

Technical Note 1

Project Number: T23548

Project: Land North of A47 Normandy Way and West of A447 Ashby Road

Title: PRTM Area of Influence (Aol) Analysis

Date: 28.01.2025

Prepared By: SF

Distribution List: National Highways, Leicestershire County Council,
Warwickshire County Council

Floor 1B
4 Temple Row
Birmingham
B2 5HG

Background

- 1.1 Hub Transport Planning Ltd has been commissioned by Richborough to provide transport advice for a proposed residential development on Land North of A47 Normandy Way and West of A447 Ashby Road, Hinckley; this forms part of a wider development, linking with another proposed residential development on land east of Stoke Road (hereby referred to as Phase 1).
- 1.2 It is intended that the proposed development will provide up to 415 residential dwellings, accessed via a 3-arm roundabout along the A47 Normandy Way, with connectivity to Phase 1 via an internal link road that also connects through to Stoke Road (serving as an additional access point).
- 1.3 Following consultation with Leicestershire County Council (LCC), Warwickshire County Council (WCC) and National Highways (NH), it has been agreed that the Pan Regional Transport Model (PRTM) will be used to assess the impact of the development on the local highway network.
- 1.4 Following the submission of the PRTM forecasting report by LCC, this note has been prepared to set out the next steps of the Transport Assessment. This focuses on the following:
 - Area of Influence (Aol);
 - Junctions to be assessed;
 - Methodology to derive turning flows to inform standalone junction models; and
 - Sensitivity Testing.

Area of Influence

- 1.5 The PRTM forecasting report is included as **Appendix A** to this note.
- 1.6 Section 3.4 of the PRTM forecasting report sets out the Aol by comparing the with and without development scenario to indicate the forecast change in flows. The Aol has been defined by links with a forecast change of at least $\pm 5\%$ and ± 30 passenger car units (PCUs) due to the development.
- 1.7 The Aol assessment shows that, in general, when the development is in place, there is a forecast reduction in flows between the Phase 1 access roundabout and Stoke Road/A47 roundabout, and along A47 Normandy Way to the development access roundabout. This is due to vehicles re-routing through the development spine road.

Technical Note 1

- 1.8 The Aol assessment forecasts there to be notable flow increases, which are more pertinent in the AM Peak, along the following routes:
- Stoke Road north of Phase 1 access roundabout;
 - Heading south into Hinckley down Ashby Road, Stoneygate Road and Leicester Road towards Burbage Road;
 - West on the A47; and
 - East on the A47 towards Leicester.
- 1.9 The PRTM also forecasts delay changes between the 'With Development' and 'With Development' scenarios, and the output of this show that there are minor increases in delay across the local network.
- 1.10 The largest forecast increase in 2032 is during the PM Peak in the centre of Hinckley south of Leicester Road, however in the 2036 scenario there is a decrease in delay between the 'With Development' and 'With Development' scenarios at this location.
- 1.11 The forecast indicates that, in 2036, the following roads are included within the Aol:
- Hinckley Road;
 - Stoke Road;
 - Rogues Lane;
 - A47 Normandy Way;
 - B4667 Ashby Road;
 - Tudor Road;
 - Netherley Road;
 - Barwell Lane;
 - Stoneygate Drive;
 - A4668 Leicester Road; and
 - Derby Road.
- 1.12 The Aol does not stretch as far as the Dodwells roundabout or Longshoot signal junction, with the forecast change in volume and delay for the 2032 and 2036 scenarios at these junctions being negligible.
- 1.13 However, this will be discussed further with NH, WCC and LCC, and at this stage whilst the Aol does not indicate that further assessment of the Dodwells or Longshoot junctions is necessary; we will obtain the traffic flow matrices at these junctions for the 2032 and 2036 scenarios in order to fully establish the development traffic impact at these locations.
- 1.14 Whilst it is recognised that the Aol includes the Netherley Road/Ashby Road, Barwell Lane/Ashby Road and Stoneygate Drive/B4688 Leicester Road junctions, the level of additional delay is predicted to be minimal and therefore no further assessment is considered necessary at this stage.

Technical Note 1

- 1.15 To determine the junctions that require further investigation using standalone junction models the AoI has been considered, along with forecast delay changes, link volumes and knowledge of the local area.
- 1.16 As such, it is proposed that the following junctions are to be assessed as part of the Transport Assessment (TA):
- Stoke Road/A47 roundabout;
 - Ashby Road/A47 signal junction;
 - A47/Wykin Road roundabout;
 - A47/Roston Drive roundabout;
 - Stoke Road/Tudor Road priority junction;
 - Stoke Road/Hollycroft/Wykin Road mini roundabout;
 - The Common/A47 roundabout;
 - Leicester Road/Highfields Road signal junction; and
 - Hinckley Road/Stoke Road mini roundabout.

Junction Turning Flows

- 1.17 Junction turning count flows for the various scenarios under assessment have been extracted from the PRTM for the initial set of junctions identified as part of the PRTM scope. However, the Saturn model which forms part the PRTM is only validated and calibrated for link flows, and not junction turning flows. As a result, it is not deemed appropriate to use the turning flows directly extracted from the model. As a result, this technical note sets out the methodology for creating the appropriate turning flows to inform the standalone junction models.
- 1.18 The methodology used to factor and adjust the baseline turning counts is proposed as follows:
- Observed 2024 turning count data obtained for all junctions under consideration;
 - Junction turning flows (for the junctions set out in 1.16 above) to be extracted from the PRTM for the 2032 and 2036 future years;
 - NTM adjusted TEMPro growth factors will be used to growth the observed 2024 flows to 2032 and 2036 future years (these are set out in Table 1);
 - At each junction under assessment, the absolute change in flow between the PRTM 2024 base year and the forecast years of 2032 and 2036 (with and without development) will be calculated and sense checked to identify any anomalous results;
 - The change in flow will be applied to the 2024 observed turning count flows to provide the adjusted future years turning flow forecasts for the with and without development traffic scenarios, which will then inform the individual junction capacity assessments across the network.

Technical Note 1

Table 1 – TEMPro Growth Factors (Hinckley and Bosworth 008)

Time Period	2024 – 2032	2024 – 2036
AM	1.0730	1.1062
PM	1.0740	1.1076

Sensitivity Testing

- 1.19 The wider development site has an additional phase, Phase 3, which has not yet been granted approval, but is due to be in place by 2036. This phase includes a further c.380 residential dwellings and a further extension of the spine road through the site, linking into a new access junction to the northeast with Ashby Road.
- 1.20 The PRTM outputs forecast that when Phase 3 of the development is in place, more vehicle trips are likely to re-route to avoid the Ashby Road/A47 signal junction, and travel entirely through the development spine road instead. This is forecast to create an increase in flows namely along:
 - The internal spine road;
 - Heading south into Hinckley down Ashby Road, Stoneygate Road and Leicester Road towards Burbage Road;
 - East on the A47 towards Leicester;
 - North of the site on Ashby Road and Hinckley Road; and
 - West on the A47 Normandy Way.
- 1.21 Unsurprisingly, the PRTM forecast a considerable decrease in flows along the A47 between Stoke Road roundabout and Ashby Road junction as a result.
- 1.22 We will undertake all 2036 assessments as sensitivity tests to establish the potential impacts of the Phase 3 development and highway network changes in the vicinity of the site.

Appendix A

PRTM Forecasting Report

Environment and Transport Modelling Services Contract

Land North of A47, Hinckley

Forecasting Report

November 2024
3851.208

Document Sign-off

Control Details

Document Location:	X:\TMODELLING\05. 3851 (External)\MF3851.208 Stoke Road - Phase 2\12. Deliverables\01. Reports\3851.208 Land North of A47 Hinckley_Forecasting Report v1.0.docx
Production Software:	Microsoft Word 2010
Author:	JG
Owner:	Alex Gray, Network Data and Intelligence Team

Document history and status

Ver	Date	Description	Author	Review	Approved	Released
0.1	14/11/24	Draft for internal review	JG	PB		
0.2	19/11/24	Second draft for internal review	JG	PB		
1.0	22/11/24	Final version	JG	PB	PB	LG

Model Version

Model:	PRTM2019 v1.2
Constrained / NTEM minimum:	NTEM-Minimum
Planning Data:	HH154Emp1541
SATURN Version:	11.5.05N

This document has been prepared by Leicestershire County Council for the sole use of our client (the “Client”) and in accordance with the terms and conditions of service provision under the Transport Modelling & Planning Framework, the budget for fees and the terms of reference agreed between Leicestershire County Council and the Client. Any information provided by third parties and referred to herein has not been checked or verified by Leicestershire County Council, unless otherwise expressly stated in the document. No third party may rely upon this document without the prior and express written agreement of Leicestershire County Council.

Contains Ordnance Survey data © Crown copyright and database right 2024

Contents

1.	Introduction	1
1.1.	Background	1
1.2.	Report Structure.....	3
2.	Forecast Approach and Assumptions.....	4
2.1.	Introduction	4
2.2.	'Do Nothing' Assumptions.....	4
2.3.	Proposed Development Access Assumptions.....	4
2.4.	Proposed Development Trip Generation Assumptions.....	5
2.5.	Proposed Development Trip Distribution Assumptions.....	6
3.	Forecast Model Results	9
3.1.	Introduction	9
3.2.	Forecast Development Traffic	9
3.3.	Forecast Flow Change.....	10
3.4.	Area of Influence (Aol).....	21
3.5.	Forecast Delay Change	24
3.6.	Maximum Volume / Capacity Ratios.....	33
4.	Summary.....	40
4.1.	Summary of Assessment.....	40
5.	Contact Details	42

Table of Figures

Figure 1.	Indicative Location of the Proposed Development.....	1
Figure 2.	Wider Site Layout.....	2
Figure 3.	Land North of A47 Hinckley - Site Access.....	2
Figure 4.	Land East of Stoke Road Hinckley - Site Access.....	3
Figure 5.	Location of PRTM Zone 6011.....	6
Figure 6.	Vehicle Trip Distribution to and from the Proposed Development - 2032 DS AM	7
Figure 7.	Vehicle Trip Distribution to and from the Proposed Development – 2032 DS PM	7
Figure 8.	Vehicle Trip Distribution to and from the Proposed Development - 2036 DS AM	8
Figure 9.	Vehicle Trip Distribution to and from the Proposed Development – 2036 DS PM	8
Figure 10.	Development Trips Disaggregated by Distance - 2036 DS AM.....	9
Figure 11.	Development Trips Disaggregated by Distance - 2036 DS PM.....	10
Figure 12.	Forecast Flow Change for 2032 – 2026 'Without Development', AM Peak Hour	11
Figure 13.	Forecast Flow Change for 2032 – 2026 'Without Development', PM Peak Hour	11
Figure 14.	Forecast Flow Change for 2036 – 2026 'Without Development', AM Peak Hour	12
Figure 15.	Forecast Flow Change for 2036 – 2026 'Without Development', PM Peak Hour	12
Figure 16.	Forecast Flow Change for 2032 AM Peak Hour 'With Development' – 'Without Development'	14
Figure 17.	Forecast Flow Change for 2032 PM Peak Hour 'With Development' – 'Without Development'	14
Figure 18.	Forecast Flow Change for 2036 AM Peak Hour 'With Development' – 'Without Development'	15
Figure 19.	Forecast Flow Change for 2036 PM Peak Hour 'With Development' – 'Without Development'	15
Figure 20.	Forecast Flow Change for 2036 AM Peak Hour 'With Development + Phase 3' – 'Without Development'	16
Figure 21.	Forecast Flow Change for 2036 PM Peak Hour 'With Development + Phase 3' – 'Without Development'	17
Figure 22.	Trips using the Development Spine Road, Stoke Road Phase 3 Sensitivity, AM Peak Hour	17
Figure 23.	Trips using the Development Spine Road, Stoke Road Phase 3 Sensitivity, PM Peak Hour	18

Figure 24. Forecast Flow Change for 2036 – 2032, 'With Development', AM Peak Hour	19
Figure 25. Forecast Flow Change for 2036 – 2032, 'With Development', PM Peak Hour	19
Figure 26. Forecast Flow Change for 2036, 'With Development + Phase 3' minus 'With Development', AM Peak Hour.....	20
Figure 27. Forecast Flow Change for 2036, 'With Development + Phase 3' minus 'With Development', PM Peak Hour.....	20
Figure 28. Area of Influence for 2032 'With Development'	22
Figure 29. Area of Influence for 2036 'With Development'	23
Figure 30. Forecast Delay Change for 2032 – 2026, 'Without Development', AM Peak Hour	25
Figure 31. Forecast Delay Change for 2032 – 2026, 'Without Development', PM Peak Hour	25
Figure 32. Forecast Delay Change for 2036 – 2026, 'Without Development', AM Peak Hour	26
Figure 33. Forecast Delay Change for 2036 – 2026, 'Without Development', PM Peak Hour	26
Figure 34. Forecast Delay Change for 2032, 'With Development' – 'Without Development', AM Peak Hour ..	27
Figure 35. Forecast Delay Change for 2032, 'With Development' – 'Without Development', PM Peak Hour ..	28
Figure 36. Forecast Delay Change for 2036, 'With Development' – 'Without Development', AM Peak Hour ..	28
Figure 37. Forecast Delay Change for 2036, 'With Development' – 'Without Development', PM Peak Hour ..	29
Figure 38. Forecast Delay Change for 2036, 'With Development + Phase 3' – 'Without Development', AM Peak Hour.....	29
Figure 39. Forecast Delay Change for 2036, 'With Development + Phase 3' – 'Without Development', PM Peak Hour.....	30
Figure 40. Forecast Delay Change for 2036 – 2032, 'With Development', AM Peak Hour	31
Figure 41. Forecast Delay Change for 2036 – 2032, 'With Development', PM Peak Hour	31
Figure 42. Forecast Delay Change for 2036, 'With Development + Phase 3' – 'With Development', AM Peak Hour.....	32
Figure 43. Forecast Delay Change for 2036, 'With Development + Phase 3' – 'With Development', PM Peak Hour.....	32
Figure 44. Forecast Node Volume-Capacity Ratio for 2026, 2032 and 2036, 'Without Development', AM Peak Hour.....	34
Figure 45. Forecast Node Volume-Capacity Ratio for 2026, 2032 and 2036, 'Without Development', PM Peak Hour.....	35
Figure 46. Forecast Node Volume-Capacity Ratio for 2032 'Without Development' and 2032 'With Development' AM Peak Hour	36
Figure 47. Forecast Node Volume-Capacity Ratio for 2032 'Without Development' and 2032 'With Development' PM Peak Hour	37
Figure 48. Forecast Node Volume-Capacity Ratio for 2036 'Without Development', 2036 'With Development' and 2036 'With Development + Phase 3', AM Peak Hour	38
Figure 49. Forecast Node Volume-Capacity Ratio for 2036 'Without Development', 2036 'With Development' and 2036 'With Development + Phase 3', PM Peak Hour	39

Table of Tables

Table 1. Development Trip Rates	5
Table 2. Development Trip Generation.....	5
Table 3. Stoke Road Phase 3 (Northern Parcel) Assumed Development Trip Generation	5
Table 4. Stoke Road Phase 3 (Southern Parcel) Assumed Development Trip Generation	6
Table 5. Origin of Trips using the Development Spine Road	13
Table 6. Modelled Journey Times between Rogues Lane / Ashby Road and the A47 / Stoke Road.....	40

1. Introduction

1.1. Background

1.1.1. Leicestershire County Council's (LCC's) Network Data & Intelligence (NDI) consultants have been commissioned by Hub Transport Planning to undertake strategic transport modelling to assess the potential traffic impacts of the proposed development Land North of A47, Hinckley. This assessment has been undertaken using the Pan Regional Transport Model (PRTM) for the AM and PM Peak hours.

1.1.2. The proposed development is a residential development of 415 dwellings. The site is located to the north of the A47 Normandy Way in Hinckley, Leicestershire, and is expected to be fully built by 2036. Figure 1 shows the indicative location of the proposed development.

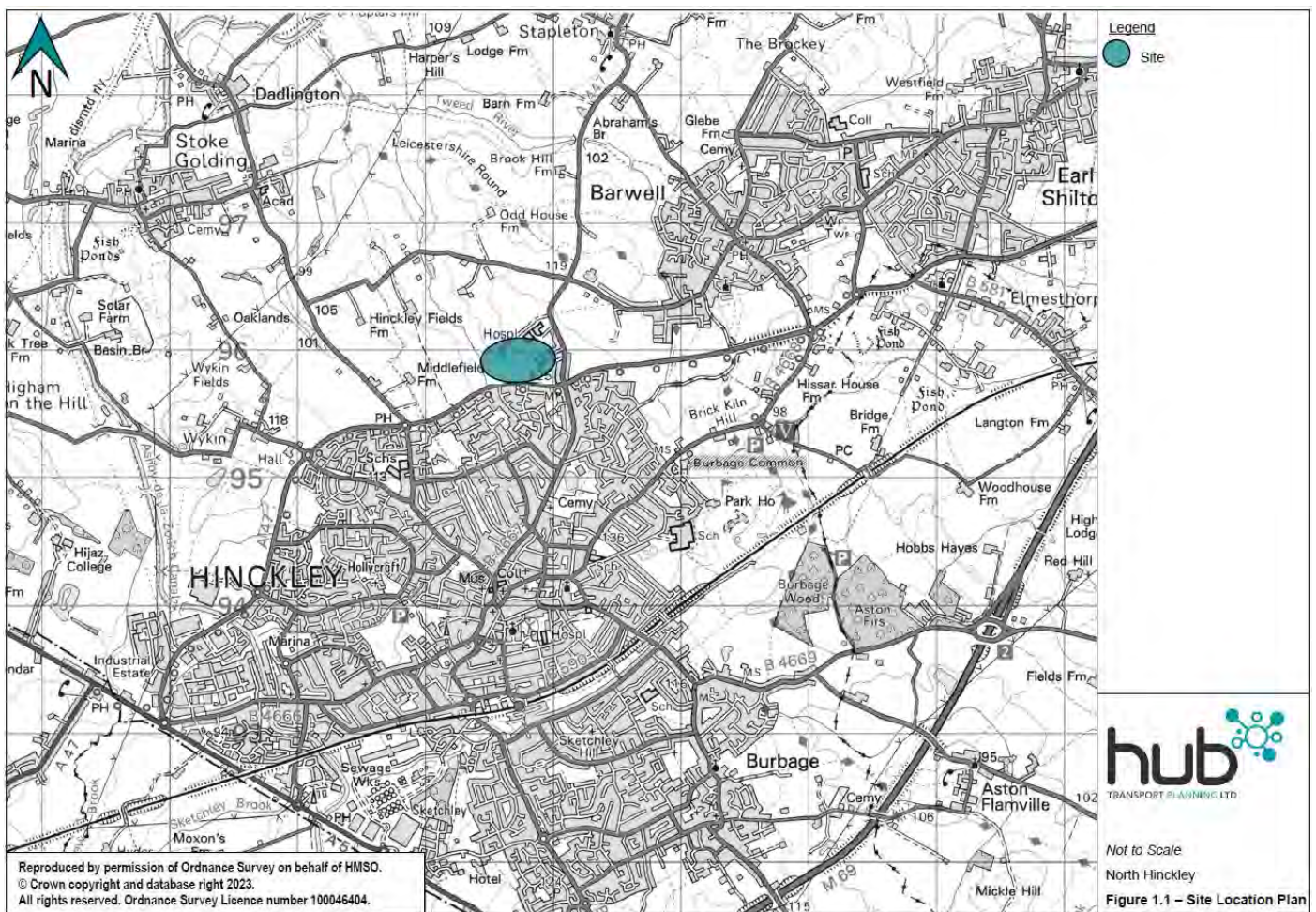


Figure 1. Indicative Location of the Proposed Development

1.1.3. The wider Stoke Road development is made up of three phases:

- Phase 1 (23/00432/OUT), for the erection of up to 475 dwellings, has been granted permission,
- Phase 2 (24/00264/OUT), for the erection of up to 415 dwellings, is what is being tested for this commission; and
- Phase 3 has not yet been granted planning approval.

1.1.4. Figure 2 shows the masterplan for the wider Stoke Road development.



Figure 2. Wider Site Layout

1.1.5. The proposed development will be accessed via a new three-arm roundabout junction on the A47 Normandy Way, as shown in Figure 3.



Figure 3. Land North of A47 Hinckley - Site Access

- 1.1.6. An additional access will be provided as part of Phase 1 of the wider development. Phase 1 will be accessed via a new three-arm roundabout on Stoke Road, as shown in Figure 4.

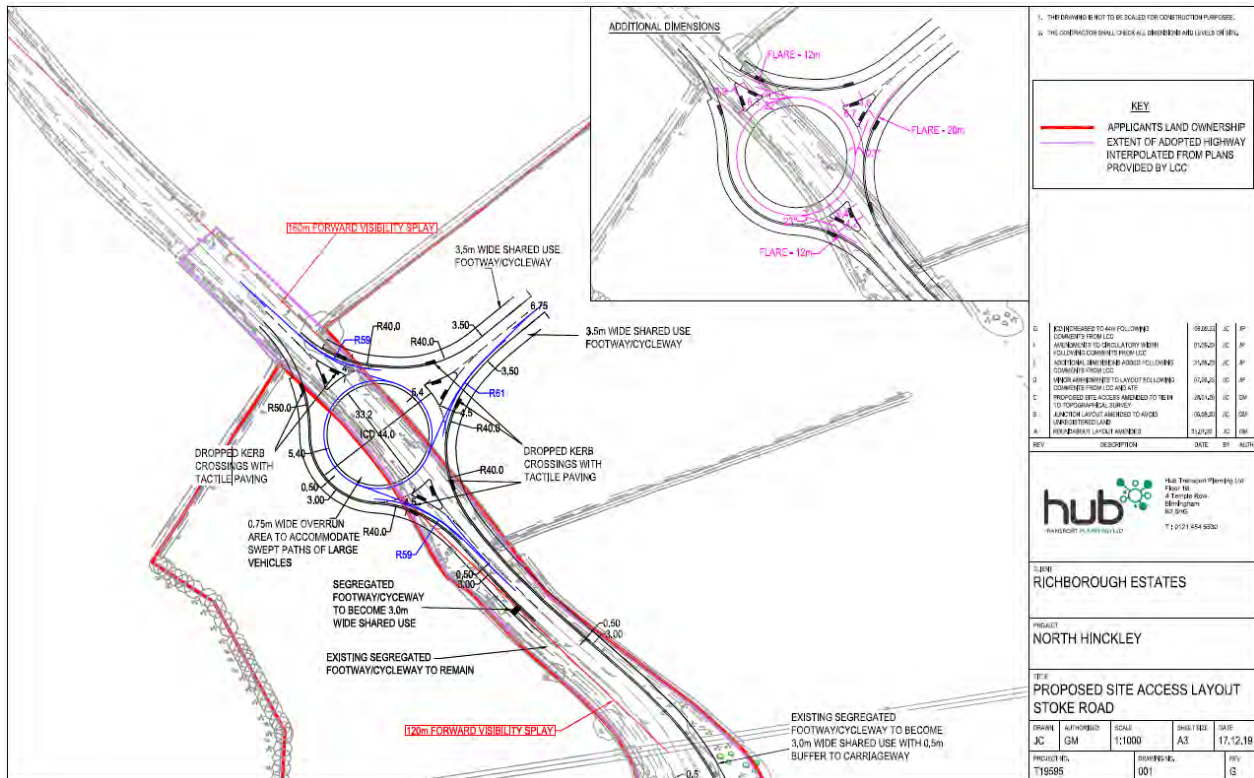


Figure 4. Land East of Stoke Road Hinckley - Site Access

- 1.1.7. There is an aspiration that a link road will connect Stoke Road to the A447 Ashby Road via all three phases of the planned development.
- 1.1.8. This report is the Forecasting Report containing the forecast model results of the strategic modelling assessment of the proposed development. This report follows the Land North of A47 Hinckley Base Year Model Review Report¹, which details the 2019 base year model network review and performance in the vicinity of the proposed site.

1.2. Report Structure

- 1.2.1. Section 2 details the model suitability, including the agreements around the Uncertainty log and development trip generation.
- 1.2.2. Section 3 outlines the forecast model results for all scenarios.
- 1.2.3. Section 4 summarises the results of the PRTM assessment of the proposed development.

¹ 3851.208 Land North of A47 Hinckley_BYMR v1.0 (23/07/2024)

2. Forecast Approach and Assumptions

2.1. Introduction

2.1.1. For this strategic modelling assessment, the following forecast model scenarios have been produced:

- 2024 'Without Development'
- 2026 'Without Development'
- 2032 'Without Development'
- 2032 'With 60% Development'
- 2036 'Without Development'
- 2036 'With 100% Development'
- 2036 'With 100% Development + Phase 3 Sensitivity'

2.1.2. The 'Without Development' forecasts have been run through the wider PRTM modelling suite which includes, among others: a highway model, a public transport model, and a variable demand model. Therefore, the forecasts include the response of travel demand to forecast changes in the costs of travel (including congestion, fuel prices and public transport fares) and change in assumed highway and public transport infrastructure over time.

2.1.3. To produce the 2032, 2036, and 2036 + Phase 3 'With Development' forecasts; the highway trips, specified by the client in the trip generation numbers for the proposed development, have been added to the 2032 and 2036 'Without Development' highway demand matrices using the agreed parent-zone distribution and assigned in the PRTM highway model.

2.2. 'Do Nothing' Assumptions

2.2.1. The forecast planning data and infrastructure schemes used to produce the forecast 'Without Development' scenarios were reviewed by the client in the format of an uncertainty log.

2.2.2. The trip forecasting process contained within the PRTM uses forecasts of population, households, and jobs to generate estimates of future travel demand. Planning forecasts (containing measures of housing and development) were unconstrained (NTEM minimum²) for this application.

2.3. Proposed Development Access Assumptions

2.3.1. To create the 2032, 2036, and 2036 + Phase 3 Sensitivity 'With Development' networks, the proposed development accesses on Stoke Road and Normandy Way were added to the 'Without Development' network. In addition to these two accesses, the proposed access on Ashby Road was added to the '2036 Without Development + Phase 3 Sensitivity' network.

² If the planning data result in forecasts below NTEM / TEMPro growth, the model reverts to NTEM / TEMPro as minimum.

2.3.2. 3 new development zones have been used for this application; these are:

- To represent the proposed 'Stoke Road Phase 2' development (24/00264/OUT) to the north of A47 Normandy Way.
- To represent the larger 'northern' parcel of the potential 'Stoke Road Phase 3' development, to the west of A447 Ashby Road.
- To represent the smaller 'southern' parcel of the potential 'Stoke Road Phase 3' development, to the north of the A47 Normandy Way.

2.3.3. The development zone containing the proposed Land North of A47, Hinckley development accesses the network via Normandy Way, with a second access onto Stoke Road via Phase 1 of the wider development. If the link road connecting Stoke Road to the A447 Ashby Road goes ahead, then trips from Phase 2 will also be able to access the highway network via the Phase 3 site access on Ashby Road.

2.4. Proposed Development Trip Generation Assumptions

2.4.1. Assumptions regarding trip rates generated by the proposed development were provided by the client. The trip rate figures are shown in Table 1.

Vehicle Type	AM			PM		
	In	Out	Total	In	Out	Total
Light	0.148	0.425	0.573	0.409	0.244	0.653
Heavies	-	-	-	-	-	-
Total	0.148	0.425	0.573	0.409	0.244	0.653

Table 1. Development Trip Rates

2.4.2. The trip generation figures provided are shown in Table 2. These trips have been added to the 'Without Development' highway demand matrices and assigned in the PRTM highway model.

