



ttp consulting
transport planning specialists

**Hopedale Children and
Family Services Limited**

**Proposed SEN School,
Westfield, Hinckley**

Transport Statement

October 2025

TTP Consulting Ltd
27 Beak Street
London W1F 9RU
Tel: 020 7100 0753

www.ttp-consulting.co.uk

Registered in England: 09931399

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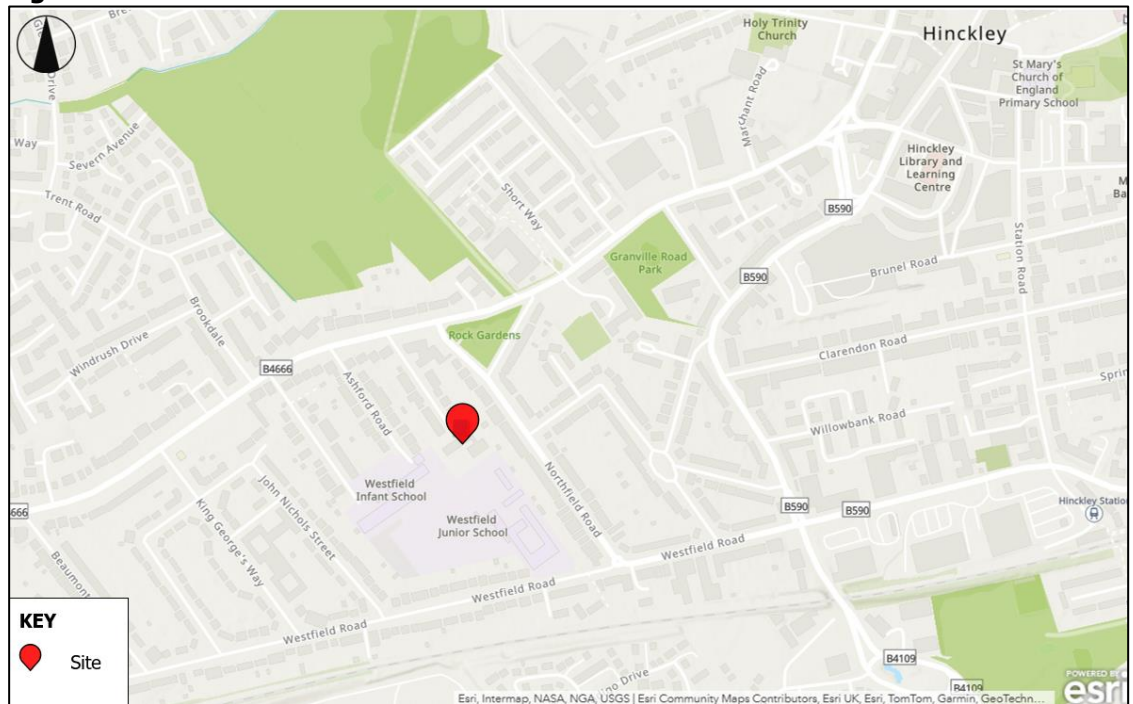
Appendices

- Appendix A – Correspondence from Leicestershire County Council
- Appendix B – Personal Injury Accident Data
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- Appendix E – Swept Path Analysis
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1 INTRODUCTION

- 1.1 TTP Consulting has been appointed to provide transport planning advice in relation to the site at Rosemary Way, Hinckley, LE10 0LN. The site is located at the southern end of Rosemary Way, approximately 1.5km to the southwest of Hinckley town centre. The site location is shown at **Figure 1.1**.

Figure 1.1: Site Location Plan



- 1.2 The building was originally a school but has most recently been in use as a community centre providing playgroups, social gatherings and classes. A total floor area of 1,100 square metres is provided across the main building and ancillary structures.
- 1.3 A planning application (reference 25/00566/FUL) has been submitted, for change of use from a community facility (use class F2) to a Special Educational Needs (SEN) school (use class F1), catering for up to 75 pupils, with associated changes to the car parking and access arrangements.
- 1.4 The school is intended to cater for pupils between the ages of 3 to 19 years having varied levels of specialist requirements including, but not limited to, autism spectrum, speech, language and communication difficulties and learning difficulties associated with challenging behaviour.
- 1.5 Subsequent to submission of the application, Leicestershire County Council, as highway authority, has provided a consultation response which requests additional information. A copy of this response is included at **Appendix A**. This TS has been prepared having regard to the

consultation response and considers the effects of the proposals having regard to site access, sustainable travel, parking provision and trip attraction.

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

- Section 2 summarises the existing situation;
- Section 3 reviews relevant transport policies;
- Section 4 sets out the development proposals
- Section 5 considers the effect on transport infrastructure; and,
- Section 6 provides a summary and conclusion.

2 THE EXISTING CONDITION

Site and Surrounding Area

- 2.1 The site is located at the southern end of Rosemary Way, to the west of Hinckley town centre. The existing building on site was originally a school but has most recently been in use as a community centre. The existing building comprises some 1,100 square metres floorspace and is surrounded by hard landscaping.
- 2.2 The area surrounding the site is predominantly residential in nature with education sites to the west and south including playing fields.

Local Highway Network

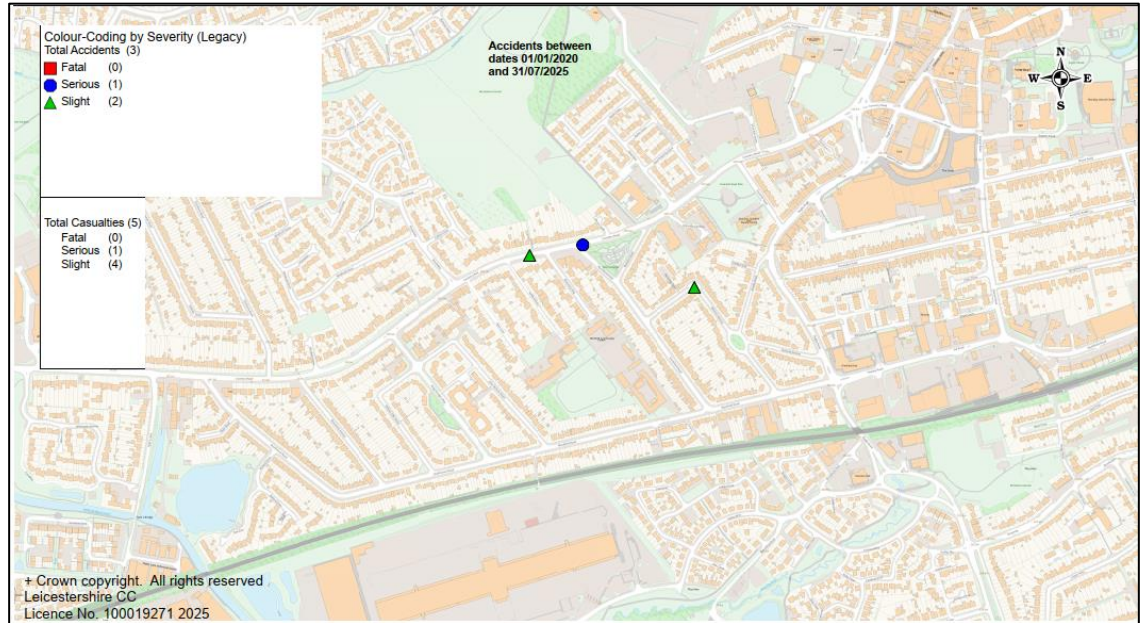
- 2.3 Access to the site is from the cul-de-sac end of Rosemary Way. Rosemary Way is a two-way single carriageway street with footways on both sides which terminate at the turning head fronting the site access. There are no parking restrictions in place and vehicles park on both sides of the road including half footway parking.
- 2.4 Coventry Road (B4666) operates in a broadly east/west alignment to the north of Rosemary Way, connecting the A5 (Dodwells Roundabout) in the west to the town centre in the east. The single carriageway road is two-way and subject to a 30 mph speed limit. There are footways on both sides of the carriageway and a number of crossing points are provided for pedestrians.

