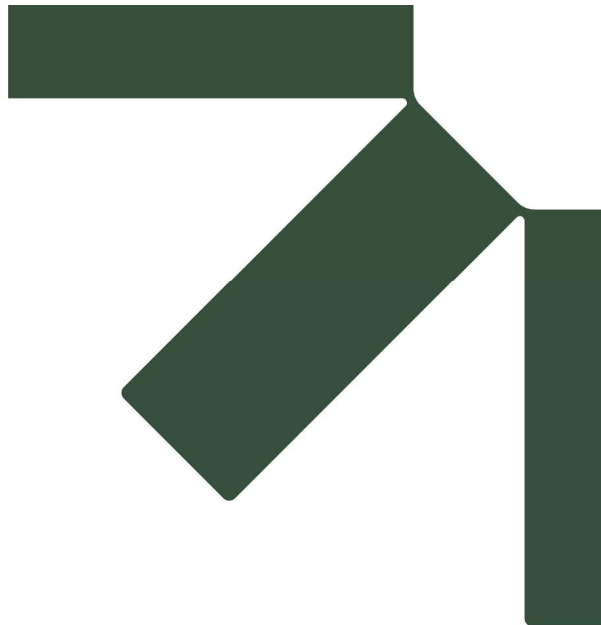




Transport Assessment

Proposed Boxing Facility, Leicester Road, Hinckley

The Heart of England Boxing Club

Prepared by:

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Revision: 01

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
01	22 February 2024	George Hewitt	Tom Pridmore	Tom Pridmore

Basis of Report

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1.0 Introduction

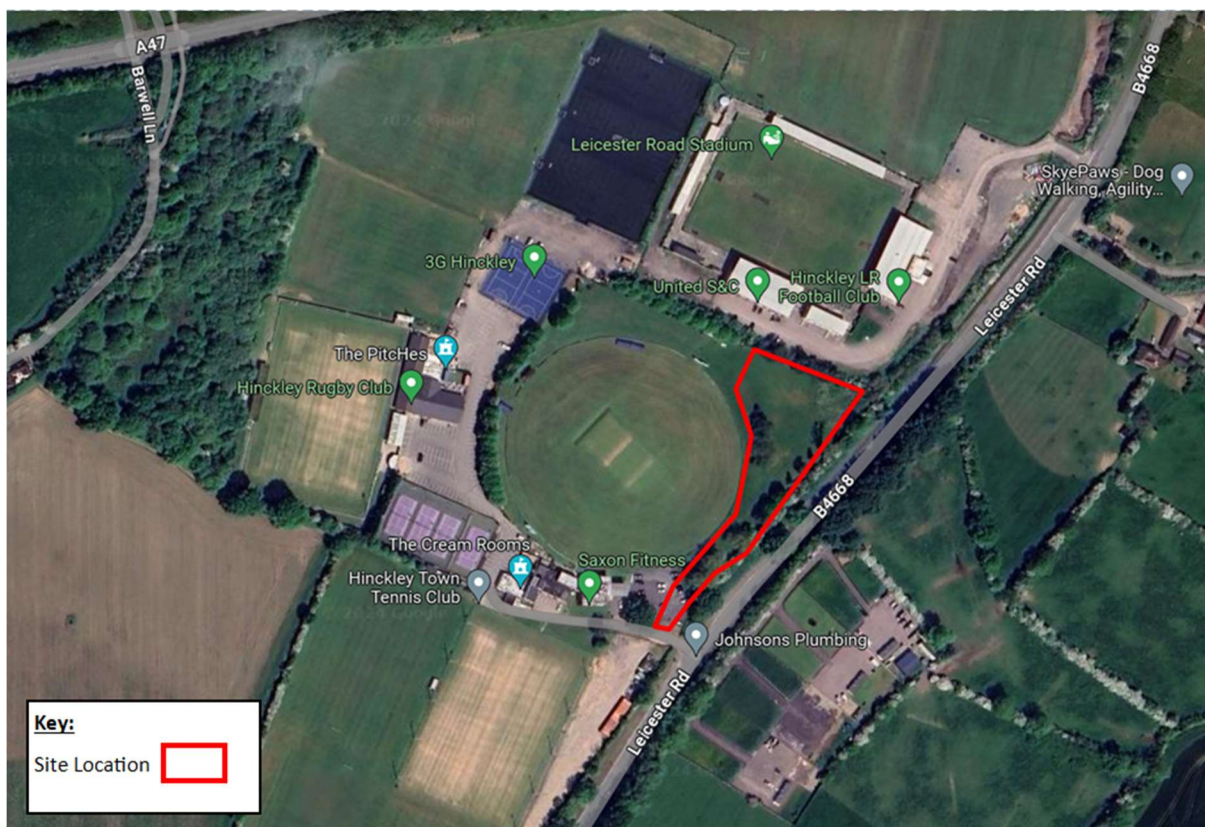
Background

- 1.1 SLR has been appointed by the Heart of England Boxing Club to prepare this Transport Assessment (TA) to accompany the planning application for a new two storey boxing facility located off Leicester Road, Hinckley.

Site Location and Development Proposals

- 1.2 The site is located at the western extent of Hinckley Town Cricket Club and on part of a wider complex of sports facilities including Rugby pitches, Tennis courts, Five-a-side Football pitches and Hockey pitches. To the north, the site is bound by Leicester Road stadium (home of Hinckley LRFC), to the west it is bound by Hinckley Town Cricket Club whilst to the east and south it is bound by agricultural land. Hinckley Town Centre is located approximately 2.8km southwest of the site, whilst the village of Barwell is located around 1.8km to the north. **Figure 1.1** illustrates the site location.

Figure 1.1: Site Location



- 1.3 The development proposals seek to construct a new two storey boxing facility at the site, which will house The Heart of England Boxing Club. This new facility will result in the club relocating from their current premises in Hinckley Town Centre to this new facility, resulting in significant



benefits in the quality of the facilities available to members of the club (and the wider community).

- 1.4 The site is currently occupied by Hinckley Town Cricket Club, forming an area of unused land to the immediate east of the Cricket Oval. Development at this site will allow for further sports facilities to be provided across the wider complex, meaning that facilities for Boxing, Football, Rugby, Cricket, Tennis and Hockey will all be located within the same wider complex.
- 1.5 This proposed facility will comprise of a 682sqm ground floor area and a 336sqm first floor. In total the facility will cover a gross external floor area of 720sqm. To support the proposed facility, a car parking area comprising 35 car parking spaces, which includes 2no disabled spaces, 2no electric vehicle charging spaces and 3no additional motorcycle spaces. Access to the new facility will be taken via a new 4.8m wide lane, which will be able to accommodate two passing vehicles. This access road will connect onto the existing internal access road for the complex from Leicester Road, which is used to access the adjacent sports facilities surrounding the site. Details of the site layout are shown on the plan provided at **Appendix A**.
- 1.6 It is noted that the proposals for this new boxing facility have been developed in memory of a former club member, Christian Hobbs. Funding for this project has been generated through donations from club members and members of the public. It is envisaged to name this facility after Christian.
- 1.7 Pre-application discussions have been undertaken with Leicestershire County Council (LCC) Highways in March 2022 regarding the project. Details of these discussions are referenced where relevant within this report, in terms of assessments requested by LCC Highways.

Report Structure

- 1.8 Following this introductory chapter, the report provides the following information:
 - **Section 2: Policy Context**– outlines the national and local policy relevant to the proposed development;
 - **Section 3: Baseline Conditions** – discusses the existing site, the local highway network and reviews the available collision data in the vicinity of the site;
 - **Section 4: Accessibility by Sustainable Modes of Travel** – describes the accessibility of the site by all modes of sustainable transport;
 - **Section 5: Proposed Development** – sets out the development proposals, access strategy and parking proposals;
 - **Section 6: Trip Generation and Distribution** – outlines the trip generation of the proposed scheme, and the subsequent trip distribution;
 - **Section 7: Traffic Impact Assessment** – outlines the result of a junction assessment at the access junction onto Leicester Road; and
 - **Section 8: Summary and Conclusions** – summarises the findings of the TA and provides the report conclusion.



2.0 Policy Context

Overview

- 2.1 This section of the report provides an outline of the relevant national and local policies applicable this report and the development proposals.

National Planning Policy

National Planning Policy Framework (2023)

- 2.2 The latest version of the National Planning Policy Framework [NPPF] was published on the 5 September 2023 and is the overarching national statement of the Government's approach to planning. The document contains several paragraphs outlining policies and principles in relation to transport provision for new developments, and the importance of sustainable development.
- 2.3 The primary intent of the NPPF is one of encouraging sustainable patterns of growth. Local planning authorities should positively seek opportunities to meet the development needs of their area, and development proposals that accord with local development plans should be approved without delay.
- 2.4 In terms of the role of local authorities in decision making, the NPPF also goes on to state in paragraph 38 that they, "*should approach decisions on proposed development in a positive and creative way*" and "*work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area*". Paragraph 38 goes on to say that "*Decision-makers at every level should seek to approve applications for sustainable development where possible*".
- 2.5 With regard to promoting sustainable transport, paragraph 110 of the NPPF states:
- 2.6 In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
- a) "*Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - b) *Safe and suitable access to the site can be achieved for all users;*
 - c) *The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*
 - d) *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree*".



2.7 Crucially, paragraph 111 goes on to state that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.

Local Planning Policy

Hinckley and Bosworth Local Plan 2006 – 2026

2.8 The Hinckley and Bosworth Local Plan (2006 – 2026) is made up of a series of development plan documents (DPDs), with the aims of achieving the following objectives:

- To have the right facilities, housing and infrastructure in the right places;
- To support the local communities by addressing the needs and opportunities of an area; and
- To help to support the growth of the local economy and tourism.

2.9 The Core Strategy forms the main DPD, providing a spatial interpretation of the key drivers for change in order to deliver sustainable development. The Spatial Strategy provides an interpretation of the specific issues that need to be addressed to tackle the key challenges being faced in the borough. A number of spatial objectives are set out, which set out the broad strategic direction for development in the borough, with objectives 7 and 13 relating to the provision of sports facilities and transport respectively. These relevant objectives are set out below:

- **Spatial Objective 7: Healthier Active Communities** - to develop healthier and stronger communities by improving access to, and the provision of, community, sports and cultural facilities, green infrastructure and walking and cycling routes integrated with local public transport. Whilst there are localised areas where additional community, sports and cultural facilities are required, overall, provision is generally sufficient across the borough, but the quality of these facilities needs to be improved.
- **Spatial Objective 13: Transport and Need to Travel** – to reduce the high reliance on car travel in the borough and to increase the opportunities for other forms of transport by focusing the majority of development in the Hinckley urban area where there is a range of transport options available and through securing improvement to public transport infrastructure and facilities that promote walking and cycling and though the use of travel plans.

Summary

2.10 Based on the above, it is considered that the proposals accord with the relevant elements of local and national planning policy.



3.0 Baseline Conditions

Background

- 3.1 This section outlines the baseline conditions of the highway network in the vicinity of the site. It includes a description of the immediate highway network, details of road safety records in the vicinity of the site and details of a February 2024 traffic survey on Leicester Road.

Site Location

- 3.2 As discussed in **Section 1.0**, and illustrated in **Figure 1.1**, the site is located to the northeast of Hinckley and to the south of the village of Barwell.
- 3.3 A site visit was undertaken on 8th February 2024 in which a number of observations of the operation of the site and the surrounding network were made. Reference to these observations are made throughout this section.
- 3.4 Access to the wider complex in which the site is situated is taken from the B4668 Leicester Road, whilst the alignment of the A47 runs to the north of the site. A description of the local highway network is provided below.

Local Highway Network

B4668 Leicester Road

- 3.5 The B4668 Leicester Road runs along the eastern boundary of the site along a northeast to southwest alignment, it is from where access to the wider complex in which the site is situated is taken from. It runs between the A47 to the north and Hinckley Town Centre to the south, forming a key route into Hinckley from the north and east; it also forms part of the route towards Barwell and Earl Shilton.
- 3.6 In the vicinity of the access to the site, the carriageway measures approximately 7.0m in width and traffic is subject to a 50mph speed limit. There is an existing footway in place along the northwestern side of the carriageway in the vicinity of access to the complex which is also a shared footway / cycleway. **Figure 3.1** illustrates a photo of B4668 Leicester Road looking southbound past the access junction to the complex.



Figure 3.1: Access Road Looking Onto Leicester Road



A47

- 3.7 The A47 runs to the north of the site along an east to west alignment, meeting the B4668 Leicester Road at a 4-arm roundabout junction with The Common, approximately 430m northeast of the site location. The A47 is a key local route, running between nearby destinations such as Hinckley, Earl Shilton, Nuneaton and Leicester, whilst it also continues to regional destinations including Birmingham, Peterborough, Norwich, Great Yarmouth and Lowestoft.
- 3.8 At the aforementioned roundabout junction of the A47 / B4668 Leicester Road / The Common, the eastern approach to the junction on the A47 comprises of a dual carriageway section, whereas the western approach is single carriageway. This dual carriageway section continues for approximately 370m between the Leicester Road roundabout and another roundabout with Leicester Road in Earl Shilton.



- 3.9 The eastern approach of the A47 has a footway on both sides, with this marked as a shared footway / cycleway in the immediate vicinity of the roundabout itself. The western approach of the A47 is flanked by a shared cycle and footway on its southern side. This shared footway is circa. 3.0m wide and is set back from the carriageway edge by a small grass verge.
- 3.10 The western approach of the A47 is subject to the national speed limit, with this reducing to 40mph on approach to the roundabout junction with The Comon / Leicester Road. The A47 eastern approach is also subject to a 40mph speed limit.

Road Safety Analysis

- 3.11 A review of collision records for the local highway network has been undertaken using data available on the CrashMap website. CrashMap uses data collected by the police for collisions occurring on British roads. This data is approved by the National Statistics Authority and reported on by the Department for Transport (DfT) each year.
- 3.12 The CrashMap analysis has been undertaken for the most recent five-year period, between 2018 and 2022 for a study area which includes the site access on B4668 Leicester Road. This study area is shown in **Figure 3.2** below.

Figure 3.2: Collision Search Area



- 3.13 As is shown in **Figure 3.2**, there has been just one recorded collision in the last five years period reviewed. This collision took place in the vicinity of the site access in April 2019, involving two vehicles, including a young driver. The collision was classified as 'slight' in severity, with a definition of this injury type provided below:
- **Slight Injury:** Injuries of a minor nature, such as sprains, bruises, or cuts not judged to be severe, or slight shock requiring only roadside attention (medical treatment is not a pre-requisite for an injury to be defined as slight).



Baseline Traffic Flows

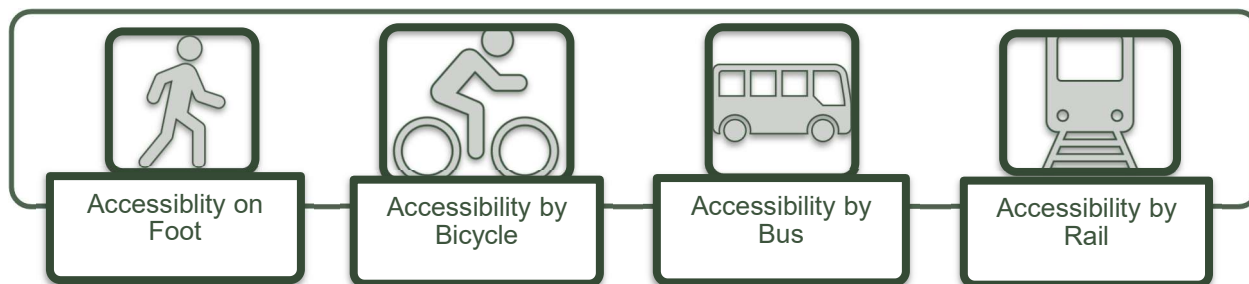
- 3.14 As part of the pre-application discussions with LCC highways, a request was made to undertake a Saturday assessment of the B4668 Leicester Road /the access road to the wider sports complex. Therefore, as part of this assessment a traffic survey of the junction was undertaken on Saturday 10th February 2024 between 10:00 and 18:00.
- 3.15 This survey date was selected to reflect the busiest operation of the sports complex, with several matches being held on the survey date by Hinckley Rugby Club; something suggested as a worst-case scenario by management of the Rugby club. Additionally, information provided by the management of the complex also indicated that the five-a-side 3G Football pitches were also in use during the survey.
- 3.16 An analysis of the traffic survey data has identified that the peak hour of operation at the Hinckley sports pitches access fell between 11:45 and 12:45. This peak hour has been used in the assessment of the junction detailed further in **Section 6.0**.
- 3.17 Full details of the survey results are provided at **Appendix B**, whilst the peak hour flows are illustrated on the network flow diagrams provided at **Appendix C**.



