

Total People

60

400

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

Vehicle

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

Resultant Non-Private Vehicle

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

NTS0502a: Trip start time by trip purpose (Monday to Friday only): England, 2002 onwards [note 1]

This worksheet contains one table. Some cells refer to notes which can be found on the notes worksheet.
The table in this worksheet contains percentages and the unweighted sample sizes show the number. These represent the proportion of each trip purpose by trip start time (Monday to Friday only).
Some shorthand is used in these tables, [low] denotes rounds to 0.
Filters are active in row 6 and may hide some data. To turn off all filters select the 'Data' ribbon then 'Filters' button or use [Ctrl, Shift, L].

Year [note 2]	Start time	Commuting (%)	Business (%)	Education (%)	Escort education (%)	Shopping (%)	Other work, other escort and personal business (%)	Visiting friends, entertainment and sport (%)	Holiday, day trip and other (%)	All purposes (%)	Unweighted sample size: trips (thousands) (number)
2023 to 2024	0000 to 0059	47	2	0	0	3	16	28	5	100	[low]
2023 to 2024	0100 to 0159	60	1	0	0	1	11	23	4	100	[low]
2023 to 2024	0200 to 0259	53	6	0	2	0	12	18	10	100	[low]
2023 to 2024	0300 to 0359	60	4	5	2	0	2	11	16	100	[low]
2023 to 2024	0400 to 0459	69	4	[low]	[low]	[low]	9	5	13	100	1
2023 to 2024	0500 to 0559	66	5	[low]	[low]	1	7	7	13	100	2
2023 to 2024	0600 to 0659	60	7	1	1	3	8	7	14	100	7
2023 to 2024	0700 to 0759	40	4	16	7	4	13	5	11	100	22
2023 to 2024	0800 to 0859	16	3	28	26	4	13	4	7	100	46
2023 to 2024	0900 to 0959	10	4	3	5	21	23	16	18	100	23
2023 to 2024	1000 to 1059	5	3	1	1	32	22	17	19	100	25
2023 to 2024	1100 to 1159	4	4	2	2	32	21	18	17	100	26
2023 to 2024	1200 to 1259	5	3	2	1	29	23	20	15	100	24
2023 to 2024	1300 to 1359	8	4	1	1	27	22	20	16	100	22
2023 to 2024	1400 to 1459	8	3	4	12	22	19	17	14	100	25
2023 to 2024	1500 to 1559	7	2	26	22	11	13	11	9	100	44
2023 to 2024	1600 to 1659	20	3	6	5	15	20	18	12	100	30
2023 to 2024	1700 to 1759	25	3	3	3	13	19	22	12	100	29
2023 to 2024	1800 to 1859	16	2	1	1	16	18	33	14	100	22
2023 to 2024	1900 to 1959	9	1	1	1	16	17	38	17	100	15
2023 to 2024	2000 to 2059	11	2	1	[low]	14	17	41	14	100	9
2023 to 2024	2100 to 2159	11	2	1	[low]	8	13	53	11	100	6
2023 to 2024	2200 to 2259	20	2	[low]	[low]	3	13	51	11	100	4
2023 to 2024	2300 to 2359	22	2	[low]	[low]	3	12	54	7	100	2
2023 to 2024	All day	15	3	9	8	16	18	18	13	100	385

NTS0502a										
Year [note 2]	Start time	Commuting (%)	Business (%)	Education (%)	Escort education (%)	Shopping (%)	Other work, other escort and personal business (%)	Visiting friends, entertainment and sport (%)	Holiday, day trip and other (%)	All purposes (%)
2023 to 2024	0800 to 0859	16%	3%	28%	26%	4%	13%	4%	7%	100%
2023 to 2024	1700 to 1759	25%	3%	3%	3%	13%	19%	22%	12%	100%
2023 to 2024	All day	15%	3%	9%	8%	16%	18%	18%	13%	100%

Arrivals - Plot 1										
Commuting (%)	Business (%)	Education (%)	Primary Education (%)	Secondary Education (%)	Escort education (%)	Shopping (%)	Other work, other escort and personal business (%)	Visiting friends, entertainment and sport (%)	Holiday, day trip and other (%)	All purposes (%)
1	0	2	1	1	2	0	1	0	0	6
3	0	0	0	0	0	1	2	2	1	11
4	0	2	1	1	2	2	3	3	2	17

Departures - Plot 1										
Commuting (%)	Business (%)	Education (%)	Primary Education (%)	Secondary Education (%)	Escort education (%)	Shopping (%)	Other work, other escort and personal business (%)	Visiting friends, entertainment and sport (%)	Holiday, day trip and other (%)	All purposes (%)
4	1	7	3	4	6	1	3	1	2	25
1	0	0	0	0	0	1	1	1	1	5
5	1	7	3	4	7	2	4	2	2	30

Two-way - Plot 1										
Commuting (%)	Business (%)	Education (%)	Primary Education (%)	Secondary Education (%)	Escort education (%)	Shopping (%)	Other work, other escort and personal business (%)	Visiting friends, entertainment and sport (%)	Holiday, day trip and other (%)	All purposes (%)
5	1	9	4	4	8	1	4	1	2	40
4	0	0	0	0	0	2	3	3	2	16
9	1	9	4	5	8	3	7	5	4	56

NTS0502a										
Year [note 2]	Start time	Commuting (%)	Business (%)	Education (%)	Escort education (%)	Shopping (%)	Other work, other escort and personal business (%)	Visiting friends, entertainment and sport (%)	Holiday , day trip and other (%)	All purposes (%)
2023 to 2024	0800 to 0859	16%	3%	28%	26%	4%	13%	4%	7%	100%
2023 to 2024	1700 to 1759	25%	3%	3%	3%	13%	19%	22%	12%	100%
2023 to 2024	All day	15%	3%	9%	8%	16%	18%	18%	13%	100%

Arrivals - Plot 2										
Commuting (%)	Business (%)	Education (%)	Primary Education (%)	Secondary Education (%)	Escort education (%)	Shopping (%)	Other work, other escort and personal business (%)	Visiting friends, entertainment and sport (%)	Holiday , day trip and other (%)	All purposes (%)
6	1	11	5	6	10	2	5	2	3	39
19	2	2	1	1	2	10	14	16	8	73
25	3	13	6	7	12	11	19	17	11	112

Departures - Plot 2										
Commuting (%)	Business (%)	Education (%)	Primary Education (%)	Secondary Education (%)	Escort education (%)	Shopping (%)	Other work, other escort and personal business (%)	Visiting friends, entertainment and sport (%)	Holiday , day trip and other (%)	All purposes (%)
27	4	46	22	24	43	7	22	7	11	167
10	1	1	1	1	1	5	7	8	4	38
37	6	47	23	25	44	12	29	15	15	205

Commuting (%)	Business (%)	Education (%)	Primary Education (%)	Secondary Education (%)	Escort education (%)	Shopping (%)	Other work, other escort and personal business (%)	Visiting friends, entertainment and sport (%)	Holiday , day trip and other (%)	All purposes (%)
33	6	57	27	30	53	9	27	8	13	263
28	3	3	2	2	3	15	21	24	13	114
61	9	61	29	31	56	23	48	32	26	378

TS007 - Age by single year

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population	All usual residents
units	Persons
area type	2021 super output areas - middle l
area name	E02005385 : Hinckley and Boswoi

Age	2021	
	number	%
Total: All usual residents	6,644	100.0
Aged under 1 year	44	0.7
Aged 1 year	68	1.0
Aged 2 years	64	1.0
Aged 3 years	60	0.9
Aged 4 years	57	0.9
Aged 5 years	83	1.2
Aged 6 years	62	0.9
Aged 7 years	72	1.1
Aged 8 years	68	1.0
Aged 9 years	73	1.1
Aged 10 years	52	0.8
Aged 11 years	66	1.0
Aged 12 years	64	1.0
Aged 13 years	70	1.1
Aged 14 years	68	1.0
Aged 15 years	59	0.9
Aged 16 years	67	1.0
Aged 17 years	66	1.0
Aged 18 years	60	0.9
Aged 19 years	50	0.8
Aged 20 years	54	0.8
Aged 21 years	47	0.7
Aged 22 years	65	1.0
Aged 23 years	46	0.7
Aged 24 years	67	1.0
Aged 25 years	74	1.1
Aged 26 years	78	1.2
Aged 27 years	64	1.0
Aged 28 years	62	0.9
Aged 29 years	55	0.8
Aged 30 years	72	1.1
Aged 31 years	65	1.0
Aged 32 years	71	1.1
Aged 33 years	76	1.1
Aged 34 years	75	1.1
Aged 35 years	79	1.2
Aged 36 years	69	1.0
Aged 37 years	70	1.1
Aged 38 years	89	1.3
Aged 39 years	89	1.3
Aged 40 years	83	1.2
Aged 41 years	93	1.4
Aged 42 years	82	1.2
Aged 43 years	78	1.2
Aged 44 years	84	1.3
Aged 45 years	67	1.0
Aged 46 years	72	1.1
Aged 47 years	75	1.1
Aged 48 years	93	1.4
Aged 49 years	115	1.7
Aged 50 years	102	1.5
Aged 51 years	100	1.5
Aged 52 years	110	1.7
Aged 53 years	103	1.6
Aged 54 years	107	1.6
Aged 55 years	114	1.7
Aged 56 years	104	1.6
Aged 57 years	93	1.4
Aged 58 years	115	1.7
Aged 59 years	106	1.6
Aged 60 years	98	1.5
Aged 61 years	83	1.2

Aged 62 years	89	1.3
Aged 63 years	77	1.2
Aged 64 years	86	1.3
Aged 65 years	90	1.4
Aged 66 years	74	1.1
Aged 67 years	85	1.3
Aged 68 years	115	1.7
Aged 69 years	84	1.3
Aged 70 years	83	1.2
Aged 71 years	86	1.3
Aged 72 years	123	1.9
Aged 73 years	102	1.5
Aged 74 years	96	1.4
Aged 75 years	79	1.2
Aged 76 years	80	1.2
Aged 77 years	58	0.9
Aged 78 years	62	0.9
Aged 79 years	51	0.8
Aged 80 years	63	0.9
Aged 81 years	48	0.7
Aged 82 years	49	0.7
Aged 83 years	51	0.8
Aged 84 years	30	0.5
Aged 85 years	23	0.3
Aged 86 years	31	0.5
Aged 87 years	11	0.2
Aged 88 years	22	0.3
Aged 89 years	17	0.3
Aged 90 years	12	0.2
Aged 91 years	10	0.2
Aged 92 years	11	0.2
Aged 93 years	10	0.2
Aged 94 years	9	0.1
Aged 95 years	4	0.1
Aged 96 years	4	0.1
Aged 97 years	2	0.0
Aged 98 years	0	0.0
Aged 99 years	0	0.0
Aged 100 years and over	0	0.0

NTS0409a: Average number of trips by purpose and main mode (trips per person per year): England, 2002 onwards [note 1]

This worksheet contains one table. Some cells refer to notes which can be found on the notes worksheet.

The table in this worksheet contains numbers. These represent average trips by purpose and main mode.

Some shorthand is used in these tables, [low] denotes rounds to 0.

Filters are active in row 6 and may hide some data. To turn off all filters select the 'Data' ribbon then 'Filters' button or use [Ctrl, Shift, L].

Year	Main mode	Commuting	Business	Education or escort education	Shopping	Other escort	Personal business s	Leisur e [note 2]	Just walk [note 8]	Other [note 8]	All purposes	Unweighted sample size: trips (thousands)
2024	Walk [notes 3, 4]	14	2	48	47	9	21	41	85	0	267	82
2024	Pedal cycle [note 5]	5	[low]	1	1	[low]	1	6	0	0	15	4
2024	Car or van driver	60	17	28	76	43	35	97	0	1	357	114
2024	Car or van passenger	8	1	28	30	22	19	82	0	[low]	189	57
2024	Motorcycle	1	[low]	[low]	[low]	[low]	[low]	1	0	0	2	1
2024	Other private transport [note 6]	1	[low]	3	1	1	1	2	0	0	8	2
2024	Bus in London	3	[low]	2	3	[low]	1	3	0	[low]	13	4
2024	Other local bus	6	1	6	6	1	3	6	0	[low]	28	8
2024	Non-local bus	[low]	0	0	[low]	0	[low]	[low]	0	0	[low]	[low]
2024	London Underground	4	1	1	1	[low]	1	3	0	0	10	3
2024	Surface Rail	8	2	1	1	[low]	1	7	0	0	21	6
2024	Taxi or minicab	1	[low]	1	1	[low]	1	4	0	0	9	2
2024	Other public transport [note 7]	1	[low]	[low]	[low]	[low]	[low]	1	0	0	2	1
2024	All modes	111	24	119	167	77	83	255	85	1	922	285

NTS0613a: Trips to and from school by main mode and age, aged 5 to 16: England, 1995 onwards [note 1]

This worksheet contains one table. Some cells refer to notes which can be found on the notes worksheet.
The table in this worksheet contains percentages and the unweighted sample sizes show the number. These represent trips to and from school by main mode and age.
Some shorthand is used in this table, [low] denotes rounds to 0.
Filters are active in row 6 and may hide some data. To turn off all filters select the 'Data' ribbon then 'Filters' button or use [Ctrl, Shift, L].

Year	Age	Walk (%) [notes 2, 3]	Pedal cycle (%) [note 4]	Car or van (%)	Private bus (%)	Local bus (%) [note 5]	Surface rail (%)	Other transport (%) [note 6]	All modes (%)	Unweighted sample size: individuals (number)	Unweighted sample size: trips (thousands)
2024	5 to 16	44	2	37	5	10	1	2	100	2,259	14
2024	5 to 10	51	1	43	2	2	[low]	1	100	1,114	7
2024	11 to 16	37	2	30	9	18	1	3	100	1,145	7

Appendix D Active Travel England Planning Assessment Toolkit

Criterion	Description	Common Shortfalls	Rating	Appraiser Comments	Local Policy & Guidance
1. Trip generation and assignment	Does the application appropriately forecast all day trips to, from and within the site by walking, wheeling and cycling?	Source data is not representative of the proposed development, is out-of-date or is confined to commuting journeys only. Forecasted trip generation is limited to motor vehicle traffic or peak hours only. Future year forecasts do not realise the potential of the development to support a greater number of walking, wheeling and cycling journeys or do not align with the national target (or any adopted local targets) that half of all journeys in towns and cities shall be walked, wheeled or cycled by 2030.	Pass	Forecasted trip generation in Travel Plan includes aspirational 50% Active Travel 2030 scenario.	NPPF: 92, 110a, 110c, 110d National Model Design Code 64iv/U.3.iii National Design Guide M2 83 LTN 1/20 Leicestershire's Cycling and Walking Strategy - Policy 6
2. Active travel route audit	Has an appropriate assessment on the design and accessibility of existing active travel routes in the locality of the site been presented?	Local pedestrian and cycling routes are only identified in application documents by their location, with no assessment provided on whether these are safe, direct, convenient and accessible for people of all abilities (paragraph 82 of the National Design Guide) or coherent, direct, safe, comfortable and attractive (core design principles in LTN 1/20). Applications that include new dwellings have not demonstrated how local schools and colleges will be accessed by active travel modes. Qualitative analysis to inform any necessary improvements to the design and accessibility of key routes does not include maps, photographs and comments nor has regard to the following guidance, tools and plans in the assessment of key routes: - Inclusive Mobility (Chapters 3, 4, 6, 7 and 15; and Sections 5.2, 5.7, 9.1, 9.3, 9.4 and 9.7 as appropriate); - PAS 6463: Design for the Mind (Sections 5.2.1, 5.2.3, 6.4, 7.6.2, 7.6.3, 7.7 and 11.12); - LTN 1/20: Cycle Infrastructure Design (including Appendix A: Cycling Level of Service Tool; and Appendix B: Junction Assessment Tool); - the government's Walking Route Audit Tool; and - any adopted or emerging Local Cycling and Walking Infrastructure Plans (LCWIPs).	Pass	As part of the trip assignment assessment and associated maps, they demonstrate how pedestrians and cyclists will access a range of local amenities by safe, direct and convenient routes, including how students will get to local schools/colleges by active travel modes. A CLOS and a WRAT has been prepared in order to inform the potential improvements to be brought forward as part of the development, listed in Criteria 6.	National Design Guide M2 83 National Model Design Code 64iv/U.3.i LTN 1/20
3. Pedestrian access to local amenities	Are most buildings within 800m from a range of amenities (such as primary schools, parks, play areas, food shops, cafes and community buildings) using well-designed routes?	Trip lengths to key amenities as presented in application documents are based on straight-line distances from site boundaries or main access points. There are few everyday amenities within the recommended distance from most buildings using safe and accessible routes for pedestrians. Footpaths/ways to local amenities do not conform to the National Design Guide standards of being safe, direct, convenient and accessible for people of all abilities, which includes but is not limited to routes that: - have a minimum width of 2m, with limited pinch points no less than 1.5m; - are step-free; - have a smooth, even surface; - have seating at regular intervals; - are uncluttered; - have good natural surveillance and clear lines of sight; - have street lighting; - have wayfinding; and - have crossing points suitable for the speed and traffic flow of the road(s).	Concern	Given the size of the site, amenities are generally greater than an 800m walk from the centre of the site. Routes within the site will adhere to local design standards. There is good provision of active travel infrastructure in the direction of the majority of amenities to the south of the site. As such, the provision is considered acceptable	NPPF: 96c, 108c, 110a, 116a, 116b, 116c National Model Design Code: 64iv/U.3.iii Leicestershire County Council Local Transport Plan 4 - Core Policies 1 - 6
4. Cycling accessibility	Are a range of local amenities, and town centres, railway stations, employment areas and the National Cycle Network as appropriate, accessible for cyclists using well-designed routes?	Cycle routes relied on by the development are not coherent, direct, safe, comfortable or attractive in line with the five core design principles and geometric requirements in LTN 1/20 (see Sections 4.2 and 5). This may be due to physical features, steps, steep gradients or surface quality; or the absence of ramps, lighting or appropriate crossing facilities. The development relies on shared use routes in full or intermittently, which conflicts with the clear position in paragraph 1.6.1 (2) of LTN 1/20 that cycles must be treated as vehicles and not as pedestrians. There is insufficient protection from motor traffic in accordance with the suitability and segregation standards in LTN 1/20 (see Figure 4.1 and Section 6) such that some potential cyclists would be excluded.	Pass	The four audited routes as part of the CLOS travel out to the northeast, south and southwest of the site respectively. To the northeast, there are two routes to the town of Barwell. To the south is all of the amenities within the town centre of Hinckley. To the southwest, the route provides access to employment areas, retail facilities as well as primary and secondary schools. Both routes to Barwell will be subject to improvements as part of the development and planning application 23/01229/OUT.	NPPF: 96c, 108c 110a, 110c, 116a, 116c National design guide M2 83 National Model Design Code: 50, 58i/M.1.ii, 64 iv/U.3.i LTN 1/20 Leicestershire's Cycling and Walking Strategy - Policy 3 & 6 Leicestershire County Council Local Transport Plan 4 - Core Policies 1 - 6
5. Access to public transport	Are all buildings within 400m of a high-frequency bus stop or 800m of a rail/light rail station or tram stop, with appropriate facilities, using well-designed routes?	There are no public transport nodes with a regular service (this will differ between urban and rural areas) within the recommended distances. Local bus stops do not have good natural surveillance or do not provide seating, lighting, shelter, real-time passenger information and raised bus boarders or specialist kerbs. Local rail stations do not provide sufficient cycle parking, including spaces for non-standard cycles. Footpaths/ways to public transport nodes do not conform to the National Design Guide standards of being safe, direct, convenient and accessible for people of all abilities, which includes but is not limited to routes that: - have a minimum width of 2m, with limited pinch points no less than 1.5m; - are step-free; - have a smooth, even surface; - have seating at regular intervals; - are uncluttered; - have good natural surveillance and clear lines of sight; - have street lighting; - have wayfinding; and - have crossing points suitable for the speed and traffic flow of the road(s).	Pass	Due to the size of the development, all buildings will not be within 400m of an existing high frequency bus or 800m of a rail/light rail service. However, the access is designed to an appropriate width to allow bus access should a new or diverted service be viable to loop through the site. Furthermore, there are existing high frequency services immediately to the south of the site routing along the A47. The nearest bus stops are to the east of the site, on the A447 Ashby Road, which provides naturally good surveillance and shelter. They are provided with a timetable and not real-time passenger information. As part of the proposals, the bus stops are to be re-designed, with the eastern bus stop being moved north.	NPPF: 108c, 116a National Model Design Code: 50, 58i/M.1.ii CIHT Buses in urban development A.4.5 Hinckley & Bosworth Borough Council Local Plan (Reg 19) - Policy IU04 Hinckley & Bosworth Borough Council Site Allocations and Development Management Policies - DM17 Highways and Transportation
6. Off-site transport infrastructure	Does the application include proposals to enhance local active travel and public transport infrastructure?	The application fails to identify necessary, directly related and proportionate improvements or contributions to: - footpaths/ways in line with the design standards identified in criteria 3 and 5; - cycling routes in line with LTN 1/20 standards identified in criteria 4; or - public transport infrastructure (where this is not provided on-site) that may include: new or extended services; seating, lighting, shelter, real-time passenger information and raised bus boarders or specialist kerbs at bus stops; and secure cycle parking with pumps and repair tools at rail stations and mobility hubs. The application fails to identify the mechanism to secure identified improvements and the trigger point(s) for delivery or payment. Proposed road/junction improvements do not prioritise pedestrian and cycling movements, including appropriate crossings.	Pass	Improvements to the A447 Ashby Road will be in line with local design standards The route out to the south onto Beechwood Avenue will be in line with relevant design standards listed in Criteria 3 and 5. Both of these routes will be fully accessible where possible, however adjacent to Beechwood Avenue on the PROW, cyclists must dismount for a short section	NPPF: 96c, 108c, 110a, 110c, 116a, 116b, 116c National Model Design Code: 50, 58i, 64iv/U.3.iii CIHT Buses in urban development A.4.5 LTN 1/20 Hinckley & Bosworth Borough Council Local Plan (Reg 19) - Policy IU04 Hinckley & Bosworth Borough Council Site Allocations and Development Management
7. Site permeability	Does the development prioritise pedestrian and cycle movements within the site?	Opportunities have been missed to maximise accessibility for active travel modes, including: - the development does not provide or safeguard pedestrian and cycling connections to neighbouring sites including future phases of development; - routes for pedestrians and cyclists are not at least as direct – and preferably more direct – than the equivalent by car; - routes are not fully accessible or do not have adjacent accessible alternatives (e.g. ramps alongside steps or bound paths next to unbound paths); - inappropriate or infrequent crossings are proposed (see Inclusive Mobility Sections 4.10-4.11, PAS 6463 Section 7.6.2, LTN 1/20 Table 10-2, Manual for Streets Section 6.3 and Manual for Streets 2 Section 9.3); - pedestrians and cyclists are not prioritised at side road crossing points (see LTN 1/20 Figure 10.13); - priority junctions have radii that interrupts the pedestrian desire line (see Manual for Streets Sections 6.3-6.4 and Manual for Streets 2 Section 9.4); - there are red/zero scores when applying the Junction Assessment Tool in LTN 1/20; - signalised junctions do not have pedestrian aspects on some arms; - where cyclists would mix with motor vehicles, lane widths are between 3.2m and 3.9m (paragraph 7.2.5 of LTN 1/20 identifies that such widths allow motor vehicles to drive alongside a cyclist without a safety margin for their comfort and protection); - there are unsafe or poorly signed transitions for cyclists when moving between cycleways on and off the carriageway; or - cycleways within commercial sites are not continuous through to cycle parking areas. Shared use routes for pedestrians and cyclists are proposed and these do not meet the limited situations listed in paragraph 6.5.6 of LTN 1/20. Where shared use routes are acceptable, their widths are below 3m (<300 cyclists per hour) or below 4.5m elsewhere, contrary to LTN 1/20 Table 6-3.	N/A - exclude	The internal masterplan is not fixed and so subject to change. However, there is a wide network of active travel routes around the site which provide more direct routes than by motor vehicle.	NPPF: 96a, 96b, 112, 116a, 116c National Model Design Code: 50, 59 Hinckley & Bosworth Borough Council Local Plan (Reg 19) - Policy IU04 Hinckley & Bosworth Borough Council Site Allocations and Development Management Policies - DM17 Highways and Transportation

8. Placemaking	Does the development establish a strong sense of place, with well-designed streets, public spaces that feel safe and key amenities provided?	The design of streets does not encourage social interaction or create attractive, safe and accessible open spaces that would support an active life for everyone, contrary to the National Design Guide (See Part 2). This may include missed opportunities to incorporate green infrastructure / street trees, shared space residential streets (such as appropriately designed home-zones, mews and culs-de-sac), equipped play facilities, seating at regular intervals, and clear lines of sight to assist with orientation (including measures to prevent inconsiderate parking). Aspects of the proposed design give rise to personal and highway safety concerns, including: - streets, public transport nodes and other public spaces do not benefit from appropriate levels of natural surveillance and lighting; - the requirements of disabled people have not been appropriately considered; - the development includes 'blind-spots', sharp turns or high-sided boundary treatments; - the development does not provide continuous and legible routes or is not supported by an effective wayfinding strategy; or - residential or local streets encourage traffic movements through the site or are not designed for a 20mph speed limit (see Manual for Streets Section 7.4 for guidance on achieving appropriate traffic speeds). There are gaps in the provision of well-located, on-site amenities to support the quantum of development proposed, in conflict with paragraph 83 of the National Design Guide. For larger residential-led developments, this may include a lack of evidence that the applicant has utilised local authority pupil yield data (or the Department for Education's Pupil Yield Dashboard in the absence of such) to inform the need for new schools and early years settings.	N/A - exclude	The internal masterplan is not fixed and so subject to change. However, its internal network will be well-designed streets that encourage social interaction whilst preventing high speed traffic movements through the site.	NPPF: 96a, 96b, 112, 116a, 116c National Model Design Code: 50, 59
9. Cycle parking and trip-end facilities	Does the application provide the requisite amount and quality of cycle parking and trip-end facilities?	Cycle parking is not provided in accordance with up-to-date local standards, or Section 11 of LTN 1/20 in the absence of such. Details of accessibility, parking types and dimensions, security arrangements or lighting as appropriate is not provided (highly accessible cycle parking is essential for people with sensory and/or information processing differences and disabled cyclists who may be unable to walk very far or navigate a change in levels). For workplaces, public buildings (including those used for leisure and recreation) larger retail developments and other developments with communal parking: - internal cycle stores cannot be accessed from building frontages, are not step-free or require passing through more than two sets of doors; - a proportion of cycle parking (typically 5%) is not provided for non-standard cycles to accommodate people with mobility impairments, which is contrary to paragraph 11.3.2 of LTN 1/20 (Table 11-2 also advises on bay lengths and access aisle widths for larger cycles using Sheffield stands); or - high-quality facilities including showers, lockers, changing rooms and drying areas are not provided for cyclists in non-residential settings (see Section 11.7 of LTN 1/20, BREEAM guidance and any local standards). The quantum and quality of the cycle parking and trip-end facilities proposed does not align with travel plan targets for cycling or application objectives to deliver a sustainable form of development.	N/A - exclude	Details of cycle parking has yet to be determined. However, it is anticipated that high quality facilities will be provided at destinations as required.	NPPF: 110a, 110d National Model Design Code: 50, 59 Hinckley & Bosworth Borough Council Site Allocations and Development Management Policies - DM17 Highways and Transportation
10. Travel planning	Does the travel plan outline ambitious mode share targets and measures to embed active travel, alongside appropriate monitoring and remedial strategies?	A 'full', 'framework' or 'interim' travel plan has not been submitted as appropriate (a framework travel plan is generally only appropriate for commercial developments where the end user is unknown, while an interim travel plan can be acceptable where the split of uses is not yet confirmed). Where the appropriate travel plan has been submitted: - targets for active travel mode share lack ambition or do not align with the national target (or any adopted local target) that half of all journeys in towns and cities shall be walked, wheeled or cycled by 2030; - mode share targets are not set for the end of each phase (where identifiable) nor extend to five years beyond the final occupation of the development; - there is an absence of travel plan targets for all uses proposed within the application site as appropriate; - the travel plan does not provide sufficient detail on the active travel and public transport infrastructure to be provided or improved (both on and off-site) or how its use will be embedded by initiatives and incentives to be secured through planning conditions and obligations; or - there are no details of effective and influential actions to be taken if targets are not met, with the intention for these to be secured and monitored (if triggered) through planning conditions and obligations.	N/A - exclude	A Travel Plan will be produced to support the application which includes mode share targets, monitoring and remedial measures/actions in the event that modal share targets are not.	NPPF 117 Planning Policy Guidance: Travel Plans Transport Assessment and Statements Hinckley & Bosworth Borough Council Local Plan (Reg 19) - Policy IU04

The Assessment Report table will be populated upon entering text in columns D, E and F in the 'User input' sheet.
Please enter all relevant information in rows 4 to 12 below to complete your assessment.



Active
Travel
England

Active Travel England Planning Application Assessment Toolkit Appraiser Report

Site address	
Summary of proposal	
ATE reference	
Local authority reference	
Local planning authority	
Local highway authority	
Completed by	
Date (DD/MM/YY)	
Application type	
Model version	2.0

Assessment Report			
Criterion	Rating	Appraiser Comments	Relevant Policy & Guidance
1. Trip generation and assignment	Pass	Forecasted trip generation in Travel Plan includes aspirational 50% Active Travel 2030 scenario.	National Planning Policy Framework: 108, 114, 117; Planning Policy Guidance: Travel Plans, Transport Assessments and Statements; LTN 1/20: 14.3.6; ; NPPF: 92, 110a, 110c, 110d National Model Design Code 64vi/U.3.iii National Design Guide M2 83 LTN 1/20 Leicestershire's Cycling and Walking Strategy - Policy 6
2. Active travel route audit	Pass	As part of the trip assignment assessment and associated maps, they demonstrate how pedestrians and cyclists will access a range of local amenities by safe, direct and convenient routes, including how students will get to local schools/colleges by active travel modes. A CLOS and a WRAT has been prepared in order to inform the potential improvements to be brought forward as part of the development, listed in Criteria 6.	National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 81, 82, 83, 119; National Model Design Code: 59i-ii, 64iv-vi (Part 1); M.1.ii, M.2, U.3 (Part 2); Planning Practice Guidance: Travel Plans, Transport Assessments and Statements; Active Design (Sport England): Principles 2, 3; Designing for Walking (CIHT); Inclusive Mobility; LTN 1/20; PAS 6463; ; National Design Guide M2 83 National Model Design Code 64iv/U.3.i LTN 1/20
3. Pedestrian access to local amenities	Concern	Given the size of the site, amenities are generally greater than an 800m walk from the centre of thhe site. Routes within the site will adhere to local design standards. There is good provision of active travel infrastructure in the direction of the majority of amenities to the south of the site. As such, the provision is considered acceptable	National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 82, 83, 119; National Model Design Code: 59ii, 64iv-vi (Part 1); M.2, U.3 (Part 2); Active Design (Sport England): Principles 2, 3; Designing for Walking (CIHT); Inclusive Mobility; Manual for Streets: 4.4; PAS 6463; ; NPPF: 96c, 108c, 110a, 116a, 116b, 116c National Model Design Code: 64vi/U.3.iii Leicestershire County Council Local Transport Plan 4 - Core Policies 1 - 6

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Please enter all relevant information in rows 4 to 12 below to complete your assessment.



Active
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England

Active Travel England Planning Application Assessment Toolkit Appraiser Report

Site address			
Summary of proposal			
ATE reference			
Local authority reference			
Local planning authority			
Local highway authority			
4. Cycling accessibility	Pass	The four audited routes as part of the CLOS travel out to the northeast, south and southwest of the site respectively. To the northeast, there are two routes to the town of Barwell. To the south is all of the amenities within the town centre of Hinckley. To the southwest, the route provides access to employment areas, retail facilities as well as primary and secondary schools. Both routes to Barwell will be subject to improvements as part of the development and planning application 23/01229/OUT.	National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 82, 83, 119; National Model Design Code: 59ii, 64iv-vi (Part 1); M.2, U.3 (Part 2); Active Design (Sport England): Principles 2, 3; Inclusive Mobility; LTN 1/20; PAS 6463; ; NPPF: 96c, 108c 110a, 110c, 116a, 116c National design guide M2 83 National Model Design Code: 50, 58i/M.1.ii, 64 iv/U.3.i LTN 1/20 Leicestershire's Cycling and Walking Strategy - Policy 3 & 6 Leicestershire County Council Local Transport Plan 4 - Core Policies 4-6
5. Access to public transport	Pass	Due to the size of the development, all buildings will not be within 400m of an existing high frequency bus or 800m of an rail/light rail service. However, the access is designed to an appropriate width to allow bus access should a new or diverted service be viable to loop through the site. Furthermore, there are existing high frequency services immediately to the south of the site routing along the A47. The nearest bus stops are to the east of the site, on the A447 Ashby Road, which provides naturally good surveillance and shelter. They are provided with a timetable and not real-time passenger information. As part of the proposals, the bus stops are to be re-designed, with the eastern bus stop being moved north.	National Planning Policy Framework: 8, 74, 85, 87, 108, 116; National Design Guide: 81; National Model Design Code: 59i-ii (Part 1); M.1.ii, M.2 (Part 2); Active Design (Sport England): Principles 2, 3; Buses in Urban Developments (CIHT): A.4.1-A.4.5, B.2.3, B.7.2; Inclusive Mobility: Chapter 9; LTN 1/24; ; NPPF: 108c, 116a National Model Design Code: 50, 58i/M.1.ii CIHT Buses in urban development A.4.5 Hinckley & Bosworth Borough Council Local Plan (Reg 19) - Policy IU04 Hinckley & Bosworth Borough Council Site Allocations and Development Management Policies - DM17 Highways and Transportation
6. Off-site transport infrastructure	Pass	Improvements to the A447 Ashby Road will be in line with local design standards The route out to the south onto Beechwood Avenue will be in line with relevant design standards listed in Criteria 3 and 5. Both of these routes will be fully accessible where possible, however adjacent to Beechwood Avenue on the PROW, cyclists must dismount for a short section	National Planning Policy Framework: 108, 112, 114, 116; National Model Design Code: 59i-ii, 64iv-vi (Part 1); M.1.ii, M.2, U.3 (Part 2); Planning Practice Guidance: Planning Obligations; LTN 1/20: 14.3.12; ; NPPF: 96c, 108c, 110a, 110c, 116a, 116b, 116c National Model Design Code: 50, 58i, 64vi/U.3.iii CIHT Buses in urban development A.4.5 LTN 1/20 Hinckley & Bosworth Borough Council Local Plan (Reg 19) - Policy IU04 Hinckley & Bosworth Borough Council Site Allocations and Development Management Policies - DM17 Highways and Transportation
7. Site permeability	N/A - exclude	The internal masterplan is not fixed and so subject to change. However, there is a wide network of active travel routes around the site which provide more direct routes than by motor vehicle.	

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Please enter all relevant information in rows 4 to 12 below to complete your assessment.



Active
Travel
England

Active Travel England
Planning Application Assessment Toolkit
Appraiser Report

Site address			
Summary of proposal			
ATE reference			
Local authority reference			
Local planning authority			
Local highway authority			
8. Placemaking	N/A - exclude	The internal masterplan is not fixed and so subject to change. However, its internal network will be well-designed streets that encourage social interaction whilst preventing high speed traffic movements through the site.	
9. Cycle parking and trip-end facilities	N/A - exclude	Details of cycle parking has yet to be determined. However, it is anticipated that high quality facilities will be provided at destinations as required.	
10. Travel planning	N/A - exclude	A Travel Plan will be produced to support the application which includes mode share targets, monitoring and remedial measures/actions in the event that modal share targets are not.	

Appendix E LTN 1/20 CLoS Assessment

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

Normandy Way, Hinckley

Cycle Level of Service Assessment

109523

Project	Normandy Way, Hinckley
Document Title or Subject	Cycle Level of Service Assessment
Document Reference	109523-PEF-ZZ-RP-TP-000005
Revision Reference	S2_P1
Date	21/08/2026

1 Introduction

- 1.1.1 Pell Frischmann (PF) has been instructed by Miller Homes (the Client) to provide highways and transport advice to provide highways and transport advice for a proposed residential development located on land to the north of Normandy Way, Hinckley.
- 1.1.2 As part of this Pell Frischmann have undertaken a Cycle Level of Service (CLOs) assessment from Appendix A of Local Transport Note (LTN) 1/20, to audit the key existing cycle routes within the area to likely local destinations. The CLOs assessment includes a simple scoring assessment based on the five design criteria (Cohesion, Directness, Safety, Comfort and Attractiveness)
- 1.1.3 A site visit was undertaken on 24/02/25 in which all the routes were audited to accurately evaluate their conditions. **Figure 1** shows an overview of the audited routes.

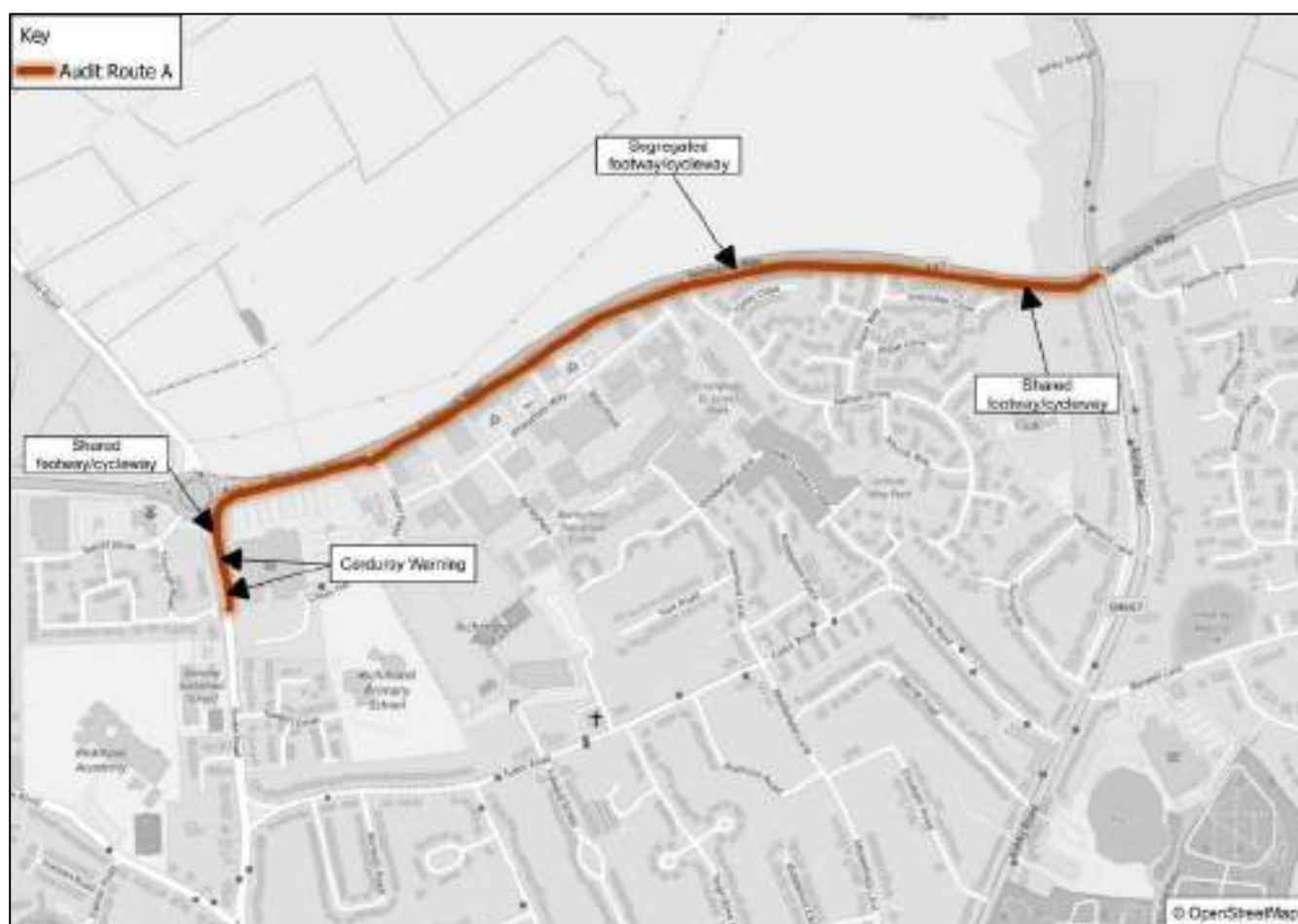
Figure 1. Overview of the Audited Routes



2 Route A – Stoke Road

2.1.1 The first route audited as part of the site visit involved travelling from the A47 Normandy Way/Ashby Road crossroads to Stoke Road. The route is approximately 1.46km and most of the route is along shared and segregated footway/cycleways. There are seven crossings that need to be traversed for a continuous journey. **Figure 2** shows the route travelled during the audit.

Figure 2. Audit Route A – Stoke Road



2.2 Cohesion

2.2.1 **Table 1** below is used to score and assess how well the route is connected to the surrounding area as well as other existing cycle routes and how easy the routes are to follow.

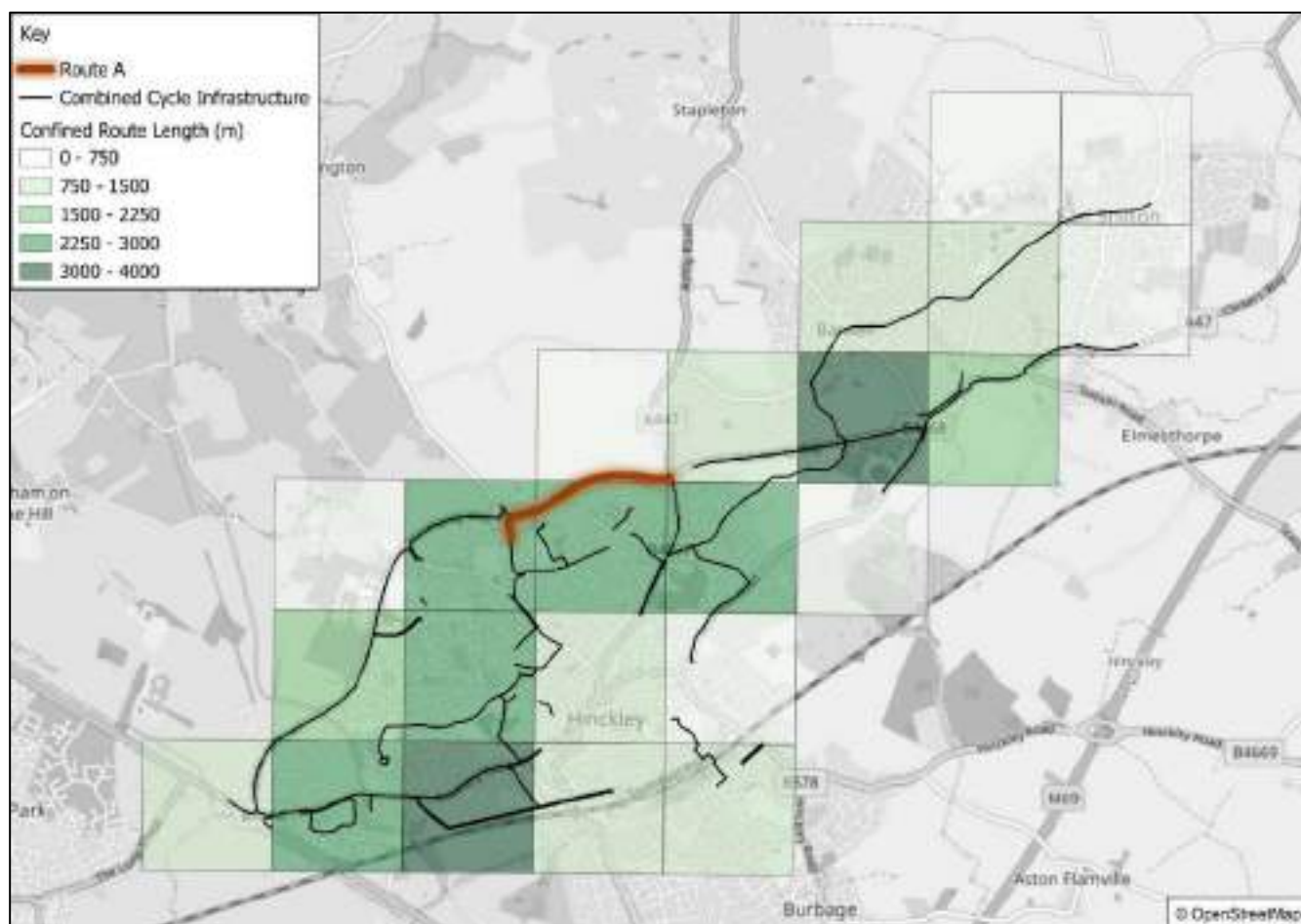
Table 1. Cycle Level of Service - Cohesion

Factor	Indicator	Score	Comment
Connections	Ability to join/leave route safely and easily; considering left and right turns	2	
Continuity and Wayfinding	Provision for cyclists throughout the whole length of the route	2	
Density of Network	Density of routes based on mesh with – Distances between primary and secondary routes within the network	2	

2.2.2 Route A scored 6/6 for cohesion.

2.2.3 **Figure 3** shows the density of the surrounding network.

Figure 3. Density of Network



2.3 Directness

2.3.1 **Table 2** below is used to score and assess how long, quick, and easy the journey is for the cyclists.

Table 2. Cycle Level of Service - Directness

Factor	Design Principle	Score	Comment
Distance	Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.	2	
Time: Frequency of required stops or give ways	Stopping and give way frequency	0	The number of stops or give ways on the route is more than 4 per km
Time: Delay at Junctions	Delay at junctions	2	
Time: Delay on Links	Ability to maintain own speed on links	2	
Gradients	Gradient	0	The route has a section with a gradient of 3% that exists for longer than the recommended distance

- 2.3.2 Route A scored 6/10 for directness. The route has more than 4 stops/give ways per km and has a 3% gradient that exists for longer than recommended.

2.4 Safety

- 2.4.1 **Table 3** below shows the assessment undertaken to score the route on how safe it currently is.

Table 3. Cycle Level of Service - Safety

Factor	Design Principle	Score	Comment
Reduce/ remove speed differences where cyclists are sharing the carriageway	Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	n/a	Cyclists do not share the carriageway through junctions
	Motor traffic speed on sections of shared carriageway	n/a	Cyclists do not share the carriageway with motor vehicles
Avoid high motor traffic volumes where cyclists are sharing the carriageway	Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	n/a	Cyclists do not share the carriageway with motor vehicles
Risk of collision	Segregation to reduce risk of collision alongside or from behind	2	
Avoid complex design	Conflicting movements at junctions	0	Side road junctions frequent
	Legible road markings and road layout	1	Generally legible road markings on segregated footway/cycleway with some areas that could be improved
Consider and reduce risk from kerbside activity	Conflict with kerbside activity	2	
Reduce severity of collisions where they do occur	Evasion room and unnecessary hazards	2	

- 2.4.2 Route A scored 7/10 in safety (with certain factors discounted as they are not relevant to the route).

2.5 Comfort

- 2.5.1 **Table 4** below shows the assessment undertaken to determine how comfortable the journey is for the cyclists.

Table 4. Cycle Level of Service - Comfort

Factor	Design Principle	Score	Comment
Surface Quality	Major and minor defects	0	Numerous minor defects towards the end of the A47 Normandy Way
	Surface type	0	Bumpy and unbound surface towards the end of the A47 Normandy Way
Effective width without conflict	Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).	2	
Wayfinding	Signing	2	

- 2.5.2 Route A scored 4/8 for comfort. The surface quality towards the west end of the A47 Normandy Way has several cracks and bumps that make it a potential hazard to users.

2.6 Attractiveness

- 2.6.1 **Table 5** below shows the assessment undertaken to determine how attractive the cycle route is. The assessment covers lighting, how cluttered the route is, how isolated the route is, and the impact on pedestrians.

Table 5. Cycle Level of Service - Attractiveness

Factor	Design Principle	Score	Comment
Social safety and perceived vulnerability of user	Lighting	1	Shared and segregated facilities only lit by light spillage from streetlights for the A47 Normandy Way
	Isolation	2	
Impact on pedestrians, including people with disabilities	Impact on pedestrians, Pedestrian Comfort Level based on Pedestrian Comfort guide for London	2	
Minimise street clutter	Signs informative and consistent but not overbearing or of inappropriate size	2	
Secure cycle parking	Evidence of bicycles parked to street furniture or cycle stands	2	

- 2.6.2 Route A scored 9/10 for attractiveness. Spillage of streetlighting from the A47 Normandy Way is the only form of lighting the shared and segregated footway/cycleway receives.

2.7 Summary and Total Audit Score

- 2.7.1 Overall, Route A scored 32/44 (73%) (with certain factors discounted as it is not relevant to the route).

3 Route B – Hinckley Town Centre

- 3.1.1 The second route travels from the A47 Normandy Way/Ashby Road crossroads to the B590 Holliers Walk / Leicester Road at the boarder of Hinckley Town Centre according to the Hinckley & Bosworth Borough Local Plan (2024 – 2045). The route is approximately 1.62km in length where the majority of the route is spent travelling along a shared footway/cycleway. The route has three crossings and one junction that need to be traversed for a continuous journey. **Figure 4** shows the route travelled during the audit.

Figure 4. Audit Route B - Hinckley Town Centre



3.2 Cohesion

3.2.1 **Table 6** below is used to score and assess how well the route is connected to the surrounding area as well as other existing cycle routes and how easy the routes are to follow.

Table 6. Cycle Level of Service - Cohesion

Factor	Indicator	Score	Comment
Connections	Ability to join/leave route safely and easily; considering left and right turns	1	Cyclists can connect to other routes with minimal disruption to their journey
Continuity and Wayfinding	Provision for cyclists throughout the whole length of the route	1	The route is made up of discrete sections, but cyclists can understand how to navigate between them
Density of Network	Density of routes based on mesh with – Distances between primary and secondary routes within the network	2	The route contributes to a continuous network

3.2.2 Route B scored 4/6 for cohesion. The route is made up of discrete sections and cyclists can connect to other routes within minimal disruption.

3.2.3 **Figure 5** shows the density of the surrounding network.

Figure 5. Density of Network



3.3 Directness

3.3.1 **Table 7** below is used to score and assess how long, quick, and easy the journey is for the cyclists.

Table 7. Cycle Level of Service - Directness

Factor	Design Principle	Score	Comment
Distance	Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.	2	
Time: Frequency of required stops or give ways	Stopping and give way frequency	1	The number of stops/give ways on the route is between 2 and 4 per km. The route has a crossing/junction where cyclists must stop/give way every 0.41km
Time: Delay at Junctions	Delay at junctions	1	Delay for cyclists at junctions is similar to the delay for motor vehicles
Time: Delay on Links	Ability to maintain own speed on links	1	Cyclists can usually pass slow traffic and other cyclist
Gradients	Gradient	1	There is a gradient of 2% along the route but this exists for longer than recommended

- 3.3.2 Route B scored 6/10 for directness. Cyclists suffer a similar delay to motor vehicles at junctions when in the carriageway so can usually pass slower moving traffic. There are between 2 and 4 stops/give ways every km and a prolonged 2% gradient.

3.4 Safety

- 3.4.1 **Table 8** below shows the assessment undertaken to score the route on how safe it currently is.

Table 8. Cycle Level of Service - Safety

Factor	Design Principle	Score	Comment
Reduce/ remove speed differences where cyclists are sharing the carriageway	Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	1	All roads where cyclists share the carriageway through junctions are limited to 30mph
	Motor traffic speed on sections of shared carriageway	1	All roads where cyclists share the carriageway are limited to 30mph
Avoid high motor traffic volumes where cyclists are sharing the carriageway	Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	2	
Risk of collision	Segregation to reduce risk of collision alongside or from behind	0	Cyclists sharing carriageway outside critical range (3.2m – 3.9m)
Avoid complex design	Conflicting movements at junctions	1	Side roads junctions infrequent
	Legible road markings and road layout	2	
Consider and reduce risk from kerbside activity	Conflict with kerbside activity	0	Significant conflict with kerbside activity due to a large volume of parked vehicles on shared footway/cycleway
Reduce severity of collisions where they do occur	Evasion room and unnecessary hazards	0	Cyclists at risk of being trapped by physical hazards along half of the route when cyclists share the carriageway

- 3.4.2 Route B scored 7/16 for safety. All roads where cyclists share the carriageway have a speed limit of 30mph and there is not much evasion room due to narrow carriageway lanes. Where cyclists are not in the carriageway, there is a large amount of kerbside activity from parked vehicles on shared facility. Side roads are also infrequent on the route.

3.5 Comfort

- 3.5.1 **Table 9** below shows the assessment undertaken to determine how comfortable the journey is for the cyclists.

Table 9. Cycle Level of Service - Comfort

Factor	Design Principle	Score	Comment
Surface Quality	Major and minor defects	2	
	Surface type	2	
Effective width without conflict	Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).	2	
Wayfinding	Signing	0	Route signing missing at key decision points

- 3.5.2 Route B scored 6/8 for comfort. The route is missing signage at key decision points, especially at junctions where cyclists share the carriageway.

3.6 Attractiveness

- 3.6.1 **Table 10** below shows the assessment undertaken to determine how attractive the cycle route is. The assessment covers lighting, how cluttered the route is, how isolated the route is, and the impact on pedestrians.

Table 10. Cycle Level of Service - Attractiveness

Factor	Design Principle	Score	Comment
Social safety and perceived vulnerability of user	Lighting	2	
	Isolation	2	
Impact on pedestrians, including people with disabilities	Impact on pedestrians, Pedestrian Comfort Level based on Pedestrian Comfort guide for London	2	
Minimise street clutter	Signs informative and consistent but not overbearing or of inappropriate size	0	Large number of signs needed as it is difficult to follow
Secure cycle parking	Evidence of bicycles parked to street furniture or cycle stands	2	

- 3.6.2 Route B scored 8/10 for attractiveness. The route needs a large number of signs around junctions as it is difficult to follow.

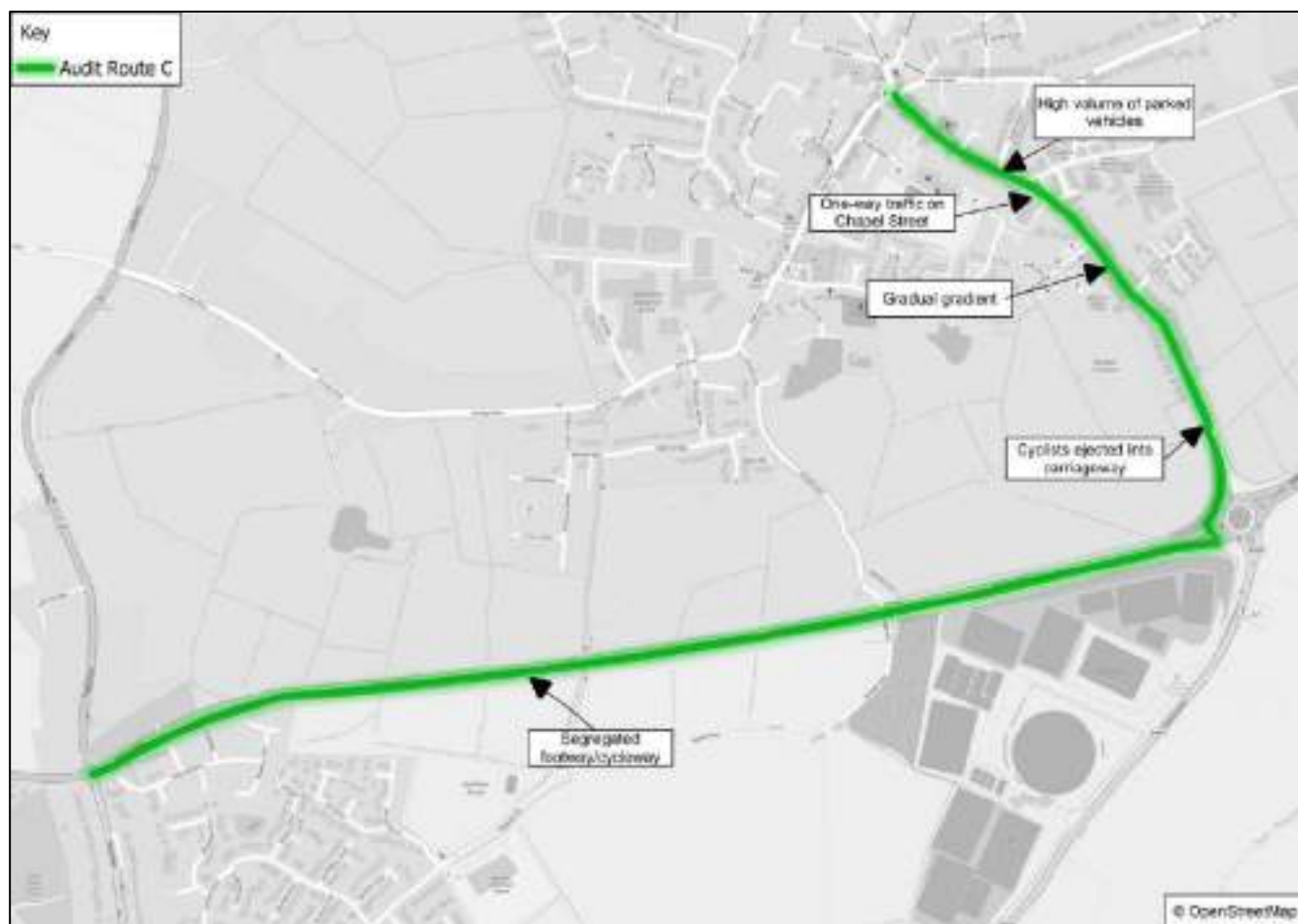
3.7 Summary and Total Audit Score

- 3.7.1 Overall, Route B scored 31/50 (62%).

4 Route C – Barwell Via A47

- 4.1.1 The third route audited travelled from the A47 Normandy Way/Ashby Road crossroads to the centre of Barwell via the segregated footway/cycleway adjacent to the A47 Normandy Way. The route is approximately 2.93km in length. Most of the route is spent travelling along a segregated footway/cycleway. Cyclists must traverse three crossings for a continuous journey. **Figure 6** shows the route travelled during the audit.

Figure 6. Audit Route C - Barwell Via A47



4.2 Cohesion

4.2.1 **Table 11** below is used to score and assess how well the route is connected to the surrounding area as well as other existing cycle routes and how easy the routes are to follow.

Table 11. Cycle Level of Service - Cohesion

Factor	Indicator	Score	Comment
Connections	Ability to join/leave route safely and easily; considering left and right turns	2	
Continuity and Wayfinding	Provision for cyclists throughout the whole length of the route	0	Cyclists are abandoned with an 'End of Route' sign as the segregated footway/cycleway ends
Density of Network	Density of routes based on mesh with – Distances between primary and secondary routes within the network	1	The route contributes to a network density mesh width between 250m – 1000m (275m)

4.2.2 Route C scored 3/6 for cohesion. The route is made up of discrete sections after cyclists are met with an 'End of Route' sign. The route has a network density mesh of 275m.

4.2.3 **Figure 7** shows the density of the surrounding network.

Figure 7. Density of Network



4.3 Directness

4.3.1 **Table 12** below is used to score and assess how long, quick, and easy the journey is for the cyclists.

Table 12. Cycle Level of Service - Directness

Factor	Design Principle	Score	Comment
Distance	Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.	0	The route is the fastest possible route. The route is 1.67 times the 'as-the-crow-flies' deviation factor
Time: Frequency of required stops or give ways	Stopping and give way frequency	2	
Time: Delay at Junctions	Delay at junctions	n/a	Cyclists do not travel through any junctions along the route
Time: Delay on Links	Ability to maintain own speed on links	0	Cyclists must travel at the speed of the slowest vehicle ahead due to the narrow carriageway width travelling into Barwell
Gradients	Gradient	0	The route has a section with a gradient of 3% that exists for longer than the recommended distance

4.3.2 Route C scored 2/8 for directness (with certain factors discounted as they are not relevant to the route). The route is 1.67 times longer than its straight-line equivalent. Due to the one-way narrow carriageway, cyclist sometimes

must travel at the slowest speed of the vehicle ahead as they cannot overtake them. There is a gradient of 3% that exists for longer than recommended on the segregated footway/cycleway.

4.4 Safety

4.4.1 **Table 13** below shows the assessment undertaken to score the route on how safe it currently is.

Table 13. Cycle Level of Service - Safety

Factor	Design Principle	Score	Comment
Reduce/ remove speed differences where cyclists are sharing the carriageway	Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	n/a	Cyclists do not share the carriageway through junctions
	Motor traffic speed on sections of shared carriageway	1	All roads where cyclists share the carriageway are limited to 30mph
Avoid high motor traffic volumes where cyclists are sharing the carriageway	Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	1	It can be estimated that the AADT on The Common is between 2,500 – 5,000
Risk of collision	Segregation to reduce risk of collision alongside or from behind	0	Cyclist sharing the carriageway with a width in critical range (3.2m – 3.9m)
Avoid complex design	Conflicting movements at junctions	1	Side road junctions infrequent
	Legible road markings and road layout	1	Generally legible road markings but some areas could be improved along the segregated footway/cycleway
Consider and reduce risk from kerbside activity	Conflict with kerbside activity	0	Significant conflict with kerbside activity from the large volumes of parked vehicles on the footway in Barwell
Reduce severity of collisions where they do occur	Evasion room and unnecessary hazards	1	The number of physical hazards could be reduced

4.4.2 Route C scored 5/14 for safety (with certain factors discounted as they are not relevant to the route). Where cyclists shared the carriageway, the width is in its critical range. The large volume of parked vehicles also effects this width.

4.5 Comfort

4.5.1 **Table 14** below shows the assessment undertaken to determine how comfortable the journey is for the cyclists.

Table 14. Cycle Level of Service - Comfort

Factor	Design Principle	Score	Comment
Surface Quality	Major and minor defects	2	
	Surface type	2	
Effective width without conflict	Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).	2	
Wayfinding	Signing	2	

4.5.2 Route C scored 8/8 for comfort.

4.6 Attractiveness

4.6.1 **Table 15** below shows the assessment undertaken to determine how attractive the cycle route is. The assessment covers lighting, how cluttered the route is, how isolated the route is, and the impact on pedestrians.

Table 15. Cycle Level of Service - Attractiveness

Factor	Design Principle	Score	Comment
Social safety and perceived vulnerability of user	Lighting	0	Most of the route is unlit as there is no streetlighting on the A47 Normandy Way
	Isolation	2	
Impact on pedestrians, including people with disabilities	Impact on pedestrians, Pedestrian Comfort Level based on Pedestrian Comfort guide for London	2	
Minimise street clutter	Signs informative and consistent but not overbearing or of inappropriate size	2	
Secure cycle parking	Evidence of bicycles parked to street furniture or cycle stands	2	

4.6.2 Route C scored 8/10 for attractiveness. The segregated footway/cycleway adjacent to the A47 Normandy Way does not have any street lighting.

4.7 Summary and Total Audit Score

4.7.1 Overall, Route C scored 26/46 (57%) (with certain factors discounted as they are not relevant to the route). There are proposed improvements on The Common (as part of Planning Application Reference: 23/01229/OUT), linking the A47 to Barwell. At the time of writing, this application was refused in December 2023 but was granted planning permission after their appeal was allowed in June 2024.

4.8 Proposed Improvements

4.8.1 A review of the potential improvements to Route C has been completed. The following proposed improvements would lead to the improvements to the score:

- Continuity and Wayfinding – the proposed segregated footway / cycleway along the western side of The Common removed the 'End of Route' sign so cyclists are no longer abandoned. This would increase the score from 0 to 1.
- Motor Traffic Speed on Sections of Shared Carriageway – the installation of speed cushions along The Common will slows down the speed of traffic where there are no parked vehicles. The vehicles will also be travelling at these reduced speeds where there are parked vehicles. This would increase the score from 1 to 2.

4.8.2 Combining the original score alongside the change in score if these improvements were to be brought forward, Route C would score a total of 28/46 (61%) (with certain factors discounted as they were no longer relevant to the route), which is an increase of 4% from the original score.

4.8.3

This report is to be regarded as confidential to our Client and is intended for their use only and may not be assigned except in accordance with the contract. Consequently, and in accordance with current practice, any liability to any third party in respect of the whole or any part of its contents is hereby expressly excluded, except to the extent that the report has been assigned in accordance with the contract. Before the report or any part of it is reproduced or referred to in any document, circular or statement and before its contents or the contents of any part of it are disclosed orally to any third party, our written approval as to the form and context of such a publication or disclosure must be obtained.

Report Ref.		109523-Pef-Zz-Xx-T.Tn-H-000005_S2_P1 - Active Travel Assessment (Clos)				
File Path		P:\Data\109523 - Normandy Way, Hinckley\01 - WIP\Documents\Transport Planning\109523-PEF-ZZ-XX-T.TN-H-000005_S2_P1 - Active Travel Assessment (CLOS).docx				
Rev	Suit	Description	Date	Originator	Checker	Approver
P1	S2	Initial Draft	21.08.26	J.Hope	J.Farrell	C.Holloway
Ref. reference. Rev revision. Suit suitability.						

Appendix F Walking Route Audit Tool Assessment

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

Normandy Way, Hinckley

Walking Route Audit Tool Assessment

109523

Project	Normandy Way, Hinckley
Document Title or Subject	Walking Route Audit Tool Assessment
Document Reference	109523-PEF-ZZ-XX-T.TN-H-000006
Revision Reference	S2_P1
Date	21/08/2026

1 Introduction

- 1.1.1 Pell Frischmann (PF) has been instructed by Miller Homes (the Client) to provide highways and transport advice to provide highways and transport advice for a proposed residential development located on land to the north of Normandy Way, Hinckley.
- 1.1.2 As part of this, Pell Frischmann has undertaken a Walking Route Audit Tool (WRAT) assessment to audit the key existing walking routes within the area to likely local destinations. The WRAT assessment includes a simple scoring assessment based on the five design criteria (Attractiveness, Comfort, Directness, Safety and Coherence).
- 1.1.3 A site visit was undertaken on 24/02/25 in which all the routes were audited to accurately evaluate their conditions. **Figure 1** shows an overview of the audited routes.

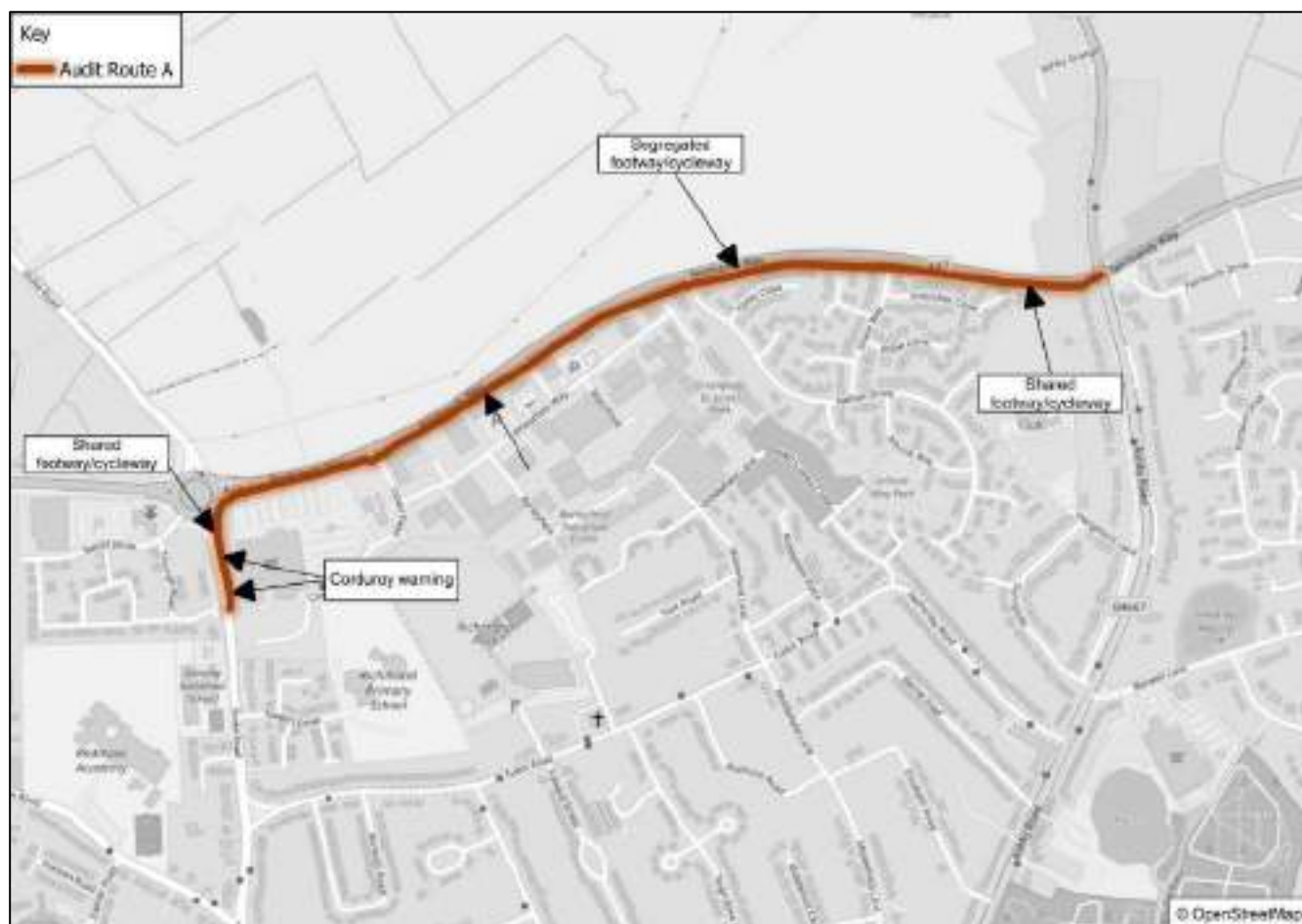
Figure 1. Overview of the Audited Routes



2 Route A – Stoke Road

2.1.1 The first route audited as part of the site visit involved travelling from the A47 Normandy Way/Ashby Road crossroads to Stoke Road between both Redmoor Academy, Dorothy Goodman School and Richmond Primary School. The route is approximately 1.46km and most of the route is along shared and segregated footway/cycleways. There are seven crossings that need to be traversed for a continuous journey. **Figure 2** shows the route travelled during the audit.

Figure 2. Audit Route A - Stoke Road



2.2 Attractiveness

2.2.1 **Table 1** below shows the assessment undertaken to determine how attractive the route is. The assessment covers the general maintenance of the route, fear and evidence of criminal activity, noise from nearby traffic/areas, and other factors that affect the route's attractiveness, such as lighting and street clutter.

Table 1. Walking Route Audit Tool - Attractiveness

Factor	Score	Comment
Maintenance	1	Faded markings on segregated facility
Fear of Crime	2	

Traffic Noise	1	Levels of traffic noise could be improved from the A47 Normandy Way
Other	1	Only form of lighting the segregated facility receives is spilled over from streetlighting for the A47 Normandy Way

2.2.2 Route A scored 5/8 for attractiveness. The paint markings on the segregated facility are faded but can still be understood. The A47 Normandy Way is a busy loud road. The segregated facility has no direct street lighting.

2.3 Comfort

2.3.1 **Table 2** below shows the assessment undertaken to determine how comfortable the journey is for the pedestrians.

Table 2. Walking Route Audit Tool - Comfort

Factor	Score	Comment
Condition	1	Several minor defects towards the western end of the segregated footway/cycleway that may be hazardous for certain users
Footway Width	2	
Width on Staggered Crossings/Pedestrian Islands/Refuges	2	
Footway Parking	2	
Gradient	2	
Other	1	A street sign pole has been placed in the middle of the footway on the segregated facility making it difficult for all users to safely navigate past this

2.3.2 Route A scored 10/12 for comfort. At the western end of the segregated footway/cycleway are several cracks and bumps in the surface as well as a sign pole that reduces the width of the footway.

2.4 Directness

2.4.1 **Table 3** below is used to score and assess how long, quick, and easy the journey is for the pedestrians based on crossing types and times.

Table 3. Walking Route Audit Tool - Directness

Factor	Score	Comment
Footway Provision	2	
Location of Crossings in Relation to Desire Lines	2	
Gaps in Traffic (Where No Controlled Crossings Present or if Likely to Cross Outside of Control Crossing)	2	
Impact of Controlled Crossings on Journey Time	n/a	There are no signal controlled crossings on the route
Green Man Time	n/a	There are no signal controlled crossings on the route

Other	2	
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2.4.2 Route A scored 8/8 for directness (with certain factors discounted as they are not relevant to the route).

2.5 Safety

2.5.1 **Table 4** below shows the assessment undertaken to score the route on how safe/unsafe it currently is based on surrounding traffic.

Table 4. Walking Route Audit Tool - Safety

Factor	Score	Comment
Traffic Volume	1	High traffic volumes on the A47 Normandy Way but pedestrians able to keep their distance from traffic
Traffic Speed	1	Moderate traffic speeds on the A47 Normandy Way but pedestrians able to keep their distance from traffic
Visibility	2	

2.5.2 Route A scored 4/6 for safety as the A47 Normandy Way has high traffic volumes and moderate speeds but pedestrians are kept at a safe distance from the carriageway.

2.6 Coherence

2.6.1 **Table 5** below shows the assessment undertaken to determine how coherent the route is, with the focus on providing a continuous route via dropped kerbs and tactile paving.

Table 5. Walking Route Audit Tool - Coherence

Factor	Score	Comment
Dropped Kerbs and Tactile Paving	2	

2.6.2 Route A scored 2/2 for coherence.

2.7 Summary and Total Audit Score

2.7.1 Overall, Route A scored 29/36 (81%) (with certain factors discounted as they are not relevant to the route).

3 Route B – Hinckley Town Centre

3.1.1 The second route travels from the A47 Normandy Way/Ashby Road crossroads to Regent Street in Hinckley Town Centre. The route is approximately 1.62km in length where the majority of the route is spent travelling along a shared footway/cycleway. The route has six crossings that need to be traversed for a continuous journey. **Figure 3** shows the route travelled during the audit.

Figure 3. Audit Route B - Hinckley Town Centre



3.2 Attractiveness

3.2.1 **Table 6** below shows the assessment undertaken to determine how attractive the route is. The assessment covers the general maintenance of the route, fear and evidence of criminal activity, noise from nearby traffic/areas, and other factors that affect the route's attractiveness, such as lighting and street clutter.

Table 6. Walking Route Audit Tool - Attractiveness

Factor	Score	Comment
Maintenance	1	Several tyre tracks in grass verges where vehicles have parked on the shared footway/cycleway
Fear of Crime	1	Broken bollard in the middle of the shared facility
Traffic Noise	2	
Other	2	

3.2.2 Route B scored 6/8 for attractiveness. Several tyre tracks in the mud that has extended onto the footway from parked vehicles and there has been some vandalism with a broken bollard where the stump is left exposed and the bollard has been left in the shared footway/cycleway.

3.3 Comfort

3.3.1 **Table 7** below shows the assessment undertaken to determine how comfortable the journey is for the pedestrians.

Table 7. Walking Route Audit Tool - Comfort

Factor	Score	Comment
Condition	2	
Footway Width	2	
Width on Staggered Crossings/Pedestrian Islands/Refuges	2	
Footway Parking	0	Parked vehicles and street furniture restrict the footway width to less 1.5m at points along the route
Gradient	2	
Other	2	

3.3.2 Route B scored 10/12 for comfort. Parked vehicles and street furniture reduces the footway width to less than 1.5m at times.

3.4 Directness

3.4.1 **Table 8** below is used to score and assess how long, quick, and easy the journey is for the pedestrians based on crossing types and times.

Table 8. Walking Route Audit Tool - Directness

Factor	Score	Comment
Footway Provision	2	
Location of Crossings in Relation to Desire Lines	2	
Gaps in Traffic (Where No Controlled Crossings Present or if Likely to Cross Outside of Control Crossing)	2	
Impact of Controlled Crossings on Journey Time	n/a	There are no signal controlled crossings on the route
Green Man Time	n/a	There are no signal controlled crossings on the route
Other	2	

3.4.2 Route B scored 8/8 for directness (with certain factors discounted as they are not relevant to the route).

3.5 Safety

3.5.1 **Table 9** below shows the assessment undertaken to score the route on how safe/unsafe it currently is based on surrounding traffic.

Table 9. Walking Route Audit Tool - Safety

Factor	Score	Comment
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Traffic Volume	2	
Traffic Speed	2	
Visibility	1	Visibility could be improved from the parked vehicles but unlikely to result in collisions

3.5.2 Route B scored 4/6 for safety. There are moderate traffic volumes the closer to Hinckley Town Centre and the number of parked vehicles mask pedestrians and reduce visibility.

3.6 Coherence

3.6.1 **Table 10** below shows the assessment undertaken to determine how coherent the route is, with the focus on providing a continuous route via dropped kerbs and tactile paving.

Table 10. Walking Route Audit Tool - Coherence

Factor	Score	Comment
Dropped Kerbs and Tactile Paving	1	Dropped kerbs and tactile paving is present at the majority of crossings

3.6.2 Route B scored 1/2 for coherence.

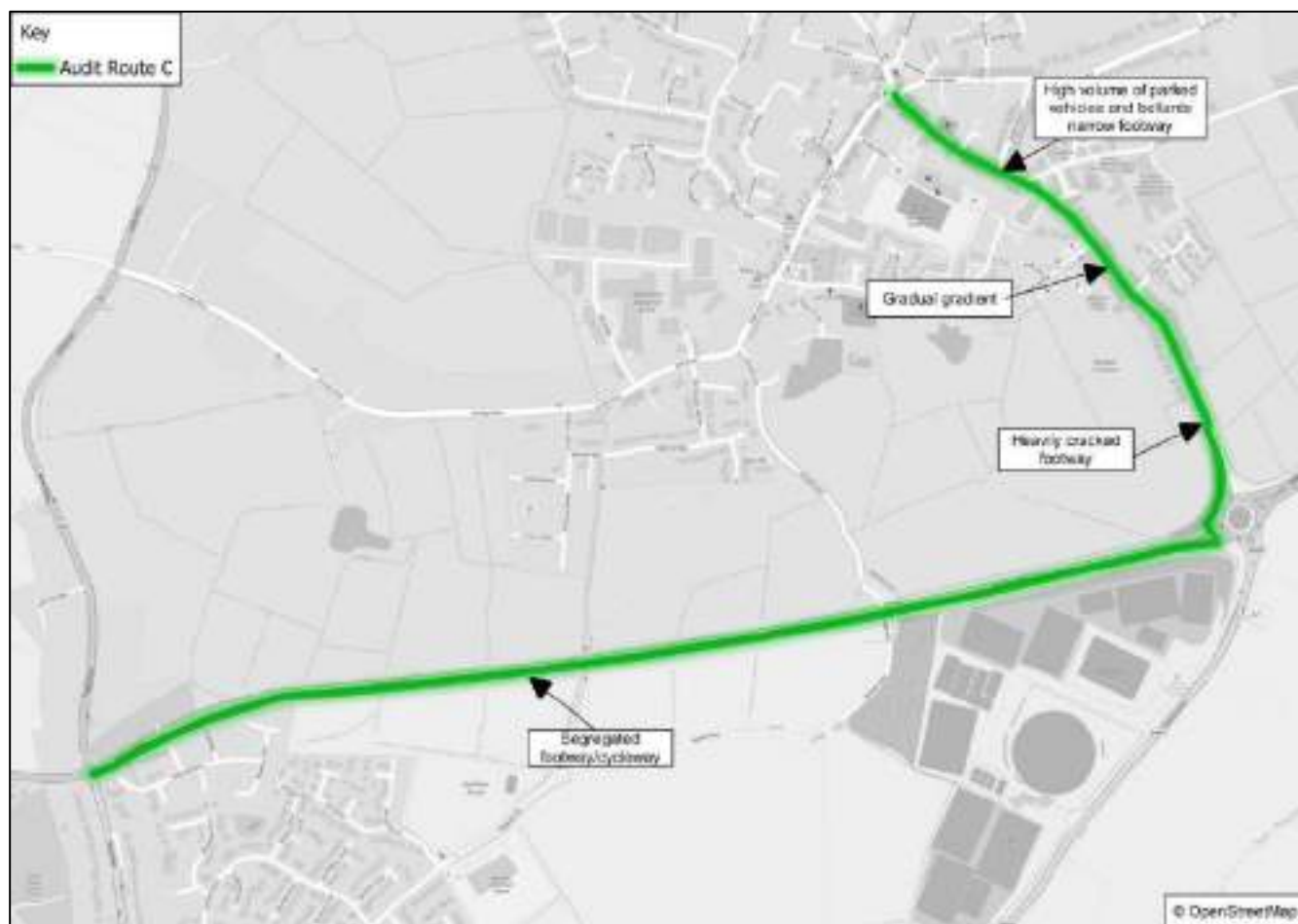
3.7 Summary and Total Audit Score

3.7.1 Overall, Route B scored a total of 29/36 (81%).

4 Route C – Plot 1 Barwell Via A47

4.1.1 The third route audited travelled from the A47 Normandy Way/Ashby Road crossroads to the centre of Barwell via the segregated footway/cycleway adjacent to the A47 Normandy Way. The route is approximately 2.93km in length. Most of the route is spent travelling along a segregated footway/cycleway. pedestrians must traverse four crossings for a continuous journey. **Figure 4** shows the route travelled during the audit.

Figure 4. Audit Route C - Plot 1 Barwell Via A47



4.2 Attractiveness

4.2.1 **Table 11** below shows the assessment undertaken to determine how attractive the route is. The assessment covers the general maintenance of the route, fear and evidence of criminal activity, noise from nearby traffic/areas, and other factors that affect the route's attractiveness, such as lighting and street clutter.

Table 11. Walking Route Audit Tool - Attractiveness

Factor	Score	Comment
Maintenance	1	Faded markings on segregated facility
Fear of Crime	2	
Traffic Noise	1	Traffic noise could be improved from A47 Normandy Way
Other	0	Most of the route is unlit as there is no streetlighting on the A47 Normandy Way

4.2.2 Route C scored 4/8 for attractiveness. There are faded markings on the segregated footway/cycleway. Levels of traffic noise could be improved due to the segregated facility travelling parallel to the A47 Normandy Way, which is also unlit for its entire length.

4.3 Comfort

4.3.1 **Table 12** below shows the assessment undertaken to determine how comfortable the journey is for the pedestrians.

Table 12. Walking Route Audit Tool - Comfort

Factor	Score	Comment
Condition	1	Area of several defects on footway travelling into Barwell. Cracks and bumps may be hazardous to certain users
Footway Width	2	
Width on Staggered Crossings/Pedestrian Islands/Refuges	2	
Footway Parking	0	Parked vehicles, bollards and dwellings restrict the footway width to less 1.5m at points along the route
Gradient	1	Slopes exist on the footway but do not exceed 8%
Other	2	

4.3.2 Route C scored 8/12 for comfort. There is an area of the footway on The Common that has several cracks and bumps for a small section that make it potentially hazardous for certain users. Parked vehicles on the footway and street furniture narrow the footways width to less than 1.5m at times. Slopes exist on the footway on both the segregated facility and the approach into Barwell.

4.4 Directness

4.4.1 **Table 13** below is used to score and assess how long, quick, and easy the journey is for the pedestrians based on crossing types and times.

Table 13. Walking Route Audit Tool - Directness

Factor	Score	Comment
Footway Provision	2	
Location of Crossings in Relation to Desire Lines	2	
Gaps in Traffic (Where No Controlled Crossings Present or if Likely to Cross Outside of Control Crossing)	2	
Impact of Controlled Crossings on Journey Time	n/a	There are no signal controlled crossings on the route
Green Man Time	n/a	There are no signal controlled crossings on the route
Other	2	

4.4.2 Route C scored 8/8 for directness (with certain factors discounted as they are not relevant to the route).

4.5 Safety

4.5.1 **Table 14** below shows the assessment undertaken to score the route on how safe/unsafe it currently is based on surrounding traffic.

Table 14. Walking Route Audit Tool - Safety

Factor	Score	Comment
Traffic Volume	1	High traffic volumes on the A47 Normandy Way but pedestrians able to keep their distance from traffic
Traffic Speed	0	High traffic speeds on A47 Normandy Way
Visibility	1	Visibility could be improved towards the centre of Barwell but is unlikely to result in collisions

4.5.2 Route C scored 2/6 for safety. The A47 Normandy Way has moderate traffic volumes and high speeds. Parked vehicles in the centre of Barwell mask pedestrians view but is unlikely to cause any collisions.

4.6 Coherence

4.6.1 **Table 15** below shows the assessment undertaken to determine how coherent the route is, with the focus on providing a continuous route via dropped kerbs and tactile paving.

Table 15. Walking Route Audit Tool - Coherence

Factor	Score	Comment
Dropped Kerbs and Tactile Paving	0	Tactile paving is not present at any of the crossings

4.6.2 Route C scored 0/2 for coherence. There is no tactile paving at any crossing.

4.7 Summary and Total Audit Score

4.7.1 Overall, Route C scored a total of 22/36 (61%) (with certain factors discounted as they are not relevant to the route). This demonstrates that the route is currently unsuitable for pedestrian travel, but there are proposed improvements on The Common (as part of Planning Application Reference: 23/01229/OUT), linking the A47 to Barwell. At the time of writing, this application was refused in December 2023 but was granted planning permission after their appeal was allowed in June 2024.

4.8 Proposed Improvements

4.8.1 A review of the potential improvements to Route C has been completed. The following proposed improvements would lead to the improvements to the score:

- Condition – the defects on the footway along into Barwell will be addressed with the proposed segregated footway / cycleway along the western the western side of The Common. This would increase the score from 1 to 2.

4.8.2 Combining the original score alongside the change in score if these improvements were to be brought forward, Route C would score a total of 23/36 (64%) (with certain factors discounted as they were no longer relevant to the route), which is an increase of 3% from the original score.

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Report Ref.		109523-Pef-Zz-Xx-T.Tn-H-000006_S2_P1 - Active Travel Assessment (Wrat)				
File Path		P:\Data\109523 - Normandy Way, Hinckley\01 - WIP\Documents\Transport Planning\109523-PEF-ZZ-XX-T.TN-H-000006_S2_P1 - Active Travel Assessment (WRAT).docx				
Rev	Suit	Description	Date	Originator	Checker	Approver
P1	S2	Initial Draft	21.08.26	J.Hope	J.Farrell	C.Holloway
Ref. reference. Rev revision. Suit suitability.						

Appendix F: Collision Data Analysis Technical Note

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

Normandy Way, Hinckley

Collision Data Analysis

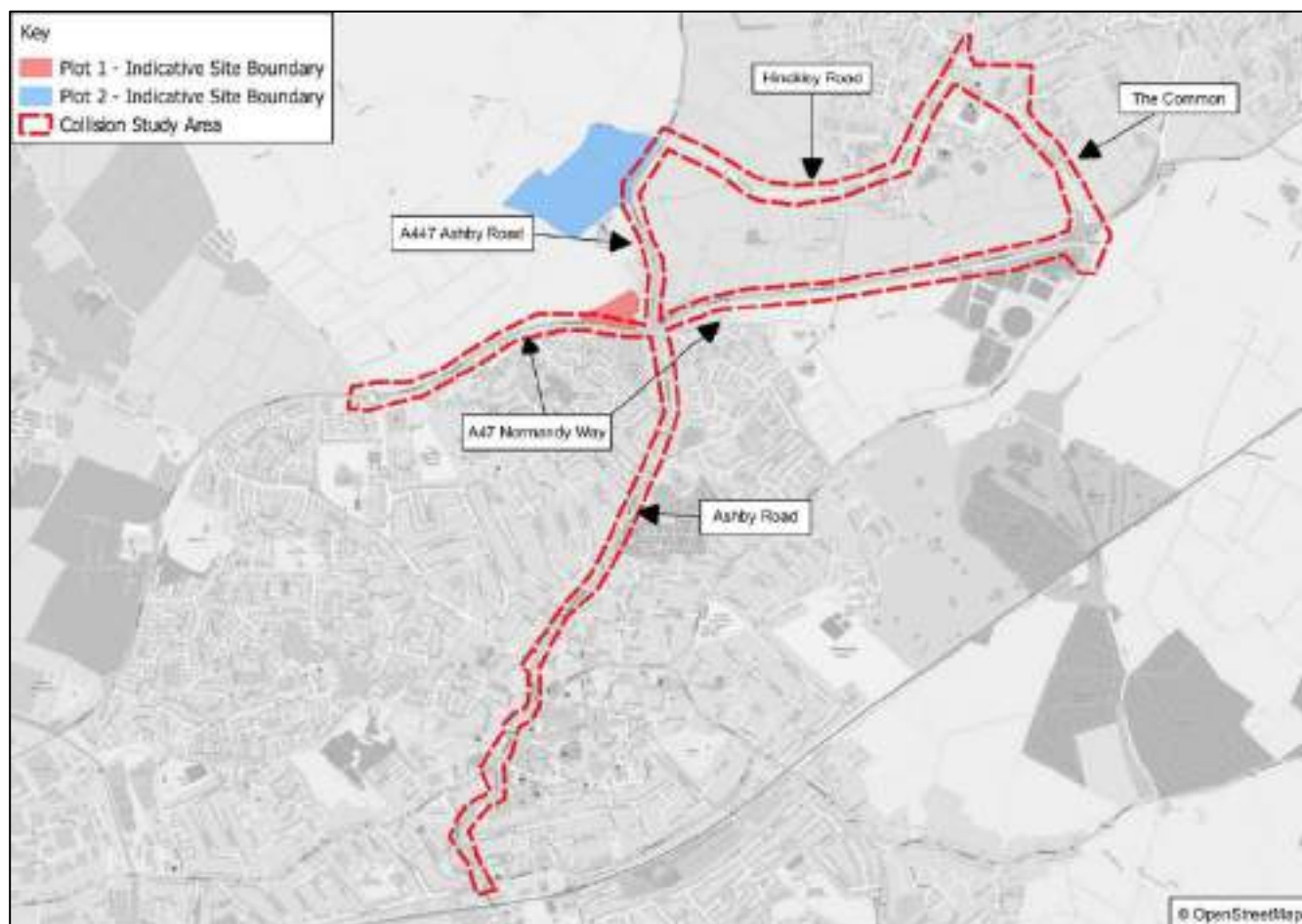
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Project	Normandy Way, Hinckley
Document Title or Subject	Collision Data Analysis
Document Reference	109523-PEF-ZZ-XX-T.TN-H-000007
Revision Reference	S2_P1
Date	11/08/2026

1 Executive Summary

- 1.1.1 Personal Injury Collision (PIC) data has been obtained from Leicestershire County Council (LCC) and reviewed for the most recent full 6-year period (2019 – 2024) in the vicinity of the development and the off-site junctions modelled within the Transport Assessment.
- 1.1.2 A total of 83 PICs were recorded across the study area. The study area is shown in **Figure 1**. Of these, eight collisions were discounted as they involved criminal activity, such as driving under the influence of alcohol or drugs. Pedestrians who were also impaired by alcohol or drugs were discounted too. This resulted in 75 collisions that were examined in greater detail. Out of these 76 collisions, 75% were classified as being slight in severity, with 21% classified as serious and 4% classed as fatal. Sixteen (21%) collisions involved pedestrians, and 10 (13%) collisions involved cyclists.

Figure 1. Collision Study Area



1.1.3 A detailed breakdown of the collisions by severity and year is presented in **Table 1**.

Table 1. Collision Breakdown

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

1.1.4 The study area is not uniform as it is made up of 30mph and 40mph residential through Hinckley and Barwell as well as 40mph and 60mph A-roads with the A447 and A47 with connecting roundabouts. Ashby Road acts as a connection between the residential areas of Hinckley and Barwell and the A-roads. The focus is on the most severe collisions, any clusters of collisions within the study area and their proximity to the site boundary. It should be noted that highway safety is a matter of ongoing duty, focus and review by all local highway authorities. It is not anticipated that the proposed development would have any specific impacts with regard to highway safety.

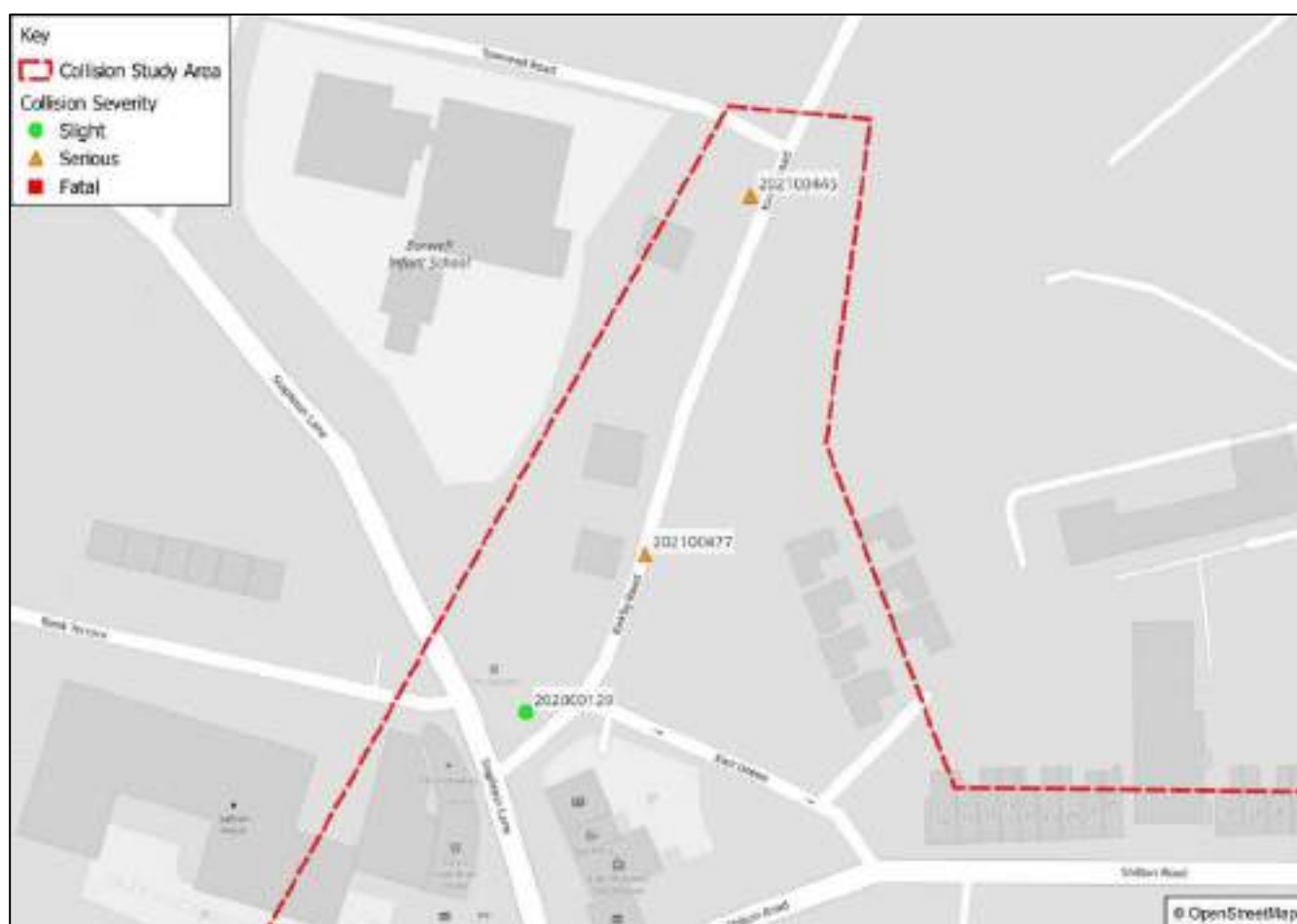
1.1.5 The following sections provide further details on the recorded collisions.

2 Detailed Examination

2.1 Kirkby Road

2.1.1 Two serious collisions and one slight collision has been recorded on Kirkby Road. One of the collisions involved a pedestrian with none involving cyclists. The location of the PICs is illustrated in **Figure 2**.

Figure 2. Kirby Road PIC Locations



2.1.2 The average collision rate equates to approximately one collision every two years. A detailed breakdown of the collisions by severity and year is presented in **Table 2**.

Table 2. Collision Severity Table

Year/ Severity	2019	2020	2021	2022	2023	2024	Total
Slight	0	1	0	0	0	0	1
Serious	0	0	2	0	0	0	2
Fatal	0	0	0	0	0	0	0
Total	0	1	2	0	0	0	3

2.1.3 The first serious collision (Police Reference: 202100445) occurred in 2021 when a motorcycle (over 50cc and up to 125cc) was overtaking a stationary car on its offside when it collided with another car who was held up ahead. The weather was raining, and the road conditions were wet/damp. A driver/rider was left with serious injuries.