Highway Safety

- 2.5 In order to establish the accident history in the area, reference has been made to road traffic collision data obtained from Leicestershire County Council. This contains details of all recorded and verified Personal Injury Accidents (PIA) on the highway network. Accident records for the most recently available five year period were obtained for the highway within 500 metres of the site.
- 2.6 During this period there were three PIAs recorded in this area, of which two were slight and one resulted in serious injury. None of the PIAs recorded involved pedestrians or cyclists.

2.7 **Figure 2.1** shows the accident locations while full accident records are included at **Appendix B**.

Figure 2.1: PIA Location Map



Accessibility

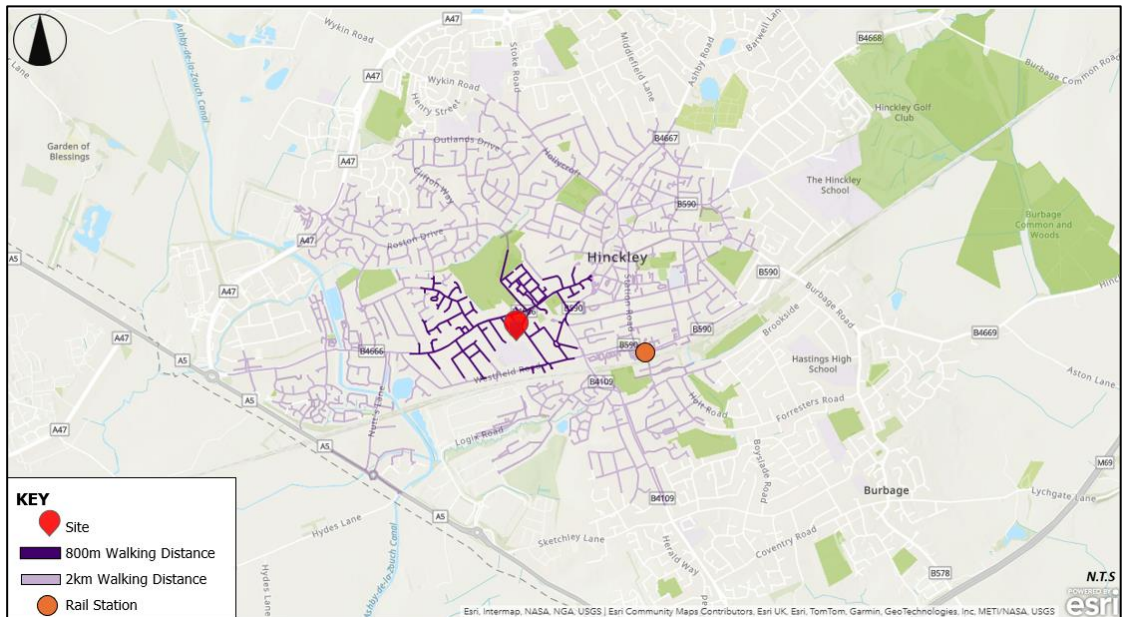
2.8 The site is accessible by a range of transport modes and is located within walking distance of residential areas and local public transport services.

Walking

2.9 Walking is a sustainable mode that provides convenient access to local destinations and public transport connections for onward travel.

2.10 **Figure 2.2** provides details of an 800m (10-minute) and 2km (25-minute) walkable catchment area from the site.

Figure 2.2: Walking Distances Map



- 2.11 Residential areas, green spaces, amenities such as shops and cafés, as well as public transport services are available within a short walk while Hinckley rail station is approximately 1.2km from the site.
- 2.12 Footways are provided on streets surrounding the site and pedestrian crossing facilities are available on Coventry Road to the north. These include signalised crossings approximately 80 metres to the east and west of Rosemary Way.
- 2.13 **Table 2.1** sets out distances between the site and public transport links. This illustrates that there are a number of public transport facilities within a short walking distance of the site.

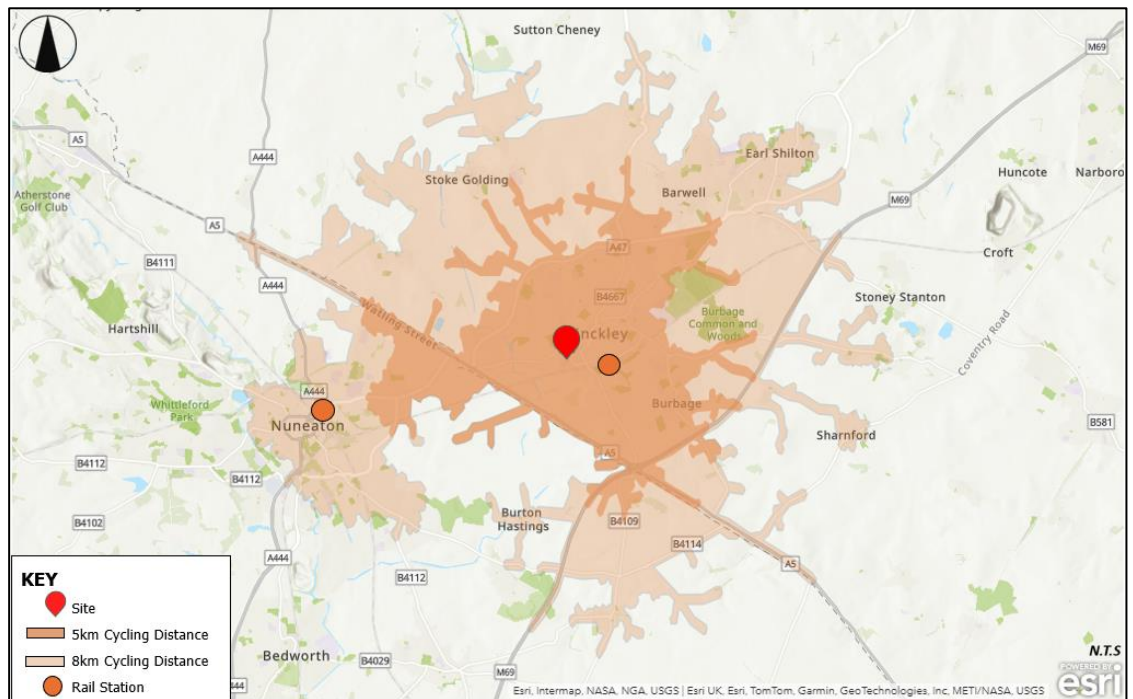
Bus stop	Location	Distance	Walking Time*
Rosemary Way	Coventry Road	150m	3-minutes
Brandon Road	Coventry Road	190m	4-minutes
King George's Way	Coventry Road	350m	6-minutes
Granville Road	Coventry Road	380m	7-minutes
Marchant Road	Coventry Road	515m	10-minutes
Hinckley Hub	Hawley Road	535m	13-minutes
Hinckley Rail Station	Southfield Road	830m	18-minutes

*Assuming an average walking speed of 80 metres per minute

Cycling

- 2.14 Cycling provides a convenient and cost effective mode of travel for short journeys. **Figure 2.3** shows the area within a 5km and 8km cycle distance of the site. Hinckley town centre and the surrounding suburbs are within 5km of the site while Nuneaton and East Shilton are within 8km.