Vehicle Type	AM			PM		
	In	Out	Total	In	Out	Total
Light	61	176	237	169	101	270
Heavies	-	-	-	-	-	-
Total	61	176	237	169	101	270

Table 2. Development Trip Generation

2.4.3. Trip generation figures for Phase 3 of the wider development have also been provided by the client, for the '2036 Without Development + Phase 3 Sensitivity', see Table 3 and Table 4. They mirror the trip rate assumptions being used for the proposed development.

Vehicle Type	AM			PM		
	In	Out	Total	In	Out	Total
Light	47	137	184	131	77	208
Heavies	-	-	-	-	-	-
Total	47	137	184	131	77	208

Table 3. Stoke Road Phase 3 (Northern Parcel) Assumed Development Trip Generation

Vehicle Type	AM			PM		
	In	Out	Total	In	Out	Total
Light	9	26	35	25	15	40
Heavies	-	-	-	-	-	-
Total	9	26	35	25	15	40

Table 4. Stoke Road Phase 3 (Southern Parcel) Assumed Development Trip Generation

2.5. Proposed Development Trip Distribution Assumptions

2.5.1. It was agreed³ that the development trip distribution should be based on existing PRTM 'parent zone' 6011 as it contains mainly residential land-use. Figure 5 shows the location of zone 6011.

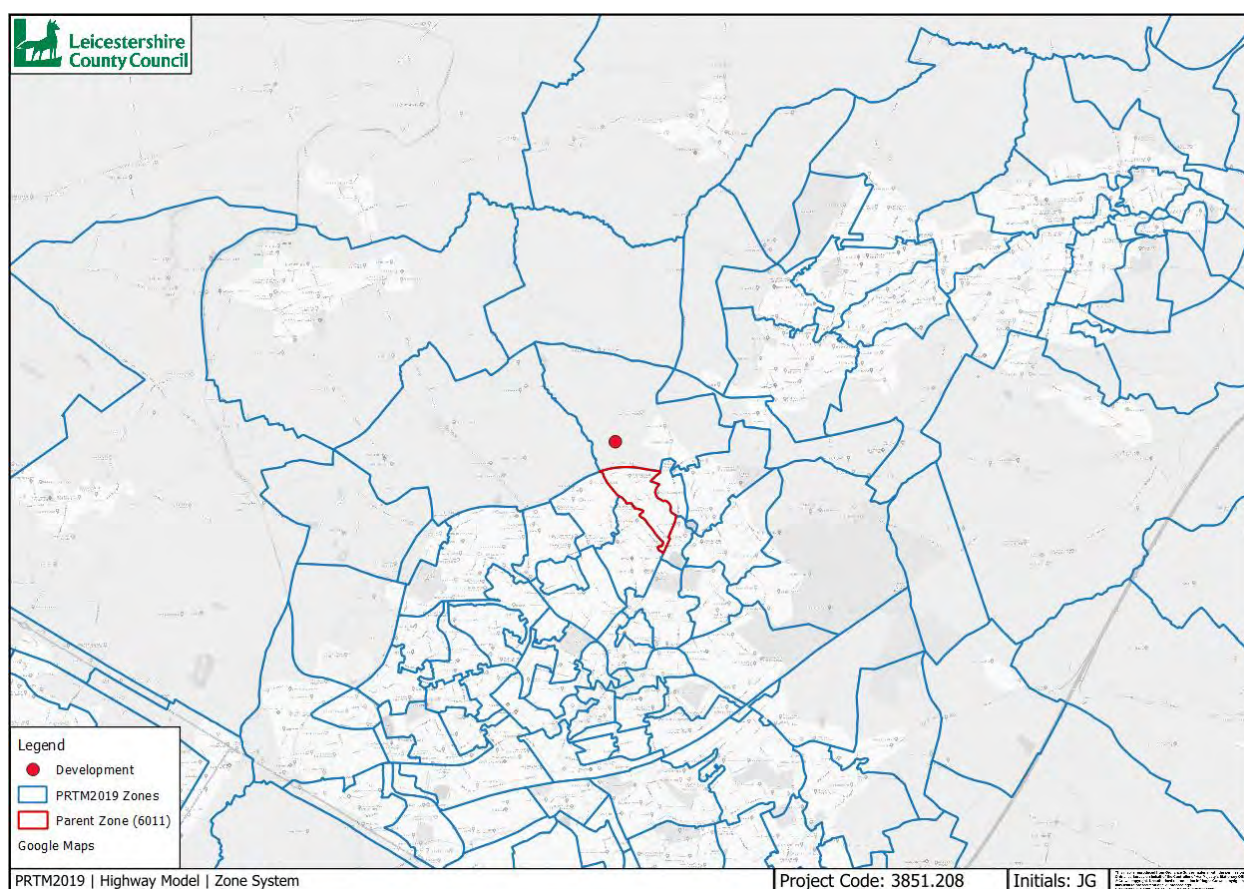


Figure 5. Location of PRTM Zone 6011

- 2.5.2. Figure 6 to Figure 9 shows the forecast development trip distribution on the highway network for the 2032 and 2036 'With Development' scenarios in the AM and PM Peak hours, respectively.
- 2.5.3. These figures show that traffic is mainly routing to and from the development via Stoke Road to the west, the A47 Normandy Way / B581 Station Road / Earl Shilton Bypass to the east, the B4667 Ashby Road to the south, and the A447 Ashby Road to the north. More detail about the forecast development traffic has been included in section 3.2.

³ Inception Meeting, 12th March 2024.

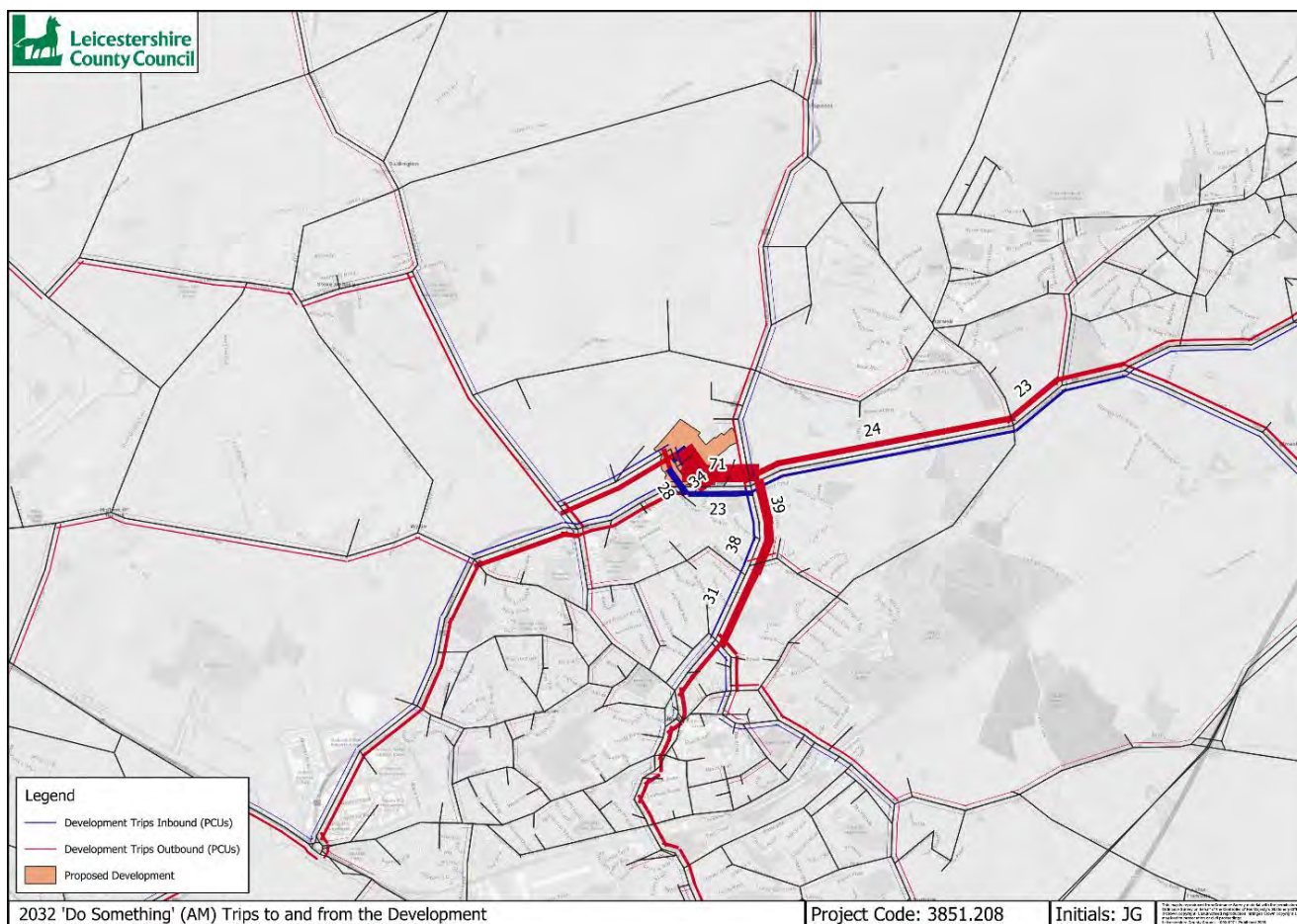


Figure 6. Vehicle Trip Distribution to and from the Proposed Development - 2032 DS AM

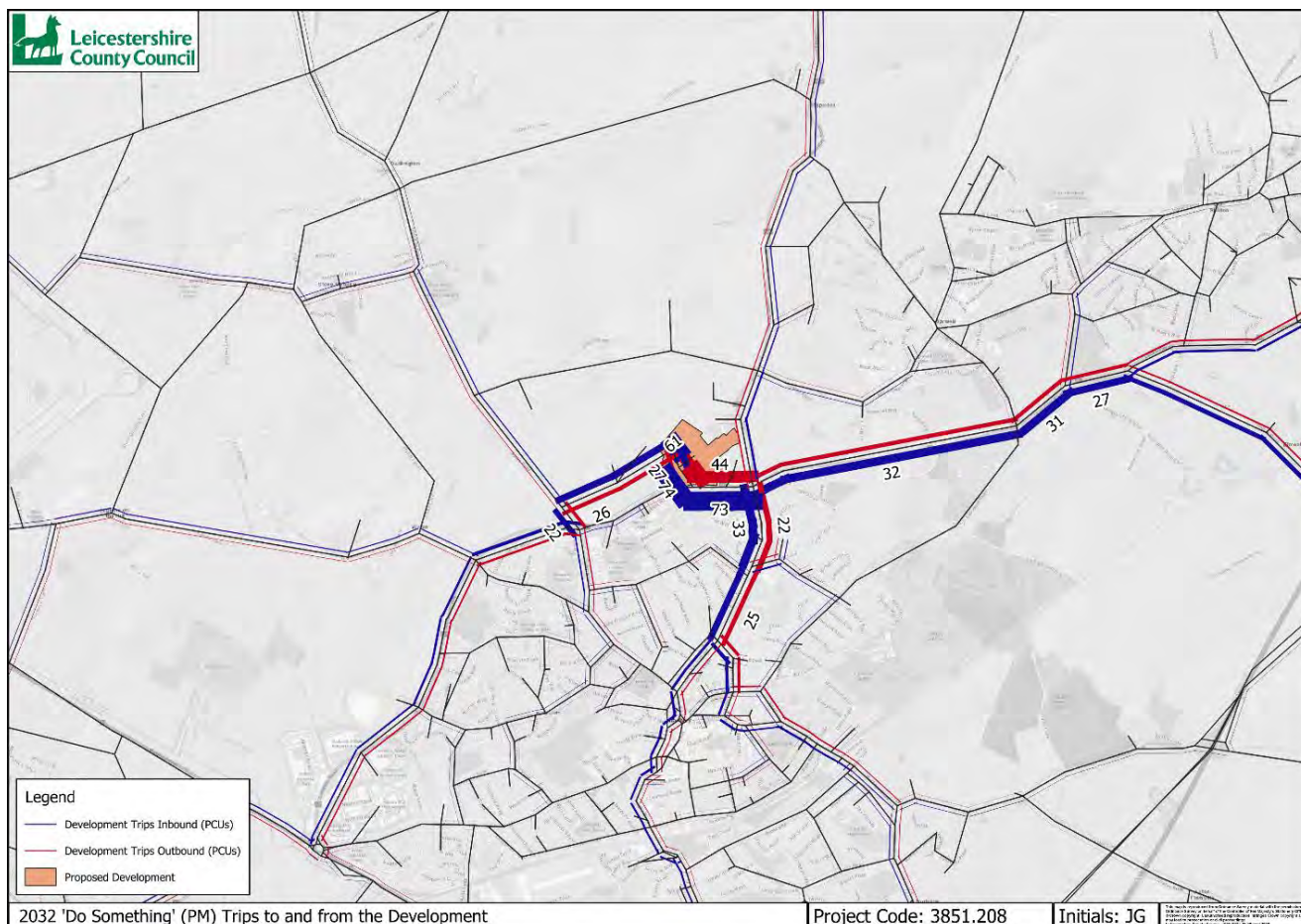


Figure 7. Vehicle Trip Distribution to and from the Proposed Development - 2032 DS PM

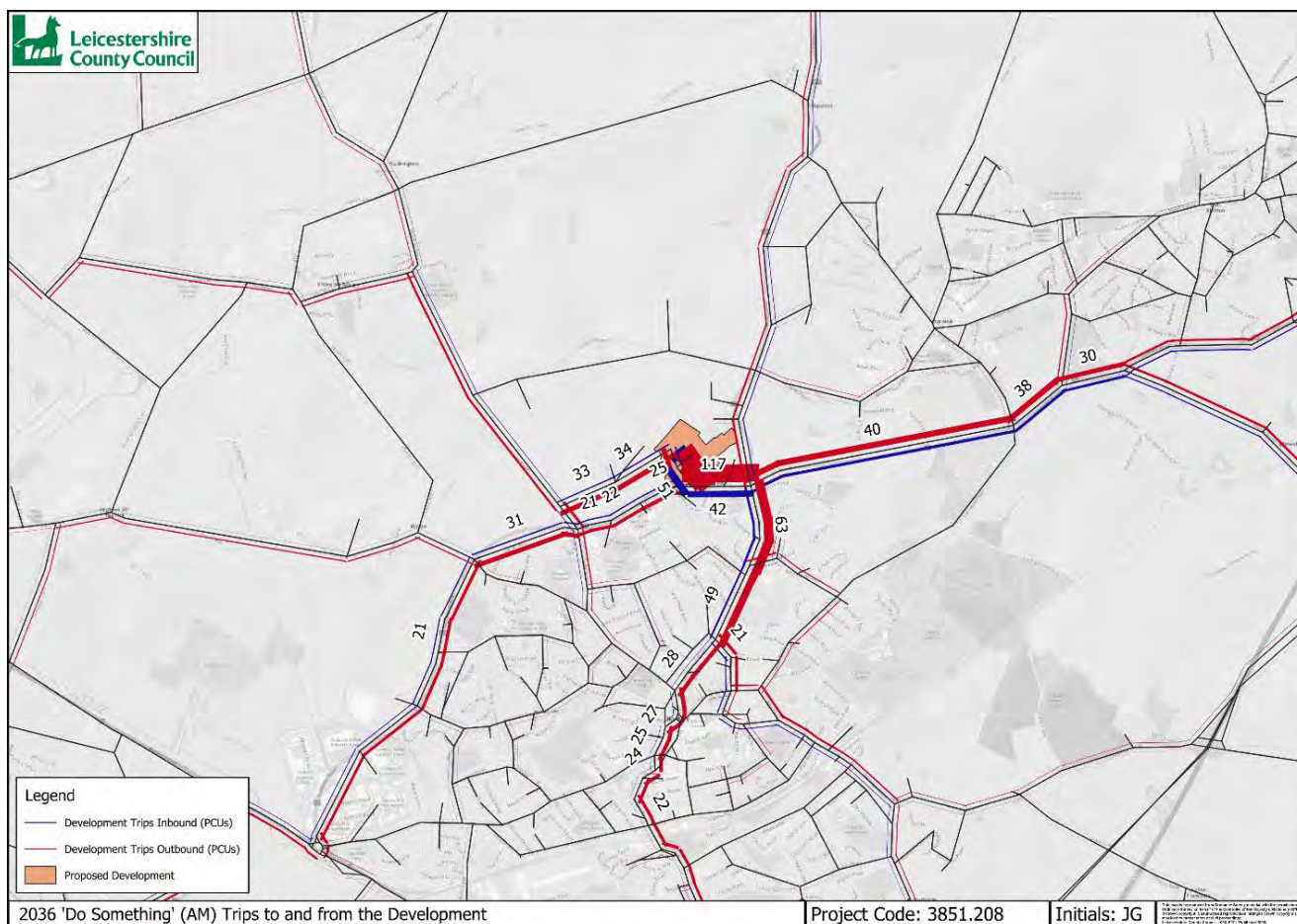


Figure 8. Vehicle Trip Distribution to and from the Proposed Development - 2036 DS AM

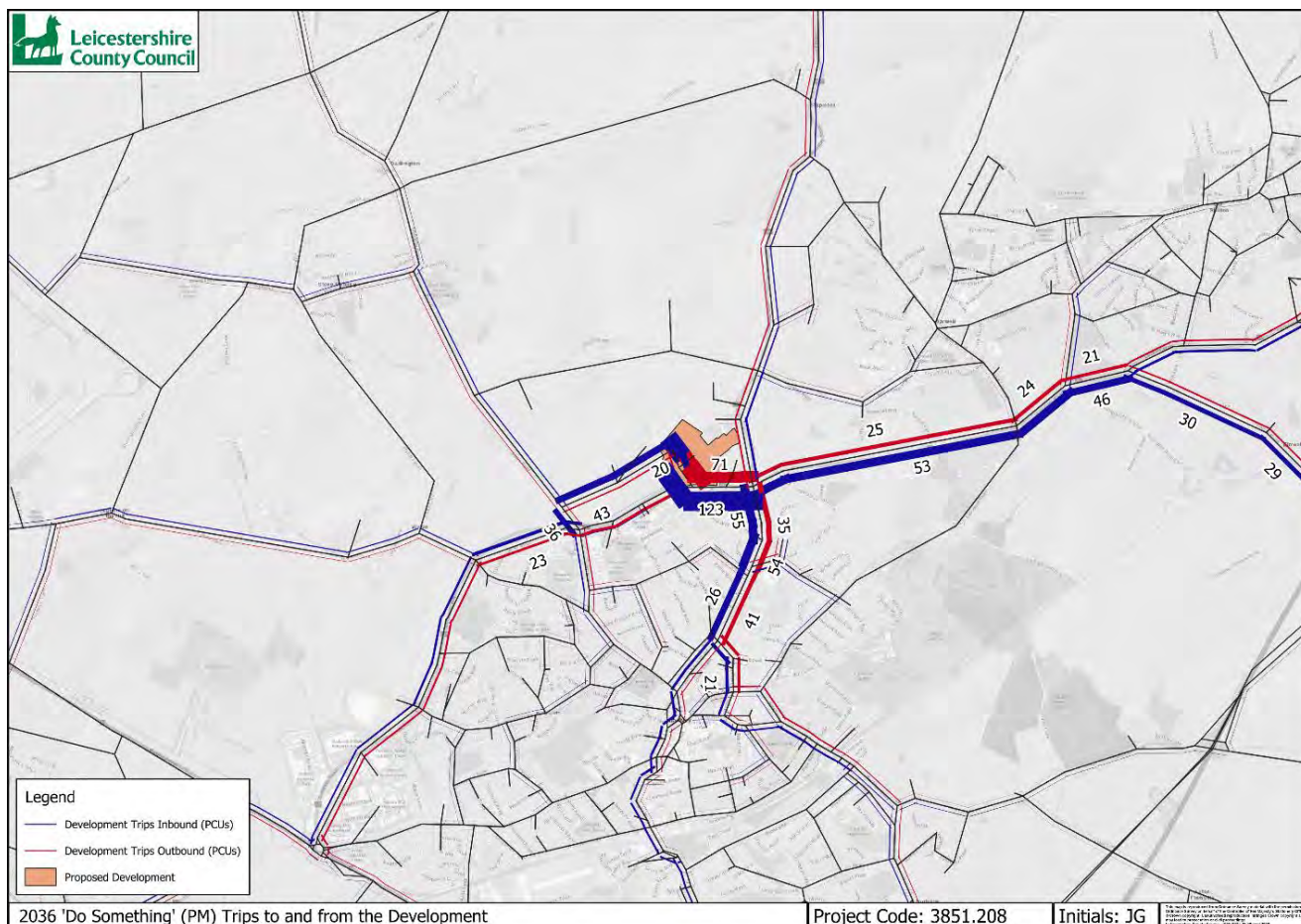


Figure 9. Vehicle Trip Distribution to and from the Proposed Development - 2036 DS PM

3. Forecast Model Results

3.1. Introduction

3.1.1. This section details the forecast model results for the proposed development Land North of A47, Hinckley, for the AM Peak (8am to 9am) and PM Peak (5pm to 6pm) hours.

3.2. Forecast Development Traffic

3.2.1. Figure 6 to Figure 9 in section 2.5 show the assigned forecast trip distribution to and from the proposed development in 2032 and 2036 for both the AM and PM Peak hours, respectively. The figures show that traffic generated by the proposed development is forecast to:

- Route south via the B4667 Ashby Road, towards Hinckley, Burbage, the M69, and the A5.
- Route east via the A47 Normandy Way towards Earl Shilton and Leicester City, and the B581 Station Road towards Stoney Stanton and beyond.
- Route south-west via the A47 Normandy Way, towards Nuneaton.
- Route north via the A447 Ashby Road, towards Stapleton and beyond.
- Route west via Phase 1 of the development and Stoke Road, towards Stoke Golding, Higham on the Hill, and the A5.

3.2.2. Figure 10 to Figure 11 show the trips from the proposed development in the 2036 'With Development' scenario disaggregated by distance for both the AM and PM Peak hours, respectively. Car trips of less than 10km are mainly routing towards Hinckley, Nuneaton, and Stoney Stanton, while Car, HGV, and LGV trips of greater than 10km are routing towards Earl Shilton, Leicester Forest East, and Coventry.

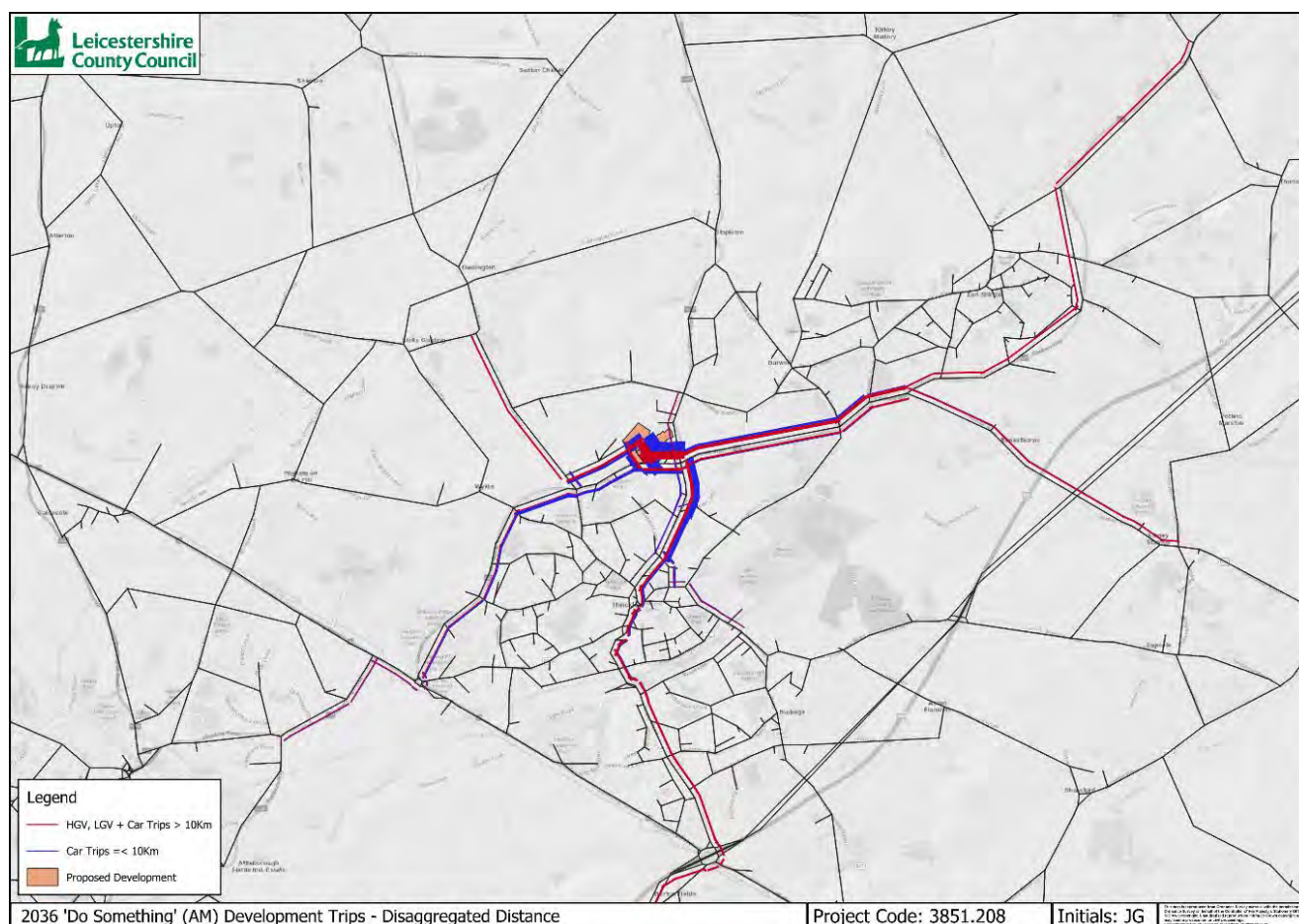


Figure 10. Development Trips Disaggregated by Distance - 2036 DS AM

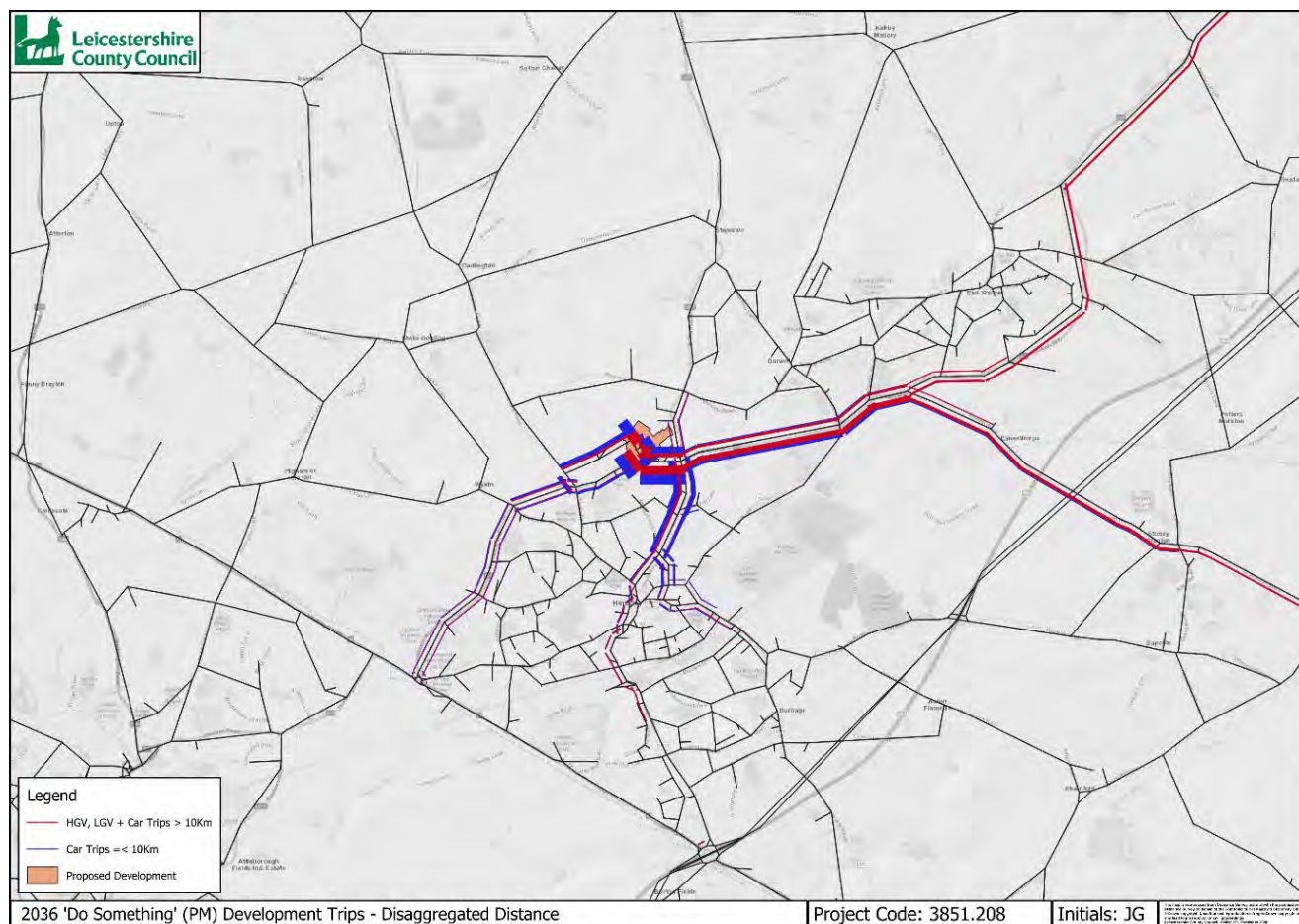


Figure 11. Development Trips Disaggregated by Distance - 2036 DS PM

3.3. Forecast Flow Change

- 3.3.1. This section shows flow difference plots for the various scenarios, where red bandwidths represent a flow increase and blue represent a flow decrease. Labels are only displayed when the change in flow is 30 passenger car units (PCUs) or more.
- 3.3.2. Figure 12 and Figure 13 show the forecast flow changes between the 2026 'Without Development' and 2032 'Without Development' scenarios for the AM and PM Peak hours, respectively. This highlights the background change in flows between the two forecast years with no additional impact from the development.
- 3.3.3. Similarly, Figure 14 and Figure 15 show the forecast flow changes between the 2026 'Without Development' and 2036 'Without Development' scenarios for the AM and PM Peak hours, respectively. In 2032 and 2036 there is a forecast increase in flows on the majority of links in and around Hinckley, particularly to the north of the area; specifically, along the A47 Normandy Way / Earl Shilton Bypass, Stoke Road / Hinckley Road, Upton Lane / Fenn Lanes, and Hinckley Lane.