2.1.4 The other serious collision (Police Reference: 202100477) also happened in 2021 when a car travelling south collided with three parked. The weather was fine, and the road was dry. The driver of the car sustained a serious injury.

2.1.5 Based on the information provided the main road safety factors for all three collisions were caused by: careless/reckless driving/driving in a hurry, driver illness or disability (mental or physical), and both the driver and pedestrian failing to look properly.

2.1.6 No clusters have been identified and there is no evidence that the collisions were the result of poor road/junction geometry.

2.2 Stapleton Lane/Shilton Road/Chapel Street/High Street Roundabout

2.2.1 Two collisions were recorded at the Stapleton Lane/Shilton Road/Chapel Street/High Street Roundabout. Both collisions were both slight in severity. One collision involved a vulnerable road user. The locations of these PICs is illustrated in **Figure 3**.

Figure 3. Stapleton Lane/Shilton Road/Chapel Street/High Street Roundabout PIC Locations



2.2.2 The average annual collision rate equates to almost no collisions per year. A detailed breakdown of the collisions by severity and year is presented in **Table 2**.

Table 3. Collision Severity Table

Year/ Severity	2019	2020	2021	2022	2023	2024	Total
Slight	1	0	0	0	1	0	2
Serious	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	2

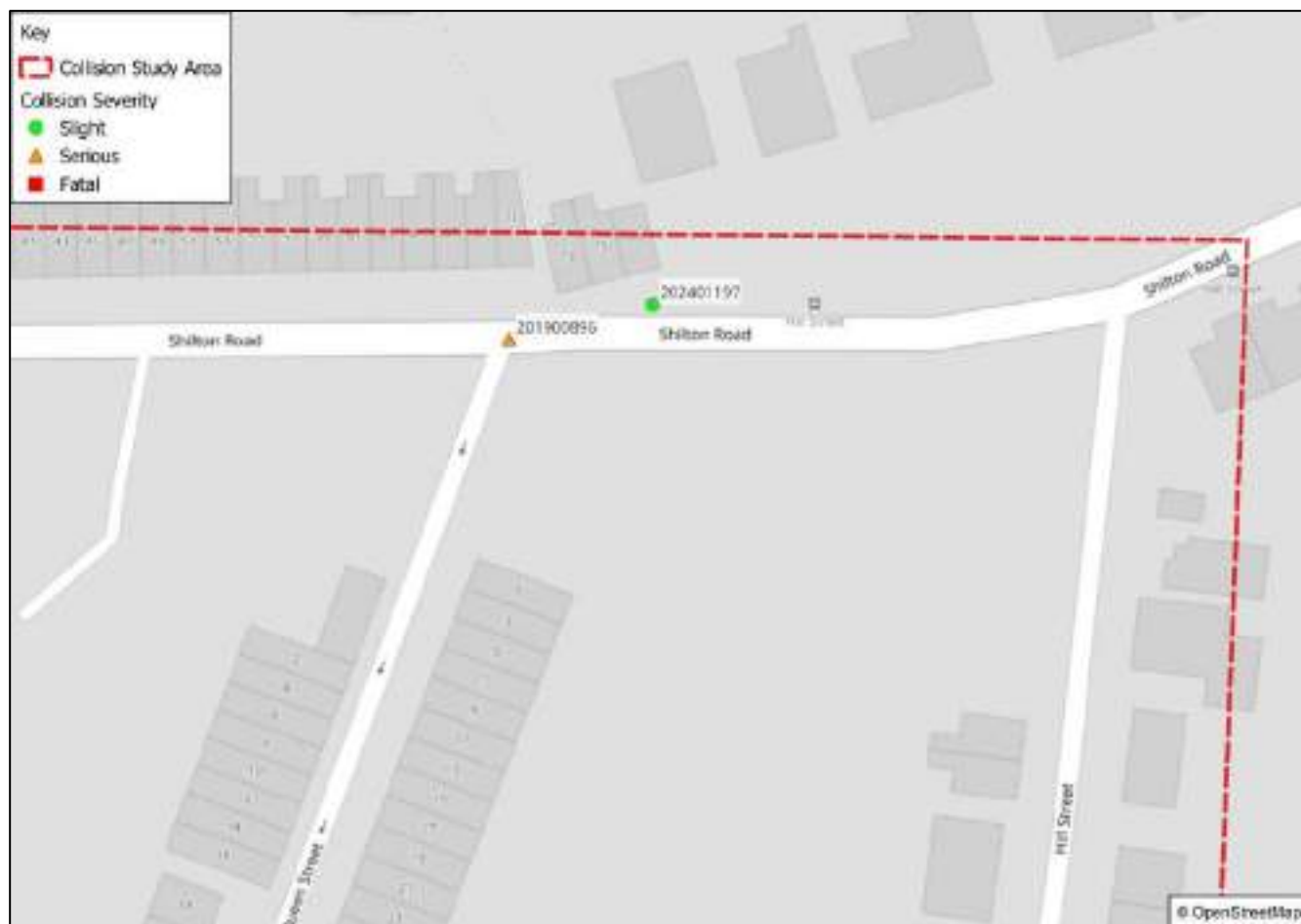
2.2.3 Based on the information provided the main road safety factors were caused by failing to look properly.

- 2.2.4 No clusters have been identified and there is no evidence that the collisions were the result of poor road/junction geometry.

2.3 Shilton Road

- 2.3.1 Two collisions occurred on Shilton Road. One of them was recorded as a serious collision whilst the other was noted as a slight injury. Both collisions involved vulnerable road users. The locations of these PICs are illustrated in **Figure 4**.

Figure 4. Shilton Road PIC Locations



- 2.3.2 The average annual collision rate equates to almost no collisions per year. A detailed breakdown of the collisions by severity and year is presented in **Table 4**.

Table 4. Collision Severity Table

Year/ Severity	2019	2020	2021	2022	2023	2024	Total
Slight	0	0	0	0	0	1	1
Serious	1	0	0	0	0	0	1
Fatal	0	0	0	0	0	0	0
Total	1	0	0	0	0	1	2

- 2.3.3 The serious collision (Police Reference: 201900896) occurred in 2019 when a car was turning right onto Queen Street and collided with a cyclist who was continuing on Shilton Street. At the time of the collision, the weather was fine but was dark and street lit. The road conditions were wet/damp. A driver/rider sustained serious injuries.

- 2.3.4 Based on the information provided the main road safety factors for the collisions were caused by: failing to look properly and careless/reckless driving/driving in a hurry.
- 2.3.5 No clusters have been identified and there is no evidence that the collisions were the result of poor road/junction geometry.

2.4 The Common

- 2.4.1 One collision was recorded on The Common. This collision was slight in severity and did not involve any vulnerable road users. The location of this PIC is shown in **Figure 5**.

Figure 5. The Common PIC Locations



- 2.4.2 The average annual collision rate equates to almost no collisions per year. A detailed breakdown of the collisions by severity and year is presented in **Table 5**.

Table 5. Collision Severity Table

Year/ Severity	2019	2020	2021	2022	2023	2024	Total
Slight	0	0	0	0	1	0	1
Serious	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	1

- 2.4.3 Based on the information provided the main road safety factors were caused by careless/reckless driving/driving in a hurry and exceeding the speed limit.
- 2.4.4 No further collisions were recorded at this location which suggested that there is no indication that it occurred due to a fundamental failure in the road geometry.

2.5 The Common/A47 Normandy Way/Leicester Road Roundabout

- 2.5.1 There were nine recorded collisions at The Common/A47 Normandy Way/Leicester Road roundabout. Four of the collisions were noted as serious and five were slight collisions. Two of the collisions involved vulnerable road users. **Figure 6** shows the location of these collisions.

Figure 6. The Common/A47 Normandy Way/Leicester Road Roundabout PIC Locations



- 2.5.2 The average annual collision rate equates to approximately 2 collisions per year. A detailed breakdown of the collisions by severity and year is presented in **Table 6**.

Table 6. Collision Severity Table

Year/ Severity	2019	2020	2021	2022	2023	2024	Total
Slight	1	1	2	1	0	0	5
Serious	1	0	1	0	2	0	4
Fatal	0	0	0	0	0	0	0
Total	2	1	3	1	2	0	9

- 2.5.3 The first of the four serious collisions (Police Reference: 201901172) occurred in 2019 when a car was starting to enter the roundabout but collided with a cyclist who was already in the roundabout. The weather was fine, but the road was wet/damp. The cyclist was left with serious injuries. The road safety factors were attributed to a slippery road surface and dazzling sun in the driver's eye.
- 2.5.4 The next serious collision (Police Reference: 202100414) happened in 2021 when a car was changing lane to the right on approach to the roundabout but collided with a motorcycle (over 500cc) who was travelling in the same direction. The weather was fine, and the road was dry, which left the motorcycle rider with a serious injury. A driver exceeding the speed limit was the only noted road safety factor.
- 2.5.5 The first of the two serious collisions (Police Reference: 202301246) to occur in 2023 took place when a van/goods vehicle (3.5 tonnes mgw and under) was changing lanes to the right when it collided with a car travelling in the same direction, leaving a driver with a serious injury. The weather was fine but was dark with no street lighting. No road safety factors were assigned to the collision.
- 2.5.6 The other 2023 serious collision (Police Reference: 202301302) involved two cars and a taxi/private hire car when one of the cars collided with the other car and the taxi/private hire car who were held up ahead. The weather was fine but the road was wet/damp. One of the drivers suffered a serious injury. No road safety factors were assigned to the collision.
- 2.5.7 Based on the information provided the main road safety factors were caused by: failing to look properly, failure to signal/misleading signal, careless/reckless driving/driving in a hurry, exceeding the speed limit, defective lights/indicators and a distraction in the vehicle.
- 2.5.8 There is no indication that there is any common causality of the collisions at this junction to suggest a fundamental failure in the road or junction geometry which would be exacerbated by the development proposals.

2.6 A447 Ashby Road

- 2.6.1 Three collisions have been recorded on the A447 Ashby Road. One collision was a fatal collision, one was a serious collision and the other was a slight collision. None of the collisions involved any vulnerable road users. **Figure 7** shows the locations the PICs.

Figure 7. A447 Ashby Road PIC Locations



2.6.2 The average collision rate equates to approximately one collision every two years. A detailed breakdown of the collisions by severity and year is presented in **Table 7**.

Table 7. Collision Severity Table

Year/ Severity	2019	2020	2021	2022	2023	2024	Total
Slight	1	0	0	0	0	0	1
Serious	0	0	0	1	0	0	1
Fatal	0	0	0	0	1	0	1
Total	1	0	0	1	1	0	3

2.6.3 The fatal collision (Police Reference: 202300531) occurred in 2023 when a car attempted a U-turn when travelling north but collided with a motorcycle (over 500cc) who at the time was travelling south and overtaking a moving vehicle on its offside. This left the rider of the motorcycle with a fatal injury. The weather was fine and the road was dry. Failure to look properly was recorded as the only road safety factor.

2.6.4 The serious collision (Police Reference: 202201013) happened in 2022 between three cars when one of the cars attempted to turn left off the A447 Ashby Road when a car failed to slow down in time colliding with another car who slowed down in enough time as well as the car turning left. The weather was raining and the road was wet/damp. One vehicle passenger suffered a serious injury whilst another vehicle passenger received a slight injury. The contributory road safety factors were failures to signal and judge others path and speed.

2.6.5 Based on the information provided the main road safety factors were caused by: failing to look properly, driver distraction and careless/reckless driving.

2.6.6 There is no indication that the collisions occurred due to a fundamental failure in the road geometry.

2.7 A447 Ashby Road/Hinckley Road/Rogue's Lane Crossroads

2.7.1 One slight collision was recorded at the A447 Ashby Road/Hinckley Road/Rogue's Lane crossroads. This collision did not involve any vulnerable road users. The location of the PIC is shown in **Figure 8**.

Figure 8. A447 Ashby Road/Hinckley Road/Rogue's Lane Crossroads PIC Locations



2.7.2 The average annual collision rate equates to almost no collisions per year. A detailed breakdown of the collisions by severity and year is presented in **Table 8**.

Table 8. Collision Severity Table

Year/ Severity	2019	2020	2021	2022	2023	2024	Total
Slight	1	0	0	0	0	0	1
Serious	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	1

2.7.3 Based on the information provided the main road safety factors were caused by dazzling sunlight in the drivers eyesight.

- 2.7.4 No further collisions were recorded at this location which suggested that there is no indication that it occurred due to a fundamental issue in the junction geometry.

2.8 Hinckley Road/Mill Street

- 2.8.1 One collision was recorded on Hinckley Road/Mill Street. The collision was slight in severity and did not involve vulnerable road users. **Figure 9** shows the location of this collision.

Figure 9. Hinckley Road/Mill Street PIC Locations



- 2.8.2 The average annual collision rate equates to almost no collisions per year. A detailed breakdown of the collisions by severity and year is presented in **Table 9**.

Table 9. Collision Severity Table

Year/ Severity	2019	2020	2021	2022	2023	2024	Total
Slight	0	0	0	0	1	0	1
Serious	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	1

- 2.8.3 Based on the information provided the main road safety factors were caused by careless/reckless driving/driving in a hurry.

2.8.4 No further collisions were recorded at this location which suggested that there is no indication that it occurred due to a fundamental issue in the road geometry.

2.9 High Street

2.9.1 One collision was recorded on High Street was classed as serious. The collision involved a vulnerable road user. **Figure 10** shows the location of this collision.

Figure 10. High Street PIC Locations



2.9.2 The average annual collision rate equates to almost no collisions per year. A detailed breakdown of the collisions by severity and year is presented in **Table 10**.

Table 10. Collision Severity Table

Year/ Severity	2019	2020	2021	2022	2023	2024	Total
Slight	0	0	0	0	0	0	0
Serious	0	0	1	0	0	0	1
Fatal	0	0	0	0	0	0	0
Total	0	0	1	0	0	0	1

2.9.3 The serious collision (Police Reference: 202100762) occurred in 2021 when a motorcycle (between 50cc and 125cc) was starting to move when it collided with a pedestrian, leaving them with a serious injury. The weather was fine, and the road was dry. Careless/reckless driving/driving in a hurry was the road safety factor assigned to the collision.

2.9.4 No further collisions were recorded at this location which suggested that there is no indication that it occurred due to a fundamental issue in the road geometry.

2.10 A447 Ashby Road/A47 Normandy Way Crossroads

2.10.1 Eight collisions were recorded at the A447 Ashby Road/A47 Normandy Way crossroads. One collision was fatal and the remaining seven collisions were classed as slight. None of the collisions involved vulnerable road users. **Figure 11** shows the locations of these PICs.

Figure 11. A447 Ashby Road/A47 Normandy Way Crossroads PIC Locations



2.10.2 The average annual collision rate equates to approximately one collision per year. A detailed breakdown of the collisions by severity and year is presented in **Table 11**.

Table 11. Collision Severity Table

Year/ Severity	2019	2020	2021	2022	2023	2024	Total
Slight	1	4	0	1	0	1	7
Serious	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	1	1
Total	1	4	0	1	0	2	8

2.10.3 The fatal collision (Police Reference: 202400984) occurred in 2024 between three cars. A car travelling west collided with two cars travelling in the opposite direction in fine weather conditions, but the road was wet/damp. It was also dark, but streetlights were lit. One of the drivers and a passenger suffered fatal injuries whilst another

driver received serious injuries. The contributing road safety factors were exceeding the speed limit and aggressive driving.

- 2.10.4 Based on the information provided the main road safety factors were caused by: driver illness or disability (mental or physical), failure to look properly and judge others speed or path, poor turn or manoeuvre, inexperienced with vehicle type and driving on the left hand side of the road/vehicle, aggressive driver behaviour, disobeying traffic signals, rain/sleet/snow/fog, exceeding the speed limit, road layout, the presence of stationary/parked vehicles and distraction in vehicle.
- 2.10.5 There is no indication that there is any common causality of the collisions at this junction to suggest a fundamental failure in the road or junction geometry which would be exacerbated by the development proposals.

2.11 A47 Normandy Way Between A447 Ashby Road and Stoke Road

- 2.11.1 Five collisions have been recorded on the A47 Normandy Way between A447 Ashby Road and Stoke Road. All five collisions are slight in severity. None of the collisions involved vulnerable road users. **Figure 12** shows the location of the PICs.

Figure 12. A47 Normandy Way Between A447 Ashby Road and Stoke Road PIC Locations



- 2.11.2 The average annual collision rate equates to approximately one collision per year. A detailed breakdown of the collisions by severity and year is presented in **Table 12**.

Table 12. Collision Severity Table

Year/ Severity	2019	2020	2021	2022	2023	2024	Total
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Slight	1	0	3	1	0	0	5
Serious	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0
Total	1	0	3	1	0	0	5

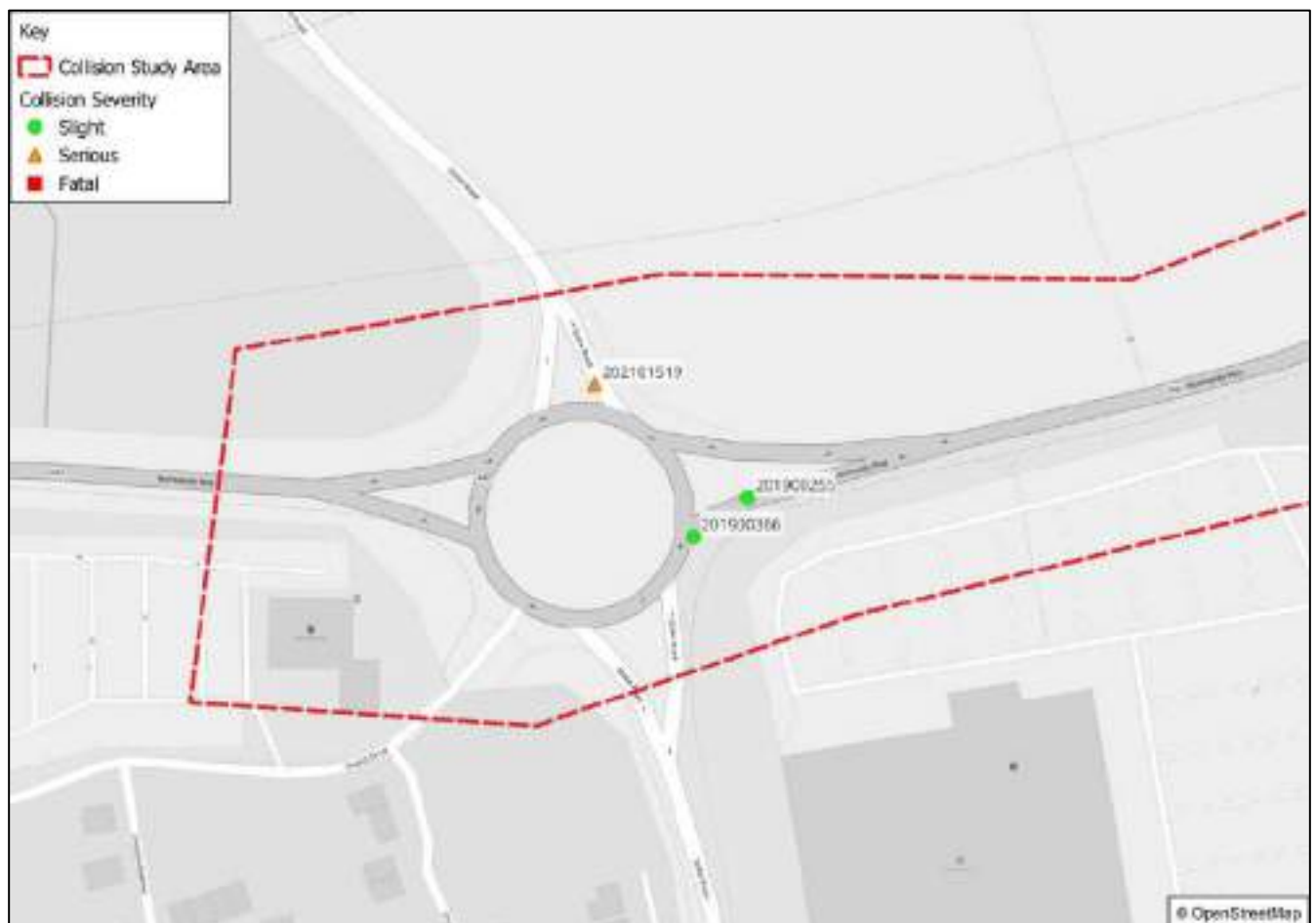
2.11.3 Based on the information provided the main road safety factors were caused by: failure to look properly, poor turn or manoeuvre, careless/reckless driving, illegal turn or direction of travel, exceeding the speed limit and following too closely.

2.11.4 There is no indication that there is any common causality of the collisions at this junction to suggest a fundamental failure in the road or junction geometry which would be exacerbated by the development proposals.

2.12 Stoke Road/A47 Normandy Way Roundabout

2.12.1 Three collisions were recorded at the Stoke Road/A47 Normandy Way roundabout. One of these collisions was a serious collision and the remaining two were classed as slight collisions. Two out of these three collisions involved vulnerable road users. **Figure 13** shows the location of these PICs.

Figure 13. Stoke Road/A47 Normandy Way Roundabout PIC Locations



2.12.2 The average collision rate equates to approximately one collision every two years. A detailed breakdown of the collisions by severity and year is presented in **Table 13**.

Table 13. Collision Severity Table

Year/ Severity	2019	2020	2021	2022	2023	2024	Total
Slight	2	0	0	0	0	0	2
Serious	0	0	1	0	0	0	1
Fatal	0	0	0	0	0	0	0
Total	2	0	1	0	0	0	3

- 2.12.3 The serious collision (Police Reference: 202101519) occurred in 2021 when a car was going ahead into the roundabout but collided with a cyclist leaving the cyclist with a serious injury. The weather was fine, and the road was dry, but it was dark and the presence of streetlighting is unknown. No contributory road safety factors were recorded.
- 2.12.4 Based on the information provided the main road safety factors were caused by: disobeyed give way/stop sign or road markings, aggressive driving, dazzling sun in the drivers eyesight, exceeding the speed limit, following too close, failure to look properly and judge others speed or path, sudden braking and loss of control.
- 2.12.5 No clusters of collisions have been identified and there is no indication that the collisions occurred due to a fundamental failure in the junction geometry which would be exacerbated due to the development proposals.

2.13 B4667 Ashby Road Between A47 Normandy Way and Derby Road

- 2.13.1 Four collisions were recorded on the B4667 Ashby Road between the A47 Normandy Road and Derby Road. All four collisions were classed as slight. One collision involved a vulnerable road user. **Figure 14** shows the location of these collisions.

Figure 14. B4667 Ashby Road Between A47 Normandy Way and Derby Road



2.13.2 The average annual collision rate equates to approximately one collision per year. A detailed breakdown of the collisions by severity and year is presented in **Table 14**.

Table 14. Collision Severity Table

Year/ Severity	2019	2020	2021	2022	2023	2024	Total
Slight	0	1	0	0	2	1	4
Serious	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0
Total	0	1	0	0	2	1	4

2.13.3 Based on the information provided the main road safety factors were caused by: a cyclist entering the road from the pavement, exceeding the speed limit, careless/reckless driving/driving in a hurry, failure to look properly and judge others path or speed.

2.13.4 There is no indication that there is any common causality of the collisions at this junction to suggest a fundamental failure in the road or junction geometry which would be exacerbated by the development proposals.

2.14 B4667 Ashby Road/Derby Road/Middlefield Lane Crossroads

2.14.1 There are three recorded collisions at the B4667 Ashby Road/Derby Road/Middlefield Lane crossroads. All three of them were slight collisions. One collision involved a vulnerable road user. **Figure 15** shows the location of the PICs.

Figure 15. B4667 Ashby Road/Derby Road/Middlefield Lane Crossroads PIC Locations



2.14.2 The average collision rate equates to approximately one collision every two years. A detailed breakdown of the collisions by severity and year is presented in **Table 15**.

Table 15. Collision Severity Table

Year/ Severity	2019	2020	2021	2022	2023	2024	Total
Slight	0	1	1	0	0	1	3
Serious	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0
Total	0	1	1	0	0	1	3

2.14.3 Based on the information provided the main road safety factors were caused by: poor turn or manoeuvre and illegal turn or direction of travel coupled with inexperienced/learner driver.

2.14.4 No clusters of collisions have been identified and there is no indication that the collisions occurred due to a fundamental failure in the junction geometry which would be exacerbated due to the development proposals.

2.15 Upper Bond Street

2.15.1 Three collisions were recorded on Upper Bond Street. All collisions were slight collisions. One collision involved vulnerable road users. **Figure 16** shows the location of the PICs.

Figure 16. Upper Bond Street PIC Locations



2.15.2 The average collision rate equates to approximately one collision every two years. A detailed breakdown of the collisions by severity and year is presented in **Table 16**.

Table 16. Collision Severity Table

Year/ Severity	2019	2020	2021	2022	2023	2024	Total
Slight	1	1	0	1	0	0	3
Serious	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0
Total	1	1	0	1	0	0	3

2.15.3 Based on the information provided the main road safety factors were caused by: careless/reckless driving/driving in a hurry, disobeyed give way/stop sign or road markings pedestrian crossing facility, failure to look properly and aggressive driving.

2.15.4 No clusters of collisions have been identified and there is no indication that the collisions occurred due to a fundamental failure in the junction geometry which would be exacerbated due to the development proposals.

2.16 Upper Bond Street/Lower Bond Street/Hollycroft Junction

2.16.1 Three collisions were recorded at the Upper Bond Street/Lower Bond Street/Hollycroft junction. All three collisions were classed as slight collisions. None of the collisions involved vulnerable road users. **Figure 17** shows the locations of these PICs.

Figure 17. Upper Bond Street/Lower Bond Street/Hollycroft Junction PIC Locations



2.16.2 The average collision rate equates to approximately one collision every two years. A detailed breakdown of the collisions by severity and year is presented in **Table 17**.

Table 17. Collision Severity Table

Year/ Severity	2019	2020	2021	2022	2023	2024	Total
Slight	1	0	0	0	2	0	3
Serious	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	3

2.16.3 Based on the information provided the main road safety factors were caused by: distraction in vehicle and driver illness or disability (mental or physical).

2.16.4 No clusters of collisions have been identified and there is no indication that the collisions occurred due to a fundamental issue with the road or junction geometry.

2.17 Lower Bond Street

2.17.1 One collision was recorded on Lower Bond Street. This collision was slight in severity and involved a vulnerable road user. **Figure 18** shows the location of this collision.

Figure 18. Lower Bond Street PIC Locations



2.17.2 The average annual collision rate equates to almost no collisions per year. A detailed breakdown of the collisions by severity and year is presented in **Table 18**.

Table 18. Collision Severity Table

Year/ Severity	2019	2020	2021	2022	2023	2024	Total
Slight	0	0	0	0	1	0	1
Serious	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	1

2.17.3 No contributory road safety factors were recorded for the collision. The collision occurred in 2023 when a bus was stopping at a bus stop and collided with a pedestrian leaving them with a slight injury. The weather was fine, and the road was dry.

2.17.4 No further collisions were recorded at this location which suggested that there is no indication that it occurred due to a fundamental issue in the road geometry.

2.18 Mansion Street/The Borough Junction

2.18.1 Two collisions have been recorded at the Mansion Street/The Borough junction. Both collisions were slight collisions. One of the collisions involved a vulnerable road user. **Figure 19** shows the locations of the PICs.

Figure 19. Mansion Street/The Borough Junction PIC Locations



2.18.2 The average collision rate equates to approximately one collision every two years. A detailed breakdown of the collisions by severity and year is presented in **Table 19**.

Table 19. Collision Severity Table

Year/ Severity	2019	2020	2021	2022	2023	2024	Total
Slight	0	0	0	0	2	0	2
Serious	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0
Total	0	0	0	0	2	0	2

2.18.3 No contributory road safety factors were recorded for either collision.

2.18.4 Both collisions took place in 2023, but the first collision occurred when a car collided with a van/goods vehicle (3.5 tonnes and under) as it failed to stop in time as the van/goods vehicle was held up. A driver of one of the vehicles suffered a slight injury. The weather was fine, and the road was dry.

2.18.5 The second collision happened when a car was travelling southwest along Mansion Street and collided with a cyclist who was travelling in the opposite direction leaving the cyclist with slight injuries. The weather was fine, and the road was dry.

2.18.6 There is no indication that there is any common causality of the collisions at this junction to suggest a fundamental failure in the road or junction geometry which would be exacerbated by the development proposals.

2.19 Mansion Street/Trinity Lane Junction

2.19.1 One slight collision was recorded at the Mansion Street/Trinity Lane Junction. This collision involved a vulnerable road user. **Figure 20** shows the location of this collision.

Figure 20. Mansion Street/Trinity Lane Junction PIC Locations



2.19.2 The average annual collision rate equates to almost no collisions per year. A detailed breakdown of the collisions by severity and year is presented in **Table 20**.

Table 20. Collision Severity Table

Year/ Severity	2019	2020	2021	2022	2023	2024	Total
Slight	1	0	0	0	0	0	1
Serious	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	1

2.19.3 No contributory road safety factors were recorded for either collision. The collision occurred when a car was travelling north on Trinity Lane but collided with a pedestrian, leaving them with a slight injury. The weather was fine, and the road was dry. It was dark but street lit.

2.19.4 No further collisions were recorded at this location which suggested that there is no indication that it occurred due to a fundamental issue in the road geometry.

2.20 Trinity Lane/Coventry Road Junction

2.20.1 Six collisions were recorded at the Trinity Lane/Coventry Road junction. One collision was classed as serious whilst the remaining five collisions were slight collisions. Three collisions involved vulnerable road users. **Figure 21** shows the locations of the PICs.

Figure 21. Trinity Lane/Coventry Road Junction PIC Locations



2.20.2 The average annual collision rate equates to approximately one collision per year. A detailed breakdown of the collisions by severity and year is presented in **Table 21**.

Table 21. Collision Severity Table

Year/ Severity	2019	2020	2021	2022	2023	2024	Total
Slight	2	0	0	1	2	0	5
Serious	0	0	0	0	1	0	1
Fatal	0	0	0	0	0	0	0
Total	2	0	0	1	3	0	6

2.20.3 The serious collision (Police Reference: 202301091) took place in 2023 when a car was turning right and collided with two pedestrians leaving them both with serious injuries. It was raining and the road was wet/damp and dark but street lit. Exceeding the speed limit and careless/reckless/driving in a hurry were the contributory road safety factors recorded for the collision.

2.20.4 Based on the information provided the main road safety factors were caused by: following too close, both drivers and pedestrian failure to look properly and judge others path or speed, disobeying automatic traffic signals, careless/reckless driving (and pedestrians)/driving in a hurry, poor turn or manoeuvre, dazzling sun in the driver eyesight and object occurring in a vehicles in a blind spot.

2.20.5 There is no indication that there is any common causality of the collisions at this junction to suggest a fundamental failure in the road or junction geometry which would be exacerbated by the development proposals.

2.21 Rugby Road Between Trinity Lane and Clarendon Road

2.21.1 Three collisions were recorded on Rugby Road between Trinity Lane and Clarendon Road. One collision was a serious collision and two were slight. All three collisions involved vulnerable road users. **Figure 22** shows the locations the PICs.

Figure 22. Rugby Road Between Trinity Lane and Clarendon Road PIC Locations



2.21.2 The average collision rate equates to approximately one collision every two years. A detailed breakdown of the collisions by severity and year is presented in **Table 22**.

Table 22. Collision Severity Table

Year/ Severity	2019	2020	2021	2022	2023	2024	Total
Slight	0	0	1	0	0	1	2
Serious	0	0	1	0	0	0	1
Fatal	0	0	0	0	0	0	0

Total	0	0	2	0	0	1	3
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2.21.3 The serious collision (Police Reference: 202100890) occurred in 2021 when a car had cleared the junction and collided with a cyclist who attempted to enter the road, leaving the cyclist with a serious injury. The weather was fine and the road was dry. Both the failure to look properly and judge others path or speed were the road safety factors assigned to the collision.

2.21.4 Based on the information provided the main road safety factors were caused by: a pedestrians failure to look properly and an illness or disability (mental or physical).

2.21.5 There is no indication that there is any common causality of the collisions at this junction to suggest a fundamental failure in the road or junction geometry which would be exacerbated by the development proposals.

2.22 Rugby Road/Clarendon Road Junction

2.22.1 Three collisions have been recorded at the Rugby Road/Clarendon Road junction. One collision was serious whilst the other two were sight collisions. One collision involved a vulnerable road user. **Figure 23** shows the location of the PICs.

Figure 23. Rugby Road/Clarendon Road Junction PIC Locations



2.22.2 The average collision rate equates to approximately one collision every two years. A detailed breakdown of the collisions by severity and year is presented in **Table 23**.

Table 23. Collision Severity Table

Year/ Severity	2019	2020	2021	2022	2023	2024	Total
Slight	2	0	0	0	0	0	2
Serious	0	0	0	1	0	0	1
Fatal	0	0	0	0	0	0	0
Total	2	0	0	1	0	0	3

- 2.22.3 The serious collision (Police Reference: 202200370) happened in 2022 when a car attempted to turn left onto Rugby Road but collided with a cyclist who was already in the road. The cyclist suffered a serious injury. The weather was fine but the road was wet/damp. The cyclist entering the road from the pavement was the only road safety factor assigned to the collision.
- 2.22.4 Based on the information provided the main road safety factors were caused by: failure to look properly and to judge others path or speed, nervous road user coupled with an inexperienced/learner driver and a lack of experience with the vehicle type.
- 2.22.5 No clusters of collisions have been identified and there is no indication that the collisions occurred due to a fundamental issue with the road or junction geometry.

2.23 Rugby Road Between Clarendon Road and Hawley Road

- 2.23.1 Three collisions were recorded on Rugby Road between Clarendon Road and Hawley Road. One collision was classed as serious whilst the remaining two were both slight. Two collisions involve vulnerable road users. **Figure 24** shows the locations of the PICs.

Figure 24. Rugby Road Between Clarendon Road and Hawley Road PIC Locations



2.23.2 The average collision rate equates to approximately one collision every two years. A detailed breakdown of the collisions by severity and year is presented in **Table 24**.

Table 24. Collision Severity Table

Year/ Severity	2019	2020	2021	2022	2023	2024	Total
Slight	1	0	0	1	0	0	2
Serious	0	0	0	0	1	0	1
Fatal	0	0	0	0	0	0	0
Total	1	0	0	1	1	0	3

2.23.3 The serious collision (Police Reference: 202300326) occurred in 2023 when a car was coming to a stop but collided with a pedestrian, causing them serious injuries. The weather was fine but the road was wet/damp. It was dark but street lit. The pedestrian performing a dangerous action in the carriageway was the only contributing road safety factor assigned to the collision.

2.23.4 Based on the information provided the main road safety factors were caused by a failure to look properly.

2.23.5 No clusters of collisions have been identified and there is no indication that the collisions occurred due to a fundamental issue with the road geometry.

2.24 Rugby Road/Hawley Road/Westfield Road Crossroads

- 2.24.1 Four collisions were recorded at the Rugby Road/Hawley Road/Westfield Road crossroads. One collision was fatal, two collisions were serious collisions, and the final collision was slight. Two collisions involved vulnerable road users. **Figure 25** shows the locations of these collisions.

Figure 25. Rugby Road/Hawley Road/Westfield Road Crossroads PIC Locations



- 2.24.2 The average annual collision rate equates to approximately one collision per year. A detailed breakdown of the collisions by severity and year is presented in **Table 25**.

Table 25. Collision Severity Table

Year/ Severity	2019	2020	2021	2022	2023	2024	Total
Slight	0	0	0	1	0	0	1
Serious	0	1	0	0	0	1	2
Fatal	1	0	0	0	0	0	1
Total	1	1	0	1	0	1	4

- 2.24.3 The fatal collision (Police Reference: 201900635) occurred in 2019 when a van/goods vehicle (7.5 tonnes and over) collided with a pedestrian on approach to the junction, leaving them with fatal injuries. The weather was fine, and the road was dry. The road safety factors attributed to the collision were all associated with the pedestrian, who failed to look properly and judge the vehicles path or speed and crossed the road when masked by a stationary/parked vehicle.

- 2.24.4 The first of the two serious collisions (Police Reference: 202000563) happened in 2020 when a car attempted to turn right onto Westfield Road but collided with a taxi/private hire car who was already in the middle of the junction.

It was raining and the road was wet/damp, and it was dark but street lit. One of the drivers suffered a serious injury whilst the other received a slight injury. Failure to look properly and judge others path or speed, as well as a poor turn/manoeuvre were the contributory road safety factors assigned to the collision.

- 2.24.5 The other serious collision (Police Reference: 202400005) took place in 2024 when a car was travelling south past the junction when it collided with a pedestrian leaving them with a serious injury. The weather was fine, and the road was dry. The majority of the contributing road safety factors recorded for the collision were attributed to the pedestrian who was careless/reckless, used the crossing facility incorrectly and committed a dangerous action in the carriageway. The final factor was for the driver failing to look properly.
- 2.24.6 Based on the information provided the main road safety factors were caused by: aggressive driving, disobeying give way/stop sign, road markings and automatic traffic signals.
- 2.24.7 No clusters of collisions have been identified and there is no indication that the collisions occurred due to a fundamental issue with the road geometry.

This report is to be regarded as confidential to our Client and is intended for their use only and may not be assigned except in accordance with the contract. Consequently, and in accordance with current practice, any liability to any third party in respect of the whole or any part of its contents is hereby expressly excluded, except to the extent that the report has been assigned in accordance with the contract. Before the report or any part of it is reproduced or referred to in any document, circular or statement and before its contents or the contents of any part of it are disclosed orally to any third party, our written approval as to the form and context of such a publication or disclosure must be obtained.

Report Ref.		109523-Pef-Zz-Xx-T.Tn-H-000007_S2_P1 - Collision Data Analysis				
File Path		P:\Data\109523 - Normandy Way, Hinckley\01 - WIP\Documents\Transport Planning\109523-PEF-ZZ-XX-T.TN-H-000007_S2_P1 - Collision Data Analysis.docx				
Rev	Suit	Description	Date	Originator	Checker	Approver
P1	S2	Initial Draft	11.08.26	J.Hope	J.Farrell	C.Holloway
Ref. reference. Rev revision. Suit suitability.						

Pell Frischmann

Normandy Way, Hinckley

PRTM Summary

109523

Project	Normandy Way, Hinckley
Document Title or Subject	PRTM Summary
Document Reference	109523-PEF-ZZ-RP-TP-000004
Revision Reference	S2_P1
Date	11/08/2026

1 PRTM Base Year Model Review

1.1 Introduction

- 1.1.1 Leicestershire County Council has been commissioned to undertake a strategic assessment of the development using the latest Pan Regional Transport Model (PRTM) (PRTM2019 v1.2).
- 1.1.2 PRTM2019 v1.2 is a strategic model which validates well to Government Transport Analysis Guidance (TAG) over the wider area. Despite this, and as TAG makes clear, it is necessary to review model validation in the context of the specific project being undertaken to ensure it suitability.
- 1.1.3 This summary presents the results of the base year calibration and validation performance in the vicinity of the proposed development. The Base Year Model Review Report is dated December 2024 and is included within **Appendix A**. This section summaries the findings of the PRTM Base Year Model Review Report.

1.2 Zone System

- 1.2.1 The zoning system is based on existing land-use and 2011 Census Geography.
- 1.2.2 The PRTM zoning system shows the zones that are moving away from Hinckley are larger than those in the town centre because of their rurality.
- 1.2.3 Within the development zone 9002 is Phase 2 of the Land East of Stoke Road (planning application 22/00318OUT). Phase 2 Land North of A47 will be in zone 9003 and the proposed Stoke Road Phase 3 will be in development zones 9004 (plot 2) and 9015 (plot 1). All these zones will load onto the highway network via Stoke Road, Normandy Way, Ashby Road and Normandy Way respectively.

1.3 Network Structure

- 1.3.1 Within the vicinity of the proposed development, the highway network has been reviewed. It is considered that in the base year model, the highway network is a good representation with all important and significant links included.
- 1.3.2 The highway network within the vicinity of the development were reviewed and compared to the PRTM Highway Coding Manual. This review focused on the coded distances, speed-flow curves (determining the speed and response to congestion on a link for a given traffic volume) and saturation flows.
- 1.3.3 Key Junctions within the vicinity of the development were also reviewed and compared to the PRTM highway Coding Manual. This review included the number of lanes, turning movements, flare length (where appropriate) and saturation flows.
- 1.3.4 **Table 1** and **Table 2** shows the outcome of the highway network and key junction coding review respectively. The A47 eastbound approach of the Leicester Road/Normandy Way/The Common Roundabout was modelled with two flares instead of one and has too high saturation flows. A sensitivity test was performed with a single flare at the

junction and lower saturation flows to represent the correct turning capacities. This found that the reduction made no material difference (less than 20 passenger car units (PCUs)).

- 1.3.5 These changes were corrected within the base year model and the network were found to be satisfactory and in line with the PRTM Highway Coding Manual.

Table 1. Highway Network Link Coding Review

Links	Distance	Speed Flow Curves	Capacity (Saturation Flows)
A447 Ashby Road	✓	✓	✓
A47 Normandy Way	✓	✓	✓
Stoke Road	✓	✓	✓

Table 2. Junction Coding Review

Junctions	Lanes	Turning Movements	Flare Length	Saturation Flows
A47 / Stoke Road / Sword Drive roundabout	✓	✓	✓	✓
A47 / Ashby Road junction	✓	✓	✓	✓
A47 / Wykin Road roundabout	✓	✓	✓	✓
A47 / Roston Drive / Triumph access roundabout	✓	✓	✓	✓
A47 / B4688 / The Common roundabout	X	✓	✓	X
A47 / Station Road junction	✓	✓	✓	✓
Hollycroft / B4667 Upper Bond Street / Trinity Lane junction	✓	✓	✓	✓
A5 / A47 / B4666 roundabout (Dodwells Roundabout)	✓	✓	✓	✓
A5 / The Long Shoot junction	✓	✓	✓	✓

1.4 Link Flow Validation

- 1.4.1 A local review of the 2019 base year highway models for the AM and PM were undertaken to check for TAG compliance for traffic flows, which is governed by meeting the acceptability criteria, shown in **Table 3**.
- 1.4.2 **Figure 1** and **Figure 2** show the link validation of the highway network for the AM and PM peak respectively. In the AM, northbound trips on Rugby Road are being under assigned and northbound trips on Wolvey Road are being over assigned. In the PM, southbound trips on Rugby Road are being under assigned and southbound trips on Wolvey Road under assigned. All other links in both highway peaks passed the acceptability guidelines.
- 1.4.3 A manual check of these trips has been performed where the flows from the two links were analysed together. When the trips were combined, the model validates in this area.
- 1.4.4 The modelled PRTM link flows were compared with observed links flows with respect to TAG in the vicinity of the proposed development, shown in **Table 4**. In the AM peak, 93.9% of links pass the validation criteria. In the PM peak, 91.3% of links pass the validation criteria.

Table 3. TAG Link Flow and Turning Movement Validation Criteria and Acceptability Guidelines

Criteria	Description of Criteria	Acceptability Guidelines
1	Individual flows within 100 veh/h of counts for flows less than 700 veh/h	> 85% of cases
	Individual flows within 15% of counts for flows from 700 to 2,700 veh/h	> 85% of cases
	Individual flows within 400 veh/h of counts for flows more than 2,700 veh/h	> 85% of cases
2	GEH < 5 for individual flows	> 85% of cases

Figure 1. Link Validation - AM Peak Hour

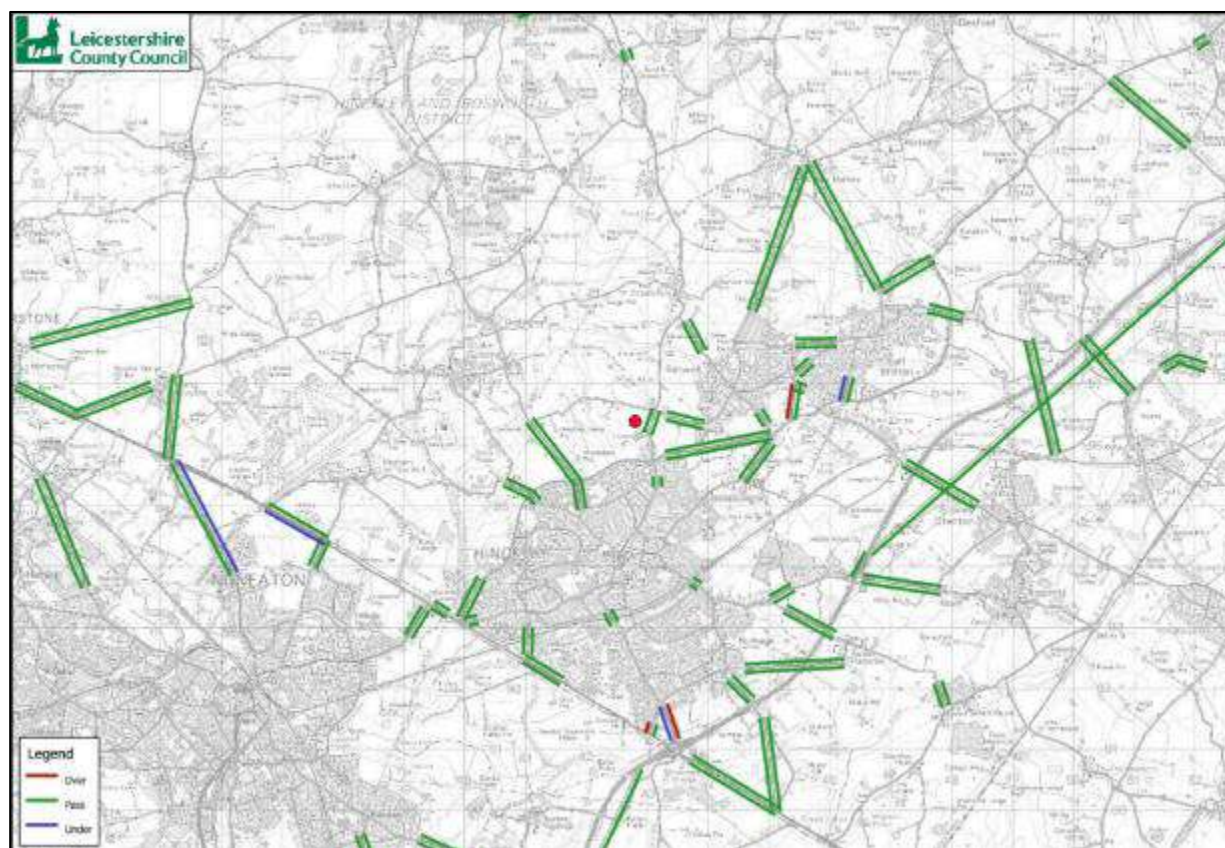


Figure 2. Link Validation - PM Peak Hour

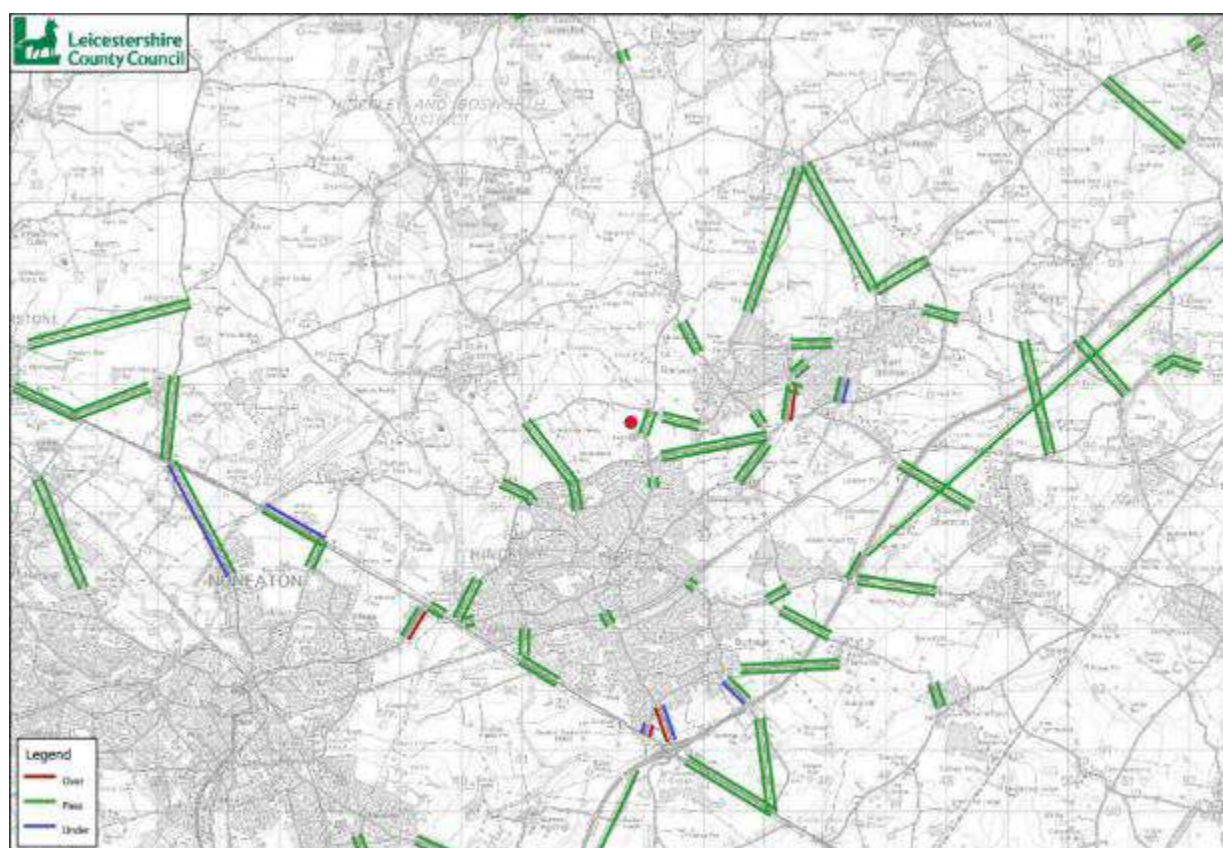


Table 4. Link Validation

		AM	PM
Number of Links	Pass	108	105
	Over Assigned	3	4
	Under Assigned	4	6
Percentage	Pass	93.9%	91.3%
	Over Assigned	2.6%	3.5%
	Under Assigned	3.5%	5.2%

1.5 Journey Time

- 1.5.1 A local review of the modelled journey times for the AM and PM were undertaken to check for TAG compliance, which is governed by meeting the acceptability criteria, shown in **Table 5**.
- 1.5.2 **Figure 3** and **Figure 4** show the journey time route validation of the highway network for the AM and PM peak respectively. In the AM, journey times for westbound traffic on the A46 were slower in the model than observed. In the PM, journey times for northbound traffic on Ashby Road, to the south of the proposed development were faster in the model than observed. All other modelled journey times in both highway peaks passed the acceptability guidelines.

- 1.5.3 **Table 6** shows the journey time performance in the 2019 base year model for the journey time routes in the vicinity of the proposed development. In the AM, routes on the A47 westbound recorded a difference in 2 minutes 19 seconds (-19.2%) between observed and modelled times, likely due to an underestimation of delay at the Dodwells Roundabout. Northbound on Leicester Road recorded a different of 1 minute 3 seconds (+18.0%). This fails marginally by 3 seconds. In the PM, westbound on Coventry Road/Leicester Road recorded a difference of 2 minutes 9 seconds (15.3%), likely due to an underestimation of delay at the Leicester Road/Normandy Way roundabout, though this fail is by 0.3%. Northbound on Rugby Road/Ashby Road failed with a difference of 3 minutes 31 seconds (23.5%). Southbound on Leicester Road failed marginally by 13 seconds with a difference of 1 minute 13 seconds (20.8%). Finally, northbound on the M69 (M6 to M1) failed with a difference of 4 minutes 16 seconds (22.2%), likely due to an underrepresentation of delay on the final approach to M1 J21.
- 1.5.4 In the AM peak, 92% of journey time routes meet the TAG criteria. In the PM peak, 85% of journey time routes meet the TAG criteria. Therefore, the journey time performance in the vicinity of the proposed development is satisfactory.

Table 5. TAG Journey Time Validation Criteria and Acceptability Guidelines

Criteria	Acceptability Guidelines
Modelled times along routes should be within 15% of surveyed times (or within 1 minute of the observed times, if higher than 15%)	> 85% of routes
Table 3.3. TAG Journey Time Validation Criteria and Acceptability Guidelines	

Figure 3. Journey Time Route Validation - AM Peak Hour



Figure 4. Journey Time Route Validation - PM Peak Hour

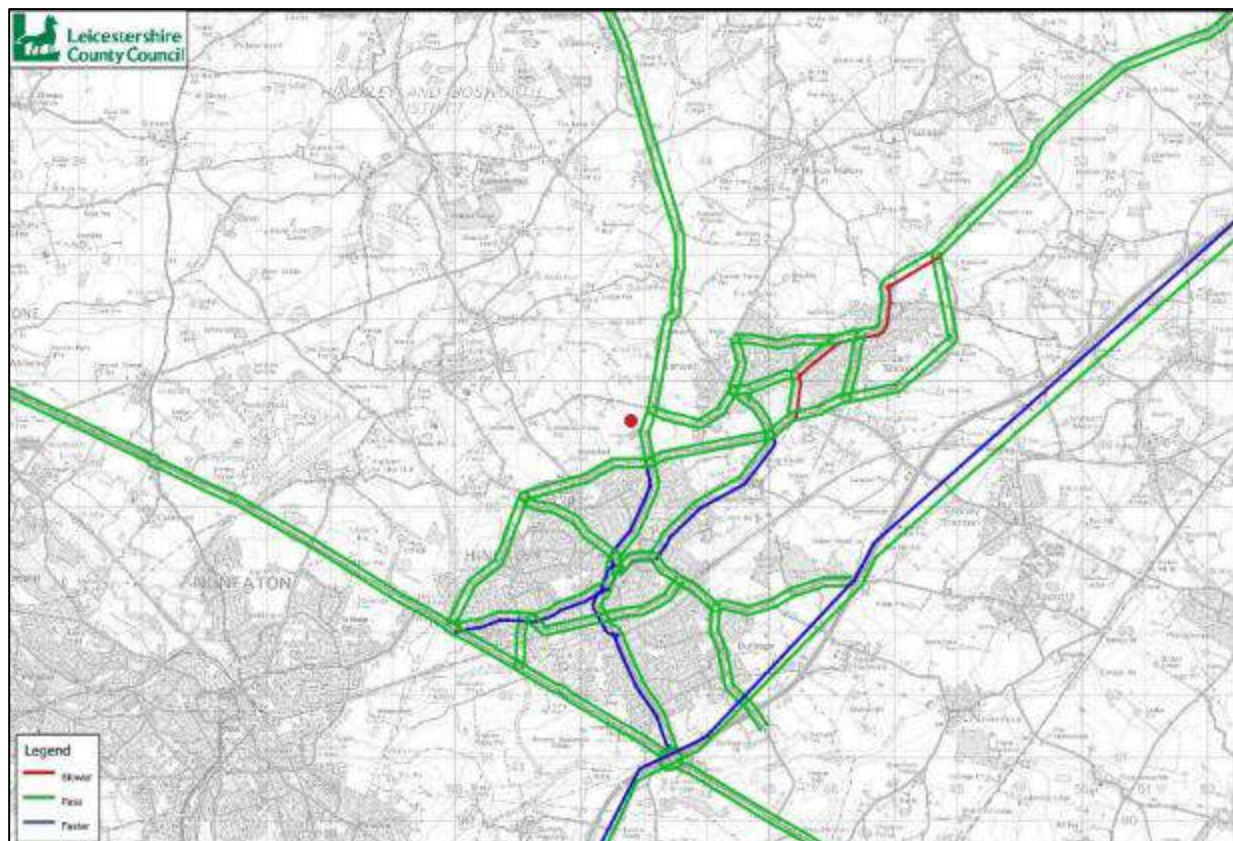


Table 6. Journey Time Route Validation in the Vicinity of the Proposed Development

	Distance (km)		AM Peak Hour						PM Peak Hour					
	Obs.	Mod.	Obs.	Mod.	Diff	%Diff	TAG	Obs.	Mod.	Diff	%Diff	TAG		
A47 Normandy Way Eastbound	7.11	6.81	08:02	08:40	00:38	7.9%	✓	08:50	09:04	00:14	2.6%	✓		
A47 Normandy Way Westbound	7.14	6.81	12:05	09:45	-02:19	-19.2%	✗	09:32	09:34	00:02	0.3%	✓		
Coventry Road / Leicester Road Eastbound	6.44	6.50	10:52	11:16	00:24	3.7%	✓	10:36	11:53	01:17	12.1%	✓		
Coventry Road / Leicester Road Westbound	6.45	6.50	13:29	11:37	-01:52	-13.8%	✓	14:02	11:53	-02:09	-15.3%	✗		
Hollycroft / Sapcote Road Eastbound	6.34	6.32	11:36	11:25	-00:10	-1.5%	✓	11:43	11:21	-00:22	-3.2%	✓		
Hollycroft / Sapcote Road Westbound	6.53	6.52	13:41	13:10	-00:31	-3.8%	✓	15:05	13:47	-01:18	-8.6%	✓		
Rugby Road / Ashby Road Northbound	5.36	5.21	11:27	11:36	00:08	1.2%	✓	14:59	11:28	-03:31	-23.5%	✗		
Rugby Road / Ashby Road Southbound	5.34	5.19	11:14	11:42	00:28	4.1%	✓	11:25	12:59	01:34	13.7%	✓		
Hinckley Road / Southfield Road / Nuts Lane Eastbound	6.63	6.62	13:48	14:43	00:54	6.6%	✓	17:21	16:02	-01:19	-7.6%	✓		
Hinckley Road / Southfield Road / Nuts Lane Westbound	6.62	6.62	14:08	14:23	00:16	1.8%	✓	17:03	15:31	-01:32	-9.0%	✓		
Earl Shilton Bypass Eastbound	4.44	4.74	04:00	04:33	00:33	13.7%	✓	03:55	04:49	00:53	22.7%	✓		
Earl Shilton Bypass Westbound	4.44	4.74	04:05	05:02	00:56	23.0%	✓	03:59	04:40	00:42	17.4%	✓		
Leicester Road Northbound	4.03	4.14	05:49	06:52	01:03	18.0%	✗	05:51	06:50	00:58	16.6%	✓		
Leicester Road Southbound	4.04	4.14	06:05	07:01	00:57	15.6%	✓	05:52	07:05	01:13	20.8%	✗		
Station Road / Heath Lane / The Common Anti-Clockwise	5.08	5.10	09:19	10:08	00:49	8.8%	✓	08:58	10:08	01:10	12.9%	✓		
Station Road / Heath Lane / The Common Clockwise	4.96	4.94	08:57	09:21	00:24	4.5%	✓	08:46	09:19	00:33	6.2%	✓		
Mill Street / Shilton Road Eastbound	2.68	2.70	04:45	04:26	-00:19	-6.6%	✓	04:22	04:28	00:05	2.1%	✓		
Mill Street / Shilton Road Westbound	2.68	2.70	04:24	04:29	00:05	1.8%	✓	04:13	04:30	00:17	6.8%	✓		
A47 (Leicester Forest East to Earl Shilton) Eastbound	6.02	6.08	07:16	08:41	-00:36	-8.2%	✓	06:43	06:17	-00:26	-6.5%	✓		
A47 (Leicester Forest East to Earl Shilton) Westbound	6.02	6.01	05:52	05:54	00:01	0.4%	✓	05:31	05:28	-00:03	-1.0%	✓		
A447 (A47 to A511) Northbound	20.58	20.50	20:47	22:02	01:14	6.0%	✓	20:22	21:29	01:07	5.5%	✓		
A447 (A47 to A511) Southbound	20.58	20.50	23:26	21:28	-01:58	-8.4%	✓	22:26	21:42	-00:43	-3.2%	✓		
M69 (M6 to M1) Northbound	25.99	25.86	15:49	14:42	-01:07	-7.1%	✓	19:11	14:55	-04:16	-22.2%	✗		
M69 (M6 to M1) Southbound	26.13	26.21	14:24	14:44	00:20	2.3%	✓	13:57	14:28	00:31	3.7%	✓		
A5 (DIRFT to M42) Eastbound	45.98	43.92	43:42	42:22	-01:21	-3.1%	✓	41:59	40:59	-01:00	-2.4%	✓		
A5 (DIRFT to M42) Westbound	44.48	43.81	41:54	40:21	-01:33	-3.7%	✓	45:05	42:56	-02:09	-4.8%	✓		

2 PRTM Forecasting Report

2.1 Introduction

2.1.1 As part of the traffic impact assessment of the development, discussions were undertaken with LCC and Leicestershire's NDI team to utilise the PRTM to forecast the anticipated traffic volumes on the road network. The PRTM Forecasting Report provided is dated December 2024, and is included in **Appendix B**. This section summarises the findings of the PRTM Forecasting Report.

2.1.2 The methodology/inputs for the PRTM were agreed with LCC as part of the PRTM process.

2.2 Scenarios

2.2.1 The following modelling runs and scenarios were carried out:

- 2024, 2026, 2032 & 2036 'Do Nothing'
- 2026 'With 100% Plot 1'
- 2026 'With 100% Plots 1 & 2'
- 2032 'With Plot 1 & 200 Dwellings Plot 2'
- 2032 'With Plot 1 & 200 Dwellings Plot 2' + Stoke Road Phase 2 Sensitivity (without link road)
- 2036 'With Plots 1 & 2' (without link road)
- 2036 'With Plots 1 & 2' + Stoke Road Phase 2 Sensitivity (without link road)
- 2036 'With Plots 1 & 2' + Stoke Road Phase 2 Sensitivity (with link road)

2.3 Traffic Distribution

2.3.1 The 2026 'Do Something' traffic to and from the proposed development is shown in the outputs below:

- In the AM, **Figure 5** and **Figure 6** show the arriving and departing traffic to the site. **Figure 5** shows that that most of the traffic arrives to the site from the south. **Figure 6** also shows that the main route departing the site is to the south of the site but also has two other routes to the east and the west which carry similar traffic levels to each other.
- In the PM, **Figure 7** and **Figure 8** show the arriving and departing traffic to the site. **Figure 7** shows the main route to the site is from the south, with the east being the second most common route, followed by the west. The departing traffic in **Figure 8**, follows a similar pattern to the arriving traffic.

2.3.2 The 2032 'Do Something' traffic to and from the proposed development is shown in the outputs below:

- In the AM, **Figure 9** and **Figure 10** show the arriving and departing traffic to the site. **Figure 9** shows that most the arriving traffic is from the east and south of the site. The departing traffic in **Figure 10** shows that the majority of the traffic is headed south, with traffic to the east and west being very similar in levels.
- In the PM, **Figure 11** and **Figure 12** show the arriving and departing traffic to the site. **Figure 11** shows that the traffic arriving to the site is mainly from the east and south of the site. Departing traffic in **Figure 12** routes towards the south.

2.3.3 The 2036 'Do Something' traffic to and from the proposed development is shown in the outputs below:

- In the AM, **Figure 13** and **Figure 14** show the arriving and departing traffic to the site. **Figure 13** shows that most of the arriving traffic is from the south of the site, followed by the east. **Figure 14** shows that the bulk of the departing traffic is towards the south of the site, with routes in the north and east having similar traffic levels. Routes to the west of the site has the smallest traffic volumes.
- In the PM, **Figure 15** and **Figure 16** show the arriving and departing traffic to the site. **Figure 15** shows that most of the traffic arrives to the site from the south, followed by the east and then the west. The departing traffic shown in **Figure 16**, follows a similar pattern to departing AM traffic.

Figure 5. Vehicle Trip Distribution to the Proposed Development - 2026 'Do Something' AM

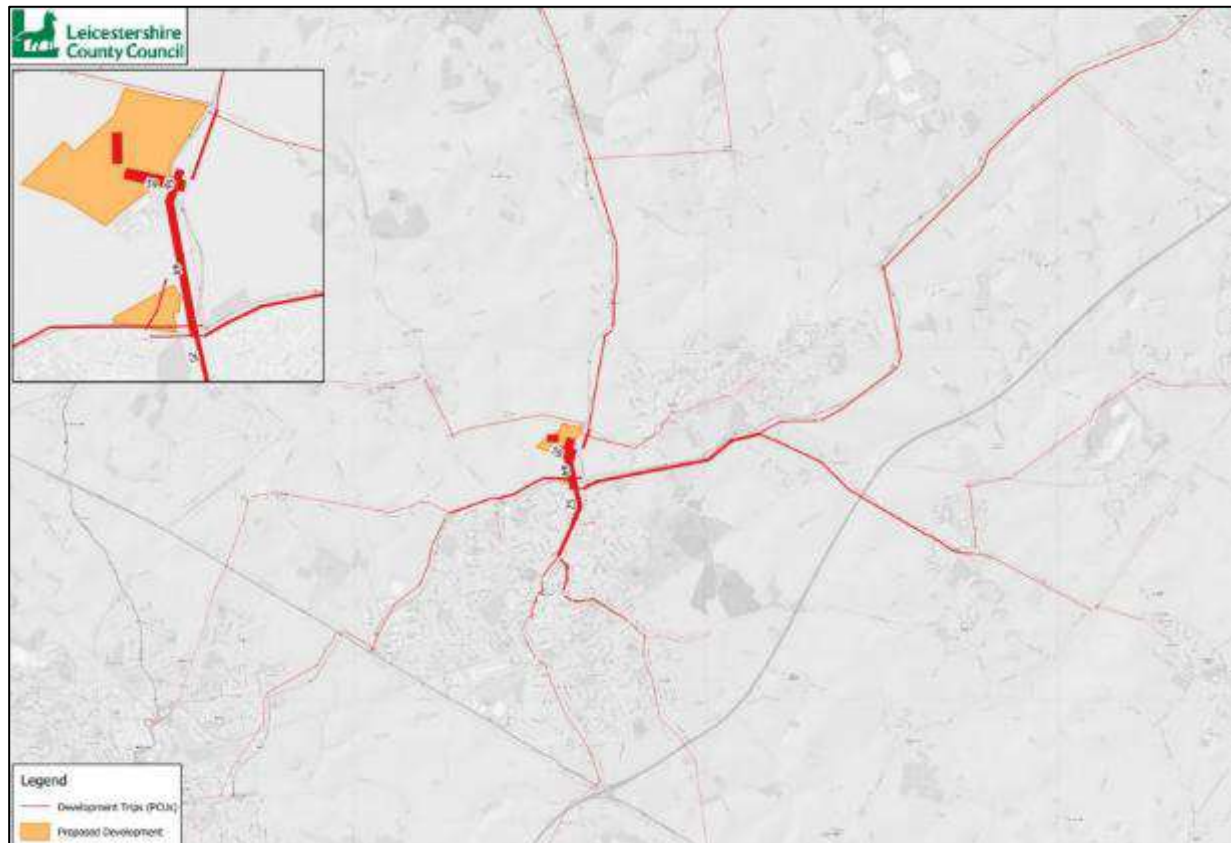


Figure 6. Vehicle Trip Distribution from the Proposed Development - 2026 'Do Something' AM

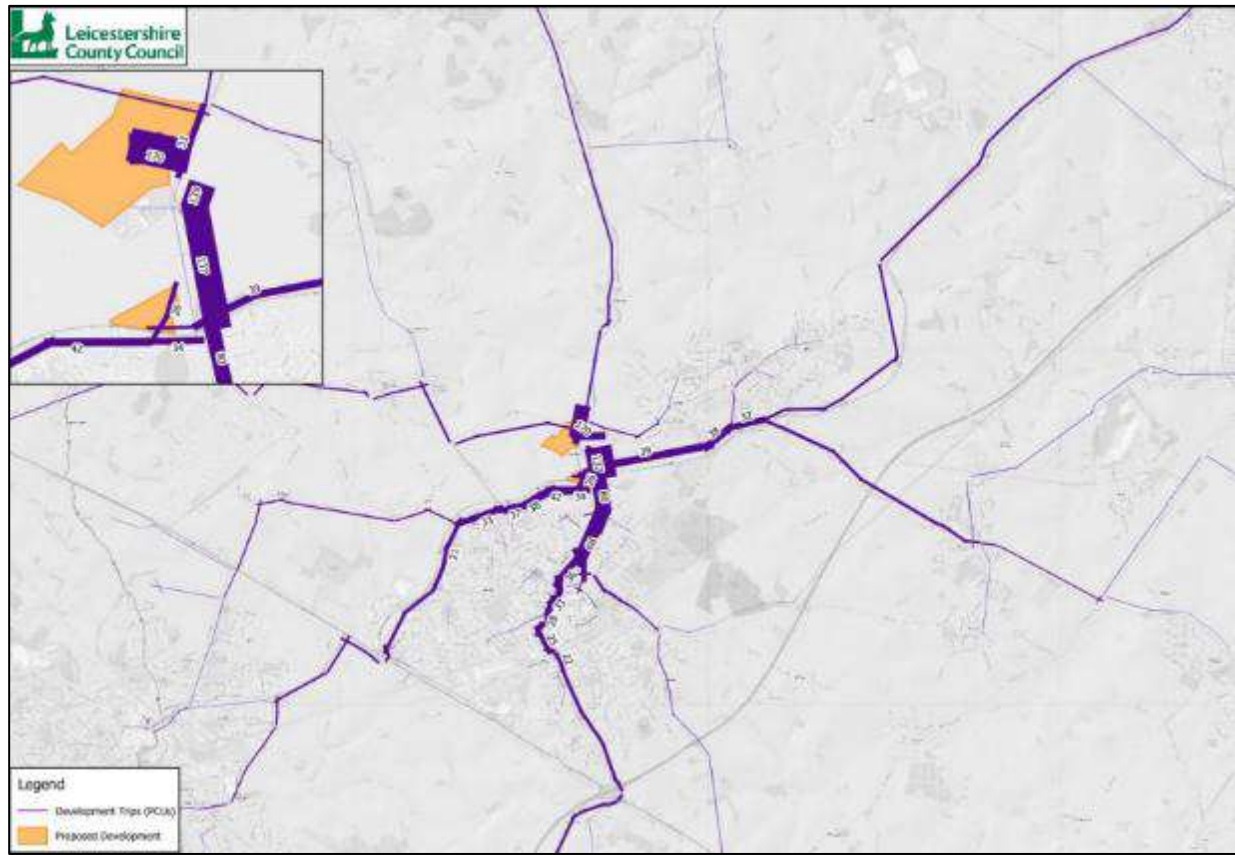


Figure 7. Vehicle Trip Distribution to the Proposed Development - 2026 'Do Something' PM

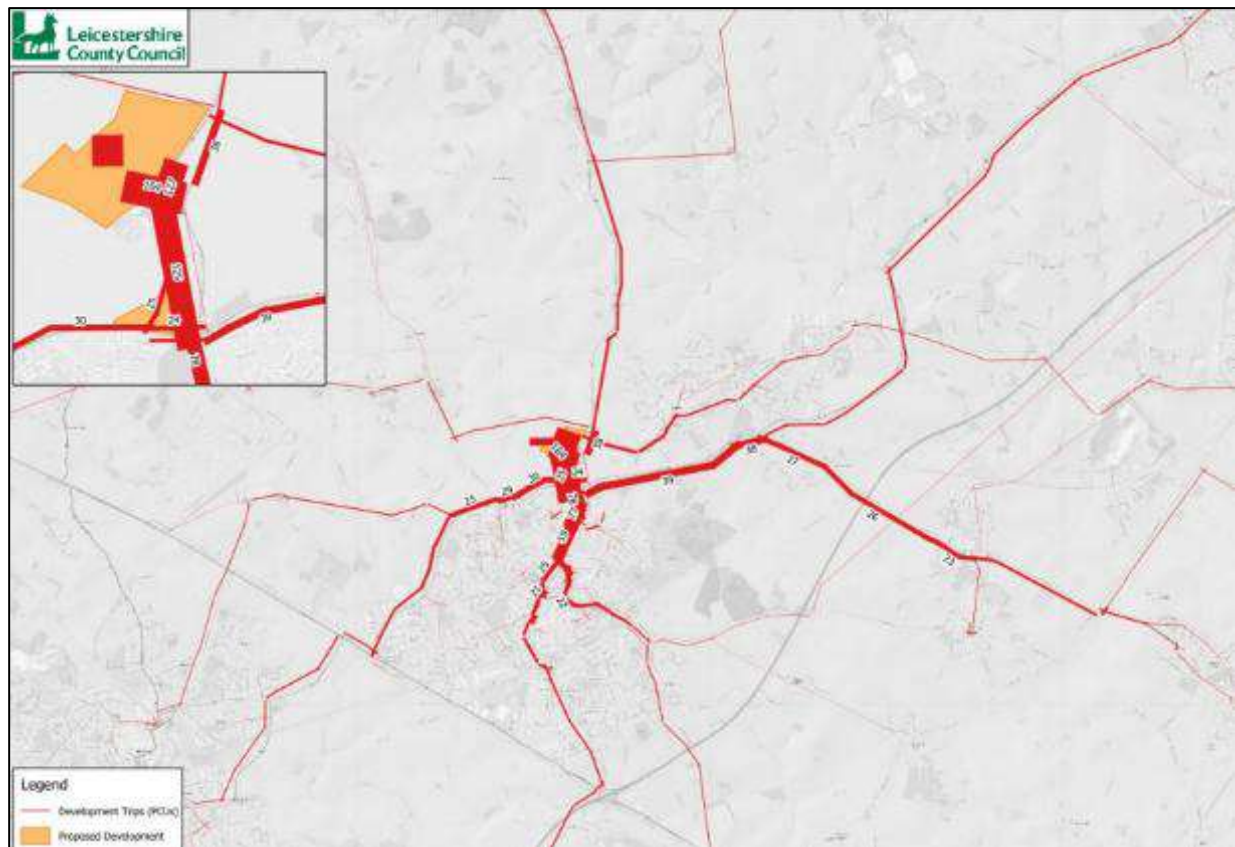


Figure 8. Vehicle Trip Distribution from the Proposed Development - 2026 'Do Something' PM

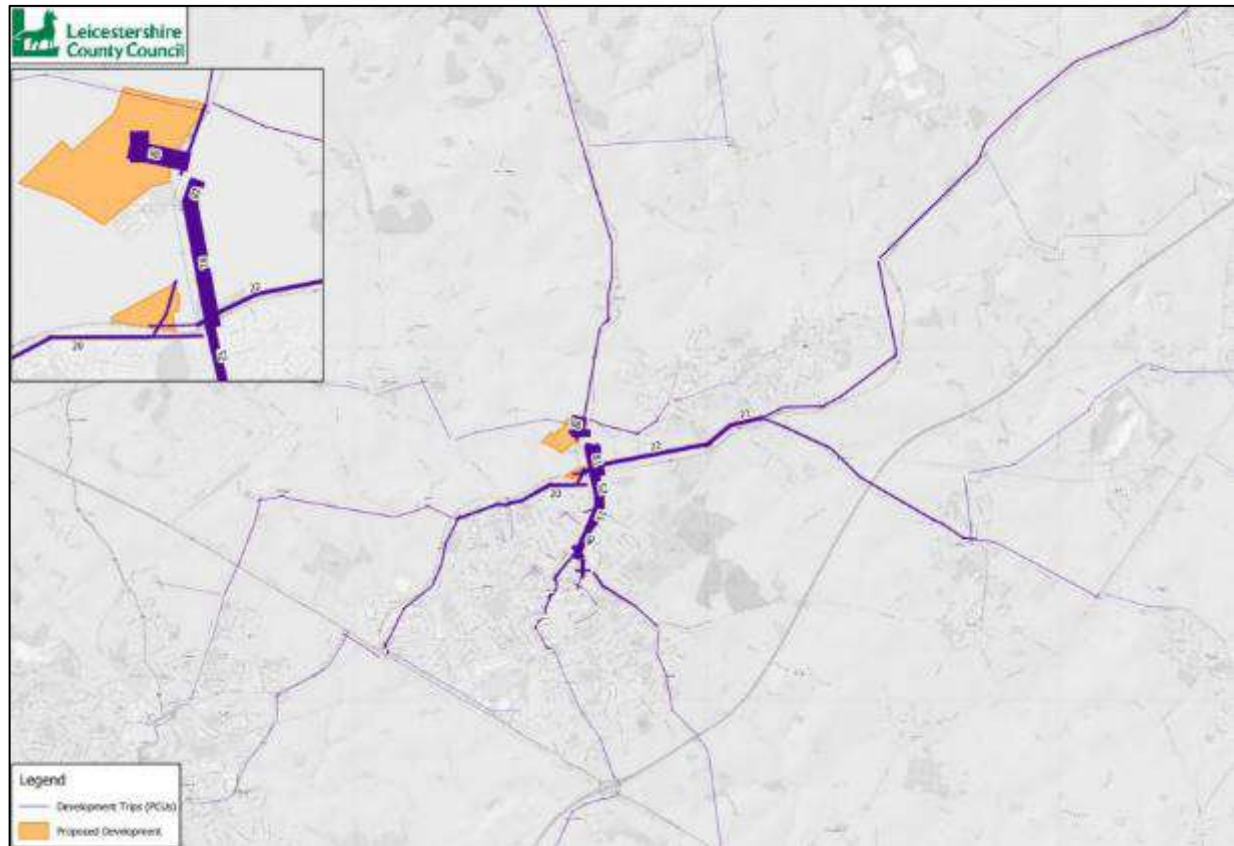


Figure 9. Vehicle Trip Distribution to the Proposed Development - 2032 'Do Something' AM

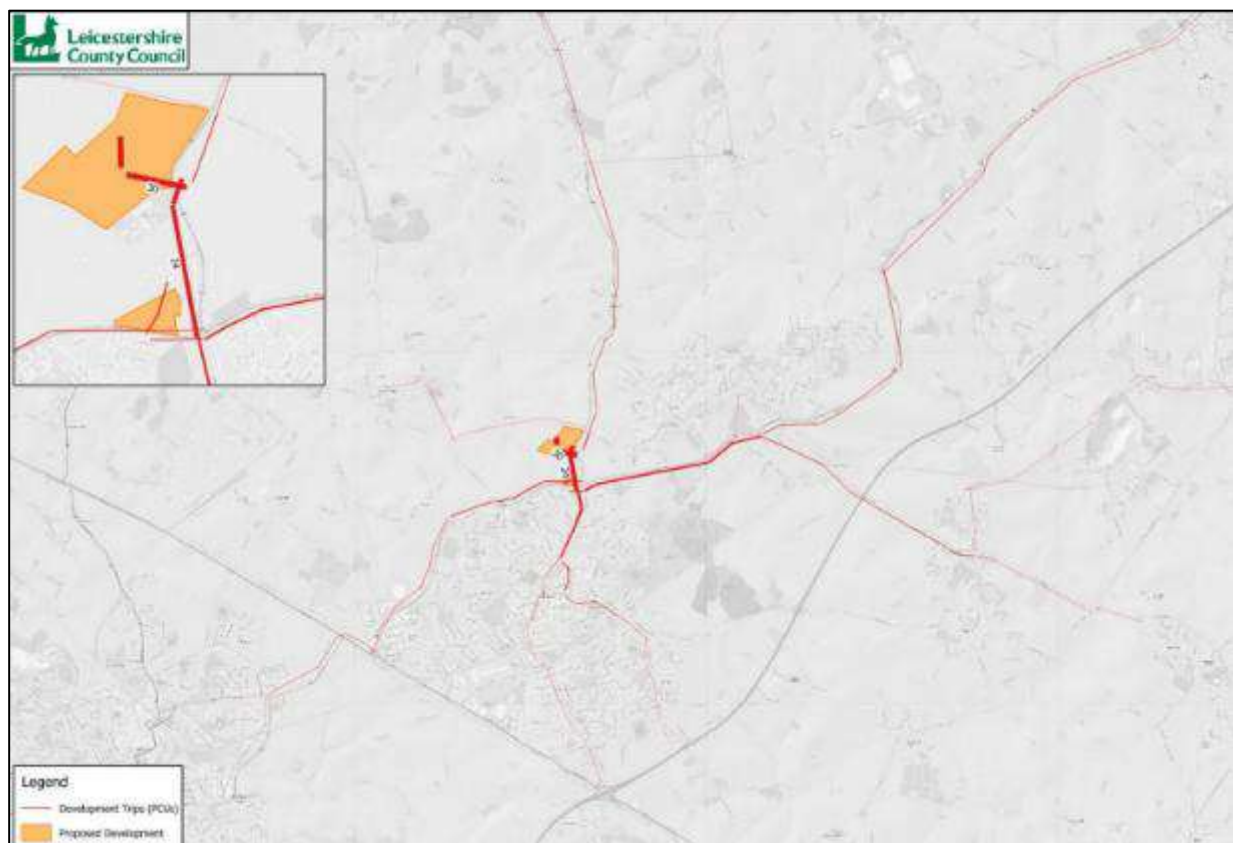


Figure 10. Vehicle Trip Distribution from the Proposed Development - 2032 'Do Something' AM

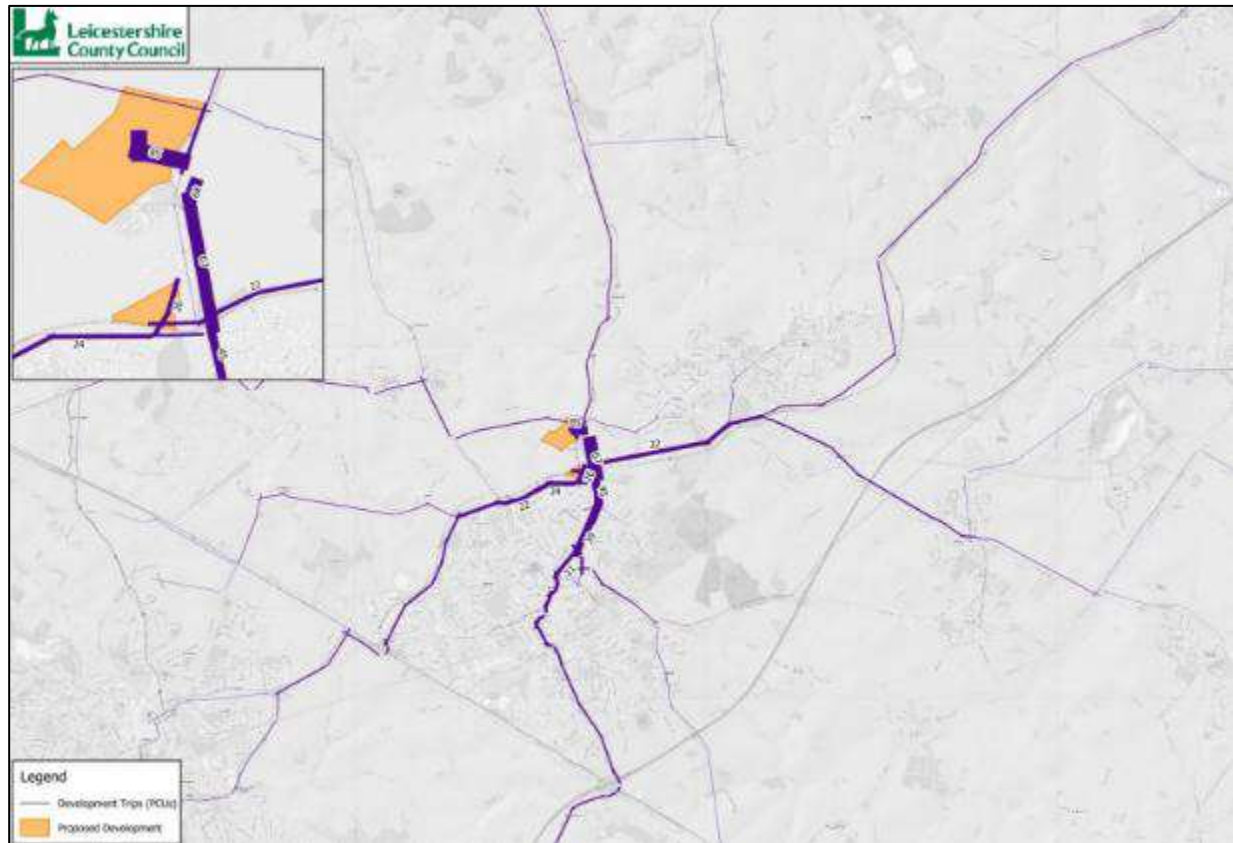


Figure 11. Vehicle Trip Distribution to the Proposed Development - 2032 'Do Something' PM



Figure 12. Vehicle Trip Distribution from the Proposed Development - 2032 'Do Something' PM

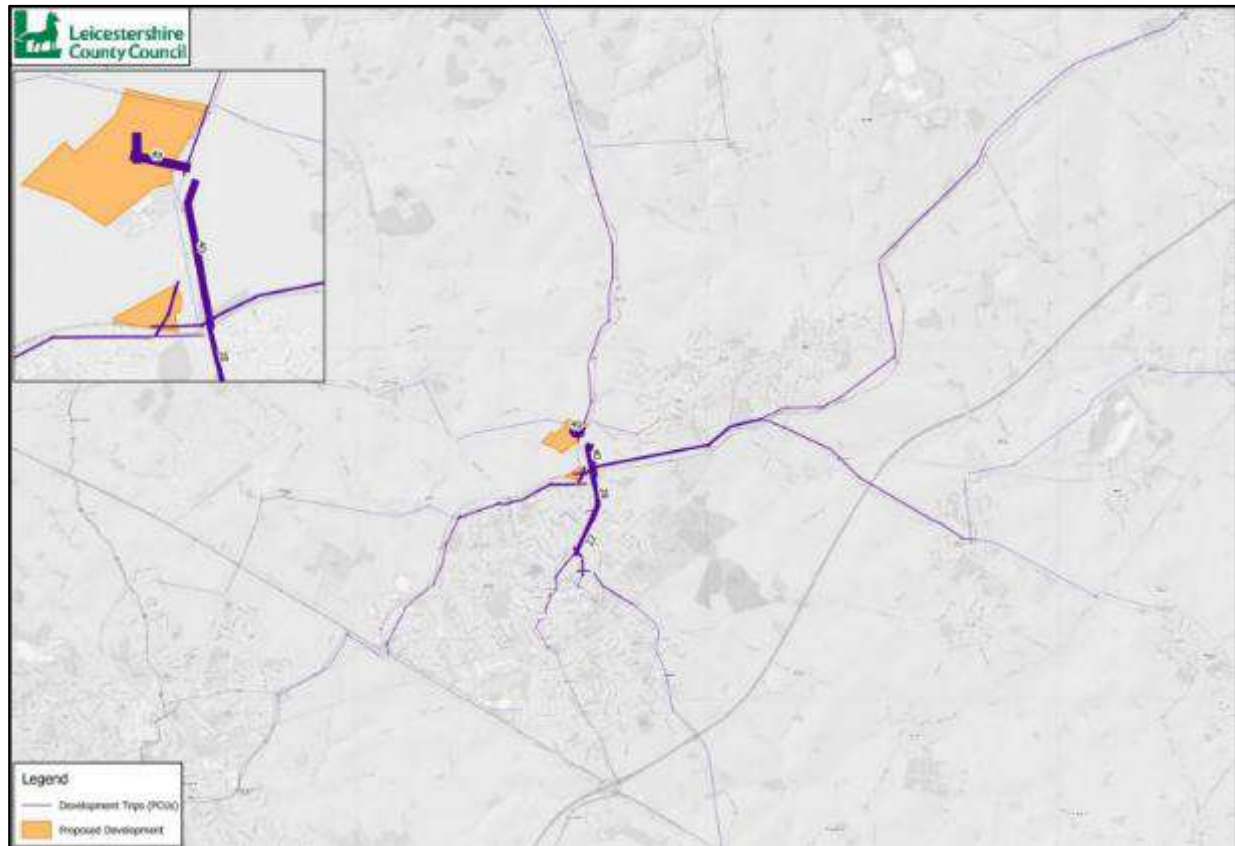


Figure 13. Vehicle Trip Distribution to the Proposed Development - 2036 'Do Something' AM

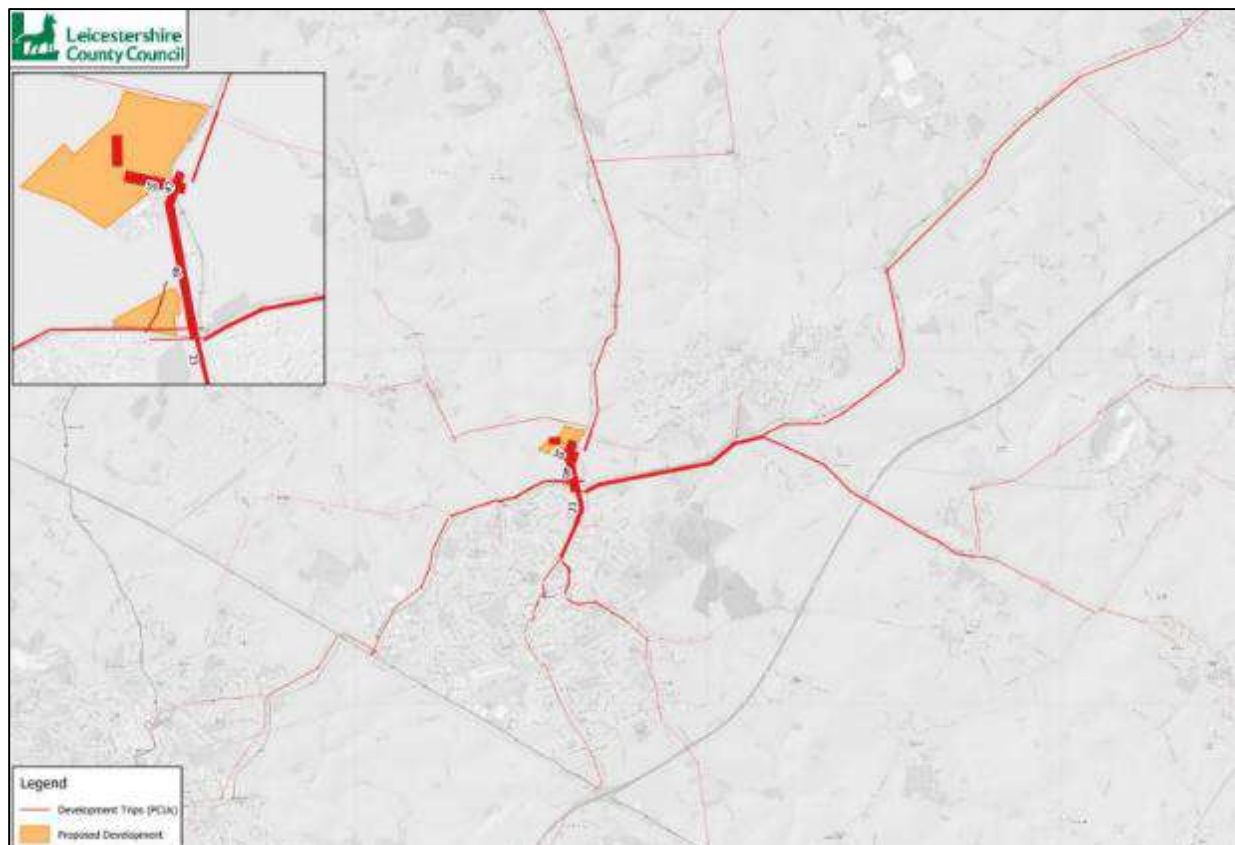


Figure 14. Vehicle Trip Distribution from the Proposed Development - 2036 'Do Something' AM

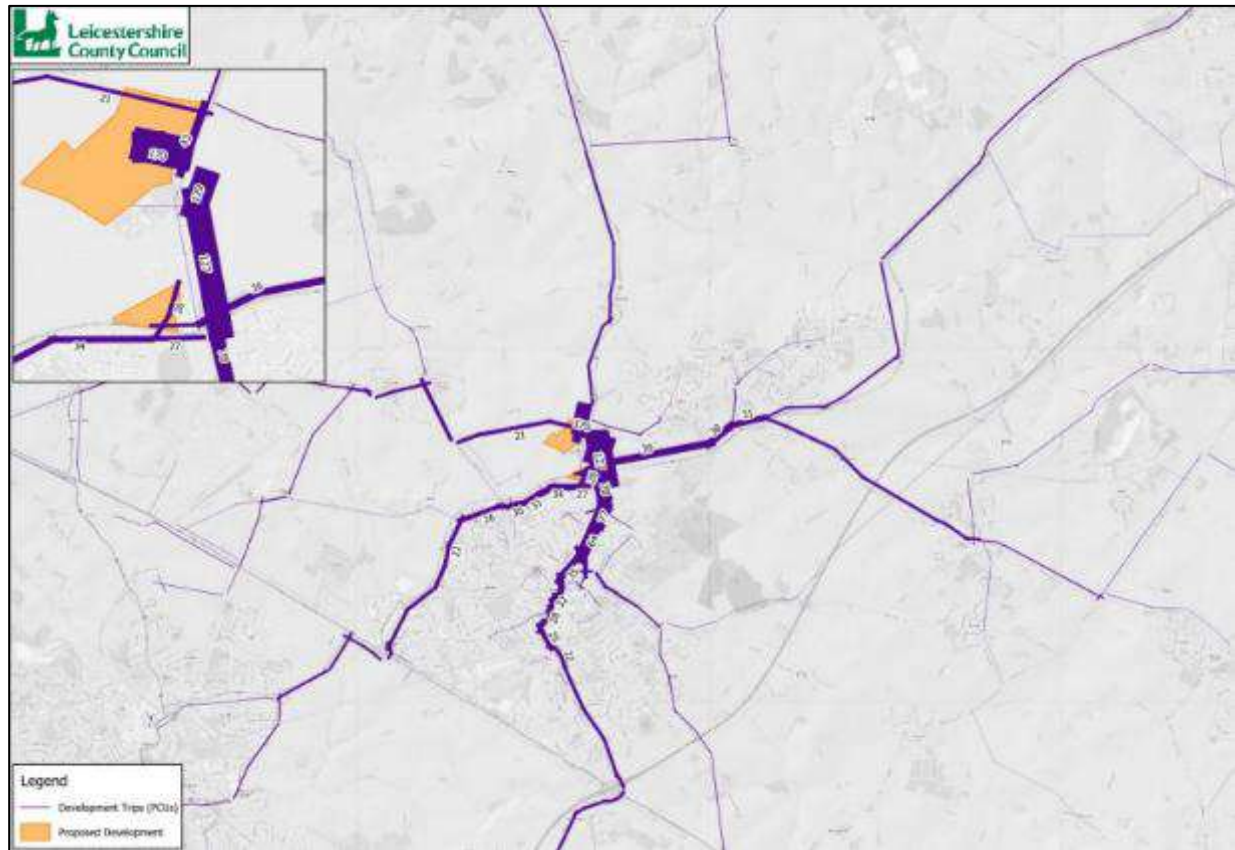


Figure 15. Vehicle Trip Distribution to the Proposed Development - 2036 'Do Something' PM

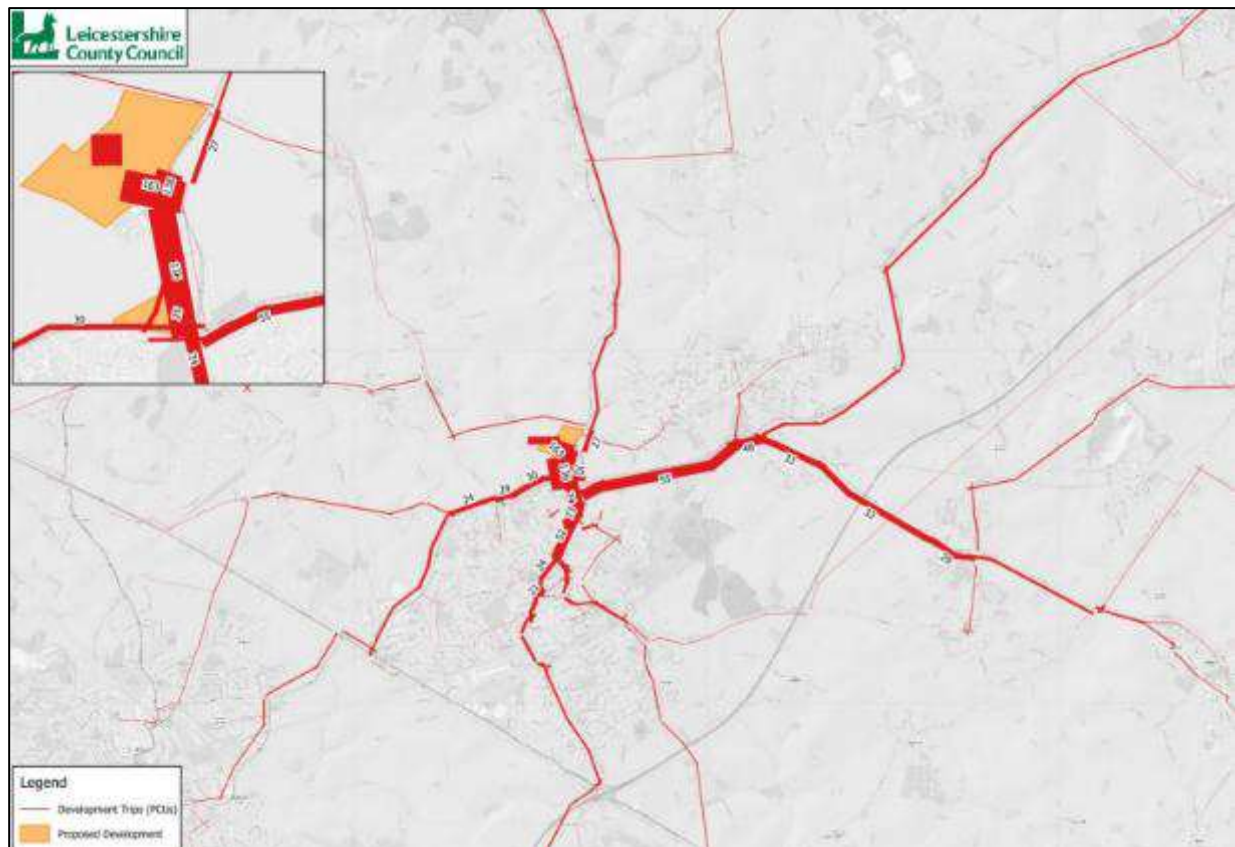
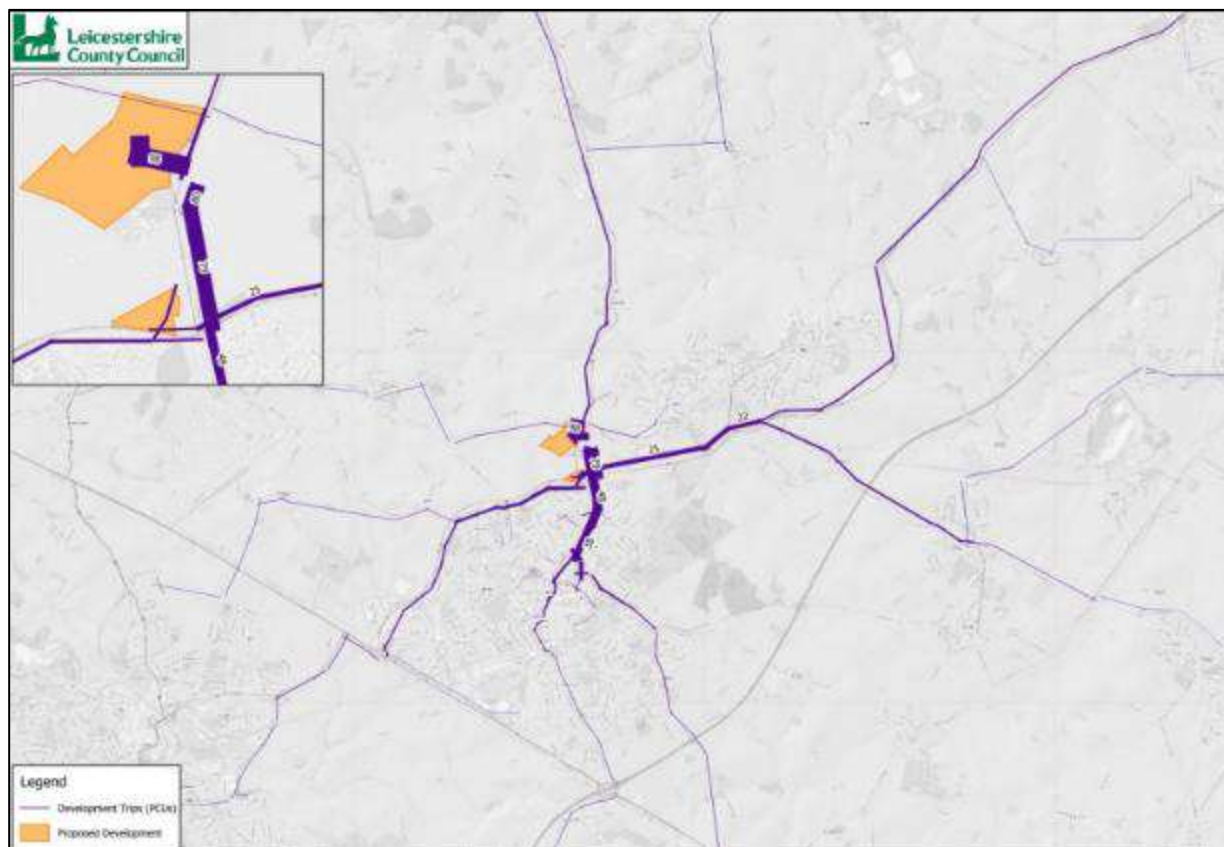


Figure 16. Vehicle Trip Distribution from the Proposed Development - 2036 'Do Something' PM



2.4 Forecast Flow Change

- 2.4.1 The flow change is the difference between the base year without development traffic volumes on a section of road, and the year with development traffic volumes. The with development traffic volumes have two components. The first is the existing traffic on the roads, which can re-route as a result of increased congestion. The second, the new development traffic (which is shown in the traffic distributions shown previously). The extracts of the flow changes are shown below.

