

T20517
Brascote Lane, Newbold Verdon



Appendix A

AECOM Forecasting Report

PRTM

Transport Modelling

Land off Brascote Lane, Newbold
Verdon

Forecasting Report

Quality Information

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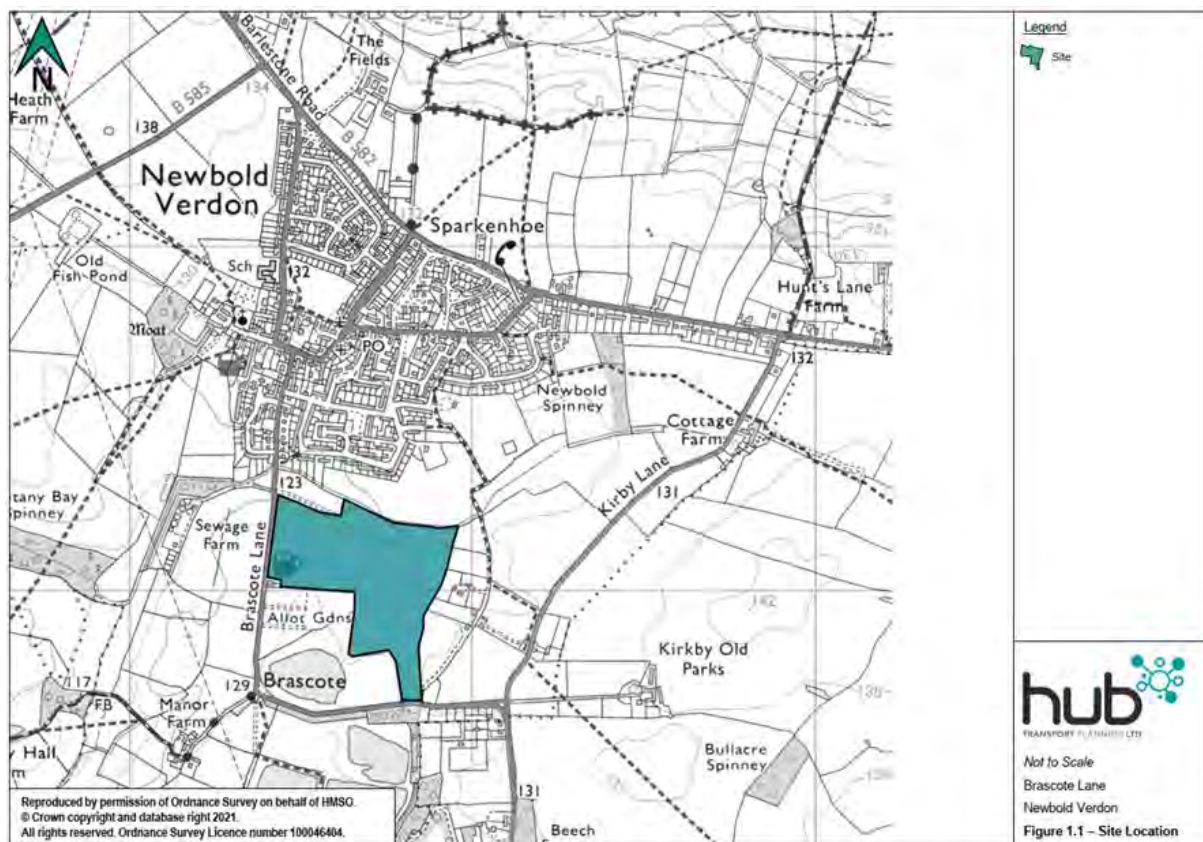
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Section 1 – Introduction

1.1 Background

- 1.1.1 The Land off Brascote Lane development is a proposed residential development comprising 239 dwellings. The development site is located to the south of Newbold Verdon, Leicestershire, and it is expected to build out by 2029.
- 1.1.2 Figure 1.1 and Figure 1.2 show the site location and illustrative layout of the proposed development, respectively. The proposed development will access the highway network via a 6.75m wide priority junction on Brascote Lane as shown in Figure 1.3.
- 1.1.3 AECOM has been commissioned to undertake strategic modelling to assess the potential traffic impacts of the proposed development using the Pan-Regional Transport Model (PRTM v2.3) for the AM and PM Peak hours.

Figure 1.1: Location of the Proposed Development¹



¹ "T20517 - Site Location.pdf", provided as part of the information pack with the PRTM Development Form for Land off Brascote Lane ("PRTM Development Form v1.3 for Issue_v1.docx")

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Figure 1.3: Proposed Development Access Junction Layout³

1.1.4 Within this assessment of the proposed Land off Brascote Lane, Newbold Verdon, the following forecast scenarios have been produced:

- 2021 'Without Development';
- 2024 'Without Development';
- 2029 'Without Development'; and
- 2029 'With Development'.

1.1.5 This report is the Forecasting Report which documents the forecast model results for the PRTM strategic modelling assessment of the proposed development at Land off Brascote Lane. This report follows the Land off Brascote Lane, Newbold Verdon Road Base Year Model Review Report⁴ which details the calibrated 2014 base year model review performance in the vicinity of the proposed development site.

1.2 Structure of the Report

1.2.1 Following the introduction, this report contains the following sections:

- Section 2– Forecasting Approach and Assumptions: this section details the forecast assumptions adopted within this assessment of the proposed development, including the assumed development trip generation and trip distribution.
- Section 3 – Forecast Model Results: this section details the forecast results requested as part of the brief.
- Section 4 – Summary of the PRTM Assessment: this section provides a summary of the assessment of the proposed development.

³ Drawing no. T20517-001-rev B ("T20517.001 rev B.pdf"), provided as part of the information pack with the PRTM Development Form for Land off Brascote Lane ("PRTM Development Form v1.3 for Issue_v1.docx")

⁴ PRTM – Hastings Fields, North of the A47 Hinckley Road Base Year Model Review v1.0 (2022-06-17)

Section 2 – Forecasting Approach and Assumptions

2.1 Introduction

- 2.1.1 This section sets out the forecast assumptions applied for this application for the PRTM, and the methodology adopted to create the required model forecasts.
- 2.1.2 In addition to the calibrated 2014 base year model, the following forecast model scenarios have been produced:
- 2021 'Without Development';
 - 2024 'Without Development';
 - 2029 'Without Development'; and
 - 2029 'With Development'.
- 2.1.3 The 'Without Development' forecasts have made use of the highway, public transport, and variable demand model components of the PRTM. The forecasts therefore include the response of travel demand to forecast changes in the costs of travel (including congestion, fuel prices and public transport fares) and changes in assumed highway and public transport infrastructure over time. Section 2.2 provides the 'Without Development' assumptions applied.
- 2.1.4 To produce the 2029 'With Development' forecasts, the highway demand for the proposed development has been added to the 2029 'Without Development' highway demand matrices and assigned in the PRTM highway model. Sections 2.3 to 2.4 provide the highway network and demand assumptions for the proposed development.
- 2.1.5 As documented in the Land off Brascote Lane Base Year Model Review⁵, the PRTM v2.3 uses the May 2020 TAG databook which was the latest TAG databook available at the time of the last model calibration. As part of the Base Year Model Review, a sensitivity test was performed using the more recent May 2022 TAG databook. This showed an absolute modelled flow difference of fewer than 10 passenger car units (PCUs). For forecast modelling, the May 2022 TAG databook has been used.

2.2 'Without Development' Assumptions

- 2.2.1 The forecast planning data and infrastructure schemes, in the format of an uncertainty log, used to produce the forecast 'Without Development' scenarios, were reviewed by the client.
- 2.2.2 Appendix A presents the planning data assumptions (residential and employment) within Hinckley and Bosworth that have been incorporated in the PRTM forecast year models. Given the number of developments in the uncertainty log, the reporting of the planning data has been limited to residential sites with more than 500 dwellings and employment sites with more than 750 jobs. All available data that should be used in the modelling, irrespective of size, have been used in the model forecasts. The complete list of the planning assumptions is included in the Land off Brascote Lane Uncertainty Log v1.0⁶.
- 2.2.3 Appendix B presents the forecast assumptions for highway networks for this application.
- 2.2.4 The trip forecasting process contained within the PRTM uses forecasts of population, households, and jobs to generate estimates of future travel demand. Planning forecasts (containing measures of housing and development) were unconstrained (NTEM minimum⁷) for this application as noted in the proposal⁸.

2.3 Proposed Development Access Assumptions

- 2.3.1 To create the 2029 'With Development' network, the proposed development access situated on Brascote Lane, as shown in Figure 1.3, was added to the 'Without Development' network. One development zone has been used to represent the proposed Land off Brascote Lane development.

⁵ PRTM – Land off Brascote Lane, Newbold Verdon - Base Year Model Review v3.0 (2023-01-05)

⁶ Land off Brascote Lane Uncertainty Log v1.0.xlsx

⁷ In the event that the planning data lead to below NTEM / TEMPro growth, the model reverts to NTEM / TEMPro as minimum.

⁸ PRTM Fee Proposal – Land off Brascote Lane v1.0 (2022-09-15)

2.4 Proposed Development Trip Generation Assumptions

- 2.4.1 Assumed development trip generation data for the proposed development were provided by the client which have been reproduced in Table 2.1. These trips have been added to the 2029 'Without Development' highway demand matrices to form the 2029 'With Development' highway demand matrices and assigned in the PRTM highway model.

Table 2.1: 2029 Development Trip Generation (vehicles) ⁹

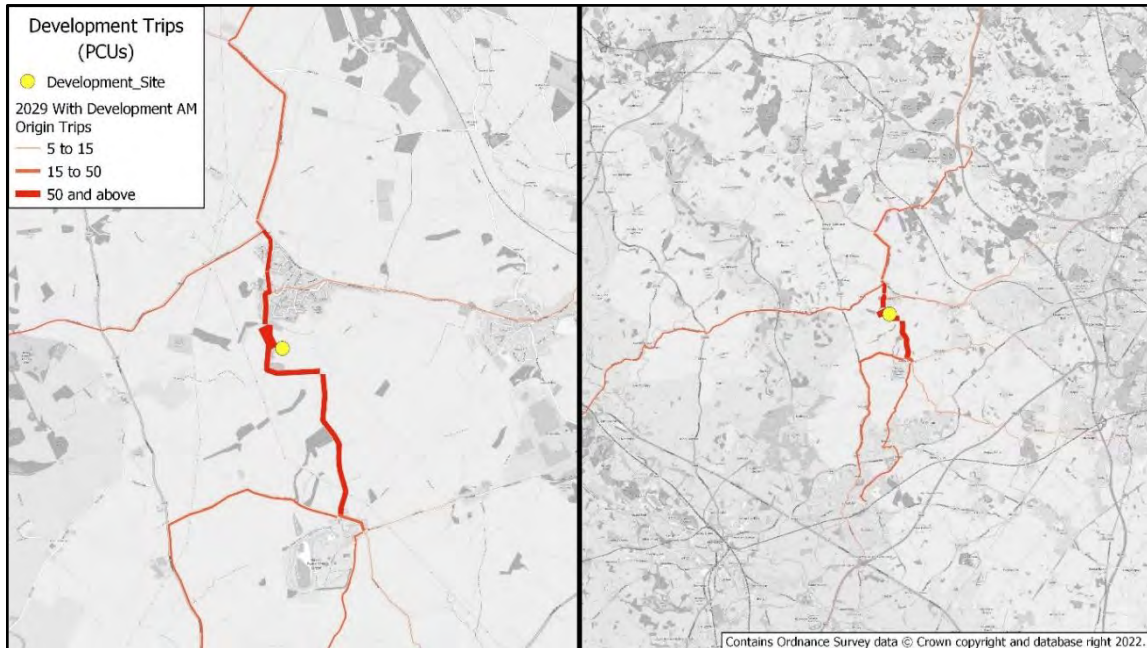
	Car Trips		Total
	Departing (Out)	Arriving (In)	
AM Peak hour (08:00 to 09:00)	145	18	163
PM Peak hour (17:00 to 18:00)	41	125	166

2.5 Proposed Development Trip Distribution Assumptions

- 2.5.1 It was agreed¹⁰ that the development zone trip distribution is to be based on an existing PRTM 'parent zone' taken from the 2029 'Without Development' scenarios. The 'parent zone' selected is zone 6123, which represents the village of Newbold Verdon immediately to the north of the proposed development, which largely contains residential land-use.
- 2.5.2 Figure 2.1 and Figure 2.2 display the forecast development trip distribution on the highway network for the 2029 'With Development' scenarios in the AM Peak and PM Peak hours and by direction. These figures show that traffic routeing to and from the west and north take a route via Dragon Lane, towards Atherstone in the west and the M1 Junction 22 in the north. Traffic routeing to and from the south predominantly route via Newbold Road and Bosworth Road towards Hinckley, and traffic routeing to and from the east largely route via Main Street and the B582 Barlestone Road towards Desford.

⁹ Section 3a Trip Generation, PRTM Development Form for Land off Brascote Lane ("PRTM Development Form v1.3 for Issue_v1.docx")

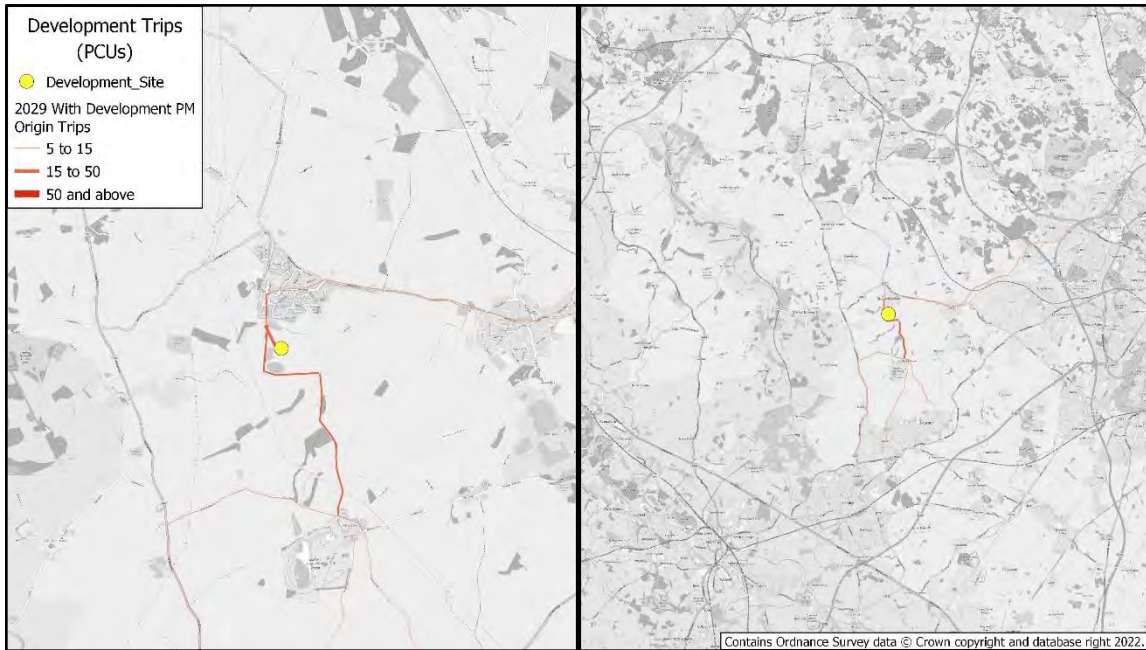
¹⁰ Inception meeting, 6th October 2022.