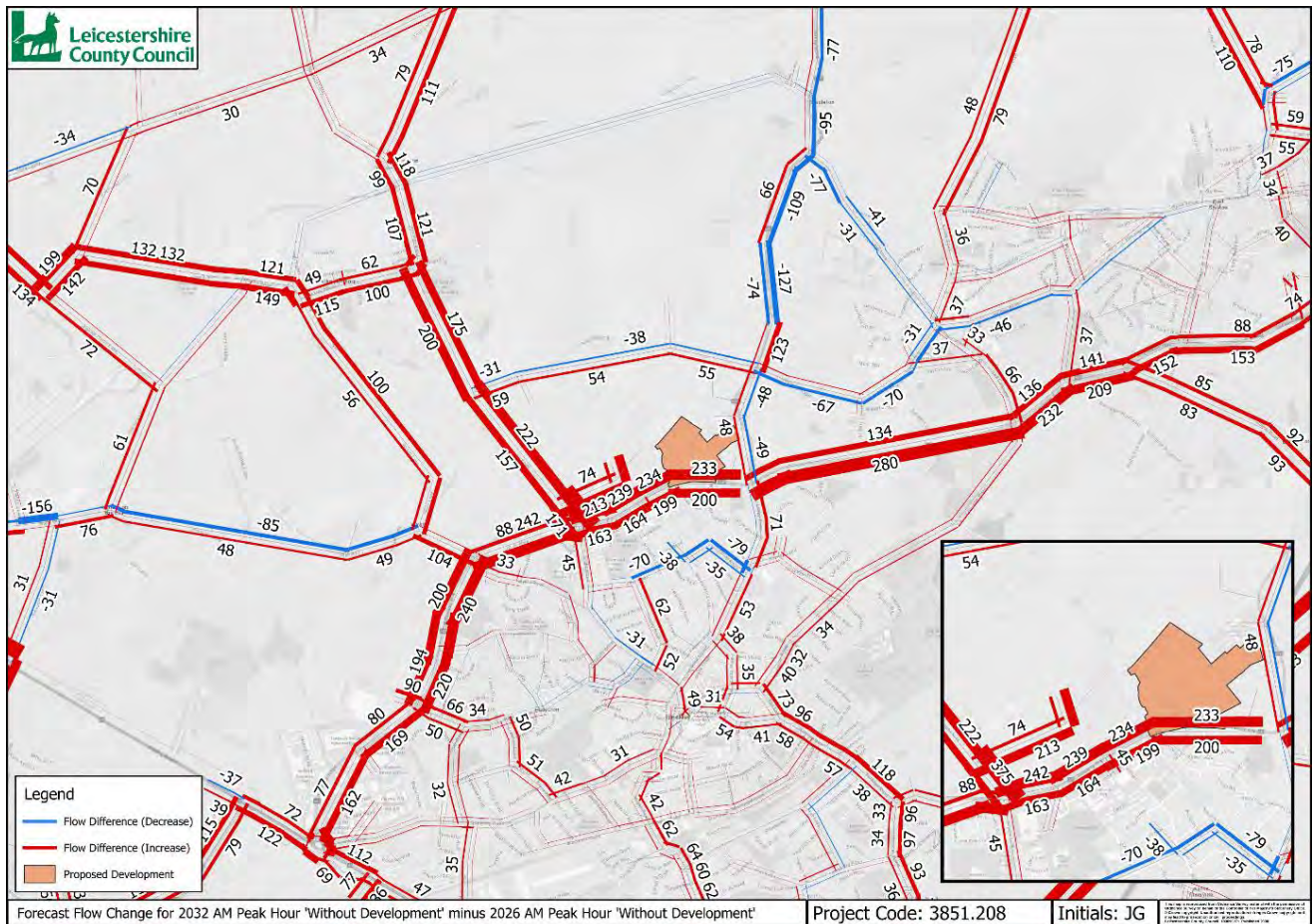


Figure 12. Forecast Flow Change for 2032 – 2026 'Without Development', AM Peak Hour

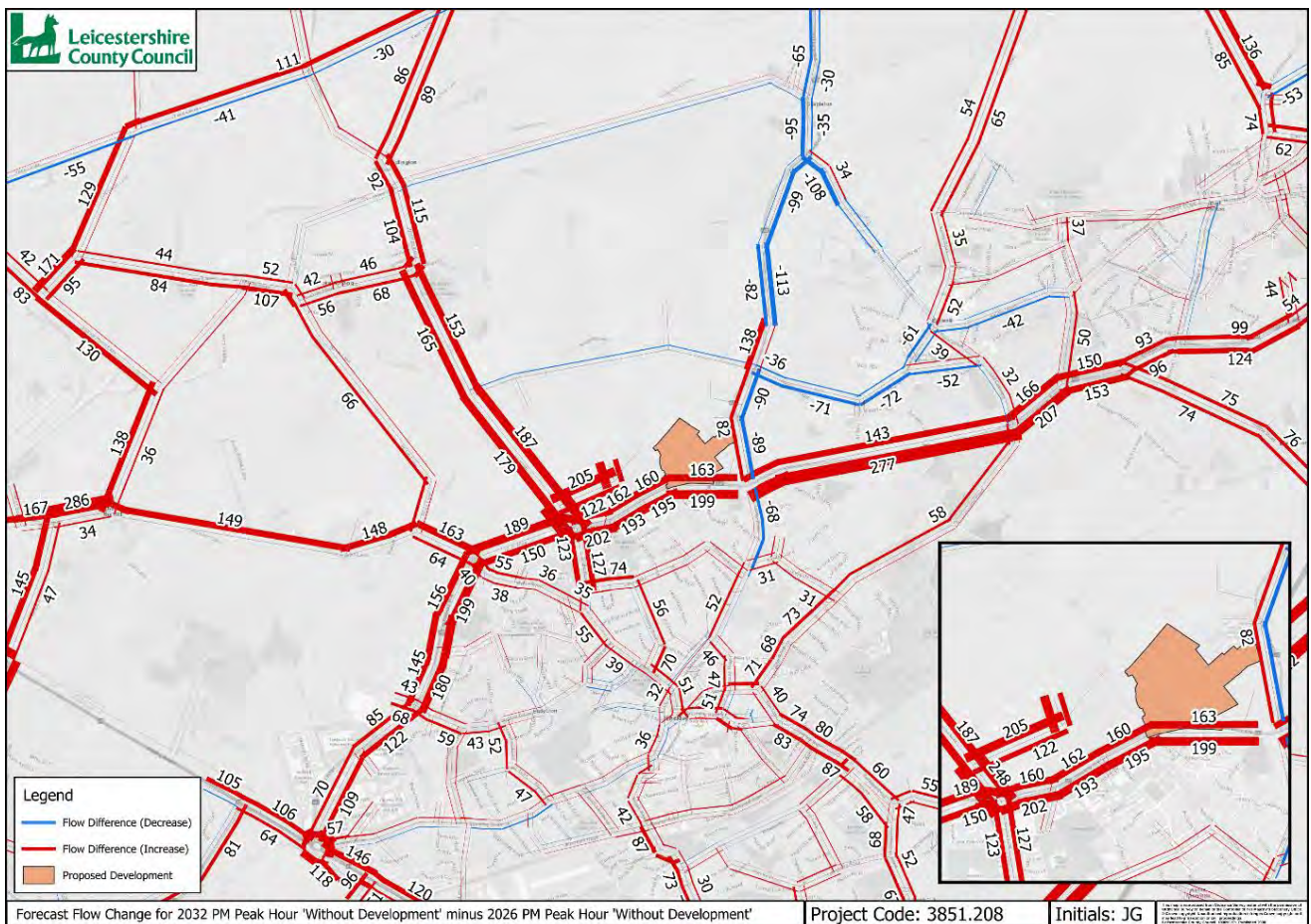


Figure 13. Forecast Flow Change for 2032 – 2026 'Without Development', PM Peak Hour

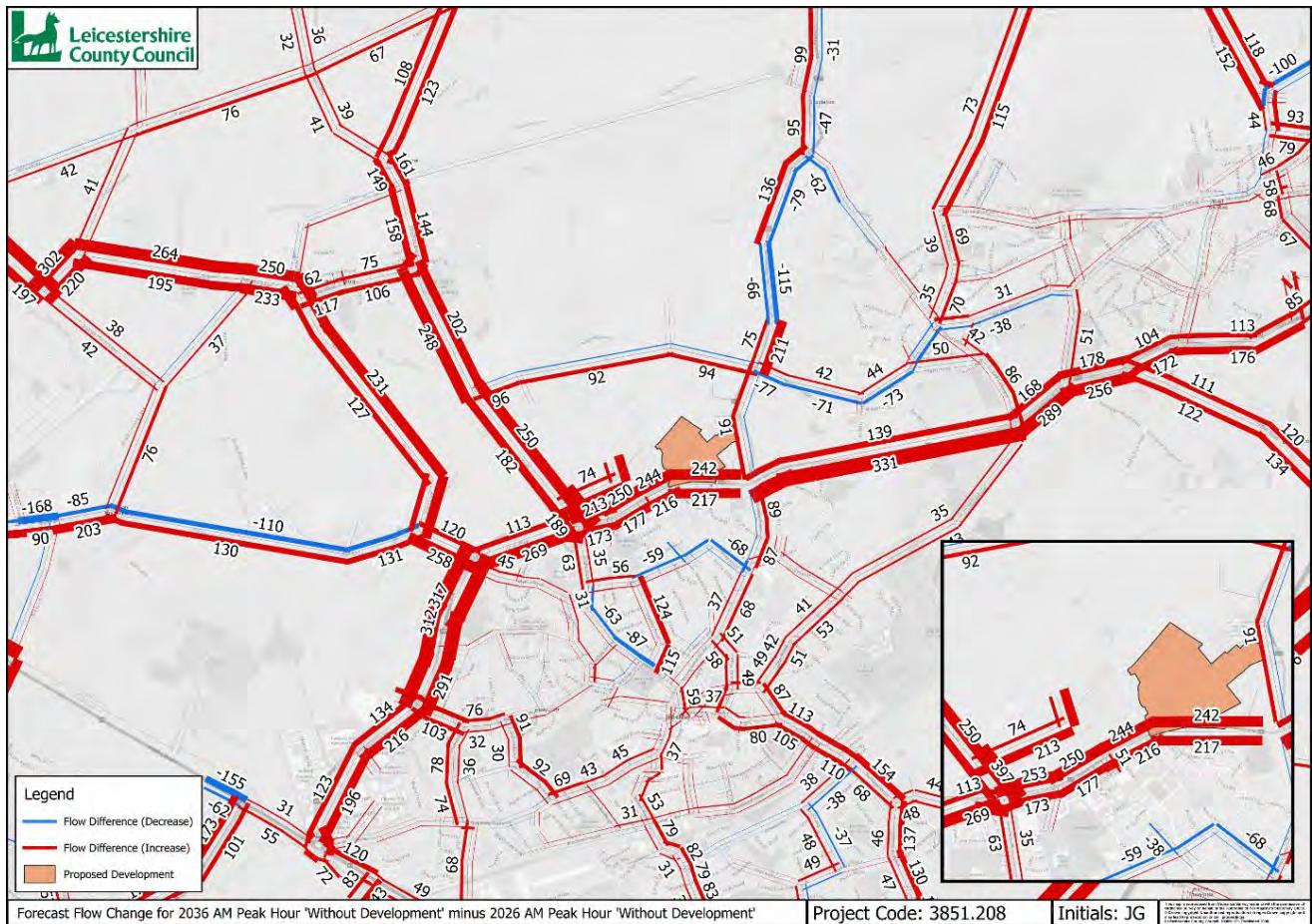


Figure 14. Forecast Flow Change for 2036 – 2026 'Without Development', AM Peak Hour

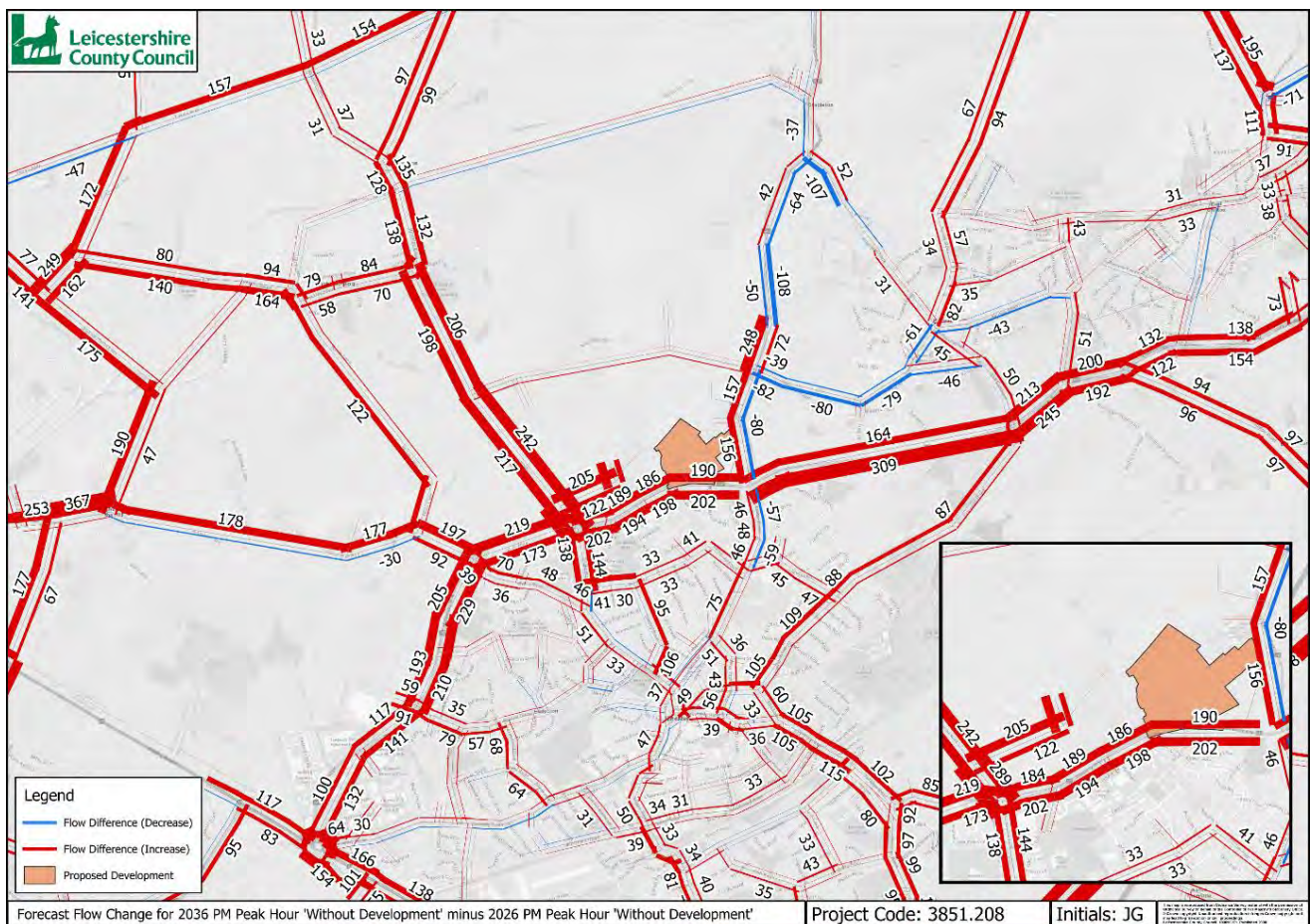


Figure 15. Forecast Flow Change for 2036 – 2026 'Without Development', PM Peak Hour

- 3.3.4. Figure 16 and Figure 17 show the forecast flow changes in 2032 between the 'Without Development' and 'With Development' scenarios for the AM and PM Peak hours, respectively. This indicates the level of impact on traffic flows caused by the development (once 60% built).
- 3.3.5. It should be noted that the plots showing 'with' vs 'without' developments (Figure 16 to Figure 21) have a different theming scale to the other flow difference plots. This is to ensure that the impact on nearby flows can be seen. Please consider this when comparing these plots with the others provided.
- 3.3.6. Once phases 1 and 2 of the wider development have been joined together, many of the trips from Phase 1 (inbound and outbound) are choosing to route via phase 2 of the development to access the A47, avoiding avoid the A47 / Stoke Road roundabout. This is shown by the negative flow difference on the spine road heading westbound from Phase 1.
- 3.3.7. In addition, many trips external to the development are routing via the site spine road rather than using the A47 / Stoke Road roundabout. Table 5 details the origin of trips routing via the spine road (section between Phases 1 and 2) for 2032 and 2036 'With Development' scenarios.

Trips (PCUs)	2032				2036			
	AM		PM		AM		PM	
	EB	WB	EB	WB	EB	WB	EB	WB
Phase 1	109	35	87	63	117	36	65	88
Phase 2	5	20	16	27	9	34	44	10
External	137	14	43	30	139	19	59	5
Total	251	69	146	120	265	89	168	103

Table 5. Origin of Trips using the Development Spine Road

- 3.3.8. This is unsurprising as the background level of delay, not including the development traffic, is forecast to increase on all approaches of the A47 / Stoke Road roundabout in 2032 and 2036, see Figure 30 to Figure 33 in section 3.5. Forecast Delay Change.
- 3.3.9. Figure 18 and Figure 19 show the forecast flow changes in 2036 between the 'With Development' and 'Without Development' scenarios for the AM and PM Peak hours, respectively. This indicates the level of impact on traffic flows caused by the development (once 100% built). These scenarios follow the trend exhibited in the 2032 equivalent, however the absolute numbers of external traffic utilising the spine road has increased.

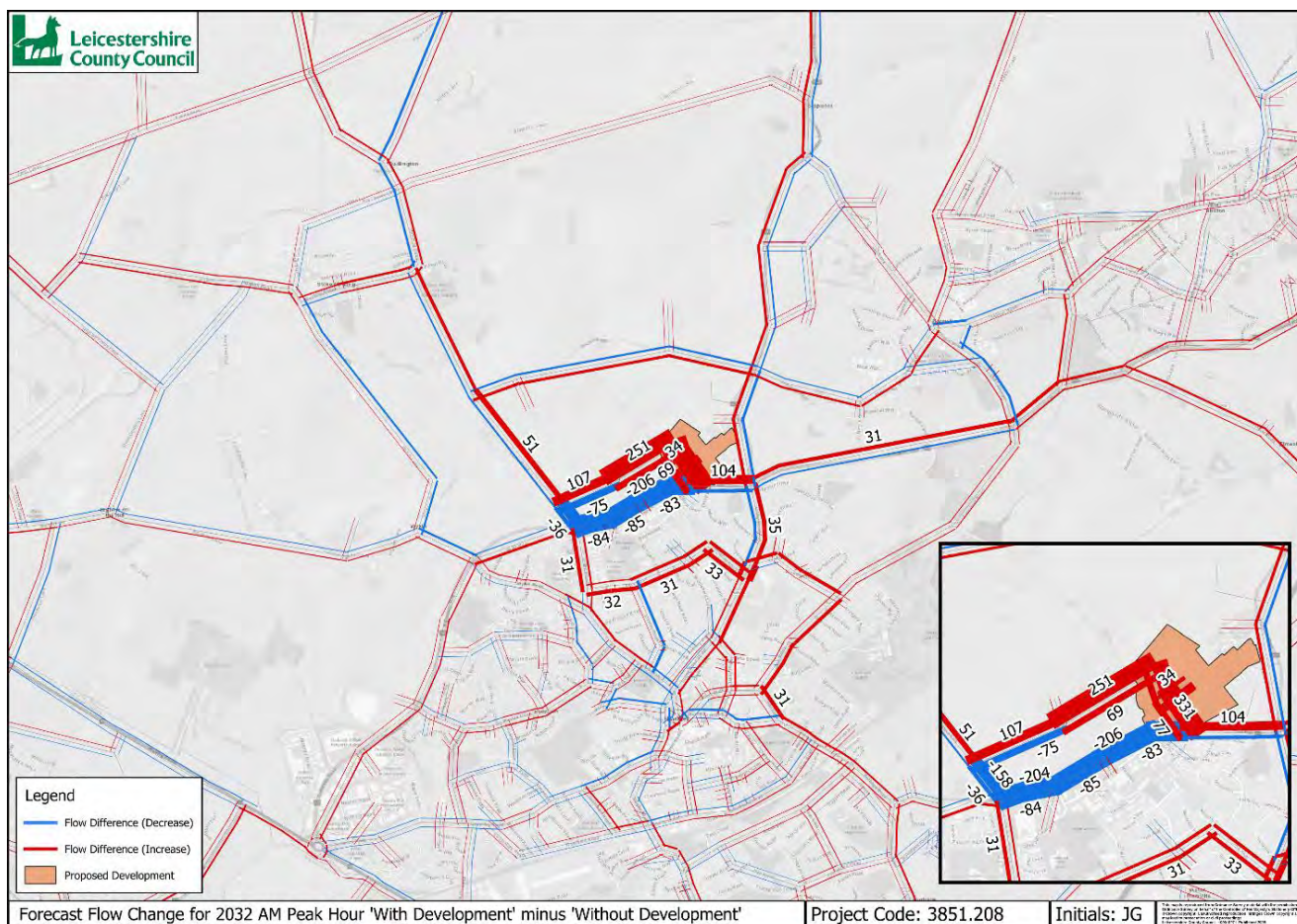


Figure 16. Forecast Flow Change for 2032 AM Peak Hour 'With Development' – 'Without Development'

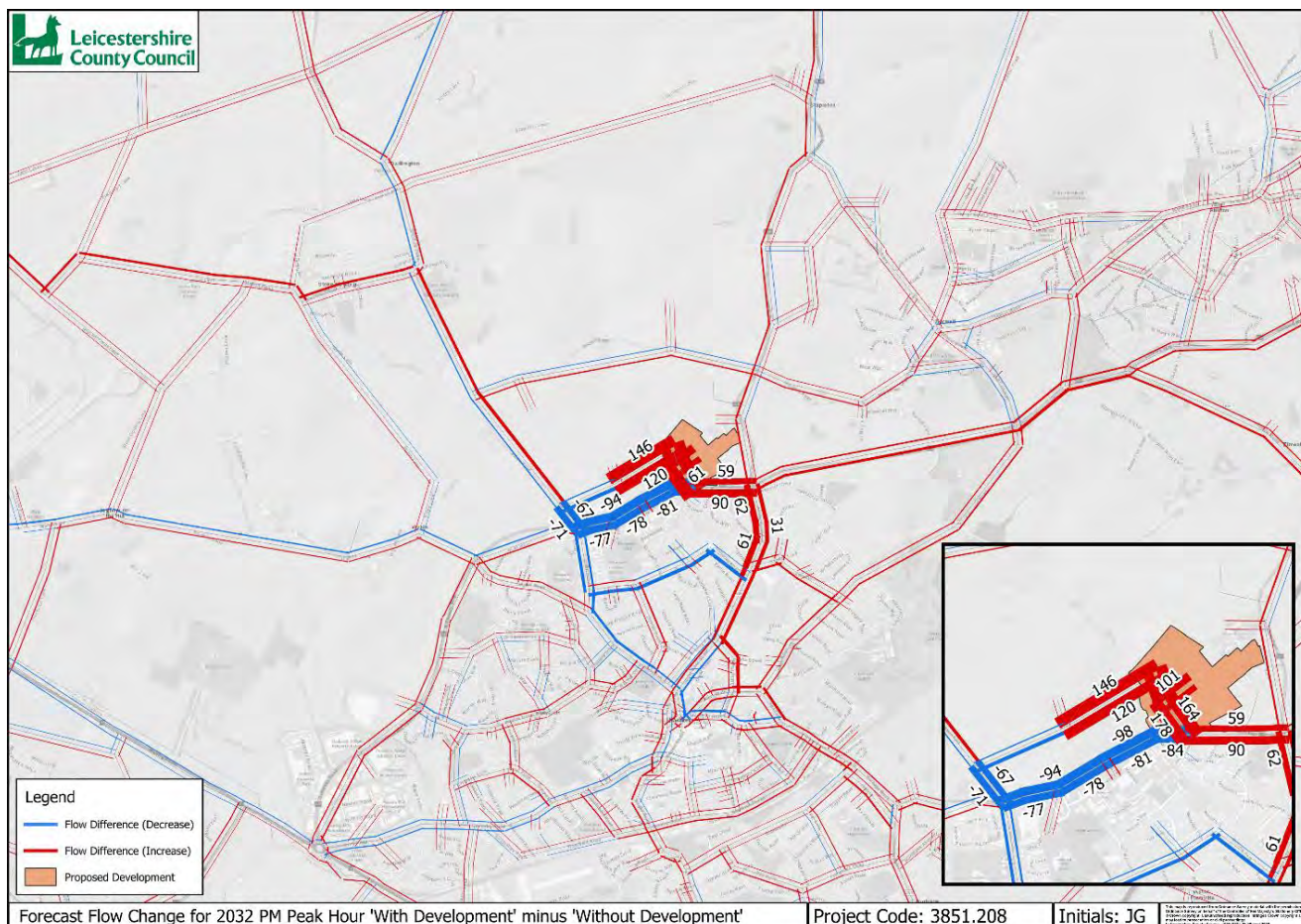


Figure 17. Forecast Flow Change for 2032 PM Peak Hour 'With Development' – 'Without Development'