Figure 2.3: Cycle Catchment Map

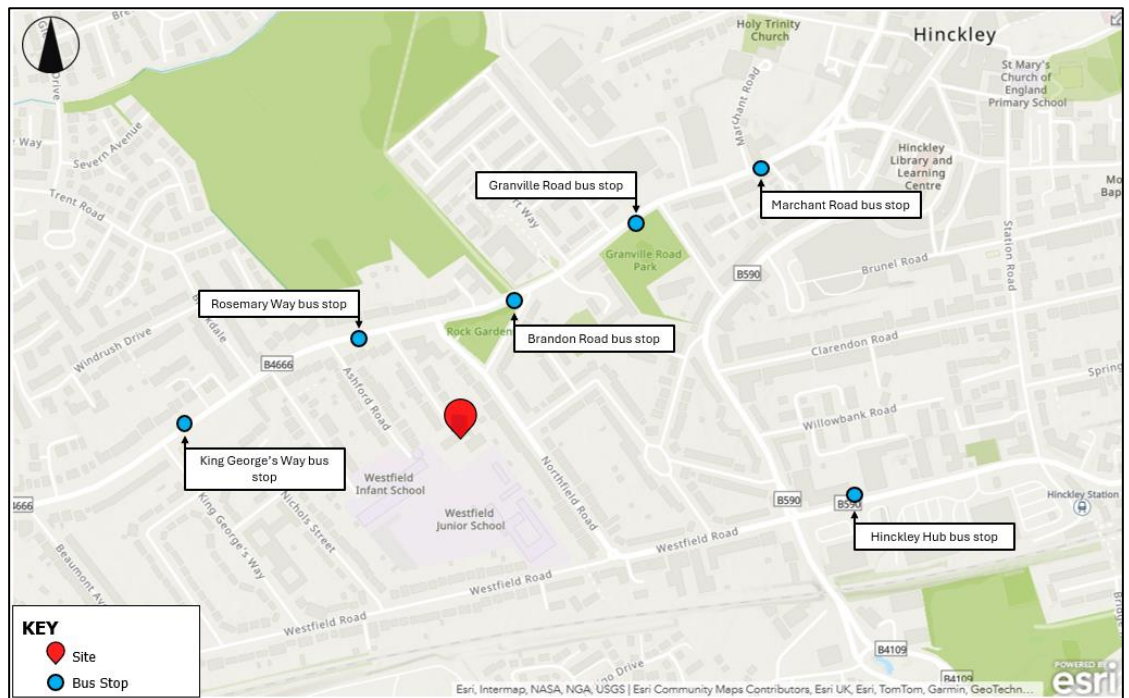


Access by Public Transport

By Bus

- 2.15 The closest bus stops to the site are Rosemary Way, Brandon Road, King George's Way, Granville Road and Marchant Road bus stops, which are all situated on Coventry Road, just North of the site and accessible within a 3–10-minute walk. The bus stop locations within the surrounding area to the site are shown in **Figure 2.4**.

Figure 2.4: Location of Bus Stops relative to the Site



2.16 **Table 2.2** provides a summary of the closest bus routes to the site accessible from all five bus stops located along Coventry Road. These stops are served by bus routes 11, 148 and 158 which offer connections to destinations including Coventry, Nuneaton, Leicester and Greenfinch Road, Hinckley. The daily bus timetables for these routes are accessible online from busmaps.com and arrivabus.co.uk.

Table 2.2: Summary of Local Bus Services					
Bus Stop	Route		Frequency (every 'x' minutes)		
	No.	Destination	Mon-Fri	Sat	Sun
Rosemary Way	11	Greenfinch Rd, Hinckley	30	30	N/A
Brandon Road	148	Coventry	10-62	20-71	60
King George's Way	158	Nuneaton	30-60	30-60	60

2.17 A map of the local bus routes is included as **Appendix C**.

2.18 All three bus stops are provided with a physical bus timetable attached to the bus stop signage. Rosemary Way bus stop is an unsheltered kerbside bus stop, whilst Brandon Road and King George's Way bus stops are provided with shelters and cage markings. King George's Way bus stops are served by laybys.

By Rail

- 2.19 The closest train station to the site is Hinckley train station, located 1.2km (15 minute walk) southeast of the site. The station is served by CrossCountry with regular departures to Leicester and Birmingham as well as services to Cambridge and Stansted Airport.

Method of Travel to Work

- 2.20 The 2011 Census has been used to establish the method of the journey to work for the local workplace population. The 2011 census has been referred to as COVID-19 restrictions may have resulted in travel patterns in 2021 not being representative of usual conditions. The data for the super output area Hinckley and Bosworth 012, in which the site is located, is summarised in **Table 2.3**.

Mode	Number	Percentage
Public transport	116	5%
Taxi	10	0%
Motorcycle, scooter or moped	14	1%
Driving a car or van	1697	69%
Passenger in a car or van	170	7%
Bicycle	62	3%
On foot	402	16%
Total	2471	100%

3 POLICY

National Policy

National Planning Policy Framework

- 3.1 The National Planning Policy Framework (NPPF) was most recently updated in February 2025. It sets out the Government's planning policies for England and how these are expected to be applied.
- 3.2 Paragraph 116 advises that:
- "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."*
- 3.3 Paragraph 117 states that:
- "Within this context, 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."*
- 3.4 When considering the transport effects of a development, NPPF states at paragraph 118 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."*

Hinckley and Bosworth Local Plan 2006 to 2026

3.5 The current Local Plan is comprised of a number of documents including the Core Strategy and Ste Allocations & Development Management Policies DPDs.

3.6 DM17: Highways and Transportation states:

"Development proposals will be supported where they:

a) Seek to make the best use of existing public transport services and, where appropriate, provide opportunities for improving and sustaining the viability of those services;

b) Seek to ensure that there is convenient and safe access for walking and cycling to services and facilities;

c) Demonstrate that there is not a significant adverse impact upon highway safety; and in the case of development that generates significant movement;

d) That the development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised;

e) Where it can be demonstrated that the residual cumulative impacts of development on the transport network are not severe.

Where appropriate, improvements will be required to be undertaken to the highways and transportation network to limit any significant impacts arising from the development (taking into account cost effectiveness).

All proposals for new development and changes of use should reflect the highway design standards that are set out in the most up to date guidance adopted by the relevant highways authority."

3.7 Policy DM18 sets out the expectation with regard to parking standards, stating:

"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."

Leicestershire Highway Design Guide

- 3.8 The Leicestershire Design Guide is the current standard for highway design in Leicestershire, the highway authority for Hinckley. It sets out car and cycle parking standards for new development. The requirements for educational uses are summarised in **Table 3.1**.

Table 3.1: Car and Cycle Parking Standards		
Primary and Secondary Education	Car	Cycle
Staff	1 per staff plus 3	1 space per 20 staff members
Students	Available space off-highway for servicing/ delivery vehicles. Additionally, sufficient drop-off/ pick-up spaces are required off-street to reasonably mitigate impacts on local streets and residential amenity	1 space per 10 students (separate from the staff provision)
Accessible	1 accessible bay or 5% of total capacity, whichever is greater.	

- 3.9 The above standards are given as minimum requirements although in the case of non-residential car parking, the guidance notes that the LHA is likely to accept 95% of the minimum space requirements.

Policy Summary

- 3.10 The overarching aim of transport planning policy is to achieve a pleasant and sustainable environment in which active travel is an attractive choice. Development should be focussed where existing transport opportunities can be utilised and a range of transport modes other than the private car are available.
- 3.11 The site is well located to benefit from existing public transport being a short walk from local bus services. Appropriate on site car parking will be provided. In addition, cycle parking will be provided for staff thereby ensuring a range of travel options are available.

4 DEVELOPMENT PROPOSAL

Proposal Overview

- 4.1 The proposals relate to the change of use of the existing building to F1 education use to allow the site to operate a SEN school catering for up to 75 pupils. The proposals include changes to the car parking layout and provision and installation of cycle parking.
- 4.2 A site layout is included at **Appendix D**.
- 4.3 The school will offer a therapeutic and nurturing educational environment for children with complex social, emotional and mental health needs, autism, and learning difficulties. The service provision will include:
- Individual and family group therapy
 - Family therapy support
 - Cognitive behavioural and attachment-based approaches
 - Embedded therapeutic practices throughout the school.
- 4.4 The focus is on personalised education, helping pupils to engage, grow, and thrive, within a supportive setting.
- 4.5 It is anticipated that the school will open on a phased basis, with the first phase for 30 pupils opening in September 2026, increasing to 60 pupils in September 2027 and finally reaching capacity of 75 pupils in September 2028.
- 4.6 The school will ultimately employ an equivalent of 40 full time staff including, teachers, teaching assistants, administrative and ancillary staff. The final staff numbers will include 38 full time members and four part time members.
- 4.7 The core school hours for pupils will be 0910 to 1440. The school will be open to staff between 0730 and 1700 which will allow for staff to arrive and leave outside of core school hours.

Parking

- 4.8 It is proposed that on-site parking be provided comprising 2 disabled accessible spaces, 33 standard parking bays and three bays for mini-buses. The car park will continue to operate on a one-way basis clockwise with all vehicles entering and exiting via Rosemary Way.
- 4.9 Three sheffield stands, providing six cycle parking spaces, will be provided for staff and visitors. This is in excess of the required cycle parking standards of one space per 20 staff. The stands

will be located within the secure boundary of the site adjacent to the access. Given the nature of the school, no cycle parking provision is included for pupils as it is not expected that pupils will cycle.

