



MARKIDES ASSOCIATES

Transport Statement

**NHS Hinckley and District Hospital
– Phase 2**

1 May 2025

Prepared for Darwin Group

Prepared for:
Darwin Group

Prepared by:
Markides Associates
2nd Floor, The Bridge
73 – 81 Southwark Bridge Road
London SE1 0NQ
United Kingdom

T: +44 (0)20 7442 2225
E: info@markidesassociates.co.uk
W: markidesassociates.co.uk

Project Number: 25095
Doc Number: TS01

Rev	Issue Purpose	Author	Reviewed	Approved	Date
A	Draft	KF/AJ	SEC	DJT	25/03/2025
B	First Issue	KF/AJ	SEC	DJT	27/03/2025
C	Second Issue	SEC	SEC	DJT	22/04/2025
D	Third Issue	SEC	SEC	DJT	01/05/2025

Copyright 2025 Markides Associates Ltd. The concepts and information contained in this document are the property of Markides Associates. Use or copying of this document in whole or in part without the written permission of Markides Associates constitutes an infringement of copyright.

Limitation: This report has been prepared on behalf of, and for the exclusive use of the client of Markides Associates, and is subject to, and issued in accordance with, the provisions of the contract between the client and Markides Associates. Markides Associates accepts no liability or responsibility whatsoever for, or in respect of, any use of, or reliance upon, this report by any third party.

Contents

Sections

1. INTRODUCTION	4
2. EXISTING CONDITIONS	11
3. DEVELOPMENT PROPOSALS	31
4. IMPACT OF DEVELOPMENT	39
5. SUMMARY AND CONCLUSIONS	63

Tables

Table 2.1	Wider Site - Total Land Uses and Floor Areas	11
Table 2.2	2024 Parking Stock Summary	24
Table 2.3	2024 Parking Stress Summary	24
Table 2.4	2024 Spare Capacity Summary	25
Table 2.5	Duration of Stay Summary	25
Table 2.6	Local Buses	27
Table 3.1	Proposed Development	31
Table 3.2	Summary of Proposed Access Arrangements	32
Table 3.3	Parking Proposal Summary	35
Table 4.1	Total Site Recorded Vehicle Flows by Mode	42
Table 4.2	Percentage of Total Flows by Access	44
Table 4.3	Access 1 Flows 2024	45
Table 4.4	Access 1 Total Former Use Flows (as calculated from Phase 1 application)	47
Table 4.5	Phase 1 Former Use Flows (Difference Table 4.5 compared to Table 4.4)	48
Table 4.6	Phase 1 Consented Flows	50
Table 4.7	Phase 1 Calculated Uplift (Table 4.6 compared to Table 4.4)	51
Table 4.8	2024 Survey Derived Trip Rates	53
Table 4.9	Phase 2 – Total Maximum Existing Flows (Based on Derived Trip Rate)	55
Table 4.10	Phase 2 Proposed Flows	57
Table 4.11	Phase 2 Difference (Table 4.10 compared to Table 4.9)	58
Table 4.12	Cumulative Difference	60
Table 4.13	Existing Parking Ratios (as per Phase 1 Original Assessment)	61
Table 4.14	Parking Ratios Applied to Proposed Development	61

Figures

Figure 1.1	Site Context Plan
Figure 1.2	Phase 2 Boundary
Figure 1.3	Approved Amendments to Argent's Mead Access
Figure 2.1	Access Plan
Figure 2.2	Road Works Local to the Site
Figure 2.3	Collision Locations
Figure 2.4	On-street Parking Controls
Figure 2.5	Existing Parking Layout 2025
Figure 2.6	Sustainable Transport Plan
Figure 2.7	Local Cycle Network
Figure 3.1	Proposed Access Arrangement
Figure 3.2	Access and Movement Plan
Figure 4.1	Car Park Layout and Camera Locations

Drawings

25095-MA-XX-XX-DR-C-7000	Swept Path – Refuse Vehicle
25095-MA-XX-XX-DR-C-7001	Swept Path – Fire Access
25095-MA-XX-XX-DR-C-7004	Swept Path – Ambulance
25095-MA-XX-XX-DR-C-7002	Swept Path – Large Car

Appendices

Appendix A	Planning Policy Review
Appendix B	Phase 1 Approved Layouts
Appendix C	Existing Site Layout
Appendix D	Proposed Site Layout
Appendix E	2019 Parking Study
Appendix F	2024 Parking Study Summary of Results

1. Introduction

1.1 Preamble

- 1.1.1 Markides Associates have been instructed by Darwin Group on behalf of NHS Properties ('the Applicant') to prepare this Transport Statement in support of an application for the demolition of former Cottage Hospital and development of new day case surgery building with associated landscaping and parking at Hinckley & District Hospital, Mount Road, Hinckley, LE10 1AG ('the site'). A site context plan is provided as **Figure 1.1** overleaf.
- 1.1.2 Hinckley and Bosworth Borough Council (HBBC) are the planning authority, and Leicestershire County Council (LCC) are the highway authority.

1.2 Context of the Application

- 1.2.1 The site sits within, and forms what is known as Phase 2 of, a wider development programme, which in turn is a proportion of a wider array of structures and medical uses on land owned by the NHS. A plan showing the Phase 2 boundary in the context of the wider uses is given as **Figure 1.2** immediately following **Figure 1.1**. As shown, it is situated to the immediate east of Phase 1 and fronts Mount Road, which forms the southern boundary of the Phase 2 site.
- 1.2.2 With the wider redevelopment (and including this site and associated application), the applicant seeks to replace aging assets that are no longer fit for purpose, and re-provide existing services in new, modern buildings which will better serve the community and the needs of the NHS in Hinckley. The existing buildings are of poor quality, are not energy efficient; they also have significant backlog maintenance liabilities. In addition, the proposals will allow for the expansion of some facilities.

1.3 Phase 2 Proposals

- 1.3.1 Phase 2 comprises an full planning permission for the demolition of the remaining hospital structure and construction of a new Day Case Centre, with associated access and parking. More detail is given in **Section 3** of this report.

Figure 1.1 Site Context Plan

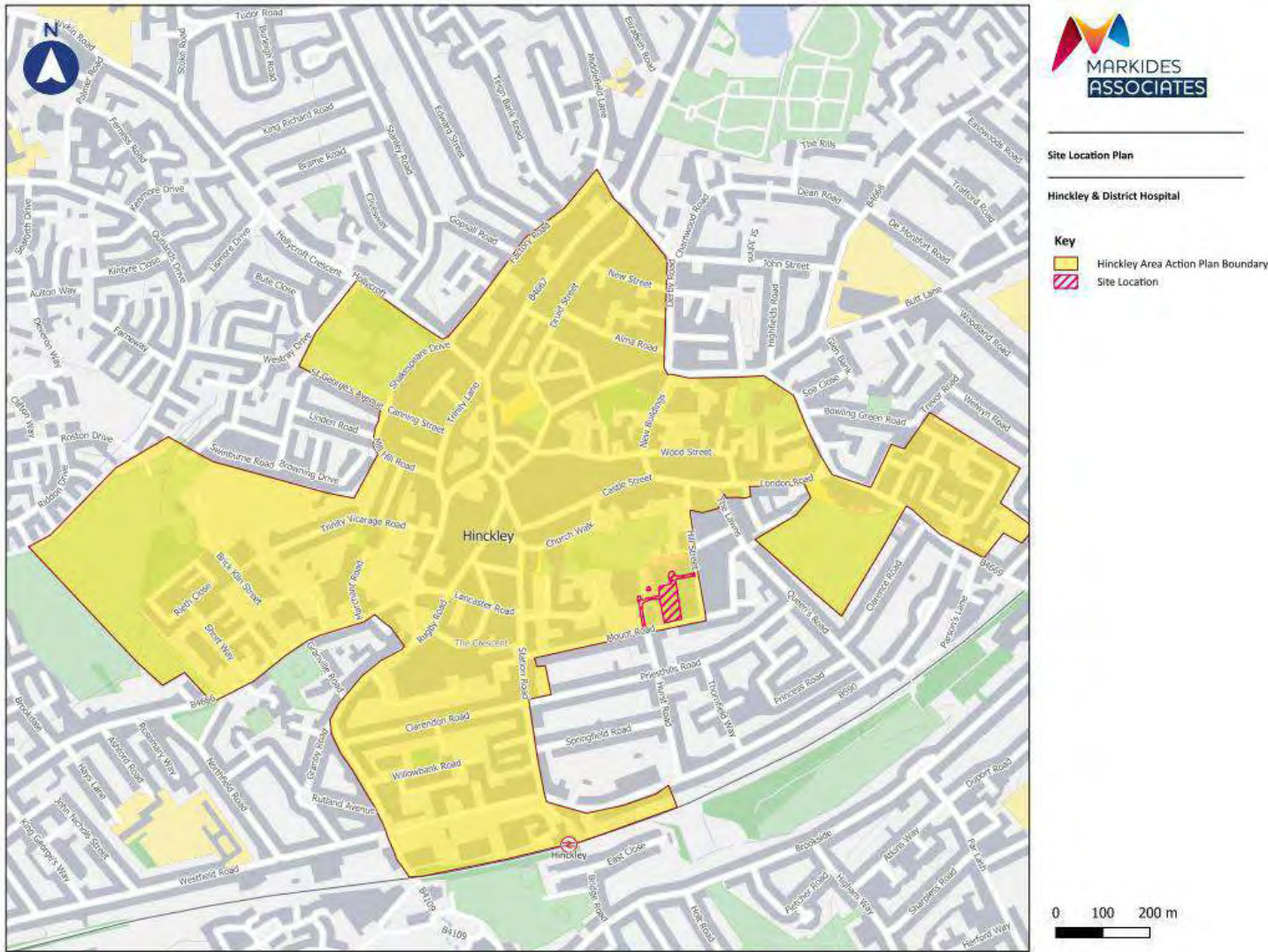
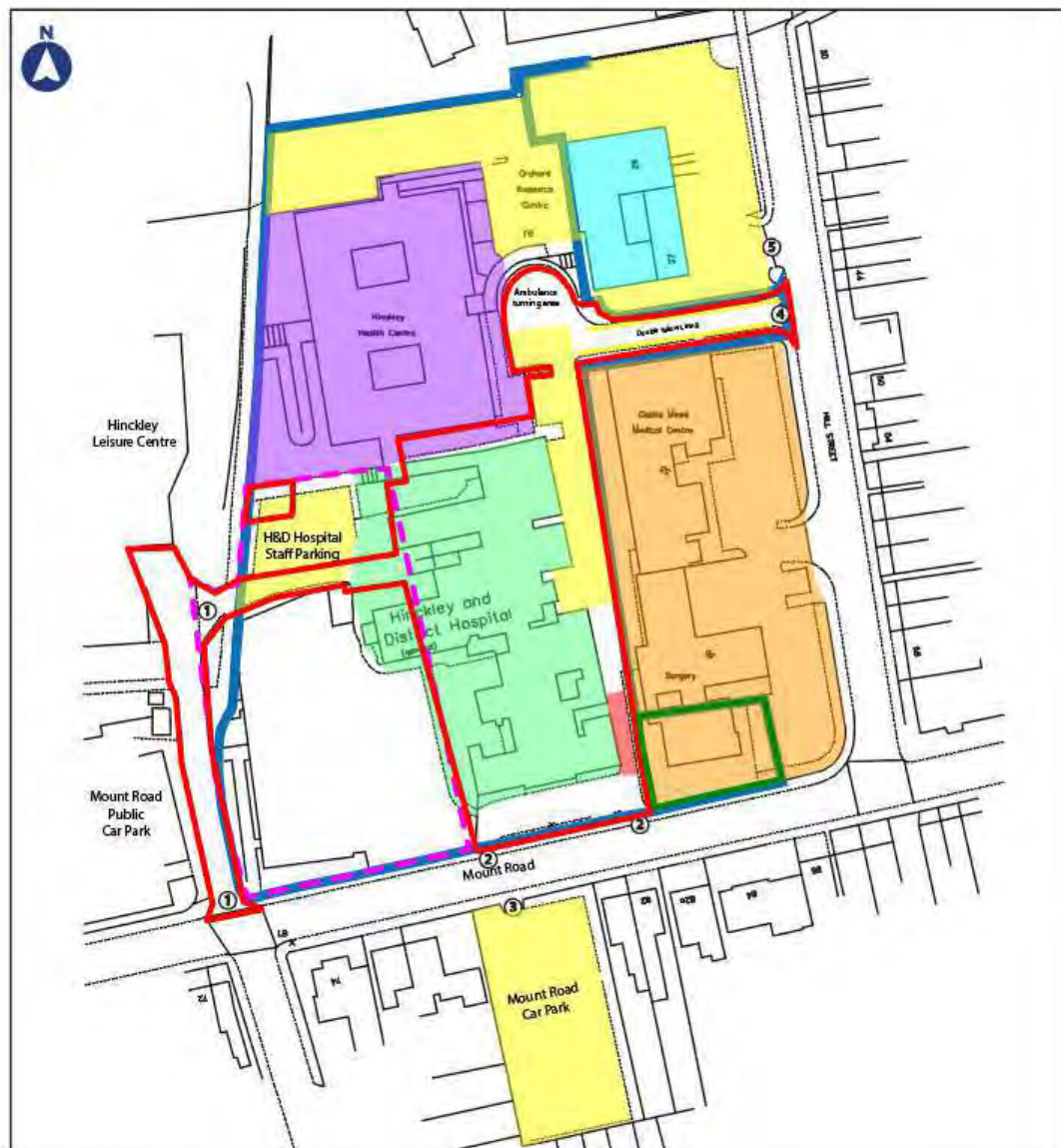


Figure 1.2 Phase 2 Boundary



Existing Site

Hinckley & District Hospital

Key

 NHS Properties Freehold Title	 Hinckley Health Centre
 Site Boundary	 Orchard Resource Centre
 Car Parking Areas	 Phase 1 Boundary
 NHS Land Holding on Long Lease	 Occupational Lease Boundary
 Hinckley & District Cottage Hospital	X Formal Vehicle Access

1.3.2 As shown in **Figure 1.2** above, there are 5 key locations on site occupied by different uses and tenants. The areas marked orange and outlined in green are on long lease to third-party tenants, including the Maples Family Medical Practice (MFMP) and the Castlemead Health

Centre. These areas have separate access from Hill Street and segregated parking, and on that basis, have been excluded from the study area.

- 1.3.3 The areas marked purple and light blue are only partially affected by the proposals – there would be no material change to floor area or use, only boundary treatments to address the significant change in levels.

1.4 Planning Policy

- 1.4.1 This report has been prepared with reference to the relevant National, Regional, and Local planning policy, including but not restricted to:

- The National Planning Policy Framework (NPPF) (2024)
- Hinckley Town Centre Area Action Plan (HTCAAP) (2011)
- HBBC's Core Strategy 2009
- HBBC's Site Allocations and Development Management Policies DPD (2016)

- 1.4.2 Reference has also been made throughout the design process to the Design Manual for Roads and Bridges (DMRB), Manual for Streets 1 & 2 and to LCC's Highway Design Guide. Where relevant, this Report and associated documents have been informed by the Department for Communities and Local Government and the Department for Transport document 'Guidance on Transport Assessments', which is benchmarked within LCC's Highway Design Guide.

- 1.4.3 A full review of the policy listed above is given in **Appendix A**.

1.5 Planning History – Phase 1

- 1.5.1 Phase 1 of the redevelopment of the Hinckley & District Hospital included the redevelopment of the site previously occupied by a physio unit within a temporary portacabin, which has since been removed. The Phase 1 proposal is for the construction of a new 2-3 storey building to accommodate the existing Community Diagnostics Centre (CDC) and Endoscopy Clinic, with associated revisions to access and parking. Phase 1 received outline planning permission in August 2023 (planning app. 23/00851/OUT) and approval of reserved matters in March 2024 (planning app. 24/00277/REM). The full planning for enabling works was submitted as Planning Ref. 23/01203/FUL - Proposed site access, parking arrangements, drainage, landscaping and utilities installations for the Community Diagnostic Centre and Endoscopy building (Use Class E(e)) (Planning application ref.23/00851/OUT), and permitted 13th Feb 2024.

- 1.5.2 The relevant discharge of conditions were as follows:

- Planning Ref. [24/00500/DISCON](#)- Application to discharge condition 15 (Public Rights of Way) on 23/01203/FUL – Discharged 11th June 2024.
- Planning Ref. [24/00499/DISCON](#)- Application to discharge condition 21 (Public Rights of Way) attached to planning permission 23/00851/OUT - Discharged 11th June 2024.
- Planning Ref. [24/00280/DISCON](#) - Application to discharge Condition 3 (Written Scheme of Investigation - Part Discharge), Condition 8 (Construction Environmental

Management Plan), Condition 9 (Surface Water Drainage Scheme), Condition 10 (Surface water management during construction) of planning application 23/01203/FUL - Split Decision - Discharge of Conditions 22nd August 2024.

- Planning Ref. [24/00272/DISCON](#) - Application to discharge conditions 6 (Archaeology), 12 (Construction Environmental Management Plan), 13 (Sustainable Surface water Drainage Scheme), 14 (Surface Water Management during Construction) on decision notice relating to 23/00851/OUT - Split Decision – Discharge of Conditions 22nd August 2024.

1.5.3 The most recent Phase 1 layout as approved is included in **Appendix B**.

1.5.4 As part of the works, a separate application was submitted for prior approval for the demolition of some 450sqm of floorspaces used as records storage attached to and forming a wing of the main cottage hospital. It is understood that this has been granted and the demolition is completed.

1.5.5 Regarding transport matters, the highway authority considered the proposed access, car parking and cycling parking arrangements to be acceptable, and requested by condition a Construction Environmental Management Plan with routing of construction traffic, enhancements to the Public Right of Way (PROW) and details pertaining to the management of this. All access to and from Phase 1 as approved would be taken from Argents Mead only, with no through access to Mount Street or to Hill Street.

1.5.6 Enhancements to the PROW included localised improvement to the site access, and straightening of the footway to provide a continuous 2m footway; the PROW designation itself was extended to include the previously missing short section of footpath on Argent's Mead to Mount Road. A general arrangement was submitted, along with a Road Safety Audit combined Stage 1/2 (reference application **Drawing 23013-MA-XX-XX-DR-C-0100**), with an extract shown in **Figure 1.3 below**. The full arrangement drawing and the Phase 1 layout is included in **Appendix B**.

Figure 1.3 **Approved Amendments to Argent's Mead Access**



Source: 23013-MA-XX-XX-DR-C-0100 – P02

- 1.5.7 The arrangement above was subject to extensive consultation with LCC Highways and the LCC PROW Team.
- 1.5.8 Waste storage and gas delivery is located in the car parking area associated with Phase 1 and which is included in the Phase 2 redline boundary in order to ensure capacity for Phase 2 waste requirements.

1.6 Other Documents

- 1.6.1 In addition to this Transport Statement, a Framework Site Travel Plan has been prepared for submission.
- 1.6.2 A combined Stage 1/2 Road Safety Audit subject to agreement of necessity and scope may also be provided.

1.7 Report Structure

1.7.1 Following this introduction, the report is structured as follows:

- **Section 2 – Baseline Conditions** details the site and its location, and the surrounding areas in highways and transport terms, including analysis of the site accessibility by walking, cycling and public transport.
- **Section 3 – Proposed Development** outlines the application proposals, site access, cycle provision and servicing arrangements.
- **Section 4 – Trip Generation and Impact** examines the likely multi-modal trip generation, footfall for the site and the impact in transport and highways terms.
- **Section 5** – summarises and concludes this report.

2. Existing Conditions

2.1 Preamble

2.1.1 This section of the report sets out the parameters of the site and accessibility.

2.2 The Site

2.2.1 The site is located 750m northeast of Hinckley Railway Station and to the east of Hinckley Town Station. It is bound by Hill Street to the east; Mount Road to the south; the Phase 1 site, Argents Mead, and Hinckley Leisure Centre to the west; and Argents Mead Garden and Castle car park to the north.

2.2.2 The wider hospital uses and associated floor areas are set out in **Table 2.1**.

Table 2.1 Wider Site - Total Land Uses and Floor Areas

Location	Area	Comments	Phase
Physio Unit	0 sqm	Was a 613sqm temporary structure that has now been removed, no prior approval was required. A separate outline planning application has been undertaken for the erection of a Community Diagnostic Centre and Endoscopy Building and is approved (planning app. 23/00851/OUT)	Phase 1
Hinckley & District Cottage Hospital	1,655sqm	A total of 450sqm has been demolished (Ref 23/01155/DGDO - Prior notification for the demolition of existing buildings - GDO Prior Approval Not Required 21st Dec 2023), leaving an existing total of 1,655.00sqm.	Phase 2
Orchard Resource Centre	1,186 sqm	Will not be amended by the application nor the subject of future development at the time of writing.	N/A
Centre Surgery	3,716 sqm	Will not be amended by the application nor the subject of future development at the time of writing.	N/A
Total Site	6,557 sqm		
Total Phase 2 area	1,655sqm		

2.3 Use and Mix

2.3.1 It is important for the purposes of this TS to note that there is a range of operations existing on the site.

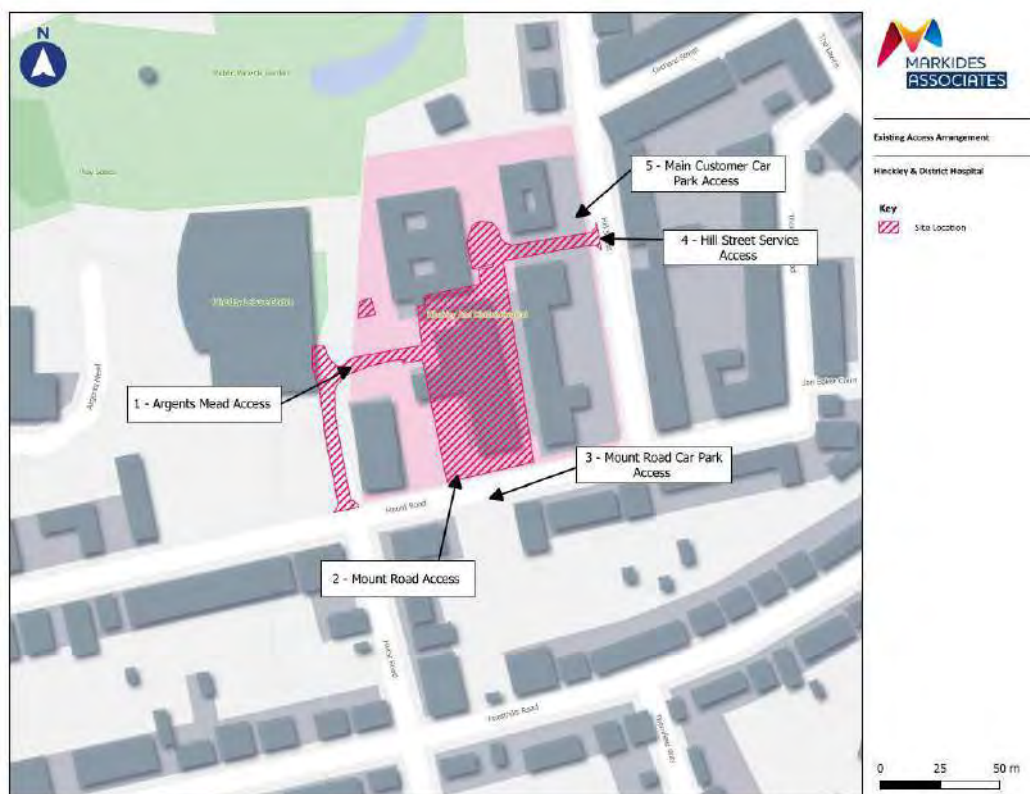
2.3.2 The site is largely occupied by an irregular-shaped structure comprising the original Cottage Hospital, which has been subject to various later extensions and alterations since it was built in circa 1900.

- 2.3.3 As mentioned, existing uses and structures to be replaced will comprise the remainder of the cottage hospital, which was formerly occupied by patient wards, offices, minor operations facilities, one surgical theatre and associated x-ray diagnostics facilities, amenities and facilities for patient care such as laundry, storage and kitchens. The existing layout is included as **Appendix C**.
- 2.3.4 The wider development proposals disaggregate the medical offer formerly provided within the cottage hospital, with the diagnostic facilities moving into the new Phase 1 development, and only the day case uses being retained, with no overnight wards, in Phase 2. More detail is given in **Section 3**.

2.4 Vehicle Access

- 2.4.1 As shown in **Figure 2.1**, there are five principal vehicle accesses to the wider site and its associated car parking areas.

Figure 2.1 Access Plan



- 2.4.2 **Access 1** is located on Mount Road and forms a simple priority junction into a private access road (Argent's Mead) that is shared by a back-of-house small delivery and service access for Hinckley Leisure Centre. The access leads to a staff car park primarily used by employees of the Cottage Hospital. The site has a right of access and there is a dropped kerb across the footway to facilitate vehicle access, as shown in **Photo 2.1**.

Photo 2.1 **Access 1 – Argent’s Mead**



- 2.4.3 As previously mentioned, this forms the existing staff car park access and has been subject to minor amendments as part of the Phase 1 development proposals, for which it forms the sole vehicle access. This includes a patient drop off bay.
- 2.4.4 **Access 2**, as shown in **Photo 2.2**, is to a short service road and frontage parallel to Mount Road. It is understood to mainly be used by the staff of the Cottage Hospital. It forms a one-way eastbound access arrangement. The egress is shown in **Photo 2.3**

Photo 2.2 Access 2 – Inbound Access



Photo 2.3 Access 2 – Egress



- 2.4.5 As shown the photo above, the egress also connects to a narrow strip along the eastern boundary of the existing cottage hospital (which is also the Phase 2 boundary. This is shown in **Photo 2.4**. This allows for a narrow pedestrian delineation using painted markings.

Photo 2.4 Additional Entry – Mount Road



- 2.4.6 The access above is not formalised as a vehicle access, but a small number of cars have been observed to use it throughout the day. It connects through to the service access and turning head described below at Access 4.
- 2.4.7 **Access 3**, as shown in **Photo 2.5**, provides direct access to the Mount Road Car Park to the south of that road, which is designated for the NHS services on the site and is within NHS ownership. Height restrictions apply, as shown in **Photo 2.5**.

Photo 2.5 Access 3 – Mount Road Car Park



- 2.4.8 **Access 4**, as shown in **Photo 2.6**, leads from Hill Street via a private access road into an ambulance turning area and car parking associated with the cottage hospital, blue badge provision, and allocated parking for MFMP and the Castlemead Health Centre, including doctor bays. Parking restrictions apply on the access road in the form of double yellow lining and red hatched markings. It leads through to the small access adjacent to the narrow connection onto Mount Road and the Access 2 egress.

Photo 2.6 Access 4 - Hill Street Service Access



- 2.4.9 **Access 5** is immediately north of Access 4 from Hill Street and serves as a shared point of access to the Orchard Resource Centre and Hinckley Medical Centre, as well as access to the main customer car park. Access 5 is shown in **Photo 2.7** below.

Photo 2.7 Access 5 – Main Customer Car Park



- 2.4.10 The long lease services (MFMP and Castlemead) have a separate access from Hill Street, allowing for the main staff access and customer parking. This is shown in **Photo 2.8** below. It is fully self-contained and will not be affected by the proposals.

