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**CNG FUELLING FACILITY, WATLING
STREET, HINCKLEY, LE10 3ED**

TRANSPORT STATEMENT ADDENDUM



CNG FUELLING FACILITY, WATLING STREET, HINCKLEY,

LE10 3ED

**TRANSPORT STATEMENT ADDENDUM
ON BEHALF OF CNG FUELS LTD**

Prepared by

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DOCUMENT CONTROL SHEET

Project Name CNG Fuelling Facility, Watling Street, Hinckley

Project No. 22-240

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1.0 INTRODUCTION

1.1 *General*

1.1.1 This Transport Statement Addendum has been prepared by Odyssey as part of a planning application on behalf of CNG Fuels Limited, hereafter referred to as “CNG”. CNG propose the development of a bio-gas vehicle fuelling facility on land to the south of the A5 Watling Street, Hinckley.

1.1.2 The proposed site lies within the administrative boundary of Hinckley and Bosworth Borough Council (HBBC) who act as the local planning authority while Leicestershire County Council (LCC) are the local highway authority. The A5 itself is, however, part of the Strategic Road Network which is managed by National Highways (NH). The site is also situated close to the boundary of Warwickshire County Council (WCC).

1.1.3 The site is located south of the A5 Watling Street, west of an existing BP petrol filling station and approximately 200 metres (m) from the Watling Street/ Hammonds Way roundabout. **Figure 1** shows the site location.

1.1.4 The planning application for the proposed development has been submitted to the local planning authority for approval under planning reference: 23/00613/FUL.

1.2 *Purpose of this Transport Statement Addendum*

1.2.1 This Transport Statement Addendum serves as an update to the previous Transport Statement (Odyssey report **22-240-02B**) which was submitted in support of the original planning application in June 2023, following pre-application requests being sent to NH, LCC and WCC. Since the submission of the Transport Statement, Odyssey have continued to liaise with LCC, WCC and NH regarding the proposed development and their pre-application/ formal consultation responses.

1.2.2 The responses from each of the respective highway authorities are provided within this Transport Statement Addendum report. Accordingly, this addendum report should be seen to supersede the some of the information provided in the previously submitted Transport Statement.

1.2.3 As detailed in the submitted Transport Statement, pre-application advice was sought from LCC, WCC and NH to inform the proposed development and a meeting was held with Highway Officers from the respective highway authorities in September 2023. Subsequently, there has been further liaison with LCC, WCC and NH Officers which is discussed further in **Sections 3, 4 and 5** of this report.



2.0 ITEMS DISCUSSED AT PRE-APP MEETING AND SUBSEQUENT DESIGN AMENDMENTS

2.1 *Preamble*

2.1.1 As discussed in **Section 1**, a meeting between Odyssey, LCC, WCC and NH was held in September 2023.

2.1.2 This section of the Transport Statement Addendum summarises the outcomes of the highways pre-application meeting as communicated to the relevant parties via email on the 10th of October 2023, (see **Appendix A**). Following the meeting, Odyssey prepared a revised access arrangement and supporting documentation which is discussed in further detail below.

2.2 *Proposed Access*

2.2.1 The previously submitted Transport Statement proposed a ghost island right turn lane priority junction on the A5 to provide all movements access into and out of the site. During the pre-application meeting LCC and NH Officers raised concern over vehicles routing from the site to the northwest via the existing low bridge on the A5. Specifically, Officers were concerned with a number of bridge collisions on the A5 and stated that further mitigation measures would be required to significantly reduce/ prevent Heavy Goods Vehicles (HGV's) from turning left out of the proposed site.

2.2.2 Based on the comments received from LCC and NH Officers during the pre-application meeting, a revised access solution has been developed. The revised access proposes a left in, right out only arrangement (see attached **Drawings 22-240-007** and **22-240-008**). The revised access arrangement has been designed to prohibit vehicles from turning right into the site from the A5 via the use of a curved central island within the access road, which would physically prevent HGV's from making a right turn onto Watling Street.

2.2.3 The proposed access arrangements presented in **Drawing 22-240-007** would also prohibit and physically prevent vehicles from egressing left out of the site onto the A5 as there would be no kerb radii to allow for this. Instead, a small bullnose kerb with HGV bollard and/ or trief kerb would be provided where the proposed access ties into the A5. All vehicles egressing the site would instead be routed southeast towards the Hammond's Way roundabout, directly away from the A5 railway bridge.

2.2.4 In addition to the above-described physical measures, the proposed access design would include signage warning drivers of the presence of the low bridge to the west of the site, as well as featuring a vehicle height warning system on the egress lane from the CNG fuel pumps.



2.2.5 The vehicle height warning system would be set below the existing bridge height (4.6m) but above the height of most standard HGV's (circa 4.1m) and would warn drivers of high sided HGV's that their vehicle is too tall to pass under the bridge and to find an alternative route.

2.2.6 The revision of the access arrangement thereby physically preventing HGV's from turning left out of the site, as well as the signage and vehicle height warning measures, would seek to provide HGV drivers with as much assistance as possible to mitigate against the potential for bridge strikes.

2.3 *Visibility*

2.3.1 An automatic traffic counter survey measuring traffics speeds, volumes, and classifications, was undertaken by a specialist traffic survey company in August and September (the 31st of August to the 6th of September 2023). The weather during the 7-day survey period was recorded as mostly sunny/ overcast with no rainfall.

2.3.2 The results of the traffic survey were used to inform the visibility requirements for the proposed access. The traffic survey outputs are included at **Appendix B**.

2.3.3 Following the traffic survey, 85th percentile wet weather speeds were derived to produce stopping sight distances (in accordance with DMRB requirements) of 4.5m x 117.25m to the left/ west of the access (towards the bridge) and 4.5m x 79.73m to the right/ east (towards the BP filling station).

2.3.4 The visibility splays are shown on the revised access **Drawing 22-240-007**. As shown on the drawing, the visibility splays do not extend beneath the railway bridge to the west and nor does the splay extend across the existing BP access to the east.

2.4 *Trip Generation and Distribution*

2.4.1 The forecast trip generation methodology was further discussed including the site-specific nature of the proposed development. It is understood that LCC and NH Highways Officers accepted Odyssey's 'first principles' trip generation methodology, subject to any future planning permission being specific to the CNG site i.e., the permission would not enable conversion to a standard petrol filling station, without a separate planning consent.

2.4.2 The forecast trip distribution of vehicles expected to be using the CNG site was discussed during the September pre-application meeting, with NH raising concern that vehicles could approach from / depart to the north of the site, travelling under the railway bridge. NH also stated during the



pre-application meeting that the proposed development would need to mitigate any additional vehicle trips on the Longshoot and Dodwells junctions located to the northwest of the site.

2.4.3 Following the meeting, a trip distribution diagram was prepared (see **Appendix C**), with assistance from CNG who advised of existing CNG customers who would be expected to use the proposed development. The existing CNG customers are DPD and Amazon who both have sites to the south of the proposed development site. Both DPD and Amazon have expressed interest to the applicant (CNG) that the proposed site would enable them to renew their vehicle fleets to become Bio-CNG vehicles, as there would be a suitable local fuelling facility to facilitate this.

2.4.4 The trip distribution diagram demonstrates where the trips from the proposed site would be originating from and heading towards. In summary, the distribution analysis identified that no CNG trips would require HGV's to route under the bridge on the A5.

2.4.5 The trip distribution analysis additionally indicated that there would not be any impact on the Longshoot and Dodwells junctions to the northwest of the development site, as all CNG vehicles would be expected to route along the A5 north between the M69 and the proposed site.

2.4.6 With regard to the above, National Highways had raised a concern about the potential of adding any vehicular traffic to the stretch of the A5 between the Longshoot and Dodwells junctions, as this section is known to be over operational capacity and prone to congestion. It is not anticipated that the proposed CNG site would add any vehicular traffic to this section of the A5 (northwest of the proposed site), with all trips expected to head south of the development site.

2.5 Capacity Analysis

2.5.1 The traffic survey results were also used to update the capacity analysis of the proposed site access junction, as presented in the submitted Transport Statement.

2.5.2 The proposed site access junction capacity analysis included a 'base 2023' scenario, inclusive of proposed development traffic, and the 2028 future year as part of this assessment, the results of which are attached in **Appendix D**.

2.5.3 This aforementioned capacity analysis indicated that the proposed access would operate within capacity and would not result in any detrimental impact on the A5, with minimal queuing of vehicles within the site (due to only being able to egress the site in one direction).



2.6 Road Safety Audit

2.6.1 As per the highways pre-application meeting in September 2023, it was agreed that the proposed access arrangement should be subject to a Stage One Road Safety Audit. Given that the proposed site is located on the Strategic Road Network, the development would be subject to the standard National Highways road safety audit standard procedure, in accordance with GG119 of the DMRB.

2.6.2 The Stage 1 Road Safety Audit is discussed in further detail in **Section 5**.

2.7 Proposed Layout Amendments

2.7.1 The previously submitted Transport Statement proposed that the site layout would accommodate five vehicle parking spaces which would be used on an ad-hoc basis by occasional maintenance vehicles. However, due to the inclusion of a gas odouriser on-site, one of the parking spaces has been removed. Accordingly, the development proposals now include only four vehicle parking spaces.



3.0 LEICESTERSHIRE COUNTY COUNCIL PRE-APPLICATION RESPONSES

3.1 *Preamble*

3.1.1 LCC provided a pre-application response in August 2023 (see **Appendix E**). In summary, LCC Officers were concerned regarding the increased potential for bridge strikes as a result of the development proposals. Officers also commented on the proposed access arrangements which have since been revised.

3.1.2 Following the pre-application meeting in September 2023, and the subsequent revised access arrangements and additional information presented by Odyssey, LCC provided further comments in November 2023. The LCC response is attached in **Appendix F**.

3.1.3 In summary of the November 2023 LCC response, Officers advised that at this stage they had no objections to the updated access arrangements, trip distribution or capacity analysis. The relevant parts of the LCC response are set out in more detail below with additional commentary.

3.2 *Proposed Access and Visibility*

3.2.1 LCC agreed that the revised access proposals were an improvement from the original ghost island arrangement and noted that:

“...the revised access arrangements appear to be a betterment of the previously proposed access. Notwithstanding this, a Stage 1 Road Safety Audit should be undertaken and accompanied by a Designer's Response for the site access to be demonstrated to be safe and suitable.

The LHA will comment further on the site access through the formal application consultation process once re-consulted, however the Applicant should continue to liaise with NH as the access is proposed on the SRN.”

3.2.2 It is proposed that the access arrangements be subject to a Stage One Road Safety Audit, in association with National Highways Officers.

3.3 *Vehicle Distribution*

3.3.1 LCC reviewed the trip distribution diagram (as shown in **Appendix C**) and noted that “*it is not expected that any CNG related trips would require HGVs to route under the bridge*”. The LCC



Officer went on to say that the *“LHA will comment further on trip distribution through the formal application consultation process once re-consulted”*.

3.4 Junction Capacity Analysis

3.4.1 LCC’s only comment on the updated junction assessment results was that *“the LHA note that the capacity analysis demonstrates that the proposed access would operate within capacity with minimal queuing of vehicles within the site”*.



4.0 WARWICKSHIRE COUNTY COUNCIL PRE-APPLICATION RESPONSES

4.1 *Preamble*

4.1.1 WCC provided comments in two emails following Odyssey's revised access arrangements and additional information submission. The first WCC response was dated the 23rd of October 2023 and the second was dated the 6th of November 2023. These emails are attached in **Appendix G** for context. As indicated in the email trail, Odyssey provided WCC with additional information following the first email and as such, the following comments relate specifically to the latter of the two emails.

4.2 *Trip Generation*

4.2.1 WCC comment:

"I can see the trip generation has been derived from other CNG sites which at the moment operate with a pre-signed up system. With the increase on CNG sites and the expected uptake by HGVs, more companies may require CNG filling station access. As on this corridor there are many industrial sites, we are concerned that other businesses might divert their HGVs to use the proposed facility, implying a higher trip generation in the future and therefore having impacts on Warwickshire's network operation, especially when Padge Hall Farm is delivered".

4.2.2 It is confirmed that the only vehicles permitted to use CNG sites are those that utilise bio-CNG fuels and are signed up to CNG's private network of filling stations. Given that CNG's refuelling network is private, non-CNG HGV's would be very unlikely to access the site's as drivers would have no reason to and would not be able to refuel.

4.2.3 At the point of opening the proposed development, the trip generation would likely be significantly lower than set out within the previously submitted Transport Statement as there is a lag time between the site opening and CNG clients converting their fleets to bio-CNG fuels.

4.2.4 The trip generation has been derived from an existing CNG site, CNG Warrington. This site is considered to be suitably robust given that it one of the longest operating CNG sites and is comparable in size to the proposed site at CNG Hinckley. This trip generation methodology has been used and accepted in many other CNG planning applications where a 'first principles' approach has been taken owing to the site specific planning permission that is being sought.

4.2.5 Furthermore, as the trips 'generated' by CNG sites are already on the highway network, they are not considered to be new trips. As mentioned previously, CNG's client base typically operates



fossil fuel HGV's and converts (purchases new vehicles) these to bio-CNG, rather than add bio-CNG vehicles to their existing fleets. Therefore, in future, the same 'trip' would be carried out by a bio-CNG HGV rather than a fossil fuel HGV.

4.2.6 As discussed in the September 2023 pre-application meeting, Odyssey understand that both LCC and NH were satisfied with the proposed trip generation methodology, subject to the planning permission being specific to the CNG site i.e., the permission would not enable conversion to a standard petrol filling station, without a separate planning consent. This would be the case here, with the planning application's registered description of development referencing specifically a 'Proposed Bio-CNG vehicle fuelling station'.

4.3 Vehicle Distribution

4.3.1 WCC comment:

"I can see that you have proposed physical constraints and signage to prevent left turners at the proposed exit point, it might be quite difficult to restrict the left turn when this seems to be the most sensible option for exiting the site as it would be really difficult to turn right unless a traffic signal is proposed. Furthermore, with the proposed lowering of the carriageway for the bridge, HGVs will be able to come in and out from and to the northwest of the site which could affect Padgate Hall Farm access".

4.3.2 The revised access arrangement proposes a left in, right out only operation, enforced by a curved central island and a bullnose kerb with HGV bollard and/or trief kerb which would physically prevent HGV's from making a right turn into the site and prohibit and physically prevent vehicles from egressing the site left onto the A5 as there would be no kerb radii to allow for this. All egressing vehicles would be routed south towards the Hammond's Way roundabout, away from the A5 railway bridge.

4.3.3 Additionally, the proposed access design includes signage warning drivers of the presence of the low bridge to the west of the site, as well as featuring a vehicle height warning system on the egress lane from the fuel pumps. This vehicle height warning system would be set below the existing bridge height (4.6m) but above the height of most standard HGV's (circa 4.1m) and would warn drivers of high sided HGV's that their vehicle is too tall to pass under the bridge and to find an alternative route.

4.3.4 Accordingly, it is considered that suitable mitigation measures have been proposed which would effectively guard against the potential for bridge strikes.



4.3.5 With regard to the WCC Officer's comment relating to right turning manoeuvres being '*really difficult*', an assessment of the capacity of the proposed site access junction has been undertaken. This capacity analysis included the proposed development traffic in both the base year and future year (2028) scenarios and supersedes the assessment included in the original Transport Statement. The revised capacity analysis (see **Appendix D**), demonstrates that HGV's would be able to safely turn right out of the site.

4.4 Visibility

4.4.1 WCC comment:

"As with my previous comment, we have not been aware of the proposed ghost island, or either the reason for not longer including it. We have not been made aware of the traffic surveys undertaken, and the results have not been shared with us".

4.4.2 Odyssey note that WCC were present during the September 2023 pre-application meeting where the ghost island access arrangement was discussed. Following the meeting, the previous ghost island arrangement was subsequently discounted with a revised left in, right out only priority junction arrangement prepared and issued to LCC, WCC and NH Officers in October 2023.

4.4.3 In addition to the revised access arrangements, details of the traffic surveys (which informed the amended access design), were discussed with LCC, WCC and NH Officers and are included in **Appendix B**.



5.0 NATIONAL HIGHWAYS PRE-APPLICATION RESPONSES

5.1 *Preamble*

5.1.1 As stated previously in **Section 1**, NH provided a formal recommendation to an application for planning permission in July 2023 (see **Appendix H**). In summary, the main concerns raised by NH Officers included the then proposed ghost island arrangement and any potential increase in bridge strikes due to the type of vehicles the proposed development would attract.

5.1.2 Following the pre-application meeting in September 2023, and the subsequent revised access arrangements and additional information prepared by Odyssey, NH provided further recommendations in January 2024. The formal NH response is attached in **Appendix I** whilst Correspondence from Odyssey to NH Officers seeking to address each of the points raised is included at **Appendix J**.

5.1.3 For clarity, the January 2024 NH response did not refer to the revised left in, right out priority junction arrangement, nor did the January 2024 response review the most recent traffic data derived from surveys and subsequent traffic modelling of the site access junction.

5.1.4 At the time of writing this Transport Statement Addendum, NH have not provided formal comments regarding the revised access arrangements and associated further information which Odyssey supplied in October 2023. However, further discussions have been held with the assigned NH Officer, where it was confirmed that due to a change of NH personnel, as well as appeal case work, the Officer had not been able to provide further comments.

5.1.5 As discussed, and agreed with the NH Officer, Odyssey should submit a GG119 Road Safety Audit Brief for NH to review. Following this review, the Stage 1 Road Safety Audit would be able to be carried out and Odyssey would then produce the Designer's Response Report.

5.1.6 Odyssey submitted the GG119 Road Safety Audit Brief on the 9th of February 2024. Despite further attempts to recontact the NH Officer, no further contact was made. Accordingly, this Transport Statement Addendum has been finalised for submission to the local planning authority to enable further consultation with LCC, WCC and NH Officers in due course. With regard to the Stage 1 Road Safety Audit, it is Odyssey's intention to submit this audit and associated Designer's Response Report once NH have signed-off the audit brief.



6.0 SUMMARY AND CONCLUSION

6.1 General

6.1.1 This Addendum Transport Statement has been prepared by Odyssey as part of the planning application on behalf of CNG Fuels Limited, in respect of the proposed development of a bio-gas vehicle fuelling facility on land to the south of the A5 Watling Street at Hinckley.

6.1.2 The proposed development is part of a live planning submission under planning reference 23/00613/FUL. A Transport Statement was prepared by Odyssey as part of this application and submitted in June 2023. Following the submission of the original Transport Statement, additional information was requested by the consultee highway authorities (LCC, WCC and NH) during a meeting in September 2023.

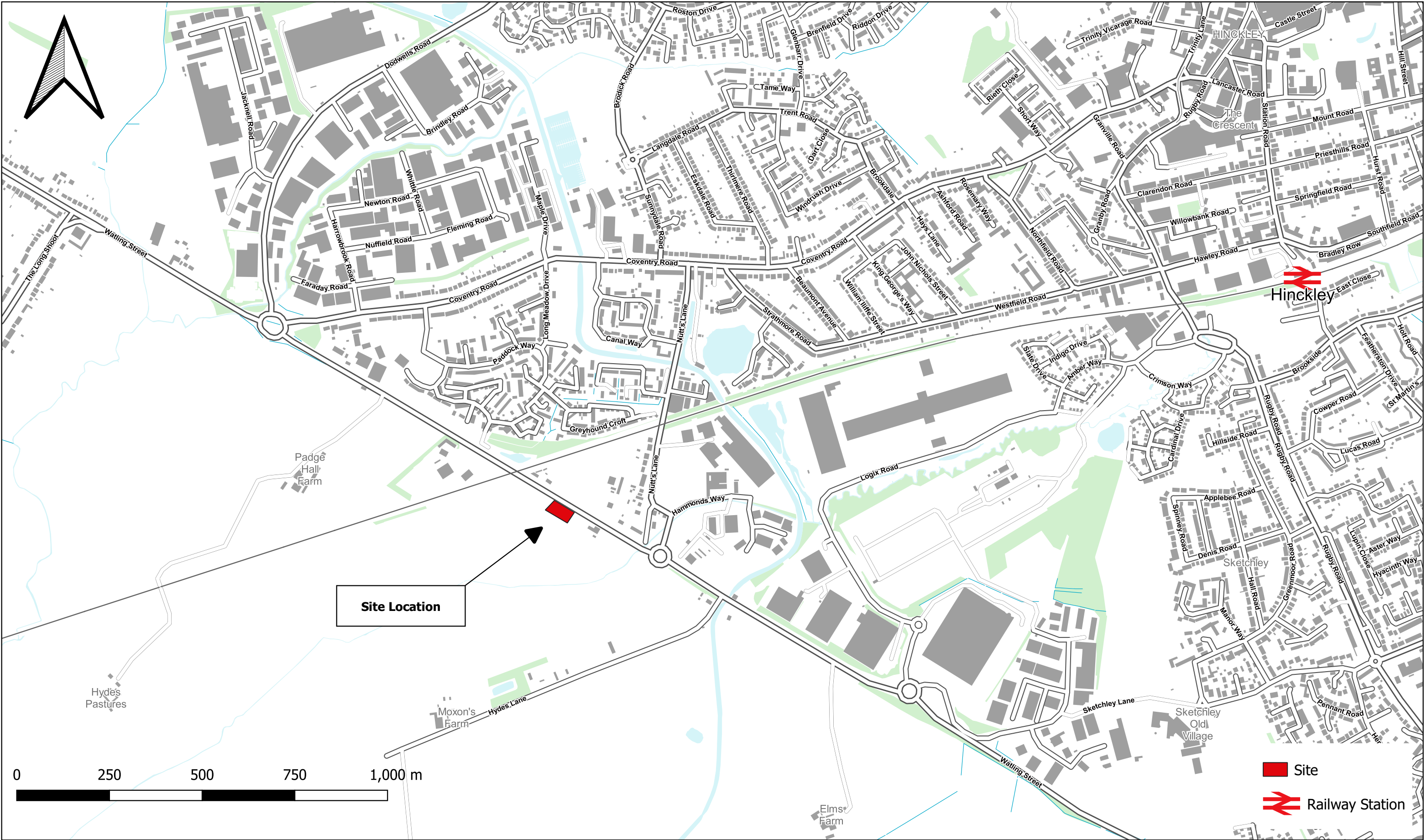
6.1.3 The additional information submitted to the respective highway authorities included a revised access arrangement, featuring a left in, right out only junction with additional safety and turning deterrent features to prevent HGV traffic originating from the development site, travelling beneath the existing bridge to the northwest. Restricting site access movements would also reduce any impact on the existing Longshoot and Dodwells junctions located to the northwest of the site.

6.1.4 It is considered that the comments from the respective highway authorities have been suitably addressed with the exception of the Stage 1 Road Safety Audit which is currently being procured through National Highways. The Road Safety Audit and Designer's Response Report would be intended to follow the submission of this Transport Statement Addendum to the local planning authority.

6.1.5 Based on the findings of the original Transport Statement and the additional information set out in this addendum report, it is considered that the development proposals could be accommodated without detriment to the operation of the local highway network. It is acknowledged that a Stage 1 Road Safety Audit is required to enable Highway Officers to support the development proposals and as such, the Road Safety Audit will be submitted following further assistance from National Highways who are required to approve the audit brief.

