

Barlestone Road (B582), Newbold Verdon, Leicestershire
Technical Note – Review of LCC Highways Comments
March 2025
Our Ref: 24832-TRAN-0804

MEC Consulting Group Ltd (MEC) has been commissioned by David Wilson Homes East Midlands (hereafter referred to as 'the Client') to undertake a transport work in support of a proposed development at Barlestone Road, Newbold Verdon, Leicestershire (hereafter referred to as 'the Site').

The development comprises:

Outline planning application (all matters reserved except vehicular access) for the erection of up to 240 residential dwellings (Use Class C3), retention of the existing accesses off Barlestone Road and the creation of new accesses off Barlestone Road, land safeguarded for a cemetery and a health centre (Use Classes E(e)), public open space and associated infrastructure.

An outline planning application (ref: 24/01061/OUT) has been submitted and to support the application a Transport Assessment (ref. 24832-TRAN-0803 Rev B) and Travel Plan (ref. 24832-TRAN-0802 Rev B) were prepared by MEC.

Comments were provided by Leicestershire County Council (LCC) Highways Development Management (HDM) on 17th January 2025 and are included for reference in **Appendix A**. This Technical Note seeks to respond to all salient points raised, except for highway impact which is subject to a 'Level 1' run of the Pan Regional Transport Model (PRTM) 2023. A separate technical note will be prepared in respect of this matter in due course.

The table below shows LCC's comments and MEC's response to each of the points raised.

Item No.	LCC Comments	MEC Responses
Existing Equestrian Access		
1	<i>"It would be beneficial for the hedge to be cut back / removed in close proximity to the access."</i>	The hedgerow will be cut back or removed and relocated during the construction of the proposed footway / cycle track on both sides of the existing Equestrian Access, which will address this point. This is shown on MEC Drawing No. 24832_08_020_03C in Appendix B , which has been revised as per other comments from LCC, and addresses this comment.
2	<i>"The LHA advise it would be beneficial for the Applicant to provide evidence in respect of trips as detailed in the Trip Generation section further below. Subject to the proposals not increasing the level of trips, the LHA is unlikely to have any concerns in respect of the existing access."</i>	This is responded to further below under 'Item 14'.
Existing Byway Access		
3	<i>"Vehicular visibility splays of 2.4 x 43m have been shown at the new access onto the development primary road. However, vehicular visibility splays have not been detailed on the submitted drawings onto Barlestone Road. Following a site visit the LHA considers vehicular visibility to be severely restricted (below 30 metres) in each direction at the junction onto Barlestone Road. Whilst there may be scope to improve visibility to the southeast of the junction given the red line of the site abuts the highway, to the northwest, the LHA believe visibility splays of even 2.4 x 43m (for a road</i>	Vehicular visibility splays for this existing junction have not been shown as development traffic is not proposed to use this junction due to its substandard nature. No intensification will occur, supported by further highway measures proposed further north on Nursery Lane as set out in Point 4 below. The visibility issue raised by LCC is therefore addressed.

	<i>where measured 85th percentile speeds were up to 30mph) would not be achievable without third party land."</i>	
4	<i>"The LHA notes that a segregated pedestrian / cycle route is proposed to link to Nursery Lane and consider it reasonable that the proposed route and Nursery Lane could be used in the future by pedestrians / cyclists and horse riders. Given Nursery Lane is a single track adopted road, and the Applicant is not proposing to sever vehicle links, the LHA have concerns that despite the Applicant stating the route would be designed to be conspicuous to drivers, there would be nothing to prevent drivers from using it. This could lead to an intensification in use of Nursery Lane on to a B classified road, where visibility is sub-standard for the recorded speed of passing traffic. In addition, it could lead to conflict between non-motorised users and vehicles, or between vehicles. The LHA therefore advise that the Applicant is required to propose measures to prevent vehicular access between Barlestone Road and the development road."</i>	In respect of this matter, the landowners have set out robust comments and justification in Appendix C as to why this route cannot be stopped up as requested by LCC. The proposed arrangement has therefore been revised as per MEC 24832_08_020_08A in Appendix D to prohibit development traffic from right / left turning from/to Nursery Lane, which would remain at its existing width. The proposals are as follows: - Proposed edge restraints (high-level kerbs and tightened kerb radii); - Bollards to further deter manoeuvres to / from Barlestone Rd; - Reduced visibility on the Primary Street approaches via proposed vegetation, to further discourage manoeuvres along Nursery Lane. These would be in excess of 600mm height; and - Addition of raised tables either side of the Primary Street on Nursery Lane to reduce traffic speeds and enhance road safety. Swept Path analysis has also been undertaken of the proposed arrangements on Drawing No. 24832_08_020_08A in Appendix D, which demonstrates that: - A residential car would be unable to make a right or left turn in / out of Nursery Lane; and - A 2.5m-width Farm tractor / hay wagon would continue to pass north-south satisfactorily through the junction at the existing width. This matter is now considered to be addressed.
Proposed New Access		
5	<i>"Visibility splays have been based on two Automatic Traffic Count (ATC) surveys which were undertaken either side of the proposed site access location between Friday 27th October – Thursday 2nd November 2023. Whilst the Applicant states a location plan of the surveys is provided in Appendix F of the TA, this does not appear to be available. The LHA hold records of a survey permit in the area; however, the LHA request clarity is provided on the location of both speed surveys and the survey permit number."</i>	A location plan is included in Appendix E confirming the locations. The surveys permit numbers were obtained by RDS Traffic Surveys under the reference FS-Case-556648150.
6	<i>"The Applicant has undertaken Swept Path Analysis (SPA) of a fire tender accessing and egressing the site in all directions. The LHA advise at in addition to this, a refuse collection vehicle length of 11.2m should be used."</i>	MEC Drawing No. 24832_08_020_05A is provided in Appendix F , which has added the tracking speed (15kph) and tracked an 11.2m refuse vehicle as requested, in place of the 8.6m fire tender. This demonstrates all manoeuvres

	<i>Furthermore, the LHA would advise that a vehicle speed of 15kph is used for the SPA, this should be confirmed on the drawings.”</i>	can be accommodated satisfactorily.
7	<i>“The Applicant has undertaken a Stage 1 Road Safety Audit (RSA1) of the site access arrangements, which is included within Appendix J of the TA. This also includes the off-site works. The LHA advise at this stage it will consider the off-site works, which include the proposed Toucan crossings and potential reduction in the speed limit, in more detail following additional information in respect of the number of pedestrians/ cyclists anticipated to use each crossing point.”</i>	The forecast pedestrian and cyclist trips generated by the development at full occupation is set out below during the weekday AM 0800-0900 and PM 1700-1800 peak hour periods, for consistency with the assessment periods scoped for the TA. This has been derived using the: • Latest version of the TRICS database (v7.11.4), i.e. given person trips were not assessed in the October 2024 TA; and • Same land use parameters, i.e. 240 No. residential dwellings and a 1,100m² gross floor area (GFA) Doctors Surgery The TRICS outputs are provided in Appendix G. It is therefore forecast that the development would generate 41 No. pedestrian and 6 No. cyclist trips during the AM peak, and 27 No. and 3 No. respectively in the PM peak. Now that this additional information has been provided, LCC’s advice on the proposed off-site highway works on Barlestone Road and the RSA1 as submitted with the October 2024 TA is requested.
8	<i>“The RSA1 raises eight problems with the access design / off-site works. Designer’s Responses have been provided to all problems. The LHA accepts the responses provided by the Applicant, except for Problem 1. This is due to LCC no longer using red surfacing due to the ongoing maintenance issues associated with its use.”</i>	LCCs comments are noted in respect to red surfacing. It is proposed highway specification material palette be agreed at Detailed Design stage and/or via a suitably worded planning condition.
9	<i>“MEC drawing number 24832_08_020_03 Rev. B:</i> • <i>Dimensions should be shown for the proposed segregated footway / cycleway ensuring compliance with Local Transport Note (LTN) 1/201. 2.0m would be required for cyclists as per LTN1/20 Table 5-2, and 2.0m for pedestrians as per Table 18 (pedestrian only routes) of the LHDG.</i> • <i>A buffer strip should be detailed between the cycleway and the carriageway in accordance with LTN1/20 Table 6-1.</i> • <i>The Applicant should provide a means for northwest bound cyclists to exit the segregated facilities and join the carriageway.</i> • <i>Dimensions should be shown for the right turn lane in accordance with Table 5.22 of the Design Manual for Roads and Bridges (DMRB)2 CD123. These should include the turning length, deceleration length and the</i>	LCC’s comments are noted, and incorporated on MEC Drawing No. 24832_08_020_03C in Appendix B .

	<i>direct taper length. The lane widths are in accordance with the DMRB requirements.</i> • <i>At ghost island junctions where no diverge or merge tapers are provided, the corner radii should be 15 metres followed by a corner taper of 1:6, over a distance of 30 metres (DMRB CD123 5.6.3).</i> • <i>Dimensions for the proposed pedestrian refuge within the toucan crossing should be shown, ensuring compliance with LTN1/20.</i> • <i>The Applicant should confirm that the visibility splays for users of the footway/cycleway looking north into the equestrian centre access will be clear of obstructions impeding visibility.</i> • <i>The proposed access shows a tactile crossing on the east side of the carriageway but none on the west.</i> • <i>For information at this stage, in accordance with Tables 3 and 4 of the LHDG, the longitudinal gradient at junctions should not exceed 1:30 for the first 10m.</i> • <i>In accordance with LTN1/20 Clause 7.2.5, carriageway lane widths at refuges and other traffic calming features should be either less than 3.2m or greater than 3.9m to avoid unsafe overtaking of cyclists by motor vehicles.</i> • <i>The proposed either highway boundary should be shown on the drawing e.g. where the footway/cycleway is located outside of the current highway extents."</i>	
10	<i>"MEC drawing number 24832_08_020_05 (Access Tracking)</i> • <i>A vehicle profile for the refuse vehicle should be shown on the drawing. The profile provided is for a fire tender. A refuse vehicle of 11.2m length is recommended by LCC.</i> • <i>The LHA requests a vehicle speed of 15kph is used for swept path analysis. A note should be added to the drawing confirming this.</i> • <i>The swept paths show that the vehicle performing a left turn into the access is required to overrun the access road centreline which could result in collisions with oncoming vehicles.</i> • <i>The swept paths show that the vehicle performing a left turn out of the access is also required to overrun the access road centreline which could result in collisions with oncoming vehicles."</i>	LCC's comments are noted, and incorporated on MEC Drawing No. 24832_08_020_05A in Appendix F.
11	<i>"MEC drawing number 24832-08-020-07 (Pedestrian / Cycle Improvements)</i> • <i>The proposed new highway boundary should be shown on the drawing. LCC would not normally look to adopt infrastructure that is set back from the existing carriageway. Ideally this should be adjacent to the carriageway.</i> • <i>The applicant should confirm what measures will be put in place to enable pedestrians and</i>	LCC's comments are noted in respect to <i>"there appears to be an area of third-party land"</i>. This has been reviewed by MEC and it is confirmed that Drawing 24832_08_020_07A in Appendix H includes the highway boundary data provided by LCC. A small section of land does appear to lie outside the highway boundary albeit this area is surfaced

	cyclists using the proposed toucan crossing to join the existing facilities on Sparkenhoe. It should be noted that there appears to be an area of third-party land between the highway extents on Barlestone Road and Sparkenhoe – this may require investigation by the Applicant. The Applicant can contact HRE@leics.gov.uk should they wish to obtain clarification on the highway boundary extents in this area. The visibility splays for the toucan crossing meet the requirements of Chapter 6 of the Traffic Signs Manual (2019) Traffic signs manual - GOV.UK	and used by the public to travel between the registered elements of highway land on either side. The development proposes no change to this arrangement with all proposed works located in the highway boundary. This is an existing pedestrian route which will be maintained as existing. It is considered that its location adjacent to the proposed Toucan crossing along Barlestone Road represents minimal risk in terms of delivery and should be supported by the highway authority. If there remains any residual concern from the highway authority, may we suggest LCC give consideration to a Section 228 Agreement being pursued to bring this area into the adopted highway boundary based on its existing public use.
12	“Access to the Existing Highway Network – Given the LHA will require additional information on the proposed Toucan crossings in terms of the likely number of pedestrians crossing, the LHA will provide further advice on Policy 2 of the LHDG once this is available and the off-site works, including proposed speed limit reduction, can be considered further.”	This is noted and LHA are referred to the response above under Item ‘7’.
Highway Safety		
13	“All the Applicants study junctions should therefore be considered as part of the PIC analysis. In addition, the analysis only considers up to September 2023, which is out of date. The LHA therefore requests that the Applicant undertakes additional PIC analysis to consider all study junctions, using up to date data.”	MEC acknowledge the need for up-to-date PIC analysis at all junctions within the study area. Revised collision data analysis will be provided once the results of the PRTM have defined the study area.
Trip Generation		
14	“The LHA note that whilst the equestrian centre would be reduced in size as a result of the proposals, it appears that several events are held at the site on a frequent / daily basis and it is unclear if these would cease as a result of the proposals. It is noted that most of the site appears to be fields used for grazing horses. Clarity is therefore sought in respect of which elements of the site would be reduced in scale, along with an indication on the level of trips the site could currently generate in comparison the proposed cemetery use.”	Following further discussion with the landowner, it has been confirmed that the overall option of the equestrian centre will not change as a result of the development proposals. A junction turning count for the existing equestrian access was undertaken on Tuesday 25th February 2025, in order to establish the existing two-way flows on access arm on an event day at the site. A copy of the traffic surveys is provided in Appendix I. The results confirmed: 14 No. vehicle trips 2-way during the - AM 0800-0900 period (consistent with the TA modelling period); and 19 No. in the PM 1700-1800 period.

		Whilst the layout of the proposed 'garden of rest' (approx. 0.7ha) will be established at Reserved Matters stage, it is envisaged that the proposed level of car parking would comprise no more than 12 No. spaces. Cemetery sites are not represented in TRICS. MEC completed a 12 hour turning count of the access into Shire Lodge Cemetery, Corby between Saturday 14th and Monday 16th September 2019. A copy of the survey is included in Appendix J. The traffic count was completed for a 6.8ha cemetery and therefore represents a robust assessment when compared to the proposed 0.7ha garden of rest. The count identified 16 trips for the AM peak and 20 trips for the PM peak. Applying a simple scaling factor to these observed trip rates (0.7ha / 6.8ha), this would result in 2 AM and 2 PM two-way vehicle trips being forecast for the proposed 'garden of rest'. The proposed trip generation would therefore not have a severe impact on the existing Equestrain Access or result in any material change to its operation. Given the vehicle trip generation for the development has already been agreed with LCC HDM – and currently input to the PRTM Level 1 assessment work – this matter is considered addressed.
Trip Distribution		
15	<i>"The LHA advise that given the requirement for PRTM to be used for the proposed development, trip distribution based on Census data is not accepted. The LHA will review trip distribution once the PRTM modelling has been completed."</i>	This is noted and the trip distribution will be agreed with LCC Highways based on the PRTM 2023 runs to follow, as per discussions with MEC in January 2025.
Junction Capacity Assessments		
16	<i>"It has been stated that the junctions beyond the immediate vicinity of Newbold Verdon will be considered further once the results of the PRTM are available. To establish the baseline survey data, the Applicant states within the TA that traffic surveys were undertaken at the study junctions on Thursday 25th May 2023. The LHA notes however that the raw data provided in Appendix L of the TA details that the surveys at junctions 2, 3, 4 were undertaken on Tuesday 31st October 2023.</i> <i>In addition, the Applicant has stated that traffic flows for junctions 5, 6 and 7 have been obtained from application reference 22/00277/OUT, which were undertaken in June 2021. These surveys are</i>	MEC can confirm the junction surveys were undertaken on Tuesday the 31st of October 2023. In terms of the traffic flows for junctions 5, 6 and 7, these will be resurveyed once the study area from the PRTM 2023 work confirms if the junctions still require assessment.

	<i>considered to be over three years old and out of date and that up to date traffic surveys should be undertaken in a traffic neutral month."</i>	
17	<i>"Whilst the LHA holds records of survey permits being obtained for the 31st October 2023 surveys, no records appear to be held for the 25th May 2023 surveys. The LHA therefore request clarity on the survey dates"</i>	MEC can confirm the junction surveys were undertaken on Tuesday the 31 st of October 2023. The LCC records of survey permits being obtained for the 31st October 2023 surveys are therefore the correct ones for the site.
Off-Site Implications		
18	<i>"Whilst the LHA welcome the Applicants intention to provide two Toucan crossings, it is requested the Applicant provides an indication as to the level of pedestrians/ cyclists which they anticipate using each crossing. This should include consideration of pedestrians which may need to cross Barlestone Road to access the health centre or car park for the health centre. An assessment should then be undertaken for each crossing in line with TSM Chapter 6, along with an enhanced PV2 assessment. The LHA will then consider pedestrian crossing facilities and off-site works, including the speed limit reduction. It is also noted the Applicant has undertaken modelling of the Toucan crossings, which indicates that they would not lead to severe queueing or delays. The LHA will require the junction modelling files are provided so that this can be reviewed."</i>	An assessment has been provided below of the forecast pedestrians / cyclist generated by the development at both proposed crossing locations as follows: • TRICS v7.11.4 has been referenced (outputs in Appendix G) assessing the forecast daily and weekday AM / PM peak hour flow; • This confirms a maximum of 47 AM and 30 PM pedestrian / cyclists combined (two-way) may use the 2 No. proposed crossings on a typical day based off 240 No. dwellings & 1100sqm Doctors' surgery. Reference has also been made to TSM Chapter 6 in respect to the proposed design of the Toucan crossings – i.e. paragraph 20.1.5 requires a minimum width of 3m and 3.5m is proposed for each as shown on MEC Drawing No. 24832_08_020_03C. This is considered compliant. In terms of PV2, MEC discussed with LCC on 17th February 2025 that it would be more appropriate to provide assessment to 'Traffic Signs Manual – Chapter 6 – Part 13' instead. This sets out the criteria for "new crossings", which is applicable to the 2 No. proposed crossings adjacent to the site on Barlestone Road. Review has been undertaken as follows: • 3 No. types of crossing facility have been considered – i.e. uncontrolled, zebra / parallel and signal-controlled; • An uncontrolled and zebra crossing was been discounted based on: i. Observed 85th percentile speeds in both locations (Appendix F of the October 2024 TA) being 42.5mph 2-way (northern location on Barlestone Road) and 42.1mph 2-way in the southern location; and ii. Given LTN1/95 does not recommend zebra crossings where the observed 85th percentile speed is greater than 35mph, a controlled facility was proposed by MEC in both locations. • MEC consider 2 No. toucan crossings to be

		appropriate in this location therefore. In respect to LCC's final comment (LinSig files for the 2 No. proposed Toucans), these will be issued separately to LCC alongside this TN.
Internal Layout		
19	<i>"it is strongly advised that the internal road network is designed to an adoptable standard and put forward for adoption by the LHA. Access to the remaining section(s) of Nursery Lane will need to be considered as part of the internal layout to ensure this is suitable to cater for the largest anticipated vehicles anticipated to use the route"</i>	It is confirmed that the internal highway layout will be designed to adoptable standard and this will be reviewed further at the Reserved Matters stage. Swept path analysis has been undertaken of the proposed Primary Street / Nursery Lane junction as shown on MEC Drawing No. 24832_08_020_08A in Appendix D , which demonstrates that the north-south manoeuvres of a 2.5m-width Farm tractor / hay wagon can be made satisfactorily. Since this is the largest vehicle anticipated to use the route north-south, this approach is considered appropriate.
Transport Sustainability		
20	<i>"The Applicant will however need to ensure the Travel Plan Co-ordinator details are provided to s106monitoring@leics.gov.uk as soon as appointed. The LHA would require a Travel Plan Monitoring fee of £6,000 as part of an Section 106 agreement, should the LPA be mindful to grant planning permission for the proposals in the future. The Applicant would be required to provide one travel pack per dwelling (currently £52.85 per pack, if supplied by LCC) which contains an application form for two six-month bus passes to encourage sustainable travel to and from the site. Currently, the cost of a bus pass for an Arriva service is £510 per pass. The Applicant should be aware that should they choose to create the Travel Pack themselves, there is a fee of £500.00 to be paid to LCC to review the packs prior to distribution."</i>	The points here are noted and no issues are raised. The respective contributions can be secured as part of the Section 106 Agreement.
21	<i>"Arriva have suggested as an alternative that the applicant looks to contribute towards pump-priming extended hours of operation from Newbold Verdon with additional early morning journeys (the first Leicester bound journey is not until 0749 currently) and potentially later return departures from Leicester. The LHA request the Applicant gives further consideration to bus service provision and advises what measures could be introduced because of the proposals. This should also be detailed within the updated Travel Plan."</i>	MEC have considered this further with Arriva who stated in February 2024: <i>"To provide 1x additional morning journey towards Leicester and 3x additional evening return journeys from Leicester to Newbold Verdon would be circa £75,000 per annum."</i> The above service enhancements to the Arriva Route 153 are agreed by the Client, and it is anticipated that that a contribution will be secured via a Section 106 Agreement for the development. A copy of the relevant correspondence with Arriva is provided in Appendix K .
Public Rights of Way		
22	<i>"However, the masterplan shows Footpath R88 up to 7.5 metres away from its legal alignment. To reconcile this will require a PRoW diversion by a</i>	Since the masterplan is illustrative, this aspect (layout) will be considered further at Reserved Matters stage. However, no diversion of Footpath

	<i>separate legal order made by the LPA, for which a separate application must be submitted and legally confirmed before the development is substantially complete”</i>	R88 is envisaged.
23	<i>“The Landscape Strategy Plan dwg no. P22-3085_EN-015D shows Footpath S11 to be surfaced with self-binding gravel, though the LHDG standard is to use tarmac. The Landscape Plan has no indication of surfacing for Footpath R88. Any existing barriers on the PRoWs need to be replaced in line with the government’s ‘least restrictive option’ policy reflecting the requirements of the Equality Act 2010. These matters need to be detailed in a scheme for the treatment of the Public Rights of Way.”</i>	Since the masterplan is illustrative, this aspect (layout) will be considered further at Reserved Matters stage and/or via a suitably worded planning condition.
Construction Phase		
24	<i>“Construction traffic and how HGV’s/ construction vehicles would access the site is not a material planning consideration. The LHA would not be able to seek to resist the proposals based on construction traffic, the type of vehicles used, or the route HGVs would take to access the site.</i> <i>Nevertheless, the LHA would advise the LPA, that in the event it is mindful to advise approval of the proposed development, it would require a Construction Management Plan (CMP) to be submitted and approved prior to any construction works on the site. As a minimum the CMP should include details of the routing of construction traffic, along with details of parking and wheel washing facilities would be required as a condition.”</i>	This is noted and we would expect these requirements to be secured by way of a suitably worded planning condition.