Figure 2.1: Trip Distribution to and from the Proposed Development for 2029 (AM)**2029 'With Development' (AM) – From the Development (145 cars)**

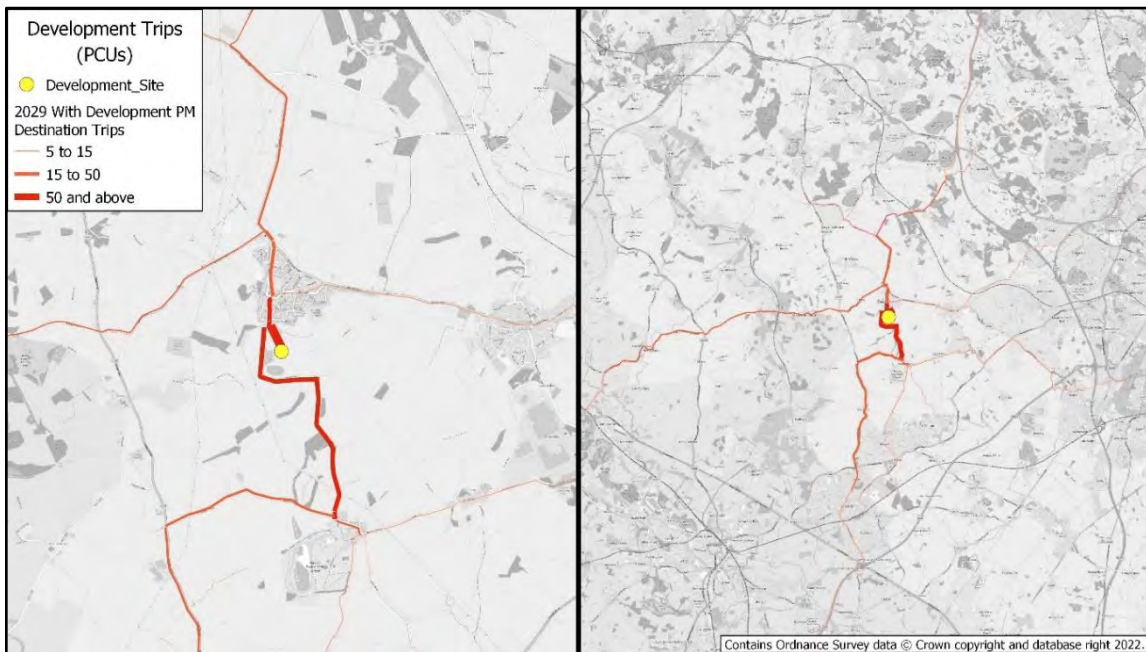
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2029 'With Development' (AM) – To the Development (18 cars)

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Figure 2.2: Trip Distribution to and from the Proposed Development for 2029 (PM)**2029 'With Development' (PM) – From the Development (41 cars)**

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2029 'With Development' (PM) – To the Development (125 cars)

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Section 3 Forecast Model Results

3.1 Introduction

3.1.1 This section details the forecast model results for the proposed development at Land off Brascote Lane for the AM Peak (08:00 to 09:00) and PM Peak (17:00 to 18:00) hours. The analysis includes:

- the routing of the forecast development traffic in the 2029 'With Development' forecasts (Section 2.5 and Section 3.2);
- the forecast flow changes in 2029 between the 'With Development' and 'Without Development' scenarios (Section 3.3);
- an assessment of the Area of Influence (AoI) (Section 3.4);
- the forecast delay changes in 2029 between the 'With Development' and 'Without Development' scenarios (Section 3.5); and
- the forecast turning flows and volume-capacity ratios at selected junctions (Section 3.6).

3.2 Forecast Development Traffic

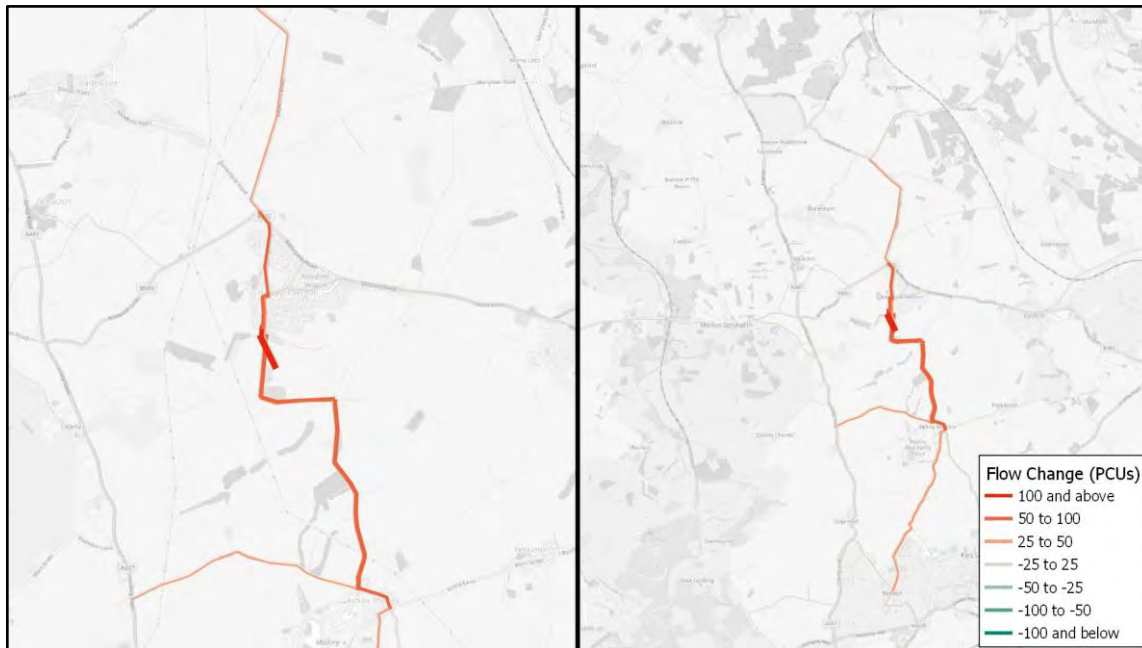
3.2.1 Figure 2.1 to Figure 2.2 in Section 2.5 illustrate the assigned forecast trip distribution to and from the proposed development in 2029 for both AM and PM Peak hours. The figures show that traffic generated by the proposed development is forecast to:

- route west via Dragon Lane and the B585 Bosworth Lane towards Atherstone and the A5;
- route north via Dragon Lane and the B585 Bagworth Road towards the M1 Junction 22;
- predominantly route south via Newbold Road and Bosworth Road towards Hinckley; and
- predominantly route east via Main Street and the B582 Barlestone Road towards Desford.

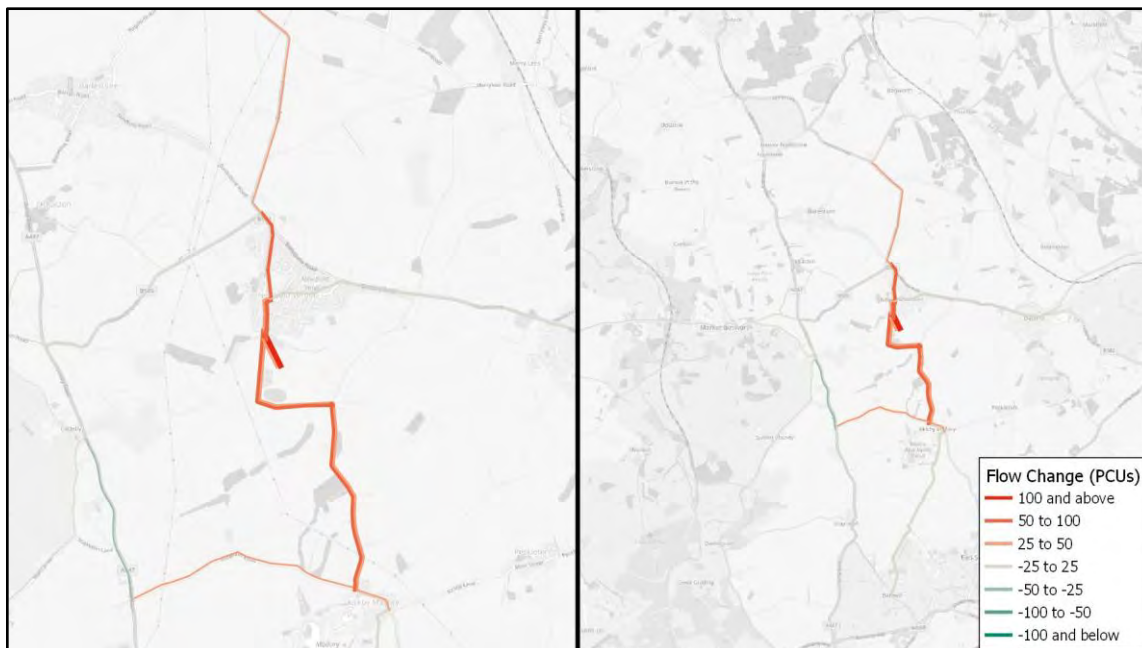
3.3 Forecast Flow Change

3.3.1 Figure 3.1 shows the forecast flow changes in 2029 between the 'With Development' and 'Without Development' scenarios for the AM Peak and PM Peak hours. Red bandwidth represents an increase in traffic flow in the 'With Development' scenario and green bandwidth represents a decrease.

3.3.2 As expected, the largest increases in flow are forecast along the road in the immediate vicinity of the proposed development, such as Brascote Lane and Newbold Road. In the 2029 'With Development' scenario, Brascote Lane has a forecast increase in two-way traffic of approximately 120 passenger car units (PCUs) and 110 PCUs for the AM Peak hour and PM Peak hour respectively. The B585 Bagworth Road and Bosworth Road have forecast increases of approximately 30 PCUs in both peak hours in the 'With Development' scenario. There are no reductions in flow that exceed -25 PCUs in either peak hour.

Figure 3.1: Forecast Flow Change for 2029 'With Development' minus 'Without Development' Scenarios**AM Peak hour**

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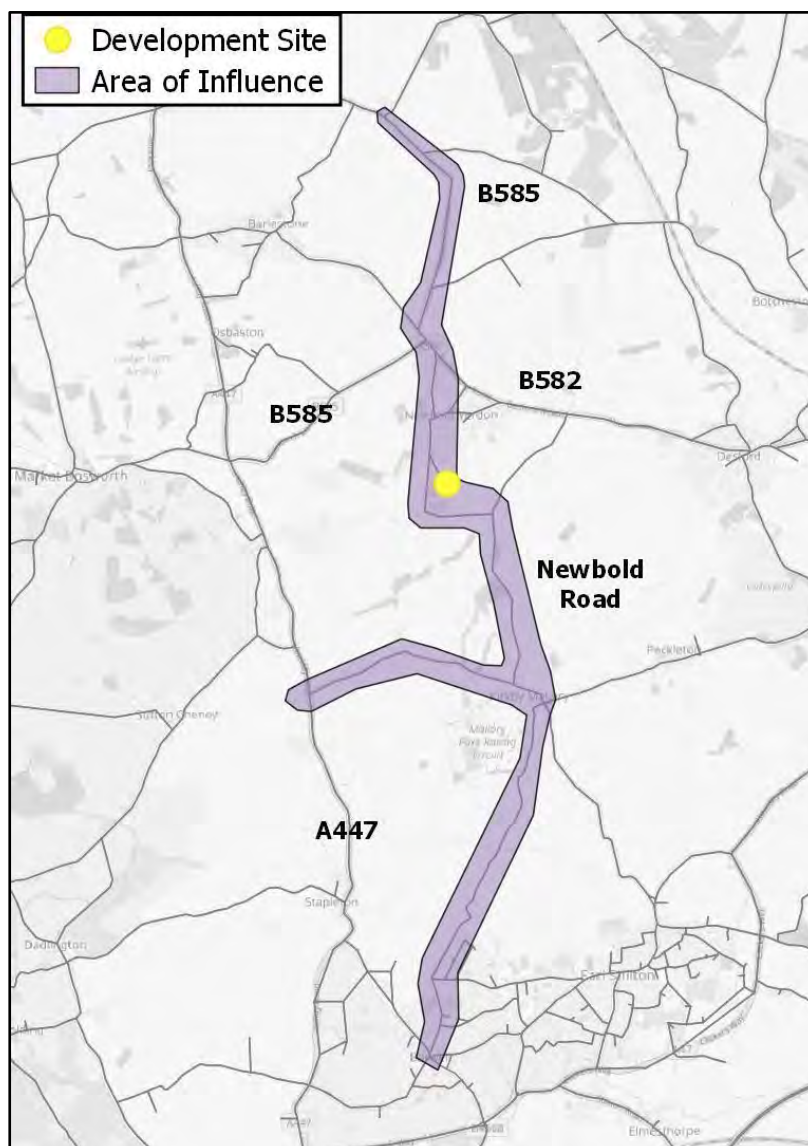
PM Peak hour

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3.4 Area of Influence

- 3.4.1 Using the forecast flow changes between the 'With Development' and 'Without Development' scenarios, an indication of the Area of Influence has been defined. Figure 3.2 shows the Area of Influence for the proposed development.
- 3.4.2 The Area of Influence has been defined by considering the links which are forecast to change by more than $\pm 5\%$ and ± 30 PCUs between the 2029 'With Development' and 'Without Development' scenarios in either the AM Peak or PM Peak hours. The links which are forecast to meet these criteria are included in the Area of Influence, as shown in Figure 3.2, containing the following areas / links:
- the north-south corridor between the B585 Bagworth Road and the junction with Heath Road to the north, the B585 Barlestone Road, Dragon Lane, Brascote Lane, Newbold Road and Kirkby Road to the south; and
 - Bosworth Road between Newbold Road and the A447 Ashby Road.

Figure 3.2: Area of Influence



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3.5 Forecast Delay Change

- 3.5.1 As a result of forecast flow changes in the 'With Development' scenario, there are also changes to the forecast delays on the highway network. These changes in delay can be generated from two sources: link delay based on the speed-flow curve applied to the link; and junction delay due to capacity constraints for individual turning movements. The analysis in this section combines the link and junction delays (taking a flow-weighted average of junction delays) to assess the changes in forecast delays with the proposed development traffic.
- 3.5.2 Figure 3.3 shows the forecast delay changes in 2029 between the 'With Development' and 'Without Development' scenarios for the AM Peak and PM Peak hours. In the vicinity of the proposed development, the forecast delays increase by up to five seconds in both peak hours on the B582 Barlestone Road between Dragon Lane and the B585 Bagworth Road due to increases in forecast flows on the B582 Barlestone Road in the 'With Development' scenarios. There has also been a forecast increase of up to five seconds of delay in both peak hours on Main Street in Kirkby Mallory to the south of the proposed development, again due to increases in forecast flows.