4.0 Accessibility By Sustainable Modes of Transport

Introduction

- 4.1 A key element of national and local policy is to ensure that developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.



Pedestrian Accessibility

- 4.2 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, topography and other local facilities.
- 4.3 The Chartered Institution for Highways and Transportation (CIHT) document entitled 'Providing for Journeys on Foot' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**.

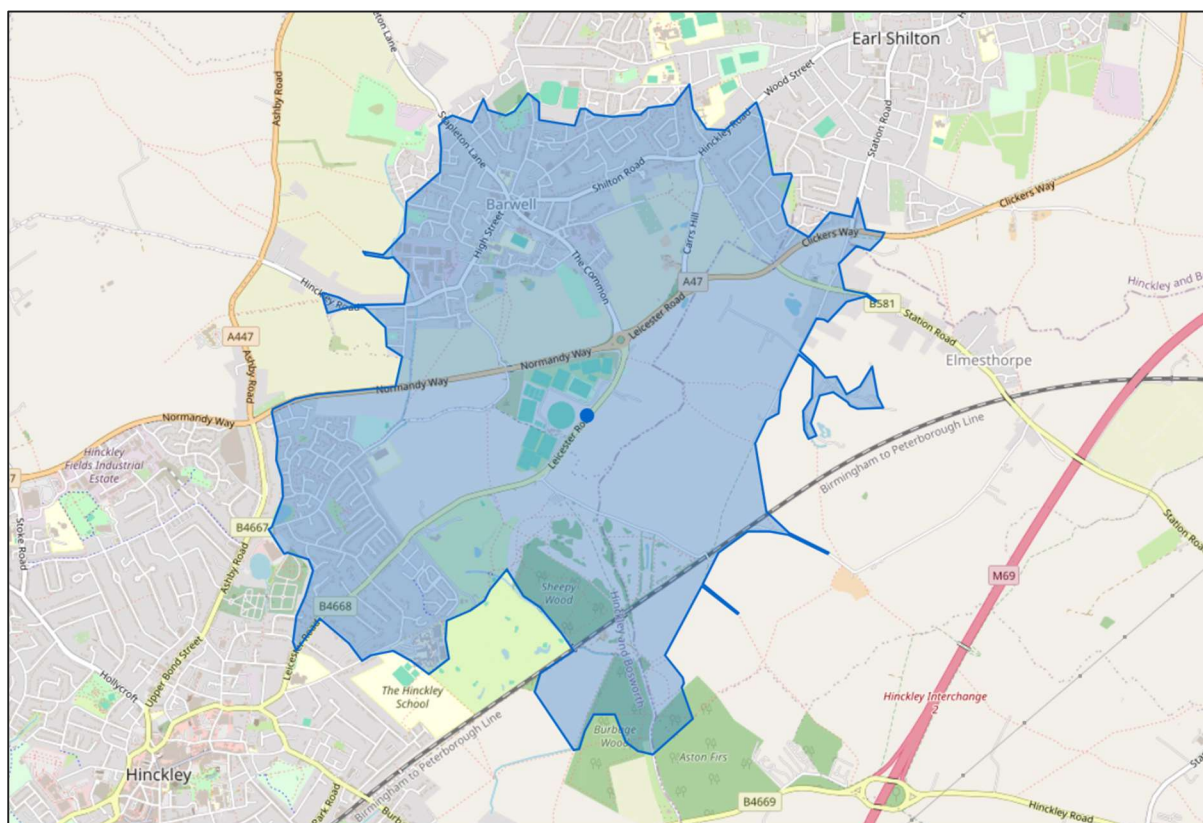
Table 4.1: CIHT Suggested Acceptable Walking Distances

CIHT Classification	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere/ Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

- 4.4 As is shown from the above, the preferred maximum walking distance for pedestrians is 2km (for both staff and site users), with this catchment area presented as **Figure 4.1** below.



Figure 4.1: 2.0km Pedestrian Catchment Plan



- 4.5 As can be seen in **Figure 4.1**, within 2km of the site a range of residential destinations, including Barwell, the northeastern fringes of Hinckley and the southwestern fringes of Earl Shilton can be accessed by foot.
- 4.6 In terms of the surrounding pedestrian infrastructure, the site is accessible by foot via the B4668 Leicester Road, which is flanked by a continuous footway along its western side. This footway ranges in width from approximately 2.0m to 0.8m and is intermittently set back from the carriageway by a grass verge. This footway provides a direct connection to the wider pedestrian network, leading northeast into Hinckley and southwest towards Barwell and Earl Shilton. In the vicinity of the access into the site, the footway is shared for pedestrians and cyclists, however, this is in place for 105m.
- 4.7 The access road (for the wider complex) bellmouth is provided with a dropped kerb crossing point and tactile paving. To the north, the Leicester Road / A47 / The Common roundabout intersection is provided with uncontrolled crossing points on all arms.

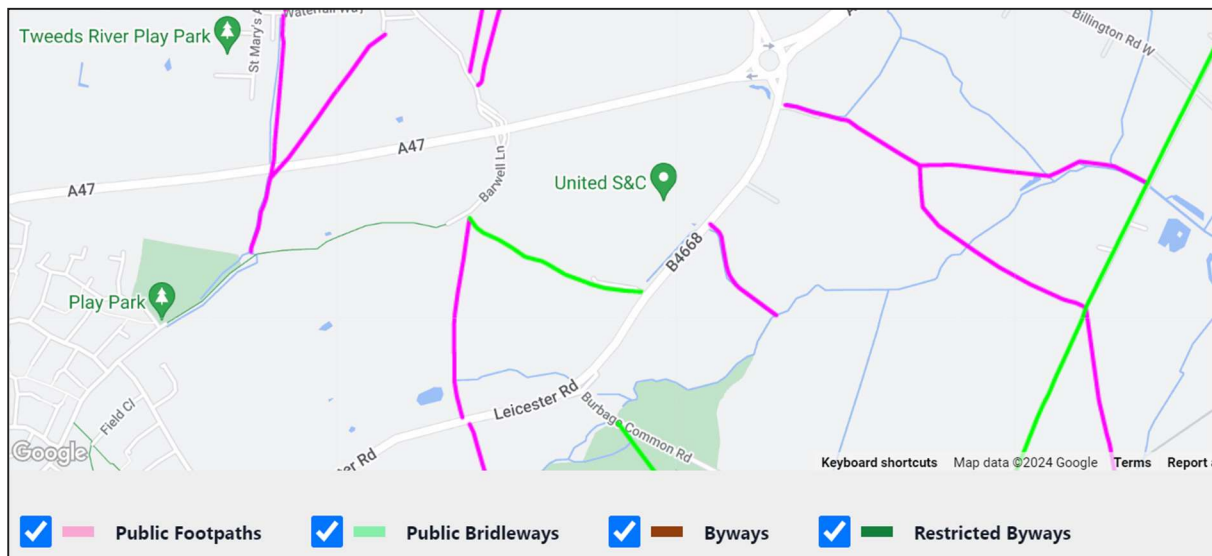
Public Rights of Way (PRoW)

- 4.8 It can be observed that on the Leicestershire PRoW map (refer to **Figure 4.2**), that there are a number of PRoW routes around the site, classified as footpaths and bridleways, namely:
- 4.9 A designated bridleway that utilises the Hinckley Town Cricket Club access road that continues northwest towards Barwell Lane; and



- 4.10 A public footpath that runs broadly north from Leicester Road that connects to the bridleway described above, in the vicinity of Barwell Lane.

Figure 4.2: PRow Map in the Vicinity of the Site



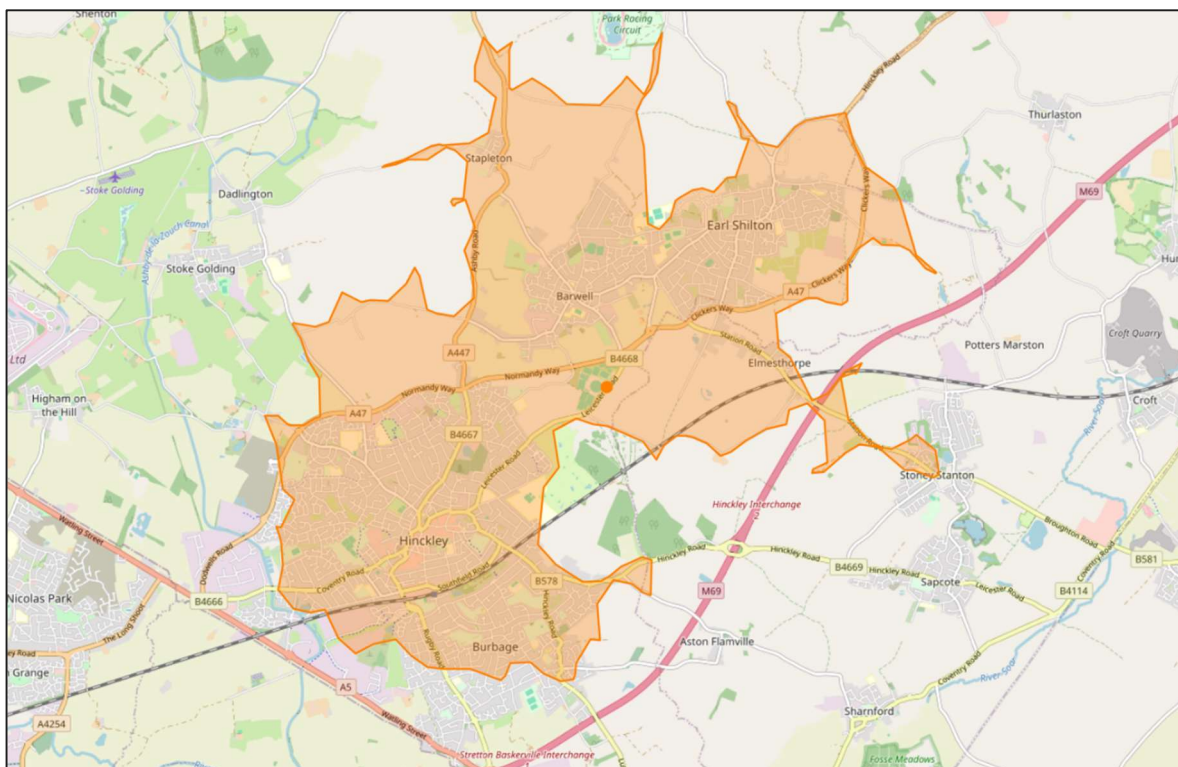
- 4.11 These PRow routes can be utilised by site users and will be maintained as part of the development proposals.
- 4.12 Based on the above, it is considered that the site is well located to facilitate trips by foot, being in walking distance to a number of residential areas and the pedestrian infrastructure in the vicinity being to a good standard, with those accessing the site benefiting from this provision.

Accessibility by Bike

- 4.13 Cycling is increasingly being recognised as a viable alternative to the car and there has been sustained growth in cycling as both a mode of travel and leisure activity. DfT 'Local Transport Note 1/20 Cycling Infrastructure Design' states that, *"two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people"*.
- 4.14 Consequently, cycling has the potential to replace short car journeys, particularly those under 5 kilometres. At a leisurely cycle speed of 10 miles per hour this would equate to a journey of around 25 minutes. Based on the guidance above, **Figure 4.3** displays a 5km cycle catchment from the site.



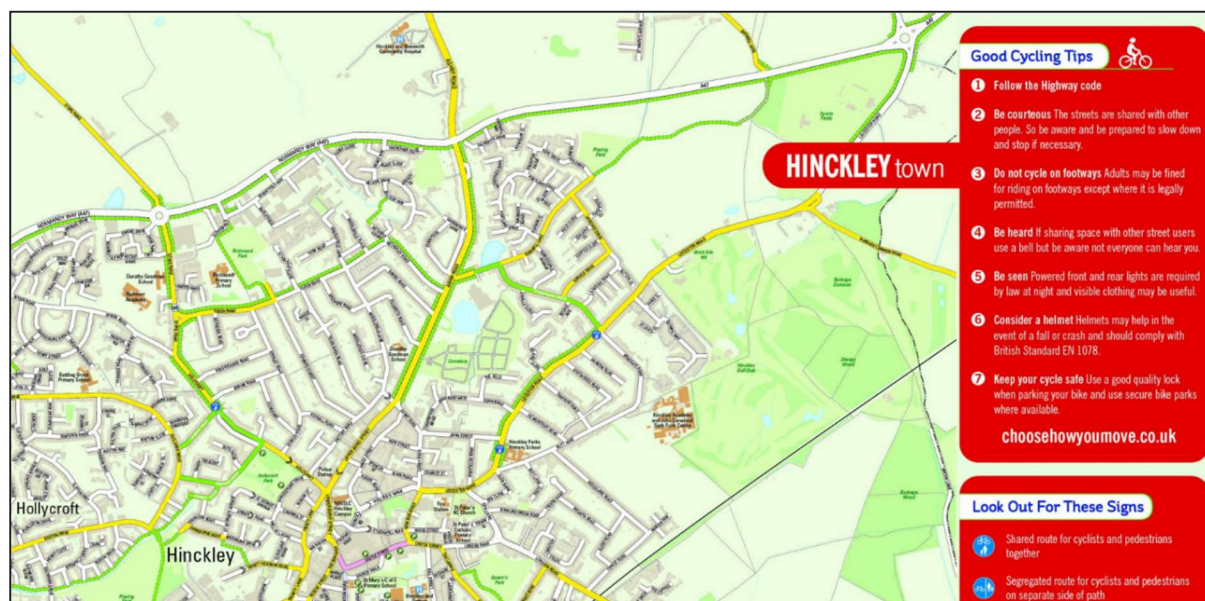
Figure 4.3: 5km Cycle Catchment Plan



- 4.15 As can be seen in **Figure 4.3**, within a 5km cycle from the site a range of destinations including the whole of Hinckley, Earl Shilton, Stapleton, Barwell, Burbage and Elmhurst can be accessed.
- 4.16 Cycling to and from the site is easily facilitated by the network of on and off-road cycle routes, as well as quieter on-road routes that are located close to the site. As is shown on the cycle map for Hinckley (**Figure 4.4**), Leicester Road is designated as a quieter route, suitable for on-street cycling. Approaching the roundabout junction with the A47 and The Common, and around the roundabout itself, there are off-road cycle lanes in the form of shared routes with pedestrians. To the southwest of the site, south of the junction with Stoneygate Drive and Bradgate Road, Leicester Road offers a shared cycle route with pedestrians on the northern footway which extends to Hinckley Parks Primary School. The town of Hinckley itself and the surrounding residential streets have a well-established network of cycleways and cycle routes.
- 4.17 **Figure 4.4** shows the cycle routes and facilities in the vicinity of the application site.



Figure 4.4: Hinckley Town Cycle Map



- 4.18 Based on the above, it is considered that the site is well located to facilitate trips by bike, for both staff members and users / members of the site.

Accessibility by Bus

- 4.19 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Planning for Public Transport in Development' indicates that ideally, a bus stop should be located within 400m from a new development. This equates to around a 5-minute walk assuming an average walk speed of 80m per minute.
- 4.20 The closest bus stop to the site is located on Shilton Road (stop name: Hill Street), these stops are served by bus services 148 and 158. These services offer frequent trips between Leicester and Nuneaton, which include a stop at Hinckley bus station (The Crescent Bus Station), where from here bus travel to wider destinations can be accessed.

Accessibility by Train

- 4.21 The closest train station to the site is Hinckley Station which is located approximately 4.0km to the southwest of the site. This station can be accessed by cycle in approximately 13 minutes or by bus within 35 – 40 minutes, as part of a multi-modal journey.
- 4.22 Hinckley station offers hourly services to Birmingham New Street and Leicester (Monday – Sunday), with an additional daily peak-time service travelling to Stansted Airport via Cambridge and one later train every evening to Gloucester.
- 4.23 The station is provided with 16 cycle parking spaces and 70 car parking spaces.



