



ENGINEERING

Highways Statement

**For the Proposed Replacement of the Existing Dwelling at
Basin Bridge Bungalow, Basin Bridge Farm,
Hinkley Lane, Hingham on the Hill, Leicestershire, CV13 6JL
And Relocation of the Existing Access West by 10m**

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3065 – HS April 2023

Highways Statement
For the Proposed Replacement of the Existing Dwelling at
Basin Bridge Bungalow, Basin Bridge Farm,
Hinkley Lane, Hingham on the Hill, Leicestershire, CV13 6JL
And Relocation of the Existing Access West by 10m

1 Introduction

- 1.1 MTC Engineering (Cambridge) Limited has been asked to provide a Highways Statement in relation to the proposed replacement of the existing dwelling at Basin Bridge Bungalow, Basin Bridge Farm, Hinkley Lane, Hingham on the Hill, Leicestershire, CV13 6LJ and relocation of the existing bungalow (and wider site) access approximately 10m west of the existing access on behalf of Mr R Sheppard.
- 1.2 A Transport Assessment or Transport Statement is not required under Paragraph 113 of the National Planning Policy Framework unless a development will generate a significant number of movements, which is clearly not the case in relation to the proposed works which involve the replacement of an existing dwelling only thus will be essentially neutral from a traffic impact.
- 1.3 However, in this instance it is considered appropriate to provide a Highways Statement primarily relating to the proposed site access improvements, and detailing information including speed survey data alongside the existing and proposed visibility from the site access in order to demonstrate that the proposal is acceptable and that the upgraded access represents improvements when compared against the existing access and that this will therefore provide an overall benefit in highways terms associated with the proposal.

2 Site Description, Existing Traffic Generation, and Access

- 2.1 The site lies on the northern side of Hinkley Lane, immediately west of the Ashby de la Zouch Canal, as shown on the Site Location Plan provided in Appendix 1.
- 2.2 The site is currently occupied primarily by a grass paddock area in which an existing bungalow is situated in the northwestern corner, with some metal containers and scrap also present on the site as shown on the survey provided in Appendix 2.
- 2.3 The access track to the existing bungalow runs along the western edge of the site, and provides access to a number of agricultural buildings/barns immediately north of the existing bungalow along with an area of hardstanding for turning/maneuvering and external storage, along with providing an access to the adjacent agricultural land to the north of Hinkley Lane and west of Ashby de la Zouch Canal. An existing site plan is included in Appendix 3.
- 2.4 As such the existing site access currently takes traffic from the existing dwelling at the site and the agricultural traffic from the adjacent buildings and land which can include larger vehicles such as tractor and trailers and articulated vehicles.
- 2.5 Hinkley Lane is currently subject to a 60mph speed limit in the vicinity of the site, with no street lighting or footways present. The crest of the bridge over the Ashby de la Zouch Canal is about 45m east of the tie in of the eastern radii of the existing site access to Hinkley Lane, with the level at the crest of the bridge being approximately 3m higher than the level of Hinkley Lane at the site access before then falling again in an easterly direction past the crest.
- 2.6 Hinkley Lane is generally about 5m wide in the vicinity of the site, but narrows to the east towards the bridge over the Ashby de la Zouch Canal which has a carriageway width of about 3.6m.

- 2.7 As such whilst Hinkley Lane is subject to a 60mph speed limit, the narrow nature of parts with horizontal deflections which obstructs visibility for vehicles traversing the stretch, with other sections having restricted visibility due to the vegetation and hedgerows together with bends which restrict forward visibility from a horizontal perspective, vehicle speeds along Hinkley Lane in the vicinity of the site access are in fact significantly lower than 60mph.
- 2.8 Two speed surveys have therefore been undertaken in the vicinity of the site access, with full copies of the results provided in Appendix 4. The first of these was undertaken to the east of the site, at the approximate extent of existing visibility to the east from the access/just on the western side of the bridge over the Ashby de la Zouch Canal.
- 2.9 This survey showed the 85th percentile speed of vehicles travelling in a westbound direction approaching the site access to be just 26.6mph (42.8kph), thus less than half the posted speed limit. From the level of 95.01m AOD on the survey at the western edge of the bridge to the level of 93.16m AOD at the edge of the site access, which are at a distance of about 40m, the average downgrade towards the site along this stretch is approximately 0.04625/4.5% or 1 in 21.6.
- 2.10 The second survey was undertaken to the west of the site access, at the approximate Apex of the bend in Hinkley Lane, past which a visibility shadow would start to occur on the inside of the bend from the site access.
- 2.11 This showed the 85th percentile speed of vehicles travelling in a westbound direction approaching the site access to be just 36.4mph (58.6kph), thus less than two thirds posted speed limit. From the level of 96.22m AOD at the apex of the bend to the west on the survey to the level of 93.16m AOD at the centre of the site access, which are at a distance of about 115m, the average downgrade towards the site along this stretch is approximately 0.02661/2.7% or 1 in 37.6.

- 2.12 Visibility required from the site access has been calculated in accordance with Manual for Streets 2 (MfS2), which provides guidance for roads where characteristics fall into the area between that covered by Manual for Streets (MfS) or the Design Manual for Roads and Bridges (DMRB).
- 2.13 This states that the same visibility equation is used for calculating visibility under both MfS and the DMRB, which is that the Stopping Site Distance $SSD = vt + v^2/2(d+0.1a)$, however DMRB and MfS equations are based upon different value parameters for deceleration rates and driver reaction times. A 2.4m distance should then be added to splays to allow for bonnet length.
- 2.14 Guidance provided under MfS2 confirms that this should be determined based solely upon vehicle speeds, and that where 85th percentile speeds are below 60kph MfS parameters should be used, whilst at speeds above 60kph DMRB parameters should be used. As both 85th percentile speeds have been measured as less than 60kph MfS parameters which are appropriate, being a driver's reaction time (t) of 1.5 seconds, with a deceleration rate (d) of 0.45g for light vehicles and of 0.375g for all vehicles (including OGV1/bus/OGV2).
- 2.15 Based upon the above formulae, and using the 42.8kph speed and gradient (a) of -4.5% for vehicles approaching from the east, for light vehicles a 38m visibility splay is required whilst for all vehicles a 42m splay is required to the east of the site access.
- 2.16 Based upon the above formulae, and using the 58.6kph speed and gradient (a) of -2.7% for vehicles approaching from the west, a 59m visibility splay is required for light vehicles, whilst for all vehicles a 66m splay is required to the west from the site access.
- 2.17 An X distance setback of 2.4m is considered appropriate for a private access such as this, and as shown by the existing drawing which includes visibility splays provided in Appendix 5 whilst the 66m splay appropriate for all vehicles can be achieved to the west the vegetation present to the east restricts visibility in this direction to just 17m, thus less than half that required based upon approaching vehicle speeds.

- 2.18 In addition to existing visibility issues to the east from the existing site access, there are also issues with the larger vehicles entering and exiting the current access as demonstrated by the articulated vehicle tracking included in Appendix 5, which shows overrun onto the verge opposite the existing access is required for larger vehicles entering/exiting from the east (evidence of which can also be seen on Google Street View), whilst vehicles can only exit easily to the west but when entering from the west would significantly overrun into the field internally to avoid the existing gate posts.
- 2.19 There are no further significant features or issues with the existing site access relevant to the proposed development.

3 The Proposed Development, Traffic Generation, and Access Improvements

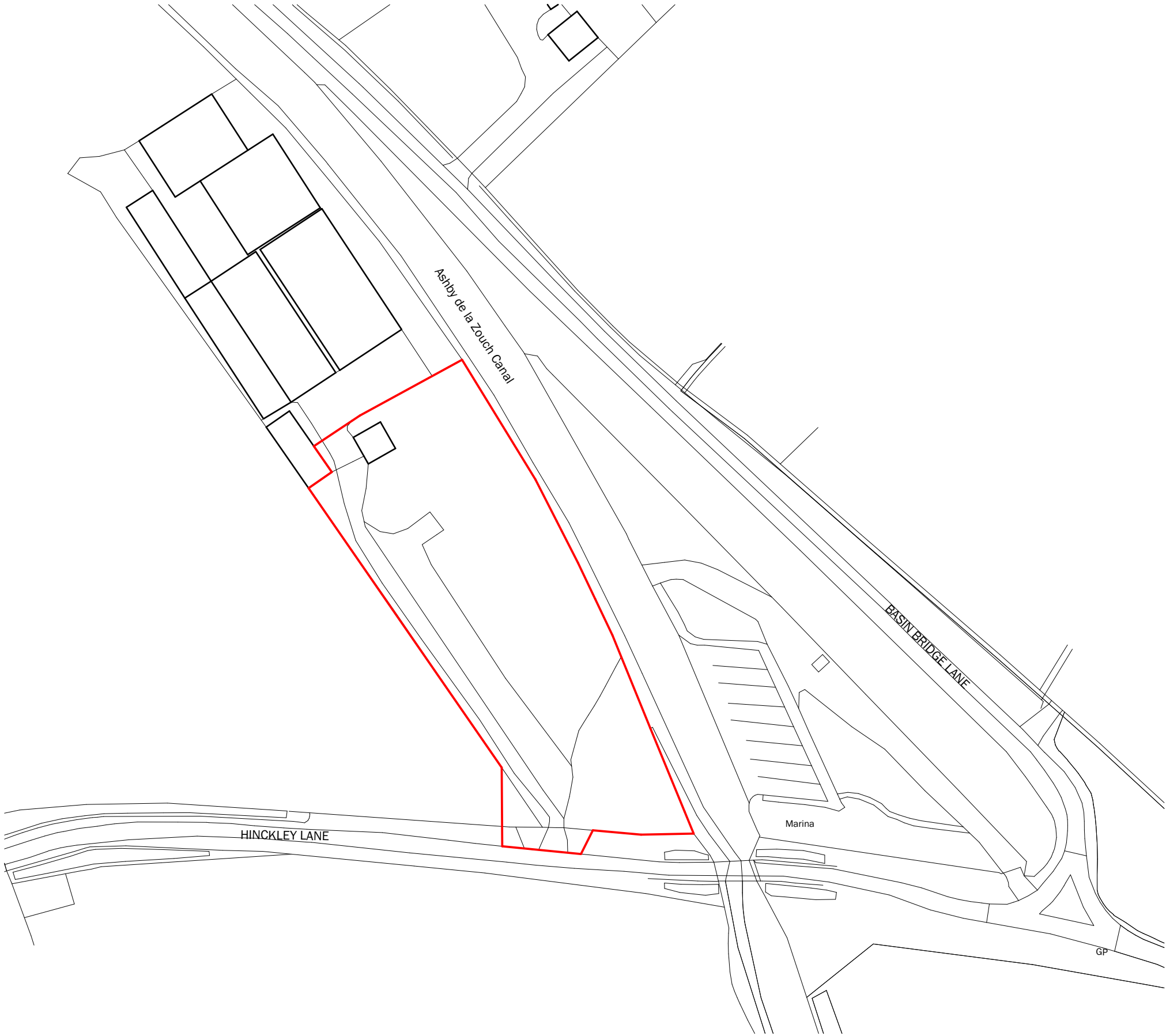
- 3.1 The proposed development involves the replacement of the existing bungalow at the site with a new dwelling, as shown on the proposed site layouts provided in Appendix 6. As part of the works, the existing access will also be upgraded to improve access for existing vehicles travelling to/from the agricultural buildings and adjacent agricultural land to the dwelling.
- 3.2 Given that the dwelling is the only aspect of the proposed development/planning application that would actually generate any actual traffic, and that it is a replacement rather than a 'new' dwelling, the existing and proposed levels of traffic associated with the residential use will be the same.
- 3.3 The proposed development does not include any change of use for other existing buildings that use the access, or impact upon the use of land in the area which uses the existing access, thus will have no impact upon either the number or size of vehicles traversing the existing access, or any impact upon the wider highway network.
- 3.4 Given that there will be nil detriment from a traffic perspective, access upgrades are not technically required. However, given the existing issues with the current site access detailed in Section 2 the Applicant wishes to improve the existing situation.
- 3.5 Therefore as part of the works the existing site access will be relocated approximately 10m west (to the location of the existing field gate which is not currently used) and widened to 7m. This will firstly provide better alignment for vehicles entering/exiting from Hinkley Lane, secondly allow the visibility splay of 42m calculated in Paragraph 2.15 to be achieved in an easterly direction (whilst maintaining the 66m splay to the west), and also resolve current overrun issues with larger vehicles.
- 3.6 A dimensioned plan showing the upgraded site access is included in Appendix 7, including the proposed/required visibility plays based upon vehicle speeds and tracking of articulated vehicles entering and exiting the access with no overrun.