Figure 3.3: Forecast Delay Change for 2026 'With Development' minus 'Without Development' Scenarios**AM Peak hour**

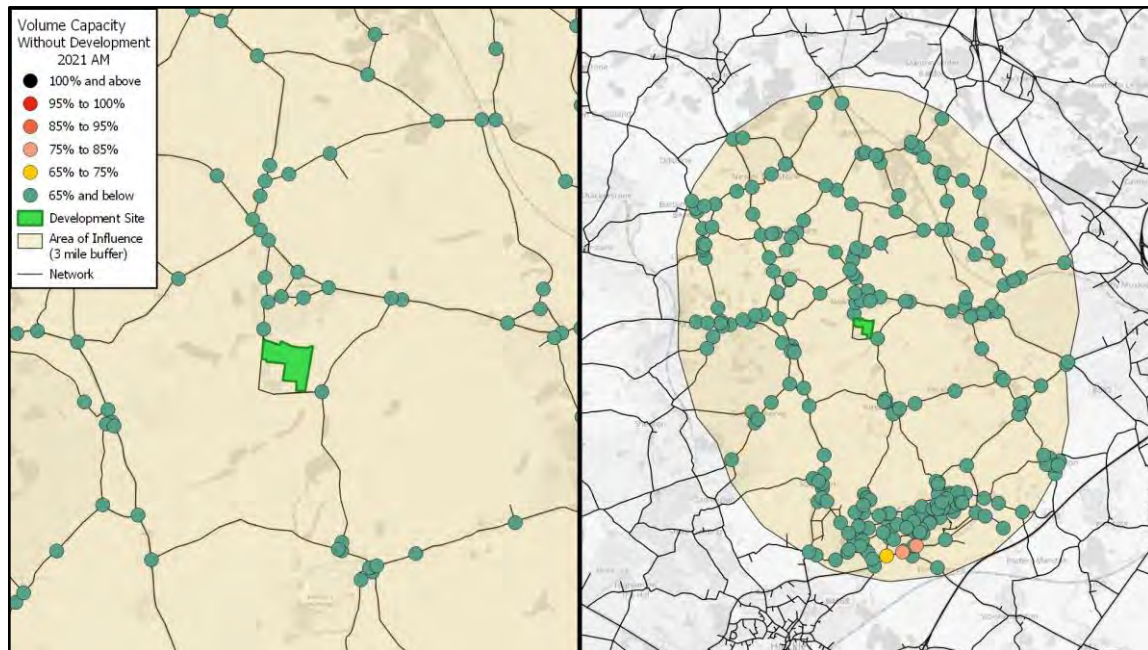
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PM Peak hour

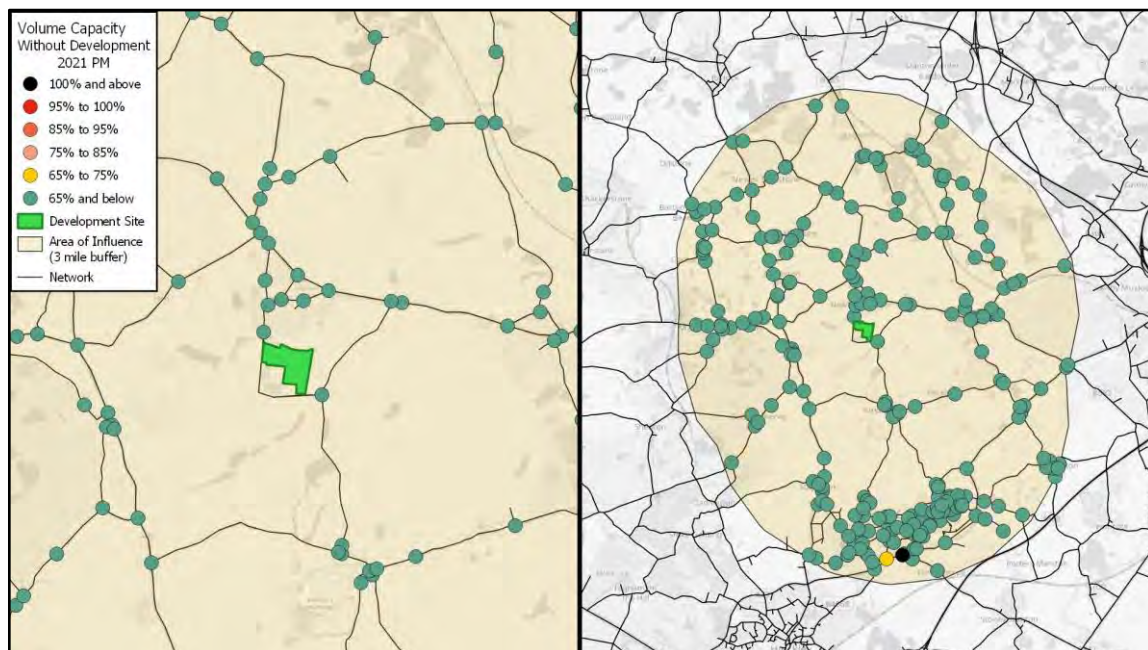
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3.6 Forecast Node Volume-Capacity Ratios

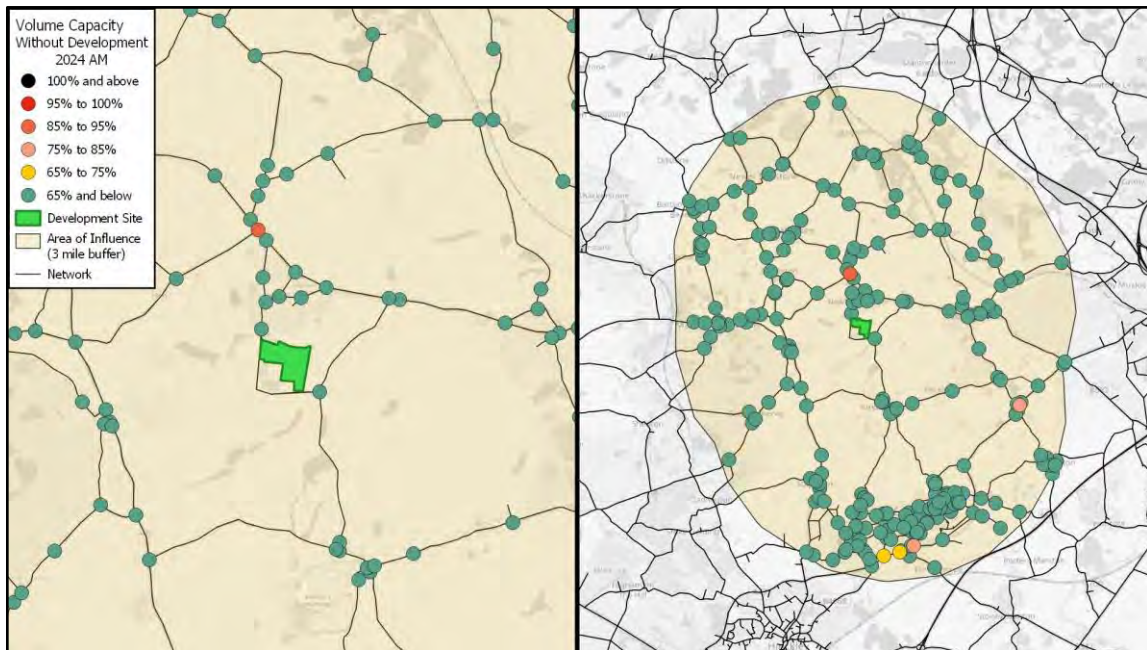
- 3.6.1 As part of the forecast modelling, node / junction capacities are estimated for individual turning movements based on a number of factors including the priority of the turn (for example, give-way or merge), the level of green-time at signalised junctions, and the amount of opposing traffic at the junction. Using these calculated capacities and the forecast traffic volumes, node volume-capacity ratios are estimated to identify locations where the forecast flows are approaching or exceeding the forecast capacity.
- 3.6.2 To summarise the forecast volume-capacity ratios for the individual turning movements at a node, there are two approaches. These are to calculate the flow-weighted average volume-capacity of the node, or to calculate the maximum volume-capacity ratio for all turns within a node. The average volume-capacity ratio provides an overview of how the individual node is performing but may not highlight locations where a limited number of movements at a node are approaching or exceeding capacity. To highlight these locations, the maximum volume-capacity ratio at each node has been used. Node volume-capacity ratios exceeding 85% indicate that the highway network is under stress, and there is likely to be a reduction in speed and an increase in delay.
- 3.6.3 Figure 3.4 and Figure 3.5 show the forecast maximum junction volume-capacity ratios for the 2021 and 2024 'Without Development' scenarios.
- 3.6.4 Figure 3.6 shows the forecast maximum junction volume-capacity ratios for 2029 'Without Development' and 'With Development' scenarios. For ease of comparison, the symbology has been designed to show the data for 'Without Development' and 'With Development' scenarios on the same plot.
- 3.6.5 The reader should note that Figure 3.4 to Figure 3.6 display volume-capacity ratios in the vicinity of the proposed development (left) and over a wider area (right). The wider area contains the Area of Influence as discussed in Section 3.5.
- 3.6.6 Figure 3.4 shows that no junctions have been forecast to exceed 65% volume-capacity ratios in the vicinity of the proposed development in 2021, with the only junctions forecast to exceed this threshold being located in Barwell. By 2024, Figure 3.5 illustrates that in the vicinity of the proposed development, the B582 Barlestone / B585 Bosworth Lane junction is forecast to have a turn volume-capacity ratio between 85% to 95% in the AM Peak hour and 75% to 85% in the PM Peak hour.
- 3.6.7 Figure 3.6 shows that the volume-capacity ratio limits do not alter between the "Without Development" and "With Development" scenario in either peak hour in 2029.

Figure 3.4: Forecast Node Volume-Capacity Ratio for 2021 'Without Development' Scenario**AM Peak hour**

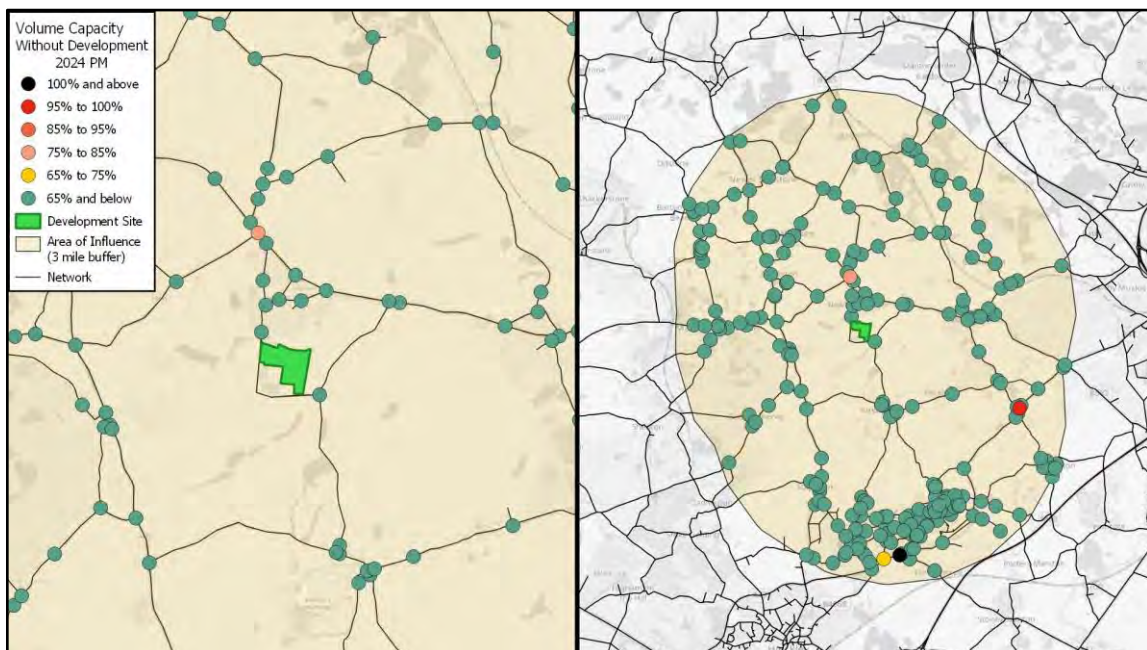
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PM Peak hour

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Figure 3.5: Forecast Node Volume-Capacity Ratio for 2024 'Without Development' Scenario**AM Peak hour**

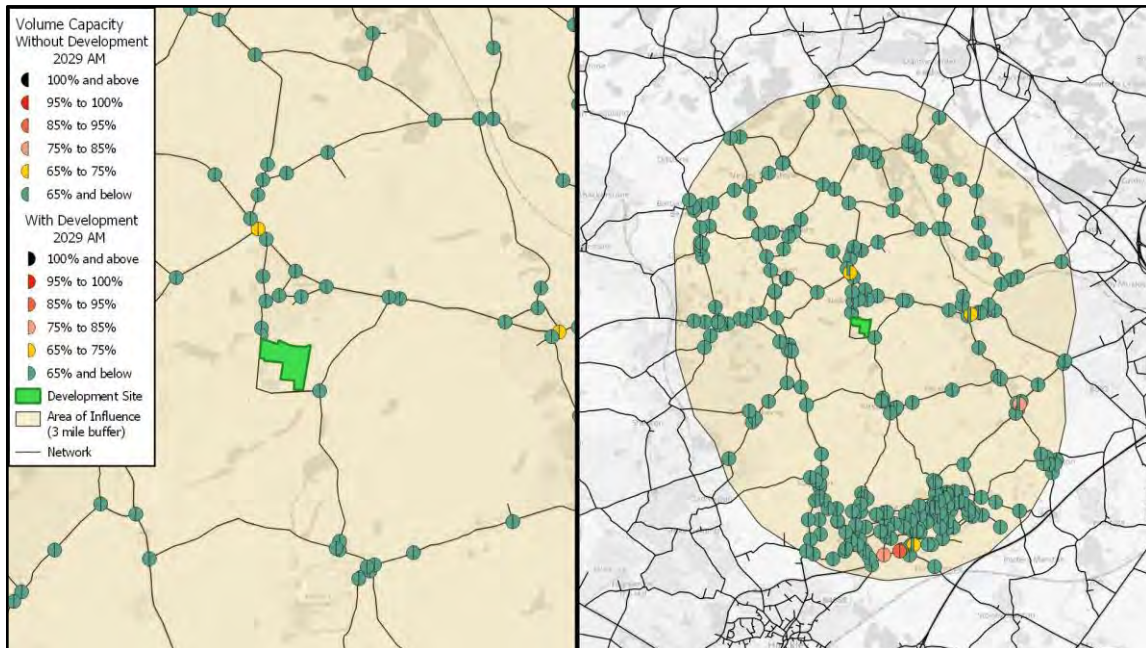
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PM Peak hour

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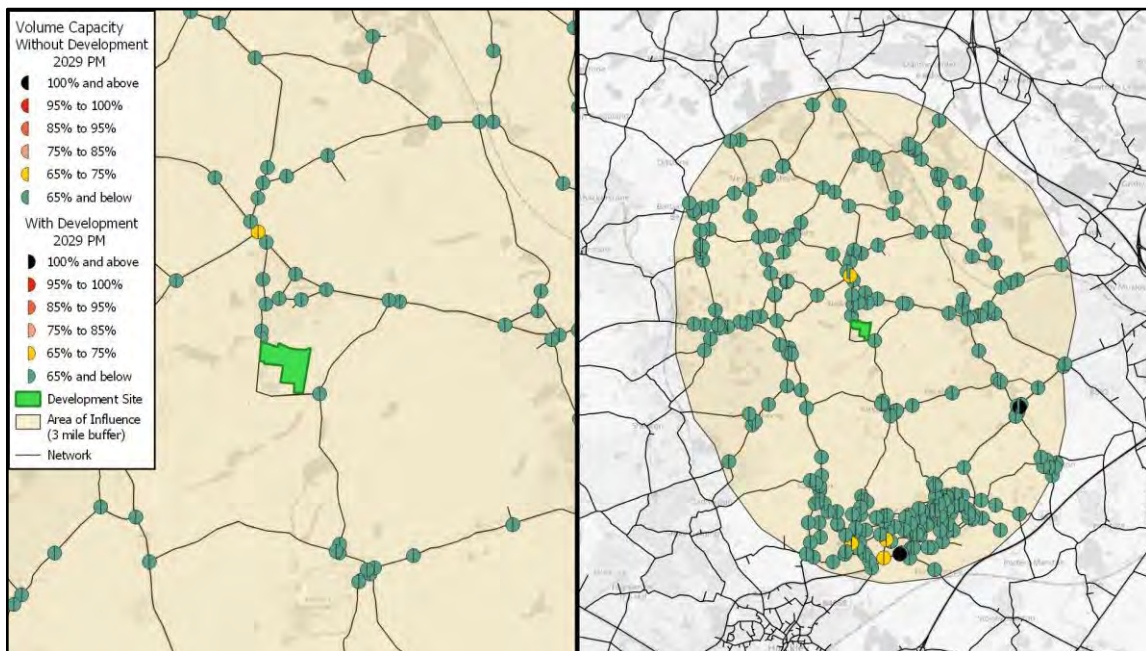
Figure 3.6: Forecast Node Volume-Capacity Ratio for 2029 'Without Development' and 'With Development' Scenarios