Summary and Conclusions

This Technical Note has been provided by MEC in support of a proposed residential development under planning Use Class C3 on Land at Barlestone Road, Newbold Verdon, Leicestershire (planning ref: 24/01061/OUT).

In summary, this has demonstrated that:

- Existing equestrian access:
 - Vegetation will be removed by the proposed footway / cycle track improvements to enhance junction visibility.
 - The existing trip generation at the junction with Barlestone Road exceeds the forecast trip generation for the proposed 'garden of rest' during the weekday peaks based on traffic counts collected in February 2025.
- Existing byway access:
 - The existing visibility achievable at the Nursery Lane / Barlestone Road junction would not be affected by the development / no intensification would occur on Nursery Lane.
 - Suitable measures are not proposed to prevent development traffic from using Nursery Lane, as per MEC Drawing No. 24832_08_020_08A.
- Proposed new access:
 - The October 2023 traffic surveys (ATCs) referenced in the October 2024 TA are now supported by permit numbers and location plans.
 - Tracking of an 11.2m length refuse vehicle has now been completed, and is satisfactory;
 - The number of pedestrians and cyclists forecast to use the proposed Toucan Crossings by the development has now been provided.
 - LCC's acceptance of the 7 No. Design Organisation (MEC) RSA1 responses is noted, and MEC proposed the remaining 1 No. recommendation from the Overseeing Organisation concerning the proposed red pavement surfacing be reviewed at Technical Approval stage;

- LCC's additional comments on MEC Drawing Nos. 24832_08_020_03, 05 and 07 are now addressed on Revisions C, A and A respectively.
- Highway safety – PIC data will be requested from LCC post running of the PRTM for the forthcoming Transport TN, and when the junction study area has been agreed with LCC HDM.
- Trip distribution – the PRTM has been run and will provide trip distribution for the application.
- Internal layout – it is confirmed that this will be designed to adoptable standards at Reserved Matters.
- Transport sustainability – the respective TP monitoring and bus contributions are agreed by the Client, and proposed for securing via S106 Agreement.
- PRoW – no diversion of FP88 is proposed by the Client, and should be reviewed further at Reserved Matters planning stage.
- Construction phase – it is recommended a CTMP be secured via Planning Condition.

On this basis, and in accordance with the NPPF, it is concluded that there are considered to be no reasons why the application should be prevented or refused on Highways grounds.

REGISTRATION OF AMENDMENTS

Date	Rev	Comment	Prepared By	Checked By	Approved By
March 2025	-	First issue	James Wright BSc (Hons) Graduate Transport Planner	Chris Heaney BSc (Hons) MCIHT MTPS Associate Director	Alexander Bennett BSc (Hons) MCIHT MTPS Managing Director

Appendices

- A. LCC Highways Comments (Issued January 2025)
- B. Proposed Access Strategy (MEC Drawing No. 24832_08_020_03C)
- C. Nursery Lane Supplementary Planning Note (Freeths LLP, 12/02/2025)
- D. Byway Crossing (MEC Drawing No. 24832_08_020_08A)
- E. ATC Location Plan (2 No. ATCs 27/10/2023 – 02/11/2023)
- F. Access Tracking (MEC Drawing No. 24832_08_020_05A)
- G. TRICS v7.11.4 Outputs
- H. Pedestrian / Cyclist Improvements (MEC Drawing No. 24832_08_020_07A)
- I. Traffic Surveys – 1 No. JTC (B582 Barlestone Rd / Equestrian Centre Priority Junction / RDS, 25/02/2025)
- J. Shire Lodge Cemetery, Rockingham Rd, Corby Traffic Survey
- K. Arriva Correspondence

COPYRIGHT

The contents of this document must not be copied or reproduced in whole or part without the written consent of MEC Consulting Group Ltd.



MEC
Consulting Group

APPENDICES



APPENDIX A

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: 24/01061/OUT

Highway Reference Number: 2024/1061/04/H

Application Address: Land North Of Barlestone Road Newbold Verdon Leicestershire

Application Type: Outline (with access)

Description of Application: Outline planning application (all matters reserved except vehicular access) for the erection of up to 240 residential dwellings (Use Class C3), retention of the existing accesses off Barlestone Road and the creation of new accesses off Barlestone Road, land safeguarded for a cemetery and a health centre (Use Class E(e)), public open space and associated infrastructure

GENERAL DETAILS

Planning Case Officer: Emma Baumber

Applicant: C/O Agent

County Councillor: Ross Hills

Parish: Newbold Verdon

Road Classification: Class B

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 by Hinckley & Bosworth Borough Council as the Local Planning Authority (LPA) on the following planning application:

Outline planning application (all matters reserved except vehicular access) for the erection of up to 240 residential dwellings (Use Class C3), retention of the existing accesses off Barlestone Road and the creation of new accesses off Barlestone Road, land safeguarded for a cemetery and a health centre (Use Class E(e)), public open space and associated infrastructure.

The site is located at land north of Barlestone Road, Newbold Verdon.

The LHA has reviewed the following documents submitted by the Applicant in support of the proposals:

- Transport Assessment (Report Ref: 24832-TRAN-0803 Rev B, authored MEC and dated October 2024);
- Travel Plan (Report Ref: 24832-TRAN-0802 Rev B, authored by MEC and dated October 2024); and
- Pegasus Group drawing number P22-3085_DE_013_M_01 (Indicative Masterplan).

These observations make reference to the Leicestershire Highway Design Guide (LHDG) throughout. The LHDG can be found at <https://www.leicestershirehighwaydesignguide.uk/>.

The LHA undertook a site visit to the area on 10th January 2025.

Site Access

The Applicant has stated that currently, there are two points of access to the site off Barlestone Road which is a B classified road (B582) subject to a 40mph speed limit. These are the existing Equestrian Centre access and off an existing byway known locally as Harry's Lane. A new point of access is also proposed to serve the majority of the development. Details of the site access arrangements are provided on MEC drawing number 24832_08_020_03 Rev B, which is provided within Appendix E of the Transport Assessment (TA).

The LHA addresses each point of access in turn below, along with Policy 2 of the LHDG.

Existing Equestrian Centre Access

The Applicant proposes to retain the existing Equestrian Centre access to serve the Equestrian Centre and proposed cemetery. The Applicant has stated that the proposals would reduce the overall size of the equestrian centre, with the cemetery not intensifying traffic at the access. On this basis, the Applicant does not propose to amend the existing access arrangements.

Vehicular visibility splays of 2.4 x 120m have been shown on the site access drawing, which based on the recorded speeds would be considered in accordance with Table 6 of the LHDG, which is available at <https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/road-layouts-and-design/visibility-splays>. The LHA does however require additional information in respect of the speed surveys to ascertain the visibility splays as detailed in the Proposed New Access section further below.

Following the LHA's site visit, it is noted the existing hedgerow restricts visibility in each direction and therefore it would be beneficial for the hedge to be cut back/ removed in close proximity to the access. However, the proposed new pedestrian/ cycleway facility to the north of Barlestone Road, along with the new development access mean it is likely that the hedgerow would require removal in any case.

The LHA advise it would be beneficial for the Applicant to provide evidence in respect of trips as detailed in the Trip Generation section further below. Subject to the proposals not increasing the level of trips, the LHA is unlikely to have any concerns in respect of the existing access.

Existing 'Byway' Access

The Applicant has stated that the byway (known as Harry's Lane) is an adopted highway and is to be retained to maintain the existing rights of access to existing dwellings. The Applicant has stated that the byway will cross the internal primary development road and need to be retained. MEC

drawing number 24832_08_020_08 included within Appendix H of the TA outlines a proposed design where the byway will cross the access road.

The Applicant has stated that the byway is not a development access and its junction with the spine road has been designed to deter movements and ensure the access is conspicuous. The byway will not be widened, and vegetation is proposed to be placed on the corners of the junction to reduce its visual prominence and make the byway appear more like a pedestrian / cycle route.

The LHA advise that the existing adopted single track road is called Nursery Lane and is not currently recorded on the Definitive Map of Public Rights of Way as a Byway Open To All Traffic (BOTAT). Nursery Lane does provide access to two unadopted BOTAT's – S7 and S12.

The LHA is aware of a Definitive Map Modification Order covering the whole adopted length of Nursery Lane an unrecorded missing link between Nursery Lane and Byways S7 and S12. This can be found at <https://www.leicestershire.gov.uk/sites/default/files/2023-02/M1323-byway-along-Manor-Farm-Lane-from-Brascote-Lane-to-bridleway-S25.pdf>. The application is yet to be determined by the LHA, but should it be successful, this would not change the adoption status of the route, which would remain an adopted unclassified road under LCC's responsibility, except for the unrecorded missing link, where the LHA has never adopted the surface. For further information, please contact footpaths@leics.gov.uk.

Vehicular visibility splays of 2.4 x 43m have been shown at the new access onto the development primary road. However, vehicular visibility splays have not been detailed on the submitted drawings onto Barlestone Road. Following a site visit the LHA considers vehicular visibility to be severely restricted (below 30 metres) in each direction at the junction onto Barlestone Road. Whilst there may be scope to improve visibility to the southeast of the junction given the red line of the site abuts the highway, to the northwest, the LHA believe visibility splays of even 2.4 x 43m (for a road where measured 85th percentile speeds were up to 30mph) would not be achievable without third party land.

The LHA notes that a segregated pedestrian/ cycle route is proposed to link to Nursery Lane and consider it reasonable that the proposed route and Nursery Lane could be used in the future by pedestrians/ cyclists and horse riders. Given Nursery Lane is a single track adopted road, and the Applicant is not proposing to sever vehicle links, the LHA have concerns that despite the Applicant stating the route would be designed to be conspicuous to drivers, there would be nothing to prevent drivers from using it. This could lead to an intensification in use of Nursery Lane on to a B classified road, where visibility is sub-standard for the recorded speed of passing traffic.

In addition, it could lead to conflict between non-motorised users and vehicles, or between vehicles. The LHA therefore advise that the Applicant is required to propose measures to prevent vehicular access between Barlestone Road and the development road.

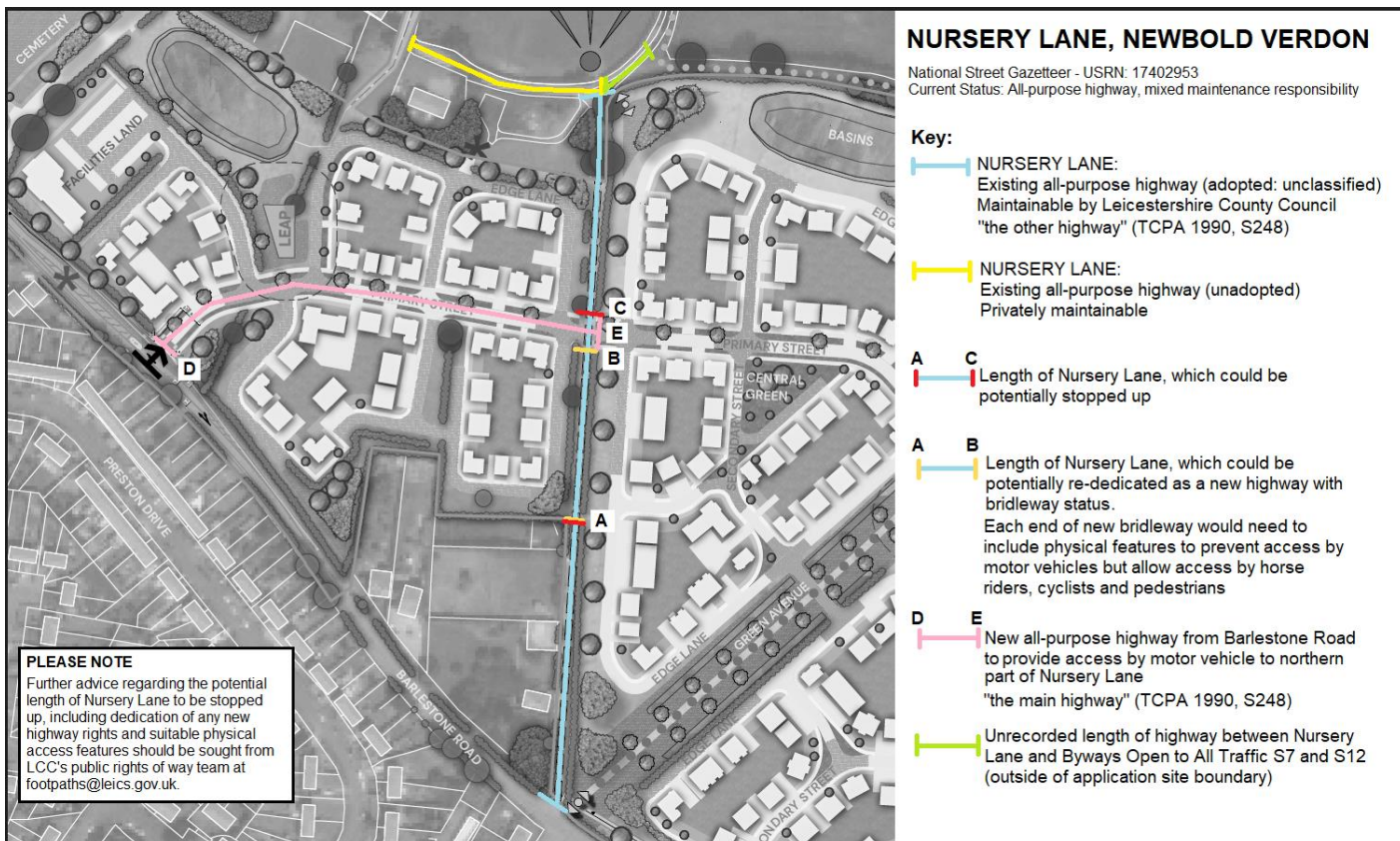
The LHA advise there are several legal processes that could be followed to do this. Some options are as follows, however it should be noted that the below is not legal advice:

- The Applicant could apply to the Department for Transport's National Transport Casework Team for an order under Section 247/248 of the Town and Country Planning Act 1990.

S247 enables the stopping up or diversion of highways to enable development of the land previously occupied by the highway. S248 is an extension to this that enables the stopping up of a highway ("the other highway" for the purpose of the application) that crosses or

enters the route of a proposed new highway (“the main highway” for the purpose of the application), but won’t itself be built on as part of the proposed development. It is the same application form for both S247 and S248 – the only addition being that the applicant needs to make reference to the proposed new highway that effectively replaces the existing highway that crosses it.

Below, the LHA has provided a greyscale extract from the indicative site layout, which illustrates what could be one option.



Nursery Lane between Points A and C (“the other highway”) could be stopped up under S248 because it crosses the proposed new highway (“the main highway”). The proposed new highway would preserve access for all forms of traffic from Barlestone Road to the northern part of Nursery Lane via Points D to E, while the unaffected part of Nursery Lane from Barlestone Road to Point A would preserve access for all forms of traffic to existing third-party land.

Between Points A and B, the stopped up length of Nursery Lane could be re-dedicated as a new highway with brideway status, enabling the retention of a through route for pedestrians, cyclists, and horse riders. Physical features at Points A and B would be required to prevent access by motor vehicles, while allowing access by other forms of traffic. LCC’s public rights of way team will be best placed to advise further on this – footpaths@leics.gov.uk. Appropriate signage may also be needed at the Barlestone Road access to Nursery Lane to make it clear that the route is not only a dead end (as an existing sign already does), but is a brideway only after a certain distance.

- It may be feasible for the whole length of Nursery Lane from Barlestone Road to Point A to be stopped up and re-dedicated as a bridleway, with private vehicular access rights reserved for existing adjoining landowners.
- Potentially the Applicant could close the existing junction of Nursery Lane with Barlestone Road to vehicles and implement a prohibition of driving order, which would require a Traffic Regulation Order (TRO). Landowners/ residents of Nursery Lane would then need to be re-routed through the development roads. The Applicant would be required to cover all costs associated with the TRO. The road would remain adopted in this scenario.

The LHA advise that with all potential options, access would need to be maintained for pedestrians, cyclists and horse riders. In addition, if the through route was severed there would be no vehicular turning space available at the end of the road. The Applicant would therefore need to provide a turning head to adoptable standards at the end of the road, which would potentially be adopted by Leicestershire County Council (LCC), should Nursery Lane remain an adopted road. The LHA believe this would be feasible given the eastern side of the road falls within the Applicants red line boundary.

It is unclear at this stage whether there would be objections received in respect of any proposals to sever Nursery Lane, which could affect what option is proposed. The LHA understand a storm drain runs under the road, which would also require access for maintenance etc. While the new spine road would provide an alternative vehicular access, it's possible that heavy farm traffic uses Nursery Lane, so a retained access from the spine road to the northern part of Nursery Lane may need to be suitable to accommodate vehicles such as a tractor and trailer, HGV or combine harvester accessing and egressing.

The LHA advise that the Applicant should provide details at this stage in respect of how they intend to progress with any proposals for Nursery Lane.

Proposed New Access

Apart from the proposed cemetery, the remaining development is proposed to be accessed off a new point of access onto Barlestone Road.

The submitted drawing details a single point of access to serve the site, with a 6.75m carriageway width, 2.0m footways on either side and a 6.0m junction radii. Visibility splays have been based on two Automatic Traffic Count (ATC) surveys which were undertaken either side of the proposed site access location between Friday 27th October – Thursday 2nd November 2023. Whilst the Applicant states a location plan of the surveys is provided in Appendix F of the TA, this does not appear to be available. The LHA hold records of a survey permit in the area; however, the LHA request clarity is provided on the location of both speed surveys and the survey permit number.

The speed survey to the north of the site access detailed 85th percentile speeds of 42.5mph in each direction, whilst the speed survey to the south of the site access detailed 85th percentile speeds of 42.1mph in each direction. The Applicant has therefore provided 2.4 x 120m visibility splays in each direction at the proposed access, which is in accordance with Table 6 of the LHDG. Whilst the LHA accepts the visibility splays in principle, this is subject to confirmation of the location of the speed surveys and survey permit number.