Without Development

- 2.4.2 **Figure 17** and **Figure 18** show the forecast flow changes in the 2026 flows minus the 2024 flows for the 'Do Nothing' scenario in the AM and PM peaks respectively. In the AM, most of the roads in Hinckley have increases in traffic flows, with the biggest increases occurring on A5 and the A47. Stoke Road to the west of the site experiences a decrease in traffic flow. The PM peak hour forecasts that traffic travelling away from the development on Wykin Road will be increased. The largest increase in the vicinity of the site is still along the A5.
- 2.4.3 **Figure 19** and **Figure 20** show the forecast flow changes in the 2032 flows minus the 2026 flows for the 'Do Nothing' scenario in the AM and PM peaks respectively. Across both peaks, the increase in traffic flow on all roads is similar with areas to the north and northeast experiencing decreases in flow whilst most roads to the south of the development experience significant increases in traffic flow, with the largest increase occurring on a section of the A47 with 420 vehicles.
- 2.4.4 **Figure 21** and **Figure 22** show the forecast flow changes in the 2036 flows minus the 2032 flows for the 'Do Nothing' scenario in the AM and PM peaks respectively. In the AM, the largest increase occurs on Stoke Lane to the northwest of the site. Both directions on the A5 experience significant decreases in traffic flows. The majority of the flows in the PM are minor increases within the vicinity of the development except for north on the A447 which has the largest traffic flow at 110 vehicles.

Figure 17. Forecast Flow Change for 2026 'Do Nothing' minus 2024 'Do Nothing' AM Peak Hour

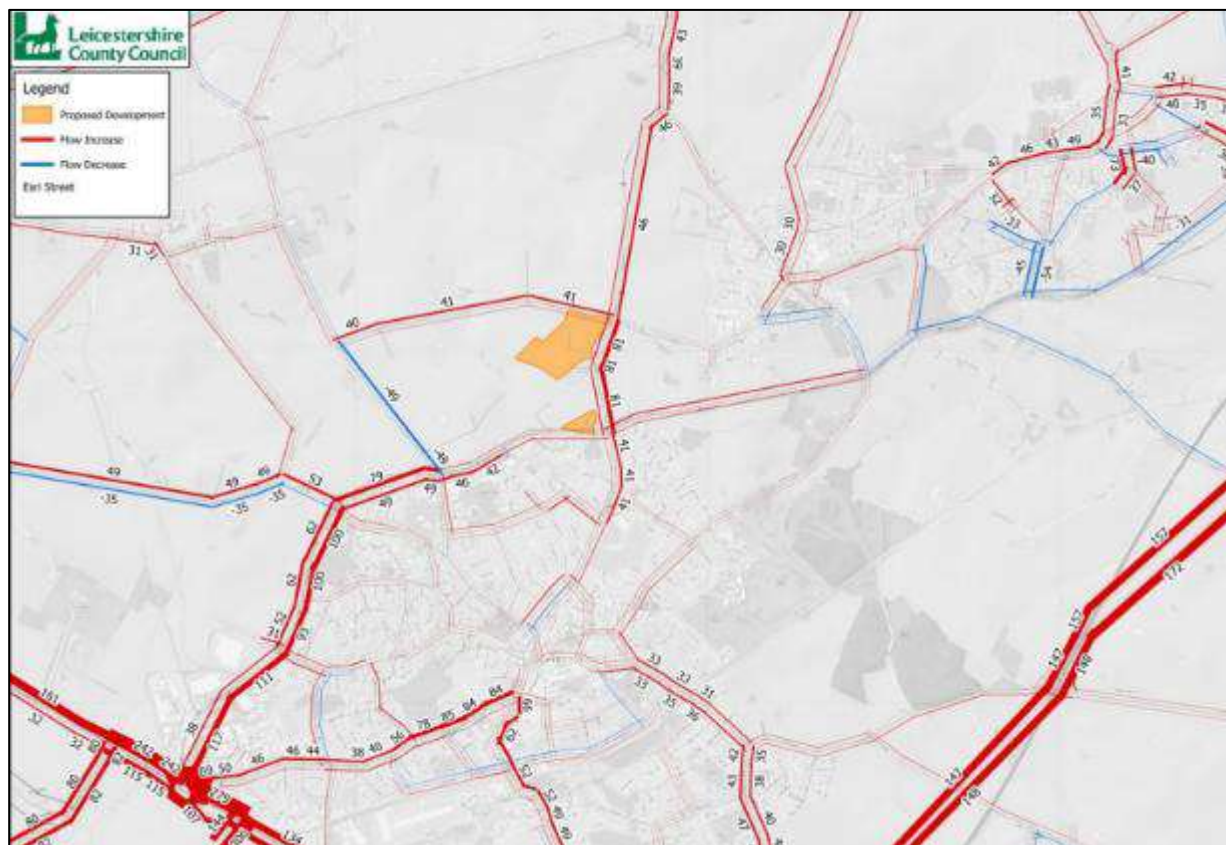


Figure 18. Forecast Flow Change for 2026 'Do Nothing' minus 2024 'Do Nothing' - PM Peak Hour

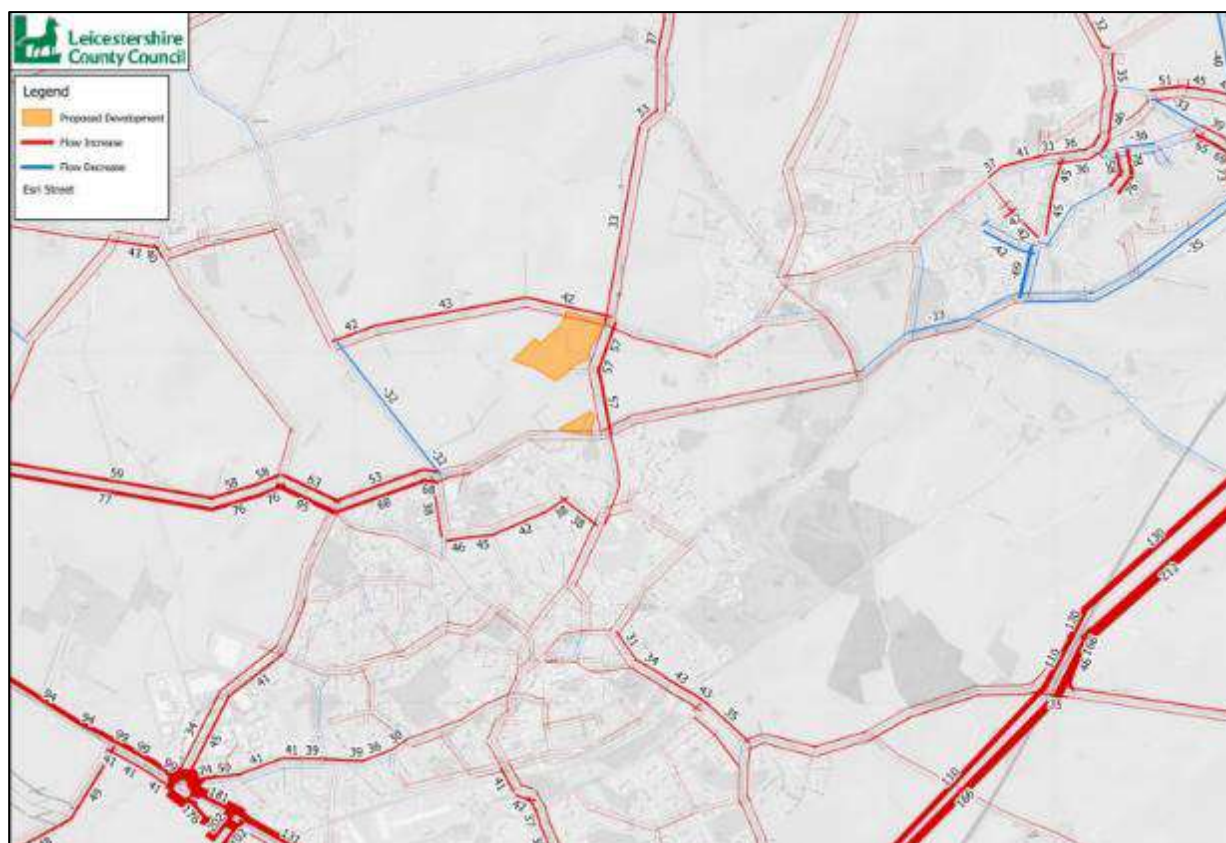


Figure 19. Forecast Flow Change for 2032 'Do Nothing' minus 2026 'Do Nothing' - AM Peak Hour

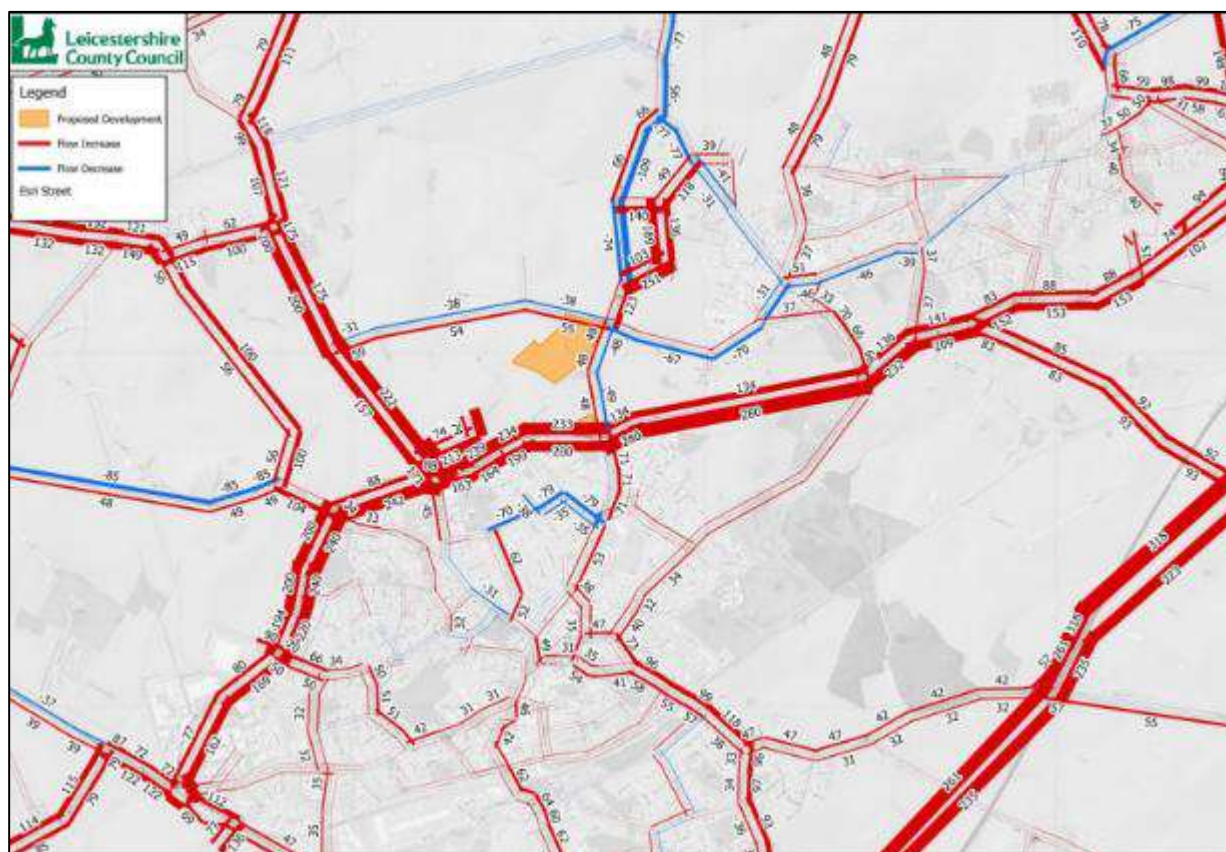


Figure 20. Forecast Flow Change for 2032 'Do Nothing' minus 2026 'Do Nothing' - PM Peak Hour

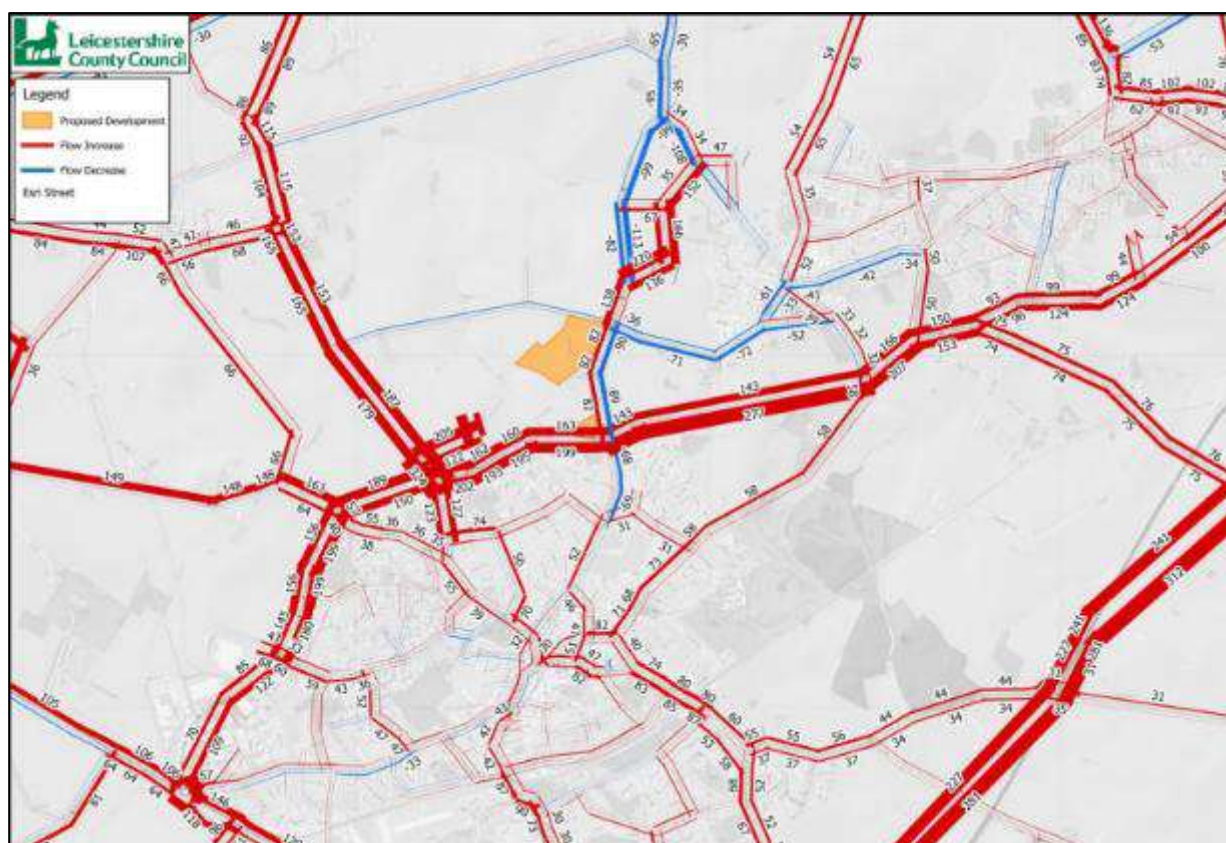


Figure 21. Forecast Flow Change for 2036 'Do Nothing' minus 2032 'Do Nothing' - AM Peak Hour

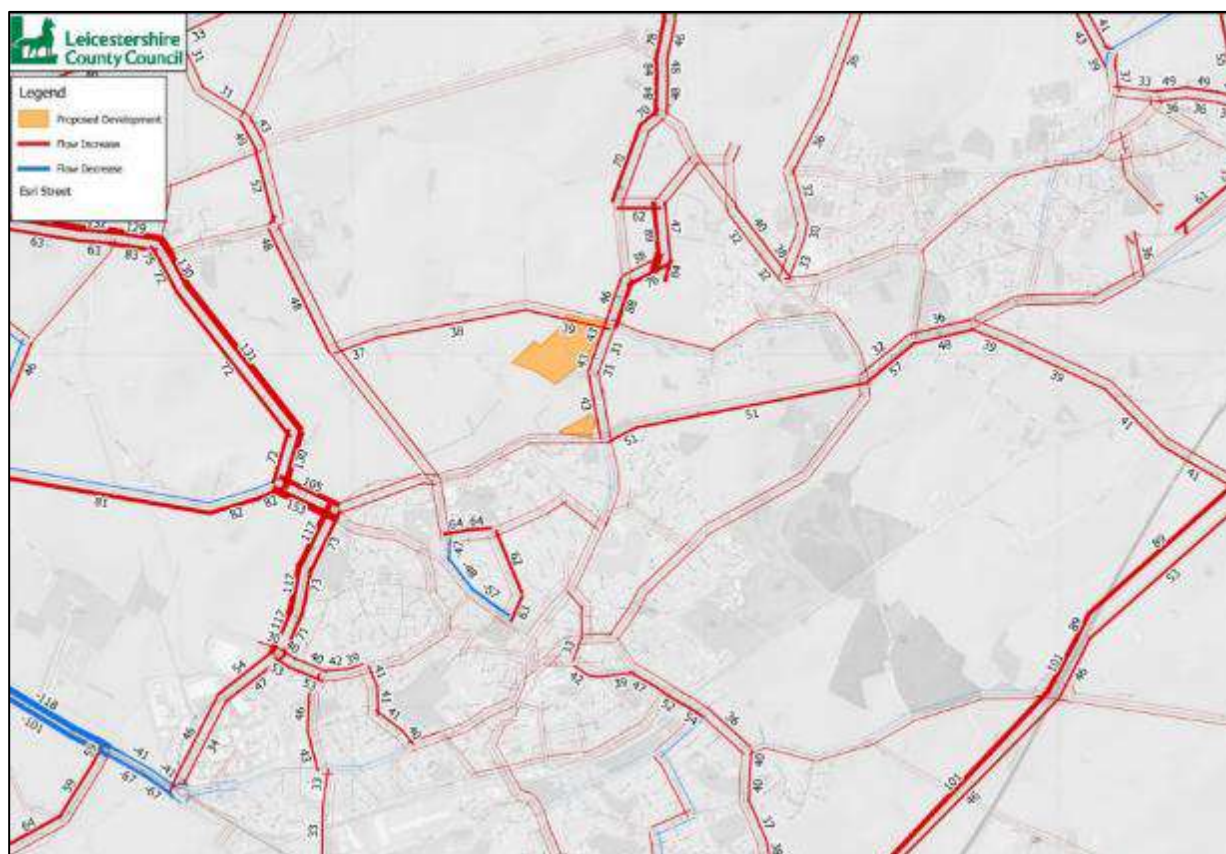
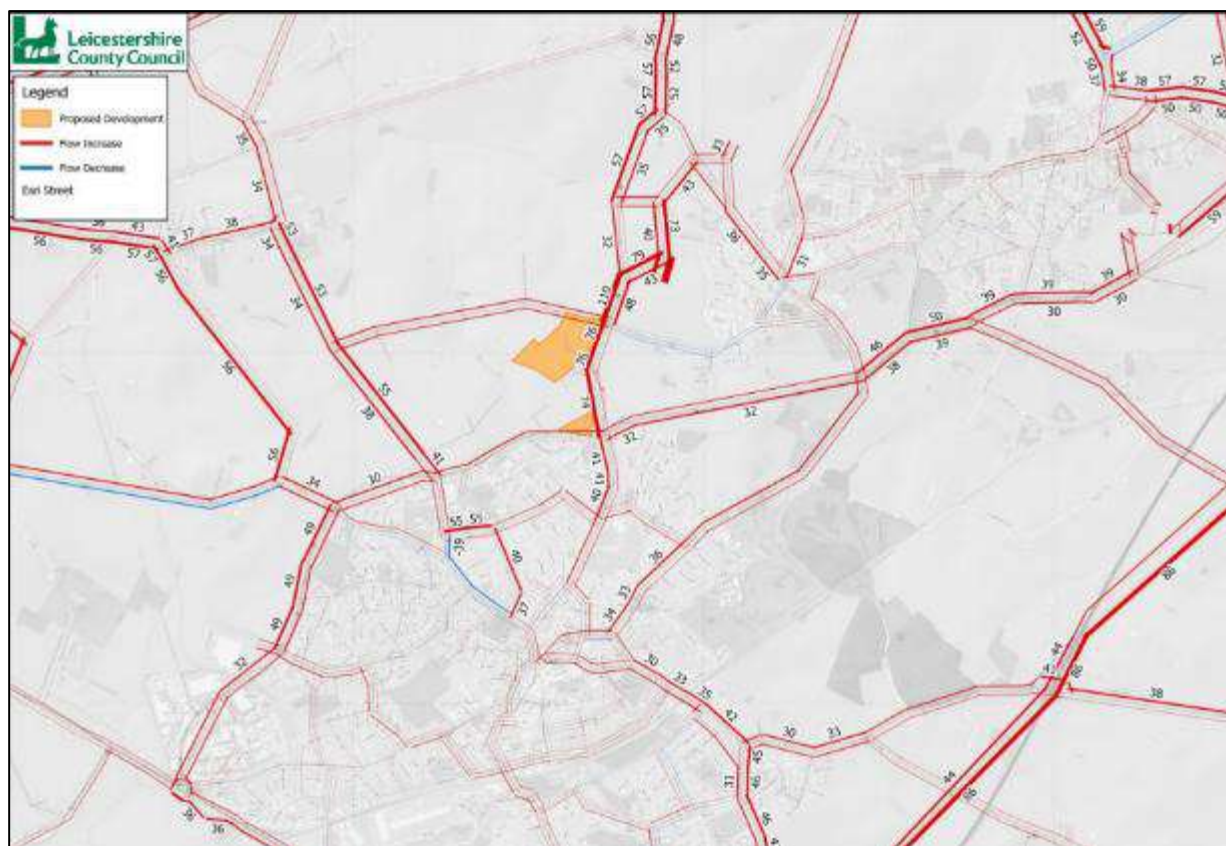


Figure 22. Forecast Flow Change for 2036 'Do Nothing' minus 2032 'Do Nothing' - PM Peak Hour



With Development

- 2.4.5 **Figure 23** and **Figure 24** show forecast flow changes in the 2026 flows for the 'Do Something 2' scenario minus the 2026 flows for the 'Do Nothing' scenario in the AM and PM peaks respectively. In the AM peak, 72 vehicles additional vehicles will travel south on the A447, before dispersing into 43 and 40 vehicles on the A47 east and west respectively. The B4667 will experience 76 more vehicles. A decrease of 53 vehicles will travel north on the A447. In the PM, east on the A47 as well as the B4667 have a similar change in flow. Westbound flows on the A47 are to experience a decrease of 31 vehicles. North on the A447 also decreases again but this continues further north past the A447/Hinckley Road/Rogue's Lane junction.
- 2.4.6 **Figure 25** and **Figure 26** show forecast flow changes in the 2032 flows for the 'Do Something' scenario minus the 2032 flows for the 'Do Nothing' scenario in the AM and PM peaks respectively. In the vicinity of the site during the AM peak, the majority of the flows all have minor changes, except for southbound traffic on the A447 towards the site which will have 45 less vehicles and Stoke Road which is going to gain 36 vehicles. The PM peak follows a similar pattern to the AM where the majority of routes have minor flow changes and the A447 experiences a decrease in flow. The main difference is northbound traffic on the A447 towards the site has an increase of 37 vehicles.
- 2.4.7 **Figure 27** and **Figure 28** show forecast flow changes in the 2032 flows for the 'Do Something Sensitivity' scenario minus the 2032 flows for the 'Do Something' scenario in the AM and PM peaks respectively. Across both peaks, there is a decrease in flow on the A47 and the B4667, with an increase in flow on Stoke Road, to the south of the A47 and Tudor Road/Netherley Road that connects with the B447. The magnitude of these changes is more significant in the AM peak than the PM.
- 2.4.8 **Figure 29** and **Figure 30** show forecast flow changes in the 2036 flows for the 'Do Something' scenario minus the 2036 flows for the 'Do Nothing' scenario in the AM and PM peaks respectively. In the AM peak, southbound traffic on the A447 travelling towards the site has a decrease of 86 vehicles whilst Hinckley Road has an increase of 45 vehicles. Northbound traffic on Stoke Road experiences a similar increase and southbound traffic on the B4667 to the south of the A47 has an increase of 45 vehicles. The PM has an increase of northbound traffic on the A447 towards the site of 96 vehicles, whilst southbound traffic on the A447 towards the site and Stoke Road follow a similar pattern to the AM. Northbound traffic on the B4667 increases by 48 vehicles.
- 2.4.9 **Figure 31** and **Figure 32** show forecast flow changes in the 2036 flows for the 'Do Something Sensitivity 1' minus the 2036 flows for the 'Do Something' scenario in the AM and PM peaks respectively. In the AM peak, the A47 experiences significant decreases in both directions whilst Stoke Road to the north and south of the A47 is forecast for increases of approximately 72 vehicles in the north and 59 to the south. Tudor Road and Netherley Road experience an additional 75 vehicles. The A47 in the PM peak follows the same pattern of decreasing flows whilst the B447 to the south of the A47 has increased flows in both directions.
- 2.4.10 **Figure 33** and **Figure 34** show the forecast flow changes in the 2036 flows for the 'Do Something Sensitivity 2' minus the 2036 flows for the 'Do Something Sensitivity 1' scenario in the AM and PM peak respectively. In the AM, there is a significant decrease in the number of trips along the A447 to the south of the site, along the A47 and Stoke Road, whilst there is a large increase in trips along the spine road. Where Stoke Road continues to the south of the A47 as well as Tudor Road/Netherley Road also has a decrease in flow. The PM follows a similar pattern to the AM along the A447, A47 and Stoke Road whilst also having a substantial increase in trips on the spine road.

Figure 23. Forecast Flow Change for 2026 'Do Something 2' minus 2026 'Do Nothing' - AM Peak Hour

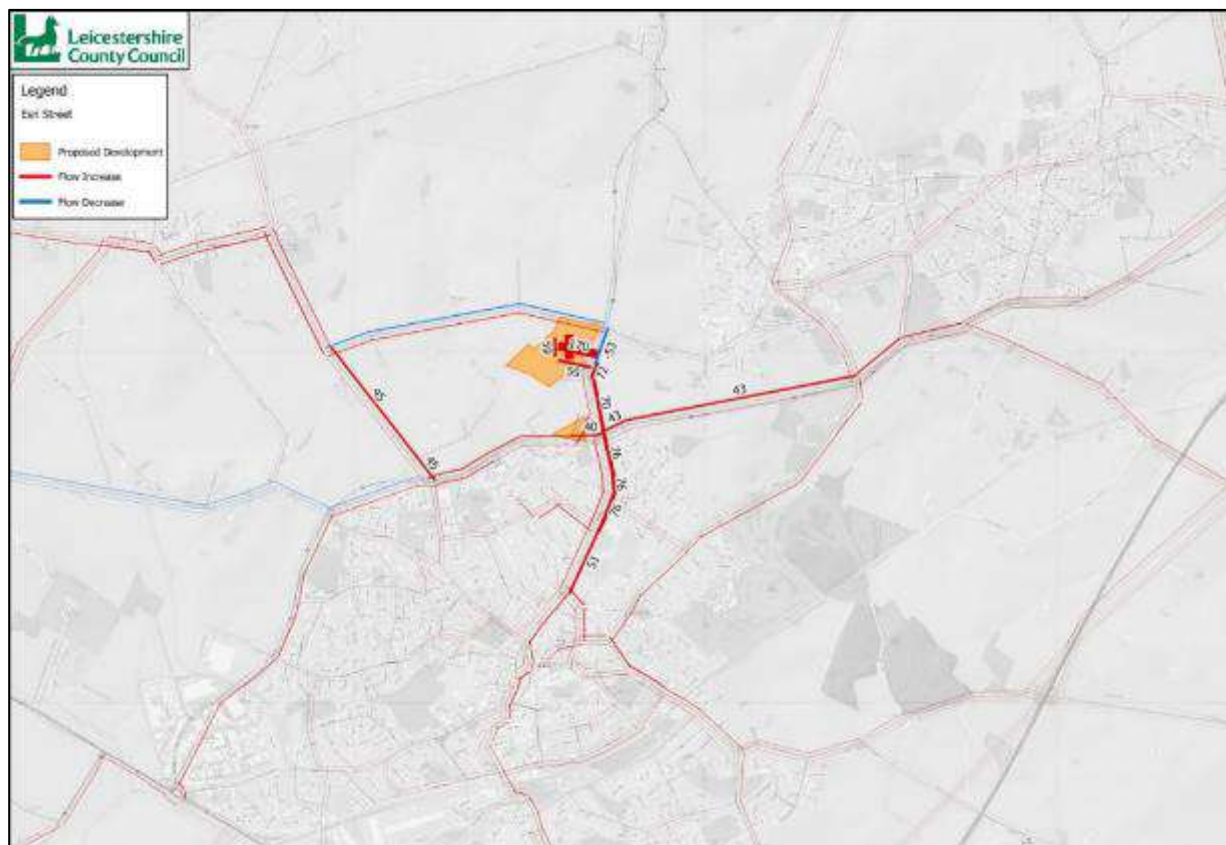


Figure 24. Forecast Flow Change for 2026 'Do Something 2' minus 2026 'Do Nothing' - PM Peak Hour

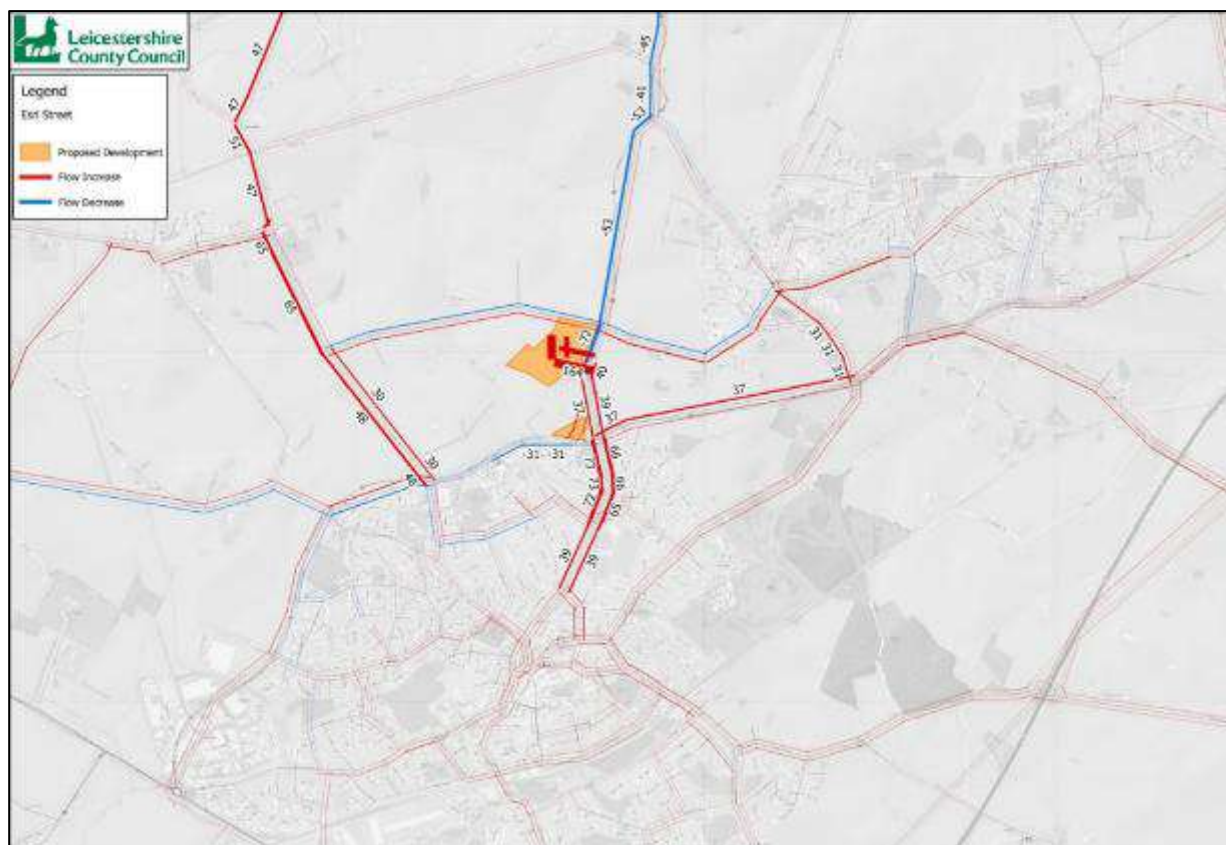


Figure 25. Forecast Flow Change for 2032 'Do Something' minus 2032 'Do Nothing' - AM Peak Hour

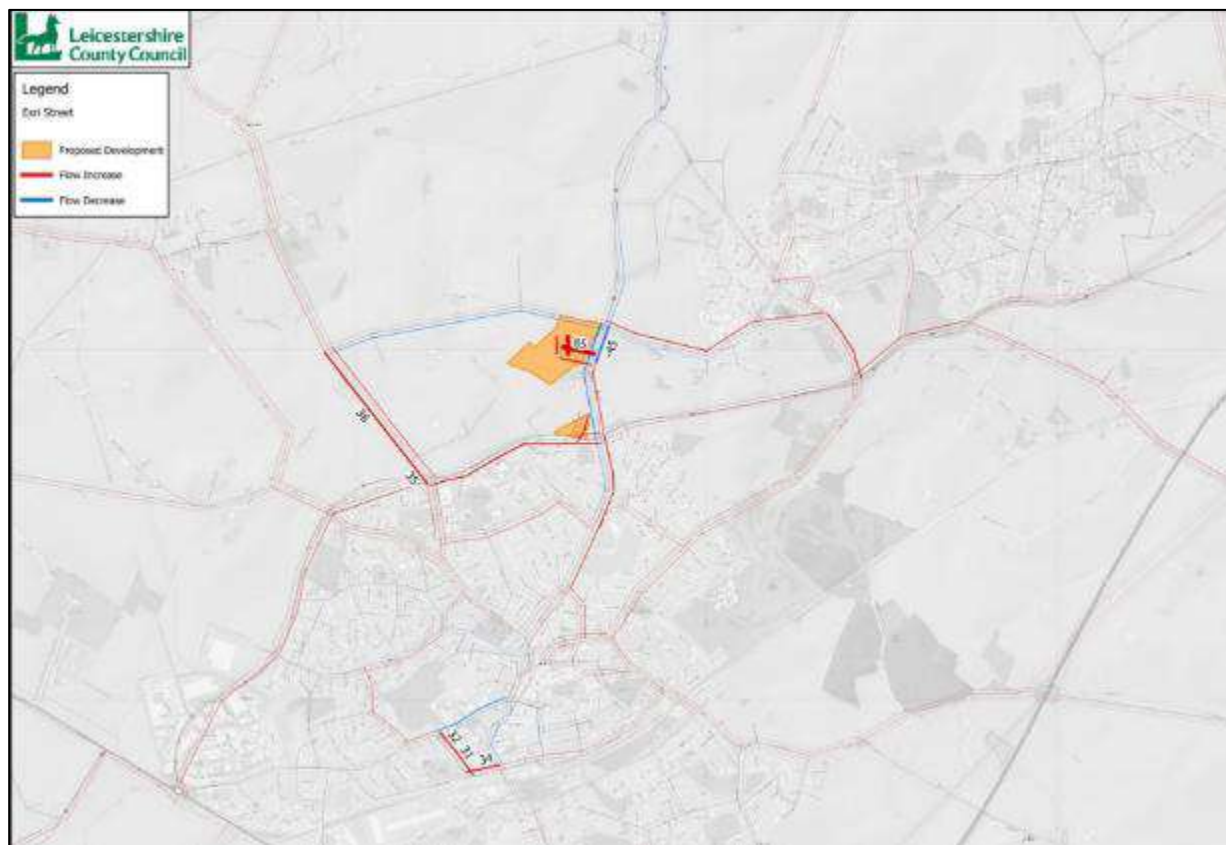


Figure 26. Forecast Change for 2032 'Do Something' minus 2032 'Do Nothing' - PM Peak Hour

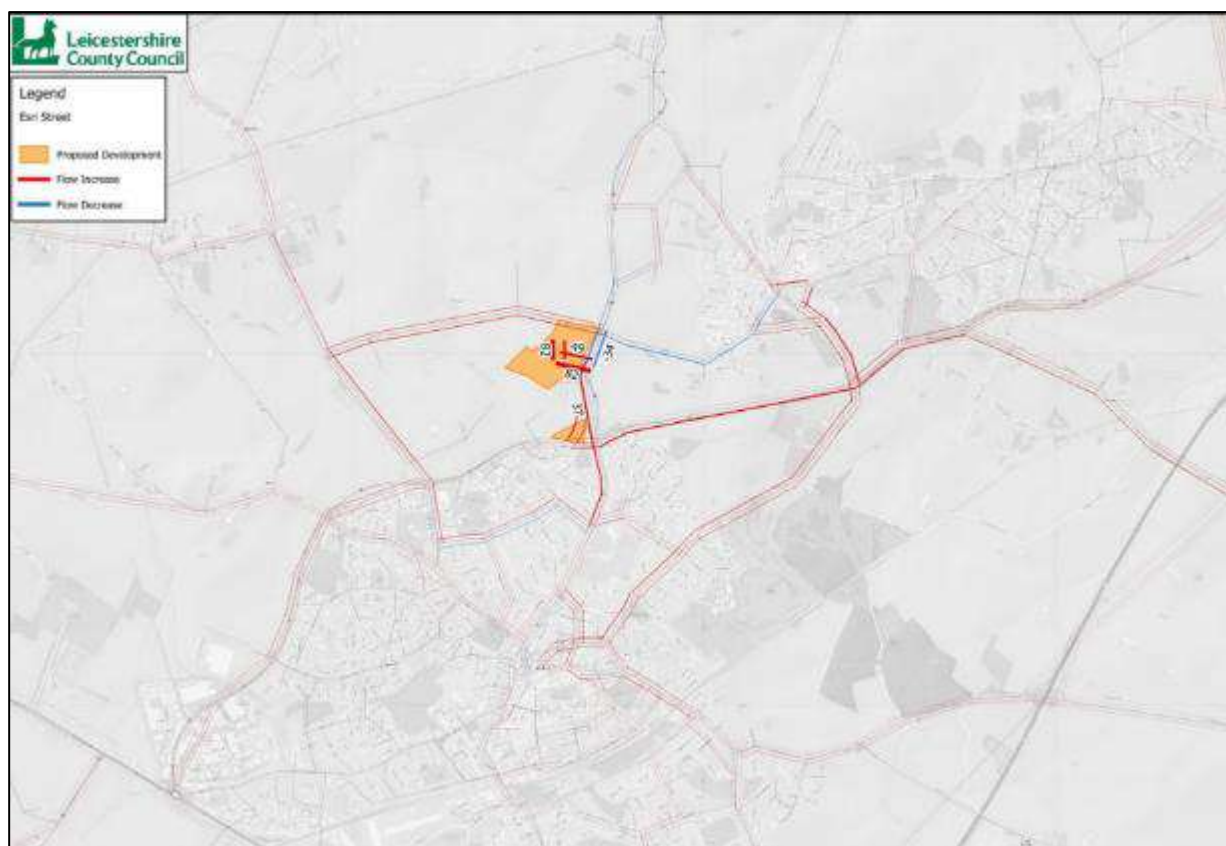


Figure 27. Forecast Flow Change for 2032 'Do Something Sensitivity' minus 2032 'Do Something' - AM Peak Hour

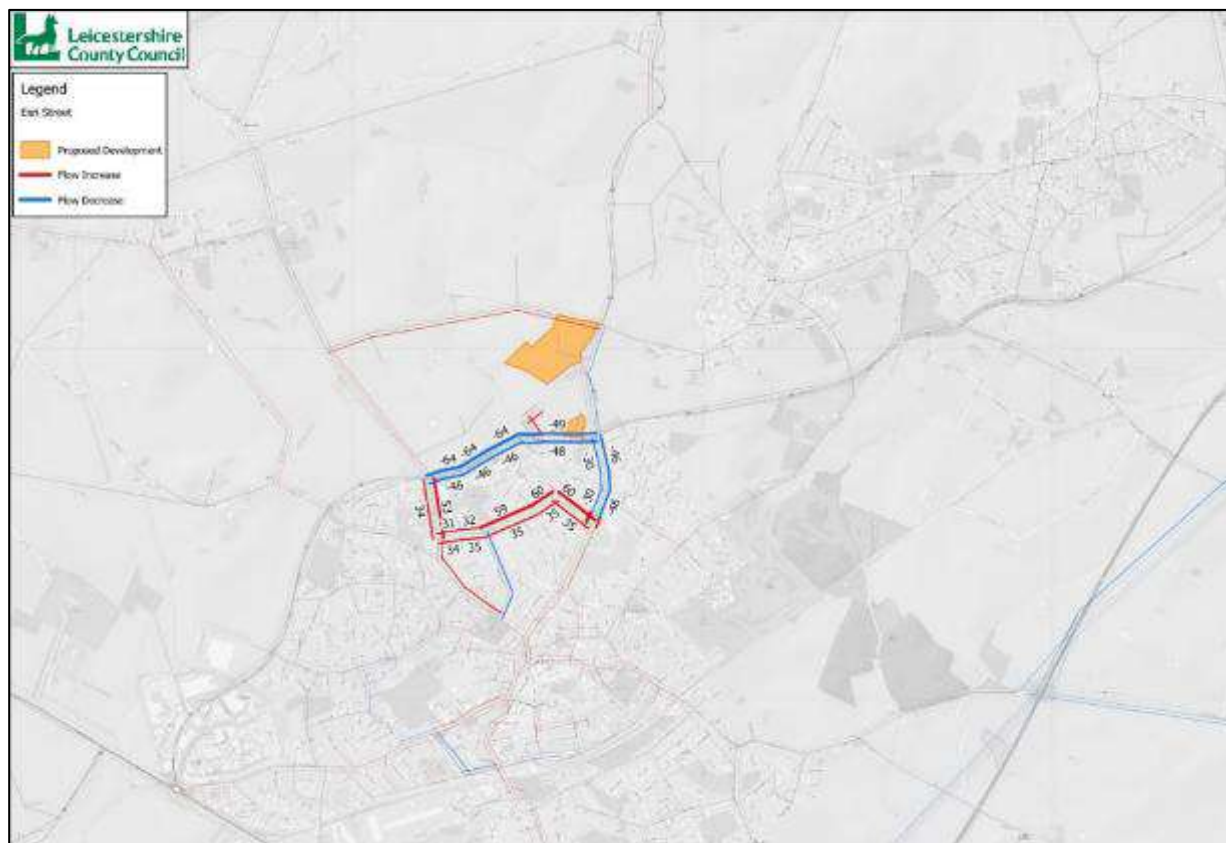


Figure 28. Forecast Flow Change for 2032 'Do Something Sensitivity' minus 2032 'Do Something' - PM Peak Hour

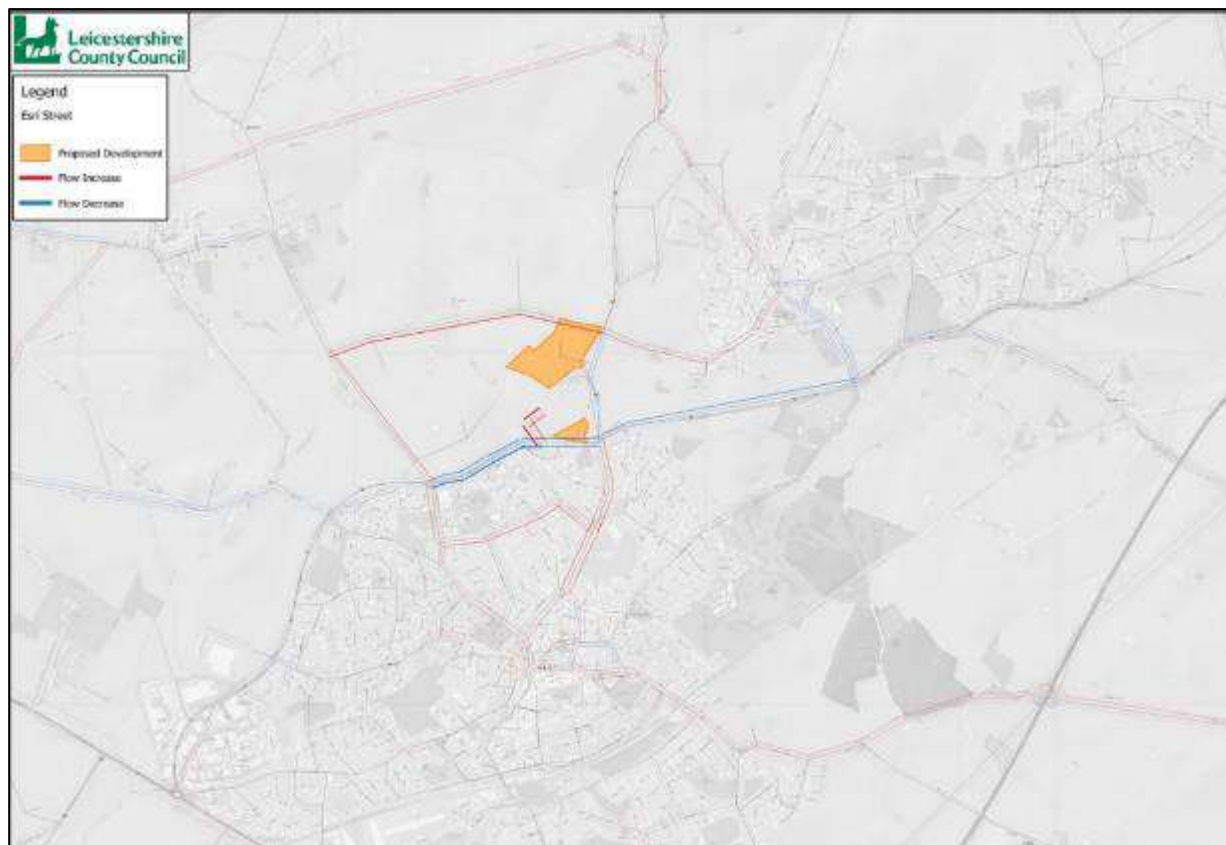


Figure 29. Forecast Flow Change for 2036 'Do Something' minus 2036 'Do Nothing' - AM Peak Hour

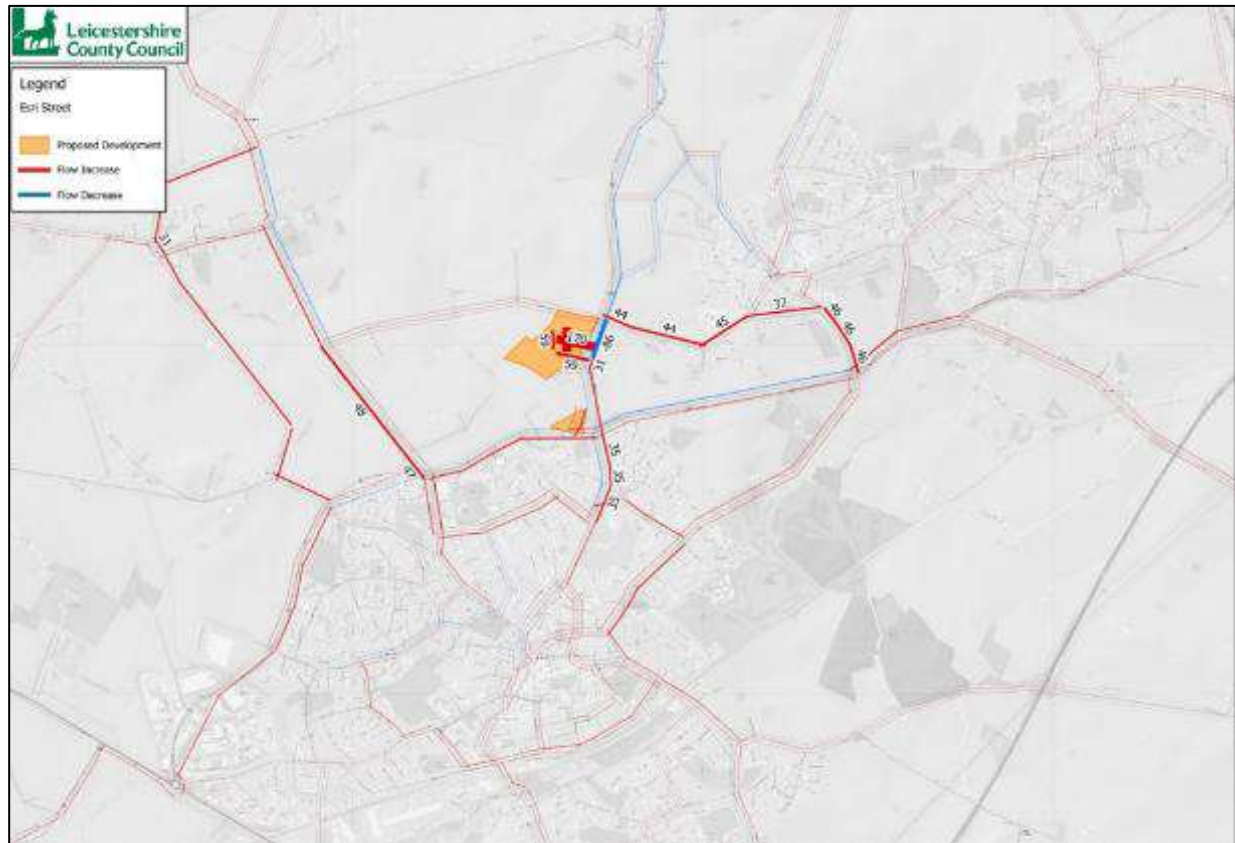


Figure 30. Forecast Flow Change for 2036 'Do Something' minus 2036 'Do Nothing' - PM Peak Hour

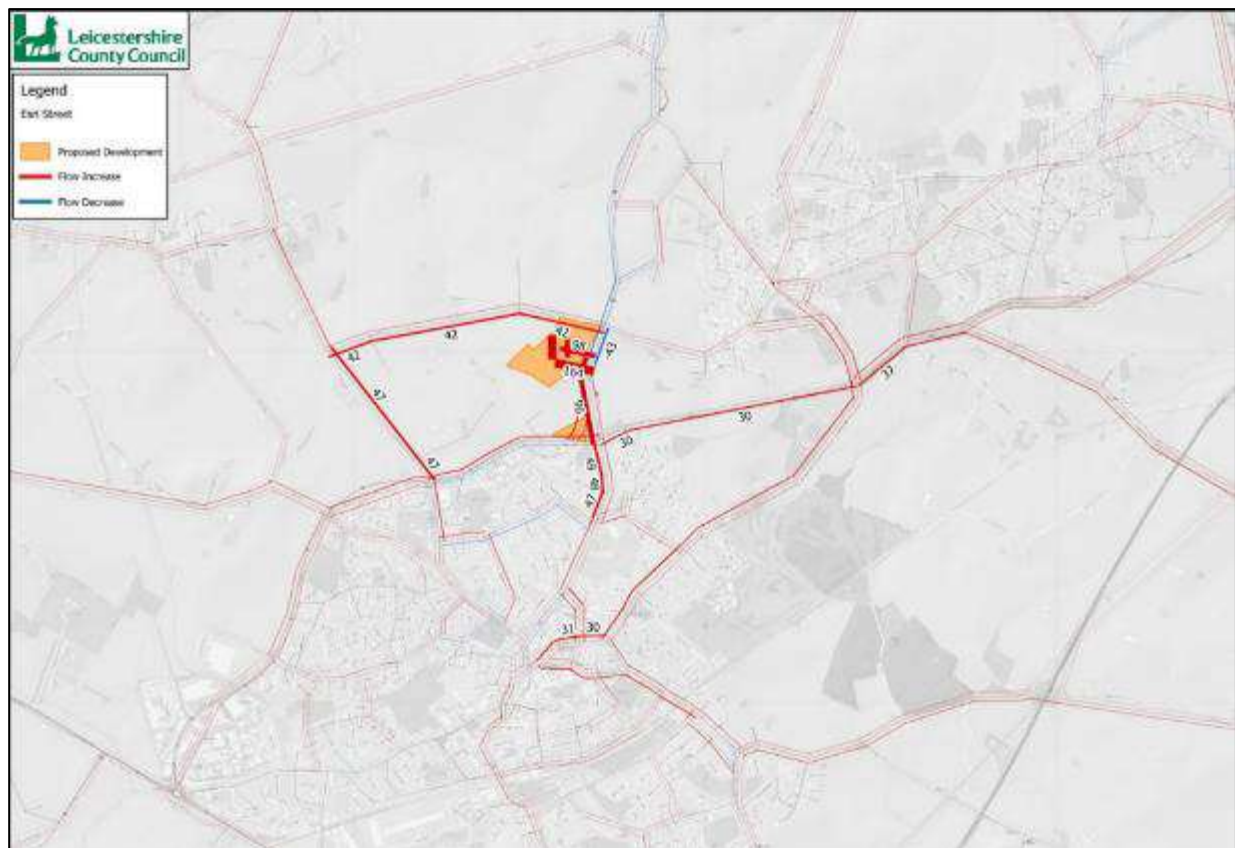


Figure 31. Forecast Flow Change for 2036 'Do Something Sensitivity 1' minus 2036 'Do Something' - AM Peak Hour

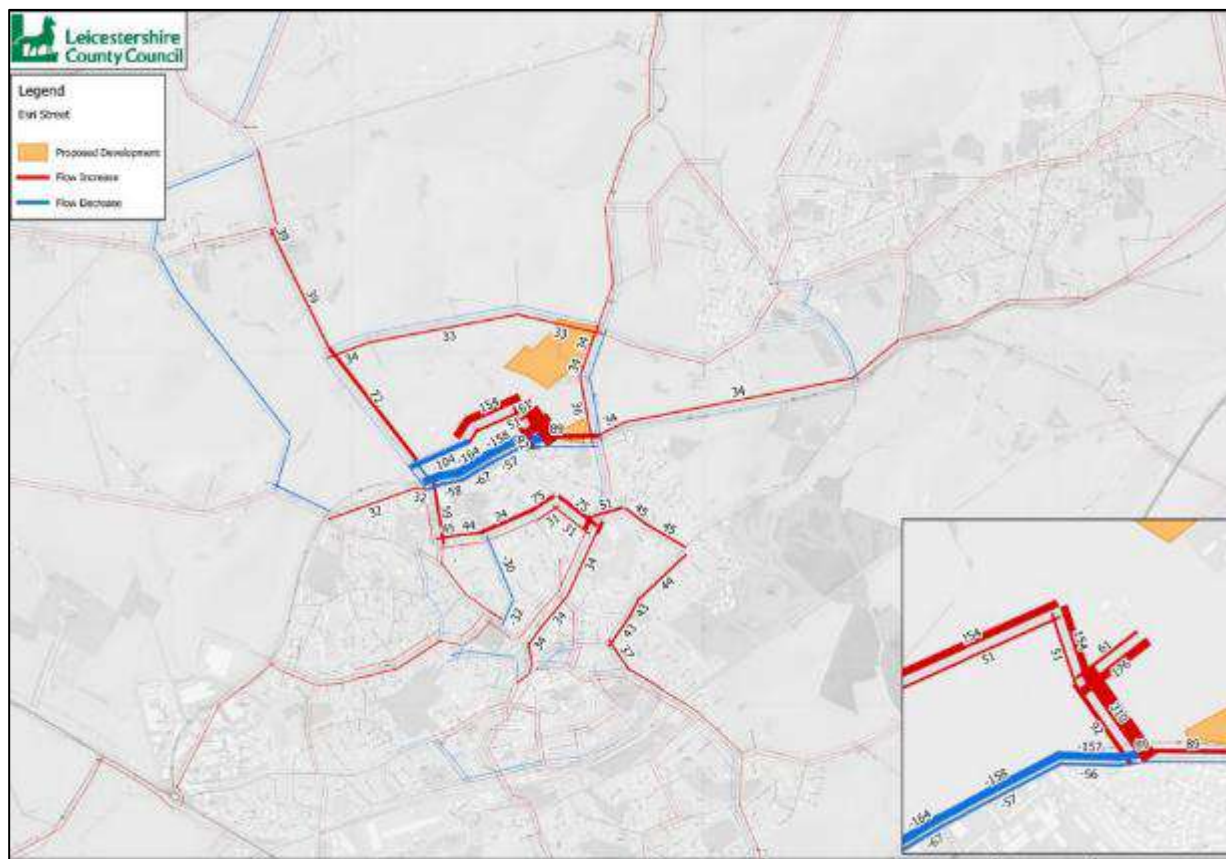


Figure 32. Forecast Flow Change for 2036 'Do Something Sensitivity 1' minus 2036 'Do Something' - PM Peak Hour

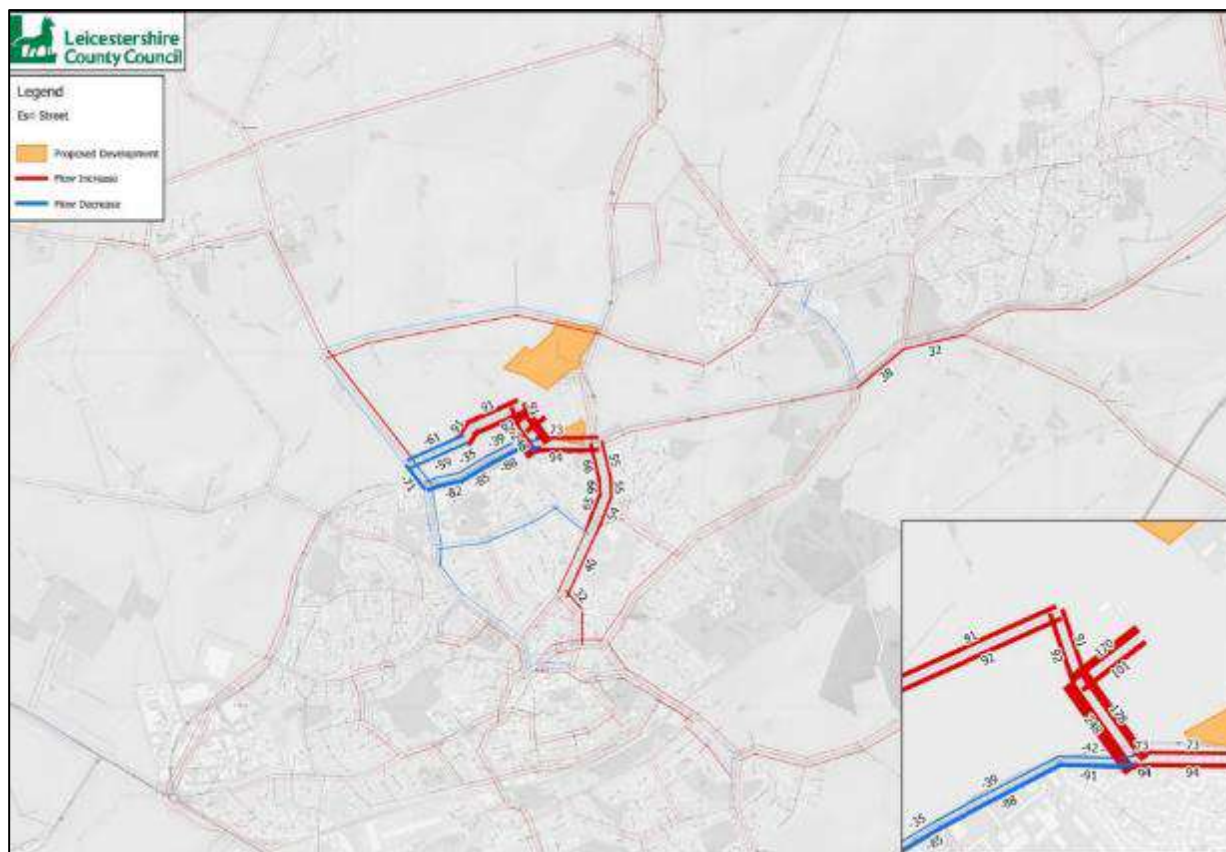


Figure 33. Forecast Flow Change for 2036 'Do Something Sensitivity 2' minus 2036 'Do Something Sensitivity 1' - AM Peak Hour

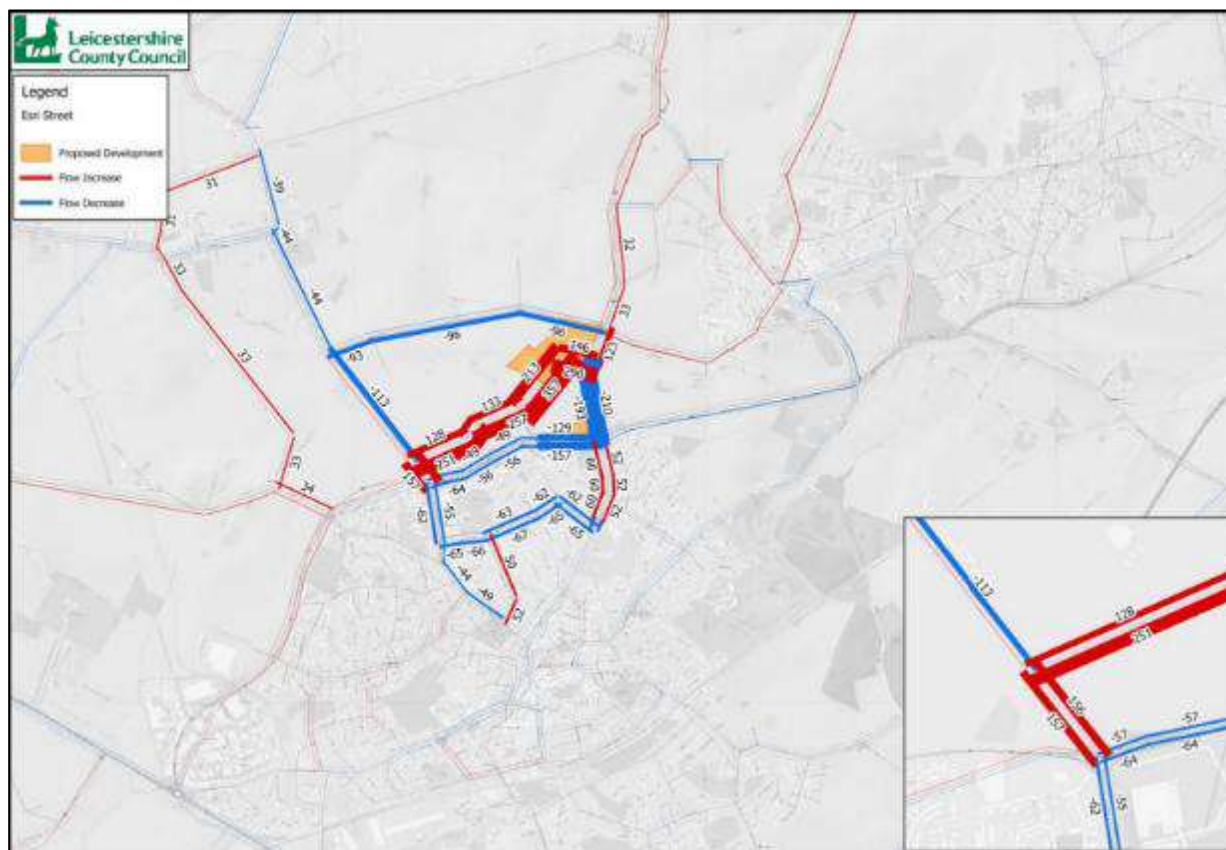
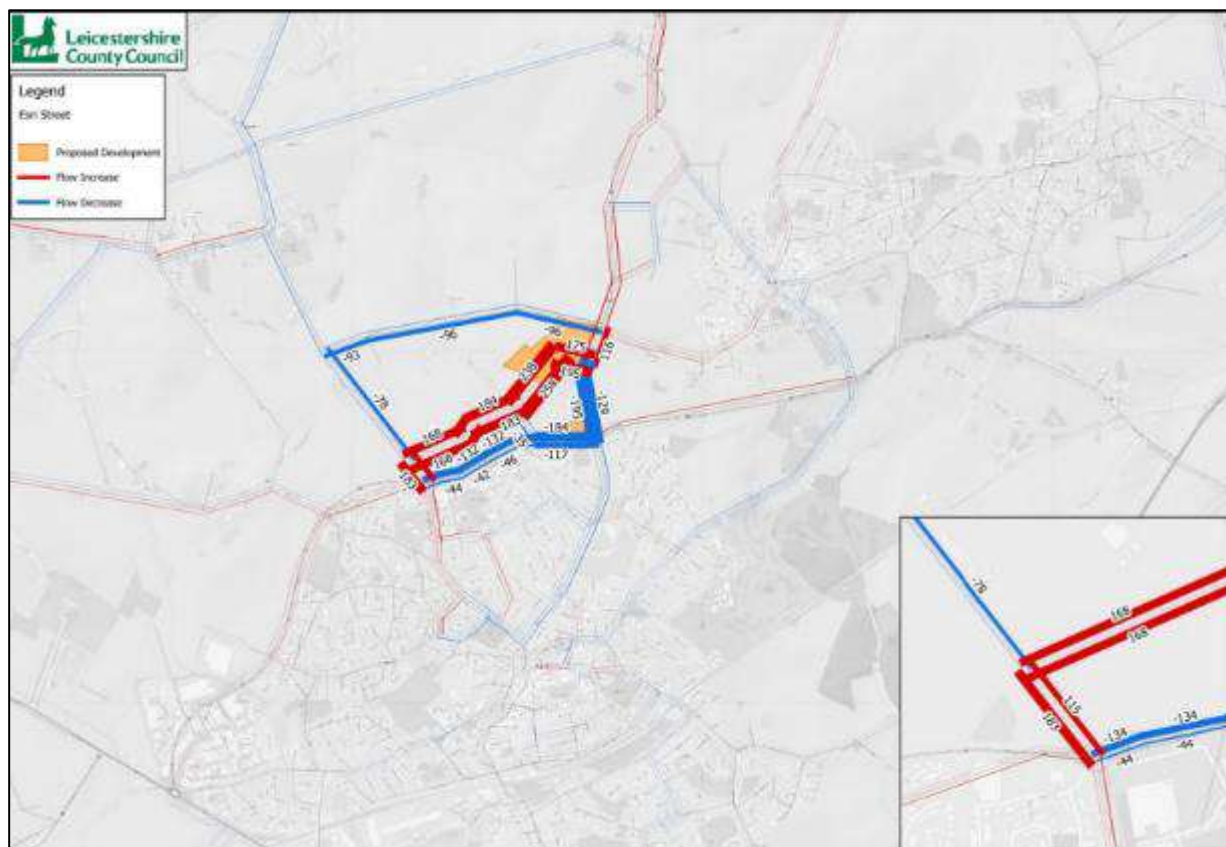


Figure 34. Forecast Flow Change for 2036 'Do Something Sensitivity 2' minus 2036 'Do Something Sensitivity 1' - PM Peak Hour



2.5 Area of Influence

2.5.1 An area of Influence (AOI) has been derived for the years 2026, 2032 and 2036 where a forecast flow change of +/- 5% and +/- 30 PCUs in either the AM or PM peak hour. These have been created using the forecast flow changes between the 'Do Something' and 'Do Nothing' scenarios.

2.5.2 The AOI for the 2026 'Do Something 2' scenario is shown in **Figure 35** and includes the following roads:

- Stoke Road
- A47 Normandy Way
- B4667 Ashby Road
- A447 Ashby Road
- A447 Hinckley Road
- The Common
- Sutton Lane
- Fenn Lanes

2.5.3 The AOI for the 2032 'Do Something' scenario is shown in **Figure 36** and includes the following roads:

- Stoke Road
- A447 Ashby Road
- B4667 Ashby Road
- Northfield Road
- Westfield Road

2.5.4 The AOI for the 2036 'Do Something' scenario is shown in **Figure 37** and includes the following roads:

- Stoke Road
- A447 Ashby Road
- B4667 Ashby Road
- Rogues Lane
- Hinckley Road
- Mill Street
- Church Lane
- The Common
- B590 Leicester Road
- Main Street (Stoke Golding)
- Wood Lane

Figure 35. Area of Influence for 2026 'Do Something 2'

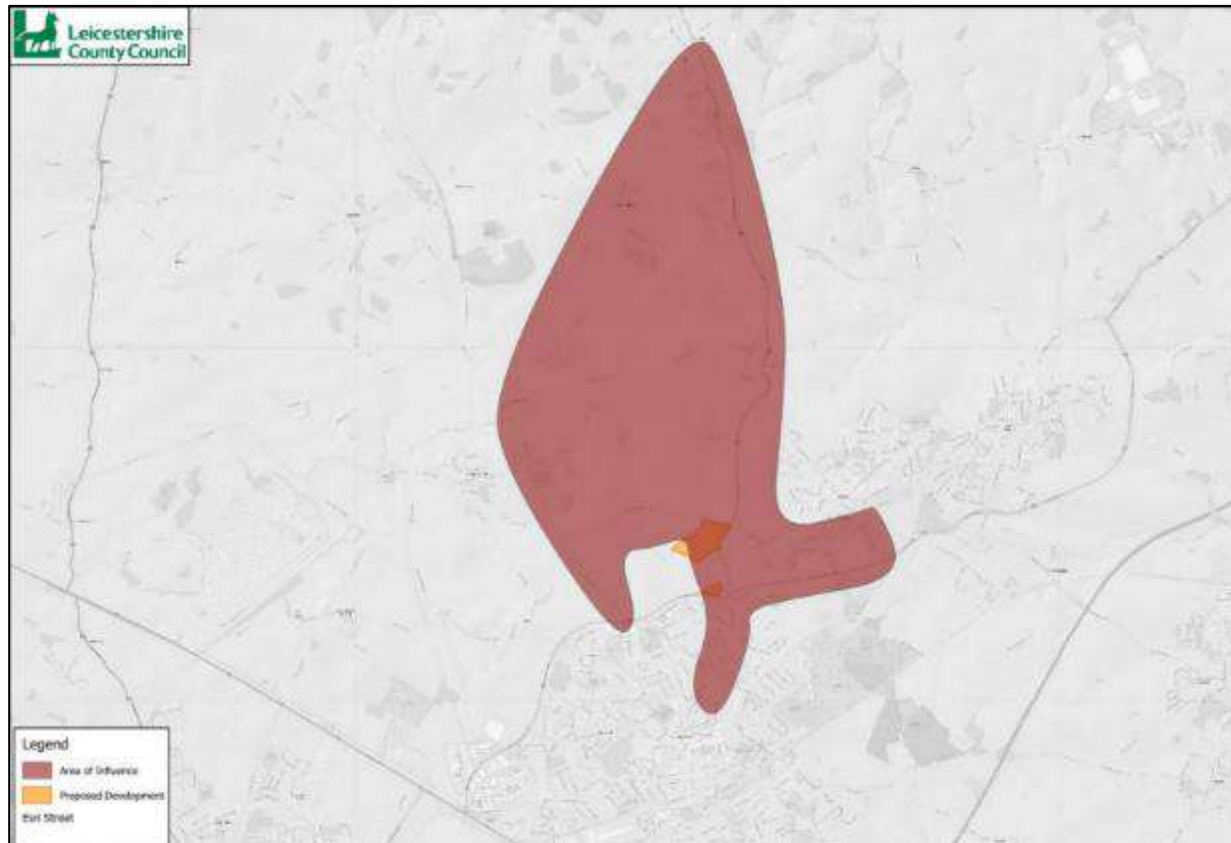


Figure 36. Area of Influence for 2032 'Do Something'

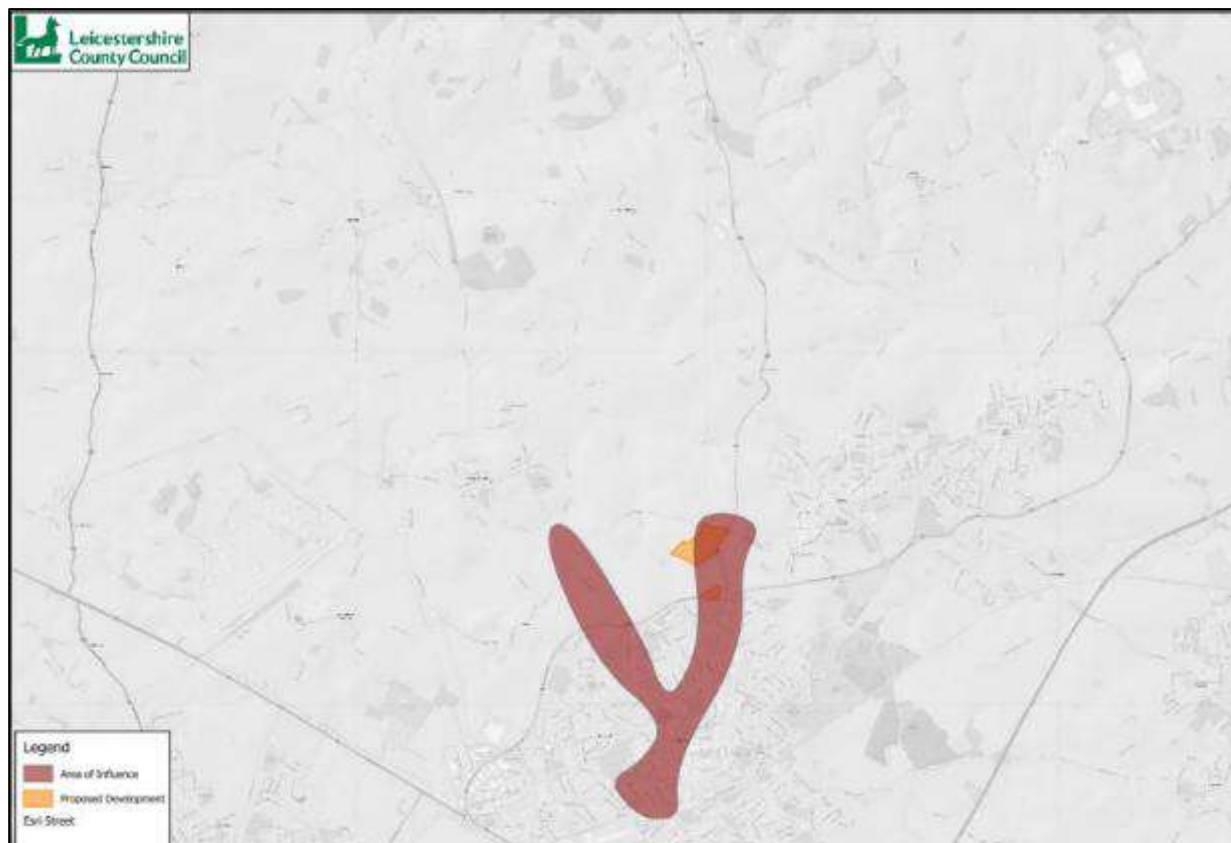
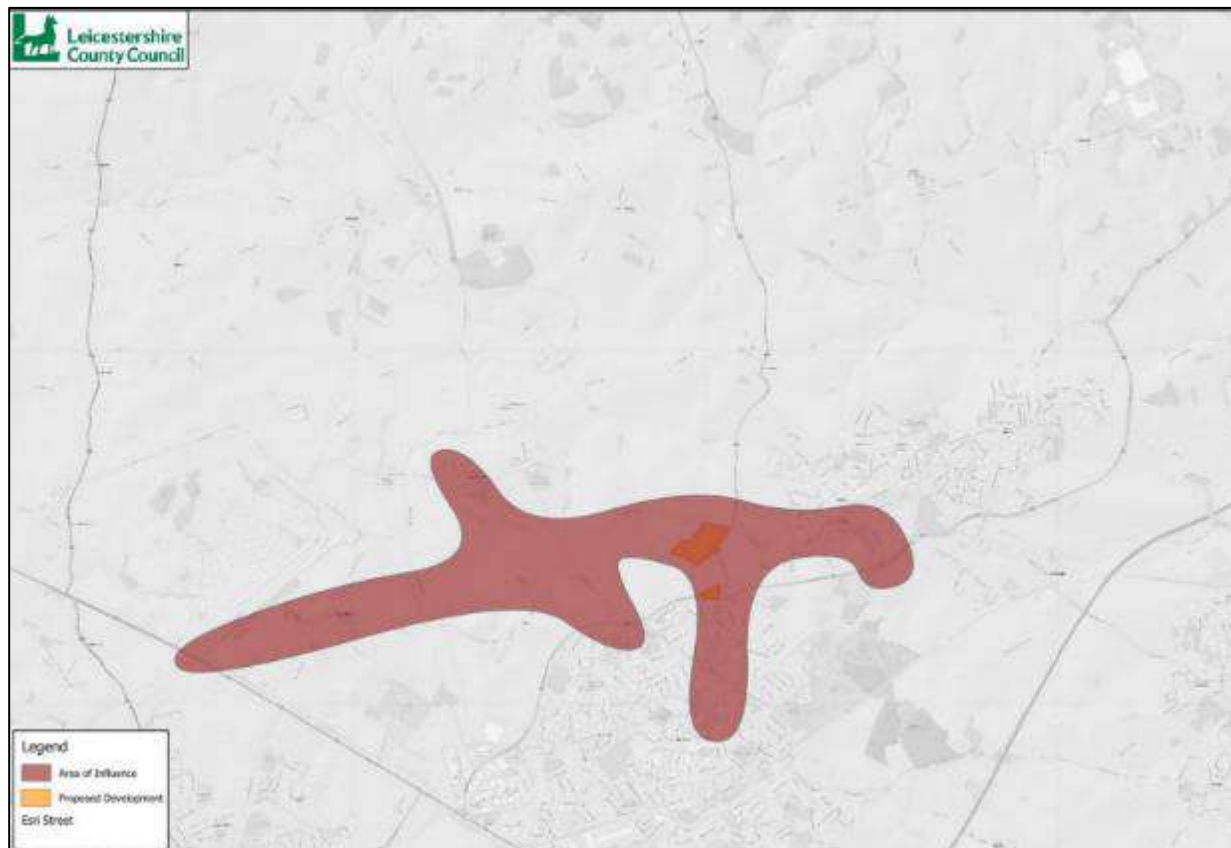


Figure 37. Area of Influence for 2036 'Do Something'



2.6 Forecast Delay Change

- 2.6.1 The delay change is the difference between the base year without development traffic on a section of road, and the year with development traffic. The with development traffic have two components. The first is the existing traffic on the roads, which can re-route as a result of increased congestion to reduce delays. The second, the new development traffic (which is shown in the traffic distributions shown previously). The extracts of the delay changes are shown below.
- 2.6.2 **Figure 38** and **Figure 39** show the forecast delay changes in the 2032 delays for the 'Do Something' minus the 2032 delays for the 'Do Nothing' scenario in the AM and PM peaks respectively. Both peaks show there is an increase in delay along all approaches to Plot 2 on the A447 with a large increase in delay with 124 seconds for eastbound traffic on Westfield Road in the AM and a 58 second increase at Derby Road/Leicester Road/New Buildings/Hollier's Walk crossroads in the PM.
- 2.6.3 **Figure 40** and **Figure 41** show the forecast delay changes in the 2032 delays for the 'Do Something Sensitivity' minus the 2032 delays for the 'Do Something' scenario in the AM and PM peaks respectively. There is little difference between the changes in the delay as there is no delay larger than 10 seconds between the scenarios in the vicinity of the site. There is a 121 second delay decrease at the Rugby Road/Westfield Road/Hawley Road crossroads in the AM and a 74 second delay decrease at the Derby Road/Leicester Road/New Buildings/Hollier's Walk crossroads in the PM.
- 2.6.4 **Figure 42** and **Figure 43** show the forecast delay changes in the 2036 delays for the 'Do Something' minus the 2036 delays for the 'Do Nothing' scenario in the AM and PM peaks respectively. Across both peaks, there is no delay changes of more than 10 seconds in the vicinity of the site. There are increases on all approaches to Plot 2, but these are less than 10 seconds. However, in the PM, the Derby Road/Leicester Road/New Buildings/Hollier's Walk crossroads experiences an 88 second delay decrease.

- 2.6.5 **Figure 44** and **Figure 45** show the forecast delay changes in the 2036 delays for the 'Do Something Sensitivity 1' minus the 2036 delays for the 'Do Something' scenario in the AM and PM peaks respectively. Between both peaks, there are no delay changes greater than 10 seconds within the vicinity of the development. The link road between Phase 1 and Phase 2 result in a small decrease on the A47.
- 2.6.6 **Figure 46** and **Figure 47** show the forecast delay changes in the 2036 delays for the 'Do Something Sensitivity 2' minus the 2036 delays for the 'Do something Sensitivity 1' scenario in the AM and PM peaks respectively. Across both peaks, there are minor delay decreases on the A447 between Plot 2 development and the Ashby Road/A47 crossroads. There are also minor decreases in delay on the A47.

