



Response to Highway Comments

Proposed Boxing Facility, Leicester Road, Hinckley

The Heart of England Boxing Club

Prepared by:

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1.0 Introduction

Background

- 1.1 This Technical Note (TN) has been prepared by SLR Consulting (SLR) on behalf of The Heart of England Boxing Club to respond to highway comments provided by Leicestershire County Council (LCC) regarding the construction of a two-storey boxing gym on land adjacent to Leicester Road, Hinckley.
- 1.2 The application (reference: 23/01135/FUL) seeks to construct a two-storey boxing gym on land adjacent to Leicester Road, Hinckley. It will be located east of the Cricket Oval used by Hinckley Town Cricket Club. Additionally, the proposed boxing gym will be part of a wider complex of sports facilities where rugby, cricket, tennis, and hockey are played.
- 1.3 LCC issued comments on April 9, 2024, referring to a Transport Assessment (TA) prepared by SLR, which accompanied the application received in February 2024. This TA was developed considering comments raised by LCC during pre-application discussions.
- 1.4 The LCC response confirms the acceptability of several key elements of the TA accompanying the proposals. Specifically, LCC has approved the following points:
 - The first principles methodology used to calculate the trip generation;
 - Trip distribution for existing members; and
 - The approach to committed development within the junction capacity modelling.
- 1.5 This TN provides commentary and responses to the highway comments issued by LCC, demonstrating the acceptability of the proposals in terms of highways. The key comments raised in the highway comments are addressed below.



2.0 Response to Comments

2.1 The LCC highways comments received on the application advised that the following information was required for further consideration:

- Consideration of removing the existing lay-by to the northeast of the site access;
- Highway safety;
- Further consideration of the level of traffic the site could generate in the weekday AM and PM peak hours; and
- A reasonable assumption in respect of whether trip distribution would change with the addition of new members.

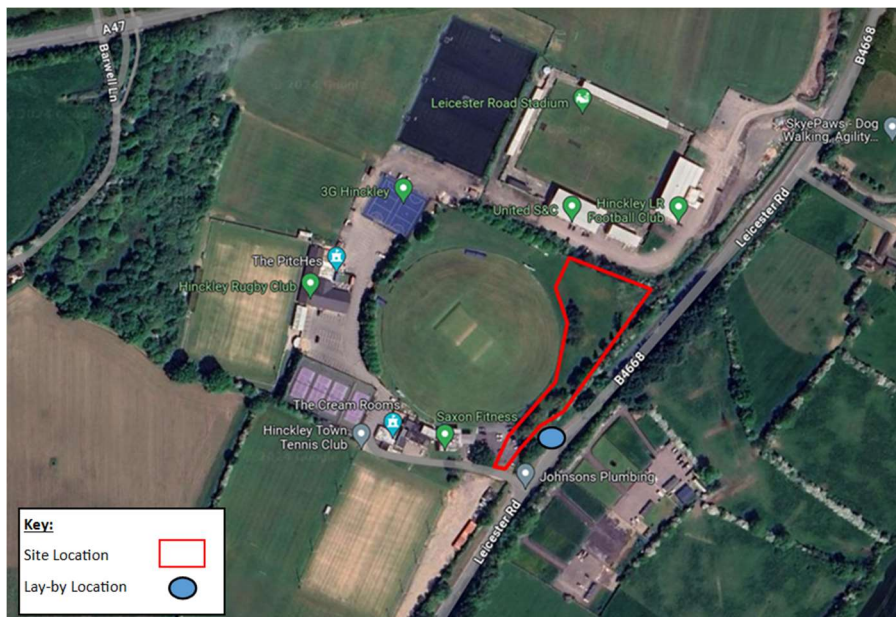
2.2 Each of these points are addressed in turn below.

Existing Lay-by

2.3 LCC state that *“the applicant should consider permanently closing the existing lay-by to the northeast of the access in order to improve visibility at the access and to remove parked vehicles from the visibility splay”*.

2.4 The lay-by which is referred to in the comment above, is situated on Leicester Road to the immediate northeast of the access into the wider sports complex in which the site is situated. For reference, **Figure 2.1** illustrates the location of this lay-by in relation to the site itself.

Figure 2.1: Site Location and Location of Existing Lay-by



2.5 Consideration has been given to closing the lay-by to improve junction visibility. However, a review of collision data for the TA has not indicated a pre-existing road safety issue at the junction that would require mitigation due to the proposals. Only one slight collision has been



recorded in the last five years, suggesting no need for junction improvements. It's likely that parking would only occur in the lay-by during rugby and cricket matches, held outside the gym's main sessions, meaning visibility obstructions from the lay-by would not impact the gym.