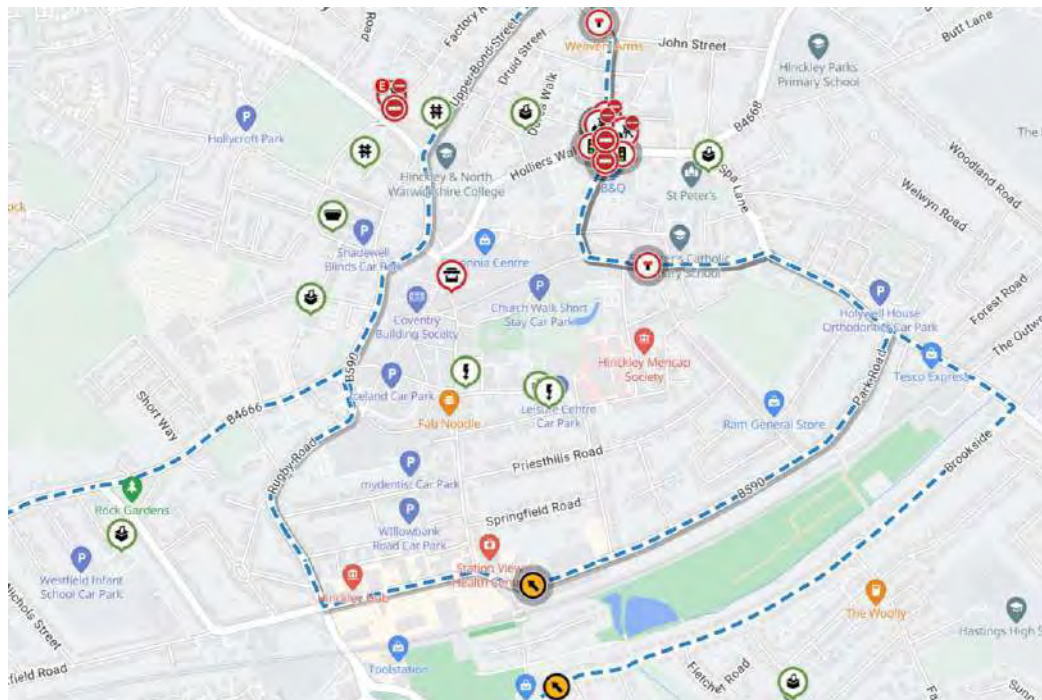
Photo 2.8 Access to MFMP and Castlemead



2.5 Local Highway

- 2.5.1 Mount Road is a two-way, single-carriageway road that connects Thornycroft Road to Station Road, via a priority junction. At the southern end, Station Road leads to the B590. Double yellow lines are present along the entire length of eastbound carriageway of Mount Road, indicating no parking outside the site. There is some parking available on the westbound carriageway of Mount Road. Mount Road extends past Hill Street in both directions. However, if users wish to travel north, the road transitions into Hill Street.
- 2.5.2 Hill Street is a one-way road, running in a northern direction, with parking available on both sides. As mentioned above, it connects Mount Road in the south to Castle Street in the north.
- 2.5.3 Agents Mead is a no-through road providing access to the Hospital staff car park (G). It features a single waiting bay with a restriction of a maximum stay of 30 minutes and no return within 30 minutes. The rest of Argents Mead is marked with double yellow lines. Argents Mead meets Mount Road at a simple priority junction.
- 2.5.4 All of the roads listed above are residential roads and have a speed limit of 30 mph. Ongoing highways works include National Grid electrics works requiring minor incursion of the public highway on Mount Road outside of Hinckley Leisure Centre until 28th March. Leicestershire County Council are also undertaking works to upgrade the traffic signalised junction at the junction of Hollier's Walk, Derby Road, New Buildings and Leicester Road, beginning on Monday 20 January 2025 and concluding no sooner than 25th April 2025. These comprise major works to install new equipment, construct new paving and footways, and resurface. A series of road closures and diversions are in place with knock-on implications for traffic movements at the junction of Hill Street and Castle Street. A plan of the roadworks is provided in **Figure 2.2** below.

Figure 2.2 Road Works Local to the Site



Source: <https://one.network>

- 2.5.5 A high level review of collision data has identified few recorded collisions in the past five years in the vicinity of the site, with a single slight incident on Hill Street in 2021 and a single slight incident on Mount Road in 2020. These locations are shown in **Figure 2.3**.

Figure 2.3 Collision Locations



Source: <https://www.crashmap.co.uk/Search>

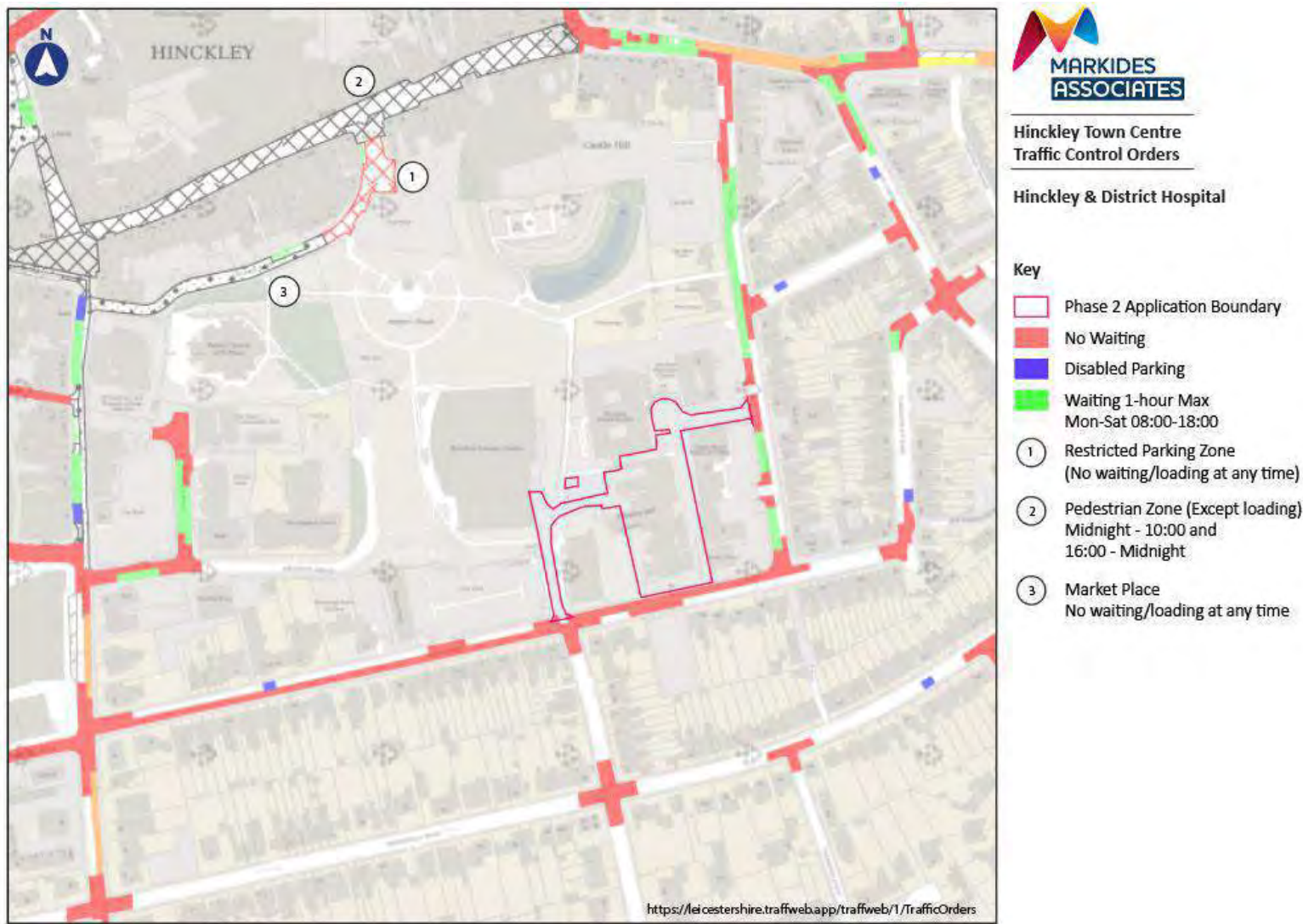
- 2.5.6 As shown in the figure above, there is no single location in the immediate area of the hospital indicating a collision cluster (defined as 2 or more serious or fatal incidents).

2.6 Parking

On-Street

- 2.6.1 Since 2022, new traffic orders have been implemented in Hinckley under LCC powers, which restrict waiting and loading on Hill Street and Mount Road. In the case of Hill Street, some areas of limited waiting (maximum 1 hour) are allowed Monday-Saturday 08:00-18:00. A new Controlled Parking Zone has also been implemented to the north west of the site as of November 2024 on Church Walk, with other areas of the town centre pedestrianised. Loading and waiting restrictions apply in each case. The extent of controls is shown in **Figure 2.4** below.

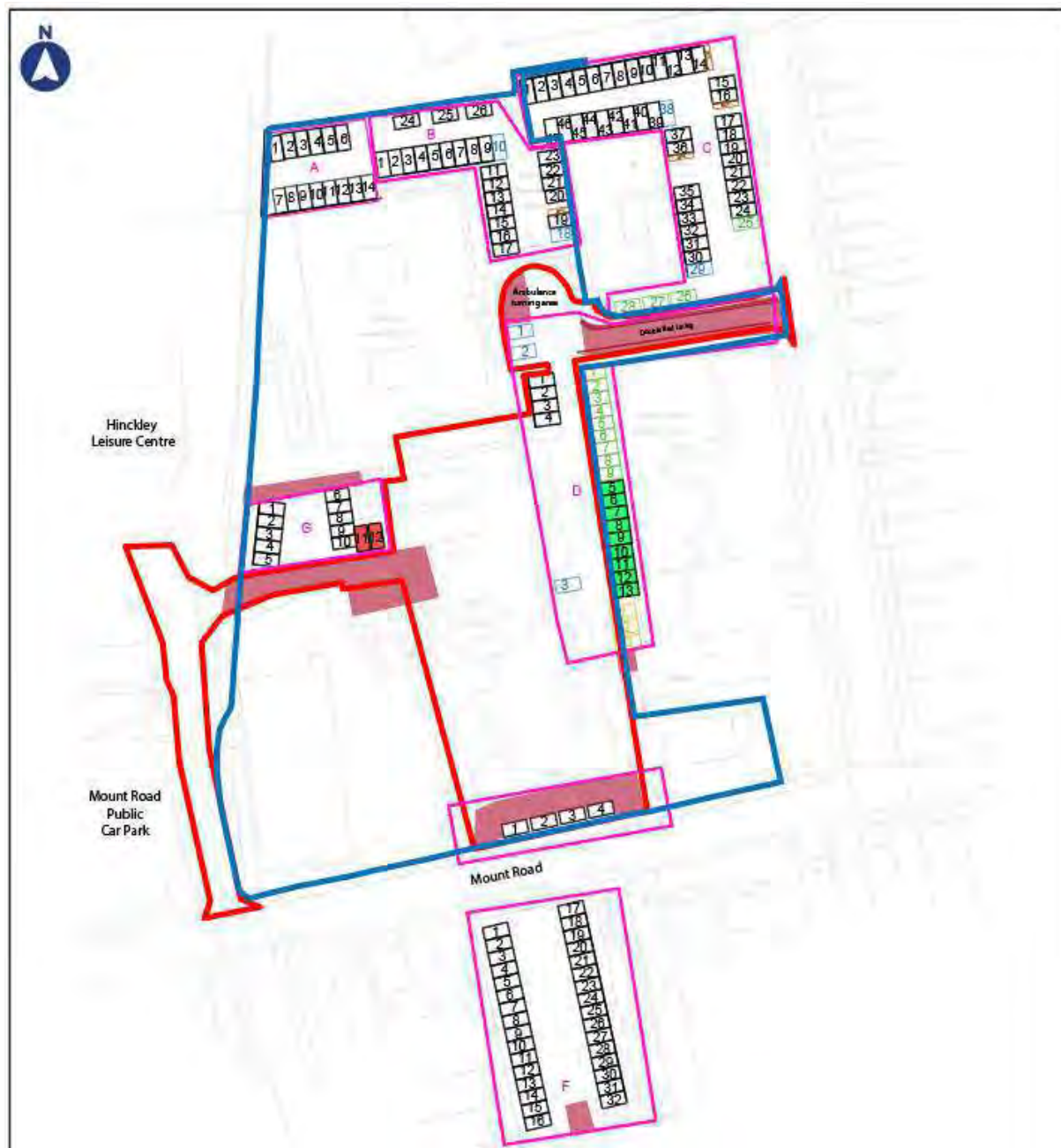
Figure 2.4 On-street Parking Controls



On-Site

- 2.6.2 A parking study of the site was undertaken in 2019, which identified existing parking and associated parking demand. The 2019 study is included as **Appendix E**. This was subsequently updated with a new study undertaken on Thursday 14th of March 2024, which also captured updates to parking behaviour following:
- The closure of the physio unit
 - Introduction of new parking controls within the land ownership
 - Introduction of new waiting and stopping controls in Hinckley town centre, including on Hill Street and Mount Road.
 - Improved enforcement, which means that all previously recorded ‘overspill’ or ad hoc parking within the wider site is now precluded.
- 2.6.3 A plan showing the updated parking stock layout is included as **Figure 2.5** overleaf. This also includes the 7 areas where the parking has been theoretically divided into for the purposes of survey, which are consistent with the previous 2019 study.
- 2.6.4 The parking included in the development area for Phase 2 includes the Hinckley & District Cottage Hospital staff car park (Parking area G – 12 bays), accessed from Argents Mead on the western boundary via Access 1, and 4 spaces within a service access located at the southern frontage of the cottage hospital, adjacent to Mount Road (Access 2) within Parking area E. A total of 4 additional standard spaces and 2 disabled parking bays are accessible via the narrow strip at the eastern edge of the Phase 2 site or via Access 4 in parking area D. Parking Area E and associated parking will be removed in full as part of the Phase 2 proposals

Figure 2.5 Existing Parking Layout 2025



Existing Site Parking Plan

Hinckley & District Hospital

Key

-  NHS Properties Land Ownership
-  Phase 2 Site Boundary
-  Standard Parking Bays
-  Informal Overspill Parking
-  Disabled Parking Bays
-  Doctor Parking Bays
-  Allocated Parking

-  Motorcycle Parking
-  Parking Restriction (hatched markings, red or yellow) introduced since 2020
-  Parking Survey Area
-  New Standard space previously counted as 'overspill'
-  New Allocated space previously counted as 'standad'.

- 2.6.5 There are 167 parking spaces across the site, which includes 7 disabled parking bays, 13 spaces allocated to the long-lease tenants, and 3 doctor spaces. There are 4 additional motorcycle parking spaces. The beats were conducted at 07:30, 09:15, 12:30, 15:00, 17:30, 19:30. A summary is given below with more complete results included in **Appendix F**. This includes an allowance for the overspill spaces previously observed in 2019, however the results (given following in **Table 2.3**) identified that recent enforcement has eliminated all but 2 of these spaces, located within Car Park G and which are now considered 'standard'.

Table 2.2 2024 Parking Stock Summary

Parking Area	No. Standard Parking Spaces	Disabled Spaces	Allocated Spaces	Motorcycle Spaces	Total Formal Parking Provision	No. Potential Overspill Parking Locations
A	14	0	0	0	14	1
B	24	2	0	1	27	0
C	41	2	4	3	50	3
D	13	3	12	0	28	3
E	4	0	0	0	4	1
F	32	0	0	0	32	5
G	12	0	0	0	10	3
Total	140	7	16	4	167	16

Table 2.3 2024 Parking Stress Summary

Parking Area	% Parking Stress at Hour of Survey					
	07:30	09:15	12:30	15:00	17:30	19:30
A	0%	71%	100%	64%	7%	7%
B	23%	100%	62%	58%	15%	12%
C	11%	91%	66%	62%	28%	38%
D	4%	68%	57%	64%	32%	18%
E	0%	50%	75%	75%	0%	0%
F	22%	75%	81%	78%	34%	34%
G	0%	50%	40%	20%	0%	0%
Total	12%	80%	68%	63%	24%	24%

- 2.6.6 As shown in the table above, excepting brief periods of total occupation at peak hours (which fall outside of the highway peak) there is good spare capacity across the day. The highest parking stress occurred at 09:15, with an overall stress level of 80% across all car parks. Stress levels at 12:30 and 15:00 were similar, at 68% and 63%, respectively. At 17:30 and 19:30, stress levels decreased to 24%, and the quietest period was at 07:30, with only 12% stress.

2.6.7 A summary of the spare capacity across the day is given in **Table 2.4** below.

Table 2.4 2024 Spare Capacity Summary

Location	Spare Capacity at Survey Time					
	07:30	09:15	12:30	15:00	17:30	19:30
A	4	0	0	5	13	13
B	20	0	10	11	22	23
C	42	4	16	18	34	29
D	27	9	12	10	19	23
E	4	2	1	1	4	4
F	25	8	6	7	21	21
G	10	5	6	8	10	10
Total Spare Capacity	122	23	45	52	113	113

2.6.8 As shown in the table above, there is a minimum of 23 available parking spaces within the site in any given hour, with only a short duration of higher parking stress. This is an improvement on the 2019 situation previously tested.

2.6.9 In respect of turn over, the duration of stay is summarised in **Table 2.5**.

Table 2.5 Duration of Stay Summary

Location	Vehicles and Duration of Stay						
	<1hr	1-3hr	3-4hr	4-5hr	5-7hr	7-9hr	10hr+
A	6	3	2	0	4	0	1
B	26	1	4	0	6	4	0
C	52	4	7	1	19	0	1
D	9	1	3	3	7	4	1
E	3	1	0	0	1	0	0
F	38	5	2	1	7	1	4
G	5	0	0	0	2	0	0
Total vehicles	139	15	18	5	46	9	7
Total Carpark Capacity	58%	6%	8%	2%	19%	4%	3%

2.6.10 As shown in the table above, the majority of users stay for one hour or less, commensurate with appointment turnover and pick-up/drop-off activity across the site. Some 20% stay for 6 hours which is commensurate with shift durations and staffing.

- 2.6.11 Overall, compared to the previous study, there is significant improvement in efficiency of the car park, turnover, enforcement against obstructive parking, and ensuring spare capacity sufficient to absorb not only the current demand but potential future demand also.
- 2.6.12 It should also be noted that on review of the video footage, after 17:00 parking in Area G identifies 4 vehicles arriving, but the persons occupying the vehicles are noted to walk away from the hospital towards the leisure centre. These vehicles all likewise departed at the same time at 19:00 and therefore some of the existing parking demand may remain unconnected to actual uses on the site.

2.7 Access by Sustainable Modes

Rail Access

- 2.7.1 As mentioned, the site is 750m from Hinckley Railway Station, or a 9-minute walk, connecting to the site by existing footways along local roads. There are signal crossings for pedestrians at most main junctions and side roads benefit from tactile paving and dropped kerbs. Mount Road slopes downhill as it progresses west; however, the route is a shallow gradient and mostly flat.
- 2.7.2 Hinckley Railway Station is served by National Rail services operated by CrossCountry, with trains to Leicester and Birmingham New Street approximately once per hour in each direction. There are 3 trains per day to Stanstead Airport on weekdays.

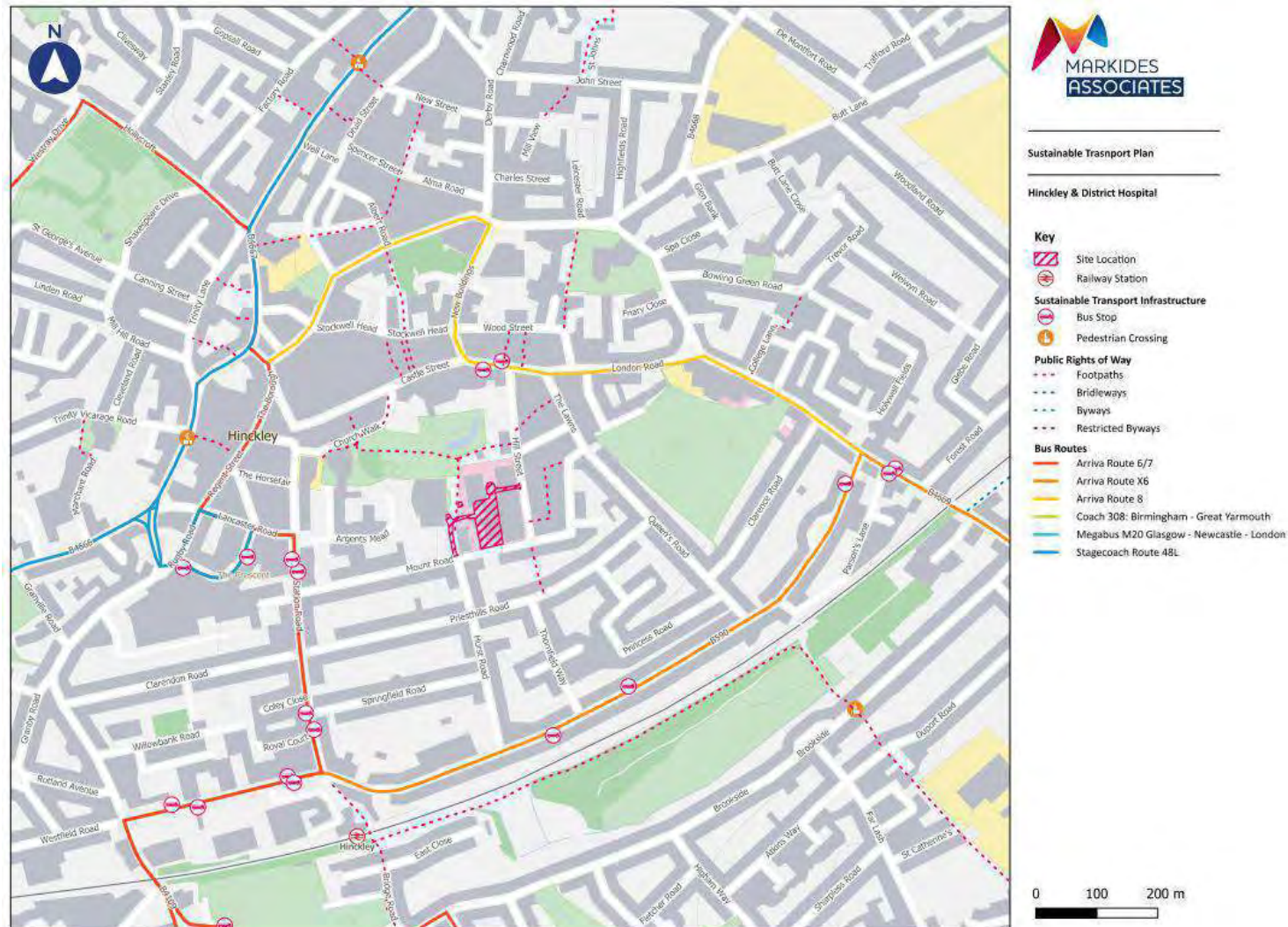
Bus Access

- 2.7.3 The nearest bus stops are located 400m to the west of the site at St. Mary's Road and are served by the 6 and X6 bus routes in each direction. Stops consist of poles and flags only. Additional stops are located 400m to the north of the site adjacent to Castle Car Park at Hill Street, served by route 8.
- 2.7.4 These routes, their destinations and frequencies are summarised in **Table 2.6**. All services are operated by Arriva. A plan showing the sustainable transport access local to the site is included as Figure 2.4 overleaf.

Table 2.6 Local Buses

Bus	Destinations	Peak Hour Frequency		
		Weekday	Saturday	Sunday
St Mary's Road				
7	Burbage, Hinckley, Stoke Golding, Higham-on-the-Hill, Nuneaton	Hourly	Hourly	No service
X6	Leicester, Burbage, Hinckley, Wyken Green, Upper Stoke, Gosford Green, Coventry	9 per day in each direction	9 per day in each direction	2 per day in each direction
Hill Street				
8	Lutterworth, Manga Park, Claybrooke, Burbage, Hinckley	Hourly	Hourly	3 per day

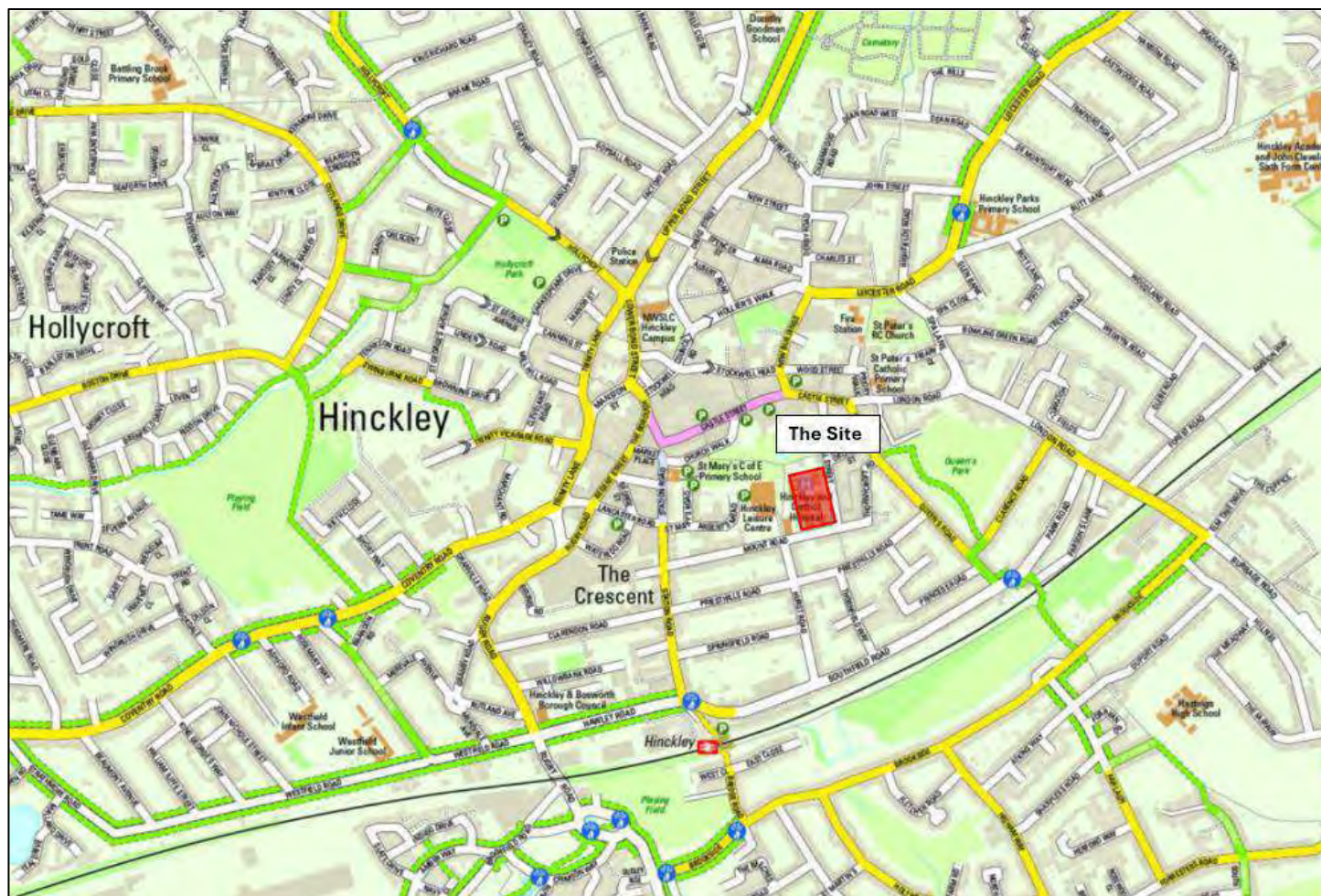
Figure 2.6 Sustainable Transport Plan



Walking and Cycling

- 2.7.5 As shown in the figure above, there is a public right of way footpath which passes the site on the western boundary across the access on Argents Mead, connecting Mount Road to the south with Argent Mead Gardens and Castle Street to the north. There is similarly a short footpath connecting east from Hill Street to Queen's Road.
- 2.7.6 There are ambitions to encourage the development of additional quiet roads for cycling in Hinckley. An extract from the existing Hinckley and Burbage Cycle Route Plan is included as **Figure 2.7**. Quieter roads suitable for cycling are marked yellow, while off-road or other cycle facilities are marked in green. Pedestrianised zones are marked pink.
- 2.7.7 As shown in the figure below, Station Road to the immediate west of Mount Street is a yellow 'quieter route' for cycling, connecting to Hinckley Station. There are good east-west connections across the town to the west of Station Road also. Routes from Burbage are largely off-street, connecting across the railway line close to Queens Road, a very short distance to the east of the site.

Figure 2.7 Local Cycle Network



Source: <https://www.choosehowyoumove.co.uk/wp-content/uploads/2021/05/Hinckley-and-Burbage-scaled.jpg>

3. Development Proposals

3.1 Preamble

- 3.1.1 This section of the report summarises the development proposals relevant to highways and transport.

3.2 Use and Mix

- 3.2.1 As mentioned, the current application will comprise demolition of the remaining hospital structure and construction of a new Day Case Centre, with associated access and parking.
- 3.2.2 The proposals with floor areas are set out in **Table 3.1**, and will include:
- 1 x Theatre
 - 1 x Minor Procedures
 - 4 x Recovery Areas, including 2 x Private Recovery
 - 3 x Offices
 - 1 x Reception and patient waiting room

Table 3.1 Proposed Development

Location	Area
Ground Floor	741 sqm (Active Floor Space)
First Floor	184 sqm (ancillary plant only)
Total	925 sqm

- 3.2.3 The Day Case will deliver daily theatre and minor procedures operations, with the only active floorspace located on the ground floor level. As mentioned, no overnight stays would be accommodated in the new Phase 2 development.

3.3 Operations and Staffing

- 3.3.1 In terms of activity, NHS Services have provided input regarding the level of appointment turnover based on existing operations at the site as well as the expected staffing. This is appraised in more detail later in this report.
- 3.3.2 The estimate is that a maximum of 20 patients would be on site at any given time, with a maximum appointment duration of 4 hours.
- 3.3.3 There would be a total of some 33 full-time equivalent staff (assuming a 12-hour working day, 7 days a week), with 15 full time employees on site at any one time.
- 3.3.4 The Day Case Centre will open at 07:30 for staff with patients arriving from 07:45, and the Centre closing at 19:00.
- 3.3.5 No walk-in or emergency services would be provided.