Figure 38. Forecast Delay Change for 2032 'Do Something' minus 2032 'Do Nothing' - AM Peak Hour

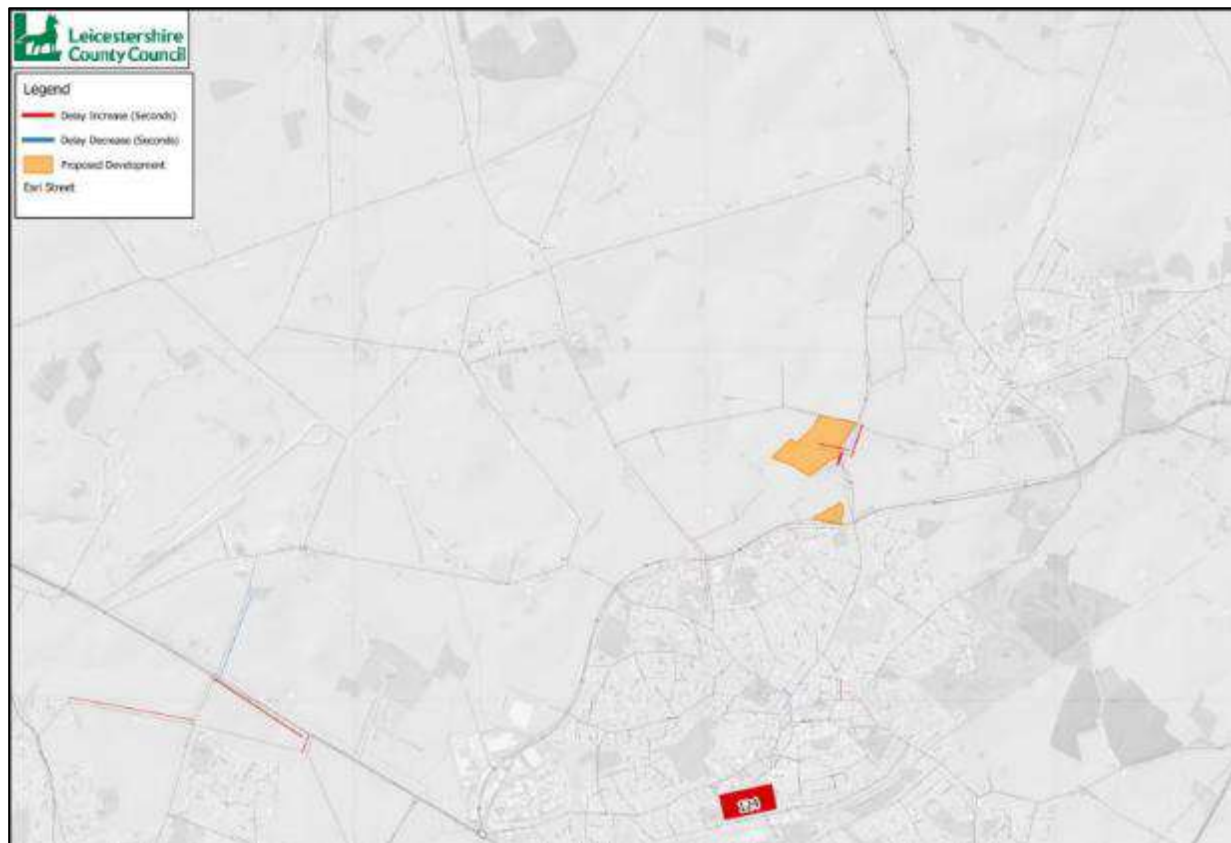


Figure 39. Forecast Delay Change for 2032 'Do Something' minus 2032 'Do Nothing' - PM Peak Hour

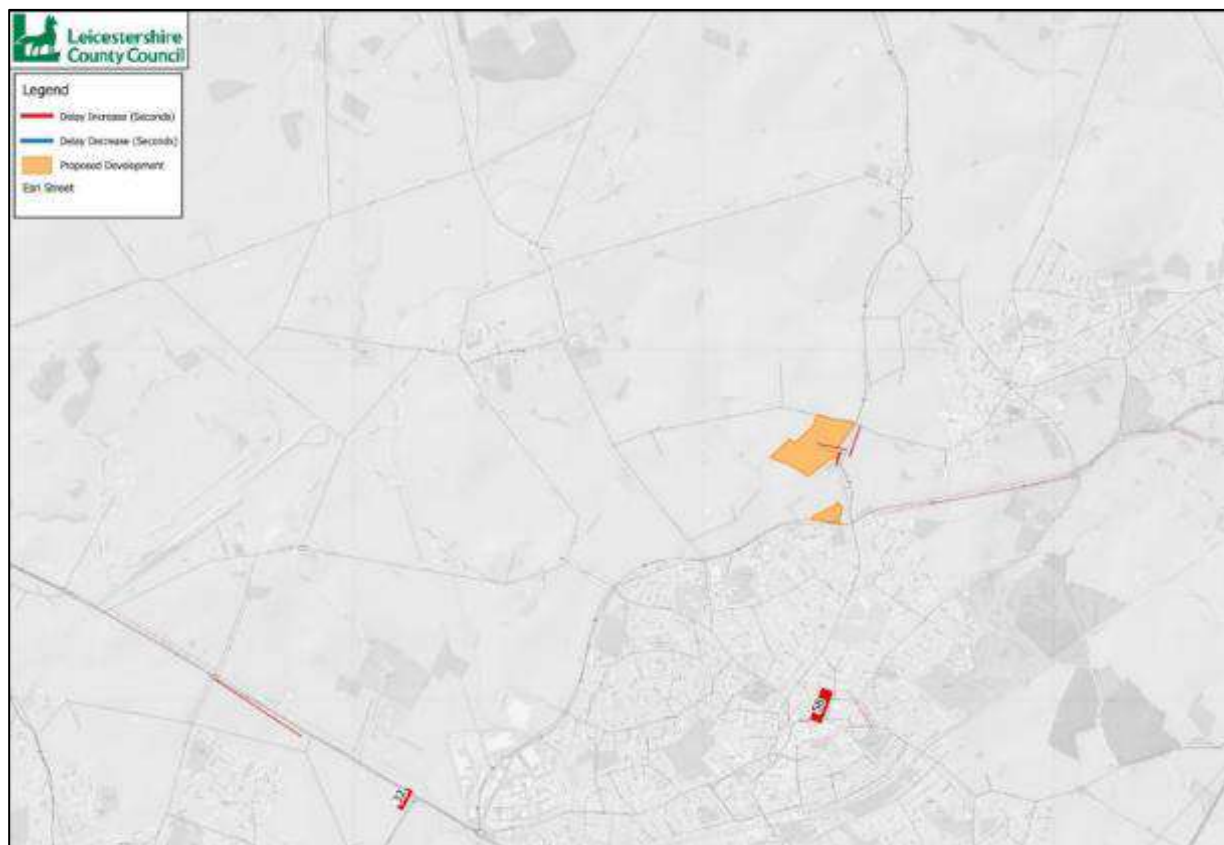


Figure 40. Forecast Delay Change for 2032 'Do Something Sensitivity' minus 2032 'Do Something' - AM Peak Hour

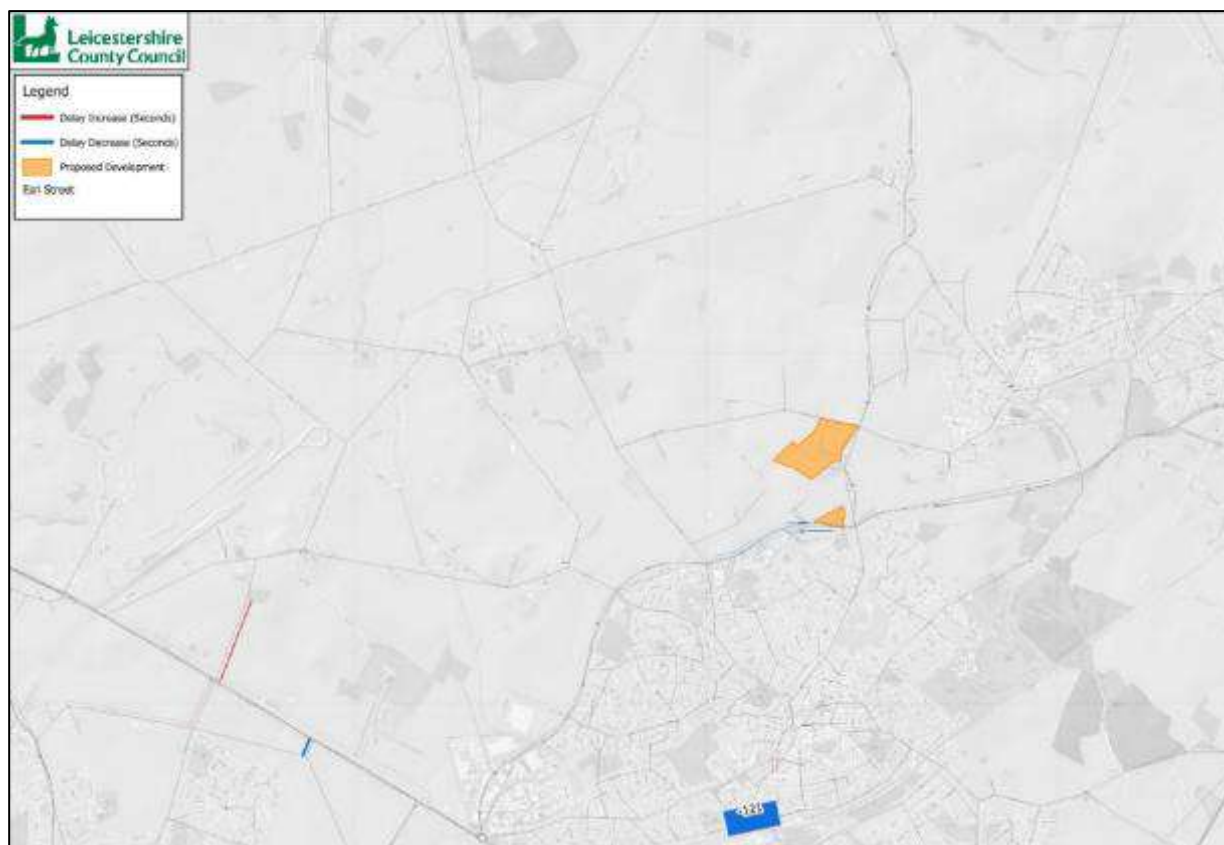


Figure 41. Forecast Delay Change for 2032 'Do Something Sensitivity' minus 2032 'Do Something' - PM Peak Hour

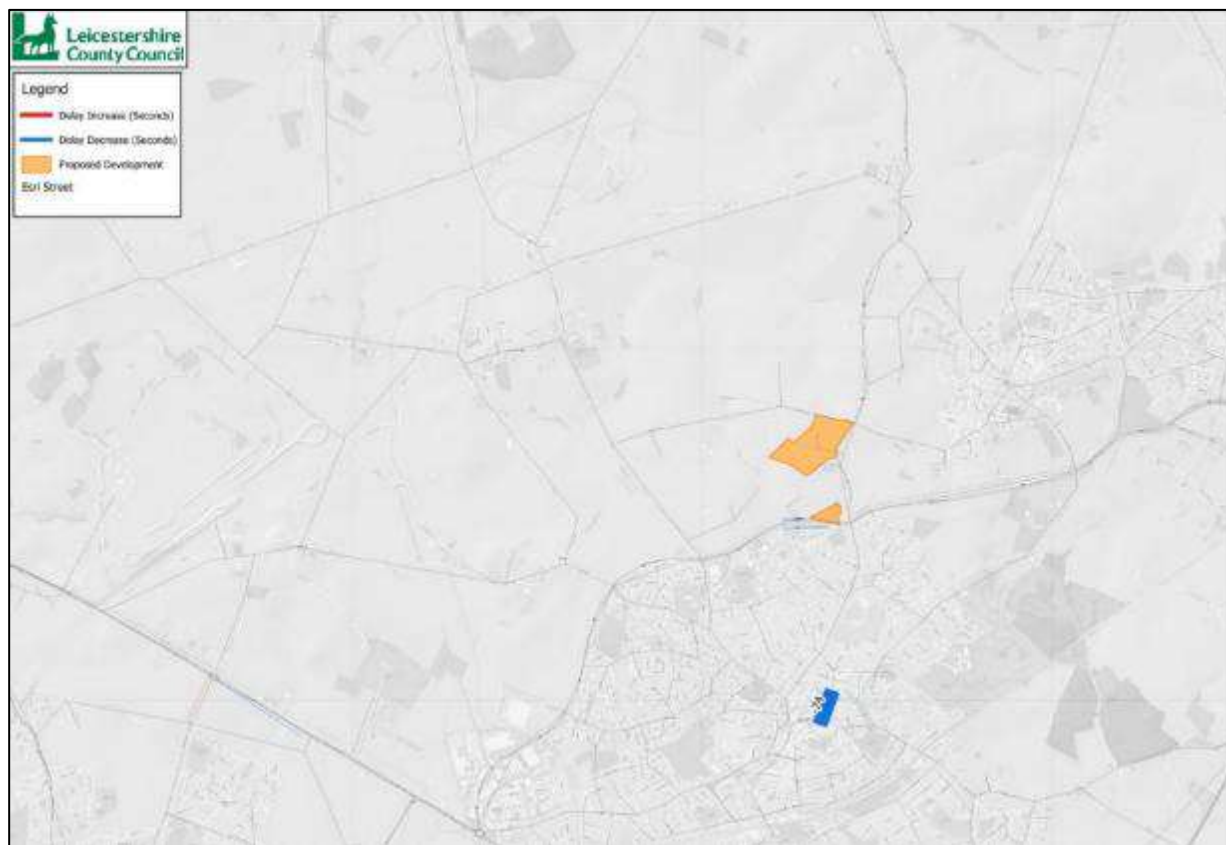


Figure 42. Forecast Delay Change for 2036 'Do Something' minus 2036 'Do Nothing' - AM Peak Hour

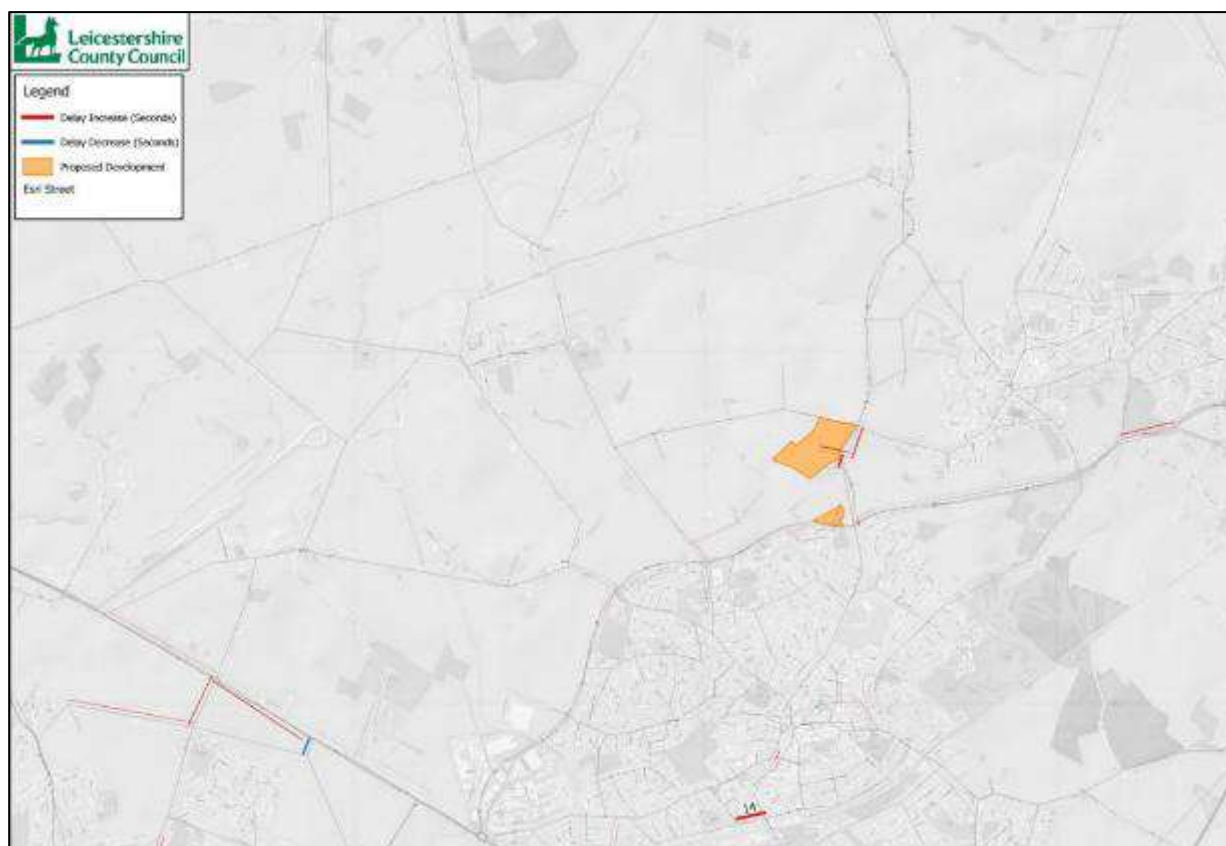


Figure 43. Forecast Delay Change for 2036 'Do Something' minus 2036 'Do Nothing' - PM Peak Hour

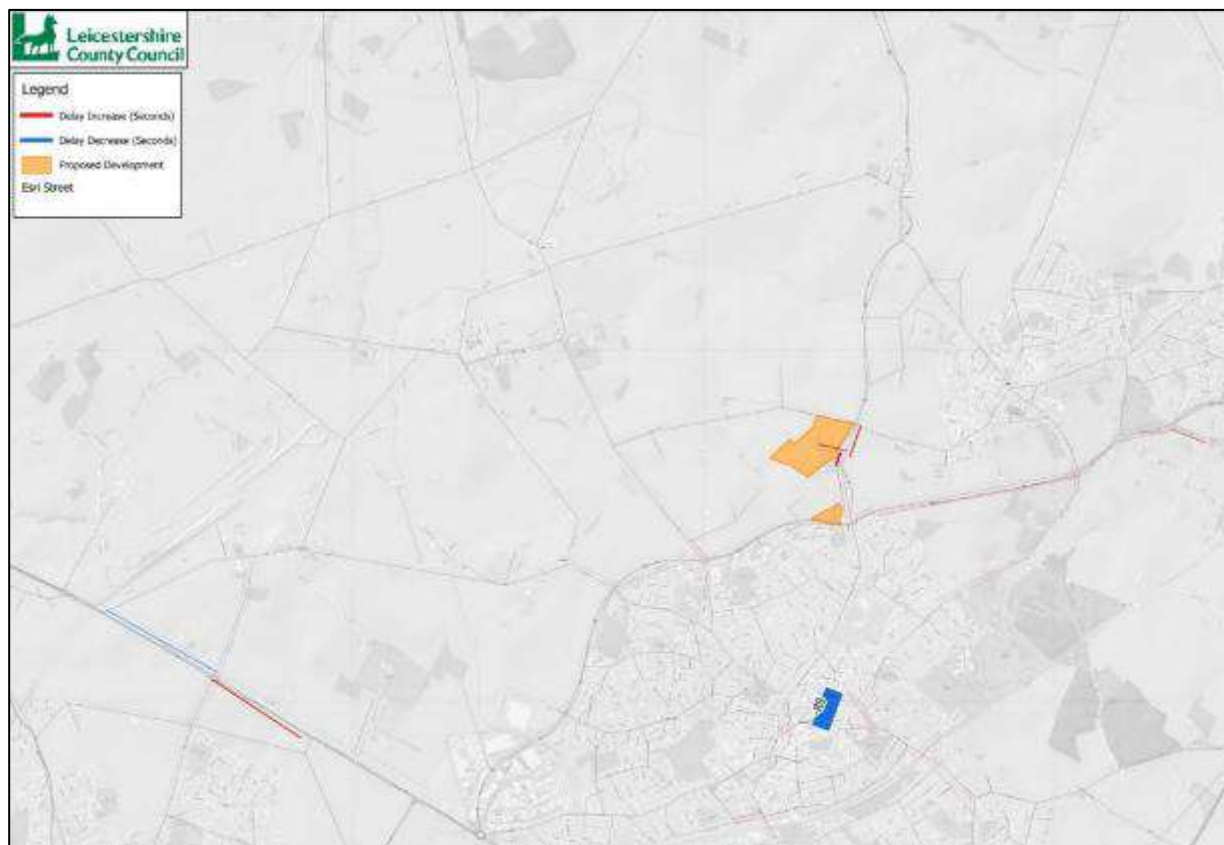


Figure 44. Forecast Delay Change for 2036 'Do Something Sensitivity 1' minus 2036 'Do Something' - AM Peak Hour

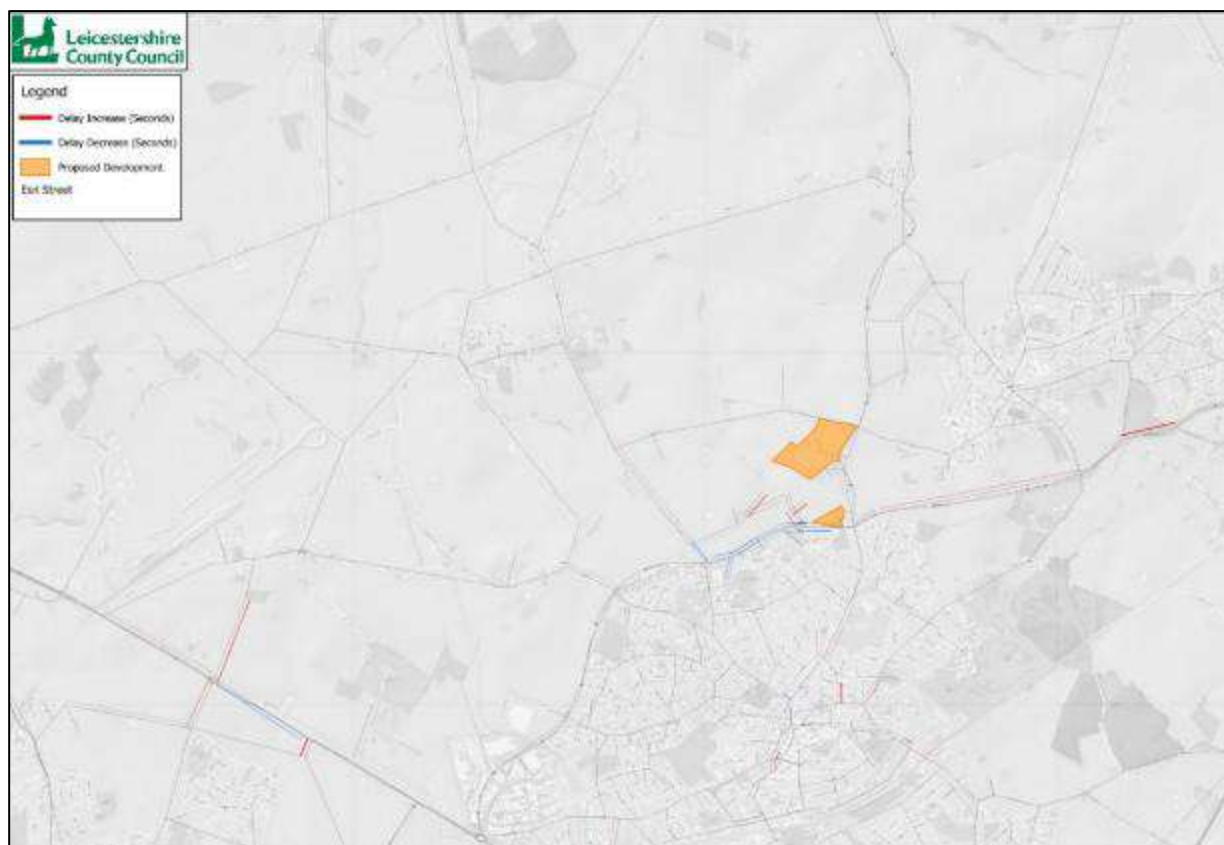


Figure 45. Forecast Delay Change for 2036 'Do Something Sensitivity 1' minus 2036 'Do Something' - PM Peak Hour

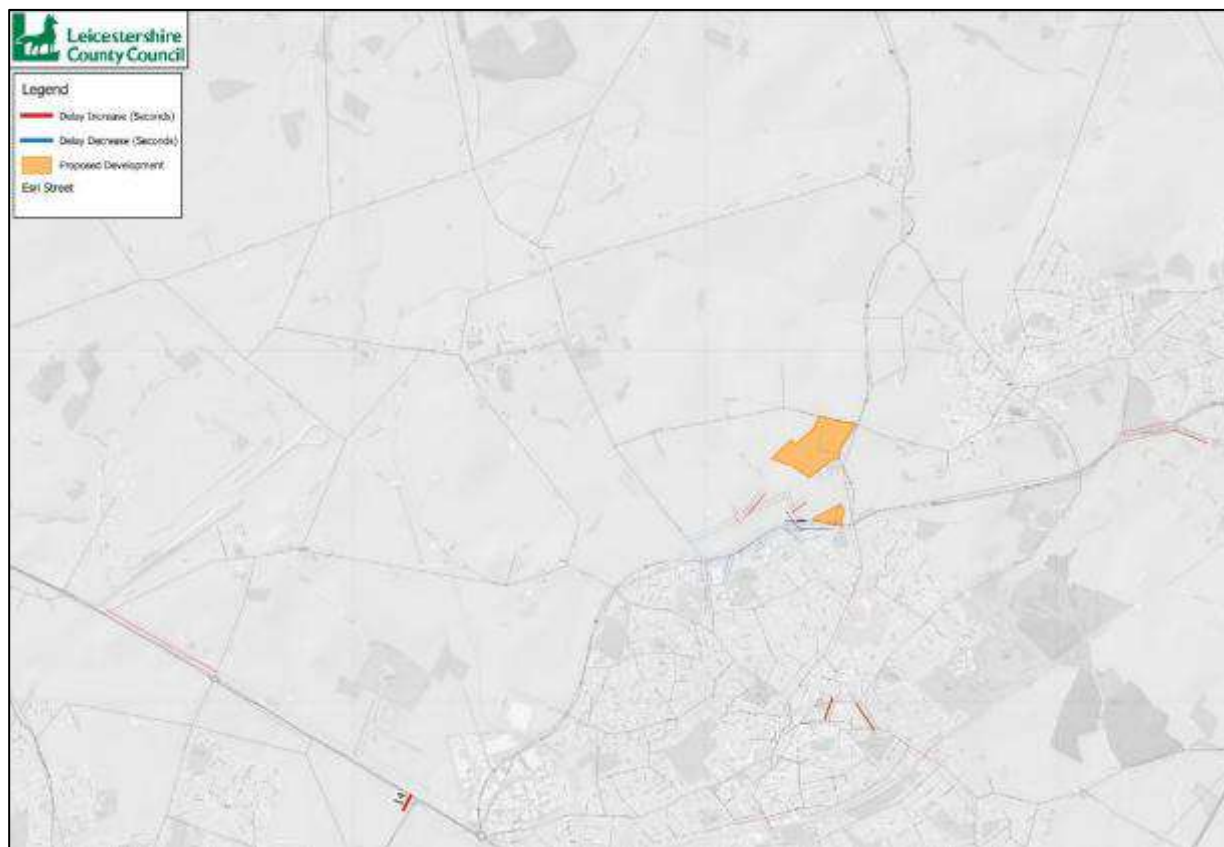


Figure 46. Forecast Delay Change for 2036 'Do Something Sensitivity 2' minus 2036 'Do Something Sensitivity 1' - AM Peak Hour

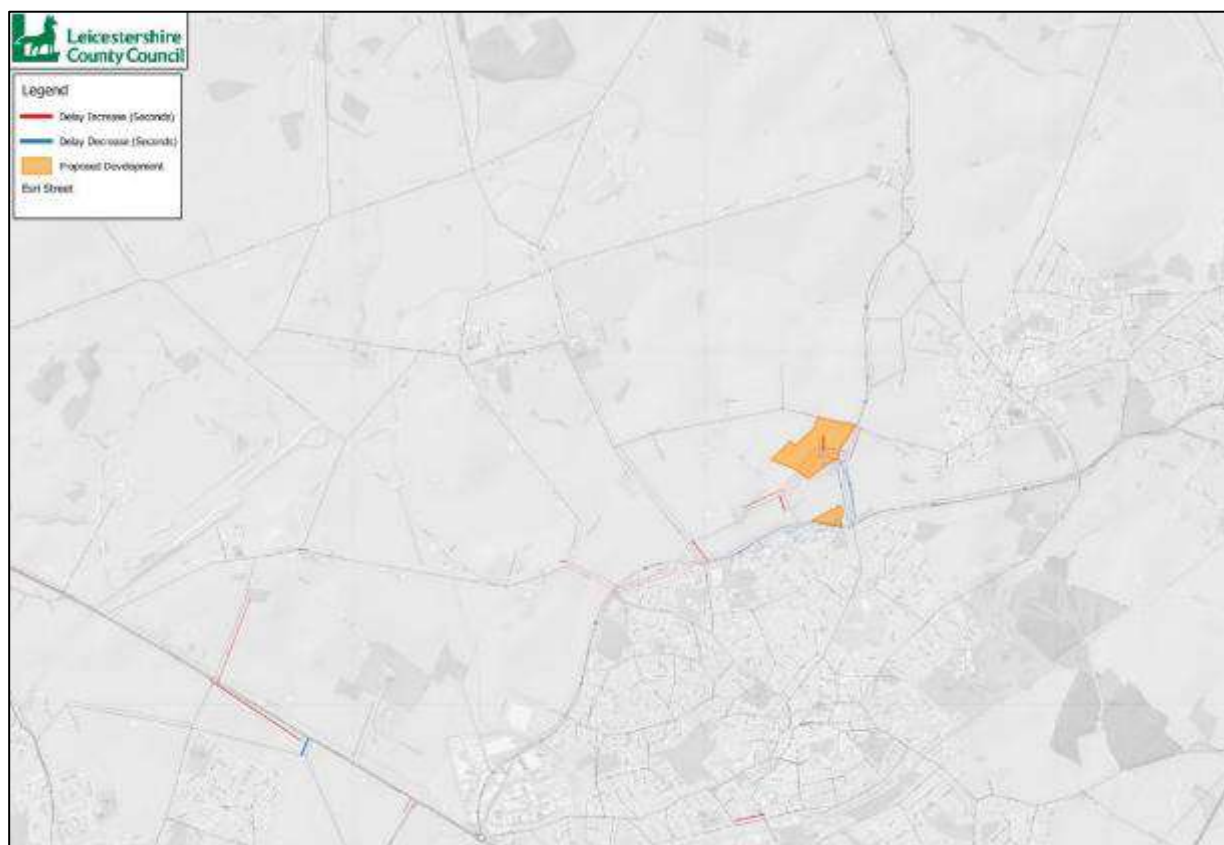
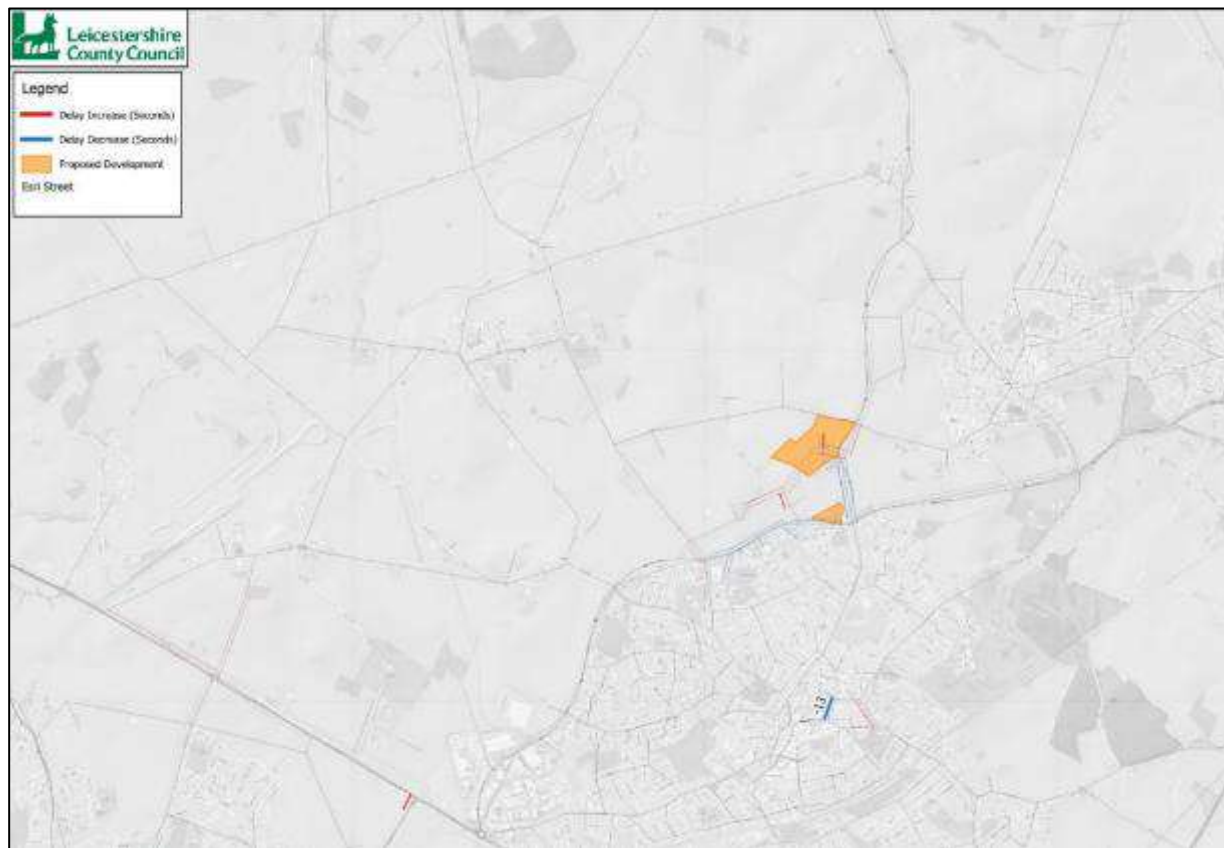


Figure 47. Forecast Delay Change for 2036 'Do Something Sensitivity 2' minus 2036 'Do Something Sensitivity 1' - PM Peak Hour



2.7 Maximum Volume-Capacity Ratios

- 2.7.1 The forecast node volume-capacity ratios are a measure of the congestion at junctions. Ratios exceeding 85% indicate that the node is under stress and are likely to experience increased delays. The extracts below show the forecast ratios without and with the development on the same plot (Purple circles)
- 2.7.2 **Figure 48** and **Figure 49** shows the forecast node volume-capacity ratios for the 2024, 2026, 2032 and 2036 'Without Development scenarios for the AM and PM peaks respectively. In the AM, the A47/Ashby Road junction has a forecast volume-capacity ratio of over 85% in 2024, 2026 and 2036. Also, along the A47, the A47/Stoke Road/Sword Drive roundabout and the A47/Wykin Road roundabout both have a volume-capacity ratio of between 85% and 100% in 2036. In the PM, the A47/Ashby Road junction operates between 85% and 100% capacity in both 2024 and 2026.
- 2.7.3 **Figure 50** and **Figure 51** shows the forecast node volume-capacity ratios for all scenarios in 2026 for the AM and PM peaks respectively. In the AM, the only junction in the vicinity of the site that has a capacity which exceeds 85% is the A47/Ashby Road junction. This junction is above 85% capacity for all 2026 all scenarios. The same pattern occurs in the PM, except in the 2026 Do Something 2 scenario where the capacity is above 100%.
- 2.7.4 **Figure 52** and **Figure 53** shows the forecast node volume-capacity ratios for all scenarios in 2032 for the AM and PM peaks respectively. The A47/Ashby Road junction and the A47/Wykin Road roundabout both operate within capacity between 75% - 85% in all scenarios. The A47/Stoke Road roundabout operates within capacity for all scenarios except for the 2032 Do Something Sensitivity scenario which operates between 85% - 100% capacity. In the PM, there are no junctions within the vicinity of the site that are approaching or exceeding their forecast capacity.
- 2.7.5 **Figure 54** and **Figure 55** shows the forecast node volume-capacity ratios for all scenarios in 2036 for the AM and PM peaks respectively. In the AM, all junctions within the vicinity of the development have a volume-capacity ratio between 85% - 100% except for the A47/Stoke Road roundabout in the 2036 Do Something Sensitivity 1 scenario

which has a capacity between 75% - 85%. In the PM, there are no junctions within the vicinity of the site that are approaching or exceeding their forecast capacity.

Figure 48. Forecast Node Volume-Capacity Ratio for 2024, 2026, 2032 & 2036 'Without Development' - AM Peak Hour

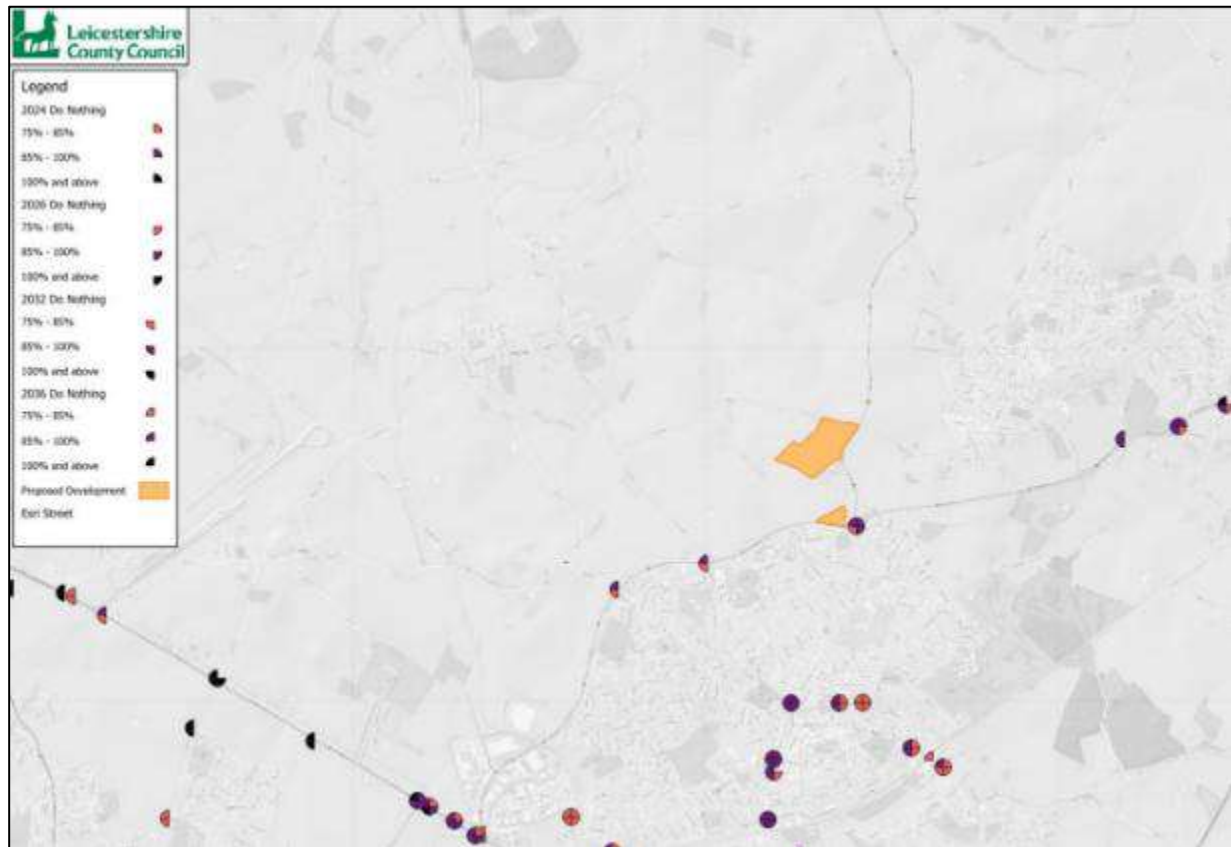


Figure 49. Forecast Node Volume-Capacity Ratio for 2024, 2026, 2032 & 2036 'Without Development' - PM Peak Hour

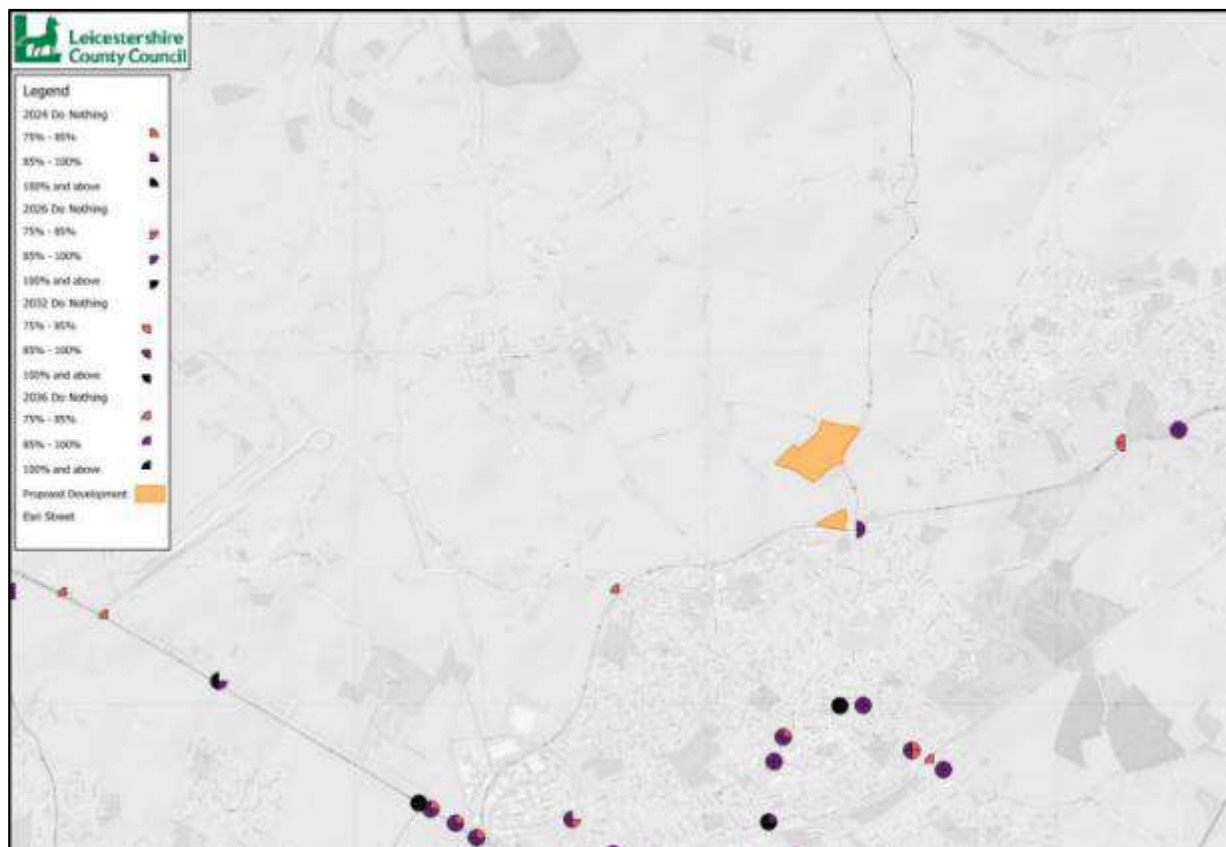


Figure 50. Forecast Node Volume-Capacity Ratio for 2026 All Scenarios - AM Peak Hour

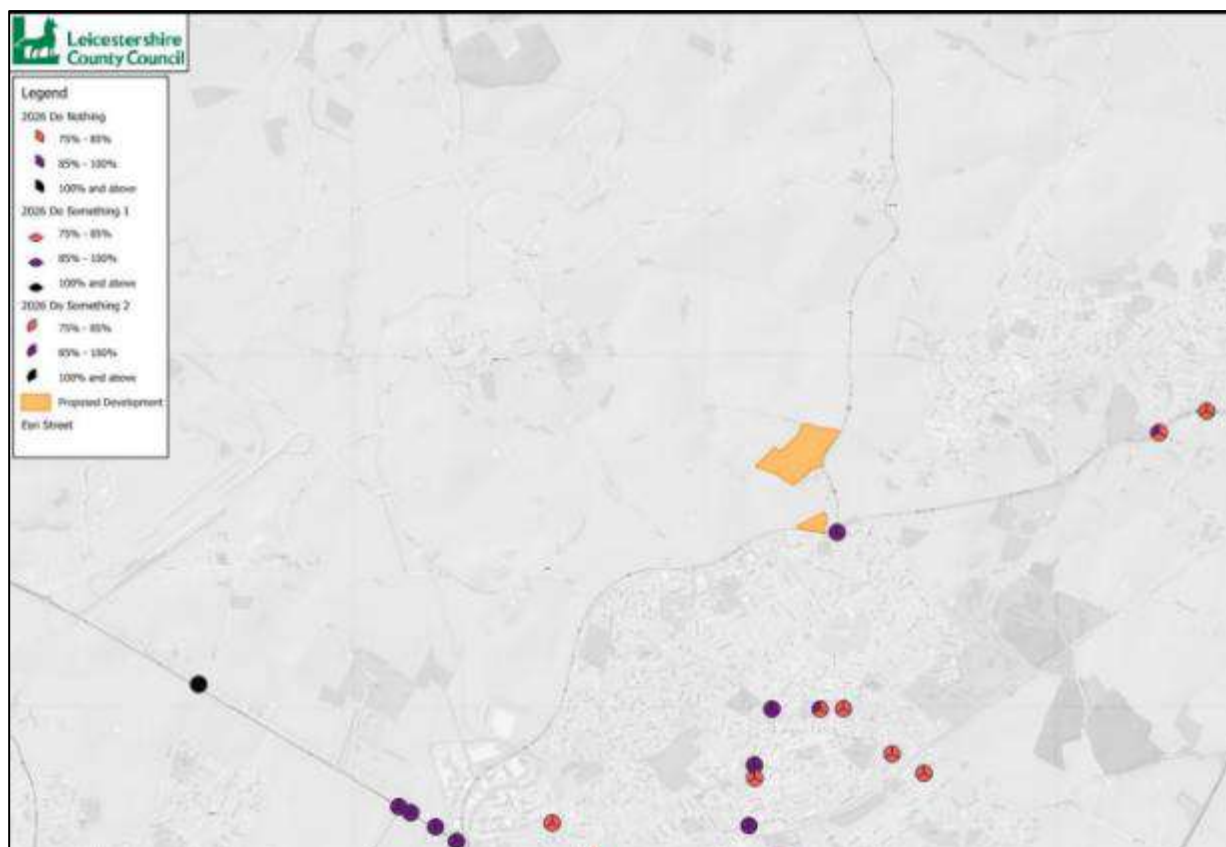


Figure 51. Forecast Node Volume-Capacity Ratio for 2026 All Scenarios - PM Peak Hour

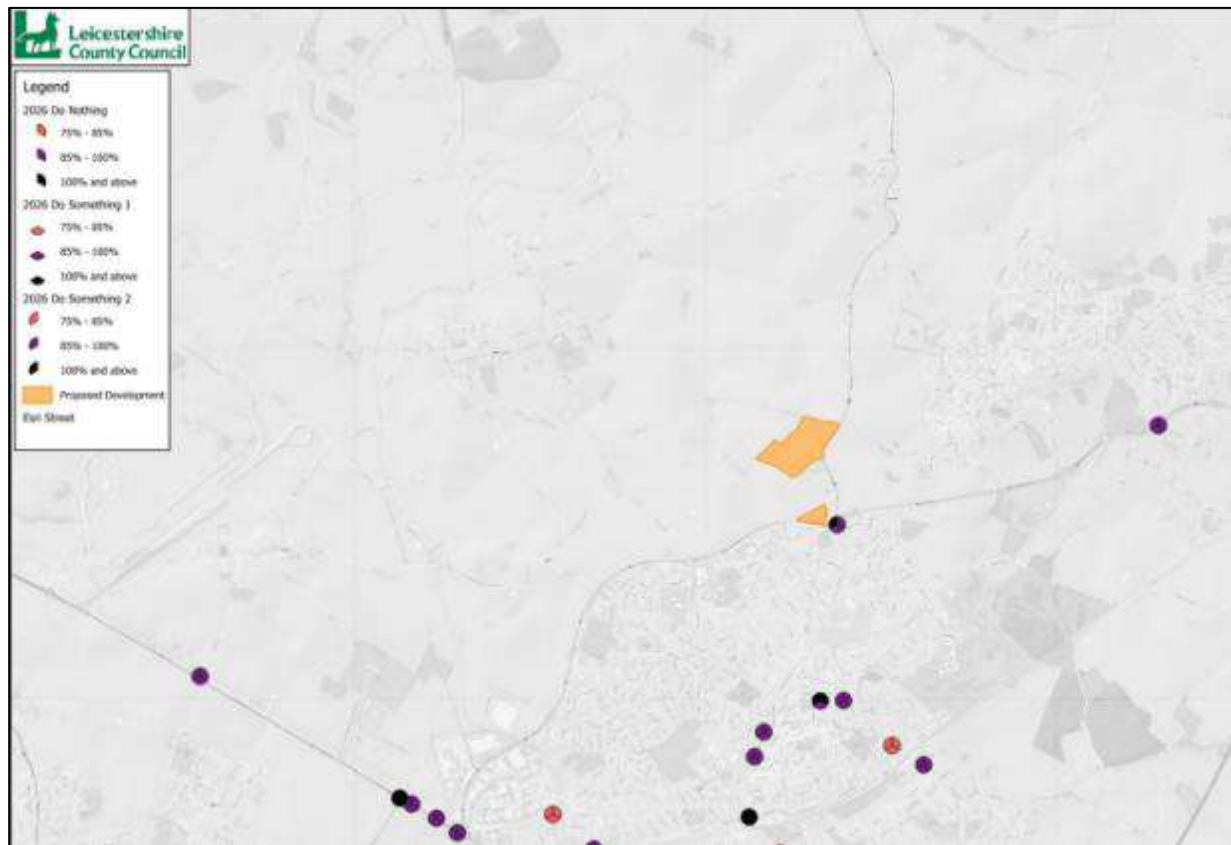


Figure 52. Forecast Node Volume-Capacity Ratio for 2032 All Scenarios - AM Peak Hour

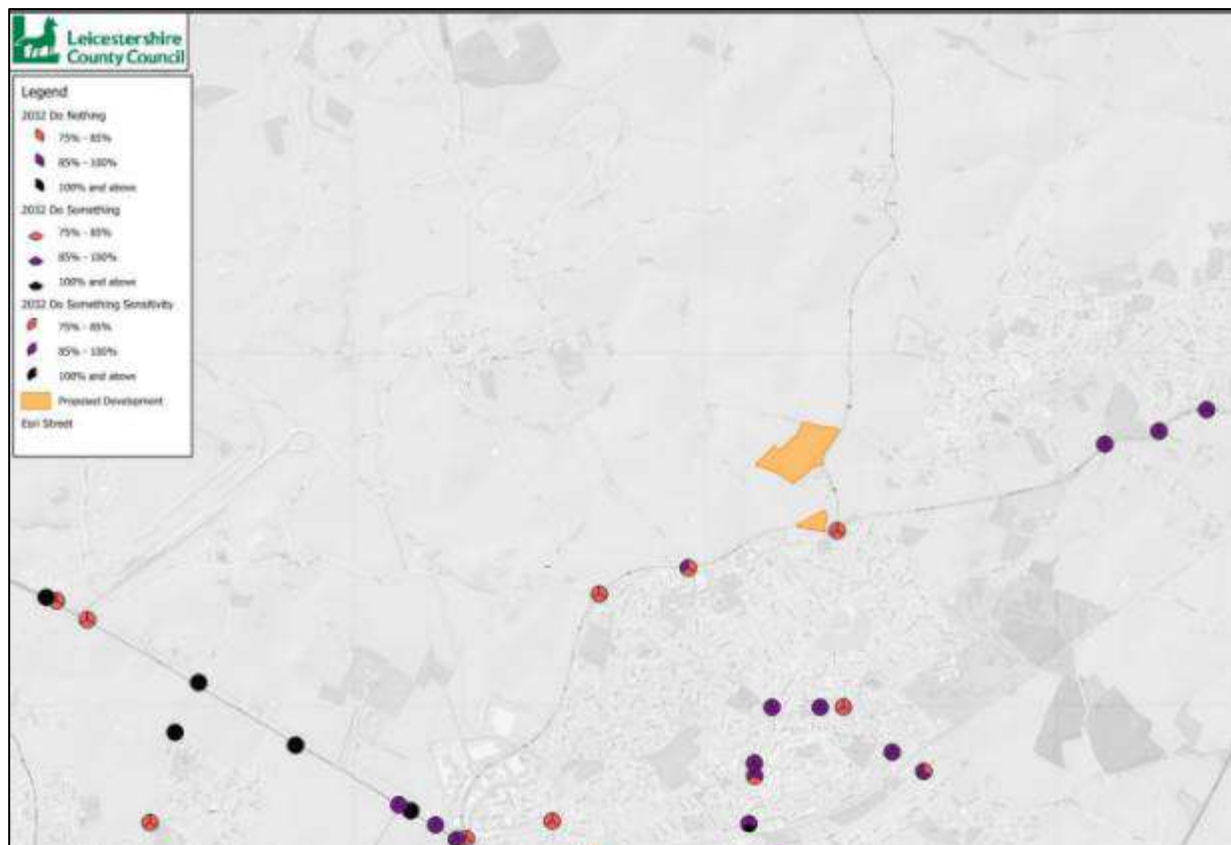


Figure 53. Forecast Node Volume-Capacity Ratio for 2032 All Scenarios - PM Peak Hour

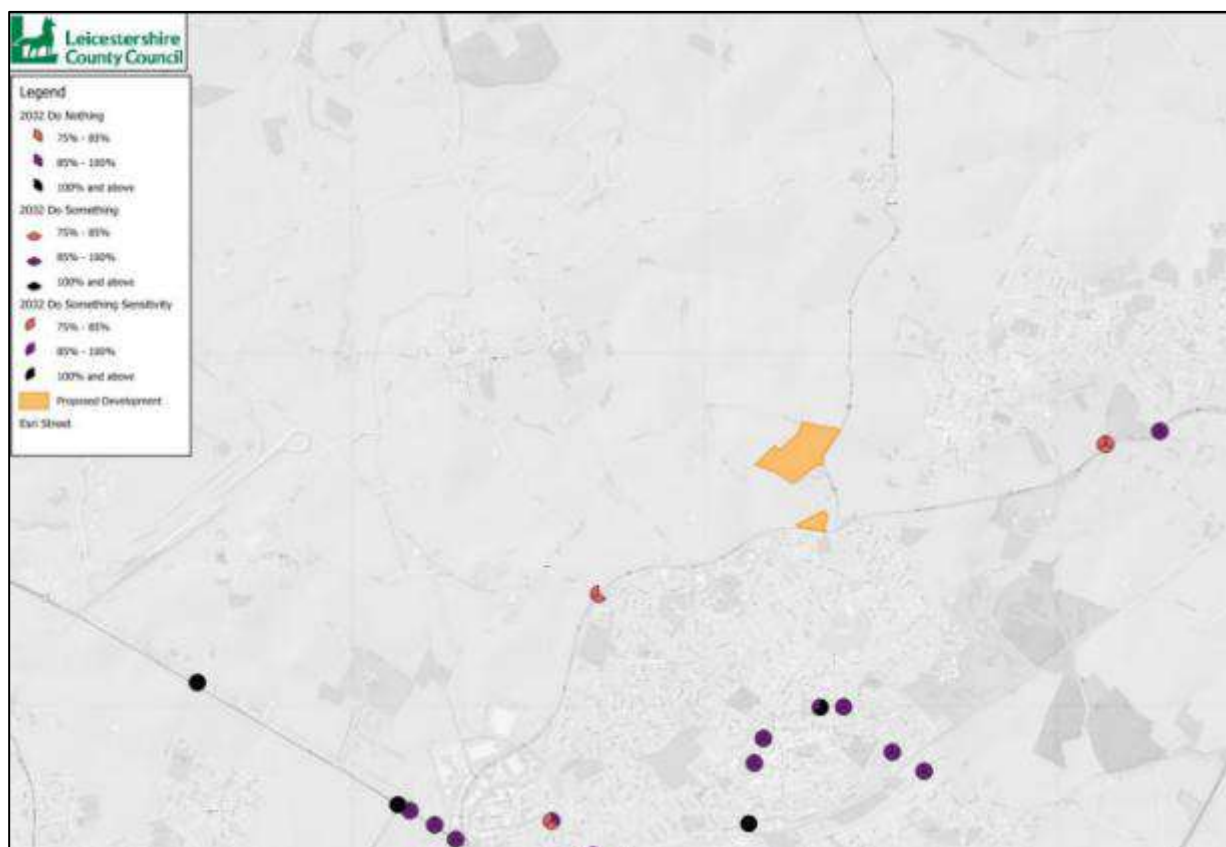


Figure 54. Forecast Node Volume Capacity Ratio for 2036 All Scenarios - AM Peak Hour

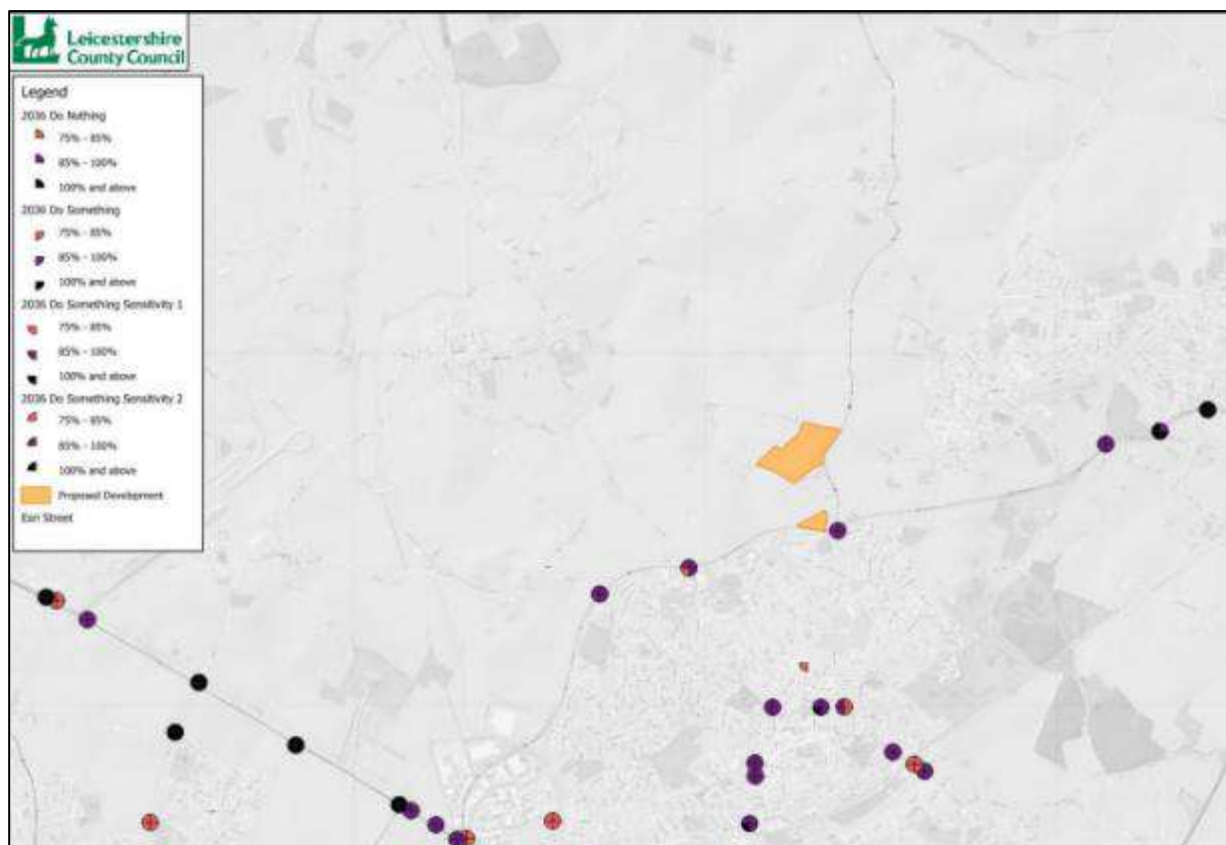
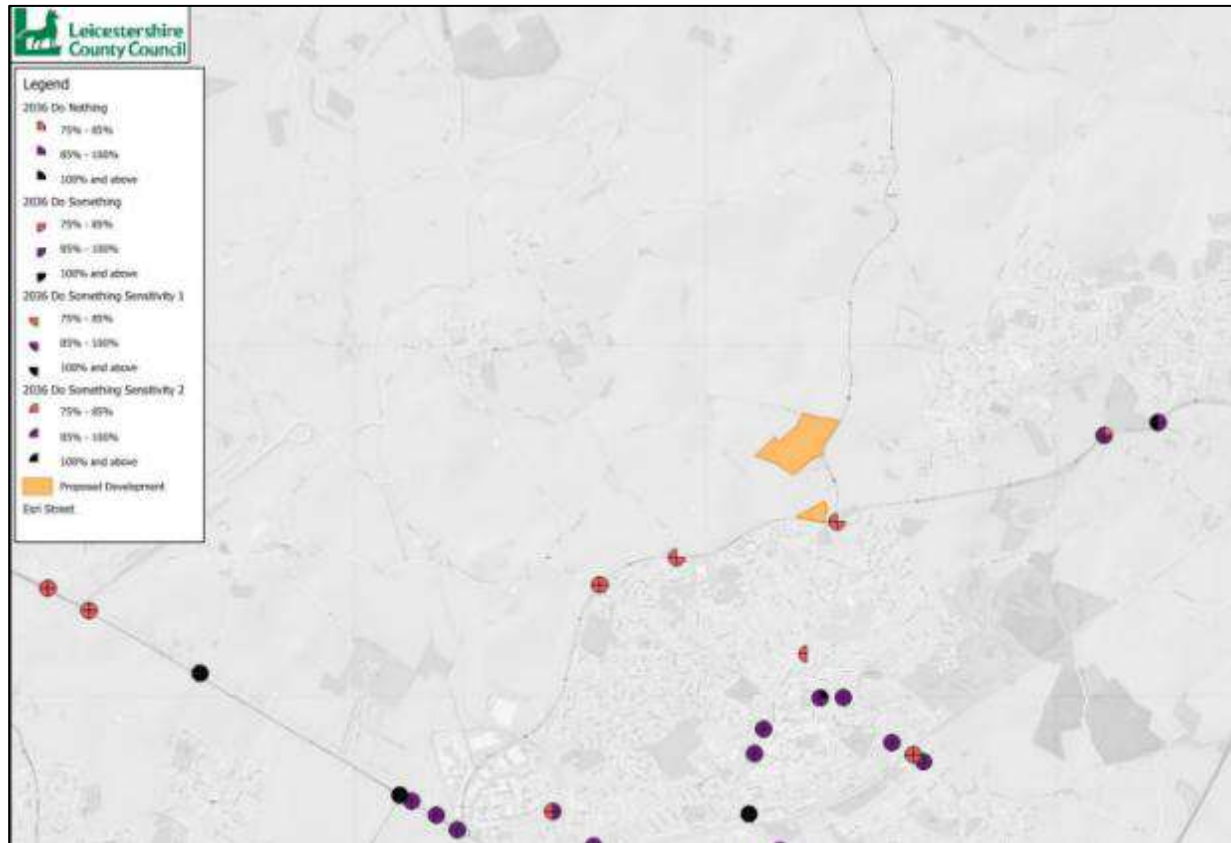


Figure 55. Forecast Node Volume-Capacity Ratio for 2036 All Scenarios - PM Peak Hour



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Appendix A Base Year Model Review Report



Leicestershire
County Council

Environment and Transport Commissioning Framework

Land North of Normandy Way, Hinckley

Base Year Model Review

August 2024
3851.210

Document Sign-off

Control Details

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Model Version

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Constrained / Unconstrained:	NTEM Minimum
SATURN Version:	11.5.05N

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1. Overview

1.1. Introduction

- 1.1.1. The proposed site is located to the north of the A47 Normandy Way in Hinckley, Leicestershire. It is a residential development for up to 460 dwellings across two development plots – up to 60 dwellings on Plot 1 and up to 400 dwellings on Plot 2, expected to be fully built out by 2036. Figure 1.1 shows the indicative location of the proposed development.

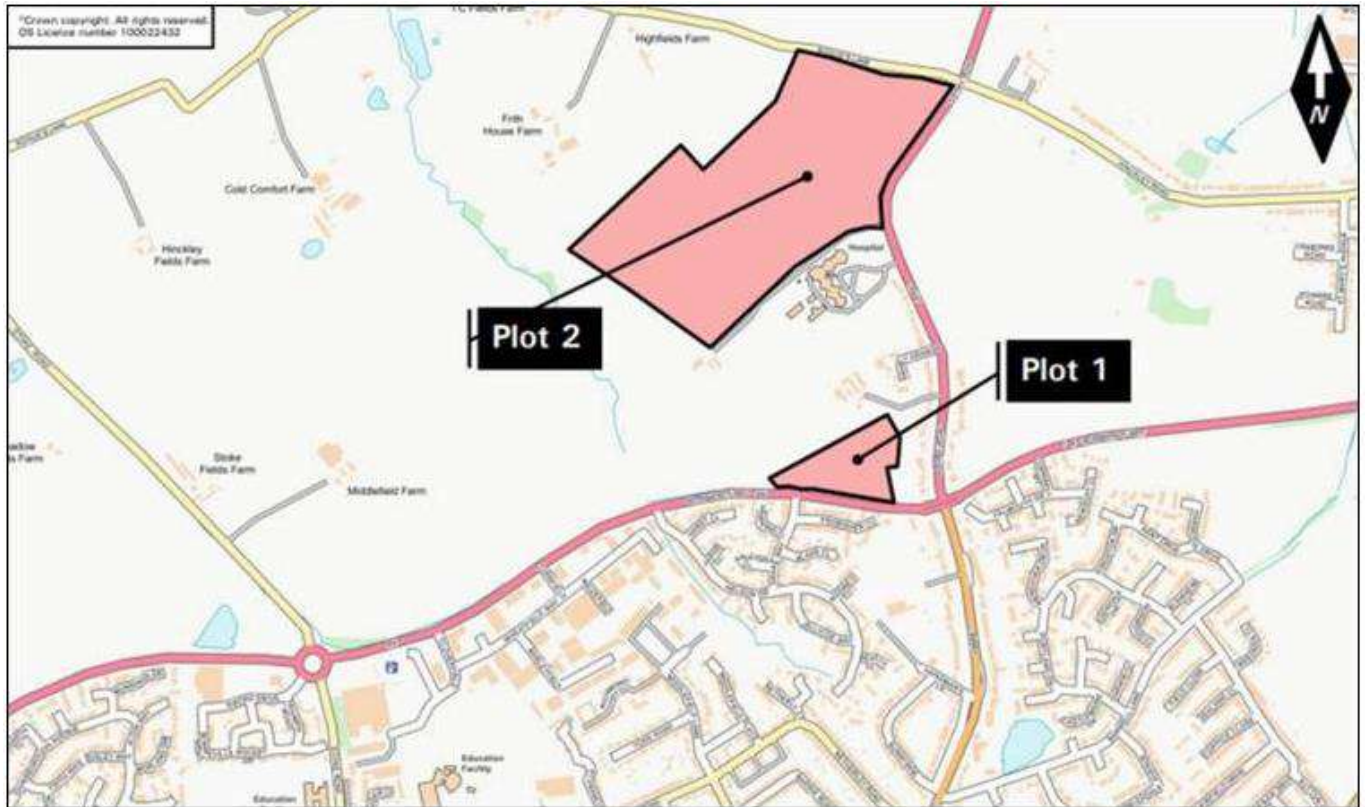


Figure 1.1: Indicative Location of the Proposed Development

- 1.1.2. The wider Stoke Road development is made up of three phases. Phase 1 (23/00432/OUT), for the erection of up to 475 dwellings, has been granted permission. Phase 2 (24/00264/OUT), for the erection of up to 415 dwellings, has not yet been granted planning approval. Phase 3, for the erection of up to 460 dwellings, is what is being tested for this commission.
- 1.1.3. Plot 1 of the proposed development will be accessed via a priority T-junction with a ghost island facility for right turners from the A47, as shown in Figure 1.2.
- 1.1.4. Plot 2 of the proposed development will be accessed via a new 3-arm roundabout on the A447, Ashby Road, as shown in Figure 1.3.

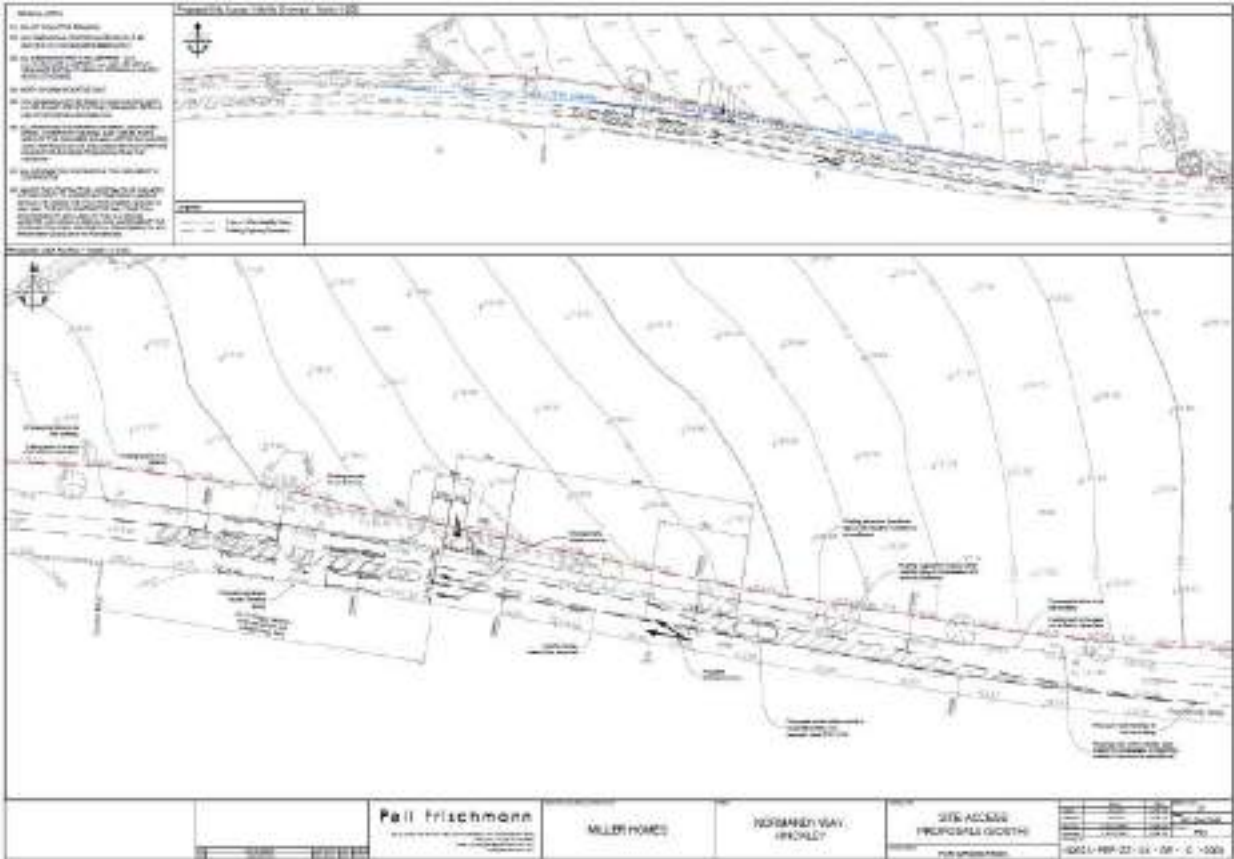


Figure 1.2: Plot 1 Site Access

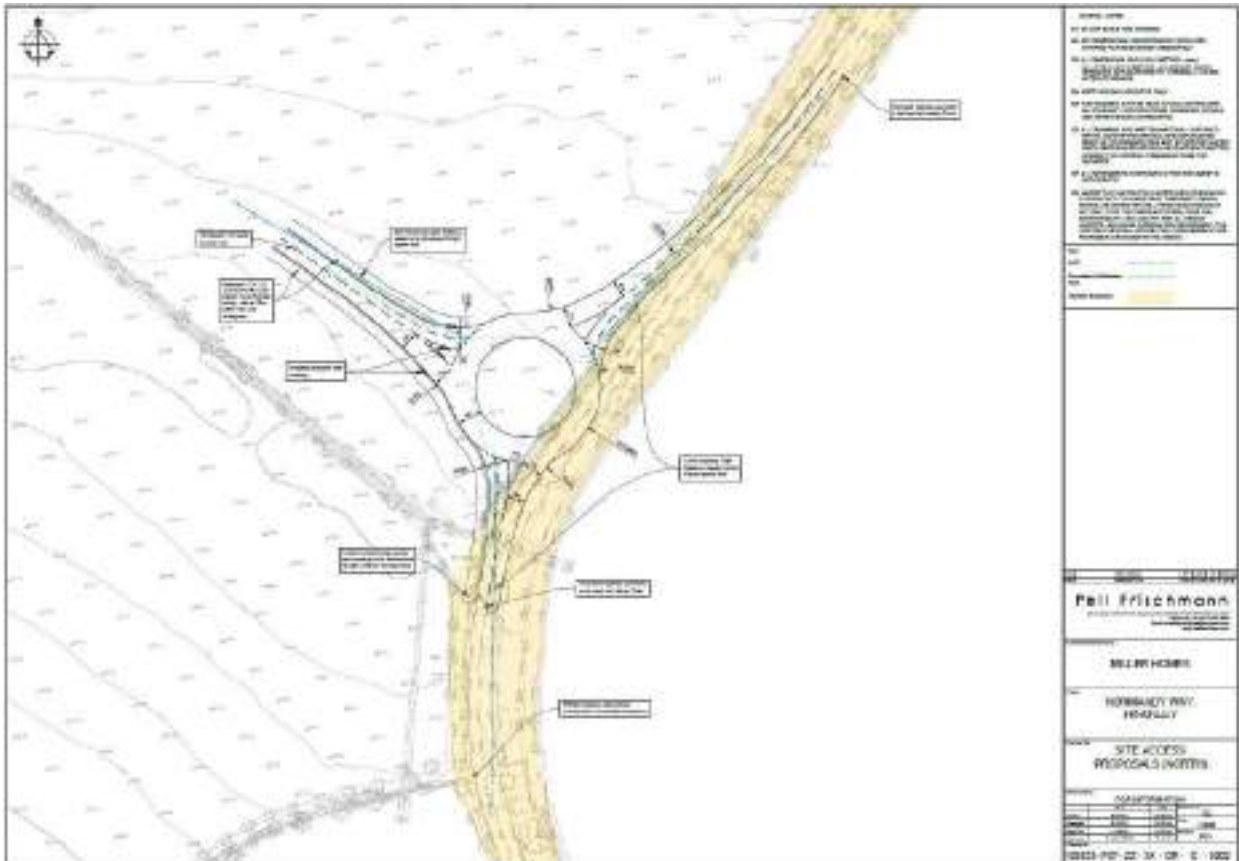


Figure 1.3: Plot 2 Site Access

- 1.1.5. There is an aspiration that a link road will connect Stoke Road to the A447 Ashby Road via all three phases of the planned development. If the link road goes ahead, this will allow trips from Phase 3 of the proposed development to access the highway network via the Phase 1 and 2 site accesses on Stoke Road and the A47, Normandy Road. However, it should be noted the delivery of the link road is not a necessity for the development proposals¹.
- 1.1.6. Leicestershire County Council (Network and Data Intelligence Team) have been commissioned to undertake a strategic assessment of the development using the latest version of the Pan Regional Transport Model (PRTM2019 v1.2).
- 1.1.7. PRTM2019 is a strategic model which validates well to Government Transport Analysis Guidance (TAG) over the wider area. Despite this, and as TAG makes clear, it is necessary to review model validation in the context of the specific project being undertaken to ensure its suitability.
- 1.1.8. This document is the Base Year Model Review of the PRTM2019's base year of 2019. It presents the results of the base year calibration and validation performance in the vicinity of the proposed development.

¹ As per the Client's PRTM Development Form submitted to LCC on 25/06/2024.

2. PRTM Base Year Model Structure

2.1. Zone System

- 2.1.1. The PRTM2019 v1.2 zoning system is based on existing land-use and 2011 Census Geography.
- 2.1.2. Figure 2.1 and Figure 2.2 show the PRTM2019 zoning system and the location of the proposed Land North of A47 development site. The zones moving away from Hinckley are larger than those in the town centre due to their rural nature.
- 2.1.3. The existing zone network in the vicinity of the proposed development is deemed suitable for this application of the PRTM2019. However, it is suggested that the various phases of the Stoke Road development are contained in their own development zones to allow for detailed analysis and reporting of development trips.
- 2.1.4. The approved Land East of Stoke Road (22/00318/OUT) will be located in development zone 9002, Phase 2 of the Land North of A47 (not yet been granted planning approval) will be in development zone 9003, and the proposed Stoke Road Phase 3 will be in development zone 9004 (plot 2) and 9015 (plot 1). Development zones 9002, 9003, 9004 and 9015 will load on to the highway network via Stoke Road, Normandy Way, Ashby Road and Normandy Way respectively.

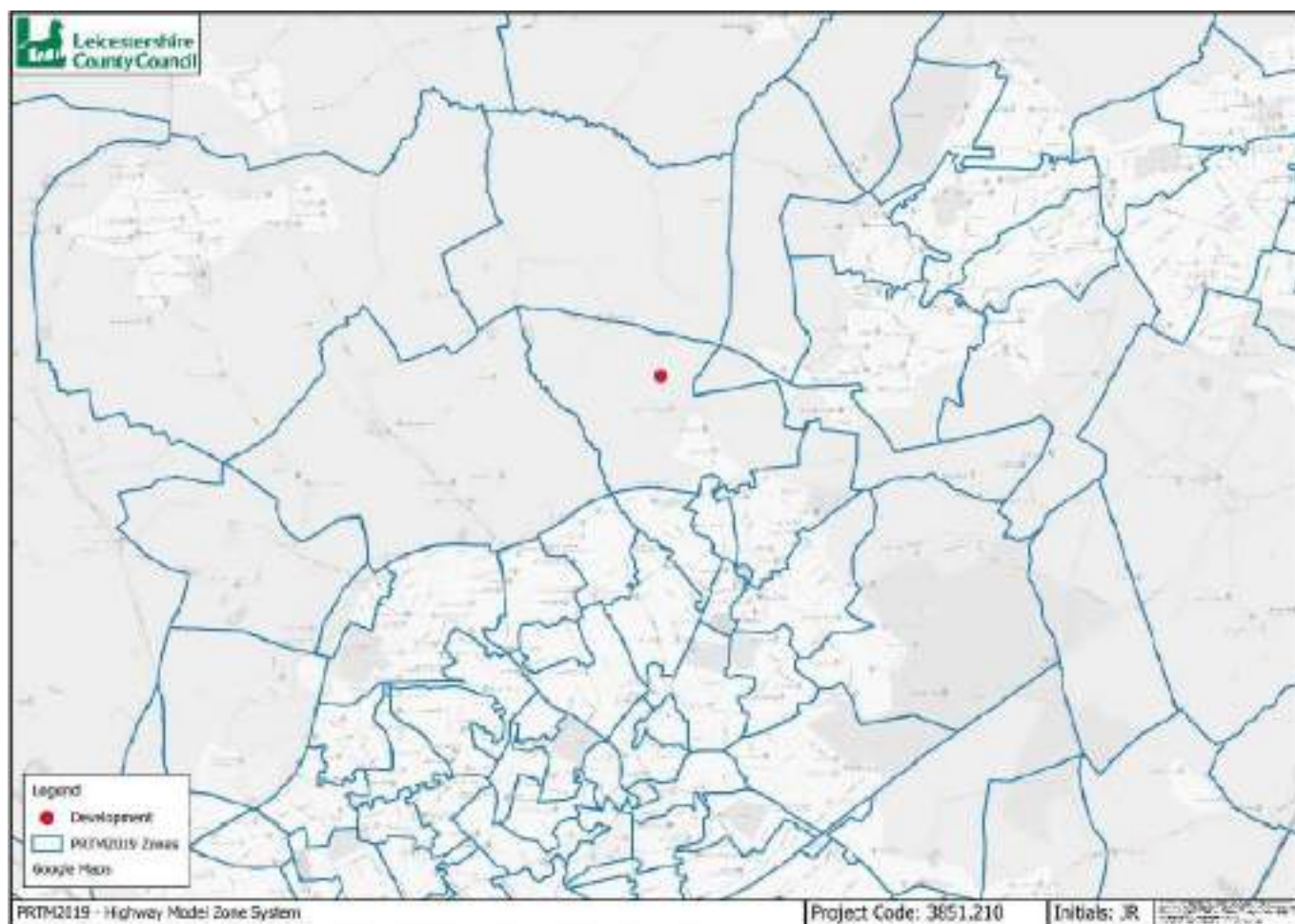


Figure 2.1. Highway Model Zone System

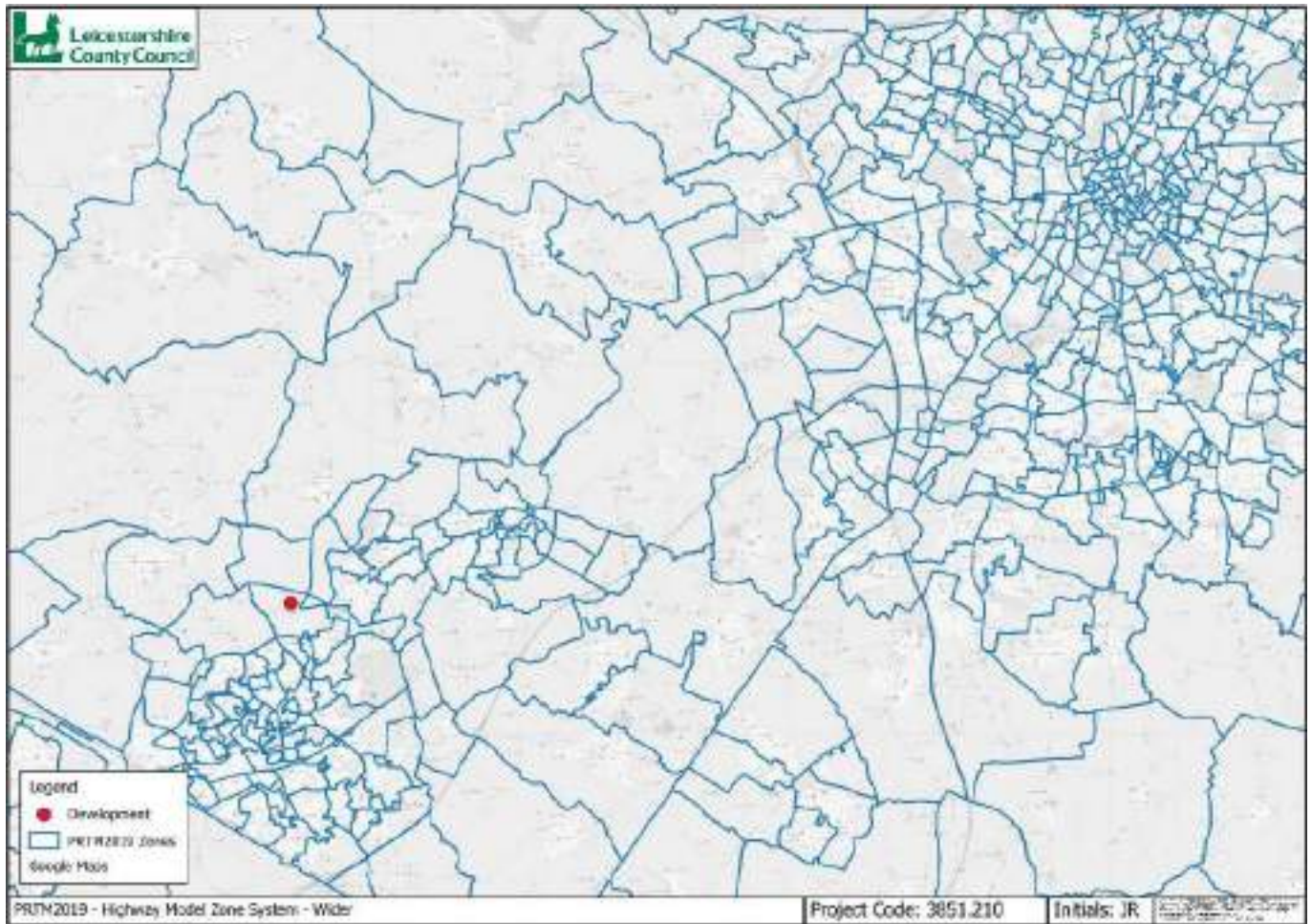


Figure 2.2. Highway Model Zone System – Wider

2.2. Network Structure

- 2.2.1. The highway network has been reviewed within the vicinity of the Land North of A47 proposed development.
- 2.2.2. Figure 2.3 shows the extent of the highway network close to the proposed development. As the PRTM is a strategic transport model not all links are included, with the more minor residential and rural links omitted.
- 2.2.3. It is considered that the highway network in the base year model is a good representation with all important and significant links included.
- 2.2.4. Key roads and junctions close to the development have been reviewed in detail and compared to the PRTM Highway Coding Manual². The link review included the coded distances, saturation flows and speed-flow curves (determining the speed and response to congestion on a link for a given traffic volume). The junction review included the number of lanes, turning movements, flare length (where appropriate) and saturation flows for the key junctions in the vicinity of the proposed development.

² PRTM 2019 Coding Manual (December 2020)

- 2.2.5. Table 2.1 and Table 2.2 show the outcome of the link review and key junction review. It was found that the A47 eastbound approach of the Leicester Road / Normandy Way / The Common roundabout was modelled with two flares instead of one and has too high saturation flows. A sensitivity test was performed with a single flare at the junction and lower saturation flows to represent the correct turning capacities, and it was found that this reduction made no material difference (a difference of less than 20 passenger car units (PCUs)).
- 2.2.6. In addition, the A47 Normandy Way between Nelson Drive and Cornfield was coded as 345m instead of 255m.
- 2.2.7. The above two changes have been corrected within the base year model. Overall, the coding of the network was found to be satisfactory and in line with the PRTM Highway Coding Manual.

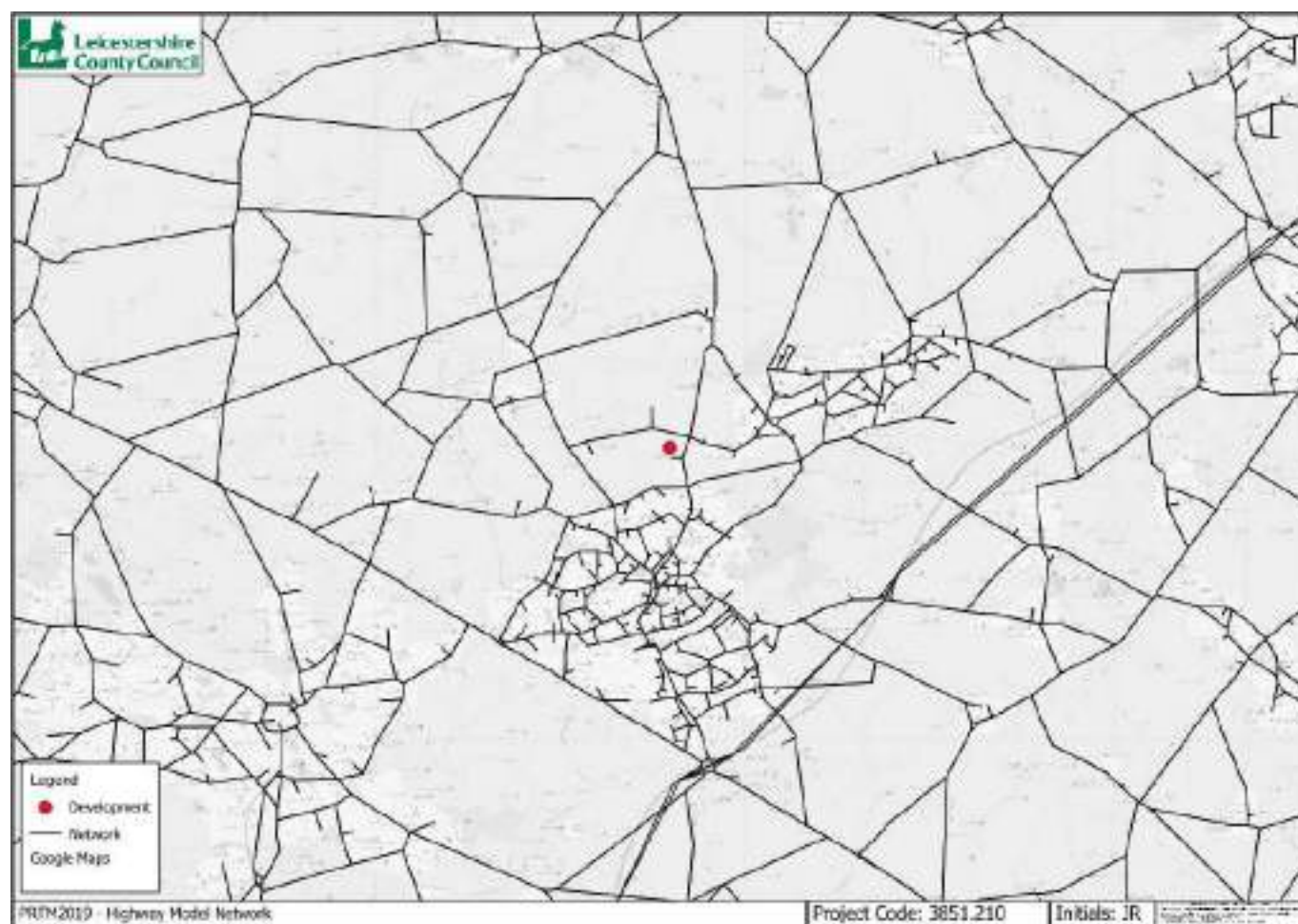


Figure 2.3. Highway Model Network

Links	Distance	Speed Flow Curves	Capacity (Saturation Flows)
A447 Ashby Road	✓	✓	✓
A47 Normandy Way	✓	✓	✓
Stoke Road	✓	✓	✓

Table 2.1 Highway Network Link Coding Review

Junctions	Lanes	Turning Movements	Flare Length	Saturation Flows
A47 / Stoke Road / Sword Drive roundabout	✓	✓	✓	✓
A47 / Ashby Road junction	✓	✓	✓	✓
A47 / Wykin Road roundabout	✓	✓	✓	✓
A47 / Roston Drive / Triumph access roundabout	✓	✓	✓	✓
A47 / B4688 / The Common roundabout	X	✓	✓	X
A47 / Station Road junction	✓	✓	✓	✓
Hollycroft / B4667 Upper Bond Street / Trinity Lane junction	✓	✓	✓	✓
A5 / A47 / B4666 roundabout (Dodwells Roundabout)	✓	✓	✓	✓
A5 / The Long Shoot junction	✓	✓	✓	✓

Table 2.2. Junction Coding Review

3. Journey Time and Link Flow Validation

3.1. Link Flow Validation

3.1.1. TAG compliance for traffic flows is governed by meeting the acceptability criteria in Table 3.1:

Criteria	Description of Criteria	Acceptability Guidelines
1	Individual flows within 100 veh/h of counts for flows less than 700 veh/h	> 85% of cases
	Individual flows within 15% of counts for flows from 700 to 2,700 veh/h	> 85% of cases
	Individual flows within 400 veh/h of counts for flows more than 2,700 veh/h	> 85% of cases
2	GEH < 5 for individual flows	> 85% of cases

Table 3.1. TAG Link Flow and Turning Movement Validation Criteria and Acceptability Guidelines

3.1.2. A local area review of the 2019 base year highway model for the AM and PM Peak hours are shown in Figure 3.1 and Figure 3.2, respectively. Green represents those links where the modelled flow passes TAG acceptability guidelines, blue represents links where the model is under assigning and red represents links where the model is over assigning.

3.1.3. In the AM Peak hour, Rugby Road inbound is under assigning trips and the adjacent Wolvey Road inbound is over assigning. Conversely, in the PM Peak hour Rugby Road outbound is under assigning trips and Wolvey Road outbound is over assigning. This highlights that the routing choice between the two links in the model varies slightly to what is observed. A manual check has been performed, in which the flows from the two links were analysed together. When the trips are combined, the model validates in this area.

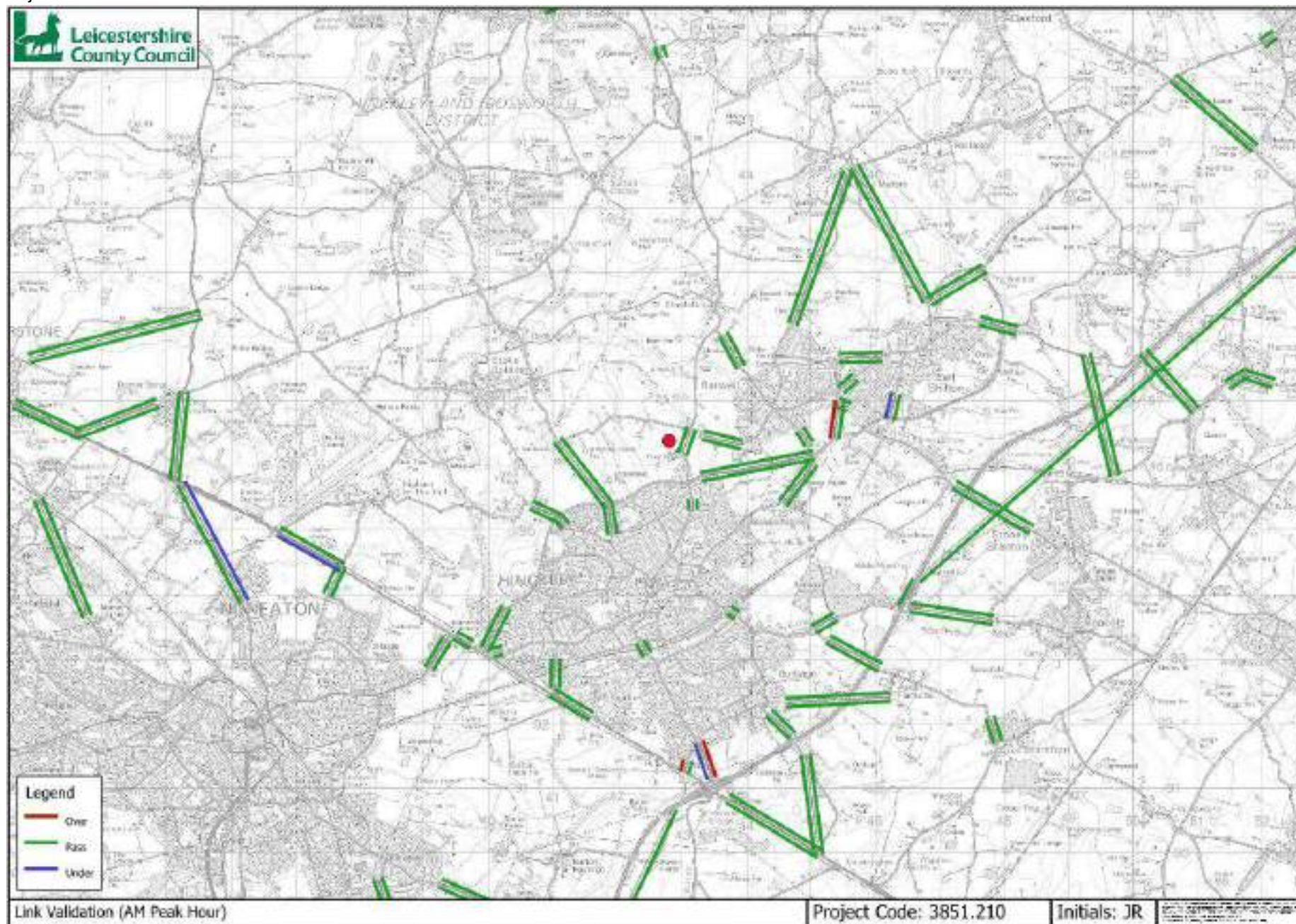


Figure 3.1. Link Validation - AM Peak Hour

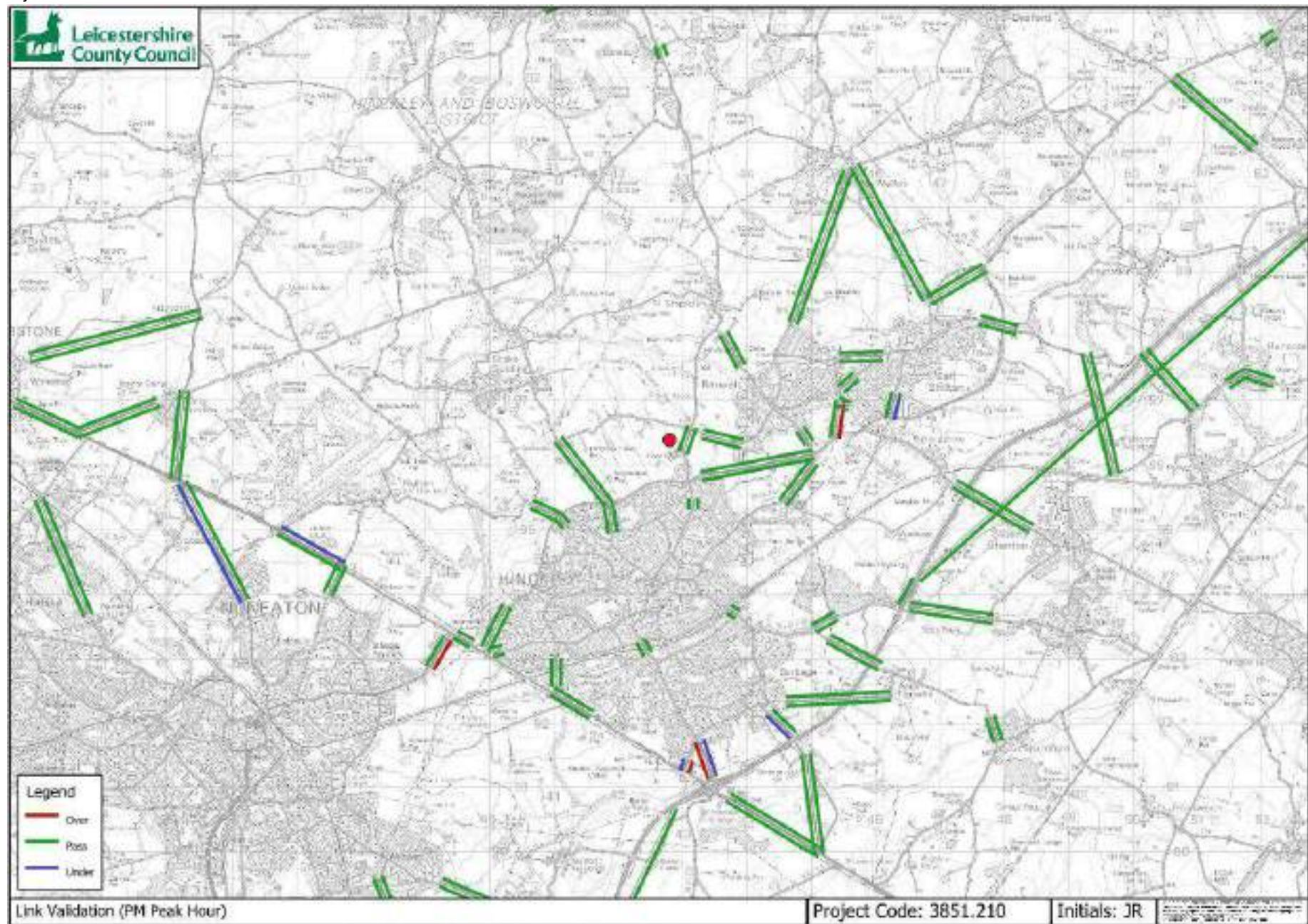


Figure 3.2. Link Validation - PM Peak Hour

3.1.4. Table 3.2 shows how PRTM2019 performs with respect to TAG on modelled versus observed link flows in the vicinity of the proposed development.

3.1.5. In the AM Peak hour 93.9% of links pass (108 of 115) the validation criteria and in the PM Peak hour 91.3% (105 of 115) of links pass.

		AM	PM
Number of Links	Pass	108	105
	Over Assigned	3	4
	Under Assigned	4	6
Percentage	Pass	93.9%	91.3%
	Over Assigned	2.6%	3.5%
	Under Assigned	3.5%	5.2%

Table 3.2: Link Validation

3.1.6. Overall, the link flow performance exceeds, in both the AM and PM Peak, the 85% threshold of counts required to pass against TAG guidance. Therefore, the link flow performance in the vicinity of the proposed development is satisfactory.

3.2. Journey Time Validation

3.2.1. TAG compliance for modelled journey times is governed by meeting the acceptability criteria in Table 3.3:

Criteria	Acceptability Guidelines
Modelled times along routes should be within 15% of surveyed times (or within 1 minute of the observed times, if higher than 15%)	> 85% of routes

Table 3.3. TAG Journey Time Validation Criteria and Acceptability Guidelines

3.2.2. Figure 3.3 and Figure 3.4 show the journey time routes in the vicinity of the proposed development and whether they pass (green), are faster (blue) or slower (red) in the model than observed.

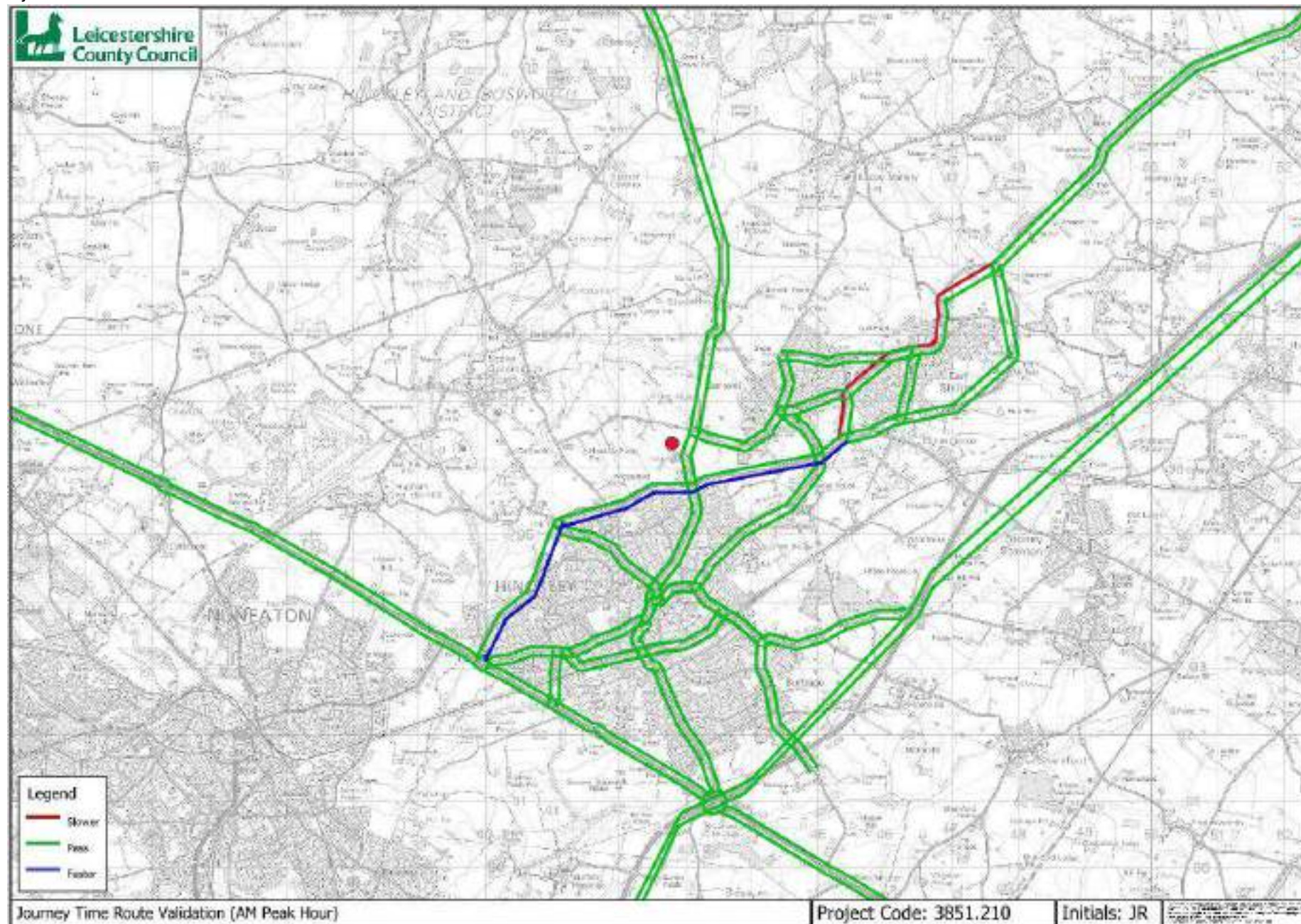


Figure 3.3. Journey Time Route Validation - AM Peak Hour

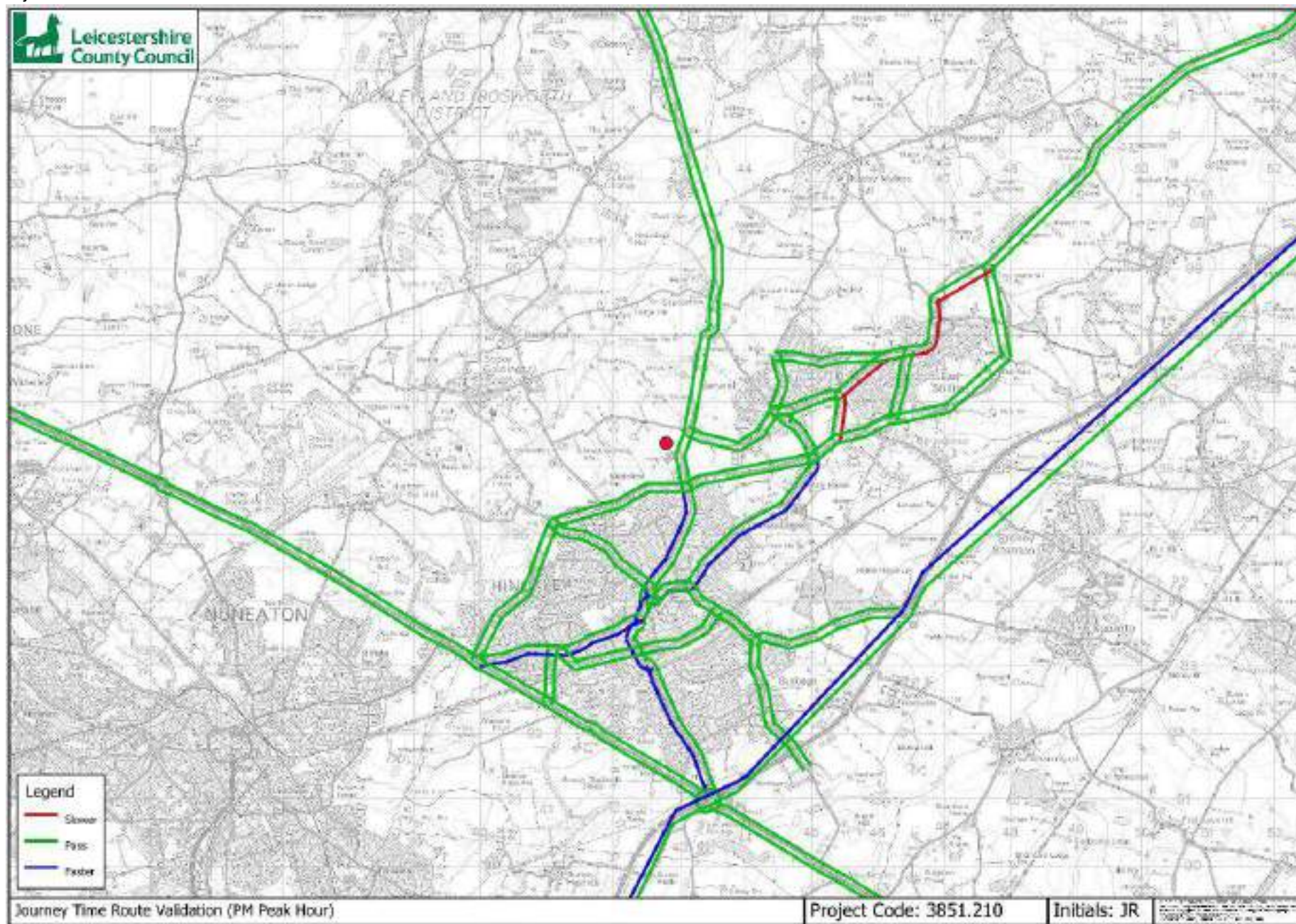


Figure 3.4. Journey Time Route Validation - PM Peak Hour

3.2.3. Table 3.4 shows the journey time performance in the 2019 base year model for the journey time routes in the vicinity of the proposed development. The following two routes fail in the AM Peak hour:

- A47 Normandy Way Westbound (-19.2% / 02:19 minutes) – likely fails due to an underestimation of delay at the Dodwells Roundabout.
- Leicester Road Northbound (18.0% / 1:03 minutes) – fails marginally by 3 seconds.