4 Conclusion

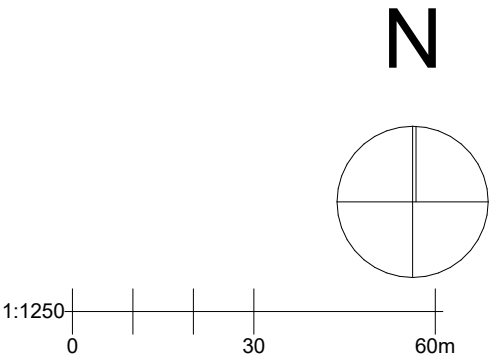
- 4.1 The proposal involves the proposed replacement of the existing dwelling at Basin Bridge Bungalow, Basin Bridge Farm, Hinckley Lane, Higham on the Hill, and relocation of the existing site access approximately 10m west of the existing access.
- 4.2 As the replacement of an existing dwelling with a new dwelling, with no further alterations or change of use being applied for relevant to the other existing buildings or associated agricultural lane, the proposal will have no impact upon either the volume or size of vehicles entering/existing the site from Hinckley Lane or upon the wider highway network.
- 4.3 A number of issues have however been identified with the existing access, both in terms of substandard visibility to the east based upon surveyed vehicle speeds, and the overrun of verge areas by larger articulated vehicles and agricultural vehicles that currently use the access.
- 4.4 Whilst not necessary, due to there being no increase in movements associated with the proposal, the applicant does also wish to improve the situation with the existing access by moving this approximately 10m west of the existing access and widening to 7m width.
- 4.5 This will be improving the alignment to Hinckley Road thereby allowing larger vehicles to enter and exit the site without overrunning the verge or elsewhere and will also allow the 2.4m by 66m visibility splay to be provided to the east of the site access as calculated in accordance with surveyed vehicle speeds in Section 2.
- 4.6 As such the proposed development is considered to offer significant improvements when compared with the existing access to Hinckley Road, with no detrimental impacts.
- 4.7 Therefore, there are no transport or highway safety related grounds on which to object to the proposed replacement of the existing dwelling at Basin Bridge Farm and relocation and improvement of the existing site access approximately.

APPENDIX 1

SITE LOCATION PLAN



Issue Status			
Preliminary			
This drawing is copyright. Only figured dimensions to be worked to.			
Revision		Drawn	Check
A	First Issue	CR	AD
		Date	
		10.10.22	



client		
Sheppard		
project		
Basin Bridge Farm, Stoke Golding Proposed Replacement Dwelling		
drawing		
Location Plan		
date	10.10.22	scale
drawn	CR	1:1250 @ A3
check	AD	



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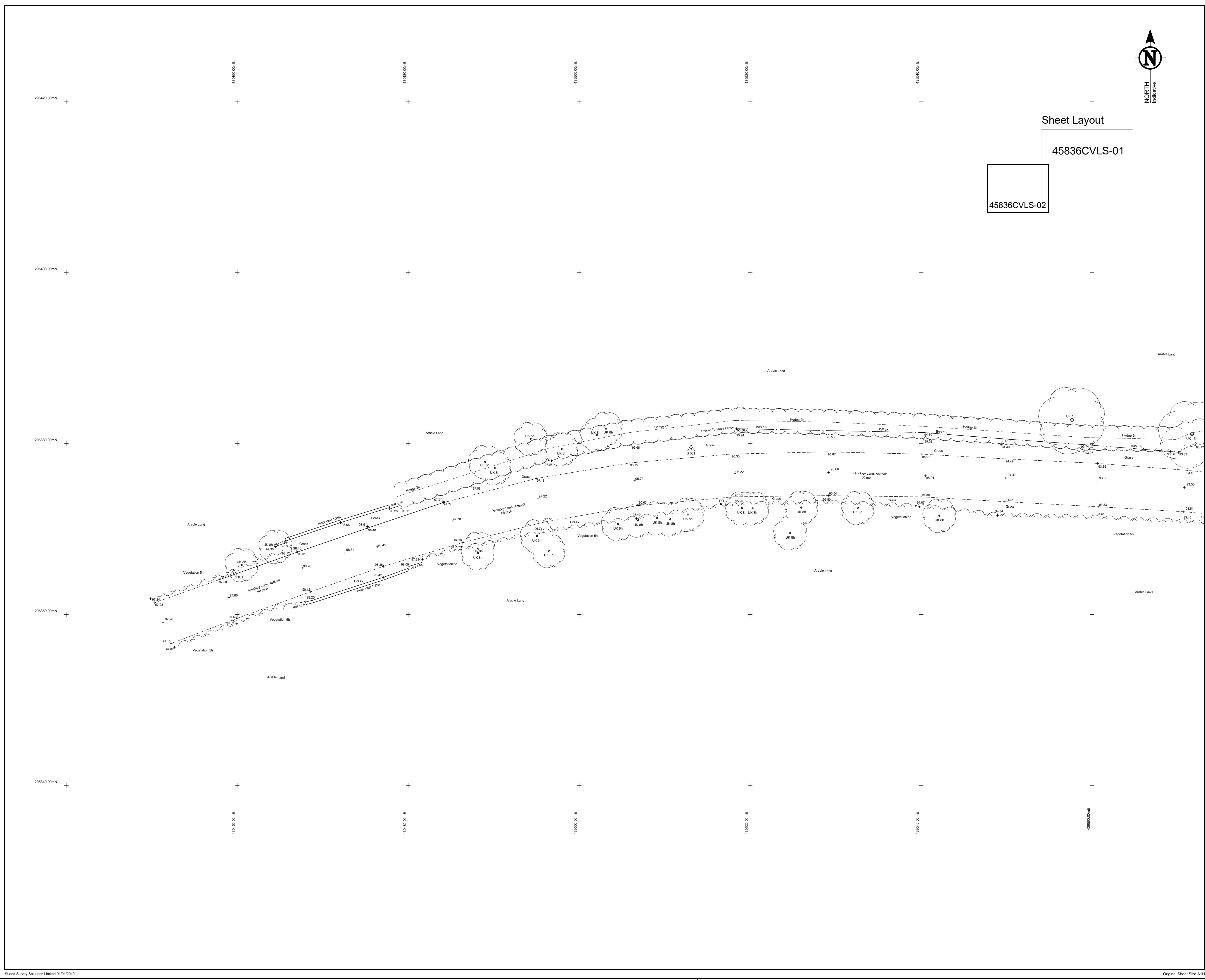
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APPENDIX 2

TOPOGRAPHIC SURVEY OF SITE



TOPOGRAPHICAL & MEASURED BUILDING SURVEYS

ABBREVIATIONS & SYMBOLS			
AH Arch Head Height	ER Earth Rod	RSD Roller Shutter Door	
AB Air Brick	ET EP+Transformer	RSJ Rolled Steel Joist	
AR Assumed Route	FB Flower Bed	SI Sign Post	
AV Air Valve	FBD Floor Board Direction	SP Arch Spring Point Height	
BH Bells Head	FH Fire Hydrant	SV Stop Valve	
BL Bed Level	FL Floor Level	SW Surface Water	
BO Bollard	FW Foul Water	Tac Tackle Paving	
BP Brace Post	GG Gully Grate	TC Telecom Cover	
BS Bus Stop	GV Gas Valve	TH Trial Pit	
BU Bush	HH Head Height	THL Threshold Level	
BW Barbed Wire Fence	IC Inspection Cover	TL Traffic Light	
BX Box (Utilities)	IL Invert Level	TW Top of Wall	
CB Close Board Fence	IR Iron Railings	TP Telegraph Pole	
CH Cill Height	KO Kern Offset	TS Traffic Signal Cover	
CL Cover Level	LP Lamp Post	TV Cable TV Cover	
CL Chain Link Fence	MH Manhole	UB Universal Beam	
C-Lev Ceiling Level	MP Marker Post	UC Unknown Cover	
Col Column	NB Name Board	UD Unknown Drain	
C/P Chestnut Paling Fence	OHL Overhead Line (approx)	UMG Unmade Ground	
CR Cable Riser	Pa Panel Fence	USB Under Side Beam	
CW Chicken Wire	PS Post Box	UTL Unable To Lift	
DC Drainage Channel	PM Parking Meter	UTS Unable To Survey	
DH Door Head Height	PO Post	VP Vent Pipe	
DI Dilapidated	PR Post & Rail Fence	WB Waste Bin	
DP Down Pipe	P/W Post & Wire Fence	WH Waste Hole	
DR Drain	P/Wall Partition Wall	WL Water Level	
EBx Electric Box	RE Rending Eye	WM Water Meter	
EC Electric Supply Cover	RL Ridge Level	WO Wash Out	
EL Eaves Level	RP Reflector Post	WF Floor to Ceiling Height	
EP Electric Pole	RS Road Sign	FFC Floor to False Ceiling Ht	
		SC Survey Control Station	

DRAWING NOTES

Topographical Surveys

Trees are drawn to scale showing the average canopy spread. Descriptions and heights should be used as a guide only.

All building names, descriptions, number of storeys, construction type including roof line details are indicative only and taken externally from ground level.

All below ground details including drainage, voids and services have been identified from above ground and therefore all details relating to these features including: sizes, depth, description etc will be approximate only. All critical dimensions and connections should be checked and verified prior to starting work.

Detail, services and features may not have been surveyed if obstructed or not reasonably visible at the time of the survey.

Surveyed physical features may not necessarily represent the legal boundary line.

Measured Building Surveys

Measurements to internal walls are taken to the wall finishes at approx 1m above the floor level and the wall assumed to be vertical.

Cill heights are measured as floor to the cill and head heights are measured from cill to the top of window.

General

The contractor must check and verify all site and building dimensions, levels, utilities and drainage details and connections prior to commencing work. Any errors or discrepancies must be notified to Survey Solutions immediately.

The accuracy of the digital data is the same as the plotting scale implies. All dimensions are in metres unless otherwise stated.

The survey control listed is only to be used for topographical surveys at the stated scale. All control must be checked and verified prior to use.

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Do not scale from this drawing.

SURVEY CONTROL CO-ORDINATES

STATIONS	EASTINGS	NORTHINGS	LEVEL	DESCRIPTION
S101	439459.580	295364.833	97.803	PK Nail
S301	439670.110	295388.159	93.736	Peg & Nail
ST01	439513.087	295379.385	96.655	Peg & Nail
ST02	439633.550	295364.845	93.278	Peg & Nail
ST03	439648.673	295398.915	93.326	Peg & Nail
ST04	439688.994	295366.379	95.881	PK Nail
ST05	439601.736	295451.951	93.081	Peg & Nail

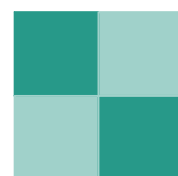
SURVEY GRID AND LEVEL DATUM

The coordinate system established for this survey is related to Ordnance Survey (OS) national grid at a single point using Smartnet, then orientated to grid north with a scale factor of 1.000.

The level datum established for this survey is related to Ordnance Survey (OS) using GPS Smartnet.

To avoid discrepancies any coordinated data used in conjunction with this survey must be derived directly from this control data.