AM Peak hour



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PM Peak hour



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3.7 Forecast Junction Turning Flows

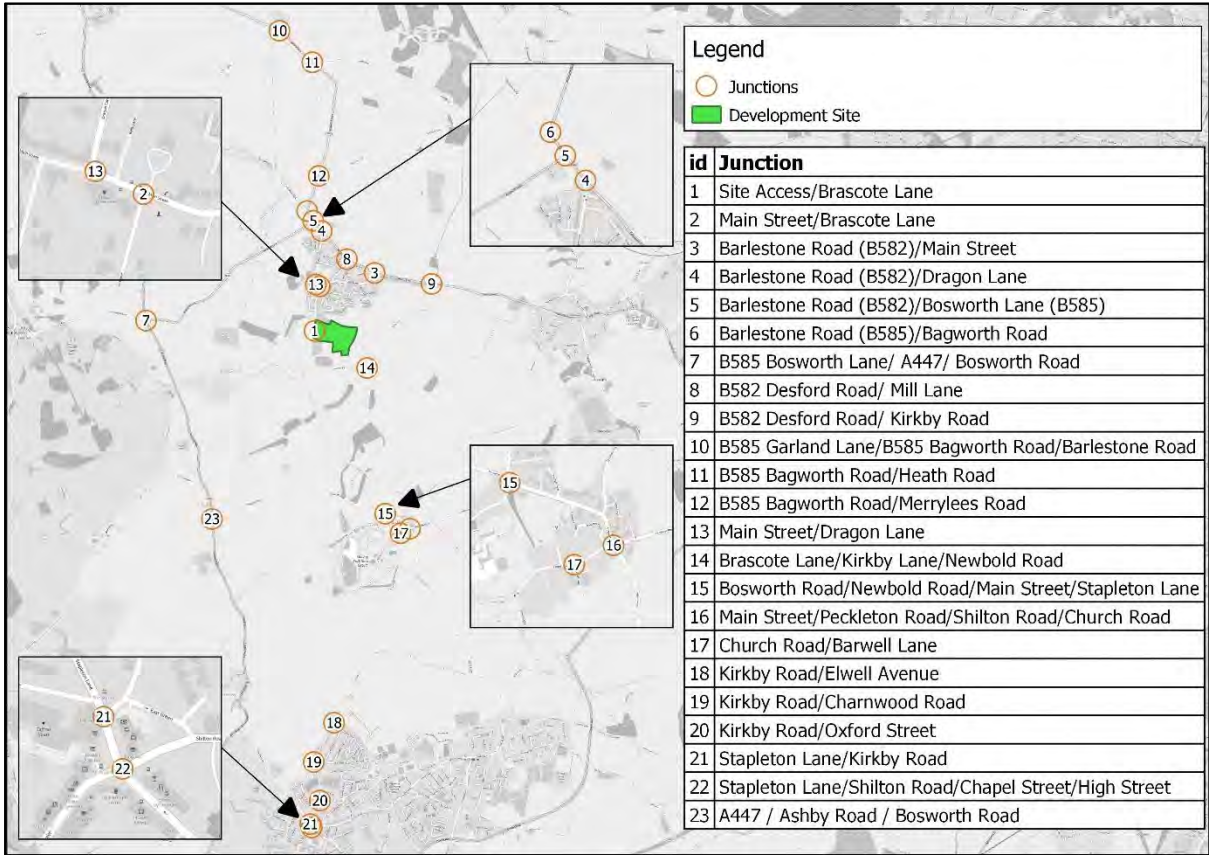
3.7.1 Forecast turning flows have been extracted for the following 23 junctions (also shown in Figure 3.7) in the vicinity of the proposed development:

- Site Access/ Brascote Lane;
- Main Street/ Brascote Lane;
- Barlestone Road (B582)/ Main Street;
- Barlestone Road (B582)/ Dragon Lane;
- Barlestone Road (B582)/ Bosworth Lane (B585);
- Barlestone Road (B585)/ Bagworth Road;
- B585 Bosworth Lane/ A447/ Bosworth Road;
- B582 Desford Road/ Mill Lane;
- B582 Desford Road/ Kirkby Road;
- B585 Garland Lane/ B585 Bagworth Road/ Barlestone Road;
- B585 Bagworth Road/ Heath Road;
- B585 Bagworth Road/ Merrylees Road;
- Main Street/ Dragon Lane;
- Brascote Lane/ Kirkby Lane/ Newbold Road;
- Bosworth Road/ Newbold Road/ Main Street/ Stapleton Lane;
- Main Street/ Peckleton Road/ Shilton Road/ Church Road;
- Church Road/ Barwell Lane;
- Kirkby Road/ Elwell Avenue;
- Kirkby Road/ Charnwood Road;
- Kirkby Road/ Oxford Street;
- Stapleton Lane/ Kirkby Road;
- Stapleton Lane/ Shilton Road/ Chapel Street/ High Street; and
- A447 Ashby Road / Bosworth Road

3.7.2 Appendix C provides the forecast turning flows for AM Peak and PM Peak hours for light vehicles (LV) and heavy vehicles (HV). Data are provided for 2021 / 2024 / 2029 'Without Development' and 2029 'With Development' scenarios. In addition to the turning flows, turn volume-capacity ratios have also been provided where available.

3.7.3 By design, the PRTM highway model has not been calibrated or validated for individual turning movements, so care should be taken when using forecasts of flow and volume-capacity ratios at this level.

Figure 3.7: Location of Forecast Turning Flow Data



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Section 4– Summary of the PRTM Assessment

4.1 Summary of Assessment

4.1.1 Using the PRTM, forecasts have been undertaken to produce the 2021, 2024 and 2029 'Without Development', and the 2029 'With Development' scenarios for both AM Peak and PM Peak hours.

4.1.2 Based on these model forecasts, the following is a summary of the key findings for the assessment of the proposed development:

- Development traffic has been forecast to route via the following roads:
 - route west via Dragon Lane and the B585 Bosworth Lane towards Atherstone and the A5;
 - route north via Dragon Lane and the B585 Bagworth Road towards the M1 Junction 22;
 - predominantly route south via Newbold Road and Bosworth Road towards Hinckley; and
 - largely route east via Main Street and the B582 Barlestone Road towards Desford.
- The forecast flow changes in 2029 between the 'With Development' and 'Without Development' scenarios show that the largest increases in flow are forecast along the roads in the immediate vicinity of the proposed development, such as Brascote Lane and Newbold Road. Brascote Lane has a forecast increase in two-way traffic of approximately 120 passenger car units (PCUs) and 110 PCUs for the AM Peak hour and PM Peak hour respectively.
- An indicative Area of Influence (Aoi) for the proposed development has been defined by identifying links which are forecast to change by more than $\pm 5\%$ and ± 30 PCUs between the 'With Development' and 'Without Development' scenarios for 2029 in either the AM Peak or PM Peak hours. The forecast Aoi includes:
 - the north-south corridor between the B585 Bagworth Road and the junction with Heath Road, the B585 Barlestone Road, Dragon Lane, Brascote Lane, Newbold Road and Kirkby Road; and
 - Bosworth Road between Newbold Road and the A447 Ashby Road'
- The forecast delay changes in 2029 between the 'With Development' and 'Without Development' scenarios show the proposed development is forecast to increase delay by up to 5 seconds on the B582 Barlestone Road between Dragon Lane and the B585 Bagworth Road and one section on Main Street in Kirkby Mallory.
- The forecast junction volume-capacity ratio limits do not alter between the "Without Development" and the "With Development" scenarios in 2029 (as shown in Figure 3.6).

4.1.3 The forecasts undertaken reflect the forecast impact of the proposed development at Land off Brascote Lane, Newbold Verdon. It should be noted that the results provided in this report are at a high-level. Due to the strategic nature of the PRTM, not all roads are modelled, and the results should be interpreted with that in mind.

Although the PRTM modelling provides the strategic impact and form part of the proposed Land off Brascote Lane development assessment evidence packs, the overall assessment should be complemented by local operational assessment and analysis.

Appendix A Planning Data Assumptions

Residential Development Assumptions (Sites with more than 500 dwellings) (Hinckley and Bosworth)

District	Location	Quantum	Timescale	Include
Hinckley & Bosworth	Land North East of Triumph Motorcycles	850	2021-2035	Y
Hinckley & Bosworth	Earl Shilton SUE	1,500	2029-2045	Y
Hinckley & Bosworth	Barwell SUE	2,500	2028-2051	Y

Employment Development Assumptions (Sites with more than 750 jobs) (Hinckley and Bosworth)

District	Location	Quantum	Timescale	Include
Hinckley & Bosworth	Land East of Hinckley Island Hotel Watling Street	121,032 sqm	2019-2023	Y
Hinckley & Bosworth	Nailstone Colliery, Wood Road	121,520 sqm	2022	Y
Hinckley & Bosworth	MIRA	1,788 jobs	2026-2035	Y

Appendix B Network Assumptions

Highway Network Scheme Assumptions

Location	Scheme Name	Certainty	Timescale	First Forecast Year	Include
Hinckley & Bosworth	RGF/MIRA, A5 Redgate Junction at A444 to Higham Lane Junction	Complete	Jan-15	2015	Y
Catthorpe	M1 J19	Complete	2016-2017	2017	Y
Nottingham	A453 upgrade - including removal of temporary 40mph speed limit	Complete	Sep-15	2016	Y
Kegworth	M1 J24	Complete	Oct-14	2015	Y
Hinckley & Bosworth	A5 Dodwells and Longshoot junctions	Complete	2016	2016	Y
Nottingham	M1 J23a-J25 SMART motorway	Complete	2018	2019	Y
Warwickshire	M6 J2-J4 SMART motorway	Complete	2017-2020	2021	Y
Various	M1 J16-J19	Complete	2019	2019	Y
Leicestershire	A5 widening to dual carriageway near Hinckley	Hypothetical	2020-2023	2026	N
Daventry	DIRFT III - Daventry International Rail Freight Terminal	Complete	2016	2016	Y
Loughborough	Loughborough Integrated Transport Scheme – not including LIRR	Complete	2013	2014	Y
Cotes	A60 Nottingham Road/Loughborough reduction of speed limit traffic calming features	Complete	2016	2016	Y
Earl Shilton	Access arrangements for SUE/Highway improvements for SUE	Near Certain	2023-2035	2026	Y
Barwell	Access arrangements for SUE/Highway improvements for SUE	Near Certain	2023-2035	2026	Y
Lubbesthorpe	Access arrangements for SUE including strategic traffic link to the A563 Lubbesthorpe Way	Near Certain	2017-2026	2021	Y
SRFI	Southern access for new development	Complete	2016-2018	2019	Y
Loughborough	A512 widening B591 to M1 J23, improvements to J23 and completion of dualling thereafter to either Snell's Nook Lane or Epinal Way junction	Complete	2017-2020	2021	Y
Castle Donington	Western Link Road from Back Lane to Tops Hill, NWLDC package of measures to help mitigate planned growth	Complete	2020	2021	Y
Lubbesthorpe	Link across M69 to join north and south of the Lubbesthorpe development	More than Likely	2026-2031	2031	Y
Earl Shilton & Barwell	Highway improvements for SUE (Ashby Road/ Normandy Way)	More than Likely	2023-2035	2026	Y
Lubbesthorpe	Highway improvements for SUE (Mill Hill/ Warren Park, Meridian South/ A563, A47/A563)	Near Certain	2017-2023	2026	Y
Kegworth	Kegworth Bypass	Complete	2017-2019	2019	Y
SRFI	Highway improvements for new development	Complete	2016-2019	2021	Y
Loughborough	West of Loughborough SUE (access from the north via the A6 roundabout)	More than Likely	2022	2022	Y
Loughborough	Access connection for the Science Park via the A512 roundabout	Near Certain	2031	2031	Y
Loughborough	West of Loughborough SUE (connection to the northern arm of the A512 roundabout)	More than Likely	2036	2036	Y
North West Leicestershire	M1 J22	Complete	2016	2016	Y
North West Leicestershire	A42 J13	Complete	2017	2018	Y
Blaby	Leicester North West Project Phase 1	Complete	2015-2016	2016	Y
Blaby	Desford Crossroads	Reasonably Foreseeable	2026	2026	N
Harborough	Harborough Strategic Development Area	Near Certain	up to 2021	2021	Y
Charnwood	North of Birstall SUE (Broadnook SUE)	Near Certain	2021-2026	2026	Y
Charnwood	Mountsorrel Lane, Rothley Link Road	Complete	up to 2021	2021	Y
Charnwood	A512 junction improvements	Complete	2016-2021	2021	Y
Hinckley	Hinckley Area Project Phase 1-3	Complete	2014-2017	2018	Y