Access

- 4.10 It is intended that vehicle access to the site will continue to be via the entrance from Rosemary Way. The access is gated and a separate pedestrian gate is provided at the western side. No changes are proposed at the access and as such no road safety audit is required.
- 4.11 The largest vehicle anticipated to require access to the site would be a refuse vehicle. There is sufficient space within the site to allow a large refuse vehicle to enter and exit the site in forward gear. Swept path analysis has been undertaken using Autotrack which illustrates the typical movements expected for mini-buses and for refuse vehicles. This is included as **Appendix E**.

Deliveries and Servicing

- 4.12 The school is not expected to attract more deliveries than would be experienced for the existing use. Deliveries are anticipated to comprise one food and one school supplies/ stationary delivery per week.
- 4.13 In addition, there are likely to be occasional small deliveries such as online purchases and post. These deliveries are typically undertaken using small Transit type vans.

5 EFFECT OF DEVELOPMENT

Trip Attraction

5.1 In order to consider the effect of the development, a trip attraction exercise has been undertaken.

Previous Use

5.2 The existing building has most recently been in use as a community centre hosting social events, playgroups and classes. In order to establish the likely trips associated with that use, reference has been made to the TRICS database of surveys. The following criteria were applied in selecting appropriate sites to generate trip rates:

- All regions in the database;
- Floor area between 100 and 1,800 square metres;
- Parking provision above 20 spaces.

5.3 There were no weekend surveys available in the database. The sites selected held a range of activities on the survey days including exercise classes, mother and toddler groups and senior social groups. Full details of the TRICS sites selected are included as **Appendix F**.

5.4 The vehicle trip rates derived are summarised in **Table 5.1** alongside the estimated vehicle trips associated with the existing site use.

Time Period	Trip Rates (per 100 square metres community space)			Existing Trips (1,100 square metres)		
	In	Out	2-way	In	Out	2-way
AM (0800 – 0900)	0.857	0.335	1.192	9	4	13
PM (1700 – 1800)	1.14	0.718	1.858	13	8	20
Weekday Daily (0700 – 1900)	8.288	6.932	15.22	91	76	167
Weekday Peak (19:00 - 20:00)	0.679	1.977	2.656	7	22	29

5.5 Applying the established trip rates for the consented use shows that approximately 167 trips can be expected over a 12 hour period on a weekday, with the maximum hourly trips being 29, occurring in the evening.

Proposed School

- 5.6 There are limited representative SEN school sites contained within the TRICS database and as such, the anticipated trip attraction for the proposed school has been calculated based on first principles and operator knowledge.
- 5.7 For staff journeys, reference has been made to Census Travel to Work data obtained from the 2011 Census as described in Section 2.
- 5.8 Given the nature of the school, and the experience of the operator at other sites, it is known that pupils will not use public transport/ active modes to travel to school. All pupils are expected to arrive by car/ taxi contracted for this purpose.
- 5.9 The anticipated journeys by mode for both staff and students is summarised in **Table 5.2**.

Table 5.2: Staff and Pupil Trips by Mode				
Mode	Staff (40 staff)		Pupils (75)	
	Percentage	Trips	Percentage	Trips
Public transport	5%	1		
Taxi	0%	0	100%	75
Motorcycle, scooter or moped	1%	0		
Driving a car or van	69%	27		
Passenger in a car or van	7%	3		
Bicycle	3%	1		
On foot	16%	7		
Total	100%	40	100%	75

- 5.10 It can be seen that 30 cars associated with staff travel can be expected with the majority of these remaining on site for the day. Pupil trips are expected to be undertaken by taxi with journeys shared between pupils. Based on the operator experience at other sites a taxi occupancy of 2.5 pupils per taxi is expected. This results in 30 taxis arriving and departing the school in the peak drop-off and pick-up period.
- 5.11 Staff arrivals and departures will occur before or after drop-off and pick-up. The maximum number of vehicles arriving in any hour is expected to be 30.

Change in Traffic

- 5.12 Hourly and daily flows for the existing and proposed situation are compared in **Table 5.3**. This demonstrates that while there will be an increase in traffic at certain times of the day i.e. pick-up, this occurs outside of standard network peak hours. Furthermore, the total two-way traffic as a result of the change of use is expected to be minimal over the course of a day.

Time Period	Existing	Proposed
0700 – 0800	5	30
0800 – 0900	13	30
0900 - 1000	18	30
1400 – 1500	11	60
1500 – 1600	15	15
1700 – 1800	20	15
1900 – 2000	29	0
0700 – 1900	167	180

- 5.13 On the basis of the foregoing, it is not considered that the change of use will have a noticeable effect on the operation of the local highway network.

Parking

- 5.14 The proposed site layout includes formalisation of the existing arrangement which accommodates up to 70 cars (some double parked). The revised layout will provide 35 car parking spaces, of which two will be disabled accessible, and three spaces for mini-buses. Whilst this is less than 95% of the minimum provision as indicated by standards (1 space per staff plus 3 = 43 x 95% = 41 spaces), it is considered to be appropriate in this location, close to the town centre and public transport. The proposed provision is sufficient to accommodate the anticipated demand for staff parking based on the Travel to Work data obtained from the Census.

Drop-off/ Pick-up

- 5.15 All pupils are expected to travel to and from school in taxis/ mini-bus. In planning taxi travel to the school, the home location of pupils will be used to plan shared journeys. An average pupil occupancy of 2.5 pupils per vehicle is considered a reasonable reflection based on the operator's knowledge of other schools. This results in an anticipated 30 taxis arriving and departing during the drop-off and pick-up periods.
- 5.16 It is proposed that the car park will operate a one-way system. Given the early arrival time of staff to the school, it is expected that all staff will be parked on site prior to drop-off and after pick-up periods. Taxis arriving to drop-off or collect pupils will be able to queue within the site and, while it is considered unlikely that all taxis would be on site at the same time, there is capacity within the site to accommodate this.

6 SUMMARY AND CONCLUSION

Summary

- 6.1 TTP Consulting has been appointed by Hopedale Children and Family Services Limited to prepare this Transport Statement with regard to the application for change of use of the existing building to allow it to be used as a SEN school.
- 6.2 This Transport Statement has demonstrated that:
- The site is accessible by a range of transport modes including walking, cycling and public transport;
 - Three sheffield stands, providing six cycle parking spaces will be provided adjacent to the site access;
 - The proposals include a rationalisation of on-site car parking to provide 35 car parking spaces, including two disabled accessible, and three mini-bus parking bays.
 - Sufficient capacity is provided to allow the anticipated drop-off and pick-up vehicles to be accommodated within the site; and,
 - The largest anticipated vehicle that will need to access the site is a refuse which will be able to enter and exit in forward gear.

Conclusion

- 6.3 The proposed scheme is consistent with relevant transport planning policy guidance and will not give rise to any material transport related impacts. It therefore meets the test of the NPPF and paragraph 116, which states that:

"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."

Appendix A

Correspondence from Leicestershire County Council

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

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

APPLICATION DETAILS

Planning Application Number: 25/00566/FUL

Highway Reference Number: 2025/0566/04/H

Application Address: Westfield Community Centre Rosemary Way Hinckley Leicestershire LE10 0LN

Application Type: Full

Description of Application: Change of use from a community facility (Use Class F2) to a Special Educational Needs (SEN) school falling within Use Class F1 (Learning and Non-Residential Institutions)

GENERAL DETAILS

Planning Case Officer: Matt Jedruch

Applicant: Mrs Sarah Deaville

County Councillor: St Marys ED - Cllr Stuart Bray

Parish:

Road Classification: Adopted Unclassified

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

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

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) have been consulted by the Local Planning Authority (LPA) on a proposed change of use application from community facility (Use Class F2) to a Special Educational Needs (SEN) school falling within Use Class F1 (Learning and Non-Residential Institutions) at Westfield Community Centre, Rosemary Way, Hinckley.

The LHA note at the outset that minimal transport information has been submitted in support of the application.