- 2.6 Additionally, an investigation into closing the lay-by would likely be inconclusive, as future plans for the Hinckley National Freight Interchange (HNFI) include a new roundabout near this access on Leicester Road. These plans are expected to improve junction visibility, potentially with new Traffic Regulation Orders (TROs) to prohibit stopping, which would benefit vehicles exiting the complex more than closing the lay-by.
- 2.7 Based on the above, it is considered that the existing operation of the junction is acceptable and that there is no requirement to close the lay-by. Furthermore, the future proposals to Leicester Road as a result of the HNFI are likely to provide more benefits to visibility from the junction than the closure of the lay-by could alone.

Highway Safety

- 2.8 It is acknowledged that LCC have identified an additional collision, which has occurred outside of the study period included within the TA.
- 2.9 The additional collision was recorded in December 2023 on the approach to the Leicester Road / A47 Normandy Road / The Common roundabout junction. LCC state that this collision was a rear end shunt which was serious in nature. This accident occurred over 500m from the site access and outside of the area considered within the TA.
- 2.10 Although it is acknowledged that the assessment of road safety records did not include the December 2023 serious collision, it is still considered that there is no pre-existing road safety issue which would be exacerbated by the proposals. This has been concluded based on the fact that the road safety records (until 2023) indicate that only one collision has been recorded close to the site access in the most recent 6-year period.

Trip Generation

- 2.11 LCC state that in terms of trip generation, an indication of the level of traffic likely to be generated between 08:00 – 09:00 and 17:00 – 18:00 during a weekday is required. This was previously not considered in the accompanying TA, in favour of an assessment of the peak period of operation at the facility, which is on a Saturday.
- 2.12 It is acknowledged that the first principles methodology to calculate trip generation in the TA using numbers of members and timings of sessions was accepted in principle, therefore, this methodology has been used to calculate the weekday peak hours.
- 2.13 The calculations based on the numbers of members at the club at any one time quoted in the TA are correct. These are typically 25 with 2 staff members at each session. It should be noted that the numbers quoted in paragraph 12.09 of the accompanying Design and Access Statement (D&A) are now acknowledged to be superseded having been based on the initial pre-application proposals in 2021.
- 2.14 As is discussed in Table 6.1 of the accompanying TA, the opening hours for the gym on weekdays would be 07:00 – 21:00. Furthermore, training would occur across three sessions



across the day with individual training or one to one sessions happening outside of the main 3 sessions. The sessions will be held each weekday between 18:00 – 21:00 and will accommodate various age groups.

2.15 Following discussions with The Heart of England Boxing Club, the following sessions are likely to be held in the AM (07:00 – 08:00) and PM (17:00 – 18:00) peak hours:

- AM Peak – Individual one on one training (1 member, 1 staff); and
- PM Peak – Junior session held at 18:00 with 25 junior members and 2 staff.

AM Peak Hour

2.16 Based on the above, it is noted that the AM trip generation would be negligible, with only 2 people arriving at 7am to do a one-to-one training session (1 member and 1 staff). This session would typically last an hour, meaning that there would 1 departure in the AM peak hour after the 07:00 session, with the staff member remaining on site afterwards to do other sessions throughout the day. With this in mind, it is not considered that the AM peak hour trip generation would require any further assessment, given that it is negligible.

PM Peak Hour

2.17 On an evening, the club has indicated that the majority of members will attend one of three sessions depending on age, these are held between 18:00 and 21:00 with sessions and are staggered to manage the facilities within the site (e.g. changing rooms). The first session will be for juniors starting at 18:00, which will be followed by subsequent sessions for young adults and adults until 21:00.

2.18 Using the anticipated schedule, it is acknowledged that the junior session, starting at 18:00 would result in trip generation during the PM peak period. In total, 25 junior members would attend this and be joined by 2 staff who would already be at the gym prior to attending individual sessions and preparing for the evening sessions. The club has indicated that juniors who currently attend this session typically walk or cycle (and would continue to do so to the new location) as they do not have access to a vehicle due to their age; although some are dropped off by a parent / carer in a vehicle.

2.19 Given that all PM peak period attendees will be junior members of the club, it is not considered appropriate to apply the Saturday mode split shown in Table 6.2 of the accompanying TA. This is because the PM peak trip generation to this session comprises of junior members alone, rather than all members as the mode split was for the Saturday peak.

2.20 **Table 1**, therefore, summarises what the typical mode split for a junior PM session would be based on the information provided by the club. For robustness, the resultant trip generation of the members (25) who would attend the session by mode has been included. No staff trip generation has been accounted for in this table, as this is likely to occur before and after the PM peak hour based on the daily schedule.