The Applicant has undertaken Swept Path Analysis (SPA) of a fire tender accessing and egressing the site in all directions. The LHA advise at in addition to this, a refuse collection vehicle length of 11.2m should be used. Furthermore, the LHA would advise that a vehicle speed of 15kph is used

for the SPA, this should be confirmed on the drawings. The Applicant can obtain further information from the LHDG by searching for *Swept Path Analysis*.

The Applicant has undertaken a Stage 1 Road Safety Audit (RSA1) of the site access arrangements, which is included within Appendix J of the TA. This also includes the off-site works. The LHA advise at this stage it will consider the off-site works, which include the proposed Toucan crossings and potential reduction in the speed limit, in more detail following additional information in respect of the number of pedestrians/ cyclists anticipated to use each crossing point.

The RSA1 raises eight problems with the access design/ off-site works. Designer's Responses have been provided to all problems. The LHA accepts the responses provided by the Applicant, except for Problem 1. This is due to LCC no longer using red surfacing due to the ongoing maintenance issues associated with its use.

The LHA advise the following points which the Applicant should note / revised in updated plans.

MEC drawing number 24832_08_020_03 Rev. B:

- Dimensions should be shown for the proposed segregated footway / cycleway ensuring compliance with Local Transport Note (LTN) 1/20¹. 2.0m would be required for cyclists as per LTN1/20 Table 5-2, and 2.0m for pedestrians as per Table 18 (pedestrian only routes) of the LHDG.
- A buffer strip should be detailed between the cycleway and the carriageway in accordance with LTN1/20 Table 6-1.
- The Applicant should provide a means for northwest bound cyclists to exit the segregated facilities and join the carriageway.
- Dimensions should be shown for the right turn lane in accordance with Table 5.22 of the Design Manual for Roads and Bridges (DMRB)² CD123. These should include the turning length, deceleration length and the direct taper length. The lane widths are in accordance with the DMRB requirements.
- At ghost island junctions where no diverge or merge tapers are provided, the corner radii should be 15 metres followed by a corner taper of 1:6, over a distance of 30 metres (DMRB CD123 5.6.3).
- Dimensions for the proposed pedestrian refuge within the toucan crossing should be shown, ensuring compliance with LTN1/20.
- The Applicant should confirm that the visibility splays for users of the footway/cycleway looking north into the equestrian centre access will be clear of obstructions impeding visibility.
- The proposed access shows a tactile crossing on the east side of the carriageway but none on the west.

¹ <https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

² <https://www.standardsforhighways.co.uk/dmrbs>

- For information at this stage, in accordance with Tables 3 and 4 of the LHDG, the longitudinal gradient at junctions should not exceed 1:30 for the first 10m.
- In accordance with LTN1/20 Clause 7.2.5, carriageway lane widths at refuges and other traffic calming features should be either less than 3.2m or greater than 3.9m to avoid unsafe overtaking of cyclists by motor vehicles.
- The proposed new highway boundary should be shown on the drawing e.g. where the footway/cycleway is located outside of the current highway extents.

MEC drawing number 24832 08 020 05 (Access Tracking)

- A vehicle profile for the refuse vehicle should be shown on the drawing. The profile provided is for a fire tender. A refuse vehicle of 11.2m length is recommended by LCC.
- The LHA requests a vehicle speed of 15kph is used for swept path analysis. A note should be added to the drawing confirming this.
- The swept paths show that the vehicle performing a left turn into the access is required to overrun the access road centreline which could result in collisions with oncoming vehicles.
- The swept paths show that the vehicle performing a left turn out of the access is also required to overrun the access road centreline which could result in collisions with oncoming vehicles.

MEC drawing number 24832-08-020-07 (Pedestrian / Cycle Improvements)

- The proposed new highway boundary should be shown on the drawing. LCC would not normally look to adopt infrastructure that is set back from the existing carriageway. Ideally this should be adjacent to the carriageway.
- The applicant should confirm what measures will be put in place to enable pedestrians and cyclists using the proposed toucan crossing to join the existing facilities on Sparkenhoe. It should be noted that there appears to be an area of third-party land between the highway extents on Barlestone Road and Sparkenhoe – this may require investigation by the Applicant. The Applicant can contact HRE@leics.gov.uk should they wish to obtain clarification on the highway boundary extents in this area.
- The visibility splays for the toucan crossing meet the requirements of Chapter 6 of the Traffic Signs Manual (2019)³.

Access to the Existing Highway Network

With regard to the principle of the proposed access, the Applicant has considered the proposals against Part 1, Section IN5 of the previous LHDG. Whilst the LHA appreciates this consideration, the LHA would draw the Applicant's attention to the Highway Development Management (HDM)

³ <https://www.gov.uk/government/publications/traffic-signs-manual>

Policy 2 in the revised LHDG, 'access to the existing highway network', which replaces policy IN5 from the previous LHDG. HDM Policy 2 states that:

'The council will apply a risk-based assessment of proposals for new accesses onto the existing highway network and alterations to and / or intensification of existing accesses so that they do not result in unacceptable road safety and operational concerns.' The policy context goes on to state:

'To ensure the provision of safe and suitable accesses for all users, the council will employ a risk-based approach to assessing the impact of proposals on new connections or alterations to the existing road network.'

In consideration of safety and efficient operation, the LHA will assess access proposals using a risk-based approach that considers relevant data including whether a proposal sits on Leicestershire's Resilient Network, the Major Road Network, vehicle volumes and speed limit, actual speeds and collision records alongside other relevant transport information provided by the Applicant.

The LHA notes that the B582 does not form part of either LCC's Resilient Network, or the Department for Transport's Major Road Network. The LHA also notes the Applicant's speed and traffic counts at the access. Given the LHA will require additional information on the proposed Toucan crossings in terms of the likely number of pedestrians crossing, the LHA will provide further advice on Policy 2 of the LHDG once this is available and the off-site works, including proposed speed limit reduction, can be considered further.

It should be noted that Policy 2 of the LHDG will also apply to the Nursery Lane/ Barlestone Road junction in the event the LHA has concerns the proposals could lead to an intensification of its use.

Highway Safety

The Applicant has obtained Personal Injury Collision (PIC) data from LCC for the five-year period between 1st January 2018 and 25th September 2023. The Applicants study area is outlined in Appendix C of the TA.

The LHA note however that the Applicant's study junctions are stated to extend to the B582 / Newbold Road / Lockymead Drive Roundabout to the southwest and the Bosworth Lane / Bosworth Road / A447 Staggered Crossroads to the west. All the Applicants study junctions should therefore be considered as part of the PIC analysis.

In addition, the analysis only considers up to September 2023, which is out of date. The LHA therefore requests that the Applicant undertakes additional PIC analysis to consider all study junctions, using up to date data.

While the LHA notes the Applicant considers there is not an existing road safety issue in their study area, once the above has been completed, the LHA will consider highway safety issues.

Trip Generation and Distribution

Trip Generation

The Applicant has considered the level of vehicle trips which the residential, health centre and cemetery elements of the proposals could generate within section six of the TA. These are addressed in turn below.

Residential Development (240 dwellings)

The Applicant has used the same TRICs trip rates which were accepted by the LHA as part of application references 11/00489/FUL (94 dwellings, 71 Dragon Lane, Newbold Verdon), 20/00143/FUL (116 dwellings, Land South Of Bosworth Lane, Newbold Verdon) and 22/00277/OUT (239 dwellings, land east of The Windmill Inn, Brascote Lane, Newbold Verdon). The proposed vehicular trip rates, along with the approximate number of vehicle trips the proposed development could generate during the AM and PM peak hours are shown in Table 1.

Time Period	Trip Rates (per unit)		Trip Generation (240 units)		
	Arrive	Depart	Arrive	Depart	Total
AM Peak (08:00-09:00)	0.074	0.606	18	145	163
PM Peak (17:00-18:00)	0.521	0.17	125	41	166

Rounding errors may occur

Table 1: Proposed residential vehicle trip rates (240 dwellings).

The trip rates are accepted by the LHA.

Health Centre

The Applicant has used TRICs database to ascertain the level of vehicular trips which could be generated by the proposed health centre. Based on the submitted application form, the health centre would have an internal floorspace of 1,100sqm. The proposed trip rates and approximate level of vehicle trips which could be generated by the proposed health centre are shown in Table 2.

Time Period	Trip Rates (100sqm)		Trip Generation (1100sqm)		
	Arrive	Depart	Arrive	Depart	Total
AM Peak (08:00-09:00)	2.759	1.463	30	16	46
PM Peak (17:00-18:00)	1.314	2.136	14	23	38

**Rounding errors may occur*

Table 2: Proposed Health Centre vehicle trip rates (1,100sqm).

The LHA have reviewed the proposed trip rates and consider these to be acceptable.

Total Trip Generation – Residential and Health Centre use

When combining the residential and health centre trips, the proposed development is estimated to generate approximately the following level of trips:

- 209 two-way vehicle trips (48 arrivals and 161 departures) during the AM peak hour; and
- 204 two-way vehicle trips (139 arrivals and 64 departures) in the PM peak hour.

All trips would be from the proposed new access.

Cemetery

The Applicant has advised that given the size of the proposed cemetery, it is likely to be a Garden of Rest with no on-site facilities beyond a small car park. The Applicant notes that although services would still occur, these are unlikely to be carried out during the traditional peak hours; general visiting would likely occur sporadically with no set time required, with peak hours for a Garden of Rest typically occurring on weekends, notably Sundays.

The Applicant states that gardeners or maintenance workers would be required to visit the site; however, it is unlikely more than one or two workers would be regularly required on site at any given time. In addition, given the equestrian centre would be reduced in size because of the proposals, it is suggested this would offset the trips generated by the cemetery.

The Applicant considers the cemetery would generate negligible trips in the peak hours, particularly given the reduction in size of the equestrian centre. On this basis, the Applicant considers omitting any peak hour traffic flows generated by the cemetery would not impact on the robustness of the capacity assessments.

The LHA note that whilst the equestrian centre would be reduced in size as a result of the proposals, it appears that several events are held at the site on a frequent/ daily basis and it is unclear if these would cease as a result of the proposals. It is noted that most of the site appears to be fields used for grazing horses. Clarity is therefore sought in respect of which elements of the site would be reduced in scale, along with an indication on the level of trips the site could currently generate in comparison the proposed cemetery use.

Trip Distribution

Given the scale of the development proposed, the number of developments in surrounding villages, e.g. Desford, Market Bosworth and Barlestone, the LHA advised the Applicant at the pre-application stage that the trip distribution from the development is considered using the Leicestershire Pan Regional Transport Model (PRTM). PRTM has the benefit of assigning and distributing trips on the network and considers committed development as a part of the model run. Further information can be found at:

<https://www.leicestershire.gov.uk/roads-and-travel/road-maintenance/leicestershires-pan-regional-transport-model-prtm>.

The Applicant has stated that at the time of writing the TA, the PRTM modelling has been commissioned, but the data is not available. The Applicant has provided an overview of capacity assessments within Newbold Verdon, with an aim to inform the need for any mitigation. The Applicant has acknowledged that the PRTM data, including assessments of the wider area of influence will be provided later, once available.

The Applicant has therefore based the current trip distribution within the TA on 2011 Census data for the Hinckley & Bosworth 005 Super Output Area and the methodology accepted by the LHA as part of application reference 20/00143/FUL. The trip distribution for the health centre has been assumed to be the same as the residential trip distribution.

The LHA advise that given the requirement for PRTM to be used for the proposed development, trip distribution based on Census data is not accepted. The LHA will review trip distribution once the PRTM modelling has been completed.

Given the scale of the development together with its location and the presence of other forthcoming developments in this area, the 'Level 2' assessment suggested by the Applicant will not be acceptable in this case as it is unlikely to account for speculative growth that is not identified within the draft Hinckley and Bosworth Draft Local Plan and as such would not accord with the cumulative assessment requirements of the National Planning Policy Framework (NPPF). The LHA is providing a consistent approach in the area.

Therefore in line with the above, the LHA requires a full PRTM assessment which will take into account the cumulative impact of development sites in Newbold Verdon. The Applicant should liaise with the framework team (etcf@leics.gov.uk) accordingly. The LHA would wish to work with the Applicant to assist throughout the process in order to help ensure that the modelling undertaken is fit for the purposes of a planning application.

Junction Capacity Assessments

The Applicants study junctions are detailed below:

1. Site Access (Barlestone Road / New Site Access);
2. Barlestone Road / B585 Bosworth Lane Signalised T-Junction;
3. Bosworth Lane / Bosworth Road / A447 Staggered Crossroads;
4. B582 Hunts Lane / B582 manor Road / Newbold Road / Lockeymead Drive Roundabout
5. Barlestone Road / Dragon Lane T-junction;
6. Balrestone Road / Mill Lane T-junction, and;
7. Barlestone Road / Main Street T-junction;

It has been stated that the junctions beyond the immediate vicinity of Newbold Verdon will be considered further once the results of the PRTM are available.

To establish the baseline survey data, the Applicant states within the TA that traffic surveys were undertaken at the study junctions on Thursday 25th May 2023. The LHA notes however that the raw data provided in Appendix L of the TA details that the surveys at junctions 2, 3, 4 were undertaken on Tuesday 31st October 2023.

In addition, the Applicant has stated that traffic flows for junctions 5, 6 and 7 have been obtained from application reference 22/00277/OUT, which were undertaken in June 2021. These surveys are considered to be over three years old and out of date and that up to date traffic surveys should be undertaken in a traffic neutral month. Alternatively, LCC may hold up to date surveys which the Applicant could obtain, the Applicant would need to contact NDI@leics.gov.uk for further information.

Whilst the LHA holds records of survey permits being obtained for the 31st October 2023 surveys, no records appear to be held for the 25th May 2023 surveys. The LHA therefore request clarity on the survey dates and advise that the Applicant contacts NDI@leics.gov.uk to seek retrospective permits for the traffic surveys included in Appendix L if necessary. Survey permits would also be required for all other junctions where traffic counts have been undertaken by the Applicant.

TEMPro traffic growth factors have been applied to the baseline 2023 counts to create forecast levels for 2024 and the future year of 2033. The LHA advises growth factors should be applied from the PRTM.

Notwithstanding the information submitted, the LHA will give further consideration to the Applicants traffic flow diagrams and capacity assessments once the PRTM exercise has been completed and both the traffic flow diagrams and the capacity assessments have incorporated the results of this.

Off-Site Implications

The Applicant is proposing to reduce the speed limit along the section of Barlestone Road fronting the site from 40mph to 30mph. This is detailed on MEC drawing number 24832_08_020_09 included within Appendix Q of the TA. The Applicant is proposing to install 30mph gateway signing and lining at each speed limit change. In addition, four Vehicle Activated Signs (VAS) are proposed

along the route to reinforce the speed limit and street lighting would be reviewed, with additional lighting provided if necessary.

Two new Toucan crossings are proposed across Barlestone Road as shown on MEC drawing numbers 24832_08_020_03 Rev. B and 24832_08_020_07 Rev. B. In addition, a shared use footway/ cycleway would be provided from the new site access alongside Barlestone Road to connect into the existing footway opposite Dragon Lane.

Whilst the LHA welcome the Applicants intention to provide two Toucan crossings, it is requested the Applicant provides an indication as to the level of pedestrians/ cyclists which they anticipate using each crossing. This should include consideration of pedestrians which may need to cross Barlestone Road to access the health centre or car park for the health centre. An assessment should then be undertaken for each crossing in line with TSM Chapter 6, along with an enhanced PV² assessment. The LHA will then consider pedestrian crossing facilities and off-site works, including the speed limit reduction.

It is also noted the Applicant has undertaken modelling of the Toucan crossings, which indicates that they would not lead to severe queueing or delays. The LHA will require the junction modelling files are provided so that this can be reviewed.

The LHA will consider whether there are any improvements required to nearby junctions as a result of the proposals, once further information has been submitted by the Applicant in respect of the PRTM modelling.

Internal Layout

The internal layout of the development is not for consideration at this stage. The LHA advise that in the event the proposals are granted planning permission by the LPA, it is strongly advised that the internal road network is designed to an adoptable standard and put forward for adoption by the LHA. Access to the remaining section(s) of Nursery Lane will need to be considered as part of the internal layout to ensure this is suitable to cater for the largest anticipated vehicles anticipated to use the route.

Transport Sustainability

The LHA has reviewed the submitted Travel Plan and considers this to be generally acceptable.

The Applicant will however need to ensure the Travel Plan Co-ordinator details are provided to s106monitoring@leics.gov.uk as soon as appointed.

The LHA would require a Travel Plan Monitoring fee of £6,000 as part of an Section 106 agreement, should the LPA be mindful to grant planning permission for the proposals in the future.

The Applicant would be required to provide one travel pack per dwelling (currently £52.85 per pack, if supplied by LCC) which contains an application form for two six-month bus passes to encourage sustainable travel to and from the site. Currently, the cost of a bus pass for an Arriva service is £510 per pass. The Applicant should be aware that should they choose to create the Travel Pack themselves, there is a fee of £500.00 to be paid to LCC to review the packs prior to distribution.

The LHA note that within the submitted TA, consideration is given to re-routing the existing hourly bus service between Market Bosworth and Leicester (153) to pass closer to the site. Correspondence with the bus operator (Arriva) within parts 7.8 – 7.11 and Appendix R of the TA suggests that the operator would not be willing to re-route the service as this would increase the

walking distance from the established demand within the existing built-up area of Newbold Verdon. Re-routing alternate buses would also leave this area with a two hourly service.

Arriva have suggested as an alternative that the applicant looks to contribute towards pump-priming extended hours of operation from Newbold Verdon with additional early morning journeys (the first Leicester bound journey is not until 0749 currently) and potentially later return departures from Leicester.

The LHA request the Applicant gives further consideration to bus service provision and advises what measures could be introduced because of the proposals. This should also be detailed within the updated Travel Plan.

Public Rights of Way

The application site is crossed by three minor highways, which are Public Footpaths R88 and S11 and a route named 'Nursery Lane' which as detailed further above, some application documents incorrectly label a public byway. Rather it is an adopted road that connects to Byways Open to All Traffic (BOTATs) S7 and S12, the latter of which is part of the northern site boundary.

The application documents propose these Public Rights of Way (PRoWs) are retained. However, the plans with the application reflect the physical PRoW routes on the ground. The Definitive Map of Public Rights of Way legally 'fixes' the status and alignment of every PRoW and, for historical reasons, routes on the ground may differ from the legal alignment, but it is the legal alignment which should be used for planning and development purposes.

The Definitive Map overlaid onto the Indicative Masterplan dwg no. P22-3085_DE_13_M_01 (see extract overleaf) shows differing routes for Footpath S11 at the northern site boundary, but that reflects a legal diversion in progress after a planning permission at the Equestrian Centre.

However, the masterplan shows Footpath R88 up to 7.5 metres away from its legal alignment. To reconcile this will require a PRoW diversion by a separate legal order made by the LPA, for which a separate application must be submitted and legally confirmed before the development is substantially complete.

The Landscape Strategy Plan dwg no. P22-3085_EN-015D shows Footpath S11 to be surfaced with self-binding gravel, though the LHDG standard is to use tarmac. The Landscape Plan has no indication of surfacing for Footpath R88. Any existing barriers on the PRoWs need to be replaced in line with the government's 'least restrictive option' policy reflecting the requirements of the Equality Act 2010. These matters need to be detailed in a scheme for the treatment of the Public Rights of Way.

Paragraph 105 of the NPPF (2024) requires that: *'Planning policies and decisions should protect and enhance public rights of way and [statutory] access, including taking opportunities to provide better facilities for users ...'* NPPF 105 is applied locally by the LHDG annex on Development and Public Rights of Way, and any PRoW scheme should be based on what that guidance requires.

The LHA advises that an appropriately worded condition could be for the treatment of the PRoW's, including where relevant, management during construction (including proposed temporary route(s)); ensuring plans reflect the correct legally-recorded PRoW alignments; and any new construction works. In addition, this would need to address surfacing, drainage, structures, signposting, and impacts of any landscaping and boundary treatments.



Construction Traffic

Construction traffic and how HGV's/ construction vehicles would access the site is not a material planning consideration. The LHA would not be able to seek to resist the proposals based on construction traffic, the type of vehicles used, or the route HGVs would take to access the site.