REV	DESCRIPTION	DRAWN	APPR	DATE
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SURVEY SOLUTIONS

LAND SURVEYS
BUILDING SURVEYS
UNDERGROUND SURVEYS
SITE INVESTIGATIONS
MOBILITY

0845 040 5969
survey-solutions.co.uk

FORN REFOR CONERY GLASSY LONCH MANDER HORNH
HORNH VEDL

PROJECT TITLE BASIN BRIDGE BUNGALOW, WYKIN ROAD, NUNEATON, WARWICKSHIRE, CV13 6JL			
DRAWING DETAIL TOPOGRAPHICAL SURVEY Sheet 2 of 2			
CLIENT WILLIAM FAUX			SCALE 1:200
SURVEYOR AJC	SURVEY DATE 09/02/2023	CHECKED BY BM	APPROVED BY MM
DRAWING NUMBER 45836CVLS-02		REVISION	ISSUE DATE 10/02/2023

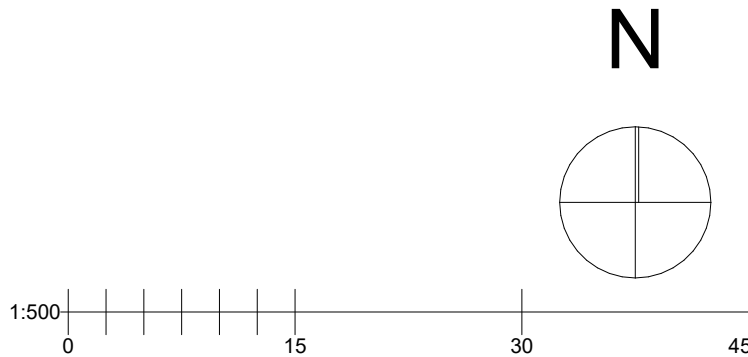




APPENDIX 3

EXISTING SITE PLAN

Issue Status			
Preliminary			
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Revision		Drawn	Check
A	First Issue	CR	AD
		Date	
		10.10.22	



client Sheppard		
project Basin Bridge Farm, Stoke Golding Proposed Replacement Dwelling		
drawing Site Plan As Existing		
date 10.10.22	scale 1:500	@ A1
drawn CR	checked AD	

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APPENDIX 4

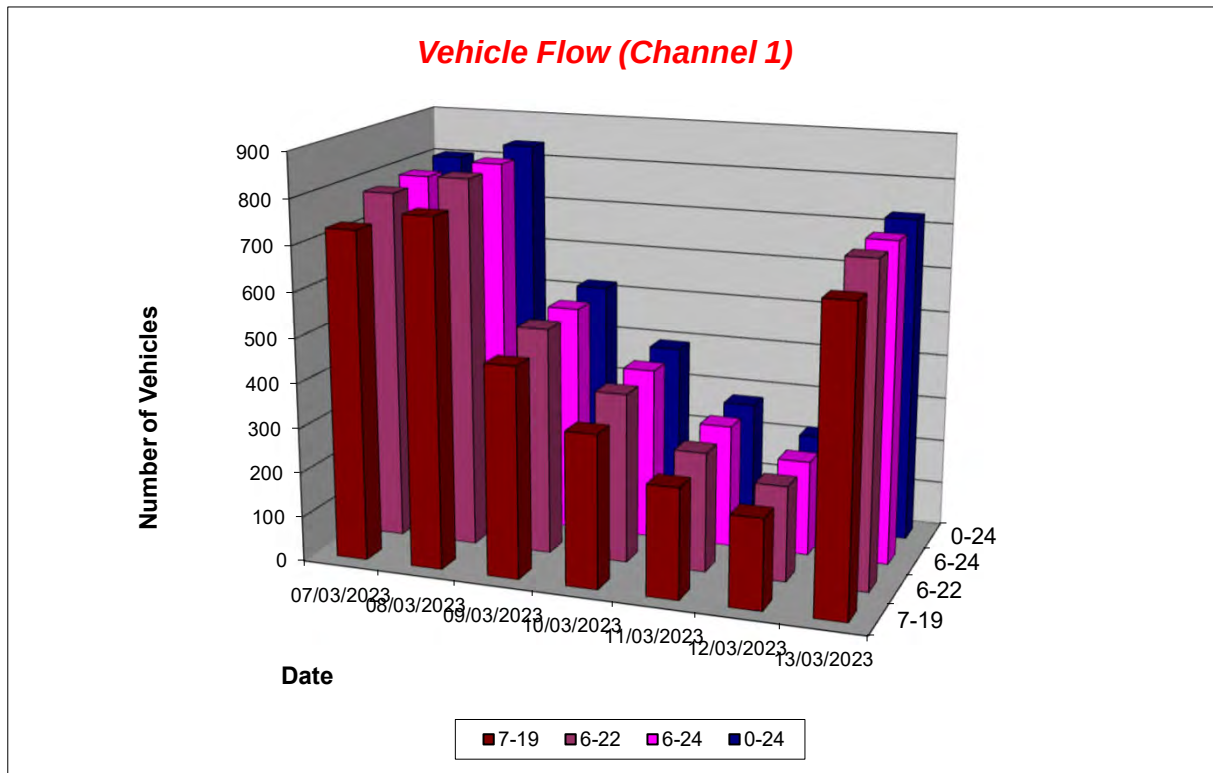
SPEED SURVEY DATA



Basin Bridge Bungalow ATC, Hinckley Lane (Eastern Site)

Produced by Road Data Services Ltd.

Channel 1 - Westbound								Vehicle Flow	Week 1
Hr Ending	07/03/2023 Tuesday	08/03/2023 Wednesday	09/03/2023 Thursday	10/03/2023 Friday	11/03/2023 Saturday	12/03/2023 Sunday	13/03/2023 Monday	Weekday Average	Average
1	3	1	0	2	1	0	2	2	1
2	1	1	1	0	0	1	0	1	1
3	2	0	1	0	0	0	1	1	1
4	1	1	0	0	0	1	1	1	1
5	2	3	3	1	0	1	1	2	2
6	7	7	5	3	0	1	7	6	4
7	24	29	17	14	0	3	25	22	16
8	97	103	57	23	0	5	85	73	53
9	135	142	94	43	3	6	136	110	80
10	51	59	44	20	19	10	50	45	36
11	27	31	17	17	32	17	25	23	24
12	24	21	11	16	27	20	23	19	20
13	30	34	12	33	37	19	36	29	29
14	27	33	22	29	28	20	24	27	26
15	44	55	31	35	29	32	31	39	37
16	51	67	42	32	22	19	54	49	41
17	130	123	83	39	16	20	103	96	73
18	88	76	41	41	16	20	63	62	49
19	28	29	16	13	17	13	36	24	22
20	9	9	7	14	9	5	10	10	9
21	11	9	7	4	9	3	9	8	7
22	4	2	6	6	3	1	4	4	4
23	5	3	3	2	5	0	2	3	3
24	3	1	1	5	3	0	0	2	2
7-19	732	773	470	341	246	201	666	596	490
6-22	780	822	507	379	267	213	714	640	526
6-24	788	826	511	386	275	213	716	645	531
0-24	804	839	521	392	276	217	728	657	540



Basin Bridge Bungalow ATC, Hinckley Lane (Eastern Site)

Produced by Road Data Services Ltd.

Channel 1 - Westbound

Average Speed

Week 1

Hr Ending	07/03/2023 Tuesday	08/03/2023 Wednesday	09/03/2023 Thursday	10/03/2023 Friday	11/03/2023 Saturday	12/03/2023 Sunday	13/03/2023 Monday
1	22.6	23.1	-	20.2	17.6	-	23.5
2	29.5	25.1	16.8	-	-	23.1	-
3	26.9	-	22.0	-	-	-	24.6
4	24.5	33.5	-	-	-	24.0	29.6
5	22.2	23.3	22.0	23.6	-	16.1	29.8
6	22.3	23.5	23.6	16.5	-	23.8	24.5
7	24.7	24.9	22.3	19.4	-	23.9	24.1
8	22.7	23.7	23.2	19.4	-	22.4	22.2
9	23.1	23.2	19.4	18.8	21.2	19.3	21.5
10	24.0	22.8	17.8	21.3	23.2	22.6	22.3
11	21.4	21.4	20.6	20.1	22.4	21.9	22.7
12	21.7	21.4	20.4	21.6	23.0	21.8	24.1
13	22.1	22.3	21.7	21.8	21.4	22.4	22.7
14	23.1	21.9	24.0	21.8	23.0	21.5	23.3
15	22.5	22.6	22.1	21.4	23.0	22.5	22.5
16	24.3	22.4	23.5	24.1	21.3	23.1	22.4
17	22.9	22.9	22.6	22.8	23.0	21.8	22.6
18	22.9	23.1	22.8	22.1	20.9	19.7	21.8
19	23.6	22.9	22.3	22.0	21.1	23.2	24.0
20	21.7	18.7	20.1	21.5	22.3	25.1	21.8
21	24.1	23.1	20.9	23.2	22.6	20.9	21.9
22	28.7	20.1	21.1	23.5	21.6	19.4	26.3
23	21.2	19.7	22.3	18.9	20.8	-	23.9
24	24.4	23.5	28.8	23.8	20.4	-	-

10-12	21.5	21.4	20.5	20.9	22.7	21.8	23.4
14-16	23.4	22.5	22.9	22.7	22.3	22.7	22.4
0-24	23.1	22.9	21.6	21.4	22.2	22.0	22.5

Average (ALL)	22.4
Weekday Inter-Peak	22.4

Channel 1 - Westbound

85th Percentile

Hr Ending	07/03/2023 Tuesday	08/03/2023 Wednesday	09/03/2023 Thursday	10/03/2023 Friday	11/03/2023 Saturday	12/03/2023 Sunday	13/03/2023 Monday
1	24.7	-	-	20.6	-	-	24.6
2	-	-	-	-	-	-	-
3	27.3	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	22.6	27.5	26.0	-	-	-	-
6	24.6	27.9	24.5	18.0	-	-	29.1
7	28.5	28.9	25.0	23.2	-	24.9	28.0
8	26.2	27.6	26.4	22.9	-	25.6	26.8
9	27.7	27.8	23.5	22.8	22.0	22.7	25.7
10	27.9	27.4	22.0	25.6	27.2	28.8	25.8
11	26.1	25.8	25.3	24.3	26.2	27.3	25.5
12	26.1	25.7	24.0	25.5	26.3	26.9	27.9
13	25.9	26.9	25.6	25.3	25.2	25.2	25.9
14	26.8	25.5	27.7	25.7	25.8	25.3	27.0
15	27.1	26.2	25.9	25.6	27.4	25.8	25.4
16	28.2	26.2	27.7	27.4	25.6	25.6	26.3
17	27.2	27.0	26.8	26.3	27.7	25.6	26.8
18	26.8	26.6	27.4	25.5	25.6	23.5	25.6
19	26.8	26.3	25.1	27.6	23.7	25.5	27.7
20	24.0	24.2	22.9	23.5	25.7	29.8	26.7
21	28.5	25.7	25.2	25.2	27.3	25.3	24.9
22	32.0	22.0	25.6	26.6	23.3	-	28.6
23	24.1	20.3	23.5	21.3	24.0	-	29.3
24	27.2	-	-	27.0	22.3	-	-

10-12	26.1	25.7	24.8	25.0	26.3	27.0	26.8
14-16	27.7	26.2	27.0	26.7	26.7	25.8	26.0
0-24	27.2	27.1	26.0	25.5	26.1	26.1	26.5

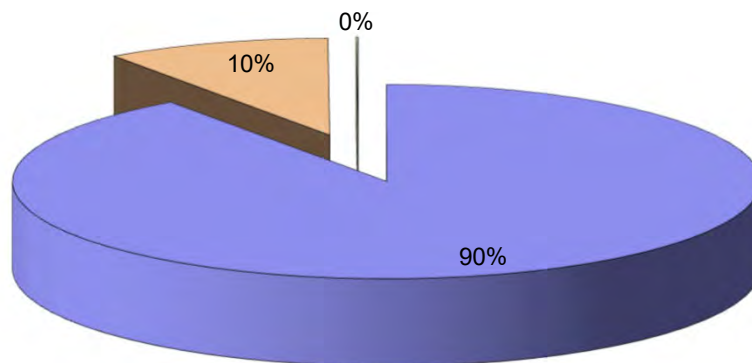
85th %ile (ALL)	26.6
Weekday Inter-Peak	26.5

Basin Bridge Bungalow ATC, Hinckley Lane (Eastern Site)

Produced by Road Data Services Ltd.