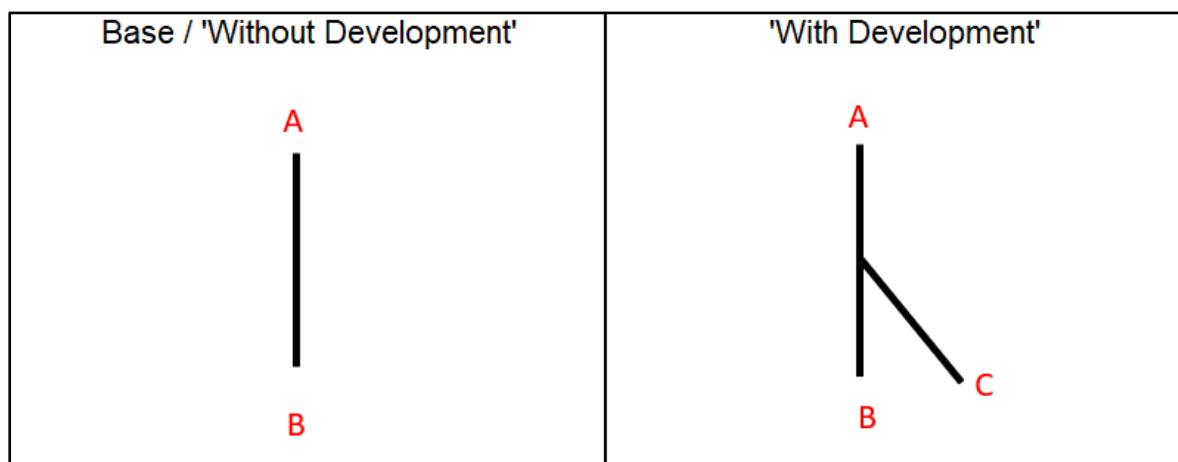
Blaby	Glenfield Park/Optimus Point S278 works	Complete	2014-2016	2016	Y
North of East Leicester	North of East Leicester Development Network – Thorpebury SUE	Near Certain	2025	2026	Y
Charnwood	A6 Loughborough Road Bus Lane and Parking Controls	Complete	2016	2016	Y
Leicester City	Removal of Belgrave Flyover	Complete	2014-2015	2016	Y
Leicester City	Saffron Lane - Old Velodrome Improvements	Complete	2016	2016	Y
Leicester City	Traffic Calming Schemes	Complete	2016-2021	2016	Y
Leicester City	East of Hamilton Development Improvements	Complete	2016	2017	Y
Leicester City	Pedestrianisation of Hotel Street, Pedestrianisation of St Martins	Complete	2016	2016	Y
Leicester City	Haymarket/Charles Street Bus Station development	Complete	2016	2016	Y
Leicester City	Existing & proposed 20mph zones	Complete	2012-2016	2016	Y
Leicester City	St Nicholas Circle	Complete	2015	2016	Y
Leicester City	Welford Road	Complete	2018	2021	Y
Leicester City	Waterside Development	More than Likely	mid-2020s	2026	Y
Leicester City	Belgrave Gate South	Complete	2019	2020	Y
Leicester City	Belvoir Street	Complete	2017	2018	Y
Leicester City	York Road/Bonnars Lane/Grange Road	Complete	2019	2019	Y
Leicester City	King St	Complete	2018	2018	Y
Leicester City	Lancaster Road	Complete	2019	2020	Y
Leicester City	Mansfield Street & Church Gate	Complete	2020	2021	Y
Leicester City	SMBS Access to Burleys Way	Complete	2019	2021	Y
Leicester City	Vaughan Way	Complete	2019	2020	Y
Leicester City	Ashton Green	Near Certain	2021-2031	2021	Y
Leicester City	London Road	Complete	2019	2020	Y
Leicester City	LNW2 Ravensbridge Drive / Blackbird Road	Complete	2019	2020	Y
Melton	Melton Mowbray Distributor Road (Northern Section) (Nottingham Road to A607)	Near Certain	2024-2026	2026	Y
Melton	Melton Mowbray Distributor Road (Eastern Section) (A607 to Burton Road)	Near Certain	2024-2026	2026	Y
Melton	Melton Mowbray Southern Link Road (Burton Road to Leicester Road)	More than Likely	2025	2026	Y
Melton	Gladman's Site Access (Leicester Road and Kirby Lane)	Complete	2018-2020	2021	Y
Leicester City	Beaumont Leys Anstey Lane Improvements	Complete	2019	2021	Y
Hinckley	Rugby Road Corridor Improvements – Phase 4	Near Certain	2022	2023	Y
Leicester City	Putney Road West Improvements	Near Certain	2021-2022	2022	Y
Lutterworth	Frank Whittle Roundabout approaches (Magna Park)	Complete	2018-2020	2021	Y
Lutterworth	Lutterworth East Development (Development Access (A4304, Gilmorton Road and A426))	More than Likely	2021-2026	2026	Y
Lutterworth	Lutterworth East Development Associated Mitigations	Reasonably Foreseeable	2031	2031	N
Lutterworth	Lutterworth East Development (Link Road between A4304 and A426)	More than Likely	2021-2026	2031	Y
Lutterworth	Lutterworth East Development (Gilmorton Road bridge bus restriction)	More than Likely	2021-2026	2026	Y
Bardon Hill	Interlink Way East junction	Complete	2016	2016	Y
Bardon Hill	Bardon Hill Link Road North Section	More than Likely	2021-2026	2026	Y
Coalville	Hoo Ash Roundabout	More than Likely	2021-2026	2025	Y
Coalville	Thornborough Road Roundabout	More than Likely	2021-2026	2025	Y
Coalville	Dual Carriageway from Thornborough Rd to Whitwick Road	More than Likely	2021-2026	2025	Y
Coalville	Whitwick Road Roundabout	More than Likely	2021-2026	2025	Y
Coalville	Broom Leys Road Junction	More than Likely	2021-2026	2025	Y
Coalville	Bardon Link Road Junction	More than Likely	2021-2026	2025	Y
Coalville	Bardon Link Road Southern Section	Near Certain	2024-2026	2026	Y
Coalville	Birch Tree Roundabout	More than Likely	2019-2024	2025	Y
Coalville	Flying Horse Roundabout	More than Likely	2021-2026	2025	Y
Coalville	Fieldhead Roundabout	More than Likely	2021-2026	2025	Y

Granby Street	Granby Street/Halford Street Improvements	Complete	2017	2018	Y
Loughborough	Alan Moss Road	Complete	2017	2018	Y
Hinckley	DPD A5 Access	Complete	2017	2021	Y
Leicester Forest East	Ratby Lane/Wembley Road junction	Complete	2017/18	2019	Y
Leicester City	Abbey Park Road Cycle Provision	Complete	2020	2021	Y
Blaby	A47/Kirby Lane Tesco Express	Complete	2020	2021	Y
Leicester City	Abbey Street	Complete	2021	2021	Y
Leicester City	A50 Groby Road Bus Lane	Near Certain	2022	2022	Y
Harborough	Magna Park Extension Access - Mere Lane, Lutterworth	Complete	2021	2021	Y
Harborough	Magna Park Extension Access - A5, Lutterworth	Near Certain	2026	2026	Y
Blaby	Highway improvements for Lubbesthorpe SUE (A47/Braunstone Lane/Ratby Lane, A5460/M1 J21)	Complete	2017-2021	2021	Y
Blaby	Foxhunter Roundabout Eastbound Approach	Complete	2019	2021	Y
Harborough	B4114/B581 Signalisation Improvement, Broughton Astley	Near Certain	2023	2026	Y
Blaby	Everards Meadow Access	Complete	2018	2021	Y
Blaby	Hastings Fields Blaby DPD Site Access	More than likely	2022	2026	Y
Blaby	West of St Johns (Blaby DPD) Site Access	More than likely	2027	2031	Y
Harborough	Wigston Direction for Growth Site Access	Near certain	2026	2026	Y
Blaby	Everard Way Closure, Fosse Park	Near certain	2020	2020	Y
NWL	Money Hill Site Access A511	More than likely	2025	2026	Y
Derbyshire	Wragley Way (South Derbyshire) SUE Access A50	More than likely	2030	2031	Y
Derbyshire	Boulton Moor (South Derbyshire) SUE Access	Complete	2014	2014	Y
Derbyshire	Clifton (Rushcliffe) SUE Access	Near Certain	2022	2022	Y
Derbyshire	EMIP A50 (Freeport)	Reasonably Foreseeable	2030	2030	N
Derbyshire	West Derbyshire SUE Access A38	Complete	2014	2014	Y
Derbyshire	Toton Innovation Hub (HS2)	More than likely	2030	2031	Y
Nottinghamshire	Ratcliffe Power Station A453 (Freeport)	Reasonably foreseeable	2030	2030	N
Rugby	Rugby Radio Station - A5 Access	Near Certain	2022	2022	Y
Rugby	Rugby Radio Station - A423 Access	Complete	2016-2019	2016	Y
Leicester City	Buckminster Rd/Brading Rd Safer Streets	Complete	2022	2022	Y
Blaby	A50 Groby Road bus gate	Complete	2015	2015	Y
North West Leicestershire	Mercia Park	Complete	2020	2020	Y
Leicester City	Western Park Golf Course	More than Likely	2029	2029	Y
Harborough	Kettering Road Signalisation	Complete	2020	2021	Y
M6 J10-13	M6 J10-13, M54-Stafford ALR	Near Certain	2021	2021	Y
M54-M6 Toll	M54-M6 Toll, link road min 2 lane motorway	More than Likely	2024	2024	Y
M1 J28-31	M1 J28-31, Mansfield to Sheffield ALR	Complete	2016	2016	Y
M6 J13-J15	M6 J13-15, Stafford South to Stoke South ALR	Near Certain	2022	2022	Y
M1 J13-16	M1 J13-16, Milton Keynes South to J16 ALR	Near Certain	2022	2022	Y
M40 M42	M40-M42, M40 J16-M42 J3 ALR	More than Likely	2026	2026	Y
A46 Coventry	A46 Coventry, remove Binley and Walsgrove roundabouts & upgrade	More than Likely	2026	2026	Y
M6 J10-13	Walsall M6 Junction 10 issues	Complete	2014	2014	Y
A46 Toll Bar End	A46 Toll Bar End, grade separated junction and 3 lane highway	More than Likely	2021	2021	Y
Newark N	A46 Newark, dualling Newark North bypass	More than Likely	2026	2031	Y
Newark S	South of Newark, A1-A46 link S of Newark; part completed	More than Likely	2031	2031	Y
Lincoln E	East of Lincoln, A15-A158 link; part completed	Complete	2020	2021	Y
Lincoln S	South of Lincoln, A158-A46 link	More than Likely	2027	2031	Y
Grantham S	South of Grantham, A1-A52 link; part completed	Near Certain	2016-2023	2023	Y
Nottingham	Dualling A453	Complete	2016	2016	Y
Nuneaton and Bedworth Borough	Coton Arches	More than Likely	2021	2021	Y

Nuneaton and Bedworth Borough	A4254b Eastboro Way P1	Near Certain	2024	2024	Y
Nuneaton and Bedworth Borough	College Street / A444	Near Certain	2023	2023	Y
Nuneaton and Bedworth Borough	Transforming Nuneaton	More than Likely	2026	2026	Y
Nuneaton and Bedworth Borough	Croft Road/Greenmoor Road Priority	More than Likely	2031	2031	Y
Nuneaton and Bedworth Borough	A47 Old Hinckley Road	Near Certain	2023-2024	2024	Y
Nuneaton and Bedworth Borough	Coventry Road / Gipsy Lane	More than Likely	2026	2026	Y
Nuneaton and Bedworth Borough	A4254 / B4114/Eastboro Way	Near Certain	2026	2026	Y
Nuneaton and Bedworth Borough	Nuneaton Northern Sites Link Road	Near Certain	2026	2026	Y
North Warwickshire	B5000 Market Street/Bridge St Signals	More than Likely	2026	2026	Y
North Warwickshire	A5 Dualling between Grendon and Dordon and Dordon junction	More than Likely	2026	2033	Y
North Warwickshire	A5 Dualling, Grendon to Atherstone	More than Likely	2031	2031	Y
Rugby Borough	A426/A4071 Avon Mill Roundabout/Newbold Road/Hunters Lane Priority Junction	Near Certain	2026	2026	Y
Rugby Borough	Ashlawn Road/Hillmorton Road	Near Certain	2021	2021	Y
Rugby Borough	A5 Northern Access to DIRFT III	More than Likely	2021	2021	Y
Rugby Borough	A5/A428 Halfway House Roundabout	More than Likely	2026	2026	Y
Rugby Borough	M1 Junction 18	More than Likely	2031	2031	Y
Rugby Borough	M6 to Coton House	Complete	2021	2021	Y
Rugby Borough	A5 Southern Access to DIRFT III	Complete	2021	2021	Y
M6 J2	Update coding of M6 J2 Ansty interchange to include signalised roundabout	Complete	2020	2021	Y
Nuneaton and Bedworth Borough	Callendar Farm Phase 2	Near Certain	2031	2031	Y
Nuneaton and Bedworth Borough	Bermuda Connectivity Project	More than Likely	2022	2026	Y
Charnwood	Shuttle signals at the old railway bridge on Tickow Lane	Near Certain	2022	2022	Y
Charnwood	Buttercup Lane	Complete	2021-2022	2022	Y
Hinckley & Bosworth	A47 roundabout between Wykin Road and Outlands Drive	Complete	2020-2021	2021	Y
Hinckley & Bosworth	A47/Dan's Lane	Near Certain	2023	2023	Y
Newbold Verdon	B582 Barlestone Road / B585 Bosworth Lane signalisation	Near Certain	2023	2023	Y
Hinckley & Bosworth	RGF/MIRA, A5 Redgate Junction at A444 to Higham Lane Junction	Complete	Jan-15	2015	Y

Appendix C Forecast Junction Turning Flows

Turning flows (vehicles) – Site Access / Brascote Lane



2021 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	92	0	92	6%	120	0	120	7%
B-A	108	0	108	7%	117	0	117	7%

2024 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	95	0	95	6%	116	0	116	7%
B-A	103	0	103	6%	129	0	129	8%

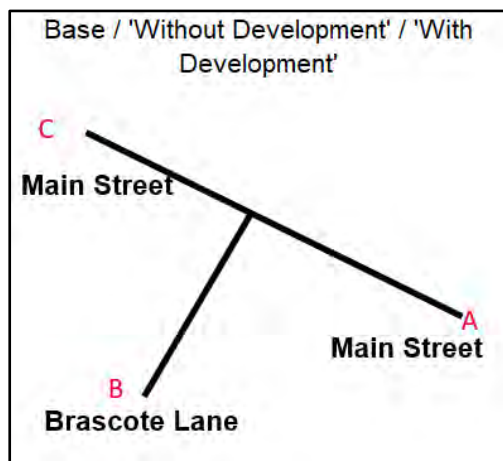
2029 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	97	0	97	6%	119	0	119	7%
B-A	126	0	126	8%	153	0	153	9%

2029 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	117	0	117	7%	135	0	135	9%
A-C	5	0	5	0%	72	0	72	5%
B-C	13	0	13	1%	52	0	52	4%
B-A	126	0	126	8%	168	0	168	10%
C-A	71	0	71	7%	17	0	17	2%
C-B	74	0	74	7%	24	0	24	2%

Turning flows (vehicles) – Main Street / Brascote Lane



2021 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	84	0	84	5%	44	0	44	3%
A-C	0	0	0	0%	0	0	0	0%
B-C	59	0	59	4%	42	0	42	3%
B-A	49	0	49	3%	74	0	74	5%
C-A	0	0	0	0%	0	0	0	0%
C-B	7	0	7	0%	77	0	77	5%

2024 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	85	0	85	5%	43	0	43	3%
A-C	0	0	0	0%	0	0	0	0%
B-C	55	0	55	4%	49	0	49	3%
B-A	48	0	48	3%	80	0	80	5%
C-A	0	0	0	0%	0	0	0	0%
C-B	10	0	10	1%	73	0	73	5%

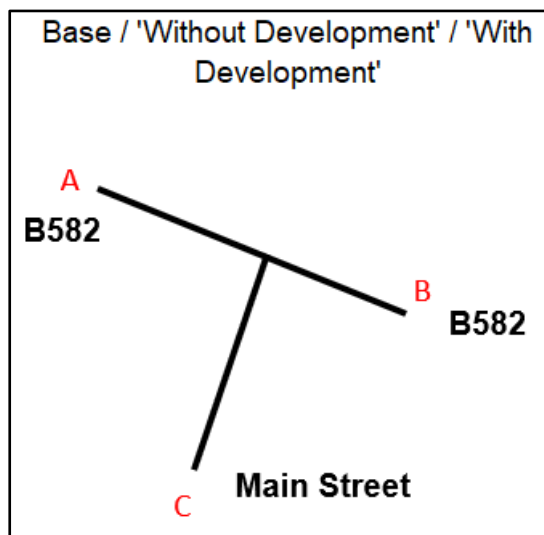
2029 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	77	0	77	5%	35	0	35	2%
A-C	0	0	0	0%	0	0	0	0%
B-C	83	0	83	6%	76	0	76	5%
B-A	43	0	43	3%	77	0	77	5%
C-A	0	0	0	0%	0	0	0	0%
C-B	20	0	20	1%	83	0	83	5%

2029 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	81	0	81	5%	59	0	59	4%
A-C	0	0	0	0%	0	0	0	0%
B-C	140	0	140	9%	97	0	97	7%
B-A	58	0	58	4%	89	0	89	7%
C-A	0	0	0	0%	0	0	0	0%
C-B	41	0	41	3%	149	0	149	10%

Turning flows (vehicles) – Barlestone Road (B582) / Main Street



2021 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	63	17	80	6%	77	7	84	6%
A-C	52	0	52	4%	111	0	111	8%
B-C	24	0	24	2%	61	0	61	4%
B-A	107	14	122	8%	37	9	46	4%
C-A	140	0	140	10%	45	0	45	3%
C-B	77	0	77	6%	31	0	31	2%

2024 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	44	17	61	5%	68	7	74	5%
A-C	51	0	51	4%	105	0	105	8%
B-C	24	0	24	2%	59	0	59	4%
B-A	106	14	120	8%	32	9	41	3%
C-A	137	0	137	10%	45	0	45	3%
C-B	76	0	76	6%	32	0	32	2%