3.2.4. The following four routes fail in the PM Peak hour:

- Coventry Road / Leicester Road Westbound (15.3% / 02:09 minutes) – likely fails due to an underestimation of delay at the Leicester Road / Normandy Way roundabout, though this fail is marginal by 0.3%.
- Rugby Road / Ashby Road Northbound (23.5% / 03:31 minutes)
- Leicester Road Southbound (20.8% / 01:13 minutes) – fails marginally by 13 seconds.
- M69 (M6 to M1) Northbound (22.2% / 04:16 minutes) – likely fails due to an underrepresentation of delay on the final approach to M1 J21.

	Distance (km)		AM Peak Hour					PM Peak Hour				
	Obs.	Mod.	Obs.	Mod.	Diff	%Diff	TAG	Obs.	Mod.	Diff	%Diff	TAG
A47 Normandy Way Eastbound	7.11	6.81	08:02	08:40	00:38	7.9%	✓	08:50	09:04	00:14	2.6%	✓
A47 Normandy Way Westbound	7.14	6.81	12:05	09:45	-02:19	-19.2%	✗	09:32	09:34	00:02	0.3%	✓
Coventry Road / Leicester Road Eastbound	6.44	6.50	10:52	11:16	00:24	3.7%	✓	10:36	11:53	01:17	12.1%	✓
Coventry Road / Leicester Road Westbound	6.45	6.50	13:29	11:37	-01:52	-13.8%	✓	14:02	11:53	-02:09	-15.3%	✗
Hollycroft / Sapcote Road Eastbound	6.34	6.32	11:36	11:25	-00:10	-1.5%	✓	11:43	11:21	-00:22	-3.2%	✓
Hollycroft / Sapcote Road Westbound	6.53	6.52	13:41	13:10	-00:31	-3.8%	✓	15:05	13:47	-01:18	-8.6%	✓
Rugby Road / Ashby Road Northbound	5.36	5.21	11:27	11:36	00:08	1.2%	✓	14:59	11:28	-03:31	-23.5%	✗
Rugby Road / Ashby Road Southbound	5.34	5.19	11:14	11:42	00:28	4.1%	✓	11:25	12:59	01:34	13.7%	✓
Hinckley Road / Southfield Road / Nutts Lane Eastbound	6.63	6.62	13:48	14:43	00:54	6.6%	✓	17:21	16:02	-01:19	-7.6%	✓
Hinckley Road / Southfield Road / Nutts Lane Westbound	6.62	6.62	14:08	14:23	00:16	1.8%	✓	17:03	15:31	-01:32	-9.0%	✓
Earl Shilton Bypass Eastbound	4.44	4.74	04:00	04:33	00:33	13.7%	✓	03:55	04:49	00:53	22.7%	✓
Earl Shilton Bypass Westbound	4.44	4.74	04:05	05:02	00:56	23.0%	✓	03:59	04:40	00:42	17.4%	✓
Leicester Road Northbound	4.03	4.14	05:49	06:52	01:03	18.0%	✗	05:51	06:50	00:58	16.6%	✓
Leicester Road Southbound	4.04	4.14	06:05	07:01	00:57	15.6%	✓	05:52	07:05	01:13	20.8%	✗
Station Road / Heath Lane / The Common Anti-Clockwise	5.08	5.10	09:19	10:08	00:49	8.8%	✓	08:58	10:08	01:10	12.9%	✓
Station Road / Heath Lane / The Common Clockwise	4.96	4.94	08:57	09:21	00:24	4.5%	✓	08:46	09:19	00:33	6.2%	✓
Mill Street / Shilton Road Eastbound	2.68	2.70	04:45	04:26	-00:19	-6.6%	✓	04:22	04:28	00:05	2.1%	✓
Mill Street / Shilton Road Westbound	2.68	2.70	04:24	04:29	00:05	1.8%	✓	04:13	04:30	00:17	6.8%	✓
A47 (Leicester Forest East to Earl Shilton) Eastbound	6.02	6.08	07:16	06:41	-00:36	-8.2%	✓	06:43	06:17	-00:26	-6.5%	✓
A47 (Leicester Forest East to Earl Shilton) Westbound	6.02	6.01	05:52	05:54	00:01	0.4%	✓	05:31	05:28	-00:03	-1.0%	✓
A447 (A47 to A511) Northbound	20.58	20.50	20:47	22:02	01:14	6.0%	✓	20:22	21:29	01:07	5.5%	✓
A447 (A47 to A511) Southbound	20.58	20.50	23:26	21:28	-01:58	-8.4%	✓	22:26	21:42	-00:43	-3.2%	✓
M69 (M6 to M1) Northbound	25.99	25.86	15:49	14:42	-01:07	-7.1%	✓	19:11	14:55	-04:16	-22.2%	✗
M69 (M6 to M1) Southbound	26.13	26.21	14:24	14:44	00:20	2.3%	✓	13:57	14:28	00:31	3.7%	✓
A5 (DIRFT to M42) Eastbound	45.98	43.92	43:42	42:22	-01:21	-3.1%	✓	41:59	40:59	-01:00	-2.4%	✓
A5 (DIRFT to M42) Westbound	44.48	43.81	41:54	40:21	-01:33	-3.7%	✓	45:05	42:56	-02:09	-4.8%	✓

Table 3.4. Journey Time Route Validation in the Vicinity of the Proposed Development

3.2.5. Table 3.5 shows the number of routes that pass the TAG criteria in the AM and PM Peak hours. In the AM Peak hour 92% (24 out of 26) of journey time routes meet the TAG criteria, with 85% (22 out of 26) passing in the PM Peak hour. Therefore, the journey time performance in the vicinity of the proposed development is satisfactory.

	AM		PM	
Pass	24	92%	22	85%
Fail	2	8%	4	15%

Table 3.5: Journey Time Route Validation

3.2.6. Graphs comparing observed and modelled journey times are included in Appendix A – Journey Time Route Performance.

4. Summary

- 4.1.1. This base year highway model review is focused on assessing the suitability of the PRTM for the assessment of the proposed development Land North of A47 Hinckley in the AM and PM Peak hours.
- 4.1.2. The review has considered multiple elements of the model, including modelled link flow and journey time against data collected as part of the model development, zone system, network structure and coding in the vicinity of the proposed development.
- 4.1.3. The model zone system is considered to contain sufficient detail for a strategic assessment of the proposed development. It is suggested that the proposed Land North of A47 development and nearby associated developments (Stoke Road Phases 1 and 2) are contained in their own new development zones to allow for detailed analysis and reporting of development trips.
- 4.1.4. The highway network close to the proposed development, including key junctions, has been reviewed and is considered suitable for the assessment. However, it was found that the A47 eastbound approach of the Leicester Road / Normandy Way / The Common roundabout was modelled with two flares instead of one and has too high saturation flows. A sensitivity test was performed in the AM and PM Peak hour model, including one flare at the junction and lower saturation flows, and it was found that this reduction made no material difference (a difference of less than 20 passenger car units (PCUs)). In addition, the A47 Normandy Way between Nelson Drive and Cornfield was modelled as 345m instead of 255m. The model has been updated accordingly.
- 4.1.5. In the link flow performance, 115 links were considered in the vicinity of the proposed development. In the AM Peak hour 93.9% of links pass and in the PM Peak hour 91.3% of links pass, suggesting that both time periods are robust in relation to the 85% TAG criterion.
- 4.1.6. In respect of journey time routes, 92% (24 out of 26) and 85% (22 out of 26) routes meet TAG criterion in the AM and PM Peak hours, respectively. 3 of the 6 routes fail only marginally, whilst the other 3 routes fail more significantly (19.2% to 23.5%). Nevertheless, it is considered that these routes are far enough away from the proposed development to not have an impact on the assessment of the proposed development. For instance, while the A47 Normandy Way is adjacent to the site it does not fail the validation criteria until near the Dodwells Roundabout.
- 4.1.7. Based on this base year model review the PRTM is considered suitable for the strategic assessment of the proposed development at Land North of A47 Hinckley.

6. Contact Details

We trust that our report meets your expectations and look forward to working with you again soon.

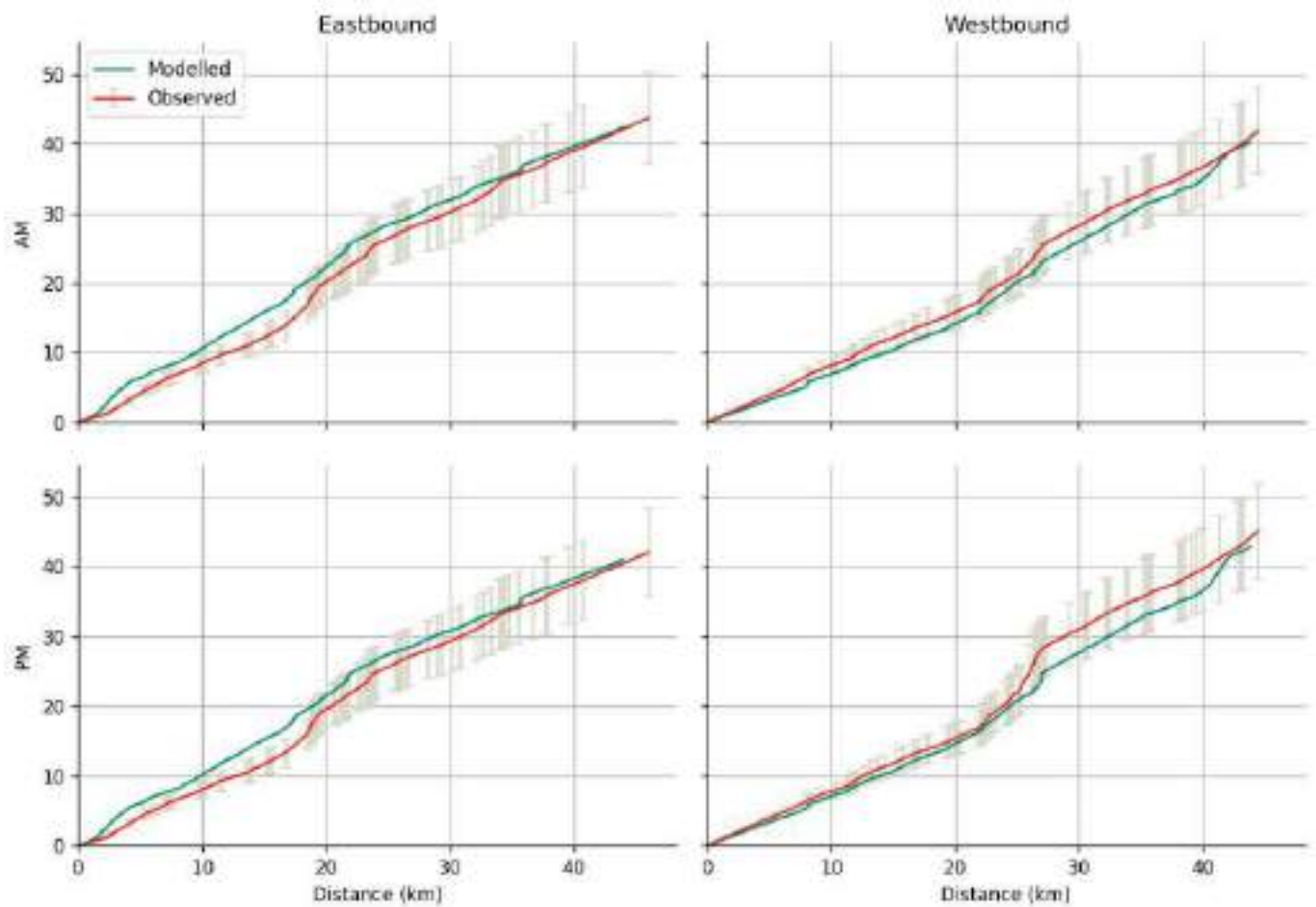
If you have any questions, please do not hesitate to contact:

Environment & Transport Department Commissioning Framework
Network Data & Intelligence
Environment & Transport Department
Leicestershire County Council

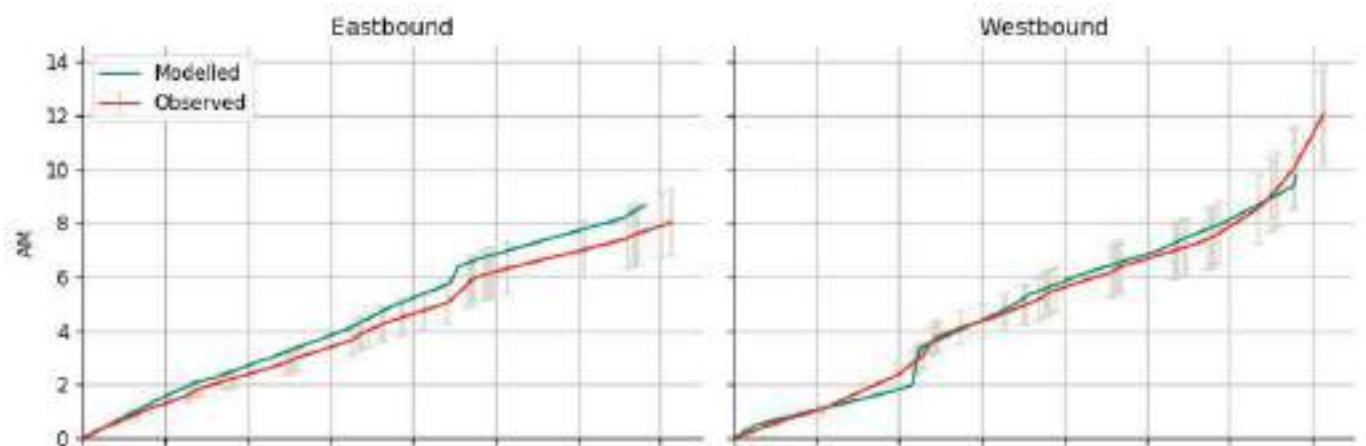
Email: etcf@leics.gov.uk

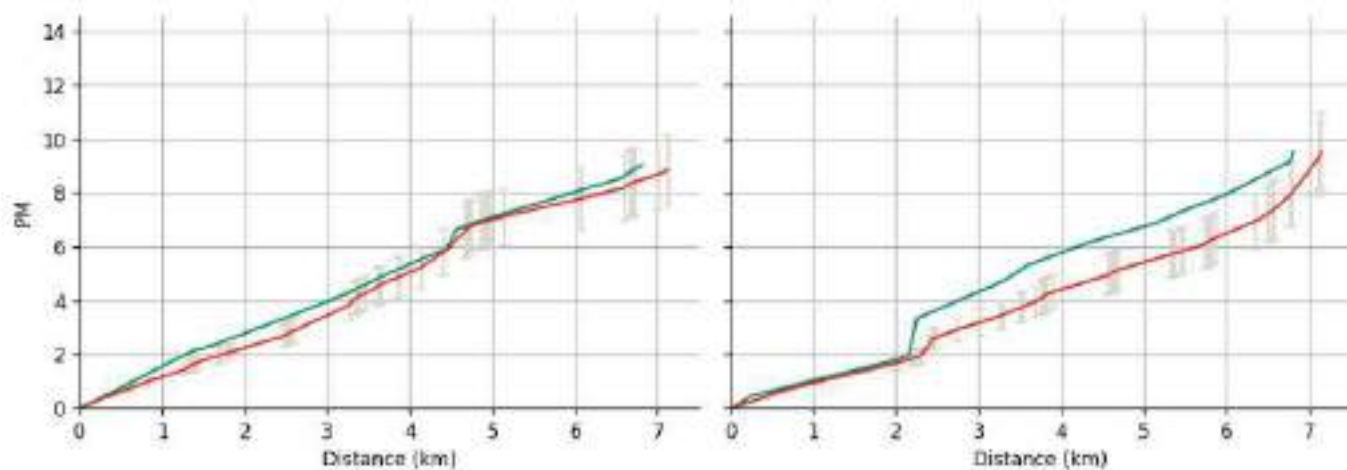
7. Appendix A – Journey Time Route Performance

A5 (DIRFT to M42)

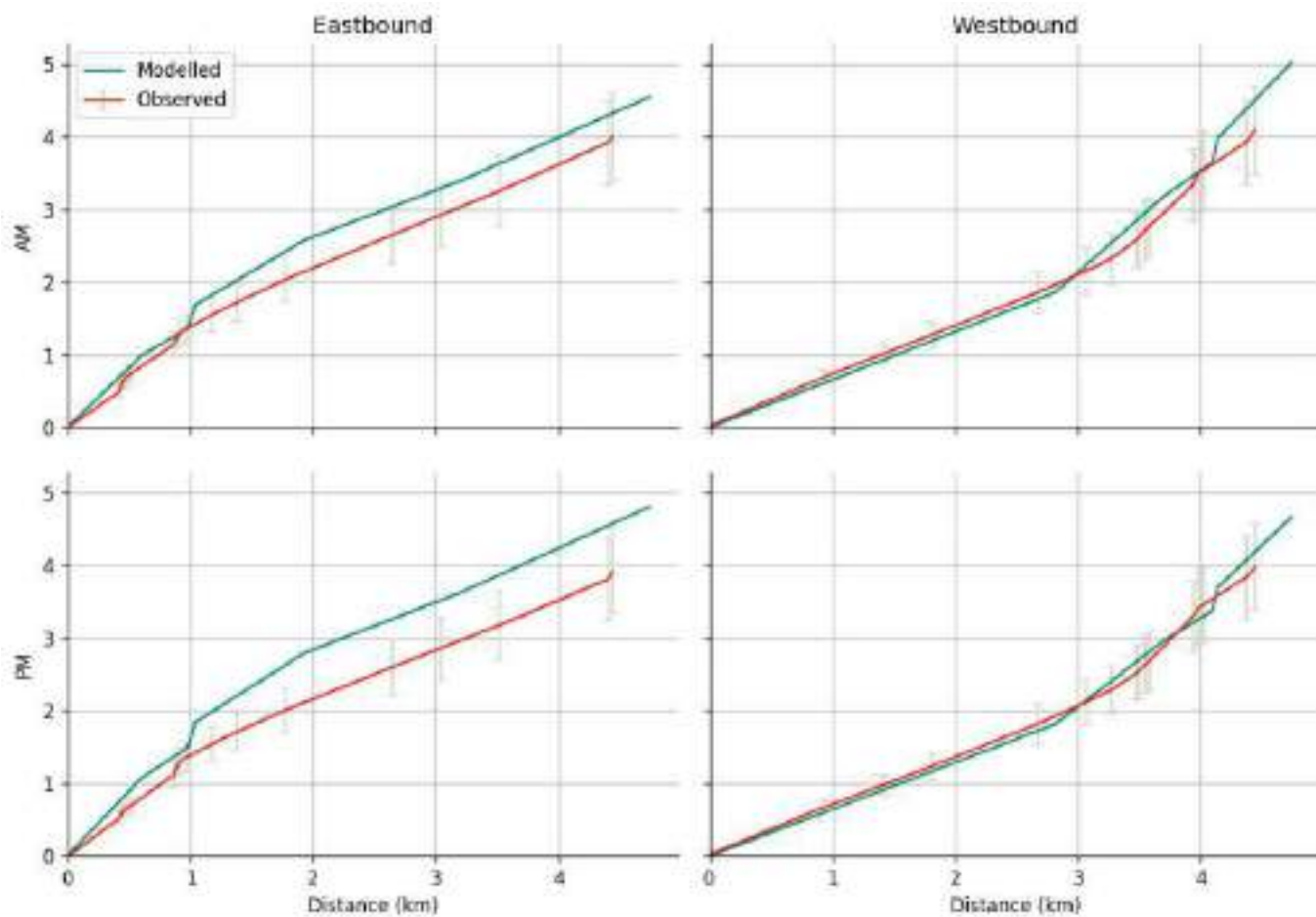


A47 Normandy Way

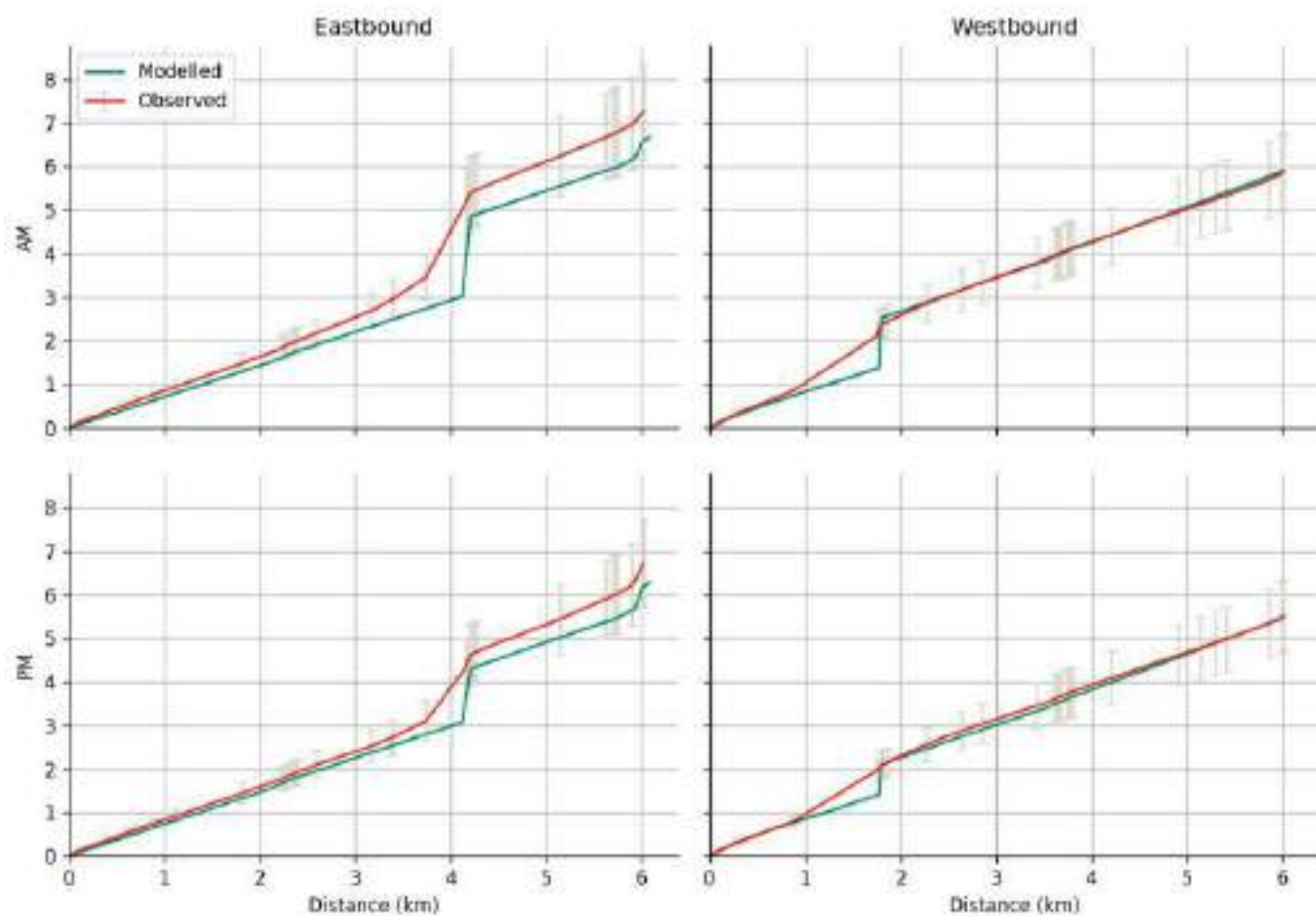




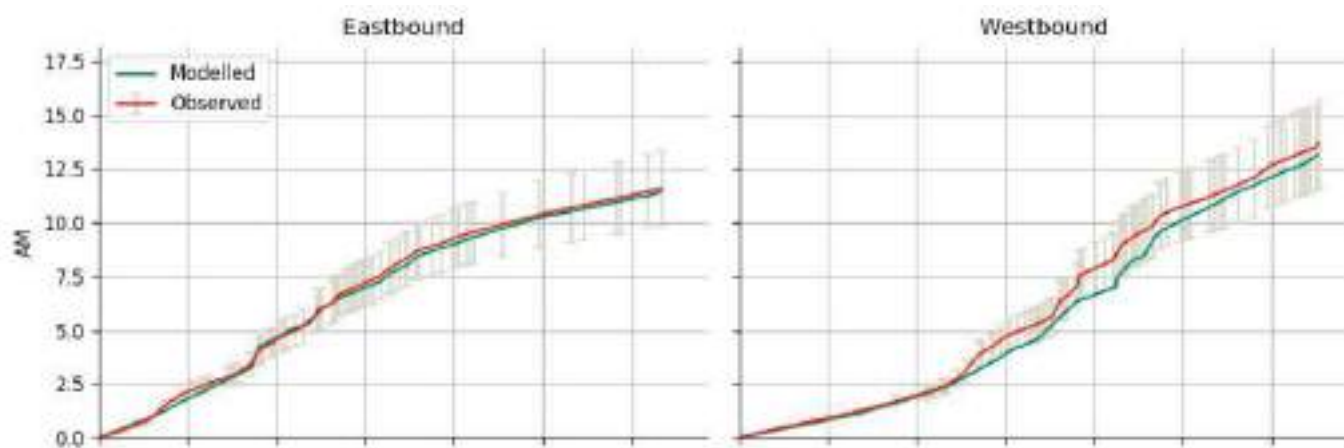
Earl Shilton Bypass

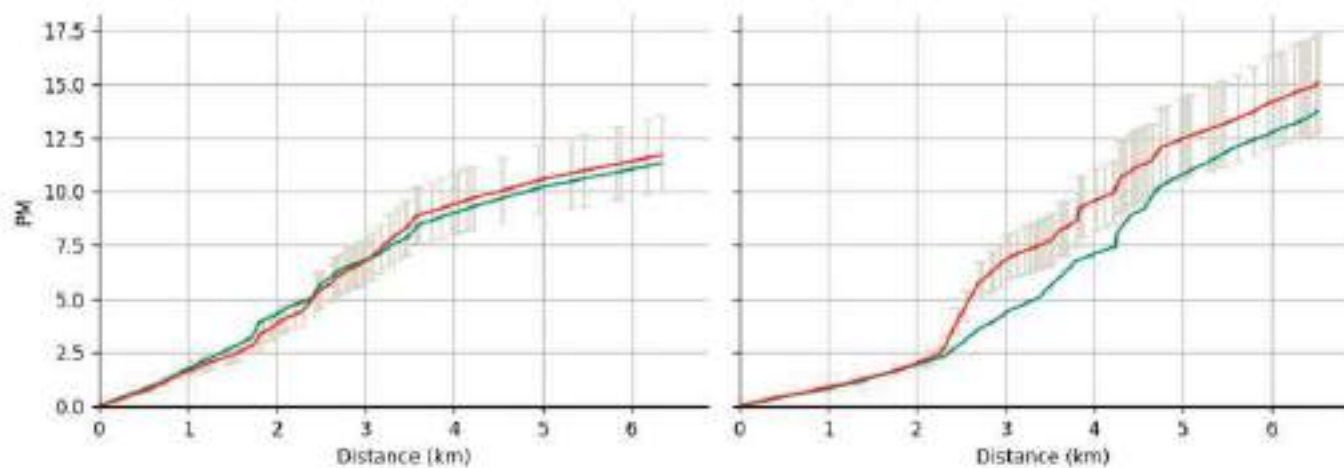


A47 (Leicester Forest East to Earl Shilton)

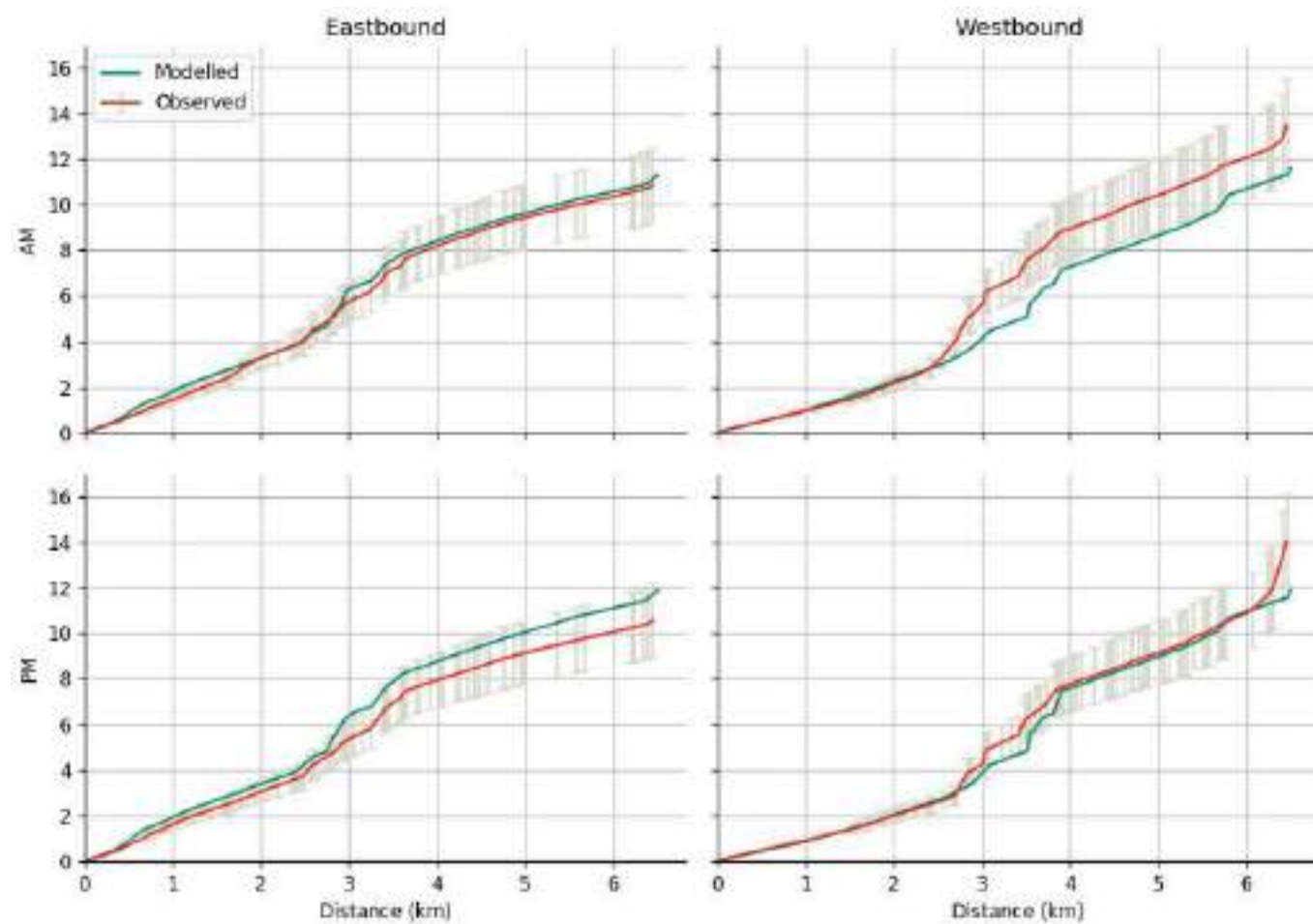


HollyCroft / Sapcote Road

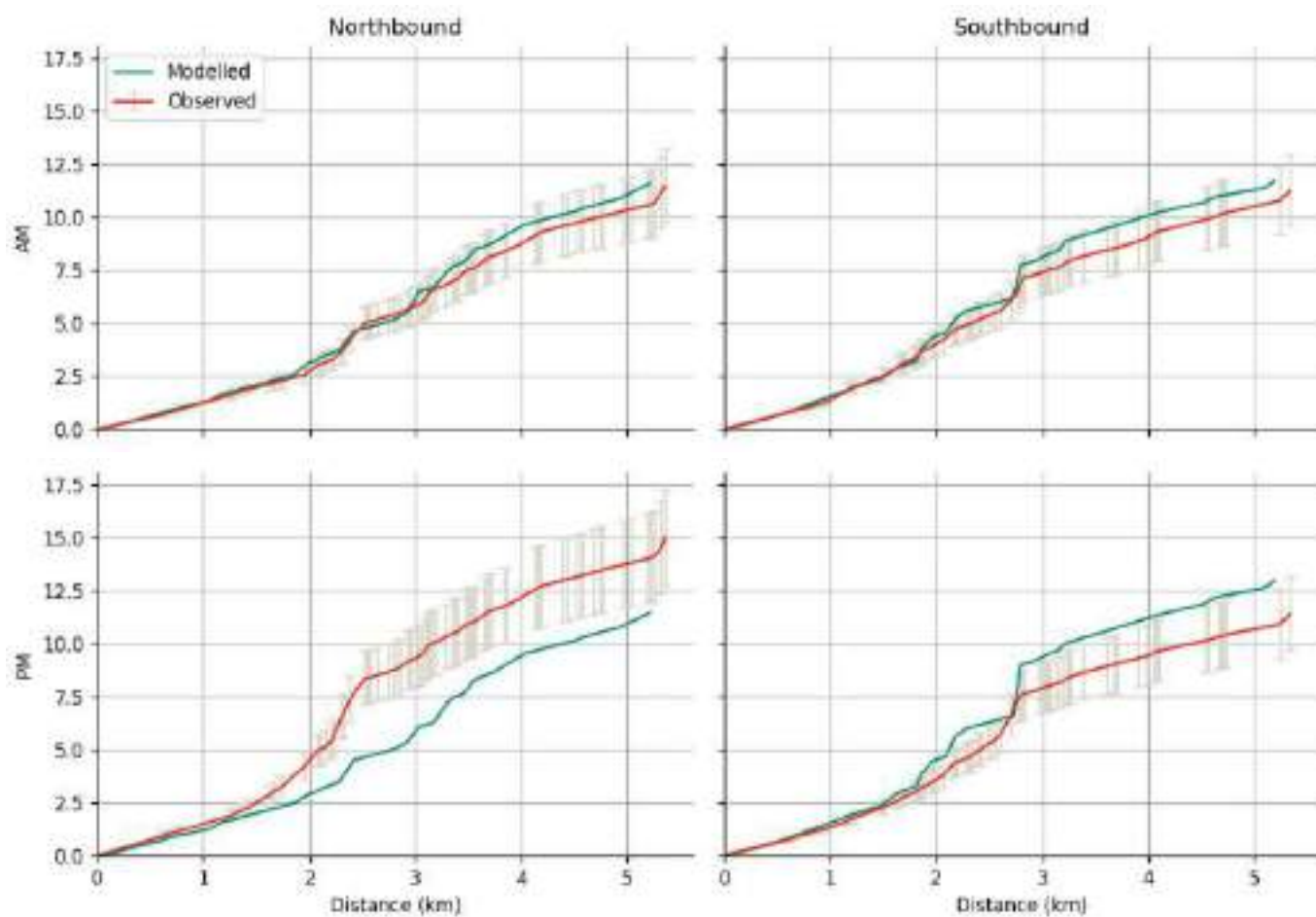




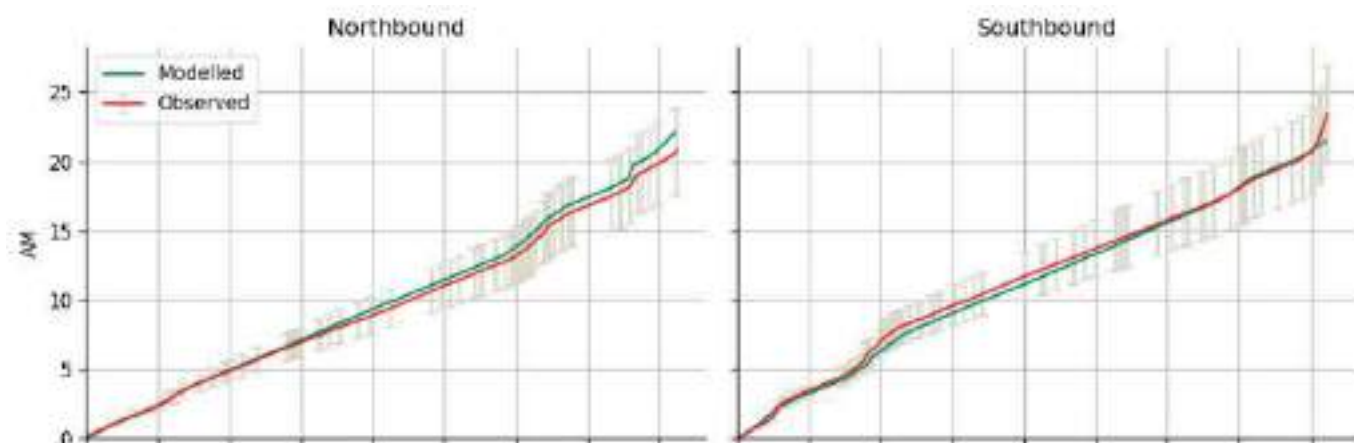
Coventry Road / Leicester Road

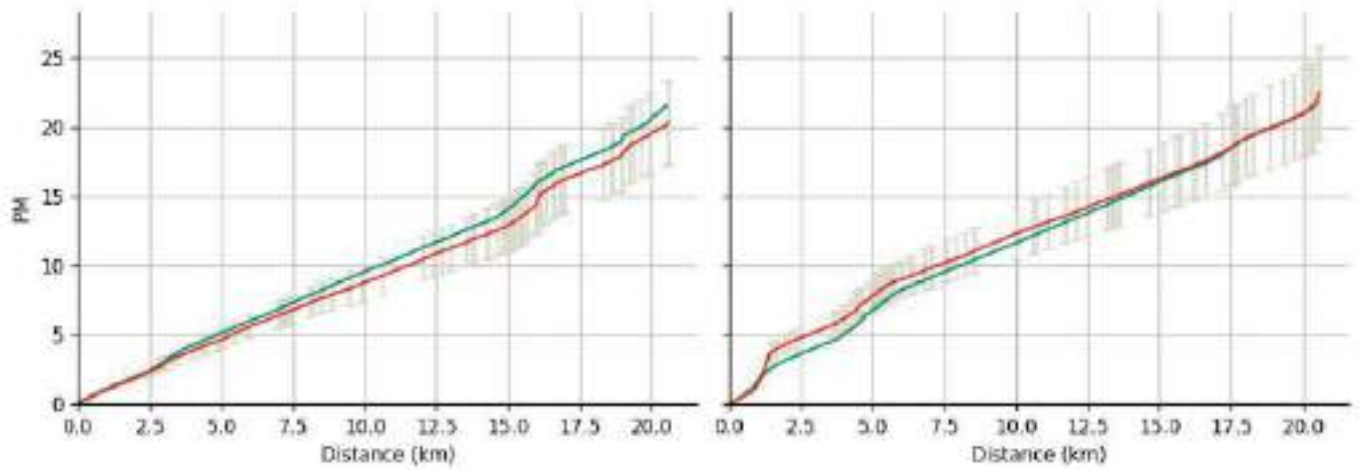


Rugby Road / Ashby Road

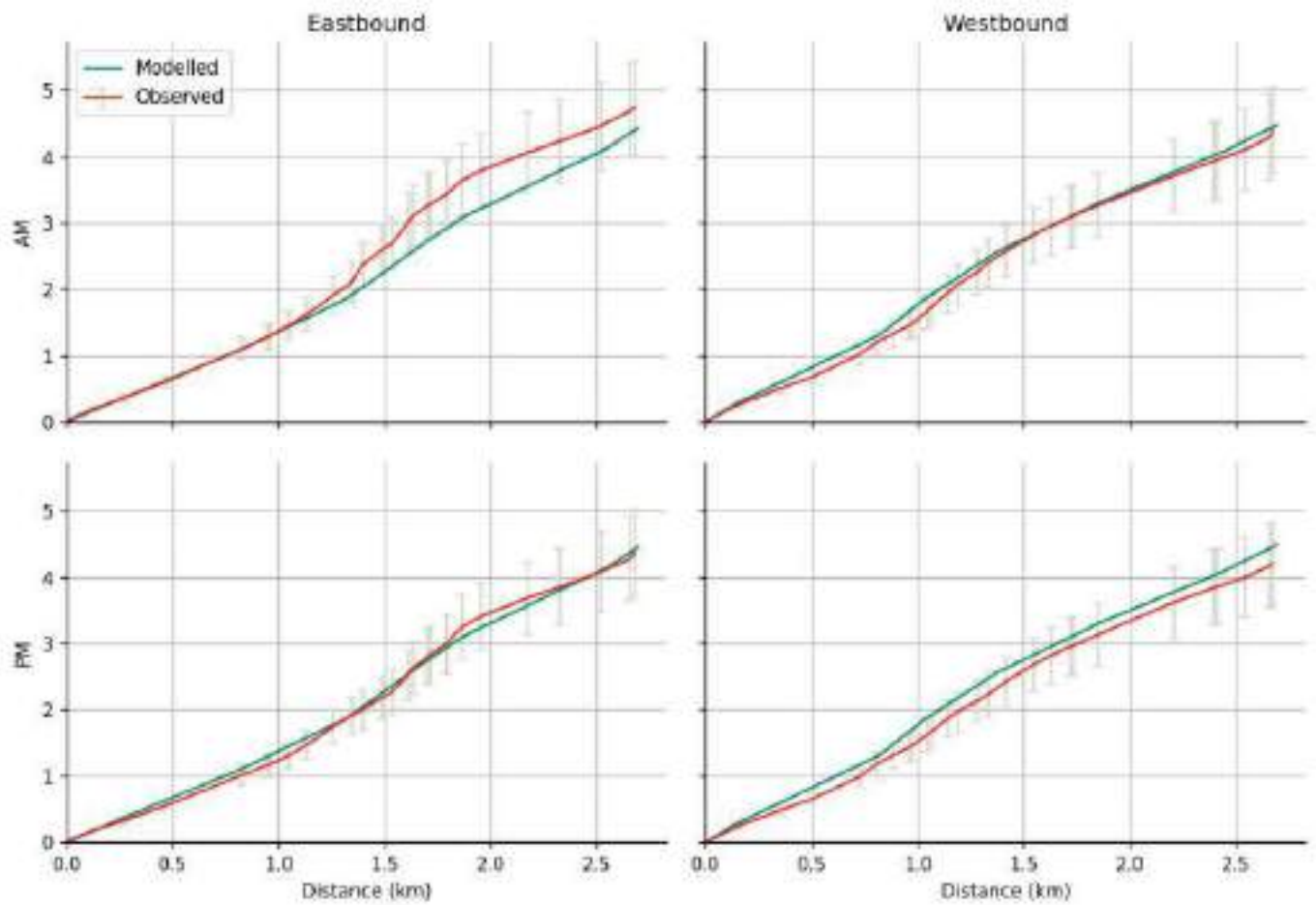


A447 (A47 to A511)

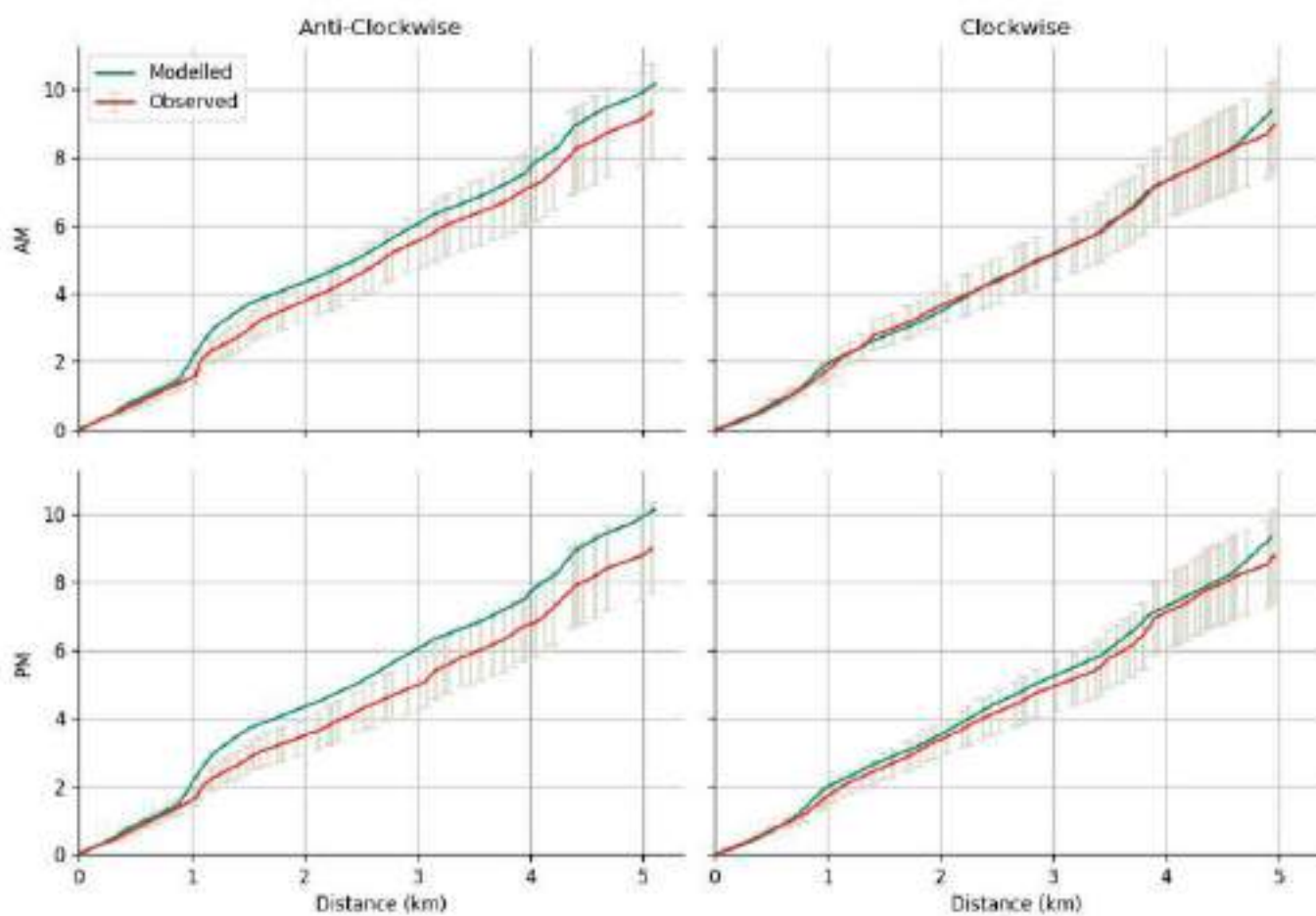




Mill Street / Shilton Road

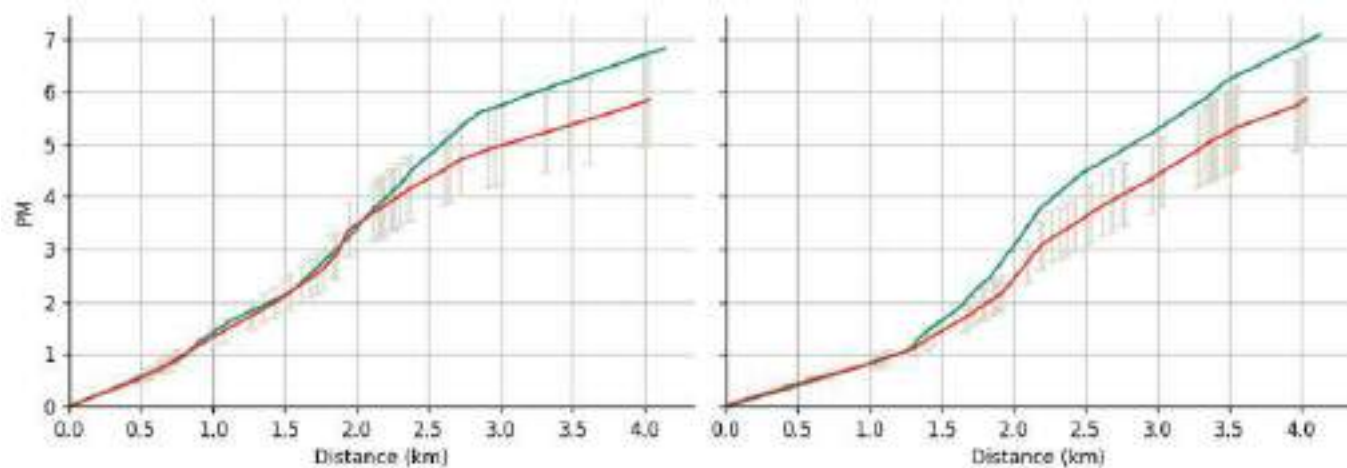


Station Road / Heath Lane / The Common

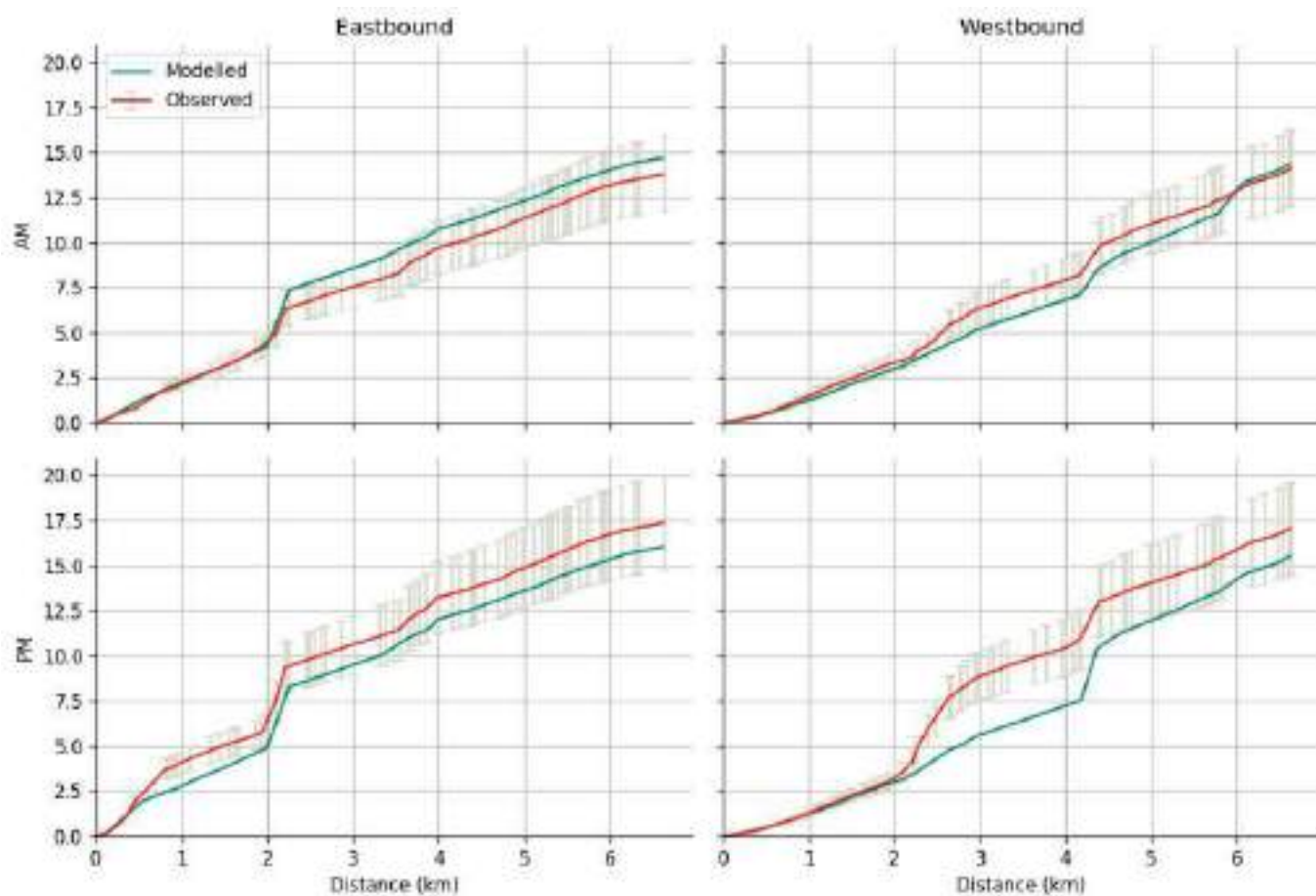


Leicester Road

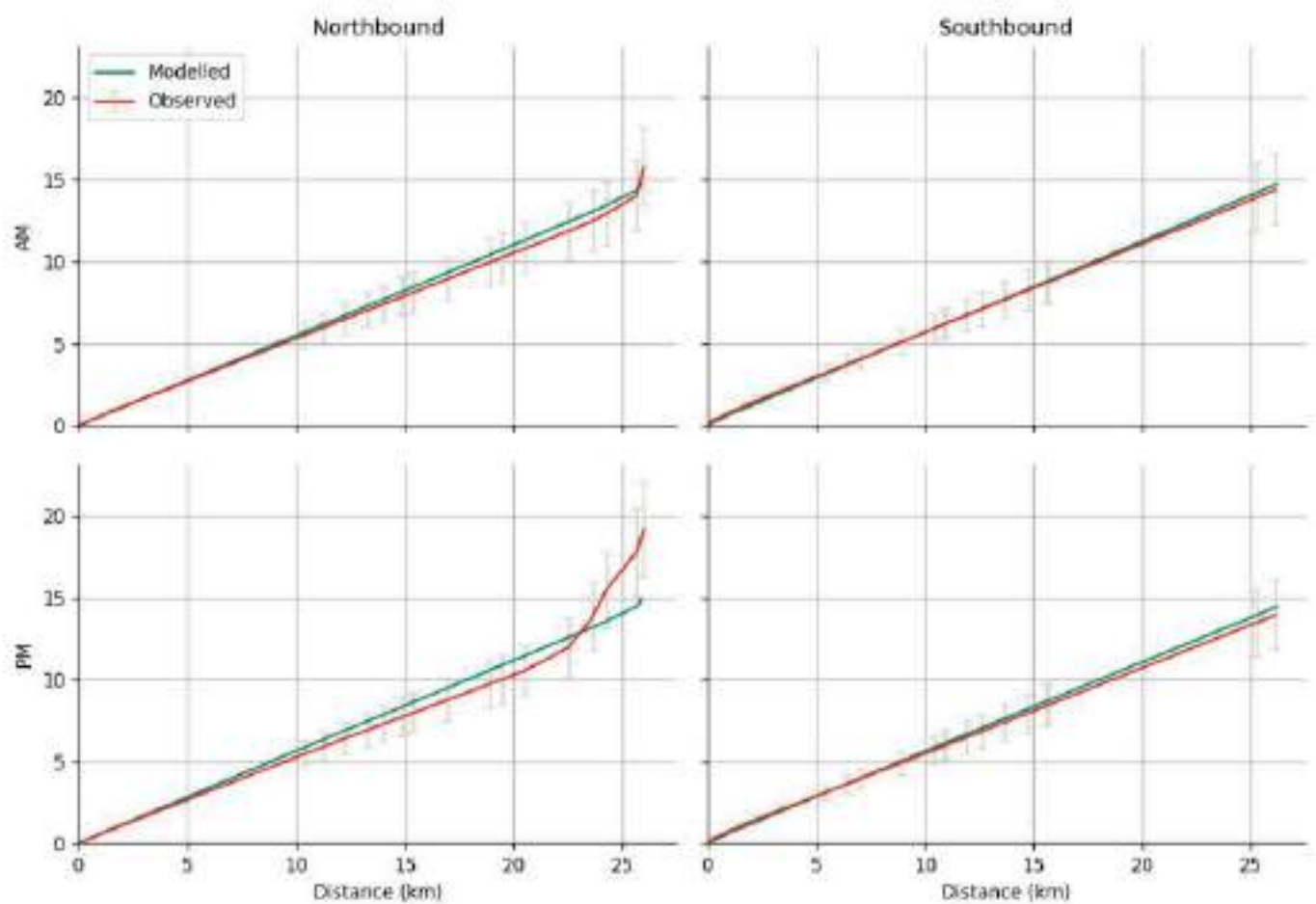




Hinckley Road / Southfield Road / Nutts Lane



M69 (M6 to M1)



Appendix B Forecasting Report

Environment and Transport Modelling Services Contract

Land North of Normandy Way,
Hinckley

Forecasting Report

3rd December 2024
3851.210

Document Sign-off

Control Details

Document Location:	\\Lccfp3\htwdata\Transportation\Transport Policy and Programs\Traffic Modelling\TMODELLING\05. 3851 (External)\MF3851.210 Stoke Road - Phase 3\12. Deliverables\01. Reports\3851.210, Land North of Normandy Way; Forecasting Report, v1.0.docx
Production Software:	Microsoft Word 2010
Author:	JR
Owner:	Alex Gray, Network Data and Intelligence Team

Document history and status

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0.2	03/12/24	Second draft for internal review	JR	PB		
1.0	03/12/24	Final version	JR	PB	RB	LG

Model Version

Model:	PRTM2019 v1.2
Constrained / Unconstrained:	NTEM Minimum
SATURN Version:	11.5.05N

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1. Introduction

1.1. Background

- 1.1.1. Leicestershire County Council's (LCC's) Network Data & Intelligence (NDI) consultants have been commissioned by Pell Frischmann to undertake strategic transport modelling to assess the potential traffic impacts of the proposed Land North of Normandy Way, Hinckley, development. This assessment has been undertaken using the Pan Regional Transport Model (PRTM) for the AM and PM peak hours.
- 1.1.2. It is a residential development for up to 460 dwellings across two development plots – up to 60 dwellings on Plot 1 and up to 400 dwellings on Plot 2, expected to be fully built out by 2036. Figure 1.1 shows the indicative location of the proposed development.

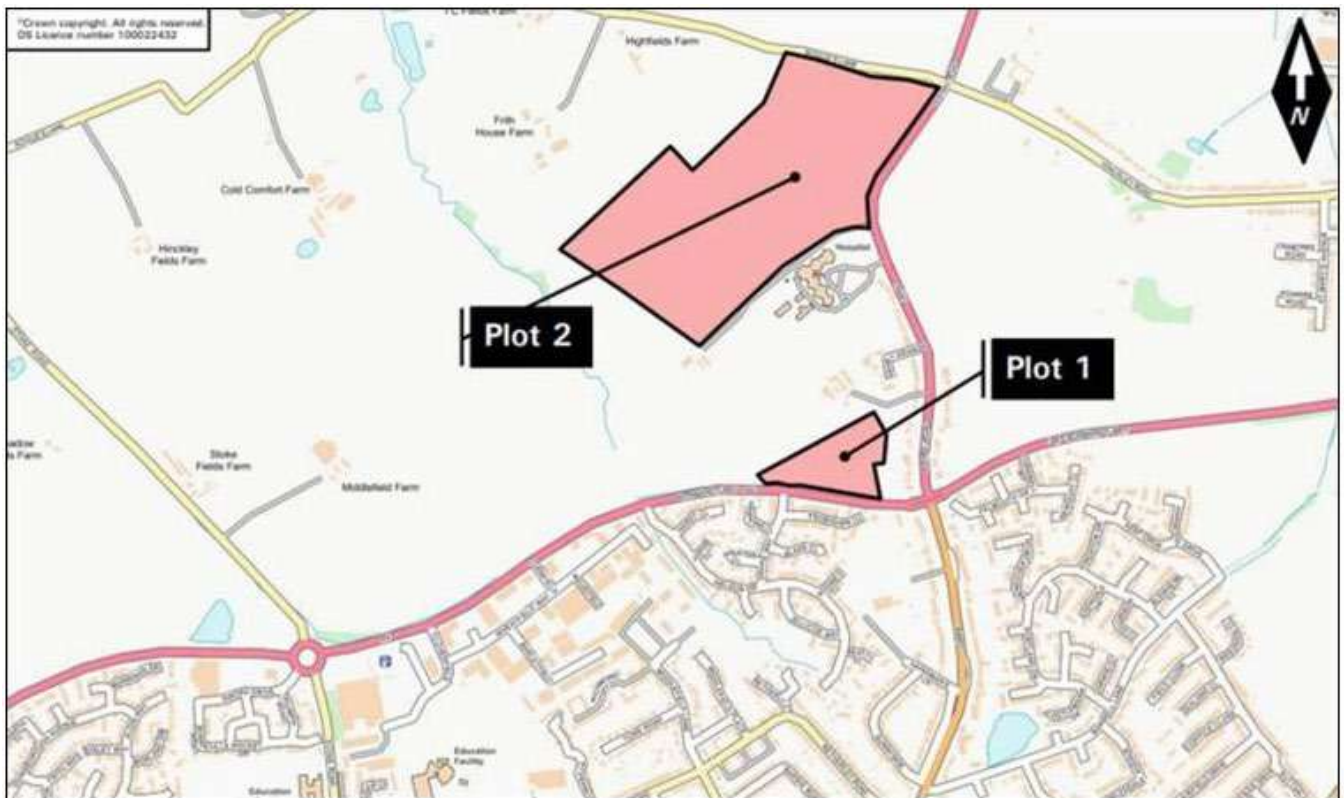
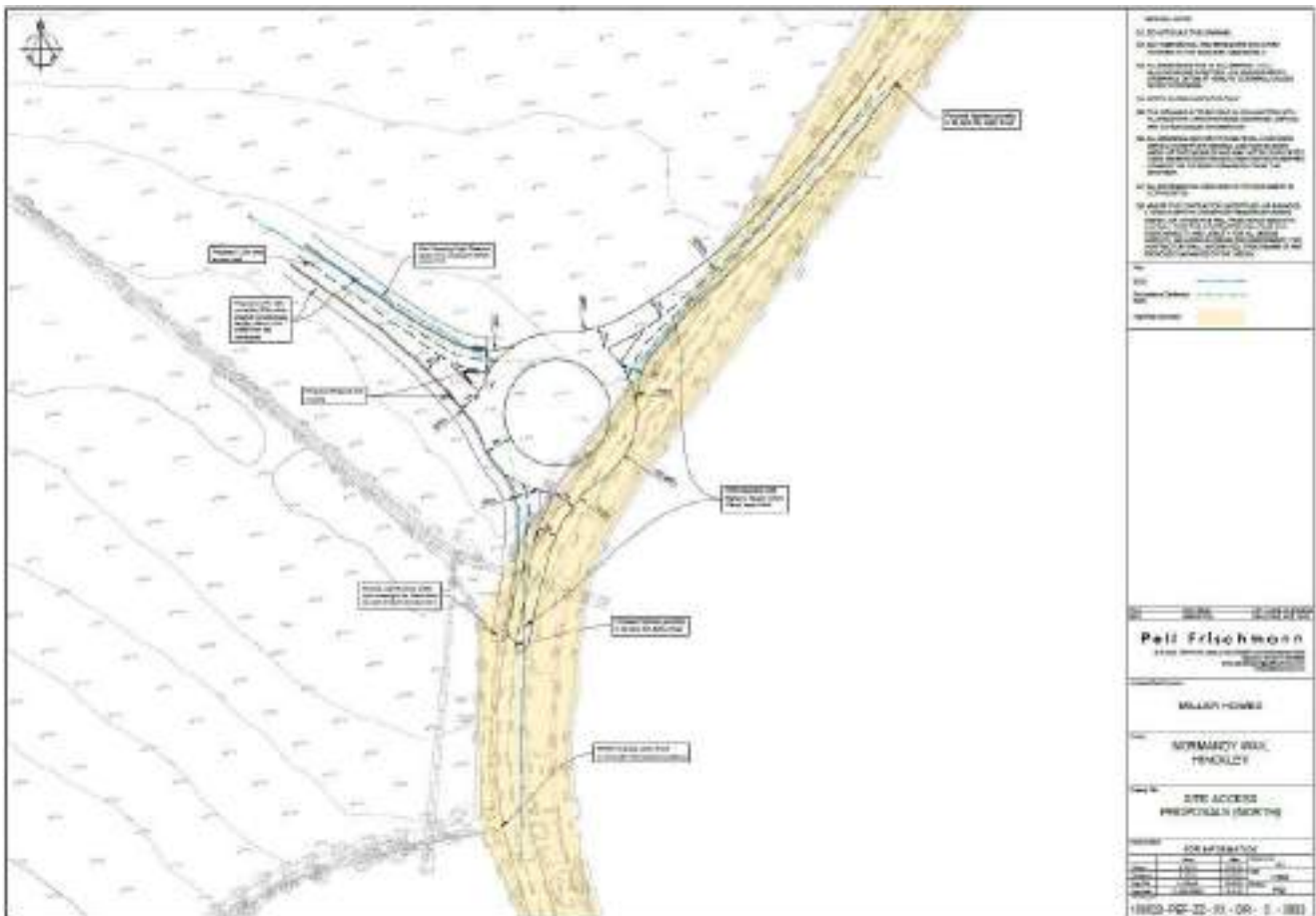
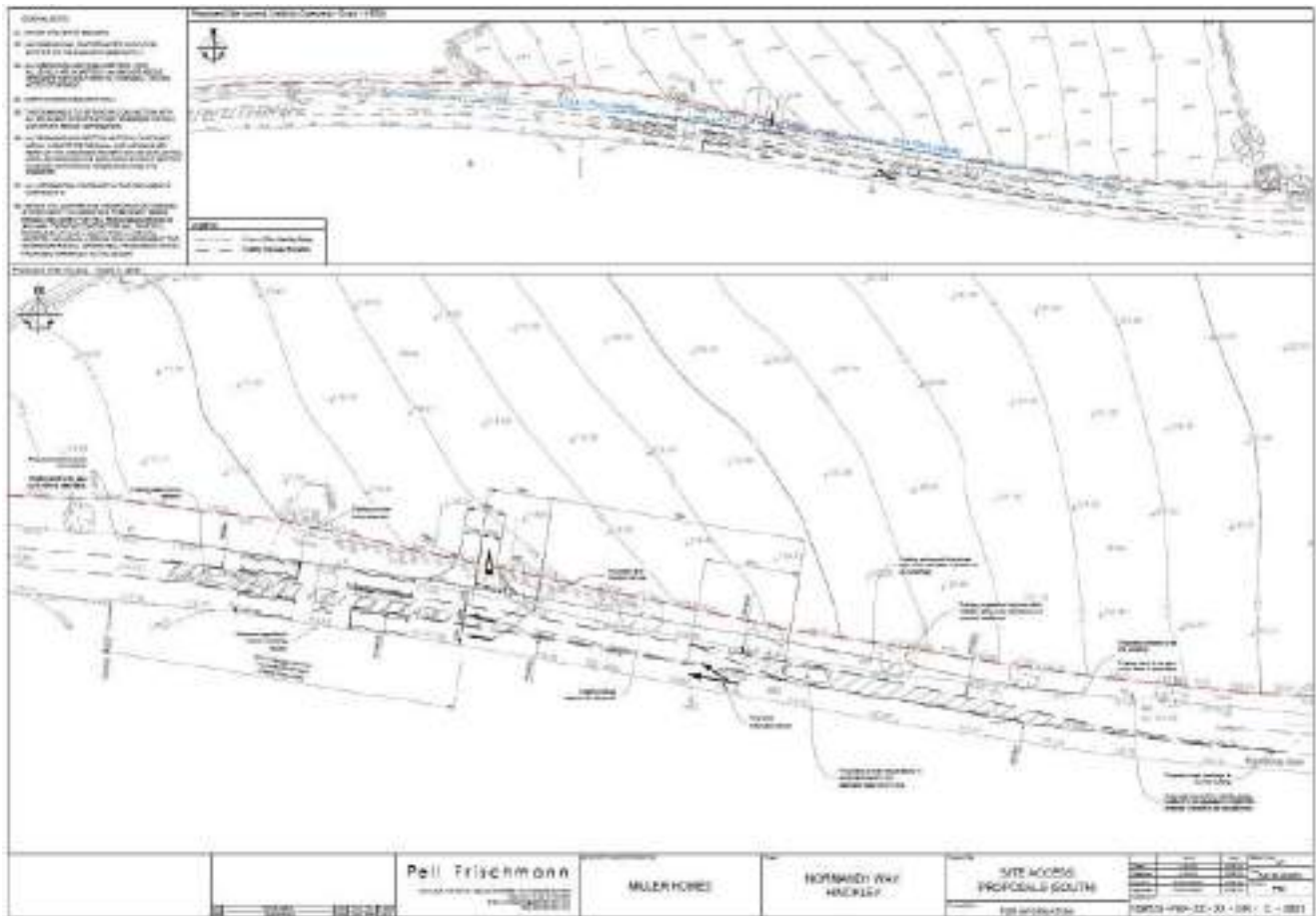


Figure 1.1: Indicative Location of the Proposed Development

- 1.1.3. The wider Stoke Road development is made up of three phases. Phase 1 (23/00432/OUT), for the erection of up to 475 dwellings, has been granted permission. Phase 2 (24/00264/OUT), for the erection of up to 415 dwellings, has not yet been granted planning approval. Phase 3, for the erection of up to 460 dwellings, is what is being tested for this commission.
- 1.1.4. Plot 1 of the proposed development will be accessed via a priority T-junction with a ghost island facility for right turners from the A47, as shown in Figure 1.2.
- 1.1.5. Plot 2 of the proposed development will be accessed via a new 3-arm roundabout on the A447, Ashby Road, as shown in Figure 1.3.



- 1.1.6. There is a wider aspiration for a link road to connect Stoke Road to the A447 Ashby Road via the two developments, see Figure 1.4. However, the client has noted that the delivery of this link road is not a necessity for the development proposals.

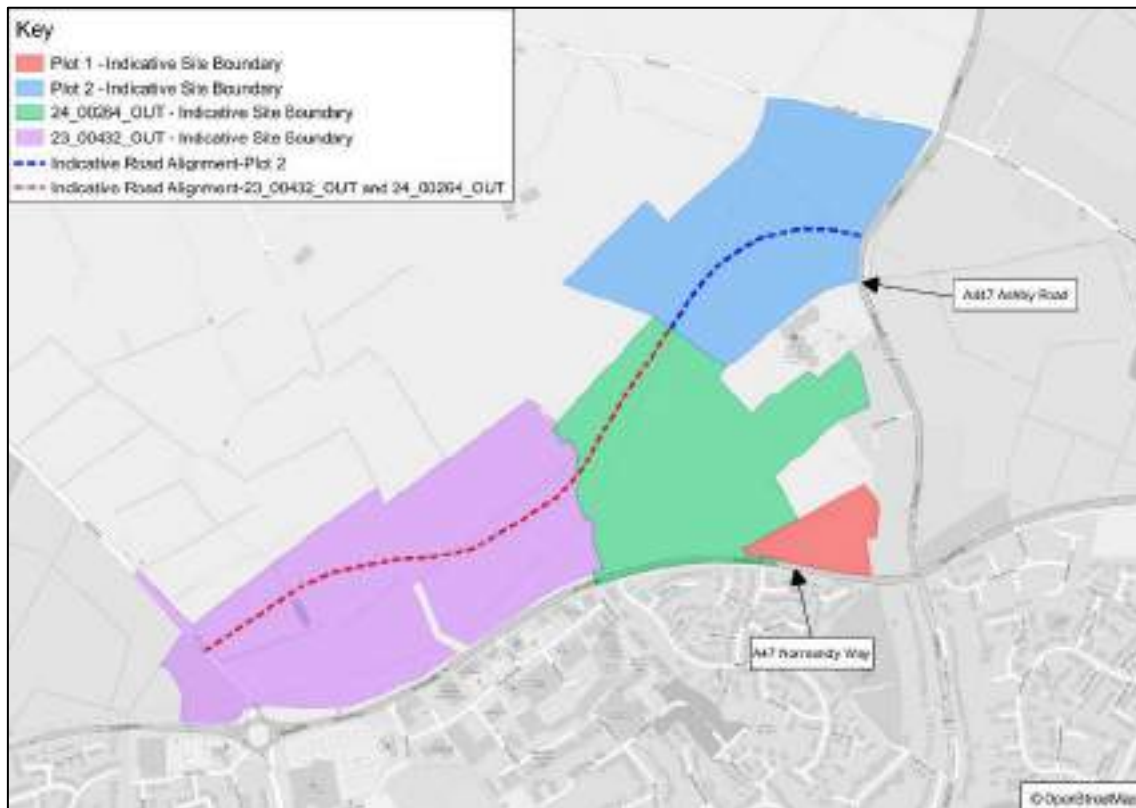


Figure 1.4: Wider Development Link Road

- 1.1.7. This report is the Forecasting Report containing the forecast model results of the strategic modelling assessment of the proposed development. This report follows the Land North of Normandy Way, Hinckley Base Year Model Review Report¹, which details the 2019 base year model network review and performance in the vicinity of the proposed site.

1.2. Report Structure

- 1.2.1. Section 2 details the model suitability, including the agreements around the Uncertainty log and development trip generation.
- 1.2.2. Section 3 outlines the forecast model results for all scenarios.
- 1.2.3. Section 4 summarises the results of the PRTM Assessment of the proposed development.

¹ 3851.210 Land North of Normandy Way, Hinckley – Base Year Model Review – v2.0 (26/09/2024)

2. Forecast Approach and Assumptions

2.1. Introduction

- 2.1.1. For this strategic modelling assessment, the following forecast model scenarios have been produced:
- 2024, 2026, 2032 & 2036 'Do Nothing'
 - 2026 'With 100% Plot 1'
 - 2026 'With 100% Plots 1 & 2'
 - 2032 'With Plot 1 & 200 Dwellings Plot 2'
 - 2032 'With Plot 1 & 200 Dwellings Plot 2' + Stoke Road Phase 2 Sensitivity (without link road)
 - 2036 'With 100% Plots 1 & 2' (without link road)
 - 2036 'With 100% Plots 1 & 2' + Stoke Road Phase 2 Sensitivity (without link road)
 - 2036 'With 100% Plots 1 & 2' + Stoke Road Phase 2 Sensitivity (with link road)
- 2.1.2. The 'Do Nothing' forecasts have been run through the wider PRTM modelling suite which includes, among others: a highway model, a public transport model, and a variable demand model. Therefore, the forecasts include the response of travel demand to forecast changes in the costs of travel (including congestion, fuel prices and public transport fares) and change in assumed highway and public transport infrastructure over time.
- 2.1.3. To produce the 2026, 2032 and 2036 'Do Nothing' forecasts; the highway trips, specified by the client in the trip generation numbers for the proposed development, have been added to the 2026, 2032 and 2036 'Do Nothing' highway demand matrices using the agreed parent-zone distribution and assigned in the PRTM highway model.

2.2. 'Do Nothing' Assumptions

- 2.2.1. The forecast planning data and infrastructure schemes used to produce the forecast 'Do Nothing' scenarios were reviewed by the client in the format of an uncertainty log.
- 2.2.2. The trip forecasting process contained within the PRTM uses forecasts of population, households, and jobs to generate estimates of future travel demand. Planning forecasts (containing measures of housing and development) were unconstrained (NTEM minimum²) for this application.

2.3. Proposed Development Access Assumptions

- 2.3.1. To create the 2026, 2032 and 2036 'Do Something' network the proposed development accesses on the A47 Normandy Way and Ashby Road, as shown in Figure 1.2 and Figure 1.3, were added to the 'Do Nothing' network.
- 2.3.2. 4 new development zones have been used for this application; these are:
- To represent the approved planning application (475 dwelling, 23/00432/OUT) Phase 1 of the wider Land North of Normandy Way, Hinckley development
 - To represent Phase 2 (415 dwellings, 24/00264/OUT) of the wider Land North of Normandy Way, Hinckley development.
 - To represent Plot 1 (60 dwellings) of the proposed Phase 3 Land North of Normandy Way, Hinckley development being tested in this application.
 - To represent Plot 2 (400 dwellings) of the proposed Phase 3 Land North of Normandy Way, Hinckley development being tested in this application.
- 2.3.3. The development zone containing Plot 1 of the proposed Phase 3 Land North of Normandy Way, Hinckley development accesses the network via Normandy Way and Plot 2 of the proposed development accesses the network via A447 Ashby Road.

² If the planning data result in forecasts below NTEM / TEMPro growth, the model reverts to NTEM / TEMPro as minimum.

- 2.3.4. If the link road connecting Stoke Road to the A447 Ashby Road goes ahead, then trips from Plot 2, Phase 3 will be able to access the highway network via the Phase 1 site access on Stoke Road and via the Phase 2 site access on Normandy Way.

2.4. Proposed Development Trip Generation Assumptions

- 2.4.1. Assumptions regarding trip rates for the proposed development were provided by the client in the PRTM Modelling Proforma. The trip rate figures provided are shown in Table 2.1.

Vehicle Type	AM			PM		
	In	Out	Total	In	Out	Total
Lights	0.148	0.425	0.573	0.409	0.244	0.653
Heavies	-	-	-	-	-	-
Total	0.148	0.425	0.573	0.409	0.244	0.653

Table 2.1: Phase 2 & 3 Development Trip Rates

- 2.4.2. The trip generation figures for 100% of Plot 1, Phase 3 and 50% of Plot 2, Phase 3 are shown in Table 2.2 Phase 3 Development Trip Generation (100% Plot 1 and 50% Plot 2) and trip generation figures for 100% of Plot 1 & 2, Phase 3 are shown in Table 2.3 Phase 3 Development Trip Generation (100% Plot 1 and 100% Plot 2). These trips have been added to the 'Do Nothing' highway demand matrices and assigned in the PRTM highway model.

Time Period	Car Trips (Vehicles)					
	Plot 1 (60 Dwellings)			Plot 2 (200 Dwellings)		
	In	Out	Total	In	Out	Total
AM Peak (08:00 – 09:00)	9	26	35	30	85	115
PM Peak (17:00 – 18:00)	25	15	40	82	49	131

Table 2.2: Phase 3 Development Trip Generation (100% Plot 1 and 50% Plot 2)

Time Period	Car Trips (Vehicles)					
	Plot 1 (60 Dwellings)			Plot 2 (400 Dwellings)		
	In	Out	Total	In	Out	Total
AM Peak (08:00 – 09:00)	9	26	35	59	170	229
PM Peak (17:00 – 18:00)	25	15	40	164	98	262

Table 2.3: Phase 3 Development Trip Generation (100% Plot 1 and 100% Plot 2)

- 2.4.3. The trip generation figures for Phase 2 in the 2032 and 2036 'With Development' forecast scenarios are shown in Table 2.4.

Time Period	Car Trips (Vehicles)					
	2032 (65 Dwellings)			2036 (415 Dwellings)		
	In	Out	Total	In	Out	Total
AM Peak (08:00 – 09:00)	10	28	38	61	176	237
PM Peak (17:00 – 18:00)	27	16	43	170	101	271

Table 2.4: Phase 2 Trip Generation, 2032 and 2036

2.5. Proposed Development Trip Distribution Assumptions

- 2.5.1. It was agreed³ that existing 'parent zone' 6011 is used for the trip distribution of the new development zone representing the proposed development. Zone 6011, as shown in Figure 2.1 has been selected as it contains primarily residential development.

³ Inception Meeting, 4th September 2024.

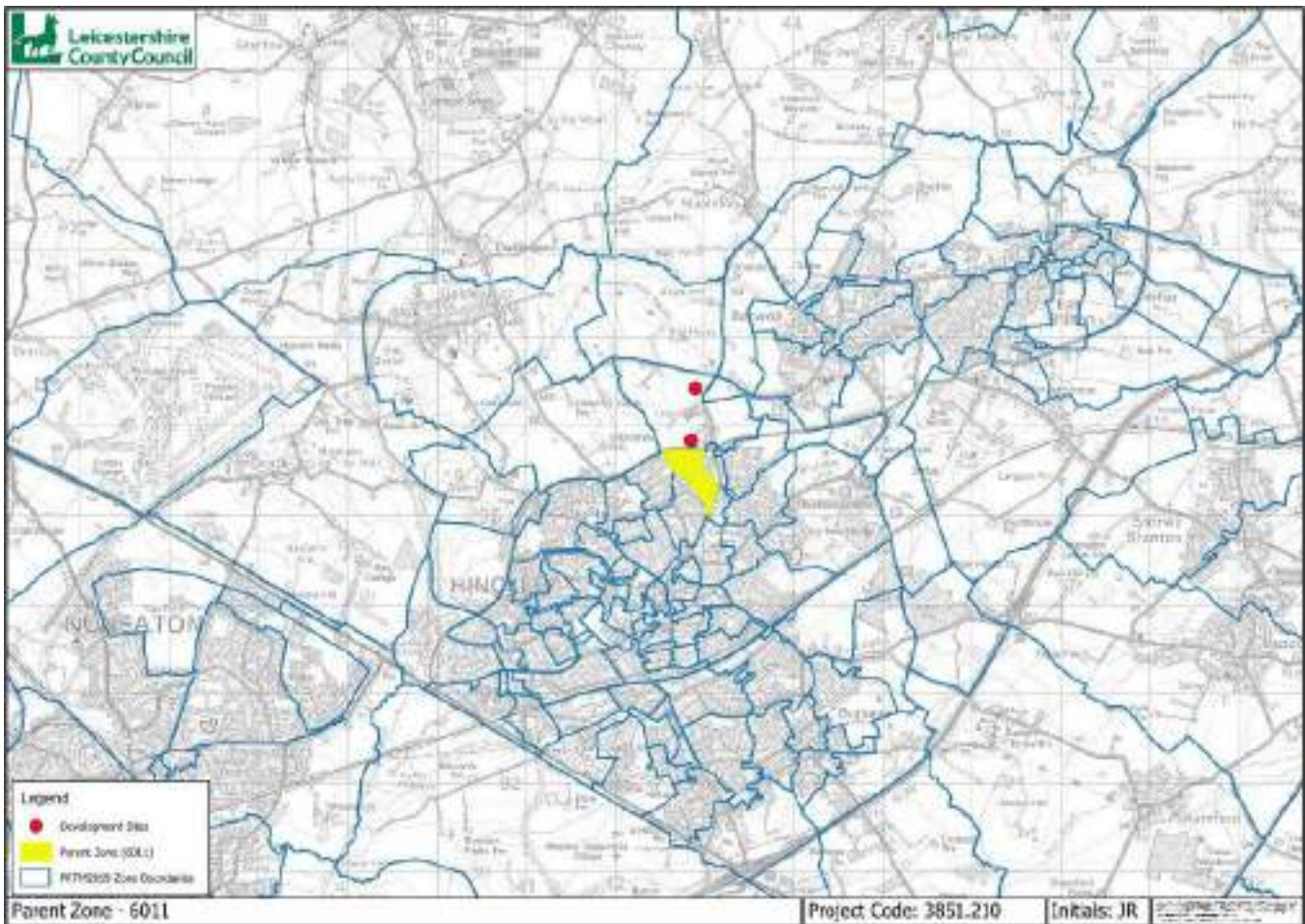


Figure 2.1: Parent Zone (6011) Location

- 2.5.2. Figure 2.2 to Figure 2.13 show the forecast development trip distribution on the highway network for the 2026 'Do Something 2' and 2032 and 2036 'Do Something' scenarios in the AM and PM Peak hours.
- 2.5.3. These figures show that traffic is predominantly routing to and from the development via:
- the A47 Normandy Way, to the west.
 - the A47 Normandy Way / B581 Station Road / Earl Shilton Bypass, to the east.
 - the B4667 Ashby Road, to the south.
 - the A447 Ashby Road, to the north.
- 2.5.4. More detail about the forecast development traffic has been included in Section 3.2.