Accessibility Conclusions

- 4.24 This section of the report demonstrates that the site is reasonably connected to the local pedestrian and cycling network and is within acceptable walking and cycling distance to a range of local destinations. However, the accessibility by public transport is more limited but can be accessed as part of a multi-modal journey.



5.0 Development Proposals

Proposed Development Details

- 5.1 The development proposals comprise of a new two storey boxing facility, which will be occupied by the Heart of England Boxing Club. This new facility has a gross external floor area of 720sqm with a 682sqm GIA on the ground floor and a 336sqm GIA on the first floor. The facility comprises of facilities for the club to train (a gymnasium), whilst also providing activity space and ancillary uses for the use of the club. The proposed site layout is provided at **Appendix A**.
- 5.2 The facility will be used primarily by the existing and proposed members of The Heart of England Boxing Club. However, provision will be made within the site to rent out the facility to local businesses to host fitness classes also.
- 5.3 As detailed in **Section 1.0**, the funding for the proposed facility has been provided through extensive fundraising efforts of the club. The facility is proposed as a high-quality replacement for the club's existing premises in Hinckley town centre and will be created in the memory of the former member Christian Hobbs.

Access

- 5.4 Vehicle, cycle and pedestrian access will be taken via a new access road which will extend from the access road into the sports complex which the facility is situated via an existing parking area for the Cricket club. This access road will measure 4.8m in width with two lanes which will ensure that emergency vehicles can easily access the site. A swept path analysis drawing illustrating that two cars can pass each other along the access road is provided at **Appendix D**.

Parking Provision

- 5.5 A total of 35 car parking spaces are proposed to accompany the facility, this provision includes 2 disabled spaces and 2 EV charging spaces; a total of 3 motorcycle parking spaces are also proposed.
- 5.6 At present, there are no applicable parking standards specifically available for a boxing club in the Leicestershire Highway Design Guide, however, based on a D2 leisure use a provision of 1 space per 22sqm should be provided; meaning that the provision is consistent is level with this standard. Additionally, the level of disabled parking spaces is consistent with the standards in the Highway Design Guide which states 6% of spaces should be disabled; which equates to 2 spaces.
- 5.7 It is acknowledged that there may be events held at the facility on an infrequent basis. When these events take place, any overflow demand associated with these events will be accommodated within the existing parking provision across the wider facility (used for the rugby and cricket clubs). These events will be managed so that they are held outside of the peak periods to ensure that there is no conflict with the additional parking demand and the parking demand of the surrounding sports club / facilities.



- 5.8 The cycle parking standards outlined in the Leicestershire Highway Design Guide for leisure facilities state that this provision should equate to 5% of the maximum number of people at the site at any given time; this would result in 2 spaces based on the information discussed in the following section. In total, 8 cycle parking spaces are proposed which will be covered and located close to the entrance to the facility, resulting in a good level of surveillance and security for the bikes. The proposed provision of 8 spaces, therefore, exceeds the requirement of the highway design guide and would result in members being more likely to travel by bike.

Servicing

- 5.9 Refuse collection and general deliveries to the site will be undertaken within the curtilage of the site and will be coordinated to ensure they occur outside of the opening hours to avoid conflict with members. All servicing vehicles will enter and egress the site via the aforementioned access road.
- 5.10 A swept path analysis drawing of an 11m refuse vehicle accessing and egressing from the site has been prepared, this is provided at **Appendix D**.



6.0 Trip Generation and Distribution

Introduction

- 6.1 This section outlines the trip generation and distribution of the proposals which have been derived using information provided by The Heart of England Boxing Club.

Proposed Development Trip Generation

- 6.2 Given the bespoke nature of the proposals, a first principles approach to trip generation has been undertaken using information provided by The Heart of England Boxing Club.
- 6.3 The information provided by the club has been based on the proposed operation of the facility compared to the current operation of the club at the existing premises in Hinckley town centre. A summary of the information provided for use in the first principles calculations for trip generation is provided at **Appendix E**.

Proposed Opening Hours

- 6.4 Details of the proposed opening hours for the facility are summarised in **Table 6.1** below.

Table 6.1: Proposed Opening Hours at the Facility

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
7am -9pm	7am -9pm	7am -9pm	7am -9pm	7am -9pm	7am -12pm	7am -12pm

- 6.5 As can be seen above, the proposed opening hours of the facility will be between 7am – 9pm on weekdays and between 7am – 12pm on weekends.

Number of Members

- 6.6 Information provided by the club indicates that currently there are around 55 members. This includes a boxing squad of 25, 20 junior beginners and 10 adult beginners. As a result of the opening of the new facility, it is proposed to increase the number of members to 120, which is an increase of 65 from the current number of members.
- 6.7 Information provided by the applicant has indicated that typically several groups of 25 would train across 3 groups each day. Neither of these groups would be at the club at the same time. These groups would be accompanied by 2 training staff.



Trip Generation by Mode

- 6.8 Results of a travel survey of existing club members has been provided by the club which summarises the current method of travel to the existing premises in Hinckley Town Centre, this mode split is summarised in **Table 6.2**.
- 6.9 It is acknowledged that the location of the new facility is outside of Hinckley Town Centre, therefore the existing travel patterns will alter. Therefore, to account for the relocation of the club, an amended mode split which accounts for the results of the travel survey question that asked if members would travel to the relocated site differently, has been summarised in **Table 6.2**

Table 6.2: Mode Split to the Existing and Proposed Sites

	Walk	Cycle	Drive Own Car	Dropped Off / Picked Up
Existing Mode Split	15%	11%	27%	47%
Mode Split, Following Relocation	0%	11%	35%	55%

- 6.10 The mode split for the club following its relocation has reduced the proposed of those who currently walk to the club as those who responded to the survey said they would likely travel by car. To account for those additional members who would travel by car, an additional 7.5% has been applied to the proportions of those who drive their own car or are dropped off / picked up; this has been done equally to provide a robust approach.
- 6.11 Further to the above, it is acknowledged that the increase in members proposed by the club as a result of the new facility will likely result in further changes to the mode split; likely resulting in more walking and cycling trips by new members living closer to the site than the existing members. Given that the proposed facility is based around boxing and fitness, it is highly probable that several members would likely prefer to walk or cycle to benefit from the fitness benefits; or that new junior members may walk or cycle in lieu of having access to a vehicle. However, in order to be robust, this mode split has been used for assessments purposes.
- 6.12 **Table 6.3** therefore summarises the trip generation by mode for the total number of members and the total number of members typically training in each group (which comprises 25 members and 2 training staff). This equates to 23% of the member total when including the training staff.



Table 6.3: Trip Generation by Mode to Relocated Site

	Walk	Cycle	Drive Own Car	Dropped Off / Picked Up
Total Members (120)	0	13	41	65
Typical Training Group (27)	0	3	10	15

Saturday Peak Hour Vehicle Trip Generation

- 6.13 Based on the above, **Table 6.3** summarises the vehicle trip generation of the club during the Saturday peak hour identified in the February 2024 for one training group and the associated staff. The peak hour identified within this survey (11:45 to 12:45) falls in line with the closing time of the facility on Saturdays, which is 12:00, the trip generation therefore accounts for all members departing from the facility.
- 6.14 The arrival vehicle movements to the facility reflects vehicle trips of picking up members alone, based on the assumption that those who drive their own car would arrive prior to the peak hour to train. Departure movements have assumed to be the total of vehicles who arrived to drop off members alongside additional vehicle movements of those who have driven their own vehicles.
- 6.15 **Table 6.4** therefore summarises the Saturday peak hour vehicle trip generation based on these assumptions.

Table 6.4: Saturday Peak Hour Vehicle Trip Generation

	Drive Own Car	Dropped Off / Picked Up	Total
Arrivals	0	15	15
Departures	10	15	25

- 6.16 As can be seen on the above, there will be 15 vehicle arrivals and 25 vehicle departures in the Saturday peak hour.

Development Trip Distribution

- 6.17 The trip distribution has been derived using anonymised postcode data provided by the client. Using this information, each postcode has been inputted into a journey planning tool to derive the direction of arrival / departure from the access onto Leicester Road.
- 6.18 In summary, the client provided 55 postcodes of the existing members from which the proportions of travel were calculated. **Table 6.5** summarises the resultant trip distribution based on the journey planning of the existing postcodes.



Table 6.5: Trip Distribution Based on Postcode Data of Existing Members

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

- 6.19 Details of this trip distribution have been detailed in the network flow diagrams provided at **Appendix C**, this distribution has been used to inform the junction assessments which are discussed in the following section.



7.0 Traffic Impact Assessment

Background

- 7.1 This section of the report discusses the results of a junction assessment of the access road and Leicester Road which was requested during pre-application discussions with LCC highways. The assessment has been prepared using the trip generation and distribution provided by the client alongside the results of the February 2024 traffic survey of the junction.

Assessment Scenarios

- 7.2 The junction assessment has been undertaken in the following scenarios:
- 2029 Base (without development); and
 - 2029 Predicted (with development).
- 7.3 Details of both scenarios which have been assessed are included on the network flow diagrams provided at **Appendix C**.

Traffic Growth

- 7.4 TEMPro has been used to derive a 5-year traffic growth factor for traffic flows passing the access along Leicester Road. A growth factor has not been applied to the arrivals / departures into the sports complex as these movements are dependent on the provision of sports facilities at the site.
- 7.5 To account for appropriate levels of traffic growth, TEMPro growth factors for Hinckley and Bosworth 007 and the adjacent 009 have been obtained (due to the proximity of the boundary to the site location), and an average of the two factors has been subsequently applied. Details of the traffic flows with the traffic growth factor applied are shown on the network flow diagrams provided at **Appendix C**, whilst these values are also summarised in **Table 7.1**.

Table 7.1: TEMPro Growth Factors

Location	Growth Factor
Hinckley 007	1.0507
Hinckley 009	1.0527
Average	1.0517

Committed Development

- 7.6 A review of the Hinckley and Bosworth planning portal has been undertaken to establish whether there are any nearby major applications which should be included as committed development within the assessment.



- 7.7 Following this review, a number of applications were identified that could be considered as committed development:
- 23/01229/OUT – Outline planning application for up to 95 dwellings with associated access, open space and landscaping following demolition of all buildings on site. Land east of The Common, Barwell – Awaiting Decision; and
 - 23/00432/OUT – Outline planning application for up to 475 dwellings, including public open space, drainage, landscaping and associated infrastructure. Land north of A47 Normandy Way and east of Stoke Road, Hinckley – Awaiting Decision.
- 7.8 A review of the Transport Assessment prepared by Stantec for the site in Barwell (reference: 23/01229/OUT) does distribute traffic past the access junction on Leicester Road. However, no information for the Saturday peak hour which has been assessed is included. It is envisaged that the Saturday peak hour trip generation for this application would be negligible and the exclusion of these trips from the assessment would not result in a significant alteration in the predicted capacity of the junction.
- 7.9 The review of the Transport Assessment prepared by Hub Transport Planning for the application on land north of the A47 and east of Stoke Road in Hinckley (reference: 23/00432/OUT) indicates no development trips will be distributed along Leicester Road, past the site. Therefore, it has not been deemed appropriate to include any committed development trips for this application.
- 7.10 In addition to the above applications, it is also acknowledged that the future site for Hinckley National Rail Interchange (HNRFI) is situated on the opposite side of Leicester Road from the site. At the time of the preparation of this report (and the junction assessment), no formal application has been submitted meaning that committed development trips cannot be quantified. Despite this, it is acknowledged that a new roundabout junction will be proposed at the access road on Leicester Road, with HNRFI taking access via a new southern arm (something that has been accounted for in the layout of the site for a future compulsory order). The timescales associated with this major project suggest that the application and future operation of the site will both occur some years after the boxing club is operational, thereby meaning that it cannot be accounted for as a committed development.

Junction Assessment Results

- 7.11 As discussed previously, the access to the wider sports complex in which the site is situated and its junction with Leicester Road has been subject to a junction assessment at the request of LCC highways.
- 7.12 The junction has been assessed using Junctions 10 software. Using this software, results of the assessment which have RFC values of 0.85 and under demonstrate a junction that operates within capacity and will not experience any significant queuing or delay. The output is provided at **Appendix F**.
- 7.13 **Table 7.2** summarises the results of the junction assessment in the two assessment scenarios (with and without development).



Table 7.2: Junction Assessment Results

	PM Peak Hour	
	RFC	Queue (PCU)
2029 Base Scenario		
Access Road Left Turn	0.15	0
Access Road Right Turn	0.21	0
Leicester Road Right Turn In	0.25	1
2029 Predicted Scenario		
Access Road Left Turn	0.19	0
Access Road Right Turn	0.25	0
Leicester Road Right Turn In	0.30	1

- 7.14 The results of the junction assessment in the 2029 base scenario indicate that the junction will operate within capacity (RFC) without any significant levels of queuing in the Saturday peak hour.
- 7.15 In the 2029 predicted assessment scenario results indicate that with the addition of the development trips that the junction will also not result in any significant loss of capacity (RFC) or increase in queuing.

Summary

- 7.16 This section summarises the results of the junction assessment of the access junction to the sports complex in which the site is situated and Leicester Road. The results of this assessment have considered a 2029 scenario with and without the development, to which no significant impact has been identified. Therefore, the implementation of the proposals is not expected to result in any significant impact in the operation of this junction.



8.0 Summary and Conclusion

Summary

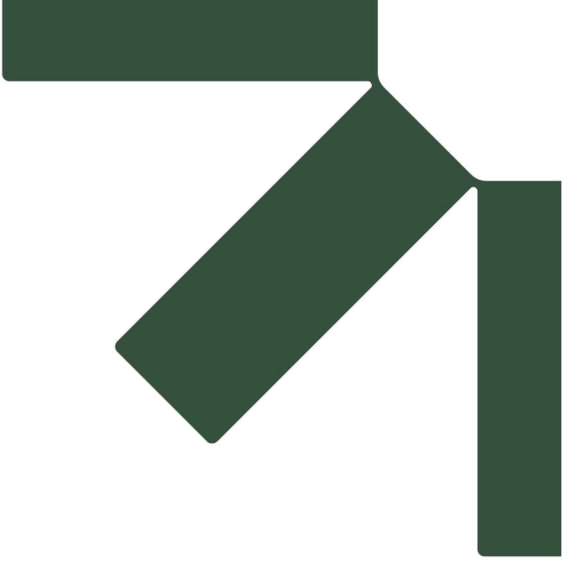
- 8.1 SLR has been appointed by The Heart of England Boxing Club to provide traffic and transport advice as part of a full planning application for a boxing facility, located off Leicester Road, Hinckley.
- 8.2 The site is located at the western extent of Hinckley Town Cricket Club and on part of a wider complex of sports facilities including Rugby pitches, Tennis courts, Five-a-side Football pitches. To the north, the site is bound by Leicester Road stadium (home of Hinckley LRFC), to the west it is bound by Hinckley Town Cricket Club whilst to the east and south it is bound by agricultural land. Hinckley Town Centre is located approximately 2.8km southwest of the site, whilst the village of Barwell is located around 1.8km to the north.
- 8.3 The site offers connections for travel by active travel modes as well as by public transport as part of a multi-modal journey.
- 8.4 The collision record on the surrounding highway network does not reveal any significant safety concerns that would need to be addressed in relation to the development proposals.
- 8.5 Traffic counts have been undertaken at the access on Saturday 10th February which was identified to be a busy day at the complex, with several rugby matches held during the survey. This was undertaken to account for a worst-case scenario in terms of use at the wider complex at the access junction.
- 8.6 Information has been provided by The Heart of England Boxing Club on the operation of the club which has been used to calculate the trip generation and trip distribution on a first principles basis. This information has outlined that there are currently 55 members which will eventually increase to 120 as a result of the new facility. Information regarding operation of the facility identifies that no more than 25 members and 2 staff will train at any given time; most of these sessions will take place outside of peak periods.
- 8.7 Pre-application discussions with LCC Highways resulted in a request to undertake a Saturday peak hour assessment of the access junction into the site (as well as to the other facilities) from Leicester Road. With this in mind, a Saturday peak hour trip generation was derived by applying the modal split of the site to the total number of members on site (27) within the peak hour (11:45 – 12:45) and the associated vehicular movements. This results in 15 vehicle arrivals and 25 vehicle departures when accounting for those driving their own vehicles and those dropping off / picking up members.
- 8.8 The trip distribution associated with the relocation of the club to the new facility has been derived using postcode data from the existing members of the club, meaning that the distribution is robust and representative of the future operation of the site.
- 8.9 The results of the junction assessment of the access junction with Leicester Road indicate that the addition of the development trips would not result in any undue impact on the operation of the junction.