3.4 Access

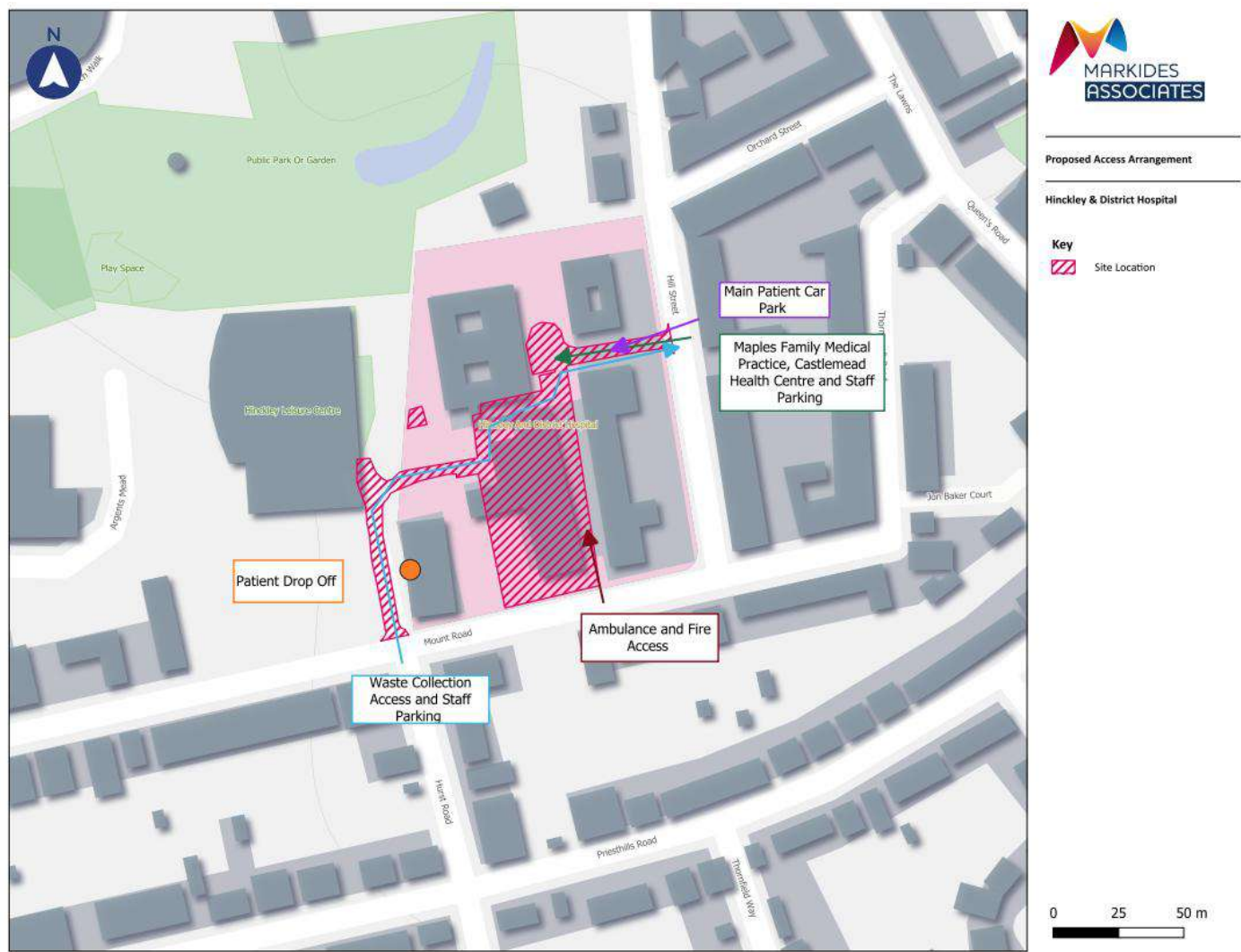
3.4.1 With the delivery of Phase 2, access arrangements will be amended. The changes are summarised in the table below.

Table 3.2 Summary of Proposed Access Arrangements

Access	Location	Existing Use	Phase 1 Use	Proposed Phase 2
1	Argents Mead	Staff Car Park and Service Access	Staff Car Park and Service Access (sole Access)	As per Phase 1 with new scope for through access to Hill Street.
2	Mount Road service access	Staff parking x 4 bays, drop-off	No change	Fully removed.
-	Small Entry Mount Road	Not a formal access, some ad-hoc egress	No change	Widened and enabled inbound access only (north) for ambulance and fire vehicles only.
3	Mount Road Car Park	Staff and visitor parking	No Change	No Change
4	Hill Street Service Access	Staff and disabled parking. Delivery and servicing	No Change	Through access to parking area for Phase 2 and through to Phase 1 for access to Argent's Mead.
5	Main Access Hill Street	Main customer parking	No Change	No Change

3.4.2 The proposed vehicle access arrangement is shown diagrammatically in **Figure 3.1**.

Figure 3.1 Proposed Access Arrangement



- 3.4.3 Pedestrian and cycle access will be taken variably from existing accesses from Argents Mead and Hill Street using existing footways, with new tactile paving and dropped kerbs introduced on the Hill Street access. A new footway will be introduced along the widened access from Mount Road, with the vehicle barrier controlling vehicle movements but still permitting inbound cycle movements from this access. A plan showing patient vehicle, ambulance, cycles and pedestrian access movements is included as **Figure 3.2** below as an extract and in full within **Appendix D**.

Figure 3.2 Access and Movement Plan

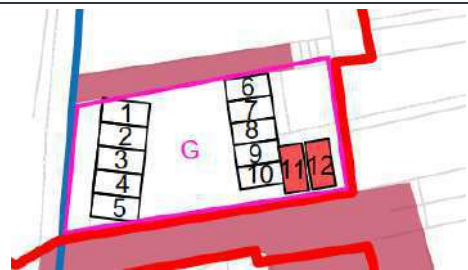
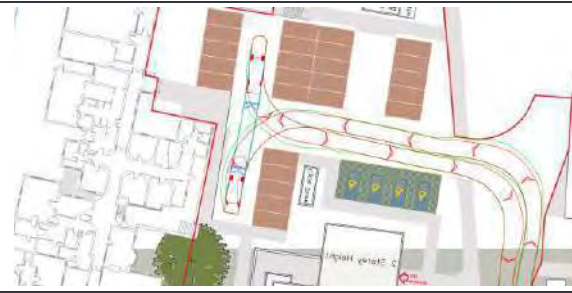


Source: Darwin Group

3.5 Vehicle Parking

3.5.1 A summary of the vehicle parking proposals is given in **Table 3.3**.

Table 3.3 **Parking Proposal Summary**

Scenario	Quantum & Layout
PARKING AREA G – ARGENT’S MEAD (ACCESS 1)	
Existing (Refer to Appendix C)	12 standard bays (staff only)
	
Phase 1 (Refer to Appendix B)	25 standard bays 4 disabled bays Total – 29 bays
	
Phase 2 (Refer to Appendix D)	25 standard bays – Phase 1 (including 5 relocated into Phase 2) 4 disabled bays – Phase 1 6 standard bays – Phase 2 Total – 35 bays
	

Scenario	Quantum & Layout	
PARKING AREA D – CENTRAL AREA – ACCESS 4		
Existing (Refer to Appendix C)	4 standard bays 3 disabled bays 18 allocated bays 3 doctor parking bays Total – 28 bays	
	No Change	
Phase 1 (Refer to Appendix B)		
Phase 2 (Refer to Appendix D)	4 standard bays (no change) 3 disabled bays (1 relocated into Phase 2) 18 allocated bays (no change) 3 doctor bays (no change) 12 standard bays (Phase 2) Total – 40 bays	
Scenario	Total Parking	Difference
Existing	40	NA
Phase 1	57	+17
Phase 2	75	+18

3.5.2 As shown in the table above, the approved Phase 1 scheme included an additional 17 spaces to account for the potential uplift in demand and staffing, with Phase 2 matching this with a

new uplift of 18 spaces, of which 3 amalgamated bays will be dedicated to drop-off activity. Swept path analysis is included as **Drawing 25095-MA-XX-XX-DR-C-7002**.

- 3.5.3 This provision is considered to better meet the needs of patients for the proposed use, which will see short-stays predominantly, with patients who may not be permitted to drive after procedure, and therefore a higher likelihood of micro-stay parking demand associated with taxi and drop-off activity. Three bays within the layout close to the main building access have therefore been amalgamated into a dedicated drop-off area, and it is expected that the associated Travel Plan mechanism will monitor the use and demand of this provision.
- 3.5.4 It is acknowledged that LCC's parking standards include provision for motorcycles; however, there are 4 existing motorcycle bays within the main car park which both the 2019 and the 2024 study demonstrated generate little to no demand. In line with the aspirations of town centre development, it has been considered appropriate to not include an additional provision at this time. There is sufficient space within the wider site to incorporate motorcycle parking should it be determined that there is a genuine need for it above the 4 spaces already provided.
- 3.5.5 There are 7 disabled parking bays on the site as existing which are currently also under used, with a maximum demand for 5 bays at any given hour. The Phase 1 proposals include 4 new bays and one of the existing bays has been moved closer to the Phase 2 access, and would equate to 5% of the proposed uplift. On that basis, it is not considered that additional disabled parking would be necessary, and there is sufficient standard parking to convert bays to disabled provision in future if demand increases. The Travel Plan associated with the application would monitor for that demand.
- 3.5.6 Parking will be equipped with EV provision in line with the Part S Building Regulations.

3.6 Cycle Parking

- 3.6.1 There is no existing cycle parking on the site. It is proposed that a new secure cycle store is located within the Phase 2 area. The level of provision has been estimated based on expected staffing as per the standard. There would be 15 FTE staff on site at any one time, requiring a total of 2 long-stay spaces. With a maximum of 20 patients, there would be a total of 35 people on site at any given time, equating to a requirement for 2 short-stay spaces for visitors (5% of total number of persons on site at any one time).
- 3.6.2 A total of 22 spaces on Sheffield Stands within the curtilage of the application are therefore proposed, which can be equipped with a shelter. Their location is shown on the layout in Error! Reference source not found..

3.7 Waste Storage and Access

3.7.1 Waste and servicing movements currently comprise:

- Clinical – 1 per week on Mondays
- General – 2 per week Tuesday and Thursday
- Recycling – 1 per week Thursday

3.7.2 A large laundry vehicle also visits the site three times a week and uses the same access as the refuse vehicle, associated with the existing Cottage Hospital which would be replaced by Phase 2.

3.7.3 Deliveries for Phase 1 will include deliveries of NHS supplies and local deliveries and pick up of linen, post, pathology etc. The size of the vehicle will depend on the NHS supplies being delivered but will not be an articulated lorry. Otherwise, most deliveries and pick-ups will be made by vans as per the existing situation.

3.7.4 The waste storage area for Phase 1 is included within the Phase 2 boundary also. This is to allow for minor amendments; however, the Phase 1 proposals included spare capacity to accommodate Phase 2. In addition, the two uses will not be serviced separately but as part of the same service arrangement. As most of the uses to be accommodated by the development are already present on site, then the level of change in terms of waste generation is expected to be negligible and all the movements mentioned above will simply be carried forward into the new development.

3.7.5 The Phase 1 proposals; however, included improvements to the access on Argent's Mead with some localised widening to create better turning space within the car park for the larger refuse and delivery vehicles and to improve pedestrian access along the public right of way that crosses the access. The swept path showing that movement and approved arrangement (which was also subject to a Road Safety Audit) is included as **Drawing 25095-MA-XX-XX-DR-C-7000**.

3.8 Fire Access

3.8.1 Fire vehicle access for Phase 1 will be undertaken from Argent's Mead as per the above, and extends into access to Phase 2. Swept path of a standard fire vehicle has been undertaken and is included as **Drawing 25095-MA-XX-XX-DR-C-7001**. The widened access from Mount Road at the eastern edge of the site will also be available for emergency fire access inbound only.

3.9 Ambulance Access

Phase 2 does not include any emergency services, and it is expected that ambulance access day-to-day will be on the basis of patient transfer services from other facilities, such as care homes. There is a dedicated drop off bay provided in lieu of the former service area, with access directly to the building. This will operate one-way northbound due to the restriction on widths in the central access. Swept path is included as **Drawing 25095-MA-XX-XX-DR-C-7004**.

4. Impact of Development

4.1 Preamble

- 4.1.1 This section of the report sets out the expected trip generation for the proposals compared to the existing uses. It provides a multi-modal assessment where feasible.

4.2 Methodology

- 4.2.1 The TRICS database contains only a poor selection of hospital uses and none which are considered truly reflective of the site or its proposals, given the uniqueness of the access and surrounding uses. Consistent with the pre-application consultation with LCC highways, and as per the officer's comments on the Phase 1 application, a first principles approach has again been taken in lieu of standardised data.
- 4.2.2 A 2024 movement survey using 24-hour CCTV has been conducted in the same style of the 2019 survey and provides an update in vehicle access data across all accesses. The 2024 survey provides the best and most recently available site-specific data. It was collected on a Thursday, when the hospital was occupied, but following the removal of the physio unit (not to be replaced) and the demolition of storage areas/emptying of some back of house space (no impact on active floorspace). The timing of the survey also reflects changes to NHS operational systems such as an increase in virtual appointments and postal pharmacy services implemented since 2019. It is also consistent with the 2024 parking study already summarised above, undertaken on the same day.

4.3 Existing Flows 2024 – Total Hospital Site

- 4.3.1 A total of 5 cameras (C1-C5) were installed to observe vehicle movements in and out of 5 accesses (1-5) across 7 parking areas (A-G). These are shown diagrammatically in **Figure 4.1**.

Figure 4.1 Car Park Layout and Camera Locations



4.3.2 The camera locations are therefore as follows:

- Camera 1 – Argent’s Mead, Former Physio Unit land (vacant), and small staff car park
- Cameras 2 and 3 – Accesses onto Hill Street (Access A – central access to internal road. Access B, main customer car park Access)
- Camera 4 – Access to Mount Road Car Park (F)
- Camera 5 – Access to Hinckley and District Hospital service road on Mount Road and access to internal road from Mount Road.

4.3.3 The total flows across the day by hour have been aggregated by mode and a summary of the recorded total flows is included as **Table 4.1**.

4.3.4 The flows for Cameras 2 and 3 exclude all trips in and out of the car park associated with the land on NHS long lease occupied by the Maples Family Medical Practice, the Castlemead Health Centre and Cohen’s Chemist. It has not been possible to exclude any patient or staff trips which access those uses from the central access road.

- 4.3.5 The survey was also not able to identify people travelling to or from the site on foot or by public transport. There may be some discrepancies in totals due to obstructed views caused by other traffic on the highway. The site is largely empty overnight.

Table 4.1 Total Site Recorded Vehicle Flows by Mode

Hour	Car or small Van			P2W			LGV			HGV			Bicycle			Total			% Daily Flow
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
0:00-01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0.1%
01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
05:00-06:00	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0.2%
06:00-07:00	8	5	13	0	0	0	0	0	0	1	1	2	0	0	0	9	6	15	1.1%
07:00-08:00	47	16	63	0	0	0	1	1	2	0	0	0	0	0	0	48	17	65	4.9%
08:00-09:00	91	23	114	0	0	0	2	2	4	0	0	0	0	0	0	93	25	118	8.8%
09:00-10:00	73	53	126	0	0	0	9	6	15	0	0	0	0	0	0	82	59	141	10.5%
10:00-11:00	60	56	116	0	0	0	2	4	6	0	0	0	0	0	0	62	60	122	9.1%
11:00-12:00	54	59	113	0	0	0	3	3	6	1	1	2	0	0	0	58	63	121	9.0%
12:00-13:00	31	55	86	0	0	0	2	3	5	0	0	0	0	0	0	33	58	91	6.8%
13:00-14:00	35	37	72	0	0	0	5	4	9	0	0	0	0	0	0	40	41	81	6.0%
14:00-15:00	40	49	89	0	0	0	4	4	8	0	0	0	0	0	0	44	53	97	7.2%
15:00-16:00	42	47	89	0	0	0	4	6	10	0	0	0	0	0	0	46	53	99	7.4%
16:00-17:00	38	69	107	0	0	0	4	4	8	0	0	0	0	1	0	42	74	116	8.7%
17:00-18:00	38	49	87	0	0	0	3	1	4	0	0	0	0	0	0	41	50	91	6.8%
18:00-19:00	41	45	86	0	0	0	1	2	3	0	0	0	0	0	0	42	47	89	6.6%
19:00-20:00	18	27	45	0	0	0	1	1	2	0	0	0	0	0	0	19	28	47	3.5%
20:00-21:00	5	21	26	0	0	0	1	0	1	0	0	0	0	0	0	6	21	27	2.0%
21:00-22:00	2	7	9	0	0	0	0	1	1	0	0	0	0	0	0	2	8	10	0.7%
22:00-23:00	2	3	5	0	0	0	0	0	0	0	0	0	0	0	0	2	3	5	0.4%
23:00-24:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0.1%
Daily	628	623	1,251	0	0	0	42	42	84	2	2	4	0	1	0	672	668	1,340	100%
% mode	93%			0.0%			6.3%			0.3%			0.0%			100.0%			

4.3.6 **Table 4.1** demonstrates that the existing uses (including the Centre Surgery and the Orchard Resource Centre, which fall outside of the application area) generate some 1,300 two-way vehicle movements per day or 118 two-way trips in the AM peak (08:00-09:00) and 91 in the PM peak (17:00-18:00).

4.3.7 Of these, there are some 4 HGV movements per day for the purposes of servicing and delivery and a maximum of 84 two-way LGV movements per day – the majority of which but not all relate to deliveries to the hospital. Of the LGV movements noted there were:

Access 1

- 1 x van associated with our own data collection team.
- 2 x works vans associated with NHS property maintenance/works
- 1 x medical transport vans
- 1 x small truck associated with hoarding/site works on Phase 1

Access 2

- 1 x HVAC Maintenance van
- 4 x medical transport van

Accesses 4 and 5

- 1 x Royal Mail van
- 1 x Stor-a-File van (sic)
- 1 x medical supply delivery
- 1 x medical waste collection
- 1 x medical transport vans

4.3.8 A total of 27 other LGVs accessed the site who could not be confirmed as any kind of direct delivery or maintenance access need.

4.3.9 Of the HGV movements there were:

- 1 x cherry picker entering the site, turning and leaving immediately (Access 1), considered a-typical and potentially associated with either road works or survey equipment.
- 1 x waste collection from the hospital (main car park)

4.3.10 Finally, the proportional flows by access have been calculated and are summarised in **Table 4.2**.

Table 4.2 Percentage of Total Flows by Access

Location	% Total Flow 2024	% Total Flow 2019
Access 1 - Argent's Mead/Staff Car Park (formerly also physio unit)	2.1%	11%
Access 2 - Mount Road Service Road	7.3%	8%
Access 3 - Mount Road Car Park	18.0%	14%
Access 4 - Hill Street Central Site Access	13.5%	13%
Access 5 - Hill Street Main Car Park Access	59.1%	53%

- 4.3.11 **Table 4.2** shows that most traffic accesses the hospital via the Main Car Park accessed from Hill Street. Some 2% of traffic accesses via Argent's Mead, reduced from 11% in 2019. Hill Street main access has had a proportionate increase in movement, while other accesses remain broadly consistent.

4.4 Phase 1 Area

Existing Flows 2024

- 4.4.1 The Phase 1 area is currently fully vacant with no active uses. As in the 2019 study; however, a small proportion of uses associated with the Phase 2 area use the Argent's Mead access. These flows associated with Access 1 have been extracted from the total hospital flows given in **Table 4.1** above and are summarised in **Table 4.3**.

Table 4.3 Access 1 Flows 2024

Hour	Car or small Van			P2W			LGV			HGV			Bicycle			Total			% Daily Flow
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
0:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
05:00-06:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	7.1%
06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
07:00-08:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	7.1%
08:00-09:00	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0	2	0	2	7.1%
09:00-10:00	0	2	2	0	0	0	1	0	1	0	0	0	0	0	0	1	2	3	10.7%
10:00-11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
11:00-12:00	1	1	2	0	0	0	1	1	2	1	1	2	0	0	0	3	3	6	21.4%
12:00-13:00	0	1	1	0	0	0	1	2	3	0	0	0	0	0	0	1	3	4	14.3%
13:00-14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
14:00-15:00	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	1	1	2	7.1%
15:00-16:00	2	2	4	0	0	0	0	1	1	0	0	0	0	0	0	2	3	5	17.9%
16:00-17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
17:00-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
18:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
19:00-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
20:00-21:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	7.1%
21:00-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
22:00-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
23:00-24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
Daily	8	8	16	0	0	0	5	5	10	1	1	2	0	0	0	14	14	28	
% mode	57%			0.0%			35.7%			7.1%			0.0%			100.0%			

- 4.4.2 As shown in the table above, the access currently generates just 28 two-way flows per day, or 2 in the AM peak and none in the PM Peak.

Former Phase 1 Uses

- 4.4.3 When the Phase 1 site (consisting mainly of the physio unit) was fully occupied, it was shown to generate a total of 91 two-way movements per day or 9 in the AM peak and 8 in the PM peak. These flows are summarised in **Table 4.4** overleaf. This would have included the small proportion of trips associated with Phase 2.
- 4.4.4 The difference between the 2019 surveyed flows and the 2024 surveyed flows has therefore been calculated to identify those which can be attributed solely to the removed Phase 1 uses, with the results set out in **Table 4.5** immediately following. IE the 2019 flows minus the 2024 flows is considered to equate to the flows directly associated with the former Phase 1 uses.

Table 4.4 Access 1 Total Former Use Flows (as calculated from Phase 1 application)

Hour	Car or small Van			P2W			LGV			HGV			Bicycle			Total			% Daily Flow
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
0:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
04:00-05:00	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	2	2	4	4%
05:00-06:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1%
06:00-07:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2%
07:00-08:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	11%
08:00-09:00	7	0	7	0	0	0	1	1	2	0	0	0	0	0	0	8	1	9	10%
09:00-10:00	3	3	6	0	0	0	0	0	0	0	0	0	0	0	0	3	3	6	7%
10:00-11:00	5	3	8	0	0	0	0	0	0	0	0	0	0	0	0	5	3	8	9%
11:00-12:00	2	5	7	0	0	0	0	0	0	0	0	0	0	0	0	2	5	7	8%
12:00-13:00	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	4%
13:00-14:00	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	1	1	2	2%
14:00-15:00	2	3	5	0	0	0	0	0	0	0	1	1	0	0	0	2	4	6	7%
15:00-16:00	4	4	8	0	0	0	0	0	0	0	0	0	0	0	0	4	4	8	9%
16:00-17:00	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9	10%
17:00-18:00	1	7	8	0	0	0	0	0	0	0	0	0	0	0	0	1	7	8	9%
18:00-19:00	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	4%
19:00-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
20:00-21:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2%
21:00-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
22:00-23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1%
23:00-24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
Daily	40	42	82	0	0	0	1	1	2	3	4	7	0	0	0	44	47	91	
% mode	90.11%			0.00%			2.20%			7.69%			0.00%			100.00%			

Table 4.5 Phase 1 Former Use Flows (Difference Table 4.5 compared to Table 4.4)

Hour	Car or small Van			P2W			LGV			HGV			Bicycle			Total			% Daily Flow
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
0:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
04:00-05:00	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	2	2	4	4%
05:00-06:00	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	1%
06:00-07:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2%
07:00-08:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	11%
08:00-09:00	6	0	6	0	0	0	0	1	1	0	0	0	0	0	0	6	1	7	10%
09:00-10:00	3	1	4	0	0	0	-1	0	-1	0	0	0	0	0	0	2	1	3	7%
10:00-11:00	5	3	8	0	0	0	0	0	0	0	0	0	0	0	0	5	3	8	9%
11:00-12:00	1	4	5	0	0	0	-1	-1	-2	-1	-1	-2	0	0	0	-1	2	1	8%
12:00-13:00	2	1	3	0	0	0	-1	-2	-3	0	0	0	0	0	0	1	-1	0	4%
13:00-14:00	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	1	1	2	2%
14:00-15:00	2	3	5	0	0	0	-1	-1	-2	0	1	1	0	0	0	1	3	4	7%
15:00-16:00	2	2	4	0	0	0	0	-1	-1	0	0	0	0	0	0	2	1	3	9%
16:00-17:00	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9	10%
17:00-18:00	1	7	8	0	0	0	0	0	0	0	0	0	0	0	0	1	7	8	9%
18:00-19:00	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	4%
19:00-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
20:00-21:00	-1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	1	0	2%
21:00-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
22:00-23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1%
23:00-24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
Daily	32	34	66	0	0	0	-4	-4	-8	2	3	5	0	0	0	30	33	63	
% mode	90.11%			0.00%			2.20%			7.69%			0.00%			100.00%			

- 4.4.5 As shown in the Table above, the former Phase 1 uses, separate to any Phase 2 demand, would have generated approximately 63 two-way vehicle trips across the day, or 7 in the AM peak and 8 in the PM peak.

Phase 1 Proposed Uses and Uplift

- 4.4.6 The Phase 1 proposed use trip generation as per the consented application has been extracted from the Transport Statement and replicated below in **Table 4.6** with the calculated uplift immediately following in **Table 4.7**.

Table 4.6 Phase 1 Consented Flows

Hour	Car or small Van			P2W			LGV			HGV			Bicycle			Total			% Daily Flow
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
0:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
04:00-05:00	0	0	0	0	0	0	0	0	0	4	4	7	0	0	0	4	4	7	4%
05:00-06:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	1%
06:00-07:00	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	2%
07:00-08:00	18	0	18	0	0	0	0	0	0	0	0	0	0	0	0	18	0	18	11%
08:00-09:00	13	0	13	0	0	0	2	2	4	0	0	0	0	0	0	14	2	16	10%
09:00-10:00	5	5	11	0	0	0	0	0	0	0	0	0	0	0	0	5	5	11	7%
10:00-11:00	9	5	14	0	0	0	0	0	0	0	0	0	0	0	0	9	5	14	9%
11:00-12:00	4	9	13	0	0	0	0	0	0	0	0	0	0	0	0	4	9	13	8%
12:00-13:00	4	4	7	0	0	0	0	0	0	0	0	0	0	0	0	4	4	7	4%
13:00-14:00	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	2	2	4	2%
14:00-15:00	4	5	9	0	0	0	0	0	0	0	2	2	0	0	0	4	7	11	7%
15:00-16:00	7	7	14	0	0	0	0	0	0	0	0	0	0	0	0	7	7	14	9%
16:00-17:00	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16	16	10%
17:00-18:00	2	13	14	0	0	0	0	0	0	0	0	0	0	0	0	2	13	14	9%
18:00-19:00	4	4	7	0	0	0	0	0	0	0	0	0	0	0	0	4	4	7	4%
19:00-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
20:00-21:00	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	2%
21:00-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
22:00-23:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1%
23:00-24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
Daily	72	76	148	0	0	0	2	2	4	5	7	13	0	0	0	79	85	164	100%
% mode	90.11%			0.00%			2.20%			7.69%			0.00%			100.00%			

Table 4.7 Phase 1 Calculated Uplift (Table 4.6 compared to Table 4.4)

Hour	Car or small Van			P2W			LGV			HGV			Bicycle			Total			% Daily Flow
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
0:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
04:00-05:00	0	0	0	0	0	0	0	0	0	2	2	3	0	0	0	2	2	3	2%
05:00-06:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0%
06:00-07:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	1%
07:00-08:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	5%
08:00-09:00	6	0	6	0	0	0	1	1	2	0	0	0	0	0	0	6	1	7	4%
09:00-10:00	2	2	5	0	0	0	0	0	0	0	0	0	0	0	0	2	2	5	3%
10:00-11:00	4	2	6	0	0	0	0	0	0	0	0	0	0	0	0	4	2	6	4%
11:00-12:00	2	4	6	0	0	0	0	0	0	0	0	0	0	0	0	2	4	6	3%
12:00-13:00	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3	2%
13:00-14:00	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	1	1	2	1%
14:00-15:00	2	2	4	0	0	0	0	0	0	0	1	1	0	0	0	2	3	5	3%
15:00-16:00	3	3	6	0	0	0	0	0	0	0	0	0	0	0	0	3	3	6	4%
16:00-17:00	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	4%
17:00-18:00	1	6	6	0	0	0	0	0	0	0	0	0	0	0	0	1	6	6	4%
18:00-19:00	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3	2%
19:00-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
20:00-21:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1%
21:00-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
22:00-23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0%
23:00-24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
Daily	32	34	66	0	0	0	1	1	2	2	3	6	0	0	0	35	38	73	45%
% mode	90.11%			0.00%			2.20%			7.69%			0.00%			100.00%			

- 4.4.7 As shown in the table above, the consented Phase 1 uses is estimated to generate a total of 73 additional two-way vehicle trips per day or 7 in the AM peak and 6 in the PM peak. The site would not generate more than 30 additional two-way trips in any given hour and on that basis, the Phase 1 application did not require any junction modelling.

4.5 Updated Trip Rates

- 4.5.1 The Phase 1 assessment was based on a first principles approach which derived a trip rate per 100sqm across the total surveyed flows (all accesses) divided by the floor area of the total hospital site (all uses).
- 4.5.2 This was subsequently applied that to the Phase 1 area only. It is proposed to use the same methodology for the Phase 2 application using the updated 2024 surveyed flows.
- 4.5.3 On that basis, the surveyed total flows as given in **Table 4.1** have been applied to the total hospital site floor area as set out in **Table 2.1**, and the results are given in **Table 4.8**.