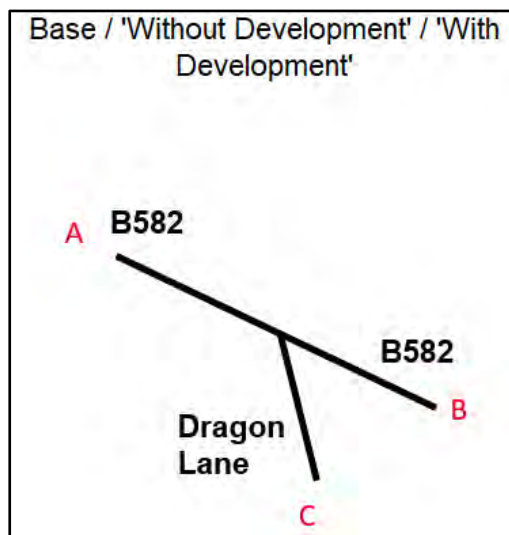
2029 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	40	17	57	5%	69	7	75	5%
A-C	51	0	51	4%	109	0	109	8%
B-C	30	0	30	2%	56	0	56	4%
B-A	110	13	123	8%	32	9	41	3%
C-A	145	0	145	10%	52	0	52	3%
C-B	72	0	72	5%	33	0	33	2%

2029 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	40	17	57	5%	69	7	75	5%
A-C	51	0	51	4%	108	0	108	8%
B-C	34	0	34	2%	79	0	79	5%
B-A	110	13	123	8%	32	9	41	3%
C-A	145	0	145	10%	52	0	52	3%
C-B	87	0	87	6%	44	0	44	3%

Turning flows (vehicles) – Barlestone Road (B582) / Dragon Lane



2021 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	115	19	134	9%	188	8	197	13%
A-C	7	0	7	1%	77	0	77	6%
B-C	0	0	0	0%	0	0	0	0%
B-A	247	17	264	17%	83	10	92	6%
C-A	59	0	59	5%	42	0	42	3%
C-B	0	0	0	1%	0	0	0	0%

2024 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	95	19	114	8%	173	8	181	12%
A-C	10	0	10	1%	73	0	73	6%
B-C	0	0	0	0%	0	0	0	0%
B-A	243	16	259	16%	77	10	86	6%
C-A	55	0	55	5%	49	0	49	4%
C-B	0	0	0	1%	0	0	0	0%

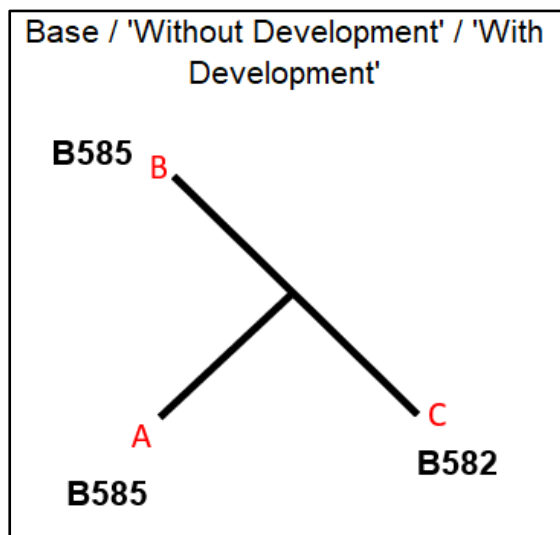
2029 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	91	19	110	8%	177	8	185	12%
A-C	20	0	20	2%	83	0	83	7%
B-C	0	0	0	0%	0	0	0	0%
B-A	255	16	271	17%	84	10	93	6%
C-A	83	0	83	7%	76	0	76	6%
C-B	0	0	0	1%	0	0	0	0%

2029 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	91	19	110	8%	177	8	185	13%
A-C	41	0	41	4%	149	0	149	12%
B-C	0	0	0	0%	0	0	0	0%
B-A	255	16	270	17%	83	10	93	6%
C-A	140	0	140	11%	97	0	97	7%
C-B	0	0	0	1%	0	0	0	0%

Turning flows (vehicles) – Barlestone Road (B582) / Bosworth Lane (B585)



2021 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	437	17	454	34%	379	7	386	27%
A-C	52	9	60	7%	92	2	94	10%
B-C	71	11	81	8%	173	6	179	16%
B-A	361	14	375	33%	406	5	411	33%
C-A	136	6	142	11%	30	2	32	3%
C-B	170	11	181	13%	95	8	102	7%

2024 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	322	16	338	88%	294	7	301	78%
A-C	33	8	41	20%	76	2	78	28%
B-C	73	11	83	13%	170	6	176	24%
B-A	326	14	340	53%	388	6	394	49%
C-A	131	6	137	20%	26	2	28	4%
C-B	167	11	177	23%	99	7	107	13%

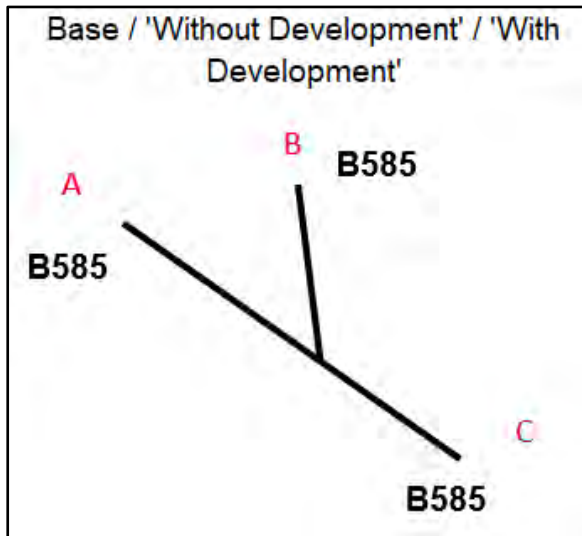
2029 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	224	16	240	63%	272	8	280	73%
A-C	30	8	39	15%	81	2	83	28%
B-C	81	11	92	17%	180	6	186	25%
B-A	389	14	403	65%	393	6	399	51%
C-A	142	6	148	22%	32	2	34	5%
C-B	196	10	206	27%	128	8	135	16%

2029 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	220	15	235	62%	265	8	273	72%
A-C	31	8	39	15%	98	2	100	32%
B-C	102	11	113	20%	228	6	234	31%
B-A	365	14	380	67%	374	6	380	50%
C-A	161	6	167	26%	35	2	37	6%
C-B	233	10	243	33%	145	8	153	18%

Turning flows (vehicles) – Barlestone Road (B585) / Bagworth Road



2021 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	18	0	18	1%	10	0	10	1%
A-C	45	0	45	3%	35	0	35	2%
B-C	387	25	412	29%	544	12	555	38%
B-A	9	0	9	1%	11	0	11	2%
C-A	42	0	42	5%	39	0	39	4%
C-B	565	27	592	43%	435	15	449	32%

2024 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	20	0	20	1%	10	0	10	1%
A-C	44	0	44	3%	35	0	35	2%
B-C	355	25	379	27%	523	12	535	37%
B-A	9	0	9	1%	11	0	11	2%
C-A	42	0	42	4%	33	0	33	3%
C-B	447	26	473	34%	360	15	375	27%

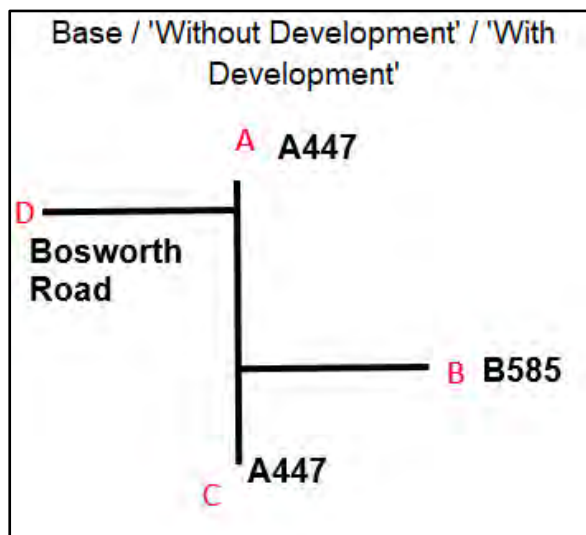
2029 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	21	0	21	1%	12	0	12	1%
A-C	41	0	41	3%	36	0	36	2%
B-C	429	25	454	32%	537	11	549	38%
B-A	9	0	9	1%	12	0	12	2%
C-A	44	0	44	4%	31	0	31	3%
C-B	376	26	401	29%	368	16	384	27%

2029 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	21	0	21	1%	12	0	12	1%
A-C	41	0	41	3%	37	0	37	3%
B-C	427	25	452	32%	565	11	576	39%
B-A	9	0	9	1%	12	0	12	2%
C-A	47	0	47	4%	34	0	34	3%
C-B	407	25	432	32%	376	16	392	28%

Turning flows (vehicles) – B585 Bosworth Lane/ A447 / Bosworth Road



2021 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	0	4	4	1%	0	1	1	0%
A-C	336	27	363	24%	362	11	373	24%
A-D	0	0	0	0%	0	0	0	0%
B-C	208	17	225	18%	281	6	287	21%
B-D	284	0	284	34%	149	0	149	16%
B-A	0	3	3	1%	0	1	1	0%
C-D	171	0	171	20%	114	0	114	12%
C-A	400	34	434	41%	374	17	391	33%
C-B	272	21	293	32%	257	8	266	26%
D-A	0	0	0	0%	0	0	0	0%
D-B	211	0	211	25%	209	0	209	24%
D-C	97	0	97	16%	123	0	123	18%

2024 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	0	4	4	1%	0	1	1	0%
A-C	411	26	437	28%	393	11	404	25%
A-D	0	0	0	0%	0	0	0	0%
B-C	169	17	186	16%	266	7	273	20%
B-D	285	0	285	35%	144	0	144	16%
B-A	0	3	3	1%	0	1	1	0%
C-D	178	0	178	20%	119	0	119	12%
C-A	453	33	485	42%	404	17	421	34%
C-B	195	20	215	26%	210	8	219	22%
D-A	0	0	0	0%	0	0	0	0%
D-B	156	0	156	20%	157	0	157	18%
D-C	102	0	102	16%	129	0	129	18%

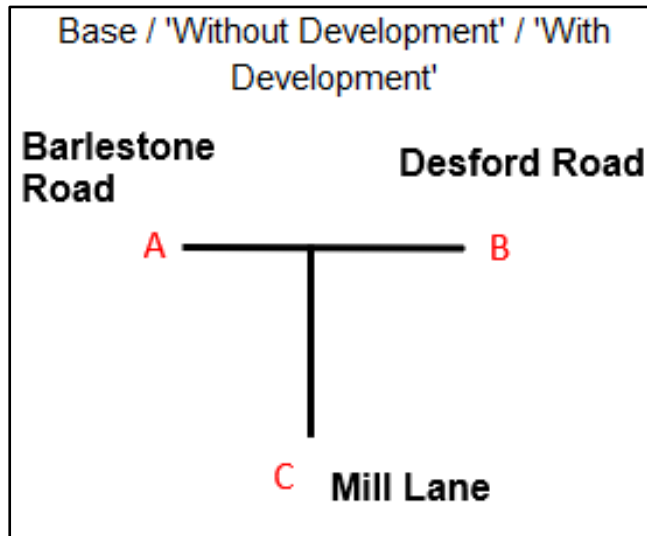
2029 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	0	4	4	1%	0	1	1	0%
A-C	414	25	440	29%	366	10	376	24%
A-D	0	0	0	0%	0	0	0	0%
B-C	211	17	228	19%	276	6	282	21%
B-D	317	0	317	38%	145	0	145	16%
B-A	0	3	3	1%	0	1	1	0%
C-D	174	0	174	18%	105	0	105	11%
C-A	480	32	512	41%	438	16	455	36%
C-B	101	20	121	16%	183	9	192	20%
D-A	0	0	0	0%	0	0	0	0%
D-B	151	0	151	18%	167	0	167	19%
D-C	102	0	102	16%	118	0	118	17%

2029 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	0	4	4	1%	0	1	1	0%
A-C	415	25	440	29%	367	10	377	24%
A-D	0	0	0	0%	0	0	0	0%
B-C	191	17	208	17%	260	6	267	19%
B-D	332	0	332	40%	144	0	144	16%
B-A	0	3	3	1%	0	1	1	0%
C-D	174	0	174	18%	105	0	105	11%
C-A	484	32	515	41%	429	16	446	35%
C-B	97	20	117	16%	178	9	187	19%
D-A	0	0	0	0%	0	0	0	0%
D-B	151	0	151	18%	183	0	183	21%
D-C	101	0	101	16%	118	0	118	17%

Turning flows (vehicles) – B582 Desford Road / Mill Lane



2021 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	115	15	130	9%	188	7	195	12%
A-C	0	4	4	1%	0	2	2	0%
B-C	0	1	1	0%	0	1	1	0%
B-A	247	13	260	17%	83	8	91	6%
C-A	0	3	3	1%	0	1	1	0%
C-B	0	2	2	0%	0	0	0	0%

2024 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	95	15	110	8%	173	6	179	11%
A-C	0	4	4	1%	0	2	2	0%
B-C	0	1	1	0%	0	1	1	0%
B-A	243	13	256	16%	77	8	85	6%
C-A	0	3	3	1%	0	1	1	0%
C-B	0	2	2	0%	0	0	0	0%

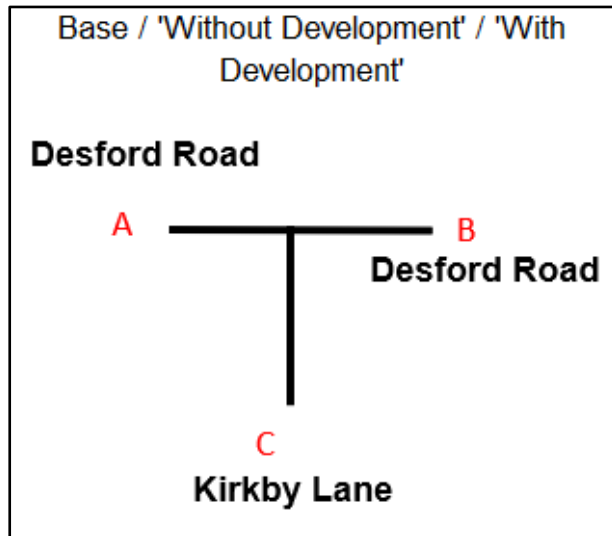
2029 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	91	15	106	8%	177	6	184	12%
A-C	0	4	4	1%	0	2	2	0%
B-C	0	1	1	0%	0	1	1	0%
B-A	255	12	267	17%	84	9	92	6%
C-A	0	3	3	1%	0	1	1	0%
C-B	0	2	2	0%	0	0	0	0%

2029 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	91	15	107	8%	177	6	184	12%
A-C	0	4	4	1%	0	2	2	0%
B-C	0	1	1	0%	0	1	1	0%
B-A	255	12	267	17%	83	9	92	6%
C-A	0	3	3	1%	0	1	1	0%
C-B	0	2	2	0%	0	0	0	0%

Turning flows (vehicles) – B582 Desford Road / Kirkby Road



2021 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	140	17	157	10%	108	7	115	7%
A-C	0	0	0	0%	0	0	0	0%
B-C	68	0	68	9%	94	0	94	13%
B-A	131	14	146	11%	99	9	108	8%
C-A	0	0	0	0%	0	0	0	0%
C-B	44	0	44	7%	42	0	42	6%