Channel 1 - Westbound		Vehicle Class			Week 1
Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13	
07/03/2023					
7-19	660	70	2		732
6-22	707	71	2		780
6-24	715	71	2		788
0-24	728	74	2		804
08/03/2023					
7-19	694	79	0		773
6-22	738	84	0		822
6-24	742	84	0		826
0-24	752	87	0		839
09/03/2023					
7-19	404	66	0		470
6-22	438	69	0		507
6-24	442	69	0		511
0-24	448	73	0		521
10/03/2023					
7-19	303	38	0		341
6-22	338	41	0		379
6-24	344	42	0		386
0-24	347	45	0		392
11/03/2023					
7-19	229	17	0		246
6-22	249	18	0		267
6-24	257	18	0		275
0-24	258	18	0		276
12/03/2023					
7-19	186	14	1		201
6-22	198	14	1		213
6-24	198	14	1		213
0-24	202	14	1		217
13/03/2023					
7-19	615	51	0		666
6-22	660	54	0		714
6-24	662	54	0		716
0-24	672	56	0		728
Average					
7-19	442	48	0		490
6-22	475	50	0		526
6-24	480	50	0		531
0-24	487	52	0		540

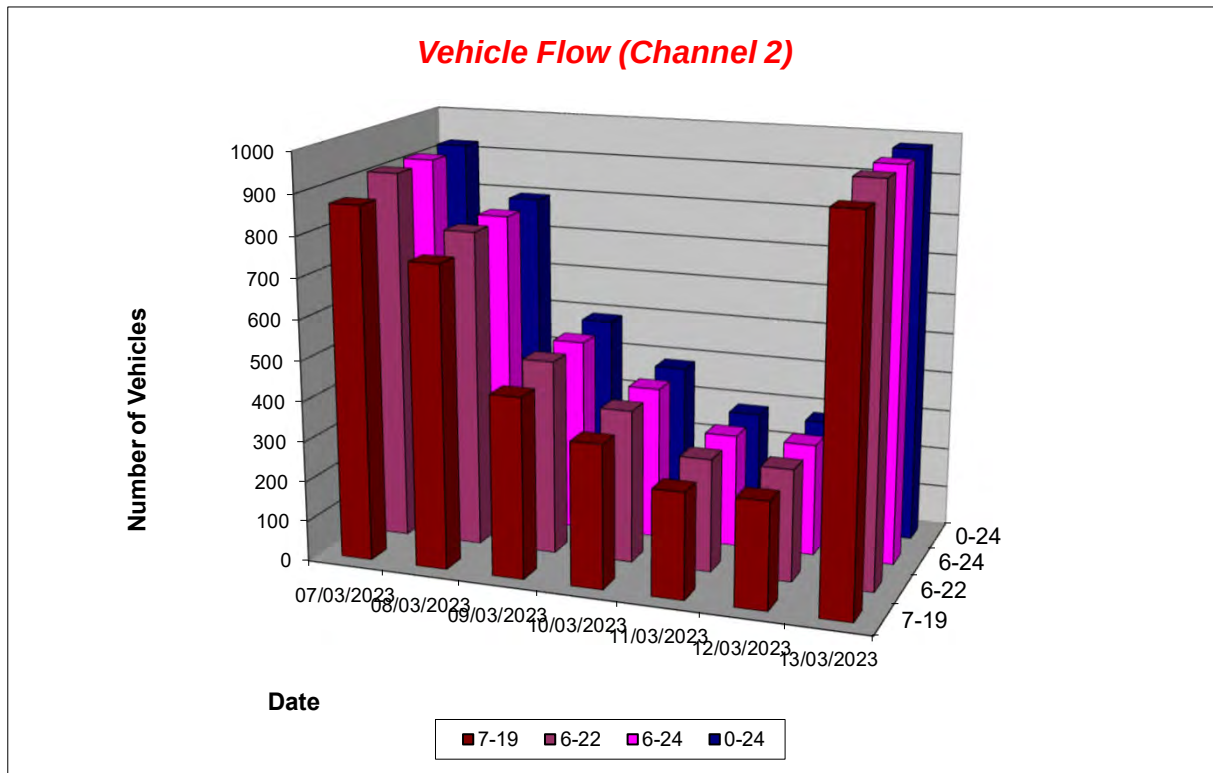
Total Vehicle Class Distribution



Basin Bridge Bungalow ATC, Hinckley Lane (Eastern Site)

Produced by Road Data Services Ltd.

Channel 2 - Eastbound								Vehicle Flow	Week 1
Hr Ending	07/03/2023 Tuesday	08/03/2023 Wednesday	09/03/2023 Thursday	10/03/2023 Friday	11/03/2023 Saturday	12/03/2023 Sunday	13/03/2023 Monday	Weekday Average	Average
1	0	0	0	2	0	0	2	1	1
2	0	0	0	0	0	0	0	0	0
3	0	0	2	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0	0
5	1	2	2	0	0	0	2	1	1
6	5	6	3	0	0	0	1	3	2
7	22	23	18	2	0	1	14	16	11
8	83	81	56	30	0	6	93	69	50
9	114	95	73	30	0	6	188	100	72
10	50	49	35	12	26	7	93	48	39
11	20	21	9	14	20	33	23	17	20
12	34	24	16	19	33	30	30	25	27
13	28	24	21	25	49	48	32	26	32
14	29	41	24	21	37	32	30	29	31
15	50	39	23	34	17	28	59	41	36
16	88	85	41	32	26	20	80	65	53
17	152	125	67	52	18	18	128	105	80
18	177	131	68	49	18	23	137	112	86
19	47	33	15	37	18	13	46	36	30
20	9	13	7	8	11	8	7	9	9
21	8	0	6	5	6	5	7	5	5
22	4	1	4	10	2	0	6	5	4
23	0	0	0	1	1	1	0	0	0
24	2	2	0	1	0	0	0	1	1
7-19	872	748	448	355	262	264	939	672	555
6-22	915	785	483	380	281	278	973	707	585
6-24	917	787	483	382	282	279	973	708	586
0-24	924	795	490	384	282	279	978	714	590



Basin Bridge Bungalow ATC, Hinckley Lane (Eastern Site)

Produced by Road Data Services Ltd.

Channel 2 - Eastbound

Average Speed

Week 1

Hr Ending	07/03/2023 Tuesday	08/03/2023 Wednesday	09/03/2023 Thursday	10/03/2023 Friday	11/03/2023 Saturday	12/03/2023 Sunday	13/03/2023 Monday
1	-	-	-	25.2	-	-	23.5
2	-	-	-	-	-	-	-
3	-	-	23.3	-	-	-	-
4	27.7	-	-	-	-	-	-
5	20.6	17.1	18.9	-	-	-	28.5
6	25.3	25.6	20.5	-	-	-	25.8
7	22.6	21.9	21.2	15.4	-	22.8	24.1
8	21.1	20.3	19.4	19.1	-	23.4	19.5
9	20.3	18.7	18.0	18.3	-	25.1	21.1
10	19.0	20.1	17.1	20.3	21.7	24.6	22.1
11	19.6	18.8	20.6	21.8	22.7	19.8	22.6
12	18.3	20.8	17.6	20.5	22.9	25.4	23.1
13	19.6	21.5	20.3	22.8	21.8	23.0	20.9
14	20.6	21.3	21.1	21.1	21.3	25.2	21.9
15	19.2	19.6	20.5	23.0	21.1	21.2	20.8
16	21.5	20.0	20.9	24.0	22.3	23.8	22.3
17	21.3	18.8	21.9	22.8	19.5	23.5	21.7
18	18.7	20.0	20.5	22.0	19.5	23.8	21.7
19	23.1	20.7	24.0	21.1	24.4	24.0	23.4
20	20.5	22.0	24.3	25.6	23.9	28.0	24.8
21	21.4	-	28.4	30.9	26.3	26.9	26.4
22	24.6	34.0	21.0	25.8	26.8	-	27.0
23	-	-	-	38.6	22.8	34.7	-
24	28.2	22.5	-	20.4	-	-	-

10-12	18.8	19.9	18.7	21.0	22.8	22.5	22.9
14-16	20.7	19.9	20.7	23.5	21.8	22.3	21.7
0-24	20.4	19.9	20.2	21.9	22.0	23.5	21.7

Average (ALL)	21.1
Weekday Inter-Peak	20.9

Channel 2 - Eastbound

85th Percentile

Hr Ending	07/03/2023 Tuesday	08/03/2023 Wednesday	09/03/2023 Thursday	10/03/2023 Friday	11/03/2023 Saturday	12/03/2023 Sunday	13/03/2023 Monday
1	-	-	-	28.9	-	-	24.8
2	-	-	-	-	-	-	-
3	-	-	26.5	-	-	-	-
4	-	-	-	-	-	-	-
5	-	23.0	22.7	-	-	-	34.8
6	31.2	33.5	25.3	-	-	-	-
7	28.1	27.4	25.5	15.9	-	-	30.1
8	26.0	25.0	23.4	22.9	-	28.0	24.2
9	24.8	23.7	21.9	24.2	-	30.4	25.9
10	23.6	25.1	21.0	24.8	26.5	28.0	27.7
11	23.1	22.9	23.6	26.3	27.0	24.4	26.6
12	22.8	26.3	23.2	24.8	28.4	28.3	27.5
13	23.6	26.2	24.0	29.5	25.4	26.8	25.2
14	24.7	25.7	24.9	27.3	25.4	29.3	26.6
15	23.2	24.0	26.0	28.1	25.9	27.4	24.8
16	25.1	24.5	26.1	29.5	26.8	28.5	26.4
17	24.7	24.2	27.1	27.9	22.8	28.5	25.7
18	23.0	24.1	26.4	26.4	23.0	26.9	25.4
19	26.9	24.9	30.7	26.7	29.1	27.1	27.7
20	25.3	27.4	30.1	32.0	30.2	33.3	28.8
21	24.8	-	34.5	36.3	33.3	30.4	31.7
22	27.4	-	23.4	31.5	32.3	-	30.1
23	-	-	-	-	-	-	-
24	31.3	23.5	-	-	-	-	-

10-12	23.0	24.9	23.8	25.4	27.9	27.4	27.1
14-16	24.6	24.4	26.0	28.8	26.4	28.1	25.8
0-24	24.8	24.9	25.4	27.6	26.7	28.3	26.3

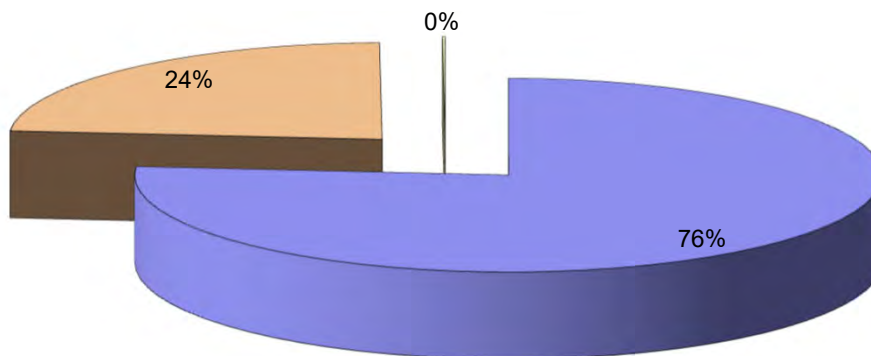
85th %ile (ALL)	26.1
Weekday Inter-Peak	25.6

Basin Bridge Bungalow ATC, Hinckley Lane (Eastern Site)

Produced by Road Data Services Ltd.

Channel 2 - Eastbound		Vehicle Class			Week 1
Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13	
07/03/2023					
7-19	743	129	0		872
6-22	776	139	0		915
6-24	778	139	0		917
0-24	783	141	0		924
08/03/2023					
7-19	615	133	0		748
6-22	643	142	0		785
6-24	644	143	0		787
0-24	649	146	0		795
09/03/2023					
7-19	293	155	0		448
6-22	316	167	0		483
6-24	316	167	0		483
0-24	323	167	0		490
10/03/2023					
7-19	202	153	0		355
6-22	214	166	0		380
6-24	214	168	0		382
0-24	215	169	0		384
11/03/2023					
7-19	175	87	0		262
6-22	183	98	0		281
6-24	184	98	0		282
0-24	184	98	0		282
12/03/2023					
7-19	208	56	0		264
6-22	218	60	0		278
6-24	218	61	0		279
0-24	218	61	0		279
13/03/2023					
7-19	763	171	5		939
6-22	785	183	5		973
6-24	785	183	5		973
0-24	785	188	5		978
Average					
7-19	428	126	1		555
6-22	448	136	1		585
6-24	448	137	1		586
0-24	451	139	1		590

Total Vehicle Class Distribution



Basin Bridge Bungalow ATC, Hinckley Lane (Western Site)

Produced by Road Data Services Ltd.