Table 4.8 2024 Survey Derived Trip Rates

Hour	Car or small Van			P2W			LGV			HGV			Bicycle			Total			% Daily Flow
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
0:00-01:00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.02	0.1%
01:00-02:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
02:00-03:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
03:00-04:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
04:00-05:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
05:00-06:00	0.03	0.02	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.02	0.05	0.2%
06:00-07:00	0.12	0.08	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.02	0.03	0.00	0.00	0.00	0.14	0.09	0.23	1.1%
07:00-08:00	0.72	0.24	0.96	0.00	0.00	0.00	0.02	0.02	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.73	0.26	0.99	4.9%
08:00-09:00	1.39	0.35	1.74	0.00	0.00	0.00	0.03	0.03	0.06	0.00	0.00	0.00	0.00	0.00	0.00	1.42	0.38	1.80	8.8%
09:00-10:00	1.11	0.81	1.92	0.00	0.00	0.00	0.14	0.09	0.23	0.00	0.00	0.00	0.00	0.00	0.00	1.25	0.90	2.15	10.5%
10:00-11:00	0.92	0.85	1.77	0.00	0.00	0.00	0.03	0.06	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.95	0.92	1.86	9.1%
11:00-12:00	0.82	0.90	1.72	0.00	0.00	0.00	0.05	0.05	0.09	0.02	0.02	0.03	0.00	0.00	0.00	0.88	0.96	1.85	9.0%
12:00-13:00	0.47	0.84	1.31	0.00	0.00	0.00	0.03	0.05	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.88	1.39	6.8%
13:00-14:00	0.53	0.56	1.10	0.00	0.00	0.00	0.08	0.06	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.61	0.63	1.24	6.0%
14:00-15:00	0.61	0.75	1.36	0.00	0.00	0.00	0.06	0.06	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.67	0.81	1.48	7.2%
15:00-16:00	0.64	0.72	1.36	0.00	0.00	0.00	0.06	0.09	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.70	0.81	1.51	7.4%
16:00-17:00	0.58	1.05	1.63	0.00	0.00	0.00	0.06	0.06	0.12	0.00	0.00	0.00	0.00	0.02	0.00	0.64	1.13	1.77	8.7%
17:00-18:00	0.58	0.75	1.33	0.00	0.00	0.00	0.05	0.02	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.63	0.76	1.39	6.8%
18:00-19:00	0.63	0.69	1.31	0.00	0.00	0.00	0.02	0.03	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.64	0.72	1.36	6.6%
19:00-20:00	0.27	0.41	0.69	0.00	0.00	0.00	0.02	0.02	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.29	0.43	0.72	3.5%
20:00-21:00	0.08	0.32	0.40	0.00	0.00	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.32	0.41	2.0%
21:00-22:00	0.03	0.11	0.14	0.00	0.00	0.00	0.00	0.02	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.12	0.15	0.7%
22:00-23:00	0.03	0.05	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.05	0.08	0.4%
23:00-24:00	0.00	0.02	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.02	0.1%
Daily	9.58	9.50	19.08	0.00	0.00	0.00	0.64	0.64	1.28	0.03	0.03	0.06	0.00	0.02	0.00	10.25	10.19	20.44	100.0%
% mode	93%			0.0%			6.3%			0.3%			0.0%			100.0%			

4.6 Phase 2 Area

Existing

- 4.6.1 As discussed, there are 28 two-way surveyed flows at Access 1 as set out in **Table 4.3** associated with existing Phase 2 uses. Other trips would be taken at the other accesses across the wider site; however, these cannot be disaggregated from the access flows or the total flows in the same way as Access 1. On that basis, the trip rates set out in **Table 4.8** have been applied to the existing floorspace as given in **Table 2.1** and the results are given in **Table 4.9**.

Table 4.9 Phase 2 – Total Maximum Existing Flows (Based on Derived Trip Rate)

Hour	Car or small Van			P2W			LGV			HGV			Bicycle			Total		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
0:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00-06:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
06:00-07:00	2	1	3	0	0	0	0	0	0	0	0	1	0	0	0	2	2	4
07:00-08:00	12	4	16	0	0	0	0	0	1	0	0	0	0	0	0	12	4	16
08:00-09:00	23	6	29	0	0	0	1	1	1	0	0	0	0	0	0	23	6	30
09:00-10:00	18	13	32	0	0	0	2	2	4	0	0	0	0	0	0	21	15	36
10:00-11:00	15	14	29	0	0	0	1	1	2	0	0	0	0	0	0	16	15	31
11:00-12:00	14	15	29	0	0	0	1	1	2	0	0	1	0	0	0	15	16	31
12:00-13:00	8	14	22	0	0	0	1	1	1	0	0	0	0	0	0	8	15	23
13:00-14:00	9	9	18	0	0	0	1	1	2	0	0	0	0	0	0	10	10	20
14:00-15:00	10	12	22	0	0	0	1	1	2	0	0	0	0	0	0	11	13	24
15:00-16:00	11	12	22	0	0	0	1	2	3	0	0	0	0	0	0	12	13	25
16:00-17:00	10	17	27	0	0	0	1	1	2	0	0	0	0	0	0	11	19	29
17:00-18:00	10	12	22	0	0	0	1	0	1	0	0	0	0	0	0	10	13	23
18:00-19:00	10	11	22	0	0	0	0	1	1	0	0	0	0	0	0	11	12	22
19:00-20:00	5	7	11	0	0	0	0	0	1	0	0	0	0	0	0	5	7	12
20:00-21:00	1	5	7	0	0	0	0	0	0	0	0	0	0	0	0	2	5	7
21:00-22:00	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3
22:00-23:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
23:00-24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily	159	157	316	0	0	0	11	11	21	1	1	1	0	0	0	170	169	338
% mode	93.36%			0.00%			6.27%			0.30%			0.00%			100.00%		

Proposed Phase 2 Trip Generation

- 4.6.2 The proposed floor area as set out in **Table 3.1** has likewise been assessed using the trip rates in **Table 4.8** and the results are given in **Table 4.10**.
- 4.6.3 The difference between the existing and the proposed Phase 2 uses has also been calculated, and the results are given in **Table 4.11** immediately following.

Table 4.10 Phase 2 Proposed Flows

Hour	Car or small Van			P2W			LGV			HGV			Bicycle			Total		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
0:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00-07:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
07:00-08:00	5	2	7	0	0	0	0	0	0	0	0	0	0	0	0	5	2	7
08:00-09:00	10	3	13	0	0	0	0	0	0	0	0	0	0	0	0	11	3	13
09:00-10:00	8	6	14	0	0	0	1	1	2	0	0	0	0	0	0	9	7	16
10:00-11:00	7	6	13	0	0	0	0	0	1	0	0	0	0	0	0	7	7	14
11:00-12:00	6	7	13	0	0	0	0	0	1	0	0	0	0	0	0	7	7	14
12:00-13:00	4	6	10	0	0	0	0	0	1	0	0	0	0	0	0	4	7	10
13:00-14:00	4	4	8	0	0	0	1	0	1	0	0	0	0	0	0	5	5	9
14:00-15:00	5	6	10	0	0	0	0	0	1	0	0	0	0	0	0	5	6	11
15:00-16:00	5	5	10	0	0	0	0	1	1	0	0	0	0	0	0	5	6	11
16:00-17:00	4	8	12	0	0	0	0	0	1	0	0	0	0	0	0	5	8	13
17:00-18:00	4	6	10	0	0	0	0	0	0	0	0	0	0	0	0	5	6	10
18:00-19:00	5	5	10	0	0	0	0	0	0	0	0	0	0	0	0	5	5	10
19:00-20:00	2	3	5	0	0	0	0	0	0	0	0	0	0	0	0	2	3	5
20:00-21:00	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3
21:00-22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
22:00-23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:00-24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily	71	70	141	0	0	0	5	5	9	0	0	0	0	0	0	76	75	151
% mode	93.36%			0.00%			6.27%			0.30%			0.00%			100.00%		

Table 4.11 Phase 2 Difference (Table 4.10 compared to Table 4.9)

Hour	Car or small Van			P2W			LGV			HGV			Bicycle			Total		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
0:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00-07:00	-1	-1	-2	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	-2
07:00-08:00	-7	-2	-9	0	0	0	0	0	0	0	0	0	0	0	0	-7	-2	-9
08:00-09:00	-13	-3	-16	0	0	0	0	0	-1	0	0	0	0	0	0	-13	-3	-16
09:00-10:00	-10	-7	-18	0	0	0	-1	-1	-2	0	0	0	0	0	0	-11	-8	-20
10:00-11:00	-8	-8	-16	0	0	0	0	-1	-1	0	0	0	0	0	0	-9	-8	-17
11:00-12:00	-8	-8	-16	0	0	0	0	0	-1	0	0	0	0	0	0	-8	-9	-17
12:00-13:00	-4	-8	-12	0	0	0	0	0	-1	0	0	0	0	0	0	-5	-8	-13
13:00-14:00	-5	-5	-10	0	0	0	-1	-1	-1	0	0	0	0	0	0	-6	-6	-11
14:00-15:00	-6	-7	-12	0	0	0	-1	-1	-1	0	0	0	0	0	0	-6	-7	-14
15:00-16:00	-6	-7	-12	0	0	0	-1	-1	-1	0	0	0	0	0	0	-6	-7	-14
16:00-17:00	-5	-10	-15	0	0	0	-1	-1	-1	0	0	0	0	0	0	-6	-10	-16
17:00-18:00	-5	-7	-12	0	0	0	0	0	-1	0	0	0	0	0	0	-6	-7	-13
18:00-19:00	-6	-6	-12	0	0	0	0	0	0	0	0	0	0	0	0	-6	-7	-12
19:00-20:00	-3	-4	-6	0	0	0	0	0	0	0	0	0	0	0	0	-3	-4	-7
20:00-21:00	-1	-3	-4	0	0	0	0	0	0	0	0	0	0	0	0	-1	-3	-4
21:00-22:00	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
22:00-23:00	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1
23:00-24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily	-88	-87	-174	0	0	0	-6	-6	-12	0	0	-1	0	0	0	-94	-93	-187
% mode	93.36%			0.00%			6.27%			0.30%			0.00%			100.00%		

- 4.6.4 As shown in the table above, the proposed Phase 2 development would result in an overall reduction in vehicle trips with 187 fewer two-way movements per day. This is largely due to the relocation of services into Phase 1 and reduction in overall floorspace due to modernisation, as well as changes to operations requiring fewer staff and shorter operational hours.

4.7 Cumulative Assessment

- 4.7.1 The proposed uplift for Phase 1 has been summed with the proposed decrease in trips associated with Phase 2 and the results are given in **Table 4.12** overleaf.

Table 4.12 Cumulative Difference

Hour	Car or small Van			P2W			LGV			HGV			Bicycle			Total		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
0:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00-05:00	0	0	0	0	0	0	0	0	0	2	2	3	0	0	0	2	2	3
05:00-06:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00-08:00	2	-2	-1	0	0	0	0	0	0	0	0	0	0	0	0	1	-2	-1
08:00-09:00	-7	-3	-10	0	0	0	1	1	1	0	0	0	0	0	0	-7	-3	-9
09:00-10:00	-8	-5	-13	0	0	0	-1	-1	-2	0	0	0	0	0	0	-9	-6	-15
10:00-11:00	-4	-5	-10	0	0	0	0	-1	-1	0	0	0	0	0	0	-5	-6	-11
11:00-12:00	-6	-4	-10	0	0	0	0	0	-1	0	0	0	0	0	0	-6	-5	-11
12:00-13:00	-3	-6	-9	0	0	0	0	0	-1	0	0	0	0	0	0	-3	-6	-9
13:00-14:00	-5	-5	-10	0	0	0	-1	-1	-1	1	1	2	0	0	0	-5	-5	-10
14:00-15:00	-4	-4	-8	0	0	0	-1	-1	-1	0	1	1	0	0	0	-5	-4	-9
15:00-16:00	-3	-3	-6	0	0	0	-1	-1	-1	0	0	0	0	0	0	-3	-4	-7
16:00-17:00	-5	-2	-8	0	0	0	-1	-1	-1	0	0	0	0	0	0	-6	-3	-9
17:00-18:00	-4	-1	-6	0	0	0	0	0	-1	0	0	0	0	0	0	-5	-1	-6
18:00-19:00	-4	-5	-9	0	0	0	0	0	0	0	0	0	0	0	0	-4	-5	-9
19:00-20:00	-3	-4	-6	0	0	0	0	0	0	0	0	0	0	0	0	-3	-4	-7
20:00-21:00	-1	-1	-2	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	-2
21:00-22:00	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
22:00-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00-24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily	-55	-53	-108	0	0	0	-5	-5	-10	2	3	5	0	0	0	-58	-55	-113
% mode	93.36%			0.00%			6.27%			0.30%			0.00%			100.00%		

- 4.7.2 As shown in the table above, in the cumulative assessment scenario there would be a reduction in trips compared to the existing situation. In addition, Phase 1 will no longer be reliant on a single access but be able to distribute across two points of access onto the public highway, reducing impact in any single location.

4.8 Parking Demand and Provision

- 4.8.1 A consideration of the application area, the total development area, and the wider site in respect of parking ratios is summarised in **Table 4.13**, as carried forward from the Phase 1 assessment.

Table 4.13 Existing Parking Ratios (as per Phase 1 Original Assessment)

Location	Floor Area	Existing			
		Formal	Of Which Disabled	Demand	Ratio per 100sqm
Application area	1,063	10	0	15	1.41
Total Site	7,620	165	7	183	2.40

- 4.8.2 The application area includes parking used by a wider range of uses than those that currently or formerly occupied the site, but equally does not capture any parking demand in the main car park or the Mount Road car park whereby staff or visitors walk through to the hospital. The total development area likewise suffers from the same bias, albeit to a lesser extent. The total site includes parking demand by visitors and is perhaps the most representative.
- 4.8.3 When considering the total site (which includes the Orchard Resource Centre) the parking ratio is high, at 2.40 spaces per 100sqm.
- 4.8.4 The above parking ratios have been applied to provide a broad picture of the potential parking demand, and the results are given in **Table 4.14**. This includes the plant area on the first floor proposed for consistency with the methodology for Phase 1.

Table 4.14 Parking Ratios Applied to Proposed Development

Ratio applied	Proposed			
	Floor Area Proposed	Projected demand based on Ratio	Formal Proposed Provision	Of Which Disabled
1.41	925 sqm	13	18	0
2.40		22		

- 4.8.5 As shown in the table above, the average projected demand is for an additional 18 car parking spaces; this is considered high for a town centre use, however, the 18 proposed parking spaces are therefore considered a reasonable compromise between the minimum demand and the maximum demand. It is expected that it will accommodate the existing parking

demand on site as well as a proportionate uplift in demand, meaning that the potential for over-spill parking on local roads is reduced, particularly considering the increase in parking and waiting restrictions more recently introduced on the local highway. By being below the maximum, this also means that parking can be controlled and managed more efficiently, discouraging unnecessary vehicle trips to a town centre location.

4.9 Impact on the Local Highway

- 4.9.1 The level of impact on the local highway is therefore concluded to be negligible, with no identified permanent, adverse, significant impact on any access and subsequently no impact on any junction on the public highway.

5. Summary and Conclusions

5.1 Summary

- 5.1.1 Markides Associates have been instructed by Darwin Group on behalf of NHS Properties ('the Applicant') to prepare this Transport Statement (TS) in support of development proposals located at the site of the Hinckley & District Hospital, Mount Road, Hinckley, LE10 1AG. The planning authority is Hinckley and Bosworth Borough Council (HBBC), and the highway authority is Leicestershire County Council (LCC).
- 5.1.2 The proposals are for the demolition of former Cottage Hospital and development of new day case building with associated landscaping and parking at Hinckley & District Hospital, Mount Road, Hinckley, LE10 1AG ('the site').

5.2 Conclusions

- 5.2.1 This assessment has demonstrated that the level of impact on the local highway, the public transport network, and the active travel network would not result in significant impact as per the test defined in the NPPF.
- 5.2.2 It is expected that a Travel Plan will be conditioned to any planning approval to continue to monitor and manage the potential for impact and discourage the use of the private car and a Site Travel plan has been submitted in tandem with this Transport Statement.
- 5.2.3 In conclusion, the proposals should be found agreeable in transport and highway terms and recommended for approval.

FIGURES

Figure 1.1	Site Context Plan
Figure 1.2	Phase 2 Boundary
Figure 1.3	Approved Amendments to Argent's Mead Access
Figure 2.1	Access Plan
Figure 2.2	Road Works Local to the Site
Figure 2.3	Collision Locations
Figure 2.4	On-street Parking Controls
Figure 2.5	Existing Parking Layout 2025
Figure 2.6	Sustainable Transport Plan
Figure 2.7	Local Cycle Network
Figure 3.1	Proposed Access Arrangement
Figure 3.2	Access and Movement Plan
Figure 4.1	Car Park Layout and Camera Locations

DRAWINGS

25095-MA-XX-XX-DR-C-7000 – Swept Path – Refuse Vehicle

25095-MA-XX-XX-DR-C-7001 – Swept Path – Fire Access

25095-MA-XX-XX-DR-C-7004 – Swept Path – Ambulance

25095-MA-XX-XX-DR-C-7002 – Swept Path – Large Car

APPENDICES

- Appendix A – Planning Policy Review
- Appendix B – Phase 1 Approved Layouts
- Appendix C – Existing Site Layout
- Appendix D – Proposed Site Layout
- Appendix E – 2019 Parking Study
- Appendix F – 2024 Parking Study Summary of Results

APPENDIX A – PLANNING POLICY REVIEW

A1 The National Planning Policy Framework (2024)

The NPPF was revised in December 2024. This document sets out Government planning policy, provides a framework within which local planning policies should be produced, and is a material consideration in planning decisions.

With regards to transport, the NPPF Paragraph 115 states that:

In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users;
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code (Policies and decisions should not make use of or reflect the former Design Bulletin 32, which was withdrawn in 2007); and
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach

Paragraph 115 continues: “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

Paragraph 117 continues that applications for development should:

- A) Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- B) Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- C) Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- D) Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- E) Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations

Paragraph 118 states that: “All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

A2 Local Policy

The site falls within the Hinckley Town Centre Area Action Plan (HTCAAP) (2011) boundary, which provides a planning framework for the town centre up to 2026 and forms the policy framework against which planning applications are assessed.

The application site lies within the 'Land North of Mount Road' site within the HTCAPP (Policy 5 - Land north of Mount Road). It encompasses the former physio unit/Phase 1 area, the cottage hospital, and the Centre Surgery, but excludes the Castlemead Health Centre, the Maples Family Medical Practice, and the Orchard Resource Centre.

The Plan is somewhat old now and much of the aspiration for Land North of Mount Road has been fulfilled.

A3 Vehicle and Cycle Parking Standards

The Hinckley & Bosworth Borough Council's Site Allocations and Development Management Policies DPD (2016) forms part of the Local Plan (2006 – 2026) Policy DM18 contains the vehicle parking standards, which states that:

"All proposals for new development will be required to provide an appropriate level of parking provision justified by an assessment of the site location, type of housing, other modes of transport available (e.g., public transport and cycle provision) and appropriate design. Any development will be expected to provide disabled parking provision. Developments within Hinckley Town Centre should demonstrate that they would not exacerbate existing problems in the vicinity with increased on-street parking.

The DPD defers to LCC's 6C's Design Guide (2011), which in turn defers to LCC's Highway requirements for development part 4 parking standards, part3 section DG14. The introduction to the Highway Requirements Part 4 states that:

"The standards set out in this document will be the **minimum requirements** for off-street parking which the Highway Authority will recommend to the relevant Planning Authority when consulted on planning applications. Any land uses or types of development which are not specifically mentioned will be subject to consideration on an individual and site-specific basis, as will combinations of types of developments which are treated individually in this document."

There is no standard for D1 medical uses. Where no standard is available, Paragraph 3.149 states:

We will consider the provision required taking certain factors into account including:

- the control of on-street parking in the area;
- the development's exact nature and likely use;
- its geographical location;
- the standard of the surrounding road network and the traffic and parking conditions on it; and
- how accessible the development is using other methods of transport, including public transport, walking or cycling

In terms of disabled parking, referring to Table DG12, there is no specific standard for medical uses, but for up to 200 spaces, it is assumed that 5% of the total parking is required.

The minimum vehicle bay size is 2.4m x 5.0m, with additionally 0.5m if bound on one side by a solid obstruction or 1m if bound on both sides.

The Highway Requirements Part 4 contains additional standards, which add that surgeries and clinics should provide:

1 car parking space per staff member plus 2 spaces per consulting room or surgery.

Paragraph 15 continues in respect of cycle parking that for Classes D1 should provide:

Enough Sheffield racks (or similar) should be provided in a prominent and convenient location to park the cycles of 5% of the maximum number of people expected to use the facility at any one time. Secure and covered parking for staff to be provided on merit.

Regarding EV provision, it is expected that 1 EV space will be provided with 1 in 5 of the remaining spaces provided enabled with passive provision, to comply with Document S Building Regulations. It should be noted that NHS Sustainability Policy will require a higher level of EV provision.

APPENDIX B – PHASE 1 APPROVED LAYOUTS



DO NOT SCALE OFF THIS DRAWING

NOTES

1. This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography, location of statutory services, detailed design and traffic modelling.

2. This drawing is based upon drawing 1782-DRC-ZZ-00-DR-A-0100-Proposed Site Plan supplied by Design Buro (Conventry) Limited and Markides Associates shall not be liable for any inaccuracies or deficiencies.

3. Markides Associates accept no responsibility for any unauthorised amendments to this drawing. Do not rely on dimensions scaled from this plan.

4. Site Location:

4.1. Mount Rd, Hincley LE10 1AG

5. Visibility Splays drawn in accordance with Manual for Streets.

6. Road Markings and signs are drawn in accordance with Traffic Signs manual chapter 3 & chapter 5.

7. All signs, collards and other street furniture shall maintain a minimum clearance from kerb face of 450mm.

8. Final position for road markings to be agreed on site.

9. Prior to placing road markings, the contractor must ensure that proposed markings will tie in with existing road markings.

10. Temporary traffic management proposal to be submitted and approved prior to any works commencing on site.

KEY

Highway Boundary

Red Line Boundary

Blue Line Boundary

Proposed Kerbline

Proposed Edging Kerb (Flush)

Existing Kerb Location

Asphalt Carriageway

Asphalt Footway (bassed off architect design)

Grassed Area (based off architect design)

Proposed Road Markings

Proposed Buff Colour Tactile Paving

Revision History

Rev	Comment	By	Chkd	Appr	Date
P02	FOR INFORMATION	NB	SC	SC	29.11.23
P01	FOR INFORMATION	LB	BS	SC	29.08.23

Current Revision

Rev	Comment	By	Chkd	Appr	Date
P02	FOR INFORMATION	NB	SC	SC	29.11.23
Rev	Comment	By	Chkd	Appr	Date

S2 - FOR INFORMATION

NHS PROPERTY SERVICES

MARKIDES ASSOCIATES

TRANSPORT PLANNING AND ENGINEERING

2nd floor
73 - 81 Southwick Bridge Road
London SE1 0LQ

Telephone: 0207 442 2225
E: enquiries@markidesassociates.co.uk
W: www.markidesassociates.co.uk

Project

HINCLEY & DISTRICT HOSPITAL
PHYSIO UNIT

Drawing Title

GENERAL ARRANGEMENT

Markides Associates reference:

23013/01

1:200 @ A1

23013-MA-XX-XX-DR-C-0100 - P02

Scale 1:200 @ A1 - 1:400 @ A3

4m 0 4m 8m 12m 16m 20m

© Markides Associates 2023. All rights reserved

- Circulation
- Clinical Support Facilities
- Consult / Exam Rooms
- CT Facilities
- Entrance & Waiting
- MRI
- Plant / Services
- Staff Facilities
- Toilet & Change Facilities
- Ultrasound

GIFA_Legend

Ground Floor GIFA:	901m ²
First Floor GIFA:	760m ²
Second Floor GIFA:	435m ²
Total GIFA:	2055m ²



VISUAL SCALE 1:100 @ A1

Discussion

DarwinGroup

www.darwingroupltd.co.uk - tel: 01939 252909

CLIENT TITLE

NHS Property Services

PROJECT TITLE

**Hinckley District Hospital Community
Diagnostic Centre**

PROJECT ADDRESS

Mount Rd / Hinckley / LE10 1AG

DRAWING TITLE

General_Arrangements_Ground_Floor

DRAWING REFERENCE

180731 - DGL - 01 - 00 - DR - A - 2000

04/09/23	DK	TM	2110 m²
----------	----	----	---------------------------

ISSUE DATE	INITIAL ISSUE BY	INITIAL CHECKED BY	GIFA
------------	------------------	--------------------	------

SUITABILITY	For			
-------------	-----	--	--	--

D4	Manufacture	1 · 100	A1	P19
----	-------------	---------	----	-----

STATUS CODE	SCALE	SHEET SIZE	REVISION
-------------	-------	------------	----------



ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE NOTED. DO NOT SCALE OFF DRAWINGS. ALL DIMENSIONS ARE NOMINAL AND MUST BE CHECKED ON SITE. ALL DRAWINGS ARE COPYRIGHT OF DARWIN GROUP LTD AND CANNOT BE REPRODUCED WITHOUT WRITTEN CONSENT OF DARWIN GROUP LTD. IF THERE ARE ANY DISCREPANCIES WITH ANY INFORMATION PROVIDED, IT IS THE CONTRACTORS RESPONSIBILITY TO NOTIFY DARWIN GROUP LTD IMMEDIATELY.

APPENDIX C – EXISTING SITE LAYOUT

.....

This drawing is to be read in conjunction with all other consultants engineers and specialist sub contractor drawings. All items are to be cross referenced throughout design, tender, construction.

Any discrepancies whatsoever discovered must be reported to the or Contract Administrator (CA) as soon as they become apparent.

The main contractor is responsible for checking all dimensions prior to commencement of work.

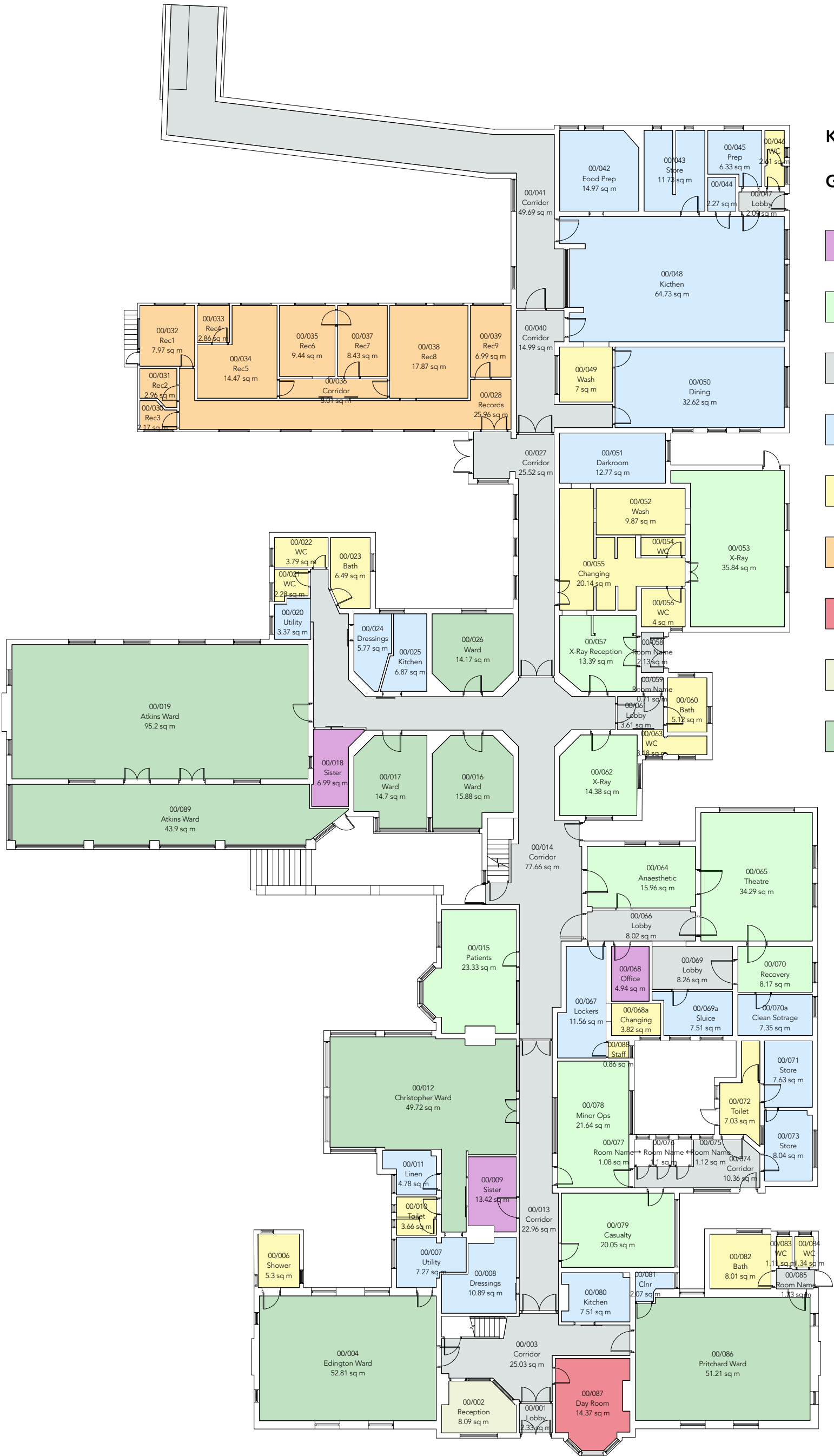
All specified manufacturers are o.s.a. (or similar approved) o.e.a. (or equal approved) whether stated or not. Any equivalent product or manufacturer must be approved in writing by the CA before use.