As per Table 1 of the Leicestershire Highway Design Guide (LHDG) available at www.leicestershirehighwaydesignguide.uk/, the LHA would expect to see the production of a Transport Statement (TS) and Travel Plan (TP) to support an application of this scale i.e. 75 children and 40 FTE staff.

In providing these observations, the LHA have reviewed the following submitted documents:

- 'Planning Statement - Westfield Community Centre SEN School' document;
- ARM Designs 'Existing Floor Layout Plan, Elevations Of Timber Outbuilding And Site Plan' drawing (reference A R M 2509/EX/02) – dated 7th July 2025;
- ARM Designs 'Existing Ground And First Floor Layout Plans And Elevations' drawing (reference A R M 2509/EX/01) – dated 3rd July 2025; and
- Application Form.

Site Access

The LHA note that no details have been provided regarding the existing shared surface access that fronts the turning head of Rosemary Way.

Rosemary Way is an adopted unclassified road, not weight restricted but subject to a 30mph speed limit imposed by street lighting though speeds are expected to be lower at the site frontage which is at the end of a turning head.

Typically, the LHA would expect to see a 6.0m wide access with minimum control radii of 6.0m in accordance with Table 15 of the LHDG. The LHA would advise that swept-path analysis is undertaken with the largest vehicle likely e.g. refuse vehicle and / or minibus to access the site to inform the access design.

As part of any application, the Applicant will need to demonstrate a safe and suitable access to the site can be achieved.

A safe and suitable access designed in accordance with the LHDG should be provided and a satisfactory Stage 1 Road Safety Audit (RSA) and Designer's Response will be required to accompany it.

Highway Safety

An assessment of Personal Injury Collisions (PICs) should be undertaken based on data for the most recently available five-year period and be provided by Leicestershire County Council (LCC). PIC data can be obtained from our Network Data and Intelligence team by contacting rtcddata@leics.gov.uk. The study area should be a minimum of 500m from the proposed site access.

Trip Generation

The LHA note that the site seeks to provide a Special Educational Needs (SEN) school with 40 staff supporting 75 children aged 5 to 16.

The LHA request that a trip generation exercise is completed for the use type of the development in order to determine the likely number of two-way trips during the AM (08:00-09:00) and PM (17:00-18:00) peak weekday periods and for the weekend peak. The trip generation should be a comparative exercise with the extant use type to assess whether there will be in an increase in two-way trips between the existing site and proposed development.

Internal Layout

The existing site is stated to provide parking for 40 vehicles.

The LHA note that vehicular parking for the site should accord with Table 29(b) of the LHDG.

Cycle parking should also be provided and demonstrated to accord with Table 27 of the LHDG.

The Applicant should also provide details regarding the delivery and servicing of the site and demonstrate swept-path analysis for refuse collection.

Transport Sustainability

As part of the revised submission included within the TS and TP, should be a sustainability section reviewing walking, cycling and public transport facilities.

Date Received
1 August 2025

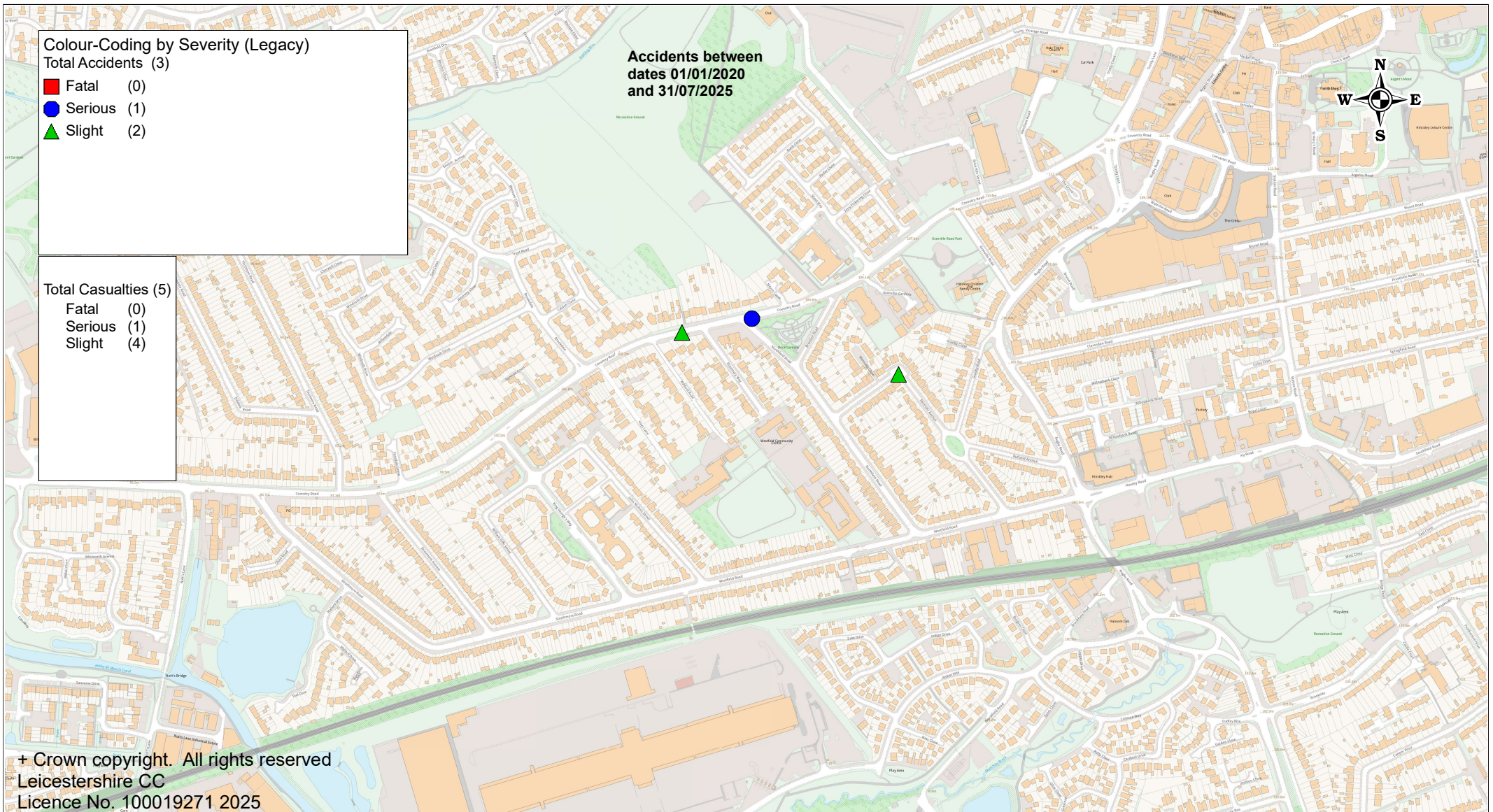
Case Officer
Dan Green

Reviewer
DH

Date issued
27 August 2025

Appendix B

Personal Injury Accident Data



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SCALE

1 : 7560

DATE

09/10/2025

DRAWING No.

DRAWN BY



TTP Coventry Road Hinckley

Accidents between dates 01/01/2020 and 31/07/2025 (67) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2025 ("TTP Coventry Road Hinckley 09.10.2025")

Selected Polygon:TTP Coventry Road Hinckley 09.10.2025

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202000786	06/10/2020	442095	293415	Fine without high winds	Wet/Damp	Daylight	Slight	1700

Location: MEREVALE AVENUE HINCKLEY OUTSIDE NUMBER 27.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead but held up	SE	SW
Car	Not at, or within 20M of Jct	Going ahead right bend	SW	SE

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates **01/01/2020** and **31/07/2025** (67) months

Selection: **Notes:**

; Refined using Accidents within selected Polygons -Data Requests 2025 ("TTP Coventry Road Hinckley 09.10.2025")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202300558	08/07/2023	441785	293475	Fine without high winds	Dry	Darkness: street lights present and lit	Slight	0130

Location: B5366 COVENTRY ROAD HINCKLEY EXACT LOCATION NOT GIVEN.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead other	E	W
Van / Goods 3.5 tonnes mgw and under	Not at, or within 20M of Jct	Parked	Parked	Parked

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202300561	09/07/2023	441885	293495	Fine without high winds	Dry	Daylight	Serious	1515

