

Victoria Vernon
Leicestershire County Council
County Hall
Glenfield
Leicester
LE3 8RA

ATB/2300431/Letter

1st March 2024

Dear Victoria,

The proposed erection of a 50x room Golf and leisure accommodation facility with associated works – Kyngs Golf And Country Club Station Road Market Bosworth Nuneaton Leicestershire CV13 ONP (Hinckley and Bosworth Borough Council Planning Ref: 24/00019/FUL)

This letter has been prepared to address comments made by Leicestershire County Council (LCC), acting as the local highway authority, on the above planning application. A copy of LCC's formal consultation response is enclosed for ease of reference.

The purpose of this letter is to provide LCC with additional information to address the points raised, with a view to ensuring LCC have no objections to the current proposals prior to determination of the application. It is noted that comments have been raised by LCC in respect of trip generation, site access, highway safety, and the proposed internal layout. This letter seeks to address each of these matters in turn under the relevant subheadings below.

Before addressing the specific technical comments, it is first considered important to reflect/reiterate the responses provided to date by the applicant in relation to the outstanding highways comments. As noted in LCC's consultation response, the site has an extensive planning history going back over the last circa 25 years, since the original golf course consent approved in 2003. In the context of the existing planning history of the site, it is considered that the proposals that are the subject of this specific application do not result in a material change with respect to the previously agreed highways position for several of the other previous applications, hence why no detailed transport evidence was considered necessary when submitting this planning application.

In particular, it is considered important to highlight the following key points:

- For the avoidance of doubt, whilst the original description of development included reference to a hotel, this has now been updated to confirm that the proposed 50-room accommodation facility would be linked to the clubhouse, rather than operating as a standalone facility. This is the same principle as the consented 12 rooms (6 lodges).

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- The 2019 consented application was supported by a detailed Transport Statement that confirmed the proposed (now consented) improved site access would operate well within the standards limits of capacity. The consented highway works were secured by condition, to be delivered through a S278 agreement.
- There have since been several other applications for the wider area of adjacent land, and to our knowledge there have been no highways objections to use of the consented access to serve these schemes. This includes application reference 20/01021/OUT for 63 residential dwellings, which was ultimately refused at appeal on other grounds, but had no objections from the local highway authority on the basis of being served by the consented access, with the access tested to a Design Year of 2025 including the combined committed/cumulative applications.
- It is also noted that LCC have not objected to other live applications for the use of the access to serve adjacent land, for example for the proposed 4 holiday lets under application reference 24/00027/FUL, and the proposed 2 subterranean golfing holiday lets (reference 24/00026/FUL).
- Details of a High Court ruling have been provided by the applicant (enclosed), which indicates that there has been a ruling in 2005 that there are unfettered access rights to the golf course site.
- There is also a long-standing S278 agreement in place for the previously proposed ghost-island access improvements from Station Road. This agreement is also still live and could be implemented if Client wishes to do so, rather than the more recently approved works secured by 2019 application. It is noted that the only highways reason for refusal since the golf course was first applied for in 1992 was the lack of a ghost island for safety to cater for large volumes of heavy traffic at peak times.

Based on the above, it is considered that the extensive planning history for the site should in itself provide confidence that mechanisms are already in place to ensure the highway impacts of the development are addressed (e.g. existing planning conditions relating to the site access).

Nevertheless, the below additional evidence should provide further assurances to LCC on the matters that have been raised in the recent consultation response.

Trip Generation

It has been clarified above that the proposals would not operate as a typical hotel and would instead comprise accommodation that is ancillary to the consented golf and leisure facilities. The planning application description has been amended to reflect this fact and avoid any confusion that the development could act as a typical hotel use. As such, given these proposals would replace the

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already consented six golf holiday homes (12-bedrooms) with an alternative form of accommodation (50 bedrooms).

Nevertheless, to provide assurances that the proposals would not result in significant highway impacts, and updated traffic generation exercise has been undertaken. For robustness, TRICS data for the category ‘Hotel, Food and Drink – Hotels’ has been utilized to calculate the potential peak hour and daily weekday traffic generation for the proposed development. This is likely to provide a robust estimate of traffic as a typical hotel could generate trips unrelated to the golf and leisure uses, whereas in practice the proposed accommodation would only be used by users of the other facilities.

The TRICS search specified hotels between 25 and 50 bedrooms in ‘freestanding’ and ‘neighborhood centre’ locations, and returned a total of two surveys from two sites. Average vehicle trip rates were calculated and are summarized below along with the predicted traffic generation for the proposed 50-room accommodation (full details of the TRICS search and traffic generation calculations are enclosed).

	Arrive		Depart		Total	
	Trip Rate (per room)	Trips	Trip Rate (per room)	Trips	Trip Rate (per room)	Trips
AM Peak	0.111	6	0.111	6	-	12
PM Peak	0.429	21	0.302	15	-	37
Daily	2.624	131	2.296	115	-	246

The above trip generation calculations have been used as the basis to assess the suitability of the site access at Station Road to serve the latest development proposals.

Site Access

LCC have requested further supporting information to demonstrate that the traffic generated by the consented and proposed uses at the site could be satisfactorily accommodated by the consented access arrangement (as secured by condition for the 2019 application), without detriment to the free flow of traffic along Station Road. The relevant access drawings are enclosed for ease of reference, and the consented access has been tested using PICADT modelling software within the JUNCTIONS10 program.

To assess the proposed access, up to date traffic survey data was obtained from LCC in the form of Automated Traffic Count (ATC) results recorded just west of the access on Station Road. This survey took place between 30th January and 6th February 2024, with the results enclosed. However, it has been noted that during this survey period some emergency road closures were in place to the east of

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Market Bosworth. To assess whether these works affected the volume of traffic on Station Road past the site, the 2024 results have been compared with both the previous 2018 count included with the 2019 application, as well as DfT traffic count data from 2019 on this section of Station Road. The comparison of peak hour flows is summarized below:

AM Peak

2018 ATC: 637 two-way flows
2024 ATC: 565 two-way flows
2019 DfT data: 539 two-way flows

PM Peak

2018 ATC: 546 two-way flows
2024 ATC: 378 two-way flows
2019 DfT data: 445 two-way flows

The above results show that for the AM peak the 2024 results are broadly similar to both the 2018 and 2019 data. However, for the PM peak the 2024 data is notably lower than both the 2018 and 2019 results, which may potentially indicate the works that were taking place to the east of Market Bosworth had an effect on the volume of traffic on Station Road past the site.

As a result of the above, for a robust assessment the previous 2018 baseline data has been utilized to re-model the consented site access. The baseline data has been growthed to a design year of 2029 (2024+5 years), using TEMPro growth factors of 1.079 for the AM peak and 1.080 for the PM peak. The consented traffic previously allowed for in the 2019 Transport Statement has also been included, as have the proposed development traffic flows from the consented 2019 scheme (minus the 6 holiday lets). The proposed traffic for the 50-room accommodation development has then been added, using the same distribution percentages as the 2019 TS, to give the 2029 ‘with development’ scenario. Details of these traffic flows are included in the enclosed turning movement figures.

The PICADY results for the 2029 with development scenario are enclosed, with the summary results shown below.