Nevertheless, the LHA would advise the LPA, that in the event it is mindful to advise approval of the proposed development, it would require a Construction Management Plan (CMP) to be submitted and approved prior to any construction works on the site. As a minimum the CMP should include details of the routing of construction traffic, along with details of parking and wheel washing facilities would be required as a condition.

Closing

The LHA requires the Applicant to submit additional information to the LPA in respect of the following points for further consideration by the LHA, this broadly includes:

- Details of a scheme to sever Nursery Lane to through traffic between the development roads and Barlestone Road;
- Confirmation in respect of the speed survey location and survey permit number(s);
- Swept path analysis of the refuse collection vehicle at the site access;
- Amendments to the site access drawing and off-site works as detailed above;
- PIC analysis based on up to date PIC data, as well as covering all study junctions;
- Consideration as to the level of trips the equestrian centre could generate in comparison to the cemetery;

- Trip distribution for the proposals based on PRTM evidence;
- Clarity in respect of the dates traffic counts were undertaken, along with survey permit numbers;
- Updated traffic counts which have been undertaken during a traffic neutral month within the last three years;
- Capacity assessments and consideration of all study junctions based on PRTM evidence;
- Consideration as to the level of pedestrians/ cyclists which could use each proposed Toucan crossing and an enhanced PV² assessment; and
- Further consideration in respect of bus service provision as detailed further above.

Date Received **Case Officer**
26 November 2024 **Ben Dutton**

Reviewer
DH

Date issued
17 January 2025



MEC
Consulting Group

APPENDICES



APPENDIX B



MEC
Consulting Group

APPENDICES



APPENDIX C

Barlestone Road, Newbold Verdon

Legal Points – Response to Leicestershire County Council

For the reasons set out below, it is not considered that the stopping up of Nursery Lane, whether in whole or in part, is a feasible solution.

1. The Applicant is not the registered proprietor of the land which comprises Nursery Lane.

An application was made by the Mr and Mrs Bates to the Land Registry to include that part of Nursery Lane which sits between the two registered land parcels, shown edged green on the plan extract below at Figure 1 (the “Green Land”). The application was made on the basis of the ad medium filum principle, but was rejected by the Land Registry on the basis that Mr and Mrs Bates’ application did not (and could not due to the separate legal ownership of the three dwellings lying adjacent to Nursey Lane registered under title numbers LT97379, LT500268 and LT312921 and shown at Figure 2 below) include the whole length of Nursery Lane to its meeting point with Barlestone Road.

Figure 1

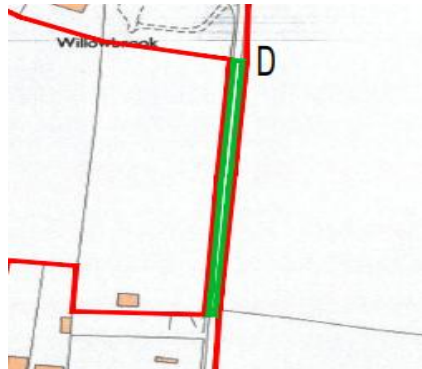


Figure 2



2. The title to Nursery Lane is unregistered and it is therefore not known whether the owners of adjacent parcels of land that are served by it have express legal rights of access over Nursery Lane. Any stopping-up of Nursery Lane would not nullify any such legal rights of way that other landowners may have over Nursery Lane who would therefore continue to be able to exercise them at their sole discretion.

Accordingly, regardless of any stopping-up of Nursery Lane, our advice would be to maintain an accessible through-route along the current alignment of Nursery Lane to enable continued use by adjacent landowners. It would therefore seem impractical to effectively double this up with the ability to also turn on to the new estate road proposed as part of the development (the “Spine Road”).

At the same time, any objections made to the stopping up of Nursery Lane that were upheld could render any planning permission granted incapable of implementation.

3. Nursery Lane provides access to a Byway Open to All Traffic (BOAT). As such, any changes to the designation of Nursery Lane (either in whole or in part) would of course encourage the use of the Spine Road by motor vehicles, cyclists and horse riders seeking a through-route to access the BOAT which may be at odds with the intention of creating a residential environment.
4. The LHA have advised that a storm drain runs under Nursery Lane. The Applicant does not have the necessary authority to grant rights for maintenance of the storm drain in so far as it does not fall within the Green Land (and any rights granted in relation to the Green Land would have to be on the basis of the assumption that the Applicant would be the owner of the Green Land under the ad medium filum presumption). It also raises the question of the nature of the right for the LHA to retain the storm drain within Nursery Lane if it does not remain within the extent of an adopted highway.
5. Nursery Lane provides access to several other land parcels which are used for agricultural purposes, and these land parcels are outside of the ownership of Mr and Mrs Bates and the Applicant. As can be seen from Figure 3 below, it is apparent that Nursery Lane is used by agricultural machinery to access these adjacent landholdings.

Figure 3



Should a stopping-up of Nursery Lane therefore be implemented, it is considered highly likely that the owners / tenants of the adjacent land would have little alternative but to use the Spine Roads with their heavy farm machinery to access the land beyond which:

- a. be disruptive to the owners and occupiers of dwellings within the development; and
- b. require a substantial redesign of the development's proposed internal highway network to accommodate the turning of farm vehicles between Nursery Lane and the

Spine Road, which considering that a tractor could have a large attachment such as a combine harvester seems impractical without sterilising a large area.

Accordingly, for practicality reasons alone, the submitted solution of Nursery Lane and the proposed Spine Road acting independently, with the geometry and vertical alignments preventing turning movements between the two, seems the more logical solution, especially when combined with the legal implications outlined above.

12th February 2025
Freeths LLP

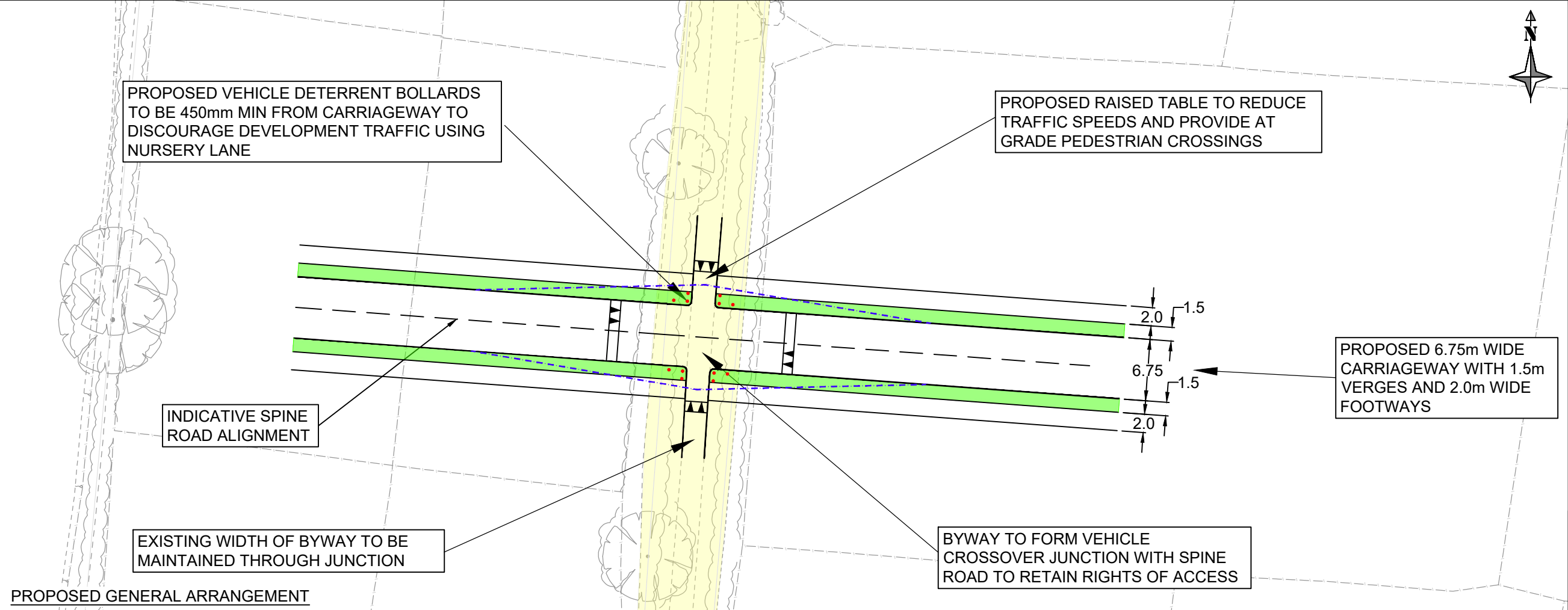


MEC
Consulting Group

APPENDICES



APPENDIX D



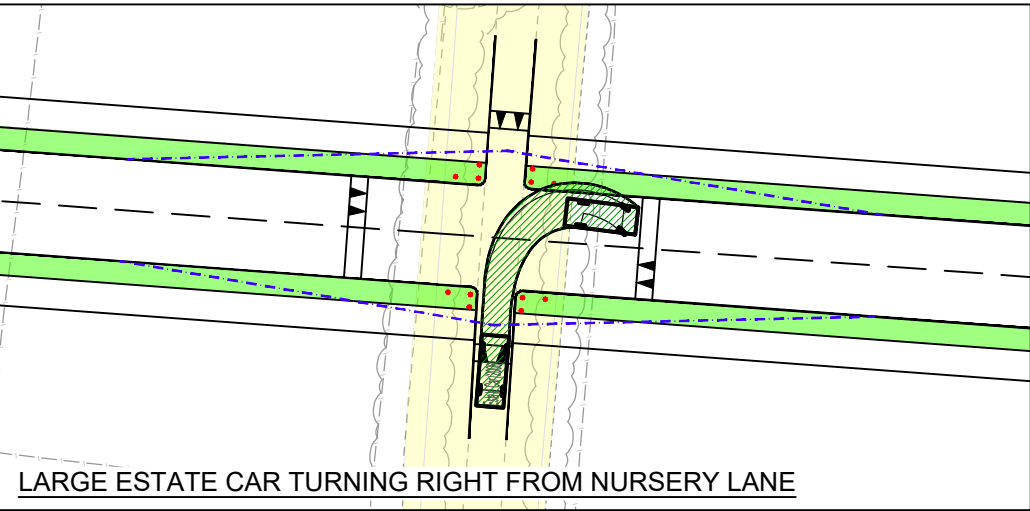
- NOTES:**
- DO NOT SCALE THIS DRAWING.
 - VEHICLE CROSSOVER TAPERS DESIGNED TO LCC STANDARD DRAWING SD/11/5A.
 - PROPOSED 450mm RADII HIGH LEVEL KERBING TO BE PROVIDED AT JUNCTION OF NURSERY LANE / DEVELOPMENT INTERNAL ROAD.
 - BOLLARDS TO BE PROVIDED AT NURSERY LANE / DEVELOPMENT INTERNAL ROAD TO PREVENT DEVELOPMENT TRAFFIC USING NURSERY LANE FOR ACCESS.
 - SWEPT PATHS GENERATED BY AUTODESK'S SOFTWARE AUTOTRACK 2024, WITH A VEHICLE SPEED OF 15kph.

- KEY:**
- HIGHWAY BOUNDARY EXTENTS TAKEN FROM LCC HIGHWAY RECORDS
 - 2.4m X 25m VISIBILITY SPLAY

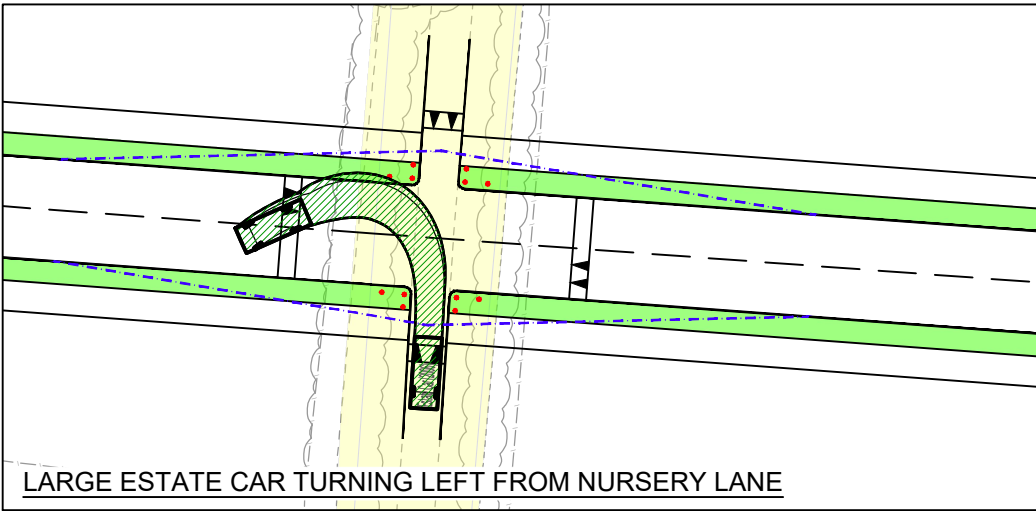
Estate Car (2006)	4.710m
Overall Length	1.804m
Overall Width	1.442m
Overall Body Height	0.207m
Min Body Ground Clearance	1.756m
Max Track Width	4.00s
Lock to lock time	5.950m
Kerb to Kerb Turning Radius	

Farm tractor & hay wagon	19.020m
Overall Length	2.500m
Overall Width	0.438m
Overall Body Height	0.398m
Min Body Ground Clearance	2.500m
Max Track Width	4.00s
Lock to lock time	4.620m
Kerb to Kerb Turning Radius	

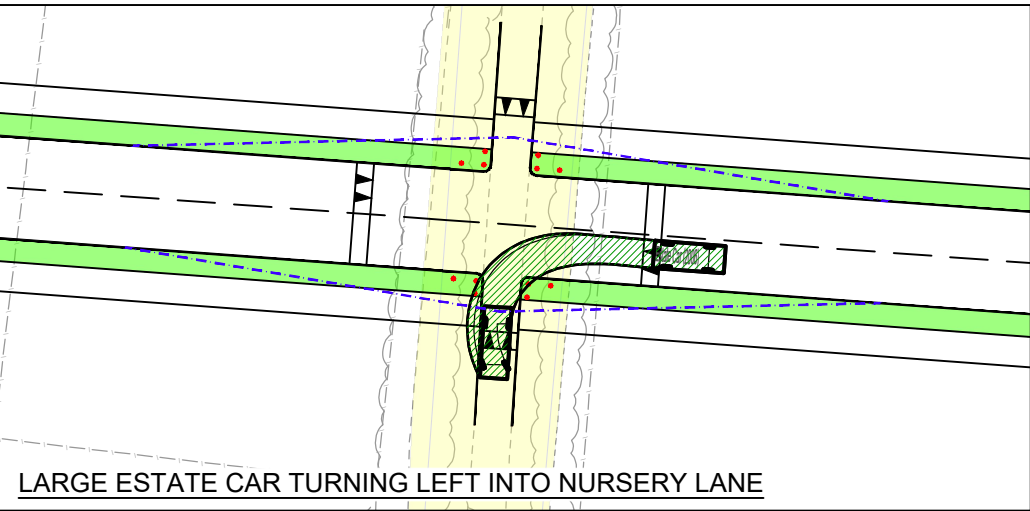
VEHICLE PROFILES



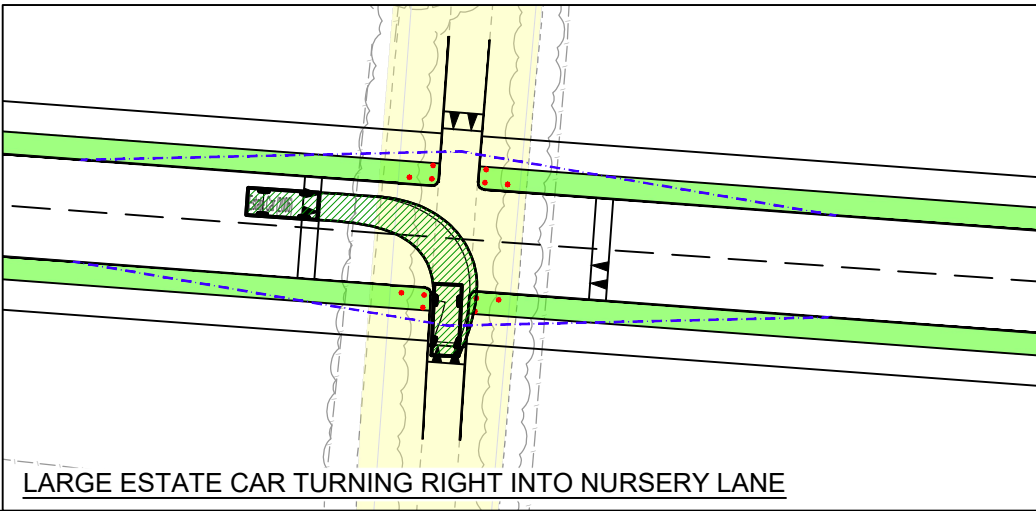
LARGE ESTATE CAR TURNING RIGHT FROM NURSERY LANE



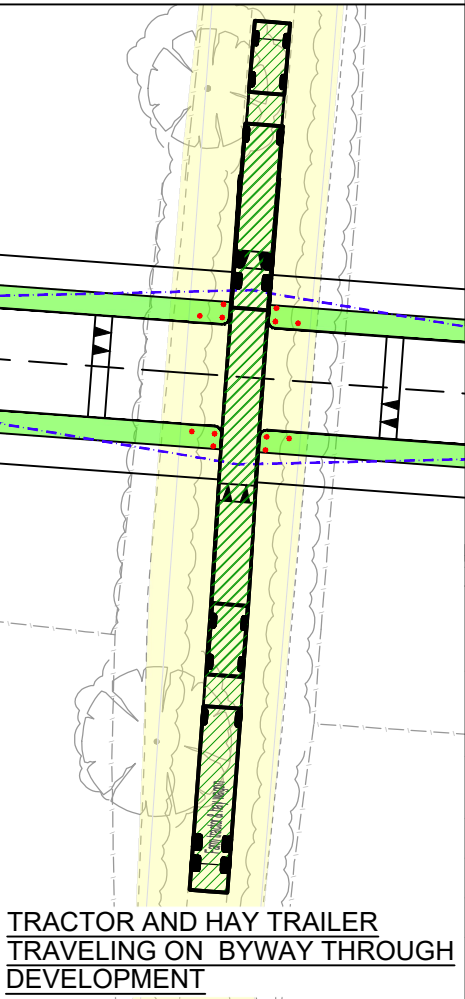
LARGE ESTATE CAR TURNING LEFT FROM NURSERY LANE



LARGE ESTATE CAR TURNING LEFT INTO NURSERY LANE



LARGE ESTATE CAR TURNING RIGHT INTO NURSERY LANE



TRACTOR AND HAY TRAILER TRAVELING ON BYWAY THROUGH DEVELOPMENT

A	TRACKING AND LAYOUT UPDATED	DS	CH	AB	05/03/25
	FIRST ISSUE	JW	DG	AB	01/03/24
REV:	AMENDMENTS:	DRN:	CHK:	APP:	DATE:
PROJECT: BARLESTONE ROAD, NEWBOLD VERDON					
DRAWING TITLE: BYWAY CROSSING					
CLIENT: DAVID WILSON HOMES EAST MIDLANDS					
DRAWING NUMBER: 24832_08_020_08					
REVISION: A	SHEET SIZE: A3	SCALE: 1:500			
STATUS: FOR INFORMATION / APPROVAL					
 Birmingham Brighton Leicester		Telephone: 01530 264 753 Email: group@m-ec.co.uk Website: www.m-ec.co.uk ORDNANCE SURVEY © CROWN COPYRIGHT 2015. ALL RIGHTS RESERVED. LICENCE NUMBER 100055865.			