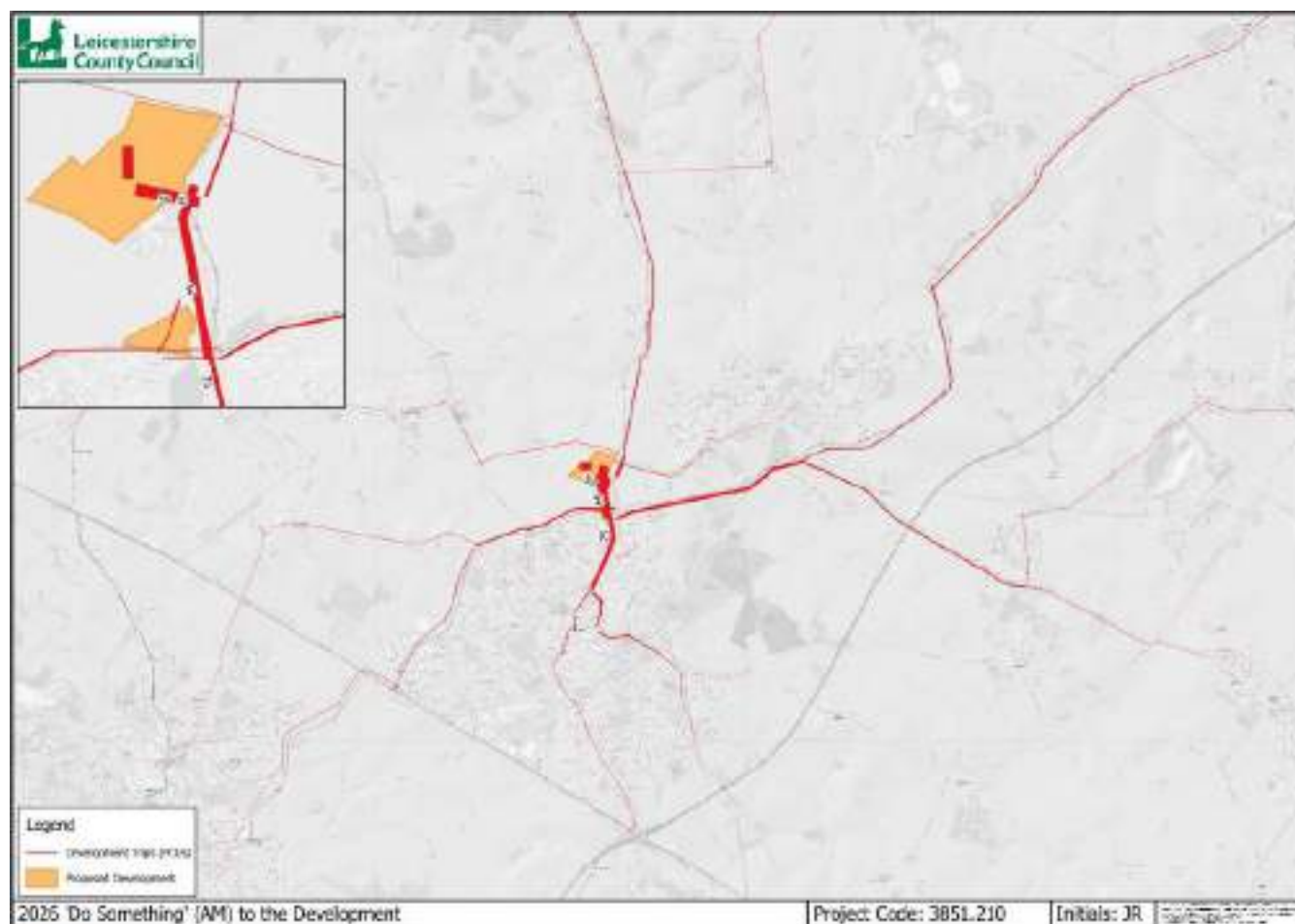


Figure 2.2: Vehicle Trip Distribution to the Proposed Development – 2026 DS AM

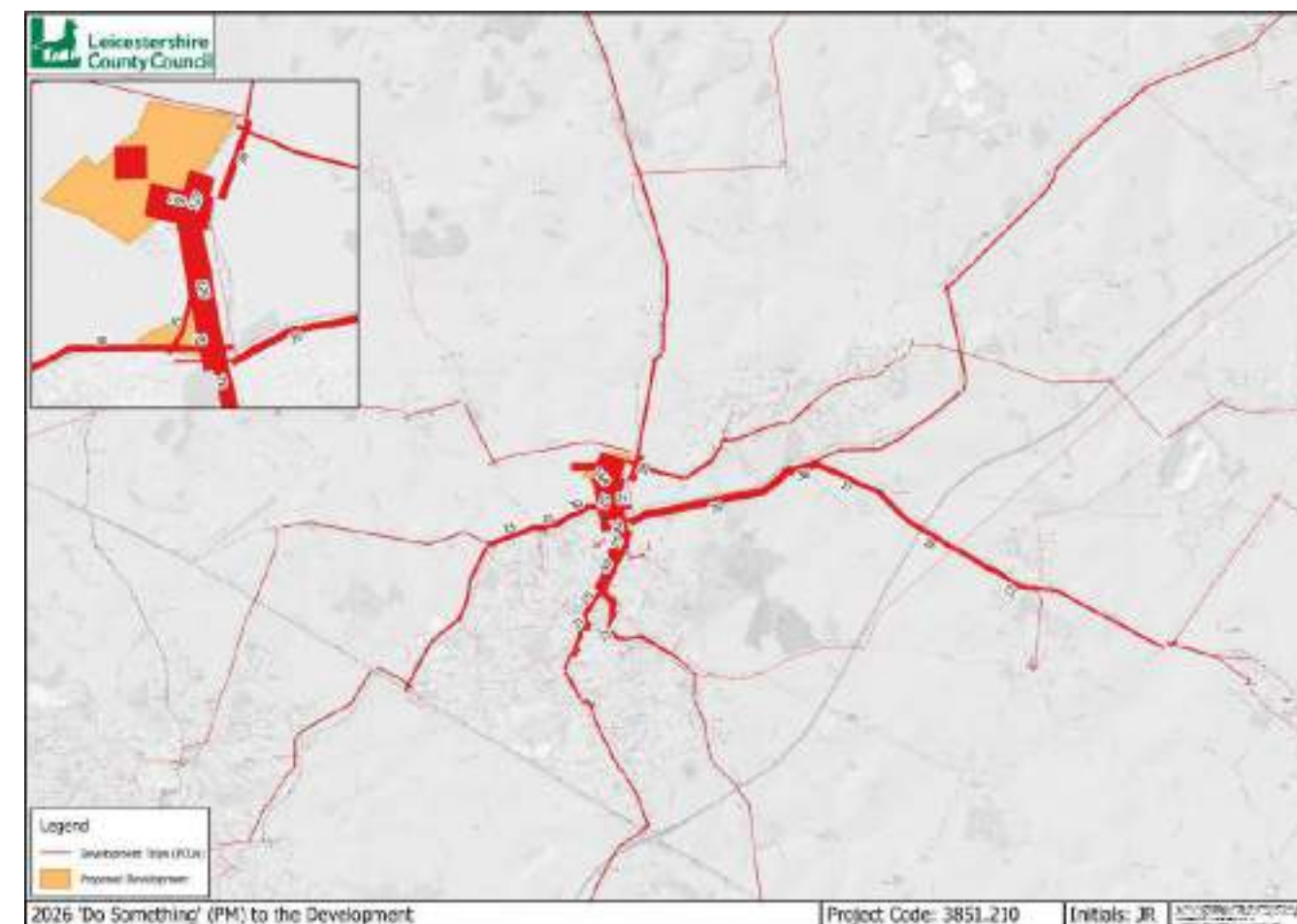


Figure 2.4: Vehicle Trip Distribution to the Proposed Development – 2026 DS PM

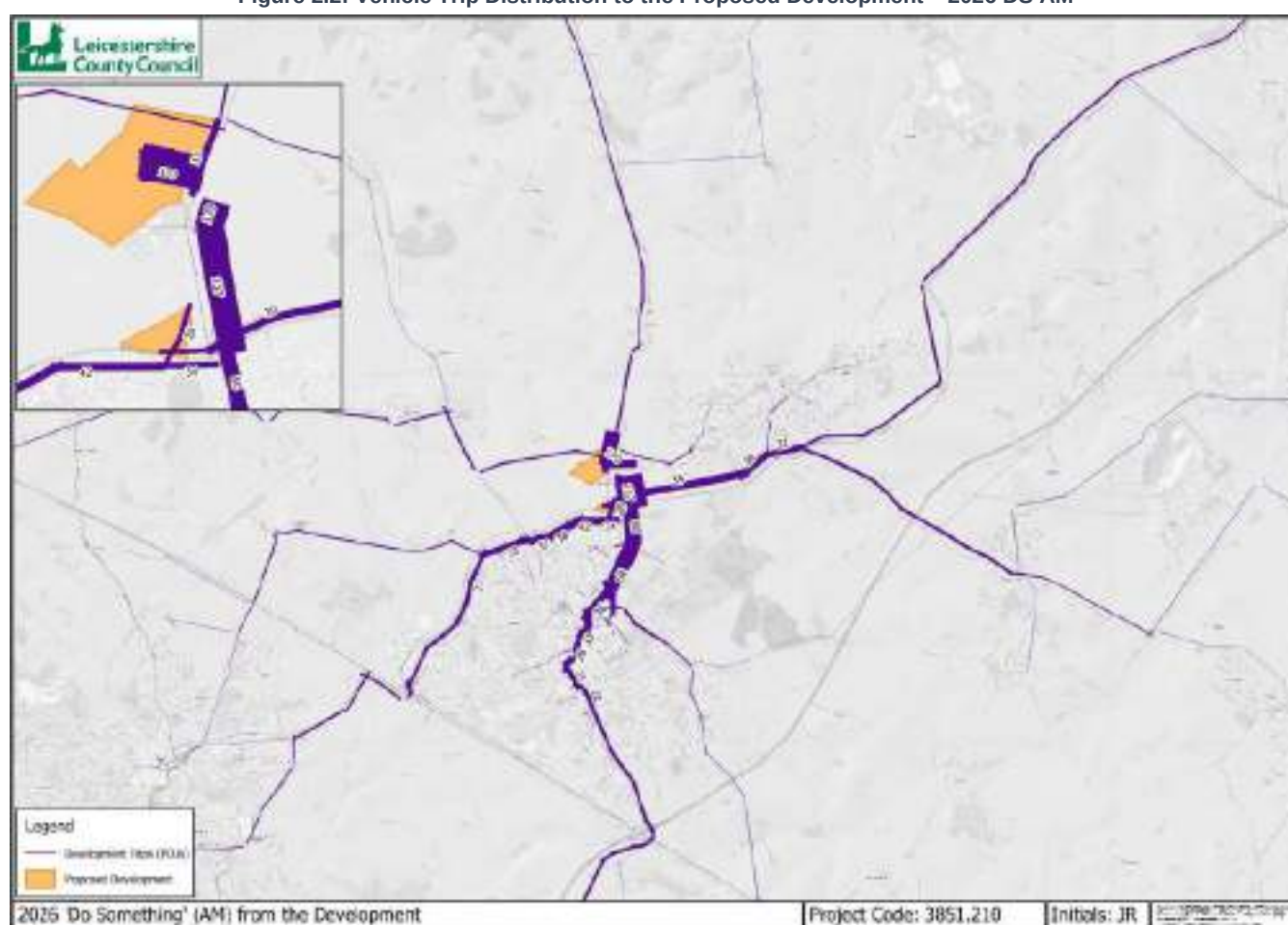


Figure 2.3: Vehicle Trip Distribution from the Proposed Development – 2026 DS AM

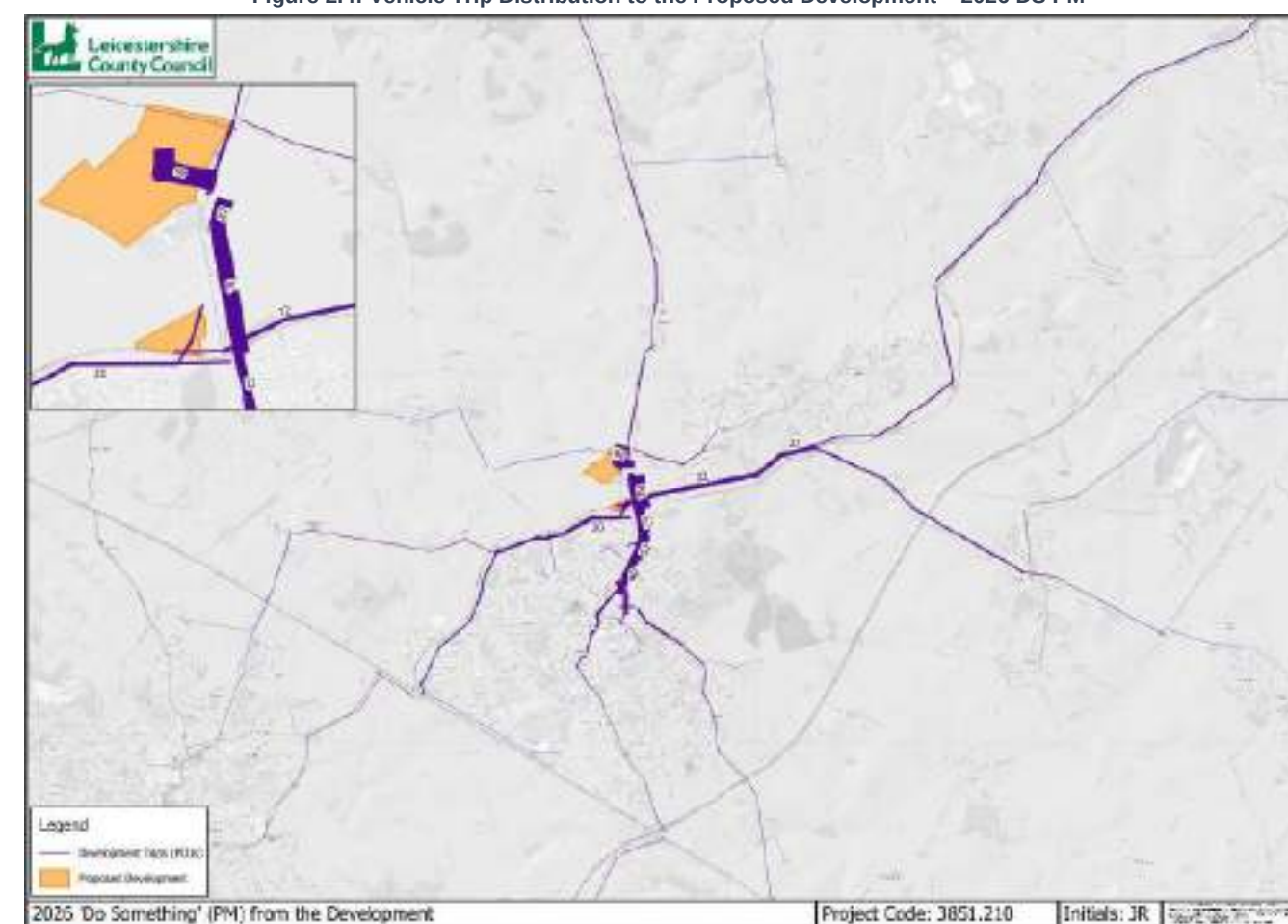


Figure 2.5: Vehicle Trip Distribution from the Proposed Development – 2026 DS PM

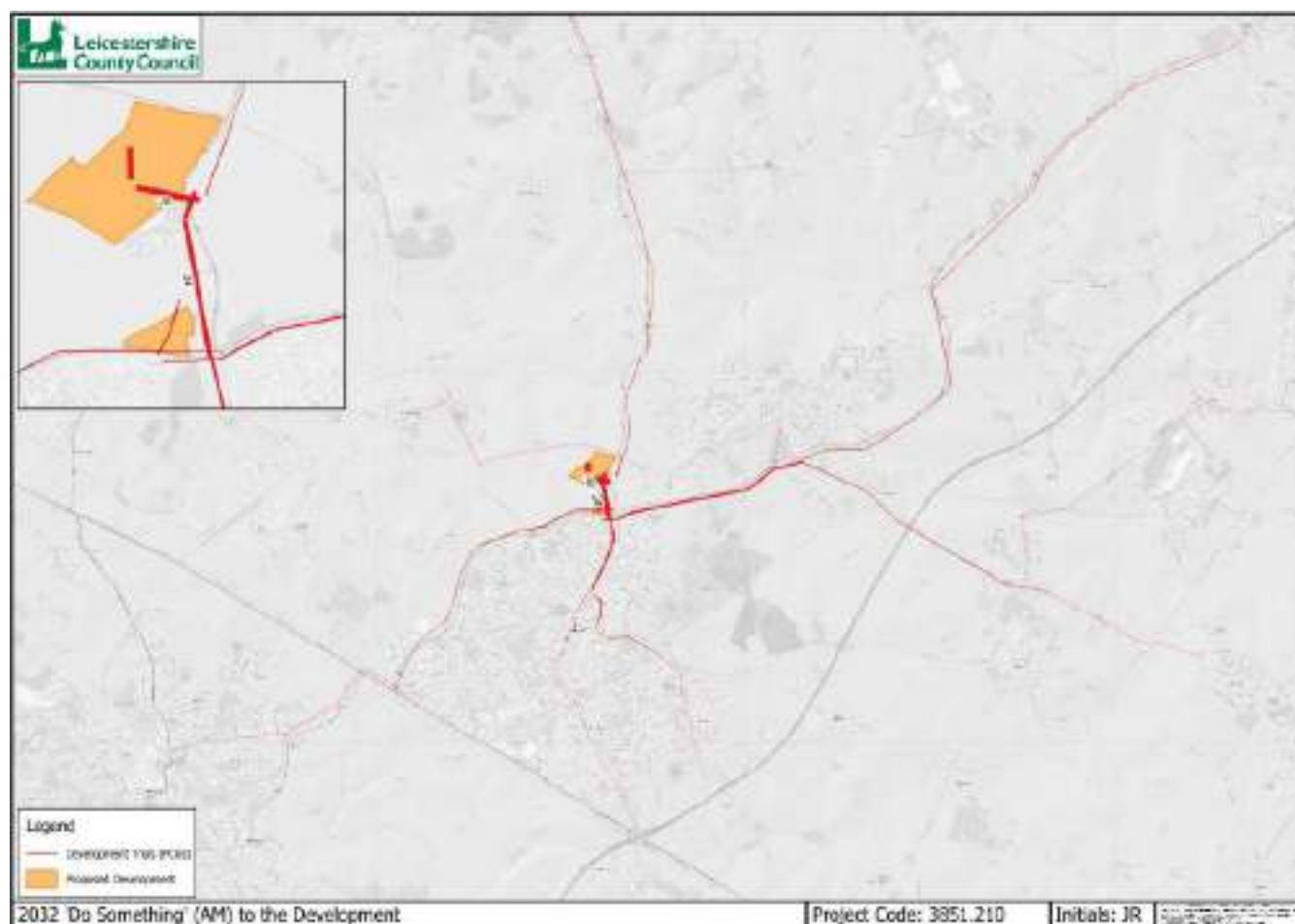


Figure 2.6: Vehicle Trip Distribution to the Proposed Development - 2032 DS AM

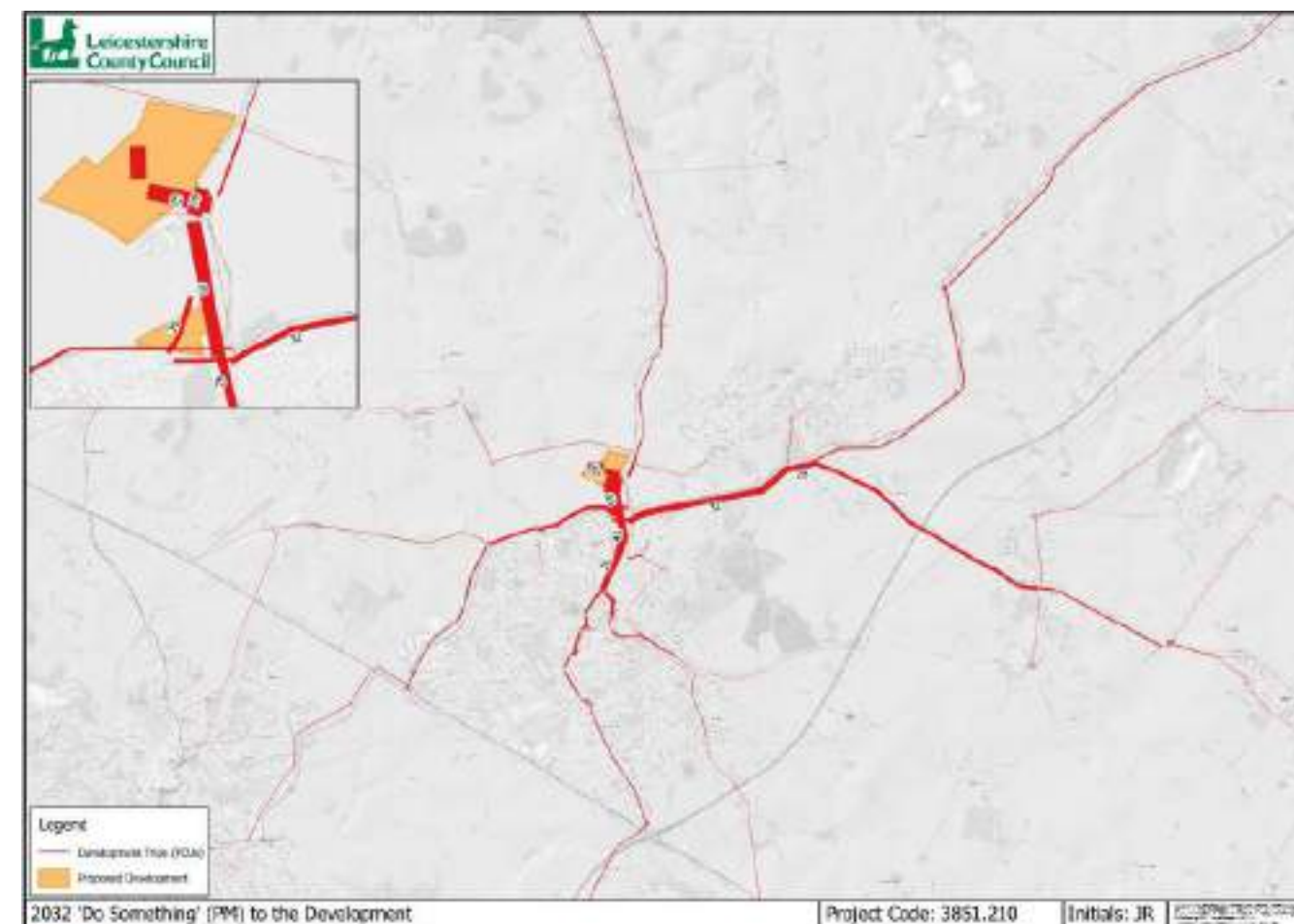


Figure 2.8: Vehicle Trip Distribution to the Proposed Development - 2032 DS PM

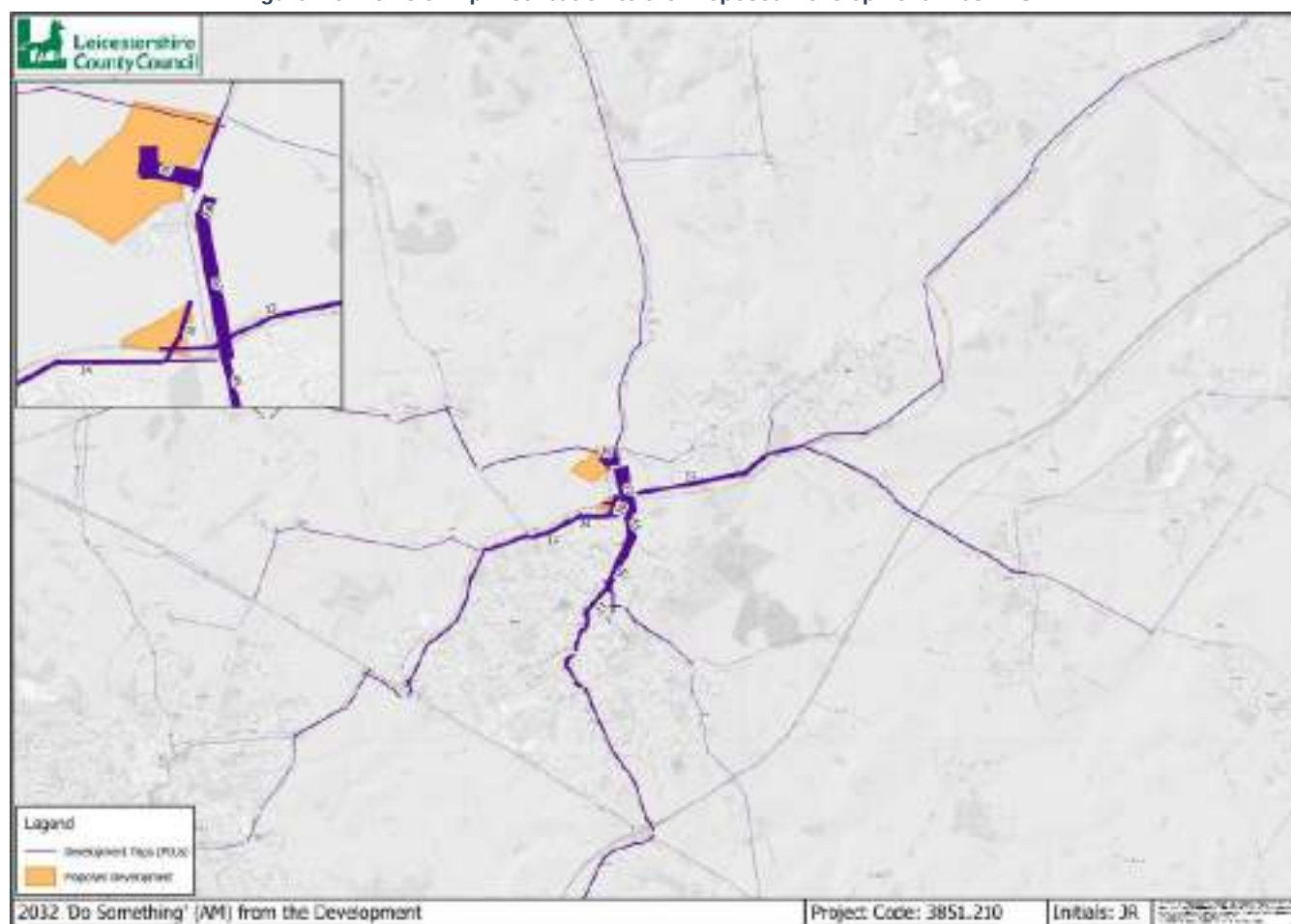


Figure 2.7: Vehicle Trip Distribution from the Proposed Development - 2032 DS AM

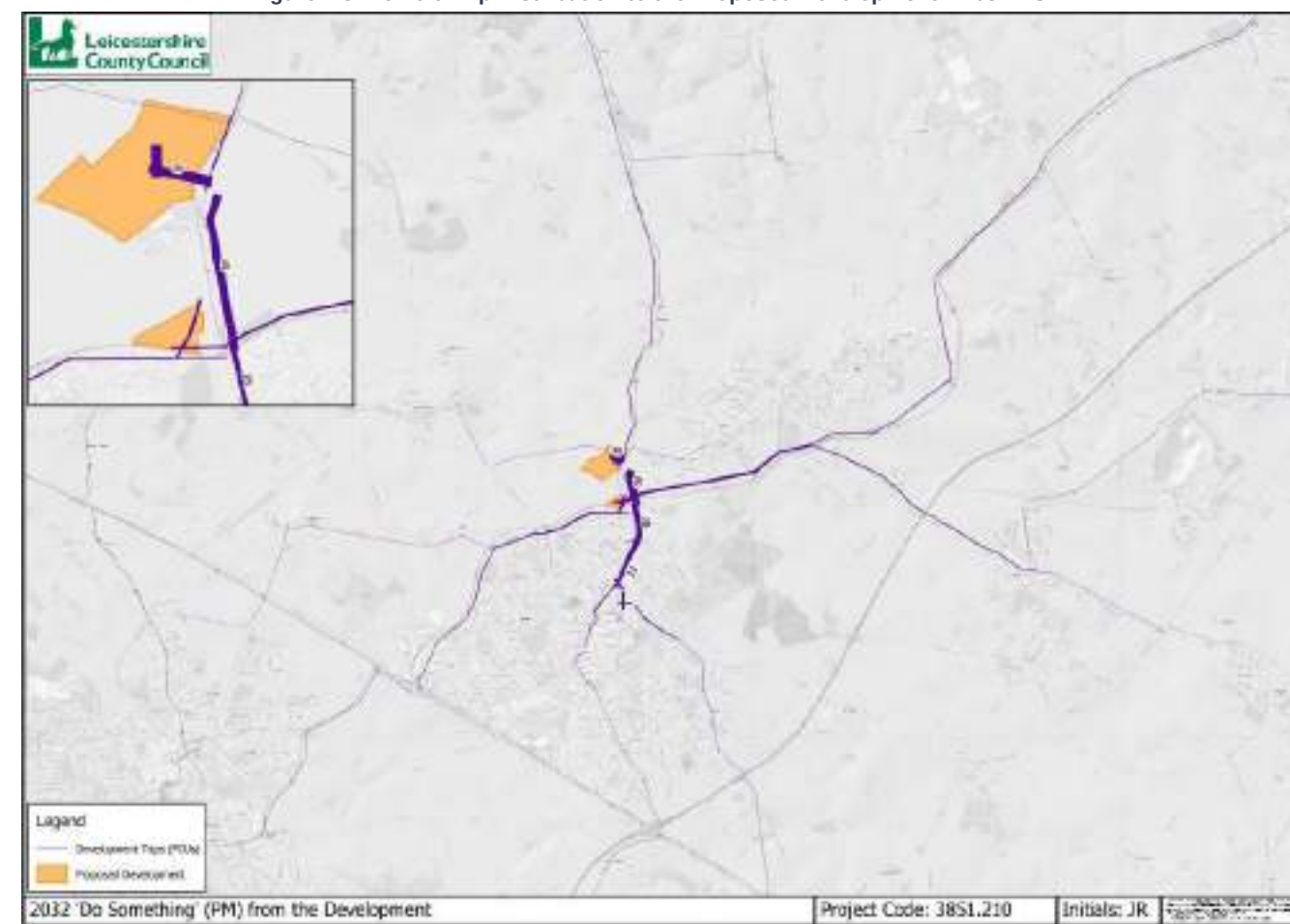


Figure 2.9: Vehicle Trip Distribution from the Proposed Development - 2032 DS PM

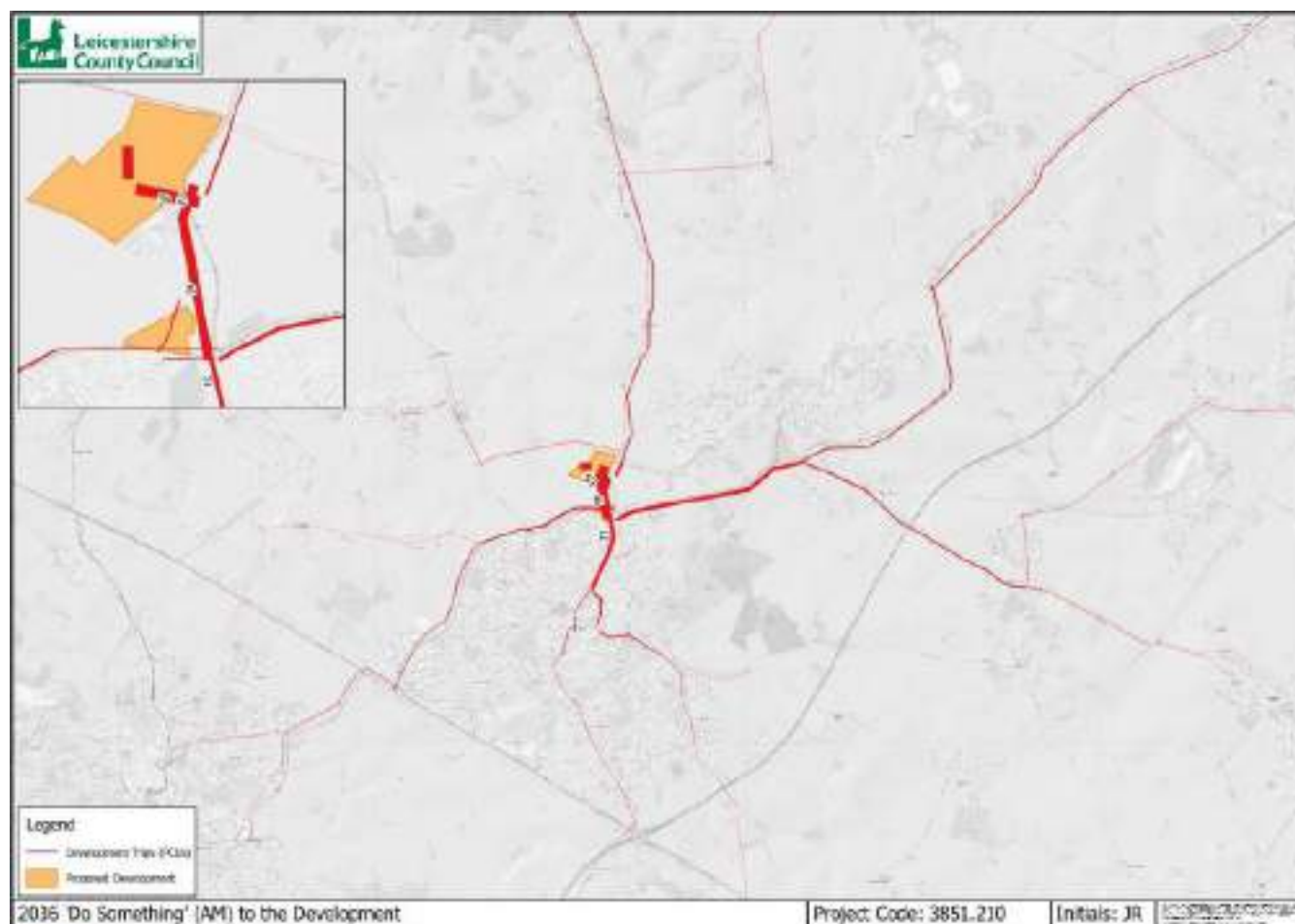


Figure 2.10: Vehicle Trip Distribution to the Proposed Development - 2036 DS AM

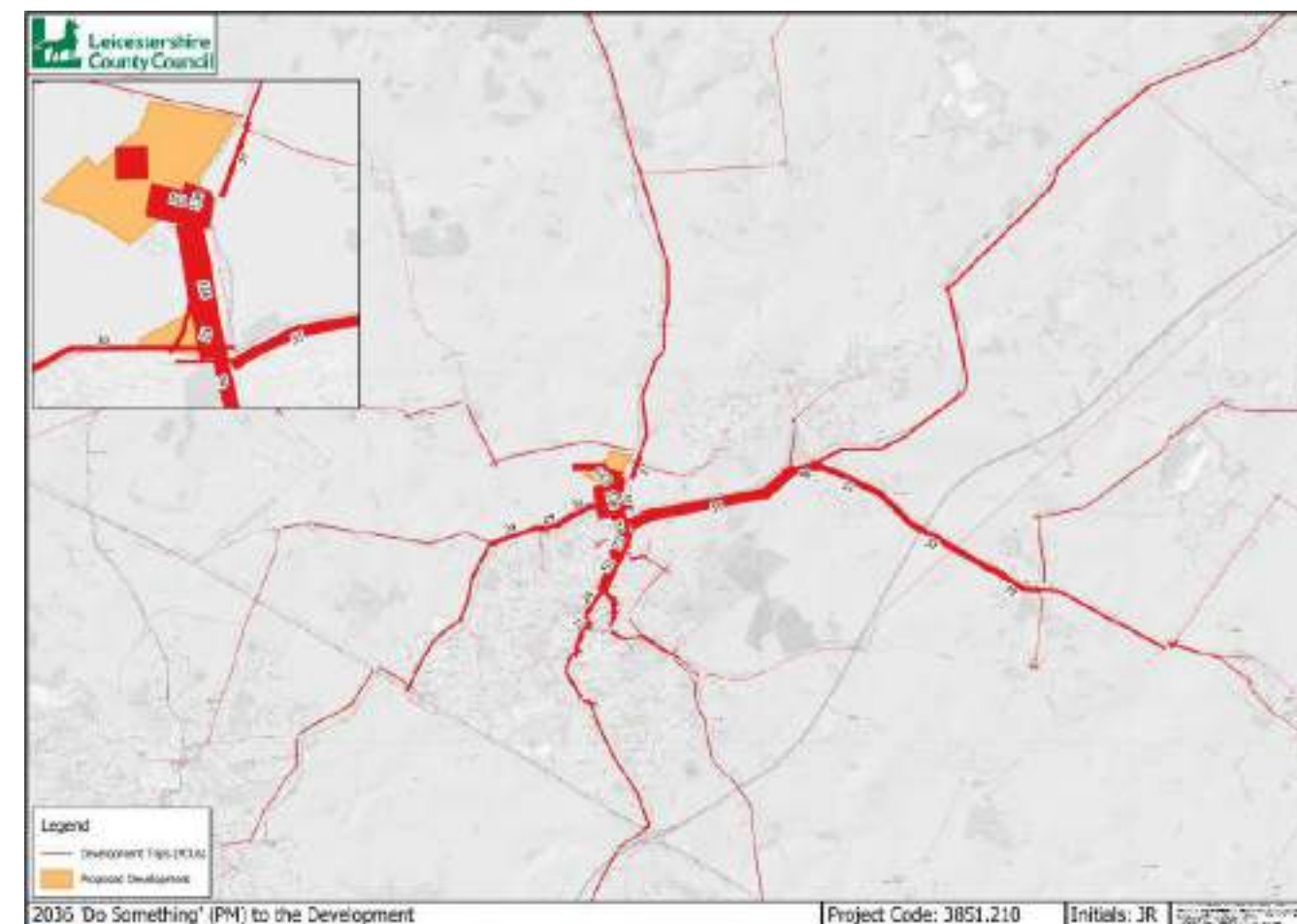


Figure 2.12: Vehicle Trip Distribution to the Proposed Development - 2036 DS PM

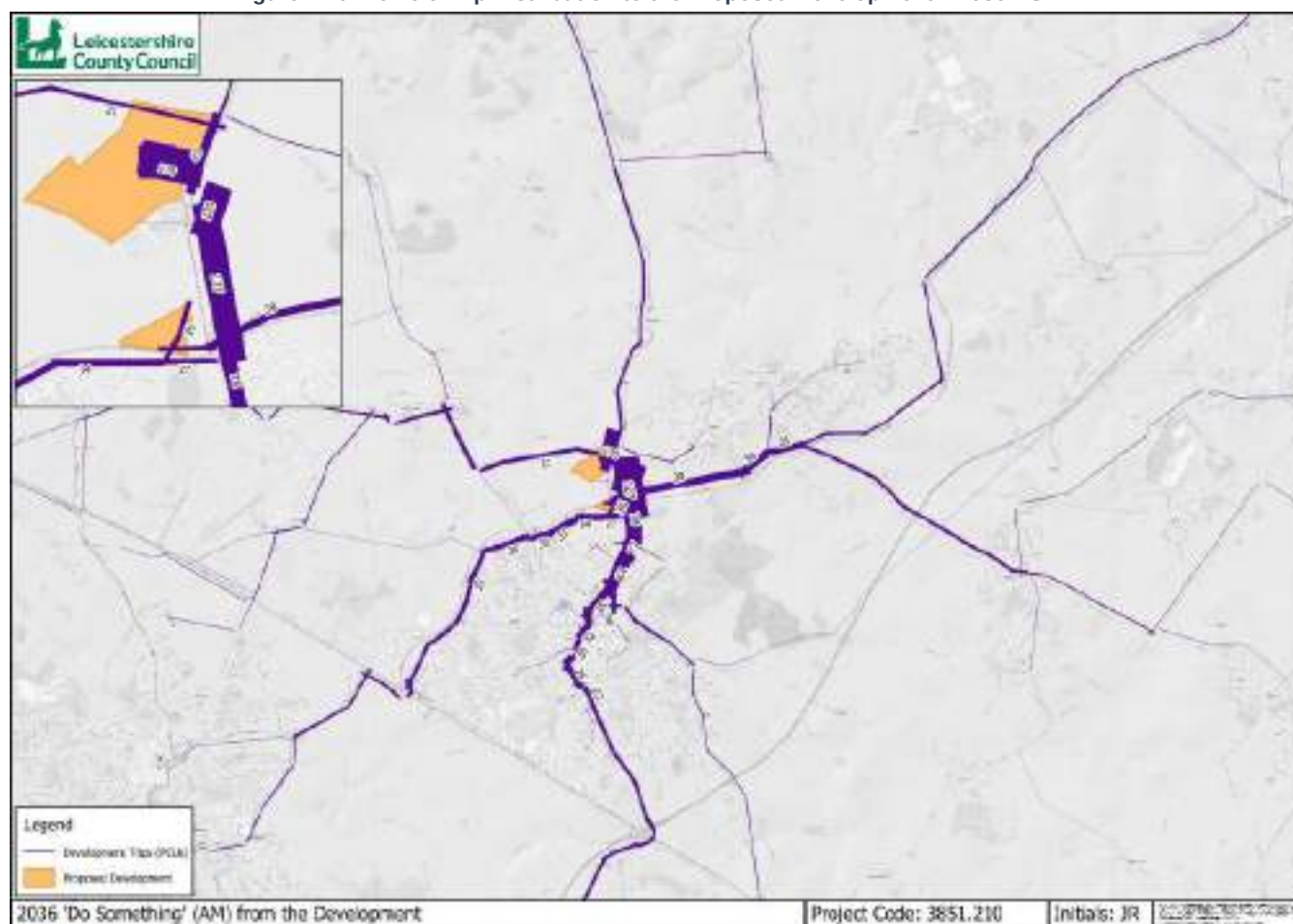


Figure 2.11: Vehicle Trip Distribution from the Proposed Development - 2036 DS AM

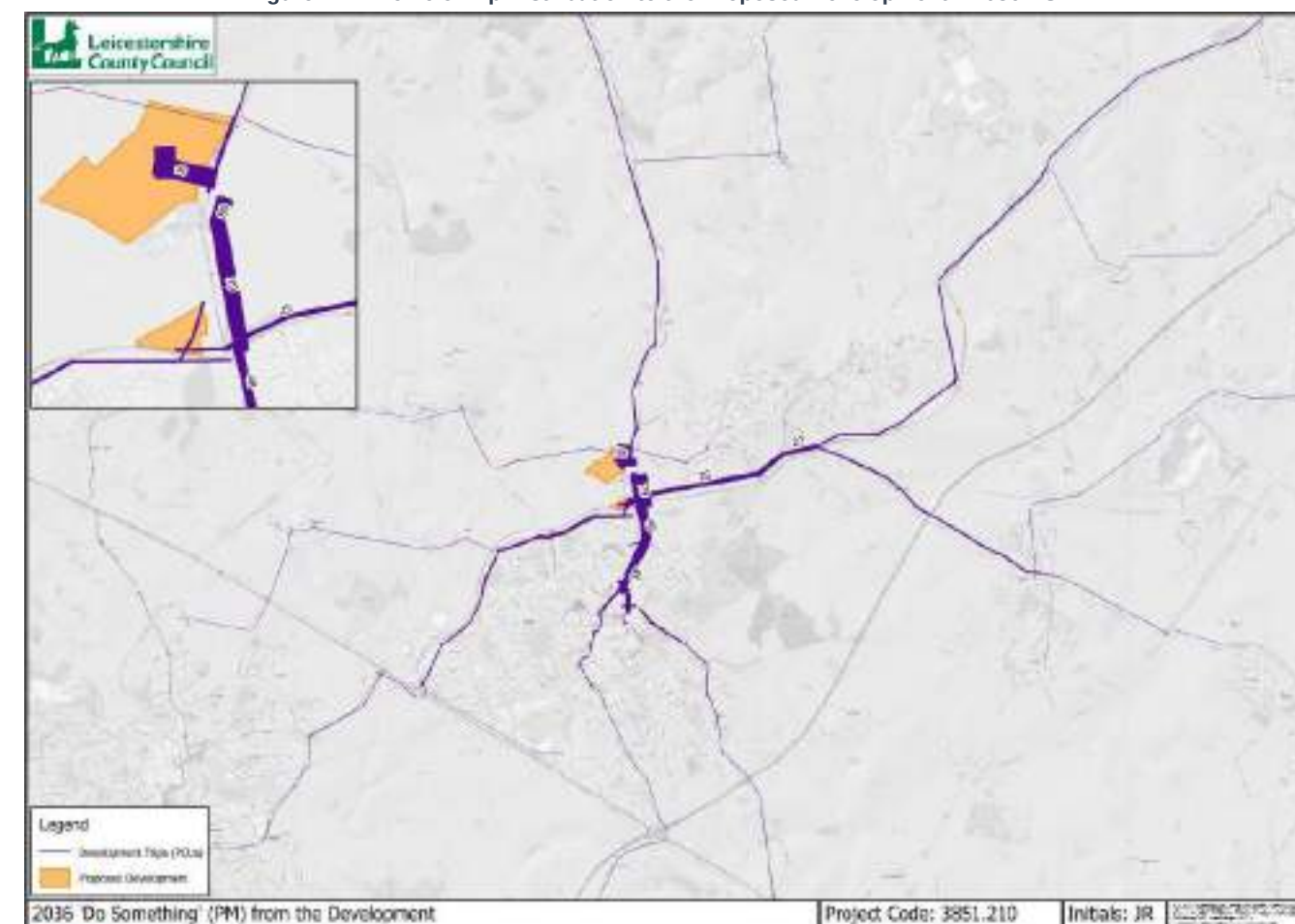


Figure 2.13: Vehicle Trip Distribution from the Proposed Development - 2036 DS PM

3. Forecast Model Results

3.1. Introduction

3.1.1. This section details the forecast model results for the proposed development, Land North of Normandy Way, Hinckley, for the AM Peak (8am to 9am) and PM Peak (5pm to 6pm) hours.

3.2. Forecast Development Traffic

3.2.1. Figure 2.2 to Figure 2.13 in Section 2.5 show the assigned forecast trip distribution to and from the proposed development in 2026, 2032 and 2036 for both the AM and PM Peak hours. The figures show that traffic generated by the proposed development is forecast to:

- route south via the B4667 Ashby Road, towards Hinckley, Burbage, the M69 and the A5
- route east via the A47 Normandy Way towards Earl Shilton and Leicester City and the B581 Station Road towards Stoney Stanton and beyond
- route south-west via the A47 Normandy Way and Higham Lane towards Nuneaton
- route north-west via the A447 Ashby Road and Rogues Lane towards Stoke Golding and the A5
- route north via the A447 Ashby Road to Stapleton and beyond

3.2.2. Figure 3.1 and Figure 3.2 show the trips from the proposed development in the 2036 'Do Something Sensitivity 1' scenario disaggregated by distance for both the AM and PM Peak hours respectively. Car trips of less than 10km are mainly routing towards Hinckley and Stoney Stanton, while car, HGV and LGV trips of greater than 10km are routing towards Stoney Stanton, Stapleton, Stoke Golding, Coventry and Leicester Forest East.

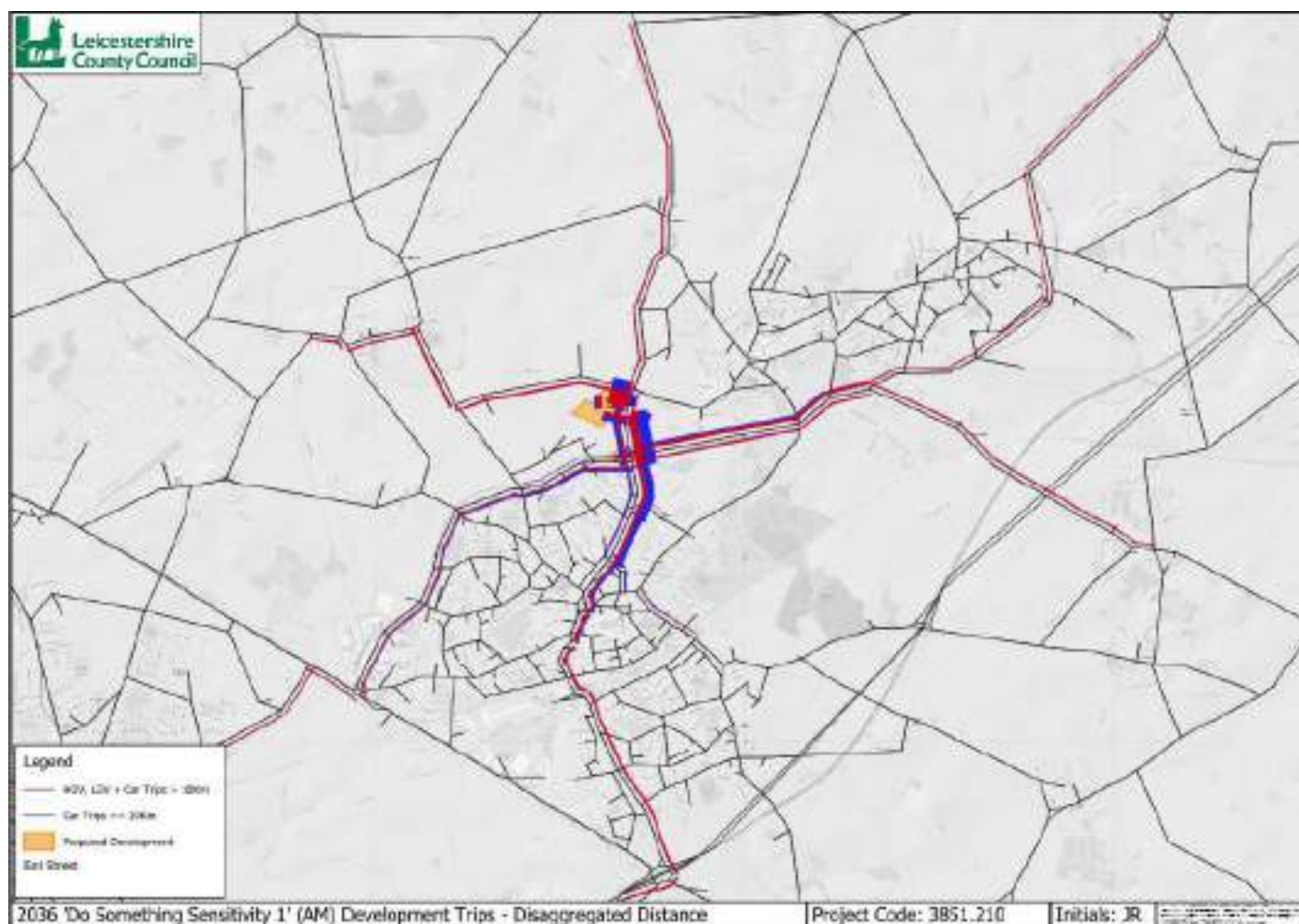


Figure 3.1: Development Trips Disaggregated by Distance – 2036 'Do Something Sensitivity 1', AM

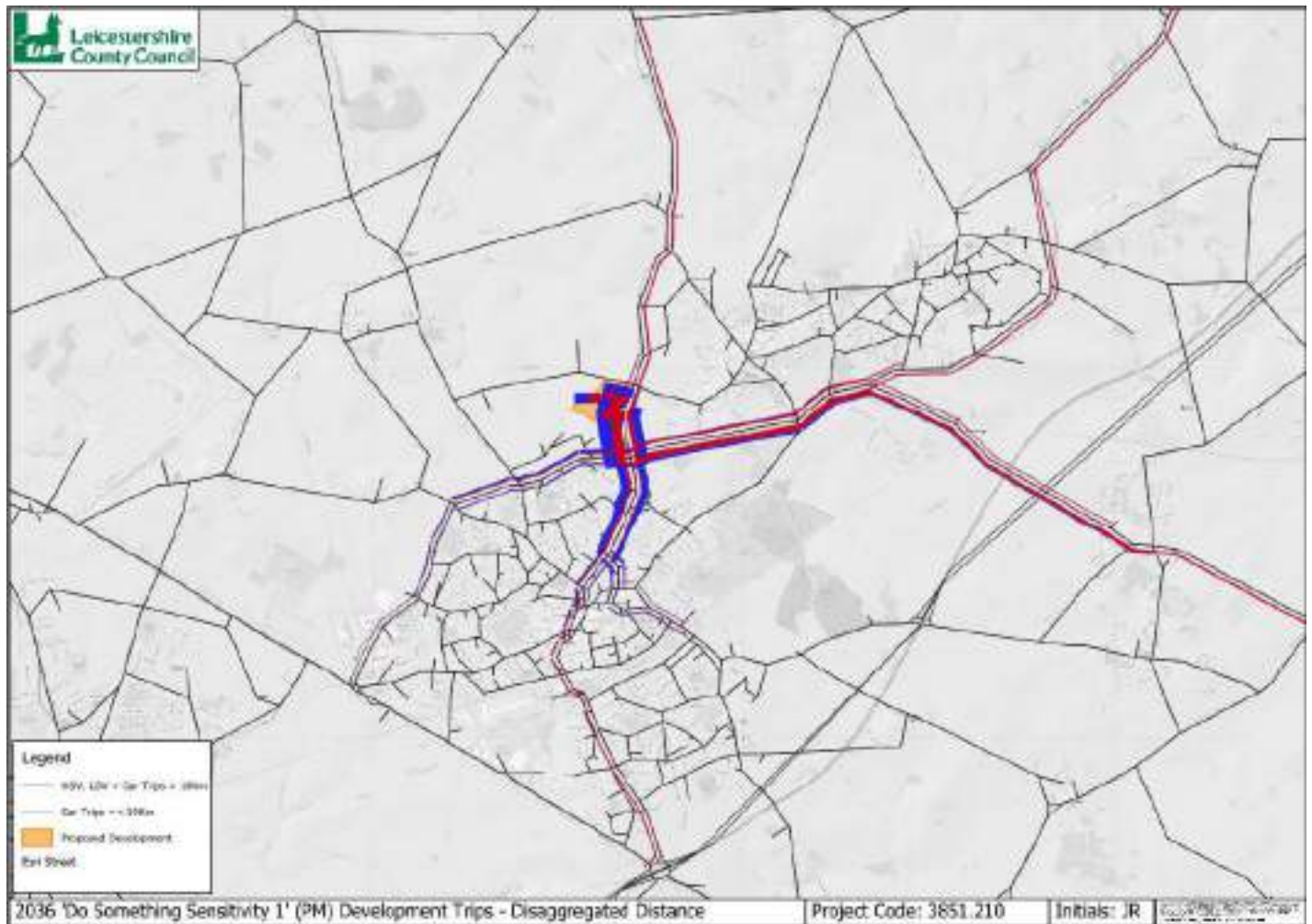


Figure 3.2: Development Trips Disaggregated by Distance – 2036 'Do Something Sensitivity 1', PM

3.3. Forecast Flow Change

- 3.3.1. This section shows flow difference plots for the various scenarios, where red bandwidths represent a flow increase and blue represent a flow decrease. Labels are only displayed when the change in flow is 30 passenger car units (PCUs) or more.
- 3.3.2. Figure 3.3 to Figure 3.8 show the forecast flow changes between 2026 'Do Nothing' and 2024 'Do Nothing', 2032 'Do Nothing' and 2026 'Do Nothing' and 2036 'Do Nothing' and 2032 'Do Nothing' scenarios for the AM and Peak hours. This highlights the background change in flow between the three forecast years with no additional impact from the development.
- 3.3.3. In all forecast years there is a forecast flow increase in flows on the majority of links in and around Hinckley, particularly to the north of the area; specifically, along the A47 Normandy Way / Earl Shilton Bypass, Stoke Road / Hinckley Road, Upton Lane / Fenn Lanes and Hinckley Lane.

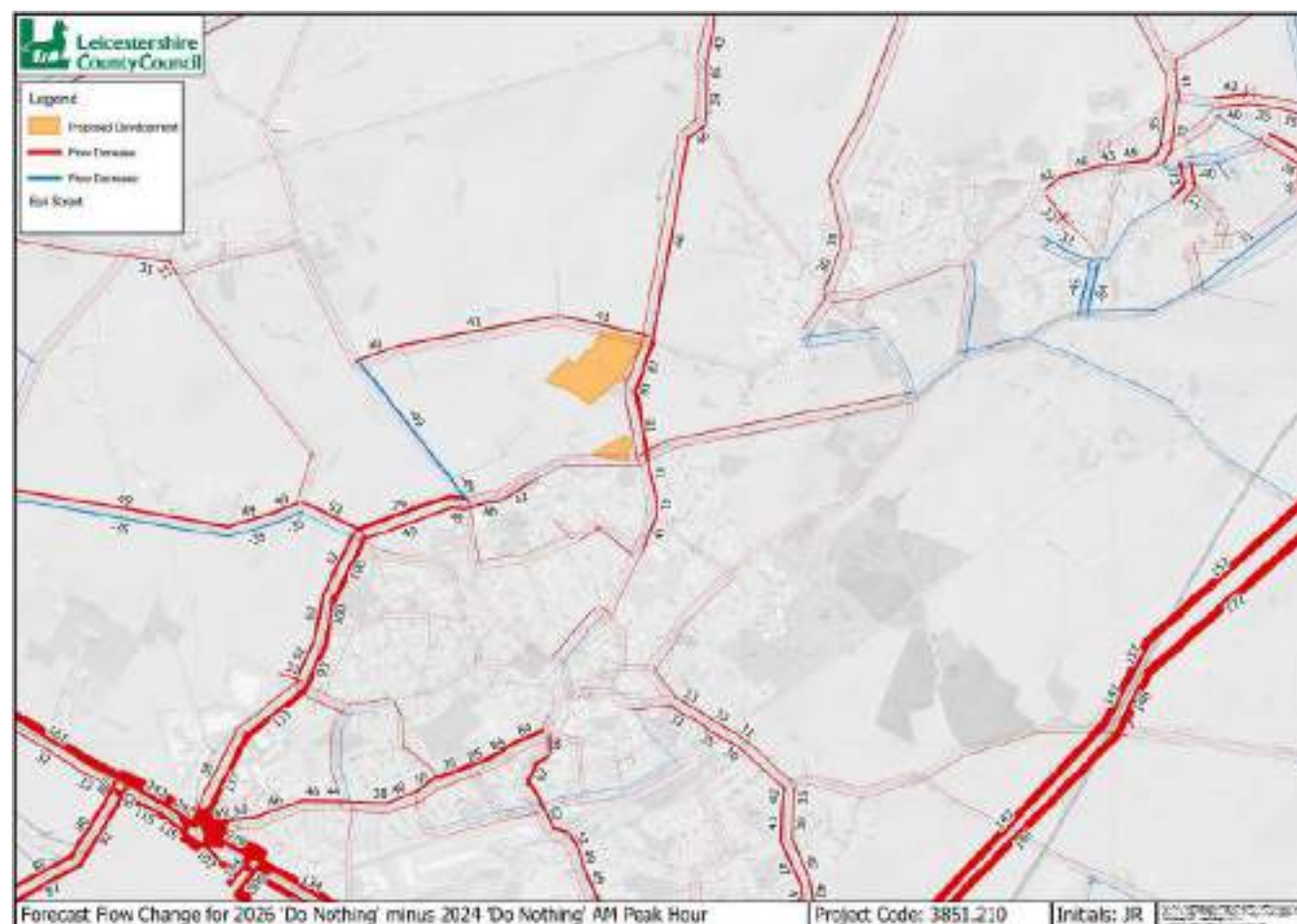


Figure 3.3: Forecast Flow Change for 2026 'Do Nothing' minus 2024 'Do Nothing' - AM Peak Hour

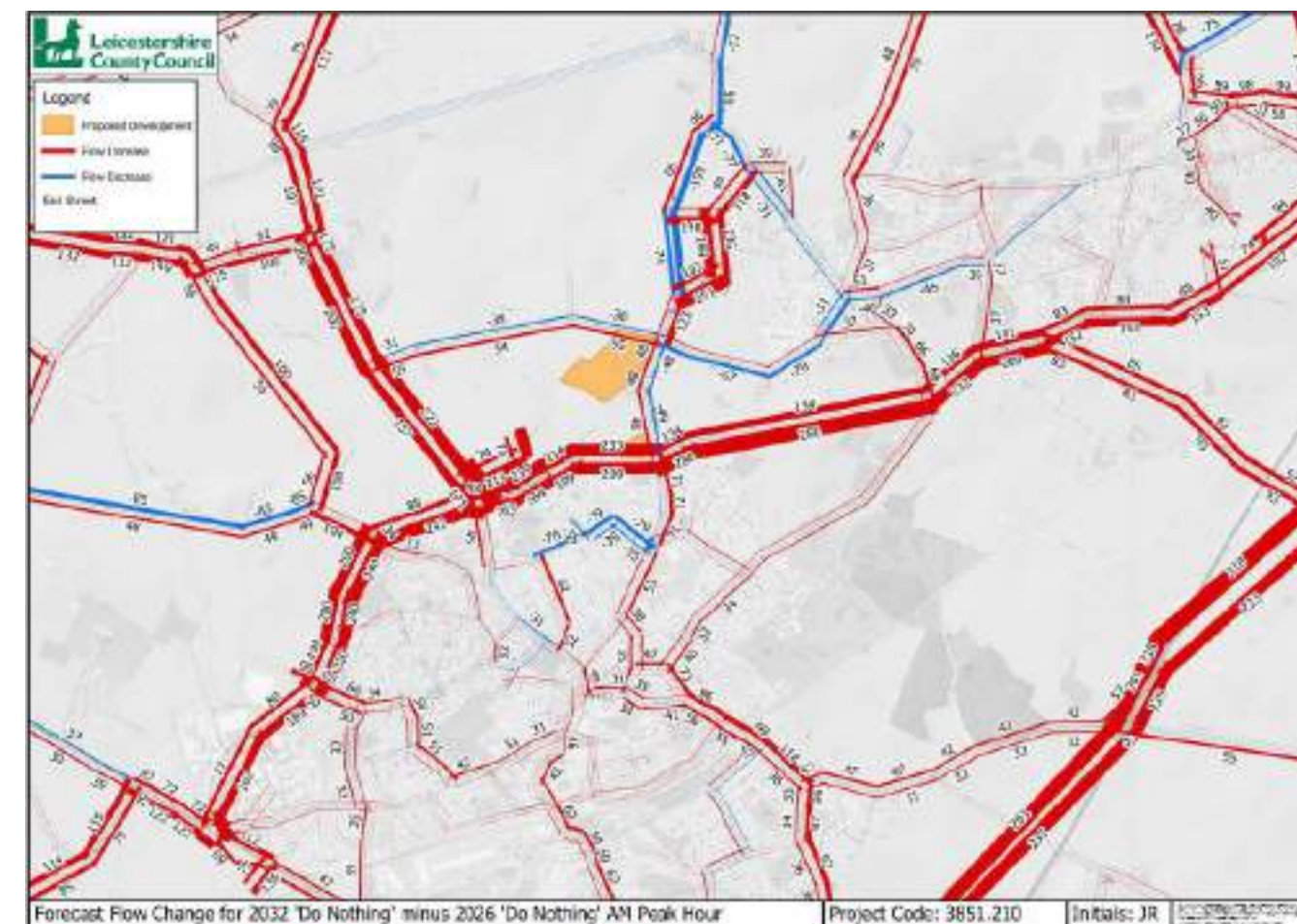


Figure 3.5: Forecast Flow Change for 2032 'Do Nothing' minus 2026 'Do Nothing' - AM Peak Hour

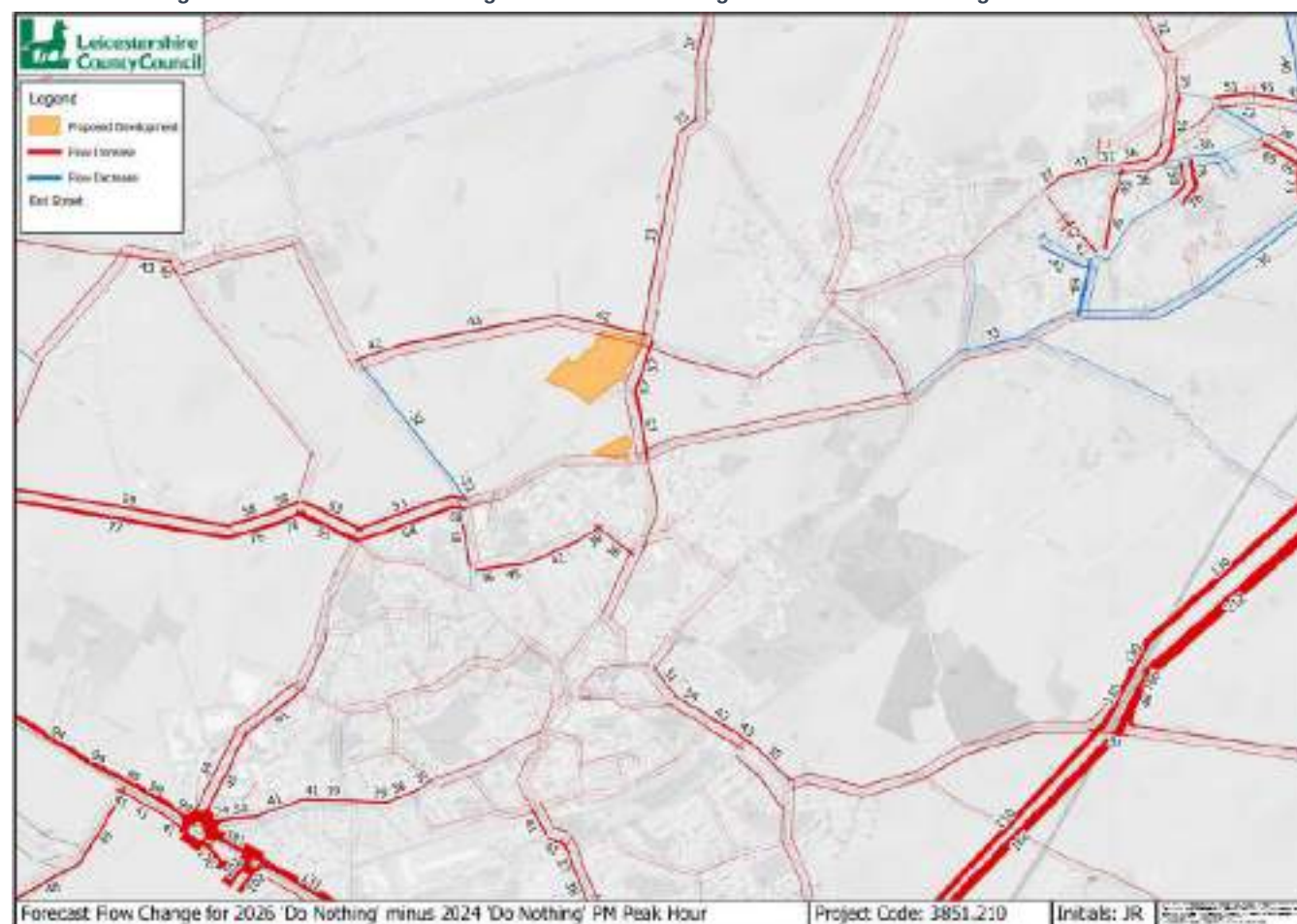


Figure 3.4: Forecast Flow Change for 2026 'Do Nothing' minus 2024 'Do Nothing' - PM Peak Hour

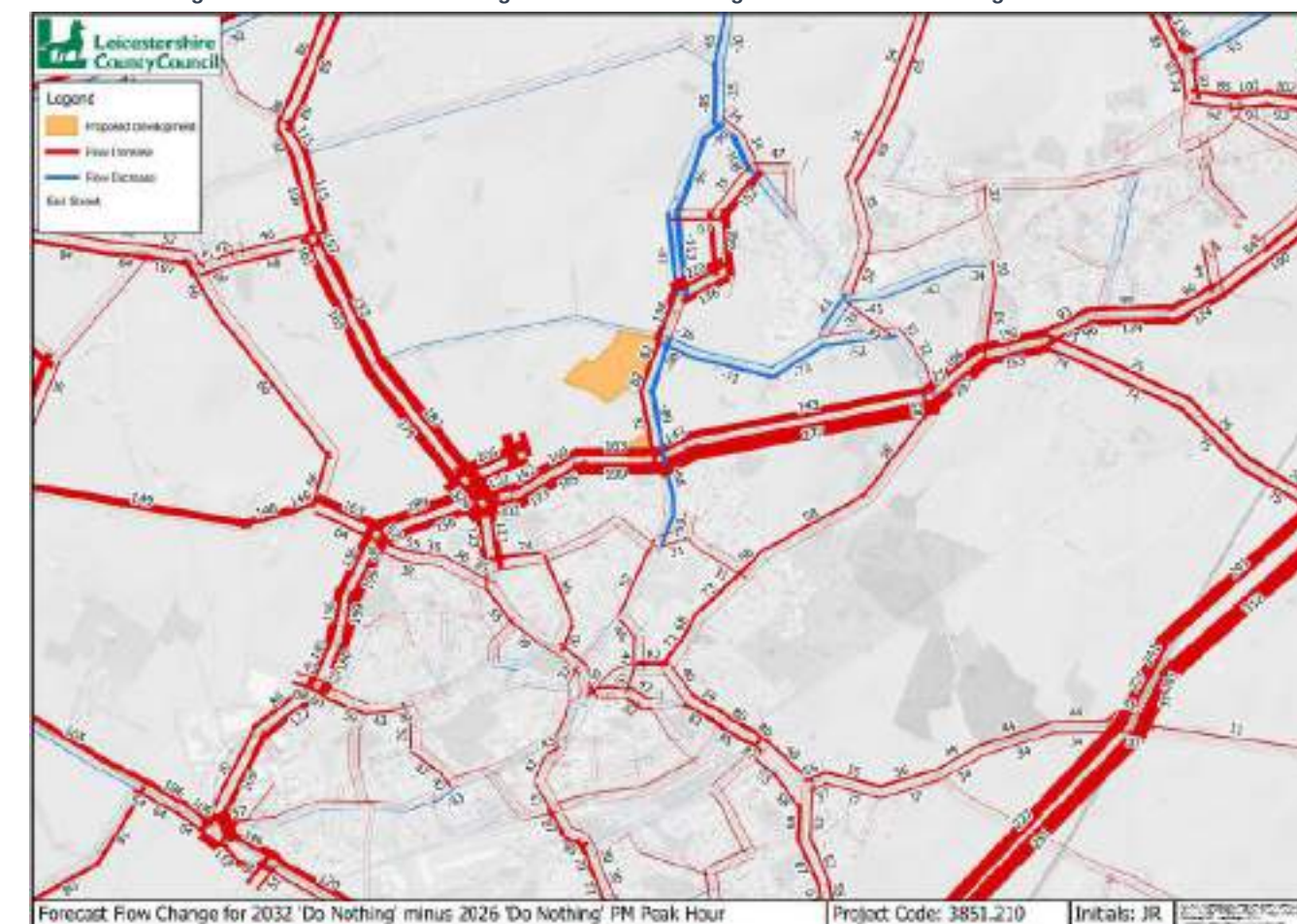


Figure 3.6: Forecast Flow Change for 2032 'Do Nothing' minus 2026 'Do Nothing' - PM Peak Hour

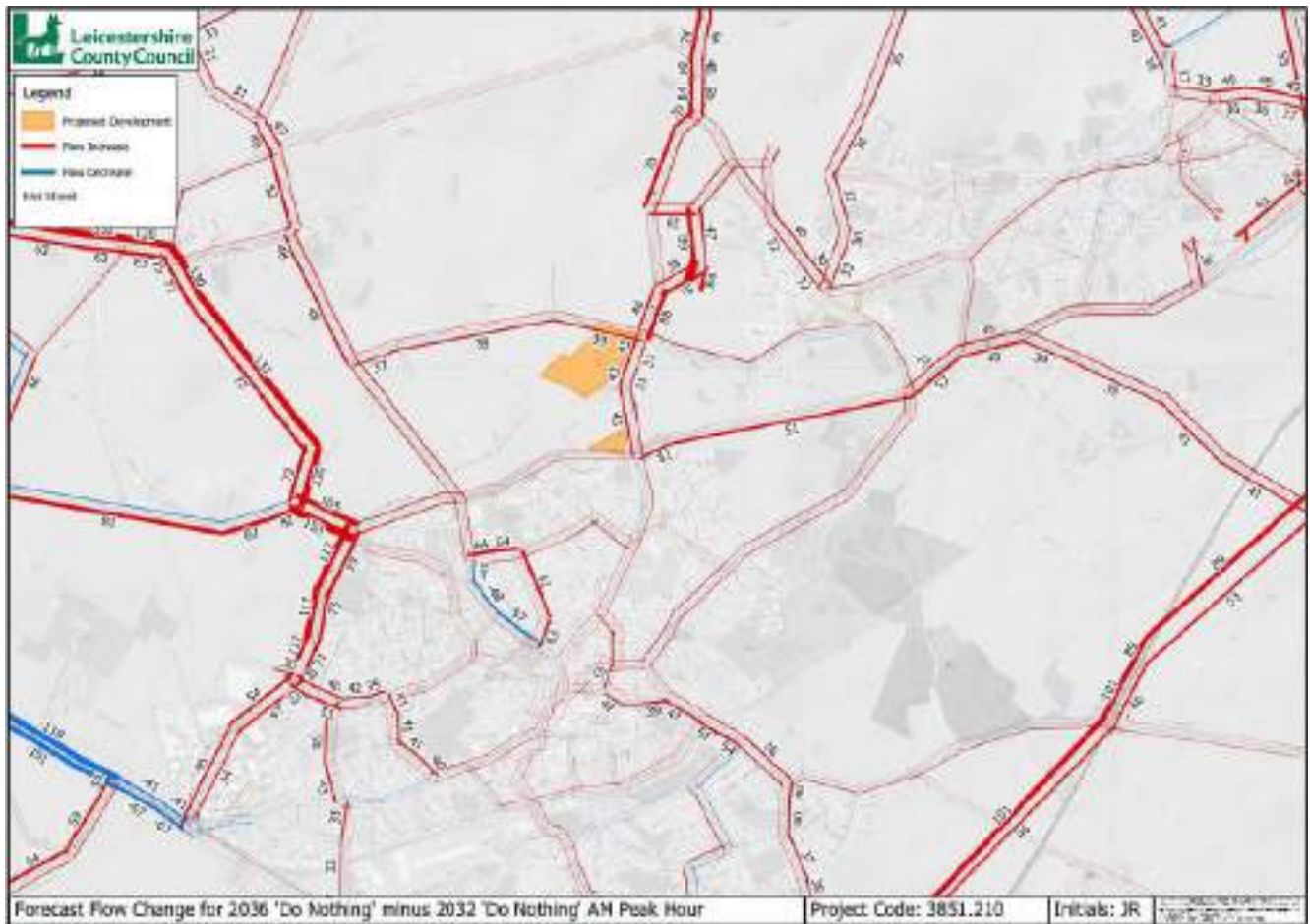


Figure 3.7: Forecast Flow Change for 2036 'Do Nothing' minus 2032 'Do Nothing' – AM Peak Hour

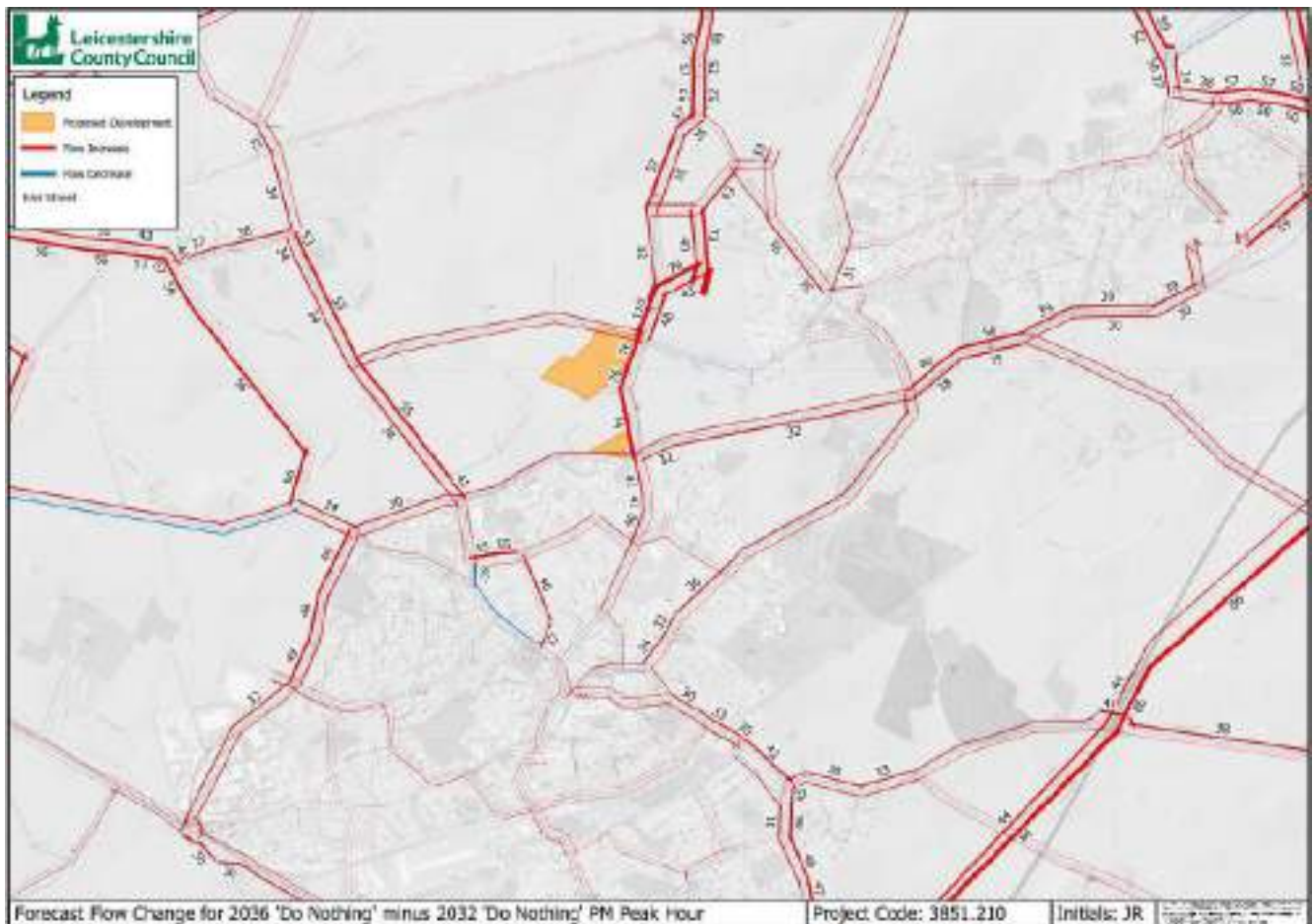


Figure 3.8: Forecast Flow Change for 2036 'Do Nothing' minus 2032 'Do Nothing' – PM Peak Hour

- 3.3.4. Due to the number of 'Do Something' scenarios, abbreviations will be used within the report from this point onwards when discussing the model output. These are outlined below:
- 2024 'Do Nothing'
 - 2026 'Do Nothing'
 - **2026 'Do Something 1'** – 2026 'with 100% Plot 1'
 - **2026 'Do Something 2'** – 2026 'with 100% Plot 1 & 2'
 - 2032 'Do Nothing'
 - **2032 'Do Something'** – 2032 'With Plot 1 & 200 Dwellings Plot 2'
 - **2032 'Do Something Sensitivity'** – 2032 'With Plot 1 & 200 Dwellings Plot 2' + Stoke Road Phase 2 (65 dwellings) Sensitivity (without link road)
 - 2036 'Do Nothing'
 - **2036 'Do Something'** - 2036 'With 100% Plots 1 & 2' (without link road)
 - **2036 'Do Something Sensitivity 1'** - 2036 'With 100% Plots 1 & 2' + Stoke Road Phase 2 Sensitivity (without link road)
 - **2036 'Do Something Sensitivity 2'** - 2036 'With 100% Plots 1 & 2' + Stoke Road Phase 2 Sensitivity (with link road)
- 3.3.5. Figure 3.9 and Figure 3.10 show the forecast flow change in 2026 between the 'Do Nothing' and 'Do Something 2' scenarios for the AM and PM Peak hours, respectively. This indicates the level of impact on traffic flows as a result of the development (Plot 1 and Plot 2 fully built).
- 3.3.6. It should be noted that results for the 2026 'Do Something 1' scenario have not been included in the main report as there is such little impact on the network. The results for this scenario are contained in Appendix A.
- 3.3.7. Figure 3.11 and Figure 3.12 show the forecast flow change in 2032 between the 'Do Nothing' and 'Do Something' scenarios for the AM and PM Peak hours respectively. This indicates the level of impact on traffic flows as a result of the development (Plot 1 and 200 dwellings of Plot 2). This shows a slight flow increase on Normandy Way, Stoke Road, Hinckley Road in the AM and Rogues Lane in the PM.
- 3.3.8. Figure 3.13 and Figure 3.14 show the forecast flow change in 2032 between 'Do Something Sensitivity' and 'Do Something' for the AM and PM Peak Hours respectively. It shows that in the AM Peak hour there is a slight change in routing of traffic, with a decrease in flow on Normandy Way and an increase in flow on Tudor Road and Stoke Road due to the introduction of Phase 2 development (65 dwellings). These are two competing routes between the Stoke Road / Normandy Way junction and Netherley Road / B4667 Ashby Road. Analysis has been carried out on the journey time between these two points and shows that the route via Netherley Road / Stoke Road is both quicker and has less delay than the route via Normandy Way. There is little flow change in the PM Peak hour.
- 3.3.9. Figure 3.15 and Figure 3.16 show the forecast flow change in 2036 between 2036 'Do Something' and 'Do Nothing' scenarios for the AM and PM Peak hour respectively. This indicates the level of impact on traffic flows as a result of the proposed development (Plot 1 and Plot 2 fully built out). In both the AM and PM Peak hours there is a reduction in flow (86 seconds (AM) and 43 seconds (PM)) on Ashby Road Southbound between the junction with Rogues Lane and the Plot 2 proposed development access. This looks to be due to the introduction of the development access roundabout and associated delay for traffic heading southbound on Ashby Road through the site access roundabout, making Rogues Lane a more attractive route to non-development trips.
- 3.3.10. In the PM Peak hour there is an increase of 96 PCUs on Ashby Road Northbound between the junction with the A47 and the Plot 2 proposed development access.
- 3.3.11. Figure 3.17 and Figure 3.18 show the forecast flow change in 2036 between 'Do Something Sensitivity 1' and 'Do Something' for the AM and PM Peak hours respectively. In both the AM and PM Peak hours there is a flow reduction on the A47 Normandy Way between the Stoke Road junction and Phase 2 site access as a result of the inclusion of the Phase 2 development and associated spine road linking the Phase 1 and Phase 2 developments which sees an increase in trips.

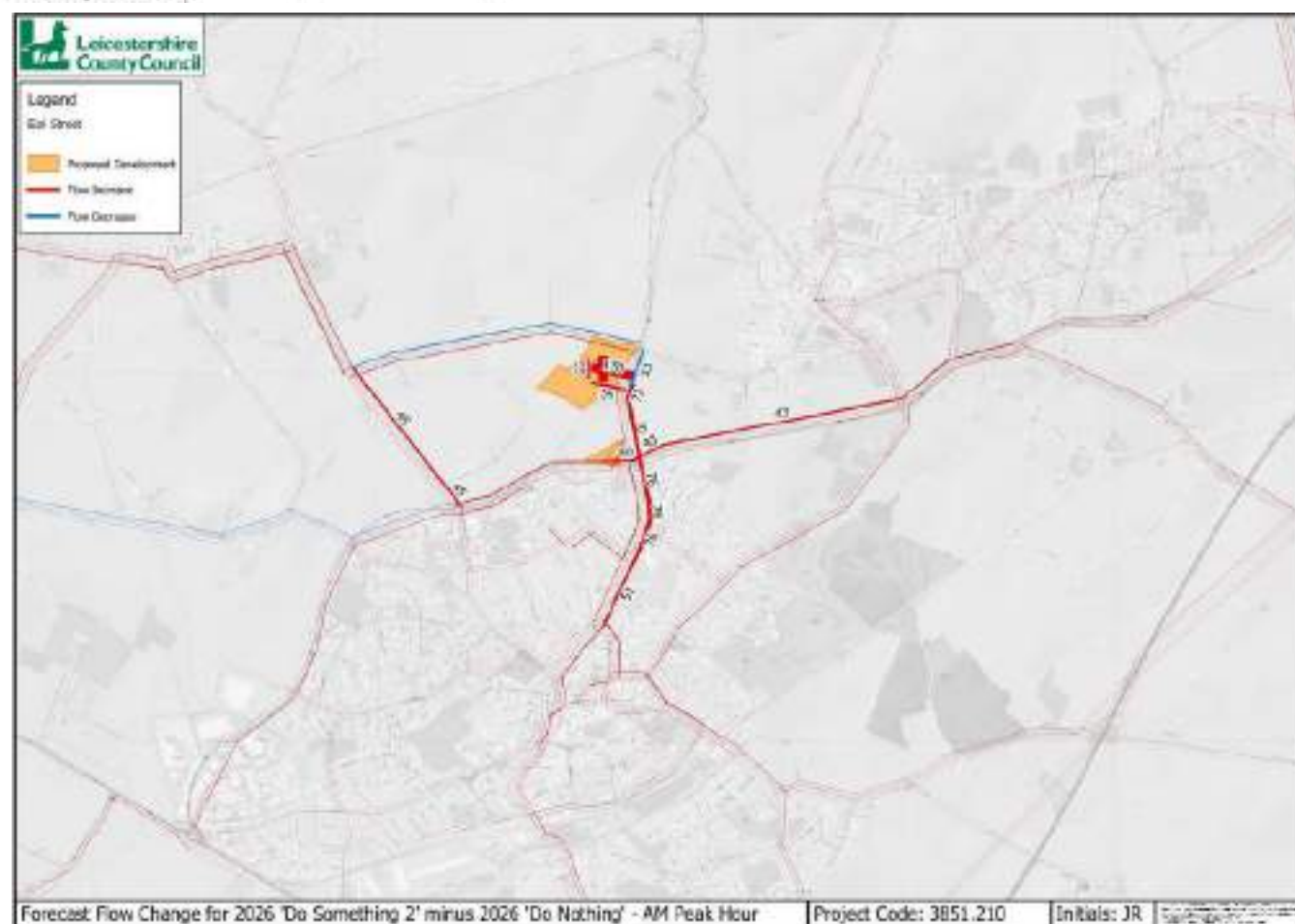


Figure 3.9: Forecast Flow Change for 2026 'Do Something 2' minus 2026 'Do Nothing' - AM Peak Hour

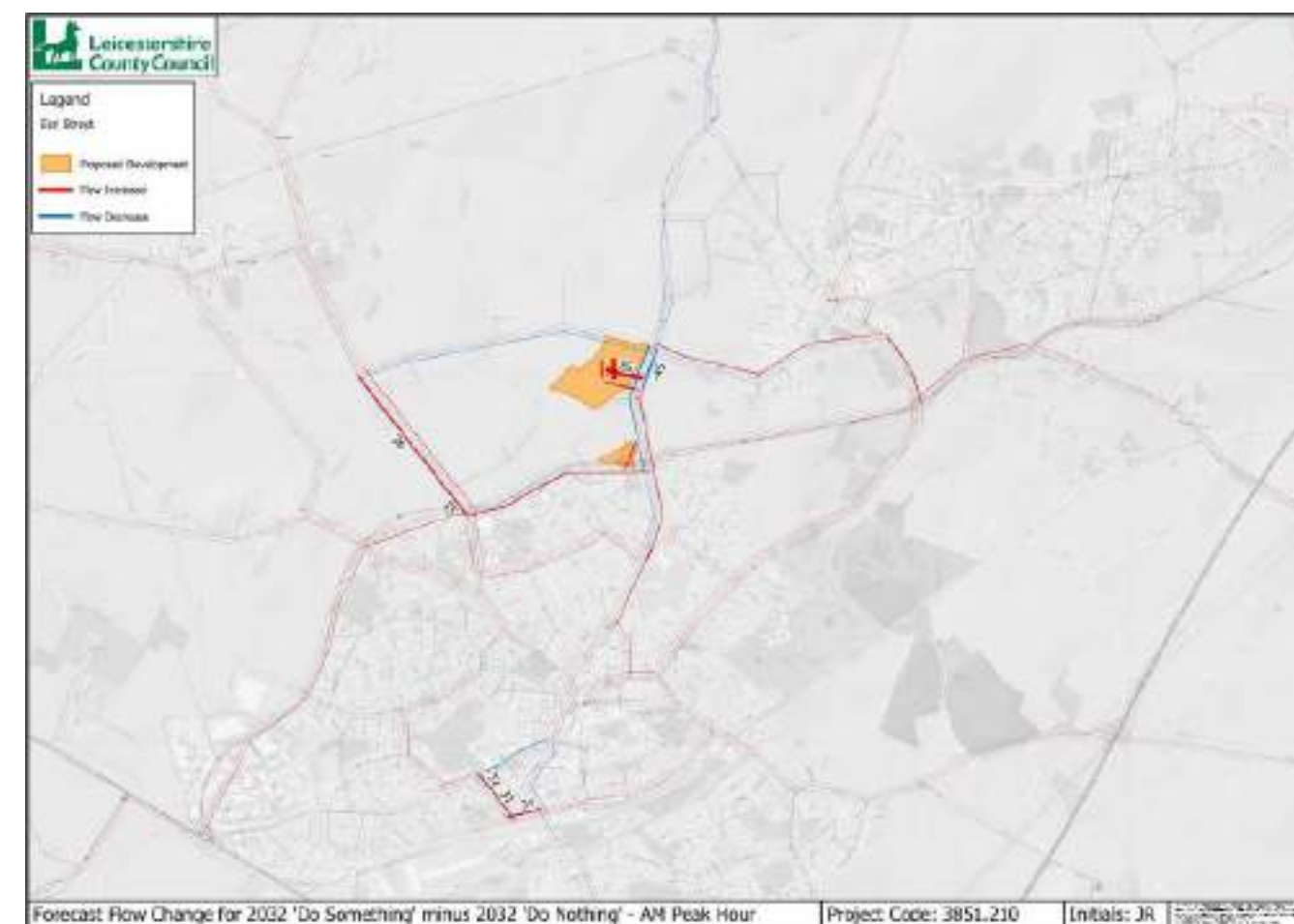


Figure 3.11: Forecast Flow Change for 2032 'Do Something' minus 2032 'Do Nothing' - AM Peak Hour

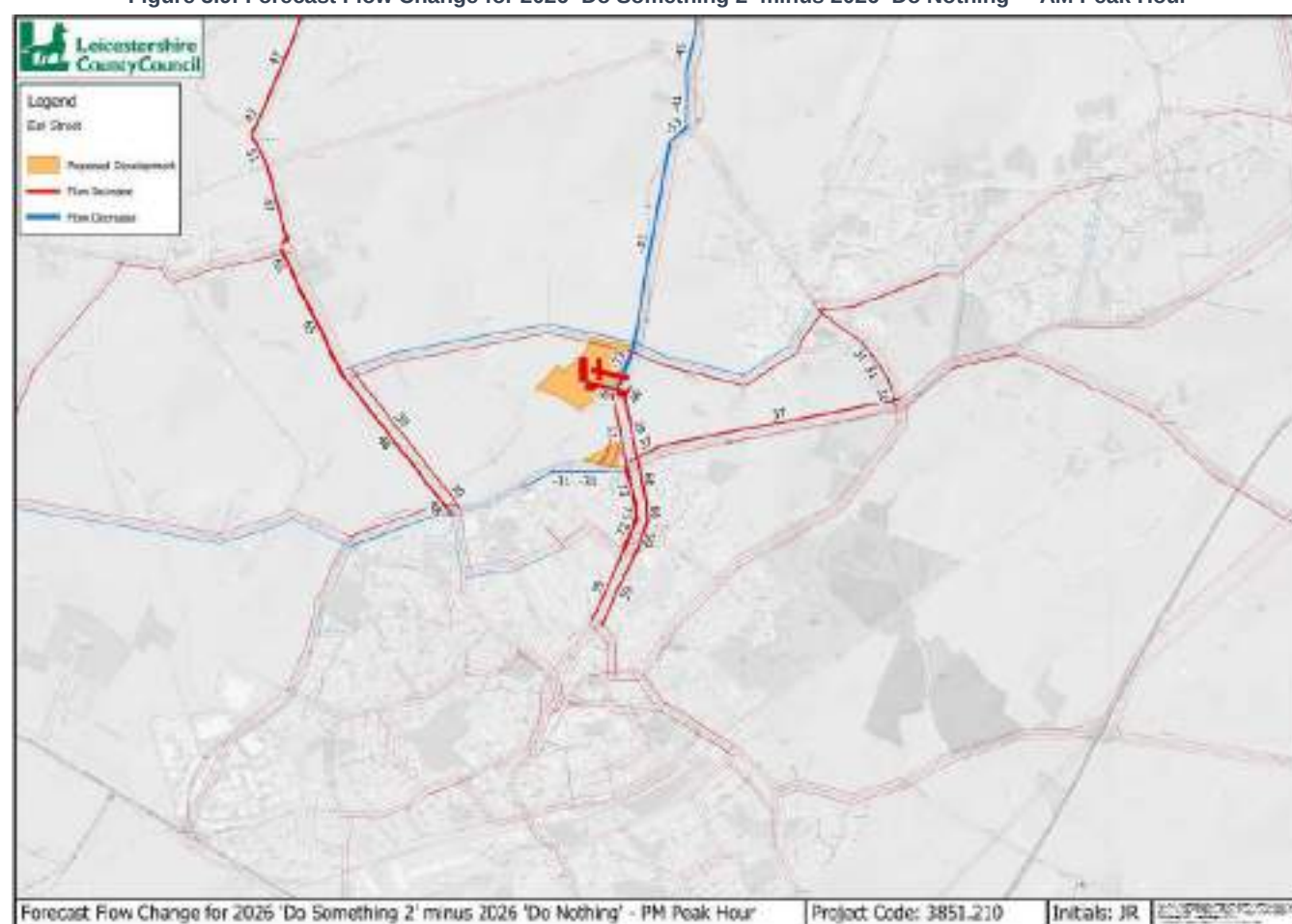


Figure 3.10: Forecast Flow Change for 2026 'Do Something 2' minus 2026 'Do Nothing' - PM Peak Hour

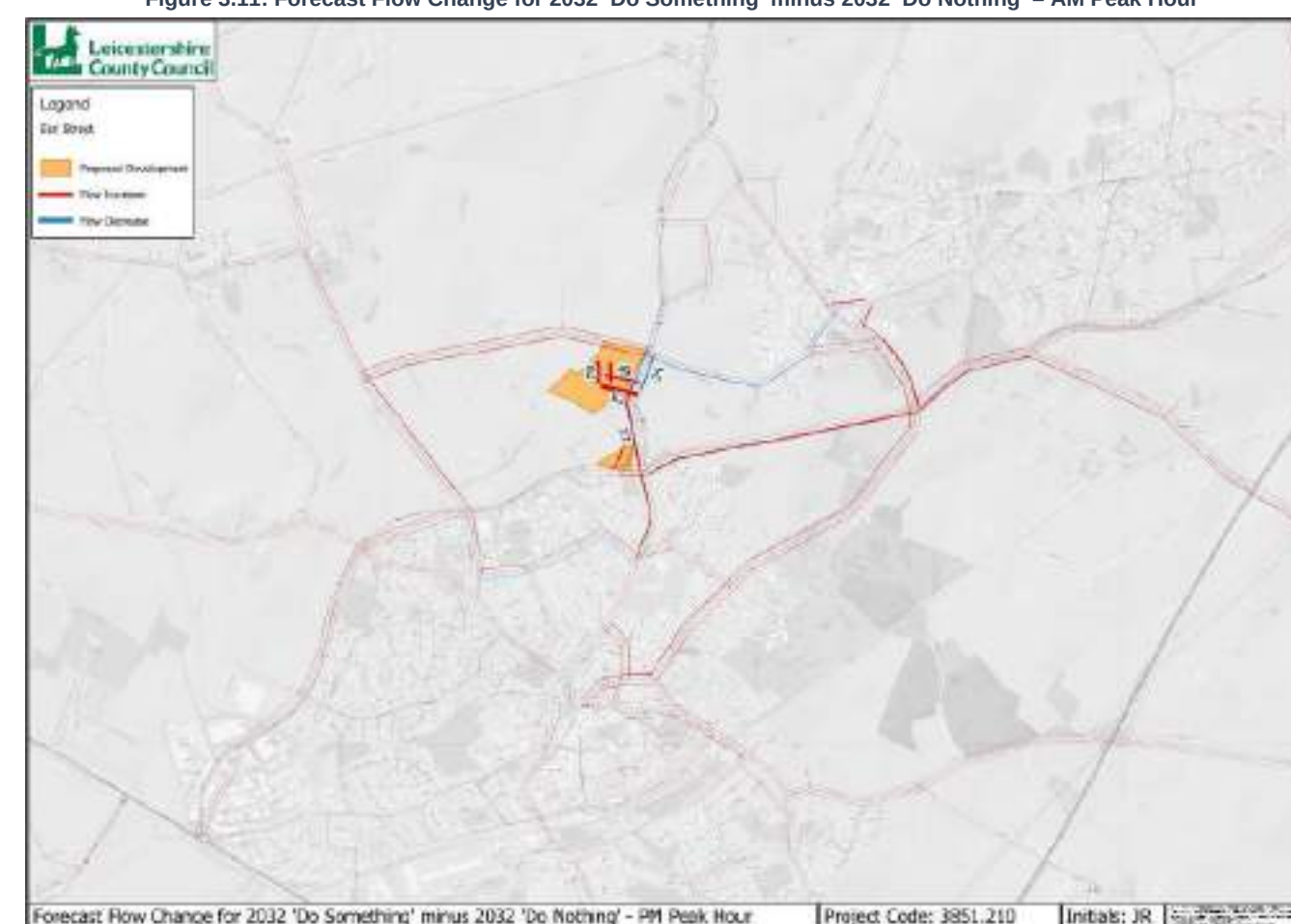


Figure 3.12: Forecast Change for 2032 'Do Something' minus 2032 'Do Nothing' - PM Peak Hour

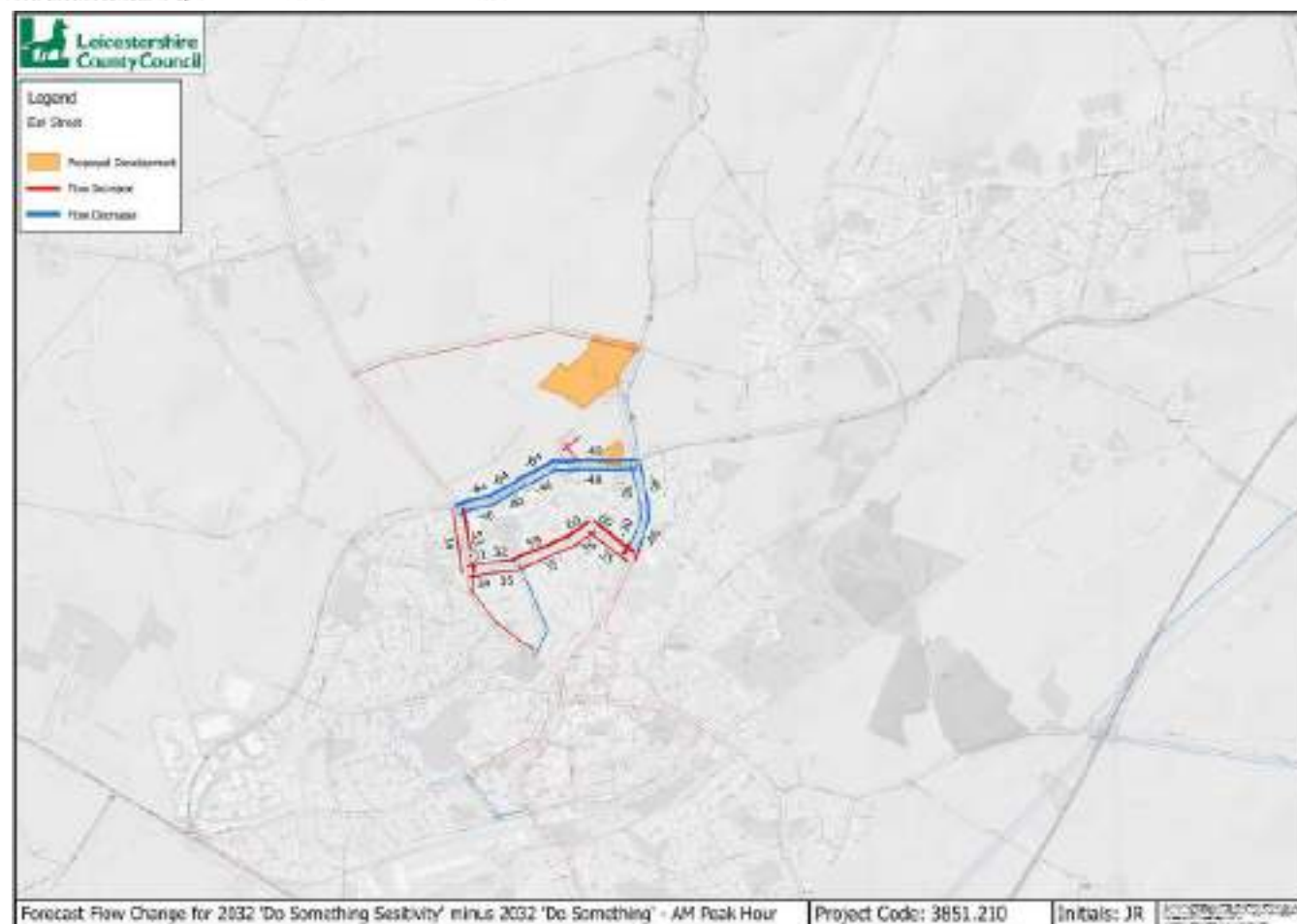


Figure 3.13: Forecast Flow Change for 2032 'Do Something Sensitivity' minus 2032 'Do Something' - AM Peak Hour

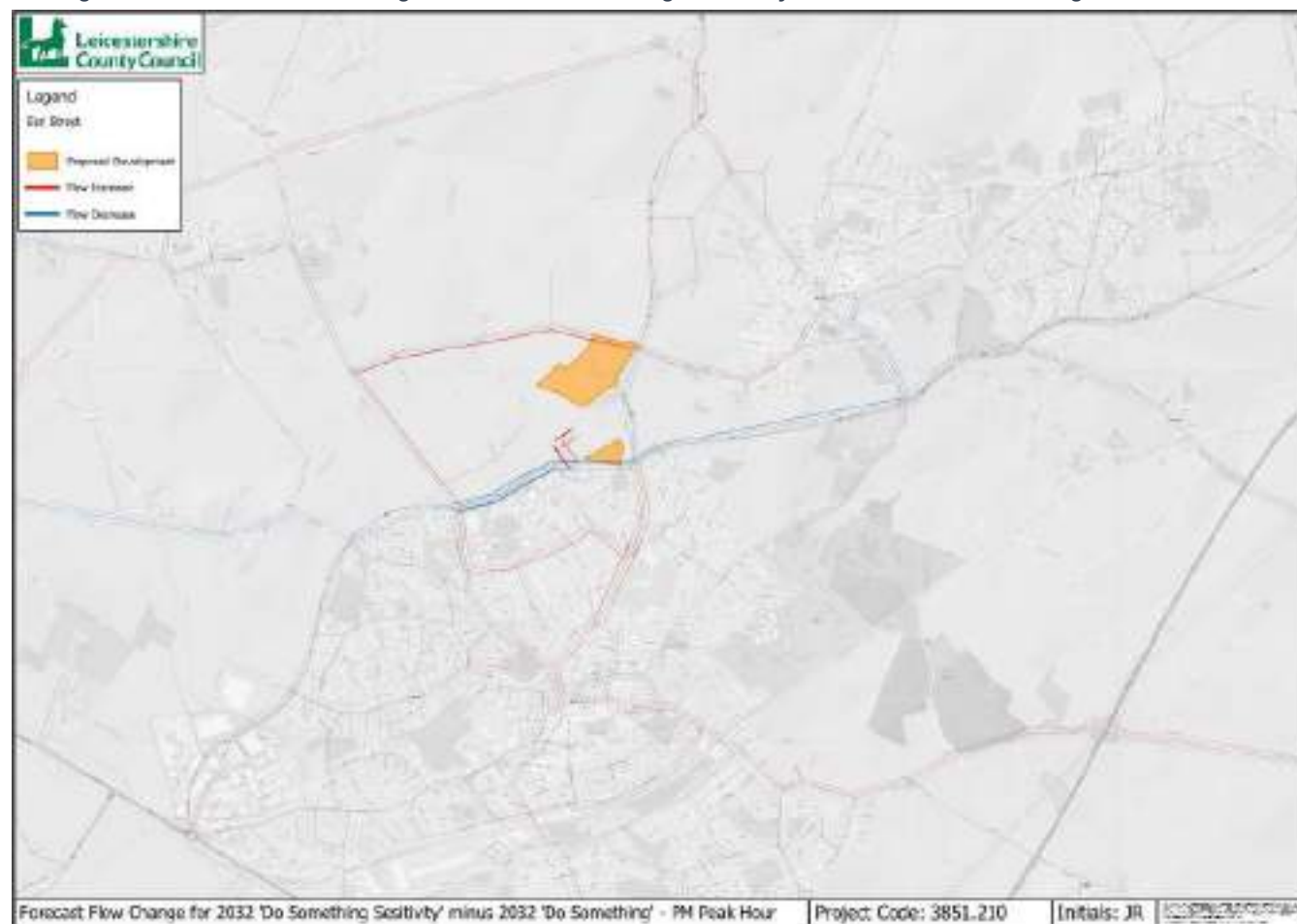


Figure 3.14: Forecast Flow Change for 2032 'Do Something Sensitivity' minus 2032 'Do Something' - PM Peak Hour

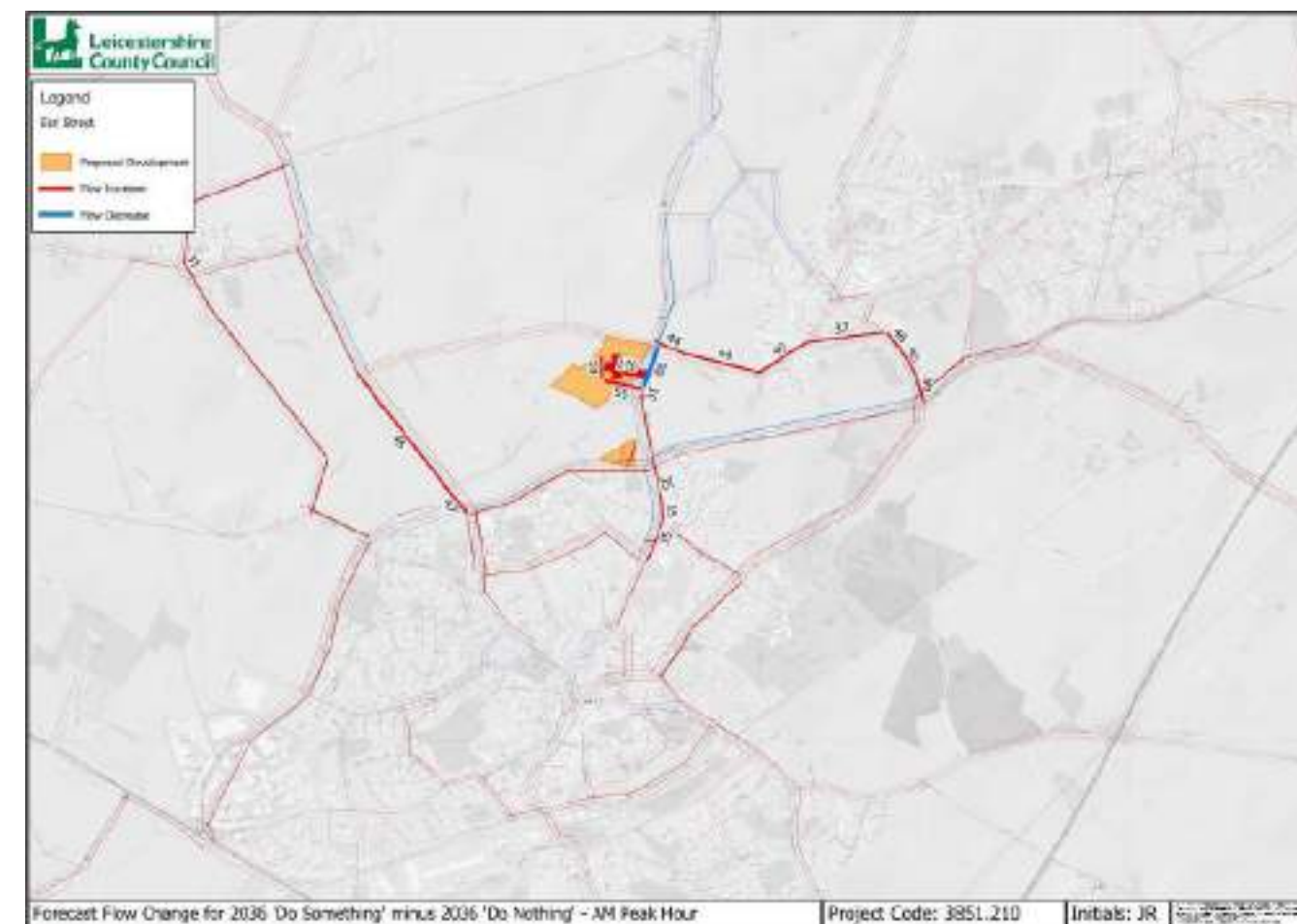


Figure 3.15: Forecast Flow Change for 2036 'Do Something' minus 2036 'Do Nothing' - AM Peak Hour

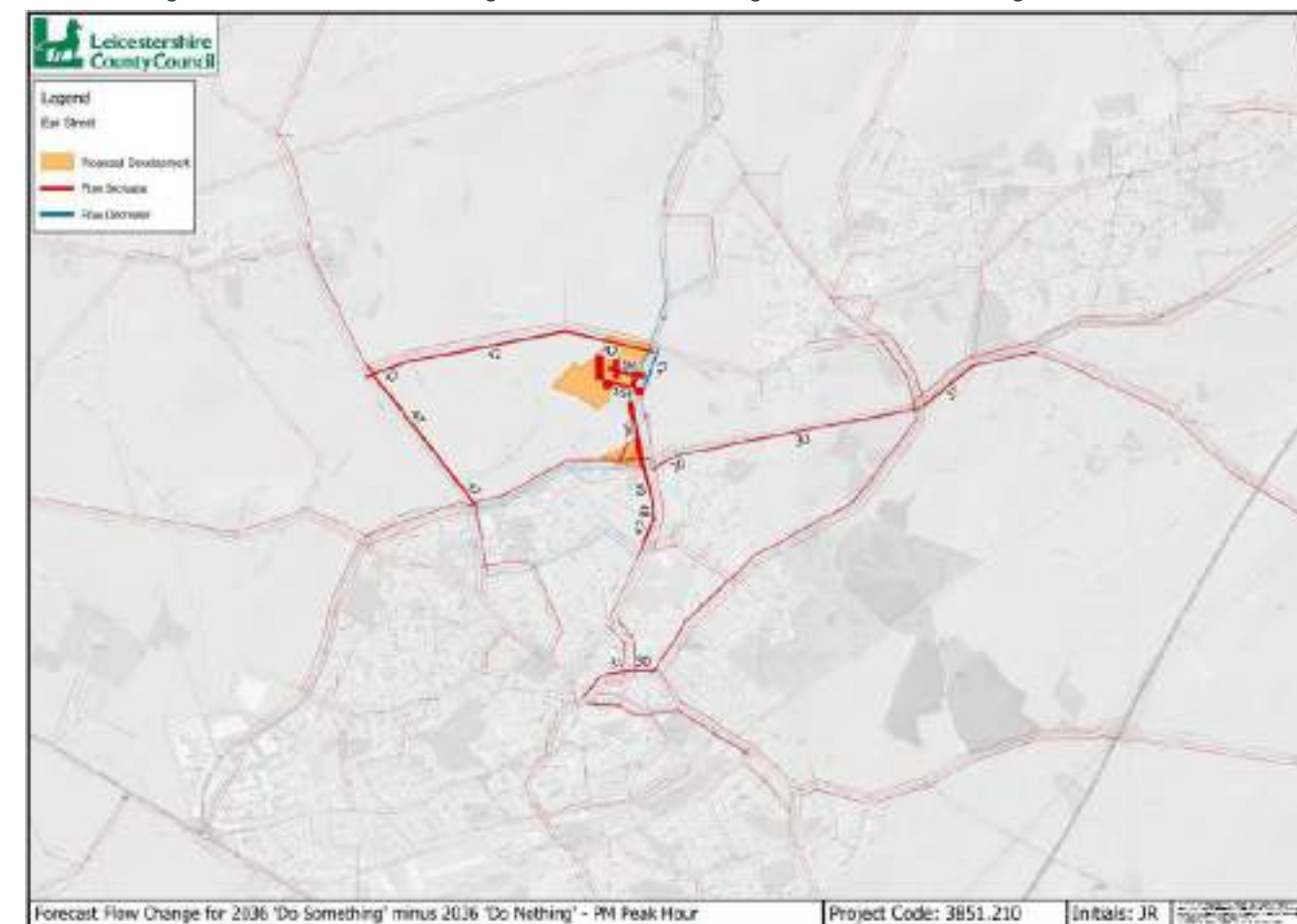


Figure 3.16: Forecast Flow Change for 2036 'Do Something' minus 2036 'Do Nothing' - PM Peak Hour

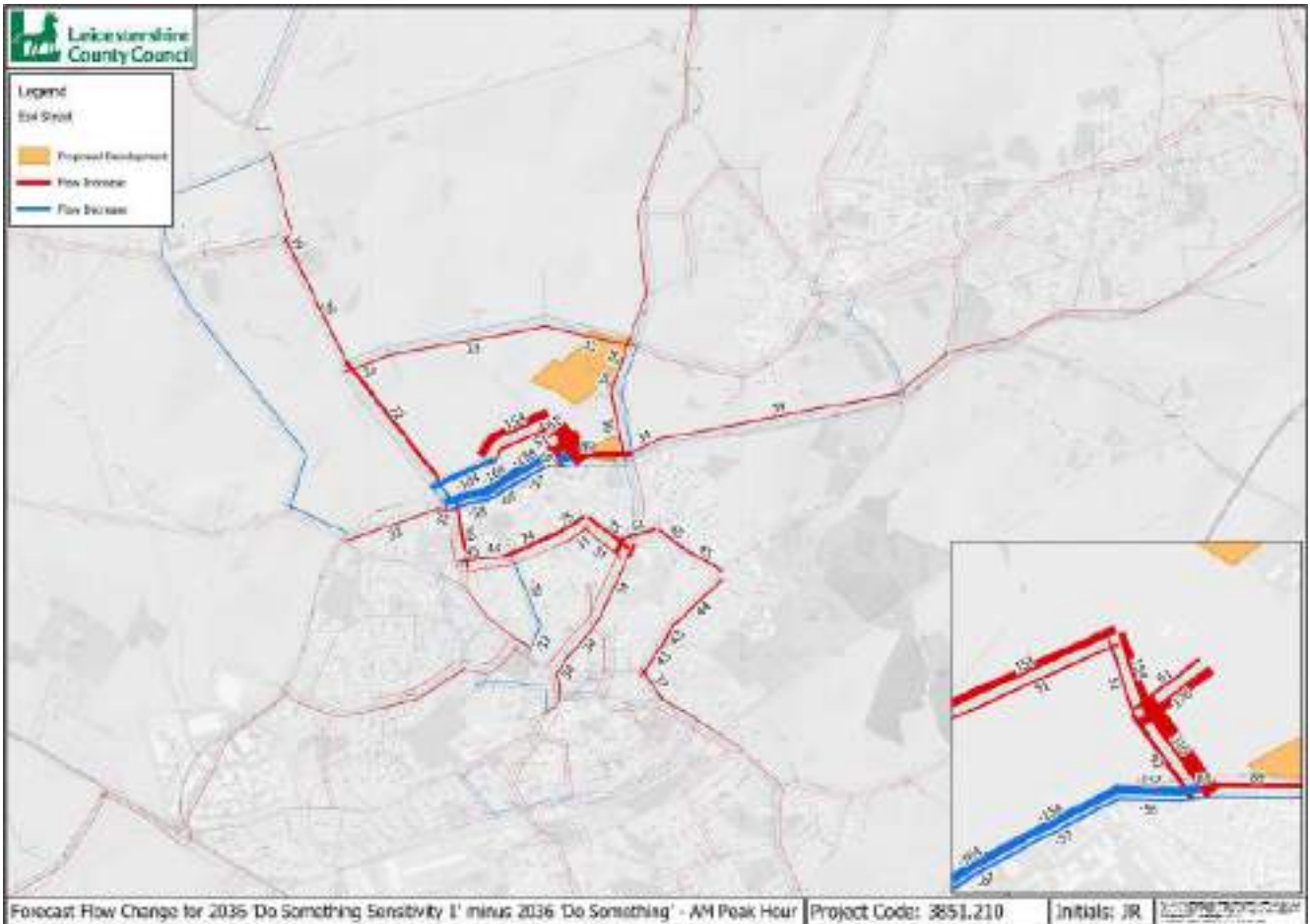


Figure 3.17: Forecast Flow Change for 2036 'Do Something Sensitivity 1' minus 2036 'Do Something' – AM Peak Hour

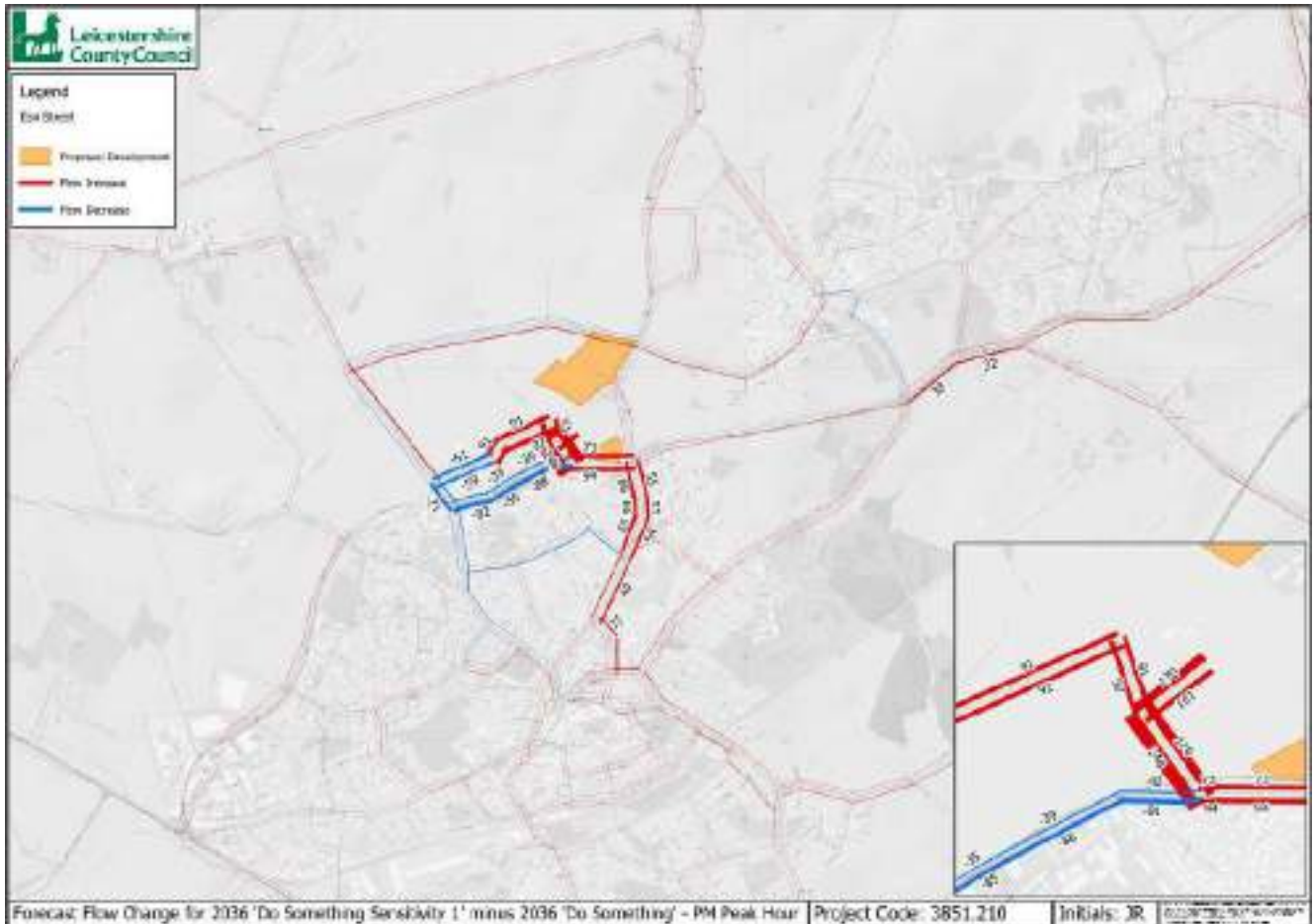


Figure 3.18: Forecast Flow Change for 2036 'Do Something Sensitivity 1' minus 2036 'Do Something' – PM Peak Hour

- 3.3.12. Figure 3.19 and Figure 3.20 show the forecast flow change in 2036 between the 'Do Something Sensitivity 2' and 'Do Something Sensitivity 2' scenarios for the AM and PM Peak hour respectively. These illustrate the cumulative impact of Phase 1, Phase 2 and the proposed Phase 3 development fully built out and with the full development spine road connecting Stoke Road and Ashby Road in place.
- 3.3.13. It is shown in both the AM and PM Peak hour that there is a further reduction in the number of trips on the A47 Normandy Way between the Stoke Road junction and Ashby Road junction. Also, a reduction of trips routing via Rogues Lane and Stoke Road alongside an increase in flow on the development spine road.
- 3.3.14. In addition, many trips external to the development are routing via the spine road rather than using the A47 / Ashby Road junction. Table 3.1 details the origin of trips routing via the spine road (section between Phase 2 and Phase 3, Plot 2) for the 2036 'Do Something Sensitivity 2' scenario.
- 3.3.15. As discussed and agreed at the inception meeting⁴, the development spine road has been coded with a 25mph speed limit to account for parked cars that would likely be present, but no traffic calming measures.