Grid Lines are generally inside face of blockwork.

All movement joints are 10mm wide and contained within vertical brickwork perpend. For movement joint within structural frame refer to structural engineers drawings.

All steelwork shown on these drawings is based on structural philosophy it is to be fully designed, detailed, dimensioned by others. Refer to structural engineers plans for up to date structural design. Refer to setting out plans for grid lines and brickwork setting out.

All drawings are to be read in conjunction with site specific NBS (national building specification)



Key:

GIA: 1343.8m2

- Office
- Treatment Spaces
- Corridor/Waiting
- Store and Kitchen Spaces
- WC and Changing
- Records
- Day Spaces
- Reception and Meeting Spaces
- Wards

P01 02/03/2023 Initial Issue BCP

Rev	Date	Revision Details	Author
-----	------	------------------	--------

Status	Purpose For Issue
S0	Initial Issue



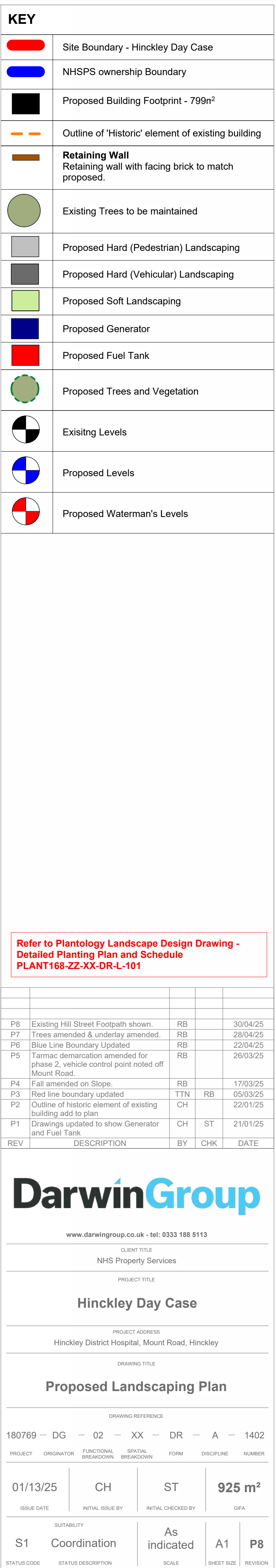
The Design Buro (Coventry) Ltd
5 Euston Place,
Leamington Spa,
Warwickshire,
CV32 4LN

01788 555350
www.thedesignburo.co.uk

Client			
Job	Hinckley Daycase & CDC Business Case Support		
Title	Hinckley and District Hospital Existing GF Existing Ground Floor Plan		
Drawn	Date	Checked	Date
BCP	Mar 2023	MH	Mar 2023
Scale:Size	1:200	@	A3
Drawing Number	Revision		
1782-DBC-ZZ-00-DR-A-0004	P01		

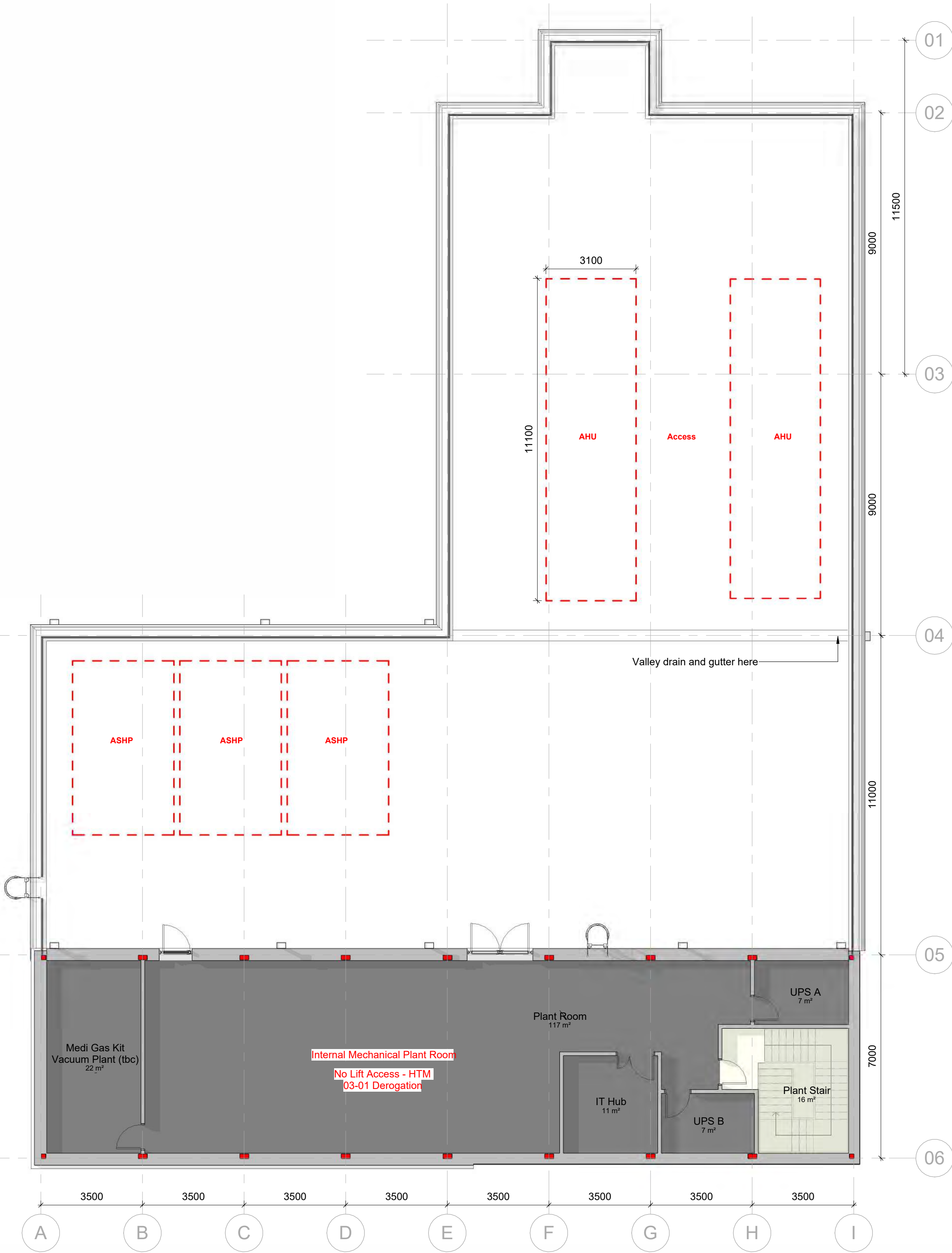
The copyright of this drawing is vested in the Architect/ Designer and must not be copied or reproduced without his written consent. Figured dimensions only to be taken from this drawing. All contractors and / or specialists must visit the site and be responsible for taking and checking all dimensions relative to this work.

APPENDIX D – PROPOSED SITE LAYOUT

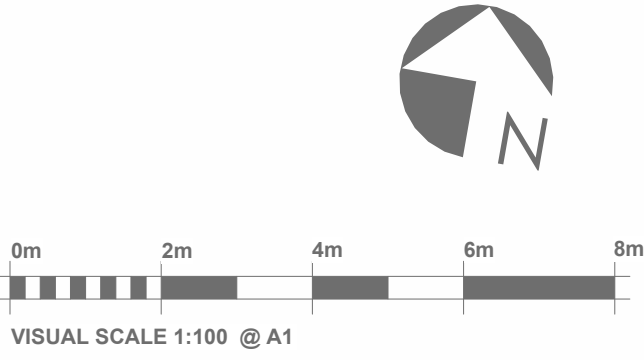




Level_00
1 : 100



Level_01
1 : 100



KEY	
DIM	Gridline Dimensions
---	Proposed Component Placing - TBC

MODULE SCHEDULE			
W x L x H(m)	Level		Total
	GF	FF	
3.5 x 11.5 x 4.251	1	0	1
3.5 x 9.0 x 4.251	3	0	3
3.5 x 9.0 x 4.408	4	0	4
3.5 x 11 x 4.6	8	0	8
3.5 x 7.0 x 4.6	8	0	8
3.5 x 7.0 x 4.0	0	8	8
Total Mods			32

GIFA SCHEDULE	
Ground Floor GIFA	741m²
First Floor GIFA	184m²

P9	[Level 00 Internal layout updated to align with building regulations]	TTN	RB	27/03/25
P8	Isolation Room renamed to Private Recovery. Recovery spaces & associated rooms updated.	TTN	RB	14/03/25
P7	First floor plan added back onto sheet	CH		30/01/25
P6	Updated in line with Clinicians comments	CH	ST	19/12/24
P5	Waiting area is eliminated, to allow larger open plan recovery. Consult/Exam room moved down. Office: 1 Person brought back. IPS rooms swapped with Theatre store. IT Hub moved to first floor. Additional modules added to first floor. Overall first floor/ Enclosed Plant space increased.	SP		09/05/24
REV	DESCRIPTION	BY	CHK	DATE

DarwinGroup

www.darwingroup.co.uk - tel: 0333 188 5113

CLIENT TITLE
NHS Property Services

PROJECT TITLE
Hinckley Day Case

PROJECT ADDRESS
Hinckley District Hospital, Mount Road, Hinckley

DRAWING TITLE
Proposed General Arrangements_GF & FF

DRAWING REFERENCE
HDC - DG - 01 - ZZ - DR - A - 2000

PROJECT ORIGINATOR FUNCTIONAL BREAKDOWN SPATIAL BREAKDOWN FORM DISCIPLINE NUMBER

05/03/24 TM LS 925 m²

ISSUE DATE INITIAL ISSUE BY INITIAL CHECKED BY GIFA

S2 Information 1 : 100 A1 P9

STATUS CODE STATUS DESCRIPTION SCALE SHEET SIZE REVISION

APPENDIX F – 2024 PARKING STUDY SUMMARY OF RESULTS

Technical Note

Car Parking Study

Hinckley & District Hospital

Project Number: 19246-01
Doc Number: TN01
Prepared for: NHS Property Services Ltd.

26 November 2019

Rev	Issue Purpose	Author	Checked	Reviewed	Approved	Date
A	Draft for Comment	SEC	DJT	SEC	DJT	26-11-2019

1. Introduction

Purpose of this Note

- 1.1 Markides Associates have been instructed by NHS Property Services Ltd to undertake a site appraisal and parking study at the Hinckley & District Hospital and adjacent NHS land Holdings in Leicestershire, LE10 1AG ('the site'). The site location is shown in **Figure 1.1**, as an extract below and duplicated at scale at the end of this Note.

Figure 1.1 Site Context Plan



- 1.2 The site is located some 10-minutes' walk from Hinckley railway station and a 5-minute walk from the town centre. Whilst the site is mainly within the ownership of the NHS, there are a range of medical uses on site with some areas tenanted on long leases to independent practitioners.
- 1.3 No development is proposed at present; however, it is understood that the NHS is reviewing the viability of merging or moving existing services on the site which may free up developable land on the southern edge of the site. To ensure that the access and parking required by the retained medical uses on the site, this study has been commissioned.
- 1.4 The purpose of the study is three-fold:
- 1) To determine the level of parking stress on site with the present mix and class of uses;
 - 2) To determine the level of turnover in the existing car parking; and
 - 3) To determine the level of traffic generally accessing the site from its various accesses.
- 1.5 To provide an evidence base for the above, car parking beat surveys were undertaken of all relevant parking areas within the site, and classified turning count surveys were undertaken at each access. The latter surveys were used to determine the number of vehicles accessing the site, the mix of vehicles and percentage of light to heavy vehicles, and the general distribution of traffic.

Structure of this Note

- 1.6 The remainder of this Note is structured as follows:
- **Section 2** gives a description of the site and its surroundings, including details of the site occupants and operations;
 - **Section 3** details the car parking beat surveys, the methodology and the results;
 - **Section 4** details the turning count surveys and the results;
 - **Section 5** provides a high-level analysis of the scope for new access; and
 - **Section 6** summarises and concludes this Note.

2. The Site and Surroundings

Use and Mix

- 2.1 As shown in **Figure 1.1**, the site is in an easily accessible location and is less than 15 minutes' walk to most key destinations within Hinckley. However, due to the nature of its use, it is presumed that a higher proportion of visitors travel to the site by car than would be expected of other uses.
- 2.2 A plan detailing the use of the properties on the site, as well as the associated parking areas, has been prepared and is included as **Drawing 19246-01-008**. An extract is provided overleaf for reference as **Figure 2.1**, with the full drawing at scale located at the end of this Note.

Figure 2.1 Extract from Drawing 19246-01-008



2.3 As shown above, there are 5 key locations on site occupied by different uses and tenants. The area marked orange is on long lease to third-party tenants, including the Maples Family Medical Practice (MFMP) and the Castlemead Health Centre. This area has a separate access from Hill Street and segregated parking, and on that basis, has been excluded from the study area.

2.4 The main services offered from the remaining 4 areas of the site are as follows:

- The Hinckley & District Cottage Hospital which provides outpatient services (marked green).
- A small physiotherapy unit located to the west of the cottage hospital (marked pink).
- The northern part of the site is occupied by The Centre Surgery, also known as Hinckley Health Centre (marked purple). In this Note, this use will be referred to as The Centre Surgery only. It provides GP and outpatient services in coordination with the Hinckley & District Cottage Hospital.
- The Orchard Resource Centre, which provides mental health services (marked blue).

2.5 It is understood that no out-of-hours or emergency care services are offered at the site by any occupant and that generally weekday hours of operation are 08:00 – 18:30, with reduced services available at weekends.

Access

2.6 As shown in **Figure 2.1**, there are 5 vehicle accesses to the site and its associated car parking areas.

2.7 The first access is located on Mount Road and forms a simple priority junction into a private access road that is shared by a back of house small delivery and service access for Hinckley Leisure Centre. The access leads into a staff car park primarily used by employees of the Cottage Hospital. The site has a right of access and there is a drop kerb across the footway to facilitate vehicle access, as shown in **Photo 2.1** below.

Photo 2.1 Access One



- 2.8 Access 2 is to a short service road and frontage parallel to Mount Road. It is understood to mainly be used by staff of the Cottage Hospital.

Photo 2.2 Access Two



- 2.9 Access 3 is a direct access into Mount Road Car Park, which is designated for the NHS services on the site and is within NHS ownership. Height restrictions apply, as shown in **Photo 2.3** below.

Photo 2.3 Access Three



- 2.10 Access 4 leads from Hill Street via a private access road into an ambulance turning area and car parking. The parking area is used by some visitors (particularly for disabled parking) but primarily by staff for MFMP and the Castlemead Health Centre. Parking restrictions apply on the access road in the form of double yellow lining.
- 2.11 Access 5 is immediately north of Access 4 from Hill Street and serves as a shared point of access to the Orchard Resource Centre and Hinckley Medical Centre. Access 5 is shown in **Photo 2.4** below to the back of the image, whilst Access 4 is shown in the foreground.

Photo 2.4 Access 4 & Access 5



- 2.12 The long lease services (MFMP and Castlemead) have a separate access from Hill Street.

Local Highway

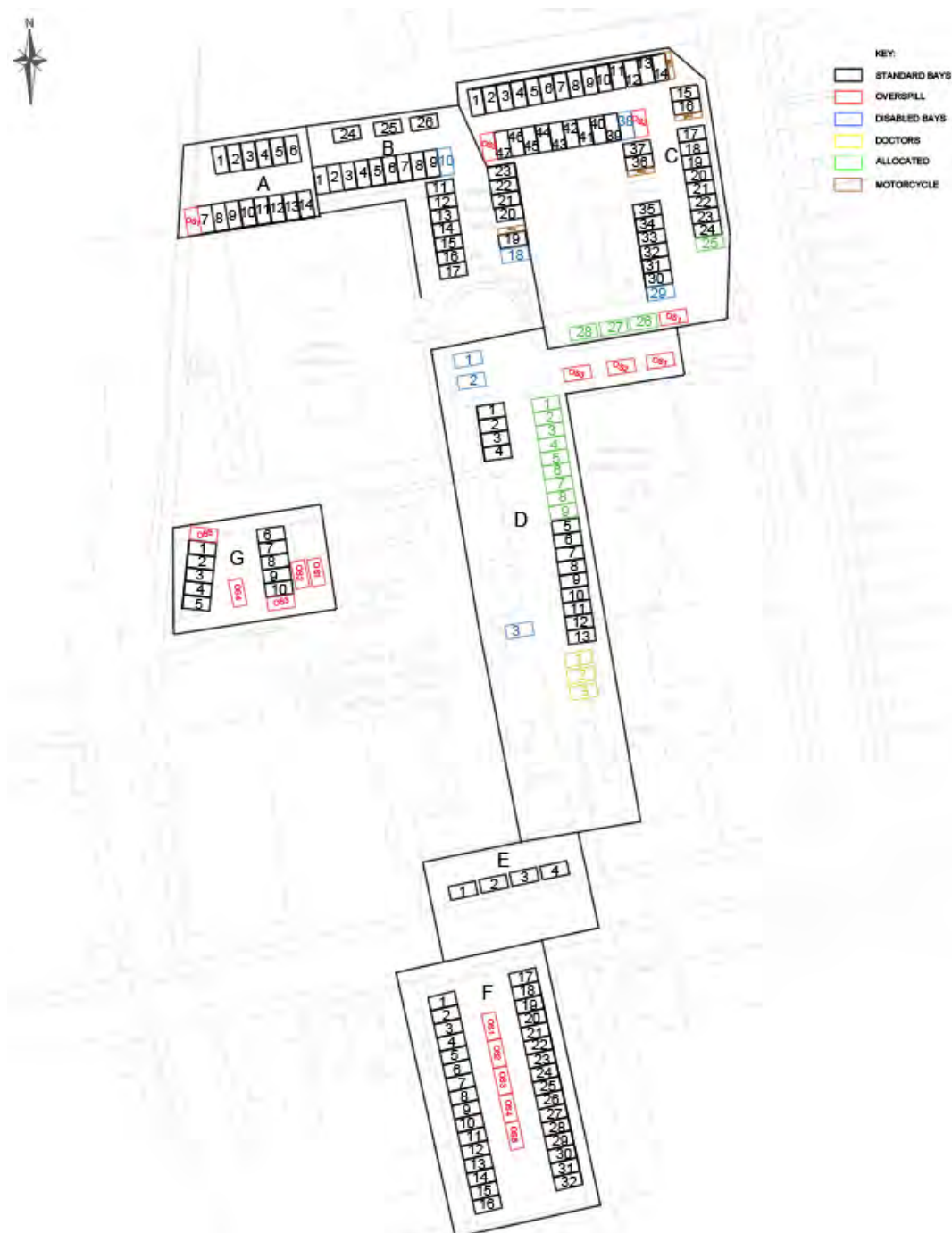
- 2.13 Mount Street is a single carriageway road that is lit and subject to a 30mph speed limit. Loading restrictions apply for most of its length. Parking restrictions are in place in the form of double yellow lining along the northern side of the road. Crossovers to residential properties on the southern side of the road are marked by white lining; however, on-street parking still occurs.
- 2.14 Hill Street is a single carriageway road that is one-way northbound, lit and subject to a 30mph speed limit. There is on-street parking on both sides of the road at intervals. This is primarily for residential parking but as there are some uncontrolled spaces in proximity to the site, some visitors or staff may park on street in this location. Where the CPZ applies, it is in operation Monday – Saturday 08:00 – 18:00 max. 1 hour with no return within 1 hour.
- 2.15 Priesthills Road is a residential road parallel to Mount Road to the south of the site. It is a single-carriageway road with on-street parking on both sides. It is not included in the CPZ and as such, anyone may park there. An informal parking beat of the road undertaken on the same day as the formal survey of the site, indicated that daytime parking demand is high, with vehicles left all day whilst owners use the railway station, or travel into Hinckley town centre for shopping or employment. Parking in this area could also potentially include staff and visitors of the site.
- 2.16 Other local roads including Clarendon Road, Springfield Road and Hurst Road are similarly affected. The level of off-site parking undertaken by staff and visitors to the site was not determined as this is more appropriately surveyed via staff and visitor travel questionnaires and so falls outside of the scope of this study.

- 2.17 It should; however, be noted as there are implications for development in that overspill parking may need to be considered, especially if parking on the site is to be reduced. Further commentary has been made on this matter in Section 4 of this Note.

Car Parking Provision and Management

- 2.18 The first stage of this parking study comprised a desktop assessment of the existing car parking provision, it's allocated uses (where allocation has been made) and its management.
- 2.19 A plan detailing the existing on-site parking arrangement has been prepared and is included as **Drawing 19246-01-001**. For reference, an extract is included as **Figure 2.2** below, with the full drawing at scale located at the end of this Note.

Figure 2.2 Extract from Drawing 19246-01-001



2.20 As shown in the extract above, there is a mix of parking types provided on site. For the purposes of the survey, the parking was divided into 7 sections in order to examine their use across the day. These are as follows:

- **Parking area A** – Expected to be used primarily by Centre Surgery visitors/staff;
- **Parking area B** - Expected to be used by a mix of both Centre Surgery and Orchard Resource Centre visitors/staff;

- **Parking area C** - Expected to be used primarily by Orchard Resource Centre visitors/staff;
- **Parking area D** - Expected to be used by a mix of Centre Surgery and Cottage Hospital visitors/staff, MFMP and Castlemead Staff, and disabled visitors to any use on site;
- **Parking area E** - Expected to be used Cottage Hospital Staff;
- **Parking area F – Mount Road Car Park** - Expected to be used primarily by visitors to any use on site, and some staff accessing the Cottage Hospital, the Physiotherapy Unit, MFMP or Castlemead; and
- **Parking area G – Staff Car Park** - Expected to be used by staff for the physiotherapy unit and Cottage Hospital.

2.21 Naturally human behaviour and personal preferences vary, and the uses/allocations described above may not be strictly adhered to in practice. Staff vehicles could not be specifically identified during the surveys, and where staff parking can be generally identified based on length of stay, it could not be determined which use the vehicle owner was employed by; however, the assumptions above are considered to be sufficiently robust for the purposes of this appraisal.

2.22 A summary of the car parking stock is provided in **Table 2.1** below.

Table 2.1 Car Parking Stock Summary

Parking Area	No. Standard Parking Spaces	Disabled Spaces	Allocated Spaces	Motorcycle Spaces	Total Formal Parking Provision	No. of Potential Overspill Parking Locations
A	14	0	0	0	14	1
B	24	2	0	1	27	0
C	41	2	4	3	50	3
D	13	3	12	0	28	3
E	4	0	0	0	4	1
F	32	0	0	0	32	5
G	10	0	0	0	10	5
Total	138	7	16	4	165	18

2.23 The table above demonstrates that the site as a whole provides a total of 165 formal vehicle parking spaces, of which 7 are disabled person accessible, 16 are allocated to key personnel and 4 are motorcycle spaces. A total of 18 overspill parking locations were also identified based on google street view and satellite imagery.

2.24 Beyond the allocated spaces and the general parking arrangements by use mentioned above, it is understood that there is no site-wide enforcement or formal monitoring system, nor is there use of a permit system for staff. There is CCTV as part of general site security, and it is

assumed therefore that site management responds to parking issues as and when they arise and only when parking causes a severe impact on operations (such as vehicles blocking the ambulance turning space).

- 2.25 Mount Road Car Park (parking area F) also has signage to deter town centre shoppers, station users and other unrelated traffic from parking in this location.

3. Car Parking Beat Survey

Methodology

- 3.1 To assess the use of the car parks, parking beats were undertaken by 2 auditors on Wednesday 9th October 2019, which is considered representative of a typical day. The weather was cloudy but dry and mild.
- 3.2 Beats were undertaken at the following hours.
- 07:30 – Prior to on-site uses opening, to capture first arrivals (staff);
 - 09:15 – Post opening in AM peak – all staff assumed to have arrived
 - 12:30 – To capture tidal turnover at lunchtime
 - 15:00 – To capture the mid-afternoon parking scenario
 - 17:30 – To capture the PM peak and after-school demand
 - 19:30 – After most on-site uses have closed, to capture late-shift staff
- 3.3 Auditors recorded both the number of spaces occupied but also the details of the specific vehicle in order to track both the level of parking demand (stress) and the level of vehicle turnover for each space. The latter was tracked using licence plate information, which for data security purposes has been redacted from this Note and its appendices.
- 3.4 The full survey results are included in **Appendix A**.

Results – Level of Parking Stress

- 3.5 The level of parking stress by car parking area is summarised in **Table 3.1** overleaf. A RAG score has also been awarded in line with industry standards as follows:

- Green – Under capacity – 0%-74% occupancy
- Amber – Nearing capacity – 75%-84% occupancy
- Red – At or over capacity – 85%-100+% occupancy

Table 3.1 Parking Stress Summary

Parking Area	% Parking Stress at Hour of Survey					
	07:30	09:15	12:30	15:00	17:30	19:30
A	0%	43%	64%	21%	36%	0%
B	4%	88%	73%	77%	31%	8%
C	9%	104%	102%	85%	51%	13%
D	11%	93%	89%	96%	64%	14%
E	25%	75%	75%	100%	0%	0%
F	19%	91%	97%	84%	38%	38%
G	40%	140%	120%	140%	20%	10%
Total Parking Stress	18 sp. occupied ¹ (11%)	153 sp. occupied (93%)	149 sp. occupied (90%)	135 sp. occupied (82%)	67 sp. occupied (41%)	25 sp. occupied (15%)
Total Spare Capacity	89% (148 sp.)	7% (12 sp.)	10% (16 sp.)	18% (30 sp.)	59% (98 sp.)	85% (150 sp.)

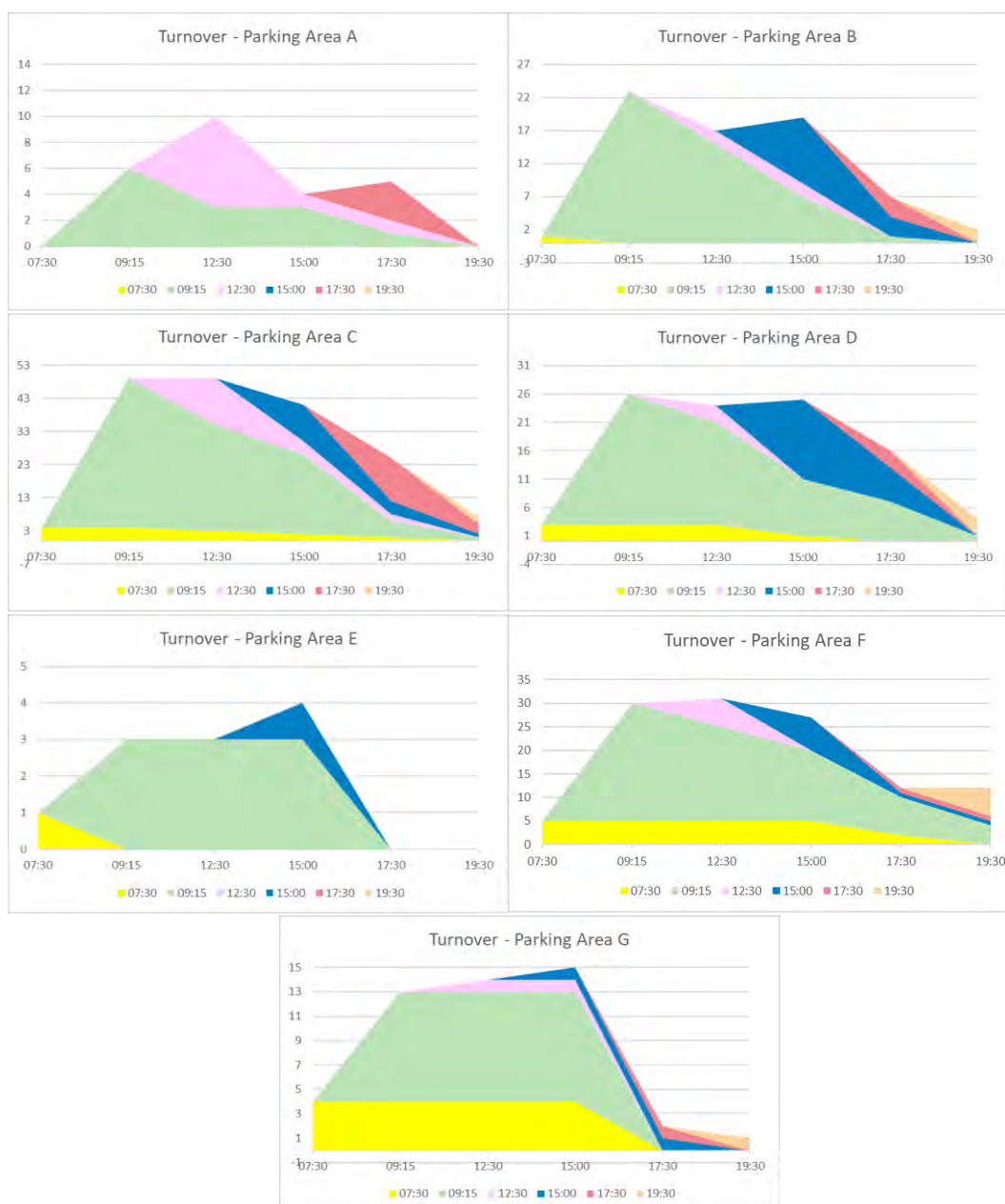
- 3.6 The table above demonstrates that parking stress is condensed to the core hours of operation between 09:00 and 15:00 and that parking area A is generally underutilised across the day. Conversely parking area G is over capacity, with the highest and most consistent level of overspill or opportunity parking.
- 3.7 Parking area D has a high level of parking stress; however, this is the result of allocated parking (50% of spaces) which is designed to operate at or near capacity for most of the day.
- 3.8 It should be noted that none of the motorcycle spaces were recorded in use at any time of day.
- 3.9 The overspill parking demand could be contained within the existing formal parking provision if enforcement were used.
- 3.10 The totals demonstrate that between 09:00 and 16:00 there is limited spare capacity and removal of parking beyond a maximum of 10 spaces may therefore negatively affect the operation of the site.

