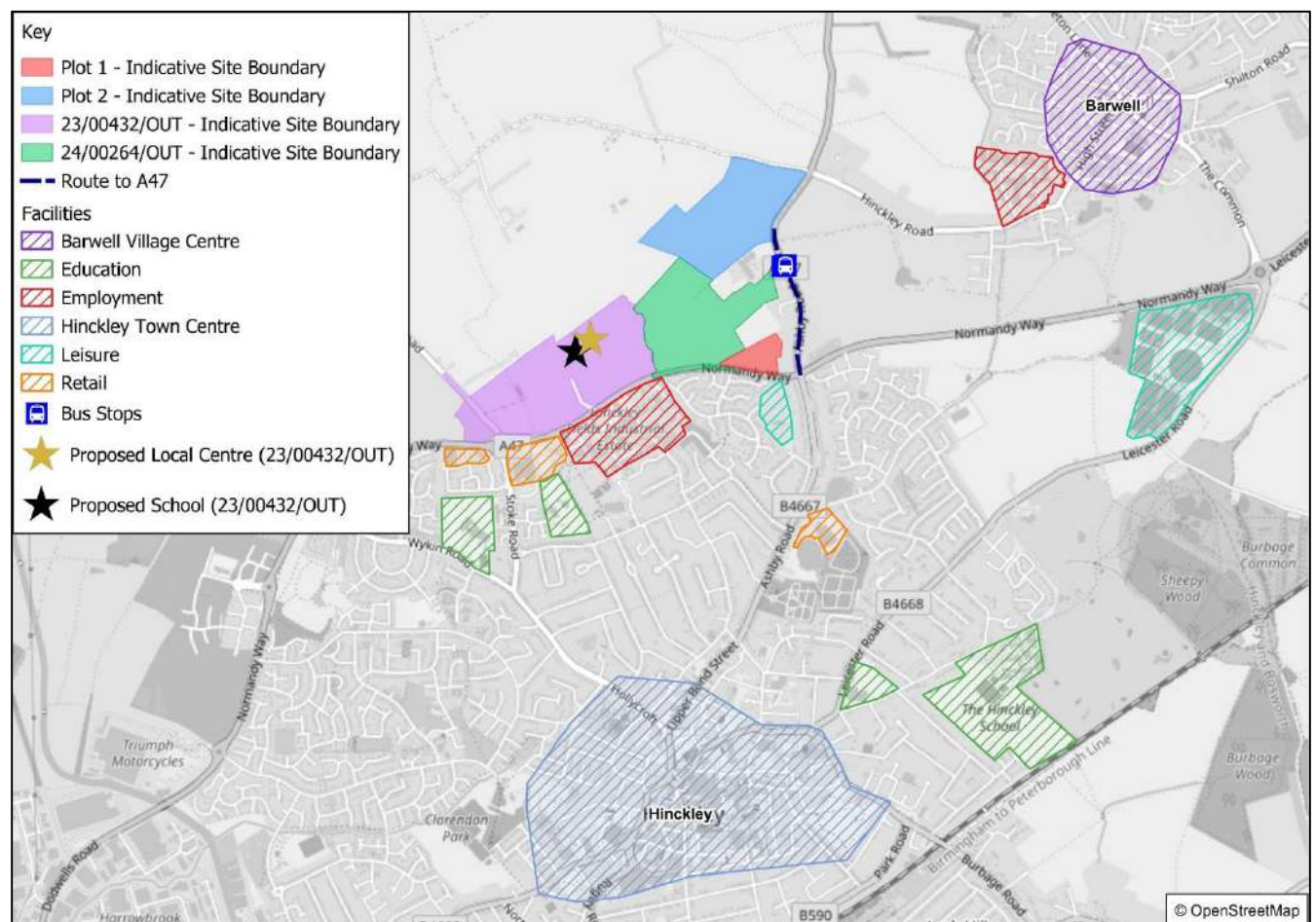
3 Key Destinations & Routes

3.1 Site Visit

3.1.1 Pell Frischmann undertook a site visit on 24/02/25 during daytime hours. The weather was clear and dry for the majority of the visit, except for the last hour when it started to rain. During the visit, potential key routes to/from the site to local key destinations were identified and their quality was assessed to understand the existing situation as well as the potential for improvements.

3.1.2 In order to understand the potential routes users of the site would use. An initial examination of nearby key amenities was undertaken. **Figure 3** below shows the location of these key destinations in relation to the site.