2024 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	120	17	137	9%	99	7	106	7%
A-C	0	0	0	0%	0	0	0	0%
B-C	113	0	113	16%	116	0	116	16%
B-A	130	14	144	11%	91	9	100	8%
C-A	0	0	0	0%	0	0	0	0%
C-B	76	0	76	12%	115	0	115	16%

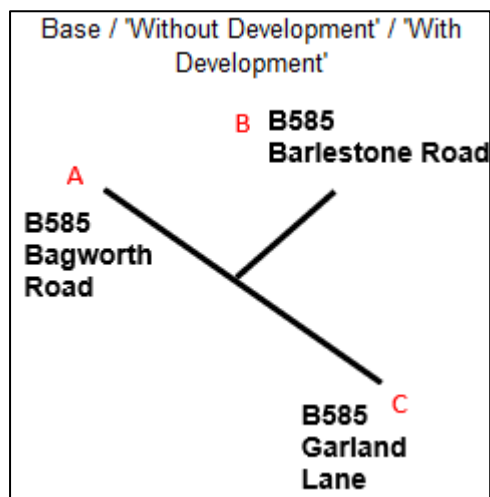
2029 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	112	17	129	9%	101	7	108	7%
A-C	0	0	0	0%	0	0	0	0%
B-C	111	0	111	15%	80	0	80	11%
B-A	140	13	153	12%	88	9	97	7%
C-A	0	0	0	0%	0	0	0	0%
C-B	67	0	67	10%	153	0	153	22%

2029 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	127	17	144	10%	113	7	119	8%
A-C	0	0	0	0%	0	0	0	0%
B-C	109	0	109	15%	78	0	78	11%
B-A	143	13	157	12%	110	9	119	9%
C-A	0	0	0	0%	0	0	0	0%
C-B	67	0	67	10%	150	0	150	22%

Turning flows (vehicles) – B585 Garland Lane / B585 Bagworth Road / Barlestone Road



2021 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	116	0	116	10%	110	0	110	9%
A-C	309	24	333	33%	295	14	309	32%
B-C	194	0	194	12%	342	0	342	23%
B-A	92	0	92	9%	101	0	101	13%
C-A	177	23	200	18%	386	14	400	32%
C-B	337	0	337	23%	286	0	286	23%

2024 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	148	0	148	12%	168	0	168	14%
A-C	269	25	294	28%	319	15	334	34%
B-C	179	0	179	12%	330	0	330	22%
B-A	102	0	102	10%	106	0	106	13%
C-A	189	23	212	18%	390	14	405	32%
C-B	270	0	270	19%	244	0	244	20%

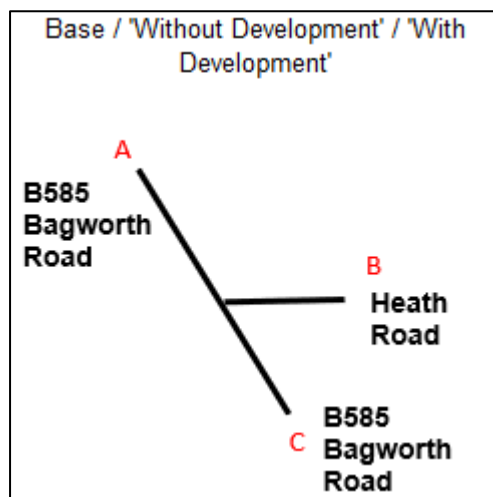
2029 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	80	0	80	7%	75	0	75	7%
A-C	297	26	323	31%	329	14	343	35%
B-C	248	0	248	16%	353	0	353	23%
B-A	100	0	100	10%	96	0	96	12%
C-A	215	23	237	19%	436	16	451	35%
C-B	205	0	205	15%	242	0	242	21%

2029 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	80	0	80	7%	76	0	76	7%
A-C	296	26	321	31%	342	14	357	37%
B-C	248	0	248	16%	366	0	366	24%
B-A	99	0	99	10%	96	0	96	13%
C-A	222	23	245	20%	436	16	452	36%
C-B	229	0	229	16%	250	0	250	21%

Turning flows (vehicles) – B585 Bagworth Road / Heath Road



2021 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	303	5	307	23%	238	4	242	21%
A-C	201	19	221	18%	399	10	410	30%
B-C	2	5	7	1%	1	1	3	0%
B-A	164	4	168	16%	381	3	383	39%
C-A	350	19	369	24%	291	12	303	19%
C-B	2	8	10	2%	2	3	6	1%

2024 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	261	5	266	20%	263	4	267	23%
A-C	187	20	207	16%	386	11	397	29%
B-C	2	5	8	1%	2	1	3	0%
B-A	176	4	180	16%	385	3	388	38%
C-A	283	19	302	19%	249	12	261	16%
C-B	2	8	9	2%	2	3	5	1%

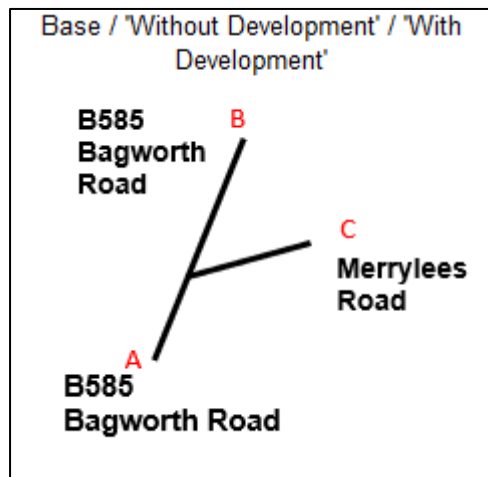
2029 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	285	5	290	23%	271	4	275	24%
A-C	261	20	281	22%	412	10	422	31%
B-C	3	5	8	1%	2	1	3	0%
B-A	201	4	205	19%	429	3	432	43%
C-A	219	18	237	15%	249	13	262	17%
C-B	2	7	9	2%	3	3	6	1%

2029 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	283	5	288	23%	270	4	274	25%
A-C	262	20	282	22%	438	10	449	33%
B-C	3	5	8	1%	2	1	3	0%
B-A	201	4	206	19%	428	3	430	44%
C-A	250	18	268	17%	259	13	271	17%
C-B	2	7	9	2%	3	3	6	1%

Turning flows (vehicles) – B585 Bagworth Road / Merrylees Road



2021 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	350	27	377	29%	293	15	307	22%
A-C	234	0	234	23%	152	0	152	16%
B-C	1	0	1	0%	2	0	2	0%
B-A	202	25	227	15%	398	12	410	25%
C-A	193	0	193	15%	156	0	156	13%
C-B	2	0	2	0%	1	0	1	0%

2024 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	283	26	309	23%	250	15	265	18%
A-C	184	0	184	17%	121	0	121	12%
B-C	1	0	1	0%	2	0	2	0%
B-A	188	25	213	14%	385	12	397	24%
C-A	175	0	175	13%	149	0	149	13%
C-B	2	0	2	0%	1	0	1	0%

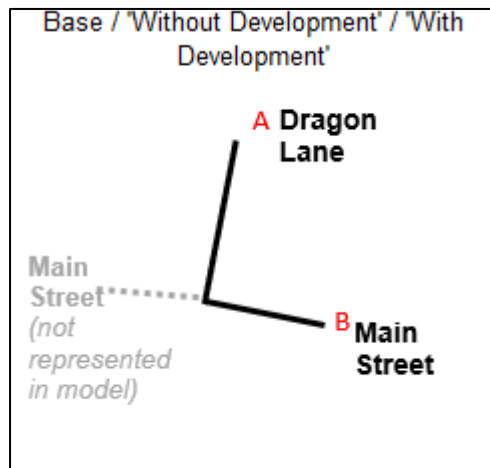
2029 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	218	26	244	18%	250	16	265	19%
A-C	178	0	178	17%	130	0	130	13%
B-C	2	0	2	0%	3	0	3	0%
B-A	262	25	287	18%	411	11	422	26%
C-A	176	0	176	14%	138	0	138	12%
C-B	2	0	2	0%	2	0	2	0%

2029 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	249	25	275	21%	260	16	275	19%
A-C	178	0	178	17%	128	0	128	14%
B-C	2	0	2	0%	3	0	3	0%
B-A	263	25	288	18%	437	11	449	27%
C-A	173	0	173	14%	139	0	139	12%
C-B	2	0	2	0%	2	0	2	0%

Turning flows (vehicles) – Main Street / Dragon Lane



2021 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	59	0	59	4%	42	0	42	3%
B-A	7	0	7	1%	77	0	77	5%

2024 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	55	0	55	4%	49	0	49	3%
B-A	10	0	10	1%	73	0	73	5%

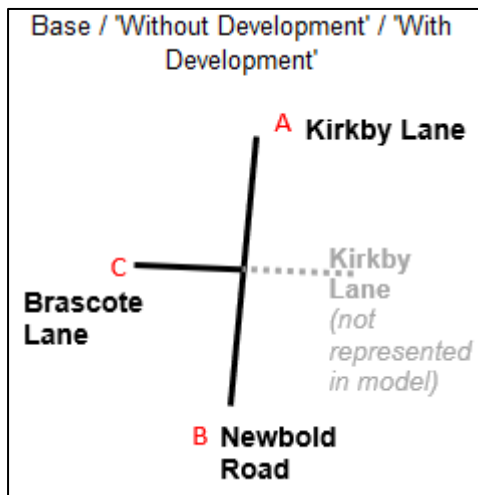
2029 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	83	0	83	5%	76	0	76	5%
B-A	20	0	20	2%	83	0	83	5%

2029 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	140	0	140	9%	97	0	97	6%
B-A	41	0	41	3%	149	0	149	9%

Turning flows (vehicles) – Brascote Lane / Kirkby Lane / Newbold Road



2021 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	68	0	68	8%	94	0	94	12%
A-C	0	0	0	0%	0	0	0	0%
B-C	108	0	108	7%	117	0	117	8%
B-A	44	0	44	6%	42	0	42	6%
C-A	0	0	0	0%	0	0	0	0%
C-B	92	0	92	6%	120	0	120	8%

2024 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	113	0	113	14%	116	0	116	15%
A-C	0	0	0	0%	0	0	0	0%
B-C	103	0	103	7%	129	0	129	10%
B-A	76	0	76	10%	115	0	115	16%
C-A	0	0	0	0%	0	0	0	0%
C-B	95	0	95	7%	116	0	116	8%

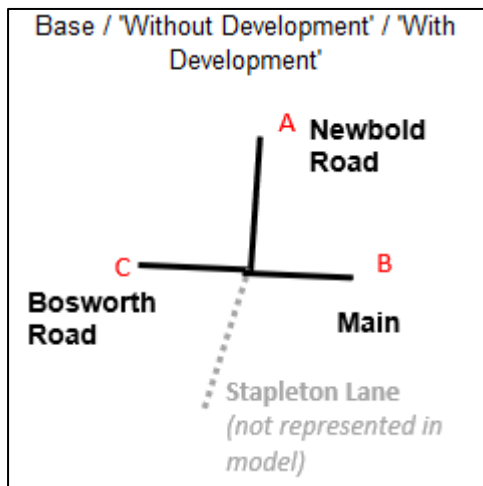
2029 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	111	0	111	14%	80	0	80	10%
A-C	0	0	0	0%	0	0	0	0%
B-C	126	0	126	9%	153	0	153	12%
B-A	67	0	67	9%	153	0	153	21%
C-A	0	0	0	0%	0	0	0	0%
C-B	97	0	97	7%	119	0	119	9%

2029 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	109	0	109	14%	78	0	78	10%
A-C	0	0	0	0%	0	0	0	0%
B-C	139	0	139	10%	220	0	220	18%
B-A	67	0	67	9%	150	0	150	22%
C-A	0	0	0	0%	0	0	0	0%
C-B	191	0	191	13%	159	0	159	12%

Turning flows (vehicles) – Bosworth Road / Newbold Road / Main Street / Stapleton Lane



2021 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	38	0	38	3%	93	0	93	8%
A-C	122	0	122	12%	121	0	121	12%
B-C	232	0	232	15%	321	0	321	20%
B-A	90	0	90	9%	74	0	74	7%
C-A	61	0	61	5%	85	0	85	6%
C-B	371	0	371	23%	256	0	256	16%

2024 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	35	0	35	4%	89	0	89	8%
A-C	173	0	173	19%	143	0	143	15%
B-C	268	0	268	17%	334	0	334	21%
B-A	85	0	85	9%	78	0	78	8%
C-A	95	0	95	8%	166	0	166	13%
C-B	459	0	459	29%	318	0	318	21%

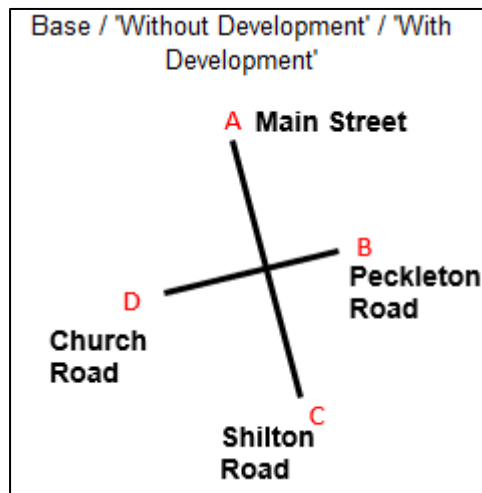
2029 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	70	0	70	7%	106	0	106	10%
A-C	138	0	138	16%	93	0	93	11%
B-C	307	0	307	20%	374	0	374	25%
B-A	114	0	114	13%	110	0	110	13%
C-A	79	0	79	7%	195	0	195	16%
C-B	470	0	470	29%	371	0	371	25%

2029 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	133	0	133	14%	136	0	136	13%
A-C	168	0	168	21%	101	0	101	12%
B-C	308	0	308	20%	365	0	365	25%
B-A	123	0	123	14%	144	0	144	17%
C-A	82	0	82	7%	227	0	227	19%
C-B	469	0	469	29%	371	0	371	26%

Turning flows (vehicles) – Main Street / Peckleton Road / Shilton Road / Church Road



2021 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	178	0	178	13%	129	0	129	10%
A-C	213	0	213	14%	189	0	189	13%
A-D	18	0	18	2%	31	0	31	3%
B-C	12	0	12	1%	5	0	5	1%
B-D	34	0	34	3%	126	0	126	11%
B-A	125	0	125	11%	147	0	147	14%
C-D	0	0	0	0%	0	0	0	0%
C-A	162	0	162	10%	226	0	226	13%
C-B	5	0	5	0%	9	0	9	1%
D-A	35	0	35	3%	22	0	22	2%
D-B	74	0	74	6%	68	0	68	6%
D-C	0	0	0	0%	0	0	0	0%

2024 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	208	0	208	16%	161	0	161	12%
A-C	273	0	273	19%	215	0	215	15%
A-D	12	0	12	1%	31	0	31	3%
B-C	12	0	12	1%	5	0	5	0%
B-D	34	0	34	3%	58	0	58	5%
B-A	122	0	122	11%	135	0	135	13%
C-D	0	0	0	0%	0	0	0	0%
C-A	198	0	198	12%	256	0	256	15%
C-B	5	0	5	0%	9	0	9	1%
D-A	32	0	32	2%	21	0	21	2%
D-B	96	0	96	9%	116	0	116	11%
D-C	0	0	0	0%	0	0	0	0%