MEC
Consulting Group

APPENDICES



APPENDIX E

ATC locations



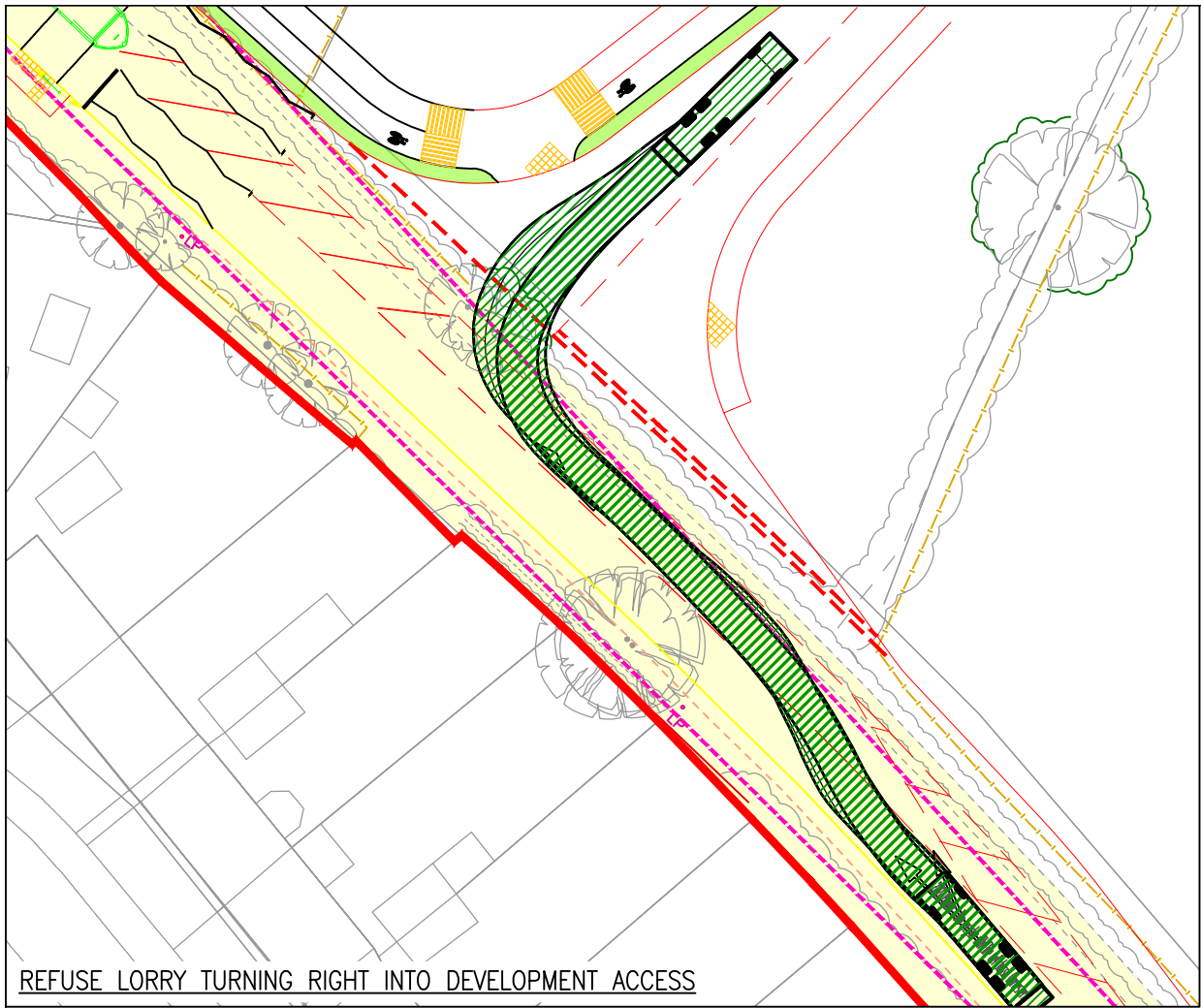


MEC
Consulting Group

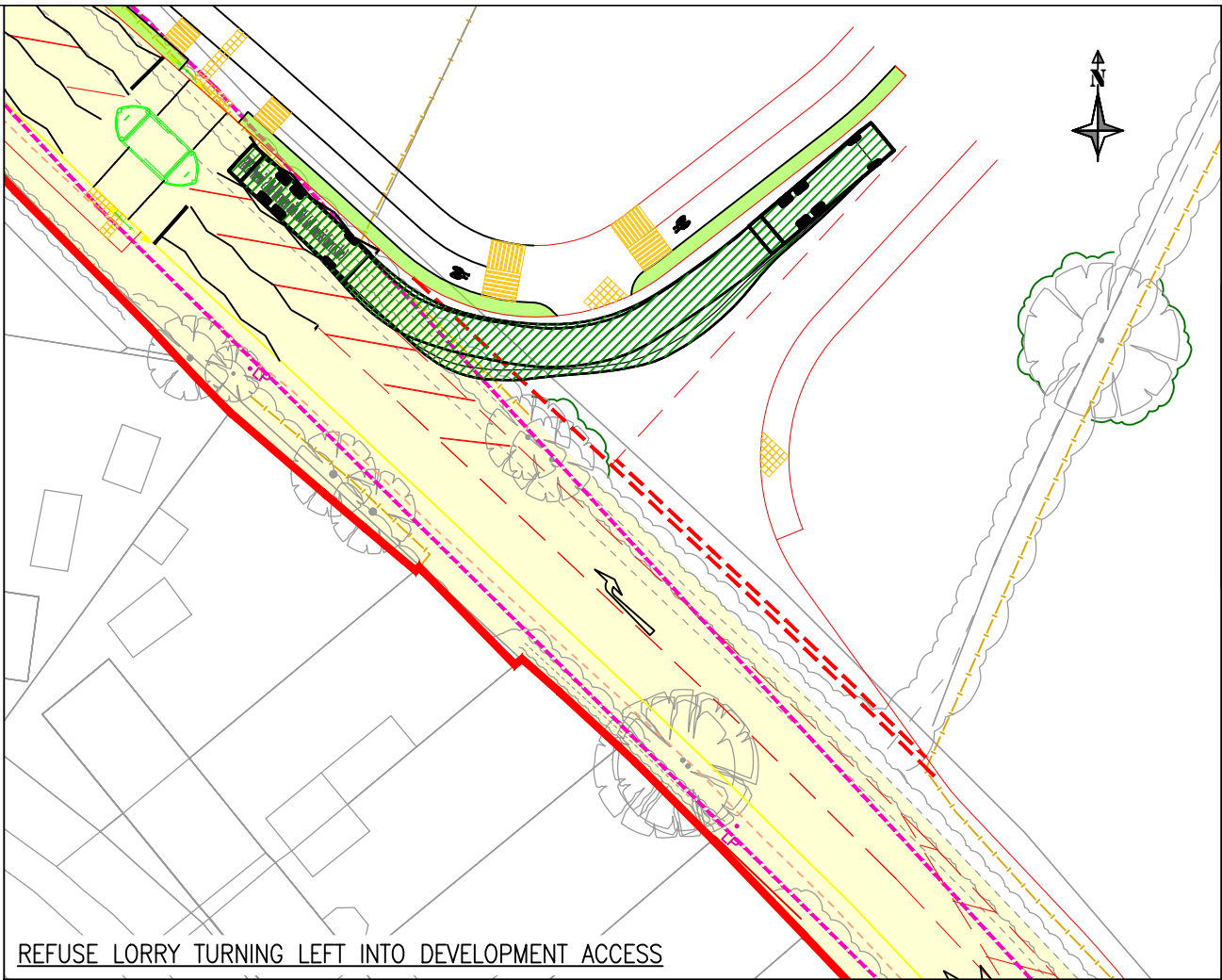
APPENDICES



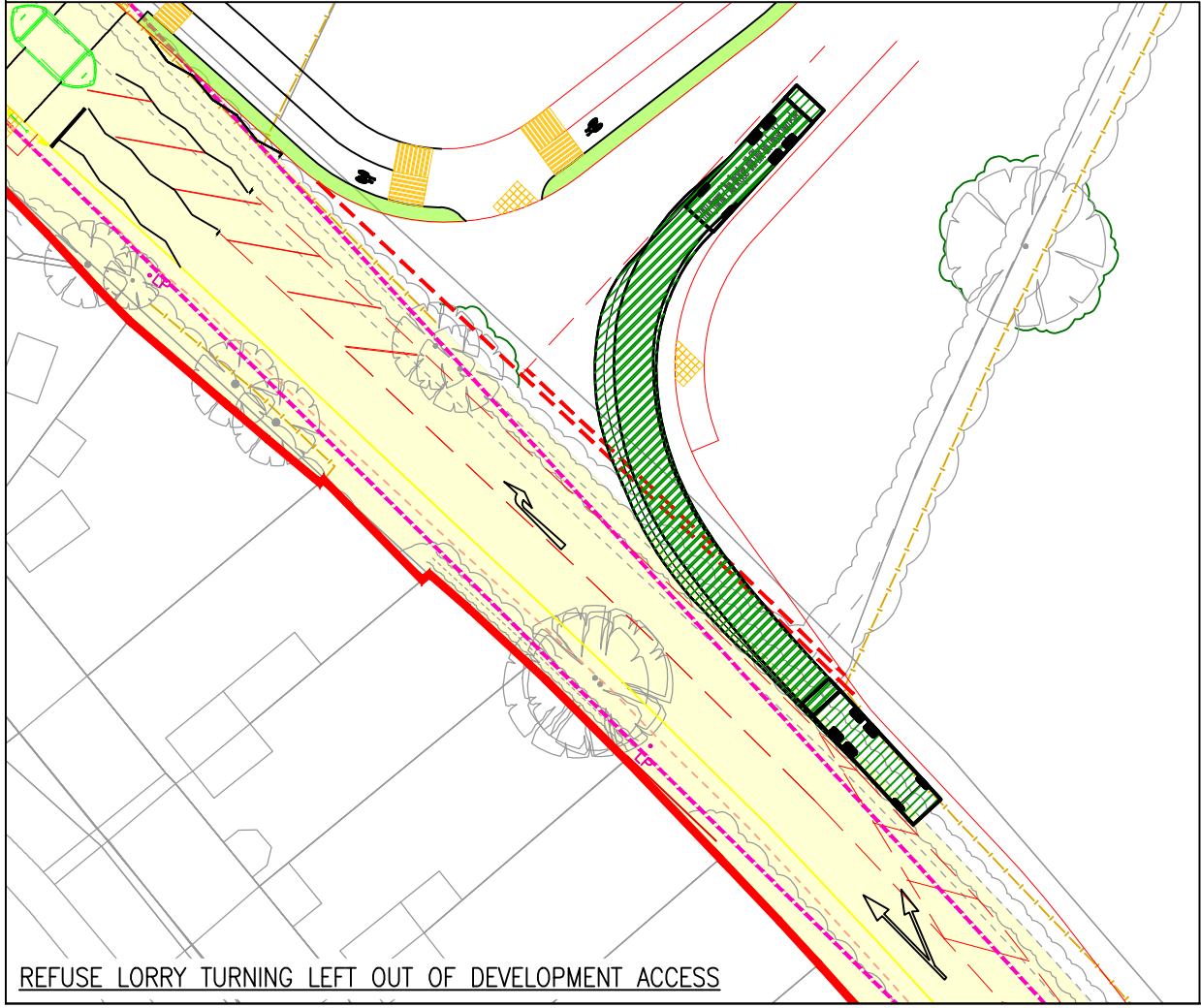
APPENDIX F



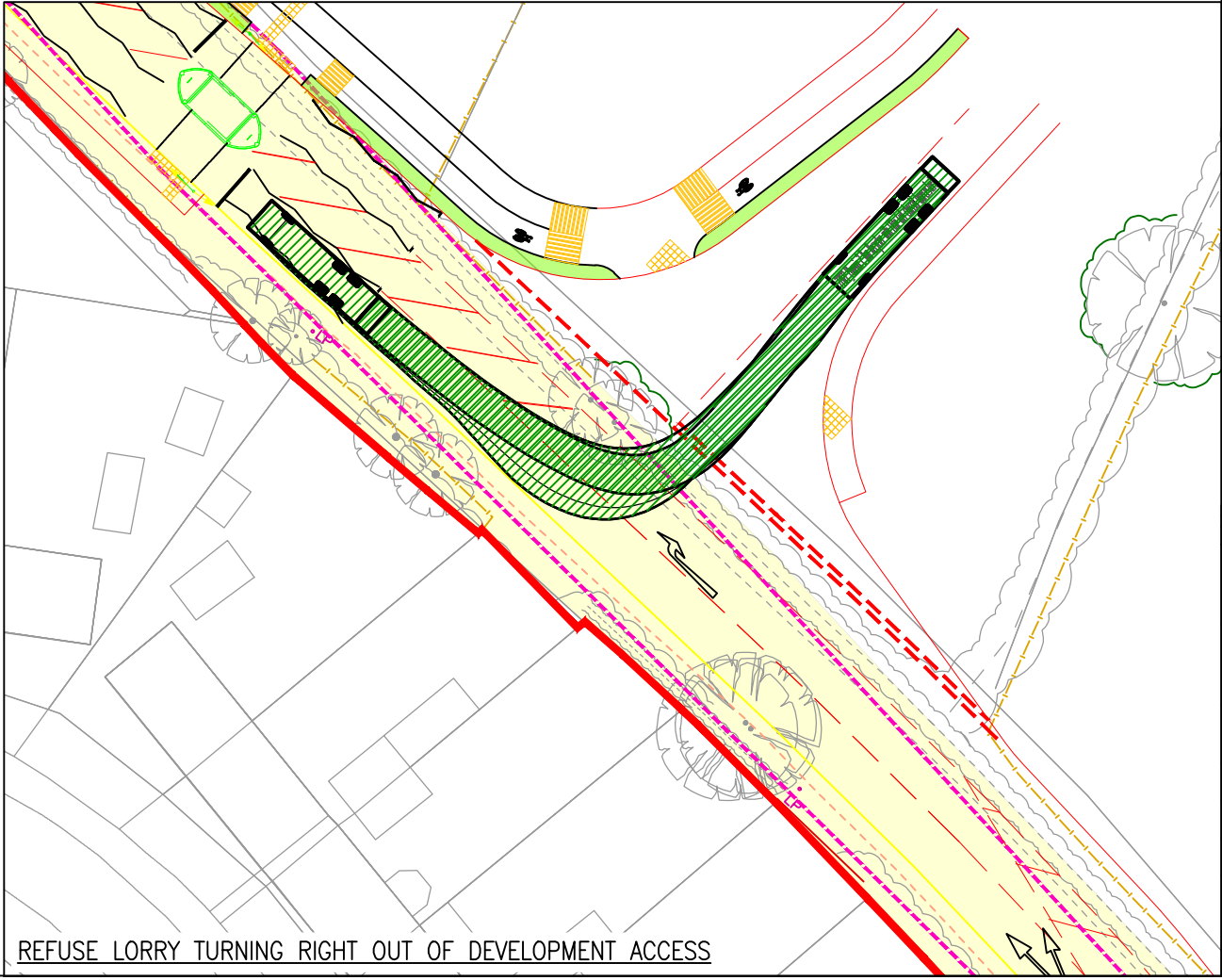
REFUSE LORRY TURNING RIGHT INTO DEVELOPMENT ACCESS



REFUSE LORRY TURNING LEFT INTO DEVELOPMENT ACCESS



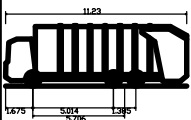
REFUSE LORRY TURNING LEFT OUT OF DEVELOPMENT ACCESS



REFUSE LORRY TURNING RIGHT OUT OF DEVELOPMENT ACCESS

NOTES:

1. DO NOT SCALE THIS DRAWING.
2. SWEEP PATHS CARRIED OUT USING AUTOTRACK WITH VEHICLE SPEED OF 15kph.



2022 Phoenix 2 Duo Recycler with Elite 6x4 chassis
Overall Length 11.23m
Overall Width 2.53m
Overall Body Height 3.25m
Min Body Ground Clearance 0.20m
Track Width 2.53m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 10.594m

REFUSE VEHICLE PROFILE

A	REFUSE LORRY TRACKING ADDED	DS	CH	AB	24/02/24
REV:	FIRST ISSUE	JW	DS	AB	14/02/24

REV:	AMENDMENTS:	DRN:	CHK:	APP:	DATE:
------	-------------	------	------	------	-------

PROJECT: BARLESTONE ROAD, NEWBOLD VERDON

DRAWING TITLE: ACCESS TRACKING

CLIENT: DAVIS WILSON HOMES EAST MIDLANDS

DRAWING NUMBER: 24832_08_020_05

REVISION:	SHEET SIZE:	SCALE:
A	A3	1:500

STATUS: FOR INFORMATION / APPROVAL

MEC
Consulting Group
Birmingham | Brighton | Leicester

Telephone: 01530 264 753
Email: group@m-ec.co.uk
Website: www.m-ec.co.uk
ORDNANCE SURVEY © CROWN
COPYRIGHT 2015. ALL RIGHTS
RESERVED. LICENCE NUMBER
100055865.

File Location: R:\24832\Drawings\08 - Transport\24832_08_020_05A Tracking.dwg
Printed: 26/02/2025



MEC
Consulting Group

APPENDICES



APPENDIX G

Calculation Reference: AUDIT-350901-250219-0229

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	2 days
	SC SURREY	1 days
	WS WEST SUSSEX	2 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days

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

M-EC Wellington House Ibstock

Licence No: 350901

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: No of Dwellings
 Actual Range: 136 to 480 (units:)
 Range Selected by User: 135 to 500 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 28/06/24

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:

Monday 1 days
 Tuesday 2 days
 Wednesday 1 days
 Thursday 2 days

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

Selected survey types:

Manual count 6 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:

Suburban Area (PPS6 Out of Centre) 2
 Neighbourhood Centre (PPS6 Local Centre) 4

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:

Residential Zone 2
 Village 4

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 2 days - Selected
 Servicing vehicles Excluded 5 days - Selected

Secondary Filtering selection:

Use Class:

C3 6 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:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

25,001 to 50,000	3 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	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	1 days
1.1 to 1.5	4 days
1.6 to 2.0	1 days

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:

Yes	4 days
No	2 days

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 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	KC-03-A-06 MARGATE ROAD HERNE BAY	MIXED HOUSES & FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 363 Survey date: WEDNESDAY 27/09/17 Survey Type: MANUAL		
2	KC-03-A-08 MAIDSTONE ROAD CHARING	MIXED HOUSES	KENT
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 159 Survey date: TUESDAY 22/05/18 Survey Type: MANUAL		
3	SC-03-A-09 AMLETS LANE CRANLEIGH	MIXED HOUSES & FLATS	SURREY
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 136 Survey date: TUESDAY 24/05/22 Survey Type: MANUAL		
4	SF-03-A-09 FOXHALL ROAD IPSWICH	MIXED HOUSES & FLATS	SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 179 Survey date: THURSDAY 24/06/21 Survey Type: MANUAL		
5	WS-03-A-18 LONDON ROAD HASSOCKS	MIXED HOUSES & FLATS	WEST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 156 Survey date: MONDAY 15/05/23 Survey Type: MANUAL		
6	WS-03-A-21 HILLAND ROAD BILLINGSHURST	MIXED HOUSES	WEST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 480 Survey date: THURSDAY 09/11/23 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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	6	246	0.018	6	246	0.031	6	246	0.049
08:00 - 09:00	6	246	0.033	6	246	0.093	6	246	0.126
09:00 - 10:00	6	246	0.034	6	246	0.033	6	246	0.067
10:00 - 11:00	6	246	0.024	6	246	0.025	6	246	0.049
11:00 - 12:00	6	246	0.023	6	246	0.023	6	246	0.046
12:00 - 13:00	6	246	0.029	6	246	0.034	6	246	0.063
13:00 - 14:00	6	246	0.039	6	246	0.026	6	246	0.065
14:00 - 15:00	6	246	0.038	6	246	0.055	6	246	0.093
15:00 - 16:00	6	246	0.109	6	246	0.041	6	246	0.150
16:00 - 17:00	6	246	0.054	6	246	0.038	6	246	0.092
17:00 - 18:00	6	246	0.039	6	246	0.024	6	246	0.063
18:00 - 19:00	6	246	0.024	6	246	0.022	6	246	0.046
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.464			0.445			0.909

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.*

Calculation Reference: AUDIT-350901-250219-0256

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	2 days
	SC SURREY	1 days
	WS WEST SUSSEX	2 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days

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

M-EC Wellington House Ibstock

Licence No: 350901

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: No of Dwellings
 Actual Range: 136 to 480 (units:)
 Range Selected by User: 135 to 500 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 28/06/24

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:

Monday 1 days
 Tuesday 2 days
 Wednesday 1 days
 Thursday 2 days

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

Selected survey types:

Manual count 6 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:

Suburban Area (PPS6 Out of Centre) 2
 Neighbourhood Centre (PPS6 Local Centre) 4

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:

Residential Zone 2
 Village 4

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 2 days - Selected
 Servicing vehicles Excluded 5 days - Selected

Secondary Filtering selection:

Use Class:

C3 6 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:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

25,001 to 50,000	3 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	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	1 days
1.1 to 1.5	4 days
1.6 to 2.0	1 days

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:

Yes	4 days
No	2 days

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 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	KC-03-A-06 MARGATE ROAD HERNE BAY	MIXED HOUSES & FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 363 Survey date: WEDNESDAY 27/09/17 Survey Type: MANUAL		
2	KC-03-A-08 MAIDSTONE ROAD CHARING	MIXED HOUSES	KENT
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 159 Survey date: TUESDAY 22/05/18 Survey Type: MANUAL		
3	SC-03-A-09 AMLETS LANE CRANLEIGH	MIXED HOUSES & FLATS	SURREY
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 136 Survey date: TUESDAY 24/05/22 Survey Type: MANUAL		
4	SF-03-A-09 FOXHALL ROAD IPSWICH	MIXED HOUSES & FLATS	SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 179 Survey date: THURSDAY 24/06/21 Survey Type: MANUAL		
5	WS-03-A-18 LONDON ROAD HASSOCKS	MIXED HOUSES & FLATS	WEST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 156 Survey date: MONDAY 15/05/23 Survey Type: MANUAL		
6	WS-03-A-21 HILLAND ROAD BILLINGSHURST	MIXED HOUSES	WEST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 480 Survey date: THURSDAY 09/11/23 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.