Location: B5366 COVENTRY ROAD HINCKLEY JW NORTHFIELD ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving main road	Turning right	W	SE
Car	Mid Junction - on roundabout or main road	Going ahead other	E	W

Casualties:

Class	Severity
Driver / Rider	Serious
Driver / Rider	Slight

Accidents between dates **01/01/2020 and 31/07/2025** (67) months

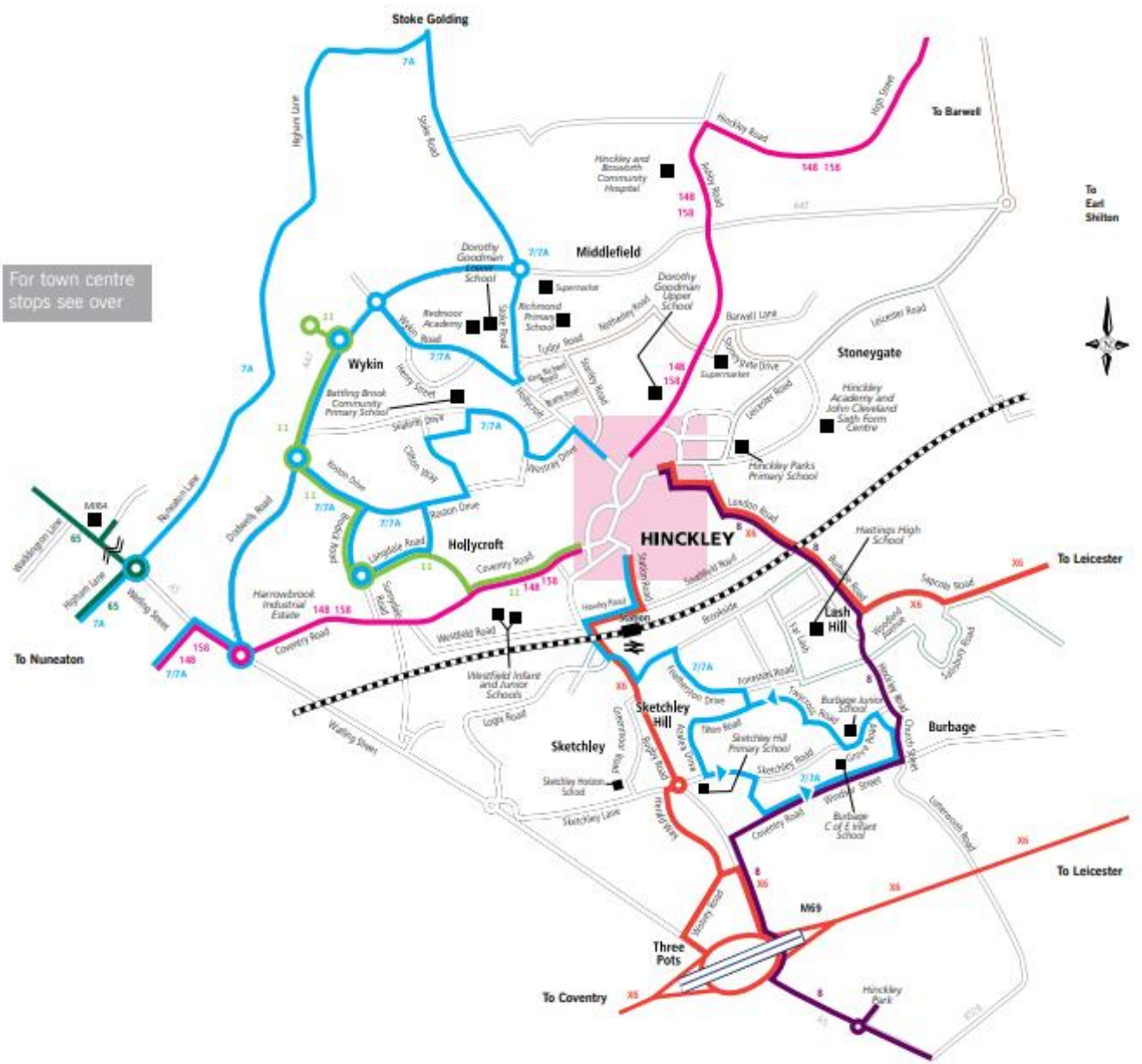
Selection: **Notes:**

; Refined using Accidents within selected Polygons -Data
Requests 2025 ("TTP Coventry Road Hinckley 09.10.2025")



Number of records in selection: **3**

Appendix C

Hinckley Bus Route Map



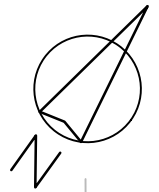
For town centre stops see over

 Railway Line
 Services operate in direction shown

Map not to scale

Appendix D

Proposed Site Layout

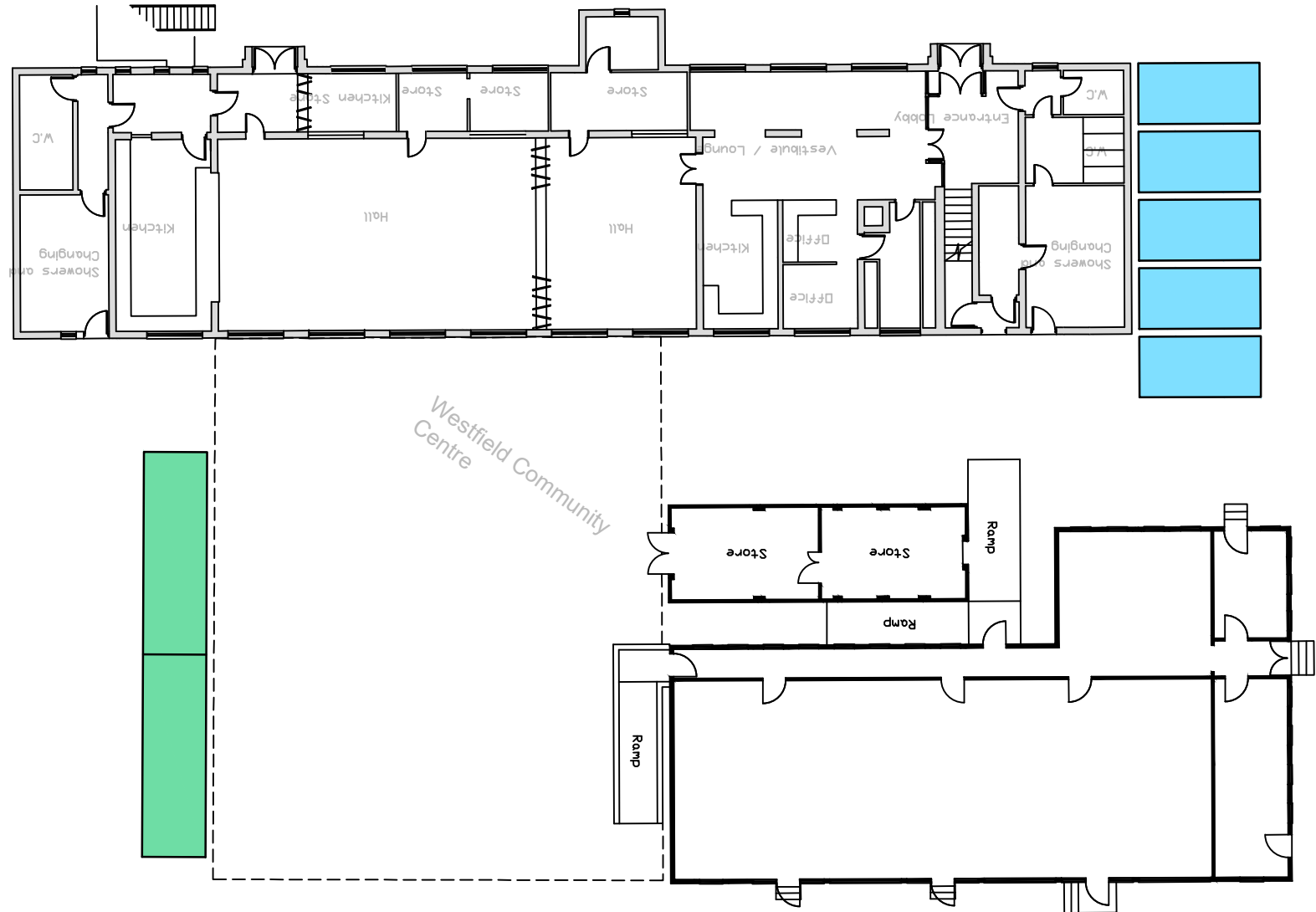


SHEFFIELD BIKE STANDS (3 No.)