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
Proposed Layout - 2029 Future Year + Proposed										
Stream B-AC	A2	0.0	9.85	0.02	A	A2	0.1	10.21	0.12	B
Stream C-AB	D3	0.2	5.46	0.09	A	D4	0.1	5.35	0.05	A

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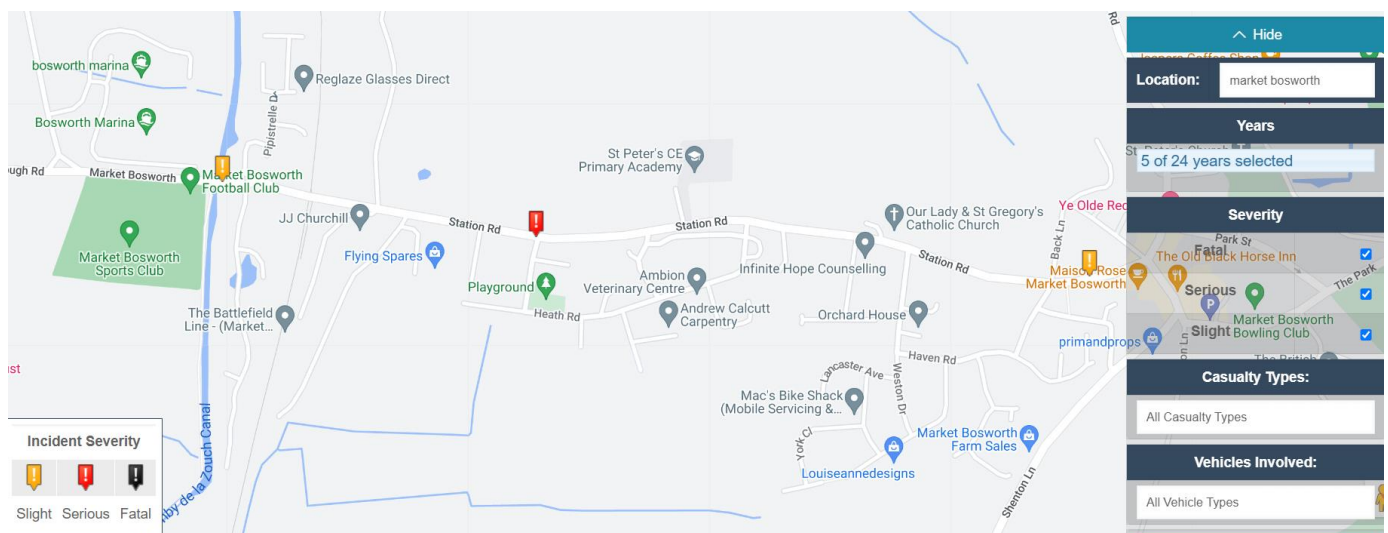
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The above results confirm that the consented access would still operate well within the acceptable limits of capacity with the proposed development in place, with minimal queuing delays on both Station Road and the site access itself. As such, the consented access arrangement should continue to be acceptable.

Highway Safety

Based on the above trip generation details presented above, even looking at a highly robust assumption that the proposed 50-room accommodation facility could operate similarly to a typical hotel in terms of trip generation, the net increase in vehicle trips on the local highway network compared with the consented position (6 holiday lets) would be insignificant (6-31 additional peak hour movements and 198 additional daily movements). As such it is considered that there should be no requirement to provide a detailed review of highway safety on the wider highway network, as the highway impacts would not be significant.

Notwithstanding the above, details of the location of recorded accidents in the vicinity of the site access have been reviewed on the Crashmap website (www.crashmap.co.uk). Based on available data for the most recent available five-year period (2018-2022), the below extract shows no notable clusters of accidents in the vicinity of the site access that would suggest ongoing highway safety issues. The closest recorded accident to the access occurred over three years ago in 2018 at the Station Road/Godsons Hill junction, comprising a serious accident involving a pedal cyclist. However, there is no evidence that this isolated incident relates to the site access in any way. As such, it can be concluded that the proposed development would not have any significant impacts on highway safety in the vicinity of the existing Station Road access.



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Internal Layout

With respect to vehicle parking, it is important to note that the now amended description of development for the current application confirms that the proposed 50 room accommodation would not operate as a separate hotel and those visitors staying in the accommodation would do so as part of their visit to the golf course and associated facilities. As such, the as consented parking for the clubhouse and other facilities should be sufficient to allow for the newly proposals accommodation. Furthermore, the previous Transport Statement predicted a total demand for 185 parking spaces at the site, meaning the proposed 202 spaces would be in excess of the predicted demand, and so any minor uplift in demand relating to the hotel should be sufficient accommodated.

Conclusions

Based on the details presented above, it is considered that the initial comments raised by LCC in respect of highways and transportation have been satisfactorily addressed. It is therefore considered that LCC should no longer have any objections to the proposed development, subject to any appropriately worded conditions.

I trust these details are satisfactory for your purposes and we look forward to receiving your feedback in due course. Should you have any queries or require further information, please do not hesitate to get in touch.

Yours sincerely,

Andrew Braun

Andrew Braun

Associate Director

cc. George Denny - Statue Homes Ltd
 Alex Jelley - Hickley and Bosworth Borough Council

Encl. LCC Consultation Response
 High Court Ruling Information
 TRICS Data
 Traffic Flow Diagrams
 Consented Access Plans
 PICADY Results

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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: 24/00019/FUL

Highway Reference Number: 2024/0019/04/H

Application Address: Kyngs Golf And Country Club Station Road Market Bosworth Nuneaton
Leicestershire CV13 0NP

Application Type: Full

Description of Application:

Erection of 50 bedroom golf and leisure hotel (Retrospective)

GENERAL DETAILS

Planning Case Officer: Alex Jelley

Applicant: Statue Homes Ltd

County Councillor: Bertie Harrison-Rushton

Parish: Market Bosworth

Road Classification: Class C

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

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

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been consulted on an application for the erection of a 50-bedroom golf and leisure hotel at Kyngs Golf and Country Club Station Road Market Bosworth. In compiling this response the LHA has reviewed the following documents:

- Application Form
- Proposed Site Layout Plan dated December 2023 drawing number HMD/PD/0532/01
- Proposed Ground Floor Plan dated December 2023 drawing number HMD/PD/0532/02
- Proposed First Floor Plan dated December 2023 drawing number HMD/PD/0532/03
- Location Plan uploaded to the Planning Portal 04/01/2024
- HDM Planning Statement dated December 2023 reference HDM/0532/2023

It is intended that the proposed development would support the clubhouse approved under planning application reference 19/01437/FUL which will provide a changing rooms, bar and dining

areas, pro shop and offices, as well as the proposed golf simulator and function room. This application also sought permission for six golf holiday homes contained within a courtyard building.

The LHA understand that the proposed development seeks to replace the approved golf holiday homes with a 50-bedroom hotel.

Planning History

02/00685/COU - Proposed golf course and ancillary facilities including siting of club house and associated parking. - Granted by the Local Planning Authority (LPA) on the 30 April 2003

13/00272/CONDIT - Variation of condition 18 of planning permission 02/00685/COU to remove the ghost right hand turn lane and propose other off site highway works. - Granted by the Local Planning Authority (LPA) on the 17 February 201.