Conclusions

- 8.10 The NPPF states that, *“development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”*.
- 8.11 This report has demonstrated that the development would not result in a severe transport impact, and on this basis, there are no material reasons why the proposed boxing facility should not be granted planning consent on highways or safety grounds.





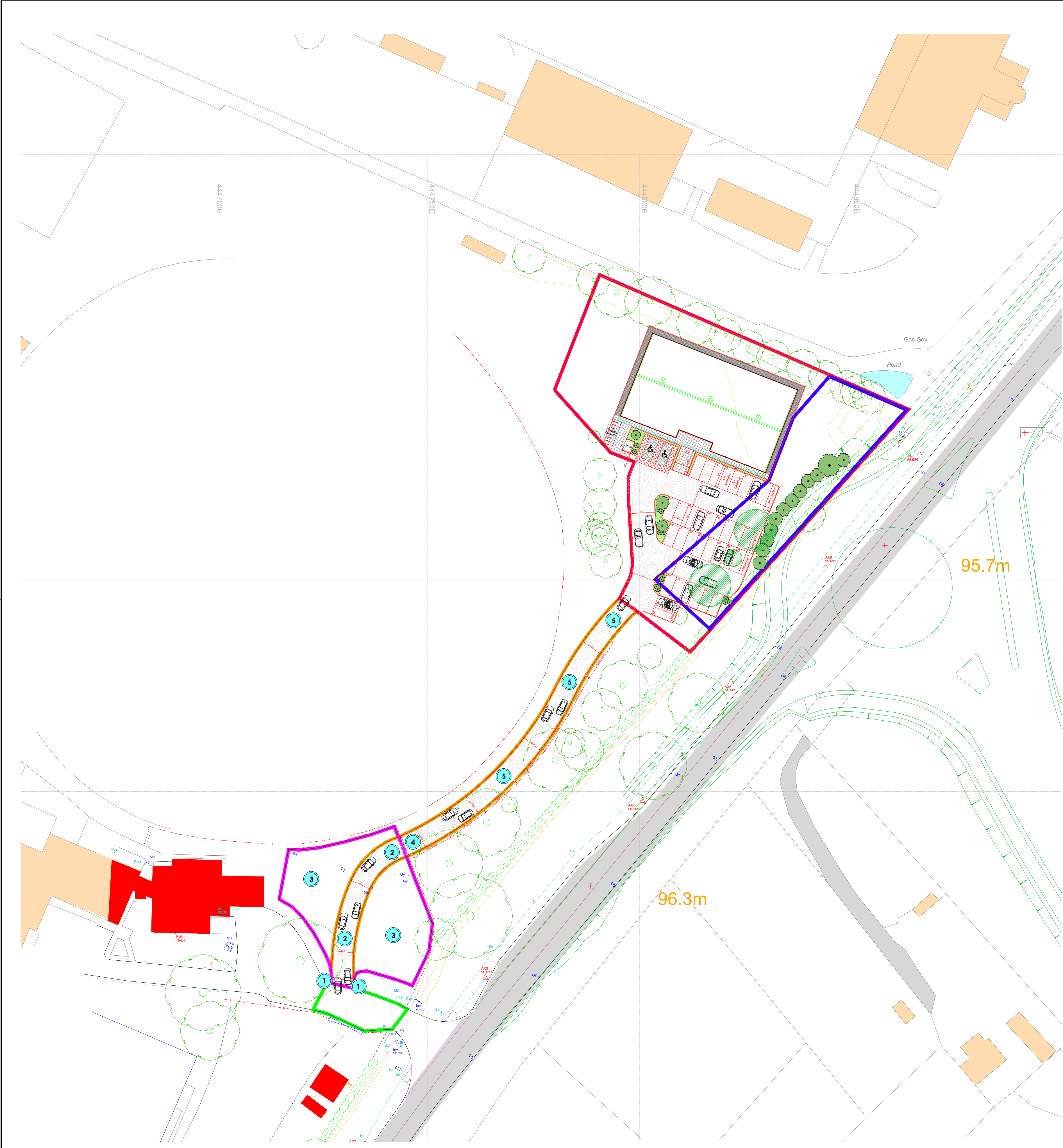
Appendix A Proposed Site Layout

Transport Assessment

Proposed Boxing Facility, Leicester Road, Hinckley

SLR Project No.: 415.064498.00001

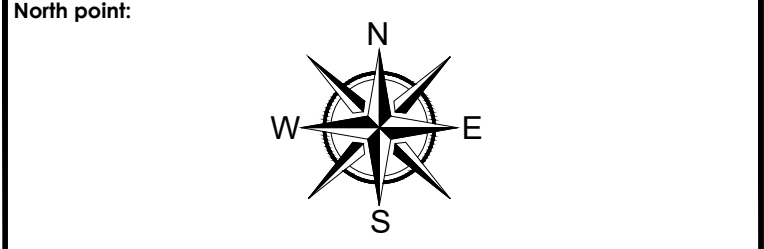
22 February 2024



Proposed Site Plan Showing Access

- Legend:**
- Existing Tree (approximate Location TBC with topographical survey)
 - Existing Tree to be removed subject to any existing TPO orders.
 - Proposed Tree / Soft Landscaping shown indicatively for context only.
 - Proposed block paving to disabled bays. Brett Beta Block Paving Colour Silver Haze. Use white marker block pavers to distinguish bay.
 - Proposed gravel hard standing parking/driveway. Hardwearing limestone chipping by Breedon Aggregates or similar approved. Colour to be iron grey / Shierglas Silver or similar. Laid over permeable plastic grate retaining system with weed barrier. To gravel parking, use white plastic inserts. To edge of access driveway use Flat Top Edging Concrete Kerb. Final spec TBC by civils engineer.
 - Soft landscaping scheme by specialist designer. New shrubs/bushes etc to be designed.
 - Washed gravel margin to perimeter of proposed building between DPC & path.
 - 600mm x 600mm x 50mm square paving slabs by Tobermore. Mayfair range Colour: Silver. Associated Kerbs to be Tobermore Fusion Kerb Colour: Silver
 - 600mm x 600mm x 50mm Concrete textured flag paving slabs. Associated Kerbs to be Flat Top Edging Concrete Kerbs by Marshalls.
 - Mansfield Semi-Domed Top Illuminated 980mm high x 156mm diameter External Parking Bollard Light.
 - Timber hit and miss fence enclosure to bin store.
 - Proposed Hinckley National Rail Freight Interchange Roundabout Construction Boundary. Approx 1063m².
 - Extent of Proposed Site Boundary (Land Acquisition) with an Area of 3644m² (based on OS Ordinance Data).
 - Proposed access road required over land outside of site boundary. Ownership of road retained by Rugby/Cricket Club. Road constructed & maintained by Boxing Club.
 - Right of access required over land.
 - Right of access required over existing hand standing. Hardstanding maintained by Cricket Club.

Do not scale from this drawing. Work to given dimensions. All dimensions to be checked on site. Any discrepancies with this drawing to be reported and clarified prior to commencing work on site, if in doubt - Ask. Corporate Architecture Ltd accept no responsibility for works not undertaken fully in accordance with this drawing and relevant specifications. Copyright © Corporate Architecture Limited



- Notes:**
- 1 New Signage "Do Not Block Driveway" to either side of entrance.
 - 2 New 4.8m wide two lane access road matching spec of access road to maintain emergency vehicle access.
 - 3 Existing gravel hard standing overflow carpark to remain.
 - 4 Existing Lockable Double Security Gates (Held-Open @180 degrees)

- 5 New 4.8m wide two lane access road

Revision Log:			
Rev:	Description:	By:	Date:
P6	Site plan updated to show building footprint and overhang of roof. Access road updated to reflect topo survey. Updated to increase width of access road to dual lane through existing carpark to 4.8m. 2No. EV Charging zones added.	JG	09/02/24
P5	Site plan updated to increase parking provision & cycle provision in-line with D2 requirements	JG	17/01/24
P4	Access road extended over carparking area outside of boundary to ensure emergency access.	JG	27/04/23
P3	Boundary notes updated to reflect title plans received.	JG	27/04/23
P2	Access driveway updated to 4.8m wide to allow for vehicles passing.	JG	24/01/23
P1	Legend updated to include gravel hardstanding & entrance road ownership notes.	JG	21/12

Project:
Land Adjacent to Hinckley Rugby Club
Hinckley
Leicestershire

Client:
Heart of England Boxing Club
Louise & Caspar Hobbs

"The Christian Hobbs Boxing Gym"

Scale:
0 5m 10m 15m 20m 25m 1:500

Drawn by: JG **Checked:** **Date:** July 2022 **Paper Size:** A1

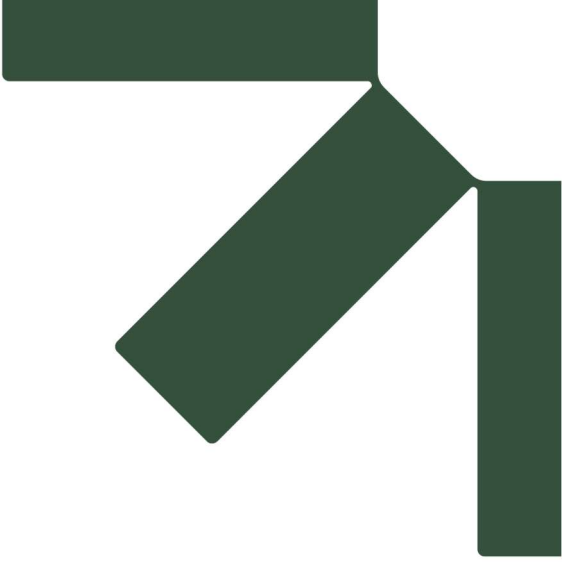
Drawing Title:
Proposed Site Plan With Access Road

Drawing Status:
TENDER ISSUE

Drawing Number: 4594/HOEB/21/101 **Revision Number:** P6

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Appendix B February 2024 Traffic Counts

Transport Assessment

Proposed Boxing Facility, Leicester Road, Hinckley

SLR Project No.: 415.064498.00001

22 February 2024

Hinckley
Classified Junction Count

Site 1 of 1
B4668 Leicester Road (North)
B4668 Leicester Road (South)
Hinckley Access

Lat/Long
lat 53.526133° lon -0.823835°

Date
Saturday 10 February 2024

Weather
Cloudy
Temp: 4°C

1000 - 1800 (Weekend 8H Session)

Movement 1.1: Westbound from B4668 Leicester Road (North) to B4668 Leicester Road (South)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	104	0	7	2	0	0	113	114.00
1015 - 1030	1	1	138	0	4	0	0	0	144	142.60
1030 - 1045	0	1	129	0	11	0	0	0	141	140.40
1045 - 1100	0	1	104	0	14	1	0	0	120	119.90
Hourly Total	1	3	475	0	36	3	0	0	518	516.90
Hourly Average	0.25	0.75	118.75	0.00	9.00	0.75	0.00	0.00	129.50	129.23
1100 - 1115	0	1	147	0	13	2	0	0	163	163.40
1115 - 1130	0	1	122	0	12	0	0	0	135	134.40
1130 - 1145	0	1	126	0	6	0	1	0	134	134.70
1145 - 1200	0	0	120	0	10	2	0	0	132	133.00
Hourly Total	0	3	515	0	41	4	1	0	564	565.50
Hourly Average	0.00	0.75	128.75	0.00	10.25	1.00	0.25	0.00	141.00	141.38
1200 - 1215	0	1	120	0	8	0	1	0	130	130.70
1215 - 1230	0	1	118	0	4	0	0	0	123	122.40
1230 - 1245	1	0	123	0	10	0	0	0	134	133.20
1245 - 1300	0	0	136	0	6	0	1	0	143	144.30
Hourly Total	1	2	497	0	28	0	2	0	530	530.60
Hourly Average	0.25	0.50	124.25	0.00	7.00	0.00	0.50	0.00	132.50	132.65
1300 - 1315	1	1	106	0	5	1	0	0	114	113.10
1315 - 1330	0	0	113	0	6	1	0	0	120	120.50
1330 - 1345	0	0	105	0	7	0	0	0	112	112.00
1345 - 1400	0	0	112	0	8	1	0	0	121	121.50
Hourly Total	1	1	436	0	26	3	0	0	467	467.10
Hourly Average	0.25	0.25	109.00	0.00	6.50	0.75	0.00	0.00	116.75	116.78
1400 - 1415	0	0	101	0	10	0	0	0	111	111.00
1415 - 1430	0	0	95	0	5	0	0	0	100	100.00
1430 - 1445	0	0	100	0	5	0	0	0	105	105.00
1445 - 1500	0	0	94	0	11	1	0	0	106	106.50
Hourly Total	0	0	390	0	31	1	0	0	422	422.50
Hourly Average	0.00	0.00	97.50	0.00	7.75	0.25	0.00	0.00	105.50	105.63
1500 - 1515	0	0	96	0	10	0	0	0	106	106.00
1515 - 1530	0	0	88	2	1	0	0	0	91	91.00
1530 - 1545	0	0	93	0	6	0	0	0	99	99.00
1545 - 1600	0	0	76	0	7	0	0	0	83	83.00
Hourly Total	0	0	353	2	24	0	0	0	379	379.00
Hourly Average	0.00	0.00	88.25	0.50	6.00	0.00	0.00	0.00	94.75	94.75
1600 - 1615	0	0	85	1	8	0	0	0	94	94.00
1615 - 1630	0	0	69	0	6	0	0	0	75	75.00
1630 - 1645	0	0	85	1	4	0	0	0	90	90.00
1645 - 1700	0	0	103	0	5	0	0	0	108	108.00
Hourly Total	0	0	342	2	23	0	0	0	367	367.00
Hourly Average	0.00	0.00	85.50	0.50	5.75	0.00	0.00	0.00	91.75	91.75
1700 - 1715	0	0	88	0	8	0	0	0	96	96.00
1715 - 1730	0	0	69	0	6	0	0	0	75	75.00
1730 - 1745	0	0	70	0	3	0	0	0	73	73.00
1745 - 1800	0	0	84	0	5	0	0	0	89	89.00
Hourly Total	0	0	311	0	22	0	0	0	333	333.00
Hourly Average	0.00	0.00	77.75	0.00	5.50	0.00	0.00	0.00	83.25	83.25
Session Total	3	9	3319	4	231	11	3	0	3580	3581.60
Session Average	0.09	0.28	103.72	0.13	7.22	0.34	0.09	0.00	111.88	111.93

Hinckley
Classified Junction Count

Site 1 of 1
B4668 Leicester Road (North)
B4668 Leicester Road (South)
Hinckley Access

Lat/Long
lat 53.526133° lon -0.823835°

Date
Saturday 10 February 2024

Weather
Cloudy
Temp: 4°C

1000 - 1800 (Weekend 8H Session)