Figure 3. Key Destinations

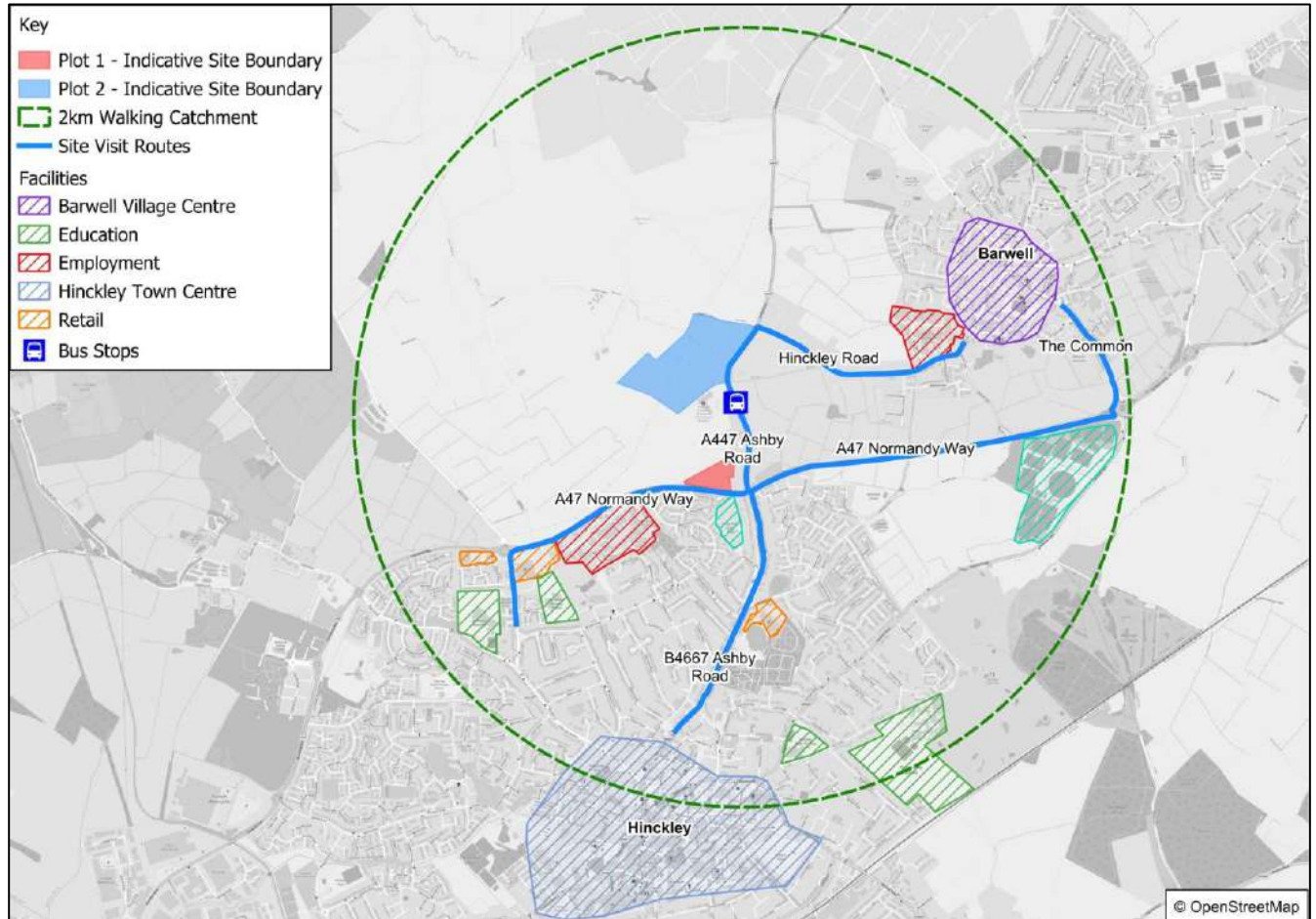


3.1.3 **Figure 3** shows that there are a range of amenities in the vicinity of the site. These include education (x2 primary schools and x2 secondary schools), employment (Barleyfield Industrial Estate and Mill Street Industrial Estate),

leisure (Ashby Road Sports Club and Hinckley Rugby Football Club), retail (Morrisons, Hinckley Retail Park and Asda), Barwell Village Centre and Hinckley Town Centre. Subsequently, the potential routes to / from the site have then been examined to understand how these amenities can be accessed.

- 3.1.4 **Figure 4** below shows the audited routes as well as the context of some of the nearest principle existing local facilities / amenities.

Figure 4. Audited Routes



- 3.1.5 The routes shown in **Figure 4** have been audited to understand the quality of the existing walking/cycling routes towards the local key destinations. The descriptions below summarises the routes that were surveyed.
- 3.1.6 To the east of the site along the A47 Normandy Way is a 3m wide segregated footway / cycleway that routes between Cornwall Way and The Common, to the north the A47 / B4668 Leicester Road / The Common roundabout. The segregated facility is not lit but is well overlooked from the A47. After the segregated facility ends, the footway climbs into Barwell, where there is a large amount of kerbside activity from the volume of parked vehicles.
- 3.1.7 The other route into Barwell routes north along the A447 Ashby Road. This route provides a key connection and desire line given its proximity to the Mill Street Industrial Estate and local bus stops. There is no formal crossing point over the A447 Ashby Road, so pedestrians tend to cross between the areas where the footway begins / ends on either side of the carriageway.
- 3.1.8 The western route towards Stoke Road benefits from a segregated and shared footway / cycleway on the southern side of the A47 Normandy Way. This continues onto Stoke Way for approximately 130m where cyclists rejoin the carriageway. These segregated and shared facilities do not have their own dedicated street lighting columns but received light spillage from those on the northern side of the A47 Normandy Way. This route provides connections to the several primary and secondary schools that route off Stoke Road as well as the retail amenities on the eastern

and western sides of the Stoke Road / A47 Normandy Way / Sword Drive roundabout in addition to the Barleyfield Industrial Estate that the shared footway / cycleway provides a dedicated connection to.

- 3.1.9 The final route travels down the B4667 Ashby Road where just over half the route is spent travelling along a shared footway/cycleway. Cyclists rejoin the carriageway adjacent to the B4667 / Derby Road / Middlefield Lane signalised crossroads. From this junction, it is a steady downward gradient into the centre of Hinckley where the footway width varies due to buildings that narrow the footway and street furniture placed in the middle. Around the signalised junctions towards the centre are several metal railings separating pedestrians from the carriageway.
- 3.1.10 Subsequently, based on the above, all four routes are appropriate given that they all provide access to different facilities using varying sources of active travel infrastructure.

4 Sustainable Trip Generation and Distribution

- 4.1.1 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.
- 4.1.2 **Table 1** shows the resultant residential person trip rates and subsequent trip generation for each plot of the proposed development.

Table 1. Total People Trip Rates and Generation (All Modes)

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)	0.246	0.842	1.088	15	51	66	98	337	435
PM Peak (17:00 – 18:00)	0.592	0.340	0.932	36	20	56	237	136	373
Daily	4.222	4.390	8.612	253	263	516	1689	1756	3445

- 4.1.3 **Table 2** shows the approved residential trip rates and subsequent trip generation for the proposed development.

Table 2. 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	263	882	873	1755

4.2 Resultant Non-Private Vehicle Trip Generation

- 4.2.1 **Table 3** below is the difference between the total people trip generation in **Table 1** and the vehicle trip generation in **Table 2** to calculate the remaining non-private vehicle trips associated with the proposed development.

Table 3. Non-Private Vehicle Trips

Time Period	Traffic generation (Plot 1 - 60 Dwellings)			Traffic generation (Plot 2 - 400 Dwellings)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
AM Peak (08:00 – 09:00)	6	25	31	39	167	206
PM Peak (17:00 – 18:00)	11	5	16	73	38	111
Daily	121	132	253	807	883	1690

4.2.2 Overall, in Plot 1, it is anticipated that there could be approximately 31 two-way resultant non-private vehicle trips during the AM peak, 16 in the PM peak and 253 two-way trips across the entire day. From Plot 2, it is anticipated that there could be 206 two-way resultant non-private vehicle trips during the AM peak, 111 in the PM peak and 1,690 two-way trips across the entire day.

4.3 Distribution and Assignment

4.3.1 To calculate the distribution and the subsequent assignment, the trip generation was applied to various datasets. The first output was from the National Travel Survey dataset NTS0502a, which was the trip purpose sorted by trip start time to work out the number of walking and cycling trips. This results in the following percentage split across the various trip purpose, shown in **Table 4**.