17/00528/FUL - Erection of multi-functional recreational building, the erection of a golf simulator building, the erection of a golf buggy garage, formation of a new car parking area for 242 vehicles and new access roads and the proposed erection of 15 golf holiday homes and all associated ancillary works and landscaping - Refused Planning Permission by the LPA on 15 September 2017

18/00732/FUL - Erection of multi-functional recreational building formation of a new car parking areas, new access roads and the proposed erection of 15 golf holiday homes and all associated ancillary works and landscaping (Resubmission) Refused Planning Permission by the LPA on 23 October 2018 - the decision was appealed by the Applicants and the application was dismissed at appeal by the Planning Inspectorate on the 24 October 2019

19/01437/FUL - Erection of a multi-purpose golf clubhouse (D2), formation of new car parking areas and access roads and the erection of 6 Golf holiday homes (C1) and all associated ancillary works and landscaping - granted planning permission by the LPA on the 15 June 2020. It is understood that works have commenced on the above permission, however the LPA have advised the LHA that they have been carried out in breach of condition.

Site Access

The proposed development will be served by an existing site access. This private access road meets the highway at Station Road, which is a C Classified road subject to a 30mph speed limit. The LHA highlight that access improvements (including footway widening) that were secured under 13/00272/CONDIT and 19/01437/FUL, have not yet been implemented.

Given the potential level of traffic generated by the extant and proposed use of the site, consideration should be given over whether the currently approved access is appropriate to maintain the free flow of traffic along Station Road, Therefore, to allow the LHA to assess the cumulative impact of the development, a junction capacity assessment of the site access junction in the AM and PM peak hour should be undertaken to confirm that a priority-controlled junction remains appropriate.

To enable traffic flow scenarios to be checked, the Applicant should include full traffic survey results as well as summary diagrams and, if appropriate, PCU calculations. The LHA will need an explanation of calculations and any other committed developments that have been included in the assessment.

The Applicant is advised that traffic counts should be no more than three years old. The Applicant should be advised that a permit is required to carry out any traffic count/speed survey on the public highway within Leicestershire. A permit can be obtained by contacting ndi@leics.gov.uk.

Alternatively, Leicestershire County Council offer a data collection service including a large traffic count database. For details of the services available please contact ndi@leics.gov.uk

Highway Safety

The Applicant is advised to conduct a review of recent Personal Injury Collision records for the last five years. Personal Injury Collision data can be obtained from ndi@leics.gov.uk. The study area should be based on the trip generation from the proposed development and consider the PIC record on links or at junctions as appropriate. The Applicant will need to look at any patterns/trends and include scaled drawings of any mitigation schemes if required, which should be designed to Leicestershire Highway Design Guide (LHDG) standards.

Trip Generation

Neither the existing trip generation nor the change in trip generation which would result from the proposed development has been provided.

Whilst the LHA note from the submitted floor plans that the proposed hotel does not seek to create function room/ restaurant/ bar, the LHA would welcome clarity from the Applicants as to what facilities would be provided within the hotel.

In addition, it is considered members of the public would be able to stay at the hotel who may not have any association with the other activities on-site. Therefore, the LHA consider that the proposed hotel should be assessed on a standalone basis for a robust assessment.

Until the trip generation of both the proposed hotel development and the existing golf club has been established by the Applicant the LHA consider that the impact of the proposals on the highway network has not been established.

Internal Layout

The proposed development seeks to rely on the car parking approved under 19/01437/FUL with a reduction of 12 spaces from 221 to 209 car parking spaces which were located within the courtyard arrangement and proposed to serve the holiday homes.

The LHA do not currently have sufficient information to assess whether appropriate parking for the scale of development would be provided.

The LHA will further review the internal layout of the site once details of trip generation have been provided.

Date Received
12 January 2024

Case Officer
Victoria Vernon

Reviewer
DH

Date issued
8 February 2024

SELTHER Associates Ltd.

P.O. Box 3317 Market Bosworth
CV13 0YS

Tel/Fax No. 01858 540041

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PRESS RELEASE

COMPANY LAWYERS FORCED BACK TO COURT AGAINST LEICESTERSHIRE COUNTY COUNCIL

In October 2005 the High Court ruled in favour of a Leicestershire company against the County Council for imposing an unlawful traffic restriction and awarded costs in favour of the Company.

The Deputy Chief ~~Head~~ of Leicestershire Legal Services at the County Hall has blatantly ignored the Companies proposed offers to settle the ruling made by the High Court! Leaving the Company lawyers frustrated at the County Councils stance in not responding to ~~the~~ their letters and phone calls.

Company Director Nick Leatherland is calling for the resignation of the Deputy Chief of Legal Services, Mr Richard Boan whose administration of ~~the~~ original order and ~~failure~~ to still recognise the County Councils liability to Company losses incurred.

If further High Court action is pursued the Costs and Damages Claim could result in a Claim in excess of £100k for the tax payer.

Calculation Reference: AUDIT-437201-240229-0246

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : A - HOTELS
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	SG SOUTH GLOUCESTERSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days

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

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: Number of bedrooms
Actual Range: 7 to 56 (units:)
Range Selected by User: 7 to 300 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 12/11/21

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:

Monday 1 days
Thursday 1 days

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

Selected survey types:

Manual count 2 days
Directional ATC Count 0 days

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:

Neighbourhood Centre (PPS6 Local Centre) 1
Free Standing (PPS6 Out of Town) 1

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:

Village 1
Out of Town 1

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 Vehicles Counts:

Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 2 days - Selected

Secondary Filtering selection:

Use Class:

C1 2 days

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:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days

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 days
250,001 to 500,000	1 days

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	2 days
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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.

Travel Plan:

No	2 days
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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	2 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	SG-06-A-01	BED & BREAKFAST		SOUTH GLOUCESTERSHIRE
	OLD GLOUCESTER ROAD			
	NEAR BRISTOL			
	WINTERBOURNE			
	Free Standing (PPS6 Out of Town)			
	Out of Town			
	Total Number of bedrooms:	7		
	Survey date: THURSDAY	04/11/21	Survey Type: MANUAL	
2	WM-06-A-05	HOTEL		WEST MIDLANDS
	BIRMINGHAM ROAD			
	BIRMINGHAM			
	HOPWOOD			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total Number of bedrooms:	56		
	Survey date: MONDAY	09/11/15	Survey Type: MANUAL	