Movement 1.2: Right from B4668 Leicester Road (North) to Hinckley Access									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	3	0	0	0	0	0	3	3.00
1015 - 1030	0	0	5	0	0	0	0	0	5	5.00
1030 - 1045	0	0	2	0	0	0	0	0	2	2.00
1045 - 1100	0	0	18	0	2	0	0	0	20	20.00
Hourly Total	0	0	28	0	2	0	0	0	30	30.00
Hourly Average	0.00	0.00	7.00	0.00	0.50	0.00	0.00	0.00	7.50	7.50
1100 - 1115	0	0	6	0	0	0	0	0	6	6.00
1115 - 1130	0	0	4	0	1	0	0	0	5	5.00
1130 - 1145	0	0	15	0	1	0	0	0	16	16.00
1145 - 1200	0	0	21	0	2	0	0	0	23	23.00
Hourly Total	0	0	46	0	4	0	0	0	50	50.00
Hourly Average	0.00	0.00	11.50	0.00	1.00	0.00	0.00	0.00	12.50	12.50
1200 - 1215	0	0	21	0	1	0	0	0	22	22.00
1215 - 1230	0	0	20	0	0	0	0	0	20	20.00
1230 - 1245	0	0	7	0	0	0	0	0	7	7.00
1245 - 1300	0	0	14	0	1	0	0	0	15	15.00
Hourly Total	0	0	62	0	2	0	0	0	64	64.00
Hourly Average	0.00	0.00	15.50	0.00	0.50	0.00	0.00	0.00	16.00	16.00
1300 - 1315	0	0	12	0	3	0	0	0	15	15.00
1315 - 1330	0	0	13	0	1	0	0	0	14	14.00
1330 - 1345	0	0	3	0	0	0	0	0	3	3.00
1345 - 1400	0	0	8	0	0	0	0	0	8	8.00
Hourly Total	0	0	36	0	4	0	0	0	40	40.00
Hourly Average	0.00	0.00	9.00	0.00	1.00	0.00	0.00	0.00	10.00	10.00
1400 - 1415	0	0	8	0	0	0	0	0	8	8.00
1415 - 1430	0	0	12	0	0	0	0	0	12	12.00
1430 - 1445	0	0	9	0	0	0	0	0	9	9.00
1445 - 1500	1	0	14	0	0	0	0	0	15	14.20
Hourly Total	1	0	43	0	0	0	0	0	44	43.20
Hourly Average	0.25	0.00	10.75	0.00	0.00	0.00	0.00	0.00	11.00	10.80
1500 - 1515	0	0	3	0	0	0	0	0	3	3.00
1515 - 1530	0	0	3	0	0	0	0	0	3	3.00
1530 - 1545	0	0	3	0	0	0	0	0	3	3.00
1545 - 1600	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	13	0	0	0	0	0	13	13.00
Hourly Average	0.00	0.00	3.25	0.00	0.00	0.00	0.00	0.00	3.25	3.25
1600 - 1615	0	0	2	0	0	0	0	0	2	2.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	8	0	0	0	0	0	8	8.00
1645 - 1700	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	0	0	15	0	1	0	0	0	16	16.00
Hourly Average	0.00	0.00	3.75	0.00	0.25	0.00	0.00	0.00	4.00	4.00
1700 - 1715	0	0	1	0	0	0	0	0	1	1.00
1715 - 1730	0	0	2	1	0	0	0	0	3	3.00
1730 - 1745	0	0	4	0	0	0	0	0	4	4.00
1745 - 1800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	9	1	0	0	0	0	10	10.00
Hourly Average	0.00	0.00	2.25	0.25	0.00	0.00	0.00	0.00	2.50	2.50
Session Total	1	0	252	1	13	0	0	0	267	266.20
Session Average	0.03	0.00	7.88	0.03	0.41	0.00	0.00	0.00	8.34	8.32

Hinckley
Classified Junction Count

Site 1 of 1
B4668 Leicester Road (North)
B4668 Leicester Road (South)
Hinckley Access

Lat/Long
lat 53.526133° lon -0.823835°

Date
Saturday 10 February 2024

Weather
Cloudy
Temp: 4°C

1000 - 1800 (Weekend 8H Session)

Movement 1.3: Left from B4668 Leicester Road (South) to Hinckley Access									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	21	0	0	0	0	0	21	21.00
1015 - 1030	0	0	3	0	0	0	0	0	3	3.00
1030 - 1045	0	0	20	0	0	0	0	0	20	20.00
1045 - 1100	0	0	35	0	1	0	0	0	36	36.00
Hourly Total	0	0	79	0	1	0	0	0	80	80.00
Hourly Average	0.00	0.00	19.75	0.00	0.25	0.00	0.00	0.00	20.00	20.00
1100 - 1115	0	0	14	0	1	0	0	0	15	15.00
1115 - 1130	0	0	2	0	1	0	0	0	3	3.00
1130 - 1145	0	0	9	0	1	0	0	0	10	10.00
1145 - 1200	0	0	33	0	3	0	0	0	36	36.00
Hourly Total	0	0	58	0	6	0	0	0	64	64.00
Hourly Average	0.00	0.00	14.50	0.00	1.50	0.00	0.00	0.00	16.00	16.00
1200 - 1215	0	0	29	1	1	0	0	0	31	31.00
1215 - 1230	0	0	19	1	0	0	0	0	20	20.00
1230 - 1245	0	0	14	0	1	0	0	0	15	15.00
1245 - 1300	0	0	23	0	1	0	0	0	24	24.00
Hourly Total	0	0	85	2	3	0	0	0	90	90.00
Hourly Average	0.00	0.00	21.25	0.50	0.75	0.00	0.00	0.00	22.50	22.50
1300 - 1315	0	0	17	0	1	0	0	0	18	18.00
1315 - 1330	0	0	21	0	0	0	0	1	22	23.00
1330 - 1345	0	0	8	0	1	0	0	0	9	9.00
1345 - 1400	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	0	0	50	0	3	0	0	1	54	55.00
Hourly Average	0.00	0.00	12.50	0.00	0.75	0.00	0.00	0.25	13.50	13.75
1400 - 1415	0	0	10	0	0	0	0	0	10	10.00
1415 - 1430	0	0	7	1	1	0	0	0	9	9.00
1430 - 1445	0	0	5	0	0	0	0	0	5	5.00
1445 - 1500	0	0	11	0	0	0	0	0	11	11.00
Hourly Total	0	0	33	1	1	0	0	0	35	35.00
Hourly Average	0.00	0.00	8.25	0.25	0.25	0.00	0.00	0.00	8.75	8.75
1500 - 1515	0	0	4	0	0	0	0	0	4	4.00
1515 - 1530	0	0	4	0	0	0	0	0	4	4.00
1530 - 1545	0	0	2	0	0	0	0	0	2	2.00
1545 - 1600	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	12	0	0	0	0	0	12	12.00
Hourly Average	0.00	0.00	3.00	0.00	0.00	0.00	0.00	0.00	3.00	3.00
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	3	0	0	0	0	0	3	3.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	8	0	0	0	0	0	8	8.00
Hourly Total	0	0	12	0	0	0	0	0	12	12.00
Hourly Average	0.00	0.00	3.00	0.00	0.00	0.00	0.00	0.00	3.00	3.00
1700 - 1715	0	0	1	0	0	0	0	0	1	1.00
1715 - 1730	0	0	5	0	0	0	0	0	5	5.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	8	0	0	0	0	0	8	8.00
Hourly Average	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
Session Total	0	0	337	3	14	0	0	1	355	356.00
Session Average	0.00	0.00	10.53	0.09	0.44	0.00	0.00	0.03	11.09	11.13

Hinckley
Classified Junction Count

Site 1 of 1
B4668 Leicester Road (North)
B4668 Leicester Road (South)
Hinckley Access

Lat/Long
lat 53.526133° lon -0.823835°

Date
Saturday 10 February 2024

Weather
Cloudy
Temp: 4°C

1000 - 1800 (Weekend 8H Session)

Movement 1.4: Eastbound from B4668 Leicester Road (South) to B4668 Leicester Road (North)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	111	0	9	0	1	0	121	122.30
1015 - 1030	1	0	101	0	6	1	0	0	109	108.70
1030 - 1045	2	0	114	0	9	0	0	0	125	123.40
1045 - 1100	1	0	124	0	5	1	0	0	131	130.70
Hourly Total	4	0	450	0	29	2	1	0	486	485.10
Hourly Average	1.00	0.00	112.50	0.00	7.25	0.50	0.25	0.00	121.50	121.28
1100 - 1115	0	0	116	0	10	1	0	1	128	129.50
1115 - 1130	0	0	138	0	13	1	0	0	152	152.50
1130 - 1145	0	0	123	0	6	0	0	0	129	129.00
1145 - 1200	0	2	133	0	7	0	1	0	143	143.10
Hourly Total	0	2	510	0	36	2	1	1	552	554.10
Hourly Average	0.00	0.50	127.50	0.00	9.00	0.50	0.25	0.25	138.00	138.53
1200 - 1215	0	1	117	0	11	1	0	0	130	129.90
1215 - 1230	0	0	155	0	5	1	0	0	161	161.50
1230 - 1245	0	0	128	0	14	0	0	0	142	142.00
1245 - 1300	0	0	145	0	11	0	0	0	156	156.00
Hourly Total	0	1	545	0	41	2	0	0	589	589.40
Hourly Average	0.00	0.25	136.25	0.00	10.25	0.50	0.00	0.00	147.25	147.35
1300 - 1315	0	1	131	0	9	1	0	0	142	141.90
1315 - 1330	0	0	129	0	10	1	0	0	140	140.50
1330 - 1345	0	0	144	0	4	0	0	0	148	148.00
1345 - 1400	0	2	140	0	7	0	0	0	149	147.80
Hourly Total	0	3	544	0	30	2	0	0	579	578.20
Hourly Average	0.00	0.75	136.00	0.00	7.50	0.50	0.00	0.00	144.75	144.55
1400 - 1415	0	0	137	0	6	0	0	0	143	143.00
1415 - 1430	0	0	132	0	6	1	0	0	139	139.50
1430 - 1445	0	0	125	0	8	0	0	0	133	133.00
1445 - 1500	0	0	133	0	14	1	0	0	148	148.50
Hourly Total	0	0	527	0	34	2	0	0	563	564.00
Hourly Average	0.00	0.00	131.75	0.00	8.50	0.50	0.00	0.00	140.75	141.00
1500 - 1515	0	1	128	0	17	0	0	0	146	145.40
1515 - 1530	0	0	99	0	3	0	0	0	102	102.00
1530 - 1545	0	1	104	0	9	0	0	0	114	113.40
1545 - 1600	1	0	100	0	4	0	0	0	105	104.20
Hourly Total	1	2	431	0	33	0	0	0	467	465.00
Hourly Average	0.25	0.50	107.75	0.00	8.25	0.00	0.00	0.00	116.75	116.25
1600 - 1615	0	0	128	0	7	1	0	0	136	136.50
1615 - 1630	0	0	105	0	3	0	0	0	108	108.00
1630 - 1645	1	1	108	0	7	0	0	0	117	115.60
1645 - 1700	0	0	104	0	8	0	0	0	112	112.00
Hourly Total	1	1	445	0	25	1	0	0	473	472.10
Hourly Average	0.25	0.25	111.25	0.00	6.25	0.25	0.00	0.00	118.25	118.03
1700 - 1715	0	0	92	0	4	0	0	1	97	98.00
1715 - 1730	0	1	95	0	4	0	0	0	100	99.40
1730 - 1745	0	1	78	0	3	0	0	0	82	81.40
1745 - 1800	0	0	96	0	5	0	0	0	101	101.00
Hourly Total	0	2	361	0	16	0	0	1	380	379.80
Hourly Average	0.00	0.50	90.25	0.00	4.00	0.00	0.00	0.25	95.00	94.95
Session Total	6	11	3813	0	244	11	2	2	4089	4087.70
Session Average	0.19	0.34	119.16	0.00	7.63	0.34	0.06	0.06	127.78	127.74

Hinckley
Classified Junction Count

Site 1 of 1
B4668 Leicester Road (North)
B4668 Leicester Road (South)
Hinckley Access

Lat/Long
lat 53.526133° lon -0.823835°

Date
Saturday 10 February 2024

Weather
Cloudy
Temp: 4°C

1000 - 1800 (Weekend 8H Session)

Movement 1.5: Left from Hinckley Access to B4668 Leicester Road (North)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	28	0	1	0	0	0	29	29.00
1015 - 1030	0	0	5	0	0	0	0	0	5	5.00
1030 - 1045	0	0	1	0	0	0	0	0	1	1.00
1045 - 1100	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	0	0	41	0	1	0	0	0	42	42.00
Hourly Average	0.00	0.00	10.25	0.00	0.25	0.00	0.00	0.00	10.50	10.50
1100 - 1115	0	0	15	0	2	0	0	0	17	17.00
1115 - 1130	0	0	20	0	1	0	0	0	21	21.00
1130 - 1145	0	0	4	0	0	0	0	0	4	4.00
1145 - 1200	0	0	11	0	1	0	0	0	12	12.00
Hourly Total	0	0	50	0	4	0	0	0	54	54.00
Hourly Average	0.00	0.00	12.50	0.00	1.00	0.00	0.00	0.00	13.50	13.50
1200 - 1215	0	0	27	0	1	0	0	0	28	28.00
1215 - 1230	0	0	16	0	0	0	0	0	16	16.00
1230 - 1245	0	0	5	0	0	0	0	0	5	5.00
1245 - 1300	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	0	0	52	0	2	0	0	0	54	54.00
Hourly Average	0.00	0.00	13.00	0.00	0.50	0.00	0.00	0.00	13.50	13.50
1300 - 1315	0	0	8	0	1	0	0	0	9	9.00
1315 - 1330	0	0	5	0	1	0	0	0	6	6.00
1330 - 1345	0	0	3	0	0	0	0	0	3	3.00
1345 - 1400	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	19	0	2	0	0	0	21	21.00
Hourly Average	0.00	0.00	4.75	0.00	0.50	0.00	0.00	0.00	5.25	5.25
1400 - 1415	0	0	5	0	2	0	0	0	7	7.00
1415 - 1430	0	0	8	0	0	0	0	0	8	8.00
1430 - 1445	0	0	6	0	0	0	0	0	6	6.00
1445 - 1500	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	0	0	26	0	2	0	0	0	28	28.00
Hourly Average	0.00	0.00	6.50	0.00	0.50	0.00	0.00	0.00	7.00	7.00
1500 - 1515	0	0	1	0	0	0	0	0	1	1.00
1515 - 1530	0	0	6	0	0	0	0	0	6	6.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	8	0	1	0	0	0	9	9.00
Hourly Total	0	0	15	0	1	0	0	0	16	16.00
Hourly Average	0.00	0.00	3.75	0.00	0.25	0.00	0.00	0.00	4.00	4.00
1600 - 1615	0	0	6	0	0	0	0	0	6	6.00
1615 - 1630	0	0	6	0	0	0	0	0	6	6.00
1630 - 1645	1	0	23	0	0	0	0	0	24	23.20
1645 - 1700	0	0	24	0	1	0	0	0	25	25.00
Hourly Total	1	0	59	0	1	0	0	0	61	60.20
Hourly Average	0.25	0.00	14.75	0.00	0.25	0.00	0.00	0.00	15.25	15.05
1700 - 1715	0	0	3	0	1	0	0	0	4	4.00
1715 - 1730	0	0	6	0	0	0	0	0	6	6.00
1730 - 1745	0	0	8	0	0	0	0	0	8	8.00
1745 - 1800	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	21	0	1	0	0	0	22	22.00
Hourly Average	0.00	0.00	5.25	0.00	0.25	0.00	0.00	0.00	5.50	5.50
Session Total	1	0	283	0	14	0	0	0	298	297.20
Session Average	0.03	0.00	8.84	0.00	0.44	0.00	0.00	0.00	9.31	9.29

Hinckley
Classified Junction Count

Site 1 of 1
B4668 Leicester Road (North)
B4668 Leicester Road (South)
Hinckley Access

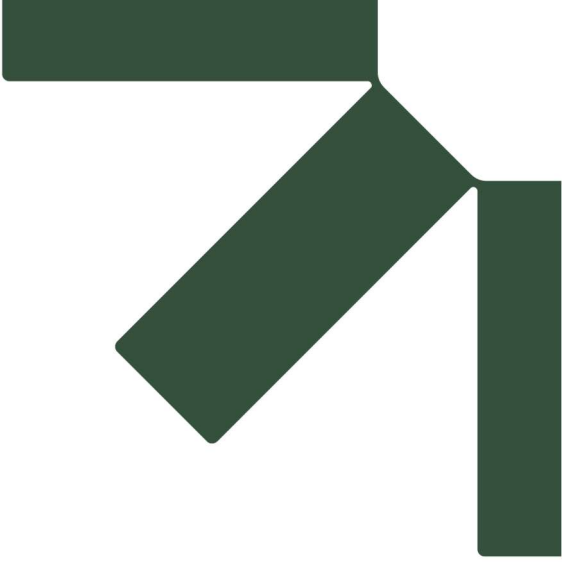
Lat/Long
lat 53.526133° lon -0.823835°

Date
Saturday 10 February 2024

Weather
Cloudy
Temp: 4°C

1000 - 1800 (Weekend 8H Session)