6.1.6 In summary, this Transport Statement Addendum has sought to address the matters raised by LCC, WCC and NH Highways Officers. Whilst further information in the form of the Road Safety Audit is due to be submitted, it is considered that the proposed access design would suitably mitigate the highway safety concerns previously raised by the respective Highway Officers. With regard to the overall transport impact, the development proposals would not result in a 'severe' impact and is considered to be acceptable and in accordance with both national and local transport policy.

FIGURES



Ordnance Survey Material © Crown copyright and database right 2021		Job Title	Client	Scale	Date	Designed	
 18-21 Morley Street London SE1 7QZ Telephone: 0207 620 2444 Fax: 0207 620 1168 E: info@odysseyconsult.co.uk Q: www.odysseyconsult.co.uk ODYSSEY		CNG WATLING STREET, HINCKLEY		NTS	January 23	MN	
		Drawing Title		Drawn	Checked	Approved	
		SITE LOCATION PLAN	CNG FUELS LIMITED	MN	TN	MJB	
				Job No	Figure No	Rev	
				22-240	22-240-FIG1		

DRAWINGS

A circular sign with a red border and a red diagonal slash over a black left-turn arrow, indicating that left turns are prohibited.

6m CORNER RADII AS REQUIRED FOR THE DESIGN VEHICLE

SCALE 1:250

 HIGHWAY BOUNDARY (OBTAINED FROM NATIONAL HIGHWAYS OPENDATA)

A compass rose with a black arrow pointing towards the top-left, labeled 'N' for North. Another arrow points towards the bottom-right, labeled 'Pond'. The rose is divided into eight points by four intersecting lines.

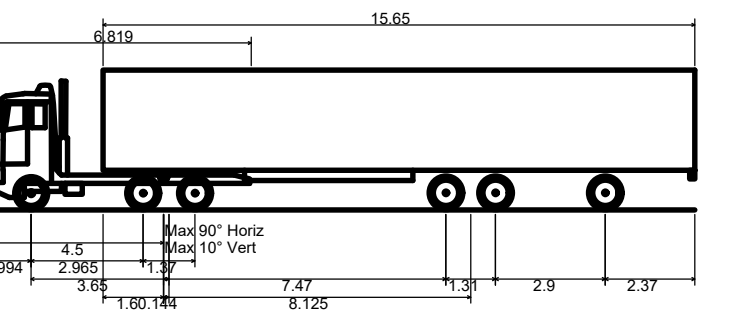
Job No 22-240	Drawing No 22-240-007	Rev H
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NOTES

KEY
APPLICATION BOUNDARY

SWEPT PATH ANALYSIS IS BASED ON THE FOLLOWING VEHICLE



New Longer 18.55m HGV
Overall Length 18.550m
Overall Width 2.550m
Overall Body Height 3.693m
Min Body Ground Clearance 0.331m
Max Track Width 2.550m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.450m

E	APPLICATION BOUNDARY REVISED FOLLOWING REQUEST	MS	MJB	MJB	28/02/24
D	SITE LAYOUT AND APPLICATION BOUNDARY REVISED	MS	MJB	MJB	27/02/24
C	MINOR AMMENDMENTS	BEB	MJB	MJB	26/09/23
B	REVISED REDLINE BOUNDARY	BEB	MJB	MJB	07/09/23
A	MINOR AMMENDMENTS	BEB	MJB	MJB	06/09/23
Rev	Amendments	Dm	Chk	Appr	Date

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Job Title
CNG HINCKLEY WATLING STREET

Drawing Title
SWEPT PATH ANALYSIS OF 18.55m HGV USING PROPOSED LEFT IN / RIGHT OUT SITE ACCESS

Client
CNG FUELS LTD

Scale 1:250 @ A1	Date SEPT' 23	Designed BEB
Drawn BEB	Checked MJB	Approved MJB
Job No 22-240	Drawing No 22-240-008	Rev E

APPENDIX A

Odyssey Response to Highways Officers Following Pre-Application Meeting (Sept. 2023)

Mark Bubb

From: Ben Boreham
Sent: 10 October 2023 16:56
To: 'russell.gray@nationalhighways.co.uk'; 'Moises Muguerza'; 'Alan Law'; suraj.dave@leics.gov.uk; 'Harry.Horsley@leics.gov.uk'
Cc: Mark Bubb
Subject: CNG Hinckley (23/00613/FUL) Update
Attachments: 22-240-008C - Proposed Left In Right Out Swept Path Analysis.pdf; 22-240-007C - Proposed Left In Right Out Access.pdf; Site Access - Left in-Right Out - Junctions 10 Report.pdf

Hi All,

Thanks for your attendance at the meeting last month regarding the proposed Bio-CNG vehicle fuelling station with associated access onto the A5 (Application ref: 23/00613/FUL). Since the meeting, we have prepared a revised access strategy and would welcome your comments on this revised proposal.

Safety Audit

We agreed at the meeting that the proposed access should be Stage One road safety audited. We propose to commission the safety audit in the coming weeks, and this will be sent to National Highways as per your road safety audit standard procedure. Please advise whether you wish to be involved in the commissioning process and whether you wish to attend the audit on site.

Proposed Access

You will recall we previously proposed a ghost island right turn lane on the A5 to provide all movements access into the site. In recognition of the low bridge to the north of the site, we have now revised the proposed access to a left in / right out only arrangement (see attached **Drawing 22-240-007C** and **22-240-008C**). This access has been designed to prohibit vehicles from turning right into the site from the A5 via the use of a curved central island, which would physically prevent HGV's from making a right turn. The proposed access would also prohibit and physically prevent vehicles from egressing the site left onto the A5 as there would be no kerb radii to allow for this. Instead, only a small bullnose kerb would be provided where the proposed access ties into the A5. All egressing vehicles would instead be routed towards the Hammond's Way roundabout, away from the railway bridge.

Additionally, the proposed access design includes signage warning drivers of the presence of the low bridge to the west of the site, as well as featuring a vehicle height warning system on the egress lane from the fuel pumps. This system will be set below the existing bridge height (4.6m) but above the height of most standard HGV's (circa 4.1m) and will warn drivers of high sided HGV's that their vehicle is too tall to pass under the bridge and to find an alternative route.

It is therefore our belief that by warning drivers if their vehicle is too tall to pass under the low bridge and routing them away from the bridge upon leaving the site, that the proposed development has taken all possible physical measures to mitigate against bridge strikes.

Vehicle Distribution

As discussed in the meeting, we have prepared a trip distribution diagram to demonstrate where the trips from the proposed site will be originating from and heading towards. This has been informed by the client who shared with us the expected users of the development, these being DPD and Amazon. Both of these companies have expressed interest to the applicant (CNG) that the proposed site would trigger them to renew their vehicle fleets to become Bio-CNG vehicles, as there would be a suitable local fuelling facility to enable them to do so. The distribution analysis confirms that it is not expected that any CNG related trips would require HGV's to route under the bridge.

This distribution analysis shows that it is not anticipated that there would be any impact on the Longshoot and Dodwells junctions to the north of the site as all vehicles are expected to route along the A5 north between the M69 and CNG site.

Junction Capacity Analysis

We recently commissioned a volumetric and speed traffic survey of this section of the A5, the results of which have fed into the capacity analysis of the proposed access. For this assessment, we modelled both the opening year (2023) and a future year, in this case a 5-year growth (2028). This capacity analysis (see attached) has revealed that

the proposed access would operate within capacity and would not result in any detrimental impact on the A5, with minimal queuing of vehicles within the site due to only being able to egress the site in one direction.

Visibility

The results of the speed survey have informed the visibility requirements for the proposed access. The 85th percentile wet weather speeds were derived to produce stopping sight distances (in accordance with DMRB) of 4.5m x 117.25m to the left of the access (towards the bridge) and 4.5m x 79.73m to the right (towards the BP filling station). These visibility splays are shown on the attached access drawing **22-240-007C**. As shown, the visibility requirement now does not extend under the railway bridge to the west and does not extend over the BP access to the east.

As above, we would appreciate your comments on the revised proposal ahead of a formal submission as part of the application.

Kind regards,

Ben Boreham | Senior Transport Planner

BA (Hons) MCIHT

T: 0207 620 2444 E: bboreham@odysseyconsult.co.uk

18-21 Morley Street | London | SE1 7QZ



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Mark Bubb

From: Ben Boreham
Sent: 12 October 2023 10:25
To: 'russell.gray@nationalhighways.co.uk'; 'Moises Muguerza'; 'Alan Law'; 'suraj.dave@leics.gov.uk'; 'Harry.Horsley@leics.gov.uk'
Cc: Mark Bubb
Subject: RE: CNG Hinckley (23/00613/FUL) Update
Attachments: 22-240 - CNG Hinckley Flow Diagrams.pdf

Hi All,

Just realised I forgot to attach the distribution diagram to yesterday's email! Please find the flow diagrams showing the expected distribution of development trips attached.

Kind regards,

Ben Boreham | Senior Transport Planner

BA (Hons) MCIHT

T: 0207 620 2444 E: bboreham@odysseyconsult.co.uk

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From: Ben Boreham
Sent: Tuesday, October 10, 2023 4:56 PM
To: russell.gray@nationalhighways.co.uk; Moises Muguerza <MoisesMuguerza@warwickshire.gov.uk>; Alan Law <alanlaw@warwickshire.gov.uk>; suraj.dave@leics.gov.uk; Harry.Horsley@leics.gov.uk
Cc: Mark Bubb <mbubb@odysseyconsult.co.uk>
Subject: CNG Hinckley (23/00613/FUL) Update

Hi All,

Thanks for your attendance at the meeting last month regarding the proposed Bio-CNG vehicle fuelling station with associated access onto the A5 (Application ref: 23/00613/FUL). Since the meeting, we have prepared a revised access strategy and would welcome your comments on this revised proposal.

Safety Audit

We agreed at the meeting that the proposed access should be Stage One road safety audited. We propose to commission the safety audit in the coming weeks, and this will be sent to National Highways as per your road safety audit standard procedure. Please advise whether you wish to be involved in the commissioning process and whether you wish to attend the audit on site.

Proposed Access

You will recall we previously proposed a ghost island right turn lane on the A5 to provide all movements access into the site. In recognition of the low bridge to the north of the site, we have now revised the proposed access to a left in / right out only arrangement (see attached **Drawing 22-240-007C** and **22-240-008C**). This access has been designed to prohibit vehicles from turning right into the site from the A5 via the use of a curved central island, which would physically prevent HGV's from making a right turn. The proposed access would also prohibit and physically prevent vehicles from egressing the site left onto the A5 as there would be no kerb radii to allow for this. Instead, only a small

bullnose kerb would be provided where the proposed access ties into the A5. All egressing vehicles would instead be routed towards the Hammond's Way roundabout, away from the railway bridge.

Additionally, the proposed access design includes signage warning drivers of the presence of the low bridge to the west of the site, as well as featuring a vehicle height warning system on the egress lane from the fuel pumps. This system will be set below the existing bridge height (4.6m) but above the height of most standard HGV's (circa 4.1m) and will warn drivers of high sided HGV's that their vehicle is too tall to pass under the bridge and to find an alternative route.

It is therefore our belief that by warning drivers if their vehicle is too tall to pass under the low bridge and routing them away from the bridge upon leaving the site, that the proposed development has taken all possible physical measures to mitigate against bridge strikes.

Vehicle Distribution

As discussed in the meeting, we have prepared a trip distribution diagram to demonstrate where the trips from the proposed site will be originating from and heading towards. This has been informed by the client who shared with us the expected users of the development, these being DPD and Amazon. Both of these companies have expressed interest to the applicant (CNG) that the proposed site would trigger them to renew their vehicle fleets to become Bio-CNG vehicles, as there would be a suitable local fuelling facility to enable them to do so. The distribution analysis confirms that it is not expected that any CNG related trips would require HGV's to route under the bridge.

This distribution analysis shows that it is not anticipated that there would be any impact on the Longshoot and Dodwells junctions to the north of the site as all vehicles are expected to route along the A5 north between the M69 and CNG site.

Junction Capacity Analysis

We recently commissioned a volumetric and speed traffic survey of this section of the A5, the results of which have fed into the capacity analysis of the proposed access. For this assessment, we modelled both the opening year (2023) and a future year, in this case a 5-year growth (2028). This capacity analysis (see attached) has revealed that the proposed access would operate within capacity and would not result in any detrimental impact on the A5, with minimal queuing of vehicles within the site due to only being able to egress the site in one direction.

Visibility

The results of the speed survey have informed the visibility requirements for the proposed access. The 85th percentile wet weather speeds were derived to produce stopping sight distances (in accordance with DMRB) of 4.5m x 117.25m to the left of the access (towards the bridge) and 4.5m x 79.73m to the right (towards the BP filling station). These visibility splays are shown on the attached access drawing **22-240-007C**. As shown, the visibility requirement now does not extend under the railway bridge to the west and does not extend over the BP access to the east.

As above, we would appreciate your comments on the revised proposal ahead of a formal submission as part of the application.

Kind regards,

Ben Boreham | Senior Transport Planner

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APPENDIX B

Traffic Survey Results

Hinckley ATC 01, A5 (West)

Produced by Streetwise Services Ltd.



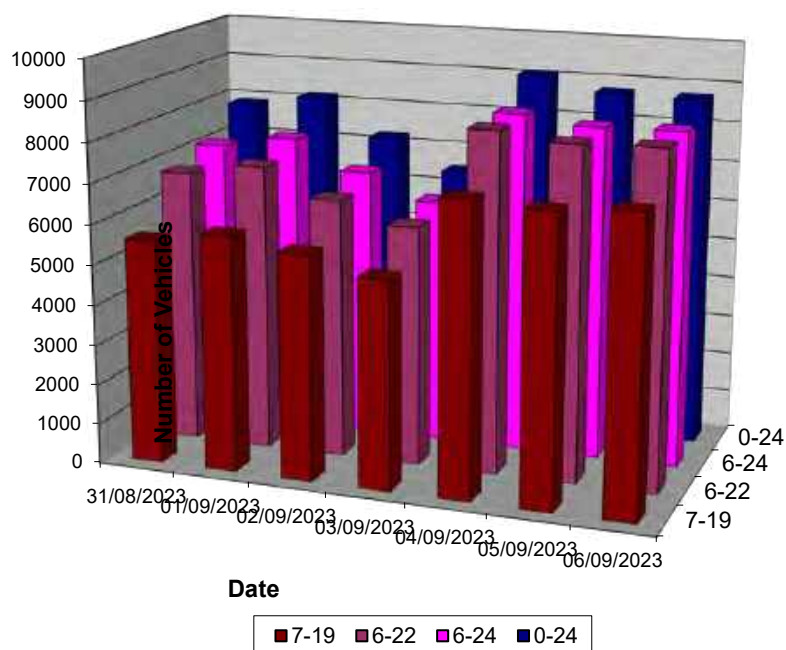
Channel 1 - Eastbound

Vehicle Flow

Week 1

Hr Ending	31/08/2023 Thursday	01/09/2023 Friday	02/09/2023 Saturday	03/09/2023 Sunday	04/09/2023 Monday	05/09/2023 Tuesday	06/09/2023 Wednesday	5 Day Ave	7 Day Ave
1	70	66	82	64	42	6	6	38	48
2	47	54	56	35	35	4	11	30	35
3	68	70	46	32	43	0	12	39	39
4	70	82	91	36	46	36	19	51	54
5	133	120	65	63	119	91	57	104	93
6	347	318	158	126	348	355	317	337	281
7	533	502	235	148	674	692	669	614	493
8	464	495	253	179	697	737	796	638	517
9	435	402	438	287	608	674	639	552	498
10	384	430	501	394	592	576	568	510	492
11	419	527	512	498	555	550	532	517	513
12	470	485	570	524	545	537	518	511	521
13	452	476	547	571	547	545	534	511	525
14	461	524	550	555	596	583	550	543	546
15	519	502	497	492	604	579	631	567	546
16	519	554	454	467	641	605	673	598	559
17	480	449	406	493	704	704	689	605	561
18	501	523	476	379	688	583	639	587	541
19	478	498	398	334	453	451	501	476	445
20	324	330	277	309	300	292	306	310	305
21	202	246	210	181	185	121	37	158	169
22	198	203	139	152	57	29	25	102	115
23	206	196	166	129	20	14	7	89	105
24	113	122	120	44	8	6	2	50	59
7-19	5582	5865	5602	5173	7230	7124	7270	6614	6264
6-22	6839	7146	6463	5963	8446	8258	8307	7799	7346
6-24	7158	7464	6749	6136	8474	8278	8316	7938	7511
0-24	7893	8174	7247	6492	9107	8770	8738	8536	8060

Vehicle Flow (Channel 1)



Hinckley ATC 01, A5 (West)

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

Average Speed

Week 1

Hr Ending	31/08/2023 Thursday	01/09/2023 Friday	02/09/2023 Saturday	03/09/2023 Sunday	04/09/2023 Monday	05/09/2023 Tuesday	06/09/2023 Wednesday
1	47.5	45.8	45.8	45.3	47.3	15.4	12.0
2	47.3	44.8	44.7	44.1	46.4	20.5	12.6
3	47.9	45.6	45.0	43.6	47.4	-	14.6
4	45.6	47.2	45.4	46.8	45.7	42.4	21.0
5	44.8	44.0	46.3	46.2	44.1	44.4	34.4
6	42.5	43.1	47.1	45.3	43.6	43.9	44.1
7	31.7	37.7	47.3	47.9	41.6	42.1	42.9
8	35.8	38.0	46.7	47.8	39.4	40.1	41.4
9	24.1	31.3	44.6	47.5	42.4	41.9	41.5
10	14.8	34.1	43.8	46.9	41.0	41.0	41.4
11	33.1	37.7	44.0	44.4	41.0	42.8	42.1
12	42.3	34.5	42.5	45.3	41.9	42.2	42.7
13	42.0	40.1	44.4	44.8	42.4	42.4	42.5
14	37.5	41.1	44.0	44.1	42.1	41.5	41.7
15	39.4	42.6	44.3	44.2	42.3	42.8	41.7
16	40.6	39.5	45.3	45.8	42.4	41.6	41.2
17	21.7	32.3	45.4	45.2	41.8	42.4	39.7
18	42.2	43.6	45.4	46.0	43.4	42.2	42.3
19	42.0	44.5	45.5	46.7	45.5	46.4	44.5
20	42.8	45.7	45.3	46.1	46.5	46.9	43.8
21	43.3	44.2	45.2	44.9	44.2	42.7	41.5
22	43.8	44.8	45.6	44.8	43.3	12.5	18.7
23	43.6	45.5	43.9	34.0	21.1	8.0	15.5
24	45.8	45.6	45.9	45.4	18.0	15.5	20.5

10-12	38.0	36.2	43.2	44.9	41.4	42.5	42.4
14-16	40.0	40.9	44.8	45.0	42.4	42.2	41.5
0-24	36.9	39.9	44.8	45.3	42.3	42.2	41.8

7 Day Ave	41.9
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85th Percentile

Hr Ending	31/08/2023 Thursday	01/09/2023 Friday	02/09/2023 Saturday	03/09/2023 Sunday	04/09/2023 Monday	05/09/2023 Tuesday	06/09/2023 Wednesday
1	53.7	53.6	54.0	53.7	53.9	26.2	15.8
2	53.5	53.3	48.4	53.9	53.7	26.4	15.7
3	53.6	53.3	58.3	53.8	53.5	-	16.0
4	53.3	53.8	53.2	58.0	53.4	48.5	25.8
5	53.3	53.8	53.2	53.5	53.1	53.1	48.3
6	48.8	48.6	53.6	48.9	48.8	48.8	53.0
7	48.0	49.0	53.4	53.4	48.5	48.4	48.5
8	43.8	48.9	53.4	53.7	48.8	43.5	48.2
9	43.8	43.2	53.7	53.5	48.6	48.5	48.9
10	16.2	48.7	48.3	53.5	48.8	48.2	48.6
11	48.0	44.0	48.6	48.5	48.0	48.3	48.8
12	48.4	43.2	48.2	48.4	48.2	48.1	48.9
13	48.9	48.5	48.2	48.4	48.1	48.6	48.3
14	48.8	48.1	48.6	48.3	48.1	48.2	48.5
15	48.4	49.0	48.1	48.1	48.3	48.9	48.1
16	49.0	48.7	53.5	53.2	48.1	48.1	48.6
17	38.9	48.0	53.9	54.0	48.0	48.4	48.4
18	48.1	48.6	53.3	53.1	48.5	48.3	49.0
19	48.9	53.1	53.8	53.4	53.7	53.9	53.1
20	48.4	53.1	53.4	53.4	53.5	53.8	53.9
21	48.5	48.8	53.3	53.5	48.8	53.3	48.6
22	48.8	53.3	53.9	53.2	53.1	26.2	25.8
23	48.1	53.0	53.6	43.5	25.7	15.8	15.6
24	53.6	48.3	53.6	53.3	26.2	15.6	26.0

10-12	48.5	43.4	48.4	48.6	48.5	48.0	48.2
14-16	48.3	48.3	48.1	48.5	48.4	48.3	49.0
0-24	48.6	48.9	53.6	53.2	48.1	48.8	48.1

7 Day Ave	49.9
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Hinckley ATC 01, A5 (West)

Produced by Streetwise Services Ltd.