Table 4. NTS0502a Origin/Destination Split

Time Period	Trip Purpose							
	Commuting	Business	Education	Escort Education	Shopping	Other Work, Escort & Personal Business	Visiting Friends, Entertainment & Sport	Holiday, Day Trip & Other
AM Peak (08:00 – 09:00)	16%	3%	28%	26%	4%	13%	4%	7%
PM Peak (17:00 – 18:00)	25%	3%	3%	3%	13%	19%	22%	12%
Daily	15%	3%	9%	8%	16%	18%	18%	13%

4.3.2 NTS0502a only has one category for education, encompassing both primary and secondary schools, so to divide this up into primary and secondary schools, the census dataset TS007 – Age by Single Year' in the relevant MSOA (Hinckley and Bosworth 009) was used. Within the MSOA, 48% of residents are in the primary school age bracket and 52% are in secondary school.

4.3.3 To calculate the modal splits for pedestrians and cyclists for each origin/destination (note some of the origin/destination categories differ slightly between datasets), the percentages were calculated from the National Travel Survey dataset NTS0409a, which forms the average number of trips by purpose and main mode. To get a more specific breakdown of the education trip proportions, the National Travel Survey Dataset NTS0613a, which forms trips to and from schools by main mode and age (5 – 16 years old) replaced the 'Education or Escort Education' category in NTS0409a with individual primary and secondary school categories, leaving an escort education category. This resulted in the following modal splits for each of the various origin/destinations, shown in **Table 5**.

Table 5. NTS0409a & NTS0613a Modal Split

Time Period	Modal Split									
	Commuting	Business	Primary Education	Secondary Education	Escort Education	Shopping	Other Escort	Personal Business	Leisure	Other, Including Just Walking
Pedestrians	39%	42%	90%	55%	56%	55%	57%	47%	29%	100%
Cyclists	13%	9%	2%	3%	2%	2%	0%	2%	4%	0%

Note: Percentages do not add up to 100% as they are made up of other modes of travel, i.e. car passengers etc

- 4.3.4 Combining the origin/destination percentage splits in **Table 4**, the pedestrians and cyclist modal split in **Table 5** with the resultant trip generation in **Table 3**, the following pedestrian and cyclist trip generation assignment is shown in **Table 6** and **Table 7** respectively (see spreadsheet calculations in **Appendix C**).

Table 6. Pedestrian Trip Assignment (Two-Way)

Time Period	Origin/Destination									
	Commuting	Business	Primary Education	Secondary Education	Escort Education	Shopping	Other Work, Escort & Personal Business	Visiting Friends, Entertainment & Sport	Holiday, Day Trip & Other	Total
Plot 1										
AM Peak (08:00 – 09:00)	2	0	4	2	4	1	1	1	1	16
PM Peak (17:00 – 18:00)	2	0	0	0	0	1	1	2	1	7
Daily	22	3	25	16	30	12	12	14	7	141
Plot 2										
AM Peak (08:00 – 09:00)	13	2	25	16	29	5	7	4	4	105
PM Peak (17:00 – 18:00)	11	1	1	1	2	8	6	11	4	45
Daily	152	23	164	108	197	80	83	95	48	950
Total										
AM Peak (08:00 – 09:00)	15	2	29	18	33	6	8	5	5	121
PM Peak (17:00 – 18:00)	13	1	1	1	2	9	7	13	5	52
Daily	174	26	189	124	227	92	95	109	55	1,091

Table 7. Cyclist Trip Assignment (Two-Way)

	Origin/Destination
--	--------------------

Time Period	Commuting	Business	Primary Education	Secondary Education	Escort Education	Shopping	Other Work, Escort & Personal Business	Visiting Friends, Entertainment & Sport	Holiday, Day Trip & Other	Total
Plot 1										
AM Peak (08:00 – 09:00)	1	0	0	0	0	0	0	0	0	1
PM Peak (17:00 – 18:00)	1	0	0	0	0	0	0	0	0	1
Daily	2	0	0	0	0	0	0	0	0	2
Plot 2										
AM Peak (08:00 – 09:00)	4	0	1	1	1	0	0	0	1	8
PM Peak (17:00 – 18:00)	4	0	0	0	0	0	0	0	1	5
Daily	14	0	1	1	1	0	0	0	2	19
Total										
AM Peak (08:00 – 09:00)	5	0	1	1	1	0	0	0	1	9
PM Peak (17:00 – 18:00)	5	0	0	0	0	0	0	0	1	6
Daily	16	0	1	1	1	0	0	0	2	32

4.3.5 The subsequent maps combine the pedestrian and cyclist trips for each plot to show the trips generated for the entire development.

4.4 Generation Assumptions

4.4.1 The final dataset divided up the resultant trips to education to work out whether they were to primary or secondary schools. This was census data 'TS007 – Age by Single Year' in the relevant MSOA (Hinckley & Bosworth 009). Within the MSOA, 48% of residents are in the primary school age bracket and 52% are in secondary school. Once split out, all trips were carefully selected onto the most suitable routes towards the key local amenities/trip generators. The distribution of these routes enabled the assignment using the above trip generation, which all maps are shown below.