Movement 1.6: Right from Hinckley Access to B4668 Leicester Road (South)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	2	0	48	0	0	0	0	0	50	48.40
1015 - 1030	0	0	8	0	0	0	0	0	8	8.00
1030 - 1045	0	0	3	0	0	0	0	0	3	3.00
1045 - 1100	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	2	0	62	0	0	0	0	0	64	62.40
Hourly Average	0.50	0.00	15.50	0.00	0.00	0.00	0.00	0.00	16.00	15.60
1100 - 1115	1	0	37	0	3	0	0	0	41	40.20
1115 - 1130	0	0	25	0	0	0	0	0	25	25.00
1130 - 1145	0	0	6	0	1	0	0	0	7	7.00
1145 - 1200	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	1	0	71	0	4	0	0	0	76	75.20
Hourly Average	0.25	0.00	17.75	0.00	1.00	0.00	0.00	0.00	19.00	18.80
1200 - 1215	0	0	27	0	1	0	0	0	28	28.00
1215 - 1230	0	0	27	0	2	0	0	0	29	29.00
1230 - 1245	0	0	10	0	1	0	0	0	11	11.00
1245 - 1300	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	66	0	4	0	0	0	70	70.00
Hourly Average	0.00	0.00	16.50	0.00	1.00	0.00	0.00	0.00	17.50	17.50
1300 - 1315	0	0	12	0	1	0	0	0	13	13.00
1315 - 1330	0	0	8	0	0	0	0	0	8	8.00
1330 - 1345	0	0	20	0	1	0	0	0	21	21.00
1345 - 1400	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	0	46	0	2	0	0	0	48	48.00
Hourly Average	0.00	0.00	11.50	0.00	0.50	0.00	0.00	0.00	12.00	12.00
1400 - 1415	0	0	8	0	0	0	0	0	8	8.00
1415 - 1430	0	0	7	0	1	0	0	0	8	8.00
1430 - 1445	0	0	7	0	1	0	0	0	8	8.00
1445 - 1500	0	0	8	0	0	0	0	0	8	8.00
Hourly Total	0	0	30	0	2	0	0	0	32	32.00
Hourly Average	0.00	0.00	7.50	0.00	0.50	0.00	0.00	0.00	8.00	8.00
1500 - 1515	0	0	2	0	0	0	0	0	2	2.00
1515 - 1530	0	0	3	0	0	0	0	0	3	3.00
1530 - 1545	0	0	9	0	0	0	0	0	9	9.00
1545 - 1600	0	0	24	0	4	0	0	0	28	28.00
Hourly Total	0	0	38	0	4	0	0	0	42	42.00
Hourly Average	0.00	0.00	9.50	0.00	1.00	0.00	0.00	0.00	10.50	10.50
1600 - 1615	0	0	5	0	0	0	0	0	5	5.00
1615 - 1630	0	0	13	0	1	0	0	0	14	14.00
1630 - 1645	0	0	12	0	0	0	0	0	12	12.00
1645 - 1700	0	0	17	0	2	0	0	0	19	19.00
Hourly Total	0	0	47	0	3	0	0	0	50	50.00
Hourly Average	0.00	0.00	11.75	0.00	0.75	0.00	0.00	0.00	12.50	12.50
1700 - 1715	0	0	8	0	0	0	0	0	8	8.00
1715 - 1730	0	0	9	0	0	0	0	0	9	9.00
1730 - 1745	0	0	5	0	0	0	0	0	5	5.00
1745 - 1800	0	0	3	0	0	0	0	1	4	5.00
Hourly Total	0	0	25	0	0	0	0	1	26	27.00
Hourly Average	0.00	0.00	6.25	0.00	0.00	0.00	0.00	0.25	6.50	6.75
Session Total	3	0	385	0	19	0	0	1	408	406.60
Session Average	0.09	0.00	12.03	0.00	0.59	0.00	0.00	0.03	12.75	12.71



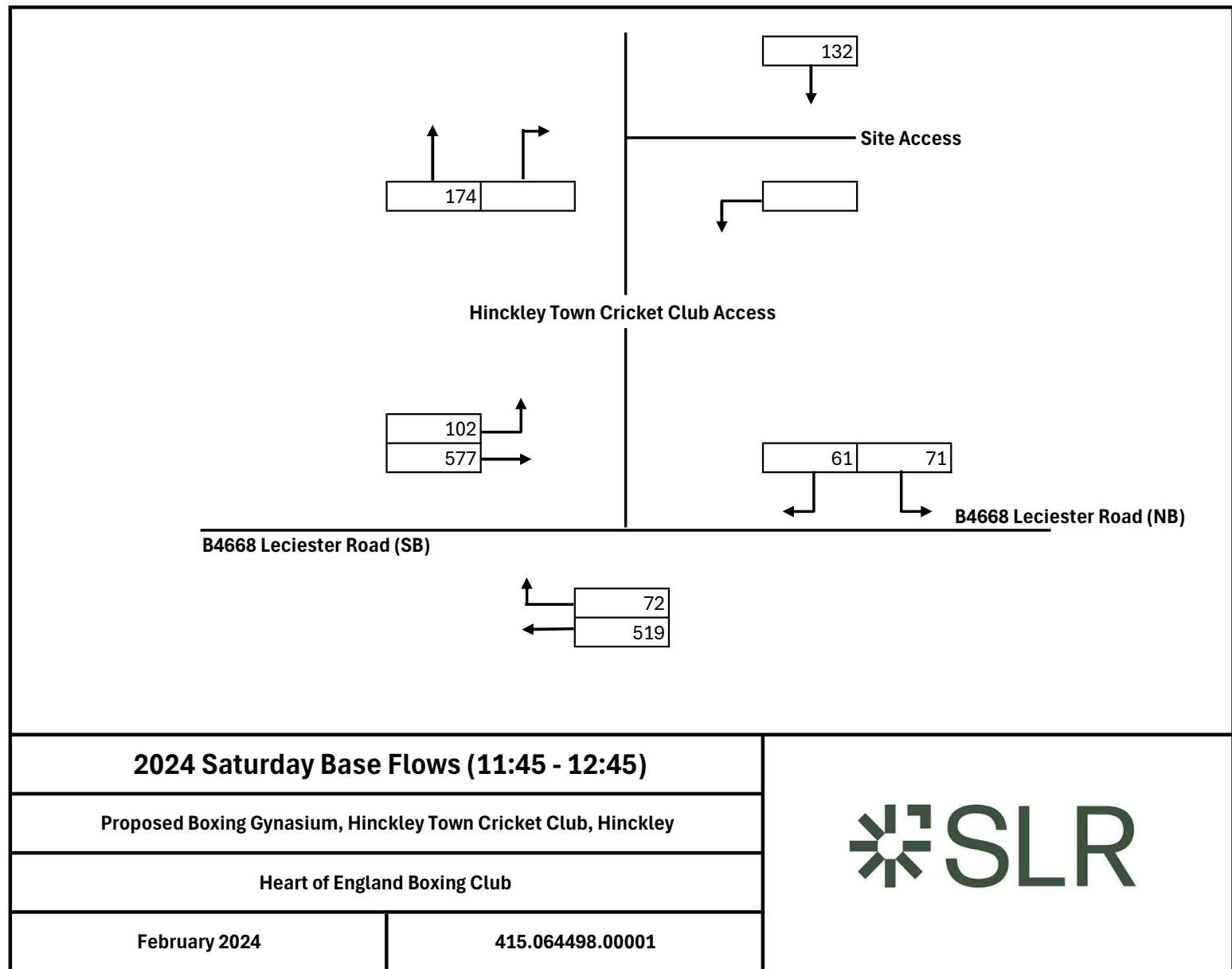
Appendix C Network Flow Diagrams

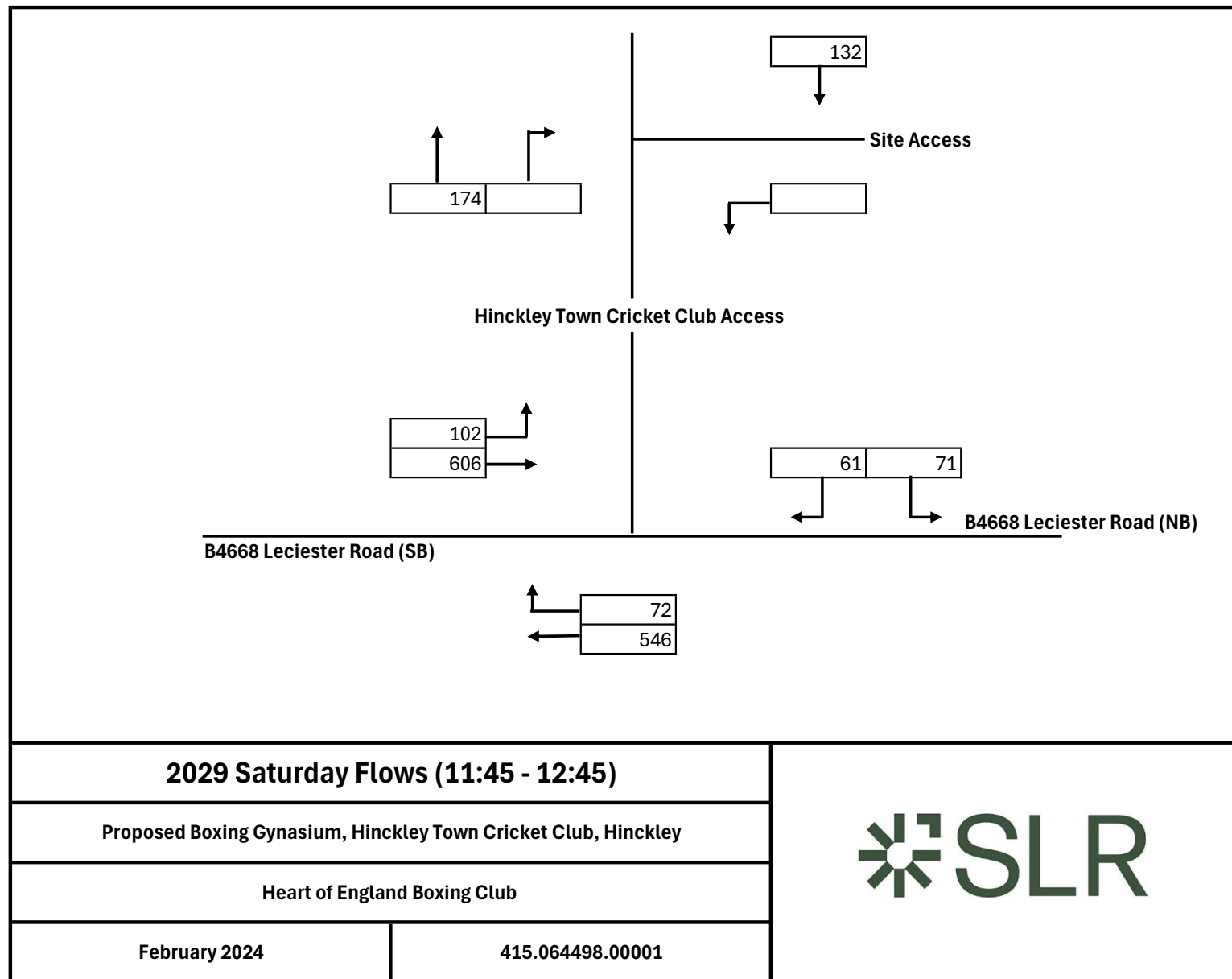
Transport Assessment

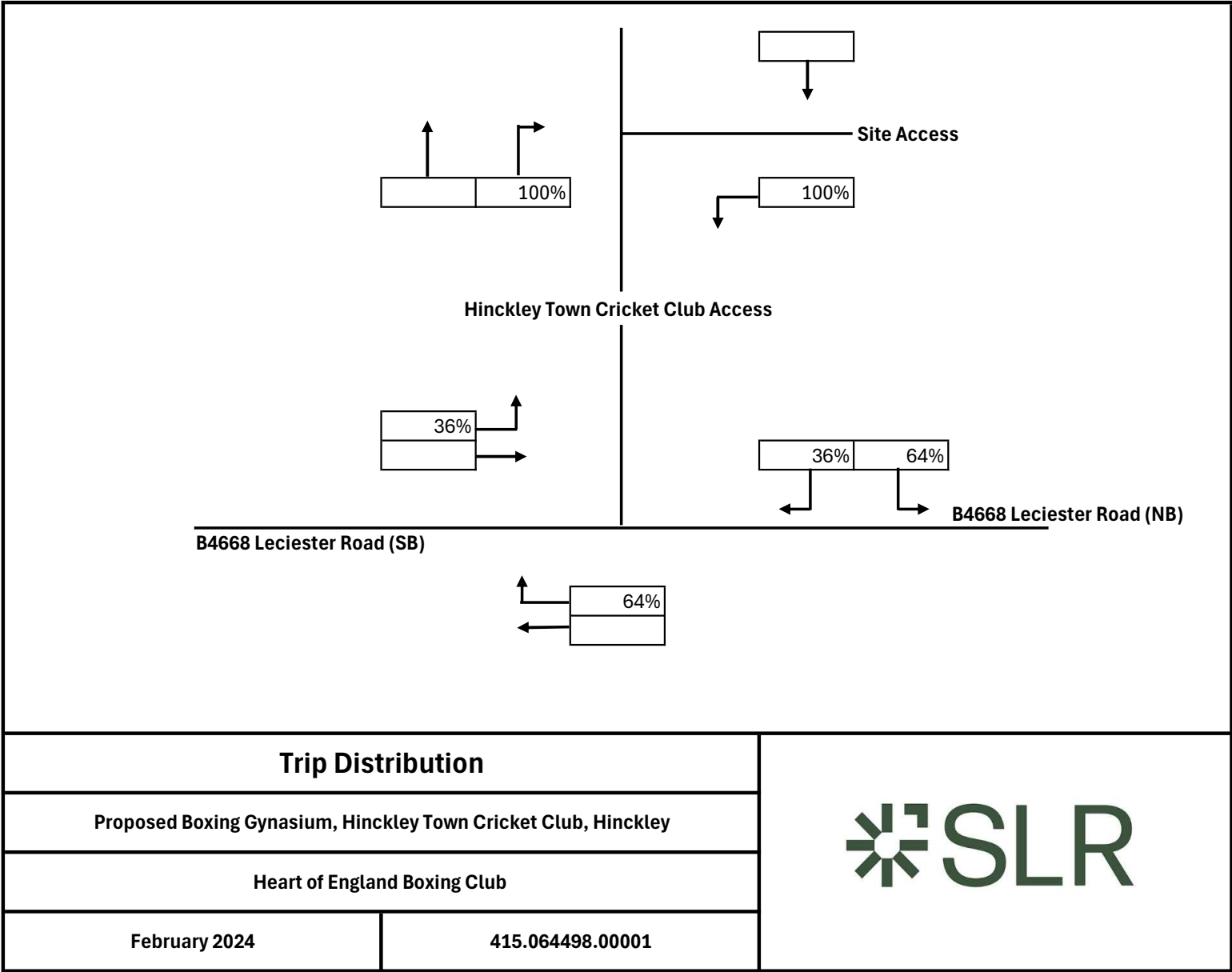
Proposed Boxing Facility, Leicester Road, Hinckley