Table 1: Anticipated PM Junior Session Mode Split and Trip Generation

	Walk	Cycle	Dropped Off / Picked Up
Proportion	10%	30%	60%
Trip Generation (25)	3	8	15

- 2.21 As can be seen in **Table 1**, the anticipated mode split for those travelling to the junior session would result in 15 vehicles (from those being dropped off and picked up), 8 cyclists and 3 pedestrians. It is likely that the proportions of cyclists and pedestrians would actually be higher in practice based on discussions with the club, however, a higher proportion of vehicles have been included for robustness.
- 2.22 Given the timing of the junior session (18:00), it is anticipated that all vehicles associated with members being dropped off would arrive in the PM peak hour (between 17:00 – 18:00), resulting in 15 vehicle arrivals.
- 2.23 The departures are likely to occur across the PM peak hour and into the next hour (18:00 – 19:00, due to the timing of the session) and are dependent on the distance travelled to the gym with those travelling further likely staying and waiting until the end of the session at 19:00.
- 2.24 Despite the above, a robust estimate of all vehicles associated with the dropping off of members to the 18:00 session has been derived. This estimate is based upon all vehicles dropping off members arriving and departing in the PM peak hour, rather than staying and departing afterwards. The resultant numbers of arrivals and departures are summarised in **Table 2**.

Table 2: Anticipated Vehicle Arrivals and Departures to the Gym for 18:00 Junior Session

Time	Arrivals	Departures
17:00 – 18:00 (PM Peak Hour)	15	15

- 2.25 Considering this robust figure, there would be a total of 15 arrivals and departures within the PM peak hour, equating to 30 two-way vehicle trips. This level of vehicle trip generation would equate to less than one additional vehicle every 2 minutes which would not result in any undue impact to the operation of the highway network; which therefore indicates that no additional assessment would be required.

Trip Distribution

- 2.26 The LCC response states that the methodology used to derive the distribution associated with the existing members using postcode information provided by the club is acceptable but goes on to suggest that *“a reasonable assumption about where new members would come from should be provided...and whether this would affect trip distribution”*.



- 2.27 For completeness, **Table 3** summarises the trip distribution derived from the postcodes of existing members that was included in the TA as Table 6.5.

Table 3: Trip Distribution Based on Postcode Data of Existing Members

Direction	Proportion
Leicester Road Northbound	64%
Leicester Road Southbound	36%

- 2.28 Given the nature of the proposed gym and its relationship to the town of Hinckley, it is likely that the majority of new members will live in Hinckley or the surrounding Towns of Barwell and Earl Shilton. This would result in a similar trip distribution to the one provided in the TA (shown in Table 3). This is likely given the nature of the surrounding areas, with Hinckley being the largest settlement in the area and thus the largest draw for new members.
- 2.29 With many new members likely to be travelling from Hinckley, it is likely that Leicester Road Northbound would still be the most popular route, with the route to Hinckley via the A47 being the fastest and most convenient route to many areas of the Town and to nearby Barwell and Earl Shilton.
- 2.30 With the above in mind, it is not considered that the increase in members to the proposed gym will result in a significant alteration to the trip distribution derived using postcode data for existing members.



3.0 Summary

- 3.1 This Technical Note has been prepared on behalf of The Heart of England Boxing Club to address the highway comments provided by LCC on the Transport Assessment prepared by SLR for the application of a proposed boxing gym located on land adjacent to Leicester Road, Hinckley.
- 3.2 The LCC response acknowledged acceptance of a number of key methodologies which were provided in the accompanying TA but requested further information and consideration to a number of additional points including highway safety, trip generation and trip distribution. Each of these points have been addressed in turn within this response.
- 3.3 Consideration has been given to whether the closure of the existing lay-by on Leicester Road is required to improve the northern visibility splay. Following a review of the junction operation, it is not considered that this would be necessary.
- 3.4 A review of additional road safety data provided by LCC to include 2023, rather than data until 2022 has been undertaken. The inclusion of this additional data has not changed the overall conclusions of the TA regarding road safety, which identified that there is no pre-existing road safety issue which could be exacerbated by the proposals.
- 3.5 Additional information on the anticipated trip generation in the weekday AM and PM peak hours has been provided. This trip generation has been based upon the same first principles approach used to derive the Saturday peak hour trip generation in the TA which was accepted in principle by LCC. The resultant trip generation identified a maximum of 2 trips in the AM peak hour based on a singular one to one session. For the PM peak, it is likely that trip generation would not exceed 30 two-way vehicle trips based upon the mode split for a junior session, with many trips associated with junior members undertaken by foot or bike instead. The 30 two-way vehicle trip total in the PM peak hour is associated with parents / carers dropping off their children for the 18:00 session, it is considered to be robust and does not account for parents staying after 18:00 and wait, which a number will do.
- 3.6 A review of the trip distribution information has also been undertaken to establish whether the growth in new members to the club would alter the trip distribution from that submitted in the TA. It is considered that this trip distribution will ultimately not alter as a result of the growth in membership, given that the new members are likely to live in Hinckley, Barwell and Earl Shilton, as the existing members do.
- 3.7 Based on the above, it is considered that this response has addressed and considered all of the additional points of information requested by LCC. On this basis, there should now be no substantive reason to refuse the application on highway grounds.





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