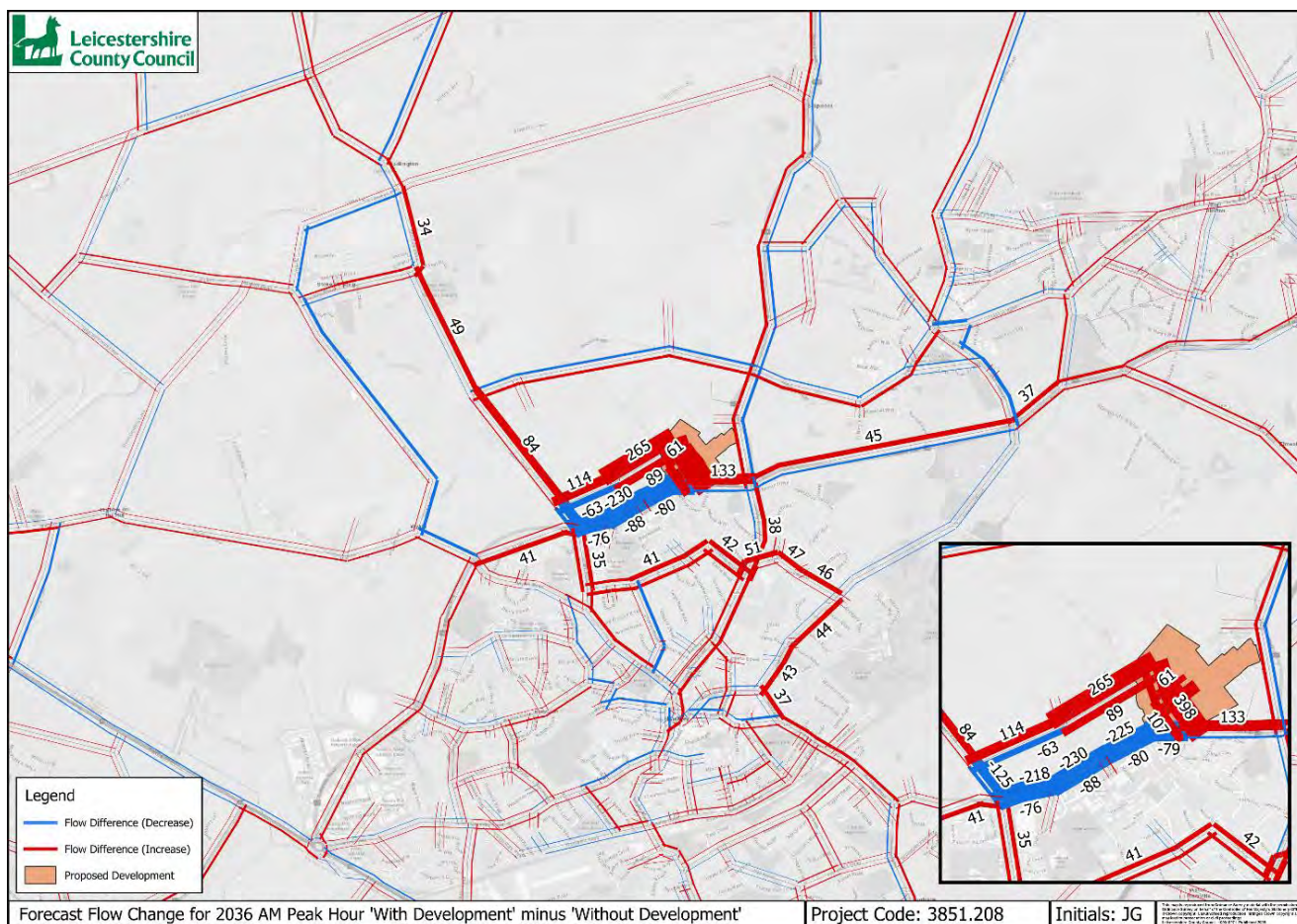


Figure 18. Forecast Flow Change for 2036 AM Peak Hour 'With Development' – 'Without Development'

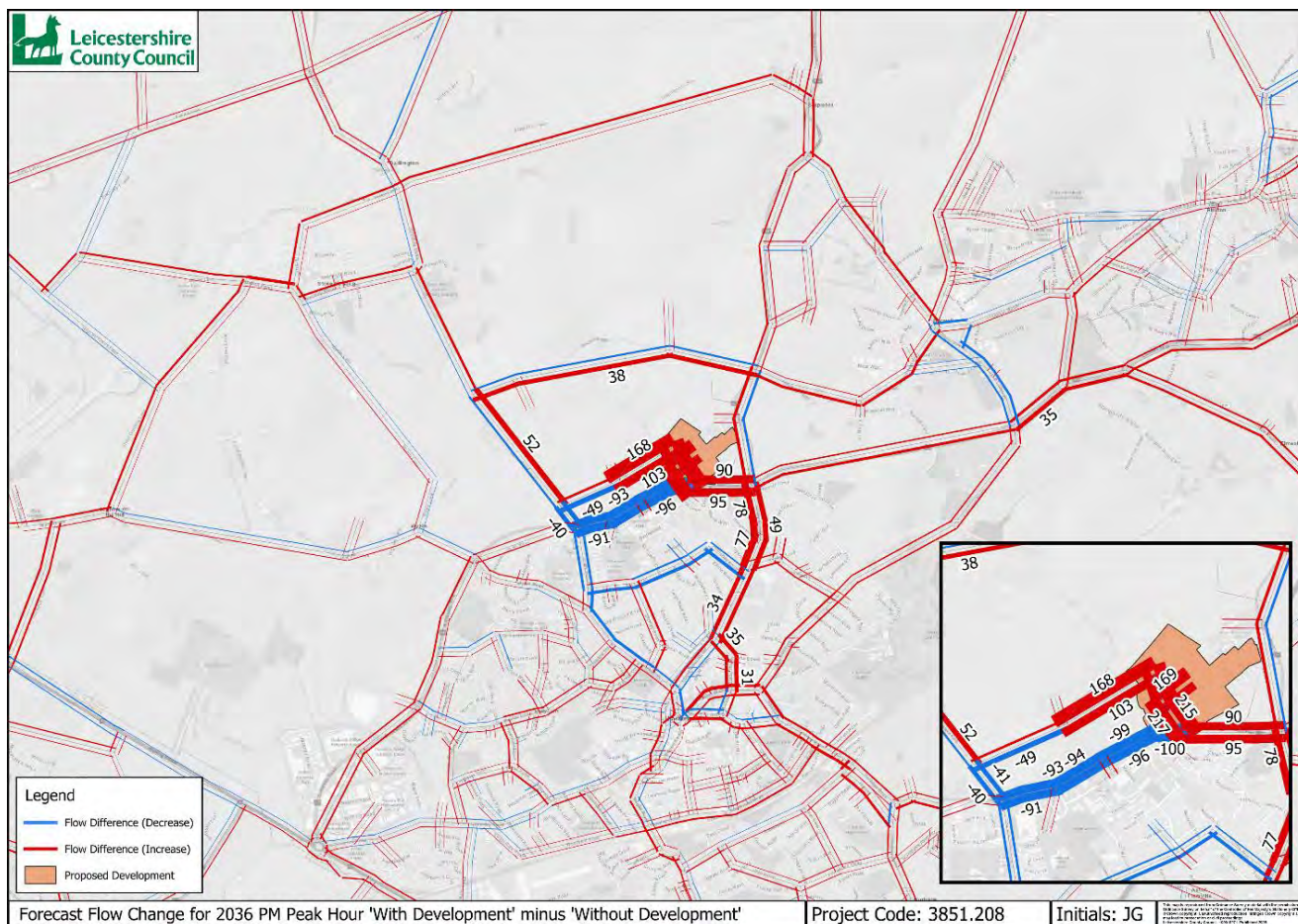


Figure 19. Forecast Flow Change for 2036 PM Peak Hour 'With Development' – 'Without Development'

- 3.3.10. Figure 20 and Figure 21 show the forecast flow changes in 2036 between the 'With Development + Phase 3 Sensitivity' and 'Without Development' scenarios for the AM and PM Peak hours, respectively. These illustrate the cumulative impact of the wider development when both Phases 2 and 3 are 100% built, assuming that Phase 3 acquires planning permission and delivers connectivity to Phases 1 & 2 via the completion of the spine road.
- 3.3.11. As per the other future year scenarios, there are less people using the A47 between the Stoke Road roundabout and Phase 2 site access, as many trips are routing through the development.
- 3.3.12. In addition, once Phases 2 and 3 of the wider development have been joined together, many trips external to the development are routing via the site spine road rather than using the A47 / Ashby Road junction. This is shown by the negative flow difference along the A47, between the Ashby Road junction and Phase 2 site access, and along Ashby Road south of the Phase 3 site access. There are also less trips routing via Stoke Road / Rogues Lane in the PM Peak hour.
- 3.3.13. Figure 22 and Figure 23 show Select Link Analyses (SLAs) for the spine road (section between Phases 2 and 3) for the AM and PM Peak hours, respectively. SLAs show the origin and destination of trips which route via a specific link. Labels are only displayed when the flows are 20 PCUs or more.
- 3.3.14. The trips using the spine road, between Phases 2 and 3, that arrive / depart any of the three Phases do not exceed 44 PCUs in the AM or PM Peak hour. Therefore, the majority of trips using this section of the spine road are external to the development.

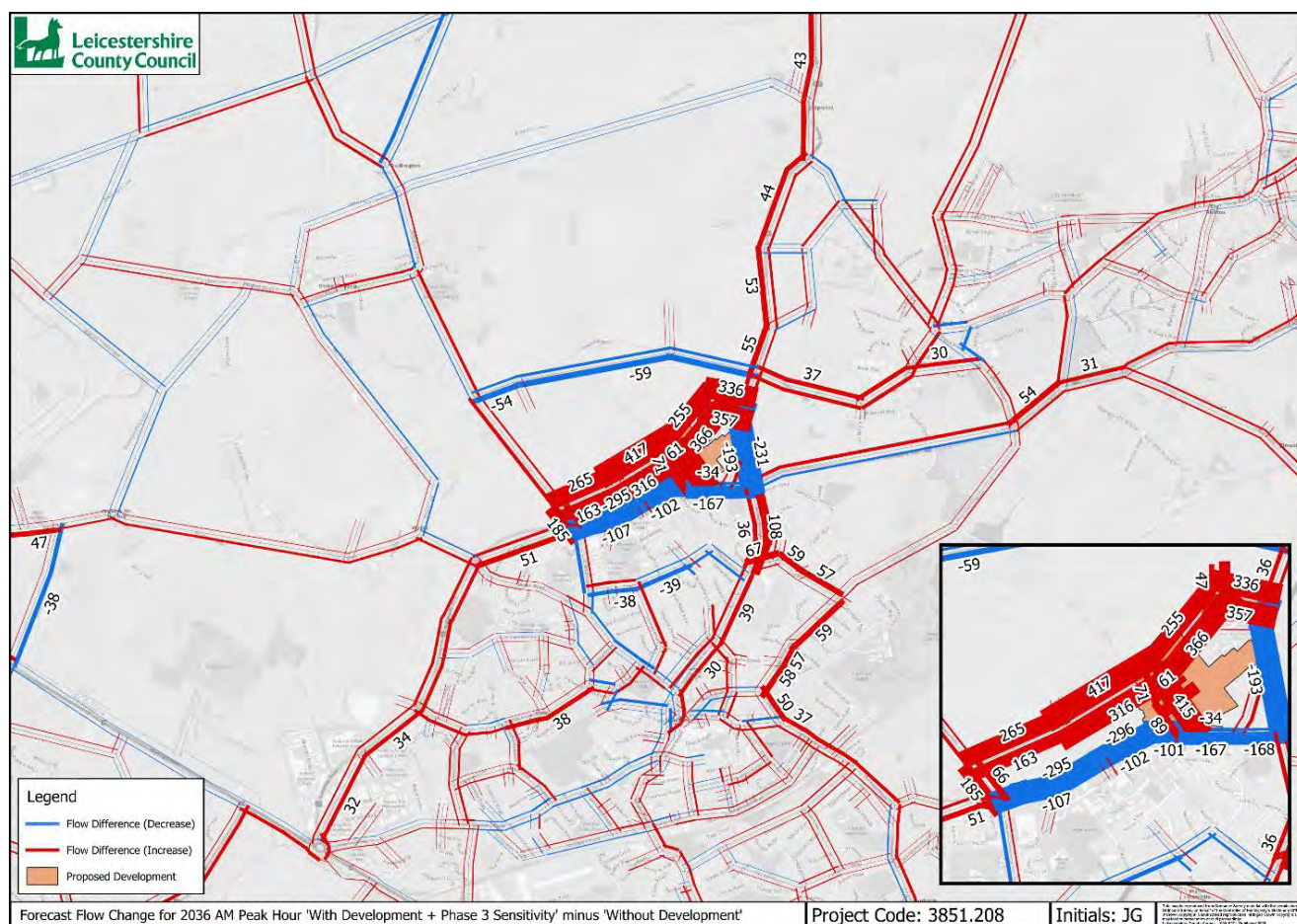


Figure 20. Forecast Flow Change for 2036 AM Peak Hour 'With Development + Phase 3' – 'Without Development'

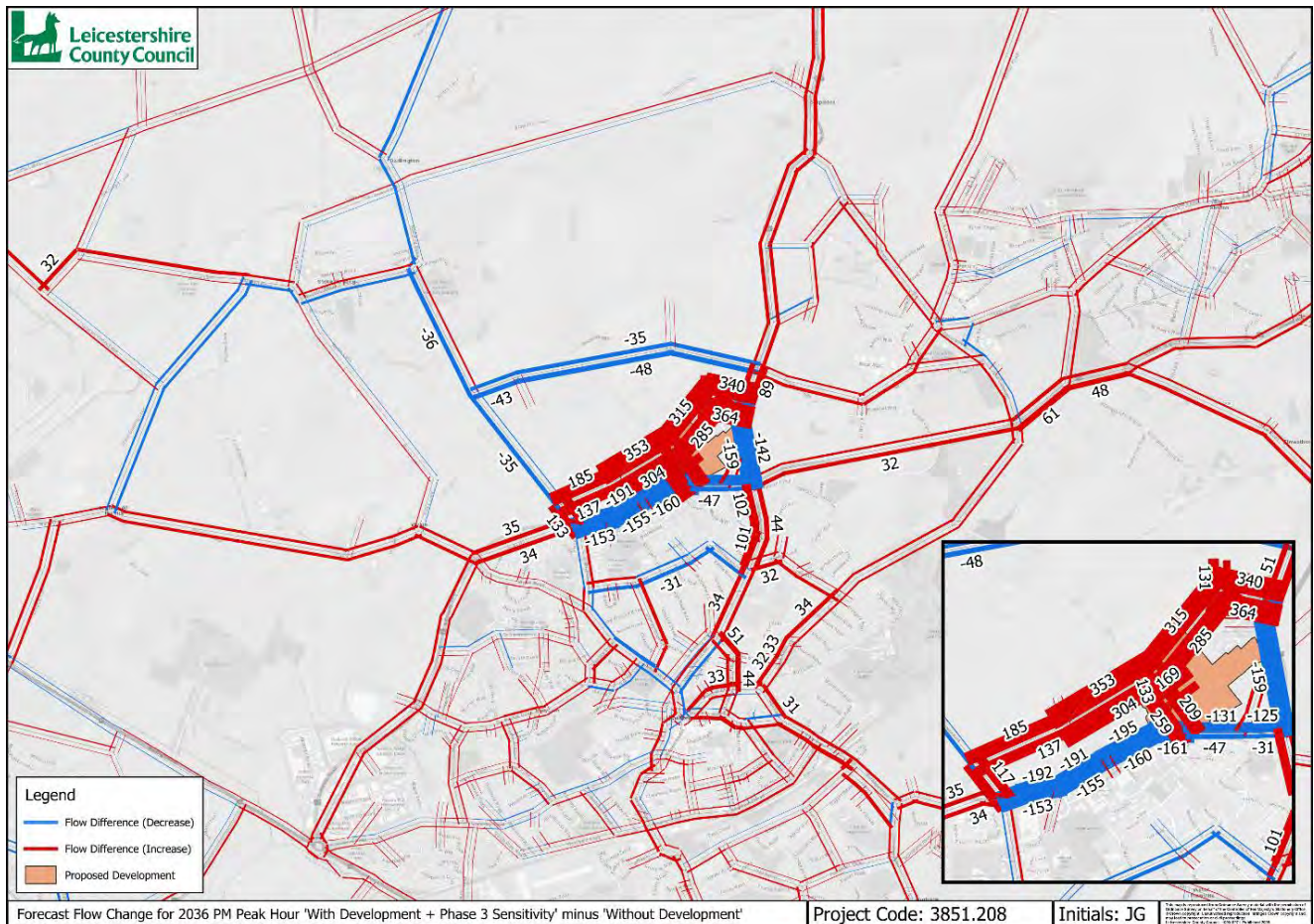


Figure 21. Forecast Flow Change for 2036 PM Peak Hour 'With Development + Phase 3' – 'Without Development'

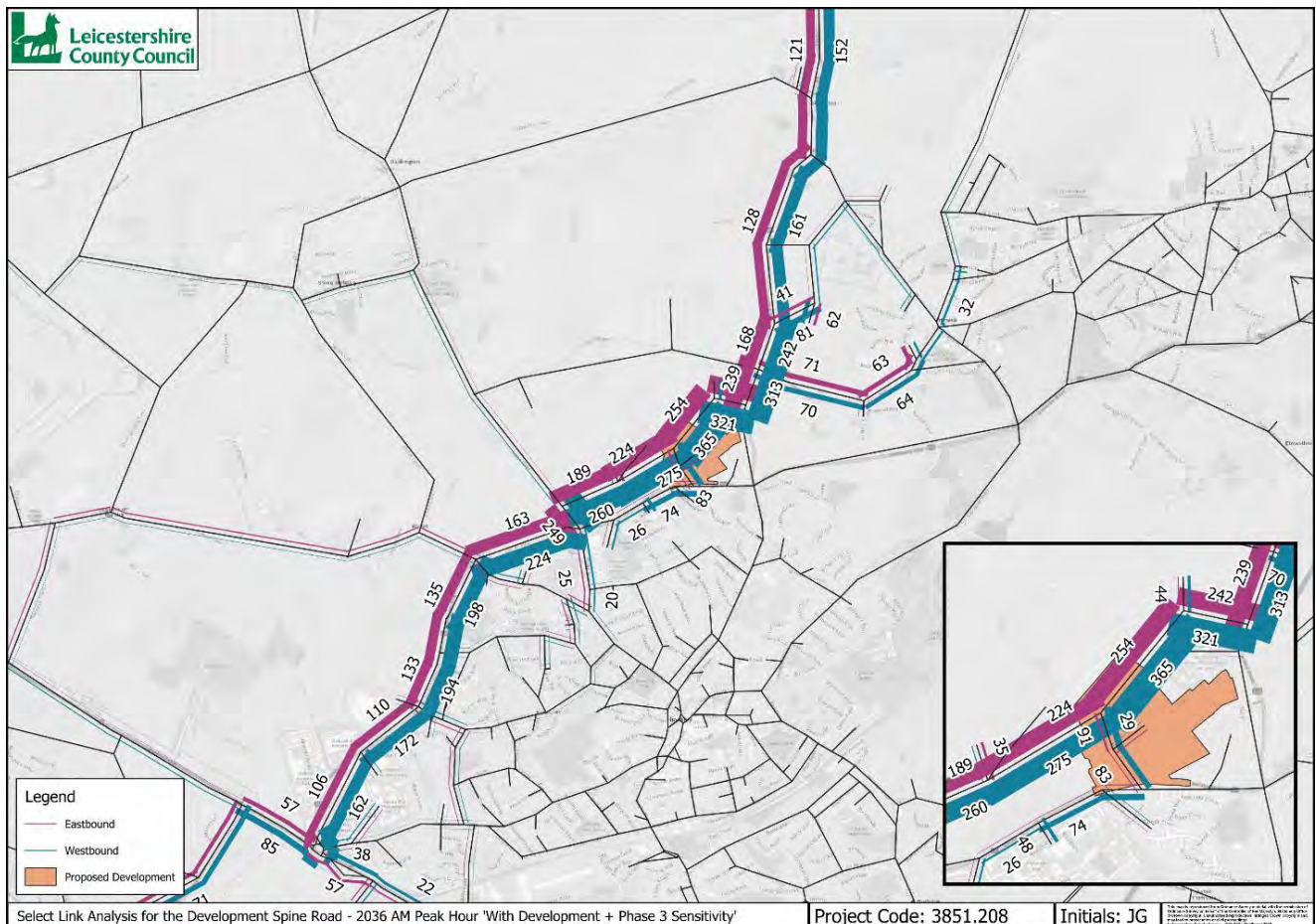


Figure 22. Trips using the Development Spine Road, Stoke Road Phase 3 Sensitivity, AM Peak Hour

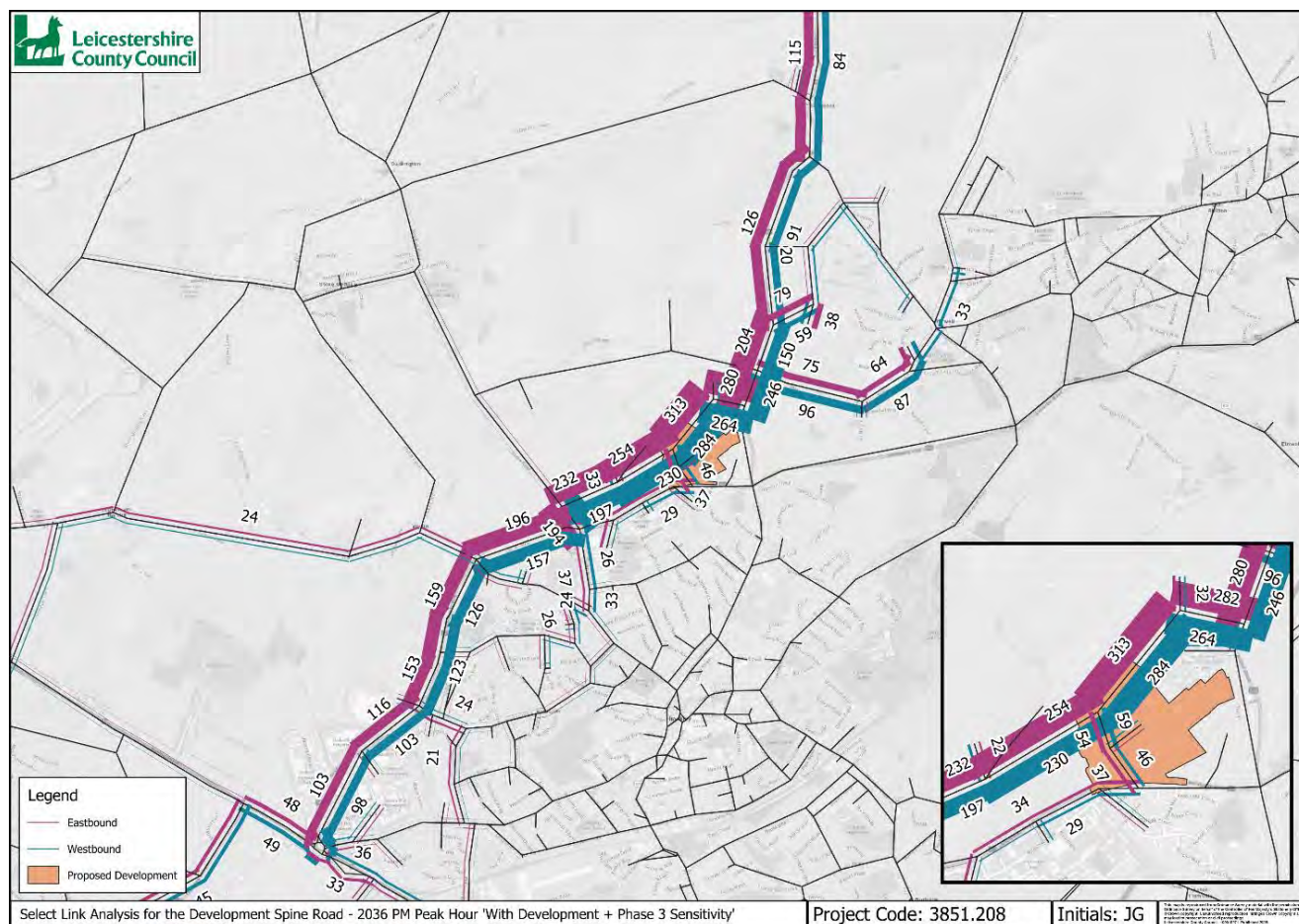


Figure 23. Trips using the Development Spine Road, Stoke Road Phase 3 Sensitivity, PM Peak Hour

- 3.3.15. Figure 24 and Figure 25 show the forecast flow change between 2032 'With Development' and 2036 'With Development' scenarios for the AM and PM Peak hours, respectively. There is not a significant flow difference in the area directly surrounding the proposed development.
- 3.3.16. Some of the greatest flow differences are along the A5, particularly in the AM Peak hour. Having said this, the development trips aren't forecast to affect the A5 greatly. Figure 40 in section 3.5, Forecast Delay Change, shows a large increase in delay (132 secs) at the eastbound entry of the MIRA roundabout. As a result, there is a large decrease in flows (73 – 218 PCUs) along the A5 eastbound between Drayton Lane and MIRA Drive, and an increase along Drayton Lane, Fenn Lanes, Upton Lane, Wykin Lane, and Wykin Road.
- 3.3.17. In addition, there is a large delay (147 secs) at the westbound entry of the Higham roundabout in the AM Peak hour. This junction is also over capacity (Volume / Capacity Ratio >100%) in all the future year 'without development' scenarios, see section 3.6, Maximum Volume / Capacity Ratios. As a result, there is a large decrease in flows (103 – 133 PCUs) along the A5 westbound between the Dodwells and Higham roundabouts.
- 3.3.18. Figure 26 and Figure 27 show the forecast flow change between 2036 'With Development' and 2036 'With Development + Phase 3' scenarios for the AM and PM Peak hours, respectively. As noted previously, once the spine road is built in its entirety there are many trips cutting through the development and less routing via the A47 / Ashby Road and Stoke Road / Rogues Lane.