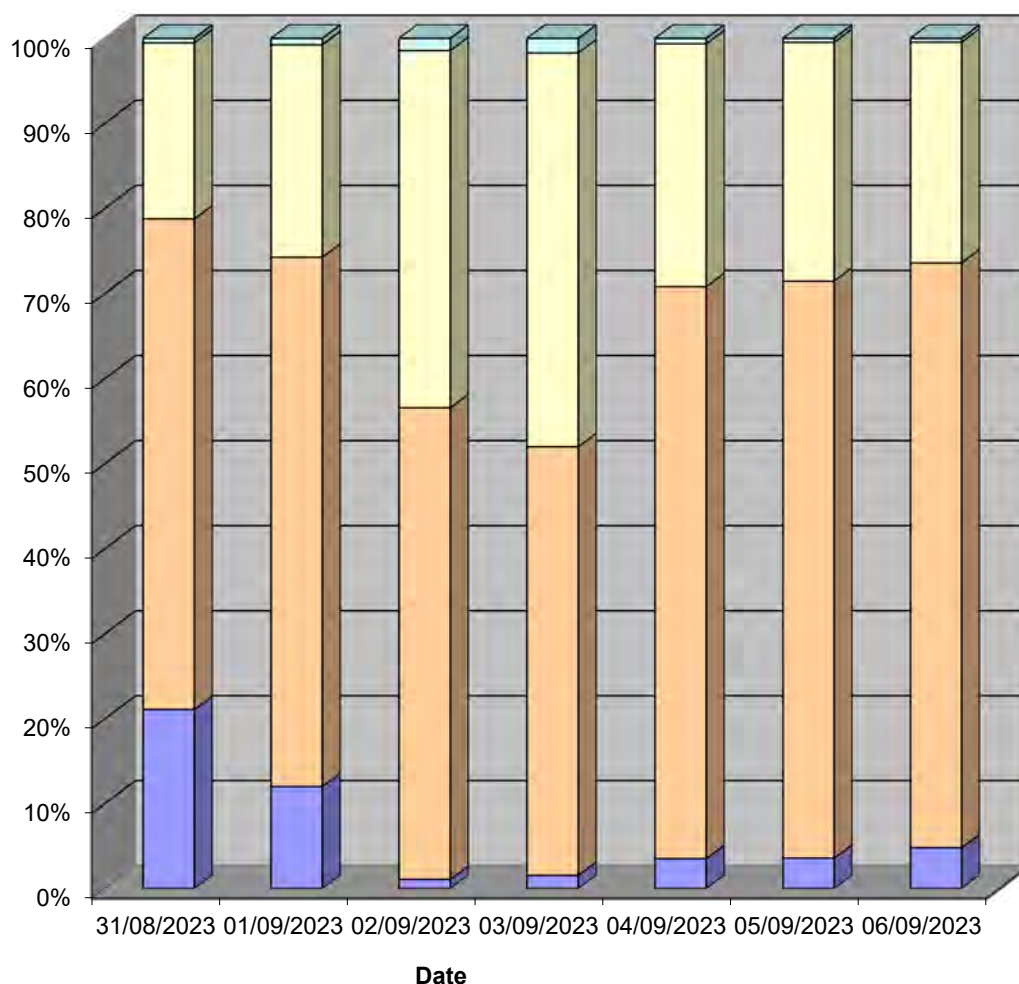
Channel 1 - Eastbound

Speed Summary

Week 1

Speed (MPH)	31/08/2023 Thursday	01/09/2023 Friday	02/09/2023 Saturday	03/09/2023 Sunday	04/09/2023 Monday	05/09/2023 Tuesday	06/09/2023 Wednesday
0-30	1666	982	78	100	320	313	420
31-45	4553	5090	4023	3276	6129	5955	6013
46-60	1633	2041	3043	3005	2601	2461	2266
61-100	41	61	103	111	57	41	39
TOTAL	7893	8174	7247	6492	9107	8770	8738

Speed Summary (MPH)



■ 0-30
 ■ 31-45
 ■ 46-60
 ■ 61-100

Hinckley ATC 01, A5 (West)

Produced by Streetwise Services Ltd.



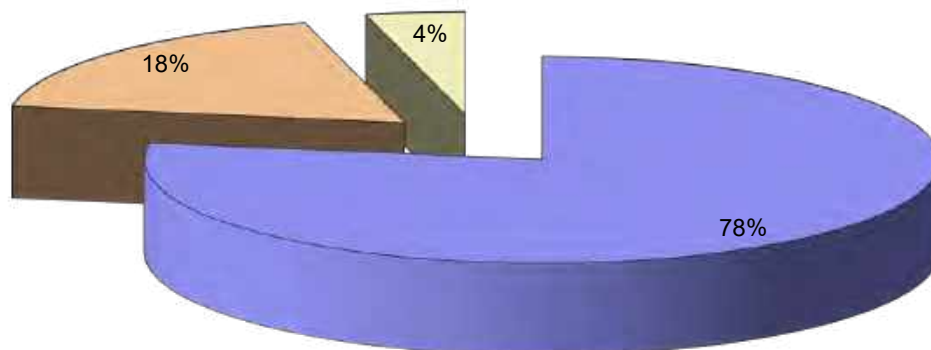
Channel 1 - Eastbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
31/08/2023				
7-19	4253	1112	217	5582
6-22	5221	1340	278	6839
6-24	5459	1389	310	7158
0-24	5897	1594	402	7893
01/09/2023				
7-19	4518	1086	261	5865
6-22	5495	1336	315	7146
6-24	5738	1385	341	7464
0-24	6179	1564	431	8174
02/09/2023				
7-19	4829	646	127	5602
6-22	5540	769	154	6463
6-24	5786	796	167	6749
0-24	6098	919	230	7247
03/09/2023				
7-19	4572	501	100	5173
6-22	5256	581	126	5963
6-24	5389	606	141	6136
0-24	5652	657	183	6492
04/09/2023				
7-19	5458	1477	295	7230
6-22	6370	1735	341	8446
6-24	6381	1752	341	8474
0-24	6798	1888	421	9107
05/09/2023				
7-19	5397	1481	246	7124
6-22	6307	1684	267	8258
6-24	6316	1695	267	8278
0-24	6641	1826	303	8770
06/09/2023				
7-19	5471	1546	253	7270
6-22	6259	1770	278	8307
6-24	6263	1775	278	8316
0-24	6526	1909	303	8738
Average				
7-19	4928	1121	214	6264
6-22	5778	1316	251	7346
6-24	5905	1343	264	7511
0-24	6256	1480	325	8060

Total Vehicle Class Distribution



Hinckley ATC 01, A5 (West)

Produced by Streetwise Services Ltd.



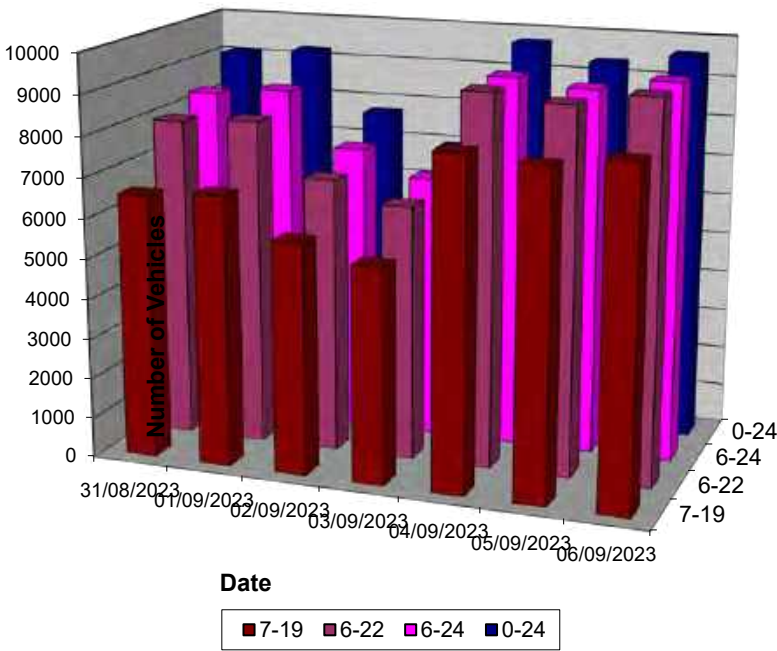
Channel 2 - Westbound

Vehicle Flow

Week 1

Hr Ending	31/08/2023 Thursday	01/09/2023 Friday	02/09/2023 Saturday	03/09/2023 Sunday	04/09/2023 Monday	05/09/2023 Tuesday	06/09/2023 Wednesday	5 Day Ave	7 Day Ave
1	96	101	132	108	46	2	5	50	70
2	65	67	78	61	42	5	17	39	48
3	81	65	75	46	49	4	9	42	47
4	90	95	79	39	61	17	10	55	56
5	120	112	67	48	84	62	33	82	75
6	260	240	117	77	228	215	213	231	193
7	374	335	145	84	371	471	439	398	317
8	602	532	194	128	778	824	776	702	548
9	595	560	307	191	714	763	740	674	553
10	525	532	408	319	627	416	669	554	499
11	487	516	492	449	586	437	544	514	502
12	505	585	552	515	536	564	568	552	546
13	497	533	576	604	634	604	617	577	581
14	576	581	552	551	631	692	648	626	604
15	551	567	520	520	742	673	762	659	619
16	539	556	519	501	773	781	843	698	645
17	524	578	505	602	829	819	746	699	658
18	580	596	568	485	743	786	749	691	644
19	566	564	534	461	570	645	589	587	561
20	406	405	396	388	392	439	456	420	412
21	333	325	294	295	252	89	177	235	252
22	335	349	253	219	29	27	12	150	175
23	209	237	205	156	14	14	4	96	120
24	157	194	159	91	5	5	7	74	88
7-19	6547	6700	5727	5326	8163	8004	8251	7533	6960
6-22	7995	8114	6815	6312	9207	9030	9335	8736	8115
6-24	8361	8545	7179	6559	9226	9049	9346	8905	8324
0-24	9073	9225	7727	6938	9736	9354	9633	9404	8812

Vehicle Flow (Channel 2)



Hinckley ATC 01, A5 (West)

Produced by Streetwise Services Ltd.



Channel 2 - Westbound

Average Speed

Week 1

Hr Ending	31/08/2023 Thursday	01/09/2023 Friday	02/09/2023 Saturday	03/09/2023 Sunday	04/09/2023 Monday	05/09/2023 Tuesday	06/09/2023 Wednesday
1	45.6	45.9	45.9	45.1	49.3	20.5	13.4
2	45.4	44.5	46.2	44.6	47.9	28.0	9.9
3	47.5	46.1	47.4	44.2	47.4	28.6	15.4
4	46.4	45.1	46.2	46.6	44.3	41.7	22.8
5	43.6	44.3	45.8	47.6	44.7	45.1	41.6
6	41.7	41.6	43.8	43.7	42.6	44.5	42.6
7	38.9	40.3	44.4	44.7	42.9	41.6	41.7
8	37.9	38.9	42.7	45.0	37.9	38.3	37.8
9	36.2	37.8	42.5	43.7	38.9	38.5	38.7
10	34.6	36.5	41.7	42.6	39.4	41.6	38.6
11	37.8	37.7	40.1	41.2	39.2	40.6	41.0
12	38.7	37.7	39.1	42.0	40.3	39.5	40.2
13	38.5	37.3	40.0	42.4	38.7	39.5	38.3
14	38.1	38.6	39.2	42.3	40.2	38.9	39.7
15	38.3	39.4	39.9	42.7	39.2	40.6	38.8
16	38.9	39.6	40.9	43.9	38.9	39.1	39.1
17	36.9	38.4	40.9	42.6	38.3	40.6	24.4
18	40.2	41.5	41.9	44.0	41.4	28.5	35.9
19	40.0	40.4	41.3	44.3	43.7	43.0	43.8
20	41.3	42.8	43.3	43.6	45.5	44.0	42.7
21	40.8	41.6	41.6	44.4	43.3	43.3	42.0
22	40.7	41.2	41.6	43.7	37.2	14.5	26.3
23	44.5	42.3	42.6	35.0	31.4	7.2	26.1
24	42.4	43.3	43.3	45.1	17.5	11.3	24.4

10-12	38.2	37.7	39.6	41.6	39.7	39.9	40.6
14-16	38.6	39.5	40.4	43.3	39.1	39.8	39.0
0-24	39.1	39.7	41.4	43.0	40.3	39.2	38.3

7 Day Ave	40.1
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85th Percentile

Hr Ending	31/08/2023 Thursday	01/09/2023 Friday	02/09/2023 Saturday	03/09/2023 Sunday	04/09/2023 Monday	05/09/2023 Tuesday	06/09/2023 Wednesday
1	53.0	53.4	53.0	53.1	58.5	25.8	16.2
2	53.3	53.3	53.7	53.6	53.2	33.6	16.3
3	53.5	53.3	53.5	48.3	53.2	48.8	15.8
4	53.9	48.2	53.6	58.1	48.3	48.5	26.2
5	48.5	48.5	58.2	53.2	48.8	53.2	53.4
6	48.4	48.2	48.5	53.1	48.1	48.9	48.8
7	48.8	48.6	53.7	53.4	48.5	48.4	48.7
8	43.8	43.4	48.8	54.0	43.8	43.3	43.4
9	43.7	43.9	48.4	48.5	43.8	43.8	43.1
10	43.7	43.5	48.9	48.5	43.3	48.2	43.4
11	44.0	43.2	43.7	49.0	44.0	48.4	48.3
12	43.3	43.7	43.1	48.2	48.8	43.2	43.7
13	43.5	43.7	48.6	48.4	43.7	43.9	43.3
14	43.4	43.6	48.7	48.4	48.9	43.6	43.8
15	43.7	48.8	48.0	48.3	43.9	48.4	43.2
16	43.2	43.2	48.4	48.5	48.4	48.4	43.6
17	43.4	43.8	48.4	48.1	43.1	48.9	44.0
18	48.5	48.2	48.3	48.5	49.0	43.6	43.2
19	48.8	49.0	49.0	49.0	48.8	48.9	48.9
20	48.5	48.1	48.8	48.6	53.7	48.5	48.1
21	48.4	48.1	48.7	48.9	48.4	48.3	49.0
22	43.5	48.8	48.4	48.7	43.0	26.4	33.6
23	48.2	48.4	48.7	43.4	33.2	15.8	38.6
24	48.6	48.5	48.3	53.7	25.7	15.8	26.4

10-12	43.5	43.1	48.4	48.1	43.5	48.2	43.6
14-16	43.7	48.1	48.4	48.8	43.4	48.3	43.2
0-24	43.9	48.2	48.9	48.7	48.1	48.0	48.9

7 Day Ave	47.8
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Hinckley ATC 01, A5 (West)

Produced by Streetwise Services Ltd.



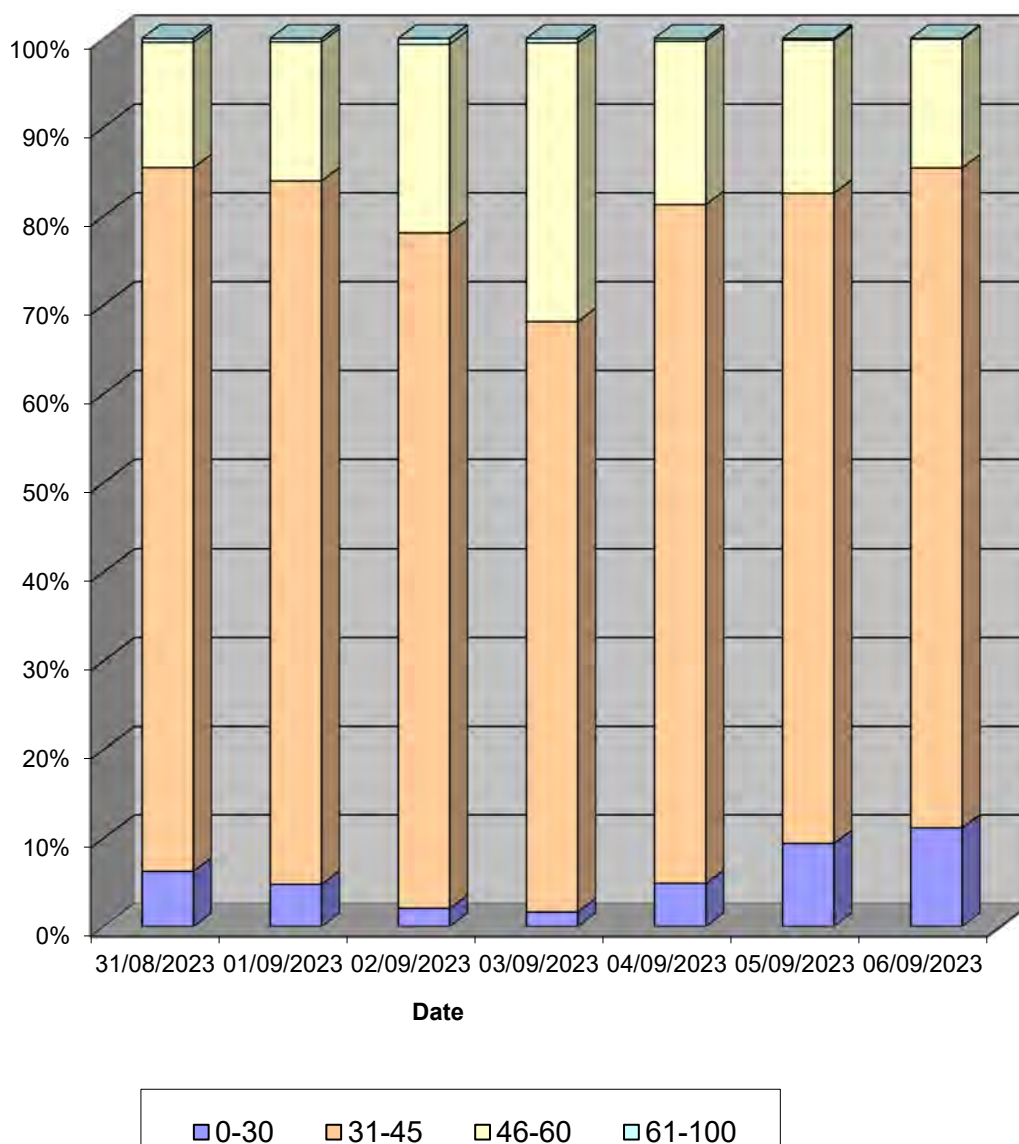
Channel 2 - Westbound

Speed Summary

Week 1

Speed (MPH)	31/08/2023 Thursday	01/09/2023 Friday	02/09/2023 Saturday	03/09/2023 Sunday	04/09/2023 Monday	05/09/2023 Tuesday	06/09/2023 Wednesday
0-30	567	441	160	115	475	878	1074
31-45	7187	7304	5875	4611	7440	6846	7155
46-60	1280	1444	1641	2178	1791	1613	1396
61-100	39	36	51	34	30	17	8
TOTAL	9073	9225	7727	6938	9736	9354	9633

Speed Summary (MPH)



Hinckley ATC 01, A5 (West)

Produced by Streetwise Services Ltd.



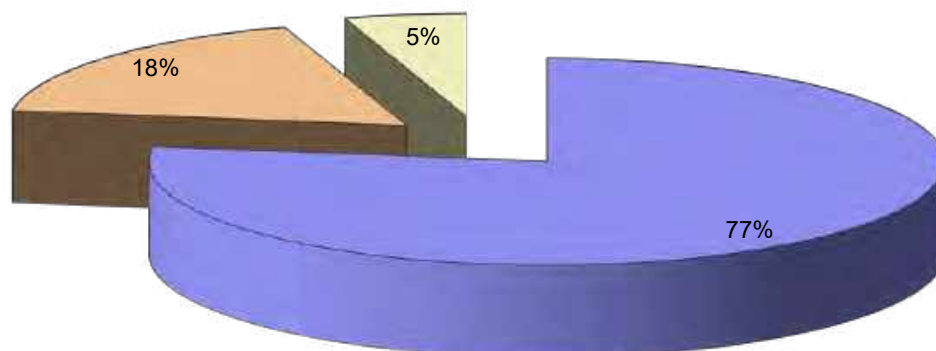
Channel 2 - Westbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
31/08/2023				
7-19	4865	1327	355	6547
6-22	5977	1584	434	7995
6-24	6229	1651	481	8361
0-24	6717	1782	574	9073
01/09/2023				
7-19	4953	1345	402	6700
6-22	6043	1593	478	8114
6-24	6373	1663	509	8545
0-24	6839	1791	595	9225
02/09/2023				
7-19	4970	589	168	5727
6-22	5928	683	204	6815
6-24	6242	719	218	7179
0-24	6615	823	289	7727
03/09/2023				
7-19	4735	437	154	5326
6-22	5601	516	195	6312
6-24	5795	552	212	6559
0-24	6060	614	264	6938
04/09/2023				
7-19	6044	1704	415	8163
6-22	6856	1896	455	9207
6-24	6862	1909	455	9226
0-24	7199	2001	536	9736
05/09/2023				
7-19	6063	1635	306	8004
6-22	6860	1817	353	9030
6-24	6867	1827	355	9049
0-24	7079	1900	375	9354
06/09/2023				
7-19	6153	1746	352	8251
6-22	6993	1938	404	9335
6-24	6996	1946	404	9346
0-24	7185	2029	419	9633
Average				
7-19	5398	1255	307	6960
6-22	6323	1432	360	8115
6-24	6481	1467	376	8324
0-24	6813	1563	436	8812

Total Vehicle Class Distribution



Hinckley ATC 01, A5 (West)

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

	31/08/2023 Thursday	01/09/2023 Friday	02/09/2023 Saturday	03/09/2023 Sunday	04/09/2023 Monday	05/09/2023 Tuesday	06/09/2023 Wednesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	7893	8174	7247	6492	6107	6770	8738	33.15	39.60
Mean Speed	36.9	39.9	44.8	45.3	42.3	42.2	41.8	40.6	41.9
85%ile Speed	48.6	48.9	53.6	53.2	48.1	48.8	48.1	48.5	49.9
No. Vehicles > 50 MPH Limit	472	634	990	1013	716	648	533	601	715
% Vehicles > 50 MPH Limit	6.0	7.8	13.7	15.6	7.9	7.4	6.1	7.0	9.2
No. Vehicles > 65 MPH	17	32	40	48	21	16	10	19	26
% Vehicles > 65 MPH	0.2	0.4	0.6	0.7	0.2	0.2	0.1	0.2	0.3

Channel 2 - Westbound

	31/08/2023 Thursday	01/09/2023 Friday	02/09/2023 Saturday	03/09/2023 Sunday	04/09/2023 Monday	05/09/2023 Tuesday	06/09/2023 Wednesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	9073	9225	7727	6938	8736	9354	9633	9404	8812
Mean Speed	39.1	39.7	41.4	43.0	40.3	39.2	39.3	39.3	40.1
85%ile Speed	43.9	48.2	48.9	48.7	48.1	48.0	48.9	47.4	47.8
No. Vehicles > 50 MPH Limit	366	360	444	503	413	303	274	343	380
% Vehicles > 50 MPH Limit	4.0	3.9	5.7	7.2	4.2	3.2	2.8	3.7	4.5
No. Vehicles > 65 MPH	14	12	25	13	14	6	4	10	15
% Vehicles > 65 MPH	0.2	0.1	0.3	0.2	0.1	0.1	0.0	0.1	0.1

Channels 1+2 - Eastbound & Westbound

	31/08/2023 Thursday	01/09/2023 Friday	02/09/2023 Saturday	03/09/2023 Sunday	04/09/2023 Monday	05/09/2023 Tuesday	06/09/2023 Wednesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	16966	17399	14974	13430	18853	18124	18371	17841	16672
Mean Speed	38.0	39.8	43.1	44.2	41.3	40.7	40.1	40.0	41.0
85%ile Speed	46.3	48.6	51.3	51.0	48.1	48.4	48.5	48.0	48.9
No. Vehicles > 50 MPH Limit	838	994	1434	1516	1129	951	807	944	1096
% Vehicles > 50 MPH Limit	4.9	5.7	9.6	11.3	6.0	5.2	4.4	5.3	6.7
No. Vehicles > 65 MPH	31	44	65	61	35	22	14	29	39
% Vehicles > 65 MPH	0.2	0.3	0.4	0.5	0.2	0.1	0.1	0.2	0.2