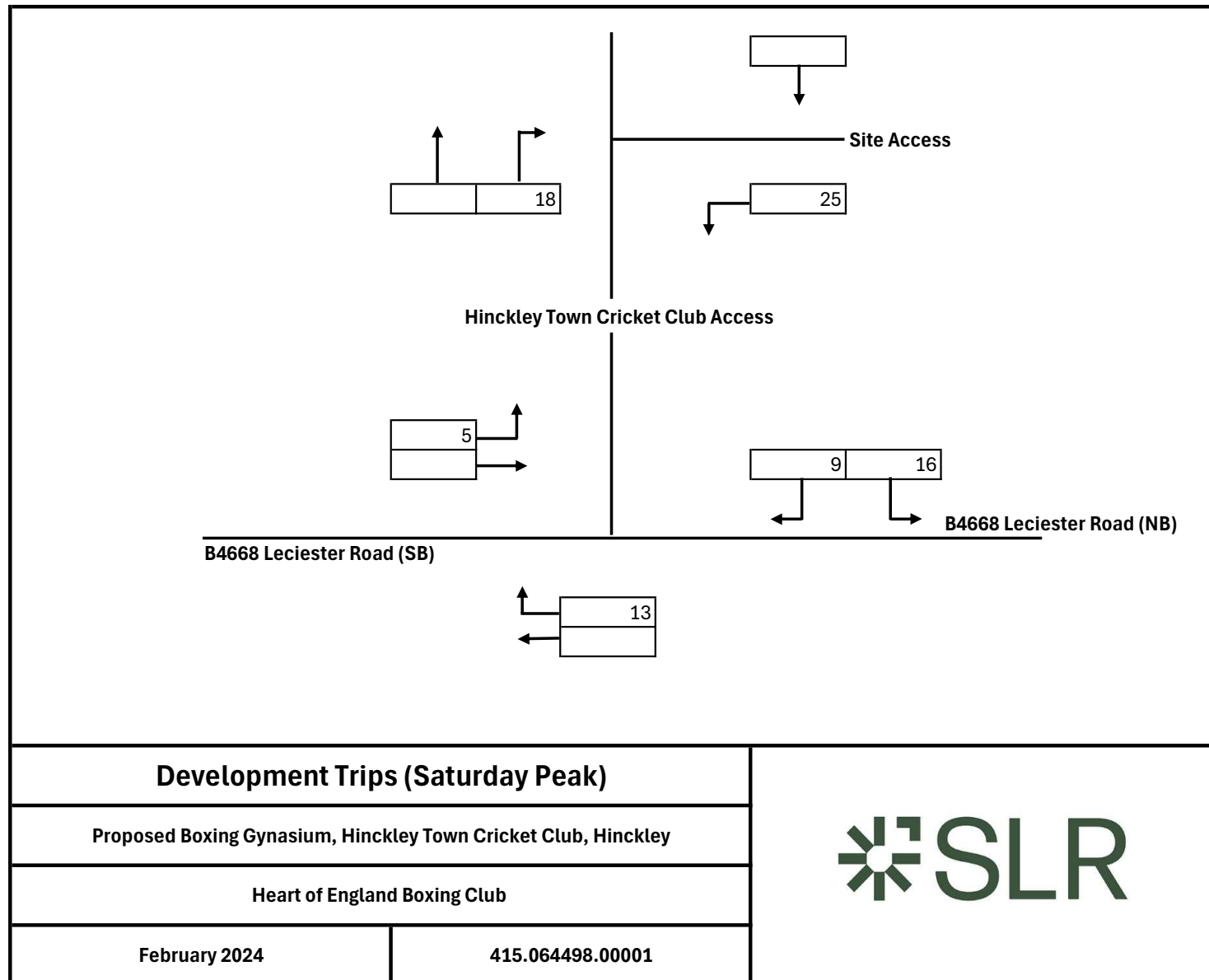
SLR Project No.: 415.064498.00001

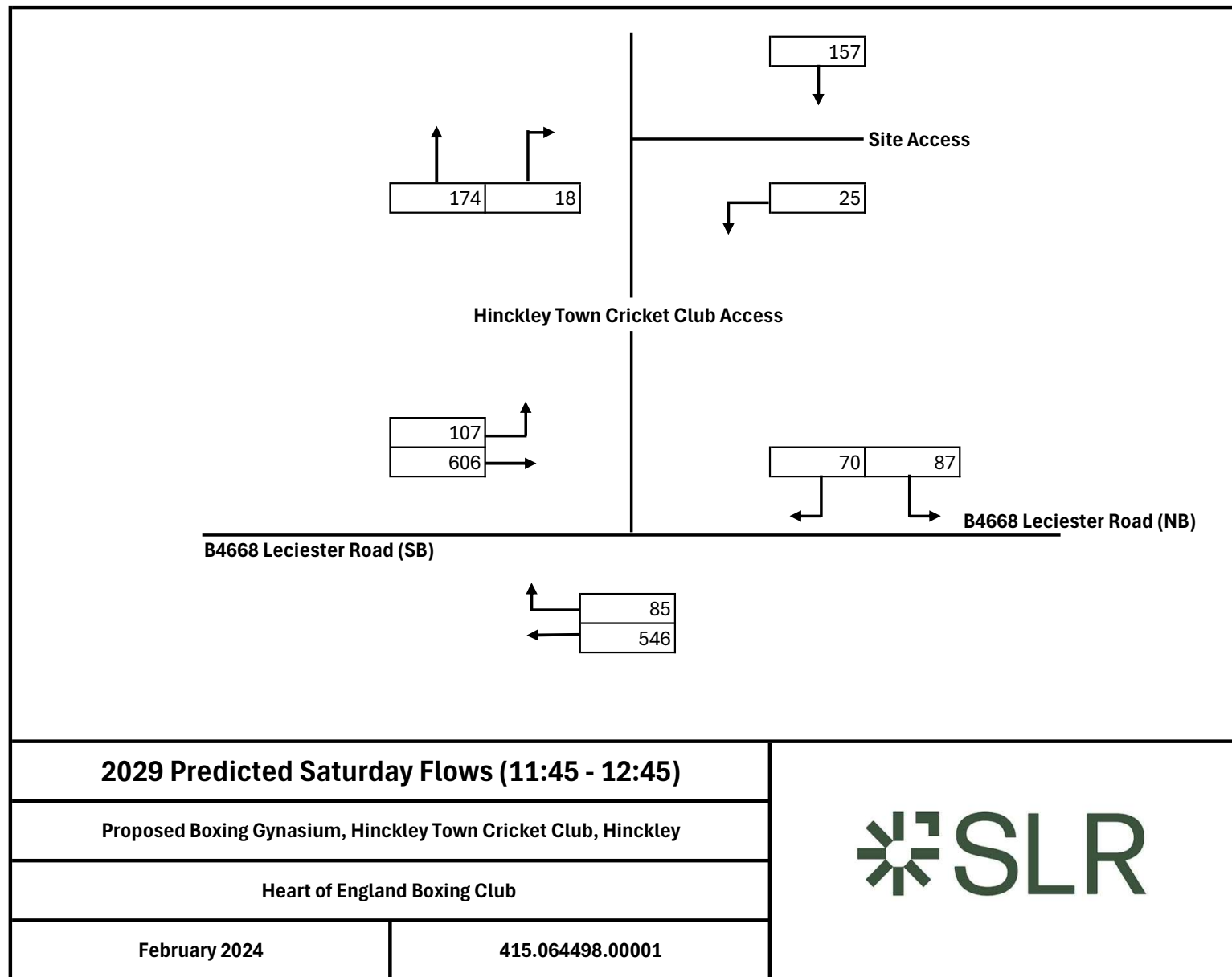
22 February 2024

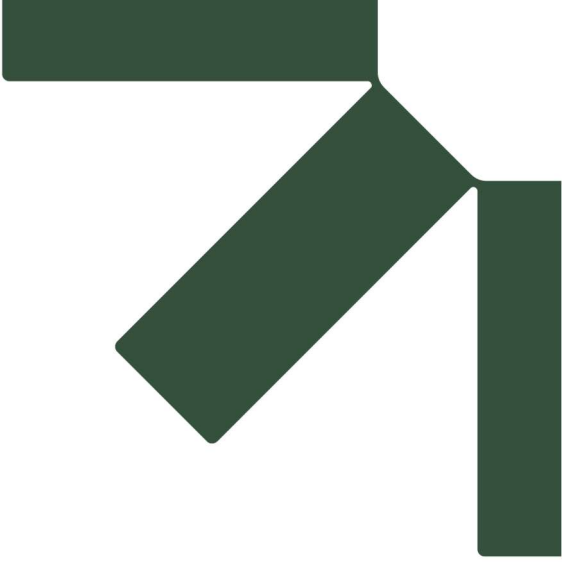












Appendix D First Principles Trip Generation Information

Transport Assessment

Proposed Boxing Facility, Leicester Road, Hinckley

SLR Project No.: 415.064498.00001

22 February 2024

1. What are the current number of members at the club?

CURRENT NUMBERS

Boxing Squad	Junior Beginners / Keep fit	Adult Beginners / Keep fit
25	20	10

2. Are there any plans to increase the number of members as a result of the new gym opening?

TARGETS FOR NEW GYM

18 + Boxers	18+ Beginner / Keep Fit	14-17 Boxers	14-17 Beginners / Keep fit	8-13 Boxers	8-13 Beginners / Keep fit
20	20	20	20	20	20

3. What is the typical weekday and weekend schedule of classes / events at the club? Will this remain the same following the opening of the new gym?

CURRENT SCHEDULE

Tuesday	Thursday	Friday	Sunday
6.00pm -8.30pm	6.00pm – 8.30pm	5.30pm – 7.00pm	8.00am – 10.00am

TARGET SCHEDULE FOR NEW GYM

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
7am -9pm	7am -9pm	7am -9pm	7am -9pm	7am -9pm	7am -12pm,	7am -12pm

Note that times prior to 6pm would be for one to one training and group use such as schools, disabled, Parkinsons, etc

4. What are the typical opening hours of the club? Can members train at any time in these hours (i.e. outside of classes / events?)

See Question 3 answers. Currently members can only train as per the schedule

5. Can you ask all members how they currently travel to the gym and provide the raw numbers so we can calculate which modes (e.g. car, walk or car sharing) which are most popular proportionally?

Walk	Cycle	Drive Own Car	Driven by parent
8	6	15	26

Above figures include 6 coaches

6. Can you ask members if they would likely change their travel mode as a result of the relocation? If they would, please provide details of how this would change.

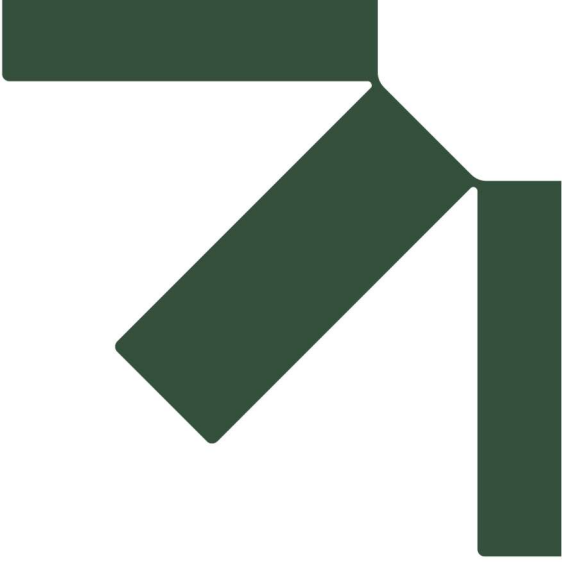
Those that walk said that it was unlikely that they would walk to new gym. Six said that they would probably cycle. Two said that they would probably be driven by a parent

7. Can you provide anonymised postcode data for where members live?

Taken from membership forms:

NG LE10 2DX
DW LE9 7AQ
RC LE10 2UB
JC LE10 2UB
RT LE9 4LH
LM LE9 4BW
WS LE17 4LH
PC LE17 4LH
NB LE10 2TN
JM LE9 4LH
PM LE9 4LH
PM LE9 4LH
TCLE9 4FA
BJ LE10 3AQ
OF LE9 7GN
NA LE10 0TF
OW LE10 3JL
OE LE9 4DW
ME LE9 4DW
SH LE10 0UZ
JR CV11 4SZ
CR CV11 4SZ
VB LE10 0PY
OR LE9 7AF
WK LE9 1UG
AB LE10 2LS
JG LE10 1UA
GG LE10 1UA
GC LE10 2HR
SO LE10 1PN
JB LE10 2RY
BR LE10 1LQ
JC LE17 4LH
AB CV13 6HE
HB CV13 6HE
CM LE9 4LL
OT LE9 3EA
WS LE10 3ED
LA LE10 1JF
CL LE10 0LE
TA LE10 1BF

WT LE10 4LH
CM LE67 1FH
CH LE10 1HT
CH LE10 2AB
GG LE10 0HQ
GH LE10 2AB
HV LE9 \$TD
CS LE10 0HQ
BP LE10 3JE
JD LE9 4LN
FD LE9 4LN
TF LE10 2DG
DB LE10 1UX
EB LE10 0EB



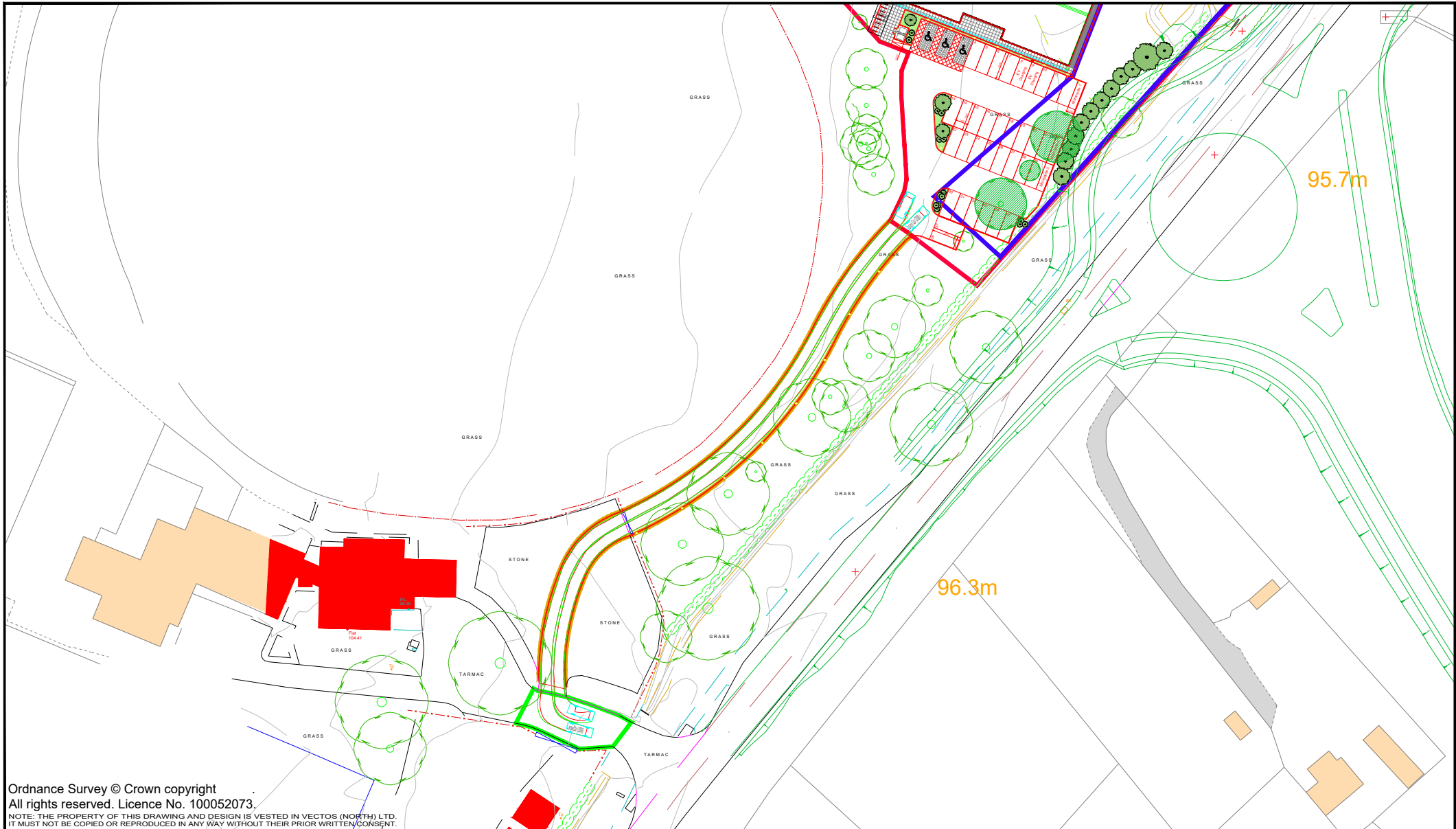
Appendix E Swept Path Analysis Drawings

Transport Assessment

Proposed Boxing Facility, Leicester Road, Hinckley

SLR Project No.: 415.064498.00001

22 February 2024



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REV.	DETAILS	DRAWN	CHECKED	DATE

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.