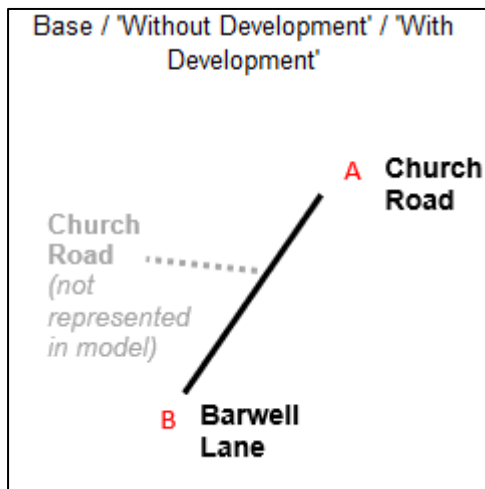
2029 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	183	0	183	15%	194	0	194	15%
A-C	317	0	317	22%	238	0	238	17%
A-D	39	0	39	4%	45	0	45	5%
B-C	12	0	12	1%	6	0	6	1%
B-D	50	0	50	5%	75	0	75	7%
B-A	113	0	113	11%	110	0	110	11%
C-D	0	0	0	0%	0	0	0	0%
C-A	236	0	236	14%	317	0	317	19%
C-B	5	0	5	0%	9	0	9	1%
D-A	72	0	72	5%	57	0	57	5%
D-B	80	0	80	8%	117	0	117	12%
D-C	0	0	0	0%	0	0	0	0%

2029 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	188	0	188	16%	194	0	194	16%
A-C	333	0	333	24%	245	0	245	18%
A-D	82	0	82	9%	68	0	68	7%
B-C	12	0	12	1%	6	0	6	1%
B-D	50	0	50	5%	75	0	75	7%
B-A	111	0	111	12%	110	0	110	12%
C-D	0	0	0	0%	0	0	0	0%
C-A	243	0	243	14%	325	0	325	19%
C-B	5	0	5	0%	9	0	9	1%
D-A	77	0	77	6%	74	0	74	6%
D-B	80	0	80	8%	117	0	117	12%
D-C	0	0	0	0%	0	0	0	0%

Turning flows (vehicles) – Church Road / Barwell Lane



2021 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	52	0	52	3%	157	0	157	9%
B-A	110	0	110	6%	90	0	90	5%

2024 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	46	0	46	3%	88	0	88	5%
B-A	128	0	128	8%	137	0	137	8%

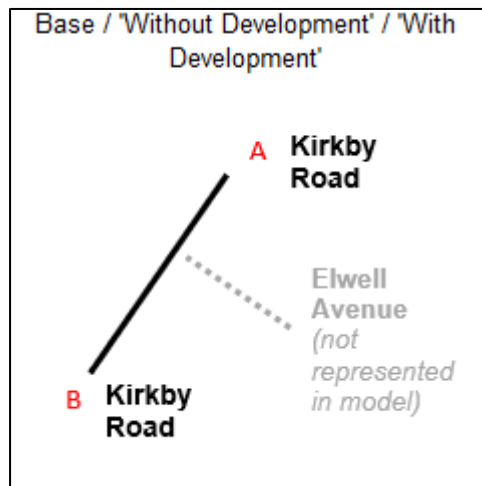
2029 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	89	0	89	5%	120	0	120	7%
B-A	152	0	152	9%	173	0	173	10%

2029 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	132	0	132	8%	143	0	143	8%
B-A	157	0	157	9%	191	0	191	11%

Turning flows (vehicles) – Kirkby Road / Elwell Avenue



2021 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	52	0	52	3%	157	0	157	10%
B-A	110	0	110	7%	90	0	90	6%

2024 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	46	0	46	3%	88	0	88	5%
B-A	128	0	128	8%	137	0	137	8%

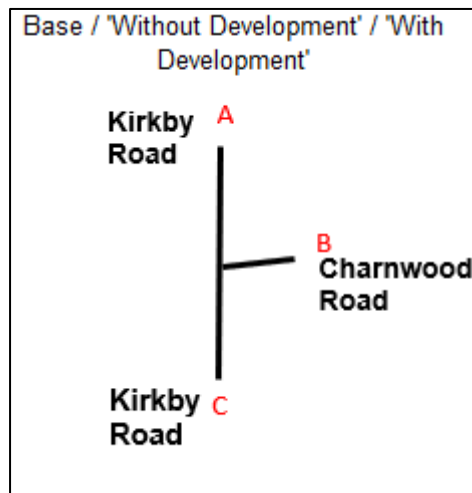
2029 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	89	0	89	5%	120	0	120	7%
B-A	152	0	152	9%	173	0	173	11%

2029 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	132	0	132	8%	143	0	143	9%
B-A	157	0	157	10%	191	0	191	12%

Turning flows (vehicles) – Kirkby Road / Charnwood Road



2021 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	16	0	16	1%	43	0	43	4%
A-C	35	0	35	2%	114	0	114	8%
B-C	64	0	64	6%	52	0	52	5%
B-A	32	0	32	3%	18	0	18	2%
C-A	78	0	78	5%	73	0	73	5%
C-B	26	0	27	2%	101	0	101	9%

2024 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	16	0	16	1%	43	0	43	3%
A-C	30	0	30	2%	46	0	46	3%
B-C	61	0	62	5%	55	0	56	5%
B-A	33	0	33	3%	19	0	19	2%
C-A	95	0	95	6%	118	0	118	9%
C-B	26	0	26	2%	101	0	101	9%

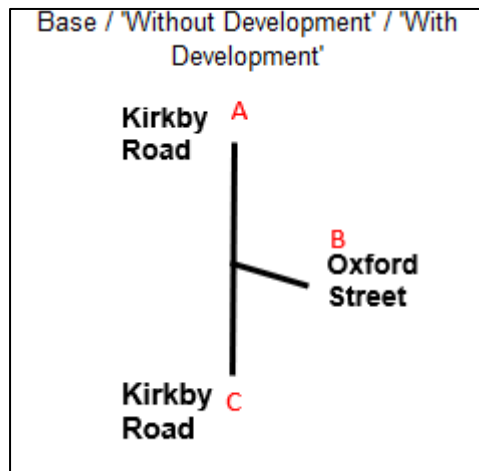
2029 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	20	0	20	2%	46	0	46	4%
A-C	69	0	69	5%	74	0	74	5%
B-C	31	0	31	3%	44	0	44	4%
B-A	46	0	46	4%	31	0	31	3%
C-A	106	0	106	7%	143	0	143	10%
C-B	24	0	24	2%	94	0	94	9%

2029 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	25	0	25	2%	46	0	46	4%
A-C	107	0	107	7%	97	0	97	7%
B-C	31	0	31	3%	44	0	44	4%
B-A	46	0	46	4%	33	0	33	3%
C-A	111	0	111	8%	158	0	158	11%
C-B	24	0	24	2%	94	0	94	9%

Turning flows (vehicles) – Kirkby Road / Oxford Street



2021 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	0	0	0	0%	0	0	0	0%
A-C	251	2	253	17%	219	1	220	15%
B-C	9	1	10	1%	20	1	21	2%
B-A	0	0	0	0%	0	0	0	0%
C-A	163	1	164	11%	378	1	379	26%
C-B	21	1	21	3%	11	1	12	2%

2024 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	0	0	0	0%	0	0	0	0%
A-C	243	2	245	17%	210	1	211	14%
B-C	9	1	10	1%	20	1	20	2%
B-A	0	0	0	0%	0	0	0	0%
C-A	177	1	179	12%	422	1	423	29%
C-B	21	1	21	3%	11	1	12	2%

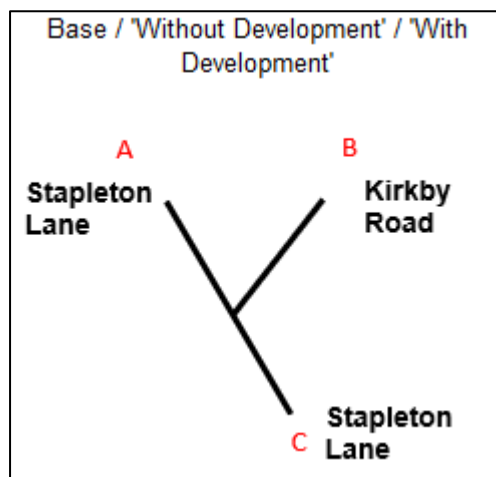
2029 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	0	0	0	0%	0	0	0	0%
A-C	239	2	241	17%	172	1	173	12%
B-C	9	1	10	1%	26	1	26	2%
B-A	0	0	0	0%	0	0	0	0%
C-A	177	1	178	12%	430	1	431	29%
C-B	11	1	12	2%	9	1	10	2%

2029 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	0	0	0	0%	0	0	0	0%
A-C	277	2	278	19%	194	1	195	13%
B-C	10	1	11	1%	26	1	26	2%
B-A	0	0	0	0%	0	0	0	0%
C-A	182	1	183	13%	445	1	446	30%
C-B	11	1	12	2%	9	1	10	2%

Turning flows (vehicles) – Stapleton Lane / Kirkby Road



2021 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	59	2	61	6%	132	1	133	12%
A-C	152	0	152	11%	206	0	206	16%
B-C	194	0	194	17%	166	0	166	15%
B-A	66	3	69	7%	74	1	75	9%
C-A	194	0	194	16%	210	0	210	19%
C-B	124	0	124	13%	258	0	258	29%

2024 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	60	2	62	6%	133	1	135	13%
A-C	157	0	157	12%	219	0	219	17%
B-C	190	0	190	17%	169	0	169	15%
B-A	61	3	64	7%	61	1	63	8%
C-A	203	0	203	16%	220	0	220	22%
C-B	138	0	138	14%	300	0	300	34%

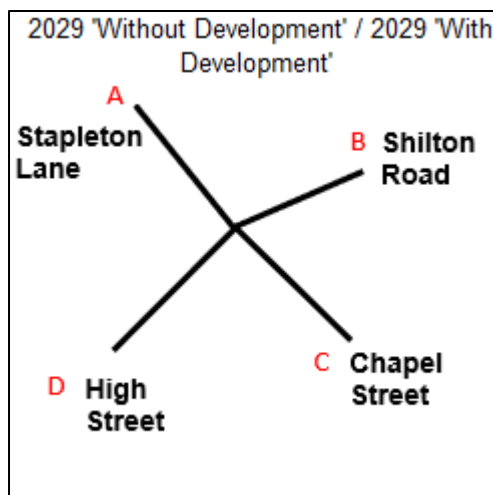
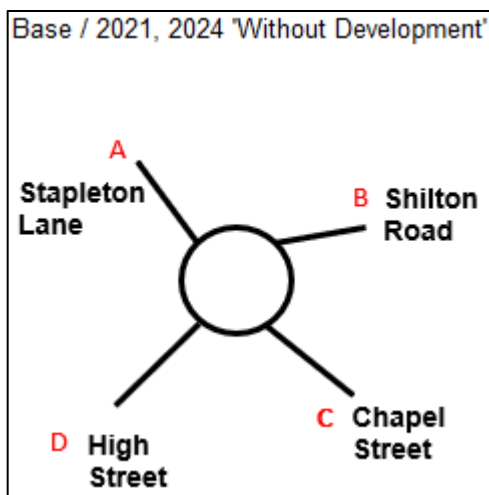
2029 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	61	2	63	6%	130	1	131	12%
A-C	138	0	138	10%	169	0	169	13%
B-C	190	0	190	16%	122	0	122	11%
B-A	58	3	61	6%	75	1	77	9%
C-A	124	0	124	10%	153	0	153	15%
C-B	127	0	127	12%	309	0	309	32%

2029 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	61	2	63	6%	135	1	136	12%
A-C	119	0	119	9%	153	0	153	12%
B-C	227	0	227	19%	145	0	145	13%
B-A	59	3	62	6%	75	1	77	9%
C-A	124	0	124	10%	153	0	153	15%
C-B	132	0	132	13%	319	0	319	33%

Turning flows (vehicles) – Stapleton Lane / Shilton Road / Chapel Street / High Street



2021 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	71	0	71	34%	136	0	136	36%
A-D	276	0	276	34%	236	0	236	36%
B-D	29	0	29	13%	45	0	45	13%
B-A	77	0	77	13%	61	0	61	13%
C-D	0	0	0	0%	0	0	0	0%
C-A	119	0	119	15%	194	0	194	24%
C-B	0	0	0	0%	0	0	0	0%
D-A	123	0	123	20%	212	0	212	30%
D-B	47	0	47	20%	50	0	50	30%

2024 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	75	0	75	34%	150	0	150	37%
A-D	272	0	272	34%	239	0	239	37%
B-D	29	0	29	14%	44	0	44	13%
B-A	81	0	81	14%	63	0	63	13%
C-D	0	0	0	0%	0	0	0	0%
C-A	126	0	126	16%	212	0	212	26%
C-B	0	0	0	0%	0	0	0	0%
D-A	134	0	134	21%	245	0	245	34%
D-B	44	0	44	21%	49	0	49	34%

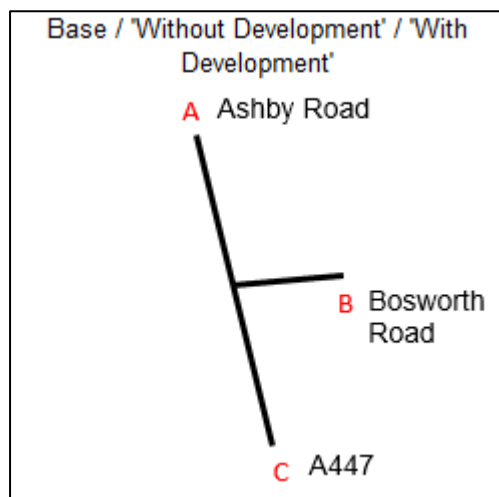
2029 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	50	0	50	12%	96	0	96	30%
A-D	278	0	278	40%	196	0	196	44%
B-D	36	0	36	28%	38	0	38	20%
B-A	30	0	30	21%	21	0	21	11%
C-D	0	0	0	0%	0	0	0	0%
C-A	151	0	151	18%	289	0	289	38%
C-B	0	0	0	0%	0	0	0	0%
D-A	71	0	71	41%	153	0	153	72%
D-B	26	0	26	23%	38	0	38	40%

2029 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	50	0	50	13%	96	0	96	32%
A-D	297	0	297	43%	202	0	202	46%
B-D	36	0	36	28%	38	0	38	20%
B-A	30	0	30	22%	21	0	21	11%
C-D	0	0	0	0%	0	0	0	0%
C-A	155	0	155	18%	298	0	298	39%
C-B	0	0	0	0%	0	0	0	0%
D-A	71	0	71	41%	153	0	153	72%
D-B	26	0	26	23%	38	0	38	40%

Turning flows (vehicles) – A447 / Ashby Road / Bosworth Road



2021 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	358	0	358	34%	238	0	238	24%
A-C	460	44	504	42%	542	17	559	41%
B-C	135	0	135	11%	111	0	111	9%
B-A	219	0	219	27%	331	0	331	39%
C-A	564	55	619	41%	484	26	510	32%
C-B	75	0	75	13%	103	0	103	14%

2024 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	478	0	478	44%	313	0	313	31%
A-C	446	44	489	45%	543	17	560	43%
B-C	162	0	162	13%	123	0	123	10%
B-A	279	0	279	34%	354	0	354	43%
C-A	560	53	613	40%	470	25	495	31%
C-B	75	0	75	14%	170	0	170	22%

2029 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	471	0	471	41%	389	0	389	35%
A-C	370	43	413	38%	447	16	463	38%
B-C	109	0	109	8%	73	0	73	6%
B-A	336	0	336	36%	394	0	394	42%
C-A	451	51	502	33%	391	26	417	27%
C-B	77	0	77	12%	177	0	177	21%

2029 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	473	0	473	40%	393	0	393	35%
A-C	349	43	391	37%	429	16	446	37%
B-C	134	0	134	10%	82	0	82	7%
B-A	342	0	342	36%	384	0	384	40%
C-A	450	51	502	33%	373	26	398	26%
C-B	79	0	79	12%	205	0	205	24%

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