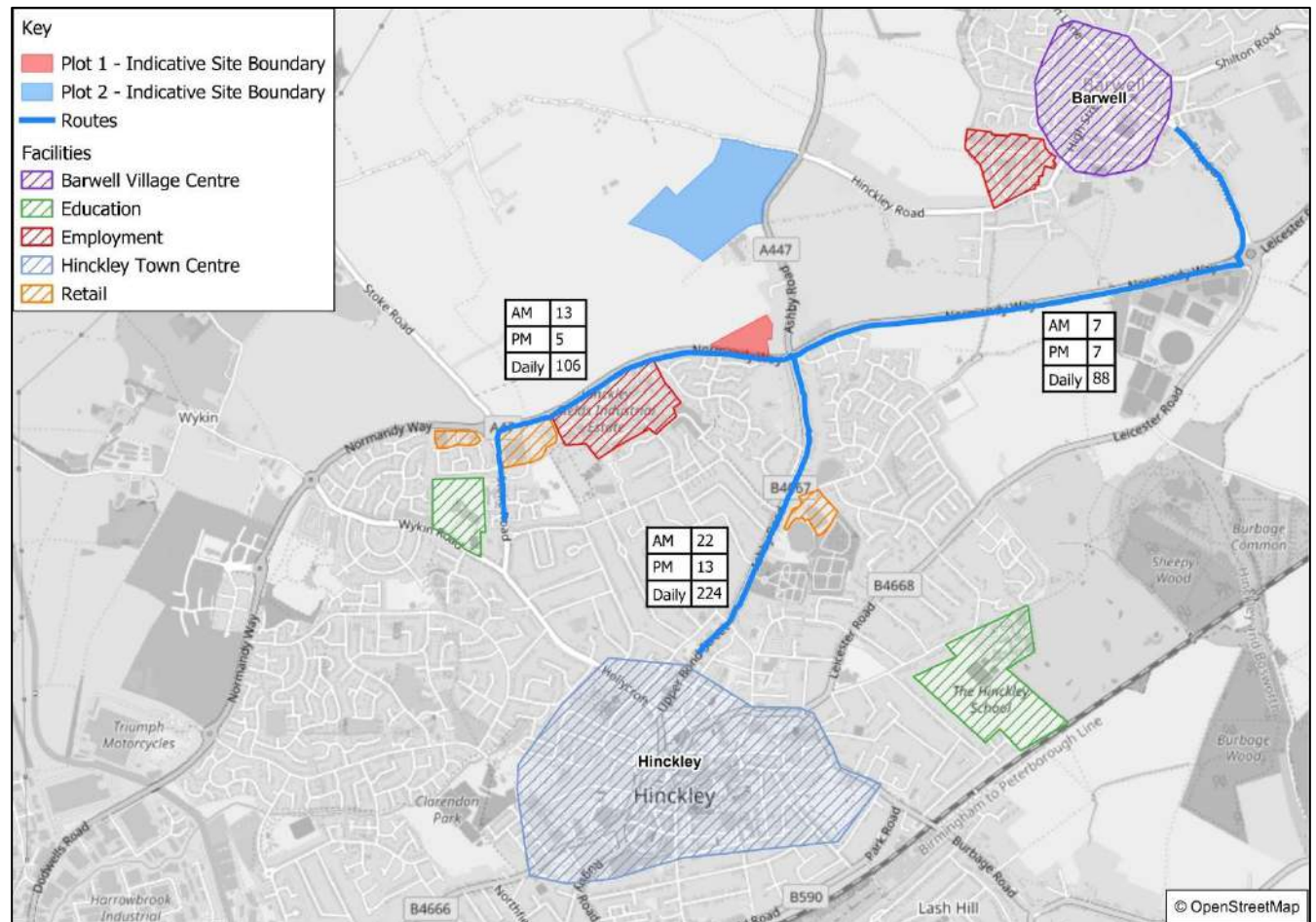
4.4.2 Once the resultant trip generation was assigned to the various origin/destination categories, the trips needed splitting out within these categories to individual amenities. The following describes the assumptions explanation of how they were distributed.

- For both pedestrians and cyclist trips, escort education and the primary education trips were allocated to the proposed allocation HIN001, within approved planning application 23/00432/OUT. The secondary education trips were split evenly between Redmoor Academy and The Hinckley School, unless the total trips were odd then Redmoor Academy received the extra trip.

- The retail trips were split by a third as there were three shopping areas within the vicinity. If the total retail trips were odd, then the Morrisons to the west on the A47 Normandy Way received the extra trip as that is the closest to the site.
- Both commuting and business as well as retail trips were distributed between three key areas, those being Barwell, Hinckley Town Centre and the employment / retail areas located along the A47 Normandy Way, to the southwest of the proposed development.

Base Pedestrian Trips

Figure 5. Base Pedestrian Trips

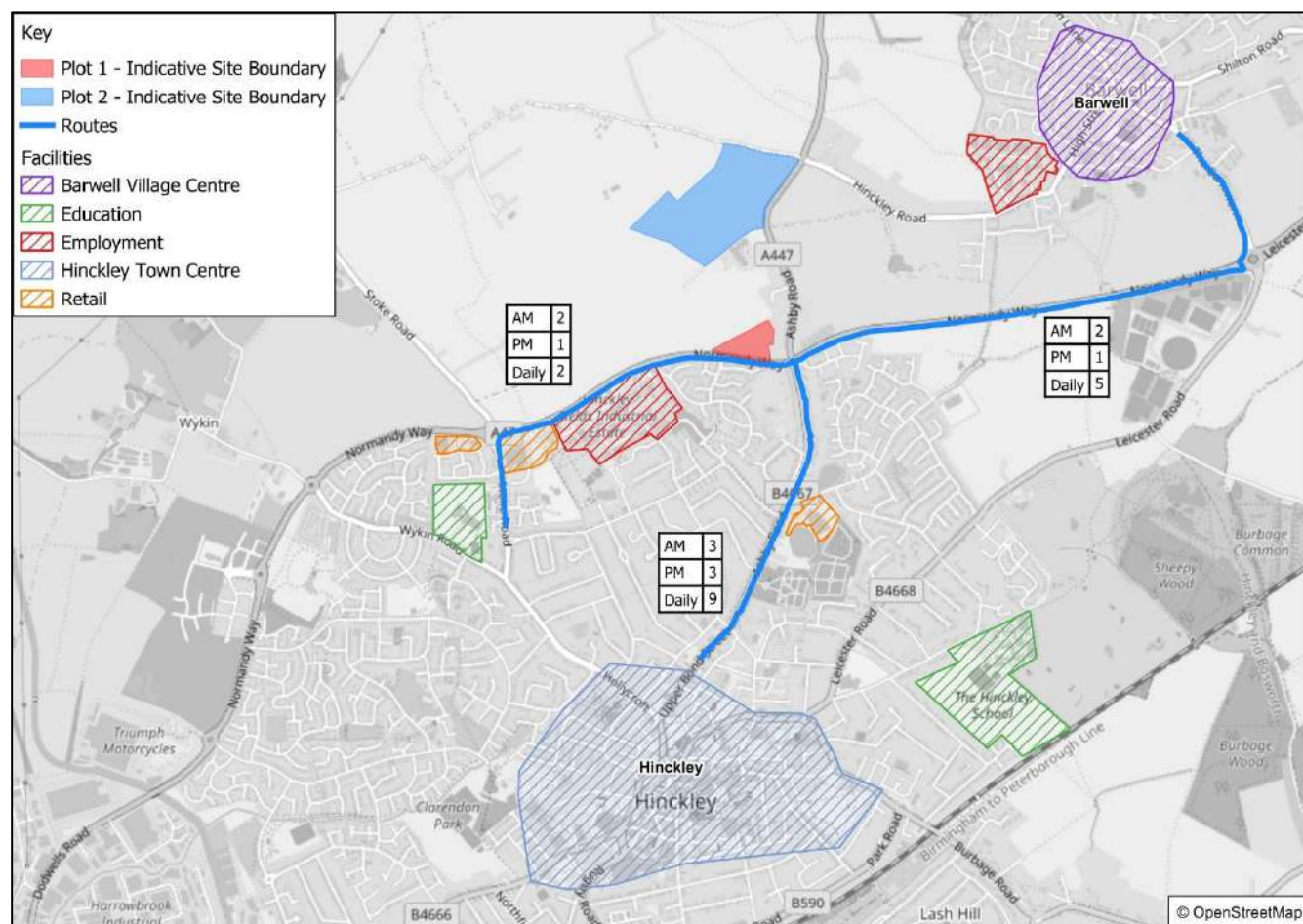


4.4.3 **Figure 5** shows the assignment of the pedestrian trips, and specifically:

- In the AM peak, the development will likely generate 22 trips along the B4667 Ashby Road towards Hinckley, the retail amenity, and the educational facilities. It is also forecast there will be 7 trips to Barwell and the 13 trips to amenities to the west of the site, via the east and west of the A47 Normandy Way respectively;
- In the PM peak, 13 trips route south down the B4677 Ashby Road, whilst 7 and 5 trips route east and west of the signalised crossroads on the A47 Normandy Way respectively; and
- Across the entire day, 224 trips route south towards Hinckley Town Centre, the retail and the schools. Routing east and west from this intersection are 106 and 88 trips respectively.