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
TOTAL VEHICLES
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
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									
07:00 - 08:00	1	56	0.054	1	56	0.089	1	56	0.143
08:00 - 09:00	2	32	0.111	2	32	0.111	2	32	0.222
09:00 - 10:00	2	32	0.302	2	32	0.111	2	32	0.413
10:00 - 11:00	2	32	0.127	2	32	0.143	2	32	0.270
11:00 - 12:00	2	32	0.095	2	32	0.127	2	32	0.222
12:00 - 13:00	2	32	0.190	2	32	0.143	2	32	0.333
13:00 - 14:00	2	32	0.111	2	32	0.175	2	32	0.286
14:00 - 15:00	2	32	0.206	2	32	0.222	2	32	0.428
15:00 - 16:00	2	32	0.063	2	32	0.127	2	32	0.190
16:00 - 17:00	2	32	0.206	2	32	0.143	2	32	0.349
17:00 - 18:00	2	32	0.429	2	32	0.302	2	32	0.731
18:00 - 19:00	2	32	0.429	2	32	0.270	2	32	0.699
19:00 - 20:00	2	32	0.190	2	32	0.175	2	32	0.365
20:00 - 21:00	2	32	0.095	2	32	0.063	2	32	0.158
21:00 - 22:00	2	32	0.016	2	32	0.095	2	32	0.111
22:00 - 23:00	1	7	0.000	1	7	0.000	1	7	0.000
23:00 - 24:00									
Total Rates:			2.624			2.296			4.920

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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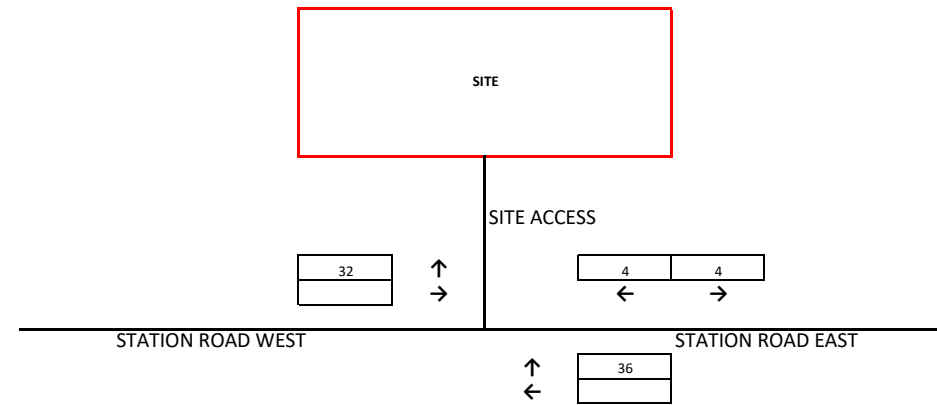
Parameter summary

Trip rate parameter range selected:
 Survey date date range:
 Number of weekdays (Monday-Friday):
 Number of Saturdays:
 Number of Sundays:
 Surveys automatically removed from selection:
 Surveys manually removed from selection:

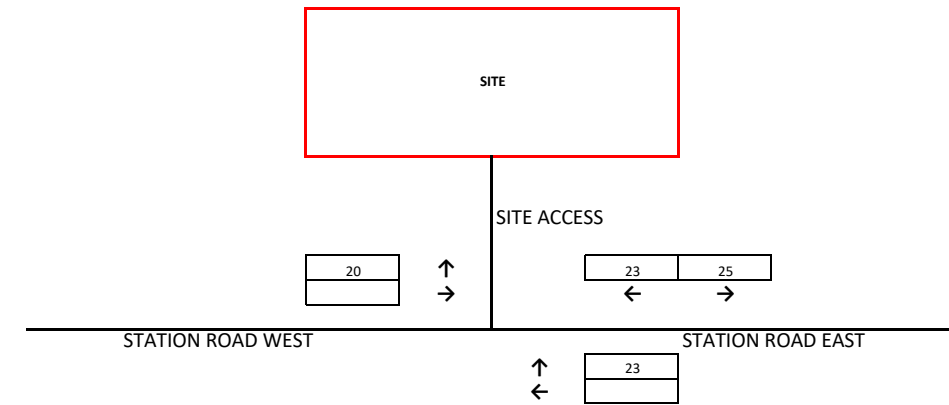
7 - 56 (units:)
 01/01/15 - 12/11/21
 2
 0
 0
 0
 0

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.

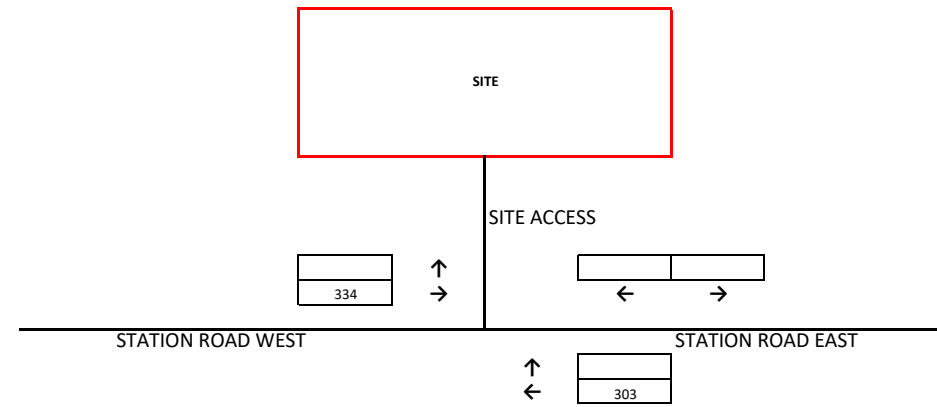
AM (08:00-09:00)



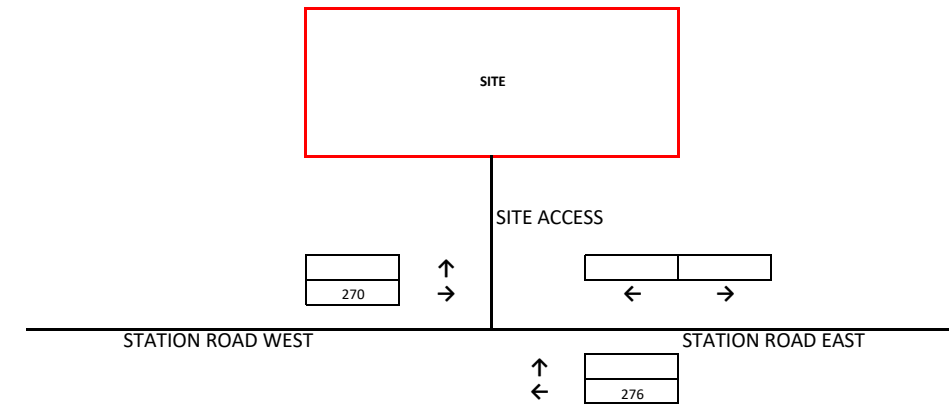
PM (17:00-18:00)



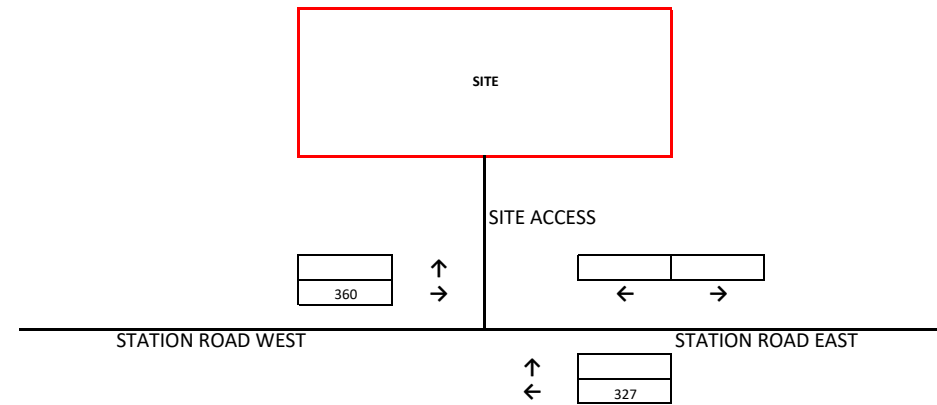
AM (08:00-09:00)