2. White lining is indicative only.

Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m

Leicester Rd, Hinckley

SWEPT PATH ANALYSIS: Large Car

Corporate Architecture Limited

7 Park Row, Leeds, LS1 5HD

DRAWN: YF

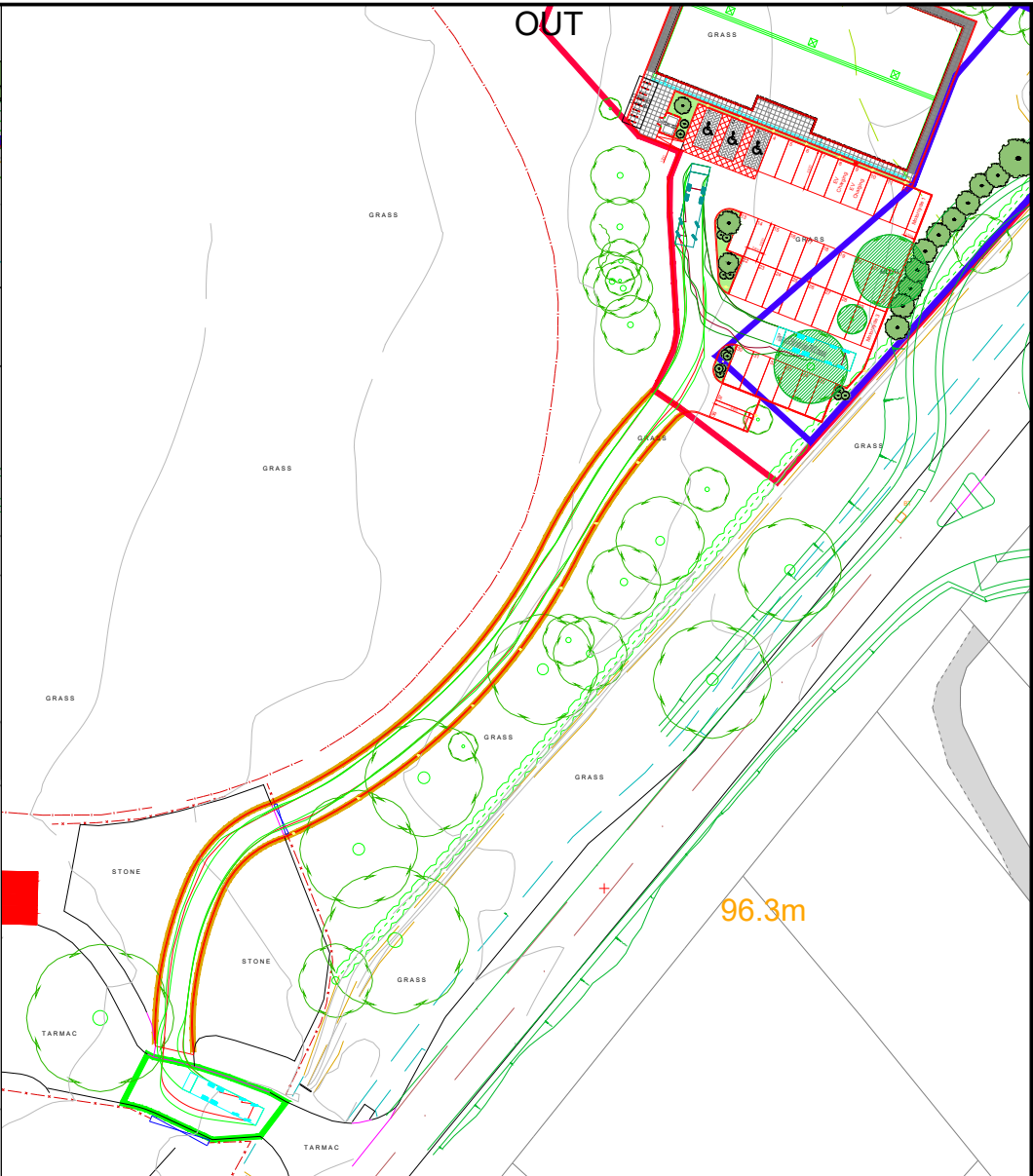
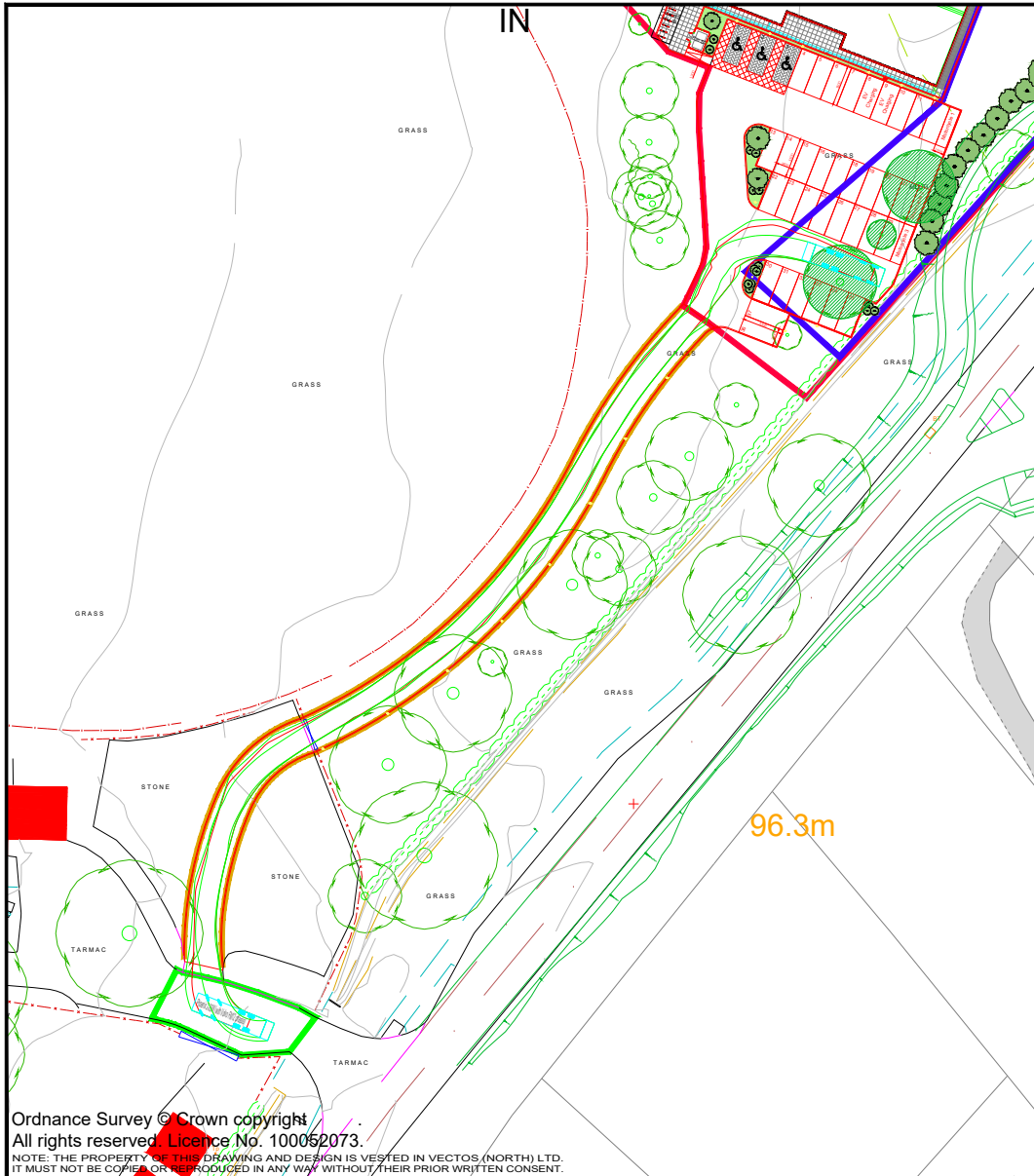
CHECKED: GH

DATE: 21.02.23

SCALES: 1:1000 at A4

DRAWING NUMBER: T101- 415.064498.00001

REVISION:



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REV.	DETAILS	DRAWN	CHECKED	DATE

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

Phoenix 2-25W (with Volvo FM12 chassis)
Overall Length 11.125m
Overall Width 2.530m
Overall Body Height 3.205m
Min Body Ground Clearance 0.410m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.250m

Leicester Rd, Hinckley

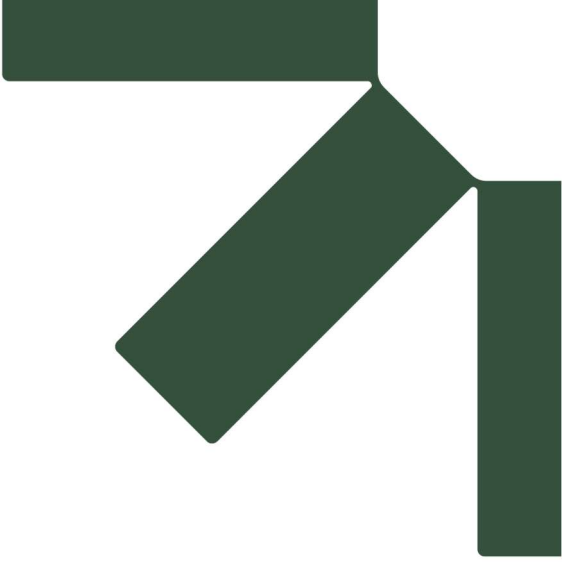
Corporate Architecture Limited

SWEPT PATH ANALYSIS: Refuse Vehicle

7 Park Row, Leeds, LS1 5HD

DRAWN: YF	CHECKED: GH	DATE: 21.02.23	SCALES: 1:1000 at A4
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DRAWING NUMBER: TR100-415.064498.00001	REVISION:
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Appendix F Junction Modelling Output

Transport Assessment

Proposed Boxing Facility, Leicester Road, Hinckley

SLR Project No.: 415.064498.00001

22 February 2024

Junctions 10				
PICADY 10 - Priority Intersection Module				
Version: 10.0.3.1598 © Copyright TRL Software Limited, 2021				
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com				
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution				

Filename: Leicester Road _ Hinckley Sports Pitches Access.j10
Path: \\slr.local\EU\Offices\UK\Leeds\Projects\Heart of England Boxing Club
Report generation date: 19/02/2024 12:45:36

»2029 Base , SAT
 »2029 Predicted, SAT

Summary of junction performance

	SAT				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2029 Base				
Stream B-C	D1	0.2	8.16	0.15	A
Stream B-A		0.3	14.42	0.21	B
Stream C-AB		0.7	5.25	0.25	A
	2029 Predicted				
Stream B-C	D2	0.2	8.68	0.19	A
Stream B-A		0.3	15.75	0.25	C
Stream C-AB		0.9	5.61	0.30	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

File summary

File Description

Title	Hinckley Sports Ground Access _ Leicester Road
Location	Hinckley
Site number	
Date	14/02/2024
Version	
Status	(new file)
Identifier	
Client	Heart of England Boxing Club
Jobnumber	
Enumerator	SLR\ghewitt
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2029 Base	SAT	ONE HOUR	11:30	13:00	15
D2	2029 Predicted	SAT	ONE HOUR	11:30	13:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2029 Base , SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Hinckley Sports Pitches Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Hinckley Sports Pitches Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Hinckley Sports Pitches / Leicester Road	T-Junction	Two-way	Two-way	Two-way		1.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.64	A

Arms

Arms

Arm	Name	Description	Arm type
A	Leicester Road South		Major
B	Hinckley Sports Pitches Access		Minor
C	Leicester Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Leicester Road North	7.20			162.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Hinckley Sports Pitches Access	One lane plus flare	6.80	3.20	2.90	2.90	2.90	✓	1.00	250	187

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	671	0.116	0.293	0.184	0.418

B-C	750	0.109	0.275	-	-
C-B	668	0.245	0.245	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2029 Base	SAT	ONE HOUR	11:30	13:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Leicester Road South		✓	708	100.000
B - Hinckley Sports Pitches Access		✓	132	100.000
C - Leicester Road North		✓	618	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Leicester Road South	B - Hinckley Sports Pitches Access	C - Leicester Road North
From	A - Leicester Road South	0	102	606
	B - Hinckley Sports Pitches Access	61	0	71
	C - Leicester Road North	546	72	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Leicester Road South	B - Hinckley Sports Pitches Access	C - Leicester Road North
From	A - Leicester Road South	0	0	0
	B - Hinckley Sports Pitches Access	0	0	0
	C - Leicester Road North	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.15	8.16	0.2	A
B-A	0.21	14.42	0.3	B
C-AB	0.25	5.25	0.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

11:30 - 11:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	599	0.089	53	0.1	6.593	A
B-A	46	430	0.107	45	0.1	9.355	A
C-AB	108	825	0.131	107	0.3	5.009	A
C-A	357			357			
A-B	77			77			
A-C	456			456			

11:45 - 12:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	64	567	0.113	64	0.1	7.152	A
B-A	55	383	0.143	55	0.2	10.975	B
C-AB	151	863	0.175	150	0.4	5.056	A
C-A	405			405			
A-B	92			92			
A-C	545			545			

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78	519	0.150	78	0.2	8.151	A
B-A	67	317	0.212	67	0.3	14.363	B
C-AB	231	919	0.251	230	0.7	5.234	A
C-A	450			450			
A-B	112			112			
A-C	667			667			

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78	519	0.151	78	0.2	8.163	A
B-A	67	317	0.212	67	0.3	14.416	B
C-AB	232	920	0.252	231	0.7	5.253	A
C-A	449			449			
A-B	112			112			
A-C	667			667			

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	64	566	0.113	64	0.1	7.169	A
B-A	55	382	0.143	55	0.2	11.015	B
C-AB	152	864	0.175	153	0.4	5.081	A
C-A	404			404			
A-B	92			92			
A-C	545			545			

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	598	0.089	54	0.1	6.611	A
B-A	46	430	0.107	46	0.1	9.390	A
C-AB	109	826	0.132	109	0.3	5.035	A
C-A	357			357			
A-B	77			77			
A-C	456			456			

2029 Predicted, SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Hinckley Sports Pitches Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Hinckley Sports Pitches Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Hinckley Sports Pitches / Leicester Road	T-Junction	Two-way	Two-way	Two-way		2.03	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.03	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2029 Predicted	SAT	ONE HOUR	11:30	13:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Leicester Road South		✓	713	100.000
B - Hinckley Sports Pitches Access		✓	157	100.000
C - Leicester Road North		✓	631	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Leicester Road South	B - Hinckley Sports Pitches Access	C - Leicester Road North
From	A - Leicester Road South	0	107	606
	B - Hinckley Sports Pitches Access	70	0	87
	C - Leicester Road North	546	85	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Leicester Road South	B - Hinckley Sports Pitches Access	C - Leicester Road North
	A - Leicester Road South	0	0	0
	B - Hinckley Sports Pitches Access	0	0	0
	C - Leicester Road North	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.19	8.68	0.2	A
B-A	0.25	15.75	0.3	C
C-AB	0.30	5.61	0.9	A
C-A				
A-B				
A-C				

Main Results for each time segment

11:30 - 11:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	65	596	0.110	65	0.1	6.770	A
B-A	53	420	0.125	52	0.1	9.762	A
C-AB	128	825	0.155	126	0.3	5.152	A
C-A	347			347			
A-B	81			81			
A-C	456			456			

11:45 - 12:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78	563	0.139	78	0.2	7.426	A
B-A	63	372	0.169	63	0.2	11.623	B
C-AB	178	863	0.207	178	0.5	5.266	A
C-A	389			389			
A-B	96			96			
A-C	545			545			

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	96	511	0.187	96	0.2	8.655	A
B-A	77	306	0.252	77	0.3	15.673	C
C-AB	273	919	0.297	272	0.9	5.585	A
C-A	422			422			
A-B	118			118			
A-C	667			667			

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	96	511	0.188	96	0.2	8.675	A
B-A	77	306	0.252	77	0.3	15.754	C
C-AB	274	919	0.298	274	0.9	5.608	A

C-A	421			421			
A-B	118			118			
A-C	667			667			

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78	562	0.139	78	0.2	7.445	A
B-A	63	372	0.169	63	0.2	11.677	B
C-AB	179	864	0.207	181	0.5	5.297	A
C-A	388			388			
A-B	96			96			
A-C	545			545			

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	65	596	0.110	66	0.1	6.793	A
B-A	53	420	0.125	53	0.1	9.810	A
C-AB	129	826	0.156	129	0.3	5.185	A
C-A	347			347			
A-B	81			81			
A-C	456			456			



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