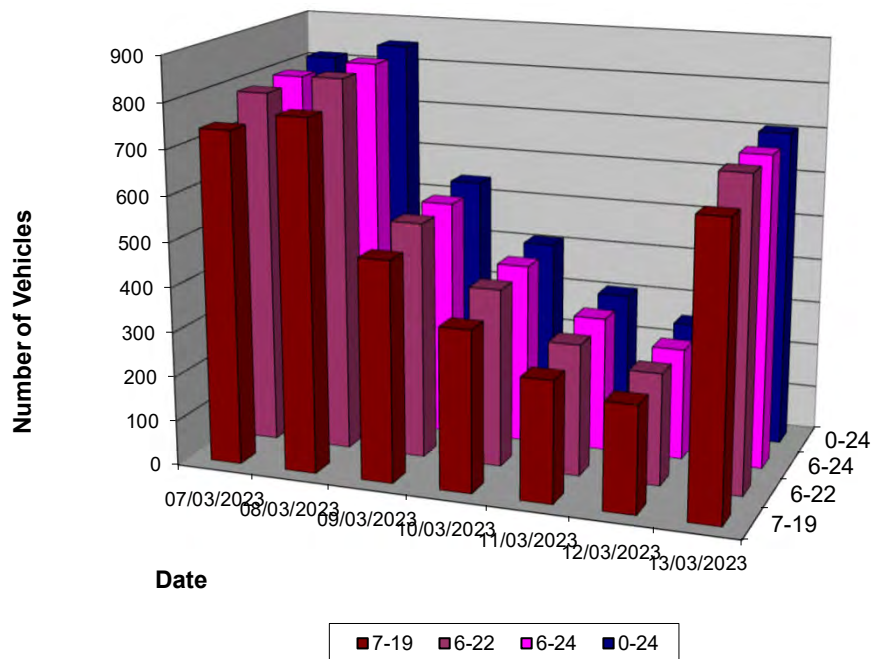
Channel 1 - Westbound

Vehicle Flow

Week 1

Hr Ending	07/03/2023 Tuesday	08/03/2023 Wednesday	09/03/2023 Thursday	10/03/2023 Friday	11/03/2023 Saturday	12/03/2023 Sunday	13/03/2023 Monday	Weekday Average	Average
1	3	1	0	2	1	0	2	2	1
2	1	1	1	0	0	1	0	1	1
3	2	0	1	0	0	0	1	1	1
4	1	1	0	0	1	1	1	1	1
5	2	3	3	1	1	1	1	2	2
6	7	7	5	3	2	1	7	6	5
7	25	30	17	15	3	3	26	23	17
8	97	97	58	24	6	6	84	72	53
9	131	145	101	53	14	6	128	112	83
10	48	62	46	22	21	16	49	45	38
11	24	32	22	19	30	20	24	24	24
12	26	21	13	16	32	27	23	20	23
13	32	34	12	33	37	25	35	29	30
14	24	32	21	27	27	30	21	25	26
15	41	55	30	35	27	36	30	38	36
16	57	71	44	32	23	18	53	51	43
17	135	121	83	39	18	21	98	95	74
18	97	78	45	44	18	20	60	65	52
19	28	31	16	15	17	13	37	25	22
20	9	11	7	14	9	5	10	10	9
21	11	9	7	4	9	3	9	8	7
22	4	2	6	6	3	1	5	5	4
23	5	3	3	2	5	0	2	3	3
24	3	1	1	5	3	0	0	2	2
7-19	740	779	491	359	270	238	642	602	503
6-22	789	831	528	398	294	250	692	648	540
6-24	797	835	532	405	302	250	694	653	545
0-24	813	848	542	411	307	254	706	664	554

Vehicle Flow (Channel 1)



Basin Bridge Bungalow ATC, Hinckley Lane (Western Site)

Produced by Road Data Services Ltd.

Channel 1 - Westbound

Average Speed

Week 1

Hr Ending	07/03/2023 Tuesday	08/03/2023 Wednesday	09/03/2023 Thursday	10/03/2023 Friday	11/03/2023 Saturday	12/03/2023 Sunday	13/03/2023 Monday
1	31.9	32.2	-	29.7	25.0	-	30.7
2	30.1	37.6	25.9	-	-	37.5	-
3	31.0	-	26.3	-	-	-	28.5
4	34.3	36.6	-	-	27.0	33.4	38.2
5	33.3	33.0	27.5	27.9	26.3	27.8	35.7
6	30.4	33.0	30.6	18.8	27.9	30.8	33.5
7	32.6	32.5	29.2	24.5	30.9	31.2	32.9
8	31.4	32.5	29.7	22.8	30.7	28.9	31.6
9	32.2	32.1	24.3	24.6	31.5	32.0	31.2
10	32.0	32.1	24.0	29.1	31.4	23.3	31.9
11	30.5	27.8	26.1	28.0	33.1	29.2	31.4
12	33.8	28.3	29.5	30.1	30.1	27.9	31.4
13	30.5	31.7	27.8	31.4	31.5	26.7	31.4
14	31.8	31.2	31.0	33.0	30.9	28.2	30.9
15	31.8	31.9	30.7	30.6	32.0	30.1	32.3
16	33.0	31.6	30.8	33.1	29.3	31.2	31.9
17	29.5	31.8	32.7	32.9	30.7	32.2	32.4
18	31.8	30.9	31.6	32.3	30.5	29.4	32.5
19	29.9	29.7	28.7	29.6	31.1	31.2	30.8
20	30.5	27.3	24.9	28.5	32.8	32.2	30.4
21	32.5	27.9	28.7	28.6	31.4	29.8	31.1
22	36.4	24.5	29.8	33.1	28.7	25.1	32.7
23	24.0	22.5	31.2	28.2	33.9	-	29.2
24	34.7	25.2	41.5	33.7	29.2	-	-

10-12	32.2	28.0	27.4	29.0	31.6	28.4	31.4
14-16	32.5	31.7	30.8	31.8	30.8	30.5	32.0
0-24	31.4	31.4	28.7	29.6	31.1	29.1	31.8

Average (ALL)	30.7
Weekday Inter-Peak	31.1

Channel 1 - Westbound

85th Percentile

Hr Ending	07/03/2023 Tuesday	08/03/2023 Wednesday	09/03/2023 Thursday	10/03/2023 Friday	11/03/2023 Saturday	12/03/2023 Sunday	13/03/2023 Monday
1	34.8	-	-	30.8	-	-	33.0
2	-	-	-	-	-	-	-
3	31.4	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	33.7	33.7	30.3	-	-	-	-
6	34.5	35.6	35.1	21.8	32.0	-	38.8
7	39.8	38.8	33.6	28.3	36.9	36.2	38.1
8	36.4	36.9	33.7	26.4	33.2	37.1	38.2
9	36.5	36.4	29.5	28.3	38.7	35.6	35.6
10	37.2	37.4	28.5	33.4	37.8	34.6	35.3
11	35.1	33.8	31.5	30.5	38.0	37.8	35.0
12	37.5	32.0	33.9	35.3	35.9	37.2	36.3
13	36.6	37.1	31.9	37.1	36.7	36.6	35.9
14	38.1	35.6	35.6	36.8	35.5	37.5	35.8
15	37.8	36.6	36.4	35.8	37.3	35.9	38.1
16	37.3	36.9	34.2	37.1	33.8	37.6	36.5
17	35.8	36.3	37.9	37.3	36.5	36.4	37.1
18	36.0	35.5	35.8	36.6	35.5	34.5	36.8
19	34.3	34.4	32.3	36.7	36.4	36.6	35.2
20	36.2	34.5	29.9	33.1	39.7	36.4	37.3
21	39.1	30.5	34.9	32.8	38.7	37.1	34.6
22	41.6	25.6	37.5	38.2	29.6	-	42.0
23	26.5	24.6	32.9	34.4	39.0	-	31.4
24	41.3	-	-	36.1	32.5	-	-

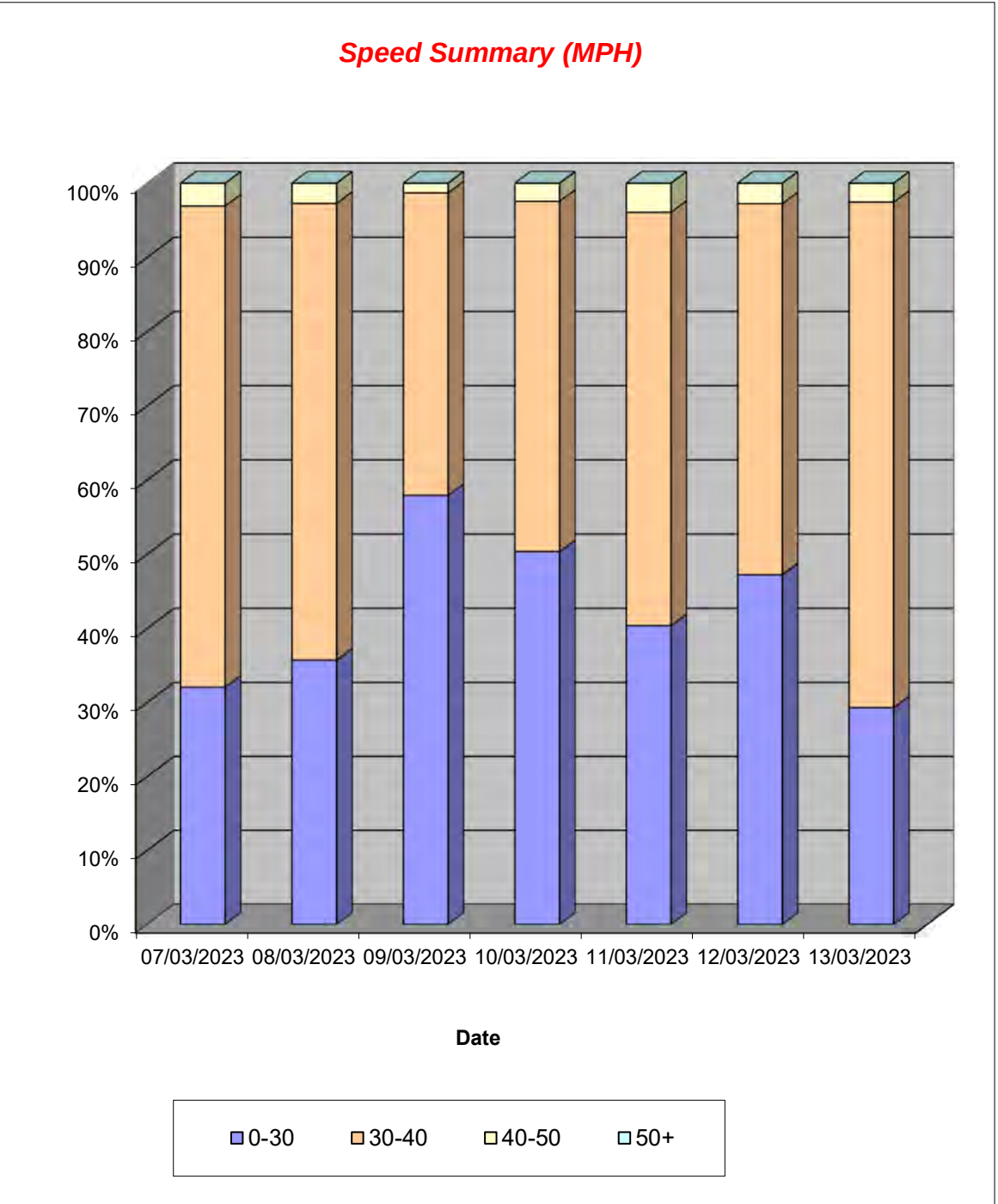
10-12	36.7	33.2	32.7	33.1	37.2	37.4	35.7
14-16	37.6	36.7	35.3	36.6	36.0	36.5	37.0
0-24	36.8	36.4	34.5	35.3	36.7	37.1	36.7

85th %ile (ALL)	36.4
Weekday Inter-Peak	36.2

Basin Bridge Bungalow ATC, Hinckley Lane (Western Site)

Produced by Road Data Services Ltd.