¹ All figures in these totals include overspill parking

Results – Level of Turnover

- 3.11 In order to identify the level of turnover, usage plans have been created by each survey hour and these are included as **Drawings 19246-01-002, 003, 004, 005, 006 and 007** at the end of this Note.
- 3.12 These maps have subsequently been summarised in tables and the results are shown diagrammatically in **Figure 3.1** overleaf.

Figure 3.1 Turnover



- 3.13 The graphs above demonstrate that across all 7 parking areas, traffic entering and parking between 07:30 and 09:15 has the slowest rate of decay, with these vehicles occupying

parking spaces continuously until 17:30. Parking area F particularly demonstrates this with around 1/3rd of vehicles recorded at 09:15 still parked at 17:30, suggesting that a number of staff use this parking area.

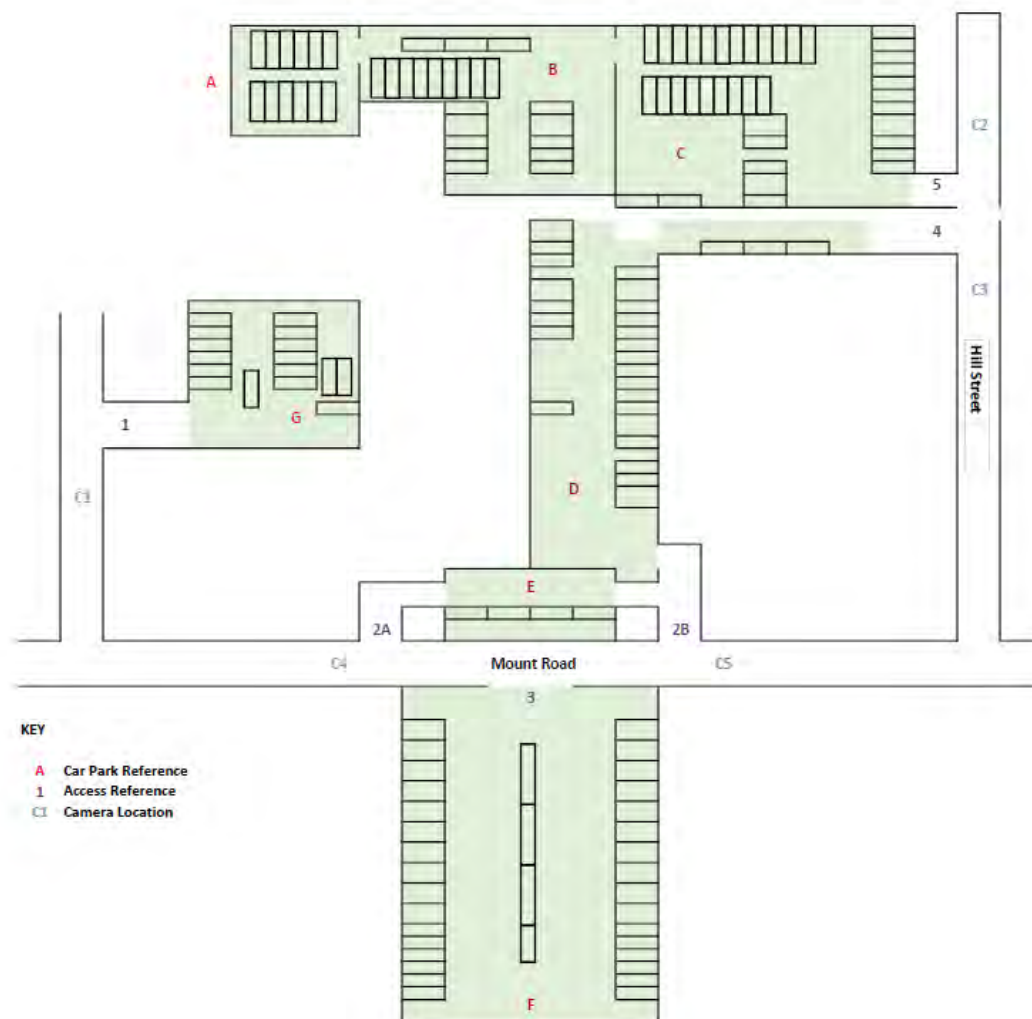
- 3.14 The results also reflect a semi tidal pattern, with most car parking areas being close to fully occupancy by 9:15 and then a secondary peak at around 15:00. Vehicles parking from 15:00; however, demonstrate a higher rate of turnover overall, which may be indicative of a higher proportion of these vehicles belonging to visitors.
- 3.15 The results also suggest that a high proportion of users of all car parking spaces are staff. It is not known whether any use on site operates a staff travel plan; however, there is scope for the level of staff parking to be slightly reduced by such means.

4. Traffic Survey

Methodology

- 4.1 In order to identify the turning counts at each of the car parks, CCTV cameras were fitted on the entrances and exits of each car park. The CCTV cameras were fitted on Wednesday 9th November 2019 for a total of 24 hours.
- 4.2 The CCTV recordings were then analysed during the peak hours, which were identified to be 8am-9am, 2pm-3pm and 4pm-6pm. A diagram of the camera locations in the context of the car park layout been set out in **Figure 4.1** as an extract below and included at the end of this report at a larger scale.

Figure 4.1 Car Park Layout and Camera Locations



Results

- 4.3 The turning counts at the junctions for each of the car parks have been summarised and the level of prohibited vehicle movements that took place during the peak hours listed above has also been identified. In this instance, prohibited vehicle movement consists of any vehicles going down one-way roads the incorrect way or stopping in unauthorised areas. The results are shown in Table 4.1 below.

Table 4.1 Turning Count Results

Access	Location	08:00-09:00			14:00-15:00			16:00-18:00		
		In	Out	Total	In	Out	Total	In	Out	Total
1	Staff Carpark	6	0	6	3	3	6	2	14	16
2A/2B	Mount Road Layby	9	4	13	1	3	4	2	10	12
3	Mount Road	12	2	14	9	9	18	7	22	29
4	Hill Street to Cottage Hospital	13	10	23	9	6	15	7	12	19
5	Hill Street to Orchard Resource Centre/ Centre Surgery	44	36	80	33	31	64	45	76	121
Total		84	52	136	55	52	107	63	134	197

- 4.4 The results of the study show that on average, the busiest single hour of the day was between 08:00-09:00 (approximately 2 vehicles per minute), with the busiest overall period being between 16:00-18:00 (1.6 vehicles per minute).
- 4.5 The lowest level of vehicle movement is into and out of car park E from Mount Road via Access 3. There is naturally a correlation between the level of vehicle movements into and out of a car park and the number of car parking spaces that it has; however, it is also concluded that the higher level of movements in car park C is also related to servicing and delivery vehicles accessing the site, as well as a higher number of drop-offs in this location.
- 4.6 Access 5 from Hill Street, which provides the access to car parks A, B and C has the highest number of movements overall. However, according to the CCTV data many of the vehicles that enter car park C only drop off and then turn around and exit without parking. This correlates with the parking survey stress data, which shows that car park C is under high stress from 9:15 to 17:30, whereas car park A and B have spare capacity (I.E. Parking is available). The level of movements associated with dropping-off should be accounted for in the trip generation of any future assessment.
- 4.7 Car parks G and D (via accesses 3 and 4 respectively), which are predominately for staff, demonstrate tidal flows that match staffing hours.
- 4.8 Finally, car park E exhibits unusual flow patterns for a layby with limited parking. All recorded vehicles enter from the west (access 2A on Figure 4.1) and exit from the east via access 2B. However, generally the exit flows are in excess of the entrance flows in this location, except in the AM peak hour. In the AM peak, 9 vehicles enter (in excess of parking capacity) and 4 exit. This may be due to dropping off, or persons seeking a parking space.
- 4.9 In the PM peak, 2 vehicles enter and 10 exit, with 1 vehicle additionally using access 2B to turn around. The level of exiting vehicles from Access 2B in the PM peak is in excess of the level of traffic entering and the level of parking provided. This suggests that a number of these vehicles are in fact egressing from car park D via a narrow access. This is likely to avoid the one-way system on Hill Street and resulting detour or congestion but given the limited

visibility and likelihood of pedestrian movements in this area, this movement should be prohibited.

- 4.10 Flow diagrams for each of the peak hour periods have been included at the end of this report as Appendix B.

Level of Potential Overspill Parking on Local Highway

- 4.11 It is evident that the drop-off area outside of the physiotherapy units (Access 1) is currently under-utilised. Instead, the double yellow lines in this location are being parked on, with some vehicles remaining on the double yellow lines for more than 30 minutes at a time. However, it is unclear from the videos whether or not the vehicles were in possession of blue badges, (in which case parking is permitted up to 3 hours). It should also be noted that some of the vehicles recorded waiting in this location may be unrelated to operations on the site, but opportunity parking from passing traffic or related to adjacent businesses.
- 4.12 However, no queuing was recorded during peak hours, suggesting that vehicles entering have sufficient space to do so and that those seeking car parking are generally able to find space. No obvious use of the local highway for parking in order to access the site was noted from the video footage; however, as previously noted there are local roads to the south of Mount Road with limited parking restrictions, and there remains the potential for overspill in those locations. Further assessment would be required to determine the level of site-related overspill on the local highway.

5. Scope for New Access

Introduction

- 5.1 This section of the Note assesses the potential for new access in the event that the Orchard Resource Centre land and associated access (access 5) is sold to a third party, and the current right of access through car parking areas C and B to the Centre Surgery is lost.
- 5.2 A study of the topography shows a sharp incline from south to north along the western edge of the site, with level differences of almost 5m between the access to car parking area G and the northern perimeter. The incline occurs along a run of some 77m, and whilst steep, is feasible, although visibility will need to be carefully designed for.
- 5.3 Access 1, shown in Photo 2.1, leads to parking area G from the service road on the western edge of the site. The junction with Mount Road is a simple priority junction built to standard, with good visibility, and which would need minimal alteration to operate as the main access to the site. However, access from this point through to the Centre Surgery and parking areas A and B is limited by the following constraints:
- The access into parking area G crosses a footpath and public right of way and falls outside of the red line boundary. The ownership and right of access across these footways should be examined.

- There is an existing staircase, pedestrian access and wheelchair ramp into the Centre Surgery from the western side which would need to be removed.
- The existing space between the Centre Surgery Building and the edge of the site narrows to approximately 2m. This is not sufficient to provide 2-way passing for vehicles, and an access built to design standards would be difficult to achieve with the building in its present configuration.
- The access would require removal of parking in area A. Parking area A contains 14 spaces; the removal of which would bring the operational capacity of the site to capacity and increase the potential for overspill (assuming that the operation of the site is reinstated at similar levels as existing).

5.4 Access from Parking area D is not feasible due to level differences and existing infrastructure.

6. Summary and Conclusions

6.1 Markides Associates have been appointed by NHS Property Services Ltd. to undertake this parking study at the Hinkley and District Hospital and surrounding properties.

6.2 The results have concluded that:

- **Under present conditions there is very limited spare capacity** across the core hours of the day, with only some 10 spaces free at peak times.
- **Vehicles on site typically park for a long time.** Around 43% of spaces (71 spaces) across the site are occupied for more than 4 hours after 09:15, and this demand is assumed to be largely generated by staff. There may be as much as 50% (83 spaces) of parking occupied for more than 4 hours across the day and the majority of parked vehicles are occupying spaces for around 2 hours at a time.
- **Car parking area A to the north of the Centre Surgery is underutilized**, probably due to its perceived location as the 'back' of the site and therefore 'farther away' from accesses, despite the reality of distances on foot to buildings being little different to those of parking area C. Space is also limited for turning if all of the spaces do happen to be full, which may discourage users from venturing towards parking area A.
- **Parking area G is over-capacity**; however, some of the noted overspill spaces could be converted to standard parking, namely spaces marked OS1, OS2 and OS5 in Drawing 19246-01-008. The remaining two overspill spaces, although not ideally located in that they block in other vehicles, do not appear to cause any practical hindrance to operation of the car park, or any obvious highway safety concerns. Individuals are assumed to consider and organise the parking arrangement between themselves. Staff should be consulted to determine if there is any practical issue with the existing overspill parking locations.
- **Overspill parking in parking area D should be more strongly enforced.** Additional disabled parking provision in this locality may be required.
- **Through movements from parking area D to Mount Road should be prohibited** on the basis that the narrow access is not suitable for vehicles and the poor visibility poses a risk to pedestrians.

- **New access is feasible from parking area G subject to land ownership, and to the cottage hospital only.** Access through to parking area A is more difficult to achieve, and would require one-way working, signals and in any case, may not be feasible due to the constraints imposed by the existing building.
- 6.3 Area A could be better utilised by designating it as primarily staff parking. Employees typically arrive earlier than visitors and park for longer, and it would make practical sense to fill spaces that are less desirable to visitors. Visitors are likewise more likely to ‘cruise’ for spaces when they arrive and will select a parking area based on their destination, level of mobility and perceived availability of spaces as seen from Mount Road and Hill Road. By concentrating the highest turnover in parking area C, this may better facilitate visitors to park.
- 6.4 Overspill parking in parking area F (Mount Road Car Park) was only observed as a minimum on the day of audit; however, google satellite and street view imagery suggests that the central aisle can be fully parked up at times. This is again not ideal, as it hinders the ability of vehicles parked in the formal spaces to reverse out safely and appropriately. However, as with parking area G, a significant number of vehicles are noted to be parked for more than 4 or 5 hours and are assumed to belong to staff. There may be scope for more managed use of this area to improve its efficiency.

Recommendations and Next Steps

- 6.5 It is recommended that if there is no staff Travel Plan for the site, that staff and visitor travel survey questionnaires are undertaken to better understand the baseline modal split of travel to the site. Whilst it is appreciated that medical staff typically commute farther than expected of other office-hour professions, the site is well connected by public transport and there may be scope to encourage mode shift to public transport and sustainable modes.
- 6.6 Due to the nature of the site, there are limited margins for encouraging visitor use away from cars; however, information provided by surveys may at least establish if there is any mode that could be better promoted. The questionnaire should also seek to clarify the number of staff and visitors parking off-site.
- 6.7 Based on feedback from the above, additional parking beat surveys it may be prudent to undertake parking beat surveys on Priesthills Road and other local roads to which the CPZ does not apply, to provide an evidence base for the level of daytime parking demand.
- 6.8 Completion of the above, at a minimum, would support the argument that the site is not wholly responsible for the level of stress on local roads, and provide evidence base for the quantity of overspill that could be supported without creating significant impact on the operation of the local highway.

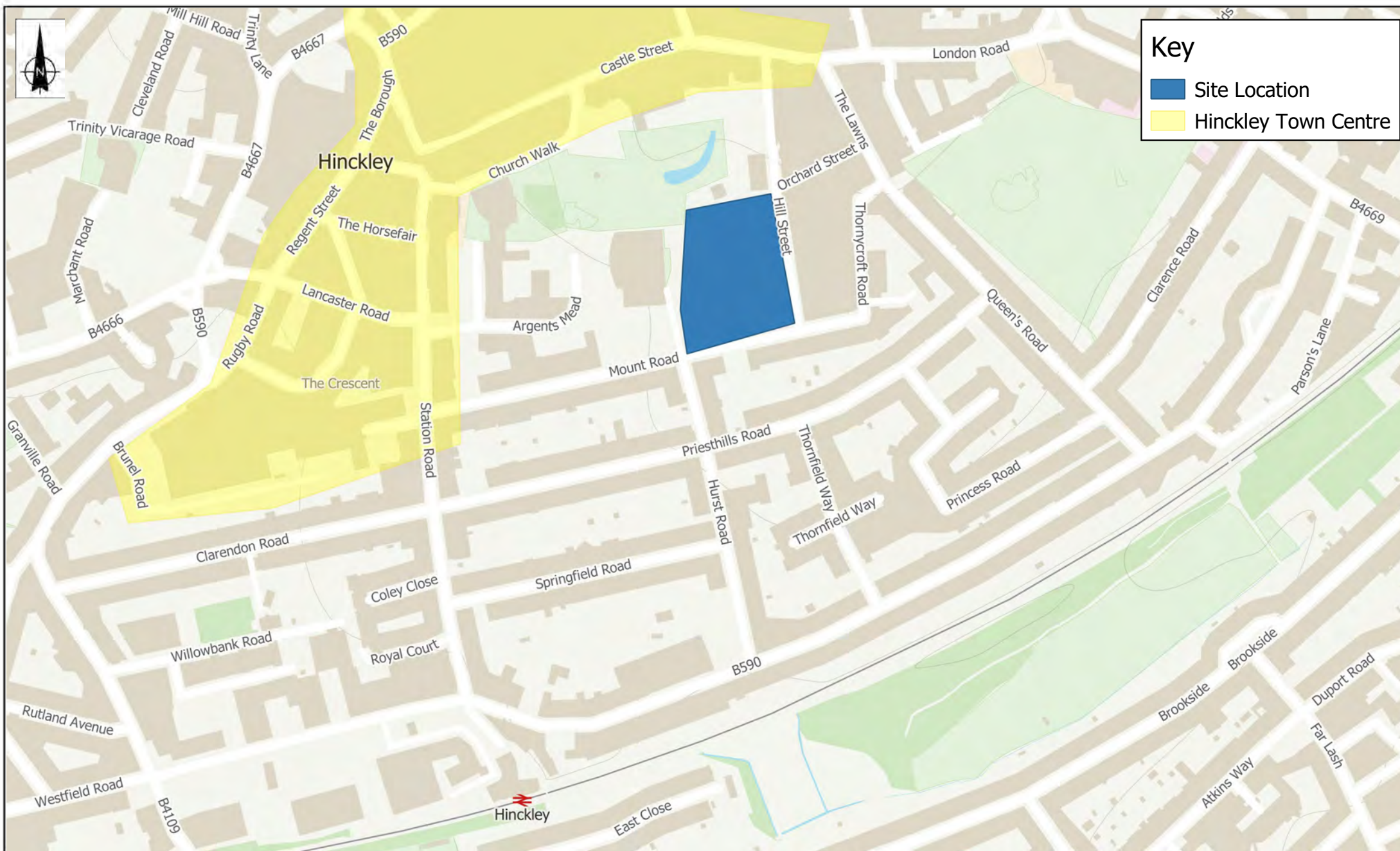
FIGURES

Figure 1.1	Site Context Plan
Figure 2.1	Extract from Drawing 19246-01-008
Figure 2.2	Extract from Drawing 19246-01-001
Figure 3.1	Turnover



Key

- Site Location
- Hinckley Town Centre



9th Floor, The Tower Building,
York Road,
London,
SE1 7NX
Telephone: 0207 442 2225

E: enquiries@markidesassociates.com
W: www.markidesassociates.com

Job Title

**Hinckley & District Hospital
Parking Study**

Drawing Title

Site Context Plan

Client

NSH Property Services Ltd

Scale

1:5,000@A3

Date

OCT'19

Designed

SEC

Drawn

SEC

Checked

DJT

Approved

DJT

Job No.

19246-01

Figure No.

Figure 1.1

Contains OS Data © Crown copyright and database right 2019

Rev

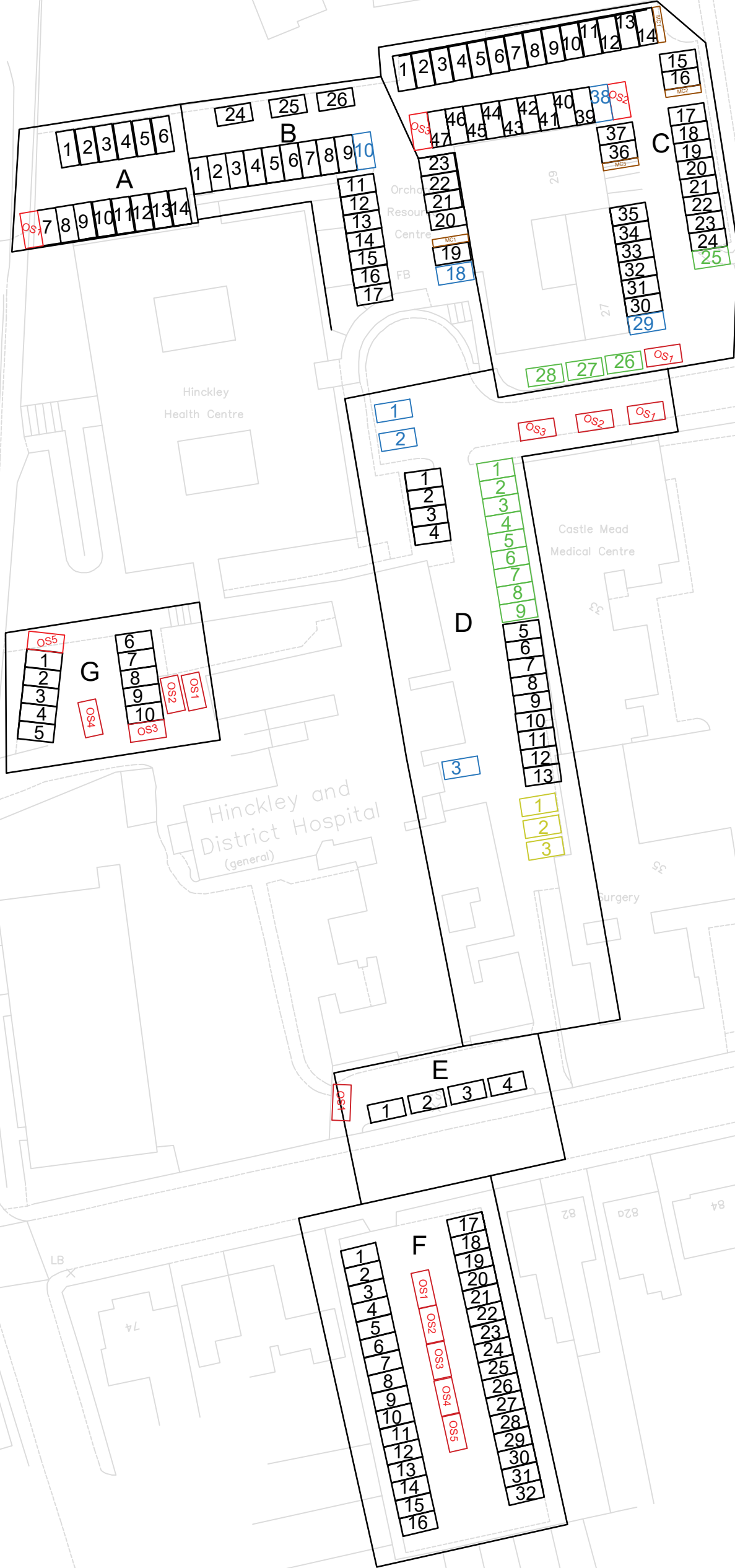


DRAWINGS

- 19246-01-001 – Car Parking Stock Plan
- 19246-01-002 – Parking Beat Survey – 07:30
- 19246-01-003 – Parking Beat Survey – 09:15
- 19246-01-004 – Parking Beat Survey – 12:00
- 19246-01-005 – Parking Beat Survey – 15:00
- 19246-01-006 – Parking Beat Survey – 17:30
- 19246-01-007 – Parking Beat Survey – 19:30
- 19246-01-008 – Site Layout and Uses



- KEY:
- STANDARD BAYS
 - OVERSPILL
 - DISABLED BAYS
 - DOCTORS
 - ALLOCATED
 - MOTORCYCLE



FOR INFORMATION ONLY

B	BAY ADDITION AND AMENDMENTS	LB	SC	SC	24.10.19
A	AMENDED PARKING BAYS	LB	SC	SC	21.10.19
Rev	Amendments	Drn	Chk	App	Date



9th Floor,
The Tower Building,
York Road
London
SE1 7NX

Telephone: 0207 442 2225
E: enquiries@markidesassociates.co.uk
W: www.markidesassociates.co.uk

Job Title	HINCKLEY & DISTRICT HOSPITAL		Scale	1:625 @A3	Date	SEP 19	Designed	KO
Drawing Title	PARKING STOCK PLAN		Drawn	KO	Checked	SC	Approved	SC
Client	NHS PROPERTY SERVICES LTD		Job No	19246-01	Drawing No	19246-01-001	Rev	B



- KEY:
- STANDARD BAYS
 - OVERSPILL
 - DISABLED BAYS
 - DOCTORS
 - ALLOCATED
 - MOTORCYCLE
 - OCCUPIED FROM 07:30
 - OCCUPIED FROM 09:15
 - OCCUPIED FROM 12:30
 - OCCUPIED FROM 15:00
 - OCCUPIED FROM 17:30
 - OCCUPIED FROM 19:30

Total Spaces Occupied: 17
Total Overspill: 1
GRAND TOTAL: 18 (11%)

FOR INFORMATION ONLY



9th Floor,
The Tower Building,
York Road
London
SE1 7NX

Telephone: 0207 442 2225

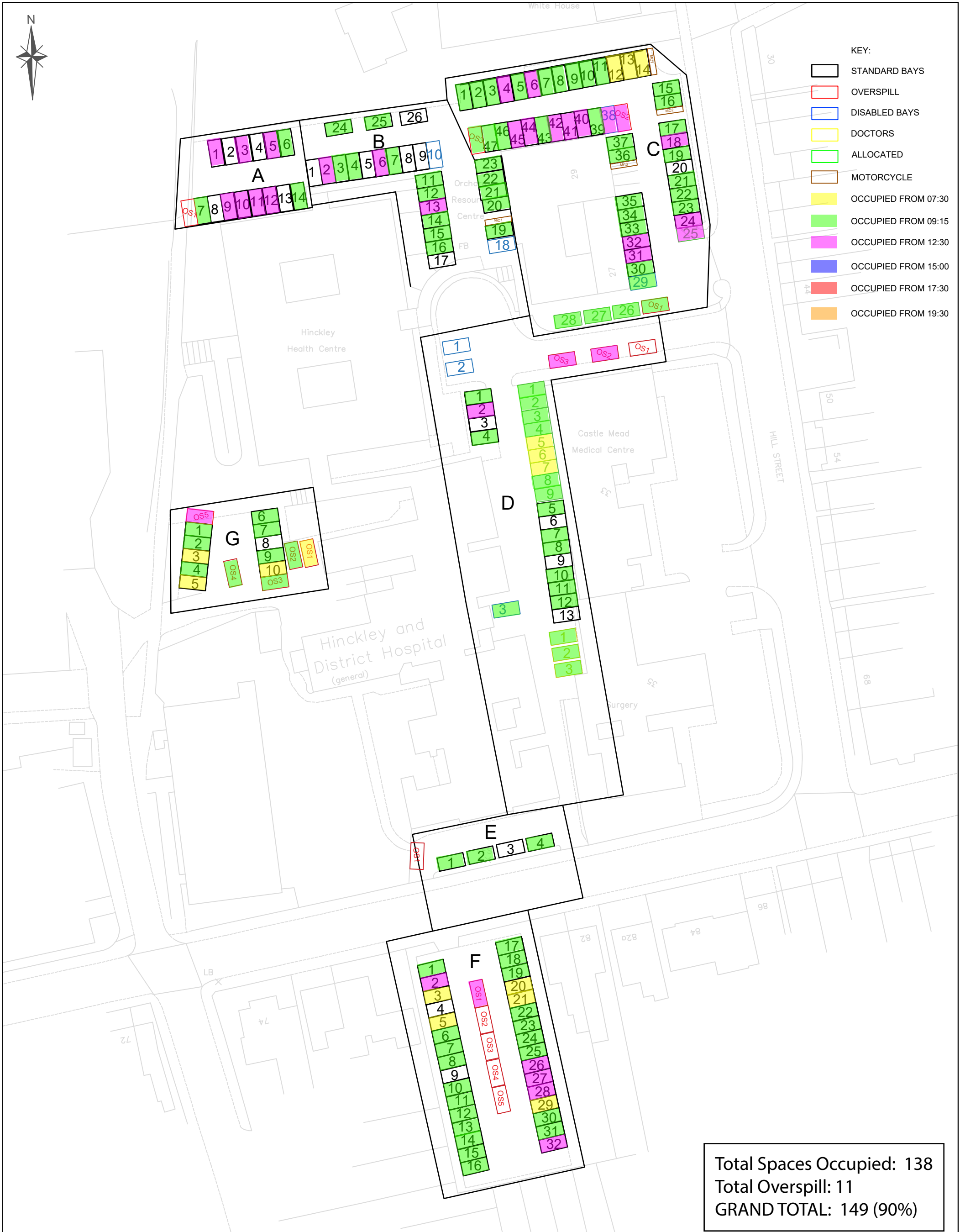
E: enquiries@markidesassociates.co.uk
W: www.markidesassociates.co.uk