M-EC Wellington House Ibstock

Licence No: 350901

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	6	246	0.001	6	246	0.007	6	246	0.008
08:00 - 09:00	6	246	0.006	6	246	0.016	6	246	0.022
09:00 - 10:00	6	246	0.000	6	246	0.001	6	246	0.001
10:00 - 11:00	6	246	0.001	6	246	0.003	6	246	0.004
11:00 - 12:00	6	246	0.004	6	246	0.000	6	246	0.004
12:00 - 13:00	6	246	0.004	6	246	0.003	6	246	0.007
13:00 - 14:00	6	246	0.004	6	246	0.002	6	246	0.006
14:00 - 15:00	6	246	0.001	6	246	0.006	6	246	0.007
15:00 - 16:00	6	246	0.017	6	246	0.008	6	246	0.025
16:00 - 17:00	6	246	0.020	6	246	0.012	6	246	0.032
17:00 - 18:00	6	246	0.005	6	246	0.007	6	246	0.012
18:00 - 19:00	6	246	0.005	6	246	0.002	6	246	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.068			0.067			0.135

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.

Calculation Reference: AUDIT-350901-250219-0213

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH

Category : G - GP SURGERIES

MULTI-MODAL PEDESTRIANS

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE	
	DR DONCASTER	1 days
09	NORTH	
	TW TYNE & WEAR	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: Gross floor area
 Actual Range: 1050 to 1400 (units: sqm)
 Range Selected by User: 700 to 1750 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 18/06/24

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:

Thursday 2 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) 2

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:

Residential Zone 2

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 2 days - Selected
 Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:

E(e) 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

Population within 1 mile:

20,001 to 25,000 1 days
 25,001 to 50,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

125,001 to 250,000	1 days
500,001 or More	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	1 days
1.1 to 1.5	1 days

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
----	--------

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
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DR-05-G-01	GP SURGERY	DONCASTER
	GOODISON BOULEVARD		
	DONCASTER		
	CANTLEY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	1050 sqm	
	Survey date: THURSDAY	23/09/21	Survey Type: MANUAL
2	TW-05-G-04	GP SURGERY	TYNE & WEAR
	MANOR WALK		
	NEWCASTLE UPON TYNE		
	BENTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	1400 sqm	
	Survey date: THURSDAY	18/10/18	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.

M-EC Wellington House Ibstock

Licence No: 350901

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	1400	0.000	1	1400	0.000	1	1400	0.000
07:00 - 08:00	2	1225	0.857	2	1225	0.082	2	1225	0.939
08:00 - 09:00	2	1225	0.408	2	1225	0.204	2	1225	0.612
09:00 - 10:00	2	1225	0.694	2	1225	0.612	2	1225	1.306
10:00 - 11:00	2	1225	0.653	2	1225	0.449	2	1225	1.102
11:00 - 12:00	2	1225	0.367	2	1225	0.571	2	1225	0.938
12:00 - 13:00	2	1225	0.367	2	1225	0.653	2	1225	1.020
13:00 - 14:00	2	1225	0.531	2	1225	0.367	2	1225	0.898
14:00 - 15:00	2	1225	0.408	2	1225	0.449	2	1225	0.857
15:00 - 16:00	2	1225	0.449	2	1225	0.571	2	1225	1.020
16:00 - 17:00	2	1225	0.408	2	1225	0.531	2	1225	0.939
17:00 - 18:00	2	1225	0.327	2	1225	0.735	2	1225	1.062
18:00 - 19:00	2	1225	0.041	2	1225	0.204	2	1225	0.245
19:00 - 20:00	1	1400	0.143	1	1400	0.357	1	1400	0.500
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		5.653			5.785			11.438	

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.

Calculation Reference: AUDIT-350901-250219-0252

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : G - GP SURGERIES
MULTI-MODAL CYCLISTS

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE	
	DR DONCASTER	1 days
09	NORTH	
	TW TYNE & WEAR	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: Gross floor area
 Actual Range: 1050 to 1400 (units: sqm)
 Range Selected by User: 700 to 1750 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 18/06/24

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:

Thursday 2 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) 2

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:

Residential Zone 2

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 2 days - Selected
 Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:

E(e) 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

Population within 1 mile:

20,001 to 25,000 1 days
 25,001 to 50,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

125,001 to 250,000	1 days
500,001 or More	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	1 days
1.1 to 1.5	1 days

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
----	--------

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
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DR-05-G-01	GP SURGERY	DONCASTER
	GOODISON BOULEVARD		
	DONCASTER		
	CANTLEY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	1050 sqm	
	Survey date: THURSDAY	23/09/21	Survey Type: MANUAL
2	TW-05-G-04	GP SURGERY	TYNE & WEAR
	MANOR WALK		
	NEWCASTLE UPON TYNE		
	BENTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	1400 sqm	
	Survey date: THURSDAY	18/10/18	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 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	1400	0.000	1	1400	0.000	1	1400	0.000
07:00 - 08:00	2	1225	0.000	2	1225	0.000	2	1225	0.000
08:00 - 09:00	2	1225	0.041	2	1225	0.000	2	1225	0.041
09:00 - 10:00	2	1225	0.000	2	1225	0.000	2	1225	0.000
10:00 - 11:00	2	1225	0.000	2	1225	0.000	2	1225	0.000
11:00 - 12:00	2	1225	0.000	2	1225	0.000	2	1225	0.000
12:00 - 13:00	2	1225	0.000	2	1225	0.000	2	1225	0.000
13:00 - 14:00	2	1225	0.000	2	1225	0.041	2	1225	0.041
14:00 - 15:00	2	1225	0.000	2	1225	0.000	2	1225	0.000
15:00 - 16:00	2	1225	0.000	2	1225	0.000	2	1225	0.000
16:00 - 17:00	2	1225	0.082	2	1225	0.041	2	1225	0.123
17:00 - 18:00	2	1225	0.000	2	1225	0.041	2	1225	0.041
18:00 - 19:00	2	1225	0.082	2	1225	0.082	2	1225	0.164
19:00 - 20:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.205			0.205			0.410

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.

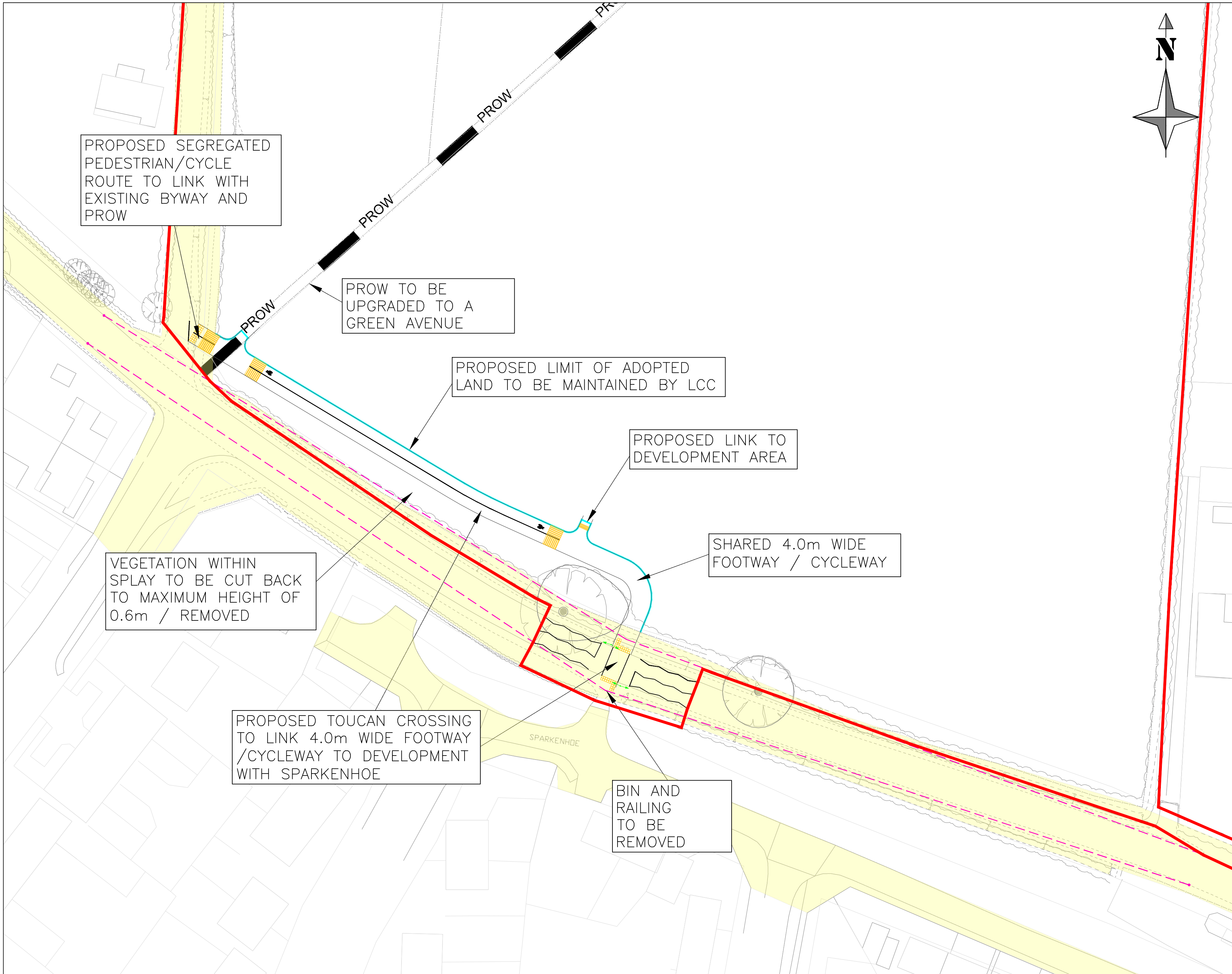


MEC
Consulting Group

APPENDICES



APPENDIX H



PROPOSED SEGREGATED PEDESTRIAN/CYCLE ROUTE TO LINK WITH EXISTING BYWAY AND PROW

PROW TO BE UPGRADED TO A GREEN AVENUE

PROPOSED LIMIT OF ADOPTED LAND TO BE MAINTAINED BY LCC

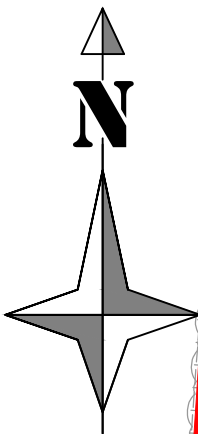
PROPOSED LINK TO DEVELOPMENT AREA

SHARED 4.0m WIDE FOOTWAY / CYCLEWAY

VEGETATION WITHIN SPLAY TO BE CUT BACK TO MAXIMUM HEIGHT OF 0.6m / REMOVED

PROPOSED TOUCAN CROSSING TO LINK 4.0m WIDE FOOTWAY /CYCLEWAY TO DEVELOPMENT WITH SPARKENHOE

BIN AND RAILING TO BE REMOVED



NOTES:

- DO NOT SCALE THIS DRAWING.
- ALL TACTILE PAVING TO BE DESIGNED IN ACCORDANCE TO LTN 1/20

PEDESTRIAN VISIBILITY SPLAYS (1.0m x 120m)

HIGHWAY BOUNDARY EXTENTS (APPROXIMATE) AS TAKEN FROM HIGHWAY RECORDS

PROPOSED LIMIT OF ADOPTED HIGHWAY TO BE MAINTAINED BY LCC

A	AMEND FOR NEW LAYOUT	JW	DG	AB	22/07/24
REV	FIRST ISSUE	JW	DG	AB	01/03/24
REV	AMENDMENTS	DRN	CHK	APP	DATE

PROJECT: BARLESTONE ROAD, NEWBOLD VERDON

DRAWING TITLE: PEDESTRIAN / CYCLE IMPROVEMENTS

CLIENT: DAVID WILSON HOMES EAST MIDLANDS

DRAWING NUMBER: 24832_08_020_07

REVISION: A SHEET SIZE: A2 SCALE: 1:500

STATUS: FOR INFORMATION / APPROVAL

MEC
Consulting Group
Birmingham | Brighton | Leicester

Telephone: 01530 264 753
Email: group@m-ec.co.uk
Website: www.m-ec.co.uk
ORDNANCE SURVEY © CROWN
COPYRIGHT 2015. ALL RIGHTS
RESERVED. LICENCE NUMBER
100055865.



MEC
Consulting Group

APPENDICES



APPENDIX I

Newbold Verdon
 Tuesday 25th February 2025
 Junction: 1
 Approach: B582 Barlestone Road North

TIME	Left to Equestrian Centre									Ahead to B582 Barlestone Road (S)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	1	0	0	0	0	1	1.0	0	0	77	25	1	3	1	107	112.4
07:15 - 07:30	0	0	1	0	0	0	0	1	1.0	0	0	110	14	4	3	0	131	136.9
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0	1	116	21	7	1	1	147	152.2
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0	1	112	14	1	0	1	129	129.9
Hourly Total	0	0	2	0	0	0	0	2	2.0	0	2	415	74	13	7	3	514	531.4
08:00 - 08:15	0	0	1	0	0	0	0	1	1.0	0	0	109	13	2	0	1	125	127.0
08:15 - 08:30	0	0	1	0	0	0	0	1	1.0	0	0	102	12	1	1	0	116	117.8
08:30 - 08:45	0	0	1	0	0	0	0	1	1.0	0	0	81	11	5	0	0	97	99.5
08:45 - 09:00	0	0	1	0	0	0	0	1	1.0	0	0	81	19	1	0	0	101	101.5
Hourly Total	0	0	4	0	0	0	0	4	4.0	0	0	373	55	9	1	1	439	445.8
09:00 - 09:15	0	0	1	0	0	0	0	1	1.0	0	1	70	14	0	2	0	87	89.0
09:15 - 09:30	0	0	1	0	0	0	0	1	1.0	0	1	50	12	1	3	0	67	70.8
09:30 - 09:45	0	0	0	0	0	0	0	0	0.0	0	0	43	4	1	2	0	50	53.1
09:45 - 10:00	0	0	1	0	0	0	0	1	1.0	0	0	45	8	2	0	0	55	56.0
Hourly Total	0	0	3	0	0	0	0	3	3.0	0	2	208	38	4	7	0	259	268.9
TOTAL	0	0	9	0	0	0	0	9	9.0	0	4	996	167	26	15	4	1212	1246.1
16:00 - 16:15	0	0	4	0	1	0	0	5	5.5	0	0	54	18	1	0	1	74	75.5
16:15 - 16:30	0	0	1	0	0	0	0	1	1.0	0	1	81	14	3	0	1	100	101.9
16:30 - 16:45	0	0	1	1	0	0	0	2	2.0	0	0	65	22	1	0	1	89	90.5
16:45 - 17:00	0	0	3	0	0	0	0	3	3.0	0	0	87	20	4	0	0	111	113.0
Hourly Total	0	0	9	1	1	0	0	11	11.5	0	1	287	74	9	0	3	374	380.9
17:00 - 17:15	0	0	3	0	0	0	0	3	3.0	1	0	85	8	1	0	0	95	94.7
17:15 - 17:30	0	0	1	0	0	0	0	1	1.0	0	0	82	9	0	0	0	91	91.0
17:30 - 17:45	0	0	1	0	0	0	0	1	1.0	0	0	71	8	0	0	0	79	79.0
17:45 - 18:00	0	0	0	0	0	0	0	0	0.0	0	0	59	12	0	0	0	71	71.0
Hourly Total	0	0	5	0	0	0	0	5	5.0	1	0	297	37	1	0	0	336	335.7
18:00 - 18:15	0	0	2	0	0	0	0	2	2.0	0	0	58	13	1	0	0	72	72.5
18:15 - 18:30	0	0	0	0	0	0	0	0	0.0	0	0	50	4	0	0	0	54	54.0
18:30 - 18:45	0	0	2	0	0	0	0	2	2.0	0	0	46	2	0	1	0	49	50.3
18:45 - 19:00	0	0	0	0	0	0	0	0	0.0	0	0	47	2	2	0	0	51	52.0
Hourly Total	0	0	4	0	0	0	0	4	4.0	0	0	201	21	3	1	0	226	228.8
TOTAL	0	0	18	1	1	0	0	20	20.5	1	1	785	132	13	1	3	936	945.4

PCU Fc
CYCLE
M/CYCLE
CAR
LGV
OGV1
OGV2
BUS

actors:
0.2
0.4
1.0
1.0
1.5
2.3
2.0

Newbold Verdon
 Tuesday 25th February 2025
 Junction: 1
 Approach: Equestrian Centre

TIME	Left to B582 Barlestone Road (S)									Right to B582 Barlestone Road (N)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0
08:00 - 08:15	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0
08:15 - 08:30	0	0	0	1	1	0	0	2	2.5	0	0	1	0	0	0	0	1	1.0
08:30 - 08:45	0	0	1	0	0	0	0	1	1.0	0	0	1	0	0	0	0	1	1.0
08:45 - 09:00	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	2	1	1	0	0	4	4.5	0	0	3	0	0	0	0	3	3.0
09:00 - 09:15	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0
09:30 - 09:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
09:45 - 10:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	2	0	0	0	0	2	2.0
TOTAL	0	0	2	1	1	0	0	4	4.5	0	0	6	0	0	0	0	6	6.0
16:00 - 16:15	0	0	2	0	0	0	0	2	2.0	0	0	2	1	0	0	0	3	3.0
16:15 - 16:30	0	0	1	0	0	0	0	1	1.0	0	0	2	0	0	0	0	2	2.0
16:30 - 16:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	4	0	0	0	0	4	4.0	0	0	4	1	0	0	0	5	5.0
17:00 - 17:15	0	0	3	0	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	1	0	0	0	0	1	1.0	0	0	1	0	0	0	0	1	1.0
17:45 - 18:00	0	0	1	0	0	0	0	1	1.0	0	0	1	1	0	0	0	2	2.0
Hourly Total	0	0	6	0	0	0	0	6	6.0	0	0	2	1	0	0	0	3	3.0
18:00 - 18:15	0	0	2	1	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	2	0	0	0	0	2	2.0	0	0	3	0	0	0	0	3	3.0
18:30 - 18:45	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
18:45 - 19:00	0	0	3	0	0	0	0	3	3.0	0	0	5	0	0	0	0	5	5.0
Hourly Total	0	0	8	1	0	0	0	9	9.0	0	0	8	0	0	0	0	8	8.0
TOTAL	0	0	18	1	0	0	0	19	19.0	0	0	14	2	0	0	0	16	16.0

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Newbold Verdon
 Tuesday 25th February 2025
 Junction: 1
 Approach: B582 Barlestone Road South