PM (17:00-18:00)

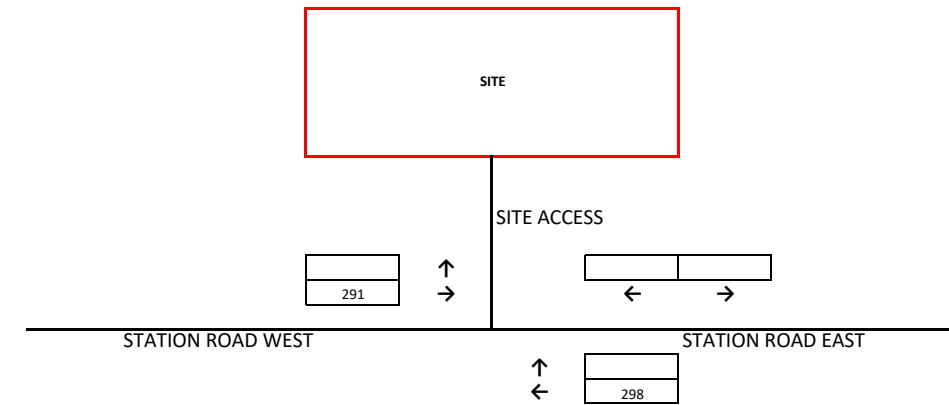


AM (08:00-09:00)



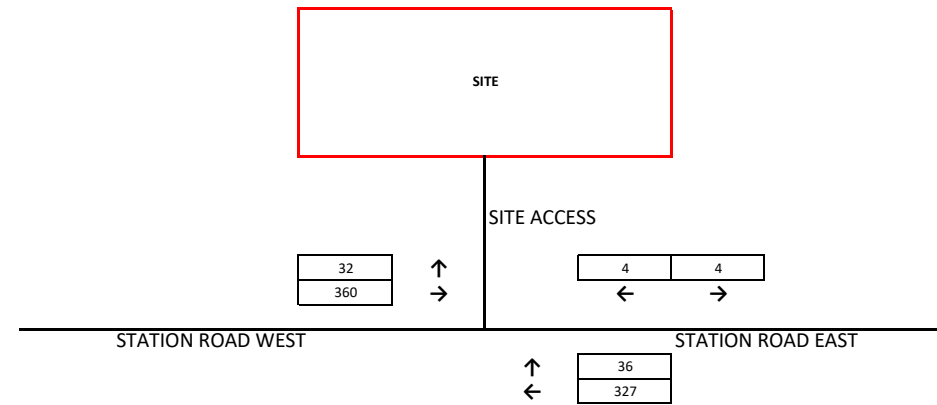
2018-2029 AM TEMPRO GROWTH FACTOR 1.079

PM (17:00-18:00)

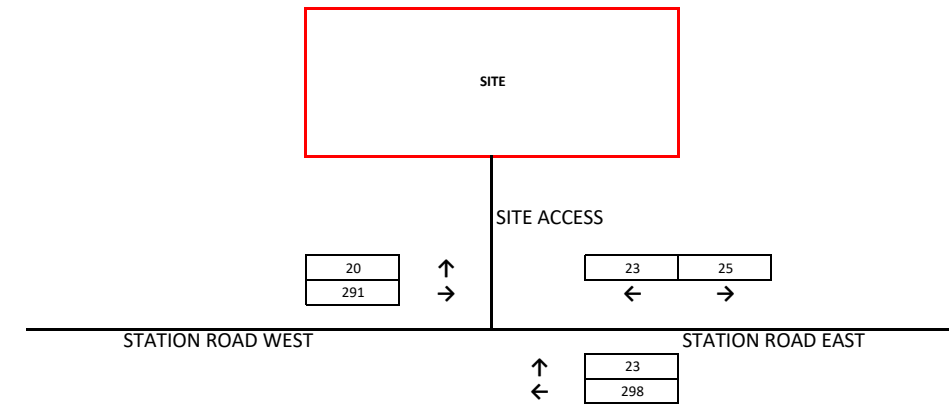


2018-2029 PM TEMPRO GROWTH FACTOR 1.080

AM (08:00-09:00)



PM (17:00-18:00)



DRAWING #: HAS/17-030/03
REV: A

ROAD MARKINGS SHOWN ARE ILLUSTRATIVE,
BASED ON SITE OBSERVATIONS AND
TRANSFERRED TO TO OS MAPPING

WESTERN FOOTWAY - 1:500 @ A3

- 1. DO NOT SCALE FROM THIS PLAN. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE NOTED.
- 2. THIS PLAN IS TO BE READ IN CONJUNCTION WITH ALL OTHER DOCUMENTS RELATING TO THIS PROJECT.
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FOOTWAY WIDENING TIES
INTO EXISTING WIDTH
AT LAND BOUNDARY

EXISTING FOOTWAY WIDENED
TO 2m AND MADE GOOD



56 Radcliffe Road, West Bridgford
Nottinghamshire NG2 5HH

Telephone: 07738 274470
Email: ha-solutions@outlook.com

CLIENT:
Statue Homes Ltd

DRAWING TITLE:
WIDENED FOOTWAYS
AT STATION ROAD

PROJECT TITLE:
REDEVELOPMENT OF
KYNGS GOLF & COUNTY
PARK, STATION ROAD,
MARKET BOSWORTH

REV.	DATE	ALTERATION(S) MADE	BY
A	5/10/18	CHANGES TO ACCORD WITH FINAL LCC COMMENTS	ACD

DRAWING #:
HAS/17-030/03

REV:
A

DATE:
31/05/2018

PREPARED BY:
ACD

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EASTERN FOOTWAY - 1:500 @ A3