Trips (PCUs)	2036 (PCUs)				2036 (%)			
	AM		PM		AM		PM	
	EB	WB	EB	WB	EB	WB	EB	WB
Phase 3 – Plot 2	15	53	40	23	7%	15%	17%	9%
Phase 2	14	8	13	18	7%	2%	5%	7%
Phase 1	35	14	22	32	17%	4%	9%	12%
External	148	282	162	184	70%	79%	68%	72%
Total	212	357	237	257	100%	100%	100%	100%

Table 3.1: Origin of Trips Using the Development Spine Road – 2036 'Do Something Sensitivity 2'

- 3.3.16. Select Link Analyses (SLAs) for the spine road between Phases 2 and 3 for the AM and PM Peak hours, respectively, are included in Appendix B. SLAs show the origin and destination of trips which route via a specific link. Labels are only displayed when the flows are 20 PCUs or more. These, together with Table 3.1, show the distribution and quantum of development and non-development trips using this part of the spine road.

⁴ Inception meeting, 4th September 2024.

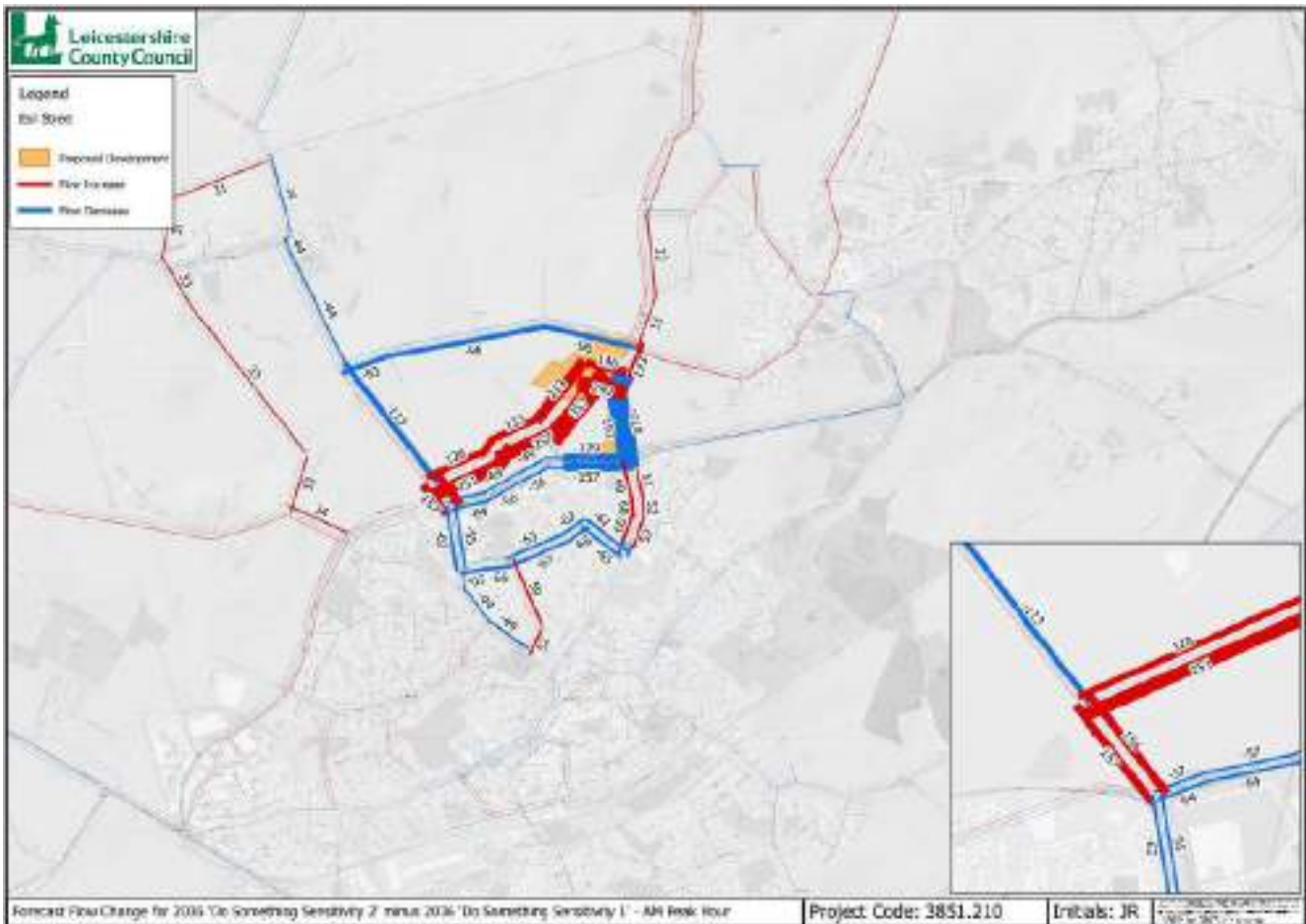


Figure 3.19: Forecast Flow Change for 2036, 'Do Something Sensitivity 2' minus 'Do Something Sensitivity 1' – AM Peak Hour

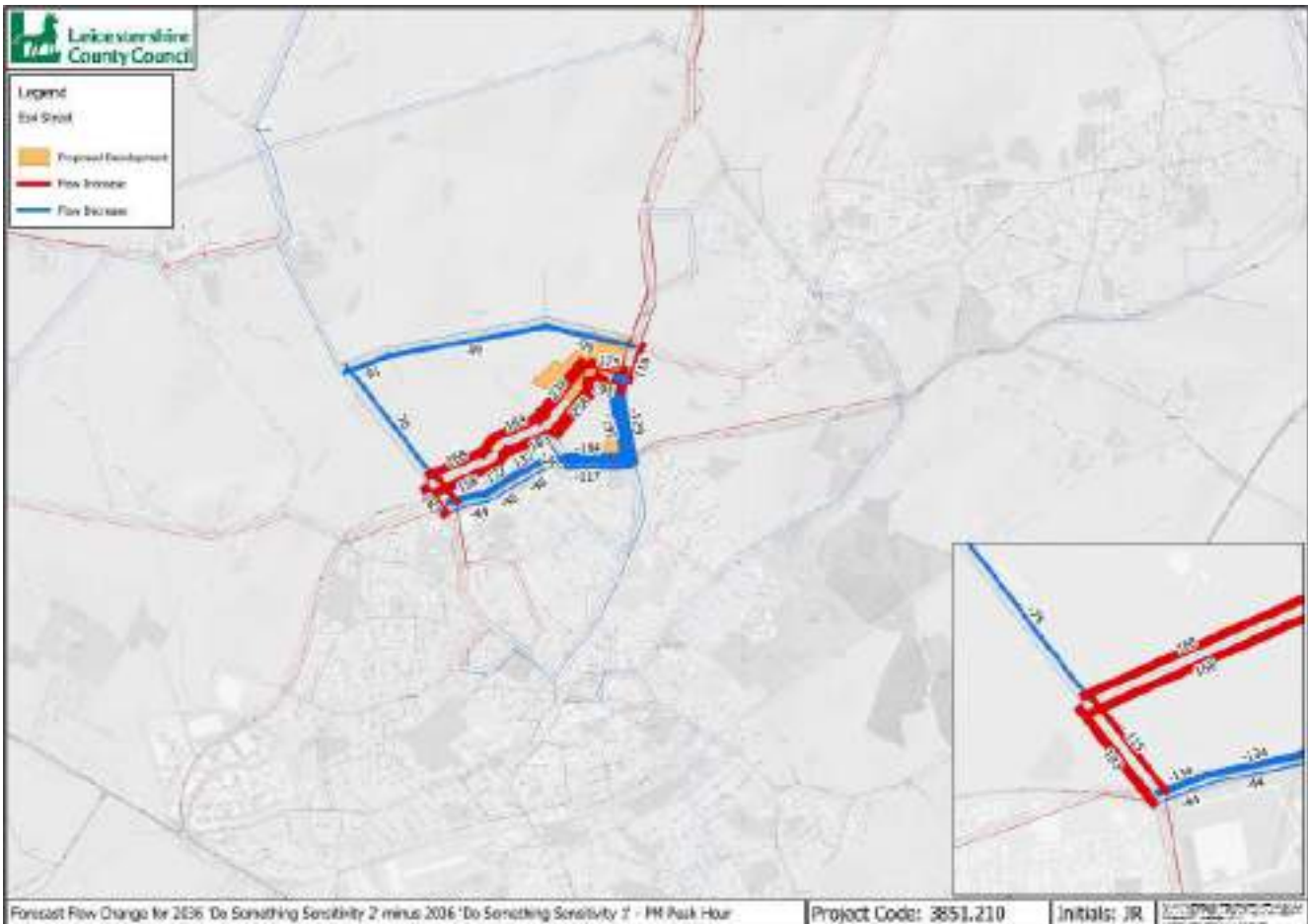


Figure 3.20: Forecast Flow Change for 2036, 'Do Something Sensitivity 2' minus 'Do Something Sensitivity 1' – PM Peak Hour

3.4. Area of Influence (Aol)

- 3.4.1. The Area of Influence for 2026, 2032 and 2036, shown in Figure 3.21, Figure 3.22 and Figure 3.23 respectively have been defined using the forecast flow changes between the 'Do Something' and 'Do Nothing' scenarios.
- 3.4.2. The Aol has been defined by links with a forecast flow change of at least $\pm 5\%$ and ± 30 PCUs between the scenarios mentioned above, in either the AM Peak or the PM Peak hour.
- 3.4.3. The forecast Aol for the 2026 'Do Something 2' scenario shown in Figure 3.21 includes the following roads:
- Stoke Road
 - A47 Normandy Road
 - B4667 Ashby Road
 - A447 Ashby Road
 - A447 Hinckley Road
 - The Common
 - Sutton Lane
 - Fenn Lanes
- 3.4.4. The forecast Aol for the 2032 'Do Something' scenario shown in Figure 3.22 includes the following roads:
- Stoke Road
 - A447 Ashby Road
 - B4667 Ashby Road
 - Northfield Road
 - Westfield Road
- 3.4.5. The forecast Aol for the 2036 'Do Something' scenario shown in Figure 3.23 includes the following roads:
- Stoke Road
 - A447 Ashby Road
 - B4667 Ashby Road
 - Rogues Lane
 - Hinckley Road
 - Mill Street
 - Church Lane
 - The Common
 - B590 Leicester Road
 - Main Street (Stoke Golding)
 - Wood Lane
- 3.4.6. The three Aols for each of the 2026, 2032 and 2036 forecast years are significantly different due to the differing levels of Phase 3 development included, together with the varying levels of committed background growth. Also, paired with these committed developments is the level of associated infrastructure, alongside other proposed highway schemes, which have a mitigatory impact in each of the future forecast scenarios.

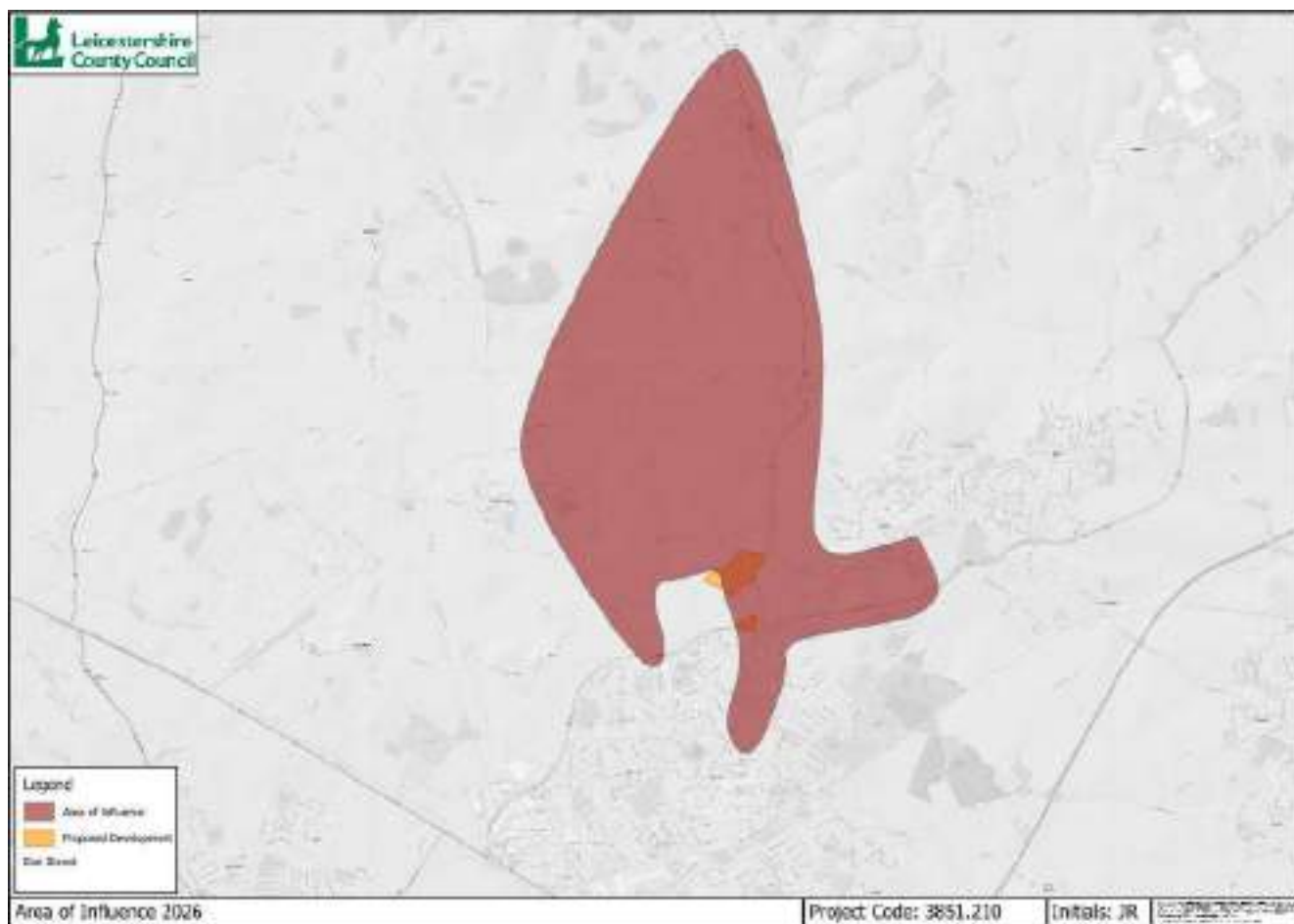


Figure 3.21: Area of Influence for 2026 'Do Something 2'

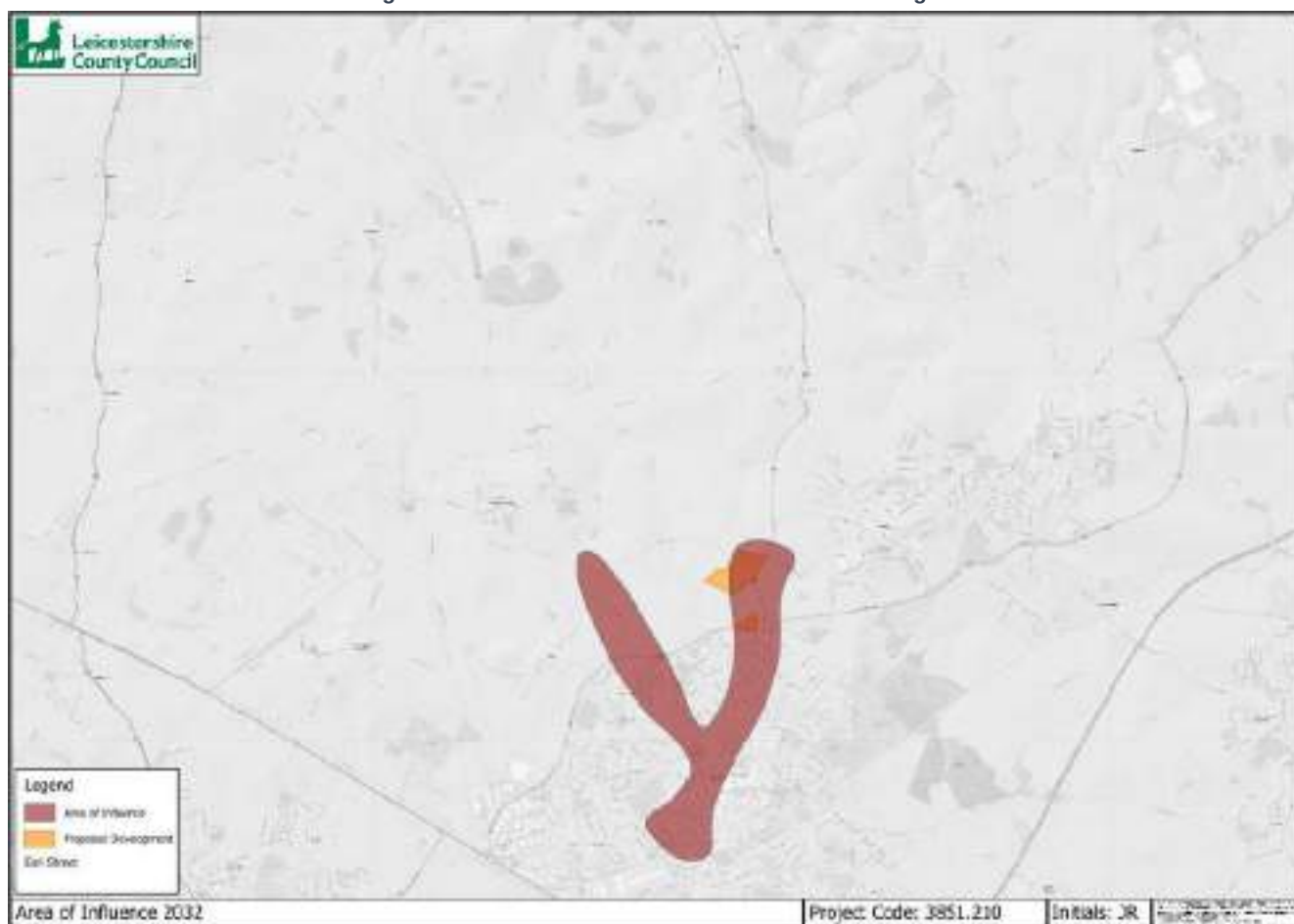


Figure 3.22: Area of Influence for 2032 'Do Something'

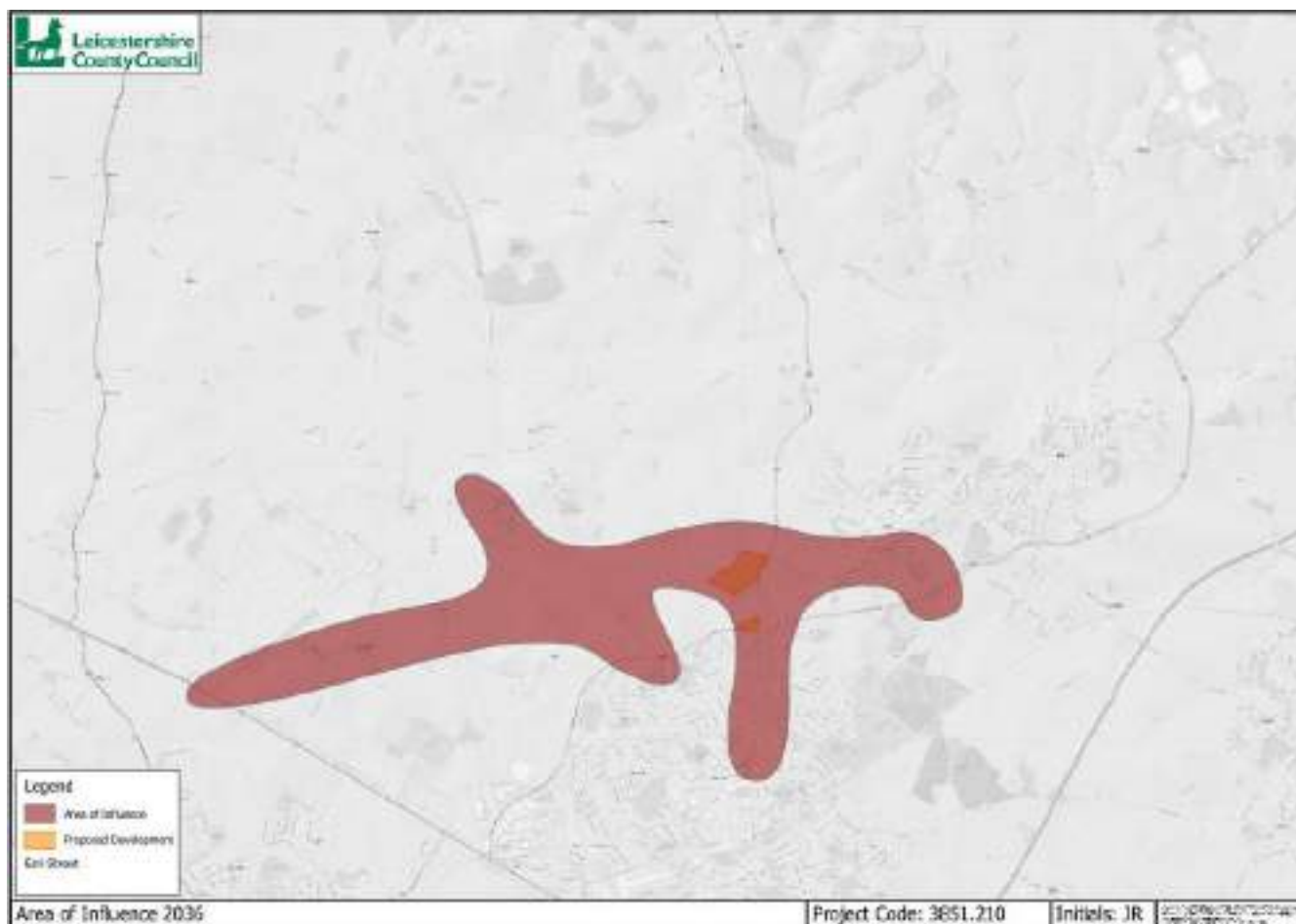


Figure 3.23: Area of Influence for 2036 'Do Something'

3.5. Forecast Delay Change

- 3.5.1. This section contains delay difference plots for the various scenarios, where red bandwidths represent a delay increase and blue represent a delay decrease. Labels are only displayed when the change in delay is 10 seconds or more.
- 3.5.2. The model output for the 2026 scenarios have not been included in the main body of the report as there are no delay changes of 10 seconds or more in either the AM or PM Peak hour. These are included in Appendix C.
- 3.5.3. Figure 3.24 and Figure 3.25 show the forecast delay changes in 2032 between the 'Do Something' and 'Do Nothing' scenarios for the AM and PM Peak hours respectively. These show that in both the AM and PM Peak hours there is a slight increase in delay (<10 seconds) on all approaches to the Plot 2 site access on Ashby Road caused by the proposed development trips.
- 3.5.4. A large increase in delay of 124 seconds on Westfield Road Eastbound in the AM Peak hour is shown in Figure 3.24. In the 2032 'Do Something' scenario, there are a small amount of development trips on Rugby Road, which appear to cause the volume-capacity at the Rugby Road / Westfield Road / Hawley Road increases from 95% in the 'Do Nothing' AM Peak hour scenario to 102% in the 'Do Something 1' AM Peak hour scenario. When junctions have a high volume-capacity ratio, a large increase in delay can be created by a small increase in flow. Therefore, whilst there appears to be a large increase in delay at this junction as an impact of the development, the junction is already under stress in the 2032 'Do Nothing' scenario and the increase cannot be attributed wholly to the proposed development.
- 3.5.5. The sensitivity of the network around the junction is reinforced by the large delay increase at this junction between the 2032 'Do Something Sensitivity' and 'Do Something' scenario taking the delay back down to 'Do Nothing' levels.
- 3.5.6. This is the same narrative for the delay increase in 2032 'Do Something' PM Peak Hour (Figure 3.25 scenario and delay decrease in the 2032 'Do Something Sensitivity' (Figure 3.27) and 2036 'Do Something' (Figure 3.29) PM Peak hour on New Buildings Northbound at the junction with Hollier's Walk / Derby Road and Leicester Road.
- 3.5.7. Figure 3.26 and Figure 3.27 show the forecast delay changes in 2032 between the 'Do Something Sensitivity' and 'Do Something' scenarios for the AM and PM Peak hours respectively. These show that there is little difference in terms of delay with no delay change greater than 10 seconds between the two scenarios in the vicinity of the development.

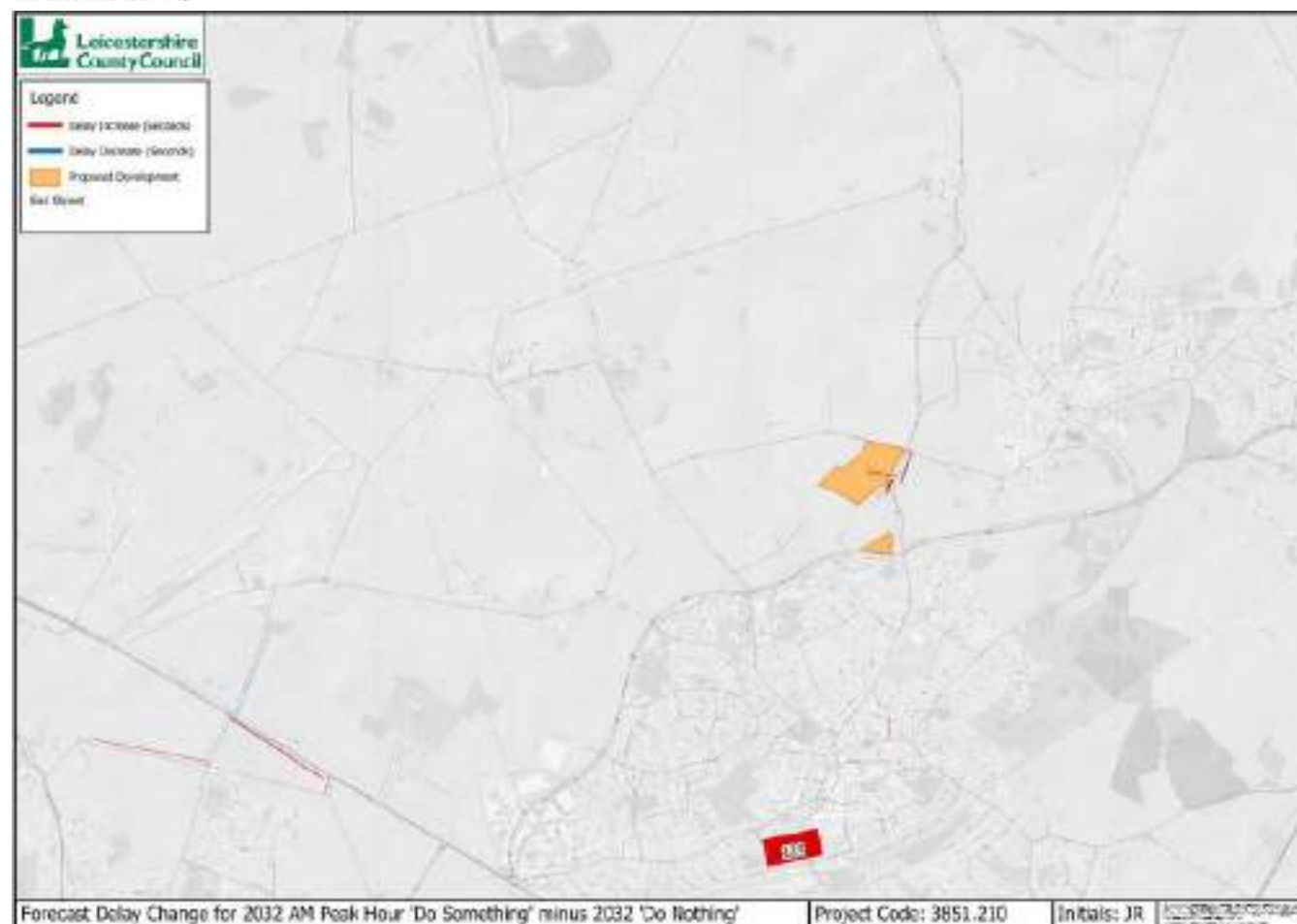


Figure 3.24: Forecast Delay Change for 2032 'Do Something' minus 2032 'Do Nothing' - AM Peak Hour

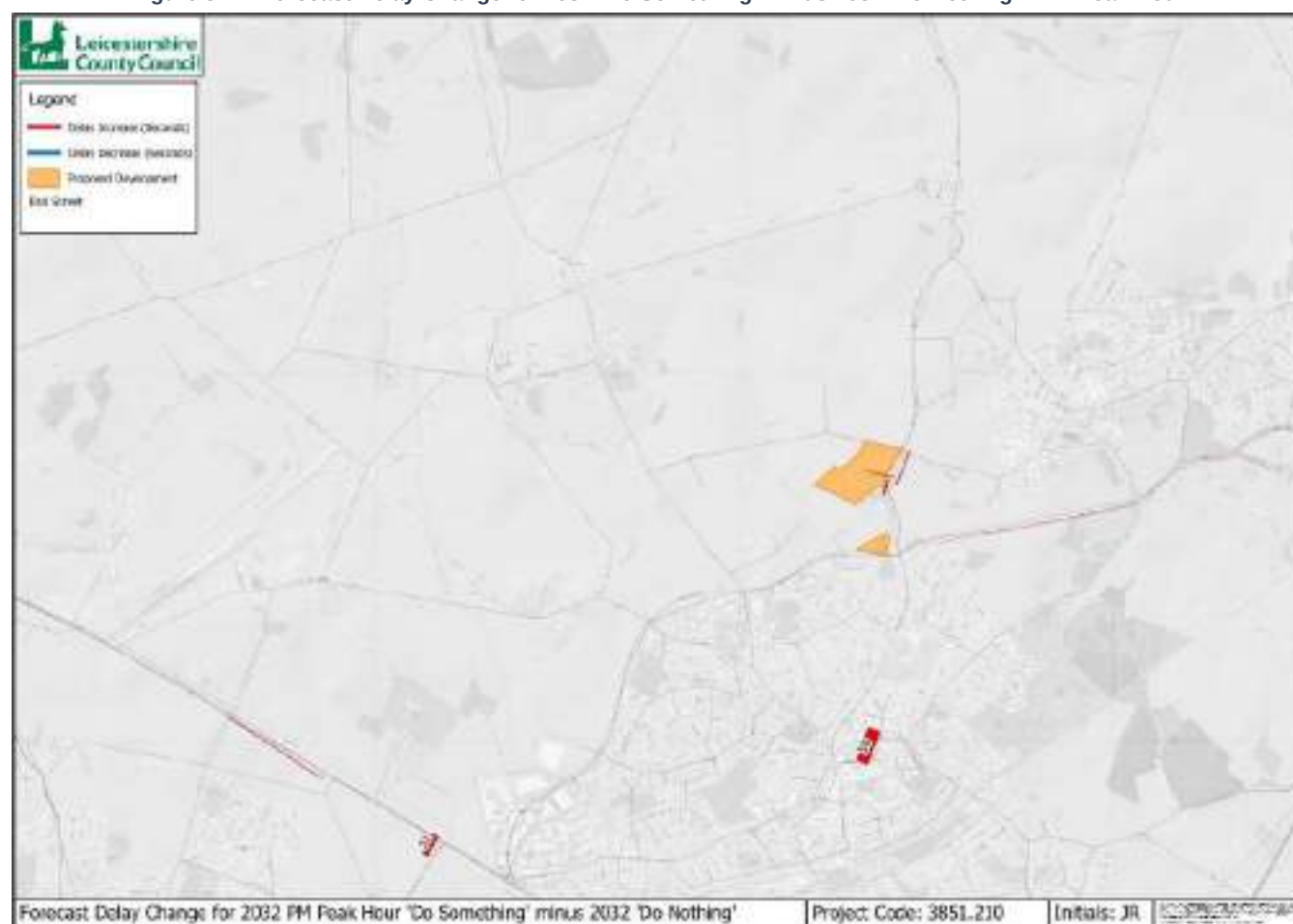


Figure 3.25: Forecast Delay Change for 2032 'Do Something' minus 2032 'Do Nothing' - PM Peak Hour

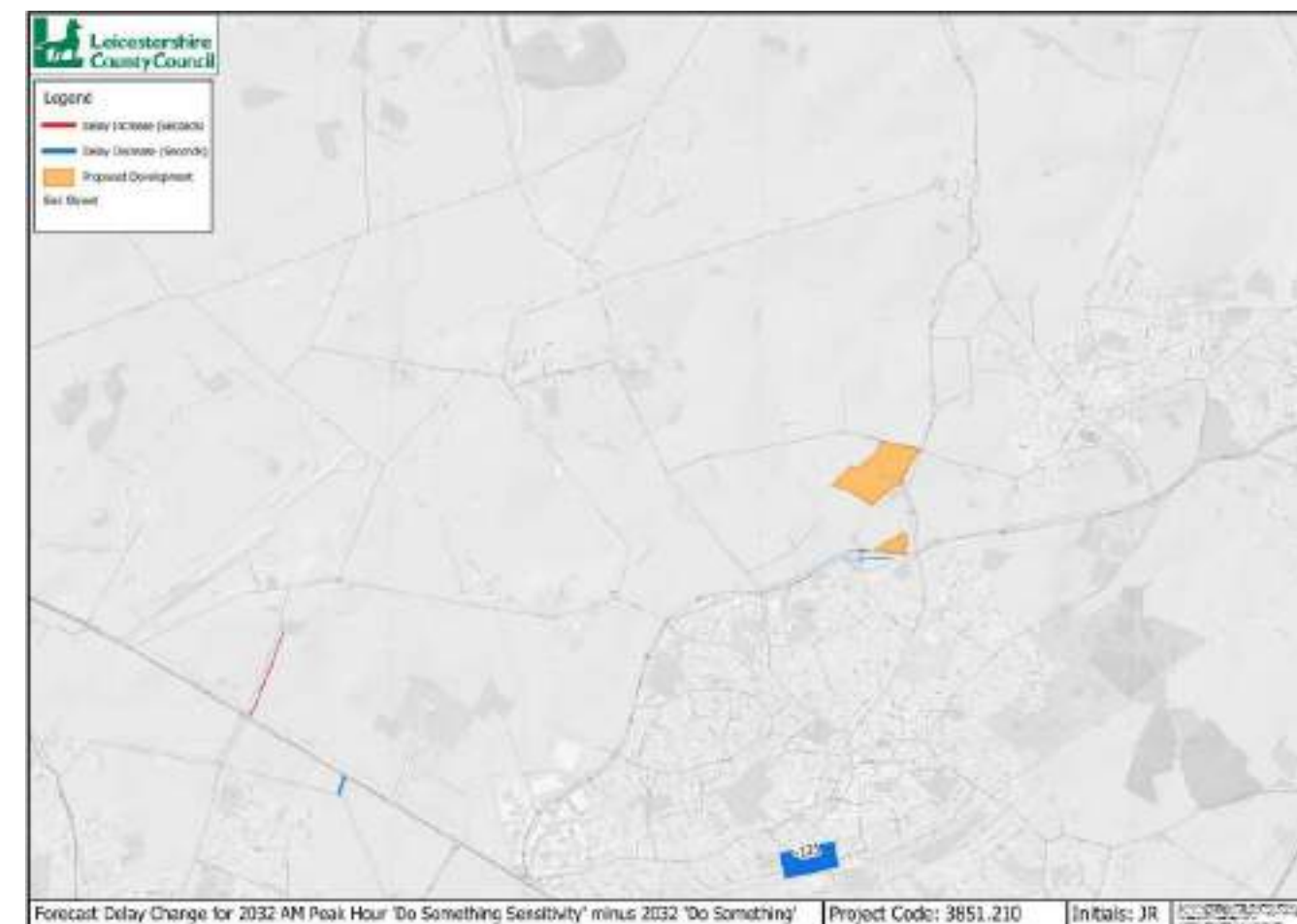


Figure 3.26: Forecast Delay Change for 2032 'Do Something Sensitivity' minus 2032 'Do Something' - AM Peak Hour

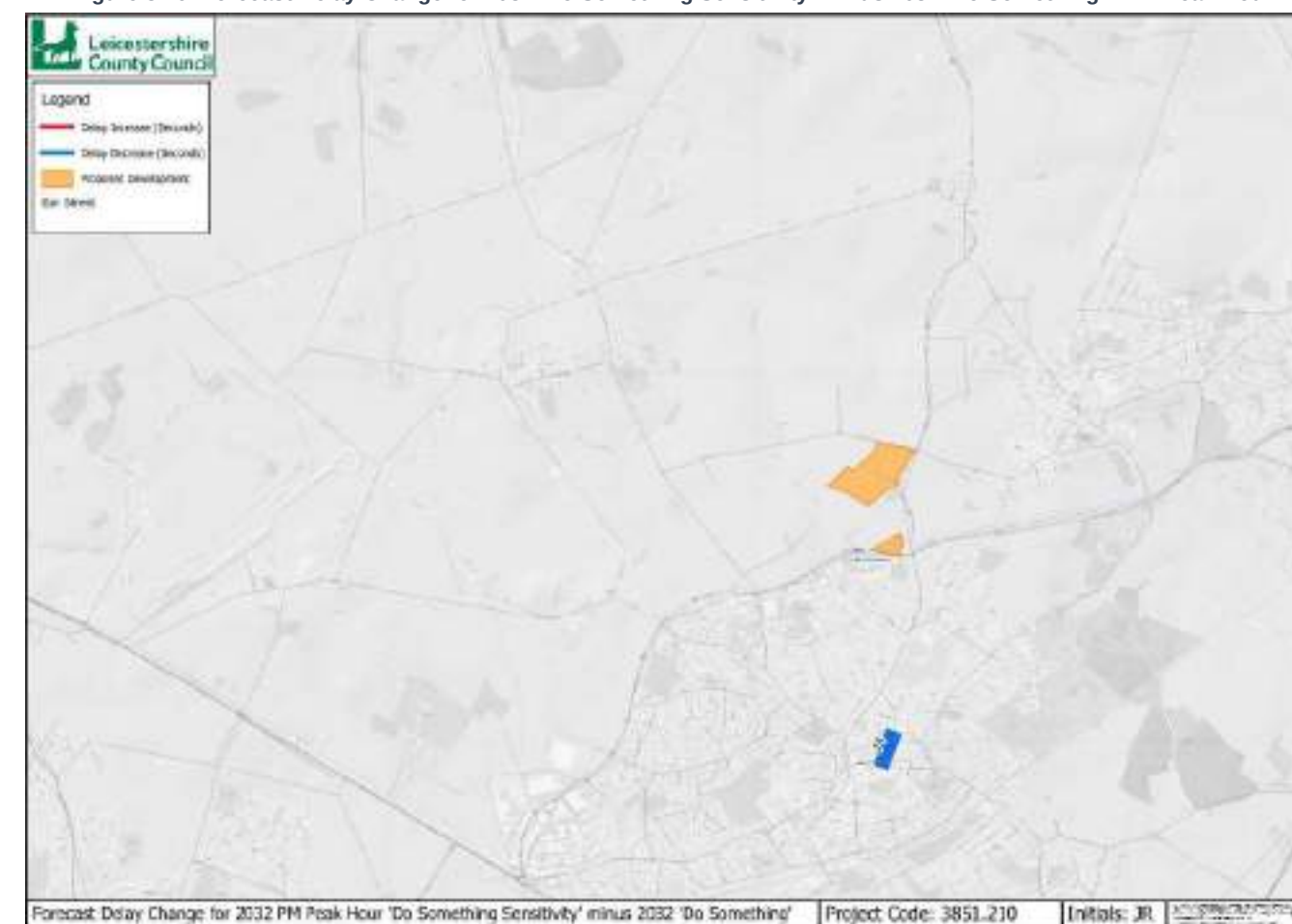


Figure 3.27: Forecast Delay Change for 2032 'Do Something Sensitivity' minus 2032 'Do Something' - PM Peak Hour



- 3.5.8. Figure 3.28 and Figure 3.29 show the forecast delay change in 2036 between the 'Do Nothing' and 'Do Something' scenarios for the AM and PM Peak hours respectively. As with 2032, there are no delay changes of more than 10 seconds in the vicinity of the proposed development. There is a slight increase (<10 seconds) in delay on all approaches to the Plot 2 access.
- 3.5.9. Figure 3.30 and Figure 3.31 show the forecast delay change in 2036 between the 'Do Something Sensitivity 1' and 'Do Something' scenarios for the AM and PM Peak hours respectively. There are no delay changes greater than 10 seconds close to the proposed development. As a result of the introduction of the link road between the Phase 1 and Phase 2 developments there has been a small decrease (<10 seconds) in delay on the section of Normandy way between the Stoke Road and Ashby Road junctions.
- 3.5.10. Figure 3.32 and Figure 3.33 show the forecast delay change in 2036 between the 'Do Something Sensitivity 2' and 'Do Something Sensitivity 1' scenarios for the AM and PM Peak hours respectively. There are minor delay decreases (<10 seconds) on Ashby Road between the Plot 2 development access and junction with Normandy Way and minor delay decreases (<10 seconds) on Normandy Way between Stoke Road and Ashby Road.

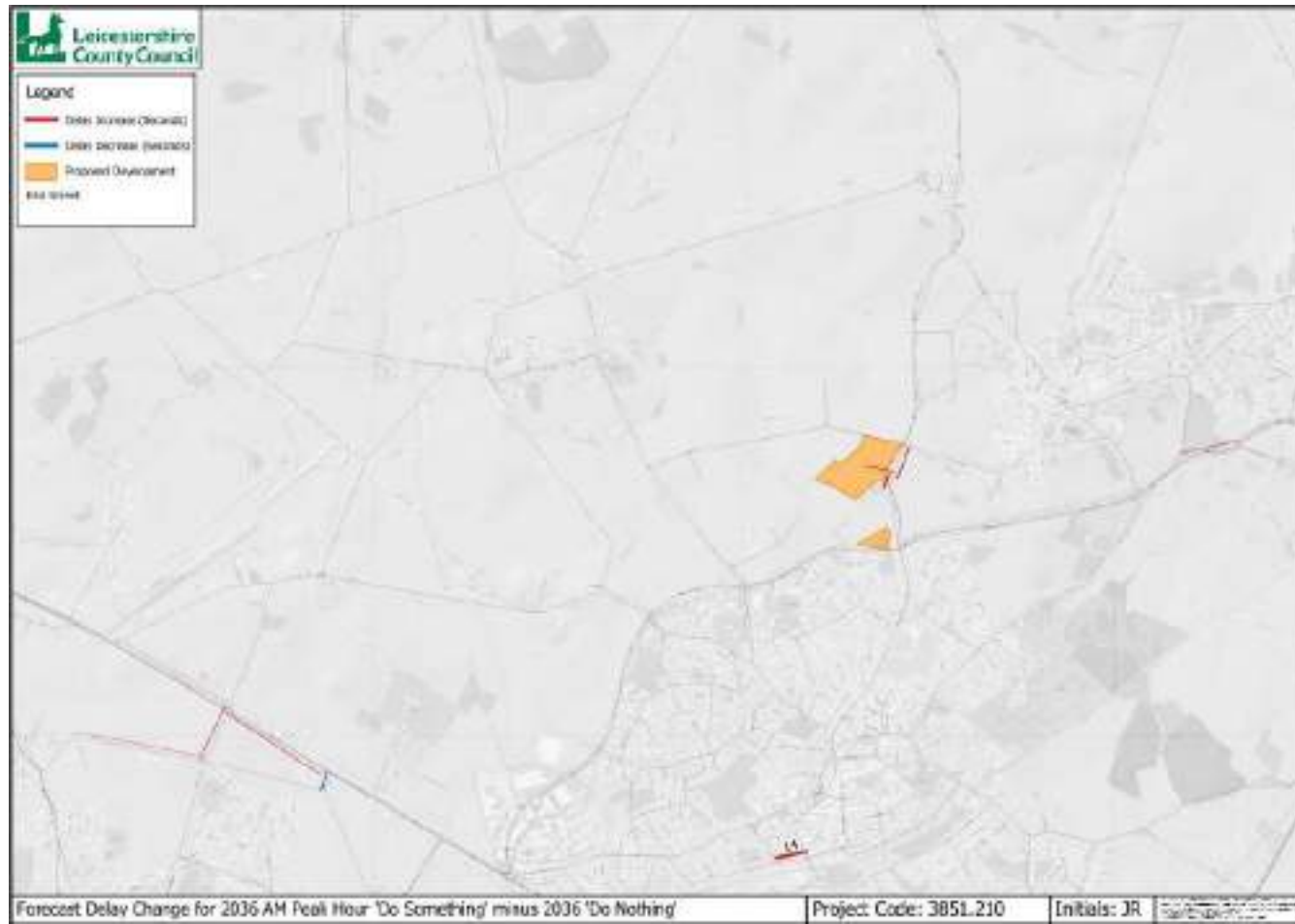


Figure 3.28: Forecast Delay Change for 2036 'Do Something' minus 2036 'Do Nothing' – AM Peak Hour

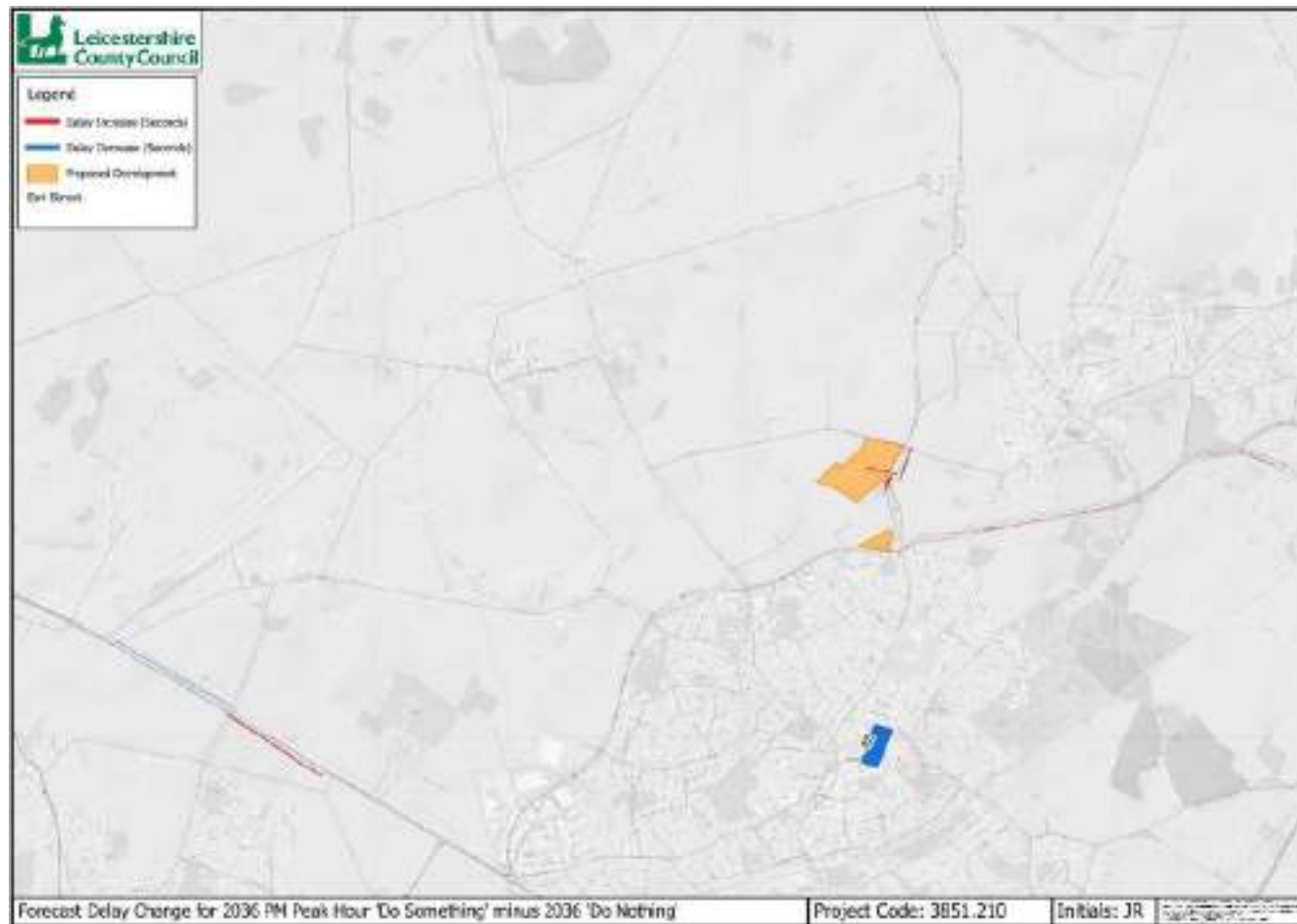


Figure 3.29: Forecast Delay Change for 2036 'Do Something' minus 2036 'Do Nothing' – PM Peak Hour

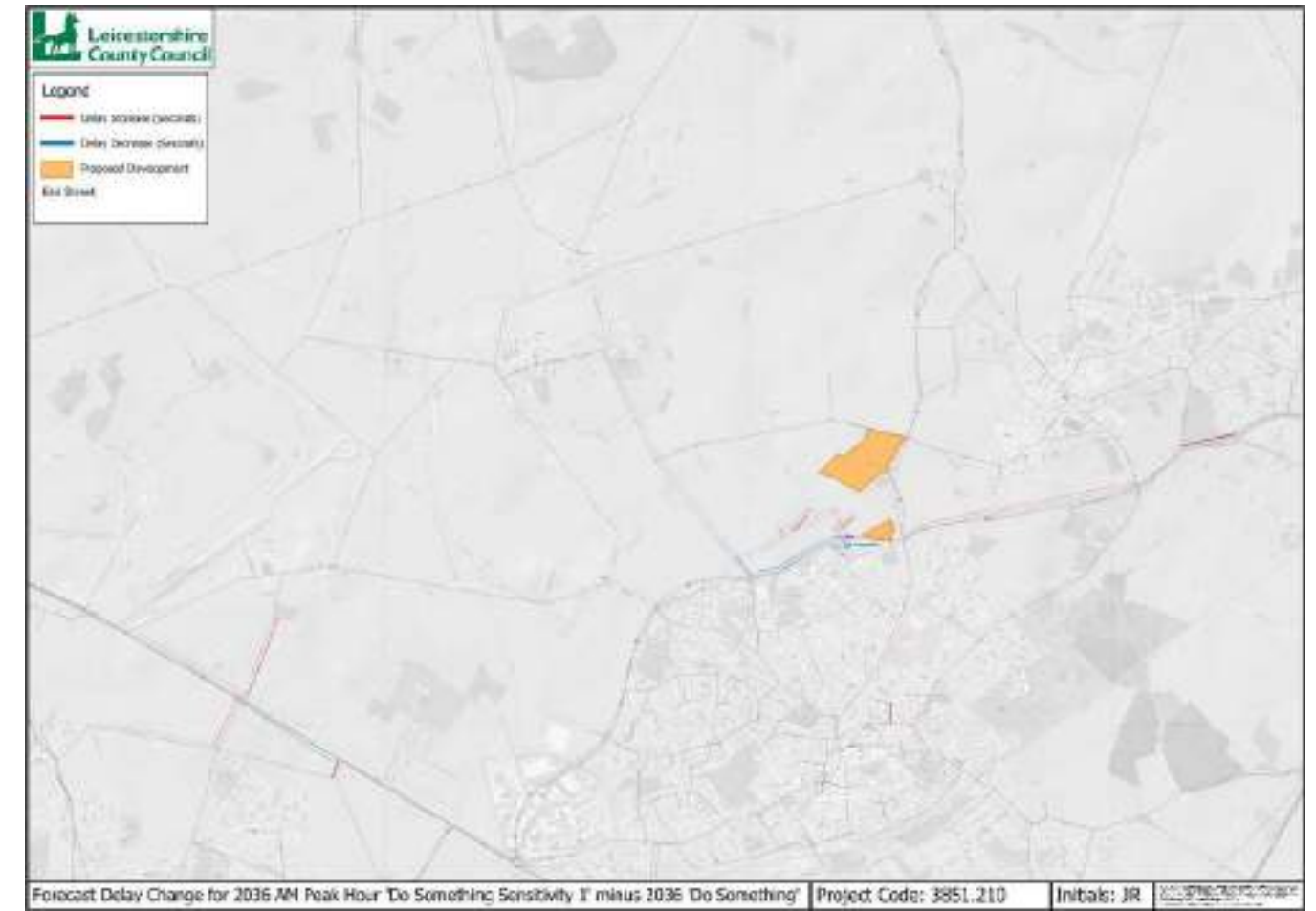


Figure 3.30: Forecast Delay Change for 2036 'Do Something Sensitivity 1' minus 2036 'Do Something' – AM Peak Hour

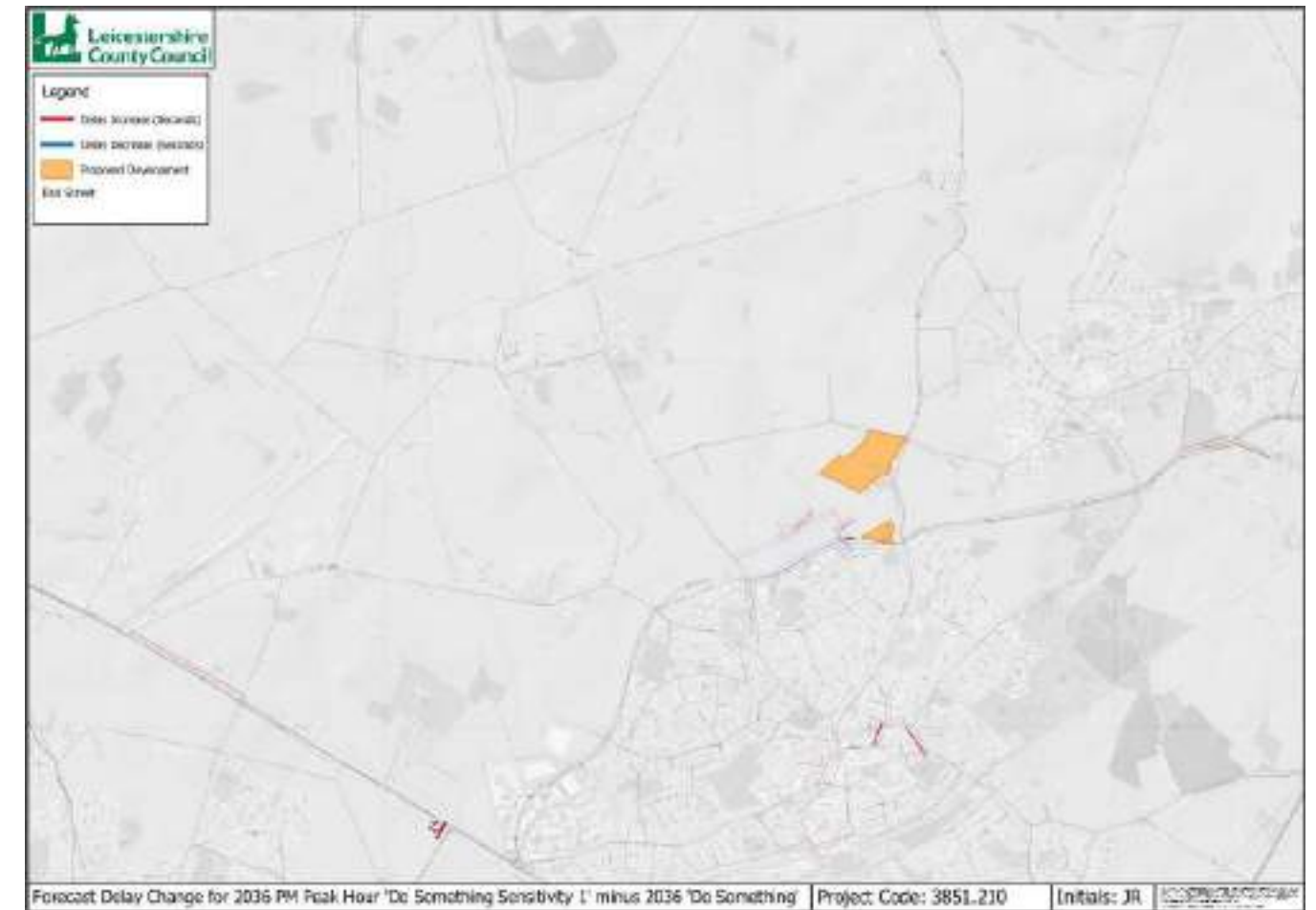


Figure 3.31: Forecast Delay Change for 2036 'Do Something Sensitivity 1' minus 2036 'Do Something' – PM Peak Hour

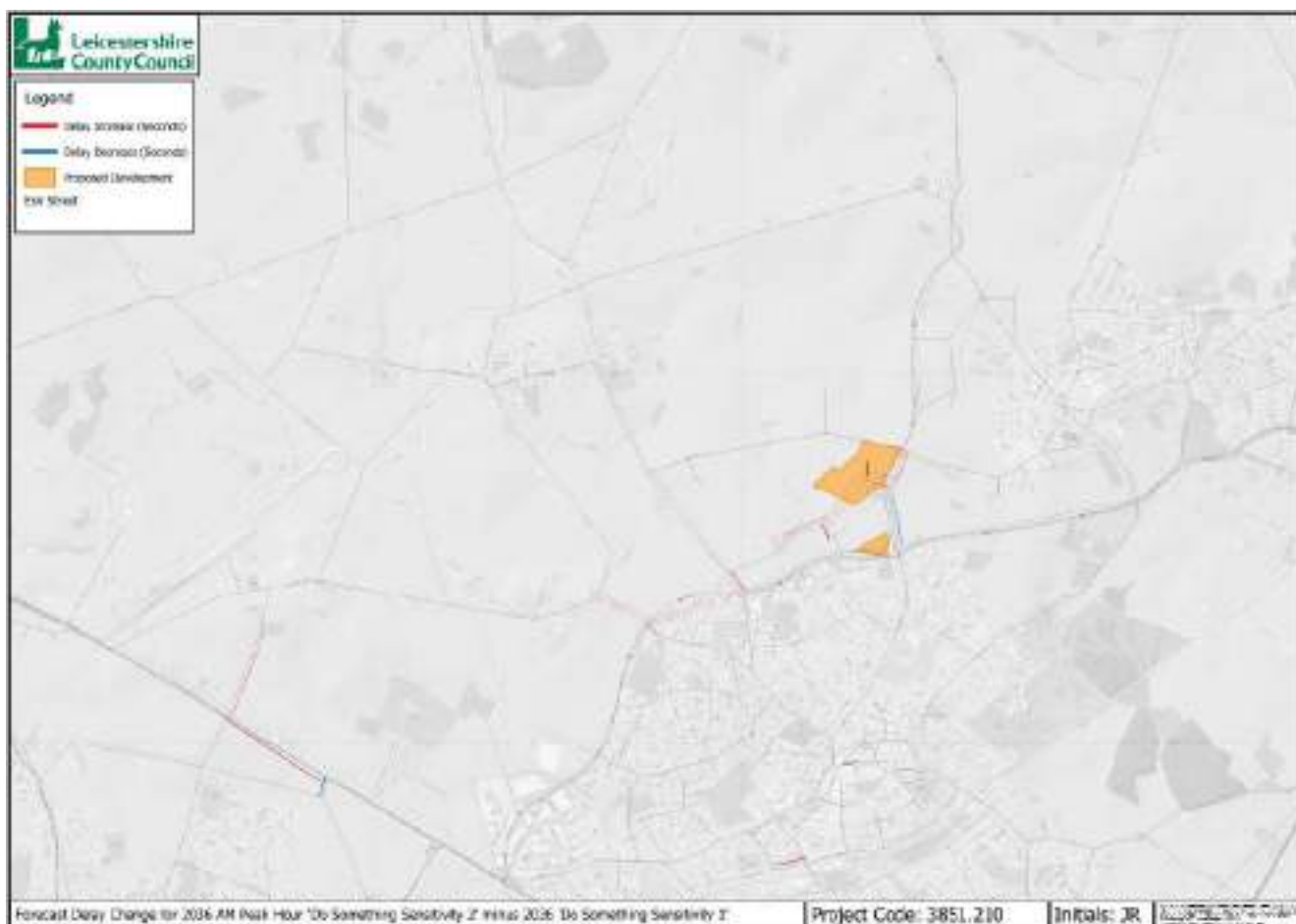


Figure 3.32: Forecast Delay Change for 2036, 'Do Something Sensitivity 2' minus 'Do Something Sensitivity 1' – AM Peak Hour

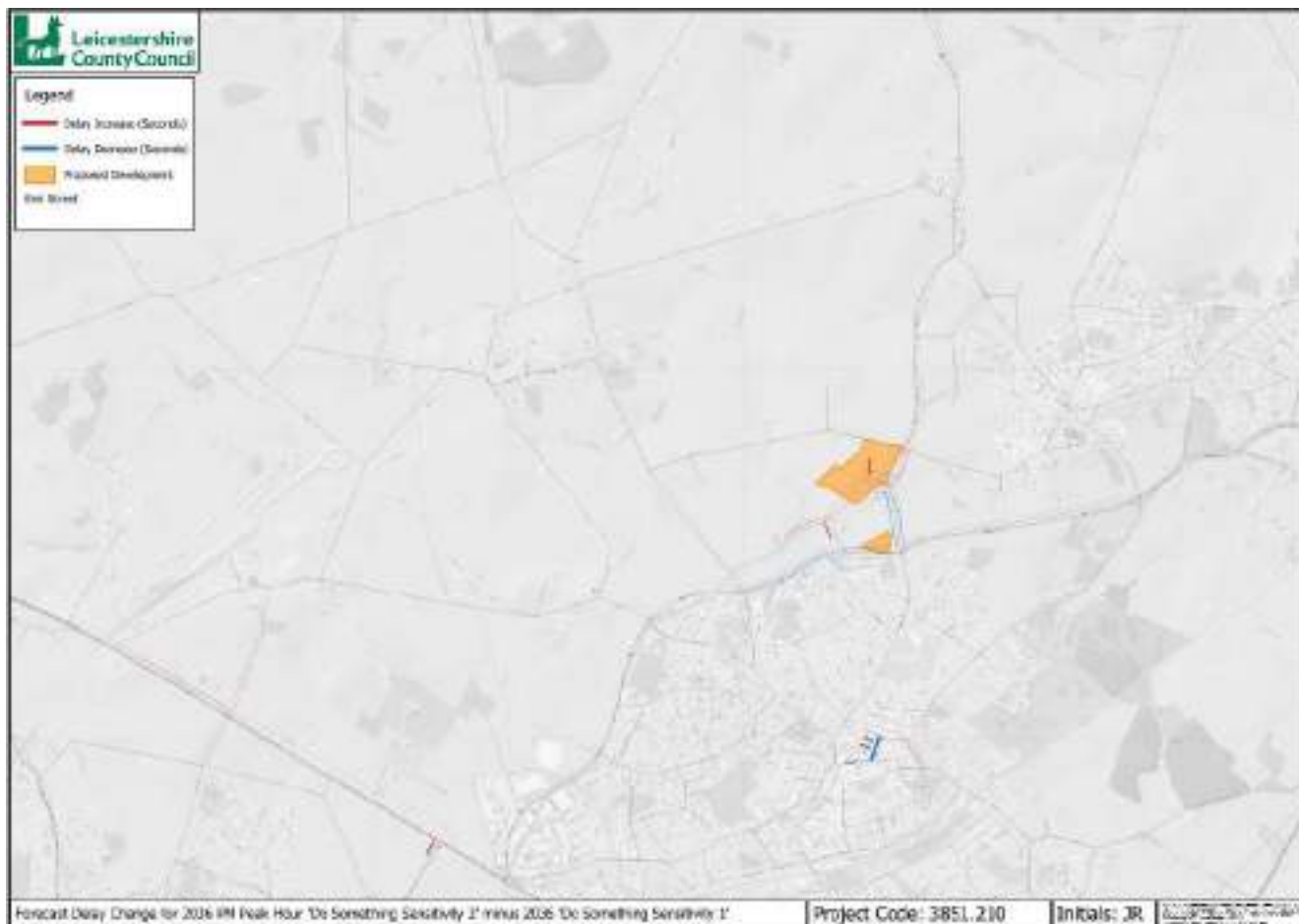


Figure 3.33: Forecast Delay Change for 2036, 'Do Something Sensitivity 2' minus 'Do Something Sensitivity 1' – PM Peak Hour

3.6. Maximum Volume-Capacity Ratios

- 3.6.1. Junction capacities are estimated for individual turning movements at the junction, reporting on these maximum values. Node volume-capacity ratios are used to identify locations where the forecast flows are approaching or exceeding the forecast capacity.
- 3.6.2. Ratios exceeding 85% indicate that the highway network is under stress and there is likely to be increased delays. When junctions have a high volume-capacity ratio, a large increase in delay can be created by a small increase in flow.
- 3.6.3. It should be noted that only junctions where the volume-capacity ratio exceeds 75% are displayed on the plots.
- 3.6.4. Figure 3.34 and Figure 3.35 show the forecast maximum volume-capacity ratios for the 2024, 2026, 2032 and 2036 'Do Nothing' scenarios on the same plot for the AM and PM Peak hours respectively.
- 3.6.5. In the 'Do Nothing' scenarios, the following junctions, in close proximity to the development, flag as having a forecast volume-capacity of over 85%:
 - A47 Normandy Way / Ashby Road junction in the AM Peak hour in 2024, 2026 and 2036 and the PM Peak hour in 2024 and 2026
 - A47 Normandy Road / Stoke Road junction in the AM Peak hour in 2036.
- 3.6.6. Figure 3.36 and Figure 3.37 show the forecast maximum volume-capacity ratios for the 2026 'Do Nothing' and multiple 'Do Something' scenarios on the same plot, for the AM and PM Peak hours respectively. The Ashby Road / Normandy Way junction has a volume-capacity ratio of over 85% in all scenarios in the AM and is over 85% in the 'Do Nothing' and 'Do Something 1' PM Peak hour scenario, increasing to over 100% volume-capacity in the 'Do Something 2' scenario.
- 3.6.7. Figure 3.38 and Figure 3.39 show the forecast maximum volume-capacity ratios for the 2032 'Do Nothing' and multiple 'Do Something' scenarios on the same plot, for the AM and PM Peak hours respectively. At the Stoke Road / A47 Normandy Way junction the volume-capacity exceeds 85% in the 'Do Something Sensitivity' scenario in the AM Peak hour. In the PM Peak hour, there are no junctions near the development with a maximum volume-capacity ratio over 85%.
- 3.6.8. Figure 3.40 and Figure 3.41 show the forecast maximum volume-capacity ratios for the 2036 'Do Nothing' and multiple 'Do Something' scenarios on the same plot, for the AM and PM Peak hours respectively. At the Ashby Road / A47 Normandy Way junction the volume-capacity exceeds 85% in all scenarios in the AM Peak hour. The Stoke Road / A47 Normandy Way junction volume-capacity exceeds 85% in the 'Do Nothing', 'Do Something' and 'Do Something Sensitivity 2' scenarios in the AM Peak hour. In the PM Peak hour, there are no junctions near the development with a maximum volume-capacity ratio over 85%.

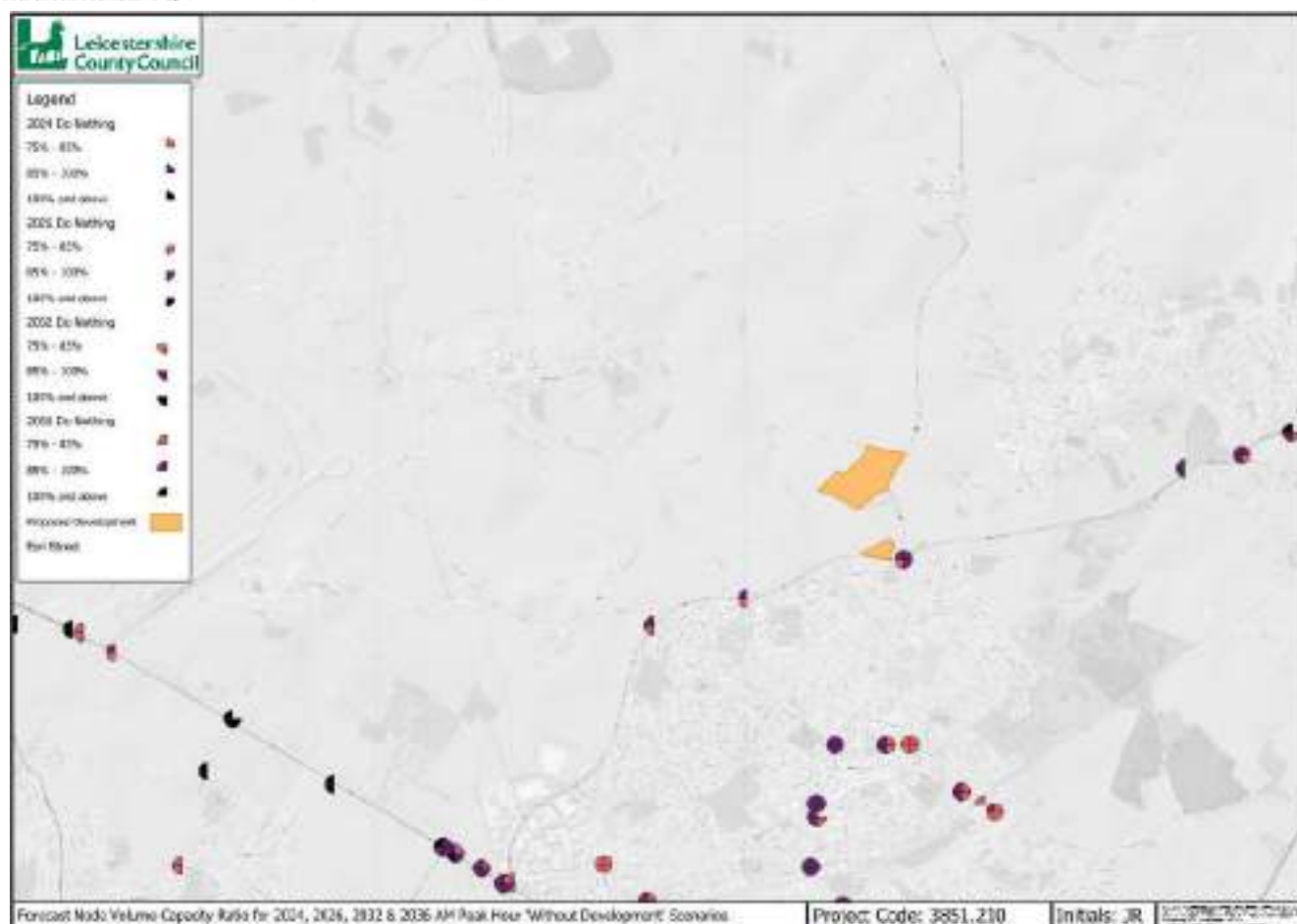


Figure 3.34: Forecast Node Volume-Capacity Ratio for 2024, 2026, 2032 & 2036 'Without Development' - AM Peak Hour

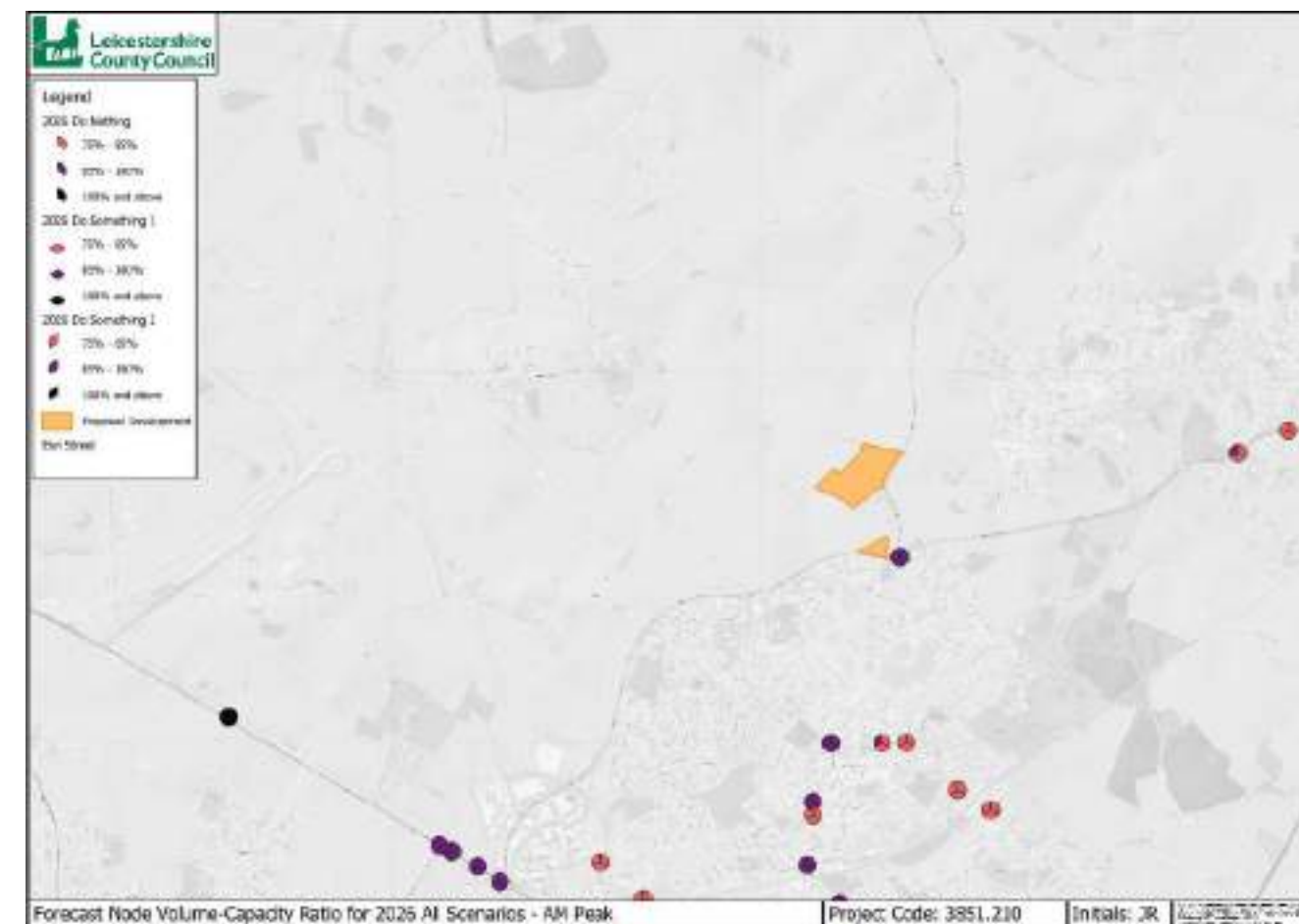


Figure 3.36: Forecast Node Volume-Capacity Ratio for 2026 All Scenarios - AM Peak Hour

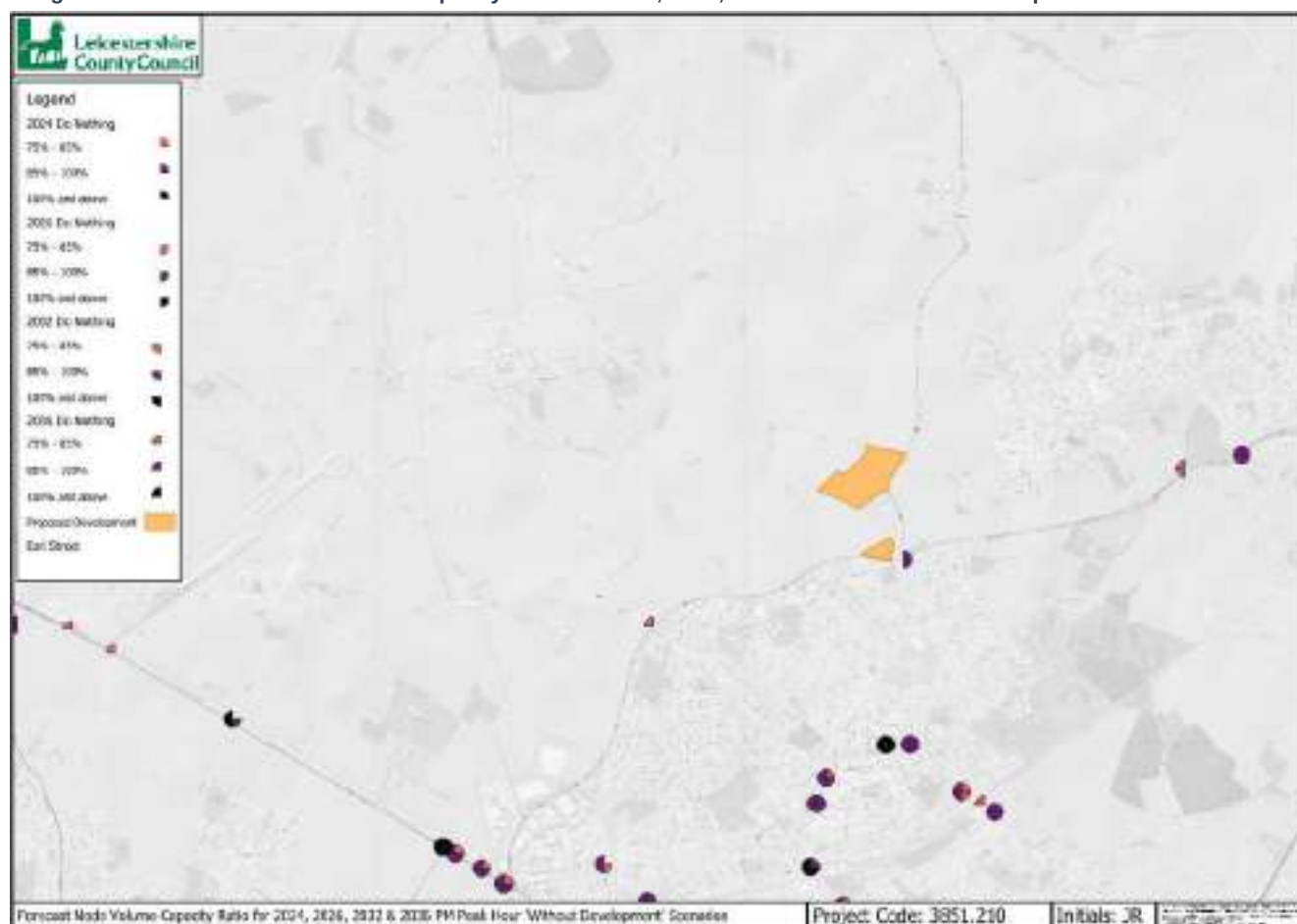


Figure 3.35: Forecast Node Volume-Capacity Ratio for 2024, 2026, 2032 & 2036 'Without Development' - PM Peak Hour

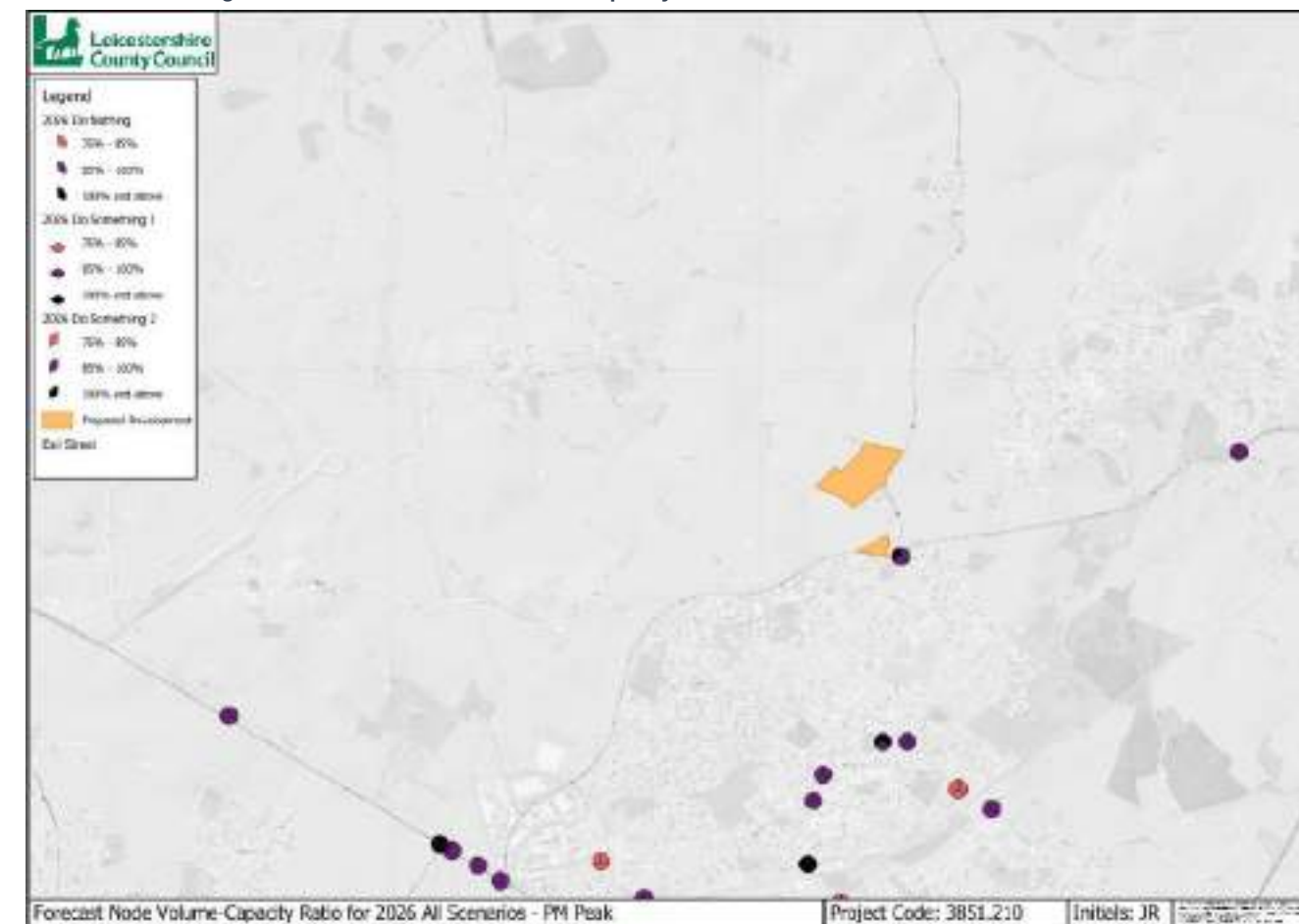


Figure 3.37: Forecast Node Volume-Capacity Ratio for 2026 All Scenarios - PM Peak Hour