Channel 1 - Westbound				Speed Summary			Week 1
Speed (MPH)	07/03/2023 Tuesday	08/03/2023 Wednesday	09/03/2023 Thursday	10/03/2023 Friday	11/03/2023 Saturday	12/03/2023 Sunday	13/03/2023 Monday
0-30	261	303	314	207	124	120	207
30-40	527	522	221	194	171	127	481
40-50	25	23	7	10	12	7	18
50+	0	0	0	0	0	0	0
TOTAL	813	848	542	411	307	254	706

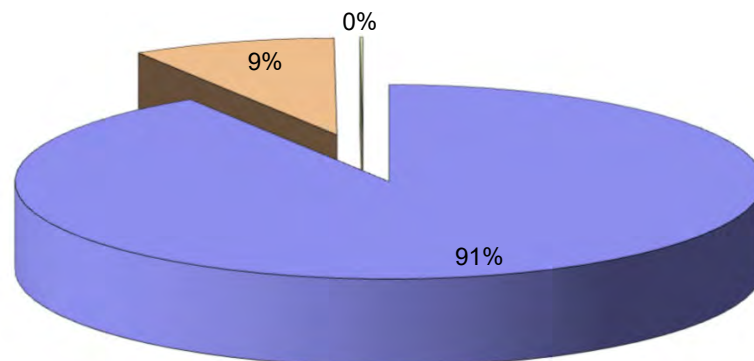


Basin Bridge Bungalow ATC, Hinckley Lane (Western Site)

Produced by Road Data Services Ltd.

Channel 1 - Westbound		Vehicle Class			Week 1
Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13	
07/03/2023					
7-19	682	58	0	740	
6-22	731	58	0	789	
6-24	739	58	0	797	
0-24	751	62	0	813	
08/03/2023					
7-19	719	56	4	779	
6-22	766	61	4	831	
6-24	769	62	4	835	
0-24	778	66	4	848	
09/03/2023					
7-19	444	47	0	491	
6-22	477	51	0	528	
6-24	481	51	0	532	
0-24	487	55	0	542	
10/03/2023					
7-19	324	35	0	359	
6-22	362	36	0	398	
6-24	367	38	0	405	
0-24	370	41	0	411	
11/03/2023					
7-19	240	30	0	270	
6-22	262	32	0	294	
6-24	269	33	0	302	
0-24	273	34	0	307	
12/03/2023					
7-19	218	19	1	238	
6-22	230	19	1	250	
6-24	230	19	1	250	
0-24	234	19	1	254	
13/03/2023					
7-19	585	57	0	642	
6-22	631	61	0	692	
6-24	633	61	0	694	
0-24	642	64	0	706	
Average					
7-19	459	43	1	503	
6-22	494	45	1	540	
6-24	498	46	1	545	
0-24	505	49	1	554	

Total Vehicle Class Distribution



Basin Bridge Bungalow ATC, Hinckley Lane (Western Site)

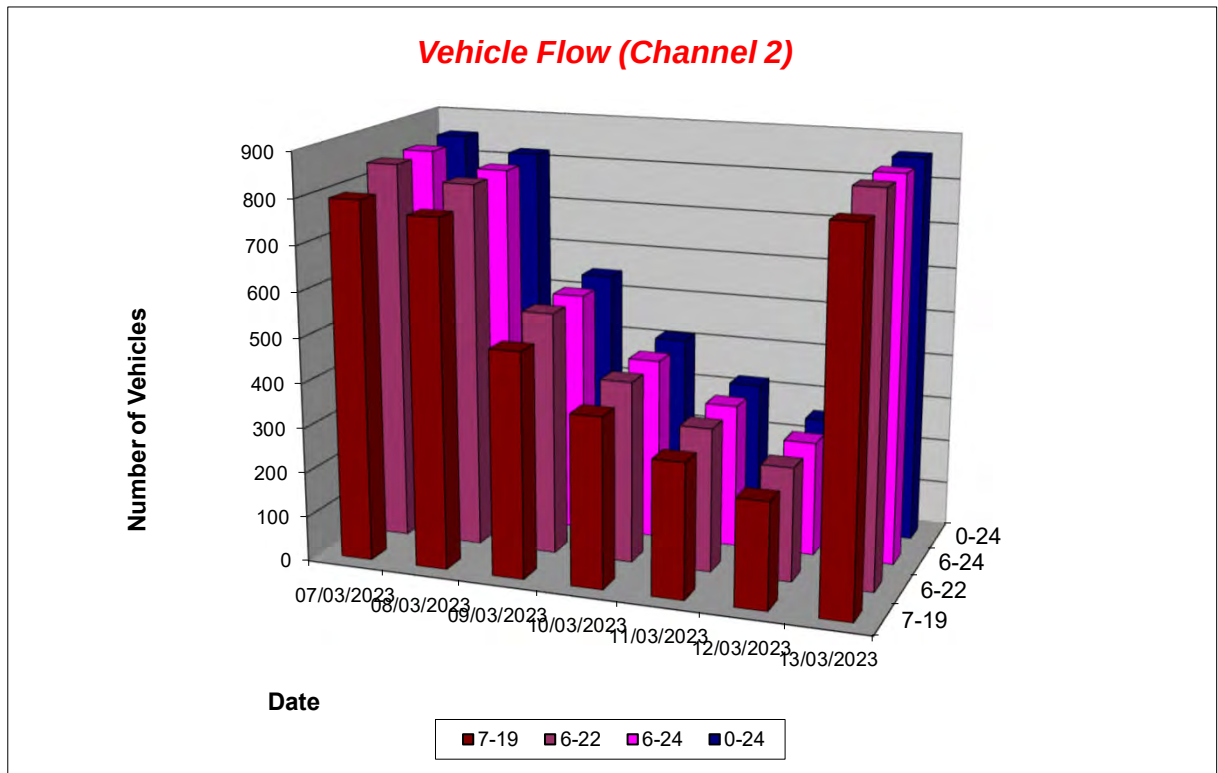
Produced by Road Data Services Ltd.

Channel 2 - Eastbound

Vehicle Flow

Week 1

Hr Ending	07/03/2023 Tuesday	08/03/2023 Wednesday	09/03/2023 Thursday	10/03/2023 Friday	11/03/2023 Saturday	12/03/2023 Sunday	13/03/2023 Monday	Weekday Average	Average
1	1	0	0	3	0	0	2	1	1
2	0	0	0	1	0	0	0	0	0
3	0	0	2	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0	0
5	1	2	2	0	0	0	2	1	1
6	5	7	3	0	0	0	1	3	2
7	25	25	20	2	0	1	16	18	13
8	92	89	60	37	9	7	91	74	55
9	109	106	82	36	8	10	169	100	74
10	54	45	38	16	32	14	82	47	40
11	20	21	10	15	21	31	22	18	20
12	34	30	19	21	36	27	30	27	28
13	27	25	24	31	54	42	32	28	34
14	25	42	26	20	39	27	32	29	30
15	44	42	23	34	18	19	51	39	33
16	82	78	48	32	27	19	60	60	49
17	125	125	77	50	20	13	99	95	73
18	146	129	76	48	20	16	108	101	78
19	38	39	18	39	16	12	44	36	29
20	10	13	8	9	12	9	8	10	10
21	8	0	8	5	7	7	8	6	6
22	4	1	4	11	2	0	5	5	4
23	0	0	0	1	1	1	0	0	0
24	2	2	0	1	0	1	0	1	1
7-19	796	771	501	379	300	237	820	653	543
6-22	843	810	541	406	321	254	857	691	576
6-24	845	812	541	408	322	256	857	693	577
0-24	853	821	548	412	322	256	862	699	582



Basin Bridge Bungalow ATC, Hinckley Lane (Western Site)

Produced by Road Data Services Ltd.

Channel 2 - Eastbound

Average Speed

Week 1

Hr Ending	07/03/2023 Tuesday	08/03/2023 Wednesday	09/03/2023 Thursday	10/03/2023 Friday	11/03/2023 Saturday	12/03/2023 Sunday	13/03/2023 Monday
1	20.9	-	-	34.7	-	-	30.7
2	-	-	-	23.9	-	-	-
3	-	-	25.5	-	-	-	-
4	26.7	-	-	-	-	-	-
5	33.8	36.6	23.7	-	-	-	38.7
6	32.4	31.8	24.8	-	-	-	37.1
7	32.6	33.1	30.2	24.5	-	35.6	32.6
8	32.1	31.7	26.8	24.3	30.7	33.5	31.6
9	32.4	29.9	24.2	25.5	36.1	28.8	31.6
10	31.1	30.4	25.1	27.4	31.6	28.5	32.5
11	31.2	30.9	27.0	31.2	31.5	30.5	32.0
12	28.6	31.7	27.1	28.8	30.0	31.6	30.3
13	32.3	32.4	28.7	31.5	33.5	31.3	32.0
14	30.5	31.7	29.2	32.3	31.2	30.3	30.1
15	30.3	31.9	32.7	33.4	31.9	31.8	31.1
16	32.1	30.9	31.6	33.0	30.3	33.0	32.7
17	32.0	31.5	31.8	33.4	31.2	32.3	32.1
18	33.1	31.0	31.6	32.2	33.4	32.8	33.5
19	32.2	29.9	32.2	32.1	32.0	35.1	32.8
20	29.4	27.5	31.5	30.9	31.6	32.3	29.3
21	30.5	-	33.5	37.6	28.9	30.0	33.2
22	32.5	40.4	29.5	31.0	42.9	-	32.3
23	-	-	-	36.0	31.5	30.8	-
24	40.3	28.0	-	31.8	-	28.1	-

10-12	29.5	31.4	27.0	29.8	30.6	31.0	31.0
14-16	31.5	31.3	32.0	33.2	30.9	32.4	32.0
0-24	31.9	31.1	29.0	30.7	31.8	31.4	32.0

Average (ALL)	31.2
Weekday Inter-Peak	31.3

Channel 2 - Eastbound

85th Percentile

Hr Ending	07/03/2023 Tuesday	08/03/2023 Wednesday	09/03/2023 Thursday	10/03/2023 Friday	11/03/2023 Saturday	12/03/2023 Sunday	13/03/2023 Monday
1	-	-	-	36.2	-	-	35.1
2	-	-	-	-	-	-	-
3	-	-	25.7	-	-	-	-
4	-	-	-	-	-	-	-
5	-	40.6	26.0	-	-	-	45.0
6	40.7	40.2	33.7	-	-	-	-
7	37.1	39.1	34.6	28.1	-	-	37.7
8	36.9	36.2	30.8	27.6	34.9	36.9	36.7
9	37.0	36.0	28.8	30.8	41.3	35.5	35.7
10	36.1	36.3	29.0	32.1	34.5	35.3	37.5
11	33.7	35.8	28.7	35.5	36.7	36.4	35.0
12	34.2	36.7	29.8	32.2	35.1	37.4	36.2
13	36.8	36.8	31.5	35.8	39.3	36.1	37.2
14	36.8	35.3	33.7	37.4	35.2	35.0	34.7
15	36.0	36.8	36.7	37.5	36.2	36.2	35.5
16	36.3	35.3	36.5	37.9	34.0	38.9	37.9
17	36.3	36.1	36.6	37.8	37.0	35.3	36.1
18	37.7	35.7	35.9	37.6	38.8	38.3	37.4
19	38.1	34.8	35.3	37.1	37.8	42.9	36.8
20	32.7	32.4	36.3	38.8	36.8	38.7	33.0
21	34.1	-	38.9	47.1	36.2	37.3	40.9
22	37.1	-	31.6	35.1	53.5	-	37.3
23	-	-	-	-	-	-	-
24	45.0	29.7	-	-	-	-	-

10-12	34.4	36.4	29.4	33.8	35.8	36.9	36.0
14-16	36.3	35.9	36.7	37.7	35.0	37.6	36.9
0-24	36.8	36.2	34.3	36.5	37.1	37.2	36.7

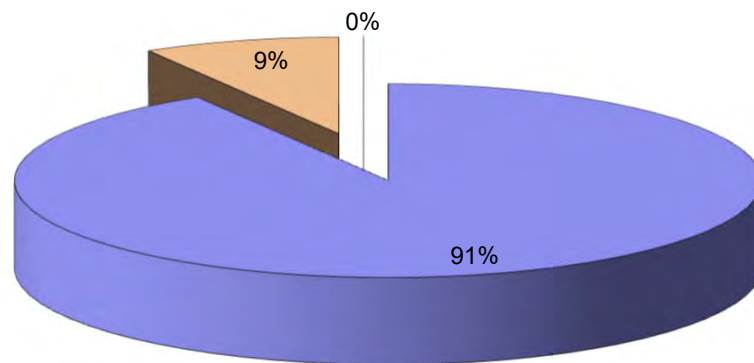
85th %ile (ALL)	36.4
Weekday Inter-Peak	36.1

Basin Bridge Bungalow ATC, Hinckley Lane (Western Site)

Produced by Road Data Services Ltd.