Class No	Vehicle Description	Class No	Vehicle Description
1	Car, Light Van 1 axle	5	PMR2 4x4 HGV + 7 Axle (Class Excluded) Trailer
7	Light Goods Vehicle	6	Rigid 3 Axle HGV + 2 Axle Drawbar Trailer
1	Car or Light Goods Vehicle + 1 Axle Drawbar or Trailer	6	Rigid 3 Axle HGV + 3 Axle Drawbar Trailer
1	Car or Light Goods Vehicle + 2 Axle Drawbar or Trailer	7	PMR, 2 Axle Trailer + 1 Axle Semi Trailer
2	Rigid 2 Axle Heavy Goods Vehicle	8	Artic, 3 Axle Trailer + 3 Axle Semi Trailer
3	Rigid 3 Axle Heavy Goods Vehicle	9	Artic, 3 Axle Trailer + 5 Axle Semi Trailer
3	Rigid 3 Axle Heavy Goods Vehicle	10	Artic, 3 Axle Trailer + 1 Axle Semi Trailer
4	Rigid 4 Axle Heavy Goods Vehicle	10	Artic, 3 Axle Trailer + 3 Axle Semi Trailer
4	Rigid 4 Axle Heavy Goods Vehicle	11	Artic, 3 Axle Trailer + 3 Axle Semi Trailer
5	Rigid 2 Axle HGV + 2 Axle Drawbar Trailer	12	Box or Semi, 2 Axle
5	Rigid 2 Axle HGV + 2 Axle Drawbar Trailer	12	Box or Semi, 3 Axle
5	Rigid 2 Axle HGV + 1 Axle Drawbar or Trailer	13	Unconventional 2 or more Axles

Hinckley ATC 01, A5 (West)

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

	31/08/2023 Thursday	01/09/2023 Friday	02/09/2023 Saturday	03/09/2023 Sunday	04/09/2023 Monday	05/09/2023 Tuesday	06/09/2023 Wednesday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	6013	6305	5674	5154	6410	6072	5975	6155	5943
Mean Speed	40.9	42.4	45.1	44.8	41.4	35.5	33.0	38.6	40.4
85%ile Speed	48.4	50.3	52.0	51.7	48.2	42.5	39.3	45.7	47.5
No. Vehicles > 50 MPH Limit	421	532	745	751	567	508	403	486	561
% Vehicles > 50 MPH Limit	7.0	8.4	13.1	14.6	8.8	8.4	6.7	7.9	9.6
No. Vehicles > 65 MPH	16	30	36	36	17	15	8	17	23
% Vehicles > 65 MPH	0.3	0.5	0.6	0.7	0.3	0.2	0.1	0.3	0.4

Channel 2 - Westbound

	31/08/2023 Thursday	01/09/2023 Friday	02/09/2023 Saturday	03/09/2023 Sunday	04/09/2023 Monday	05/09/2023 Tuesday	06/09/2023 Wednesday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	6772	6959	6153	5532	6672	6162	6622	6637	6410
Mean Speed	41.2	41.3	42.7	43.5	40.7	34.7	33.4	38.3	39.6
85%ile Speed	47.5	47.7	49.8	50.2	46.6	41.8	39.0	44.5	46.1
No. Vehicles > 50 MPH Limit	309	296	358	381	346	253	238	288	312
% Vehicles > 50 MPH Limit	4.6	4.3	5.8	6.9	5.2	4.1	3.6	4.3	4.9
No. Vehicles > 65 MPH	13	12	22	10	10	5	3	9	11
% Vehicles > 65 MPH	0.2	0.2	0.4	0.2	0.1	0.1	0.0	0.1	0.2

Channels 1+2 - Eastbound & Westbound

	31/08/2023 Thursday	01/09/2023 Friday	02/09/2023 Saturday	03/09/2023 Sunday	04/09/2023 Monday	05/09/2023 Tuesday	06/09/2023 Wednesday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	12785	13264	11827	10686	13082	12234	12597	12792	12354
Mean Speed	41.1	41.9	43.9	44.2	41.0	35.1	33.2	38.4	40.0
85%ile Speed	48.0	49.0	50.9	51.0	47.4	42.1	39.1	45.1	46.8
No. Vehicles > 50 MPH Limit	730	828	1103	1132	913	761	641	775	873
% Vehicles > 50 MPH Limit	5.7	6.2	9.3	10.6	7.0	6.2	5.1	6.0	7.2
No. Vehicles > 65 MPH	29	42	58	46	27	20	11	26	33
% Vehicles > 65 MPH	0.2	0.3	0.5	0.4	0.2	0.2	0.1	0.2	0.3

Note: All figures are based on data from the hours 0000-0700, 0900-1600 & 1800-2400.

Hinckley ATC 02, A5 (East)

Produced by Streetwise Services Ltd.



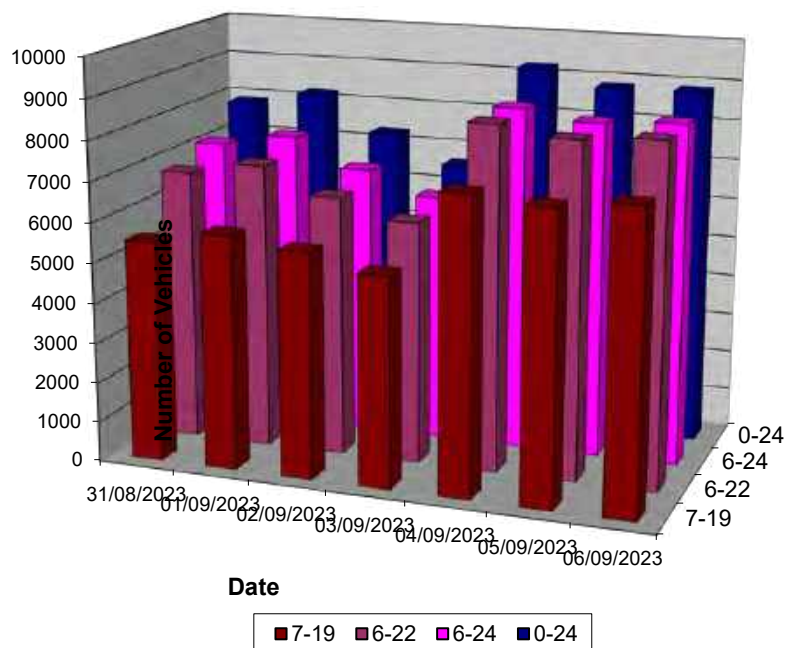
Channel 1 - Eastbound

Vehicle Flow

Week 1

Hr Ending	31/08/2023 Thursday	01/09/2023 Friday	02/09/2023 Saturday	03/09/2023 Sunday	04/09/2023 Monday	05/09/2023 Tuesday	06/09/2023 Wednesday	5 Day Ave	7 Day Ave
1	68	70	97	73	40	5	7	38	51
2	50	60	67	42	43	6	15	35	40
3	67	78	49	40	46	0	11	40	42
4	74	80	101	39	49	39	19	52	57
5	130	128	69	72	124	94	60	107	97
6	344	332	158	130	361	359	315	342	286
7	526	488	239	158	680	694	683	614	495
8	459	480	268	192	720	738	796	639	522
9	384	363	444	291	633	683	672	547	496
10	356	462	504	402	586	562	564	506	491
11	425	554	508	509	554	549	540	524	520
12	459	496	546	533	549	553	523	516	523
13	457	482	544	571	571	545	548	521	531
14	449	525	556	565	594	583	561	542	548
15	503	487	491	483	609	590	628	563	542
16	542	532	451	467	620	596	668	592	554
17	465	433	415	493	714	699	709	604	561
18	521	527	479	381	704	605	664	604	554
19	484	495	401	335	462	457	501	480	448
20	331	336	271	318	306	290	310	315	309
21	222	252	220	174	182	127	41	165	174
22	214	209	143	153	60	31	27	108	120
23	221	203	163	128	16	27	12	96	110
24	127	140	123	50	10	8	1	57	66
7-19	5504	5836	5607	5222	7316	7160	7374	6638	6288
6-22	6797	7121	6480	6025	8544	8302	8435	7840	7386
6-24	7145	7464	6766	6203	8570	8337	8448	7993	7562
0-24	7878	8212	7307	6599	9233	8840	8875	8608	8135

Vehicle Flow (Channel 1)



Hinckley ATC 02, A5 (East)

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

Average Speed

Week 1

Hr Ending	31/08/2023 Thursday	01/09/2023 Friday	02/09/2023 Saturday	03/09/2023 Sunday	04/09/2023 Monday	05/09/2023 Tuesday	06/09/2023 Wednesday
1	34.1	31.9	35.0	33.5	34.9	9.2	15.5
2	34.6	33.7	33.0	34.0	34.3	12.0	16.8
3	35.8	33.2	32.7	34.6	35.3	-	16.4
4	33.0	35.2	34.3	36.3	33.6	29.7	23.1
5	34.4	33.3	35.6	35.1	34.5	36.0	29.7
6	33.0	32.8	35.3	35.1	34.1	33.2	33.5
7	21.4	22.5	34.9	35.4	29.8	31.2	31.4
8	19.4	24.3	33.9	35.4	29.0	29.4	30.0
9	18.7	16.6	32.6	35.0	30.0	30.1	30.1
10	16.6	20.7	31.8	34.6	30.0	20.9	29.6
11	23.1	24.5	32.2	32.7	30.5	27.6	30.4
12	24.6	18.3	22.5	33.7	30.6	31.0	30.6
13	30.4	23.3	32.6	33.4	30.7	30.7	30.9
14	23.9	25.6	32.1	32.8	30.6	30.3	30.2
15	26.2	28.9	32.8	32.9	30.5	31.8	31.6
16	27.1	27.7	33.4	34.7	31.4	30.8	30.7
17	18.3	20.7	33.3	33.4	31.4	31.0	30.6
18	26.6	31.5	33.9	34.5	32.6	31.1	32.0
19	25.9	30.4	34.1	34.4	34.0	34.4	32.6
20	34.4	33.8	34.3	33.9	33.9	34.2	32.2
21	33.5	34.4	34.3	34.0	34.6	32.4	33.7
22	33.3	33.4	34.4	34.5	33.5	20.6	19.1
23	31.9	33.9	32.6	31.8	15.4	17.0	18.0
24	34.1	33.6	34.5	33.8	12.3	16.8	15.5

10-12	23.9	21.6	27.2	33.2	30.5	29.3	30.5
14-16	26.7	28.3	33.1	33.8	31.0	31.3	31.2
0-24	25.9	26.6	32.4	33.9	31.2	30.3	30.8

7 Day Ave	30.2
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85th Percentile

Hr Ending	31/08/2023 Thursday	01/09/2023 Friday	02/09/2023 Saturday	03/09/2023 Sunday	04/09/2023 Monday	05/09/2023 Tuesday	06/09/2023 Wednesday
1	38.7	38.6	39.0	38.7	43.9	16.2	15.8
2	43.5	38.3	38.4	38.9	38.7	16.4	25.7
3	43.6	38.3	38.3	38.8	43.5	-	26.0
4	38.3	43.8	38.2	43.0	38.4	33.5	25.8
5	38.3	38.8	38.2	38.5	43.1	43.1	38.3
6	38.8	38.6	38.6	38.9	38.8	38.8	38.0
7	33.0	34.0	43.4	38.4	38.5	38.4	38.5
8	26.3	33.9	38.4	43.7	38.8	33.5	38.2
9	26.3	25.7	38.7	38.5	38.6	33.5	38.9
10	26.2	33.7	38.3	38.5	38.8	25.7	33.6
11	33.0	34.0	38.6	38.5	38.0	33.3	38.8
12	33.4	25.7	33.2	38.4	38.2	38.1	38.9
13	38.9	33.5	38.2	38.4	38.1	38.6	38.3
14	33.8	33.1	38.6	38.3	38.1	38.2	38.5
15	33.4	34.0	38.1	38.1	38.3	38.9	38.1
16	34.0	38.7	38.5	38.2	38.1	38.1	38.6
17	26.4	33.0	38.9	39.0	38.0	38.4	38.4
18	33.1	38.6	38.3	38.1	38.5	38.3	39.0
19	33.9	38.1	38.8	38.4	38.7	38.9	38.1
20	38.4	38.1	38.4	38.4	38.5	38.8	38.9
21	38.5	38.8	38.3	38.5	38.8	38.3	38.6
22	38.8	38.3	38.9	38.2	38.1	26.2	25.8
23	38.1	38.0	38.6	38.5	15.7	25.8	25.6
24	38.6	38.3	38.6	38.3	16.2	16.9	16.0

10-12	33.5	33.4	38.4	38.6	38.5	33.0	38.2
14-16	33.3	38.3	38.1	38.5	38.4	38.3	39.0
0-24	33.6	38.9	38.6	38.2	38.1	38.8	38.1

7 Day Ave	37.8
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Hinckley ATC 02, A5 (East)

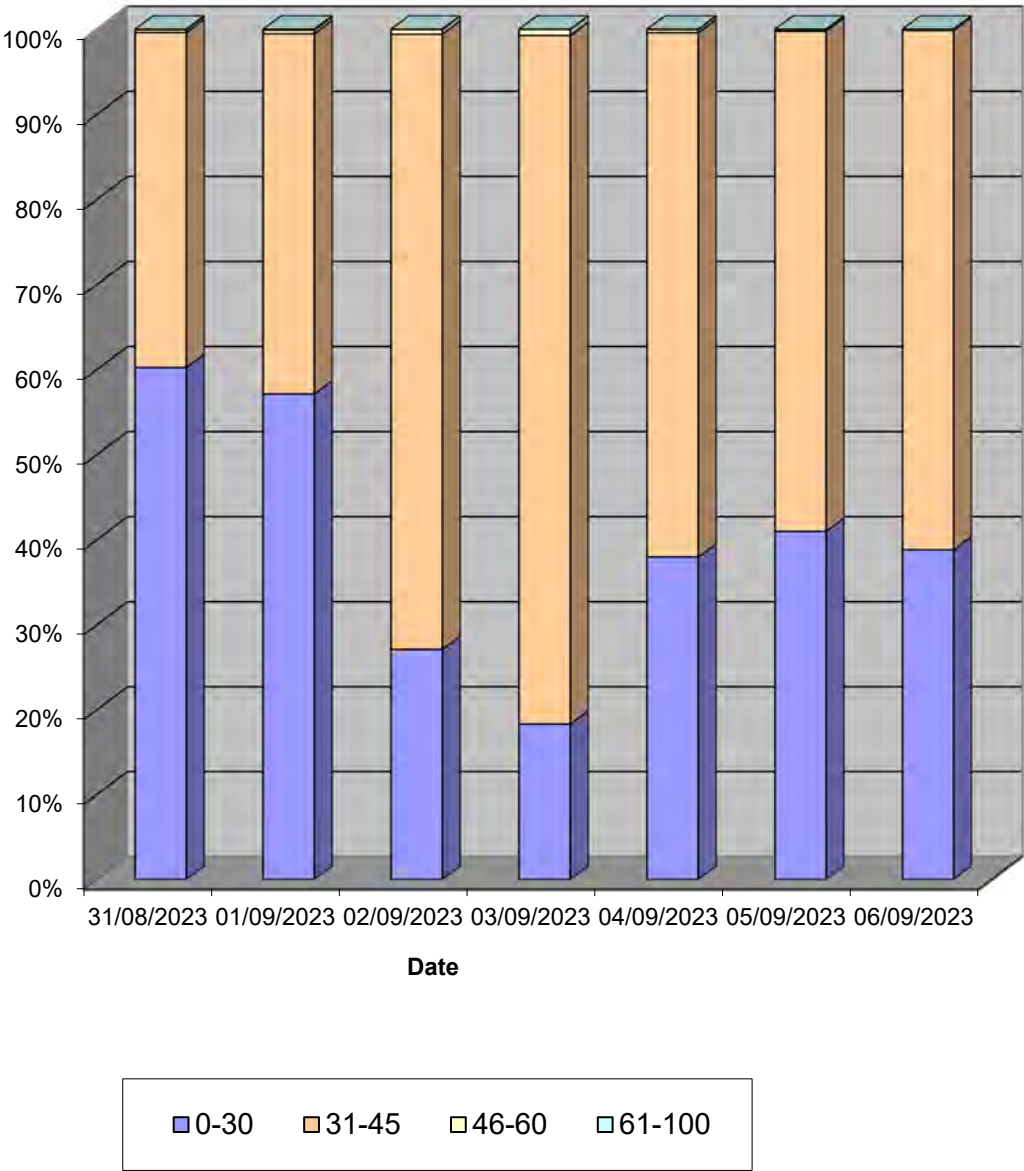
Produced by Streetwise Services Ltd.



Channel 1 - EastboundSpeed SummaryWeek 1

Speed (MPH)	31/08/2023 Thursday	01/09/2023 Friday	02/09/2023 Saturday	03/09/2023 Sunday	04/09/2023 Monday	05/09/2023 Tuesday	06/09/2023 Wednesday
0-30	4747	4693	1982	1209	3507	3623	3445
31-45	3102	3478	5284	5343	5690	5199	5420
46-60	26	34	41	47	34	18	10
61-100	3	7	0	0	2	0	0
TOTAL	7878	8212	7307	6599	9233	8840	8875

Speed Summary (MPH)



Hinckley ATC 02, A5 (East)

Produced by Streetwise Services Ltd.



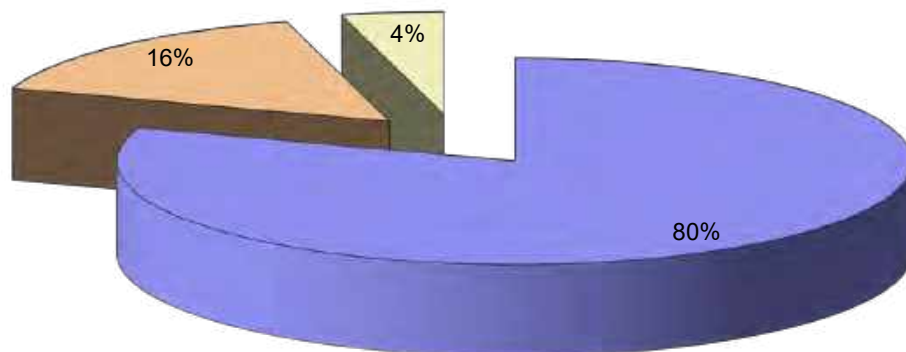
Channel 1 - Eastbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
31/08/2023				
7-19	4298	964	242	5504
6-22	5309	1197	291	6797
6-24	5586	1240	319	7145
0-24	6006	1457	415	7878
01/09/2023				
7-19	4726	902	208	5836
6-22	5770	1096	255	7121
6-24	6043	1146	275	7464
0-24	6527	1323	362	8212
02/09/2023				
7-19	4984	468	155	5607
6-22	5736	565	179	6480
6-24	5983	589	194	6766
0-24	6364	697	246	7307
03/09/2023				
7-19	4732	366	124	5222
6-22	5446	430	149	6025
6-24	5583	455	165	6203
0-24	5910	498	191	6599
04/09/2023				
7-19	5722	1267	327	7316
6-22	6696	1478	370	8544
6-24	6706	1494	370	8570
0-24	7169	1627	437	9233
05/09/2023				
7-19	5552	1319	289	7160
6-22	6488	1489	325	8302
6-24	6506	1504	327	8337
0-24	6851	1631	358	8840
06/09/2023				
7-19	5773	1313	288	7374
6-22	6596	1515	324	8435
6-24	6603	1521	324	8448
0-24	6861	1659	355	8875
Average				
7-19	5112	943	233	6288
6-22	6006	1110	270	7386
6-24	6144	1136	282	7562
0-24	6527	1270	338	8135

Total Vehicle Class Distribution



Hinckley ATC 02, A5 (East)

Produced by Streetwise Services Ltd.



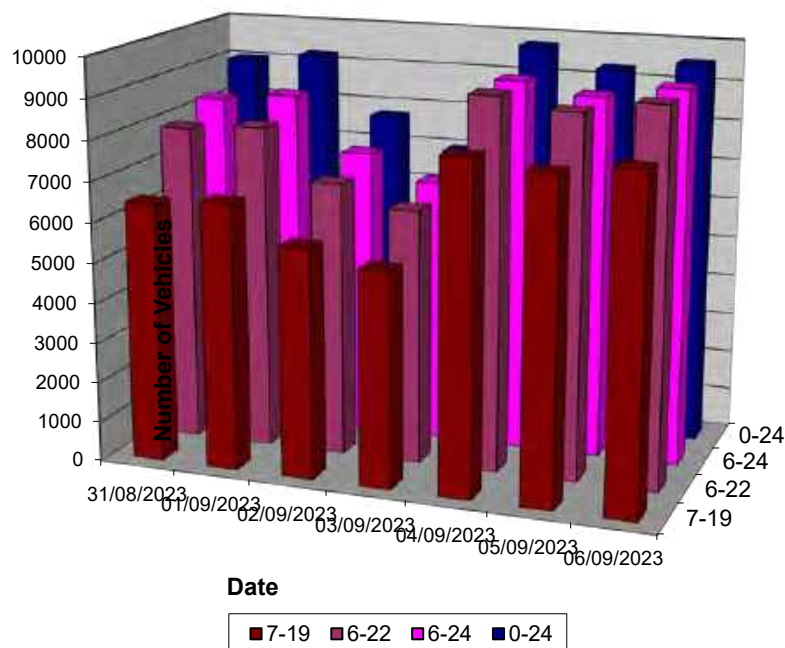
Channel 2 - Westbound

Vehicle Flow

Week 1

Hr Ending	31/08/2023 Thursday	01/09/2023 Friday	02/09/2023 Saturday	03/09/2023 Sunday	04/09/2023 Monday	05/09/2023 Tuesday	06/09/2023 Wednesday	5 Day Ave	7 Day Ave
1	97	100	146	109	45	6	7	51	73
2	66	72	87	70	47	4	12	40	51
3	78	78	80	54	51	2	4	43	50
4	91	88	80	42	63	18	9	54	56
5	111	116	72	54	91	66	39	85	78
6	261	251	117	77	239	228	201	236	196
7	371	356	148	87	388	454	447	403	322
8	580	524	207	137	781	809	753	689	542
9	591	511	309	193	702	746	732	656	541
10	532	537	405	324	650	390	663	554	500
11	482	533	487	443	581	433	543	514	500
12	492	576	535	525	526	556	549	540	537
13	484	544	566	614	644	594	616	576	580
14	555	565	566	539	626	687	661	619	600
15	540	551	527	510	740	675	724	646	610
16	537	559	504	503	764	787	837	697	642
17	523	550	497	590	822	826	748	694	651
18	574	599	576	493	745	781	745	689	645
19	552	555	519	447	572	643	591	583	554
20	403	410	397	393	390	444	447	419	412
21	353	335	312	296	253	89	175	241	259
22	346	351	258	216	29	32	19	155	179
23	221	246	201	158	13	17	13	102	124
24	176	215	155	91	8	8	6	83	94
7-19	6442	6604	5698	5318	8153	7927	8162	7458	6901
6-22	7915	8056	6813	6310	9213	8946	9250	8676	8072
6-24	8312	8517	7169	6559	9234	8971	9269	8861	8290
0-24	9016	9222	7751	6965	9770	9295	9541	9369	8794

Vehicle Flow (Channel 2)



Hinckley ATC 02, A5 (East)

Produced by Streetwise Services Ltd.