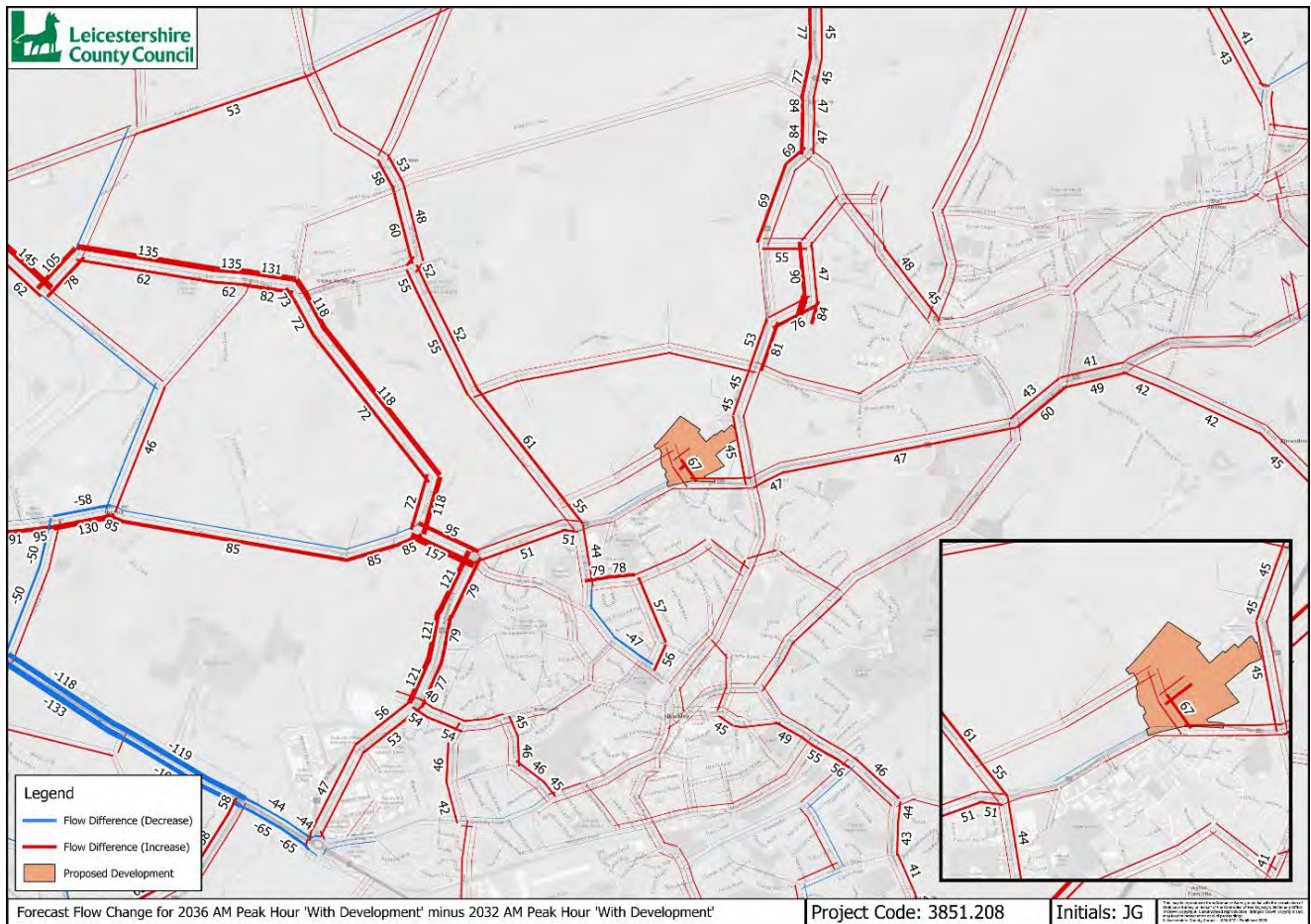


Figure 24. Forecast Flow Change for 2036 – 2032, 'With Development', AM Peak Hour

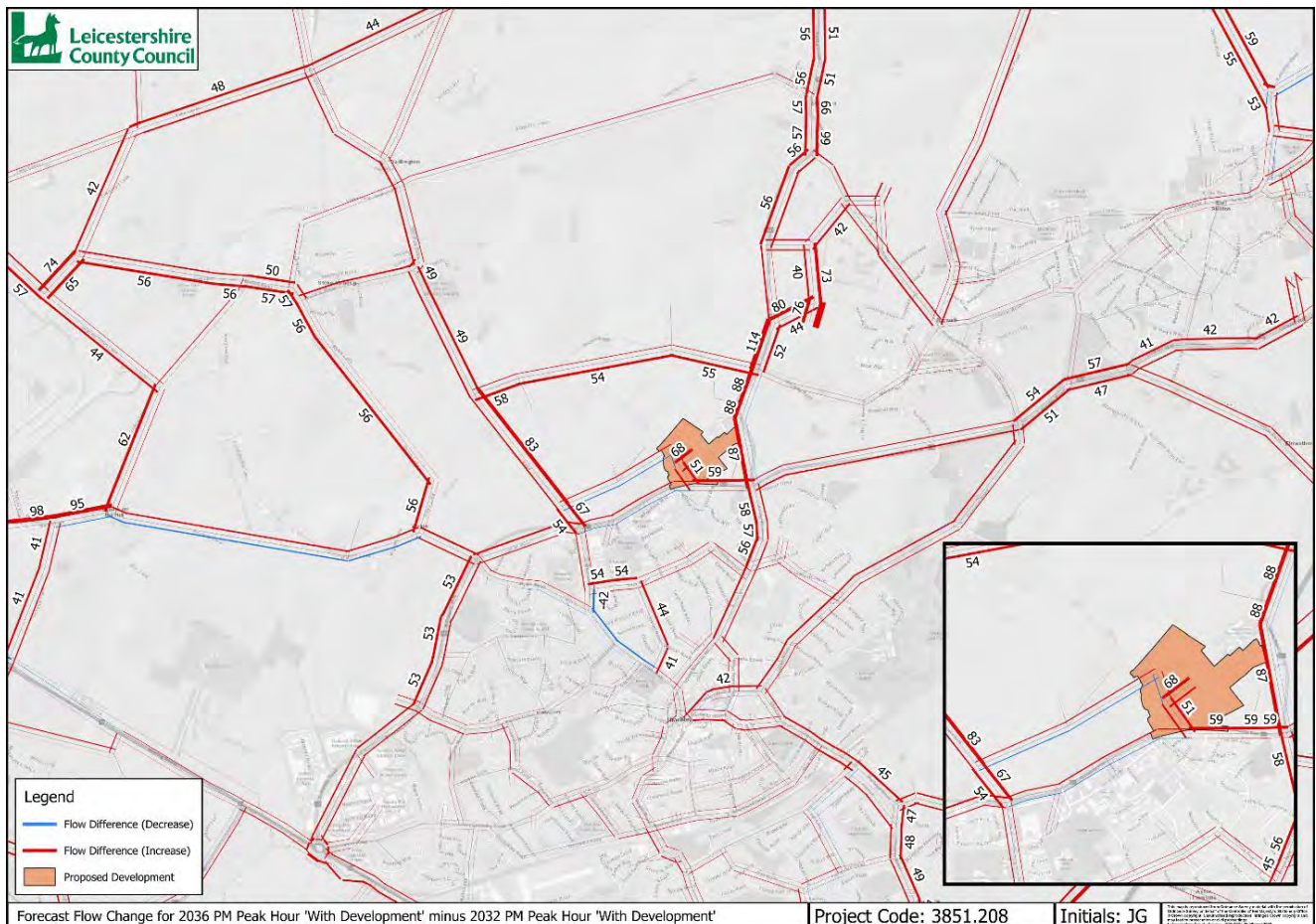


Figure 25. Forecast Flow Change for 2036 – 2032, 'With Development', PM Peak Hour

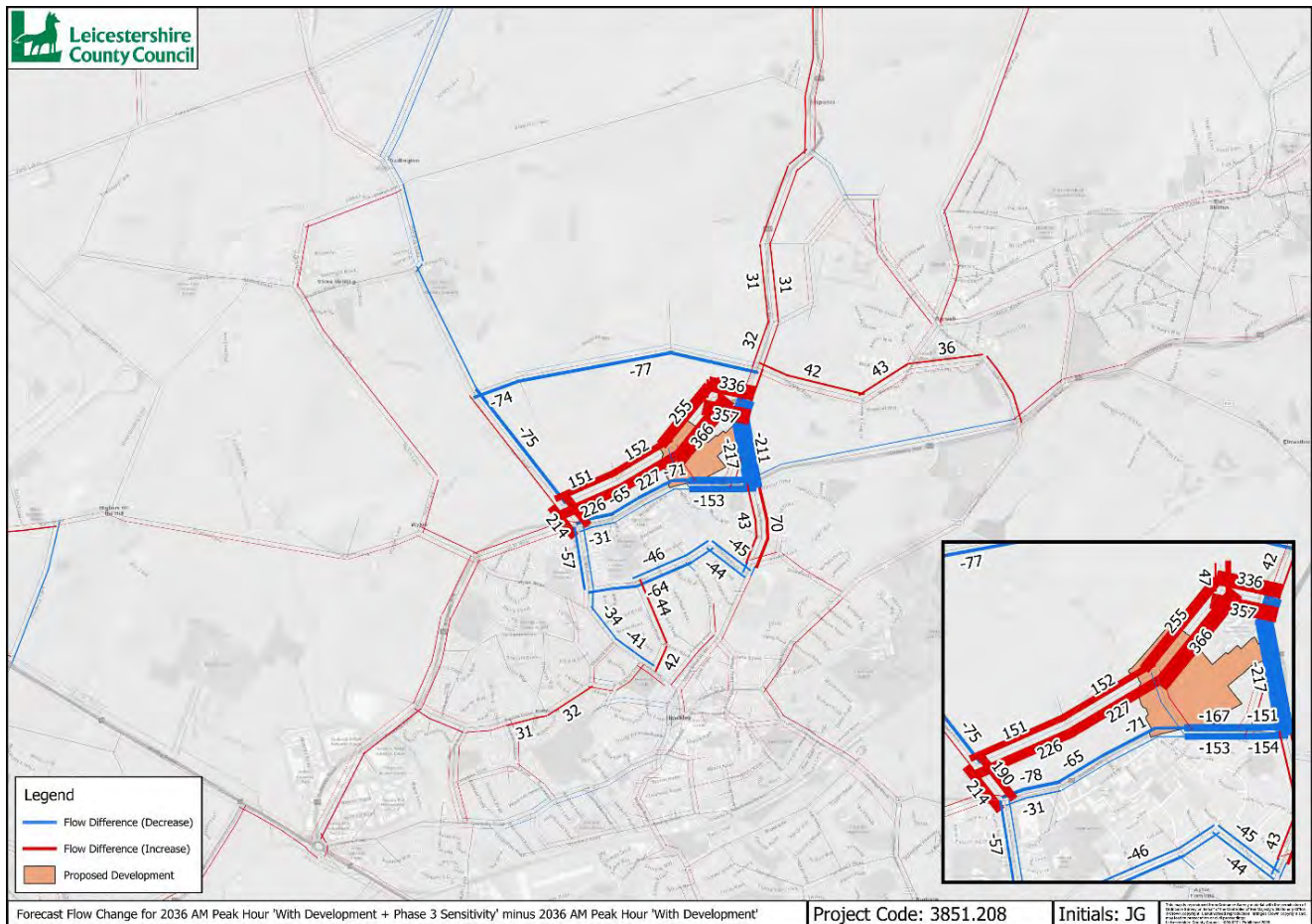


Figure 26. Forecast Flow Change for 2036, 'With Development + Phase 3' minus 'With Development', AM Peak Hour

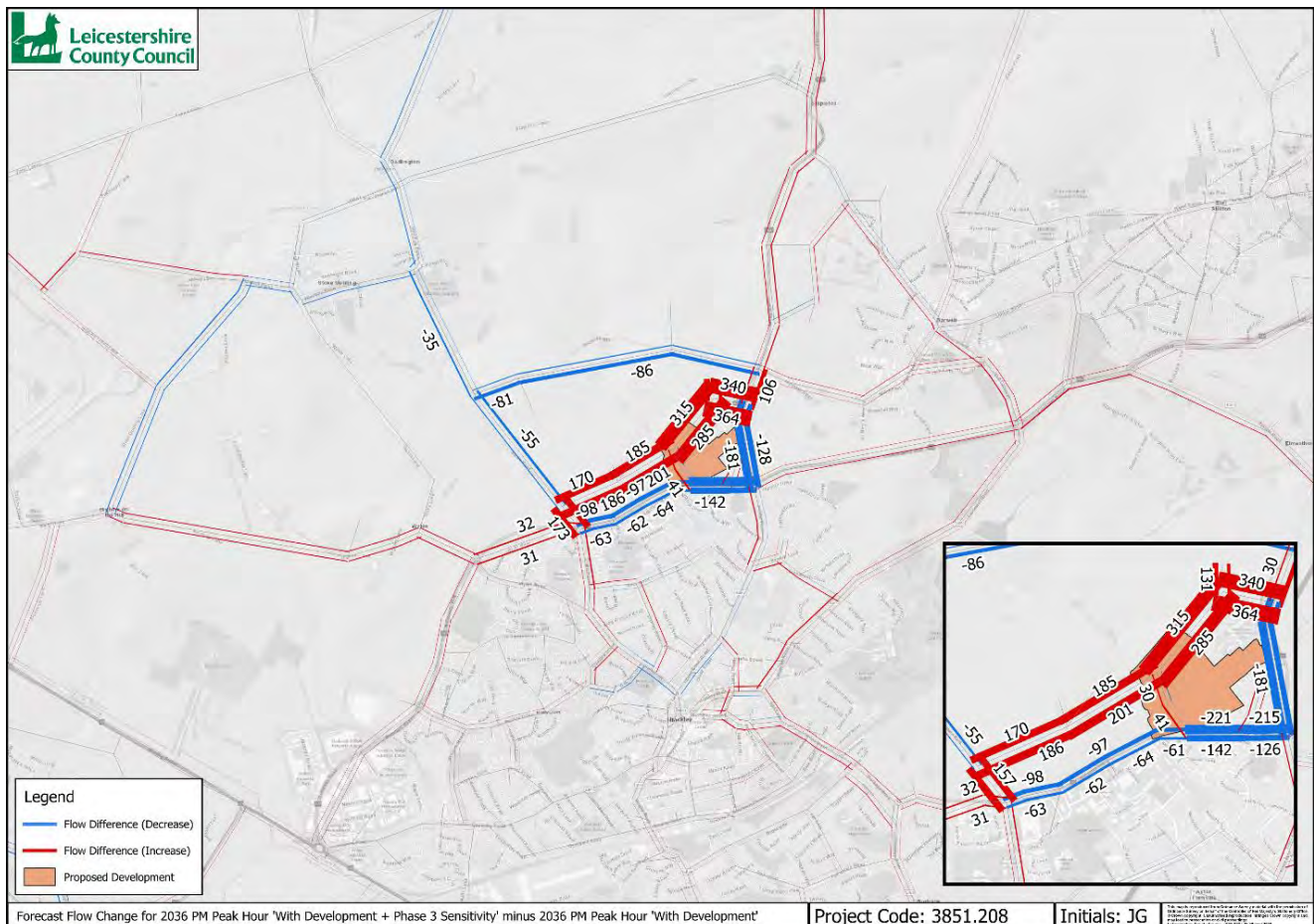


Figure 27. Forecast Flow Change for 2036, 'With Development + Phase 3' minus 'With Development', PM Peak Hour

3.4. Area of Influence (Aoi)

- 3.4.1. The Area of Influence for 2032 and 2036, shown in Figure 28 and Figure 29 respectively, have been defined using the forecast flow changes between the 'With Development' and 'Without Development' scenarios.
- 3.4.2. The AOI has been defined by links with a forecast flow change of at least $\pm 5\%$ and ± 30 PCUs between the scenarios mentioned above, in either the AM Peak or the PM Peak hour.
- 3.4.3. The forecast Area of Influence for the 2032 'With Development' scenario shown in Figure 28 includes the following roads:
- Stoke Road,
 - A47 Normandy Way,
 - B4667 Ashby Road,
 - Tudor Road; and
 - Netherley Road.
- 3.4.4. The forecast Area of Influence for the 2036 'With Development' scenario shown in Figure 29 includes the following roads:
- Hinckley Road,
 - Stoke Road,
 - Rogues Lane,
 - A47 Normandy Way,
 - B4667 Ashby Road,
 - Tudor Road,
 - Netherley Road,
 - Barwell Lane,
 - Stoneygate Drive,
 - B4668 Leicester Road; and
 - Derby Road.

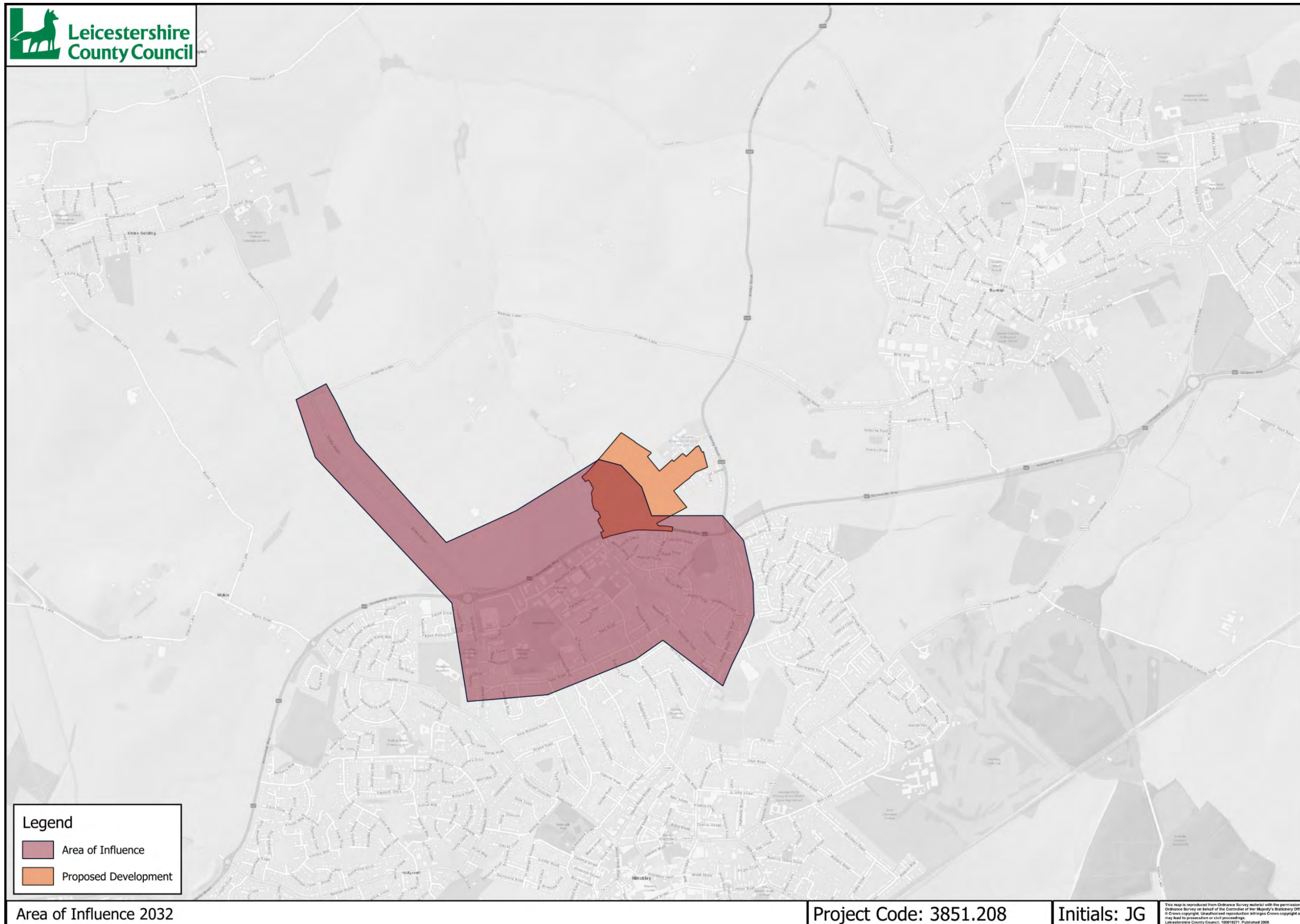


Figure 28. Area of Influence for 2032 'With Development'

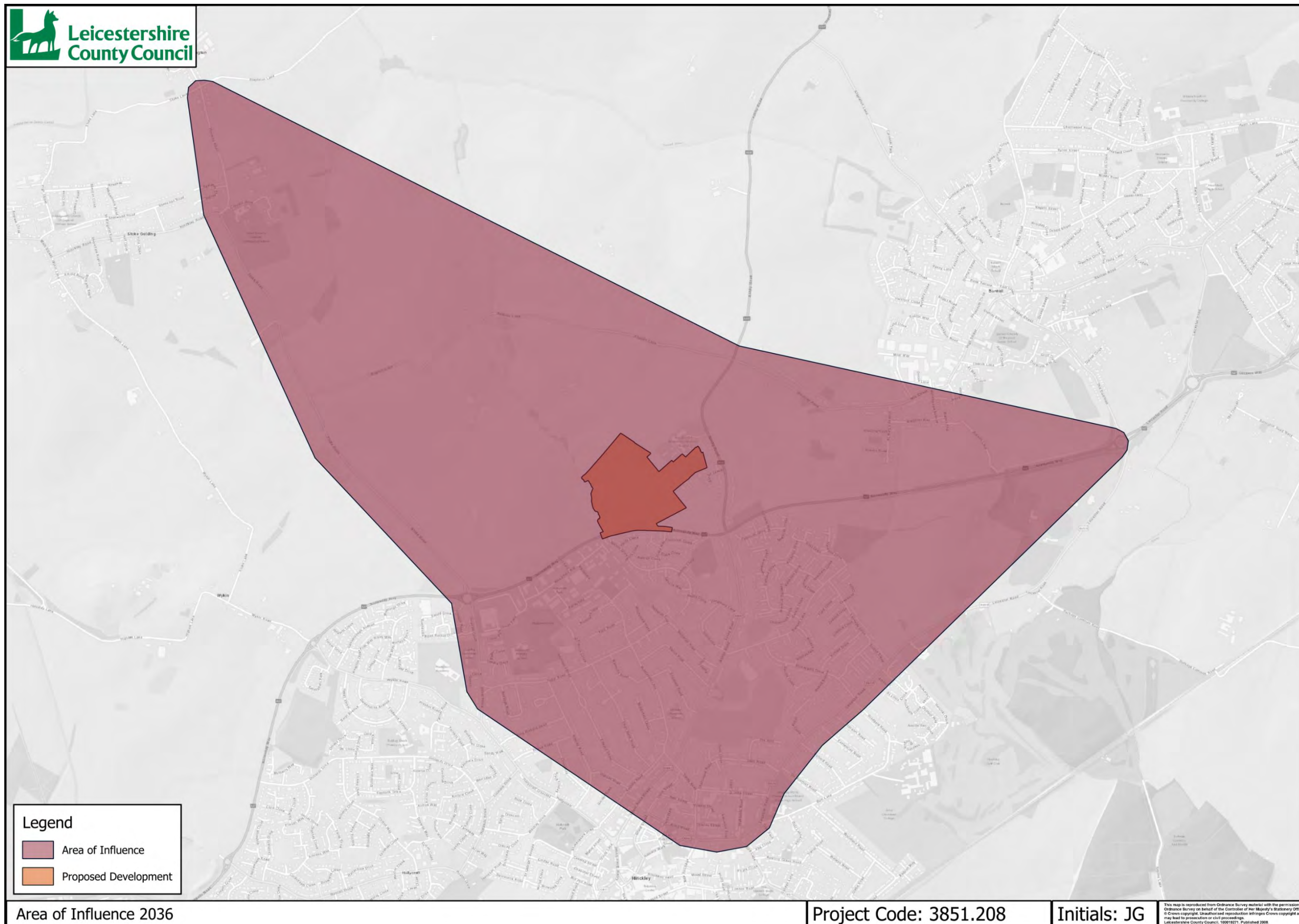


Figure 29. Area of Influence for 2036 'With Development'

3.5. Forecast Delay Change

- 3.5.1. This section shows several delay difference plots for the various scenarios, where red bandwidths represent a delay increase and blue represent a delay decrease. Labels are only displayed when the change in delay is 10 seconds or more.
- 3.5.2. Figure 30 and Figure 31 show the forecast delay changes between the 2026 'Without Development' and 2032 'Without Development' scenarios for the AM and PM Peak hours, respectively. This indicates the background change in delay between the two forecast years with no additional impact from the development.
- 3.5.3. Similarly, Figure 32 and Figure 33 show the forecast delay changes between the 2026 'Without Development' and 2036 'Without Development' scenarios for the AM and PM Peak hours, respectively. In 2032 and 2036, in the AM and PM Peak, there is a large decrease in delay (>50 secs) at the westbound approach of the A47 Normandy Way / A447 Ashby Road junction, likely due to the future mitigation at this junction.
- 3.5.4. There is a forecast increase in delay on several links in and around Hinckley, such as: the A5 Higham Roundabout, the High Street / Chapel Street roundabout in Barwell, the A447 Ashby Road / Stapleton Lane Roundabout, the A447 Ashby Road / Hinckley Road Roundabout, Spa Lane in Hinckley, and the A47 Normandy Way.
- 3.5.5. In 2032 and 2036, there is a large increase in delay on New Buildings (NB) in the PM Peak hour. In other scenarios there is a large decrease in delay on this link. These large fluctuations in delay across scenarios shows that the New Buildings / B590 Leicester Road is a particularly sensitive junction.
- 3.5.6. In 2026, the New Buildings / B590 Leicester Road junction is operating below capacity (Volume / Capacity Ratio 75% - 85%) in the AM Peak hour and above capacity (Volume / Capacity Ratio >100%) in the PM Peak hour, see section 3.6. Maximum Volume / Capacity Ratios. In 2032 and 2036, the junction is under stress in all scenarios, therefore a small increase in flow can create a large increase in delay. In all PM 'without development' forecast years there is a flow increase of ~50 PCU on New Buildings, see Figure 13 and Figure 15. As this junction is over capacity, this relatively small flow increase causes the spikes in delay seen in the figures below.