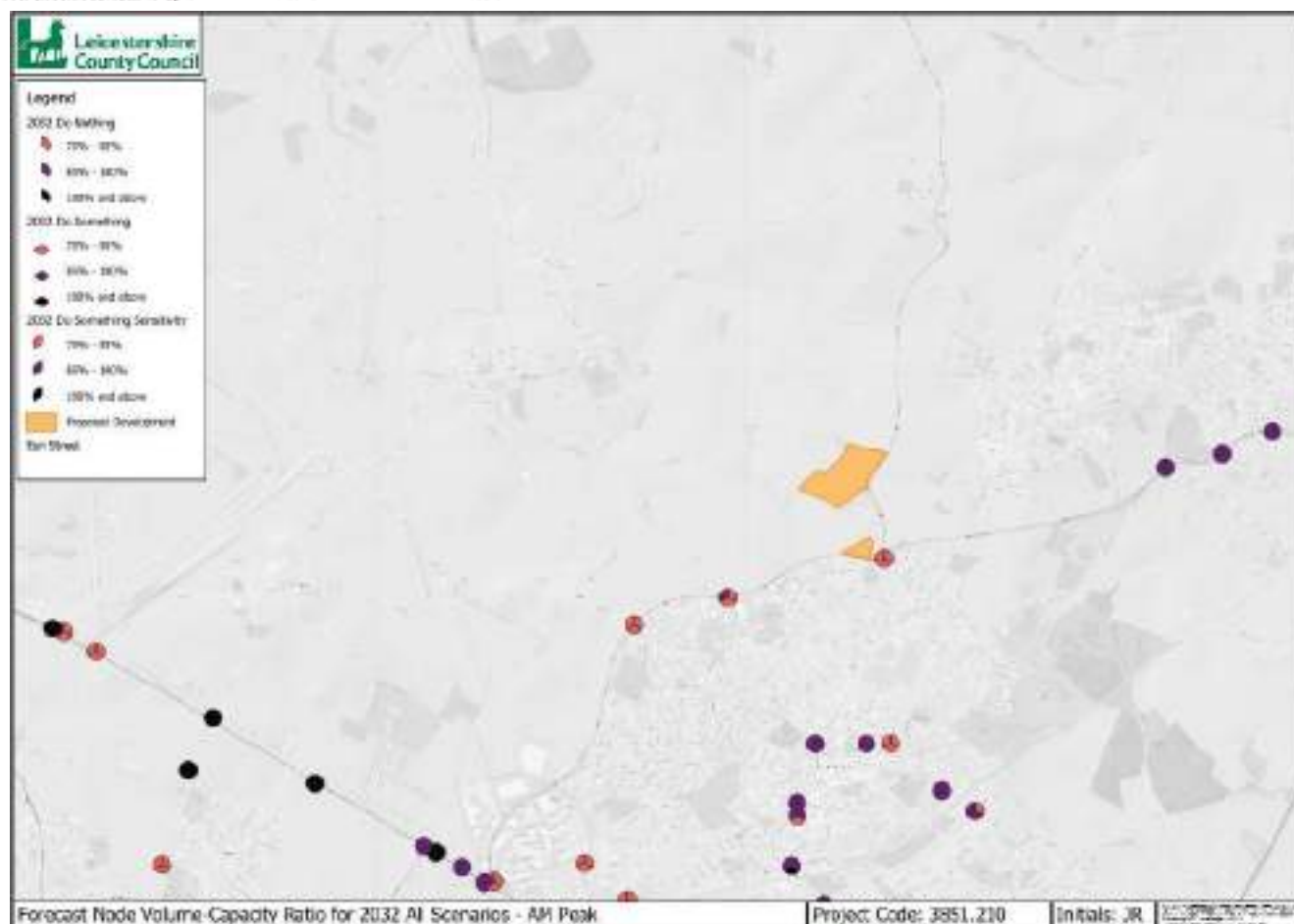


Figure 3.38: Forecast Node Volume-Capacity Ratio for 2032 All Scenarios - AM Peak Hour

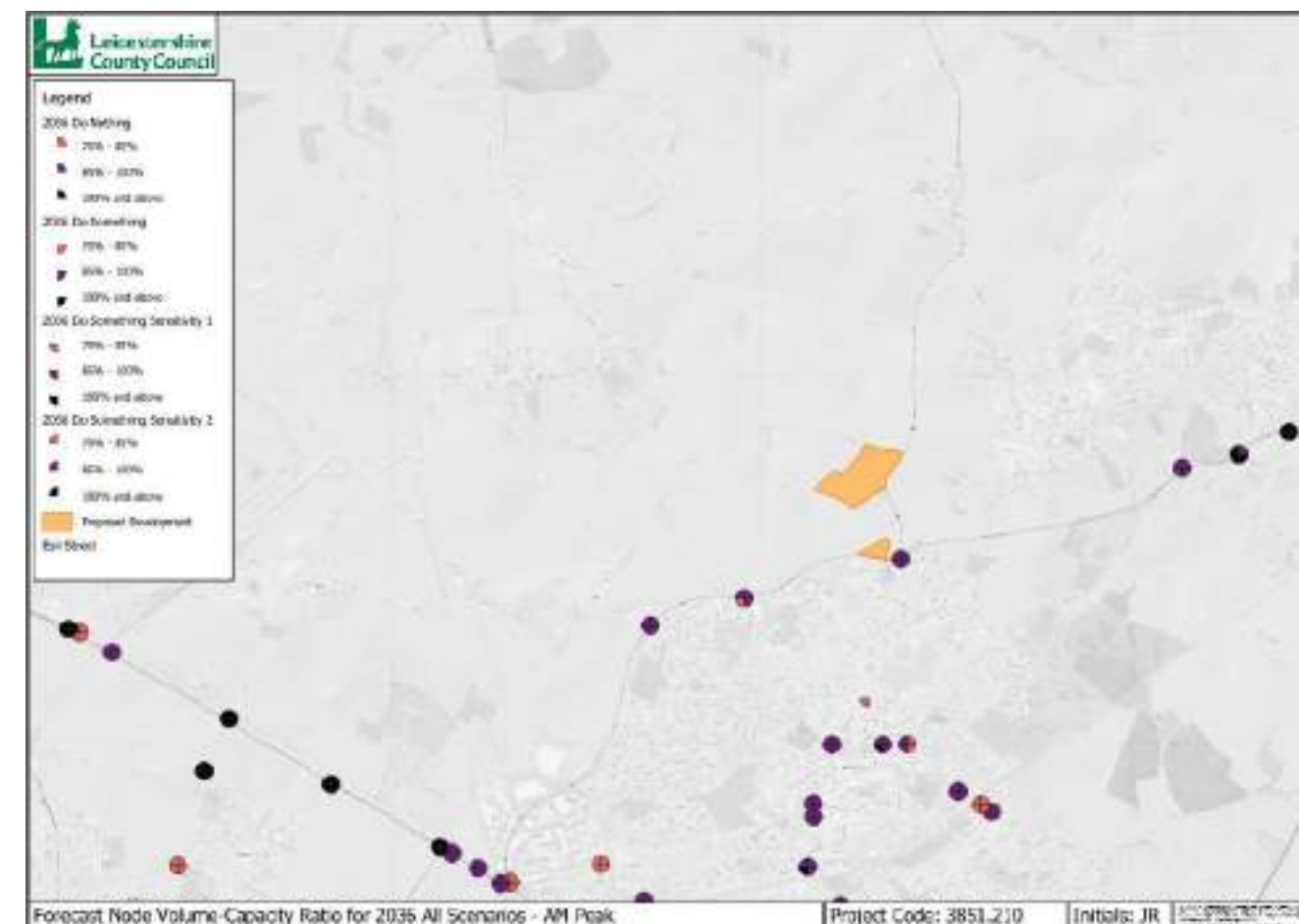


Figure 3.40: Forecast Node Volume-Capacity Ratio for 2036 All Scenarios - AM Peak Hour

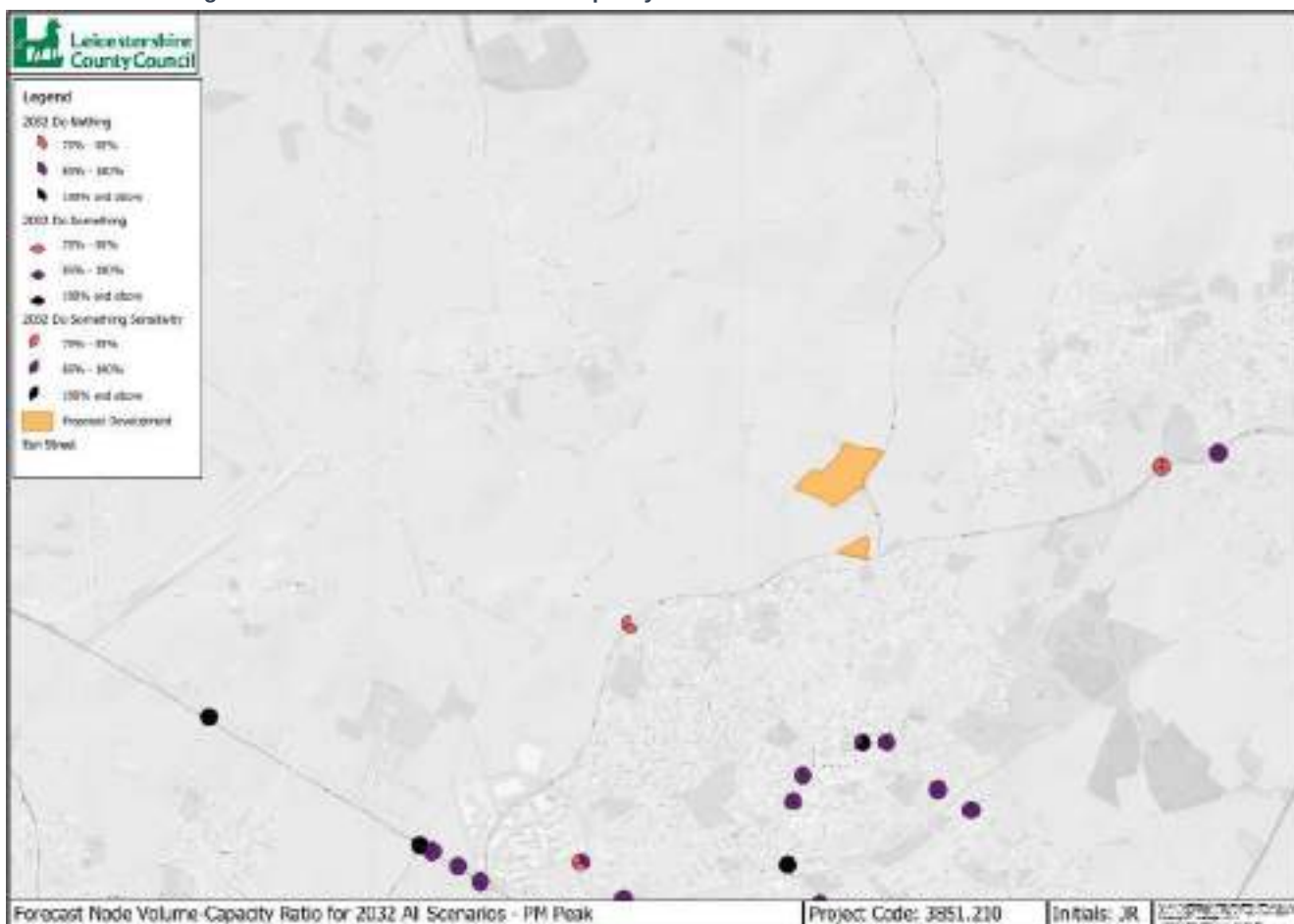


Figure 3.39: Forecast Node Volume-Capacity Ratio for 2032 All Scenarios - PM Peak Hour

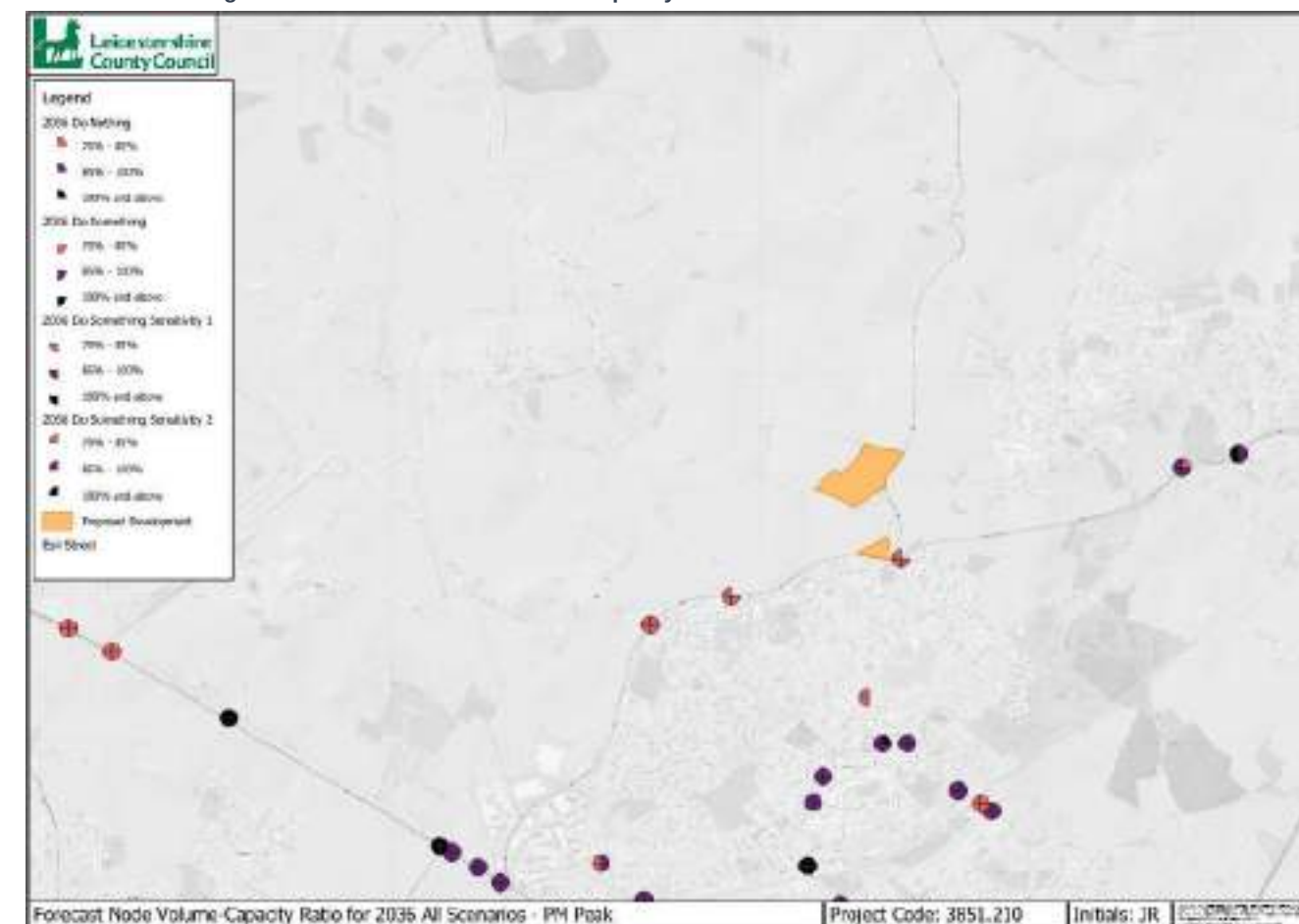


Figure 3.41: Forecast Node Volume-Capacity Ratio for 2036 All Scenarios - PM Peak Hour

4. Summary

4.1. Summary of Assessment

- 4.1.1. Using the PRTM, forecasts have been undertaken to produce the 2024, 2026, 2032 and 2036 'Do Nothing' and 'Do Something' scenarios for the AM and PM Peak hours for the strategic assessment of the proposed development at Land North of Normandy Way, Hinckley.
- 4.1.2. The points below provide a summary of the key findings for the assessment of the proposed development.
- 4.1.3. Development trips are forecast to route via the following roads:
 - route south via the B4667 Ashby Road, towards Hinckley, Burbage, the M69 and the A5
 - route east via the A47 Normandy Way towards Earl Shilton and Leicester City and the B581 Station Road towards Stoney Stanton and beyond
 - route south-west via the A47 Normandy Way and Higham Lane towards Nuneaton
 - route north-west via the A447 Ashby Road and Rogues Lane towards Stoke Golding and the A5
 - route north via the A447 Ashby Road to Stapleton and beyond
- 4.1.4. In 2026, the forecast flow changes are largest along roads in the immediate vicinity of the proposed development. This includes Stoke Road, Ashby Road, A47 Normandy Way Eastbound, Ashby Road Northbound from Rogues Lane junction and Rogues Lane Eastbound.
- 4.1.5. The forecast flow change in 2032 between 'Do Something Sensitivity' and 'Do Something' for the AM and PM Peak hours are largest in the immediate vicinity of the proposed development. In the AM Peak hour there is a slight change in routing of traffic, with a decrease in flow on Normandy Way and an increase in flow on Tudor Road and Stoke Road due to the Phase 2 development (65 dwellings). There is little flow change in the PM Peak hour.
- 4.1.6. The forecast flow change in 2036 between 'Do Something' and 'Do Nothing' for the AM and PM Peak hours are largest in the immediate vicinity of the proposed development. This indicates the level of impact on traffic flows as a result of the proposed development (Plot 1 and Plot 2 fully built out). In both the AM and PM Peak hours there is a reduction in flow (86 seconds (AM) and 43 seconds (PM)) on Ashby Road Southbound between the junction with Rogues Lane and the Plot 2 proposed development access. In the PM Peak hour there is an increase of 96 PCUs on Ashby Road Northbound between the junction with the A47 and the Plot 2 proposed development access.
- 4.1.7. The forecast flow change in 2036 between 'Do Something Sensitivity 1' and 'Do Something' for the AM and PM Peak hours are largest in the immediate vicinity of the proposed development. In both the AM and PM Peak hours there is a flow reduction on the A47 Normandy Way between the Stoke Road junction and Phase 2 site access as a result of the inclusion of the Phase 2 development and associated spine road linking the Phase 1 and Phase 2 developments which sees an increase in trips.
- 4.1.8. The forecast flow change in 2036 between the 'Do Something Sensitivity 2' and 'Do Something Sensitivity 2' scenarios for the AM and PM Peak hour are largest in the vicinity of the proposed development. These illustrate the cumulative impact of Phase 1, Phase 2 and the proposed Phase 3 development fully built out and with the full development spine road connecting Stoke Road and Ashby Road in place. In both the AM and PM Peak hour there is a further reduction in the number of trips on the A47 Normandy Way between the Stoke Road junction and Ashby Road junction. Also, a reduction of trips routing via Rogues Lane and Stoke Road alongside an increase in flow on the development spine road.
- 4.1.9. In addition, many trips external to the development are routing via the spine road rather than using the A47 / Ashby Road junction. Table 3.1 details the origin of trips routing via the spine road (section between Phase 2 and Phase 3, Plot 2) for the 2036 'Do Something Sensitivity 2' scenario.
- 4.1.10. The Area of Influence has been identified by identifying links forecast to change by more than $\pm 5\%$ flow and ± 30 PCUs between the 2029 'Do Nothing' and 'Do Something' scenarios in either the AM or PM Peak hour. The forecast Area of Influence includes:
 - A47 Normandy Road

- A447 Hinckley Road
- A447 Ashby Road
- B4667 Ashby Road
- Stoke Road
- Rogues Lane
- Hinckley Road
- Mill Street
- Church Lane
- The Common
- B590 Leicester Road
- Main Street (Stoke Golding)
- Wood Lane
- Sutton Lane
- Fenn Lanes
- Northfield Road
- Westfield Road

- 4.1.11. In all the 'Do Something' and 'Do Something Sensitivity' scenarios there are no significant delay differences in the area directly surrounding the development. In 2032 and 2036, there is a slight increase in delay around the Plot 2 development access although no delay change >10 seconds.
- 4.1.12. In the 'Do Nothing' scenarios, the following junctions, in close proximity to the development, flag as having a forecast volume-capacity of over 85%:
- A47 Normandy Way / Ashby Road junction in the AM Peak hour in 2024, 2026 and 2036 and the PM Peak hour in 2024 and 2026
 - A47 Normandy Road / Stoke Road junction in the AM Peak hour in 2036.
- 4.1.13. In 2026, the Ashby Road / Normandy Way junction has a volume-capacity ratio of over 85% in all scenarios in the AM and is over 85% in the 'Do Nothing' and 'Do Something 1' PM Peak hour scenario, increasing to over 100% volume-capacity in the 'Do Something 2' scenario.
- 4.1.14. In 2032, at the Stoke Road / A47 Normandy Way junction the volume-capacity exceeds 85% in the 'Do Something Sensitivity' scenario in the AM Peak hour. In the PM Peak hour, there are no junctions near the development with a maximum volume-capacity ratio over 85%.
- 4.1.15. In 2036, at the Ashby Road / A47 Normandy Way junction the volume-capacity exceeds 85% in all scenarios in the AM Peak hour. The Stoke Road / A47 Normandy Way junction volume-capacity exceeds 85% in the 'Do Nothing', 'Do Something' and 'Do Something Sensitivity 2' scenarios in the AM Peak hour. In the PM Peak hour, there are no junctions near the development with a maximum volume-capacity ratio over 85%.
- 4.1.16. Due to the strategic nature of the PRTM, not all roads are modelled, and the results should be interpreted with that in mind.



5. Contact Details

We trust that our report meets your expectations and look forward to working with you again soon.

If you have any questions, please do not hesitate to contact:

Laura Good
Framework Manager
Network Data & Intelligence
Environment & Transport Department
Leicestershire County Council

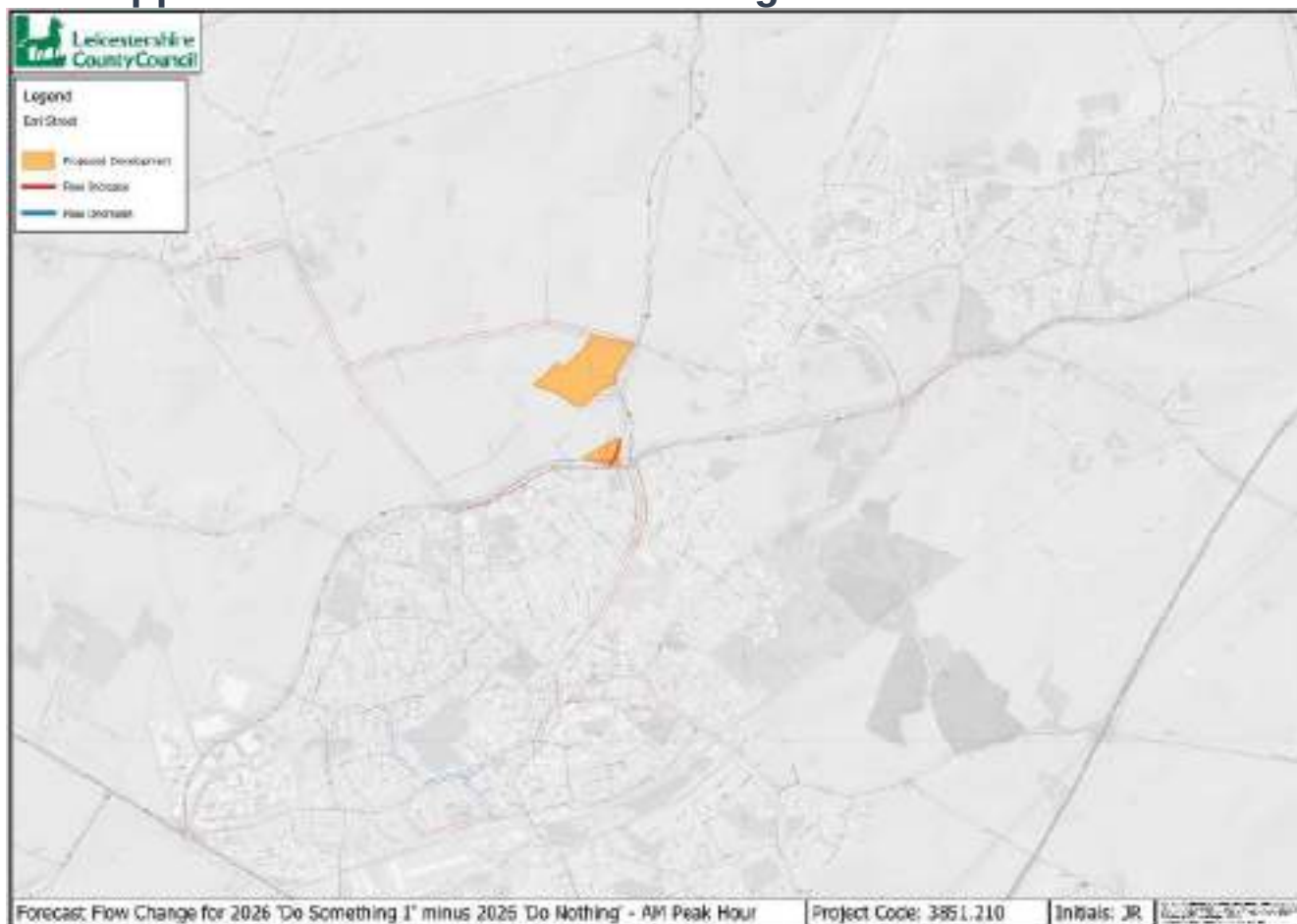
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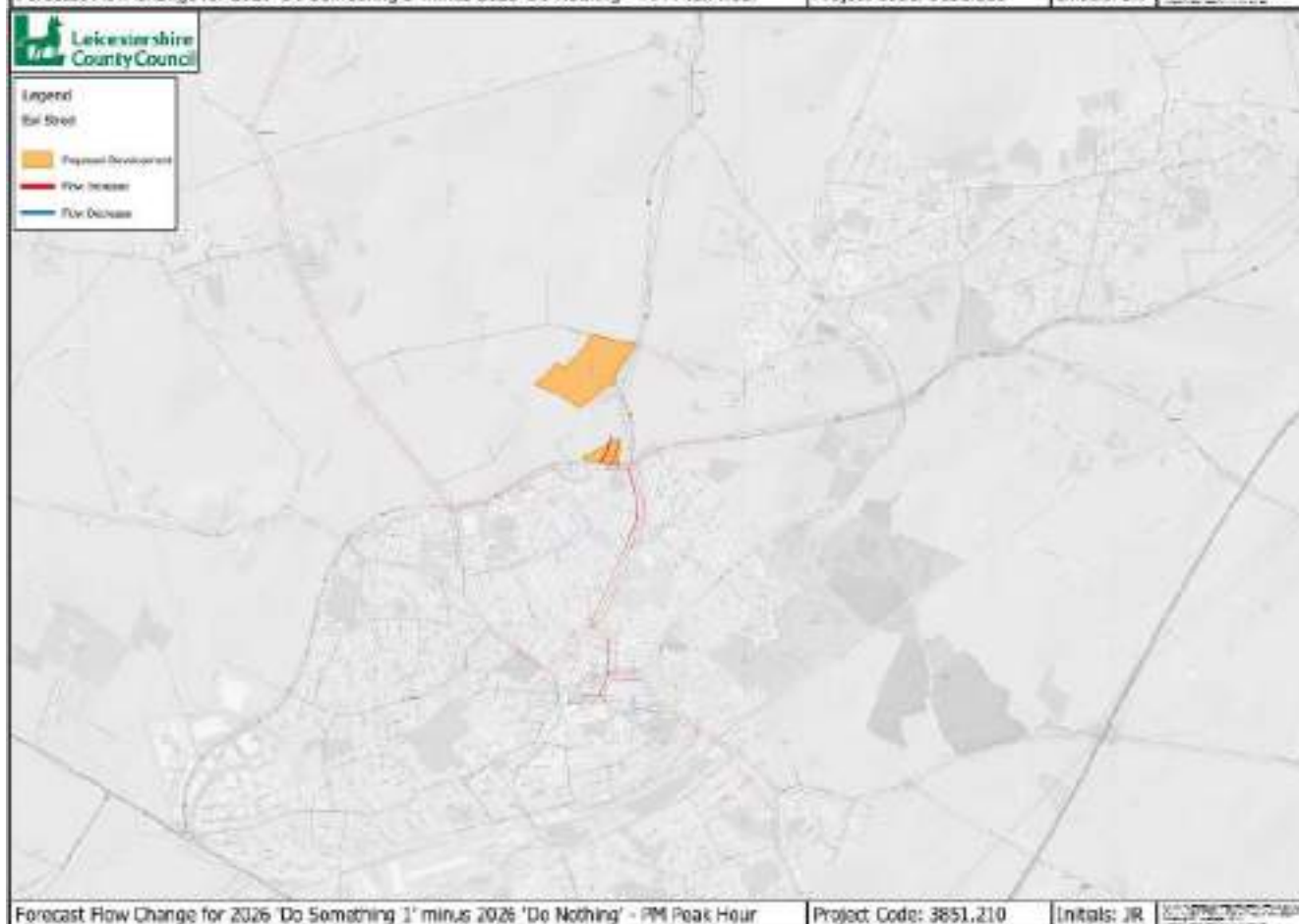
6. Appendix A – 2026 ‘Do Something 1’ Flow Difference



Project Code: 3851.210

Initials: JR

30/09/2024



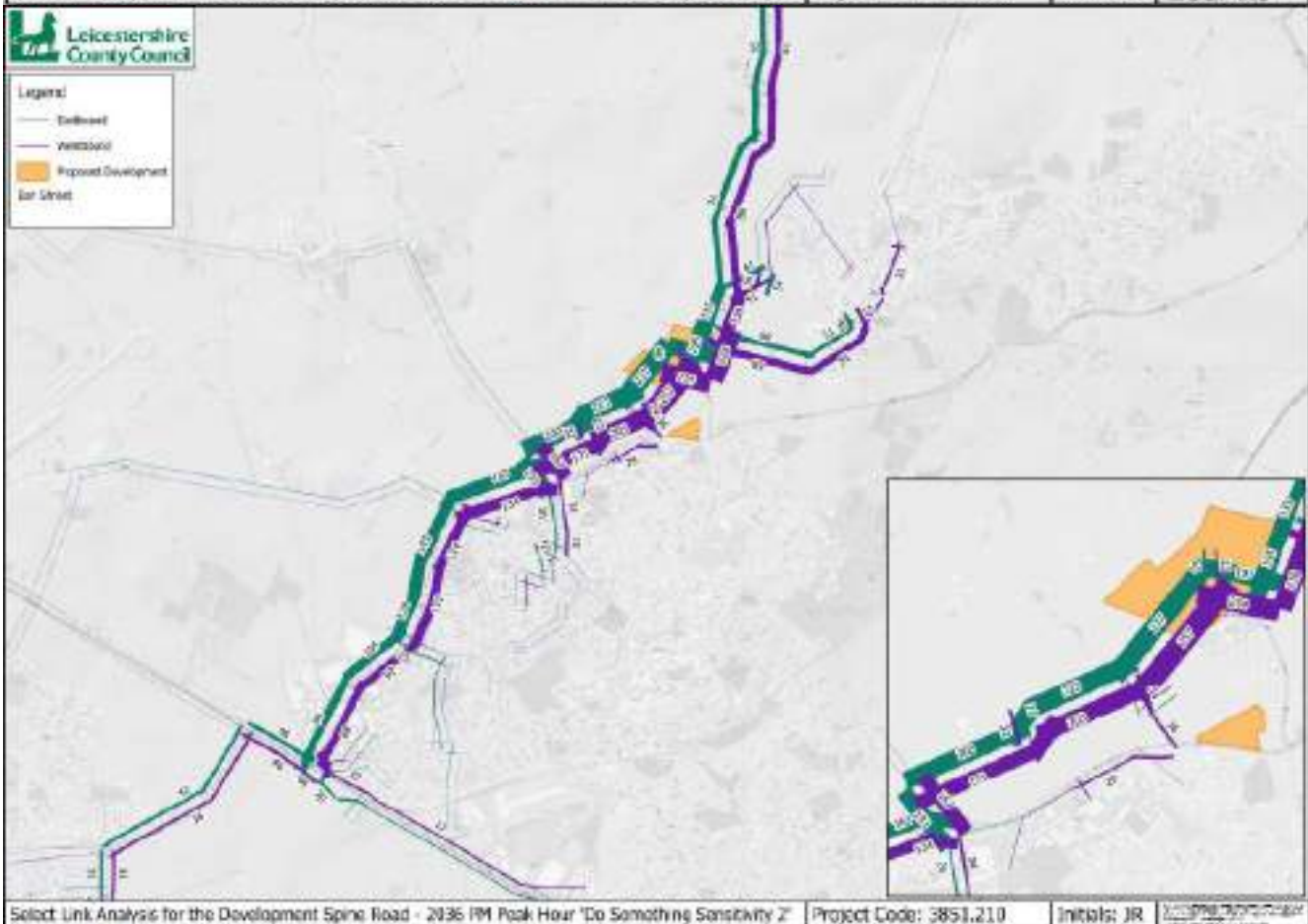
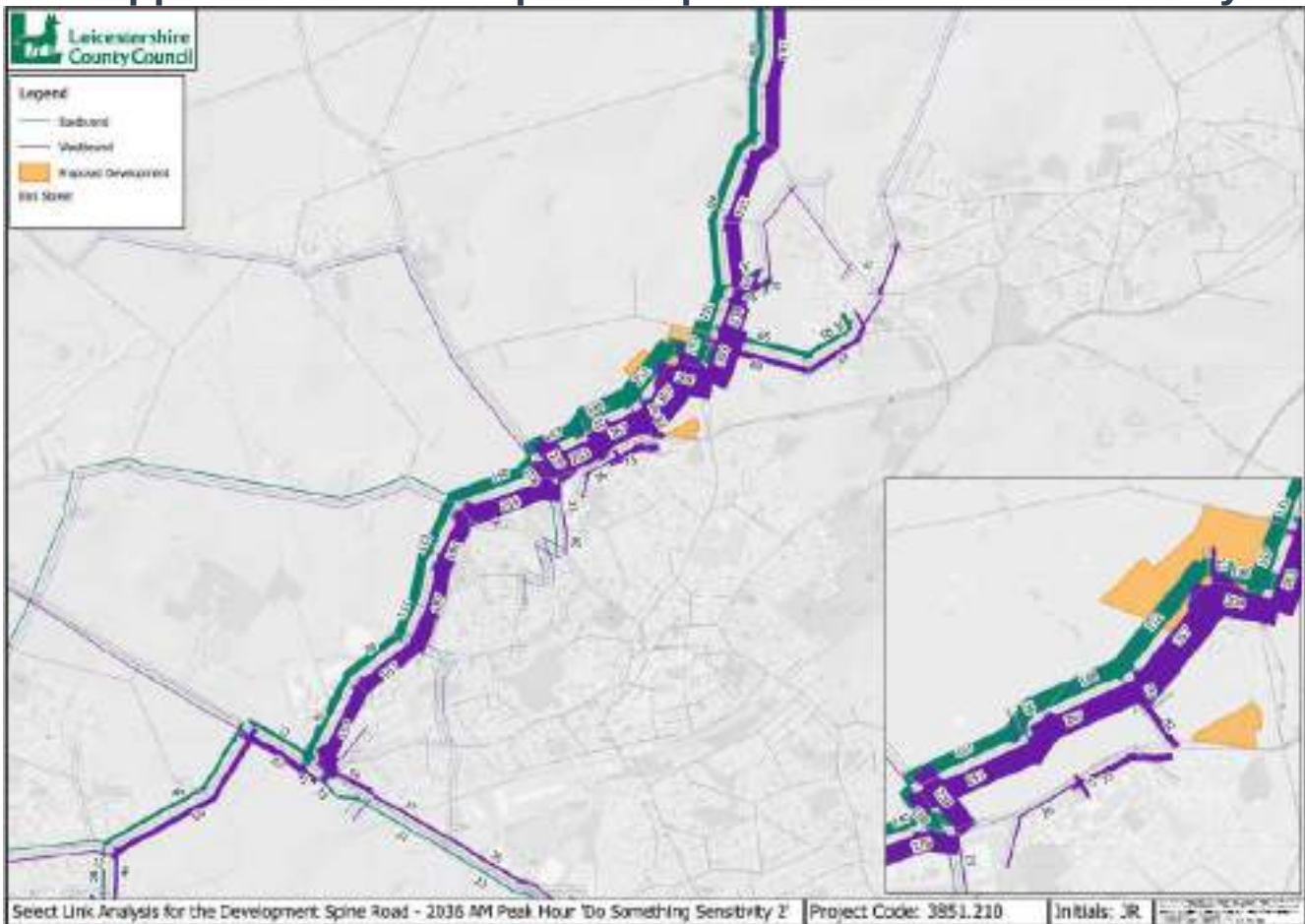
Project Code: 3851.210

Initials: JR

30/09/2024

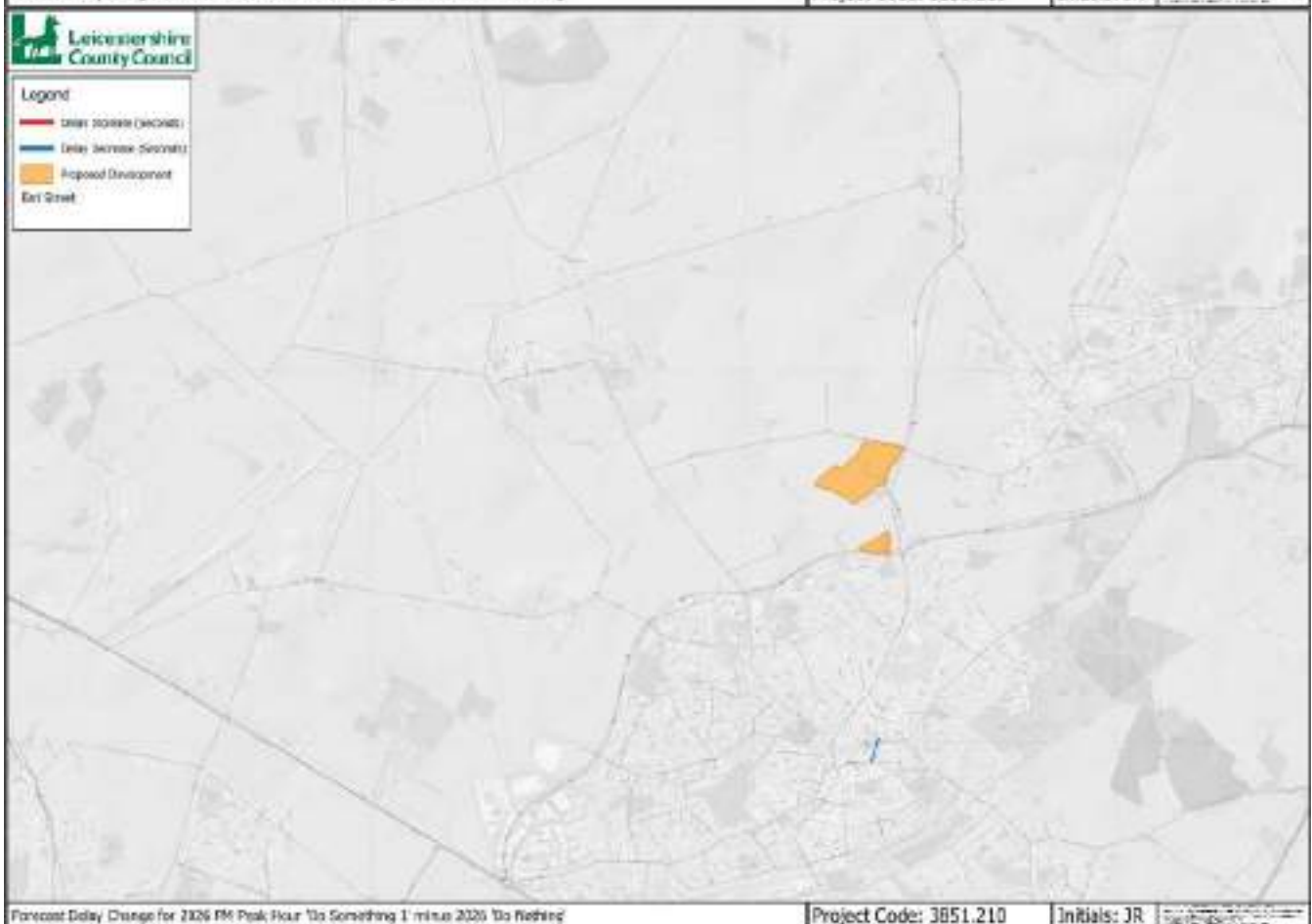
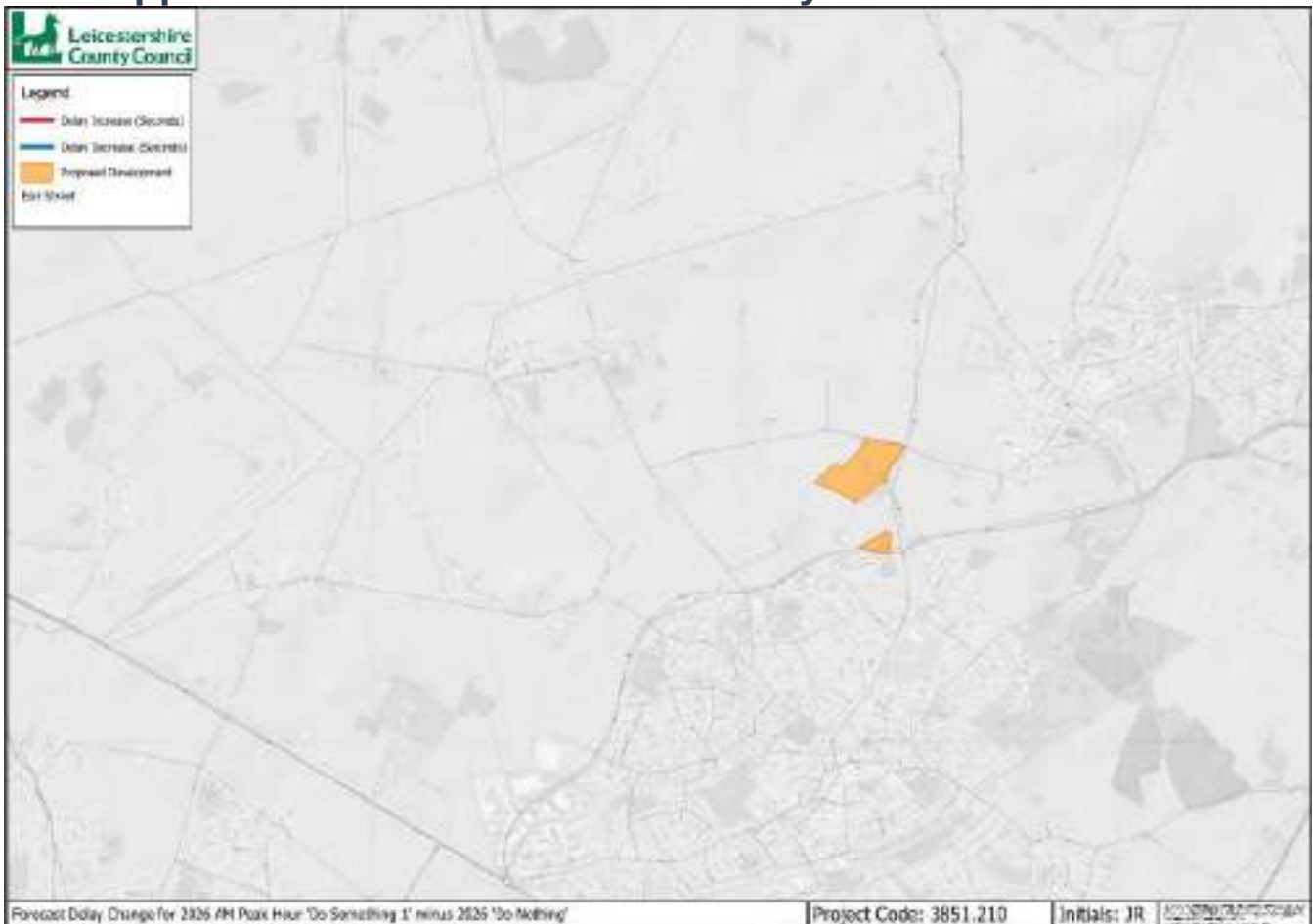


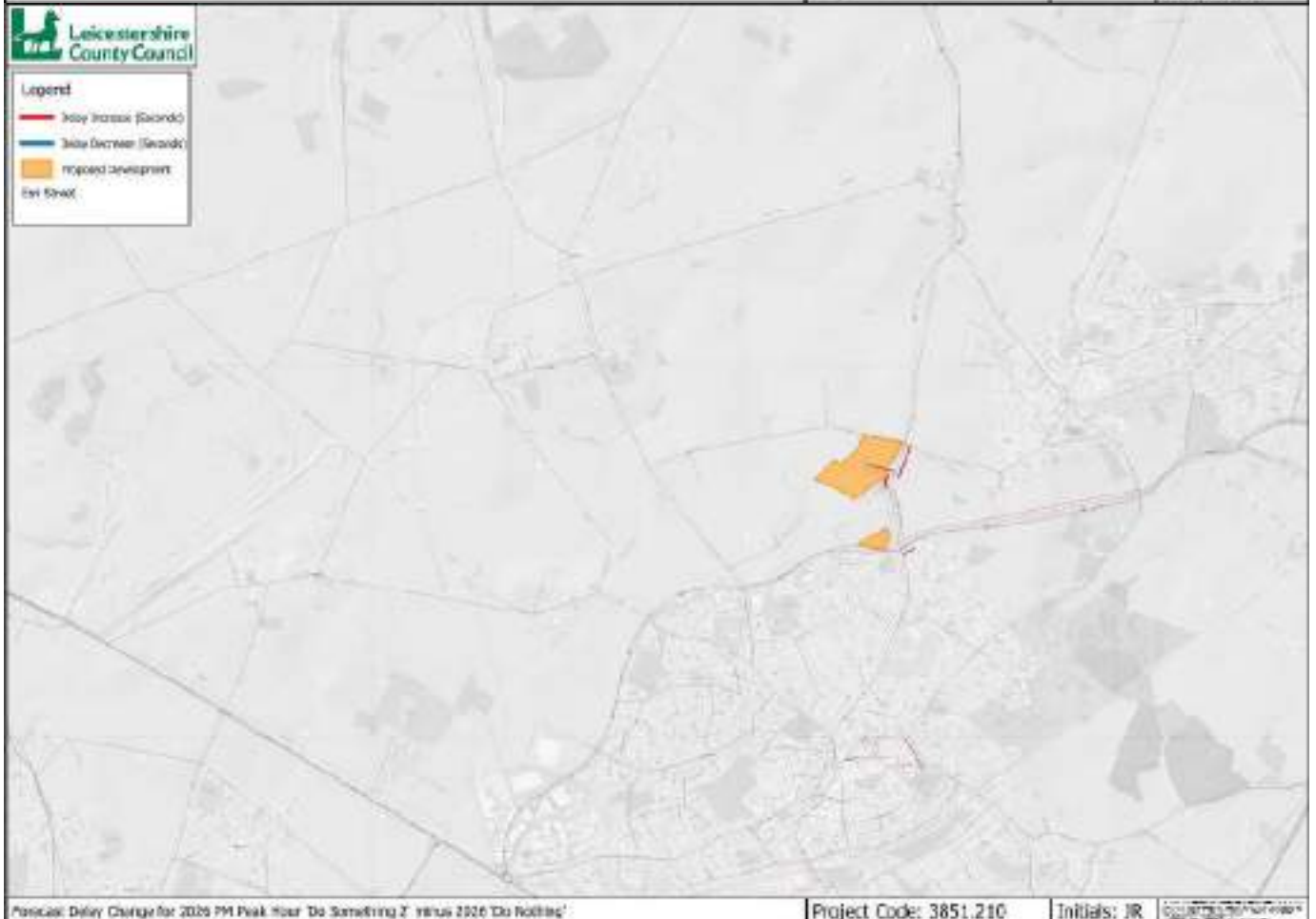
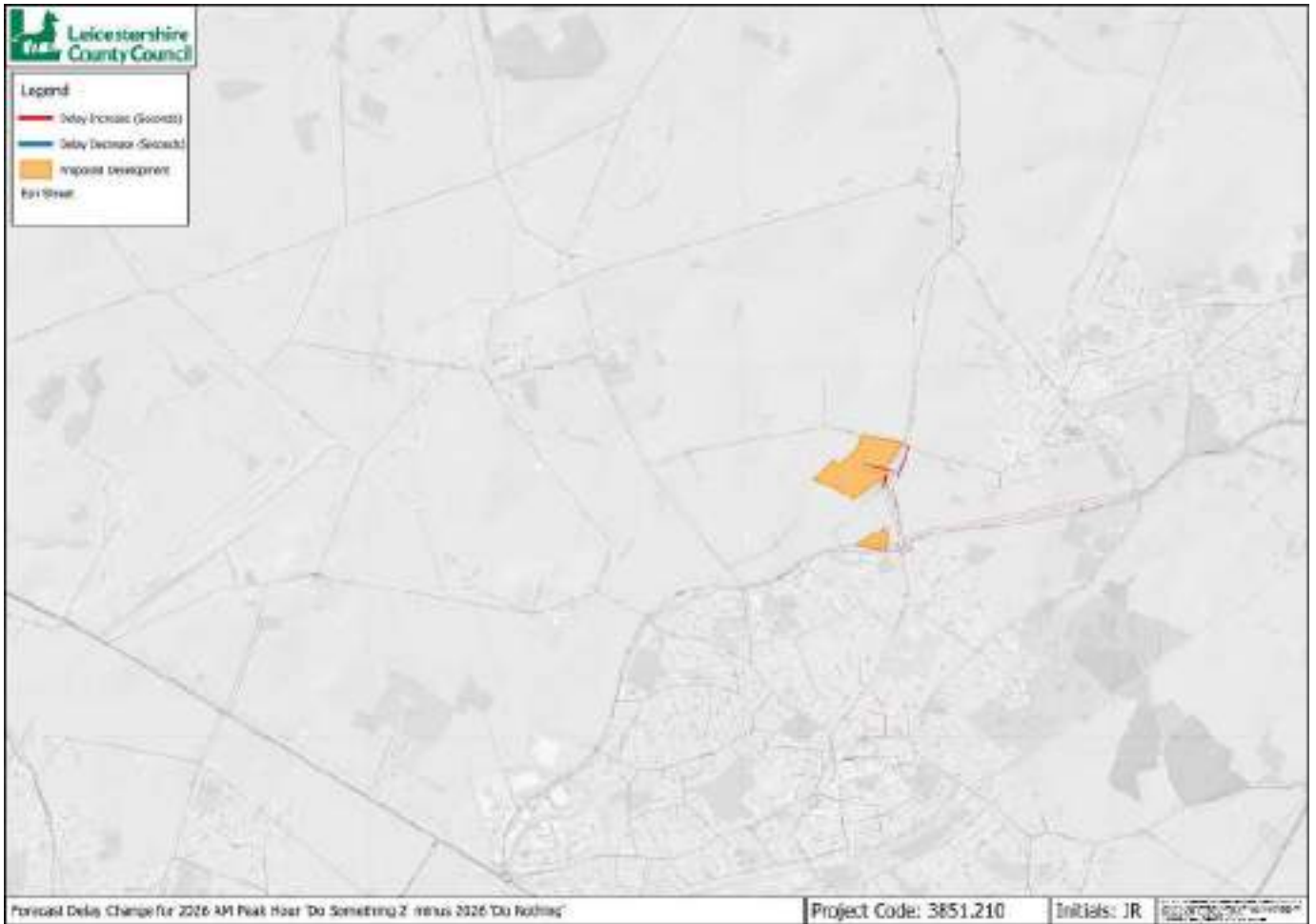
7. Appendix B – Development Spine Road Select Link Analysis





8. Appendix C – 2026 Scenarios: Delay Difference





Appendix H: Turning Count Output (February 2025)



Intelligent Data Collection Limited Hinckley

Client:	Pell Frischmann
Project Number:	ID-0125-0126
Junction Number:	Site 1
Date of Survey:	12.02.2025
Junction Name:	A447 Ashby Road / A47 Normandy Way / B4667 Ashby Road
Junction Type:	Crossroads

Revision	Rev A			
Date	19.02.2025			
Prepared by	Robyn Short			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID-0125-0126			
File Ref	ID-0125-0126 Hinckley - MCC Site 1 - 12.02.2025			

[illegible]

Intelligent Data Collection Limited

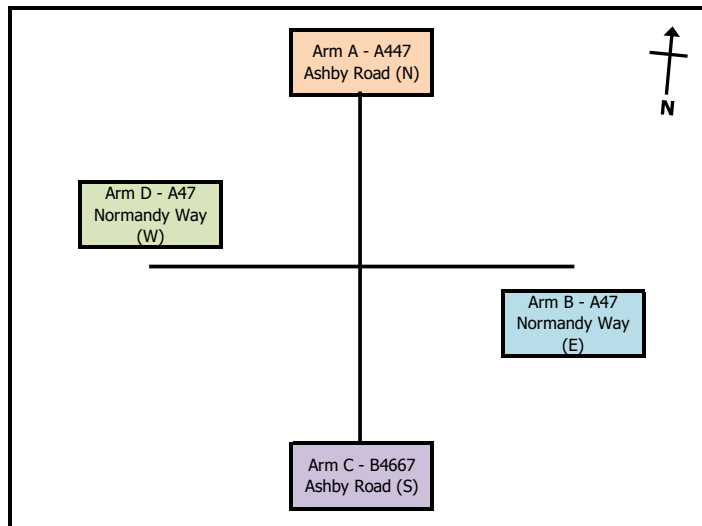


Client: Pell Frischmann
Project Number: ID-0125-0126
Junction Number: Site 1

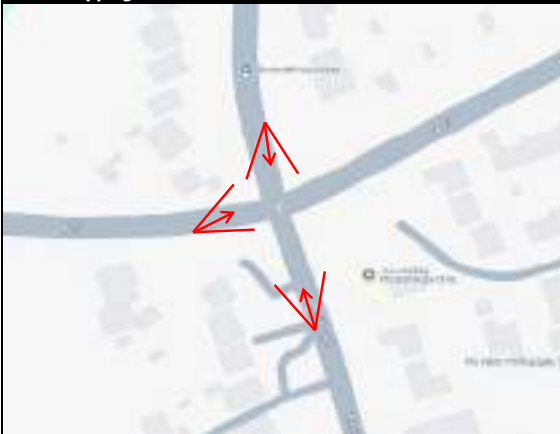
Date of Survey: 12.02.2025
Junction Name: A447 Ashby Road / A47 Normandy Way / B4667 Ashby Road
Junction Type: Crossroads

X Coordinate	Y Coordinate	Google Maps Link
52.5575560471865	-1.3657329600125336	Click Here
AM Peak Conditions	PM Peak Conditions	
Clear	Clear	

Junction Layout

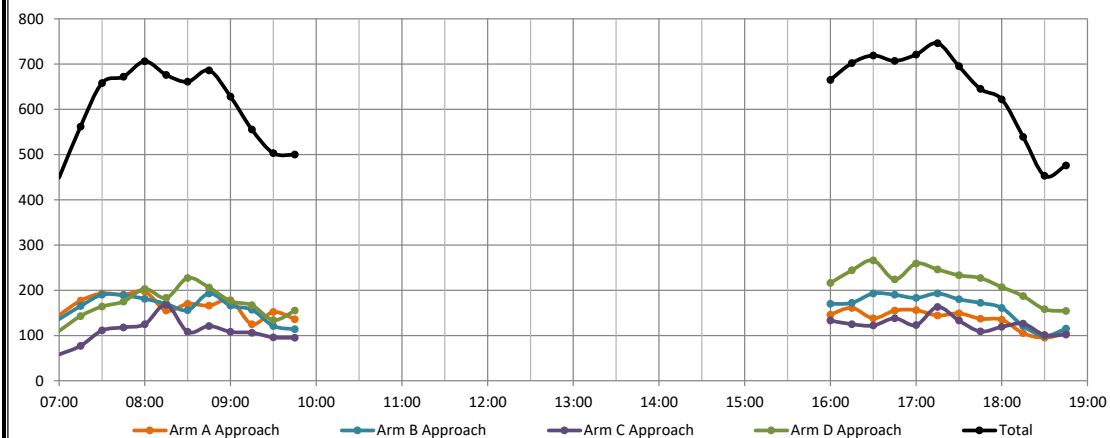


Aerial Mapping and On-site Camera View



Junction Flow Profile

Arm Approach Flows (All Vehicles)



Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events):

Intelligent Data Collection Limited

Client: Pell Frischmann
Project Number: ID-0125-0126
Junction Number: Site 1

Date of Survey: 12.02.2025
Junction Name: A447 Ashby Road / A47 Normandy Way / B4667 Ashby Road
Junction Type: Crossroads

Arm A: A447 Ashby Road (N)
Arm B: A47 Normandy Way (E)

Arm C: B4667 Ashby Road (S)
Arm D: A47 Normandy Way (W)



	A to A								A to D								A to C										
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total			
07:00								0	47	12	3	2	0	0	0	64	63	6	1	2	0	0	73				
07:15								0	57	18	4	0	0	0	0	79	72	13	2	0	3	0	90				
07:30								0	66	17	3	1	0	1	0	88	84	8	1	0	2	1	96				
07:45								0	67	14	4	0	0	1	0	86	91	7	0	1	0	0	99				
08:00								0	60	15	5	1	0	0	0	81	101	9	2	1	1	0	114				
08:15								0	52	5	2	4	0	0	0	63	65	11	2	3	1	0	82				
08:30								0	69	11	1	4	0	1	0	86	65	10	1	1	0	1	78				
08:45								0	56	9	1	3	0	0	0	69	77	6	0	1	2	0	86				
09:00								0	42	6	0	3	0	0	0	51	102	13	2	1	3	0	121				
09:15								0	45	7	0	2	0	0	0	54	58	4	1	0	0	0	64				
09:30								0	44	11	3	3	0	0	0	61	69	11	1	0	1	0	82				
09:45								0	39	7	1	0	0	0	0	47	68	7	1	1	2	0	79				
16:00								0	34	11	2	1	0	0	0	48	72	10	1	0	1	1	85				
16:15								0	47	9	0	0	0	1	0	57	80	9	0	1	2	0	92				
16:30								0	33	5	2	3	0	0	0	43	75	11	0	0	1	0	87				
16:45								0	45	10	1	3	0	0	0	59	66	8	0	0	1	0	75				
17:00								0	60	8	1	0	0	0	0	69	69	8	0	0	0	1	78				
17:15								0	47	7	1	0	0	1	0	56	68	10	0	0	2	1	81				
17:30								0	45	6	0	0	0	0	0	51	72	13	0	0	1	1	87				
17:45								0	45	7	0	0	0	1	0	53	60	7	1	0	2	0	70				
18:00								0	53	3	0	0	0	0	0	56	63	6	0	0	0	1	70				
18:15								0	40	0	0	0	0	1	0	41	48	2	0	0	1	2	53				
18:30								0	29	5	1	1	0	0	0	36	46	7	0	0	1	0	54				
18:45								0	42	3	0	0	0	0	0	45	51	2	0	0	2	0	55				
Start Time	Rolling Hour								Total	Rolling Hour								Total	Rolling Hour								Total
07:00	0	0	0	0	0	0	0	0	237	61	14	3	0	2	0	317	310	34	4	2	7	1	0	358			
07:15	0	0	0	0	0	0	0	0	250	64	16	2	0	2	0	334	348	37	5	2	6	1	0	399			
07:30	0	0	0	0	0	0	0	0	245	51	14	6	0	2	0	318	341	35	5	4	1	0	391				
07:45	0	0	0	0	0	0	0	0	248	45	12	9	0	2	0	316	322	37	5	6	2	1	0	373			
08:00	0	0	0	0	0	0	0	0	237	40	9	12	0	1	0	299	308	36	5	6	4	1	0	360			
08:15	0	0	0	0	0	0	0	0	219	31	4	14	0	1	0	269	309	40	5	6	6	1	0	367			
08:30	0	0	0	0	0	0	0	0	212	33	2	12	0	1	0	260	302	33	4	3	5	1	1	349			
08:45	0	0	0	0	0	0	0	0	187	33	4	11	0	0	0	235	306	34	4	2	6	0	1	353			
09:00	0	0	0	0	0	0	0	0	170	31	4	8	0	0	0	213	297	35	5	2	6	0	1	346			
16:00	0	0	0	0	0	0	0	0	159	35	5	7	0	1	0	207	293	38	1	1	5	1	0	339			
16:15	0	0	0	0	0	0	0	0	185	32	4	6	0	1	0	228	290	36	0	1	4	1	0	332			
16:30	0	0	0	0	0	0	0	0	185	30	5	6	0	1	0	227	278	37	0	0	4	2	0	321			
16:45	0	0	0	0	0	0	0	0	197	31	3	3	0	1	0	235	275	39	0	0	4	3	0	321			
17:00	0	0	0	0	0	0	0	0	197	28	2	0	0	2	0	229	269	38	1	0	5	3	0	316			
17:15	0	0	0	0	0	0	0	0	190	23	1	0	0	2	0	216	263	36	1	0	5	3	0	308			
17:30	0	0	0	0	0	0	0	0	183	16	0	0	0	2	0	201	243	28	1	0	4	4	0	280			
17:45	0	0	0	0	0	0	0	0	167	15	1	1	0	2	0	186	217	22	1	0	4	3	0	247			
18:00	0	0	0	0	0	0	0	0	164	11	1	1	0	1	0	178	208	17	0	0	4	3	0	232			

Intelligent Data Collection Limited

Client: Pell Frischmann
Project Number: ID-0125-0126
Junction Number: Site 1

Date of Survey: 12.02.2025
Junction Name: A447 Ashby Road / A47 Normandy Way / B4667 Ashby Road
Junction Type: Crossroads

Arm A: A447 Ashby Road (N)
Arm B: A47 Normandy Way (E)

Arm C: B4667 Ashby Road (S)
Arm D: A47 Normandy Way (W)



Time	A to B								B to B								B to A							
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	3	2	1	2	0	0	0	8	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	4
07:15	5	0	3	0	0	0	0	8	0	2	1	2	1	0	0	6	2	1	2	1	0	0	0	6
07:30	8	1	0	0	0	0	0	9	0	3	0	1	1	0	0	5	3	0	1	1	0	0	0	5
07:45	2	1	1	1	0	0	0	5	0	16	0	0	0	0	0	16	0	0	0	0	0	0	0	16
08:00	2	0	0	0	0	0	0	2	0	11	1	1	1	0	0	14	0	1	1	1	0	0	0	14
08:15	7	1	0	2	0	0	0	10	0	12	0	0	0	0	0	12	0	0	0	0	0	0	0	12
08:30	4	2	0	0	0	0	0	6	0	4	1	1	1	0	0	7	0	4	1	1	0	0	0	7
08:45	7	0	0	4	0	0	0	11	0	5	0	0	0	0	0	5	0	0	0	0	0	0	0	5
09:00	4	0	1	1	0	0	0	6	0	7	0	1	0	0	0	8	0	0	1	0	0	0	0	8
09:15	6	0	1	0	0	0	0	7	0	5	2	1	0	0	0	8	0	2	1	0	0	0	0	8
09:30	5	2	1	0	1	0	0	9	0	3	2	0	0	0	0	5	0	3	2	0	0	0	0	5
09:45	3	2	1	4	0	0	0	10	0	6	0	1	1	0	0	8	0	6	0	1	0	0	0	8
16:00	10	1	1	1	0	0	0	13	0	4	0	0	1	0	0	5	0	4	0	0	0	0	0	5
16:15	7	4	1	0	0	0	0	12	0	4	0	1	0	0	0	5	0	4	0	1	0	0	0	5
16:30	8	0	0	0	0	0	0	8	0	9	1	0	0	0	0	10	0	9	1	0	0	0	0	10
16:45	17	4	0	0	0	0	0	21	0	0	2	2	0	0	0	4	0	0	2	0	0	0	0	4
17:00	8	0	1	0	0	0	0	9	0	5	1	2	0	0	0	8	0	5	1	2	0	0	0	8
17:15	5	1	0	0	0	1	0	7	0	7	2	3	1	0	1	14	0	7	2	3	1	0	1	14
17:30	9	2	0	0	0	0	0	11	0	4	0	1	0	0	0	5	0	4	0	1	0	0	0	5
17:45	14	0	0	0	0	0	0	14	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1
18:00	8	1	0	0	0	0	0	9	0	6	1	1	0	0	0	8	0	6	1	1	0	0	0	8
18:15	7	2	0	1	1	0	0	11	0	5	1	0	0	0	0	6	0	5	1	0	0	0	0	6
18:30	4	1	0	0	0	0	0	5	0	5	0	0	0	0	0	5	0	5	0	0	0	0	0	5
18:45	5	0	0	0	0	0	0	5	0	5	0	0	0	0	0	5	0	5	0	0	0	0	0	5
Start Time	Rolling Hour								Rolling Hour								Rolling Hour							
Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	18	4	5	3	0	0	0	30	0	0	0	0	0	0	0	0	23	2	4	2	0	0	0	31
07:15	17	2	4	1	0	0	0	24	0	0	0	0	0	0	0	0	32	2	4	3	0	0	0	41
07:30	19	3	1	3	0	0	0	26	0	0	0	0	0	0	0	0	42	1	2	2	0	0	0	47
07:45	15	4	1	3	0	0	0	23	0	0	0	0	0	0	0	0	43	2	2	2	0	0	0	49
08:00	20	3	0	6	0	0	0	29	0	0	0	0	0	0	0	0	32	2	2	2	0	0	0	38
08:15	22	3	1	7	0	0	0	33	0	0	0	0	0	0	0	0	28	1	2	1	0	0	0	32
08:30	21	2	2	5	0	0	0	30	0	0	0	0	0	0	0	0	21	3	3	1	0	0	0	28
08:45	22	2	3	5	1	0	0	33	0	0	0	0	0	0	0	0	20	4	2	0	0	0	0	26
09:00	18	4	4	5	1	0	0	32	0	0	0	0	0	0	0	0	21	4	3	1	0	0	0	29
16:00	42	9	2	1	0	0	0	54	0	0	0	0	0	0	0	0	17	3	3	1	0	0	0	24
16:15	40	8	2	0	0	0	0	50	0	0	0	0	0	0	0	0	18	4	5	0	0	0	0	27
16:30	38	5	1	0	0	1	0	45	0	0	0	0	0	0	0	0	21	6	7	1	0	1	0	36
16:45	39	7	1	0	0	1	0	48	0	0	0	0	0	0	0	0	16	5	8	1	0	1	0	31
17:00	36	3	1	0	0	1	0	41	0	0	0	0	0	0	0	0	17	3	6	1	0	1	0	28
17:15	36	4	0	0	0	1	0	41	0	0	0	0	0	0	0	0	18	3	5	1	0	1	0	28
17:30	38	5	0	1	1	0	0	45	0	0	0	0	0	0	0	0	16	2	2	0	0	0	0	20
17:45	33	4	0	1	1	0	0	39	0	0	0	0	0	0	0	0	17	2	1	0	0	0	0	20
18:00	24	4	0	1	1	0	0	30	0	0	0	0	0	0	0	0	21	2	1	0	0	0	0	24

Intelligent Data Collection Limited



Client: Pell Frischmann Date of Survey: 12.02.2025
 Project Number: ID-0125-0126 Junction Name: A447 Ashby Road / A47 Normandy Way / B4667 Ashby Road
 Junction Number: Site 1 Junction Type: Crossroads
 Arm A: A447 Ashby Road (N) Arm C: B4667 Ashby Road (S)
 Arm B: A47 Normandy Way (E) Arm D: A47 Normandy Way (W)

Time	B to D								B to C								C to C							
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	90	18	0	1	1	0	0	110	18	4	0	0	0	0	0	22								0
07:15	105	30	2	0	1	0	0	138	16	3	2	0	0	0	0	21								0
07:30	126	21	3	0	1	0	0	151	29	5	0	0	0	0	0	34								0
07:45	118	25	2	2	0	1	0	148	22	3	0	0	0	0	0	25								0
08:00	120	21	4	2	0	0	0	147	19	1	0	0	0	0	0	20								0
08:15	114	12	1	6	0	1	0	134	21	2	0	1	0	0	0	24								0
08:30	106	10	2	2	1	0	0	121	23	5	0	0	0	0	0	28								0
08:45	119	20	2	1	1	0	0	143	41	2	0	0	2	0	0	45								0
09:00	99	16	0	3	0	0	0	118	35	4	0	0	0	1	0	40								0
09:15	90	11	4	5	0	0	0	110	33	5	1	0	0	0	0	39								0
09:30	76	6	3	0	0	0	0	85	31	0	0	0	0	0	0	31								0
09:45	62	8	3	3	0	0	0	76	27	2	1	0	0	0	0	30								0
16:00	110	15	1	1	0	0	0	127	35	3	0	0	0	0	0	38								0
16:15	115	13	0	3	1	0	0	132	31	3	1	0	0	0	0	35								0
16:30	122	15	0	2	0	0	0	139	39	4	1	0	0	0	0	44								0
16:45	116	18	1	0	0	0	0	135	40	10	0	0	1	0	0	51								0
17:00	116	10	1	2	1	1	0	131	37	7	0	0	0	0	0	44								0
17:15	127	14	0	1	0	0	0	142	31	6	0	0	0	0	0	37								0
17:30	126	11	0	1	0	0	0	138	36	1	0	0	0	0	0	37								0
17:45	108	12	0	1	0	2	0	123	39	9	0	0	0	0	0	48								0
18:00	110	6	0	1	0	0	0	117	33	3	0	0	0	0	0	36								0
18:15	81	6	1	1	0	0	0	89	24	2	0	0	0	0	0	26								0
18:30	63	6	1	1	0	1	0	72	20	2	0	0	0	0	0	22								0
18:45	77	6	0	2	0	0	0	85	23	2	0	0	0	0	0	25								0
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	439	94	7	3	3	1	0	547	85	15	2	0	0	0	0	102	0	0	0	0	0	0	0	0
07:15	469	97	11	4	2	1	0	584	86	12	2	0	0	0	0	100	0	0	0	0	0	0	0	0
07:30	478	79	10	10	1	2	0	580	91	11	0	1	0	0	0	103	0	0	0	0	0	0	0	0
07:45	458	68	9	12	1	2	0	550	85	11	0	1	0	0	0	97	0	0	0	0	0	0	0	0
08:00	459	63	9	11	2	1	0	545	104	10	0	1	2	0	0	117	0	0	0	0	0	0	0	0
08:15	438	58	5	12	2	1	0	516	120	13	0	1	2	1	0	137	0	0	0	0	0	0	0	0
08:30	414	57	8	11	2	0	0	492	132	16	1	0	2	1	0	152	0	0	0	0	0	0	0	0
08:45	384	53	9	9	1	0	0	456	140	11	1	0	2	1	0	155	0	0	0	0	0	0	0	0
09:00	327	41	10	11	0	0	0	389	126	11	2	0	0	1	0	140	0	0	0	0	0	0	0	0
16:00	463	61	2	6	1	0	0	533	145	20	2	0	1	0	0	168	0	0	0	0	0	0	0	0
16:15	469	56	2	7	2	1	0	537	147	24	2	0	1	0	0	174	0	0	0	0	0	0	0	0
16:30	481	57	2	5	1	1	0	547	147	27	1	0	1	0	0	176	0	0	0	0	0	0	0	0
16:45	485	53	2	4	1	1	0	546	144	24	0	0	1	0	0	169	0	0	0	0	0	0	0	0
17:00	477	47	1	5	1	3	0	534	143	23	0	0	0	0	0	166	0	0	0	0	0	0	0	0
17:15	471	43	0	4	0	2	0	520	139	19	0	0	0	0	0	158	0	0	0	0	0	0	0	0
17:30	425	35	1	4	0	2	0	467	132	15	0	0	0	0	0	147	0	0	0	0	0	0	0	0
17:45	362	30	2	4	0	3	0	401	116	16	0	0	0	0	0	132	0	0	0	0	0	0	0	0
18:00	331	24	2	5	0	1	0	363	100	9	0	0	0	0	0	109	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited



Client: Pell Frischmann Date of Survey: 12.02.2025
 Project Number: ID-0125-0126 Junction Name: A447 Ashby Road / A47 Normandy Way / B4667 Ashby Road
 Junction Number: Site 1 Junction Type: Crossroads
 Arm A: A447 Ashby Road (N) Arm B: A47 Normandy Way (E)
 Arm C: B4667 Ashby Road (S) Arm D: A47 Normandy Way (W)

Time	C to B								C to A								C to D							
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	12	3	0	1	0	0	0	16	29	3	2	0	1	0	0	35	6	1	0	0	0	0	0	7
07:15	20	2	1	0	0	0	0	23	32	7	2	0	1	0	0	42	12	0	0	0	0	0	0	12
07:30	15	2	1	0	0	0	0	18	53	8	1	0	2	1	0	65	22	5	0	0	0	1	0	28
07:45	22	4	0	0	0	0	0	26	62	14	2	0	1	0	0	79	9	3	1	0	0	0	0	13
08:00	20	5	0	0	2	0	0	27	66	8	0	0	2	0	0	76	18	4	0	0	0	0	0	22
08:15	32	7	2	0	0	0	0	41	74	7	0	1	2	0	0	84	38	4	0	1	0	0	0	43
08:30	15	3	0	0	0	0	0	18	53	9	3	0	1	0	0	66	20	4	0	0	0	0	0	24
08:45	19	5	0	0	0	0	0	24	51	8	3	0	1	0	0	63	27	6	0	1	0	0	0	34
09:00	32	4	0	0	1	0	0	37	43	9	0	0	0	0	0	52	16	2	0	0	1	0	0	19
09:15	21	6	0	0	0	0	0	27	44	5	2	0	2	1	0	54	22	2	1	0	0	0	0	25
09:30	24	8	0	0	1	0	0	33	28	6	1	0	1	1	0	37	21	4	1	0	0	0	0	26
09:45	10	2	0	0	0	0	0	12	44	6	2	0	1	0	0	53	26	4	0	0	0	0	0	30
16:00	35	1	0	0	0	0	0	36	65	11	0	0	0	0	0	76	20	0	0	0	0	1	0	21
16:15	30	3	0	0	0	0	0	33	53	8	1	0	1	1	0	64	25	2	1	0	0	0	0	28
16:30	39	7	0	0	0	1	0	47	49	6	1	0	1	0	0	57	18	0	0	0	0	0	0	18
16:45	33	4	0	0	0	0	0	37	66	9	2	0	0	0	0	77	19	5	0	0	0	0	0	24
17:00	35	3	0	0	0	0	0	38	61	9	0	0	2	0	0	72	10	3	0	0	0	0	0	13
17:15	50	1	0	0	0	0	0	51	77	7	0	0	1	0	0	85	27	0	0	0	0	0	0	27
17:30	35	7	0	0	0	0	0	42	56	9	0	0	1	0	0	66	22	0	0	0	0	3	0	25
17:45	34	1	0	0	0	0	0	35	54	3	0	0	0	1	0	58	16	0	0	0	0	0	0	16
18:00	41	5	0	0	0	0	0	46	52	4	0	1	2	1	0	60	10	3	0	0	0	0	0	13
18:15	39	1	0	0	0	0	0	40	58	3	0	0	3	0	0	64	20	1	0	1	0	0	0	22
18:30	32	2	0	0	0	0	0	34	40	2	0	0	0	0	0	42	25	0	0	0	0	0	0	25
18:45	24	3	0	0	0	0	0	27	46	1	0	0	1	0	0	48	26	1	0	0	0	0	0	27
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	69	11	2	1	0	0	0	83	176	32	7	0	5	1	0	221	49	9	1	0	0	1	0	60
07:15	77	13	2	0	2	0	0	94	213	37	5	0	6	1	0	262	61	12	1	0	0	1	0	75
07:30	89	18	3	0	2	0	0	112	255	37	3	1	7	1	0	304	87	16	1	1	0	1	0	106
07:45	89	19	2	0	2	0	0	112	255	38	5	1	6	0	0	305	85	15	1	1	0	0	0	102
08:00	86	20	2	0	2	0	0	110	244	32	6	1	6	0	0	289	103	18	0	2	0	0	0	123
08:15	98	19	2	0	1	0	0	120	221	33	6	1	4	0	0	265	101	16	0	2	1	0	0	120
08:30	87	18	0	0	1	0	0	106	191	31	8	0	4	1	0	235	85	14	1	1	1	0	0	102
08:45	96	23	0	0	2	0	0	121	166	28	6	0	4	2	0	206	86	14	2	1	1	0	0	104
09:00	87	20	0	0	2	0	0	109	159	26	5	0	4	2	0	196	85	12	2	0	1	0	0	100
16:00	137	15	0	0	0	1	0	153	233	34	4	0	2	1	0	274	82	7	1	0	0	1	0	91
16:15	137	17	0	0	0	1	0	155	229	32	4	0	4	1	0	270	72	10	1	0	0	0	0	83
16:30	157	15	0	0	0	1	0	173	253	31	3	0	4	0	0	291	74	8	0	0	0	0	0	82
16:45	153	15	0	0	0	0	0	168	260	34	2	0	4	0	0	300	78	8	0	0	0	3	0	89
17:00	154	12	0	0	0	0	0	166	248	28	0	0	4	1	0	281	75	3	0	0	0	3	0	81
17:15	160	14	0	0	0	0	0	174	239	23	0	1	4	2	0	269	75	3	0	0	0	3	0	81
17:30	149	14	0	0	0	0	0	163	220	19	0	1	6	2	0	248	68	4	0	1	0	3	0	76
17:45	146	9	0	0	0	0	0	155	204	12	0	1	5	2	0	224	71	4	0	1	0	0	0	76
18:00	136	11	0	0	0	0	0	147	196	10	0	1	6	1	0	214	81	5	0	1	0	0	0	87

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Client: Pell Frischmann
Project Number: ID-0125-0126
Junction Number: Site 1
Date of Survey: 12.02.2025
Junction Name: A447 Ashby Road / A47 Normandy Way / B4667 Ashby Road
Junction Type: Crossroads
Arm A: A447 Ashby Road (N)
Arm B: A47 Normandy Way (E)
Arm C: B4667 Ashby Road (S)
Arm D: A47 Normandy Way (W)

Time	D to D								D to C								D to B							
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00								0	7	0	0	0	0	0	0	7	56	15	3	2	0	0	0	76
07:15								0	1	0	0	0	0	0	0	1	79	17	1	0	0	0	0	97
07:30								0	4	0	0	0	0	0	0	4	98	12	1	2	0	0	0	113
07:45								0	2	3	0	0	0	0	0	5	89	14	2	6	1	0	0	112
08:00								0	6	0	0	0	0	0	0	6	123	14	1	1	1	0	0	140
08:15								0	17	0	0	0	0	0	0	17	101	20	3	1	0	1	0	126
08:30								0	17	1	0	0	0	0	0	18	125	21	1	2	0	0	0	149
08:45								0	12	2	1	0	0	0	0	15	114	20	2	2	4	0	0	142
09:00								0	20	7	0	0	0	0	0	27	73	18	2	4	0	0	0	97
09:15								0	16	2	0	0	0	0	0	18	91	9	2	5	6	0	0	113
09:30								0	9	3	0	1	0	0	0	13	65	12	4	3	0	0	0	84
09:45								0	14	2	0	0	0	0	0	16	73	15	2	1	0	1	0	92
16:00								0	18	1	0	0	0	0	0	19	119	12	0	1	0	1	0	133
16:15								0	13	1	0	0	0	0	0	14	121	24	5	3	0	2	0	155
16:30								0	11	0	0	0	0	0	0	11	153	16	1	1	0	1	0	172
16:45								0	11	0	0	0	0	0	0	11	123	10	3	1	0	0	0	137
17:00								0	14	0	0	0	0	0	0	14	143	11	1	2	0	0	0	157
17:15								0	9	0	0	0	0	0	0	9	136	18	3	1	0	0	0	158
17:30								0	18	0	0	0	0	0	0	18	140	6	1	0	1	0	0	148
17:45								0	18	0	0	1	0	0	0	19	142	10	0	0	0	0	0	152
18:00								0	26	0	0	0	0	0	0	26	116	7	0	0	0	0	0	123
18:15								0	17	1	0	0	0	0	0	18	105	8	0	2	0	2	0	117
18:30								0	16	0	0	0	0	0	0	16	96	4	0	0	0	2	0	102
18:45								0	11	1	0	0	0	0	0	12	95	6	0	0	0	0	0	101
Start Time	Rolling Hour								Rolling Hour								Rolling Hour							
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	0	0	0	0	0	0	0	0	14	3	0	0	0	0	0	17	322	58	7	10	1	0	0	398
07:15	0	0	0	0	0	0	0	0	13	3	0	0	0	0	0	16	389	57	5	9	2	0	0	462
07:30	0	0	0	0	0	0	0	0	29	3	0	0	0	0	0	32	411	60	7	10	2	1	0	491
07:45	0	0	0	0	0	0	0	0	42	4	0	0	0	0	0	46	438	69	7	10	2	1	0	527
08:00	0	0	0	0	0	0	0	0	52	3	1	0	0	0	0	56	463	75	7	6	5	1	0	557
08:15	0	0	0	0	0	0	0	0	66	10	1	0	0	0	0	77	413	79	8	9	4	1	0	514
08:30	0	0	0	0	0	0	0	0	65	12	1	0	0	0	0	78	403	68	7	13	10	0	0	501
08:45	0	0	0	0	0	0	0	0	57	14	1	1	0	0	0	73	343	59	10	14	10	0	0	436
09:00	0	0	0	0	0	0	0	0	59	14	0	1	0	0	0	74	302	54	10	13	6	1	0	386
16:00	0	0	0	0	0	0	0	0	53	2	0	0	0	0	0	55	516	62	9	6	0	4	0	597
16:15	0	0	0	0	0	0	0	0	49	1	0	0	0	0	0	50	540	61	10	7	0	3	0	621
16:30	0	0	0	0	0	0	0	0	45	0	0	0	0	0	0	45	555	55	8	5	0	1	0	624
16:45	0	0	0	0	0	0	0	0	52	0	0	0	0	0	0	52	542	45	8	4	1	0	0	600
17:00	0	0	0	0	0	0	0	0	59	0	0	1	0	0	0	60	561	45	5	3	1	0	0	615
17:15	0	0	0	0	0	0	0	0	71	0	0	1	0	0	0	72	534	41	4	1	1	0	0	581
17:30	0	0	0	0	0	0	0	0	79	1	0	1	0	0	0	81	503	31	1	2	1	2	0	540
17:45	0	0	0	0	0	0	0	0	77	1	0	1	0	0	0	79	459	29	0	2	0	4	0	494
18:00	0	0	0	0	0	0	0	0	70	2	0	0	0	0	0	72	412	25	0	2	0	4	0	443

Intelligent Data Collection Limited

Client: Pell Frischmann
 Project Number: ID-0125-0126
 Junction Number: Site 1
 Date of Survey: 12.02.2025
 Junction Name: A447 Ashby Road / A47 Normandy Way / B4667 Ashby Road
 Junction Type: Crossroads

Arm A: A447 Ashby Road (N)
 Arm B: A47 Normandy Way (E)

Arm C: B4667 Ashby Road (S)
 Arm D: A47 Normandy Way (W)



D to A								
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	20	6	1	0	0	0	0	27
07:15	36	6	2	1	0	0	0	45
07:30	36	8	1	1	0	1	0	47
07:45	43	9	2	4	0	0	0	58
08:00	45	8	3	1	0	0	0	57
08:15	31	8	0	1	0	0	0	40
08:30	49	9	2	0	0	0	0	60
08:45	40	5	3	1	0	0	0	49
09:00	33	15	1	0	0	3	0	52
09:15	30	4	1	1	0	0	0	36
09:30	27	4	4	2	0	0	0	37
09:45	31	8	4	4	0	0	0	47
16:00	49	9	3	2	0	1	0	64
16:15	65	8	0	0	0	2	0	75
16:30	72	11	0	0	0	0	0	83
16:45	64	6	3	2	0	1	0	76
17:00	78	9	0	0	0	1	0	88
17:15	66	7	2	3	0	1	0	79
17:30	57	8	0	2	0	0	0	67
17:45	53	3	0	0	0	0	0	56
18:00	53	5	0	0	0	0	0	58
18:15	43	7	0	2	0	0	0	52
18:30	36	3	0	1	0	0	0	40
18:45	37	2	0	2	0	0	0	41
Start Time	Rolling Hour							Total
07:00	135	29	6	6	0	1	0	177
07:15	160	31	8	7	0	1	0	207
07:30	155	33	6	7	0	1	0	202
07:45	168	34	7	6	0	0	0	215
08:00	165	30	8	3	0	0	0	206
08:15	153	37	6	2	0	3	0	201
08:30	152	33	7	2	0	3	0	197
08:45	130	28	9	4	0	3	0	174
09:00	121	31	10	7	0	3	0	172
16:00	250	34	6	4	0	4	0	298
16:15	279	34	3	2	0	4	0	322
16:30	280	33	5	5	0	3	0	326
16:45	265	30	5	7	0	3	0	310
17:00	254	27	2	5	0	2	0	290
17:15	229	23	2	5	0	1	0	260
17:30	206	23	0	4	0	0	0	233
17:45	185	18	0	3	0	0	0	206
18:00	169	17	0	5	0	0	0	191

Intelligent Data Collection Limited



Client: Pell Frischmann
Project Number: ID-0125-0126
Junction Number: Site 1
Date of Survey: 12.02.2025
Junction Name: A447 Ashby Road / A47 Normandy Way / B4667 Ashby Road
Junction Type: Crossroads

	Arm A Approach								Arm A Exit									
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		
07:00	113	20	5	5	2	0	0	145	51	10	4	0	1	0	0	66		
07:15	134	31	9	0	3	0	0	177	70	14	6	2	1	0	0	93		
07:30	158	26	4	1	2	2	0	193	92	16	3	2	2	2	0	117		
07:45	160	22	5	2	0	1	0	190	121	23	4	4	1	0	0	153		
08:00	163	24	7	2	1	0	0	197	122	17	4	2	2	0	0	147		
08:15	124	17	4	9	1	0	0	155	117	15	0	2	2	0	0	136		
08:30	138	23	2	5	0	2	0	170	106	19	6	1	1	0	0	133		
08:45	140	15	1	8	2	0	0	166	96	13	6	1	1	0	0	117		
09:00	148	19	3	5	3	0	0	178	83	24	2	0	0	3	0	112		
09:15	109	11	2	2	0	0	1	125	79	11	4	1	2	1	0	98		
09:30	118	24	5	3	2	0	0	152	58	12	5	2	1	1	0	79		
09:45	110	16	3	5	2	0	0	136	81	14	7	5	1	0	0	108		
16:00	116	22	4	2	1	1	0	146	118	20	3	3	0	1	0	145		
16:15	134	22	1	1	2	1	0	161	122	16	2	0	1	3	0	144		
16:30	116	16	2	3	1	0	0	138	130	18	1	0	1	0	0	150		
16:45	128	22	1	3	1	0	0	155	130	17	7	2	0	1	0	157		
17:00	137	16	2	0	0	1	0	156	144	19	2	0	2	1	0	168		
17:15	120	18	1	0	2	3	0	144	150	16	5	4	1	2	0	178		
17:30	126	21	0	0	1	1	0	149	117	17	1	2	1	0	0	138		
17:45	119	14	1	0	2	1	0	137	108	6	0	0	0	1	0	115		
18:00	124	10	0	0	0	1	0	135	111	10	1	1	2	1	0	126		
18:15	95	4	0	1	2	3	0	105	106	11	0	2	3	0	0	122		
18:30	79	13	1	1	1	0	0	95	81	5	0	1	0	0	0	87		
18:45	98	5	0	0	2	0	0	105	88	3	0	2	1	0	0	94		
Start Time	Rolling Hour								Total	Rolling Hour								Total
07:00	565	99	23	8	7	3	0	705	334	63	17	8	5	2	0	429		
07:15	615	103	25	5	6	3	0	757	405	70	17	10	6	2	0	510		
07:30	605	89	20	14	4	3	0	735	452	71	11	10	7	2	0	553		
07:45	585	86	18	18	2	3	0	712	466	74	14	9	6	0	0	569		
08:00	565	79	14	24	4	2	0	688	441	64	16	6	6	0	0	533		
08:15	550	74	10	27	6	2	0	669	402	71	14	4	4	3	0	498		
08:30	535	68	8	20	5	2	1	639	364	67	18	3	4	4	0	460		
08:45	515	69	11	18	7	0	1	621	316	60	17	4	4	5	0	406		
09:00	485	70	13	15	7	0	1	591	301	61	18	8	4	5	0	397		
16:00	494	82	8	9	5	2	0	600	500	71	13	5	2	5	0	596		
16:15	515	76	6	7	4	2	0	610	526	70	12	2	4	5	0	619		
16:30	501	72	6	6	4	4	0	593	554	70	15	6	4	4	0	653		
16:45	511	77	4	3	4	5	0	604	541	69	15	8	4	4	0	641		
17:00	502	69	4	0	5	6	0	586	519	58	8	6	4	4	0	599		
17:15	489	63	2	0	5	6	0	565	486	49	7	7	4	4	0	557		
17:30	464	49	1	1	5	6	0	526	442	44	2	5	6	2	0	501		
17:45	417	41	2	2	5	5	0	472	406	32	1	4	5	2	0	450		
18:00	396	32	1	2	5	4	0	440	386	29	1	6	6	1	0	429		

Intelligent Data Collection Limited



Client: Pell Frischmann
Project Number: ID-0125-0126
Junction Number: Site 1
Date of Survey: 12.02.2025
Junction Name: A447 Ashby Road / A47 Normandy Way / B4667 Ashby Road
Junction Type: Crossroads

	Arm B Approach								Arm B Exit									
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		
07:00	110	23	1	1	1	0	0	136	71	20	4	5	0	0	0	100		
07:15	123	34	6	1	1	0	0	165	104	19	5	0	0	0	0	128		
07:30	158	26	4	1	1	0	0	190	121	15	2	2	0	0	0	140		
07:45	156	28	2	2	0	1	0	189	113	19	3	7	1	0	0	143		
08:00	150	23	5	3	0	0	0	181	145	19	1	1	3	0	0	169		
08:15	147	14	1	7	0	1	0	170	140	28	5	3	0	1	0	177		
08:30	133	16	3	3	1	0	0	156	144	26	1	2	0	0	0	173		
08:45	165	22	2	1	3	0	0	193	140	25	2	6	4	0	0	177		
09:00	141	20	1	3	0	1	0	166	109	22	3	5	1	0	0	140		
09:15	128	18	6	5	0	0	0	157	118	15	3	5	6	0	0	147		
09:30	110	8	3	0	0	0	0	121	94	22	5	3	2	0	0	126		
09:45	95	10	5	4	0	0	0	114	86	19	3	5	0	1	0	114		
16:00	149	18	1	2	0	0	0	170	164	14	1	2	0	1	0	182		
16:15	150	16	2	3	1	0	0	172	158	31	6	3	0	2	0	200		
16:30	170	20	1	2	0	0	0	193	200	23	1	1	0	2	0	227		
16:45	156	30	3	0	1	0	0	190	173	18	3	1	0	0	0	195		
17:00	158	18	3	2	1	1	0	183	186	14	2	2	0	0	0	204		
17:15	165	22	3	2	0	1	0	193	191	20	3	1	0	1	0	216		
17:30	166	12	1	1	0	0	0	180	184	15	1	0	1	0	0	201		
17:45	148	21	0	1	0	2	0	172	190	11	0	0	0	0	0	201		
18:00	149	10	1	1	0	0	0	161	165	13	0	0	0	0	0	178		
18:15	110	9	1	1	0	0	0	121	151	11	0	3	1	2	0	168		
18:30	88	8	1	1	0	1	0	99	132	7	0	0	0	2	0	141		
18:45	105	8	0	2	0	0	0	115	124	9	0	0	0	0	0	133		
Start Time	Rolling Hour								Total	Rolling Hour								Total
07:00	547	111	13	5	3	1	0	680	409	73	14	14	1	0	0	511		
07:15	587	111	17	7	2	1	0	725	483	72	11	10	4	0	0	580		
07:30	611	91	12	13	1	2	0	730	519	81	11	13	4	1	0	629		
07:45	586	81	11	15	1	2	0	696	542	92	10	13	4	1	0	662		
08:00	595	75	11	14	4	1	0	700	569	98	9	12	7	1	0	696		
08:15	586	72	7	14	4	2	0	685	533	101	11	16	5	1	0	667		
08:30	567	76	12	12	4	1	0	672	511	88	9	18	11	0	0	637		
08:45	544	68	12	9	3	1	0	637	461	84	13	19	13	0	0	590		
09:00	474	56	15	12	0	1	0	558	407	78	14	18	9	1	0	527		
16:00	625	84	7	7	2	0	0	725	695	86	11	7	0	5	0	804		
16:15	634	84	9	7	3	1	0	738	717	86	12	7	0	4	0	826		
16:30	649	90	10	6	2	2	0	759	750	75	9	5	0	3	0	842		
16:45	645	82	10	5	2	2	0	746	734	67	9	4	1	1	0	816		
17:00	637	73	7	6	1	4	0	728	751	60	6	3	1	1	0	822		
17:15	628	65	5	5	0	3	0	706	730	59	4	1	1	1	0	796		
17:30	573	52	3	4	0	2	0	634	690	50	1	3	2	2	0	748		
17:45	495	48	3	4	0	3	0	553	638	42	0	3	1	4	0	688		
18:00	452	35	3	5	0	1	0	496	572	40	0	3	1	4	0	620		

Intelligent Data Collection Limited



Client: Pell Frischmann
Project Number: ID-0125-0126
Junction Number: Site 1
Date of Survey: 12.02.2025
Junction Name: A447 Ashby Road / A47 Normandy Way / B4667 Ashby Road
Junction Type: Crossroads

Time	Arm C Approach								Arm C Exit							
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	47	7	2	1	1	0	0	58	88	10	1	1	2	0	0	102
07:15	64	9	3	0	1	0	0	77	89	16	4	0	3	0	0	112
07:30	90	15	2	0	2	2	0	111	117	13	1	0	2	1	0	134
07:45	93	21	3	0	1	0	0	118	115	13	0	1	0	0	0	129
08:00	104	17	0	0	4	0	0	125	126	10	2	1	1	0	0	140
08:15	144	18	2	2	2	0	0	168	103	13	2	4	1	0	0	123
08:30	88	16	3	0	1	0	0	108	105	16	1	1	0	1	0	124
08:45	97	19	3	1	1	0	0	121	130	10	1	1	4	0	0	146
09:00	91	15	0	0	2	0	0	108	157	24	2	1	3	1	0	188
09:15	87	13	3	0	2	1	0	106	107	11	2	0	0	0	1	121
09:30	73	18	2	0	2	1	0	96	109	14	1	1	1	0	0	126
09:45	80	12	2	0	1	0	0	95	109	11	2	1	2	0	0	125
16:00	120	12	0	0	0	1	0	133	125	14	1	0	1	1	0	142
16:15	108	13	2	0	1	1	0	125	124	13	1	1	2	0	0	141
16:30	106	13	1	0	1	1	0	122	125	15	1	0	1	0	0	142
16:45	118	18	2	0	0	0	0	138	117	18	0	0	2	0	0	137
17:00	106	15	0	0	2	0	0	123	120	15	0	0	0	1	0	136
17:15	154	8	0	0	1	0	0	163	108	16	0	0	2	1	0	127
17:30	113	16	0	0	1	3	0	133	126	14	0	0	1	1	0	142
17:45	104	4	0	0	0	1	0	109	117	16	1	1	2	0	0	137
18:00	103	12	0	1	2	1	0	119	122	9	0	0	0	1	0	132
18:15	117	5	0	1	3	0	0	126	89	5	0	0	1	2	0	97
18:30	97	4	0	0	0	0	0	101	82	9	0	0	1	0	0	92
18:45	96	5	0	0	1	0	0	102	85	5	0	0	2	0	0	92
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	294	52	10	1	5	2	0	364	409	52	6	2	7	1	0	477
07:15	351	62	8	0	8	2	0	431	447	52	7	2	6	1	0	515
07:30	431	71	7	2	9	2	0	522	461	49	5	6	4	1	0	526
07:45	429	72	8	2	8	0	0	519	449	52	5	7	2	1	0	516
08:00	433	70	8	3	8	0	0	522	464	49	6	7	6	1	0	533
08:15	420	68	8	3	6	0	0	505	495	63	6	7	8	2	0	581
08:30	363	63	9	1	6	1	0	443	499	61	6	3	7	2	1	579
08:45	348	65	8	1	7	2	0	431	503	59	6	3	8	1	1	581
09:00	331	58	7	0	7	2	0	405	482	60	7	3	6	1	1	560
16:00	452	56	5	0	2	3	0	518	491	60	3	1	6	1	0	562
16:15	438	59	5	0	4	2	0	508	486	61	2	1	5	1	0	556
16:30	484	54	3	0	4	1	0	546	470	64	1	0	5	2	0	542
16:45	491	57	2	0	4	3	0	557	471	63	0	0	5	3	0	542
17:00	477	43	0	0	4	4	0	528	471	61	1	1	5	3	0	542
17:15	474	40	0	1	4	5	0	524	473	55	1	1	5	3	0	538
17:30	437	37	0	2	6	5	0	487	454	44	1	1	4	4	0	508
17:45	421	25	0	2	5	2	0	455	410	39	1	1	4	3	0	458
18:00	413	26	0	2	6	1	0	448	378	28	0	0	4	3	0	413