EXISTING FOOTWAY WIDENED
TO 2m AND MADE GOOD

FOOTWAY WIDENING TIES
INTO EXISTING WIDTH
AT LAND BOUNDARY



DRAWING #: HAS/17-030/01
REV: A

ROAD MARKINGS SHOWN ARE ILLUSTRATIVE,
BASED ON SITE OBSERVATIONS AND
TRANSFERRED TO TO OS MAPPING

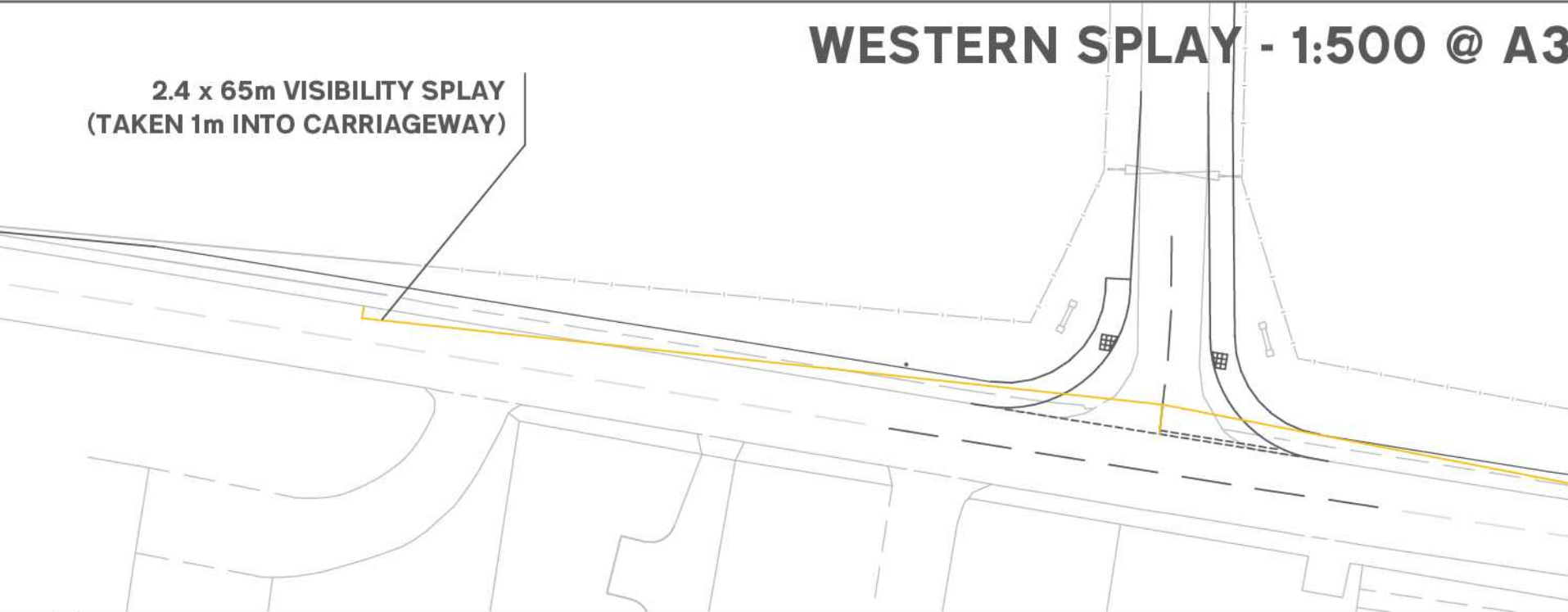
ALL SPLAYS - 1:1,000 @ A3

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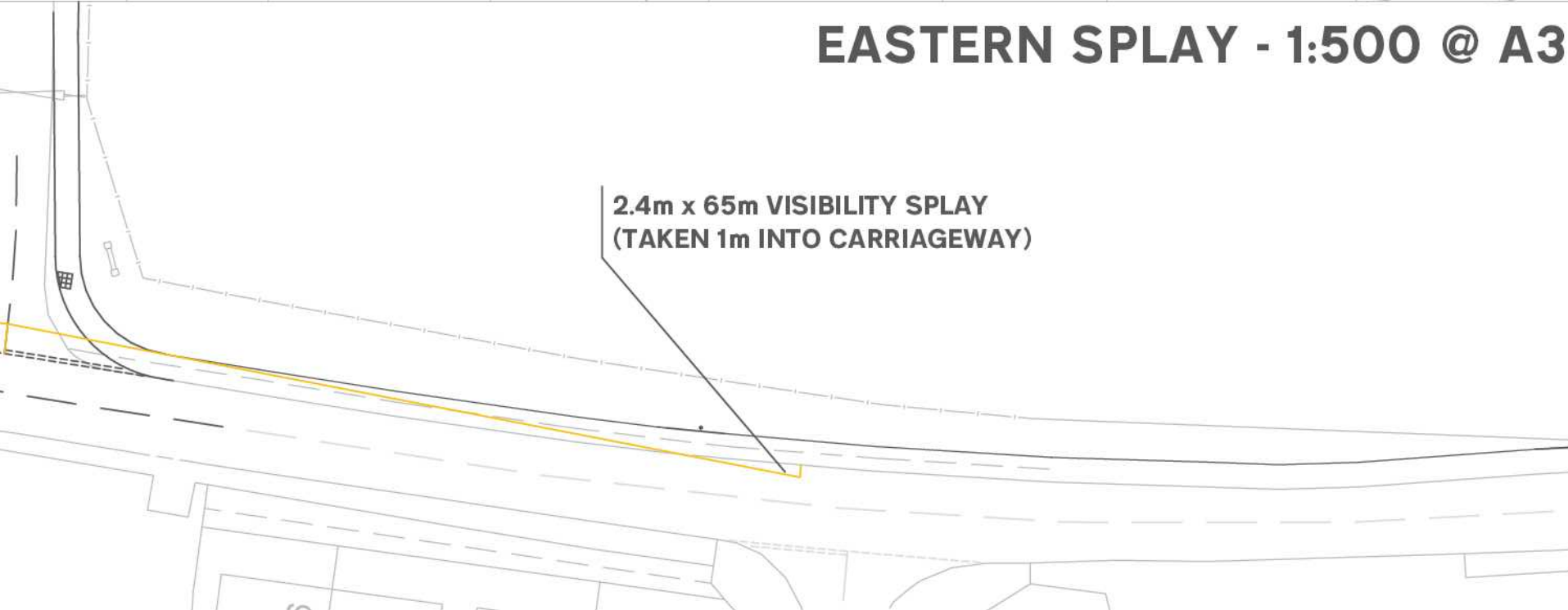
WESTERN SPLAY - 1:500 @ A3

2.4 x 65m VISIBILITY SPLAY
(TAKEN 1m INTO CARRIAGEWAY)



EASTERN SPLAY - 1:500 @ A3

2.4m x 65m VISIBILITY SPLAY
(TAKEN 1m INTO CARRIAGEWAY)



HAS

Highway Access
Solutions

56 Radcliffe Road, West Bridgford
Nottinghamshire NG2 5HH

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CLIENT:
Statue Homes Ltd

DRAWING TITLE:
4.5 x 120m VISIBILITY
SPLAYS AT EXISTING (AND
PROPOSED) ACCESS

PROJECT TITLE:
REDEVELOPMENT OF
KYNGS GOLF & COUNTY
PARK, STATION ROAD,
MARKET BOSWORTH

REV.	DATE	ALTERATION(S) MADE	BY
A	5/10/18	CHANGES TO ACCORD WITH FINAL LCC COMMENTS	ACD

DRAWING #: HAS/17-030/01
REV: A
DATE: 31/05/2018
PREPARED BY: ACD

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DRAWING #: HAS/17-030/02
REV: A

ROAD MARKINGS SHOWN ARE ILLUSTRATIVE,
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JUNCTION ENHANCEMENTS - 1:100 @ A3