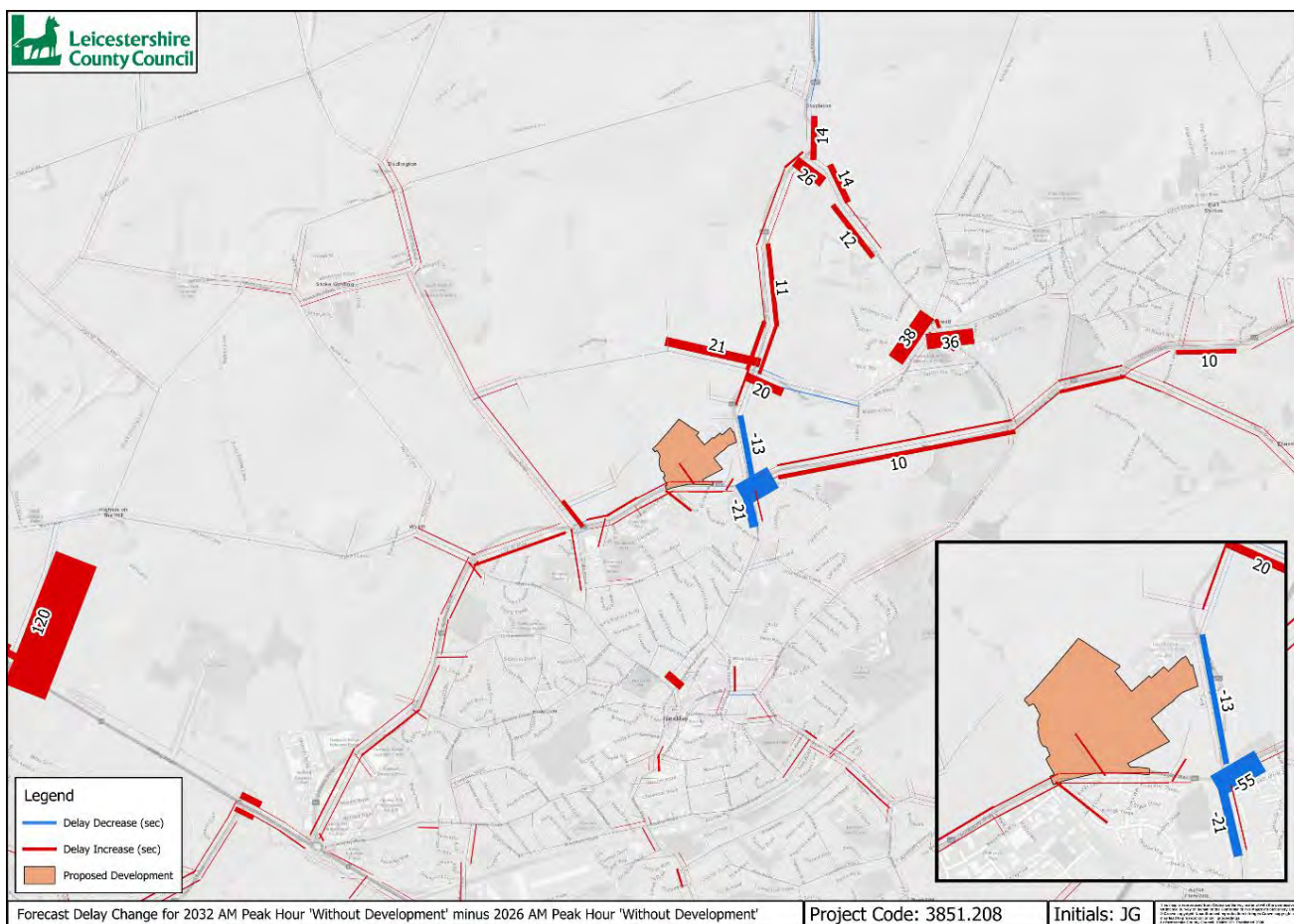


Figure 30. Forecast Delay Change for 2032 – 2026, 'Without Development', AM Peak Hour

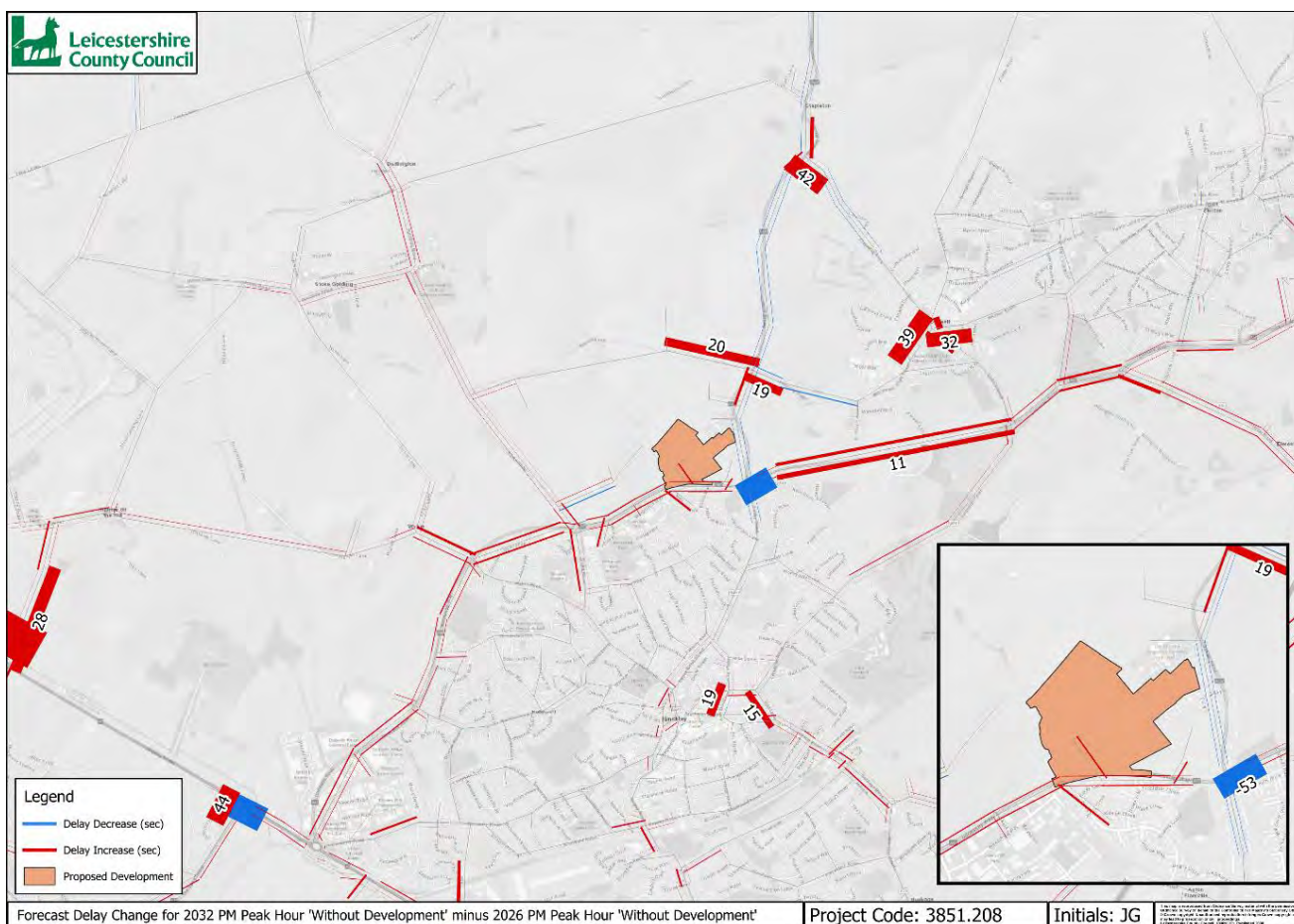


Figure 31. Forecast Delay Change for 2032 – 2026, 'Without Development', PM Peak Hour

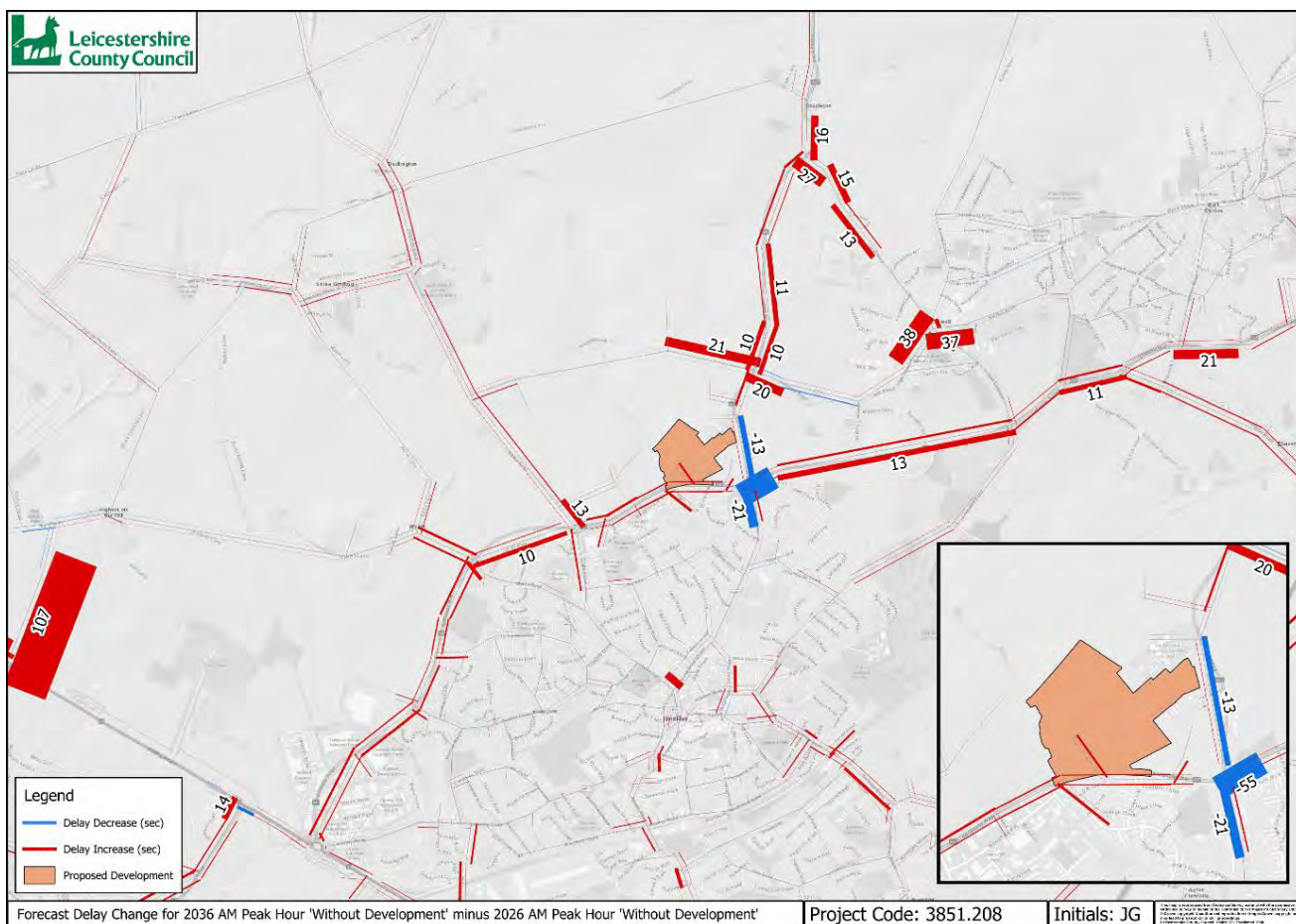


Figure 32. Forecast Delay Change for 2036 – 2026, 'Without Development', AM Peak Hour

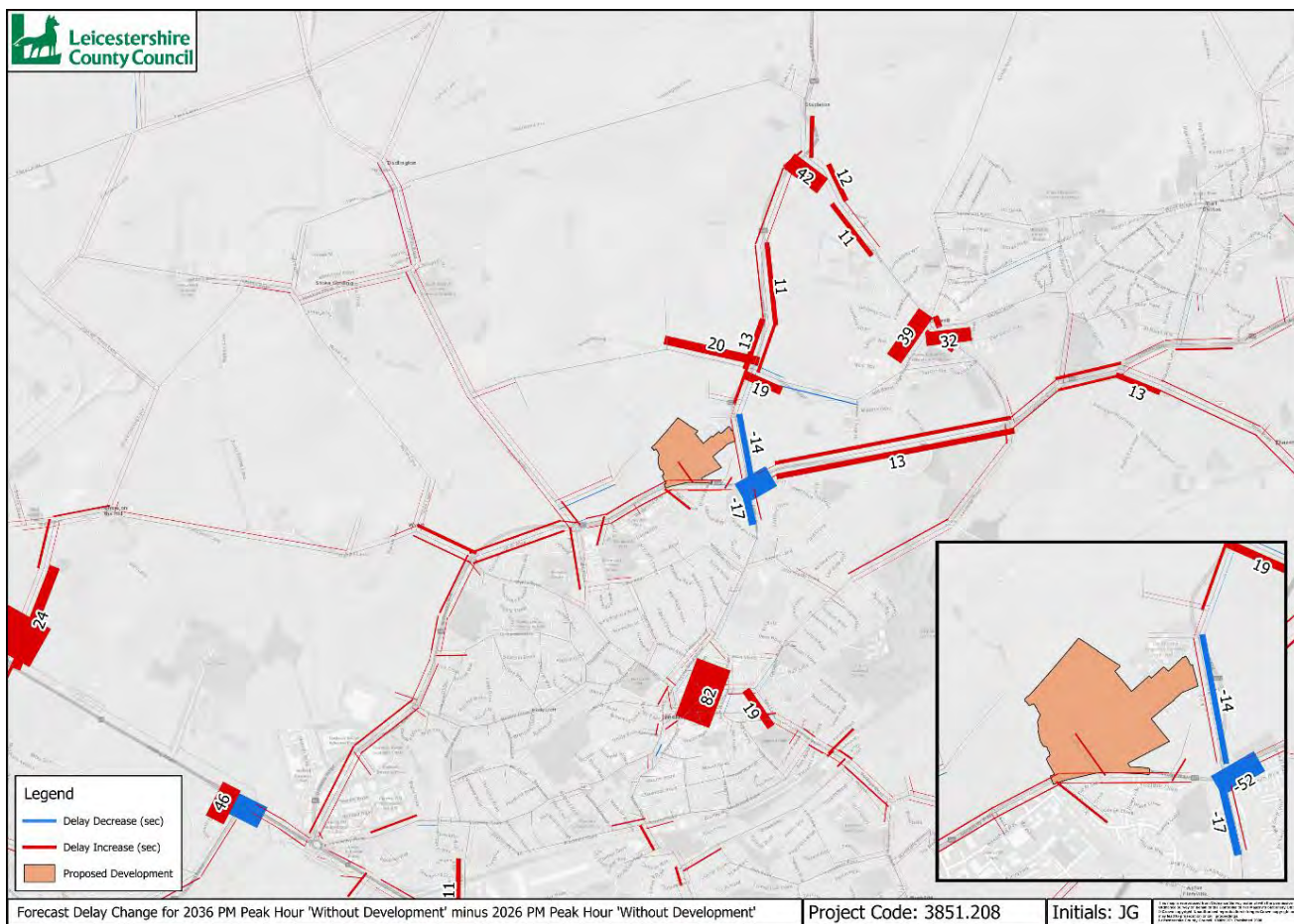


Figure 33. Forecast Delay Change for 2036 – 2026, 'Without Development', PM Peak Hour

- 3.5.7. Figure 34 and Figure 35 show the forecast delay changes in 2032 between the 'Without Development' and 'With Development' scenarios for the AM and PM Peak hours, respectively. This indicates the level of impact on delay caused by the development (once 60% built).
- 3.5.8. It should be noted that the plots showing 'with' vs 'without' developments (Figure 34 to Figure 39) have a different theming scale to the other delay difference plots. This is to ensure that the impact on nearby delays can be seen. Please consider this when comparing with other plots.
- 3.5.9. Figure 36 and Figure 37 show the forecast delay changes in 2036 between the 'With Development' and 'Without Development' scenarios for the AM and PM Peak hours, respectively. This shows a similar pattern of delay to the 2032 equivalent.
- 3.5.10. In the 2032 and 2036 'With Development' scenarios, there is a decrease in delay between the Phase 1 access and the A47 / Stoke Road roundabout, as many trips are routing through the development. There is also a decrease in delay on the A47 to the west of the development.
- 3.5.11. Figure 38 and Figure 39 show the forecast delay changes in 2036 between the 'With Development + Phase 3 Sensitivity' and 'Without Development' scenarios for the AM and PM Peak hours, respectively. These illustrate the cumulative impact of the wider development when both Phases 2 and 3 are 100% built.
- 3.5.12. In both the AM and PM Peak hours, there is a slight decrease in delay (<10 secs) between the A47 / Ashby Road roundabout and the Phase 3 site access. In addition, there is a slight increase in delay at the southbound approach of the Phase 3 site access. This is due to the high number of trips choosing to route through the development.

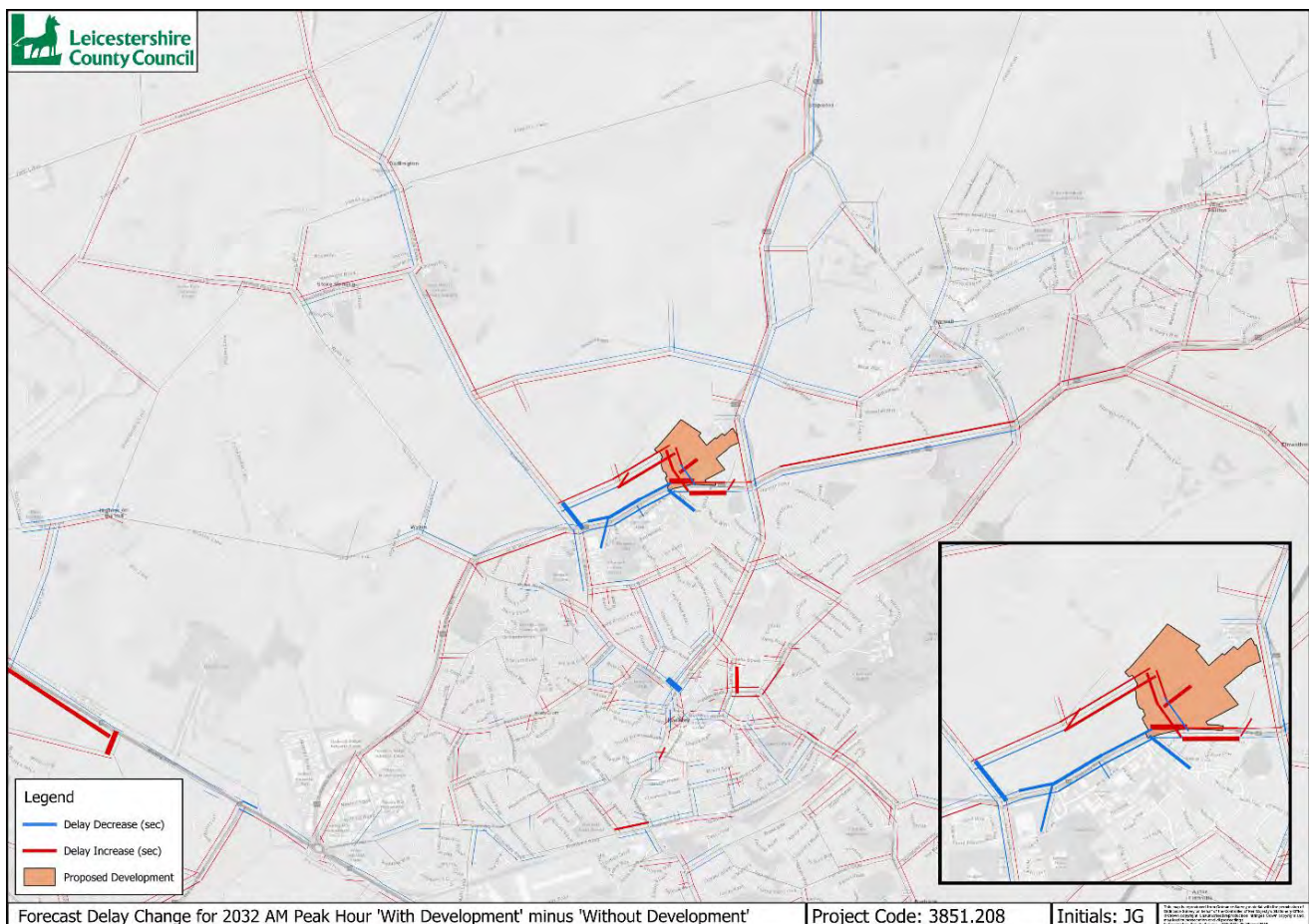


Figure 34. Forecast Delay Change for 2032, 'With Development' – 'Without Development', AM Peak Hour

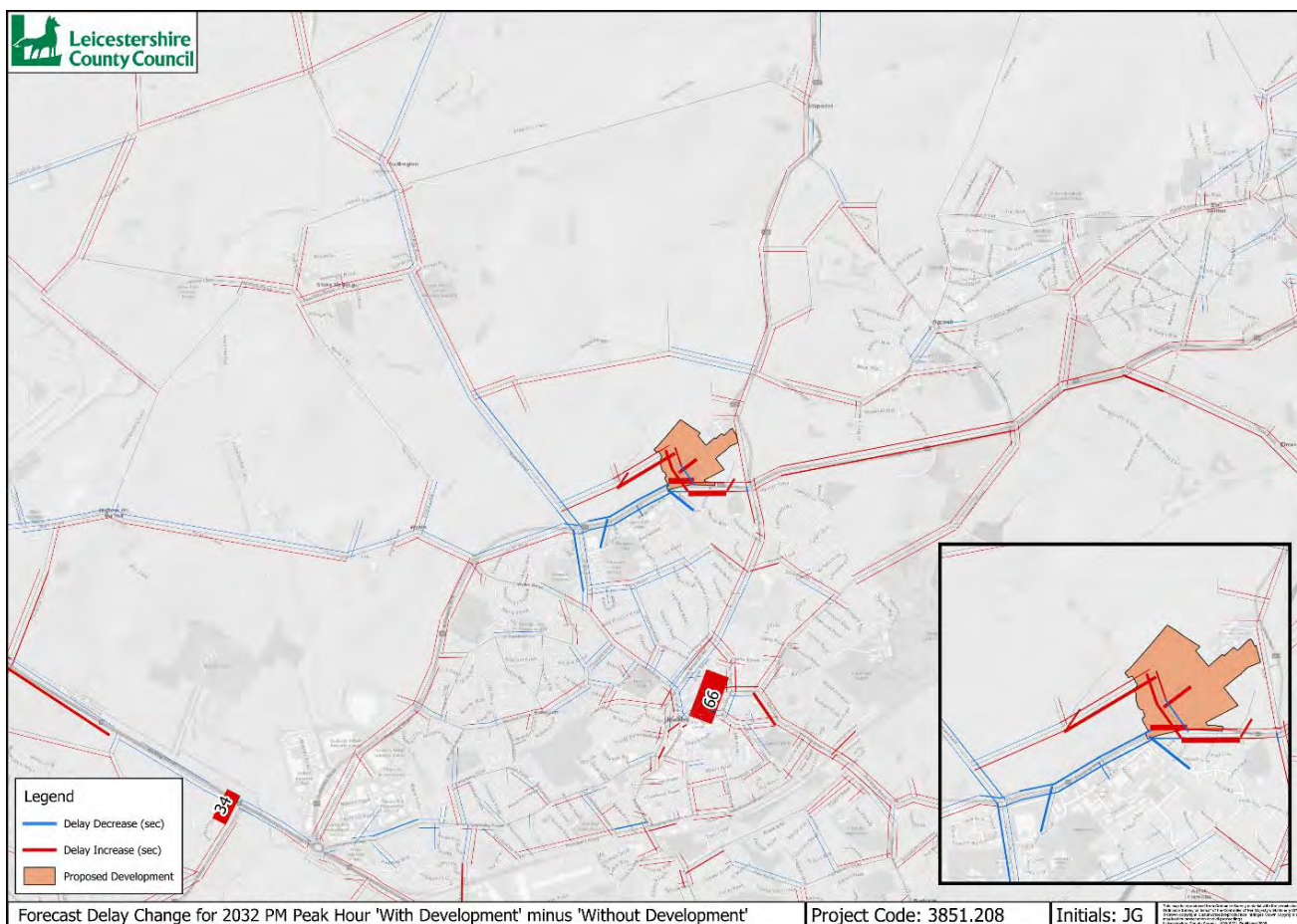


Figure 35. Forecast Delay Change for 2032, 'With Development' – 'Without Development', PM Peak Hour

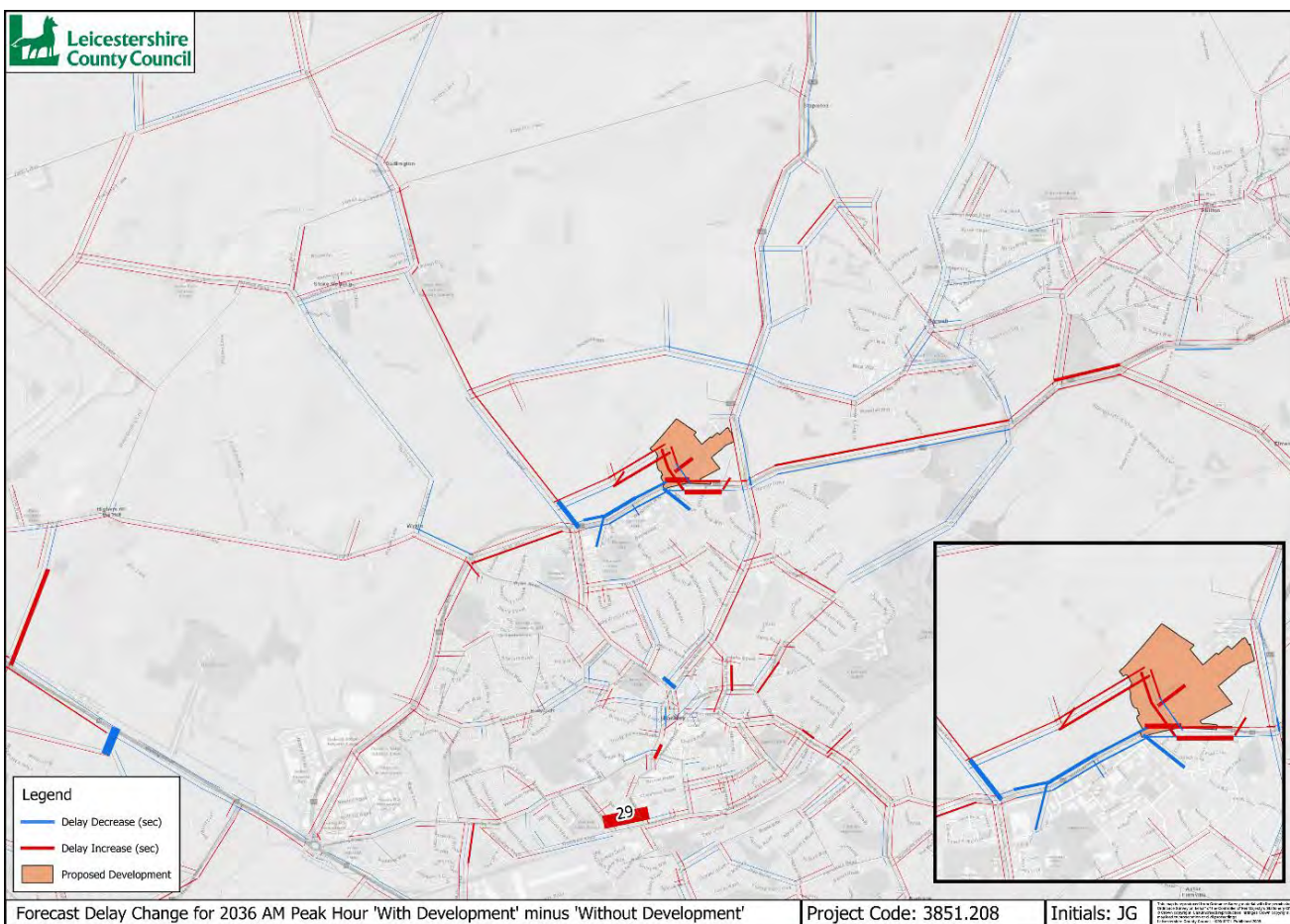


Figure 36. Forecast Delay Change for 2036, 'With Development' – 'Without Development', AM Peak Hour