Job Title	HINCKLEY & DISTRICT HOSPITAL	Scale	1:625 @A3	Date	OCT 19	Designed	SC
Drawing Title	PARKING BEAT 07:30 AM	Drawn	SC	Checked	DJT	Approved	DJT
Client	NHS PROPERTY SERVICES LTD	Job No	19246-01	Drawing No	19246-01-002	Rev	



FOR INFORMATION ONLY

FOR INFORMATION ONLY		Ordnance Survey (c) Crown Copyright 2019. All rights reserved. Licence 100045161		Rev	Amendments	Drn	Chk	App	Date	
 MARKIDES ASSOCIATES TRANSPORT PLANNING AND ENGINEERING	9th Floor, The Tower Building, York Road London SE1 7NX Telephone: 0207 442 2225 E: enquiries@markidesassociates.co.uk W: www.markidesassociates.co.uk	Job Title			Scale		Date		Designed	
		HINCKLEY & DISTRICT HOSPITAL			1:625 @A3		OCT 19		SC	
		Drawing Title			Drawn		Checked		Approved	
		PARKING BEAT 09:15			SC		DJT		DJT	
		Client			Job No		Drawing No			Rev
		NHS PROPERTY SERVICES LTD			19246-01		19246-01-003			



FOR INFORMATION ONLY

FOR INFORMATION ONLY		Ordnance Survey (c) Crown Copyright 2019. All rights reserved. Licence: 100019474		Rev	Amendments	Drn	Chk	App	Date
 MARKIDES ASSOCIATES TRANSPORT PLANNING AND ENGINEERING	9th Floor, The Tower Building, York Road London SE1 7NX Telephone: 0207 442 2225 E: enquiries@markidesassociates.co.uk W: www.markidesassociates.co.uk	Job Title HINCKLEY & DISTRICT HOSPITAL			Scale 1:625 @A3	Date OCT 19		Designed SC	
		Drawing Title PARKING BEAT 12:30			Drawn SC	Checked DJT		Approved DJT	
		Client NHS PROPERTY SERVICES LTD			Job No 19246-01	Drawing No 19246-01-004		Rev	



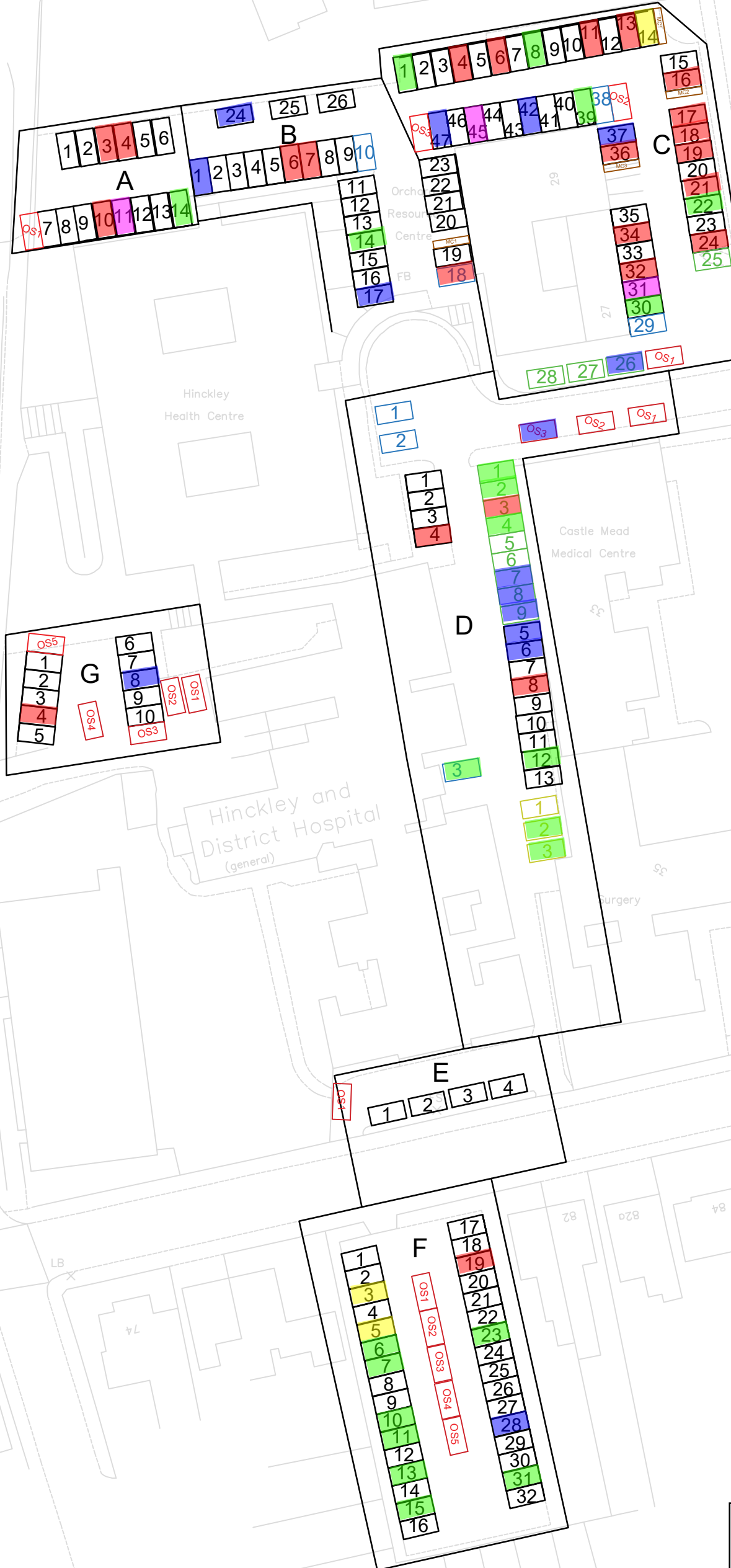
FOR INFORMATION ONLY

FOR INFORMATION ONLY		Ordnance Survey (c) Crown Copyright 2019. All rights reserved. Licence		Rev	Amendments	Drn	Chk	App	Date
 MARKIDES ASSOCIATES TRANSPORT PLANNING AND ENGINEERING	9th Floor, The Tower Building, York Road London SE1 7NX Telephone: 0207 442 2225 E: enquiries@markidesassociates.co.uk W: www.markidesassociates.co.uk	Job Title HINCKLEY & DISTRICT HOSPITAL			Scale 1:625 @A3	Date OCT 19		Designed SC	
		Drawing Title PARKING BEAT 15:00			Drawn SC	Checked DJT		Approved DJT	
		Client NHS PROPERTY SERVICES LTD			Job No 19246-01	Drawing No 19246-01-005		Rev	



KEY:

- STANDARD BAYS
- OVERSPILL
- DISABLED BAYS
- DOCTORS
- ALLOCATED
- MOTORCYCLE
- OCCUPIED FROM 07:30
- OCCUPIED FROM 09:15
- OCCUPIED FROM 12:30
- OCCUPIED FROM 15:00
- OCCUPIED FROM 17:30
- OCCUPIED FROM 19:30



Total Spaces Occupied: 66
Total Overspill: 1
GRAND TOTAL: 67 (41%)

FOR INFORMATION ONLY

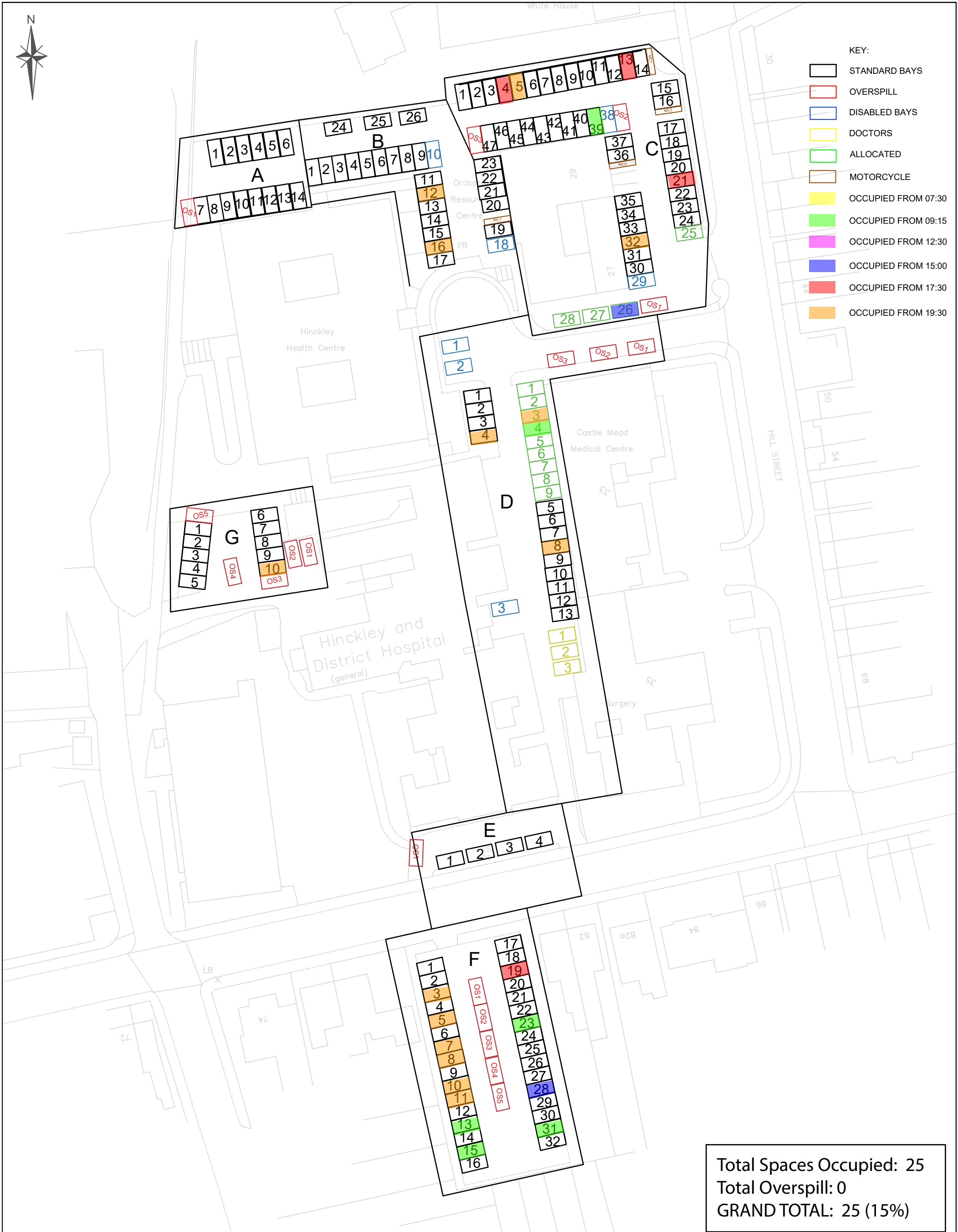


9th Floor,
The Tower Building,
York Road
London
SE1 7NX

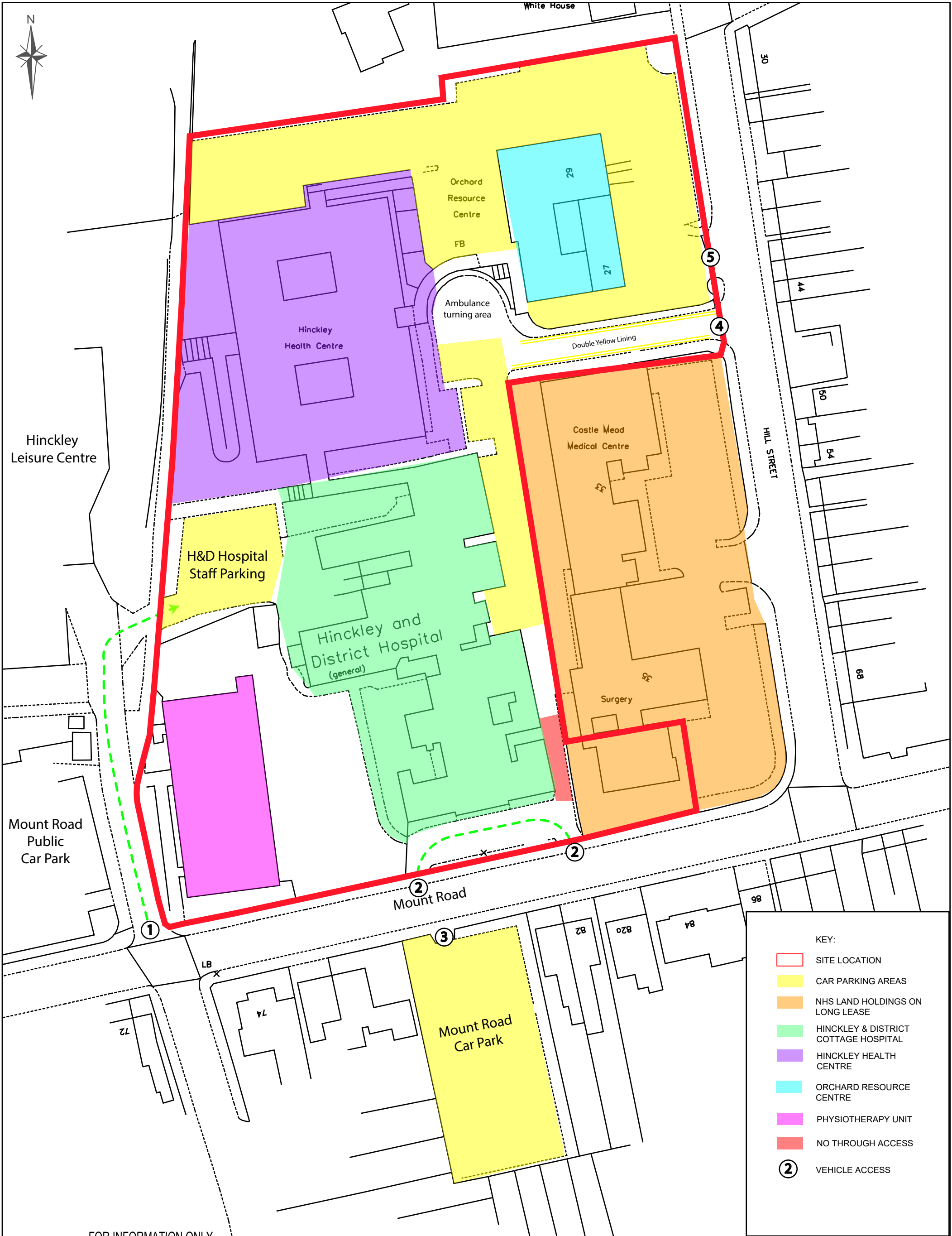
Telephone: 0207 442 2225

E: enquiries@markidesassociates.co.uk
W: www.markidesassociates.co.uk

Job Title	HINCKLEY & DISTRICT HOSPITAL			Scale	1:625 @A3	Date	OCT 19	Designed	SC
Drawing Title	PARKING BEAT 17:30			Drawn	SC	Checked	DJT	Approved	DJT
Client	NHS PROPERTY SERVICES LTD			Job No	19246-01	Drawing No	19246-01-006	Rev	



FOR INFORMATION ONLY



KEY:				
	SITE LOCATION			
	CAR PARKING AREAS			
	NHS LAND HOLDINGS ON LONG LEASE			
	HINCKLEY & DISTRICT COTTAGE HOSPITAL			
	HINCKLEY HEALTH CENTRE			
	ORCHARD RESOURCE CENTRE			
	PHYSIOTHERAPY UNIT			
	NO THROUGH ACCESS			
2	VEHICLE ACCESS			

APPENDIX A – PARKING BEAT SURVEY RESULTS

07:30

Northern Car Park - The Centre Surgery & Resource Centre			
Area	Space No	Occupied Y/N	Description of Veh
A	1	N	
	2	N	
	3	N	
	4	N	
	5	N	
	6	N	
	OS1	N	
	7	N	
	8	N	
	9	N	
	10	N	
	11	N	
	12	N	
	13	N	
	14	N	
B	1	N	
	2	N	
	3	N	
	4	N	
	5	N	
	6	N	
	7	N	
	8	N	
	9	N	
	Disabled 10	N	
	11	N	
	12	N	
	13	N	
	14	N	
	15	N	
	16	Y	White
	17	N	
	Disabled 18	N	
	19	N	
	20	N	
	21	N	
	22	N	
	23	N	
	24	N	
	25	N	
	26	N	
	MC	N	

07:30

Northern Car Park - The Centre Surgery & Resource Centre			
Area	Space No	Occupied Y/N	Description of Veh
C	1	N	
	2	N	
	3	N	
	4	N	
	5	N	
	6	N	
	7	N	
	8	N	
	9	N	
	10	N	
	11	N	
	12	Y	Black Vauxhall
	13	Y	White Ford
	14	Y	black ford
	MC	N	
	15	N	
	16	N	
	MC	N	
	17	N	
	18	N	
	19	N	
	20	N	
	21	N	
	22	N	
	23	N	
	24	Y	Metallic blue
	Reserved 25	N	
	OS1	N	
	Reserved 26	N	
	Reserved 27	N	
	Reserved 28	N	
	Disabled 29	N	
	30	N	
	31	N	
	32	N	
	33	N	
	34	N	
	35	N	
	MC	N	
	36	N	
	37	N	
	OS2	N	
	Disabled 38	N	
	39	N	
	40	N	
	41	N	
	42	N	
	43	N	
	44	N	
	45	N	
	46	N	
	47	N	
	OS3	N	

07:30

Central Car Park - Hospital & Maples			
Area	Space No	Occupied Y/N	Description of Veh
D	1	N	
	2	N	
	3	N	
	4	N	
	5	N	
	6	N	
	7	N	
	8	N	
	9	N	
	10	N	
	11	N	
	12	N	
	13	N	
	Allocated 1	N	
	Allocated 2	N	
	Allocated 3	N	
	Allocated 4	N	
	Allocated 5	Y	Ford Focus
	Allocated 6	Y	Ford
	Allocated 7	Y	Vauxhall Cora's red
	Allocated 8	N	
	Allocated 9	N	
	Doctor 1	N	
	Doctor 2	N	
	Doctor 3	N	
	Disabled 1	N	
	Disabled 2	N	
	Disabled 3	N	
	OS1	N	
	OS2	N	
	OS3	N	
	OS4	N	
	OS5	N	
	OS6	N	
	OS7	N	
	OS8	N	
E	1	N	
	2	N	
	3	N	
	4	Y	Ford Focus
	OS1	N	
	OS2	N	
	OS3	N	

07:30

Southern Car Park - Mount Road			
Area	Space No	Occupied Y/N	Description of Veh
F	1	N	
	2	N	
	3	Y	Ford
	4	N	
	5	Y	Audi
	6	N	
	7	N	
	8	N	
	9	N	
	10	N	
	11	Y	Fiat
	12	N	
	13	N	
	14	N	
	15	N	
	16	N	
	17	N	
	18	N	
	19	N	
	20	Y	Fiat 500
	21	Y	Renault
	22	N	
	23	N	
	24	N	
	25	N	
	26	N	
	27	N	
	28	N	
	29	Y	Nissan
	30	N	
	31	N	
	32	N	
	OS1	N	
	OS2	N	
	OS3	N	
	OS4	N	
	OS5	N	
	OS6	N	
	OS7	N	

07:30

Western Car Park - Staff Only			
Area	Space No	Occupied Y/N	Description of Veh
G	1	N	
	2	N	
	3	Y	Peugeot
	4	N	
	5	Y	Skoda
	6	N	
	7	N	
	8	N	
	9	N	
	10	Y	Citroen
	OS1	Y	Polo
	OS2	N	
	OS3	N	
	OS4	N	
	OS5	N	

PARKING SURVEY TOTALS : 07:30					
Area	Total Spaces	Total Occupied	Total Overspill	Grand Total	%Stress
A	14	0	0	0	0%
B	26	1	NA	1	4%
C	47	4	0	4	9%
D	28	3	0	3	11%
E	4	1	0	1	25%
F	32	6	0	6	19%
G	10	3	1	4	40%

09:15

Northern Car Park - The Centre Surgery & Resource Centre			
Area	Space No	Occupied Y/N	Description of Veh
A	1	N	
	2	N	
	3	N	
	4	Y	Dark blue pergeot
	5	Y	Silver sports
	6	N	
	OS1	N	
	7	Y	White Pergeot
	8	Y	Orange thing
	9	Y	Bright blue Ford
	10	N	
	11	N	
	12	N	
	13	N	
	14	Y	Silver Vauxhall
B	1	Y	White
	2	Y	Silver Audi
	3	Y	Turquoise Citroen
	4	Y	Black Hyundai
	5	Y	Red Suzuki
	6	n	
	7	Y	Silver Renault
	8	Y	Bright blue Citroen Picasso
	9	Y	Black Vauxhall
	Disabled 10	Y	Grey Hyundai
	11	Y	White mini
	12	Y	Silver Pergeot
	13	Y	White Pergeot
	14	Y	Silver Ford
	15	Y	Blue Toyota
	16	Y	Silver VW
	17	N	
	Disabled 18	n	
	19	Y	Black Audi
	20	Y	Red Mini
	21	Y	Silver peugeot
	22	Y	Red ford
	23	Y	White Fiat
	24	Y	Black mitsubishi
	25	Y	White
	26	Y	White
	MC	N	

09:15

Northern Car Park - The Centre Surgery & Resource Centre			
Area	Space No	Occupied Y/N	Description of Veh
C	1	Y	Silver Ford
	2	Y	Black VW
	3	Y	White Nissan
	4	Y	Black VW
	5	Y	Grey Toyota
	6	Y	Blue Ford
	7	Y	Red Peugeot
	8	Y	Red Nissan
	9	Y	Black Mini
	10	Y	Blue Citroen
	11	Y	Green Merc
	12	Y	Black Vauxhall
	13	Y	White Ford
	14	Y	black ford
	MC	N	
	15	Y	Black Mitsubishi
	16	Y	Black Vauxhall
	MC	N	
	17	Y	Silver Ford
	18	Y	White Toyota
	19	Y	Black Mini
	20	Y	Silver VW
	21	Y	White renault
	22	Y	Red ford
	23	Y	Green Skoda
	24	Y	Metallic blue
	Reserved 25		
	OS1	Y	Red Peugeot
	Reserved 26	Y	Red Honda
	Reserved 27	Y	Blue ford
	Reserved 28	Y	Black Merc
	Disabled 29	Y	Black Fiat
	30	Y	Black Chevrolet
	31	Y	Gold Vauxhall
	32	Y	Red Smartcar
	33	Y	Red Peugeot
	34	Y	Red Ford
	35	Y	Red VW
	MC	N	
	36	Y	Blue Mitsubishi
	37	Y	Red Citroen
	OS2	Y	Light blue ford
	Disabled 38	Y	Silver Ford
	39	Y	Silver Ford
	40	Y	Pale blue Mini
	41	Y	Black Honda
	42	Y	Black VW
	43	Y	White Merc
	44	Y	Red Citroen
	45	Y	Solver Peugeot
	46	Y	Green Ford
	47	Y	Blue BMW
	OS3	Y	Grey Merc

09:15

Central Car Park - Hospital & Maples			
Area	Space No	Occupied Y/N	Description of Veh
D	1	Y	White ford
	2	Y	Silver
	3	Y	Blue focus
	4	Y	Red nissan
	5	Y	White kia
	6	N	
	7	Y	Black Seat
	8	Y	Silver Ford
	9	N	
	10	Y	Black bmw
	11	Y	Red vauxhall
	12	Y	White kia
	13	N	
	Allocated 1	Y	Red car
	Allocated 2	Y	Audi blue
	Allocated 3	Y	Audi white
	Allocated 4	Y	Silver range
	Allocated 5	Y	Ford Focus
	Allocated 6	Y	Ford
	Allocated 7	Y	Vauxhall Corsa red
	Allocated 8	Y	Mazda
	Allocated 9	Y	Red ford
	Doctor 1	Y	Silver mercedes
	Doctor 2	Y	Blue Audi
	Doctor 3	Y	Mercedes
	Disabled 1	Y	Jeep
	Disabled 2	Y	Range rover
	Disabled 3	Y	Black Renault
	OS1	N	
	OS2	N	
	OS3	Y	Nissan white
	OS4	N	
	OS5	N	
	OS6	N	
	OS7	N	
	OS8	N	
E	1	Y	Mini
	2	Y	Mercedes
	3	N	
	4	Y	Blue peugeot
	OS1	N	
	OS2	N	
	OS3	N	

09:15

Southern Car Park - Mount Road			
Area	Space No	Occupied Y/N	Description of Veh
F	1	Y	Mini
	2	Y	Ford Focus
	3	Y	Ford
	4	Y	Mercedes
	5	Y	Audi
	6	Y	Vauxhall
	7	Y	Nissan
	8	Y	Yellow seat
	9	Y	Red ford focus
	10	Y	Range rover
	11	Y	Bmw
	12	Y	Fiat
	13	Y	Vauxhall
	14	Y	Nissan grey
	15	Y	Black seat
	16	Y	Blue bmw
	17	Y	Hauyundi
	18	Y	Audi
	19	Y	Vw
	20	Y	Fiat 500
	21	Y	Renault
	22	Y	Bmw
	23	Y	Honda
	24	Y	Kia
	25	Y	Kia
	26	Y	Volvo
	27	N	
	28	N	
	29	Y	Nissan
	30	Y	Vauxhall
	31	Y	Renault
	32	N	
	OS1	N	
	OS2	N	
	OS3	N	
	OS4	N	
	OS5	N	
	OS6	N	
	OS7	N	

09:15

Western Car Park - Staff Only			
Area	Space No	Occupied Y/N	Description of Veh
G	1	Y	Silver focus
	2	Y	Nissan silver
	3	Y	Peugeot
	4	Y	Kia grey
	5	Y	Skoda
	6	Y	Blue peugeot
	7	Y	White peugeot
	8	N	
	9	Y	Vauxhall
	10	Y	Citroen
	OS1	Y	Polo
	OS2	Y	
	OS3	Y	Blue skoda
	OS4	Y	Blue bmw
	OS5	Y	Silver vauxhall

PARKING SURVEY TOTALS : 09:15					
Area	Total Spaces	Total Occupied	Total Overspill	Grand Total	%Stress
A	14	6	0	6	43%
B	26	23	NA	23	88%
C	47	46	3	49	104%
D	28	25	1	26	93%
E	4	3	0	3	75%
F	32	29	0	29	91%
G	10	9	5	14	140%

12:30

Northern Car Park - The Centre Surgery & Resource Centre			
Area	Space No	Occupied Y/N	Description of Veh
A	1	Y	Red ford
	2	N	
	3	Y	Silver ford
	4	N	
	5	Y	Bright blue ford
	6	Y	Silver sports
	OS1	N	
	7	Y	White Pergeot
	8	N	
	9	Y	Silver Hyundai
	10	Y	Silver Vauxhall
	11	Y	White Audi
	12	Y	White Range Rover
	13	N	
B	14	Y	Silver Vauxhall
	1	N	
	2	Y	Silver Nissan
	3	Y	Turquoise Citroen
	4	Y	Black Hyundai
	5	N	
	6	Y	Silver ford
	7	Y	Silver Renault
	8	N	
	9	N	
	Disabled 10	N	
	11	Y	White mini
	12	Y	Silver Pergeot
	13	Y	Red Hyundai
	14	Y	Silver Ford
	15	Y	Blue Toyota
	16	Y	Silver VW
	17	N	
	Disabled 18	N	
	19	Y	Black Audi
	20	Y	Nissan
	21	Y	Silver peugeot
	22	Y	Red ford
	23	Y	White Fiat
	24	Y	Black mitsubishi
	25	Y	White
	26	N	
	MC	N	