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HAS

Highway Access Solutions

56 Radcliffe Road, West Bridgford
Nottinghamshire NG2 5HH

Telephone: 07738 274470
Email: ha-solutions@outlook.com

CLIENT:
Statue Homes Ltd

DRAWING TITLE:
ENHANCEMENTS TO
ACCESS JUNCTION AT
STATION ROAD

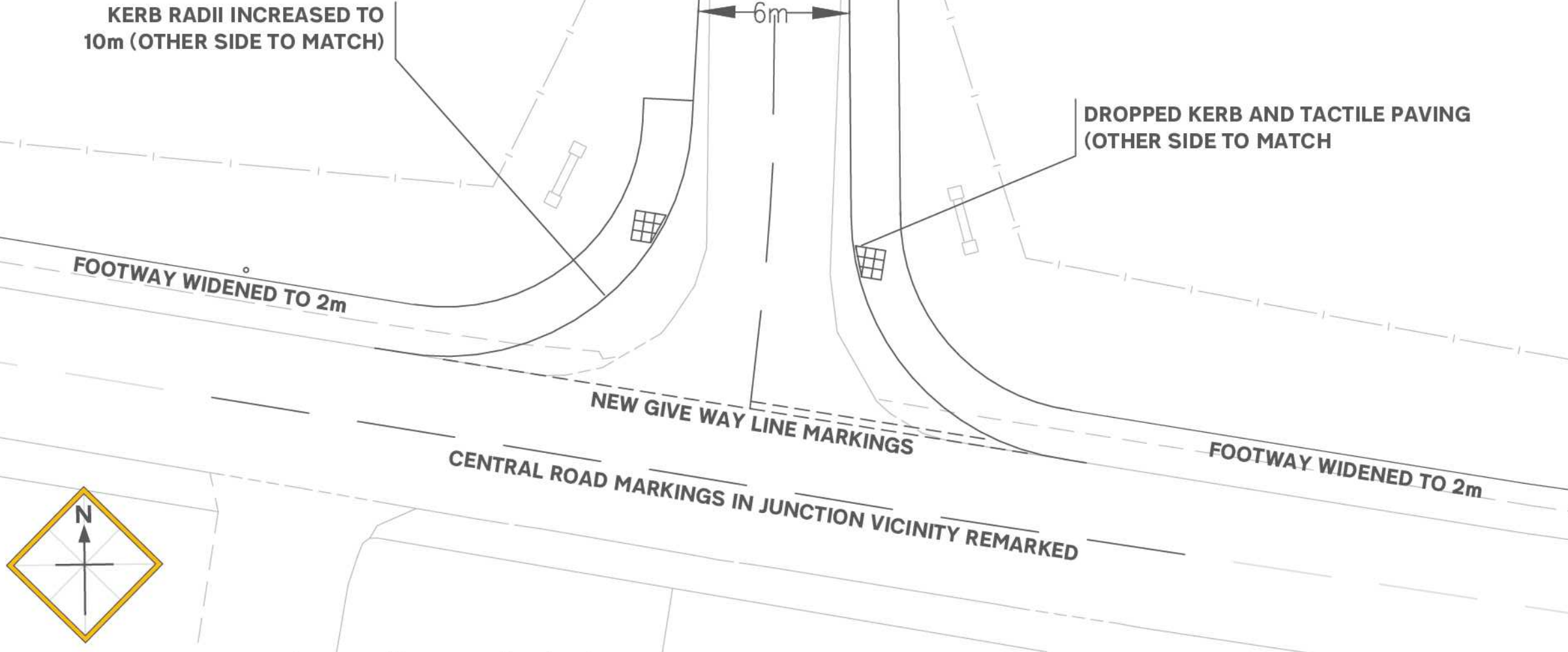
PROJECT TITLE:
REDEVELOPMENT OF
KYNGS GOLF & COUNTY
PARK, STATION ROAD,
MARKET BOSWORTH

REV.	DATE	ALTERATION(S) MADE	BY
A	5/10/18	CHANGES TO ACCORD WITH FINAL LCC COMMENTS	ACD

DRAWING #: HAS/17-030/02
REV: A

DATE: 31/05/2018
PREPARED BY: ACD

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

Filename: Station Road - Site Access.j10

Path: Y:\ARDENT PROJECTS\2300431 - Station Road, Market Bosworth - Highways Response\Transport\PICADY

Report generation date: 01/03/2024 15:02:57

»Proposed Layout - 2029 Future Year + Proposed, AM

»Proposed Layout - 2029 Future Year + Proposed, PM

Summary of junction performance



	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
Proposed Layout - 2029 Future Year + Proposed										
Stream B-AC	A2	0.0	9.85	0.02	A	A2	0.1	10.21	0.12	B
Stream C-AB	D3	0.2	5.46	0.09	A	D4	0.1	5.35	0.05	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