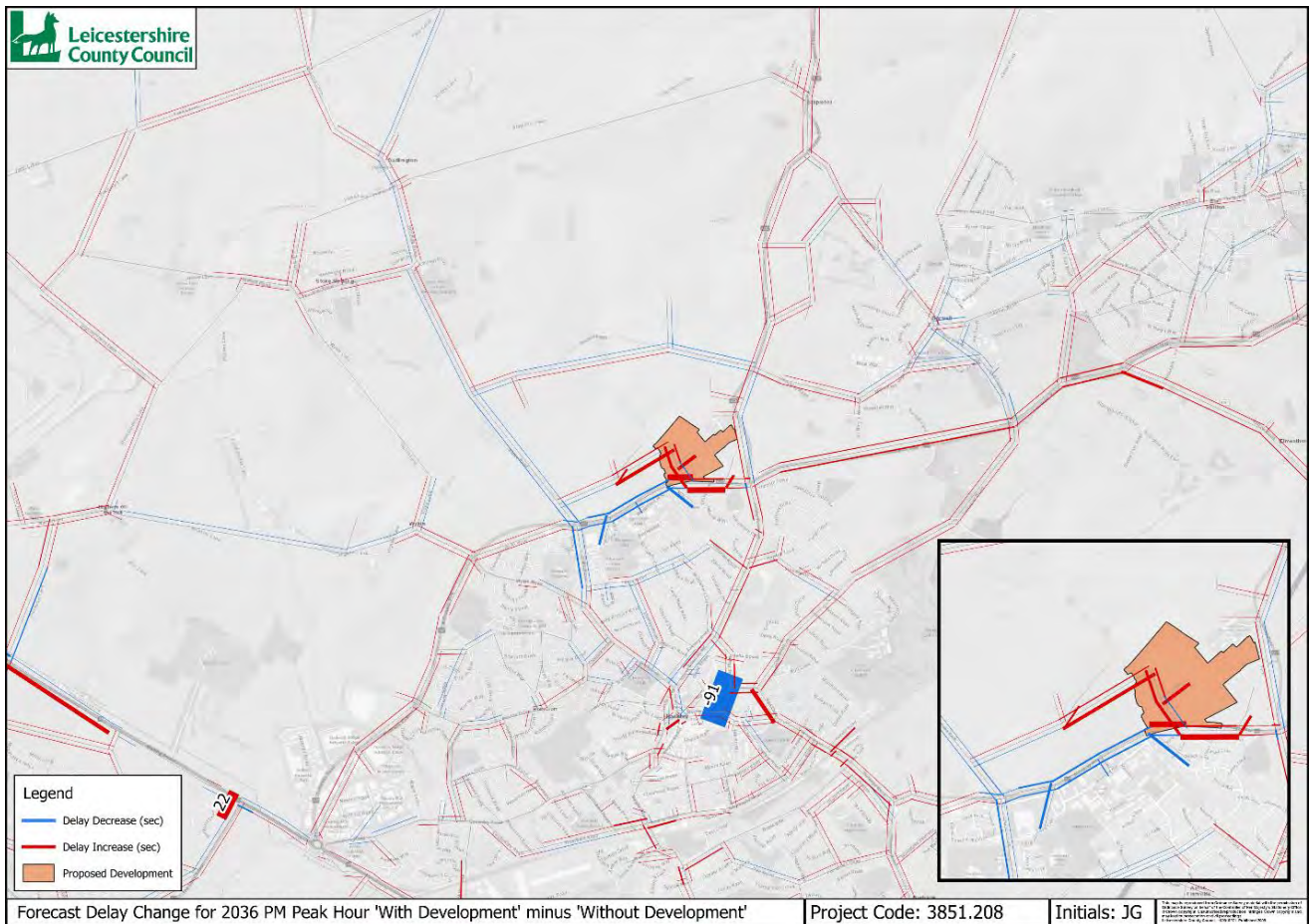


Figure 37. Forecast Delay Change for 2036, 'With Development' – 'Without Development', PM Peak Hour

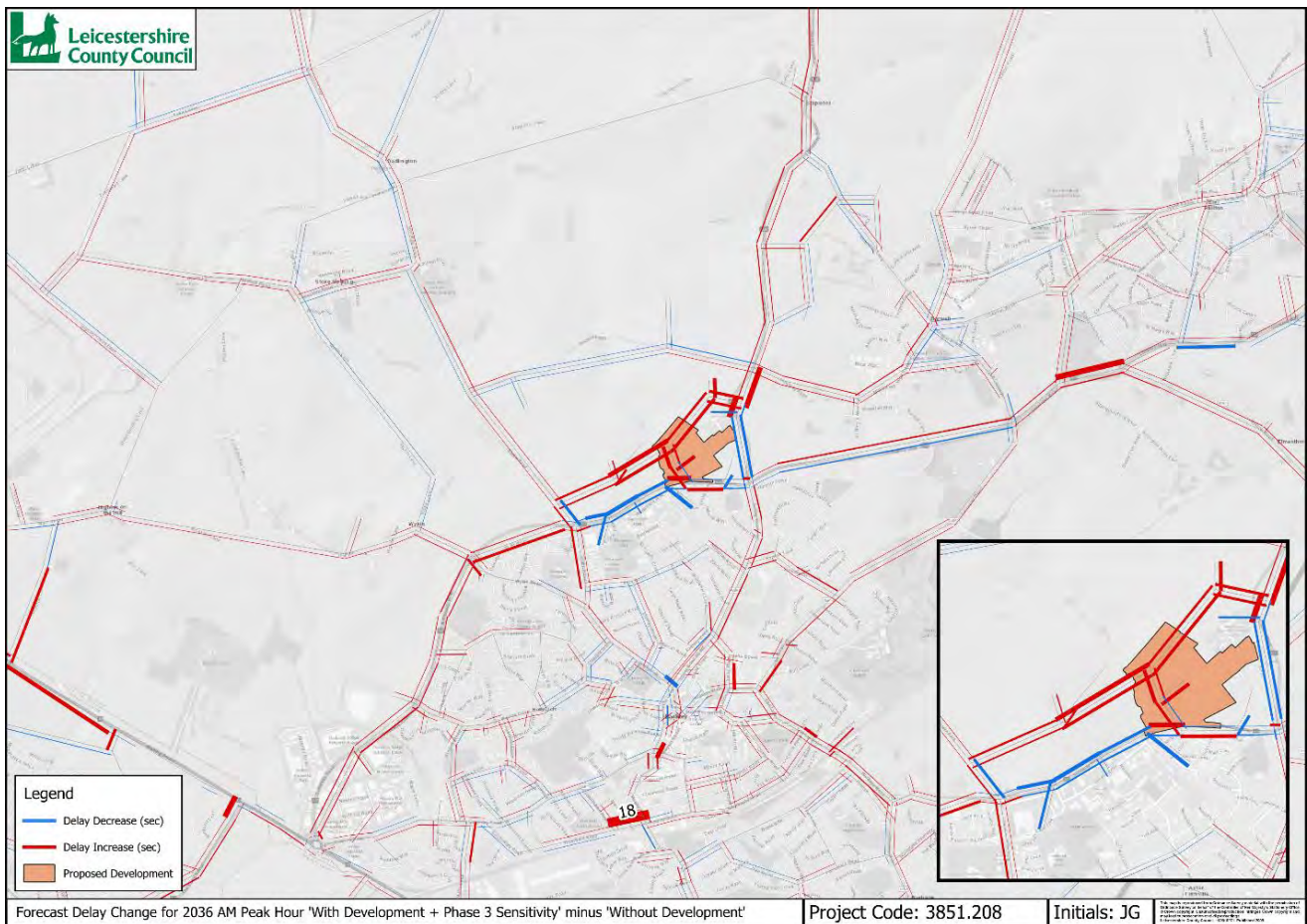


Figure 38. Forecast Delay Change for 2036, 'With Development + Phase 3' – 'Without Development', AM Peak Hour

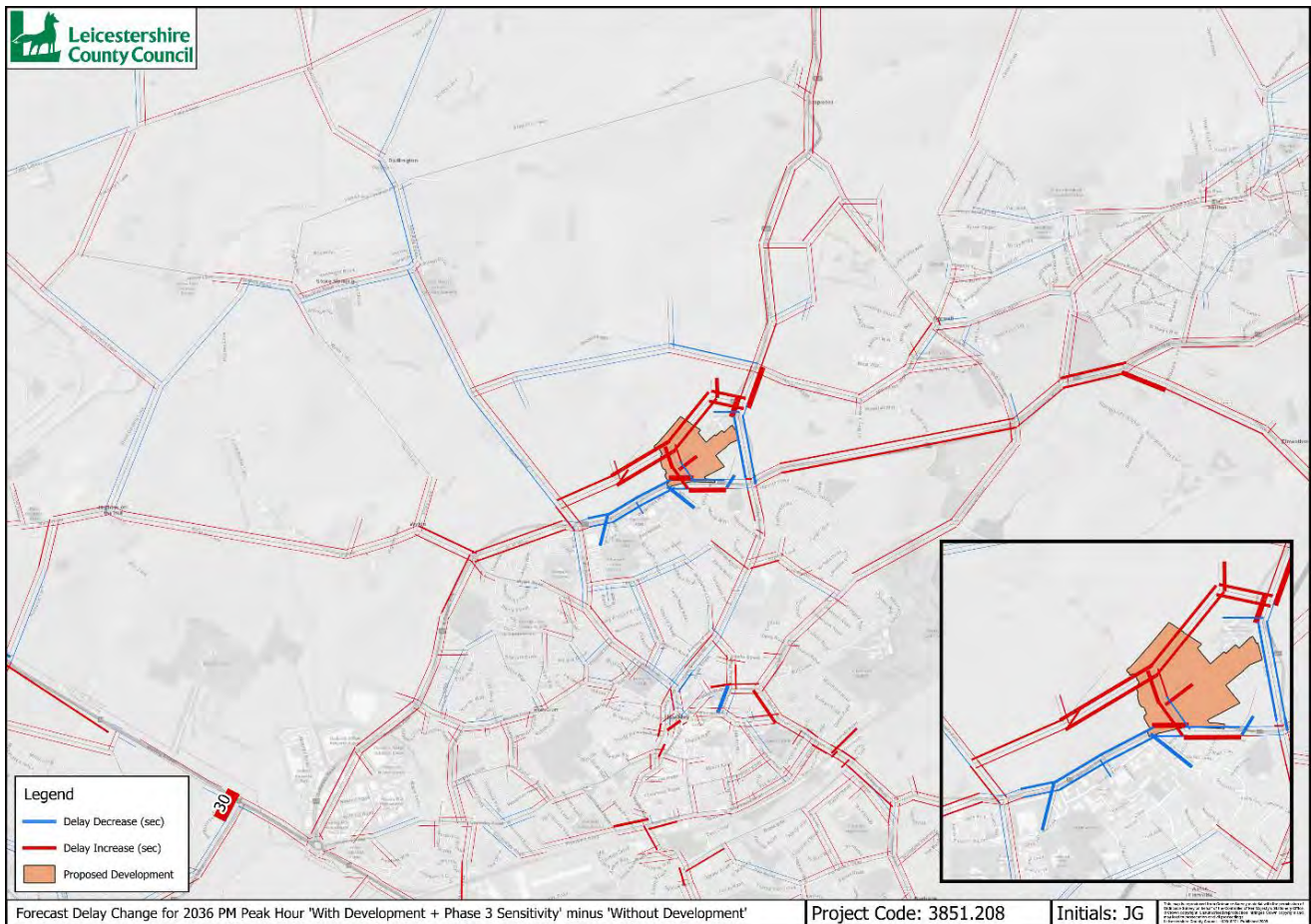
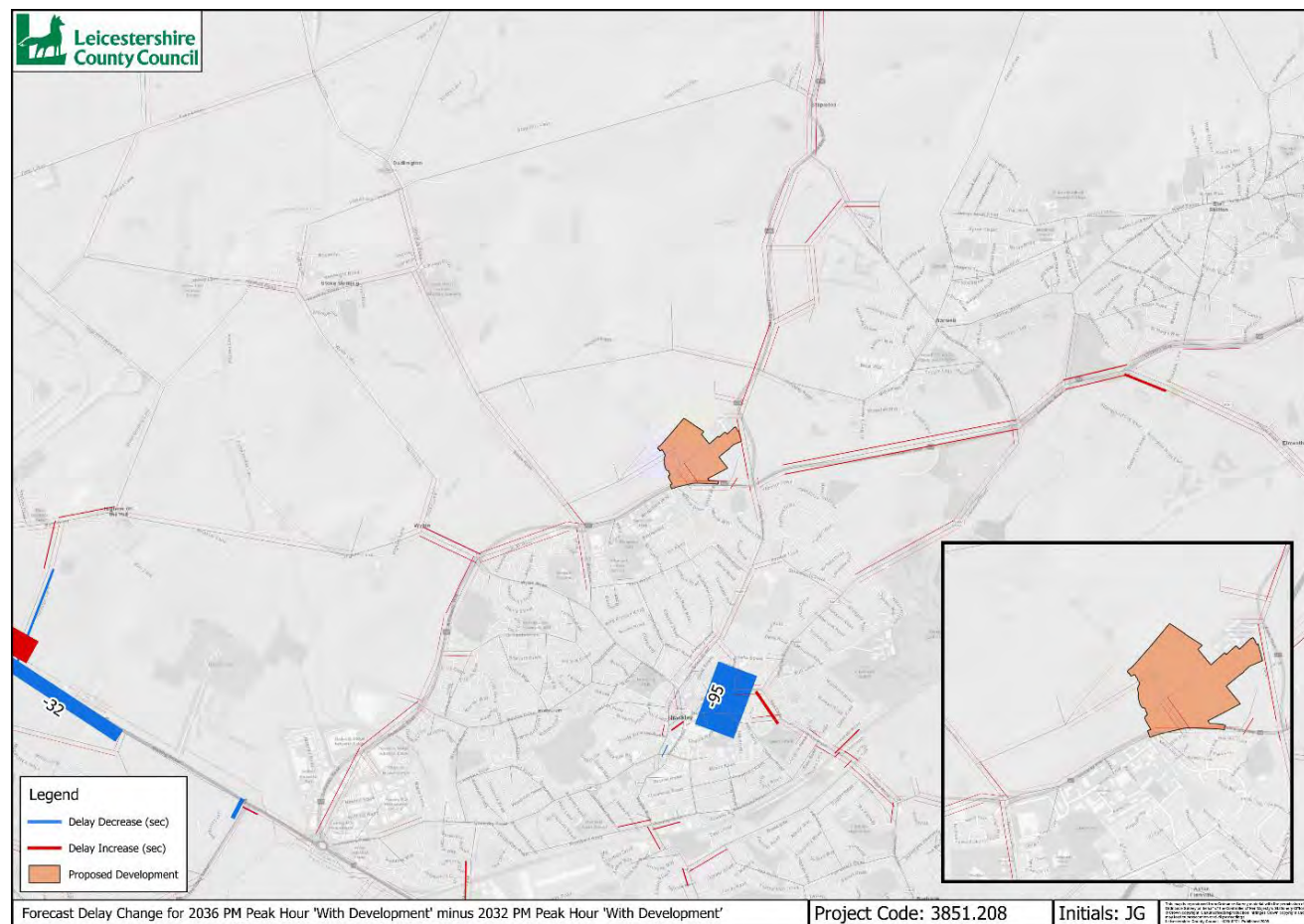
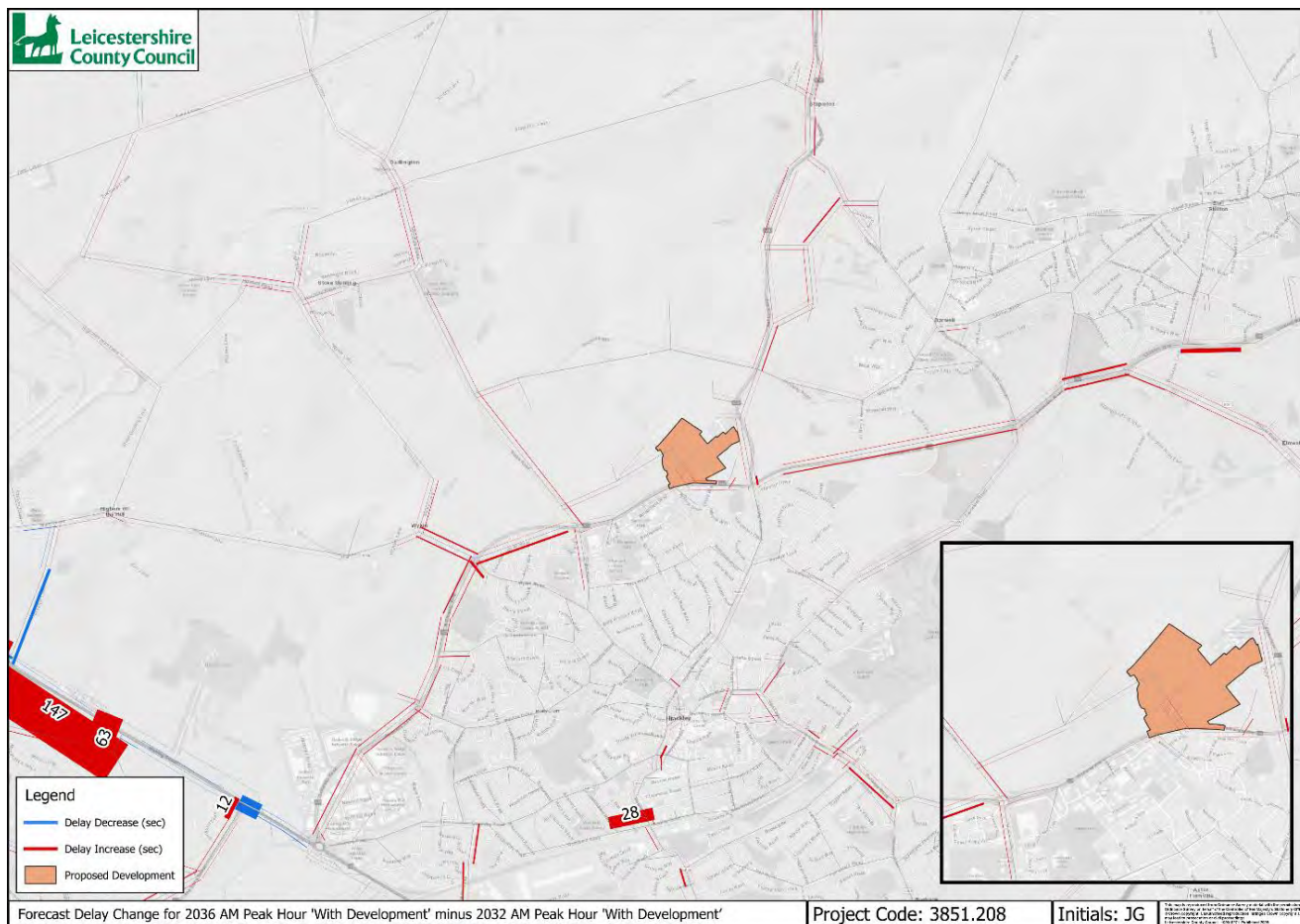


Figure 39. Forecast Delay Change for 2036, 'With Development + Phase 3' – 'Without Development', PM Peak Hour

3.5.13. Figure 40 and Figure 41 show the forecast delay change between 2032 'With Development' and 2036 'With Development' scenarios for the AM and PM Peak hours, respectively. Figure 42 and Figure 43 show the forecast delay change between 2036 'With Development' and 2036 + Phase 3 Sensitivity 'With Development' scenarios for the AM and PM Peak hours, respectively. In these four plots, there is not a significant delay difference in the area directly surrounding the proposed development.



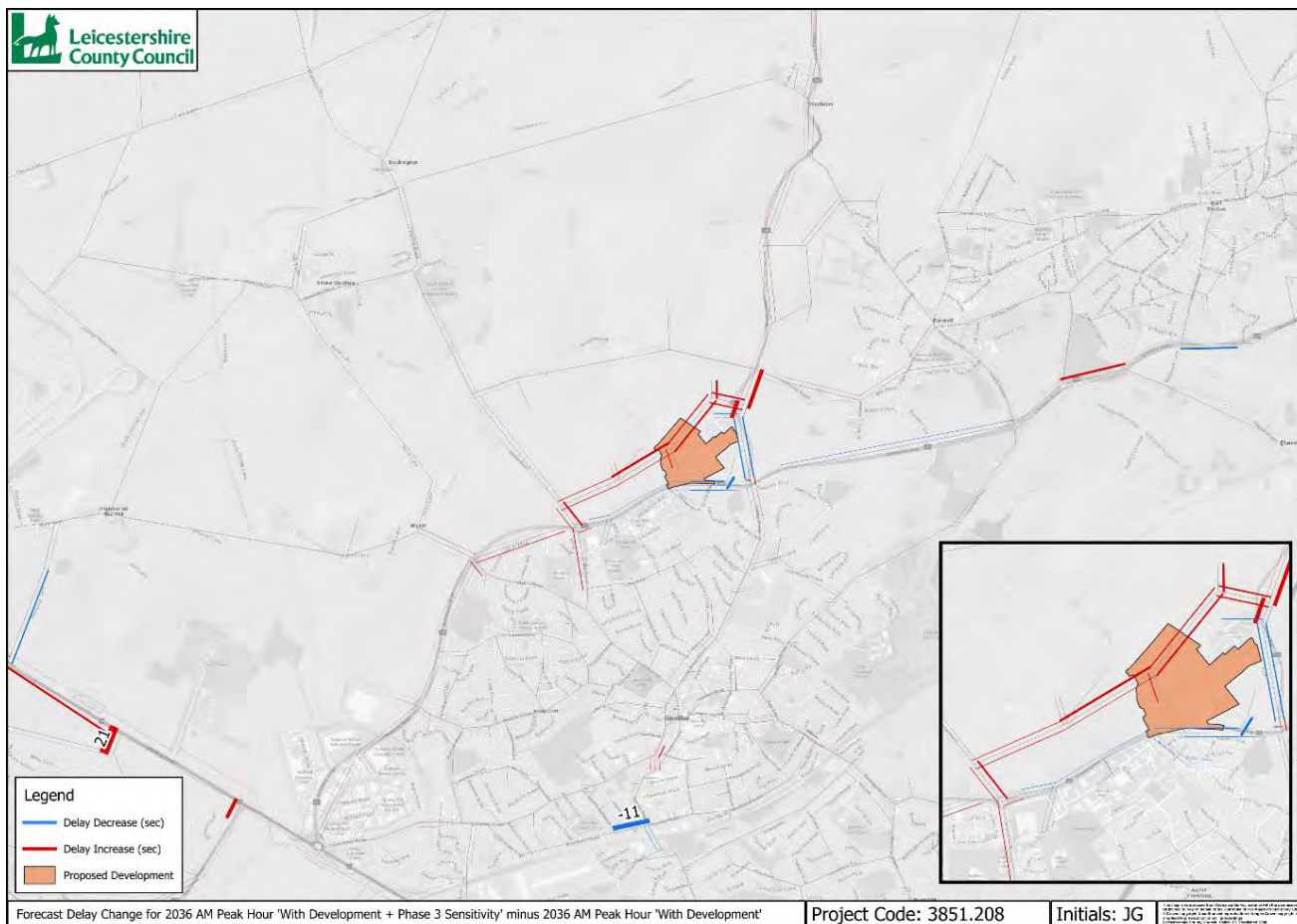


Figure 42. Forecast Delay Change for 2036, 'With Development + Phase 3' – 'With Development', AM Peak Hour

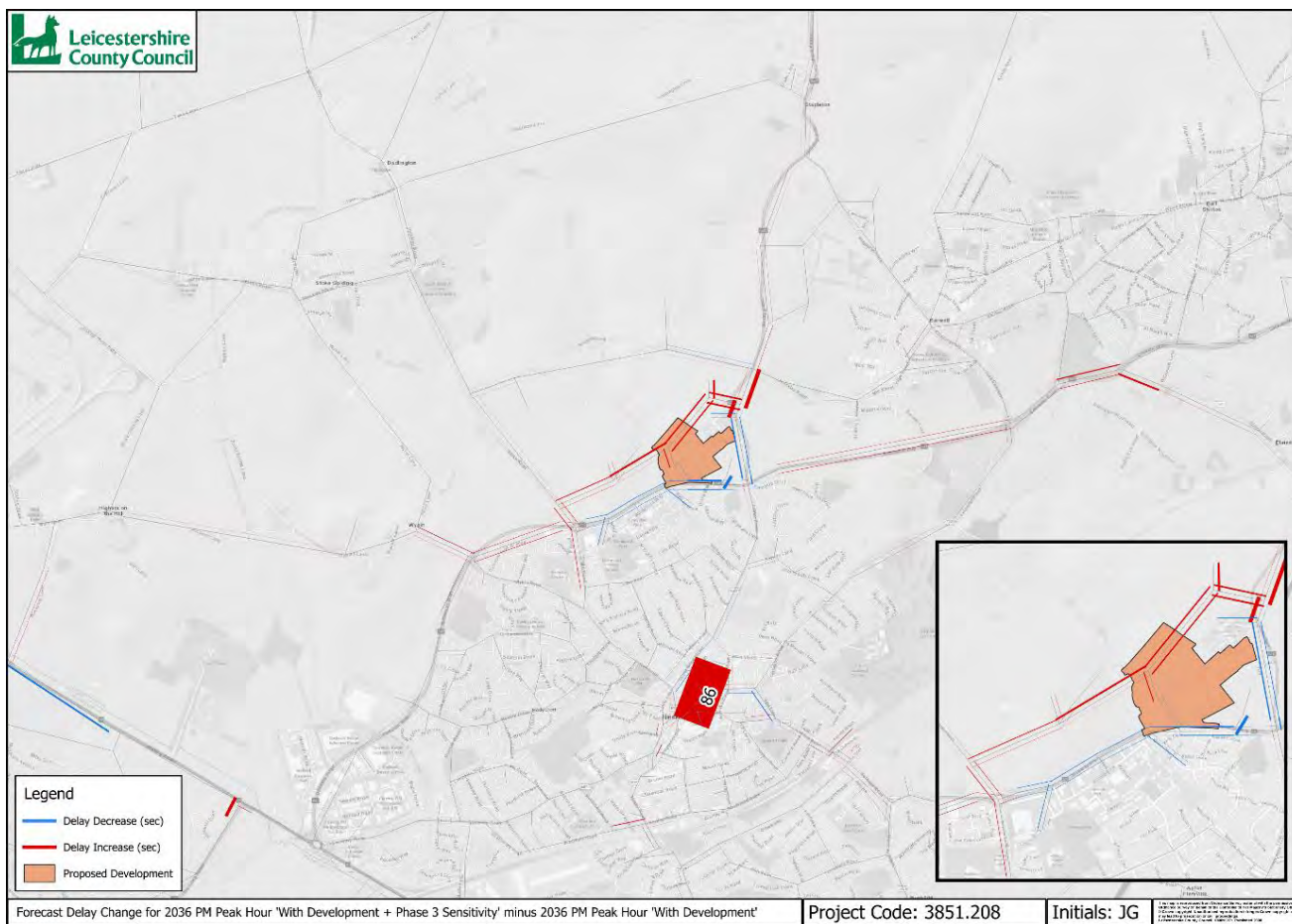
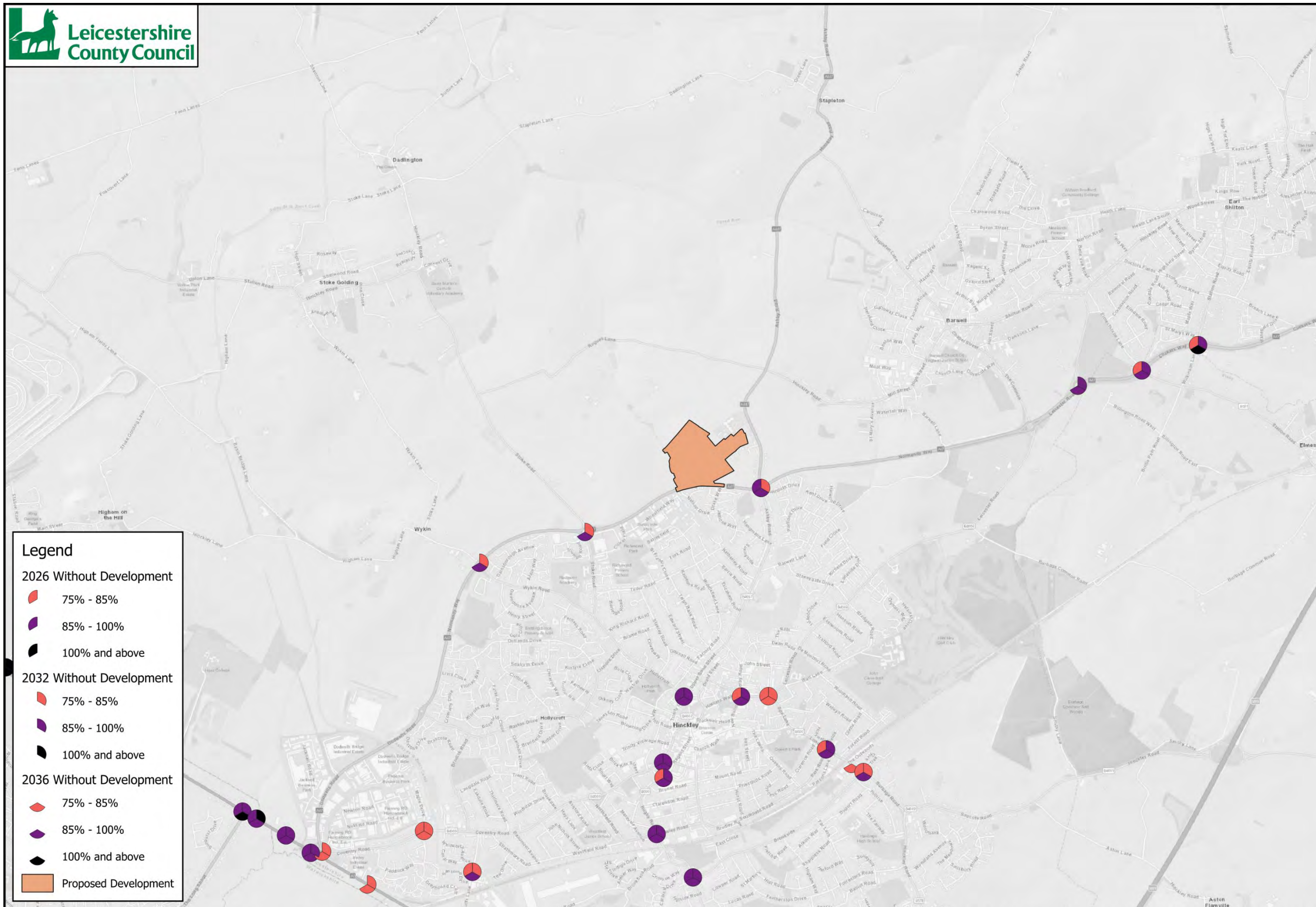