Channel 2 - Eastbound		Vehicle Class			Week 1
Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13	
07/03/2023					
7-19	726	70	0		796
6-22	769	74	0		843
6-24	771	74	0		845
0-24	778	75	0		853
08/03/2023					
7-19	706	65	0		771
6-22	739	71	0		810
6-24	741	71	0		812
0-24	749	72	0		821
09/03/2023					
7-19	453	48	0		501
6-22	487	54	0		541
6-24	487	54	0		541
0-24	494	54	0		548
10/03/2023					
7-19	346	33	0		379
6-22	372	34	0		406
6-24	373	35	0		408
0-24	376	36	0		412
11/03/2023					
7-19	278	22	0		300
6-22	296	25	0		321
6-24	297	25	0		322
0-24	297	25	0		322
12/03/2023					
7-19	221	16	0		237
6-22	238	16	0		254
6-24	240	16	0		256
0-24	240	16	0		256
13/03/2023					
7-19	754	66	0		820
6-22	788	69	0		857
6-24	788	69	0		857
0-24	793	69	0		862
Average					
7-19	498	46	0		543
6-22	527	49	0		576
6-24	528	49	0		577
0-24	532	50	0		582

Total Vehicle Class Distribution



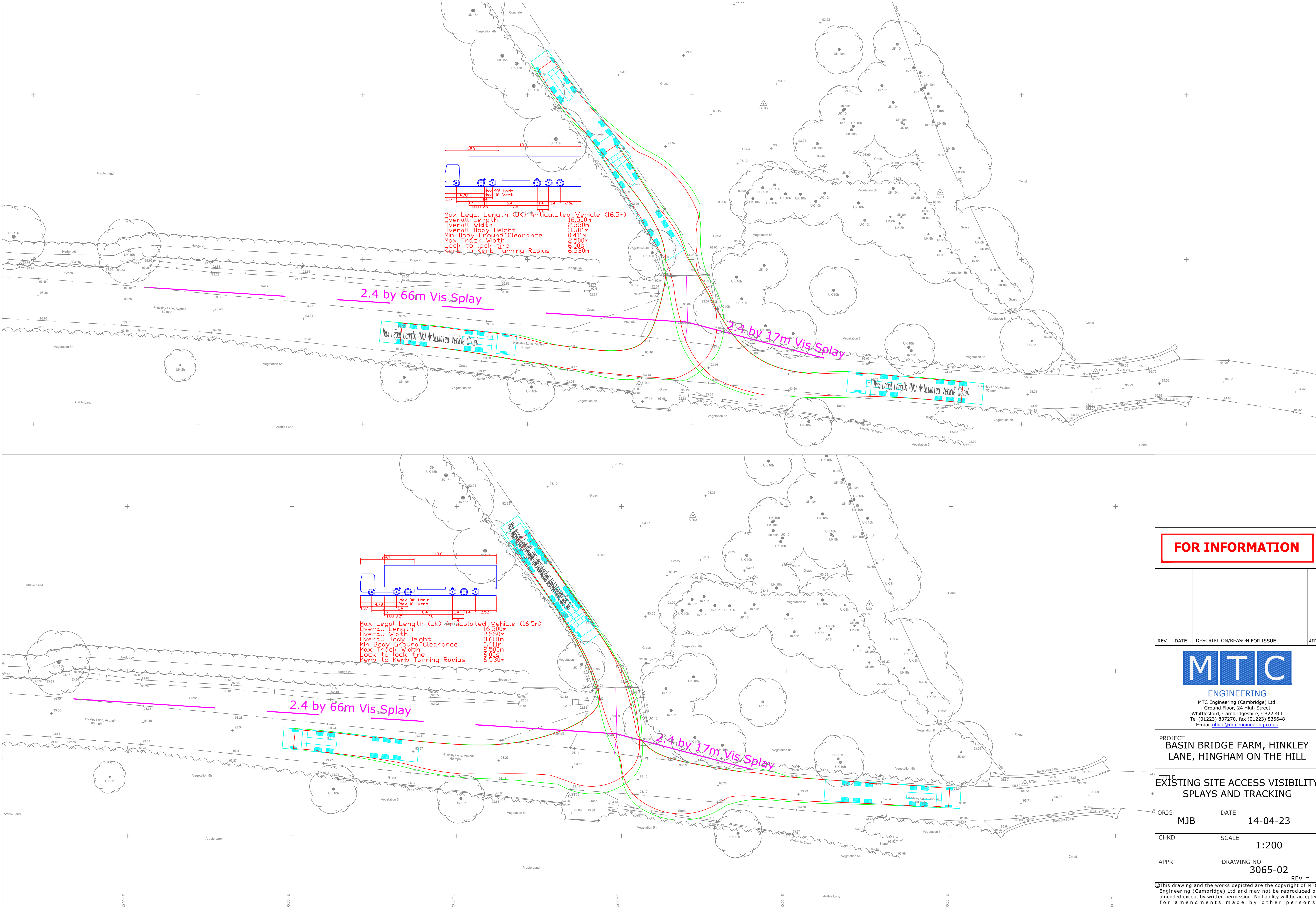
Road Data Services Ltd

Class No	Vehicle Description	Class No	Vehicle Description
1	Car, Light Van, Taxi 	5	Rigid 2 Axle HGV + 2 Axle (Close coupled) Trailer 
1	Light Goods Vehicle 	6	Rigid 3 Axle HGV + 2 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 1 Axle Caravan or Trailer 	6	Rigid 3 Axle HGV + 3 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 2 Axle Caravan or Trailer 	7	Artic, 2 Axle Tractor + 1 Axle Semi-Trailer 
2	Medium / Large Goods Vehicle 	8	Artic, 2 Axle Tractor + 2 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	9	Artic, 2 Axle Tractor + 3 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 1 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 2 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	11	Artic, 3 Axle Tractor + 3 Axle Semi-Trailer 
5	Rigid 2 Axle HGV + 2 Axle Drawbar Trailer 	12	Bus or Coach, 2 Axle 
5	Rigid 2 Axle HGV + 3 Axle Drawbar Trailer 	12	Bus or cCoach, 3 Axle 
5	Rigid 2 Axle HGV + 1 Axle Caravan or Trailer 	13	Vehicle with 7 or more Axles 

Classification Classes: Car/Van: 1 OGV1/Bus: 2,3,5,6,7,12 OGV2: 4,8,9,10,11,13

APPENDIX 5

EXISTING ACCESS, VISIBILITYU SPLAYS AND TRACKING



FOR INFORMATION

REV	DATE	DESCRIPTION/REASON FOR ISSUE	APPR

M

T

C

ENGINEERING

MTC Engineering (Cambridge) Ltd.
Ground Floor, 24 High Street
Whittlesford, Cambridgeshire, CB22 4LT
Tel (01223) 837270, fax (01223) 835648
E-mail office@mtcengineering.co.uk

PROJECT
BASIN BRIDGE FARM, HINKLEY
LANE, HINGHAM ON THE HILL

TITLE
EXISTING SITE ACCESS VISIBILITY
SPLAYS AND TRACKING

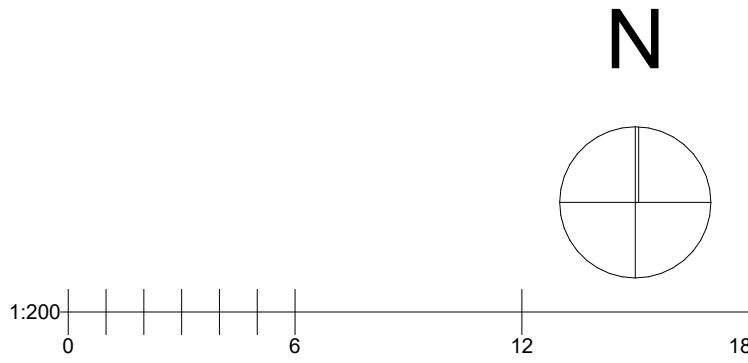
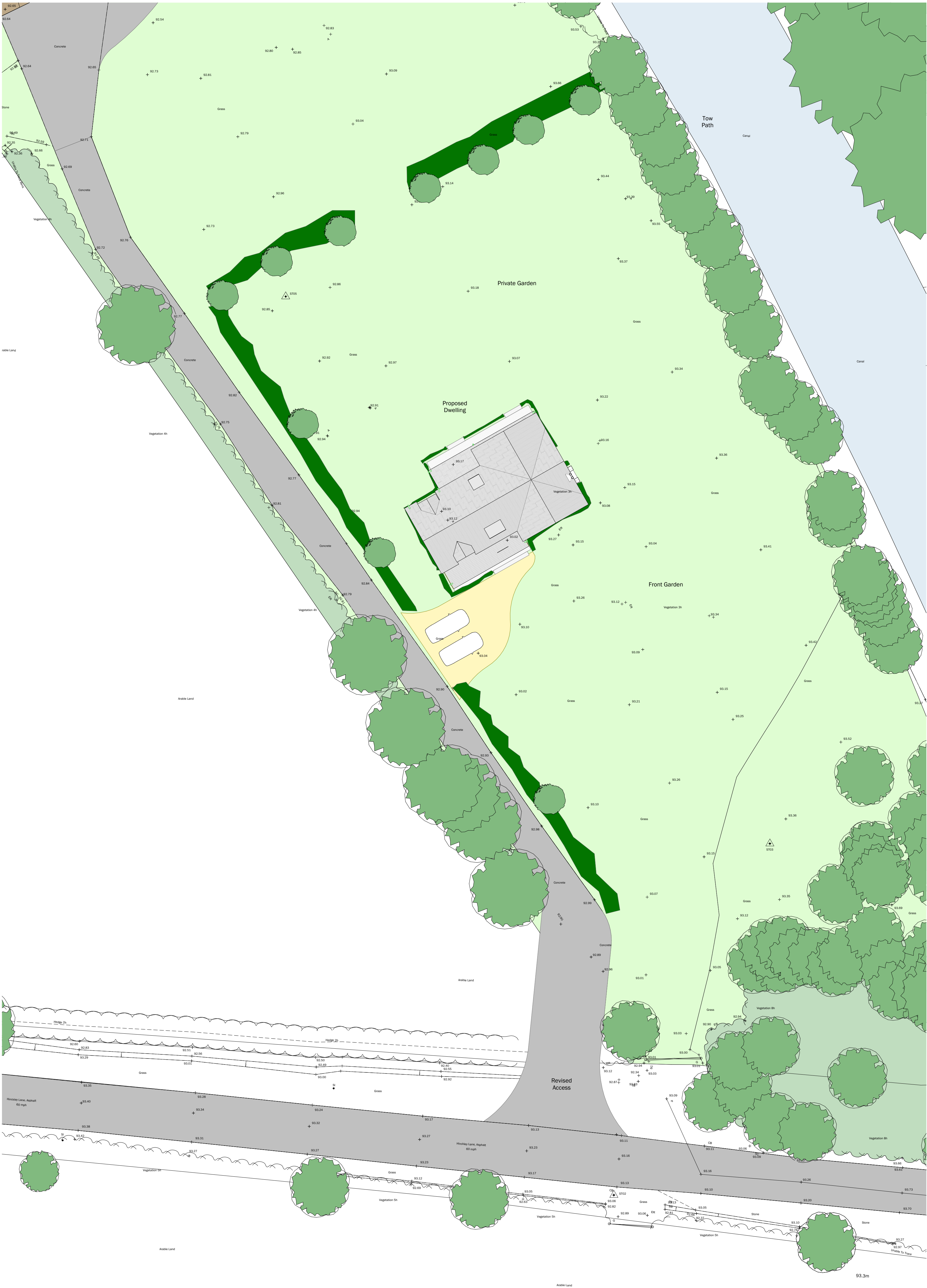
ORIG	MJB	DATE	14-04-23
CHKD		SCALE	1:200
APPR		DRAWING NO	3065-02
		REV	-