ROSEMARY WAY

20

19



Westfield Community Centre

Rev	Details	Drawn	Checked	Date
A	Parking layout revised	MG	SG	07.10.25

KEY :

	PERPENDICULAR BAY 2.4 x 4.8m (15 No.)
	PARALLEL PARKING BAY 2.4 x 6.0m (18 No.)
	MINI BUS PARKING BAY 2.4 x 6.0m (3 No.)
	DISABLED ACCESSIBLE BAY 2.4 x 4.8m PLUS 1.2m ACCESS STRIP (2 No.)

Client
Hopedale Children and Family Services Limited

Project
Westfield SEN

Drawing Title
Proposed Parking Arrangement

Scale	1:250	Size	A3
Drawn	MG	Checked	19.09.25
Checked	SG	Checked	19.09.25



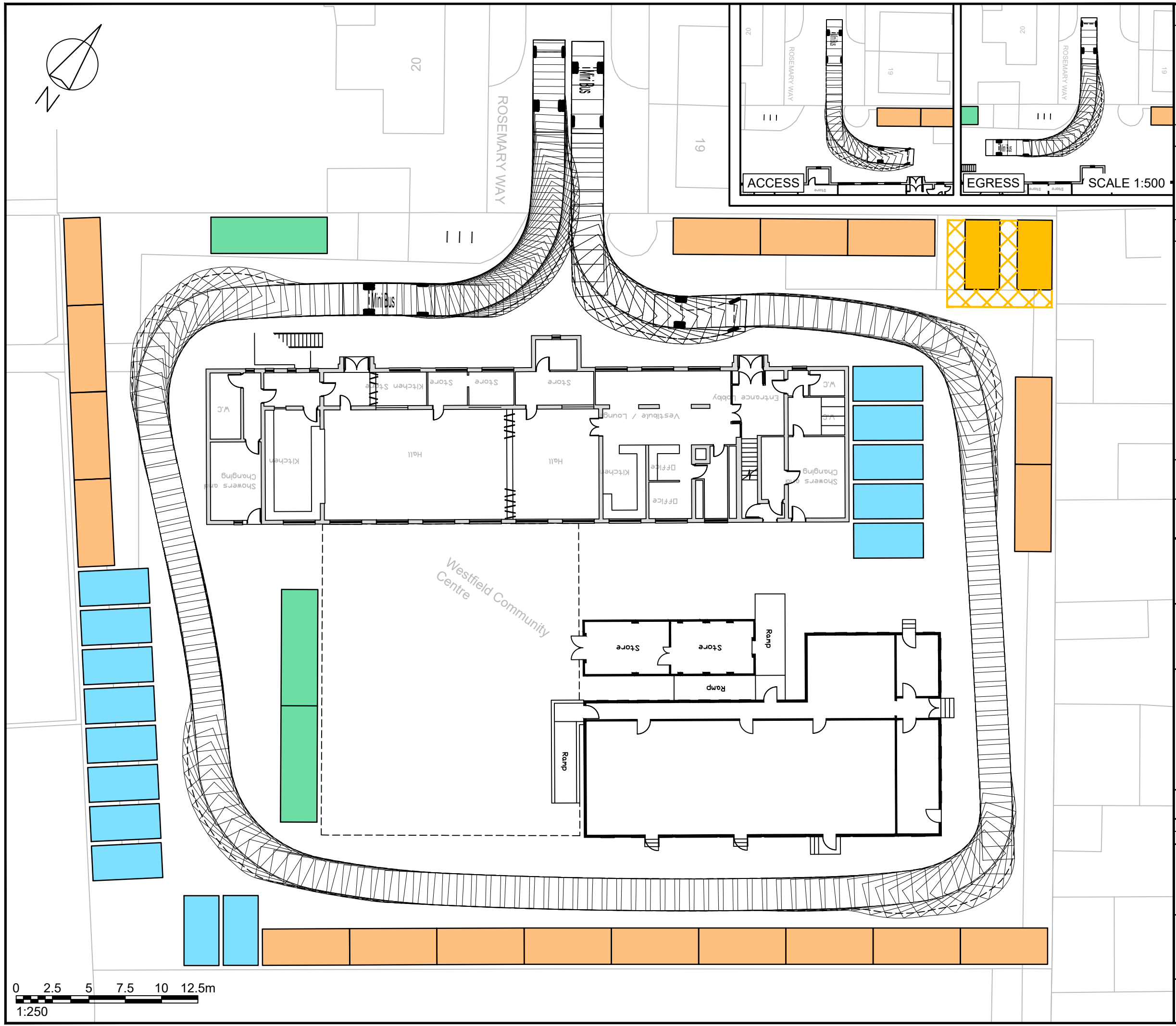
27 Beak Street
London
W1F 9RU
Tel. No. 0207 1000 753

Drawing Number	2025-5484-002	Rev	A
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Appendix E

Swept Path Analysis

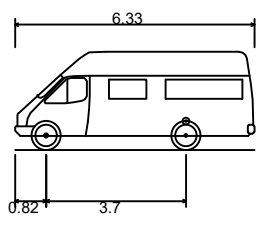


Rev	Details	Drawn	Checked	Date
...

NOTES:

- Do not scale from this drawing.
- This drawing to be read & printed in colour.
- This drawing is for illustrative purposes only, and not for construction.

6.33m Minibus



Overall Length	6.330m
Overall Width	2.192m
Overall Body Height	2.601m
Min Body Ground Clearance	0.374m
Track Width	2.192m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.450m

	FORWARD MOVEMENTS (design speed - 5kph)
	REVERSE MOVEMENTS (design speed - 2.5kph)

Client
Hopedale Children and Family Services Limited

Project
Westfield SEN

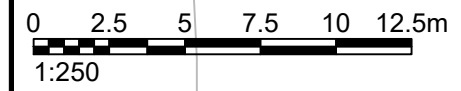
Drawing Title
**Vehicle Swept Path Analysis
6.3m Minibus**