Channel 2 - Westbound

Average Speed

Week 1

Hr Ending	31/08/2023 Thursday	01/09/2023 Friday	02/09/2023 Saturday	03/09/2023 Sunday	04/09/2023 Monday	05/09/2023 Tuesday	06/09/2023 Wednesday
1	34.8	33.2	35.2	35.9	37.8	13.8	14.0
2	35.0	33.7	36.4	34.1	36.1	15.5	18.8
3	35.5	34.6	35.8	34.2	35.3	5.0	20.5
4	35.9	34.9	36.6	36.5	33.1	32.3	16.6
5	33.9	34.4	34.0	35.6	34.2	34.8	31.6
6	32.7	32.7	34.3	33.6	33.3	34.9	34.1
7	28.4	30.8	33.7	33.6	33.1	32.4	33.0
8	27.9	27.7	32.0	33.6	29.7	31.2	31.1
9	27.4	27.3	30.9	34.6	30.8	30.3	30.9
10	25.6	26.3	31.6	33.7	31.3	26.9	29.9
11	27.3	28.2	32.6	32.9	31.1	29.1	31.4
12	28.3	26.4	30.4	34.3	30.9	31.1	31.2
13	28.4	28.1	31.4	34.9	29.9	29.4	31.0
14	27.9	28.1	30.2	33.7	30.1	30.6	31.4
15	27.9	28.8	31.0	35.0	30.8	32.8	30.9
16	30.2	29.2	31.7	35.3	29.9	30.5	31.2
17	29.4	28.1	31.9	34.8	32.3	32.1	24.1
18	31.5	32.2	32.4	35.5	34.2	26.0	31.3
19	30.8	30.9	33.8	35.5	33.4	33.6	33.6
20	32.9	32.1	34.1	34.3	35.0	34.2	33.2
21	32.0	32.2	32.1	35.9	34.4	34.1	33.7
22	31.8	32.5	33.9	35.7	28.7	17.3	24.6
23	33.4	33.5	35.2	34.1	14.7	15.5	17.0
24	32.0	32.8	35.0	36.5	14.1	12.8	10.2

10-12	27.8	27.2	31.4	33.7	31.0	30.2	31.3
14-16	29.1	29.0	31.4	35.1	30.4	31.6	31.1
0-24	29.6	29.6	32.3	34.7	31.6	30.8	30.9

7 Day Ave	31.4
-----------	------

85th Percentile

Hr Ending	31/08/2023 Thursday	01/09/2023 Friday	02/09/2023 Saturday	03/09/2023 Sunday	04/09/2023 Monday	05/09/2023 Tuesday	06/09/2023 Wednesday
1	43.0	43.4	43.0	38.1	48.5	15.8	16.2
2	43.3	38.3	43.7	43.6	43.2	16.1	26.3
3	43.5	43.3	43.5	43.3	43.2	5.8	25.8
4	43.9	43.2	43.6	48.1	38.3	48.5	26.2
5	43.5	43.5	43.2	38.2	38.8	43.2	38.4
6	38.4	38.2	38.5	38.1	38.1	43.9	43.8
7	38.8	38.6	43.7	43.4	38.5	38.4	38.7
8	33.8	33.4	38.8	44.0	38.8	38.3	38.4
9	33.7	33.9	38.4	43.5	38.8	38.8	38.1
10	33.7	33.5	38.9	38.5	38.3	33.2	38.4
11	34.0	33.2	38.7	39.0	39.0	33.4	38.3
12	33.3	33.7	38.1	38.2	38.8	38.2	38.7
13	33.5	33.7	38.6	38.4	38.7	38.9	38.3
14	33.4	38.6	38.7	38.4	38.9	38.6	38.8
15	33.7	33.8	38.0	38.3	38.9	38.4	38.2
16	38.2	38.2	38.4	38.5	38.4	38.4	38.6
17	38.4	33.8	38.4	38.1	38.1	38.9	34.0
18	38.5	38.2	38.3	43.5	39.0	38.6	38.2
19	38.8	39.0	39.0	44.0	38.8	38.9	38.9
20	38.5	38.1	38.8	43.6	43.7	38.5	38.1
21	38.4	38.1	38.7	43.9	43.4	38.3	39.0
22	38.5	38.8	38.4	43.7	38.0	26.4	33.6
23	38.2	38.4	38.7	43.4	15.7	15.8	26.1
24	38.6	38.5	38.3	43.7	15.7	25.8	16.4

10-12	33.5	33.1	38.4	38.1	38.5	38.2	38.6
14-16	33.7	38.1	38.4	38.8	38.4	38.3	38.2
0-24	38.9	38.2	38.9	38.7	38.1	38.0	38.9

7 Day Ave	38.5
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Hinckley ATC 02, A5 (East)

Produced by Streetwise Services Ltd.



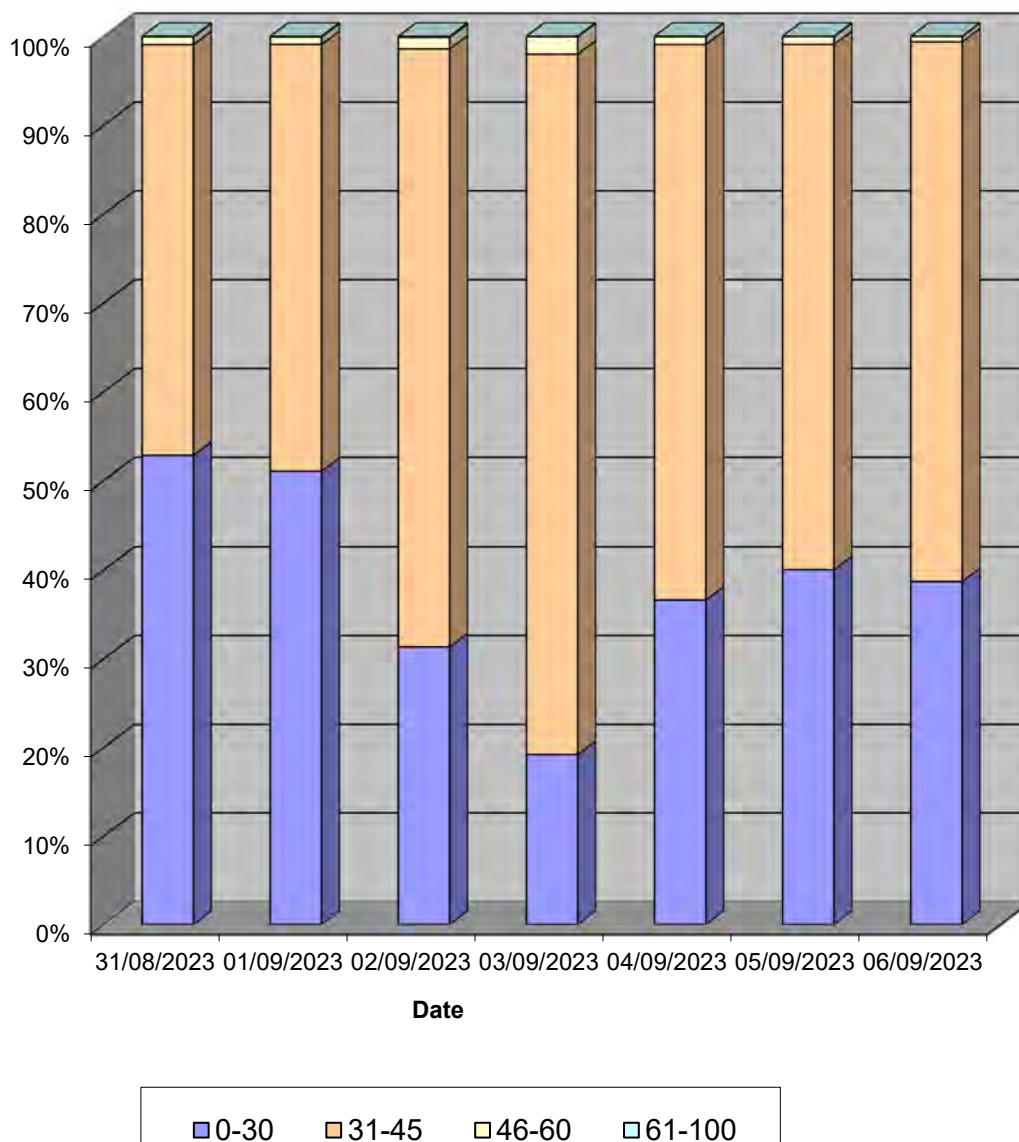
Channel 2 - Westbound

Speed Summary

Week 1

Speed (MPH)	31/08/2023 Thursday	01/09/2023 Friday	02/09/2023 Saturday	03/09/2023 Sunday	04/09/2023 Monday	05/09/2023 Tuesday	06/09/2023 Wednesday
0-30	4764	4708	2429	1338	3578	3721	3693
31-45	4169	4431	5213	5488	6103	5490	5790
46-60	79	78	101	137	87	83	58
61-100	4	5	8	2	2	1	0
TOTAL	9016	9222	7751	6965	9770	9295	9541

Speed Summary (MPH)



Hinckley ATC 02, A5 (East)

Produced by Streetwise Services Ltd.



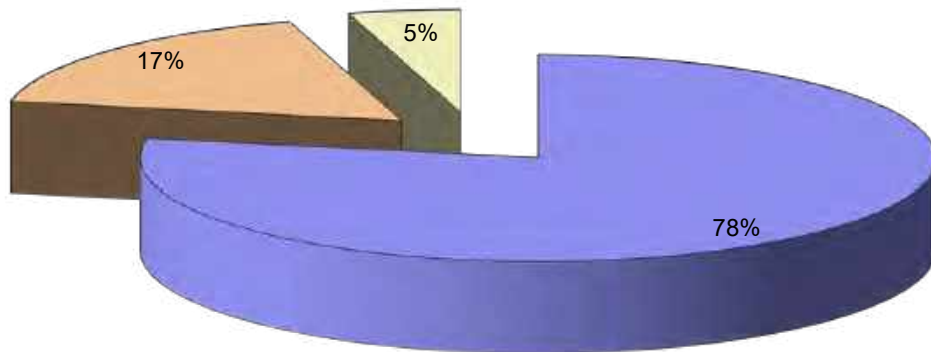
Channel 2 - Westbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
31/08/2023				
7-19	4716	1358	368	6442
6-22	5875	1599	441	7915
6-24	6173	1666	473	8312
0-24	6635	1811	570	9016
01/09/2023				
7-19	4974	1287	343	6604
6-22	6116	1531	409	8056
6-24	6485	1598	434	8517
0-24	6978	1737	507	9222
02/09/2023				
7-19	4864	681	153	5698
6-22	5834	789	190	6813
6-24	6136	829	204	7169
0-24	6548	932	271	7751
03/09/2023				
7-19	4676	483	159	5318
6-22	5546	568	196	6310
6-24	5740	605	214	6559
0-24	6038	674	253	6965
04/09/2023				
7-19	6216	1568	369	8153
6-22	7051	1766	396	9213
6-24	7064	1773	397	9234
0-24	7433	1866	471	9770
05/09/2023				
7-19	6053	1589	285	7927
6-22	6863	1755	328	8946
6-24	6876	1767	328	8971
0-24	7108	1838	349	9295
06/09/2023				
7-19	6259	1591	312	8162
6-22	7105	1783	362	9250
6-24	7116	1791	362	9269
0-24	7304	1861	376	9541
Average				
7-19	5394	1222	284	6901
6-22	6341	1399	332	8072
6-24	6513	1433	345	8290
0-24	6863	1531	400	8794

Total Vehicle Class Distribution



Hinckley ATC 02, A5 (East)

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

	31/08/2023 Thursday	01/09/2023 Friday	02/09/2023 Saturday	03/09/2023 Sunday	04/09/2023 Monday	05/09/2023 Tuesday	06/09/2023 Wednesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	1978	3212	1307	6599	9233	3940	8876	3505	3135
Mean Speed	25.9	26.6	32.4	33.9	31.2	30.3	30.8	29.0	30.2
85thile Speed	33.6	38.9	38.6	38.2	38.1	38.8	38.1	37.5	37.8
No. Vehicles > 50 MPH Limit	7	18	7	4	7	4	1	7	7
% Vehicles > 50 MPH Limit	0.1	0.2	0.1	0.1	0.1	0.0	0.0	0.1	0.1
No. Vehicles > 65 MPH	1	4	0	0	0	0	0	1	1
% Vehicles > 65 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Channel 2 - Westbound

	31/08/2023 Thursday	01/09/2023 Friday	02/09/2023 Saturday	03/09/2023 Sunday	04/09/2023 Monday	05/09/2023 Tuesday	06/09/2023 Wednesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	9016	9222	7751	6985	9770	9285	9541	8369	8734
Mean Speed	29.6	29.6	32.3	34.7	31.6	30.8	30.9	30.5	31.4
85thile Speed	38.9	38.2	38.9	38.7	38.1	38.0	38.9	38.4	38.5
No. Vehicles > 50 MPH Limit	24	28	27	35	23	16	10	20	23
% Vehicles > 50 MPH Limit	0.3	0.3	0.3	0.5	0.2	0.2	0.1	0.2	0.3
No. Vehicles > 65 MPH	2	4	5	1	0	1	0	1	2
% Vehicles > 65 MPH	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0

Channels 1+2 - Eastbound & Westbound

	31/08/2023 Thursday	01/09/2023 Friday	02/09/2023 Saturday	03/09/2023 Sunday	04/09/2023 Monday	05/09/2023 Tuesday	06/09/2023 Wednesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	16884	17434	10058	13584	19003	18135	19416	17876	16929
Mean Speed	27.8	28.1	32.4	34.3	31.4	30.6	30.9	29.7	30.8
85thile Speed	36.3	38.6	38.8	38.5	38.1	38.4	38.5	38.0	38.1
No. Vehicles > 50 MPH Limit	31	46	34	39	30	20	11	28	30
% Vehicles > 50 MPH Limit	0.2	0.3	0.2	0.3	0.2	0.1	0.1	0.2	0.2
No. Vehicles > 65 MPH	3	8	5	1	0	1	0	2	3
% Vehicles > 65 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Class No	Vehicle Description	Class No	Vehicle Description
1	East Light Vehicle 1 axle	5	Heavy 2 axle HGV + 7 axle (Class 6) Tractor
7	Light Goods Vehicle	6	Heavy 3 axle HGV + 7 axle (Class 6) Tractor
1	East or Light Goods Vehicle + 1 axle Tractor or Trailer	6	Heavy 3 axle HGV + 7 axle (Class 6) Tractor
1	East or Light Goods Vehicle + 2 axle Tractor or Trailer	7	Heavy 2 axle HGV + 1 axle (Class 6) Tractor
2	Heavy 2 axle Heavy Goods Vehicle	8	Heavy 3 axle HGV + 1 axle (Class 6) Tractor
3	Heavy 3 axle Heavy Goods Vehicle	9	Heavy 3 axle HGV + 1 axle (Class 6) Tractor
3	Heavy 3 axle Heavy Goods Vehicle	10	Heavy 3 axle HGV + 1 axle (Class 6) Tractor
4	Heavy 4 axle Heavy Goods Vehicle	10	Heavy 3 axle HGV + 1 axle (Class 6) Tractor
4	Heavy 4 axle Heavy Goods Vehicle	11	Heavy 3 axle HGV + 1 axle (Class 6) Tractor
5	Heavy 2 axle HGV + 8 axle (Class 6) Tractor	12	Bus or Coach, 2 axle
5	Heavy 2 axle HGV + 8 axle (Class 6) Tractor	13	Bus or Coach, 3 axle
5	Heavy 2 axle HGV + 8 axle (Class 6) Tractor	15	Motorcycle 2 or 3 wheel

Hinckley ATC 02, A5 (East)

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

	31/08/2023 Thursday	01/09/2023 Friday	02/09/2023 Saturday	03/09/2023 Sunday	04/09/2023 Monday	05/09/2023 Tuesday	06/09/2023 Wednesday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	6049	6409	5701	5242	6462	6115	6034	6214	6002
Mean Speed	29.6	29.6	33.1	34.1	30.7	26.8	26.6	28.7	30.1
85%ile Speed	36.7	36.6	38.5	38.7	36.9	32.7	32.8	35.2	36.1
No. Vehicles > 50 MPH Limit	7	16	5	4	6	4	1	7	6
% Vehicles > 50 MPH Limit	0.1	0.2	0.1	0.1	0.1	0.1	0.0	0.1	0.1
No. Vehicles > 65 MPH	1	2	0	0	0	0	0	1	0
% Vehicles > 65 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Channel 2 - Westbound

	31/08/2023 Thursday	01/09/2023 Friday	02/09/2023 Saturday	03/09/2023 Sunday	04/09/2023 Monday	05/09/2023 Tuesday	06/09/2023 Wednesday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	6748	7038	6162	5552	6720	6133	6563	6640	6417
Mean Speed	31.2	31.2	33.5	34.8	30.9	26.3	26.9	29.3	30.7
85%ile Speed	38.3	38.2	40.0	41.2	37.7	32.7	33.8	36.2	37.4
No. Vehicles > 50 MPH Limit	16	24	25	23	18	12	8	16	18
% Vehicles > 50 MPH Limit	0.2	0.3	0.4	0.4	0.3	0.2	0.1	0.2	0.3
No. Vehicles > 65 MPH	1	2	5	1	0	1	0	1	1
% Vehicles > 65 MPH	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0

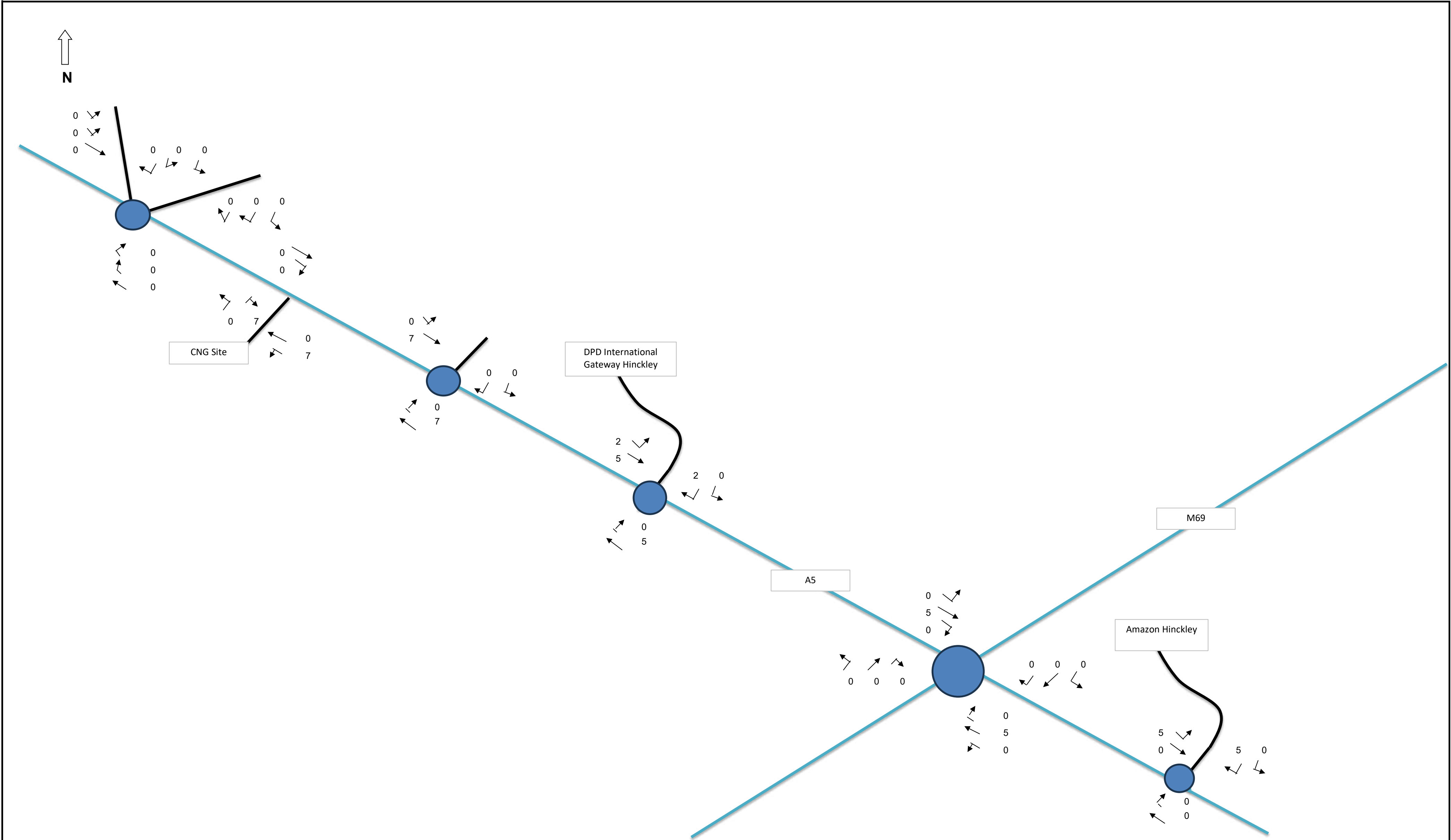
Channels 1+2 - Eastbound & Westbound

	31/08/2023 Thursday	01/09/2023 Friday	02/09/2023 Saturday	03/09/2023 Sunday	04/09/2023 Monday	05/09/2023 Tuesday	06/09/2023 Wednesday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	12797	13447	11863	10794	13182	12248	12597	12854	12418
Mean Speed	30.4	30.4	33.3	34.4	30.8	26.6	26.7	29.0	30.4
85%ile Speed	37.5	37.4	39.2	40.0	37.3	32.7	33.3	35.7	36.8
No. Vehicles > 50 MPH Limit	23	40	30	27	24	16	9	22	24
% Vehicles > 50 MPH Limit	0.2	0.3	0.3	0.3	0.2	0.1	0.1	0.2	0.2
No. Vehicles > 65 MPH	2	4	5	1	0	1	0	1	2
% Vehicles > 65 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Note: All figures are based on data from the hours 0000-0700, 0900-1600 & 1800-2400.