12:30

Northern Car Park - The Centre Surgery & Resource Centre			
Area	Space No	Occupied Y/N	Description of Veh
C	1	Y	Silver Ford
	2	Y	Black VW
	3	Y	White Nissan
	4	Y	Aubergine Mazda
	5	Y	Grey Toyota
	6	Y	Bright blue Landrover
	7	Y	Red Peugeot
	8	Y	Red Nissan
	9	Y	Black Mini
	10	Y	Blue Citroen
	11	Y	Green Merc
	12	Y	Black Vauxhall
	13	Y	White Ford
	14	Y	black ford
	MC	N	
	15	Y	Black Mitsubishi
	16	Y	Red Peugeot
	MC	N	
	17	Y	Silver Ford
	18	Y	Silver Ford
	19	Y	Black Mini
	20	N	
	21	Y	White renault
	22	Y	Red ford
	23	Y	Green Skoda
	24	Y	Navy Volvo
	Reserved 25	Y	Black Vauxhall
	OS1	Y	Red Peugeot
	Reserved 26	Y	Red Honda
	Reserved 27	Y	Blue ford
	Reserved 28	Y	Black Merc
	Disabled 29	Y	Black Fiat
	30	Y	Black Chevrolet
	31	Y	White Ford
	32	Y	White Fiat
	33	Y	Red Peugeot
	34	Y	Red Ford
	35	Y	Red VW
	MC	N	
	36	Y	Blue Mitsubishi
	37	Y	Red Citroen
	OS2	Y	Grey Peugeot
	Disabled 38	Y	Black Ford
	39	Y	Silver Ford
	40	Y	White Ford
	41	Y	Black Mitsubishi
	42	Y	White Ford
	43	Y	White Merc
	44	Y	Red Suzuki
	45	Y	Red Smartcar
	46	Y	Green Ford
	47	Y	Blue BMW
	OS3	Y	Grey Merc

12:30

Central Car Park - Hospital & Maples			
Area	Space No	Occupied Y/N	Description of Veh
D	1	Y	White ford
	2	Y	Red kia
	3	N	
	4	Y	Red nissan
	5	Y	White kia
	6	N	
	7	Y	Black seat
	8	Y	Silver focus
	9	Y	Silver ford
	10	Y	Black bmw
	11	Y	Red vauxhall
	12	Y	White kia
	13	N	
	Allocated 1	Y	Red car
	Allocated 2	Y	Audi blue
	Allocated 3	Y	Audi white
	Allocated 4	Y	Silver range
	Allocated 5	Y	Ford Focus
	Allocated 6	Y	Ford
	Allocated 7	Y	Vauxhall Corsa
	Allocated 8	Y	Mazda
	Allocated 9	Y	Red ford
	Doctor 1	Y	Silver mercedes
	Doctor 2	Y	Blueaudi
	Doctor 3	Y	Mercedes
	Disabled 1	N	
	Disabled 2	N	
	Disabled 3	Y	Black Renault
	OS1	N	
	OS2	Y	White ford
	OS3	Y	Black range rover
	OS4	N	
	OS5	N	
	OS6	N	
	OS7	N	
	OS8	N	
E	1	Y	Mini
	2	Y	Mercedes
	3	N	
	4	Y	Blue peugeot
	OS1	N	
	OS2	N	
	OS3	N	

12:30

Southern Car Park - Mount Road			
Area	Space No	Occupied Y/N	Description of Veh
F	1	Y	Mini
	2	Y	White bmw
	3	Y	Ford
	4	N	
	5	Y	Audi
	6	Y	Vauxhall
	7	Y	Nissan
	8	Y	Yellow seat
	9	N	
	10	Y	Range rover
	11	Y	Bmw
	12	Y	Fiat
	13	Y	Vauxhall
	14	Y	Nissan grey
	15	Y	Black seat
	16	Y	Blue bmw
	17	Y	Hauyundi
	18	Y	Audi
	19	Y	Vw
	20	Y	Fiat 500
	21	Y	Renault
	22	Y	Bmw
	23	Y	Honda
	24	Y	Kia
	25	Y	Kia
	26	Y	Skoda silver
	27	Y	Blue vauxhall
	28	Y	Green Citroen
	29	Y	Nissan
	30	Y	Vauxhall
	31	Y	Renault
	32	Y	Vow golf
	OS1	Y	Red honda
	OS2	N	
	OS3	N	
	OS4	N	
	OS5	N	
	OS6	N	
	OS7	N	

12:30

Western Car Park - Staff Only			
Area	Space No	Occupied Y/N	Description of Veh
G	1	Y	Silver focus
	2	Y	Nissan silver
	3	Y	Peugeot
	4	Y	Kia grey
	5	Y	Skoda
	6	Y	Blue peugeot
	7	Y	White peugeot
	8	N	
	9	Y	Vauxhall
	10	Y	Citroen
	OS1	Y	Polo
	OS2	N	
	OS3	Y	Blue skoda
	OS4	Y	Blue bmw
	OS5	Y	Black ford

PARKING SURVEY TOTALS : 12:30					
Area	Total Spaces	Total Occupied	Total Overspill	Grand Total	%Stress
A	14	8	1	9	64%
B	26	19	NA	19	73%
C	47	45	3	48	102%
D	28	22	3	25	89%
E	4	2	1	3	75%
F	32	29	2	31	97%
G	10	8	4	12	120%

15:00

Northern Car Park - The Centre Surgery & Resource Centre			
Area	Space No	Occupied Y/N	Description of Veh
A	1	N	
	2	N	
	3	N	
	4	N	
	5	N	
	6	Y	Silver sports
	OS1	N	
	7	Y	White Pergeot
	8	N	
	9	N	
	10	N	
	11	Y	White Audi
	12	N	
	13	N	
B	14	Y	Silver Vauxhall
	1	Y	Red ford
	2	N	
	3	N	
	4	Y	Black Hyundai
	5	N	
	6	Y	Silver ford
	7	Y	Black ford
	8	N	
	9	Y	Gold Citroen
	Disabled 10	Y	Blue Renault
	11	Y	Red Hyundai
	12	Y	Blue VW
	13	Y	Red Hyundai
	14	Y	Silver Ford
	15	N	
	16	Y	Silver VW
	17	Y	Blue Citroen
	Disabled 18	N	
	19	Y	Black Audi
	20	Y	Nissan
	21	N	
	22	Y	Red ford
	23	Y	White Fiat
	24	Y	Blue ford
	25	Y	Black Vauxhall
	26	Y	Black VW
	MC	N	

15:00

Northern Car Park - The Centre Surgery & Resource Centre			
Area	Space No	Occupied Y/N	Description of Veh
C	1	Y	Silver Ford
	2	Y	Black VW
	3	Y	White Nissan
	4	N	
	5	Y	Grey Toyota
	6	N	
	7	Y	Red Peugeot
	8	Y	Red Nissan
	9	Y	Black Mini
	10	Y	Blue Citroen
	11	Y	Green Merc
	12	Y	Black Vauxhall
	13	Y	Silver Ford
	14	Y	black ford
	MC	N	
	15	Y	Black Mitsubishi
	16	N	
	MC	N	
	17	Y	Silver Ford
	18	Y	Red Proton
	19	Y	White Nissan
	20	Y	White BMW
	21	Y	White renault
	22	Y	Red ford
	23	Y	Green Skoda
	24	Y	Navy Volvo
	Reserved 25	Y	Black Vauxhall
	OS1	N	
	Reserved 26	Y	Black Audi
	Reserved 27	Y	Blue ford
	Reserved 28	Y	Black Merc
	Disabled 29	Y	Black Fiat
	30	Y	Black Chevrolet
	31	Y	White Ford
	32	Y	Blue Ford
	33	Y	Silver BMW
	34	Y	Red Ford
	35	Y	Red VW
	MC	N	
	36	N	
	37	Y	Red Ford
	OS2	N	
	Disabled 38	N	
	39	Y	Silver Ford
	40	Y	Black Ford
	41	N	
	42	Y	Grey Vauxhall
	43	Y	White Merc
	44	N	
	45	Y	Red Smartcar
	46	Y	Green Ford
	47	Y	Blue Toyota
	OS3	Y	Grey merc

15:00

Central Car Park - Hospital & Maples			
Area	Space No	Occupied Y/N	Description of Veh
D	1	Y	Black Citroen
	2	Y	Red skoda
	3	Y	Blue focus
	4	Y	Rednissan
	5	Y	Silver volvo
	6	Y	Audi
	7	Y	Black seat
	8	N	
	9	Y	Blue vw
	10	Y	Silver mazda
	11	Y	Red vauxhall
	12	Y	White kia
	13	N	
	Allocated 1	Y	White porsche
	Allocated 2	Y	Audi blue
	Allocated 3	Y	Silver toyota
	Allocated 4	Y	Silver range
	Allocated 5	N	
	Allocated 6	Y	Ford
	Allocated 7	Y	Silver ford
	Allocated 8	Y	Silver Mercedes
	Allocated 9	Y	Red ford
	Doctor 1	Y	Silver mercedes
	Doctor 2	Y	Blue audi
	Doctor 3	Y	Mercedes
	Disabled 1	Y	Black seat
	Disabled 2	Y	Mauve peugeot
	Disabled 3	Y	Black Renault
	OS1	N	
	OS2	Y	White ford
	OS3	Y	Black range rover
	OS4	N	
	OS5	N	
	OS6	N	
	OS7	N	
	OS8	N	
E	1	Y	Mini
	2	Y	Mercedes
	3	Y	Black audi
	4	Y	Blue peugeot
	OS1	N	
	OS2	N	
	OS3	N	

15:00

Southern Car Park - Mount Road			
Area	Space No	Occupied Y/N	Description of Veh
F	1	Y	Mini
	2	Y	Red kia
	3	Y	Ford
	4	Y	Citroen
	5	Y	Audi
	6	Y	Vauxhall
	7	Y	Nissan
	8	N	
	9	N	
	10	Y	Range rover
	11	Y	Bmw
	12	Y	Fiat 500
	13	Y	Blue vauxhall
	14	Y	Nissan grey
	15	Y	Black seat
	16	Y	Black vw
	17	Y	Hauyundi
	18	N	
	19	Y	Vw
	20	Y	Fiat 500
	21	Y	Renault
	22	Y	Bmw
	23	Y	Honda
	24	N	
	25	Y	Blue audi
	26		
	27	Y	Silver kia
	28	Y	Hyauni
	29	Y	Nissan
	30	Y	Vauxhall
	31	Y	Renault
	32	N	
	OS1	Y	White nissan
	OS2	N	
	OS3	N	
	OS4	N	
	OS5	N	
	OS6	N	
	OS7	N	

15:00

Western Car Park - Staff Only			
Area	Space No	Occupied Y/N	Description of Veh
G	1	Y	Silver focus
	2	Y	Nissan silver
	3	Y	Peugeot
	4	Y	Kia grey
	5	Y	Skoda
	6	Y	Blue peugeot
	7	Y	White peugeot
	8	Y	Black focus
	9	Y	Vauxhall
	10	Y	Citroen
	OS1	Y	Polo
	OS2	Y	Audi
	OS3	Y	Blue skoda
	OS4	Y	Blue bmw
	OS5	Y	Black ford

PARKING SURVEY TOTALS : 15:00					
Area	Total Spaces	Total Occupied	Total Overspill	Grand Total	%Stress
A	14	2	1	3	21%
B	26	20	NA	20	77%
C	47	37	3	40	85%
D	28	24	3	27	96%
E	4	3	1	4	100%
F	32	26	1	27	84%
G	10	9	5	14	140%

17:30

Northern Car Park - The Centre Surgery & Resource Centre			
Area	Space No	Occupied Y/N	Description of Veh
A	1	N	
	2	N	
	3	Y	Blue
	4	Y	Silver Vauxhall
	5	N	
	6	N	
	OS1	N	
	7	N	
	8	N	
	9	N	
	10	Y	Blue
	11	Y	White Audi
	12	N	
	13	N	
B	14	Y	Silver Vauxhall
	1	Y	Red ford
	2	N	
	3	N	
	4	N	
	5	N	
	6	Y	BMW
	7	Y	Red peugeot
	8	N	
	9	N	
	Disabled 10	N	
	11	N	
	12	N	
	13	N	
	14	Y	Silver Ford
	15	N	
	16	N	
	17	Y	Blue Citroen
	Disabled 18	Y	Gold VW
	19	N	
	20	N	
	21	N	
	22	N	
	23	N	
	24	Y	Blue ford
	25	N	
	26	N	
	MC	N	

17:30

Northern Car Park - The Centre Surgery & Resource Centre			
Area	Space No	Occupied Y/N	Description of Veh
C	1	Y	Silver Vauxhall
	2	N	
	3	N	
	4	Y	BMW
	5	N	
	6	Y	White BMW
	7	N	
	8	Y	Red Nissan
	9	N	
	10	N	
	11	Y	Fiat
	12	N	
	13	Y	Volvo
	14	Y	black ford
	MC	N	
	15	N	
	16	Y	Black Honda
	MC	N	
	17	Y	White Ford
	18	Y	Red Vauxhall
	19	Y	Silver Ford
	20	N	
	21	Y	White Fiat
	22	Y	Red ford
	23	N	
	24	Y	Black Nissan
	Reserved 25	N	
	OS1	N	
	Reserved 26	Y	Black audi
	Reserved 27	N	
	Reserved 28	N	
	Disabled 29	N	
	30	Y	Black Chevrolet
	31	Y	White ford
	32	Y	Silver ford
	33	N	
	34	y	Silver peugeot
	35	N	
	MC	N	
	36	Y	Black vauxhall
	37	Y	Red ford
	OS2	N	
	Disabled 38	N	
	39	Y	pale blue ford
	40	N	
	41	N	
	42	Y	Grey Vauxhall
	43	N	
	44	N	
	45	N	Red smartcar
	46	N	
	47	Y	Blue Toyota
	OS3	N	

17:30

Central Car Park - Hospital & Maples			
Area	Space No	Occupied Y/N	Description of Veh
D	1	N	
	2	N	
	3	N	
	4	Y	Red Focus
	5	Y	Silver volvo
	6	Y	BMW
	7	N	
	8	Y	Red Vauxhall
	9	Y	
	10	Y	
	11	Y	
	12	Y	White kia
	13	N	
	Allocated 1	Y	White porsche
	Allocated 2	Y	Audi blue
	Allocated 3	Y	Silver toyota
	Allocated 4	Y	Silver range
	Allocated 5	N	
	Allocated 6	N	
	Allocated 7	Y	Silver ford
	Allocated 8	Y	Silver Mercedes
	Allocated 9	Y	Red ford
	Doctor 1	N	
	Doctor 2	Y	Blueaudi
	Doctor 3	Y	Mercedes
	Disabled 1	N	
	Disabled 2	N	
	Disabled 3	N	
	OS1	N	
	OS2	N	
	OS3	Y	Black range rover
	OS4	N	
	OS5	N	
	OS6	N	
	OS7	N	
	OS8	N	
E	1	N	
	2	N	
	3	N	
	4	N	
	OS1	N	
	OS2	N	
	OS3	N	

17:30

Southern Car Park - Mount Road			
Area	Space No	Occupied Y/N	Description of Veh
F	1	N	
	2	N	
	3	Y	Ford
	4	N	
	5	Y	Audi
	6	Y	Vauxhall
	7	Y	Nissan
	8	N	
	9	N	
	10	Y	Range rover
	11	Y	Bmw
	12	N	
	13	Y	Blue vauxhall
	14	N	
	15	Y	Black seat
	16	N	
	17	N	
	18	N	
	19	Y	Red Toyota
	20	N	
	21	N	
	22	N	
	23	Y	Honda
	24	N	
	25	N	
	26	N	
	27	N	
	28	Y	Hyauni
	29	N	
	30	N	
	31	Y	Renault
	32	N	
	OS1	N	
	OS2	N	
	OS3	N	
	OS4	N	
	OS5	N	
	OS6	N	
	OS7	N	

17:30

Western Car Park - Staff Only			
Area	Space No	Occupied Y/N	Description of Veh
G	1	N	
	2	N	
	3	N	
	4	Y	Grey Seat
	5	N	
	6	N	
	7	N	
	8	Y	Black focus
	9	N	
	10	N	
	OS1	N	
	OS2	N	
	OS3	N	
	OS4	N	
	OS5	N	

PARKING SURVEY TOTALS : 17:30					
Area	Total Spaces	Total Occupied	Total Overspill	Grand Total	%Stress
A	14	5	0	5	36%
B	26	8	NA	8	31%
C	47	22	2	24	51%
D	28	17	1	18	64%
E	4	0	0	0	0%
F	32	12	0	12	38%
G	10	2	0	2	20%

19:30

Northern Car Park - The Centre Surgery & Resource Centre			
Area	Space No	Occupied Y/N	Description of Veh
A	1	N	
	2	N	
	3	N	
	4	N	
	5	N	
	6	N	
	OS1	N	
	7	N	
	8	N	
	9	N	
	10	N	
	11	N	
	12	N	
	13	N	
	14	N	
B	1	N	
	2	N	
	3	N	
	4	N	
	5	N	
	6	N	
	7	N	
	8	N	
	9	N	
	Disabled 10	N	
	11	N	
	12	Y	BMW
	13	N	
	14	N	
	15	N	
	16	Y	white ford
	17	N	
	Disabled 18	N	
	19	N	
	20	N	
	21	N	
	22	N	
	23	N	
	24	N	
	25	N	
	26	N	
	MC	N	

19:30

Northern Car Park - The Centre Surgery & Resource Centre			
Area	Space No	Occupied Y/N	Description of Veh
C	1	N	
	2	N	
	3	N	
	4	Y	Blue BMW
	5	Y	BWM
	6	N	
	7	N	
	8	N	
	9	N	
	10	N	
	11	N	
	12	N	
	13	Y	Volvo
	14	N	
	MC	N	
	15	N	
	16	N	
	MC	N	
	17	N	
	18	N	
	19	N	
	20	N	
	21	Y	White Fiat
	22	N	
	23	N	
	24	N	
	Reserved 25	N	
	OS1	N	
	Reserved 26	N	Black audi
	Reserved 27	N	
	Reserved 28	N	
	Disabled 29	N	
	30	N	
	31	N	
	32	Y	Range Rover
	33	N	
	34	N	
	35	N	
	MC	N	
	36	N	
	37	N	
	OS2	N	
	Disabled 38	N	
	39	Y	pale blue ford
	40	N	
	41	N	
	42	N	
	43	N	
	44	N	
	45	N	
	46	N	
	47	N	
	OS3	N	

19:30

Central Car Park - Hospital & Maples			
Area	Space No	Occupied Y/N	Description of Veh
D	1	N	
	2	N	
	3	N	
	4	Y	Red Focus
	5	N	
	6	N	
	7	N	
	8	Y	Red Vauxhall
	9	N	
	10	N	
	11	N	
	12	N	
	13	N	
	Allocated 1	N	
	Allocated 2	N	
	Allocated 3	Y	Silver toyota
	Allocated 4	Y	Ford Focus
	Allocated 5	N	
	Allocated 6	N	
	Allocated 7	N	
	Allocated 8	N	
	Allocated 9	N	
	Doctor 1	N	
	Doctor 2	N	
	Doctor 3	N	
	Disabled 1	N	
	Disabled 2	N	
	Disabled 3	N	
	OS1	N	
	OS2	N	
	OS3	N	
	OS4	N	
	OS5	N	
	OS6	N	
	OS7	N	
	OS8	N	
E	1	N	
	2	N	
	3	N	
	4	N	
	OS1	N	
	OS2	N	
	OS3	N	

19:30

Southern Car Park - Mount Road			
Area	Space No	Occupied Y/N	Description of Veh
F	1	N	
	2	N	
	3	Y	Ford
	4	N	
	5	Y	Silver Focus
	6	N	
	7	Y	White Audi
	8	Y	Mini
	9	N	
	10	Y	Vauxhall
	11	Y	White Nissan
	12	N	
	13	Y	Blue vauxhall
	14	N	
	15	Y	Black seat
	16	N	
	17	N	
	18	N	
	19	Y	Red Toyota
	20	N	
	21	N	
	22	N	
	23	Y	Honda
	24	N	
	25	N	
	26	N	
	27	N	
	28	Y	Hayumdni
	29	N	
	30	N	
	31	Y	Renault
	32	N	
	OS1	N	
	OS2	N	
	OS3	N	
	OS4	N	
	OS5	N	
	OS6	N	
	OS7	N	

19:30

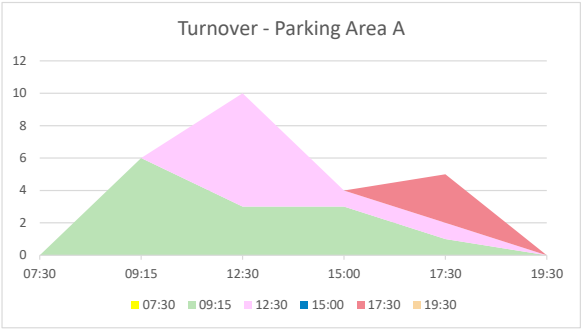
Western Car Park - Staff Only			
Area	Space No	Occupied Y/N	Description of Veh
G	1	N	
	2	N	
	3	N	
	4	N	
	5	N	
	6	N	
	7	N	
	8	N	
	9	N	
	10	Y	White Ford
	OS1	N	
	OS2	N	
	OS3	N	
	OS4	N	
	OS5	N	

PARKING SURVEY TOTALS : 19:30					
Area	Total Spaces	Total Occupied	Total Overspill	Grand Total	%Stress
A	14	0	0	0	0%
B	26	2	NA	2	8%
C	47	6	0	6	13%
D	28	4	0	4	14%
E	4	0	0	0	0%
F	32	12	0	12	38%
G	10	0	1	1	10%

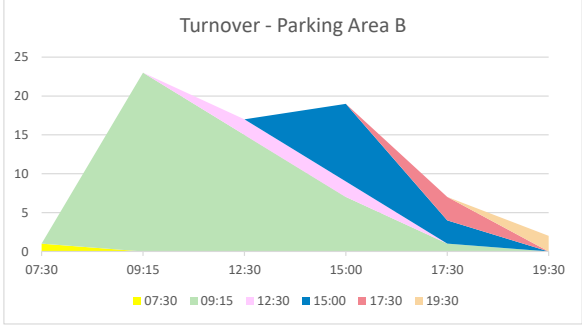
Parking Area	No. Standard Parking Spaces	Disabled Spaces	Allocated Spaces	Motorcycle Spaces	Total Formal Parking Provision	No. Potential Overspill Parking Locations
A	14	0	0	0	14	1
B	24	2	0	1	27	0
C	41	2	4	3	50	3
D	13	3	12	0	28	3
E	4	0	0	0	4	1
F	32	0	0	0	32	5
G	10	0	0	0	10	5
Total	138	7	16	4	165	18

Parking Area	% Parking Stress at Hour of Survey					
	07:30	09:15	12:30	15:00	17:30	19:30
A	0%	43%	64%	21%	36%	0%
B	4%	88%	73%	77%	31%	8%
C	9%	104%	102%	85%	51%	13%
D	11%	93%	89%	96%	64%	14%
E	25%	75%	75%	100%	0%	0%
F	19%	91%	97%	84%	38%	38%
G	40%	140%	120%	140%	20%	10%

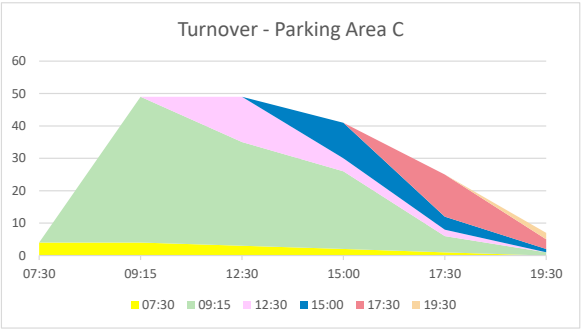
Turnover Parking Area A	Survey Time					
Vehicles parked from:	07:30	09:15	12:30	15:00	17:30	19:30
07:30	0	0	0	0	0	0
09:15		6	3	3	1	0
12:30			7	1	1	0
15:00				0	0	0
17:30					3	0
19:30						0
Total	0	6	10	4	5	0



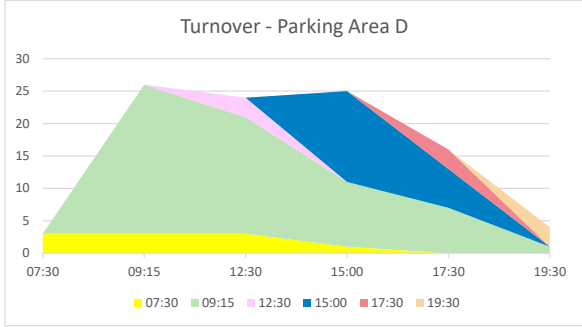
Turnover Parking Area B	Survey Time					
Vehicles parked from:	07:30	09:15	12:30	15:00	17:30	19:30
07:30	1	0	0	0	0	0
09:15		23	15	7	1	0
12:30			2	2	0	0
15:00				10	3	0
17:30					3	0
19:30						2
Total	1	23	17	19	7	2



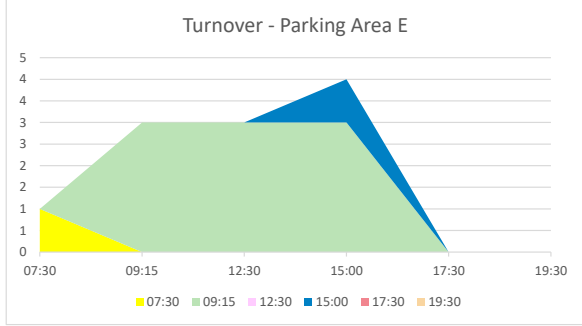
Turnover Parking Area C	Survey Time					
Vehicles parked from:	07:30	09:15	12:30	15:00	17:30	19:30
07:30	4	4	3	2	1	0
09:15		45	32	24	5	1
12:30			14	4	2	0
15:00				11	4	1
17:30					13	3
19:30						2
Total	4	49	49	41	25	7



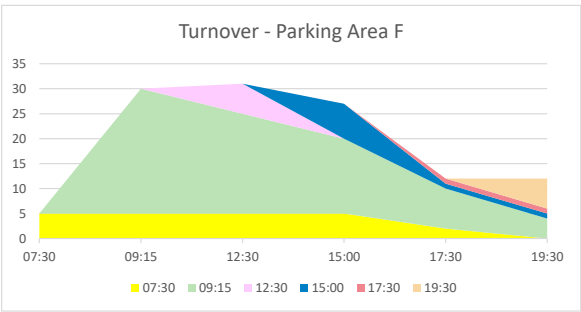
Turnover Parking Area D	Survey Time					
Vehicles parked from:	07:30	09:15	12:30	15:00	17:30	19:30
07:30	3	3	3	1	0	0
09:15		23	18	10	7	1
12:30			3	0	0	0
15:00				14	6	0
17:30					3	0
19:30						3
Total	3	26	24	25	16	4



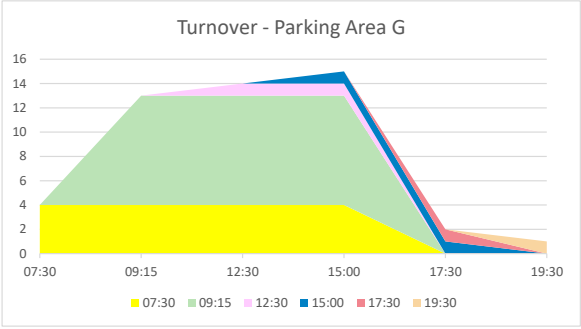
Turnover Parking Area E	Survey Time					
Vehicles parked from:	07:30	09:15	12:30	15:00	17:30	19:30
07:30	1	0	0	0	0	0
09:15		3	3	3	0	0
12:30			0	0	0	0
15:00				1	0	0
17:30					0	0
19:30						0
Total	1	3	3	4	0	0



Turnover Parking Area F	Survey Time					
Vehicles parked from:	07:30	09:15	12:30	15:00	17:30	19:30
07:30	5	5	5	5	2	0
09:15		25	20	15	8	4
12:30			6	0	0	0
15:00				7	1	1
17:30					1	1
19:30						6
Total	5	30	31	27	12	12



Turnover Parking Area G	Survey Time					
Vehicles parked from:	07:30	09:15	12:30	15:00	17:30	19:30
07:30	4	4	4	4	0	0
09:15		9	9	9	0	0
12:30			1	1	0	0
15:00				1	1	0
17:30					1	0
19:30						1
Total	4	13	14	15	2	1



APPENDIX B – FLOW DIAGRAMS









Markides Associates
81 Southwark Bridge Road, London, SE1 0NQ
020 7442 2225
<https://markidesassociates.co.uk>