Base Cyclist Trips

Figure 6. Base Cyclist Trips



4.4.4 **Figure 6** shows the assignment of the cyclist trips, and specifically:

- In the AM peak, the development will likely generate 3 trips along the B4667 Ashby Road towards Hinckley, the retail amenity and the educational facilities. It is also forecast there will be 2 trip to both Barwell and the amenities to the west of the site, via the east and west of the A47 Normandy Way respectively;
- In the PM peak, 3 trips route south down the B4677 Ashby Road, whilst 1 trip routes either side of the signalised crossroads on the A47 Normandy Way; and
- Across the entire day, 9 trips route south towards Hinckley Town Centre, the retail and the schools. Routing east and west from this intersection are 5 and 2 trips respectively.

Summary

- 4.4.5 The total number of pedestrians and cyclists likely to be generated by the development are low. Once these are spread across the network, their additional effect is likely to have a negligible impact on the surrounding areas given the existing infrastructure available, even with the vast majority travelling north and south along the A447 Ashby Road and B4667 respectively.
- 4.4.6 However, improvements will be required to infrastructure in the immediate vicinity of the two Plots to connect to the existing infrastructure. These are discussed further within the Movement Strategy and Recommendations Section.

5 Movement Strategy & Recommendations

- 5.1.1 As shown above in the distribution and assignment maps, the main route to and from the site is along the A447 Ashby Road as the majority of users originate from Plot 2. For these users, this is the main desire line as it routes towards the signalised crossroads where routes disperse depending on their destination.
- 5.1.2 In order to facilitate this route in and out of the site for active travel methods, it will need to be subject to improvements. Drawing 109523-PEF-ZZ-XX-DR-C-0002 shows a new 5m wide LTN 1/20 compliant segregated footway / cycleway within the proposed development curtilage, connecting with the 3m wide shared footway / cycleway and the proposed three-arm access roundabout. The segregated facility runs along the northern edge of the roundabout and benefits from a 0.5m buffer. The 3m shared facility is on the eastern side of the A447 Ashby Road. This will tie into a new toucan crossing, to provide safe crossing onto the existing provision for onward journeys.
- 5.1.3 The Hinckley Community Hospital bus stop on the eastern side of the carriageway has been moved north of the hospital access to accommodate the toucan crossing. The shared facility on the western side will use the existing tarmac surface.
- 5.1.4 For the pedestrians / cyclists routing along the A47 Normandy Way, in the vicinity of the access to Plot 1, a new toucan crossing will link the existing 3m shared footway / cycleway on the southern of the carriageway to the access a new 3m wide shared facility (inclusive of 0.5m buffer) on the western side of the access, shown in Drawing 109523-PEF-ZZ-XX-DR-C-0001.
- 5.1.5 With above suggested improvements then the wider pedestrian/cycle infrastructure is sufficient to accommodate the anticipated demand as the forecast trip generation is low both in terms of total trip generation of both pedestrians and cyclists separately and once distributed across the wider network.

2030 Aspirational Aim

- 5.1.6 The Second Cycling and Walking Investment Strategy (CWIS2) sets out Active Travel England's aim that that by 2030, "50% of all journeys in towns and cities should be by active travel modes". Subsequently, as an aspirational aim, the following figures below indicatively show the distribution and assignment of the potential walking and cycling trips resulting from the development in 2030 assuming 50% of all trips are made by walking/cycling.
- 5.1.7 Following this, based on the above aspiration target as well as the person trip generation set out in **Table 1** (see also **Appendix C** spreadsheet calculations) the subsequent pedestrian and cyclist trip generation assignment is shown in **Table 8** and **Table 9** respectively.

Table 8. Pedestrian Trip Assignment - 50% Active Travel

Time Period	Origin/Destination									
	Commuting	Business	Primary Education	Secondary Education	Escort Education	Shopping	Other Work, Escort & Personal Business	Visiting Friends, Entertainment & Sport	Holiday, Day Trip & Other	Total
Plot 1										
AM Peak (08:00 – 09:00)	4	1	7	5	9	1	2	1	1	31
PM Peak (17:00 – 18:00)	6	1	1	1	1	4	3	6	2	25
Daily	62	9	50	33	60	37	34	46	20	351
Plot 2										