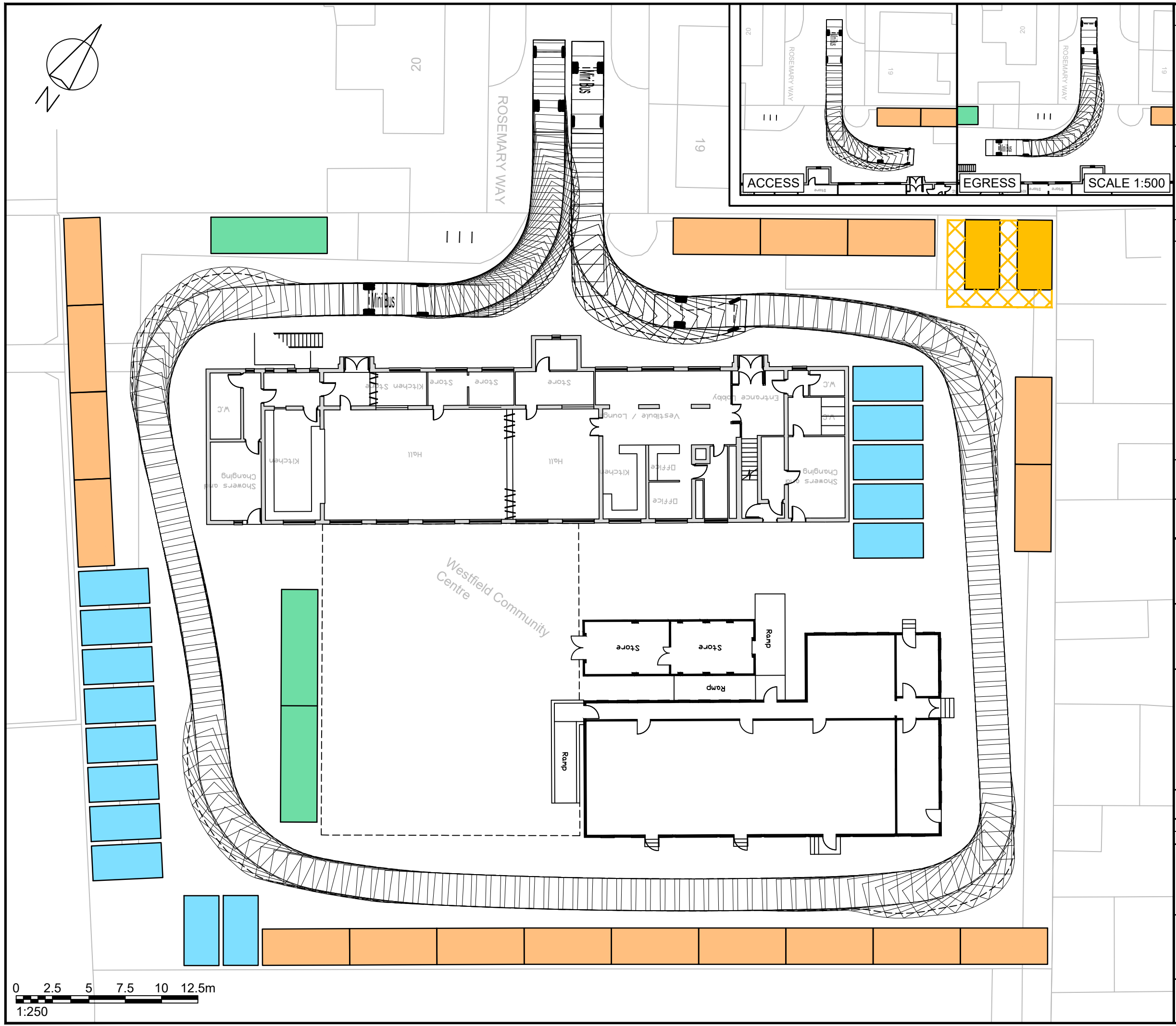
Scale	As shown	Size	A3
Drawn	MG	08.10.25	
Checked	SG	0810.25	



27 Beak Street
London
W1F 9RU
Tel. No. 0207 1000 753

Drawing Number	2025-5484-TR05	Rev	...
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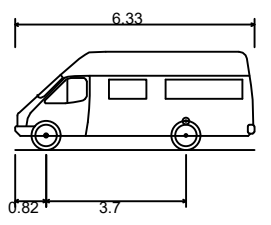


Rev	Details	Drawn	Checked	Date
...

NOTES:

- Do not scale from this drawing.
- This drawing to be read & printed in colour.
- This drawing is for illustrative purposes only, and not for construction.

6.33m Minibus



Overall Length	6.330m
Overall Width	2.192m
Overall Body Height	2.601m
Min Body Ground Clearance	0.374m
Track Width	2.192m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.450m

	FORWARD MOVEMENTS (design speed - 5kph)
	REVERSE MOVEMENTS (design speed - 2.5kph)

Client
Hopedale Children and Family Services Limited

Project
Westfield SEN

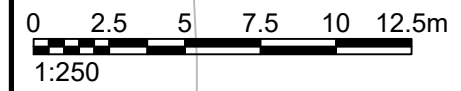
Drawing Title
**Vehicle Swept Path Analysis
6.3m Minibus**

Scale	As shown	Size	A3
Drawn	MG	08.10.25	
Checked	SG	0810.25	



27 Beak Street
London
W1F 9RU
Tel. No. 0207 1000 753

Drawing Number	2025-5484-TR05	Rev	...
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Appendix F

TRICS Output

Audit Code: 6a17b97a-d553-4014-9ffb-ebeaa9a5a41a

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE

Category: Q - COMMUNITY CENTRE

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 day
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 day
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 day
09	NORTH		
	TW	TYNE & WEAR	1 day
13	MUNSTER		
	TI	TIPPERARY	1 day

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



Audit Code: 6a17b97a-d553-4014-9ffb-ebeaa9a5a41a

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	100 to 1800 (units:sqm)
Range Selected by User:	100 to 1800 (units:sqm)
Parking Spaces Range:	20 - 70

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 23/04/24

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

Selected survey days:

Friday	1 days
Thursday	3 days
Tuesday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	6
Direction ATC Count	0

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

Selected Locations:

Edge of Town	2 days
Edge of Town Centre	1 days
Neighbourhood Centre (PPS6 Local Centre)	2 days
Suburban Area (PPS6 Out of Centre)	1 days

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

Selected Location Sub Categories:

High Street	1 days
No Sub Category	1 days
Residential Zone	4 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	5 days
Servicing vehicles Included	1 days

Audit Code: 6a17b97a-d553-4014-9ffb-ebeaa9a5a41a

Secondary Filtering Selection:

Use Class:

F2(b) 6 surveys

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

Population within 500m Range:

0 - 0

Population within 1 mile:

10,001 to 15,000	1 surveys
15,001 to 20,000	2 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	2 surveys

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

Population within 5 miles:

125,001 to 250,000	1 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	1 surveys
5,001 to 25,000	1 surveys
50,001 to 75,000	2 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	3 surveys
1.1 to 1.5	3 surveys

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

Audit Code: 6a17b97a-d553-4014-9ffb-ebeaa9a5a41a

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 6 surveys

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

PTAL Rating:

No PTAL Present 6 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: 6a17b97a-d553-4014-9ffb-ebeaa9a5a41a

1 HIGH STREET CAMBOURNE Edge of Town Centre High Street Site area: 0.37 hect Survey date: Thursday 07/06/2018	CA-07-Q-02	COMMUNITY CENTRE	CAMBRIDGESHIRE	Survey Type: Manual
2 MOODY STREET STANDISH Edge of Town Residential Zone Site area: 0.0668 hect Survey date: Thursday 28/04/2022	GM-07-Q-01	COMMUNITY CENTRE	GREATER MANCHESTER	Survey Type: Manual
3 SHUTE ROAD CATTERRICK GARRISON Neighbourhood Centre (PPS6 Local Centre) No Sub Category Site area: 0.1 hect Survey date: Wednesday 10/05/2017	NY-07-Q-01	COMMUNITY CENTRE	NORTH YORKSHIRE	Survey Type: Manual
4 ORMOND DRIVE NENAGH TYONE Edge of Town Residential Zone Site area: 0.07 hect Survey date: Thursday 13/10/2022	TI-07-Q-01	COMMUNITY CENTRE	TIPPERARY	Survey Type: Manual
5 ASKEW ROAD W GATESHEAD TEAMS Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.33 hect Survey date: Friday 24/05/2019	TW-07-Q-03	COMMUNITY CENTRE	TYNE & WEAR	Survey Type: Manual
6 PRIOR DERAM WALK COVENTRY CANLEY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Site area: 0.1 hect Survey date: Tuesday 18/10/2022	WM-07-Q-01	COMMUNITY CENTRE	WEST MIDLANDS	Survey Type: Manual

Audit Code: 6a17b97a-d553-4014-9ffb-ebeaa9a5a41a

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	1	270	0.000	0.000	0.000
07:00-08:00	4	444	0.451	0.000	0.451
08:00-09:00	6	448	0.857	0.335	1.192
09:00-10:00	6	448	0.968	0.633	1.601
10:00-11:00	6	448	0.708	0.708	1.416
11:00-12:00	6	448	0.484	0.894	1.378
12:00-13:00	6	448	0.484	0.484	0.968
13:00-14:00	6	448	0.484	0.447	0.931
14:00-15:00	6	448	0.410	0.559	0.969
15:00-16:00	6	448	0.745	0.633	1.378
16:00-17:00	5	474	0.507	0.718	1.225
17:00-18:00	5	474	1.140	0.718	1.858
18:00-19:00	4	405	1.050	0.803	1.853
19:00-20:00	4	405	0.679	1.977	2.656
20:00-21:00	3	450	0.000	0.593	0.593
21:00-22:00	1	160	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			8.967	9.502	18.469

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

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

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Audit Code: 6a17b97a-d553-4014-9ffb-ebeaa9a5a41a

Parameter Summary:

Trip rate parameter range selected:	100 - 1800 (units: sqm)
Survey date date range:	10/05/2017 - 18/10/2022
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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