APPENDIX C

Trip Distribution Diagram



Notes	CNG Fuels LTD	Figure 3	 Tuscany House - White Hart Lane 331144 odysseyconsult.co.uk Basingstoke - Hampshire - RG214AF 331134 odysseyconsult.co.uk
	Job Title:	Job No:	
	CNG Watling Street, Hinckley	22-240	
	Drawing Title:	Date:	
	Dev Flows AM	01/09/2023	

APPENDIX D

Junction Capacity Assessment

Junctions 10													
PICADY 10 - Priority Intersection Module													
Version: 10.1.0.1820													
© Copyright TRL Software Limited, 2023													
For sales and distribution information, program advice and maintenance, contact TRL Software:													
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com													
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution													

Filename: Site Access - Left in-Right Out.j10
Path: P:\22-240 - CNG Watling Street, Hinckley\Trans\Picady
Report generation date: 27/09/2023 10:54:35

»2023 + Dev, AM
 »2023 + Dev, PM
 »2028 + Dev, AM
 »2028 + Dev, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2023 + Dev													
Stream B-AC	D1	0.1	50.70	0.10	F	0.38	-12 %	D2	0.2	49.14	0.14	E	0.60	-11 %
Stream C-AB		0.0	0.00	0.00	A		[Stream B-AC]		0.0	0.00	0.00	A		[Stream B-AC]
	2028 + Dev													
Stream B-AC	D3	0.1	59.29	0.11	F	0.43	-15 %	D4	0.2	56.46	0.16	F	0.67	-14 %
Stream C-AB		0.0	0.00	0.00	A		[Stream B-AC]		0.0	0.00	0.00	A		[Stream B-AC]

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	27/09/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ODYSSEY-CE\msheridan
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75					✓	Delay	0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 + Dev	AM	ONE HOUR	06:45	08:15	15	✓
D2	2023 + Dev	PM	ONE HOUR	15:45	17:15	15	✓
D3	2028 + Dev	AM	ONE HOUR	06:45	08:15	15	✓
D4	2028 + Dev	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2023 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.38	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-12	Stream B-AC	0.38	A

Arms

Arms

Arm	Name	Description	Arm type
A	A5 Watling Street	East	Major
B	Site Access		Minor
C	A5 Watling Street	West	Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.80			120.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	5.00	16	145

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	664	0.122	0.309	0.194	0.441
B-C	859	0.133	0.336	-	-
C-B	643	0.251	0.251	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 + Dev	AM	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	788	100.000
B		ONE HOUR	✓	7	100.000
C		ONE HOUR	✓	743	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
From		A	B	C	
	A	0	7	781	
	B	7	0	0	
	C	743	0	0	

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A	B	C
	A	0	100	18
	B	100	0	0
	C	21	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.10	50.70	0.1	F	6	10
C-AB	0.00	0.00	0.0	A	0	0
C-A					682	1023
A-B					6	10
A-C					717	1075

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	1	159	0.033	5	0.0	0.0	23.402	C
C-AB	0	0	422	0.000	0	0.0	0.0	0.000	A
C-A	559	140			559				
A-B	5	1			5				
A-C	588	147			588				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	2	125	0.050	6	0.0	0.1	30.241	D
C-AB	0	0	391	0.000	0	0.0	0.0	0.000	A
C-A	668	167			668				
A-B	6	2			6				
A-C	702	176			702				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	79	0.098	8	0.1	0.1	50.443	F
C-AB	0	0	348	0.000	0	0.0	0.0	0.000	A
C-A	818	205			818				
A-B	8	2			8				
A-C	860	215			860				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	79	0.098	8	0.1	0.1	50.703	F
C-AB	0	0	348	0.000	0	0.0	0.0	0.000	A
C-A	818	205			818				
A-B	8	2			8				
A-C	860	215			860				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	2	125	0.050	6	0.1	0.1	30.376	D
C-AB	0	0	391	0.000	0	0.0	0.0	0.000	A
C-A	668	167			668				
A-B	6	2			6				
A-C	702	176			702				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	1	159	0.033	5	0.1	0.0	23.466	C
C-AB	0	0	422	0.000	0	0.0	0.0	0.000	A
C-A	559	140			559				
A-B	5	1			5				
A-C	588	147			588				

2023 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.60	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-11	Stream B-AC	0.60	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2023 + Dev	PM	ONE HOUR	15:45	17:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	810	100.000
B		ONE HOUR	✓	11	100.000
C		ONE HOUR	✓	699	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	11	799
	B	11	0	0
	C	699	0	0

Vehicle Mix

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

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	100	17
	B	100	0	0
	C	16	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.14	49.14	0.2	E	10	15
C-AB	0.00	0.00	0.0	A	0	0
C-A					641	962
A-B					10	15
A-C					733	1100

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	163	0.051	8	0.0	0.1	23.151	C
C-AB	0	0	428	0.000	0	0.0	0.0	0.000	A
C-A	526	132			526				
A-B	8	2			8				
A-C	602	150			602				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	10	2	131	0.076	10	0.1	0.1	29.767	D
C-AB	0	0	396	0.000	0	0.0	0.0	0.000	A
C-A	628	157			628				
A-B	10	2			10				
A-C	718	180			718				

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	12	3	85	0.142	12	0.1	0.2	48.776	E
C-AB	0	0	350	0.000	0	0.0	0.0	0.000	A
C-A	770	192			770				
A-B	12	3			12				
A-C	880	220			880				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	12	3	85	0.142	12	0.2	0.2	49.143	E
C-AB	0	0	350	0.000	0	0.0	0.0	0.000	A
C-A	770	192			770				
A-B	12	3			12				
A-C	880	220			880				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	10	2	131	0.076	10	0.2	0.1	29.965	D
C-AB	0	0	396	0.000	0	0.0	0.0	0.000	A
C-A	628	157			628				
A-B	10	2			10				
A-C	718	180			718				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	163	0.051	8	0.1	0.1	23.246	C
C-AB	0	0	428	0.000	0	0.0	0.0	0.000	A
C-A	526	132			526				
A-B	8	2			8				
A-C	602	150			602				

2028 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.43	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-15	Stream B-AC	0.43	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2028 + Dev	AM	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	820	100.000
B		ONE HOUR	✓	7	100.000
C		ONE HOUR	✓	773	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	7	813
	B	7	0	0
	C	773	0	0

Vehicle Mix

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

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	100	18
	B	100	0	0
	C	21	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.11	59.29	0.1	F	6	10
C-AB	0.00	0.00	0.0	A	0	0
C-A					709	1064
A-B					6	10
A-C					746	1119

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	1	152	0.035	5	0.0	0.0	24.523	C
C-AB	0	0	416	0.000	0	0.0	0.0	0.000	A
C-A	582	145			582				
A-B	5	1			5				
A-C	612	153			612				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	2	117	0.054	6	0.0	0.1	32.531	D
C-AB	0	0	383	0.000	0	0.0	0.0	0.000	A
C-A	695	174			695				
A-B	6	2			6				
A-C	731	183			731				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	68	0.113	7	0.1	0.1	58.843	F
C-AB	0	0	338	0.000	0	0.0	0.0	0.000	A
C-A	851	213			851				
A-B	8	2			8				
A-C	895	224			895				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	68	0.113	8	0.1	0.1	59.285	F
C-AB	0	0	338	0.000	0	0.0	0.0	0.000	A
C-A	851	213			851				
A-B	8	2			8				
A-C	895	224			895				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	2	117	0.054	7	0.1	0.1	32.724	D
C-AB	0	0	383	0.000	0	0.0	0.0	0.000	A
C-A	695	174			695				
A-B	6	2			6				
A-C	731	183			731				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	1	152	0.035	5	0.1	0.0	24.596	C
C-AB	0	0	416	0.000	0	0.0	0.0	0.000	A
C-A	582	145			582				
A-B	5	1			5				
A-C	612	153			612				

2028 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.67	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-14	Stream B-AC	0.67	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2028 + Dev	PM	ONE HOUR	15:45	17:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	841	100.000
B		ONE HOUR	✓	11	100.000
C		ONE HOUR	✓	726	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	11	830
	B	11	0	0
	C	726	0	0

Vehicle Mix

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

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	100	17
	B	100	0	0
	C	16	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.16	56.46	0.2	F	10	15
C-AB	0.00	0.00	0.0	A	0	0
C-A					666	999
A-B					10	15
A-C					762	1142

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	157	0.053	8	0.0	0.1	24.159	C
C-AB	0	0	422	0.000	0	0.0	0.0	0.000	A
C-A	547	137			547				
A-B	8	2			8				
A-C	625	156			625				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	10	2	123	0.081	10	0.1	0.1	31.801	D
C-AB	0	0	388	0.000	0	0.0	0.0	0.000	A
C-A	653	163			653				
A-B	10	2			10				
A-C	746	187			746				

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	12	3	76	0.160	12	0.1	0.2	55.882	F
C-AB	0	0	341	0.000	0	0.0	0.0	0.000	A
C-A	799	200			799				
A-B	12	3			12				
A-C	914	228			914				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	12	3	76	0.160	12	0.2	0.2	56.459	F
C-AB	0	0	341	0.000	0	0.0	0.0	0.000	A
C-A	799	200			799				
A-B	12	3			12				
A-C	914	228			914				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	10	2	123	0.081	10	0.2	0.1	32.072	D
C-AB	0	0	388	0.000	0	0.0	0.0	0.000	A
C-A	653	163			653				
A-B	10	2			10				
A-C	746	187			746				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	157	0.053	8	0.1	0.1	24.269	C
C-AB	0	0	422	0.000	0	0.0	0.0	0.000	A
C-A	547	137			547				
A-B	8	2			8				
A-C	625	156			625				

APPENDIX E

Leicestershire County Council Pre-Application Response (August 2023)

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



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

APPLICATION DETAILS:

Planning Application Number: 23/00613/FUL

Highway Reference Number: 2023/0613/04/H

Application Address: Hydes Pastures Watling Street Hinckley Leicestershire LE10 3ED

Application Type: Full

Description of Application:

Proposed Bio-CNG vehicle fuelling station comprising fuel dispenser islands, plant compound, landscaping, access, associated highway works and associated development.

GENERAL DETAILS

Planning Case Officer: Satbir Jandu

Applicant: CNG Fuels Ltd

County Councillor: Cllr David Bill MBE

Road Classification: Class A

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

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

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been consulted on a full planning application for a proposed Bio-CNG vehicle fuelling station comprising fuel dispenser islands, plant compound, landscaping, access, associated highway works and associated development. The site is located at Hydes Pastures, Watling Street, Hinckley.

These highway observations are in response to the following documents which have been submitted via Hinckley & Bosworth's Borough Council's planning website.

- Site Location Plan, drawing no. 042-01-CNG-101;
- Existing Site Plan, drawing no. 041-01-CNG-102;
- Proposed Site Access and Right Turn Lane on Watling Street; drawing no. 22-240-001 Rev I; and
- Transport Statement prepared by Odyssey dated May 2023.

The LHA previously provided pre-application advice on 12th December 2022, in response to a Transport Scoping Note which was submitted to the LHA. To summarise the LHA's response, concerns were raised around the provision of a safe and suitable access at the proposed development in addition to the highway impact that could occur. From the details that were provided, the LHA stated that it may seek to resist the development proposal as presented should a formal application be made.

The proposed development is within Leicestershire, however the A5 which the site access would be taken from is part of the Strategic Road Network (SRN) therefore managed by National Highways (NH). The development is also located close to the boundary of Warwickshire.

The LHA note that there is a nearby planning application ref 21/01191/HYB approximately 500m east of the site which proposes to lower the level of the A5 carriageway under the existing railway bridge to increase the available space between the carriageway surface and railway bridge in order to reduce the risk of HGV/Buses striking into the bridge.

Site Access

The proposed site would be accessed via a priority junction on the A5 (Watling Street) which is subject to a 50 mph speed limit at the point of the site access, which is shown on photo 4.1 which has been extracted from the TN.

Photograph 4.1: Location of Proposed Access onto the A5 (looking south)



The LHA also understand that there is an existing field access off the A5 which is shown in photo 4.2 which has been extracted from the TN.

Photograph 4.2: Location of Existing Field Access onto the A5



The proposals which are demonstrated on Drawing 22-240-001 include for a ghost island right-turn lane arrangements for eastbound vehicles and would allow through traffic on the A5 to be unimpeded by vehicles which would associated with the development.

Visibility splays of 4.5m by 160m are achievable from the proposed access in either direction. The LHA note that visibility splays have been based on the speed limit (50 mph) and not from recorded 85th percentile speeds obtained from a speed survey. The LHA also note that the proposed access impedes the visibility splay from the BP petrol station to the east which would be unacceptable from a highway safety perspective. This issue has also been highlighted in NH's most recent consultation response dated 19th July 2023.

Drawing 22-240-002 Rev F demonstrates Swept Path Analysis (SPA) which has been undertaken for the site access. The SPA highlights that vehicles travelling into and out of the site could leave to potential conflict with other vehicles.

The LHA note that there has been no Stage 1 Road Safety Audit (RSA) and Designer's Response submitted for the proposed access design and this should be submitted for any new access design in accordance with the Design Manual For Roads and Bridges (DMRB).

To summarise, as previously mentioned the LHA and NH have significant concerns that the proposed site access and egress arrangements are considered to be unsafe and unsuitable and would advise for an alternative access arrangement to be put forward for review.

Highway Safety

Personal Injury Collision (PIC) data has been obtained from Leicestershire Police for the most recent five year period (01/12/2017-30/11/2022).

A total of Ten PIC's (8 'slight' and 2 'serious' in severity) were recorded in close proximity of the site either on the A5 or at the Dodwells Roundabout. 2 PIC's (1 'serious' and 1 'slight' occurred due to colliding with the railway bridge over the A5.

The LHA as well as NH query whether the proposed development, should planning permission be granted, can operate prior to the mitigation works to the rail bridge/carriageway height over the A5 which are proposed as part planning application 21/0199/HYB. There is a concern if the development is operational prior to the works, this could cause further bridge strikes given the types of vehicles associated with the proposed development.

Operational Management and Parking

The LHA understand that the site will be operational over a 24 hour period, seven days a week. In its pre-application response, the LHA had concerns that the site would be used as a rest stop for HGV's. The Applicant has stated that the site will not permit HGV's to use the site as a rest stop and would monitor this via CCTV. Also to discourage this, no parking area is proposed and signage indicating this will be installed. Further, no driver facilities including toilets/cafe are proposed. Space is proposed on site to allow vehicles who have wrongly entered to turn around and egress the site.

Trip Generation

The Applicant has highlighted that due to type of proposed development trips have been estimated on a first principles assessment using existing data for an operational CNG fuelling site in Warrington and the methodology is similar to a TRICS assessment.

Arrival data from the CNG Warrington site for a typical week in March 2022 has been used as a baseline. CNG Warrington has similar characteristics to the proposed development including the location near existing logistics/distributions and industrial uses and being located close to the SRN.

In its pre application advice, the LHA commented that the Warrington site was not located on the SRN therefore not comparable. The Applicant's response is that the Warrington site is one of the largest operational CNG sites therefore experiences a high level of demand and therefore the data is considered to be robust. The LHA would disagree with the Applicant and would ask the Applicant to revise the trip generation assessment to reflect a comparable site with its access being located off the SRN.

Junction Capacity Assessments

A junction capacity assessment using PICADY has been undertaken for the proposed site access. The LHA have reviewed and can verify the model. Notwithstanding this, as mentioned earlier in this response the LHA would request for an alternative access design and trip generation which should be subject to a revised capacity assessment.

Traffic Impact

Given the proposed developments location and proximity to the Longshoot and Dodwells junctions, it is considered to be located within the area covered by the A5 modelling protocol agreed by LCC, WCC and National Highways. This protocol would require assessment initially through the strategic model and NH's Dodwells / Longshoot Microsimulation model.

Transport Sustainability

The LHA understand that due to the type of development (HGV refuelling station), the site will not be accessed via public transport therefore the LHA have no further comments in relation to transport sustainability.

Date Received
27 June 2023

Case Officer
Suraj Dave

Reviewer
RD

Date issued
02 August 2023

APPENDIX F

Leicestershire County Council Formal Recommendation and Response to Planning Application (November 2023)

PRE-APPLICATION DETAILS:

District Reference Number:

Highway Reference Number: 2023/4921/04/P/HEN

Location: Hydes Pastures Watling Street Hinckley Leicestershire LE10 3ED

Proposal:

Enquiry. Proposed Bio-CNG vehicle fuelling station.

GENERAL DETAILS

Planning Case Officer:

Applicant: Ben Boreham Odyssey

Road Classification: Class A

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

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

The LHA are in receipt of a request for pre-application advice for a proposed Bio-CNG vehicle fuelling station to be located at Hydes Pastures Watling Street Hinckley.

The LHA previously provided pre-application advice on 12th December 2022, in response to a Transport Scoping Note which was submitted to the LHA. To summarise the LHA's response, concerns were raised around the provision of a safe and suitable access at the proposed development in addition to the highway impact that could occur.

The LHA were subsequently consulted on an application (and provided a response on 2nd August 2023), in which we stated alongside National Highways (Responsible for the Strategic Road Network of the A5) that there were concerns that the proposed site access and egress arrangements were unsuitable due to visibility, HGV's overrunning onto the kerb and potential HGV bridge strikes. It was advised for an alternative access arrangement should be put forward for review.

These pre-application comments are in response to the following documents.

- Email from Odyssey Consultants dated 12th October 2023 which includes a Development Flows AM traffic flow diagram 22-240;
- Proposed Left in Right Out Access - Drawing 22-240-007C and 22-240-008C Rev C;
- Swept Path Analysis of 18.55m HGV using Proposed Left In / Right out Site Access - Drawing 22-240-008 Rev C; and
- Junctions 10 Report

The LHA responds to each heading contained within the email of 12th October 2023 as follows:

Road Safety Audit

It is noted that the Applicant will commission a RSA of the proposed site access and the findings will be sent to National Highways for review. The LHA do not need to be involved in the commissioning process or attend the audit on site.

Proposed Access and Visibility

As previously mentioned the proposed development is within Leicestershire, however the A5 which the site access would be taken from is part of the Strategic Road Network (SRN) therefore managed by National Highways (NH).

The Applicant previously proposed a ghost island right turn lane on the A5 to provide all movements access into the site to which the LHA and NH had significant concerns due to highway safety. The access has now been revised due to the location of the low bridge on the A5 Watling Street. The revised access now proposes a left in / right out only arrangement as demonstrated on Drawings 22-240-007C and 22-240-008C. It is understood that the access has been designed to prohibit vehicles from turning right into the site from the A5 via the use of a curved central island, which would physically prevent HGVs from making a right turn. The access would prohibit vehicles from egressing the site left onto the A5 as there would be no kerb radii to allow for this.

The proposed access design includes signage warning drivers of the presence of the low bridge to the west of the site, as well as featuring a vehicle height warning system on the egress lane from the fuel pumps.

The LHA note the 85th percentile wet weather speeds derived to produce stopping sight distances (in accordance with DMRB) of 4.5m x 117.25m to the left of the access (towards the bridge) and 4.5m x 79.73m to the right (towards the BP filling station).

The LHA note that the revised access arrangements appear to be a betterment of the previously proposed access. Notwithstanding this, a Stage 1 Road Safety Audit should be undertaken and accompanied by a Designer's Response for the site access to be demonstrated to be safe and suitable.

The LHA will comment further on the site access through the formal application consultation process once re-consulted, however the Applicant should continue to liaise with NH as the access is proposed on the SRN.

Vehicle Distribution

A trip distribution diagram has been submitted to demonstrate where the trips from the proposed site will originate from and depart towards. The LHA understand that this has been informed by the Applicant who has stated that the expected users of the development will be DPD and Amazon.

The distribution analysis shows that it is not expected that any CNG related trips would require HGVs to route under the bridge. The LHA will comment further on trip distribution through the formal application consultation process once re-consulted.

Junction Capacity Analysis

The LHA note that the capacity analysis demonstrates that the proposed access would operate within capacity with minimal queuing of vehicles within the site.

Date Received
12 October 2023

Case Officer
Suraj Dave

Reviewer
AW

Date issued
23 November 2023

APPENDIX G

Warwickshire County Council Pre-Application Email Correspondence (October and November 2023)

Mark Bubb

From: Ben Boreham
Sent: 08 November 2023 12:15
To: 'Moises Muguerza'
Cc: Mark Bubb; Dave Pilcher; Alan Law; russell.gray@nationalhighways.co.uk; Eri.Wong@highwaysengland.co.uk; suraj.dave@leics.gov.uk; Harry.Horsley@leics.gov.uk
Subject: RE: CNG Hinckley (23/00613/FUL) Update

Hi Moises,

Thanks for your response. We will come back to you once we have received further comments from Leicestershire CC and National Highways in the interests of keeping everyone on the same page.

Kind regards,

Ben Boreham | Senior Transport Planner

BA (Hons) MCIHT

T: 0207 620 2444 E: bboreham@odysseyconsult.co.uk

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From: Moises Muguerza <MoisesMuguerza@warwickshire.gov.uk>

Sent: Monday, November 6, 2023 4:31 PM

To: Ben Boreham <bboreham@odysseyconsult.co.uk>

Cc: Mark Bubb <mbubb@odysseyconsult.co.uk>; Dave Pilcher <davepilcher@warwickshire.gov.uk>; Alan Law <alanlaw@warwickshire.gov.uk>; russell.gray@nationalhighways.co.uk; Eri.Wong@highwaysengland.co.uk; suraj.dave@leics.gov.uk; Harry.Horsley@leics.gov.uk

Subject: RE: CNG Hinckley (23/00613/FUL) Update

OFFICIAL - Sensitive

Hi Ben,

Apologies for the misunderstanding. Indeed, I was in that meeting, but I was on leave when my colleague Alan sent you the email. Please find below our comments.

Trip Generation

I can see the trip generation has been derived from other CNG sites which at the moment operate with a pre-signed up system. With the increase on CNG sites and the expected uptake by HGVs, more companies may require CNG filling station access. As on this corridor there are many industrial sites, we are concern that other businesses might divert their HGVs to use the proposed facility, implying a higher trip generation in the future and therefore having impacts on Warwickshire's network operation, especially when Padge Hall Farm is delivered.

Vehicle Distribution

I can see that you have proposed physical constraints and signage to prevent left turners at the proposed exit point, it might be quite difficult to restrict the left turn when this seems to be the most sensible option for exiting the site as it would be really difficult to turn right unless a traffic signal is proposed. Furthermore, with the proposed lowering of the carriageway for the bridge, HGVs will be able to come in and out from and to the northwest of the site which could affecting Pudge Hall Farm access.

Visibility

As with my previous comment, we have not been aware of the proposed govt island, or either the reason for not longer including it. We have not been made aware of the traffic surveys undertaken, and the results have not been shared with us.

At the moment of writing this email, I understand that WCC Development Management has recommended you to discuss this proposal with NH and that you have also consulted Leicestershire who have provided you their own comments regarding the trip generation and the proposed evaluation of the impacts. Unfortunately, we have not been involved in the whole process and we are not able to provide further comments. If you share any email and document that might be relevant to us, then we should be able to provide you our own comments.

Kind Regards,

Moises Muguerza MSc MRTPL MCIHT MTPS
Principal Transport Planner
Transport & Highways
Communities
Warwickshire County Council
Tel: 01926 412254
Email: moisesmuguerza@warwickshire.gov.uk
<https://www.warwickshire.gov.uk/modelling-surveys>

From: Ben Boreham <bboreham@odysseyconsult.co.uk>

Sent: 24 October 2023 16:04

To: Alan Law <alanlaw@warwickshire.gov.uk>; russell.gray@nationalhighways.co.uk; Moises Muguerza <MoisesMuguerza@warwickshire.gov.uk>; suraj.dave@leics.gov.uk; Harry.Horsley@leics.gov.uk

Cc: Mark Bubb <mbubb@odysseyconsult.co.uk>; Dave Pilcher <davepilcher@warwickshire.gov.uk>

Subject: RE: CNG Hinckley (23/00613/FUL) Update

OFFICIAL - Sensitive

Hi Alan,

Thanks for your email, from memory I believe Moises Muguerza attended the meeting for WCC and was cc'd in my previous email. We provided some context on CNG's other operational sites during the meeting; however, please see below for an overview of CNG's operations.