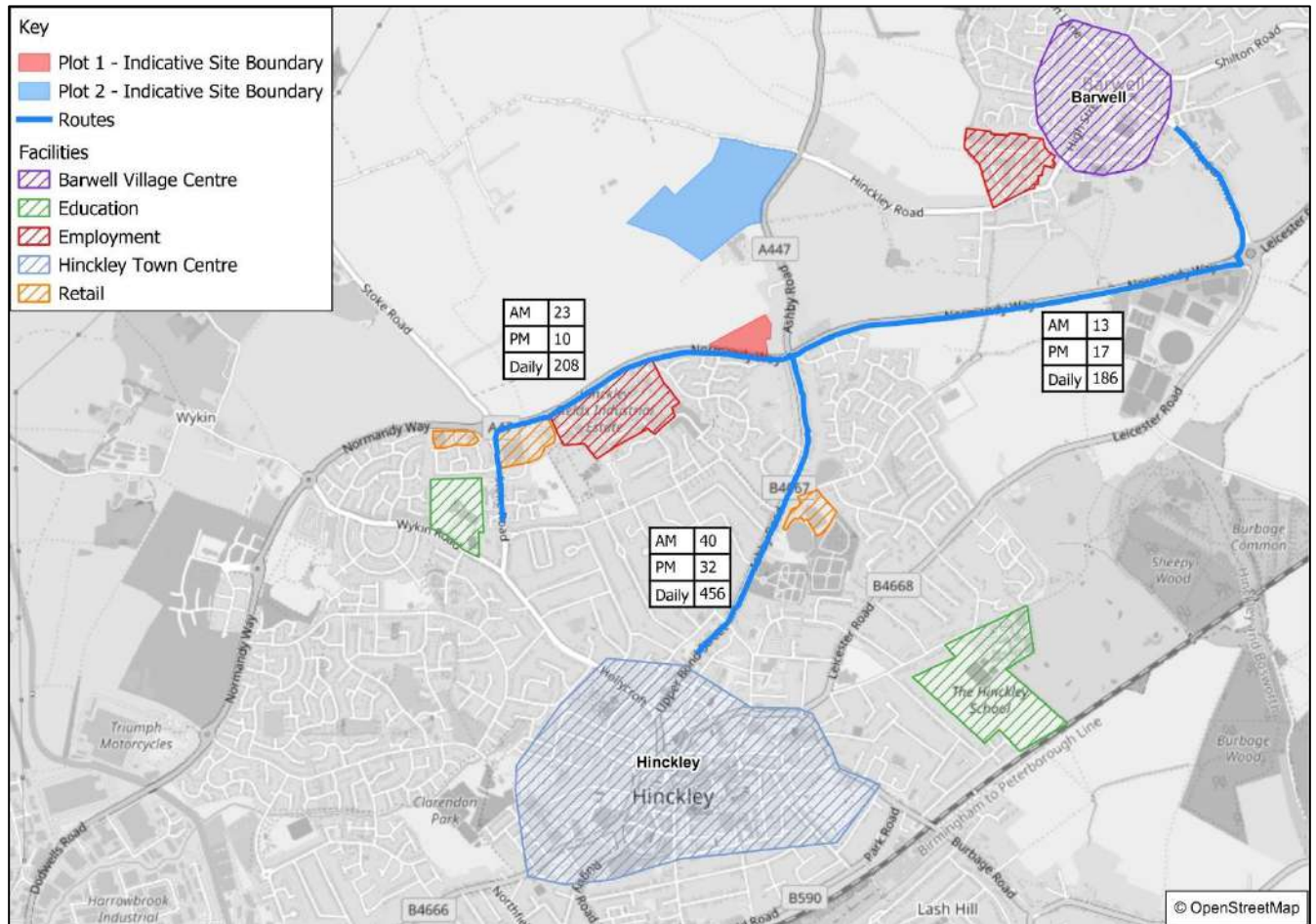
AM Peak (08:00 – 09:00)	24	4	45	29	53	8	13	7	7	190
PM Peak (17:00 – 18:00)	24	3	3	2	4	18	13	24	8	99
Daily	302	44	301	199	362	164	164	198	95	1,829
Total										
AM Peak (08:00 – 09:00)	28	5	52	34	62	9	15	8	8	221
PM Peak (17:00 – 18:00)	30	4	4	3	5	22	16	30	10	124
Daily	364	53	351	232	422	201	198	244	115	2,180

Table 9. Cyclist Trip Assignment - 50% Active Travel

Time Period	Origin/Destination									
	Commuting	Business	Primary Education	Secondary Education	Escort Education	Shopping	Other Work, Escort & Personal Business	Visiting Friends, Entertainment & Sport	Holiday, Day Trip & Other	Total
Plot 1										
AM Peak (08:00 – 09:00)	1	0	0	0	0	0	0	0	0	1
PM Peak (17:00 – 18:00)	2	0	0	0	0	0	0	0	0	2
Daily	7	0	0	0	0	0	0	0	0	7
Plot 2										
AM Peak (08:00 – 09:00)	2	0	0	0	0	0	0	0	0	2
PM Peak (17:00 – 18:00)	8	1	0	0	0	1	0	1	1	12
Daily	28	1	0	0	0	1	0	1	1	32
Total										
AM Peak (08:00 – 09:00)	3	0	0	0	0	0	0	0	0	3
PM Peak (17:00 – 18:00)	10	1	0	0	0	1	0	1	1	14
Daily	35	1	0	0	0	1	0	1	1	39