TIME	Ahead to B582 Barlestone Road (N)									Right to Equestrian Centre								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	53	14	5	0	0	72	74.5	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	70	17	4	1	0	92	95.3	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	75	12	1	1	0	89	90.8	0	0	1	0	0	0	0	1	1.0
07:45 - 08:00	0	0	77	13	2	1	0	93	95.3	0	0	2	0	1	0	0	3	3.5
Hourly Total	0	0	275	56	12	3	0	346	355.9	0	0	3	0	1	0	0	4	4.5
08:00 - 08:15	0	1	65	16	1	1	0	84	85.2	0	0	0	1	0	0	0	1	1.0
08:15 - 08:30	0	0	60	18	1	0	2	81	83.5	0	0	1	0	0	0	0	1	1.0
08:30 - 08:45	0	0	66	12	4	0	2	84	88.0	0	0	0	0	0	0	0	0	0.0
08:45 - 09:00	0	0	50	16	2	0	0	68	69.0	0	0	1	0	0	0	0	1	1.0
Hourly Total	0	1	241	62	8	1	4	317	325.7	0	0	2	1	0	0	0	3	3.0
09:00 - 09:15	0	0	45	11	3	0	0	59	60.5	0	0	2	0	0	0	0	2	2.0
09:15 - 09:30	0	1	38	7	3	0	1	50	51.9	0	0	0	0	1	0	0	1	1.5
09:30 - 09:45	0	0	42	12	2	1	1	58	61.3	0	0	1	0	0	0	0	1	1.0
09:45 - 10:00	0	0	43	6	4	0	0	53	55.0	0	0	1	0	0	0	0	1	1.0
Hourly Total	0	1	168	36	12	1	2	220	228.7	0	0	4	0	1	0	0	5	5.5
TOTAL	0	2	684	154	32	5	6	883	910.3	0	0	9	1	2	0	0	12	13.0
16:00 - 16:15	0	0	75	25	3	0	0	103	104.5	0	0	2	0	0	0	0	2	2.0
16:15 - 16:30	0	1	94	19	2	1	0	117	118.7	0	0	1	0	0	0	0	1	1.0
16:30 - 16:45	0	0	99	12	0	0	1	112	113.0	0	0	1	0	0	0	0	1	1.0
16:45 - 17:00	1	3	91	10	4	1	0	110	110.7	0	0	2	0	0	0	0	2	2.0
Hourly Total	1	4	359	66	9	2	1	442	446.9	0	0	6	0	0	0	0	6	6.0
17:00 - 17:15	0	0	97	14	2	0	0	113	114.0	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	2	106	7	0	0	0	115	113.8	0	0	3	0	0	0	0	3	3.0
17:30 - 17:45	0	0	78	1	2	0	0	81	82.0	0	0	1	0	0	0	0	1	1.0
17:45 - 18:00	0	2	79	5	0	0	0	86	84.8	0	0	1	0	0	0	0	1	1.0
Hourly Total	0	4	360	27	4	0	0	395	394.6	0	0	5	0	0	0	0	5	5.0
18:00 - 18:15	0	0	62	2	0	0	0	64	64.0	0	0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	57	4	0	0	0	61	61.0	0	0	0	0	0	0	0	0	0.0
18:30 - 18:45	0	0	62	0	0	0	0	62	62.0	0	0	2	0	0	0	0	2	2.0
18:45 - 19:00	0	0	48	3	0	0	0	51	51.0	0	0	1	0	0	0	0	1	1.0
Hourly Total	0	0	229	9	0	0	0	238	238.0	0	0	3	0	0	0	0	3	3.0
TOTAL	1	8	948	102	13	2	1	1075	1079.5	0	0	14	0	0	0	0	14	14.0

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

From: 1) 07:00

To: 1) 10:00

Class: All Vehicles

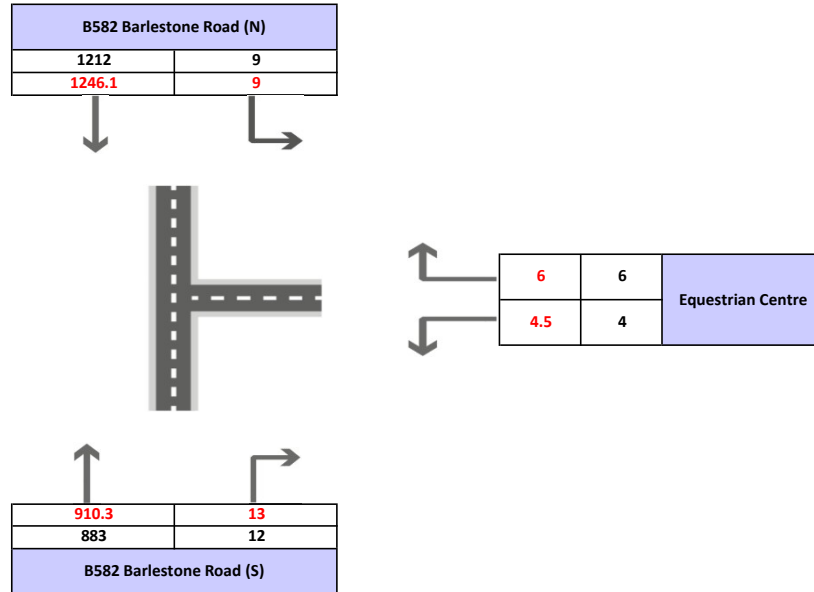
Show Peak Hour: ☐

Show PCUs: ☒

Show Session 2

Tuesday 25th February 2025

PCUs



Newbold Verdon Queues, Tuesday 25th February 2025

Produced by Road Data Services Ltd.

			Equestrian Centre	B582 (South)
Time			Lane 1	Right Turn
7:00	-	7:05	0	0
7:05	-	7:10	0	0
7:10	-	7:15	0	0
7:15	-	7:20	0	0
7:20	-	7:25	0	0
7:25	-	7:30	0	0
7:30	-	7:35	1	0
7:35	-	7:40	0	0
7:40	-	7:45	0	0
7:45	-	7:50	0	0
7:50	-	7:55	0	0
7:55	-	8:00	0	0
8:00	-	8:05	0	0
8:05	-	8:10	0	0
8:10	-	8:15	0	0
8:15	-	8:20	0	0
8:20	-	8:25	2	0
8:25	-	8:30	0	0
8:30	-	8:35	1	0
8:35	-	8:40	1	0
8:40	-	8:45	0	0
8:45	-	8:50	1	0
8:50	-	8:55	0	0
8:55	-	9:00	0	0
9:00	-	9:05	0	0
9:05	-	9:10	1	0
9:10	-	9:15	0	0
9:15	-	9:20	1	0
9:20	-	9:25	0	0
9:25	-	9:30	0	0
9:30	-	9:35	0	0
9:35	-	9:40	0	0
9:40	-	9:45	0	0
9:45	-	9:50	0	0
9:50	-	9:55	0	0
9:55	-	10:00	0	0

16:00	-	16:05	1	0
16:05	-	16:10	1	0
16:10	-	16:15	1	0

16:15	-	16:20	1	0
16:20	-	16:25	1	0
16:25	-	16:30	0	0
16:30	-	16:35	0	0
16:35	-	16:40	0	0
16:40	-	16:45	0	0
16:45	-	16:50	1	0
16:50	-	16:55	0	0
16:55	-	17:00	0	0
17:00	-	17:05	0	0
17:05	-	17:10	0	0
17:10	-	17:15	0	0
17:15	-	17:20	0	0
17:20	-	17:25	0	0
17:25	-	17:30	1	0
17:30	-	17:35	0	0
17:35	-	17:40	0	0
17:40	-	17:45	1	0
17:45	-	17:50	1	0
17:50	-	17:55	0	0
17:55	-	18:00	1	0
18:00	-	18:05	0	0
18:05	-	18:10	1	0
18:10	-	18:15	0	0
18:15	-	18:20	0	0
18:20	-	18:25	0	0
18:25	-	18:30	1	0
18:30	-	18:35	0	0
18:35	-	18:40	0	0
18:40	-	18:45	0	0
18:45	-	18:50	1	0
18:50	-	18:55	0	0
18:55	-	19:00	0	0

Queues are maximum queues each 5 minutes

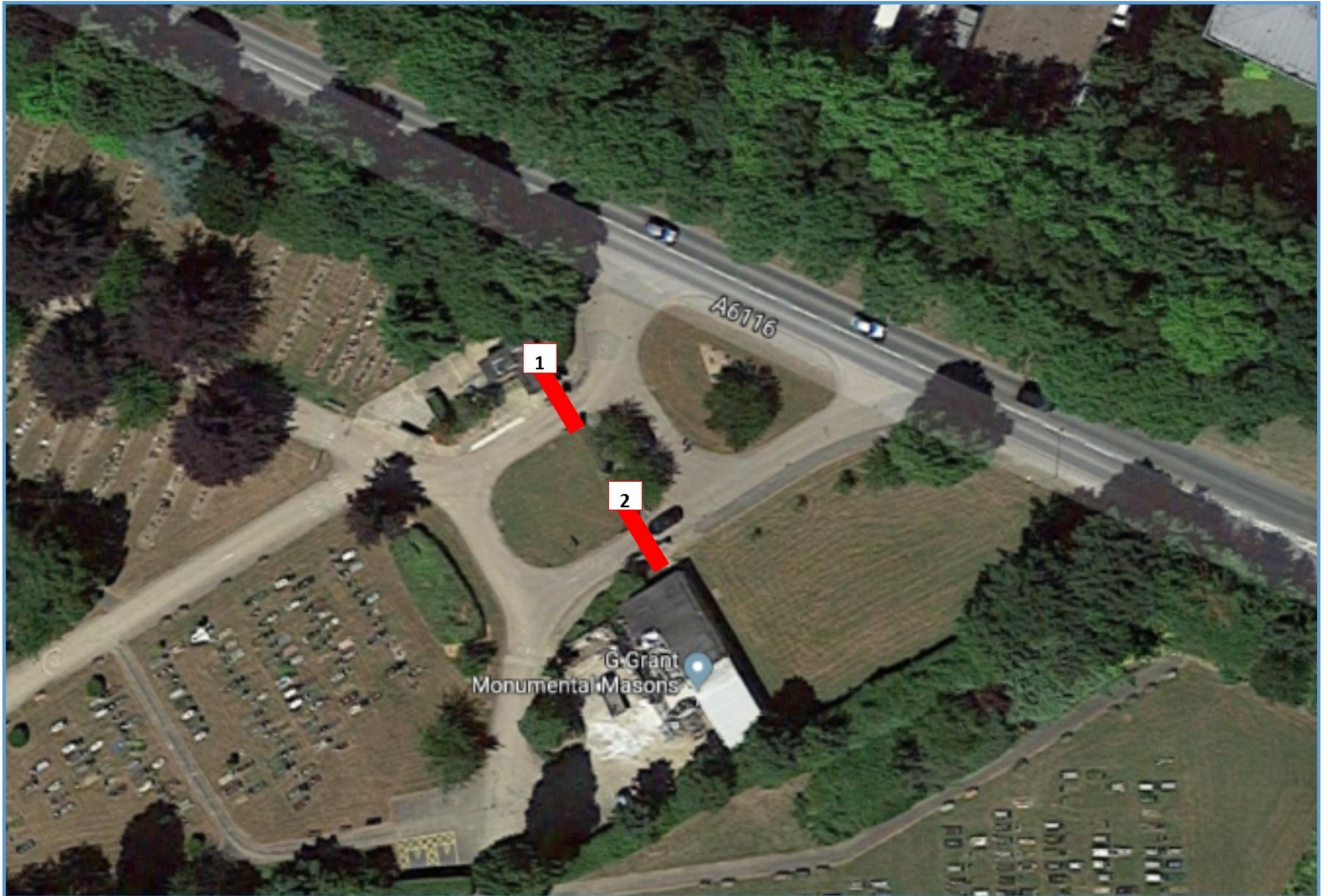


MEC
Consulting Group

APPENDICES



APPENDIX J



Corby - Manual Traffic Survey, Saturday 14th September 2019

Produced by Road Data Services Ltd.

Shire Lodge Cemetery

TIME	Inbound (Link 1)					Outbound (Link 1)					TOTAL
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	1	0	0	1
0815 - 0830	0	0	0	0	0	0	0	2	0	0	2
0830 - 0845	0	0	0	0	0	0	0	2	0	0	2
0845 - 0900	0	0	0	0	0	0	0	4	0	0	4
Hourly Total	0	0	0	0	0	0	0	9	0	0	9
0900 - 0915	0	0	0	0	0	0	0	2	0	0	2
0915 - 0930	0	0	0	0	0	0	0	5	0	0	5
0930 - 0945	0	0	0	0	0	0	0	4	0	0	4
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	6	0	0	6
1000 - 1015	0	0	0	0	0	0	0	2	0	0	2
1015 - 1030	0	0	0	0	0	0	0	2	0	0	2
1030 - 1045	0	0	0	0	0	0	0	7	0	0	7
1045 - 1100	0	0	0	0	0	0	0	4	0	1	5
Hourly Total	0	0	0	0	0	0	0	15	0	1	16
1100 - 1115	0	0	0	0	0	0	0	2	0	0	2
1115 - 1130	0	0	0	0	0	0	0	5	0	0	5
1130 - 1145	0	0	0	0	0	0	0	3	0	1	4
1145 - 1200	0	0	0	0	0	0	0	7	0	0	7
Hourly Total	0	0	0	0	0	0	0	17	0	1	18
1200 - 1215	0	0	0	0	0	0	0	4	0	1	5
1215 - 1230	0	0	0	0	0	0	0	4	0	0	4
1230 - 1245	0	0	0	0	0	0	0	5	0	0	5
1245 - 1300	0	0	0	0	0	0	0	5	0	0	5
Hourly Total	0	0	0	0	0	0	0	18	0	1	19
1300 - 1315	0	0	0	0	0	0	0	3	0	0	3
1315 - 1330	0	0	0	0	0	0	0	4	0	0	4
1330 - 1345	0	0	0	0	0	0	0	8	0	0	8
1345 - 1400	0	0	0	0	0	0	0	7	0	0	7
Hourly Total	0	0	0	0	0	0	0	22	0	0	22
1400 - 1415	0	0	0	0	0	1	0	8	0	0	9
1415 - 1430	0	0	0	0	0	0	0	5	0	0	5
1430 - 1445	0	0	0	0	0	0	0	4	0	0	4
1445 - 1500	0	0	0	0	0	0	0	4	0	0	4
Hourly Total	0	0	0	0	0	1	0	19	0	0	20
1500 - 1515	0	0	0	0	0	0	0	5	0	0	5
1515 - 1530	0	0	0	0	0	0	0	6	0	0	6
1530 - 1545	0	0	0	0	0	0	0	7	0	0	7
1545 - 1600	0	0	0	0	0	0	0	2	0	0	2
Hourly Total	0	0	0	0	0	0	0	20	0	0	20
1600 - 1615	0	0	0	0	0	0	0	5	0	0	5
1615 - 1630	0	0	0	0	0	0	0	2	0	0	2
1630 - 1645	0	0	0	0	0	0	0	3	0	0	3
1645 - 1700	0	0	0	0	0	0	0	4	0	0	4
Hourly Total	0	0	0	0	0	0	0	14	0	0	14
1700 - 1715	0	0	0	0	0	0	0	4	0	0	4
1715 - 1730	0	0	0	0	0	0	0	6	0	0	6
1730 - 1745	0	0	1	0	0	1	0	5	0	0	5
1745 - 1800	0	0	0	0	0	0	0	5	0	0	5
Hourly Total	0	0	1	0	0	1	0	20	0	0	20
1800 - 1815	0	0	0	0	0	0	0	2	0	0	2
1815 - 1830	0	0	0	0	0	0	0	2	0	0	2
1830 - 1845	0	0	0	0	0	0	0	1	0	0	1
1845 - 1900	0	0	0	0	0	0	0	2	0	0	2
Hourly Total	0	0	0	0	0	0	0	7	0	0	7
TOTAL	0	0	1	0	0	1	0	167	1	3	172

TIME	Inbound (Link 2)					Outbound (Link 2)					TOTAL
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	1	0	0	0	0	1
0745 - 0800	0	0	1	0	0	1	0	0	0	0	0
Hourly Total	0	0	1	0	0	2	0	0	0	0	1
0800 - 0815	0	0	3	0	0	3	0	0	0	0	0
0815 - 0830	0	0	3	0	0	3	0	0	0	0	0
0830 - 0845	0	0	1	0	0	1	0	0	0	0	0
0845 - 0900	0	0	6	0	1	7	0	0	0	0	0
Hourly Total	0	0	13	0	1	14	0	0	0	0	0
0900 - 0915	0	0	1	0	0	1	0	0	0	0	0
0915 - 0930	0	0	1	0	0	2	0	0	0	0	0
0930 - 0945	0	0	1	0	0	1	0	0	0	0	0
0945 - 1000	0	0	2	0	0	2	0	0	0	0	0
Hourly Total	0	0	5	0	0	6	0	0	0	0	0
1000 - 1015	0	0	4	0	0	4	0	0	0	0	0
1015 - 1030	0	0	2	0	0	2	0	0	0	0	0
1030 - 1045	0	0	7	0	0	7	0	0	0	0	0
1045 - 1100	0	0	2	0	0	2	0	0	0	0	0
Hourly Total	0	0	15	0	0	15	0	0	0	0	0
1100 - 1115	0	0	3	0	1	4	0	0	0	0	0
1115 - 1130	0	0	9	0	1	10	0	0	0	0	0
1130 - 1145	0	0	3	0	0	3	0	0	0	0	0
1145 - 1200	0	0	6	0	0	6	0	0	0	0	0
Hourly Total	0	0	21	0	2	23	0	0	0	0	0
1200 - 1215	0	0	3	0	0	3	0	0	0	0	0
1215 - 1230	0	0	2	0	0	2	0	0	0	0	0
1230 - 1245	0	0	7	0	0	7	0	0	0	0	0
1245 - 1300	0	0	6	0	0	6	0	0	0	0	0
Hourly Total	0	0	18	0	0	18	0	0	0	0	0
1300 - 1315	0	0	2	0	0	2	0	0	0	0	0
1315 - 1330	0	0	3	0	0	3	0	0	0	0	0
1330 - 1345	0	0	14	0	0	14	0	0	0	0	0
1345 - 1400	0	0	6	0	0	6	0	0	0	0	0
Hourly Total	0	0	25	0	0	25	0	0	0	0	0
1400 - 1415	1	0	5	0	0	6	0	0	0	0	0
1415 - 1430	0	0	3	0	0	3	0	0	0	0	0
1430 - 1445	0	0	5	0	0	5	0	0	0	0	0
1445 - 1500	0	0	2	0	0	2	0	0	0	0	0
Hourly Total	1	0	15	0	0	16	0	0	0	0	0
1500 - 1515	0	0	8	0	0	8	0	0	0	0	0
1515 - 1530	0	0	7	0	0	7	0	0	0	0	0
1530 - 1545	0	0	2	0	0	2	0	0	0	0	0
1545 - 1600	0	0	4	0	0	4	0	0	0	0	0
Hourly Total	0	0	21	0	0	21	0	0	0	0	0
1600 - 1615	0	0	1	0	0	1	0	0	0	0	0
1615 - 1630	0	0	4	0	0	4	0	0	0	0	0
1630 - 1645	0	0	4	0	0	4	0	0	0	0	0
1645 - 1700	0	0	4	0	0	4	0	0	0	0	0
Hourly Total	0	0	13	0	0	13	0	0	0	0	0
1700 - 1715	0	0	5	0	0	5	0	0	0	0	0
1715 - 1730	0	0	5	0	0	5	0	0	0	0	0
1730 - 1745	0	0	4	0	0	4	0	0	0	0	0
1745 - 1800	0	0	3	0	0	3	0	0	0	0	0
Hourly Total	0	0	17	0	0	17	0	0	0	0	0
1800 - 1815	0	0	2	0	0	2	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	4	0	0	4	0	0	0	0	0
Hourly Total	0	0	6	0	0	6	0	0	0	0	0
TOTAL	1	0	170	1	4	176	0	0	0	0	1

Corby - Manual Traffic Survey, Sunday 15th September 2019

Produced by Road Data Services Ltd.