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APPENDIX 6

PROPOSED SITE LAYOUT

Issue Status			
Preliminary			
This drawing is copyright. Only figured dimensions to be worked to.			
Revision		Drawn	Check
A	First Issue	CR	AD
B	Revised to match survey	CR	AD



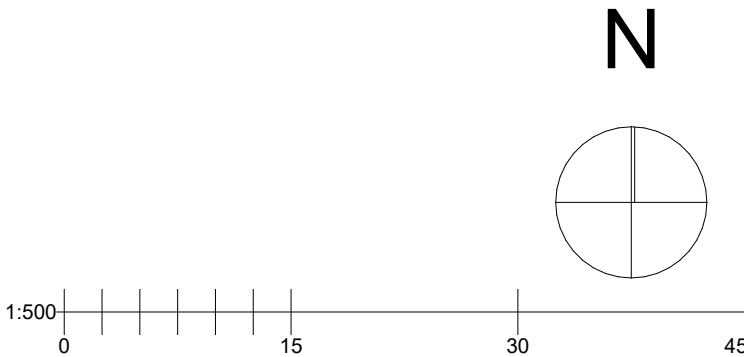
client			
Sheppard			
project			
Basin Bridge Farm, Stoke Golding Proposed Replacement Dwelling			
drawing			
Site Plan As Proposed Detail			
date	15.11.22	scale	1:200
drawn	CR	check	AD
		@ A1	

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Lincoln
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01522 457800

Issue Status			
Preliminary			
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Revision		Drawn	Check
A	First Issue	CR	AD
B	Revised to match survey	CR	AD



client Sheppard		
project Basin Bridge Farm, Stoke Golding Proposed Replacement Dwelling		
drawing Site Plan As Proposed		
date 15.11.22	scale 1:500	@ A1
drawn CR	check AD	

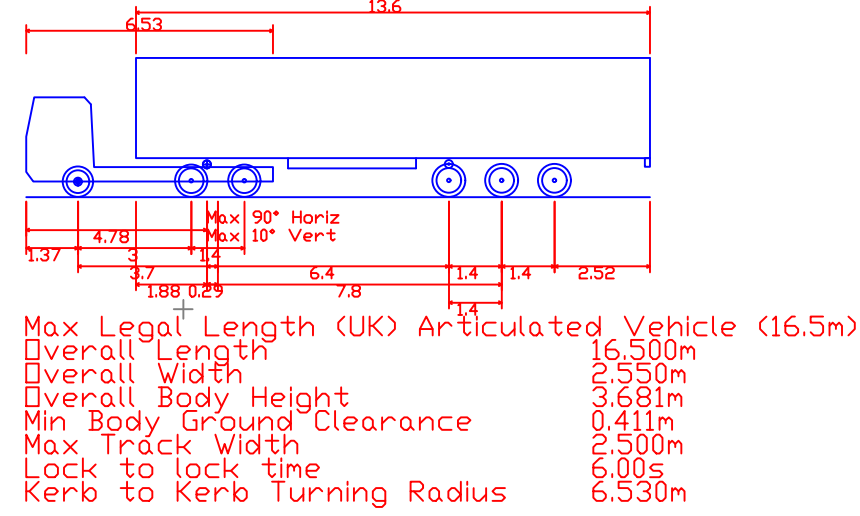
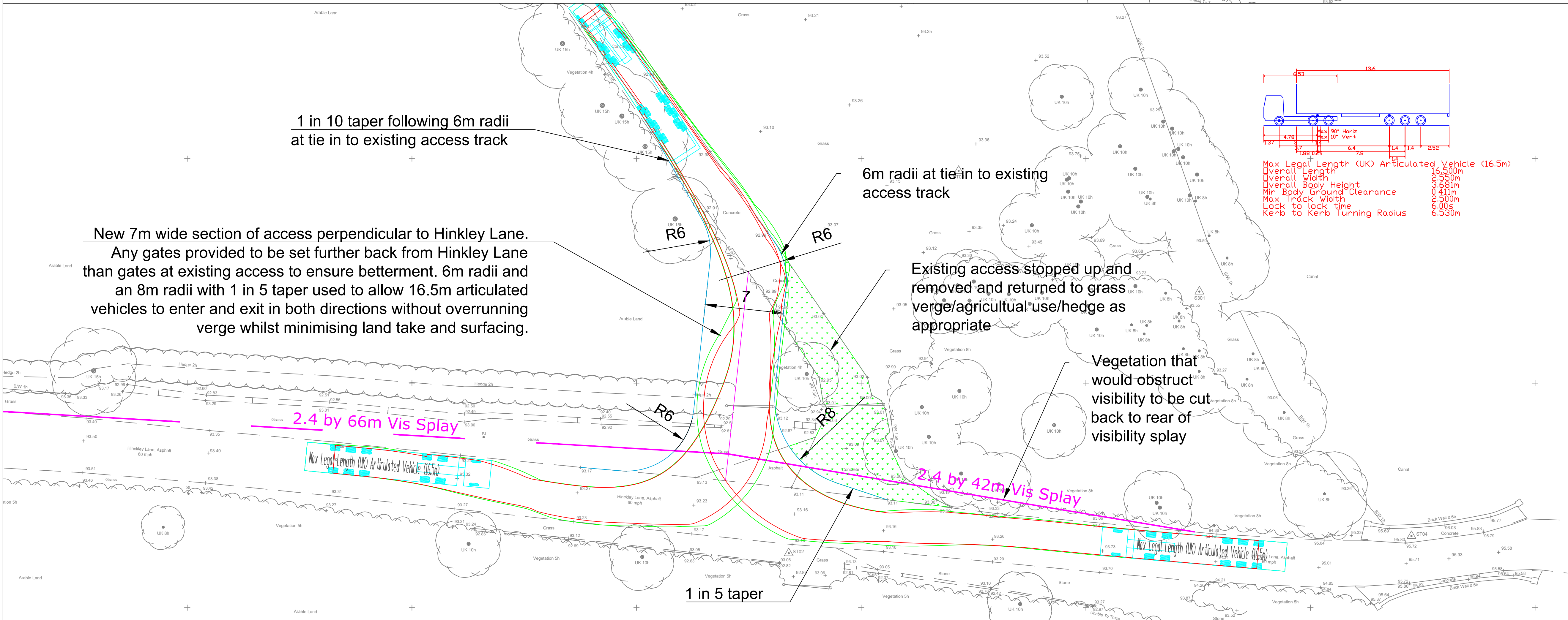
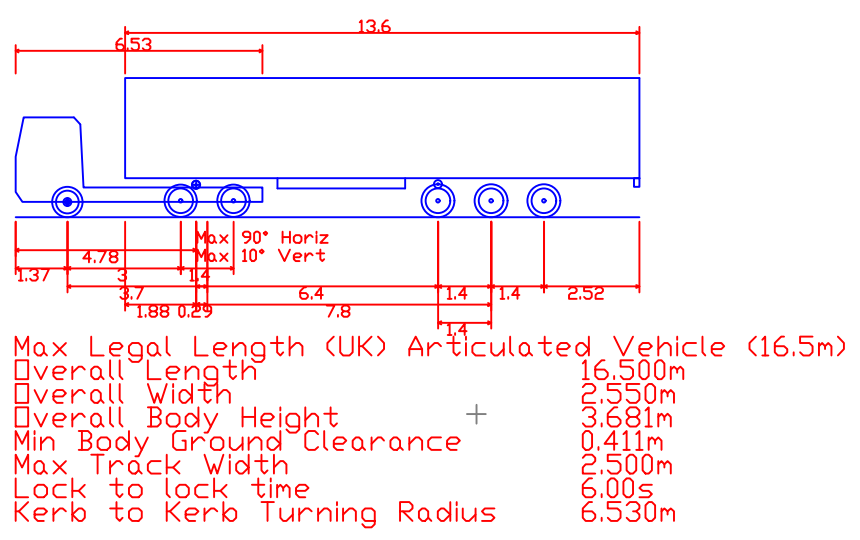
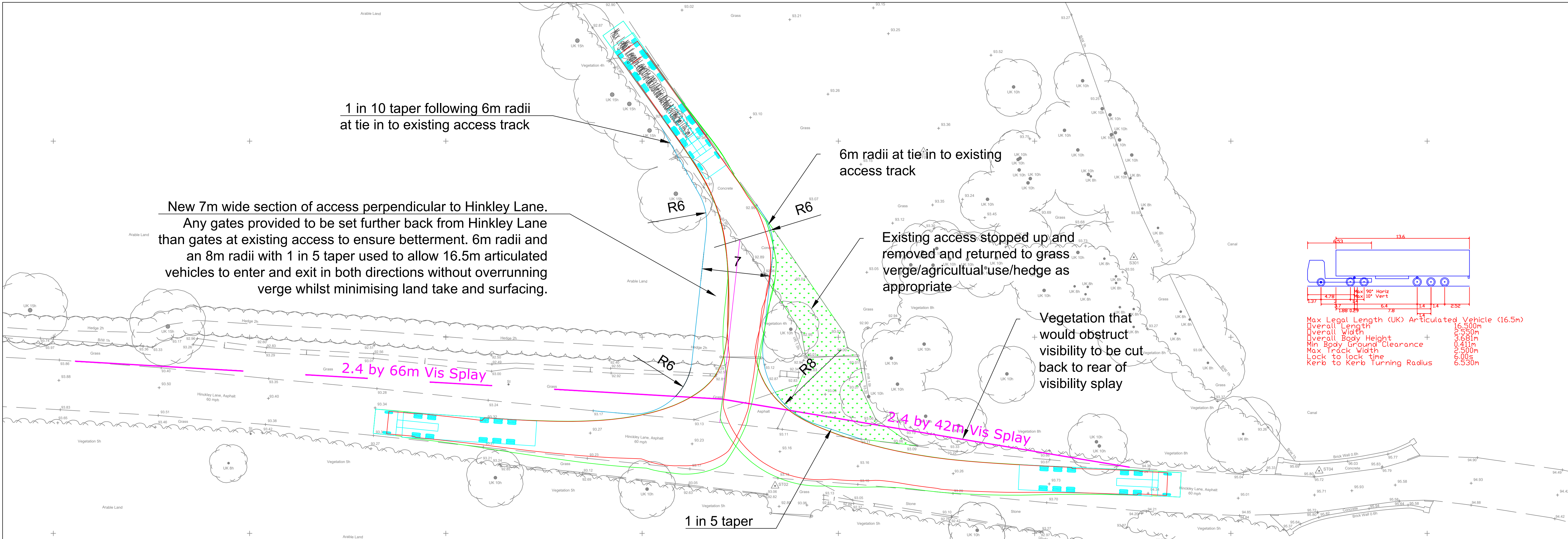
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APPENDIX 7

DIMENSIONED UPGRADED ACCESS PLAN WITH VISIBILITY SPLAYS AND TRACKING



PRELIMINARY DESIGN
NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION/REASON FOR ISSUE	APPR

MTC
ENGINEERING
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Ground Floor, 24 High Street
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Tel (01223) 837270, fax (01223) 835648
E-mail office@mtcengineering.co.uk

PROJECT
BASIN BRIDGE FARM, HINKLEY LANE, HINGHAM ON THE HILL

TITLE
UPGRADED SITE ACCESS WITH VIS SPLAYS AND TRACKING

ORIG	MJB	DATE	14-04-23
CHKD		SCALE	1:200
APPR		DRAWING NO	3065-03

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