2030 Aspirational Aim – Pedestrian Trips

Figure 7. Pedestrian Trips – 50% Active Travel

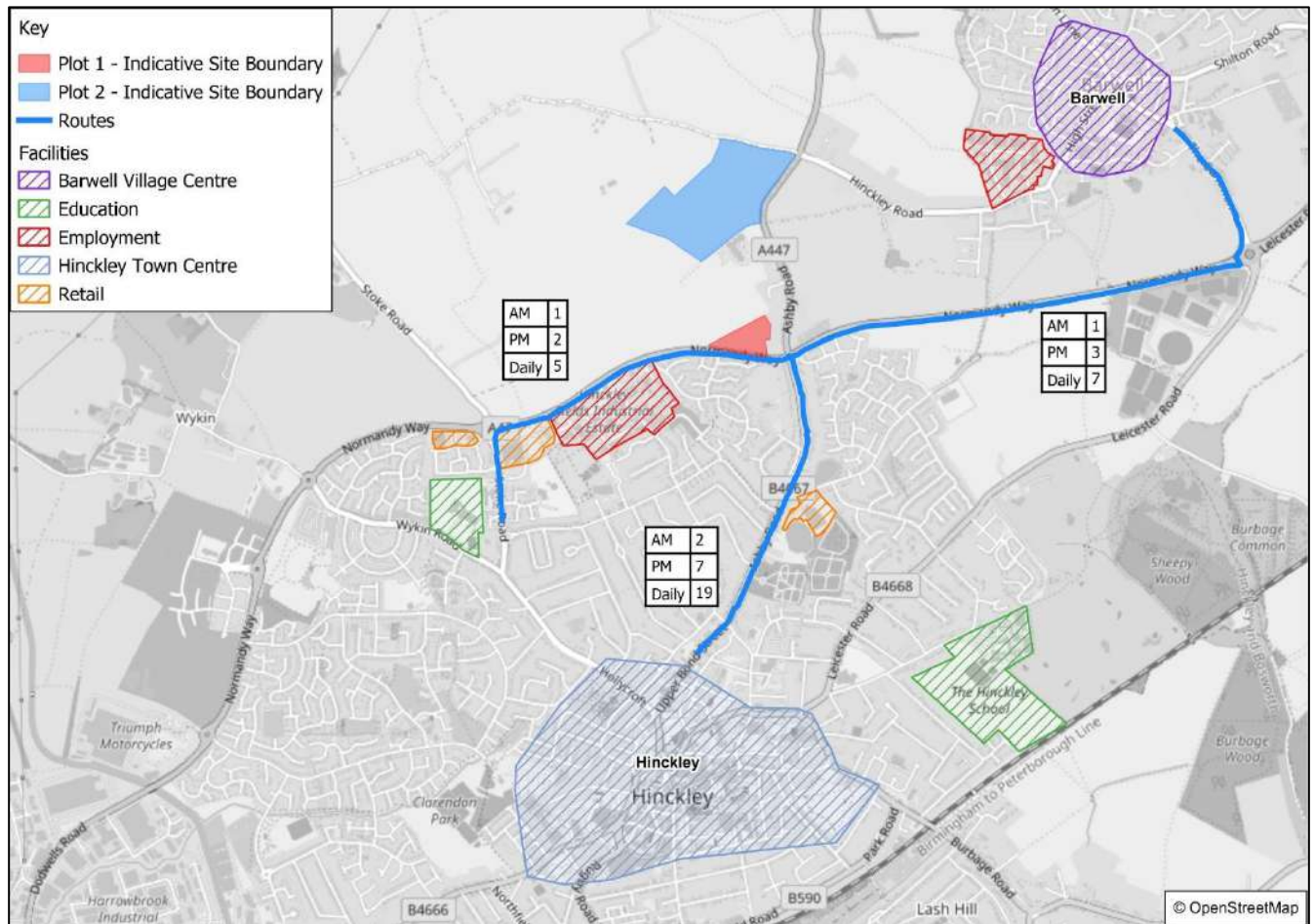


5.1.8 **Figure 7** shows the assignment of pedestrian trips to achieve the aspirational 50% Active Travel mode ATE aim, and specifically:

- In the AM peak, the development will likely generate 40 trips along the B4667 Ashby Road towards Hinckley, the retail amenity, and the educational facilities. It is also forecast there will be 13 trips to Barwell and the 23 trips to the amenities to the west of the site, via the east and west of the A47 Normandy Way respectively;
- In the PM peak, 32 trips route south down the B4677 Ashby Road, whilst 17 trips route east of the signalised crossroads and 10 trips route west on the A47 Normandy Way;
- Across the entire day, 456 trips route south towards Hinckley Town Centre, the retail and the schools. Routing east and west from this intersection are 186 and 208 respectively.

2030 Aspirational Aim – Cyclist Trips

Figure 8. Cycling Trips – 50% Active Travel



5.1.9 **Figure 8** shows the assignment of cycling trips to achieve the aspirational 50% Active Travel mode ATE aim, and specifically:

- In the AM peak, the development will likely generate 2 trips along the B4667 Ashby Road towards Hinckley, the retail amenity, and the educational facilities. It is also forecast there will be 1 trip to both Barwell via the A47 Normandy Way, and to the amenities to the west of the site.
- In the PM peak, 7 trips route south down the B4677 Ashby Road, whilst 3 trips route east of the signalised crossroads and 2 trip routes west on the A47 Normandy Way; and
- Across the entire day, 19 trips route south towards Hinckley Town Centre, the retail and the schools. Routing east from this intersection are 7 trips whilst 5 trips travel west.

Summary

5.1.10 The forecasted 2030 total active travel numbers are still considered low enough and appropriate that once spread out across the network, the wider existing pedestrian and cycle infrastructure is sufficient to accommodate the anticipated demand.

6 ATE Toolkit & CLOS Assessment

6.1.1 Given that the proposals within this development trigger the input of ATE, their Planning Assessment Toolkit, Cycle Level of Service (CLOS) and Walking Route Audit Tool (WRAT) Assessments are required and are shown in **Appendix D**, **Appendix E** and **Appendix F** respectively.

7 Summary and Conclusion

- 7.1.1 This note has been prepared to set out the walking and cycling strategy by focusing on external links to/from the site. Once audited, these routes will inform any potential improvement options for the site. This Active Travel Strategy forms the basis of the technical work that will be used to support any future planning application.
- 7.1.2 Overall, it is anticipated that there could be approximately 234 two-way resultant non-private vehicle trips during the AM peak and 148 in the PM peak. It is also forecast there will be roughly 1,402 two-way non-private vehicle trips across the entire day.
- 7.1.3 The total number of pedestrians and cyclists likely to be generated by the development are low. Once these are spread across the network, their additional effect is likely to have a negligible impact on the surrounding areas given the existing infrastructure available, even with the vast majority travelling north and south along the A447 Ashby Road and B4667 respectively.
- 7.1.4 In order to facilitate this route in and out of the site for active travel methods, it will need to be subject to improvements. Drawing 109523-PEF-ZZ-XX-DR-C-0002 shows a new 5m wide LTN 1/20 compliant segregated footway / cycleway within the proposed development curtilage, connecting with the 3m wide shared footway / cycleway and the proposed three-arm access roundabout. The segregated facility runs along the northern edge of the roundabout and benefits from a 0.5m buffer. The 3m shared facility is on the eastern side of the A447 Ashby Road. This will tie into a new toucan crossing, to provide safe crossing onto the existing provision for onward journeys.
- 7.1.5 The Hinckley Community Hospital bus stop on the eastern side of the carriageway has been moved north of the hospital access to accommodate the toucan crossing. The shared facility on the western side will use the existing tarmac surface.
- 7.1.6 For the pedestrians / cyclists routing along the A47 Normandy Way, in the vicinity of the access to Plot 1, a new toucan crossing will link the existing 3m shared footway / cycleway on the southern of the carriageway to the access a new 3m wide shared facility (inclusive of 0.5m buffer) on the western side of the access, shown in Drawing 109523-PEF-ZZ-XX-DR-C-0001.
- 7.1.7 The forecasted 2030 aspirational total active travel numbers are still considered low enough that once spread out across the network, the wider existing pedestrian and cycle infrastructure is sufficient to accommodate the anticipated demand.

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Report Ref.		109523-Pef-Zz-Xx-T.Tn-H-000002_S2_P1 - Active Travel Strategy Technical Note				
File Path		P:\Data\109523 - Normandy Way, Hinckley\01 - WIP\Documents\Transport Planning\109523-PEF-ZZ-XX-T.TN-H-000002_S2_P1 - Active Travel Strategy Technical Note.docx				
Rev	Suit	Description	Date	Originator	Checker	Approver
P1	S2	Initial Draft Issue	21.08.26	J.Hope	J.Farrell	C.Holloway

Ref. reference. Rev revision. Suit suitability.