Figure 43. Forecast Delay Change for 2036, 'With Development + Phase 3' – 'With Development', PM Peak Hour

3.6. Maximum Volume / Capacity Ratios

- 3.6.1. Junction capacities are estimated for individual turning movements at the junction, reporting on these maximum values. Maximum node volume-capacity ratios (V/C's) are used to identify locations where the forecast flows at a junction are approaching or exceeding the forecast capacity.
- 3.6.2. Ratios exceeding 85% indicate that the highway network is under stress and there is likely to be increased delays. When junctions have a high V/C, a large increase in delay can be created by a small increase in flow.
- 3.6.3. Figure 44 and Figure 45 show the forecast maximum V/Cs for the 2026, 2032 and 2036 'Without Development' scenarios on the same plot for the AM and PM Peak hours, respectively. It should be noted that only junctions where the V/C exceeds 85% are displayed on the plots.
- 3.6.4. In the 'Without Development' scenarios, the following junctions in close proximity to the development flag as having a forecast V/C of over 85%:
- A47 Normandy Way / Ashby Road junction in the AM Peak hour in 2023 and 2036, and the PM Peak hour in 2026.
 - A47 Normandy Way / Stoke Road junction in the AM Peak hour in 2036.
- 3.6.5. Figure 46 and Figure 47 show the maximum V/Cs for the 2032 'Without Development' and 'With Development' scenarios on the same plot for the AM and PM Peak hours, respectively. There are no junctions near the development with a maximum V/C over 85%.
- 3.6.6. Figure 48 and Figure 49 show the maximum V/Cs for the 2036 'Without Development', 2036 'With Development', and 2036 + Phase 3 Sensitivity 'With Development' scenarios on the same plot for the AM and PM Peak hours, respectively. At the Ashby Road / A47 junction, the V/C exceeds 85% in the 'Without Development' and 'With Development + Phase 3 Sensitivity' scenarios in the AM Peak hour. In the PM Peak hour, there are no junctions near the development with a maximum volume/capacity ratio over 85%.



Forecast Node Volume-Capacity Ratio for 2026, 2032 & 2036 AM Peak Hour 'Without Development' Scenarios

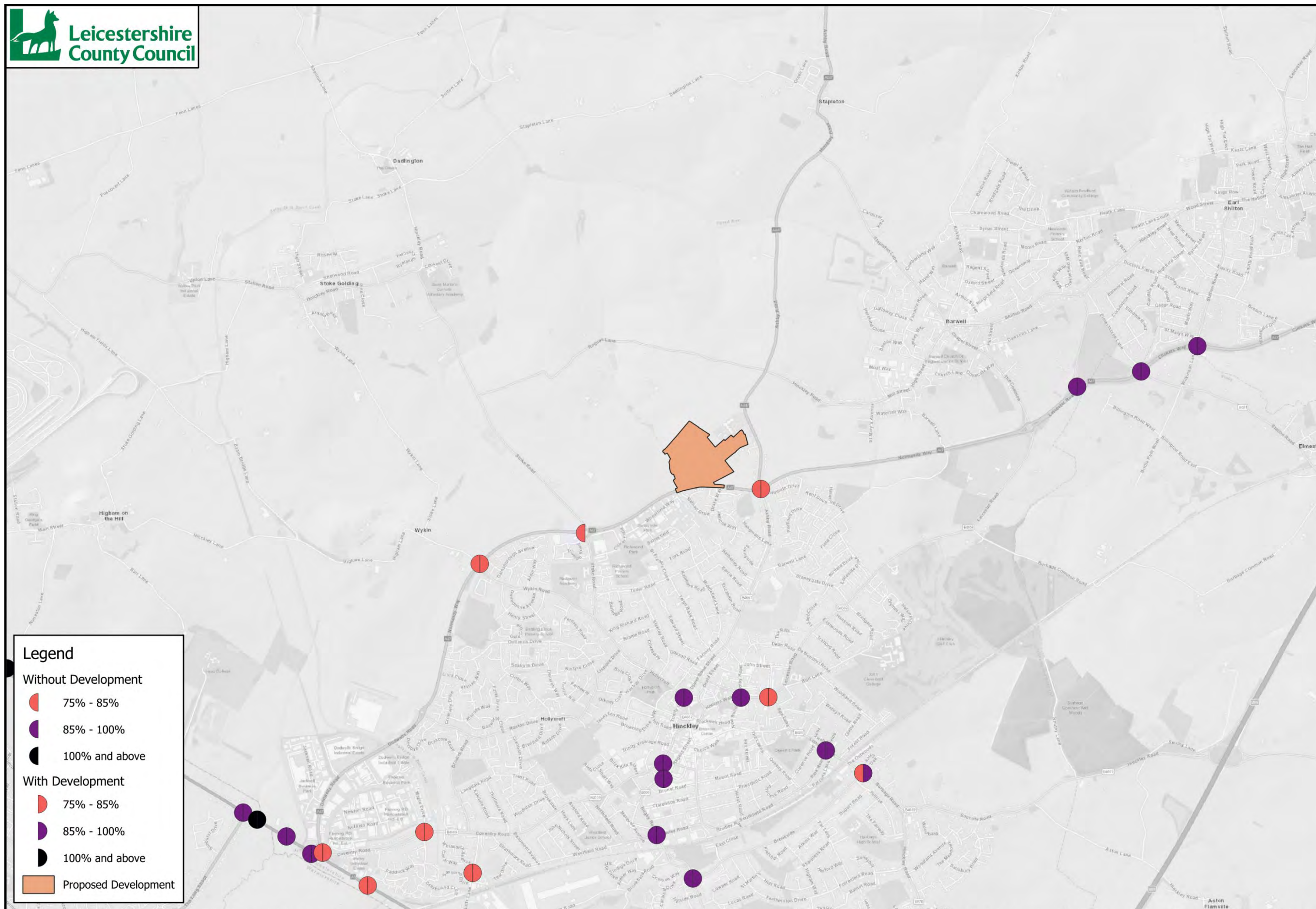
Project Code: 3851.208

Initials: JG

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office. © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Leicestershire County Council. 10003271. Published 2008.

Figure 44. Forecast Node Volume-Capacity Ratio for 2026, 2032 and 2036, 'Without Development', AM Peak Hour





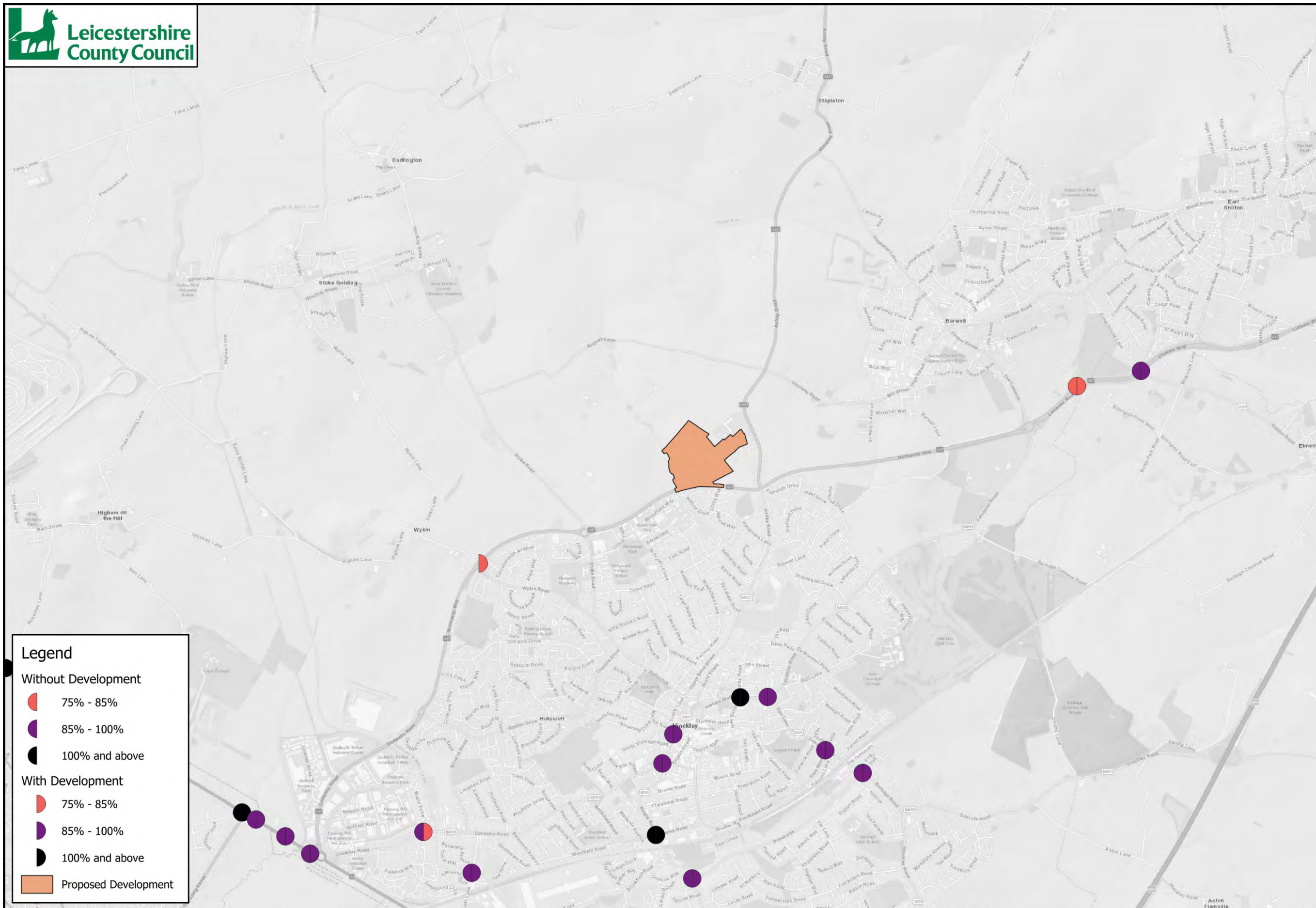
Forecast Node Volume-Capacity Ratio for 2032 'Without Development' and 2032 'With Development' Scenarios - AM Peak Hour

Project Code: 3851.208

Initials: JG

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Leicestershire County Council. 10003271. Published 2008.

Figure 46. Forecast Node Volume-Capacity Ratio for 2032 'Without Development' and 2032 'With Development' AM Peak Hour



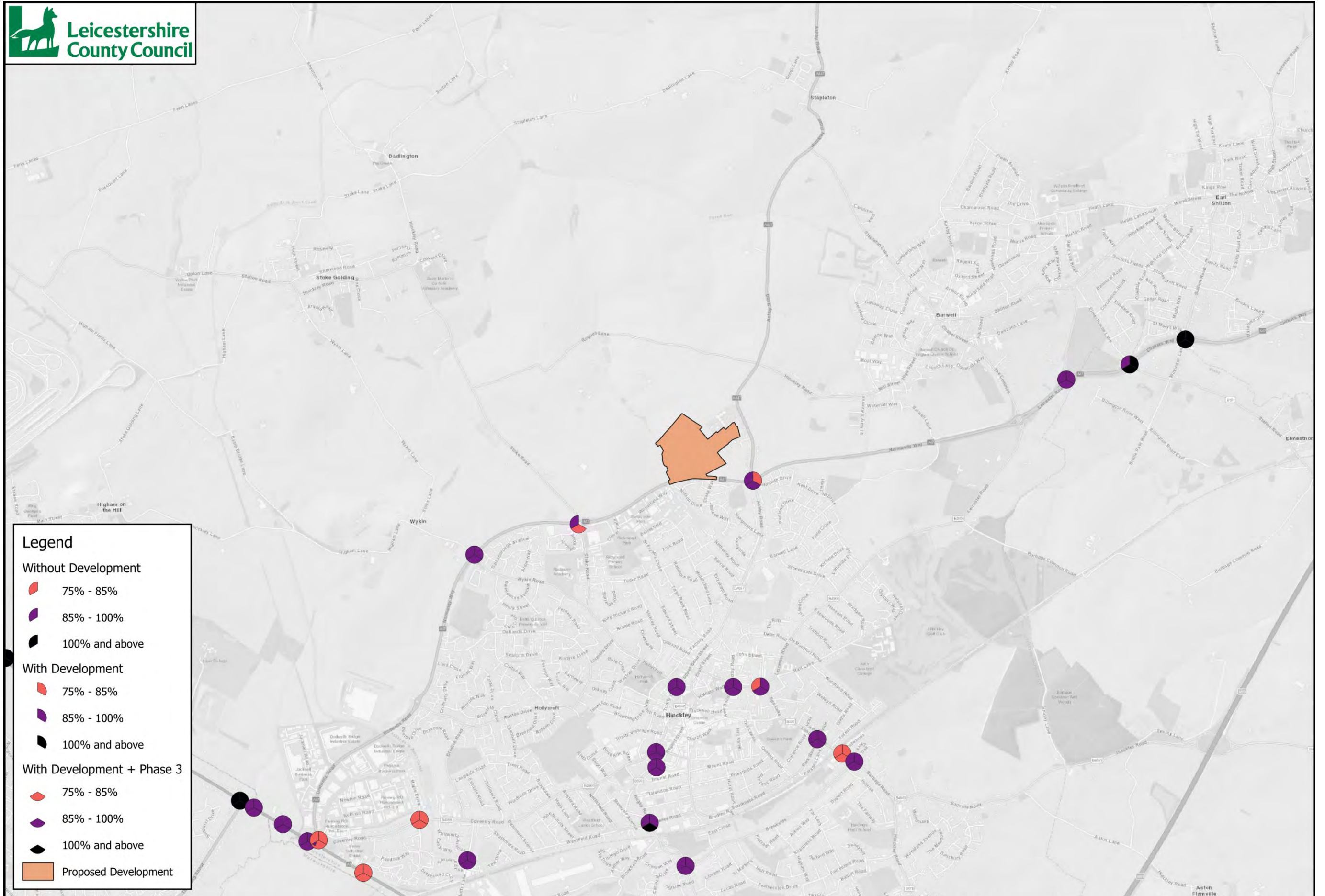
Forecast Node Volume-Capacity Ratio for 2032 'Without Development' and 2032 'With Development' Scenarios - PM Peak Hour

Project Code: 3851.208

Initials: JG

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office. © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Leicestershire County Council. 10003271. Published 2008.

Figure 47. Forecast Node Volume-Capacity Ratio for 2032 'Without Development' and 2032 'With Development' PM Peak Hour



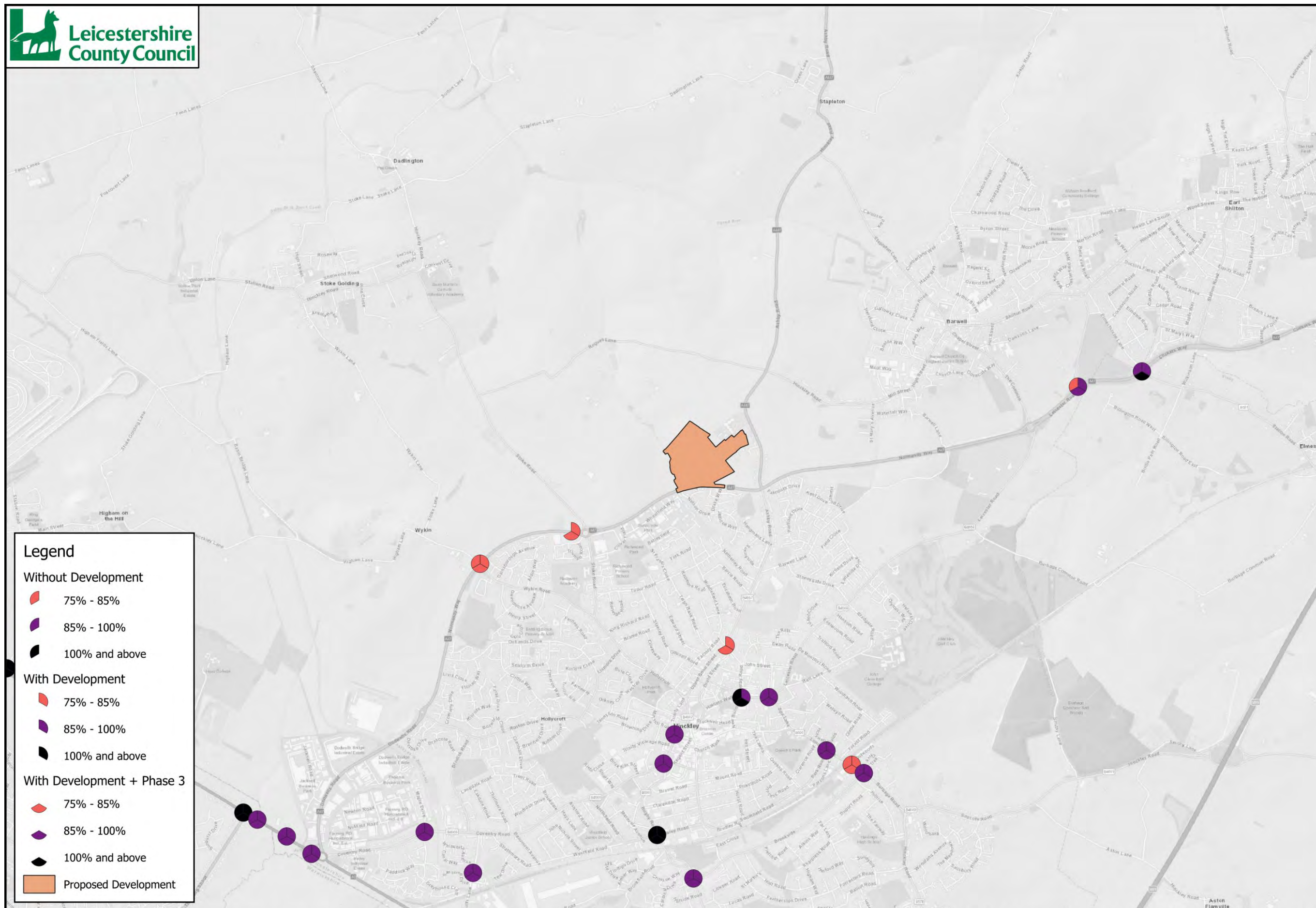
Forecast Node Volume-Capacity Ratio for 2036 'Without Development', 2036 'With Development', and 2036 'With + Phase 3 Sensitivity' Scenarios - AM Peak Hour

Project Code: 3851.208

Initials: JG

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Leicestershire County Council, 10003271, Published 2008.

Figure 48. Forecast Node Volume-Capacity Ratio for 2036 'Without Development', 2036 'With Development' and 2036 'With Development + Phase 3', AM Peak Hour



Forecast Node Volume-Capacity Ratio for 2036 'Without Development', 2036 'With Development', and 2036 'With + Phase 3 Sensitivity' Scenarios - PM Peak Hour

Project Code: 3851.208

Initials: JG

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Leicestershire County Council, 10061271, Published 2008.

Figure 49. Forecast Node Volume-Capacity Ratio for 2036 'Without Development', 2036 'With Development' and 2036 'With Development + Phase 3', PM Peak Hour

4. Summary

4.1. Summary of Assessment

- 4.1.1. Using the PRTM, forecasts have been undertaken to produce the 2024, 2026, 2032 and 2036 'Without Development' and the 2032, 2036, and 2036 + Phase 3 Sensitivity 'With Development' scenarios for the AM and PM Peak hours, for the strategic assessment of the proposed development Land North of A47, Hinckley.
- 4.1.2. The points below provide a summary of the key findings for the assessment of the proposed development.
- 4.1.3. Development trips are forecast to route via the following roads:
- to and from the south via the B4667 Ashby Road, towards Hinckley, Burbage, the M69, and the A5;
 - to and from the east via the A47 Normandy Way towards Earl Shilton and Leicester City, and the B581 Station Road towards Stoney Stanton and beyond;
 - to and from the south-west via the A47 Normandy Way, towards Nuneaton;
 - to and from the north via the A447 Ashby Road, towards Stapleton and beyond; and
 - to and from the west via Phase 1 of the development and Stoke Road, towards Stoke Golding, Higham on the Hill, and the A5.
- 4.1.4. In 2032, the forecast flow changes are largest along roads in the immediate vicinity of the proposed development. This includes, the site spine road, Stoke Road (SB) north of the Phase 1 access, the A47 (EB) east of the Phase 2 access, and the B4667 Ashby Road.
- 4.1.5. Many trips are routing through the development to avoid the A47 / Stoke Road roundabout, therefore there is a negative flow difference along the A47 between the Stoke Road roundabout and Phase 2 access, and along Stoke Road south of the Phase 1 access.
- 4.1.6. In 2036, the trend in flow difference is similar to 2032, however the absolute numbers of traffic have increased. In 2036 + Phase 3 Sensitivity, the introduction of the full spine road provides an alternative to the A47 / Ashby Road junction thus many trips are routing via the site. When conducting additional analysis on the re-routing through the development, for this sensitivity test scenario, the modelled journey times between Rogues Lane / Ashby Road and A47 / Stoke Road are shown as below in Table 6. With the 'conventional' route passing through the A47 / Ashby Road junction.

Route	AM		PM	
	Total Journey Time (s)	With Delay (s) of ...	Total Journey Time (s)	With Delay (s) of ...
Coventional	222	52	222	45
Through Development (Exiting via Phase 2)	212	41	206	33
Through Development (Exiting via Phase 1)	185	19	183	17

Table 6. Modelled Journey Times between Rogues Lane / Ashby Road and the A47 / Stoke Road

- 4.1.7. As the table shows, there is meaningful difference between the 'conventional' route along the A47 and using the spine road between Ashby Road / Rogues Lane and A47 / Ashby Road. This difference is largely due to the lesser degree of delay experienced by users routing through the development.
- 4.1.8. The Area of Influence has been identified by identifying links forecast to change by more than $\pm 5\%$ flow and ± 30 PCUs between the 'With Development' and 'Without Development' scenarios in either the AM or PM Peak hour. The forecast Area of Influence includes:
- Stoke Road,
 - A47 Normandy Way,
 - B4667 Ashby Road,

- Tudor Road,
- Netherley Road,
- Hinckley Road,
- Rogues Lane,
- Barwell Lane,
- Stoneygate Drive,
- B4668 Leicester Road; and
- Derby Road.

4.1.9. In all the 'With Development' scenarios, there is no significant delay difference in the area directly surrounding the development. In 2032 and 2036, there is a slight decrease in delay between the Phase 1 access and the A47 / Stoke Road roundabout, as many trips are routing through the development. There is also a slight decrease in delay on the A47 to the west of the development.

4.1.10. In the 2036 AM and PM Peak hour 'With Development + Phase 3 Sensitivity' scenarios, there is a slight decrease in delay between the Phase 3 access and the A47 / Ashby Road roundabout (SB), and a slight increase in delay at the northbound and southbound approaches of the Phase 3 access. This is due to the number of trips cutting through the development.

4.1.11. The following junctions, in close proximity to the development, have forecast maximum node volume-capacity ratios (V/Cs) of over 85% in the 'Without Development' scenarios:

- A47 Normandy Way / Ashby Road junction in the AM Peak hour in 2023 and 2036, and the PM Peak hour in 2026.
- A47 Normandy Way / Stoke Road junction in the AM Peak hour in 2036.

4.1.12. In the 2032 'With Development' scenario, there are no junctions near the development with a maximum V/C over 85%.

4.1.13. In the 2036 AM Peak hour 'With Development + Phase 3 Sensitivity' scenario, the Ashby Road / A47 junction V/C exceeds 85%. However, this junction also flags in the 2036 'Without Development' scenario. In both 2036 'With Development' scenarios, there are no junctions near the development with a maximum volume/capacity ratio over 85% in the PM Peak hour.

4.1.14. Due to the strategic nature of the PRTM, not all roads are modelled, and the results should be interpreted with that in mind.

5. Contact Details

We trust that our report meets your expectations and look forward to working with you again soon.

If you have any questions, please do not hesitate to contact:

Laura Good
Framework Manager
Network Data & Intelligence
Environment & Transport Department
Leicestershire County Council

Email: etcf@leics.gov.uk

Network Data and Intelligence (NDI) Team
Leicestershire County Council
County Hall
Glenfield
Leicester
LE3 8RA

etcf@leics.gov.uk

<http://www.leics.gov.uk>