CNG Fuels Ltd operates a growing network of Compressed Natural Gas (CNG) filling stations in the UK. All CNG sites provide bio-CNG generated using 100% renewable sources for use in HGV's. Unlike a traditional petrol/diesel filling station, all CNG sites are closed to the public and operate on a pre signed up basis, whereby companies with vehicle fleets are issued with key fobs to allow drivers to refuel at a CNG site. This means that only preauthorised users can refuel at a CNG site.

At present, the sites that CNG are promoting are located near to sites owned by their existing customer base. These customers, such as DPD, Amazon, John Lewis and Evri, have expressed an interest in converting their fleets to bio-CNG. However, as it is not possible to convert an existing HGV from diesel to bio-CNG, the refuelling site has to be operational to allow for this to happen. As there are not a vast number of CNG sites yet, and the ones that are operational are located near existing users sites; drivers refuel either upon departure from their site or upon returning to it, rather than refuelling on route. As such, it is generally not expected that vehicles outside of the nearby userbase would utilise a CNG site.

Trip Generation

The trip generation has been derived from an existing CNG site, CNG Warrington. This site is seen as robust as it one of the longest operating CNG sites and is comparable in size to the proposed site at CNG Hinckley. This trip

generation methodology has been used and accepted in many other CNG planning applications where a first principles approach has been taken as a site specific planning permission is being sought. As discussed in the July pre-app, we understand that both Leicestershire County Council and National Highways have accepted this trip generation methodology, subject to the planning permission being specific to a CNG site i.e., the permission would not enable conversion to a standard petrol filling station, without a separate planning application.

Vehicle Distributions

As mentioned previously, CNG sites would only be accessed by existing CNG clients. DPD and Amazon have confirmed to CNG that if the proposed Watling Street, Hinckley site became operational, they would convert their existing fleets to bio-CNG and use the site. The vehicle distribution has been derived based on the nearby customer sites who have expressed an interest in converting their vehicles to bio-CNG, this being DPD and Amazon. To the south of the site, there are two DPD hubs and an Amazon distribution centre on the A5, and it is intended that vehicles from these sites would be using the proposed CNG site. Further details of the trip distribution and assignment would be able to be discussed as part of any necessary traffic modelling which we would discuss with National Highways, Leicestershire County Council and Warwickshire County Council, in due course.

In respect of the Padge Hall Farm development, all proposed CNG vehicles would be routed away from the existing railway bridge via a number of measures including signage, routing plans and the physical junction design, as per the previously attached drawing. Between this design and the proposed distribution of users, it is not anticipated that the CNG site would have any impact on the existing railway bridge/ CNG HGV's would not route beneath the bridge.

Visibility

We had previously proposed accommodate a ghost island arrangement which would have included widening of the A5. However, following pre-application discussions with National Highways, Leicestershire County Council and Warwickshire County Council, we have redesigned the access arrangements and no longer propose to widen the A5 in the vicinity of the proposed CNG site.

Having undertaken traffic (speed) surveys on the A5, as the request of National Highways and Leicestershire County Council Officers, we have shown the visibility splays from the proposed CNG access commensurate with the recorded 85%ile speeds. We do not believe that the visibility splays would encroach onto any land safeguarded by National Highways for A5 widening improvements, indeed in our last meeting National Highways confirmed that the A5 widening would not be taken forward due to funding constraints. Nonetheless, we would be happy to discuss this further if National Highways deems necessary.

I trust the above will be helpful. If you have any further questions, please let me know.

Ben Boreham | Senior Transport Planner

BA (Hons) MCIHT

T: 0207 620 2444 E: bboreham@odysseyconsult.co.uk

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From: Alan Law <alanlaw@warwickshire.gov.uk>

Sent: Monday, October 23, 2023 2:52 PM

To: Ben Boreham <bboreham@odysseyconsult.co.uk>; russell.gray@nationalhighways.co.uk; Moises Muguerza <MoisesMuguerza@warwickshire.gov.uk>; suraj.dave@leics.gov.uk; Harry.Horsley@leics.gov.uk

Cc: Mark Bubbs <mbubbs@odysseyconsult.co.uk>; Dave Pilcher <davepilcher@warwickshire.gov.uk>

Subject: Re: CNG Hinckley (23/00613/FUL) Update

OFFICIAL - Sensitive

Hi Ben

Thanks for sharing your assessment scope

Trip Generation

No details have been supplied in respect of how the trip generation was derived. Given the proximity to M69 and lack of similar facilities in the region, I would like to understand the potential for trips to divert off the motorway network to reach the site.

The trip generation appears low, does the trip generation match the expected business case for implementation of such a site in this area?

As this is a relatively new sector and we are moving away from use of fossil fuels, what level of growth in the usage of the facilities is going to be applied to future year assessments.

Vehicle Distributions

Warwickshire did not attend a meeting relating to this site and I'm not sure we had an invite? Presumably DPD and Amazon will not be the sole users of this facility, and there is no certainty that they will be the end users. The A5 corridor has a significant quantum of B8 land uses, how are these being accounted for within the analysis?

The Padge Hall Farm development to the west of the rail bridge has an planning obligation to remove the height restriction at the rail bridge by lowering the height of the carriageway. How is this accounted for in the analysis?

Junction Capacity Analysis

Once responses are provided regarding trip generation and vehicle distribution we will consider the modelling requirement.

Visibility

It should be noted that the Padge Hall Farm planning application reserved land along the A5 corridor for potential future widening. We would require confirmation from NH as to whether this will be considered necessary before providing further commentary.

General

I am only able to comment on the approach adopted for modelling purposes. You would have to enter into the pre-app process for any further scoping responses from our Development Management team. You can do this via highwayconsultation@warwickshire.gov.uk.

Kind Regards

Alan Law BSc MCIHT

Lead Commissioner - Transport Planning (Modelling and Monitoring)

Transport Planning

Transport & Highways

Communities

Warwickshire County Council

Tel: 01926 412044

Email: alanlaw@warwickshire.gov.uk
www.warwickshire.gov.uk

From: Ben Boreham <bboreham@odysseyconsult.co.uk>

Sent: 12 October 2023 10:24

To: russell.gray@nationalhighways.co.uk <russell.gray@nationalhighways.co.uk>; Moises Muguerza <MoisesMuguerza@warwickshire.gov.uk>; Alan Law <alanlaw@warwickshire.gov.uk>; suraj.dave@leics.gov.uk <suraj.dave@leics.gov.uk>; Harry.Horsley@leics.gov.uk <Harry.Horsley@leics.gov.uk>

Cc: Mark Bubbb <mbubbb@odysseyconsult.co.uk>

Subject: RE: CNG Hinckley (23/00613/FUL) Update

Hi All,

Just realised I forgot to attach the distribution diagram to yesterday's email! Please find the flow diagrams showing the expected distribution of development trips attached.

Kind regards,

Ben Boreham | Senior Transport Planner

BA (Hons) MCIHT

T: 0207 620 2444 E: bboreham@odysseyconsult.co.uk

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From: Ben Boreham

Sent: Tuesday, October 10, 2023 4:56 PM

To: russell.gray@nationalhighways.co.uk; Moises Muguerza <MoisesMuguerza@warwickshire.gov.uk>; Alan Law <alanlaw@warwickshire.gov.uk>; suraj.dave@leics.gov.uk; Harry.Horsley@leics.gov.uk

Cc: Mark Bubbb <mbubbb@odysseyconsult.co.uk>

Subject: CNG Hinckley (23/00613/FUL) Update

Hi All,

Thanks for your attendance at the meeting last month regarding the proposed Bio-CNG vehicle fuelling station with associated access onto the A5 (Application ref: 23/00613/FUL). Since the meeting, we have prepared a revised access strategy and would welcome your comments on this revised proposal.

Safety Audit

We agreed at the meeting that the proposed access should be Stage One road safety audited. We propose to commission the safety audit in the coming weeks, and this will be sent to National Highways as per your road safety audit standard procedure. Please advise whether you wish to be involved in the commissioning process and whether you wish to attend the audit on site.

Proposed Access

You will recall we previously proposed a ghost island right turn lane on the A5 to provide all movements access into the site. In recognition of the low bridge to the north of the site, we have now revised the proposed access to a left in / right out only arrangement (see attached **Drawing 22-240-007C** and **22-240-008C**). This access has been designed to prohibit vehicles from turning right into the site from the A5 via the use of a curved central island, which would physically prevent HGV's from making a right turn. The proposed access would also prohibit and physically prevent vehicles from egressing the site left onto the A5 as there would be no kerb radii to allow for this. Instead, only a small bullnose kerb would be provided where the proposed access ties into the A5. All egressing vehicles would instead be routed towards the Hammond's Way roundabout, away from the railway bridge.

Additionally, the proposed access design includes signage warning drivers of the presence of the low bridge to the west of the site, as well as featuring a vehicle height warning system on the egress lane from the fuel pumps. This system will be set below the existing bridge height (4.6m) but above the height of most standard HGV's (circa 4.1m) and will warn drivers of high sided HGV's that their vehicle is too tall to pass under the bridge and to find an alternative route.

It is therefore our belief that by warning drivers if their vehicle is too tall to pass under the low bridge and routing them away from the bridge upon leaving the site, that the proposed development has taken all possible physical measures to mitigate against bridge strikes.

Vehicle Distribution

As discussed in the meeting, we have prepared a trip distribution diagram to demonstrate where the trips from the proposed site will be originating from and heading towards. This has been informed by the client who shared with us the expected users of the development, these being DPD and Amazon. Both of these companies have expressed interest to the applicant (CNG) that the proposed site would trigger them to renew their vehicle fleets to become Bio-CNG vehicles, as there would be a suitable local fuelling facility to enable them to do so. The distribution analysis confirms that it is not expected that any CNG related trips would require HGV's to route under the bridge.

This distribution analysis shows that it is not anticipated that there would be any impact on the Longshoot and Dodwells junctions to the north of the site as all vehicles are expected to route along the A5 north between the M69 and CNG site.

Junction Capacity Analysis

We recently commissioned a volumetric and speed traffic survey of this section of the A5, the results of which have fed into the capacity analysis of the proposed access. For this assessment, we modelled both the opening year (2023) and a future year, in this case a 5-year growth (2028). This capacity analysis (see attached) has revealed that the proposed access would operate within capacity and would not result in any detrimental impact on the A5, with minimal queuing of vehicles within the site due to only being able to egress the site in one direction.

Visibility

The results of the speed survey have informed the visibility requirements for the proposed access. The 85th percentile wet weather speeds were derived to produce stopping sight distances (in accordance with DMRB) of 4.5m x 117.25m to the left of the access (towards the bridge) and 4.5m x 79.73m to the right (towards the BP filling station). These visibility splays are shown on the attached access drawing **22-240-007C**. As shown, the visibility requirement now does not extend under the railway bridge to the west and does not extend over the BP access to the east.

As above, we would appreciate your comments on the revised proposal ahead of a formal submission as part of the application.

Kind regards,

Ben Boreham | Senior Transport Planner

BA (Hons) MCIHT

T: 0207 620 2444 E: bboreham@odysseyconsult.co.uk

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APPENDIX H

National Highways Formal Recommendation to an Application for Planning Permission (July 2023)



National Highways Planning Response (NHPR 22-12) Formal Recommendation to an Application for Planning Permission

From: Andy Jinks (Regional Director)
Operations Directorate
West Midlands Region
National Highways

To: Hinckley & Bosworth Borough Council

CC:

Council's Reference: 23/00613/FUL

Location: Hydes Pastures Watling Street Hinckley Leicestershire LE10 3ED

Proposal: Proposed Bio-CNG vehicle fuelling station comprising fuel dispenser islands, plant compound, landscaping, access, associated highway works and associated development

National Highways Ref: NH/23/01830

Referring to the consultation on a planning application dated 27 June 2023 referenced above, in the vicinity of the A5 trunk road that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

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

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

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

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

The Local Planning Authority must also copy any consultation under the 2018 Direction to PlanningM@nationalhighways.co.uk.

Signature: 	Date: 19/07/23
Name: Russell Gray	
Position: Spatial Planner	
National Highways The Cube, 199 Wharfside Street, Birmingham, B1 1RN 	

¹ Where relevant, further information will be provided within Annex A.

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

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

Development Proposal

This Outline planning application is for the development of up to 50 residential dwellings (all matters reserved except for access). The application site is adjacent to Kennel Road, which is local highway, and is around 350 metres north of the junction of Kennel Lane with the A5. The vehicular access to the site is proposed via a new priority-controlled junction off Kennel Lane.

Application History

National Highways were approached for pre-application consultation on 24 November 2022 for the proposed development. A response was issued on 15 December 2022 which raised a number of concerns and points of clarification required to be submitted as part of any planning application.

Consultation Response and Reasoning

Traffic Impact

The impact on the A5 in this location is assessed in the Transport Assessment as trips that are diverted and not generated by the development. However, given the developments proximity to the Longshoot and Dodwells junctions, and the capacity sensitivity at these junctions, National Highways considers it necessary that this developments transport impacts are assessed in line with the Longshoot and Dodwells modelling protocols consistent with other developments in the area.

It is proposed a meeting to discuss the requirements of the modelling protocol is held jointly with National Highways, Leicestershire County Council, and Warwickshire County Council at the earliest available opportunity.

Access Arrangement

National Highways has significant concerns regarding the safe operation of currently proposed access and egress arrangements. National highways would welcome confirmation of alternative access and egress optioneering that has been undertaken.

Visibility

The proposed access currently impedes the visibility splay from the BP filling station to the East which, although minor is undesirable on safety grounds. Furthermore, the visibility distance requirements have been determined based upon the speed limit of the A5. A speed survey should be carried out to determine the 85th percentile speed in order to establish whether the required standards have been met.

A review of the approved design for the mitigation works under application 21/0199/HYB at the rail bridge that shall lower the carriageway should also be reviewed in accordance with DMRB CD109 as the vertical sight lines may be impacted as a result.

Swept Path Analysis

Drawing 22-240-002 rev F shows vehicles approaching from the East, turning left into the site having to perform a 'swing out' manoeuvre potentially encroaching onto the hatched markings and towards the path of any right turning vehicle. Furthermore, having undertaken this manoeuvre, the drawing shows a high probability of overrunning onto the westbound kerb side. Similarly for vehicles exiting the site turning right the drawing shows overrunning on the eastbound kerb side. For vehicles turning right into the site from the west the swept path analysis shows a similar 'swing out' manoeuvre is required, impacting upon the eastbound running lane. For vehicles turning left exiting the building heading westbound the swept path shows potential for overrunning on the westbound kerb side and potential conflict with an oncoming articulated vehicle entering the right turn lane.

Bridge height and improvement works

As part of the approval for application 21/0199/HYB, improvements including the alteration of carriageway/rail bridge height are conditioned as mitigation for the site. As the accident record submitted as part of the Transport assessment, and Leicestershire Council's pre-application response demonstrate, bridge strikes from HGV's are a severe impact in this location.

Concern is raised as to whether the proposed application site can operate prior to these mitigation works with consideration of the safety impact on the SRN, given the vehicle types the proposed development attracts.

Road Safety Audit Stage 1

The proposed access shall be subject to Road Safety Audit Stage 1 in accordance with Design Manual for Roads and Bridges GG 119, subject to submission of an acceptable design.

Walking Cycling Horse-riding Assessment and Review

The development should undertake a review in accordance with Design Manual for Roads and Bridges GG142 (or apply for an exemption).

Drainage

The submitted Flood Risk assessment and drainage proposals are under review by National Highways asset leads, and an updated response will be provided following review.

Lighting

The submitted lighting plans are under review by National Highways asset leads, and an updated response will be provided following review.

Informative Note

The Department for Transport updated the Circular 02/13 'Strategic road network and the delivery of sustainable development', and as of January 2023, the new circular 01/22 shall be applied to planning application consultations for which National Highways is a statutory consultee.

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

Standing advice to the local planning authority

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 73 and 105 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 104 and 110 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

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

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

APPENDIX I

National Highways Formal Recommendation to an Application for Planning Permission (January 2024)



National Highways Planning Response (NHPR 22-12) Formal Recommendation to an Application for Planning Permission

From: Andy Jinks (Regional Director)
Operations Directorate
Midlands Region
National Highways
PlanningM@nationalhighways.co.uk

To: Hinckley and Bosworth Borough
Council
planning@hinckley-bosworth.gov.uk

CC: transportplanning@dft.gov.uk
spatialplanning@highwaysengland.co.uk

Council's Reference: 23/00613/FUL

Location: Hydes Pastures Watling Street Hinckley Leicestershire LE10 3ED

Proposal: Proposed Bio-CNG vehicle fuelling station comprising fuel dispenser islands, plant compound, landscaping, access, associated highway works and associated development.

National Highways Ref: NH/23/01830

Referring to the consultation on a planning application dated 27 June 2023, in the vicinity of the A5 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

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

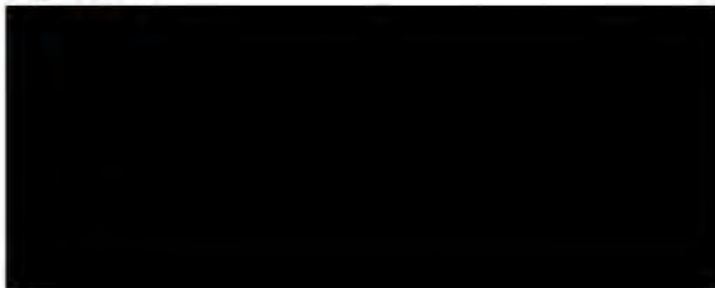
Highways Act 1980 Section 175B is relevant to this application.¹

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

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

The Local Planning Authority must also copy any consultation under the 2018 Direction to PlanningM@nationalhighways.co.uk.

Signature:

A large black rectangular box redacting the signature.

Date: 3 January 2024

Name: Babatunde Adekoya-Serrano

Position: Assistant Spatial
Planner

National Highways
199 Wharfside Street,
Birmingham, B1 1RN

¹ Where relevant, further information will be provided within Annex A.

Annex A National Highways' assessment of the proposed development.

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

Development Proposal

Proposed Bio-CNG vehicle fuelling station comprising fuel dispenser islands, plant compound, landscaping, access, associated highway works and associated development.

Thank you for consulting National Highways regarding planning application reference 23/00613/FUL for a proposed Bio-CNG fuelling Station. We have undertaken a review of the Transport Statement (TS) submitted by Odyssey on behalf of the applicant CNG Fuels Limited, and have set out our comments below:

Proposed Site Access

- National Highways previously requested the required visibility splay, noting the 50mph speed limit for this section of the Strategic Road Network (SRN), is 4.5m x 160m – as opposed to 4.5m x 120m which was stated in the applicants Scoping Note. An updated visibility splay has been provided to show 4.5m x 160m in drawing 22-240-001.
- National Highways has reviewed this drawing, which shows the visibility splay to the right when exiting the site to include the access to the adjacent service station, which is not permitted as stated in Design Manual for Roads and Bridges (DMRB). Based on the submitted information, it does not appear that a DMRB compliant junction could be delivered at this location.

- Where the designer is unable to achieve compliance with the requirements of the DMRB they would need to apply for a Departure of Standard (DfS). This would need to be supported by a full justification of why the need for a DfS is needed and why it should be granted. This approach has not been adopted.

Swept Path Analysis

- Swept path analysis has been provided and is based on a 'CNG Specified Articulated HGV', with an overall length of 16.73m. This has been provided in drawings 22-240-002 and 22-240-003.
- Vehicular tracking in Drawing 22-240-003 shows the potential for stop/start/reversing manoeuvres and the potential for vehicle-to-vehicle conflicts. The applicant should clarify what is meant by this and address any conflicts.

Proposed Trip Generation

- The applicant has estimated vehicle trip generation based on a 'first-principles' approach using existing data for an operational CNG fueling station in Warrington. The arrival data is provided for a seven-day period in March 2022 contained within Appendix F.
- Table 5.1 states that the development generates 18 and 22 two-way trips in the AM and PM peak hour, respectively. The data also shows that the peak Heavy Goods Vehicle (HGV) arrival is 15 trips (or 30 two-way trips) which occurs during non-peak hours.
- National Highways has reviewed the data contained within Appendix F and it appears that the applicant has only provided arrival data for the existing Warrington Site. The applicant needs to provide departure data so we can understand total trip generation.

Data Collection Methodology

- Traffic flow data has been sourced from the adjacent planning application in Hinckley and Bosworth Borough Council (HBBC) Ref: 21/01191/HYB which includes an Automatic Traffic Count (ATC). Chapter 5.3.3 of the TS states that the ATC data was collected relatively recently on the A5 between M69 Junction 1 and the A47. However, the traffic data contained in Appendix G does not state when the data was recorded and therefore this cannot be verified. The applicant should clarify this.
- The ATC only includes data for northbound movements as southbound flows were incomplete. The applicant has therefore applied northbound traffic flows (791 in the AM) to the southbound ones, meaning the same volume of traffic has been applied to both directions. These flows have then been used in the capacity assessment of the site's access junction. National Highways categorically rejects this approach, as there is no evidence supporting equal flows in both directions. The applicant should either source the full traffic count or commission new surveys to inform their assessment. Data that was collected during the covid pandemic needs to be sense-checked to ensure its robustness for assessing the impacts of the site on the SRN.
- The ATC northbound flows contained in Appendix G shows higher flows during the 7:00 to 8:00 AM period, than in the 8:00 to 9:00 AM period. The TS states

that the peak period is 8:00 to 9:00 am. The applicant should clarify why the peak period is inconsistent with the data presented.

- The applicant has applied a 13% HGV percentage to the recorded traffic flows along the A5 which were derived from traffic surveys undertaken by the Department for Transport (DfT). Chapter 5.3.5 states that this survey was undertaken on the link between the M69 Junction 1 and the A47 in 2021, however, no evidence of this survey has been provided. The applicant should provide full details of this survey, including when the survey was undertaken and the data files to validate this.
- Chapter 5.3.9 states that the ATC data and DfT HGV percentage was combined with the proposed CNG trip generation shown on the network diagram contained in Appendix H. As there is no variation in the AM or PM peak, only one assessment has been conducted to cover both peak periods. NH disagree with this approach as the trip generation stated above have different flows for both the AM and PM peak, as does the traffic flows contained within the ATC. NH requests that assessments are produced for both the AM and PM peak hours.
- The traffic flow diagram in Appendix H shows that development trips are considered to be 100% HGVs which equate to 30 two-way trips. However, the trip generation for the site is calculated at 18 and 22 two-way trips in the AM and PM peak, respectively. It is therefore unclear how the development trips have been included within this assessment. Again, the applicant should clarify this and amend their assessment to include both peak hours.
- The traffic flow diagram indicates that the development trips are generated from two industrial locations DPD International Gateway Hinckley and Amazon Hinckley. The applicant should provide further information to support this assumption.
- The assessment presented within the TS considers all the development trips to be heavy vehicles, again the applicant should provide further supporting information for National Highways review.
- Echoing our response above, the applicant should either source the full traffic count or commission new surveys which contain both the AM and PM peak periods.