Shire Lodge Cemetery

TIME	Inbound (Link 1)						Outbound (Link 1)					
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	2	0	0	2
0815 - 0830	0	0	0	0	0	0	1	0	3	0	0	4
0830 - 0845	0	0	0	0	0	0	0	0	1	0	0	1
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	1	0	6	0	0	7
0900 - 0915	0	0	0	0	0	0	0	0	6	0	0	6
0915 - 0930	0	0	0	0	0	0	0	0	5	0	0	5
0930 - 0945	0	0	0	0	0	0	0	0	1	0	0	1
0945 - 1000	0	0	0	0	0	0	0	0	4	0	0	4
Hourly Total	0	0	0	0	0	0	0	0	16	0	0	16
1000 - 1015	0	0	0	0	0	0	0	0	3	0	0	3
1015 - 1030	0	0	0	0	0	0	0	0	5	0	0	5
1030 - 1045	0	0	0	0	0	0	0	0	6	1	0	7
1045 - 1100	0	0	0	0	0	0	0	0	9	0	0	9
Hourly Total	0	0	0	0	0	0	0	0	23	1	0	24
1100 - 1115	0	0	0	0	0	0	0	0	4	0	0	4
1115 - 1130	0	0	0	0	0	0	0	0	5	0	0	5
1130 - 1145	0	0	0	0	0	0	0	0	12	0	0	12
1145 - 1200	0	0	0	0	0	0	0	0	12	0	0	12
Hourly Total	0	0	0	0	0	0	0	0	33	0	0	33
1200 - 1215	0	0	0	0	0	0	0	0	5	0	0	5
1215 - 1230	0	0	0	0	0	0	0	0	12	2	0	14
1230 - 1245	0	0	0	0	0	0	0	0	7	0	0	7
1245 - 1300	0	0	0	0	0	0	1	0	12	1	0	14
Hourly Total	0	0	0	0	0	0	1	0	36	3	0	40
1300 - 1315	0	0	0	0	0	0	0	0	14	0	0	14
1315 - 1330	0	0	0	0	0	0	0	0	10	0	0	10
1330 - 1345	0	0	0	0	0	0	0	0	10	0	0	10
1345 - 1400	0	0	0	0	0	0	0	1	10	0	0	11
Hourly Total	0	0	0	0	0	0	0	1	44	0	0	45
1400 - 1415	0	0	0	0	0	0	0	0	6	0	0	6
1415 - 1430	0	0	0	0	0	0	0	0	8	0	0	8
1430 - 1445	0	0	0	0	0	0	0	0	11	0	0	11
1445 - 1500	0	0	0	0	0	0	0	0	6	0	0	6
Hourly Total	0	0	0	0	0	0	0	0	31	0	0	31
1500 - 1515	0	0	0	0	0	0	0	0	5	0	0	5
1515 - 1530	0	0	0	0	0	0	0	0	6	0	0	6
1530 - 1545	0	0	0	0	0	0	0	0	5	0	0	5
1545 - 1600	0	0	0	0	0	0	0	0	4	0	0	4
Hourly Total	0	0	0	0	0	0	0	0	20	0	0	20
1600 - 1615	0	0	0	0	0	0	0	0	10	0	0	10
1615 - 1630	0	0	0	0	0	0	0	0	3	0	0	3
1630 - 1645	0	0	0	0	0	0	0	0	4	1	0	5
1645 - 1700	0	0	0	0	0	0	0	0	2	0	0	2
Hourly Total	0	0	0	0	0	0	0	0	19	1	0	20
1700 - 1715	0	0	0	0	0	0	0	0	6	0	0	6
1715 - 1730	0	0	0	0	0	0	0	0	2	0	0	2
1730 - 1745	0	0	0	0	0	0	0	0	1	0	0	1
1745 - 1800	0	0	0	0	0	0	0	0	2	1	0	3
Hourly Total	0	0	0	0	0	0	0	0	11	1	0	12
1800 - 1815	0	0	0	0	0	0	0	0	1	1	0	2
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	1	0	0	1
1845 - 1900	0	0	0	0	0	0	0	0	1	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	3	1	0	4
TOTAL	0	0	0	0	0	0	2	1	242	7	0	252

Inbound (Link 2)						Outbound (Link 2)					
P/CYCLE	M/CYCLE	CAR	LGV	OGV1	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	TOTAL
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	1	0	0	0	0	0	0
0	0	1	0	0	1	0	0	0	0	0	0
0	0	2	0	0	2	0	0	0	0	0	0
0	0	3	0	0	3	0	0	0	0	0	0
0	0	1	0	0	1	0	0	0	0	0	0
0	0	1	0	0	1	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	4	0	0	4	0	0	0	0	0	0
0	0	8	1	0	9	0	0	0	0	0	0
0	0	2	0	0	2	0	0	0	0	0	0
0	0	3	0	0	3	0	0	0	0	0	0
0	0	3	0	0	3	0	0	0	0	0	0
0	0	16	1	0	17	0	0	0	0	0	0
0	0	6	0	0	6	0	0	0	0	0	0
0	0	7	1	0	8	0	0	0	0	0	0
0	0	8	0	0	8	0	0	0	0	0	0
0	0	7	0	0	7	0	0	0	0	0	0
0	0	28	1	0	29	0	0	0	0	0	0
0	0	5	0	0	5	0	0	0	0	0	0
0	0	10	0	0	10	0	0	0	0	0	0
0	0	14	0	0	14	0	0	0	0	0	0
0	0	14	0	0	14	0	0	0	0	0	0
0	0	43	0	0	43	0	0	0	0	0	0
0	0	9	1	0	10	0	0	0	0	0	0
1	0	4	0	0	5	0	0	0	0	0	0
0	0	9	0	0	9	0	0	0	0	0	0
0	0	23	1	0	24	0	0	0	0	0	0
1	0	42	2	0	45	0	0	0	0	0	0
0	0	2	0	0	2	0	0	0	0	0	0
0	0	13	0	0	13	0	0	0	0	0	0
0	0	9	0	0	9	0	0	0	0	0	0
0	0	29	1	0	30	0	0	0	0	0	0
0	0	4	1	0	5	0	0	0	0	0	0
0	0	5	0	0	5	0	0	0	0	0	0
0	0	12	0	0	12	0	0	0	0	0	0
0	0	17	0	0	17	0	0	0	0	0	0
0	0	36	1	0	37	0	0	0	0	0	0
0	0	6	0	0	6	0	0	0	0	0	0
0	0	4	0	0	4	0	0	0	0	0	0
0	0	2	0	0	2	0	0	0	0	0	0
0	0	4	0	0	4	0	0	0	0	0	0
0	0	16	0	0	16	0	0	0	0	0	0
0	0	2	0	0	2	0	0	0	0	0	0
0	0	3	0	0	3	0	0	0	0	0	0
0	0	1	0	0	1	0	0	0	0	0	0
0	0	0	2	0	2	0	0	0	0	0	0
0	0	1	0	0	1	0	0	0	0	0	0
0	0	6	2	0	8	0	0	0	0	0	0
0	0	1	0	0	1	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	4	0	0	4	0	0	0	0	0	0
0	0	2	0	0	2	0	0	0	0	0	0
0	0	7	0	0	7	0	0	0	0	0	0
1	1	264	7	0	273	0	0	1	0	0	1

Corby - Manual Traffic Survey, Monday 16th September 2019

Produced by Road Data Services Ltd.

Shire Lodge Cemetery

TIME	Inbound (Link 1)					Outbound (Link 1)						
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	1	0	1	1	1	4
0815 - 0830	0	0	0	0	0	0	0	0	2	0	0	2
0830 - 0845	0	0	0	0	0	0	0	0	1	0	0	1
0845 - 0900	0	0	0	0	0	0	0	0	1	0	0	1
Hourly Total	0	0	0	0	0	0	1	0	5	1	2	9
0900 - 0915	0	0	0	0	0	0	0	0	1	0	0	1
0915 - 0930	0	0	0	0	0	0	0	0	4	4	0	4
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	2	0	0	4
Hourly Total	0	0	0	0	0	0	0	0	7	0	2	9
1000 - 1015	0	0	0	0	0	0	0	0	2	0	0	3
1015 - 1030	0	0	0	0	0	0	0	0	4	0	0	4
1030 - 1045	0	0	0	0	0	0	0	0	1	0	0	1
1045 - 1100	0	0	0	0	0	0	0	0	3	3	0	3
Hourly Total	0	0	0	0	0	0	0	0	10	1	1	12
1100 - 1115	0	0	0	0	0	0	0	0	3	0	0	3
1115 - 1130	0	0	0	0	0	0	0	0	3	0	0	3
1130 - 1145	0	0	0	0	0	0	0	0	3	0	0	3
1145 - 1200	0	0	0	0	0	0	0	0	4	0	0	4
Hourly Total	0	0	0	0	0	0	0	0	13	0	0	13
1200 - 1215	0	0	0	0	0	0	0	0	2	0	0	2
1215 - 1230	0	0	0	0	0	0	0	0	1	0	1	2
1230 - 1245	0	0	0	0	0	0	0	0	2	0	0	2
1245 - 1300	0	0	0	0	0	0	1	0	2	0	0	3
Hourly Total	0	0	0	0	0	0	1	1	7	0	1	9
1300 - 1315	0	0	0	0	0	0	0	0	6	1	0	7
1315 - 1330	0	0	0	0	0	0	0	0	1	0	1	2
1330 - 1345	0	0	0	0	0	0	0	0	3	0	0	4
1345 - 1400	0	0	0	0	0	0	0	0	2	0	0	2
Hourly Total	0	0	0	0	0	0	0	0	12	2	1	15
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	5	0	2	7
1430 - 1445	0	0	0	0	0	0	0	0	6	0	1	7
1445 - 1500	0	0	0	0	0	0	0	0	2	0	0	2
Hourly Total	0	0	0	0	0	0	0	0	13	0	3	16
1500 - 1515	0	0	0	0	0	0	0	0	5	0	1	6
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	2	0	0	2
1545 - 1600	0	0	0	0	0	0	0	0	4	0	1	5
Hourly Total	0	0	0	0	0	0	0	0	11	0	2	13
1600 - 1615	0	0	0	0	0	0	0	0	5	0	0	5
1615 - 1630	0	0	0	0	0	0	0	0	1	0	0	1
1630 - 1645	0	0	0	0	0	0	0	0	0	1	1	2
1645 - 1700	0	0	0	0	0	0	0	0	4	1	0	5
Hourly Total	0	0	0	0	0	0	0	0	1	9	2	13
1700 - 1715	0	0	0	0	0	0	0	0	1	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	2	0	0	2
1730 - 1745	0	0	0	0	0	0	0	0	1	0	0	1
1745 - 1800	0	0	0	0	0	0	0	0	4	0	0	5
Hourly Total	0	0	0	0	0	0	0	0	8	1	0	9
1800 - 1815	0	0	0	0	0	0	0	0	3	0	0	3
1815 - 1830	0	0	0	0	0	0	0	0	2	0	0	2
1830 - 1845	0	0	0	0	0	0	0	0	1	0	0	1
1845 - 1900	0	0	0	0	0	0	0	0	6	0	0	6
Hourly Total	0	0	0	0	0	0	0	0	12	0	0	12
TOTAL	0	0	0	0	0	0	2	1	107	7	13	130

Inbound (Link 2)						Outbound (Link 2)					
PICYCLE	MICYCLE	CAR	LGV	OGV1	TOTAL	PICYCLE	MICYCLE	CAR	LGV	OGV1	TOTAL
0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	0	0	1	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	3	1	1	5	0	0	0	0	0	0
0	0	1	3	1	5	0	0	0	0	0	0
1	0	0	0	1	2	0	0	0	0	0	0
0	0	2	0	0	2	0	0	0	0	0	0
0	0	0	0	1	1	0	0	0	0	0	0
0	0	2	0	0	2	0	0	0	0	0	0
1	0	4	0	2	7	0	0	0	0	0	0
0	0	3	0	1	4	0	0	0	0	0	0
0	0	1	0	0	1	0	0	0	0	0	0
0	0	2	1	1	4	0	0	0	0	0	0
0	0	3	0	1	4	0	0	0	0	0	0
0	0	9	1	3	13	0	0	0	0	0	0
0	0	3	0	0	3	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	3	0	0	3	0	0	0	0	0	0
0	0	4	0	0	4	0	0	0	0	0	0
0	0	10	0	0	10	0	0	0	0	0	0
0	0	3	1	0	4	0	0	0	0	0	0
0	0	4	0	0	4	0	0	0	0	0	0
0	0	4	0	0	4	0	0	0	0	0	0
0	0	2	0	0	2	0	0	0	0	0	0
0	0	13	1	0	14	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	3	0	0	3	0	0	0	0	0	0
0	0	5	0	1	7	0	0	0	0	0	0
1	0	2	0	0	2	0	0	0	0	0	0
2	0	9	10	0	1	13	0	0	0	0	0
0	0	1	2	0	3	0	0	0	0	0	0
0	0	5	0	1	6	0	0	0	0	0	0
0	0	1	0	0	1	0	0	0	0	0	0
0	0	2	0	0	2	0	0	0	0	0	0
0	0	9	2	1	12	0	0	0	0	0	0
0	0	3	0	0	3	0	0	0	0	0	0
0	0	5	2	0	7	0	0	0	0	0	0
0	0	4	0	0	4	0	0	0	0	0	0
0	0	5	1	0	6	0	0	0	0	0	0
0	0	17	17	3	9	20	0	0	0	0	0
0	0	0	1	0	1	0	0	0	0	0	0
0	0	3	0	0	3	0	0	0	0	0	0
0	0	2	0	0	2	0	0	0	0	0	0
0	0	3	0	0	3	0	0	0	0	0	0
0	0	8	1	0	9	0	0	0	0	0	0
0	0	2	2	1	5	0	0	0	0	0	0
0	0	2	0	0	2	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	4	0	0	4	0	0	0	0	0	0
0	0	8	2	1	11	0	0	0	0	0	0
0	0	2	0	0	2	0	0	0	0	0	0
0	0	3	0	0	3	0	0	0	0	0	0
0	0	2	1	0	3	0	0	0	0	0	0
0	0	2	1	0	3	0	0	0	0	0	0
0	0	9	2	0	11	0	0	0	0	0	0
0	0	1	0	0	1	0	0	0	0	0	0
0	0	3	0	0	3	0	0	0	0	0	0
0	0	3	0	0	3	0	0	0	0	0	0
0	0	4	0	0	4	0	0	0	0	0	0
0	0	11	0	0	11	0	0	0	0	0	0
3	1	111	13	9	137	0	0	0	0	0	0



MEC
Consulting Group

APPENDICES



APPENDIX K

From: Toby France <francet@arriva.co.uk>

Sent: 16 February 2024 16:12

To: James Wright <james.wright@m-ec.co.uk>

Cc: Alex Bennett <alex.bennett@m-ec.co.uk>

Subject: RE: 24832 - Barlestone Road (B582), Newbold Verdon, Leicestershire: 153 Re route

Hi James,

To provide 1x additional morning journey towards Leicester and 3x additional evening return journeys from Leicester to Newbold Verdon would be circa £75,000 per annum.

This assumes consistent hours of operation Monday to Saturday, no service Sundays or Bank Holidays.

Cheers

Toby J France CMILT, CMgr MCMI, MCIHT

Head of Commercial – East & South Midlands

Arriva UK Bus

Arriva plc | T: 07788 336 709 | E: francet@arriva.co.uk | [LinkedIn](#)

Arriva plc | Registered in England. Registered No: 347103 | www.arriva.co.uk

4 Westmoreland Avenue | Thurmaston | Leicester | LE4 8PH



From: James Wright <james.wright@m-ec.co.uk>
Sent: Thursday, February 8, 2024 11:08 AM
To: Toby France <francet@arriva.co.uk>
Cc: Alex Bennett <alex.bennett@m-ec.co.uk>
Subject: RE: 24832 - Barlestone Road (B582), Newbold Verdon, Leicestershire: 153 Re route

Hi Toby,

Thank you for your response, that is all noted,

In terms of a contribution to extend the operating hours, could you provide an estimation of the cost that would be required to extend the service hours?

Kind Regards,

James Wright BSc (Hons)
Graduate Transport Planner
james.wright@m-ec.co.uk

T: 01530 264753

M: 01530 444265

W: mec.co.uk

Birmingham | Brighton | Leicester



Please note our company name has changed to 'MEC Consulting Group Ltd'

Disclaimer: This e-mail message is intended solely for the person to whom it is addressed and may contain confidential or privileged information. If you have received it in error, please notify us immediately and destroy this e-mail and any attachments. You must not disclose, copy, distribute or take any action in reliance on this e-mail or any attachments. Any views or opinions presented in this e-mail are solely those of the author and do not necessarily represent those of MEC Consulting

Group Ltd. Internet e-mails may be susceptible to data corruption, interception, unauthorised amendment, viruses and delays or consequences thereof. Accordingly, this e-mail and any attachments are opened at your own risk. MEC Consulting Group Ltd does not accept responsibility for any changes made to this e-mail after it was sent.

From: Toby France <francet@arriva.co.uk>

Sent: 06 February 2024 11:25

To: James Wright <james.wright@m-ec.co.uk>

Cc: Alex Bennett <alex.bennett@m-ec.co.uk>

Subject: RE: 24832 - Barlestone Road (B582), Newbold Verdon, Leicestershire: 153 Re route

Hi James,

Thanks for your email.

On the assumption that 153 continues to operate an hourly frequency at the point this development comes to fruition we would not be minded to re-route journeys as per your proposal, which would significantly increase the walking distance from the established demand from the existing residential area and reduce the frequency on the established routing to two-hourly. We also note that the bus stops adjacent the Co-Op are located approximately equidistant between Arnold's Crescent and the Northern boundary of the development site, essentially maximising the catchment area of the existing routing incorporating both established and new residential areas of the village.

We would instead suggest that a contribution is made towards pump-priming extended hours of operation from Newbold Verdon with additional early morning journeys (the first Leicester bound journey is not until 0749 currently) and potentially later return departures from Leicester (last bus currently 2015).

Please do not hesitate to get back in touch should I be of any further assistance.

Cheers

Toby J France CMILT, CMgr MCMI

Head of Commercial – East & South Midlands

Arriva UK Bus

Arriva plc | T: 07788 336 709 | E: francet@arriva.co.uk | [LinkedIn](#)

Arriva plc | Registered in England. Registered No: 347103 | www.arriva.co.uk

4 Westmoreland Avenue | Thurmaston | Leicester | LE4 8PH



From: James Wright <james.wright@m-ec.co.uk>

Sent: Monday, February 5, 2024 3:17 PM

To: Toby France <francet@arriva.co.uk>

Cc: Alex Bennett <alex.bennett@m-ec.co.uk>

Subject: 24832 - Barlestone Road (B582), Newbold Verdon, Leicestershire: 153 Re route

Hi Toby,

Suraj Dave @ Leicestershire CC has passed on your contact details to me following an enquire regarding the possibility of (part) re-routing the 153 Desford – Leicester Arriva bus service (timetable attached),

My client is proposing to develop the Land north of Barlestone Road into circa 210 dwellings (location plan is attached), so the mentioned service is key to the sustainability of our site,

We do appreciate the service is the only bus serving Newbold Verdon and that its existing route through Main Street and Dragon Lane will have to be retained in some regard to serve the wider village. However, to ensure our site is as sustainable as possible, and maximise the number of bus users, we require closer public transport facilities. Would it therefore be a possibility to re-route the service (or every other service) along Mill Lane, serving either Main Street or Dragon Lane as denoted on the attached markup?

Moreover, as part of the development proposals, we would seek to implement new bus stops along Barlestone Road (and any footway infrastructure needed to reach them), likely adjacent to its junction with Mill Lane and potentially on Mill Lane too, to serve the 153 service and facilitate the change of route – if any other contributions can be made to improve the viability of the re-routing / general sustainability of the site in terms of public transport, please could these be detailed to us,

Appreciate your thoughts on this,

Kind Regards,

James Wright BSc (Hons)

Graduate Transport Planner

james.wright@m-ec.co.uk

T: 01530 264753

M: 01530 444265

W: mec.co.uk

Birmingham | Brighton | Leicester



Please note our company name has changed to 'MEC Consulting Group Ltd'

Disclaimer: This e-mail message is intended solely for the person to whom it is addressed and may contain confidential or privileged information. If you have received it in error, please notify us immediately and destroy this e-mail and any attachments. You must not disclose, copy, distribute or take any action in reliance