Appendix A DfT Connectivity Score – Plot 1

Connectivity Tool Lite

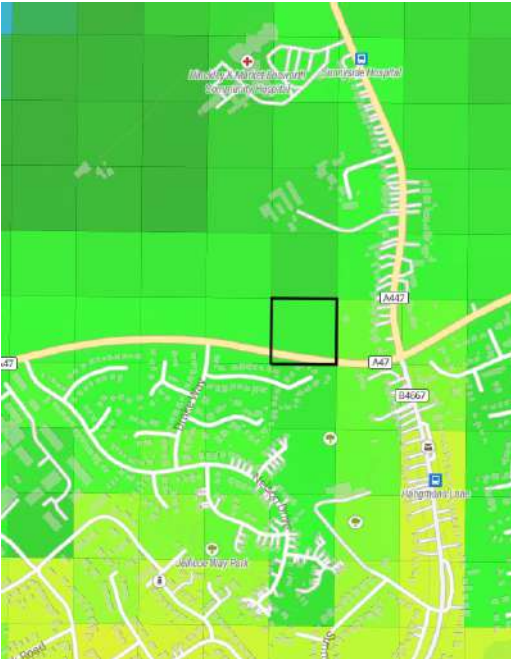
Guidance

[Connectivity Tool \(/\)](#) > [Map \(/app\)](#) > Score breakdown

Explore the score

Please see [Interpreting Connectivity Scores \(/help/interpreting-connectivity-scores\)](#) for guidance

Square ID	442950_295750
Local authorities	Hinckley and Bosworth Leicestershire
Latitude	52.557900
Longitude	-1.367909



Overall

Type	National score	National Distribution
Overall (except driving)	58	Low (20-30%)
Public transport	64	Below average (30-40%)
Walking	50	Low (20-30%)
Cycling	65	Below average (30-40%)
Driving	88	Above average (60-70%)

Education

Type	National score	National Distribution
Overall (except driving)	45	Very low (10-20%)
Public transport	64	Below average (30-40%)
Walking	28	Very low (10-20%)
Cycling	63	Low (20-30%)
Driving	82	Slightly above average (50-60%)

Leisure

Type	National score	National Distribution
Overall (except driving)	55	Below average (30-40%)
Public transport	64	Slightly below average (40-50%)
Walking	43	Low (20-30%)
Cycling	65	Below average (30-40%)
Driving	85	Slightly above average (50-60%)

Health

Type	National score	National Distribution
Overall (except driving)	49	Low (20-30%)
Public transport	59	Below average (30-40%)
Walking	34	Very low (10-20%)
Cycling	56	Low (20-30%)
Driving	77	Below average (30-40%)

Shopping

Type	National score	National Distribution
Overall (except driving)	71	Slightly below average (40-50%)
Public transport	73	Slightly below average (40-50%)
Walking	67	Below average (30-40%)
Cycling	79	Slightly below average (40-50%)
Driving	92	Slightly above average (50-60%)

Residential

Type	National score	National Distribution
Overall (except driving)	64	Below average (30-40%)
Public transport	60	Slightly below average (40-50%)
Walking	66	Below average (30-40%)
Cycling	69	Below average (30-40%)
Driving	89	Slightly above average (50-60%)

Workplaces

Type	National score	National Distribution
Overall (except driving)	54	Below average (30-40%)
Public transport	56	Below average (30-40%)
Walking	45	Below average (30-40%)
Cycling	58	Below average (30-40%)
Driving	81	Slightly above average (50-60%)

Appendix B DfT Connectivity Score – Plot 2

Connectivity Tool Lite

Guidance

[Connectivity Tool \(/\)](#) > [Map \(/app\)](#) > Score breakdown

Explore the score

Please see [Interpreting Connectivity Scores \(/help/interpreting-connectivity-scores\)](#) for guidance

Square ID	442650_296250
Local authorities	Hinckley and Bosworth Leicestershire
Latitude	52.562418
Longitude	-1.372269



Overall

Type	National score	National Distribution
Overall (except driving)	46	Very low (10-20%)
Public transport	59	Low (20-30%)
Walking	27	Lowest (0-10%)
Cycling	54	Very low (10-20%)
Driving	75	Very low (10-20%)

Education

Type	National score	National Distribution
Overall (except driving)	33	Lowest (0-10%)
Public transport	59	Low (20-30%)
Walking	11	Lowest (0-10%)
Cycling	44	Very low (10-20%)
Driving	61	Lowest (0-10%)

Leisure

Type	National score	National Distribution
Overall (except driving)	40	Very low (10-20%)
Public transport	58	Below average (30-40%)
Walking	19	Lowest (0-10%)
Cycling	48	Very low (10-20%)
Driving	70	Lowest (0-10%)

Health

Type	National score	National Distribution
Overall (except driving)	47	Low (20-30%)
Public transport	59	Below average (30-40%)
Walking	31	Very low (10-20%)
Cycling	52	Low (20-30%)
Driving	66	Very low (10-20%)

Shopping

Type	National score	National Distribution
Overall (except driving)	46	Very low (10-20%)
Public transport	62	Low (20-30%)
Walking	26	Lowest (0-10%)
Cycling	55	Very low (10-20%)
Driving	74	Lowest (0-10%)

Residential

Type	National score	National Distribution
Overall (except driving)	59	Low (20-30%)
Public transport	59	Below average (30-40%)
Walking	56	Very low (10-20%)
Cycling	66	Low (20-30%)
Driving	87	Slightly below average (40-50%)

Workplaces

Type	National score	National Distribution
Overall (except driving)	51	Low (20-30%)
Public transport	54	Below average (30-40%)
Walking	37	Very low (10-20%)
Cycling	56	Low (20-30%)
Driving	78	Slightly below average (40-50%)

Appendix C Spreadsheet Calculations

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

Calculation Factor: 1 DWELLS

Count Type: TOTAL PEOPLE

Time Range	ARRIVALS	DEPARTURES TOTALS			60			400		
	Trip Rate	Trip Rate	Trip Rate	Trip Rate	Arr	Dep	TW	Arr	Dep	TW
00:00-01:00										
01:00-02:00										
02:00-03:00										
03:00-04:00										
04:00-05:00										
05:00-06:00										
06:00-07:00										
07:00-08:00	0.119	0.432	0.551		7	26	33	48	173	221
08:00-09:00	0.246	0.842	1.088		15	51	66	98	337	435
09:00-10:00	0.24	0.34	0.58		14	20	34	96	136	232
10:00-11:00	0.208	0.289	0.497		12	17	29	83	116	199
11:00-12:00	0.268	0.259	0.527		16	16	32	107	104	211
12:00-13:00	0.287	0.25	0.537		17	15	32	115	100	215
13:00-14:00	0.266	0.267	0.533		16	16	32	106	107	213
14:00-15:00	0.298	0.292	0.59		18	18	36	119	117	236
15:00-16:00	0.692	0.382	1.074		42	23	65	277	153	430
16:00-17:00	0.567	0.341	0.908		34	20	54	227	136	363
17:00-18:00	0.592	0.34	0.932		36	20	56	237	136	373
18:00-19:00	0.439	0.356	0.795		26	21	47	176	142	318
19:00-20:00										
20:00-21:00										
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates:	4.222	4.39	8.612		253	263	516	1689	1756	3445