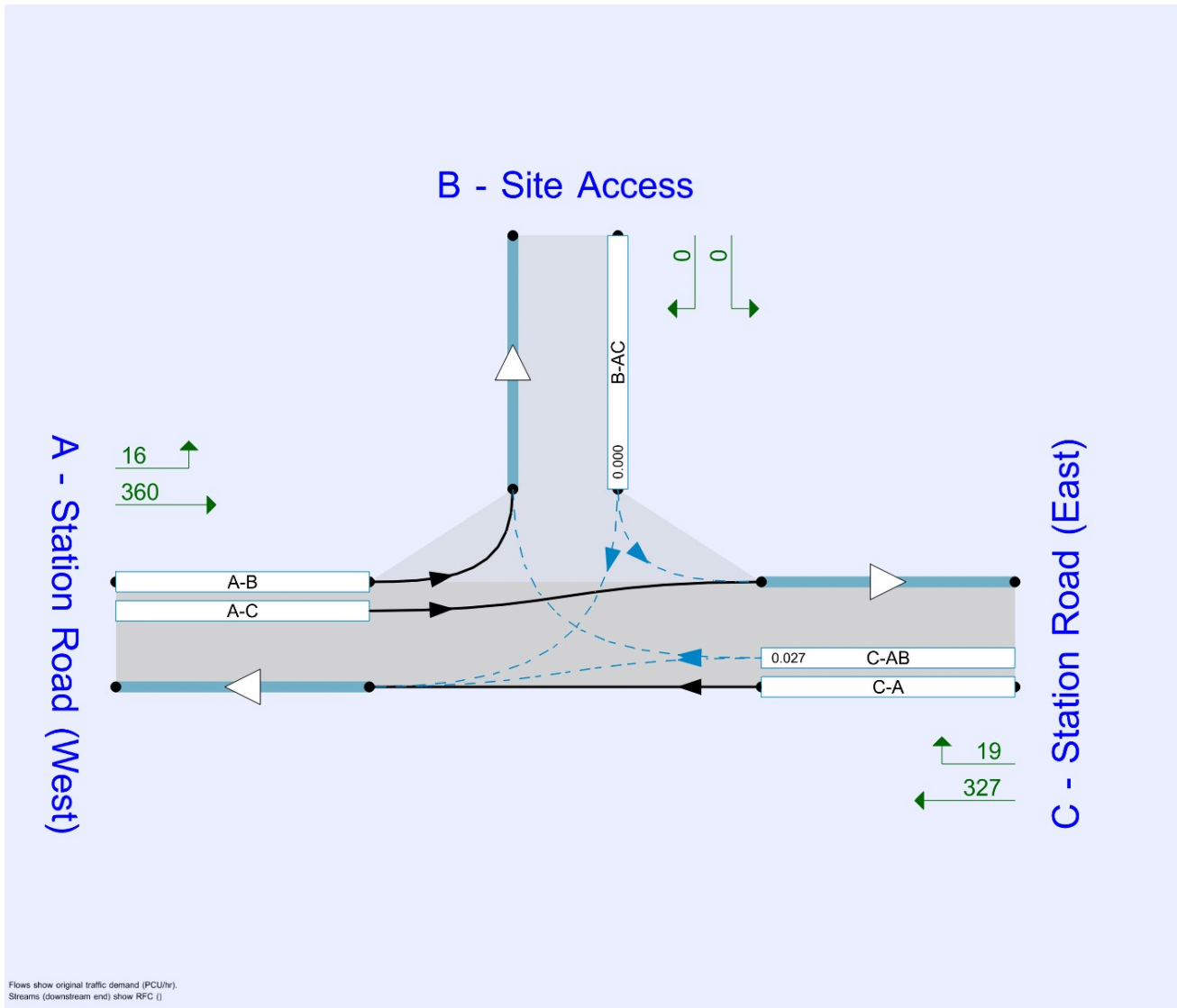
File summary

File Description

Title	Station Road / Site Access
Location	Market Bosworth
Site number	
Date	28/02/2024
Version	V1
Status	Proposed
Identifier	
Client	Statue Homes Ltd
Jobnumber	2300431
Enumerator	ARDENTCE\nottinghamlaptop
Description	

Units

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



Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2029 Future Year + Consented	AM	ONE HOUR	08:00	09:30	15	✓
D2	2029 Future Year + Consented	PM	ONE HOUR	17:00	18:30	15	✓
D3	2029 Future Year + Proposed	AM	ONE HOUR	08:00	09:30	15	✓
D4	2029 Future Year + Proposed	PM	ONE HOUR	17:00	18:30	15	✓

Proposed Layout - 2029 Future Year + Proposed, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Proposed Layout	✓	✓	D3,D4	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Station Road / Site Access	T-Junction	Two-way	Two-way	Two-way		0.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.53	A

Arms

Arms

Arm	Name	Description	Arm type
A	Station Road (West)		Major
B	Site Access		Minor
C	Station Road (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Station Road (East)	6.30			180.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.75	35	30

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	491	0.088	0.223	0.140	0.319
B-C	627	0.095	0.240	-	-
C-B	678	0.259	0.259	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2029 Future Year + Proposed	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Station Road (West)		ONE HOUR	✓	392	100.000
B - Site Access		ONE HOUR	✓	8	100.000
C - Station Road (East)		ONE HOUR	✓	363	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Station Road (West)	B - Site Access	C - Station Road (East)
From	A - Station Road (West)	0	32	360
	B - Site Access	4	0	4
	C - Station Road (East)	327	36	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Station Road (West)	B - Site Access	C - Station Road (East)
From	A - Station Road (West)	10	10	10
	B - Site Access	10	10	10
	C - Station Road (East)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.02	9.85	0.0	A	7	11
C-AB	0.09	5.46	0.2	A	54	82
C-A					279	418
A-B					29	44
A-C					330	496

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	2	456	0.013	6	0.0	0.0	8.792	A
C-AB	40	10	766	0.052	40	0.0	0.1	5.454	A
C-A	233	58			233				
A-B	24	6			24				
A-C	271	68			271				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	2	437	0.016	7	0.0	0.0	9.204	A
C-AB	52	13	785	0.066	52	0.1	0.1	5.401	A
C-A	274	69			274				
A-B	29	7			29				
A-C	324	81			324				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	411	0.021	9	0.0	0.0	9.846	A
C-AB	71	18	813	0.088	71	0.1	0.2	5.338	A
C-A	328	82			328				
A-B	35	9			35				
A-C	396	99			396				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	411	0.021	9	0.0	0.0	9.847	A
C-AB	71	18	813	0.088	71	0.2	0.2	5.344	A
C-A	328	82			328				
A-B	35	9			35				
A-C	396	99			396				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	2	437	0.016	7	0.0	0.0	9.206	A
C-AB	52	13	785	0.066	52	0.2	0.1	5.409	A
C-A	274	69			274				
A-B	29	7			29				
A-C	324	81			324				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	2	456	0.013	6	0.0	0.0	8.796	A
C-AB	40	10	766	0.052	40	0.1	0.1	5.463	A
C-A	233	58			233				
A-B	24	6			24				
A-C	271	68			271				

Proposed Layout - 2029 Future Year + Proposed, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Proposed Layout	✓	✓	D3,D4	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Station Road / Site Access	T-Junction	Two-way	Two-way	Two-way		1.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.00	A

Arms

Arms

Arm	Name	Description	Arm type
A	Station Road (West)		Major
B	Site Access		Minor
C	Station Road (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Station Road (East)	6.30			180.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.75	35	30

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	491	0.088	0.223	0.140	0.319
B-C	627	0.095	0.240	-	-
C-B	678	0.259	0.259	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2029 Future Year + Proposed	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Station Road (West)		ONE HOUR	✓	311	100.000
B - Site Access		ONE HOUR	✓	48	100.000
C - Station Road (East)		ONE HOUR	✓	321	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Station Road (West)	B - Site Access	C - Station Road (East)
	A - Station Road (West)	0	20	291
	B - Site Access	23	0	25
	C - Station Road (East)	298	23	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A - Station Road (West)	B - Site Access	C - Station Road (East)
	A - Station Road (West)	10	10	10
	B - Site Access	10	10	10
	C - Station Road (East)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.12	10.21	0.1	B	44	66
C-AB	0.05	5.35	0.1	A	33	49
C-A					262	392
A-B					18	28
A-C					267	401

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	477	0.076	36	0.0	0.1	8.964	A
C-AB	25	6	765	0.032	24	0.0	0.0	5.348	A
C-A	217	54			217				
A-B	15	4			15				
A-C	219	55			219				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	11	462	0.093	43	0.1	0.1	9.451	A
C-AB	31	8	783	0.040	31	0.0	0.1	5.267	A
C-A	257	64			257				
A-B	18	4			18				
A-C	262	65			262				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	13	441	0.120	53	0.1	0.1	10.203	B
C-AB	43	11	810	0.053	43	0.1	0.1	5.159	A
C-A	311	78			311				
A-B	22	6			22				
A-C	320	80			320				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	13	441	0.120	53	0.1	0.1	10.209	B
C-AB	43	11	810	0.053	43	0.1	0.1	5.162	A
C-A	311	78			311				
A-B	22	6			22				
A-C	320	80			320				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	11	462	0.093	43	0.1	0.1	9.464	A
C-AB	32	8	784	0.040	32	0.1	0.1	5.267	A
C-A	257	64			257				
A-B	18	4			18				
A-C	262	65			262				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	477	0.076	36	0.1	0.1	8.985	A
C-AB	25	6	765	0.032	25	0.1	0.0	5.349	A
C-A	217	54			217				
A-B	15	4			15				
A-C	219	55			219				