Junction Assessment

- The results of the junction capacity assessment are summarised in Table 5.2 of the TS, with the full outputs included in Appendix I. The results show that the junction performs within capacity in the 2023 AM scenario.
- National Highways notes that the applicant has not included a future year scenario or a scenario which omits development traffic. For comparative purposes, this should be provided.
- We cannot verify the model until the above comments have been addressed. However, a review of the outputs contained within Appendix I has been undertaken and we have the following additional comments:

- Network details should be filled out in the model.
- Each arm of the junction should be named.
- Results should be provided for both AM and PM peak hours.
- We are unable to replicate field conditions, therefore the applicant should provide a geometric drawing illustrating where measurements have been taken.
- This capacity assessment attached as Appendix I of the TS has been reviewed and commented on as per this response, however, an additional PICADY output file titled 'Site Access - Left in-Right Out.j10' has been attached to this application. The applicant should clarify what this refers to.

Summary

- The currently shown visibility splay to the right when exiting the site includes accesses to the adjacent service station which are not permitted as stated in DMRB.
- Vehicular tracking in Drawing 22-240-003 shows the potential for stop/start/reversing manoeuvres and the potential for vehicle-to-vehicle conflicts. The applicant should clarify what is meant by this and to address any conflicts.
- The applicant should provide departure trips for the existing operational CNG fueling station in Warrington to inform the total trip generation of the site.
- The applicant should clarify when the ATC for planning application 21/01191/HYB was undertaken.
- The applicant is expected to either source the full traffic count or commission new surveys to inform their assessment. National Highways does not agree with duplicating northbound trips.
- The applicant should provide evidence of the DfT counts which informed an HGV percentage of 13%. This needs to be provided for both peak hours.
- The applicant should clarify how the development trips have been included within their assessment.
- The applicant should provide assessments for both AM and PM peak hours as per their respective trip generation and existing flows along the A5.
- The applicant should provide a with and without development scenario.
- The applicant should include a future year with and without development scenario.
- The applicant should update their junction capacity assessment of their site access junction as per the comments above.
- The applicant should clarify what the PICADY file titled 'Site Access - Left inRight Out.j10' refers to.

National Highways welcomes any further correspondence and looks to work continuously and collaboratively with the applicant.

In light of the above, National Highways recommends that planning permission not be granted for a further 3 months to allow the applicant to address the concerns mentioned.

Standing advice to the local planning authority

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 73 and 105 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 104 and 110 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

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

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

APPENDIX J

Odyssey Email Correspondence to National Highways Officers Pre-Application Response (January 2024)

Mark Bubb

From: Ben Boreham
Sent: 23 January 2024 09:11
To: 'Babatunde Adekoya-Serrano'
Cc: Mark Bubb
Subject: RE: CNG Hinckley (23/00613/FUL) Update
Attachments: 22-240-007C - Proposed Left In Right Out Access.pdf; 22-240-008C - Proposed Left In Right Out Swept Path Analysis.pdf; 22-240 - CNG Hinckley Network Flow Diagram PM Peak.pdf; 22-240 - CNG Hinckley Network Flow Diagram AM Peak.pdf; 22-240-003F Internal Layout SPA.pdf; Response_2023-4921-04-P-HEN.pdf; Site Access - Left in-Right Out - Junctions 10 Report.pdf

Hi Babatunde,

Please see attached documents, as per my email dated January 5th. For future reference, I have uploaded them to our SharePoint so they can be accessed online as well, the link is here - [22-240 - CNG Hinckley 2](#). Please can you confirm you have received the above asap.

Additionally, please can you keep @Mark Bubb (cc'd) in the email chain so should I be on leave he can pick this up.

Regards,

Ben Boreham | Senior Transport Planner

BA (Hons) MCIHT

T: 0207 620 2444 E: bboreham@odysseyconsult.co.uk

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From: Babatunde Adekoya-Serrano <Babatunde.Adekoya-Serrano@nationalhighways.co.uk>

Sent: Tuesday, January 23, 2024 9:05 AM

To: Ben Boreham <bboreham@odysseyconsult.co.uk>

Subject: RE: CNG Hinckley (23/00613/FUL) Update

Morning Ben,

For issuing an RSA Stage 1, That would either be myself or Russell Gray as we have been the case officers for this application. Please bear in mind that Russell Gray's availability is limited due to appeals. And if could be please send over the documents that have the updated information as there seems to be no attachments within our previous correspondences.

Kind regards.

Babz

From: Ben Boreham <bboreham@odysseyconsult.co.uk>
Sent: Wednesday, January 17, 2024 1:48 PM
To: Babatunde Adekoya-Serrano <Babatunde.Adekoya-Serrano@nationalhighways.co.uk>
Cc: Mark Bubbb <mbubbb@odysseyconsult.co.uk>
Subject: RE: CNG Hinckley (23/00613/FUL) Update

Hi Babatunde,

We are looking for National Highways to produce an updated response based on the information in my January 5th email. As the previous response issued towards the end of 2023 did not include a review of all of the updates to the proposal since the initial meeting with National Highways, LCC and WCC from the summer.

As set out below, we are looking for comments on the latest proposed Site Access and associated Swept Path Analysis as well as the proposed Trip Generation. Since the last submission, we have commissioned a traffic survey on the A5 and are looking for agreement that the data and collection methodology is acceptable. Additionally, the attached Junction Assessment shows the capacity of the proposed left in /right out junction so we would like agreement that this operates within capacity. (this was attached to my January 5th email but I've attached it again for reference).

Finally, following agreement of the above access proposal, we would be looking to commission the Stage 1 Road Safety Audit and it would be helpful if you could send us the details of which of your colleagues would be best to discuss commissioning the Stage 1 RSA.

Kind regards,

Ben Boreham | Senior Transport Planner

BA (Hons) MCIHT

T: 0207 620 2444 E: bboreham@odysseyconsult.co.uk

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From: Babatunde Adekoya-Serrano <Babatunde.Adekoya-Serrano@nationalhighways.co.uk>
Sent: Wednesday, January 17, 2024 1:39 PM
To: Ben Boreham <bboreham@odysseyconsult.co.uk>
Subject: RE: CNG Hinckley (23/00613/FUL) Update

Afternoon Ben,

This was not received until today. I cannot definitively provide a date on when a response will be issued. With regards to aiding with the transport assessment, what input would you be expecting from National Highways as we are willing to work collaboratively with you and your client.

Kind regards.

Babatunde

From: Ben Boreham <bboreham@odysseyconsult.co.uk>
Sent: Wednesday, January 17, 2024 9:56 AM
To: Babatunde Adekoya-Serrano <Babatunde.Adekoya-Serrano@nationalhighways.co.uk>

Cc: Mark Bubb <mbubb@odysseyconsult.co.uk>
Subject: RE: CNG Hinckley (23/00613/FUL) Update

Hi Babatunde,

Can you please confirm you have received the below and that we will be receiving a response soon? This scheme is a priority and given that there is an active planning application for it, we cannot guarantee that the planning case officer will grant another extension.

Comments from National Highways will help with the development of the Transport Assessment that is to be submitted for planning approval, and therefore save time once National Highways is formally consulted.

Kind regards,

Ben Boreham | Senior Transport Planner

BA (Hons) MCIHT

T: 0207 620 2444 E: bboreham@odysseyconsult.co.uk

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From: Ben Boreham
Sent: Friday, January 5, 2024 5:05 PM
To: Babatunde Adekoya-Serrano <Babatunde.Adekoya-Serrano@nationalhighways.co.uk>
Cc: Mark Bubb <mbubb@odysseyconsult.co.uk>
Subject: RE: CNG Hinckley (23/00613/FUL) Update

Hi Babatunde,

We were sent the National Highways Response by our planning team shortly after I emailed you back on Wednesday.

We have reviewed the response and have some additional comments / supporting documents which will hopefully assist your understanding of the revised development proposals and give some additional context to the scheme / answer some of the concerns in the attached document. The revised access design proposals and associated documents were sent to National Highways in October 2023 however, I have reattached them for ease of reference. With regard to the points set out in your response letter, please see our comments below:

Proposed site access

- We have redesigned the site access from the previously proposed ghost island arrangement to a left in, right out only priority junction. The priority junction has been designed to ensure that HGV's would not be able to turn left out of the proposed site and travel towards the bridge on the A5. Please see attached **Drawing 22-240-007** which shows the now proposed site access.
- As **Drawing 22-240-007** shows, the visibility splays from the proposed access do not crossover the adjacent access for the BP garage, nor do they go beneath the existing A5 bridge. These visibility splays have been determined using the results of an Automatic Traffic Counter (ATC) survey carried out on the A5 using an independent survey company. The results of the ATC survey are attached for review and will be submitted as part of the forthcoming Transport Statement Addendum. Given that the visibility splays would not cross over third-party land, we do not believe that a departure from standards would be required.
- We have also attached a copy of the formal pre-application response from Leicestershire County Council (LCC) who have confirmed that they are satisfied in-principal with the revised left in, right out only priority junction design which would restrict CNG HGV's from turning left out of the proposed site.

Swept Path Analysis

- The swept path analysis drawings have been updated to take account of the new legal maximum size HGV's, these being 18.55 metres long. Please see **Drawings 22-240-008** and **22-240-003** which show swept path analysis of 18.55m HGV's manoeuvring in an out of the site access as well as accessing the pumps. We have also illustrated HGV's waiting/ refuelling within the site whilst another HGV manoeuvres through the site.

Proposed Trip Generation

- The trip generation for this development has been informed using existing trip data obtained from an operational CNG fuels site in Warrington. As this site is one of the oldest currently operational, it is one of the most used and is considered to provide a robust assessment of likely trips.
- The traffic survey we commissioned on the A5 revealed the network peak periods were 7-8am and 4-5pm. As shown in the trip generation attached in Appendix F, it is expected that the site would generate 7 two way trips in the AM peak hour and 11 two way trips in the PM peak hour. The total two-way daily trips forecast at the proposed development would be 245.
- It is important to reiterate that the trips made by HGV's which will be using the CNG site are currently on the network. As we set out in the September meeting, the CNG sites are used by private customers who buy bio-fuel HGV's to use the new CNG site that is near their facility. As such, these companies are already making trips using fossil fuel HGV's and will continue to do so with the bio-fuel HGV. As such, the 'trip' that was once done by a fossil fuel HGV is now done by a bio-fuel HGV. This means that ultimately the CNG site does not generate new vehicle trips, rather the trip generation provides an indication of the total HGV's using the site per hour.

Data Collection Methodology

- As above, we commissioned an ATC on the A5 which was used to inform both the visibility splay requirements and the baseline of the traffic modelling, (as discussed below). We previously used a combination of traffic data collected for an adjacent application and DfT vehicle flows to establish a baseline in the absence of a traffic survey. However, as a traffic survey has now been carried out, the previous traffic data can be considered to be superseded.
- Following the meeting between ourselves, National Highways, Leicestershire Council and Warwickshire Council last September, we provided a traffic flow diagram (see attached), which indicates the location of the proposed CNG customers who would use the proposed Watling Street site, and therefore where the development trips would be arriving from or departing to. As the traffic flow diagrams illustrate, no vehicle trips are expected to travel north from the site, under the A5 bridge or towards the Dodwells and Longshoot junctions.

Junction Assessment

- The results of the junction (PICADY/ Junctions10) assessment showed that the proposed left in, right out only priority junction would have no significant impact on traffic flows of the A5, with any queuing and vehicle delay coming from within the site. These modelling results are to be expected as all vehicles would have to exit the site by turning right, which means they have to turn across the north westbound lane and therefore, would have to wait for a gap in both traffic streams in order to exit the site.
- The junction assessment output file - Site Access - Left in-Right Out.j10 – has been attached again for reference.
- We note that National Highways have requested that we propose a with and without development scenario for both the current year and the future year. This is not possible as the junction does not exist at present and would not exist without the development.

Road Safety Audit

- As discussed in our last meeting in September 2023, National Highways requested that the proposed access be subject to a Stage 1 Road Safety Audit (RSA). We have lined up an independent RSA team who are ready to begin the RSA process once National Highways are satisfied with the revised access arrangements. Subject to the proposed left in, right out only priority junction being acceptable to National Highways, I would be grateful if you could please advise which of your colleagues would be best to discuss commissioning the Stage 1 RSA.

- As per National Highways guidelines, the RSA would first be issued to National Highways.

I trust the above information is helpful in assessing the updates we have made to the proposed development since the submission of the Transport Statement. We would be grateful if you could review the above and reissue a response to us as soon as possible taking into account the attached information.

In terms of timescales, I understand that the decision date for the planning application has been pushed back to early March 2024. However, we would be very grateful if you could please review the above information/ attached drawings swiftly so that we can organise the safety audit.

If you do require any further information, please do not hesitate to contact me by phone or email and I look forward to hearing from you in due course.

Kind regards,

Ben Boreham | Senior Transport Planner

BA (Hons) MCIHT

T: 0207 620 2444 E: bboreham@odysseyconsult.co.uk

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From: Ben Boreham <bboreham@odysseyconsult.co.uk>

Sent: Wednesday, January 3, 2024 9:37 AM

To: Babatunde Adekoya-Serrano <Babatunde.Adekoya-Serrano@nationalhighways.co.uk>

Cc: Mark Bubbb <mbubbb@odysseyconsult.co.uk>

Subject: RE: CNG Hinckley (23/00613/FUL) Update

Hi Babatunde,

Happy new year to you too.

Thanks for getting back so quickly. As soon as the response has been reviewed could you pass it onto us.

Kind regards,

Ben Boreham | Senior Transport Planner

BA (Hons) MCIHT

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From: Babatunde Adekoya-Serrano <Babatunde.Adekoya-Serrano@nationalhighways.co.uk>
Sent: Wednesday, January 3, 2024 9:32 AM
To: Ben Boreham <bboreham@odysseyconsult.co.uk>
Subject: RE: CNG Hinckley (23/00613/FUL) Update

My apologies Ben,

I have just seen it was sent to the wrong LPA. This has been amended and HBBC has been sent the updated response. The documents are still being reviewed by our safety team to determine if we have any concerns. Please accept my apologies for any delay.

Kind regards.

Babz

From: Babatunde Adekoya-Serrano
Sent: Wednesday, January 3, 2024 9:09 AM
To: Ben Boreham <bboreham@odysseyconsult.co.uk>
Subject: RE: CNG Hinckley (23/00613/FUL) Update

Morning Ben,

Happy New Year. Hope the holidays treated you well. Our safety team is currently reviewing the documents and an updated response was submitted to North West Leicestershire District Council on 20 December 2023.

Kind regards.

Babatunde (Babz)

From: Ben Boreham <bboreham@odysseyconsult.co.uk>
Sent: Tuesday, January 2, 2024 12:15 PM
To: Russell Gray <Russell.Gray@nationalhighways.co.uk>
Cc: Mark Bubbs <mbubbs@odysseyconsult.co.uk>
Subject: RE: CNG Hinckley (23/00613/FUL) Update

Hi Russell,

Happy new year!

Would it be possible to get an update as to when we can expect a response to the information we submitted to National Highways regarding the proposed CNG site on the A5, Hinckley? As previously mentioned, our client is keen to progress the application as it is currently live on the planning portal.

Additionally, we have now received responses from Leicestershire CC and Warwickshire CC so we are just waiting on National Highways response to resubmit the transport documents as part of the application.

Regards,

Ben Boreham | Senior Transport Planner

BA (Hons) MCIHT

T: 0207 620 2444 **E:** bboreham@odysseyconsult.co.uk

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From: Ben Boreham
Sent: Monday, December 4, 2023 12:14 PM
To: Russell Gray <russell.gray@nationalhighways.co.uk>
Cc: Mark Bubb <mbubb@odysseyconsult.co.uk>
Subject: RE: CNG Hinckley (23/00613/FUL) Update [Filed 04 Dec 2023 12:14]

Hi Russel,

Sorry to chase again, however our client is keen to receive any updates on this as they are looking to progress their application and keep things moving with the land owner. I appreciate resources are stretched given you're working on the Hinckley National Rail Freight Interchange Development Consent Order examination, but any updates would be appreciated.

Kind regards,

Ben Boreham | Senior Transport Planner

BA (Hons) MCIHT

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From: Ben Boreham <bboreham@odysseyconsult.co.uk>
Sent: Thursday, November 23, 2023 10:39 AM
To: Russell Gray <russell.gray@nationalhighways.co.uk>
Cc: Mark Bubb <mbubb@odysseyconsult.co.uk>
Subject: RE: CNG Hinckley (23/00613/FUL) Update

Hi Russell,

Hope all is well?

Is there any update on the CNG Hinckley proposals? I understand that the resources to review this are a bit stretched, however our client is keen to progress this application so any updates on response timescales would be appreciated.

Kind regards,

Ben Boreham | Senior Transport Planner

BA (Hons) MCIHT

T: 0207 620 2444 E: bboreham@odysseyconsult.co.uk

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From: Russell Gray <russell.gray@nationalhighways.co.uk>
Sent: Friday, October 27, 2023 8:43 AM
To: Ben Boreham <bboreham@odysseyconsult.co.uk>
Cc: Mark Bubb <mbubb@odysseyconsult.co.uk>
Subject: RE: CNG Hinckley (23/00613/FUL) Update

Hi Ben,

Our relevant asset leads are currently reviewing the additional info. Just to manage expectations there is a 21 day response time for information reconsultations/resubmitted information in relation to planning applications.

Furthermore, a considerable amount of our resource in this region is currently focussed on the Hinckley National Rail Freight Interchange Development Consent Order examination, and therefore turnaround times may be increased.

I'll touch base with those undertaking the review to monitor progress.

Kind regards,

**Russell Gray, Spatial Planner
Operations Directorate (Midlands)**

National Highways | The Cube | 199 Wharfside Street | Birmingham | B1 1RN

Mob: 07849077545

Email: Russell.Gray@nationalhighways.co.uk

www.nationalhighways.co.uk

From: Ben Boreham <bboreham@odysseyconsult.co.uk>
Sent: Thursday, October 26, 2023 4:48 PM
To: Russell Gray <russell.gray@nationalhighways.co.uk>
Cc: Mark Bubb <mbubb@odysseyconsult.co.uk>
Subject: RE: CNG Hinckley (23/00613/FUL) Update

Hi Russell,

Hope you are well?

Have you had a chance to review the below information relating to the proposed CNG Fuels site on the A5 near Hinckley? We had had responses from Leicestershire CC and Warwickshire CC and they are currently reviewing the information. We would appreciate it if you could let us know if you have had a look at / will be looking at this so we can update our client. As the planning application is currently active they are keen to keep things moving.

If it would be of any help, we would be happy to have a Teams call with yourself to discuss, or to organise another meeting with LCC and WCC once each party has had some time to review.

Kind regards,

Ben Boreham | Senior Transport Planner

BA (Hons) MCIHT

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From: Ben Boreham

Sent: Thursday, October 12, 2023 10:25 AM

To: russell.gray@nationalhighways.co.uk; Moises Muguerza <MoisesMuguerza@warwickshire.gov.uk>; Alan Law <alanlaw@warwickshire.gov.uk>; suraj.dave@leics.gov.uk; Harry.Horsley@leics.gov.uk

Cc: Mark Bubb <mbubb@odysseyconsult.co.uk>

Subject: RE: CNG Hinckley (23/00613/FUL) Update

Hi All,

Just realised I forgot to attach the distribution diagram to yesterday's email! Please find the flow diagrams showing the expected distribution of development trips attached.

Kind regards,

Ben Boreham | Senior Transport Planner

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From: Ben Boreham

Sent: Tuesday, October 10, 2023 4:56 PM

To: russell.gray@nationalhighways.co.uk; Moises Muguerza <MoisesMuguerza@warwickshire.gov.uk>; Alan Law <alanlaw@warwickshire.gov.uk>; suraj.dave@leics.gov.uk; Harry.Horsley@leics.gov.uk

Cc: Mark Bubb <mbubb@odysseyconsult.co.uk>

Subject: CNG Hinckley (23/00613/FUL) Update

Hi All,

Thanks for your attendance at the meeting last month regarding the proposed Bio-CNG vehicle fuelling station with associated access onto the A5 (Application ref: 23/00613/FUL). Since the meeting, we have prepared a revised access strategy and would welcome your comments on this revised proposal.

Safety Audit

We agreed at the meeting that the proposed access should be Stage One road safety audited. We propose to commission the safety audit in the coming weeks, and this will be sent to National Highways as per your road safety

audit standard procedure. Please advise whether you wish to be involved in the commissioning process and whether you wish to attend the audit on site.

Proposed Access

You will recall we previously proposed a ghost island right turn lane on the A5 to provide all movements access into the site. In recognition of the low bridge to the north of the site, we have now revised the proposed access to a left in / right out only arrangement (see attached **Drawing 22-240-007C** and **22-240-008C**). This access has been designed to prohibit vehicles from turning right into the site from the A5 via the use of a curved central island, which would physically prevent HGV's from making a right turn. The proposed access would also prohibit and physically prevent vehicles from egressing the site left onto the A5 as there would be no kerb radii to allow for this. Instead, only a small bullnose kerb would be provided where the proposed access ties into the A5. All egressing vehicles would instead be routed towards the Hammond's Way roundabout, away from the railway bridge.

Additionally, the proposed access design includes signage warning drivers of the presence of the low bridge to the west of the site, as well as featuring a vehicle height warning system on the egress lane from the fuel pumps. This system will be set below the existing bridge height (4.6m) but above the height of most standard HGV's (circa 4.1m) and will warn drivers of high sided HGV's that their vehicle is too tall to pass under the bridge and to find an alternative route.

It is therefore our belief that by warning drivers if their vehicle is too tall to pass under the low bridge and routing them away from the bridge upon leaving the site, that the proposed development has taken all possible physical measures to mitigate against bridge strikes.

Vehicle Distribution

As discussed in the meeting, we have prepared a trip distribution diagram to demonstrate where the trips from the proposed site will be originating from and heading towards. This has been informed by the client who shared with us the expected users of the development, these being DPD and Amazon. Both of these companies have expressed interest to the applicant (CNG) that the proposed site would trigger them to renew their vehicle fleets to become Bio-CNG vehicles, as there would be a suitable local fuelling facility to enable them to do so. The distribution analysis confirms that it is not expected that any CNG related trips would require HGV's to route under the bridge.

This distribution analysis shows that it is not anticipated that there would be any impact on the Longshoot and Dodwells junctions to the north of the site as all vehicles are expected to route along the A5 north between the M69 and CNG site.

Junction Capacity Analysis

We recently commissioned a volumetric and speed traffic survey of this section of the A5, the results of which have fed into the capacity analysis of the proposed access. For this assessment, we modelled both the opening year (2023) and a future year, in this case a 5-year growth (2028). This capacity analysis (see attached) has revealed that the proposed access would operate within capacity and would not result in any detrimental impact on the A5, with minimal queuing of vehicles within the site due to only being able to egress the site in one direction.

Visibility

The results of the speed survey have informed the visibility requirements for the proposed access. The 85th percentile wet weather speeds were derived to produce stopping sight distances (in accordance with DMRB) of 4.5m x 117.25m to the left of the access (towards the bridge) and 4.5m x 79.73m to the right (towards the BP filling station). These visibility splays are shown on the attached access drawing **22-240-007C**. As shown, the visibility requirement now does not extend under the railway bridge to the west and does not extend over the BP access to the east.

As above, we would appreciate your comments on the revised proposal ahead of a formal submission as part of the application.

Kind regards,

Ben Boreham | Senior Transport Planner

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