Pell Frischmann

Land to the East of High Street, Stoke Golding

Transport Statement

September 2025

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1 Introduction

1.1 Overview

1.1.1 Pell Frischmann (PF) has been appointed by Cartwright Homes Limited ("the Applicant") to produce this Transport Statement (TS) to support a full planning application for residential development on land to the east of High Street in Stoke Golding ("the site").

1.2 Development Overview

1.2.1 The proposed development comprises 19 dwellings of different tenures, including affordable housing, first homes and market housing, ranging from one to four-bedrooms in size. Access to the site is proposed to be taken from High Street to the west. A copy of the Proposed Site Plan is included as **Appendix A**.

1.3 Background & Policy Context

1.3.1 The site is located within the Hinkley and Bosworth Borough Council (HBBC) Local Authority Area (LAA) and the Local Highway Authority (LHA) is Leicestershire County Council (LCC).

1.3.2 The objective of this report is to demonstrate to HBBC and LCC Highways that safe and suitable access to the site can be achieved that the proposed development would not have severe cumulative impact on the local road network in accordance with the National Planning Policy Framework (NPPF) (MHCLG, Revised February 2025).

1.3.3 Below are the policies contained with the NPPF in respect to highways issues. Paragraph 115 of the NPPF sets of the following requirements:

'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, 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 Code48; 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 through a vision-led approach.'

1.3.4 Paragraph 116 of the NPPF refers to highway impact and states:

'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, following mitigation, would be severe, taking into account all reasonable future scenarios.'

1.3.5 Paragraph 117 of the NPPF states that:

'Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'

1.3.6 Finally, Paragraph 118 states that:

'All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.'

1.3.7 This vision-led Transport Statement report demonstrates that the proposed development will not generate significant amounts of movement given it's relatively modest scale. Therefore, it is not considered necessary to provide a standalone Travel Plan to support this application.

1.3.8 Reference has also been made to the Leicestershire Highway Design Guide in respect to planning the proposed site plan. This is referred to in the Proposed Development section of this report in the relevant paragraphs.

1.4 Report Structure

1.4.1 Following this introduction, this TS is structured as follows:

- **Section 2: Existing Conditions** - describes the existing conditions of the local highway network, including sustainable travel accessibility and a review of personal injury collision data.
- **Section 3: Proposed Development & Access** - provides details of the proposed development including access arrangements, parking provision, and how the Site will be serviced by refuse and emergency vehicles;
- **Section 4: Trip Generation Assessment** – calculates the weekday peak period vehicle trip generation of the proposed development; and,
- **Section 5: Summary and Conclusion** - summarises the findings of the report and offers conclusions in relation to the impact associated with the proposals.

2 Existing Conditions

2.1 Site Location

2.1.1 The site located to the north of Roseway and east of High Street in the village of Stoke Golding, which is approximately 4km to the northwest of Hinckley Town Centre and 6km to the northeast of Nuneaton Town Centre.

2.1.2 The site is bound to the north and east by agricultural land, to the south it is bound by the rear gardens of the properties along Roseway and to the west by the rear gardens of the properties along High Street.

2.1.3 The site location and context is shown in **Figure 2.1**.

Figure 2.1: Site Location

2.2 Existing Use and Access

2.2.1 The site comprises a single detached residential property known as ‘Springbank’ fronting High Street, along with two adjacent parcels of open land separated by a hedgerow.

2.2.2 The northern parcel is currently accessed from High Street via a 5-metre-wide track running along the southern boundary of Springbank, however this does not form part of the site red line boundary.

2.2.3 The southern parcel of land is currently accessed via a private track from Stoke Road to the north.

2.3 Local Highway Network

2.3.1 High Street lies on a north/south alignment, to the west of the site. To the north of the site, it bends at 90 degrees to the east and becomes Stoke Road and to the south it forms a priority junction with Station Road and Main Street. In the vicinity of the site, High Street has intermittent footways of varying widths along both sides of the carriageway and is subject to a 30mph speed limit and is lit.

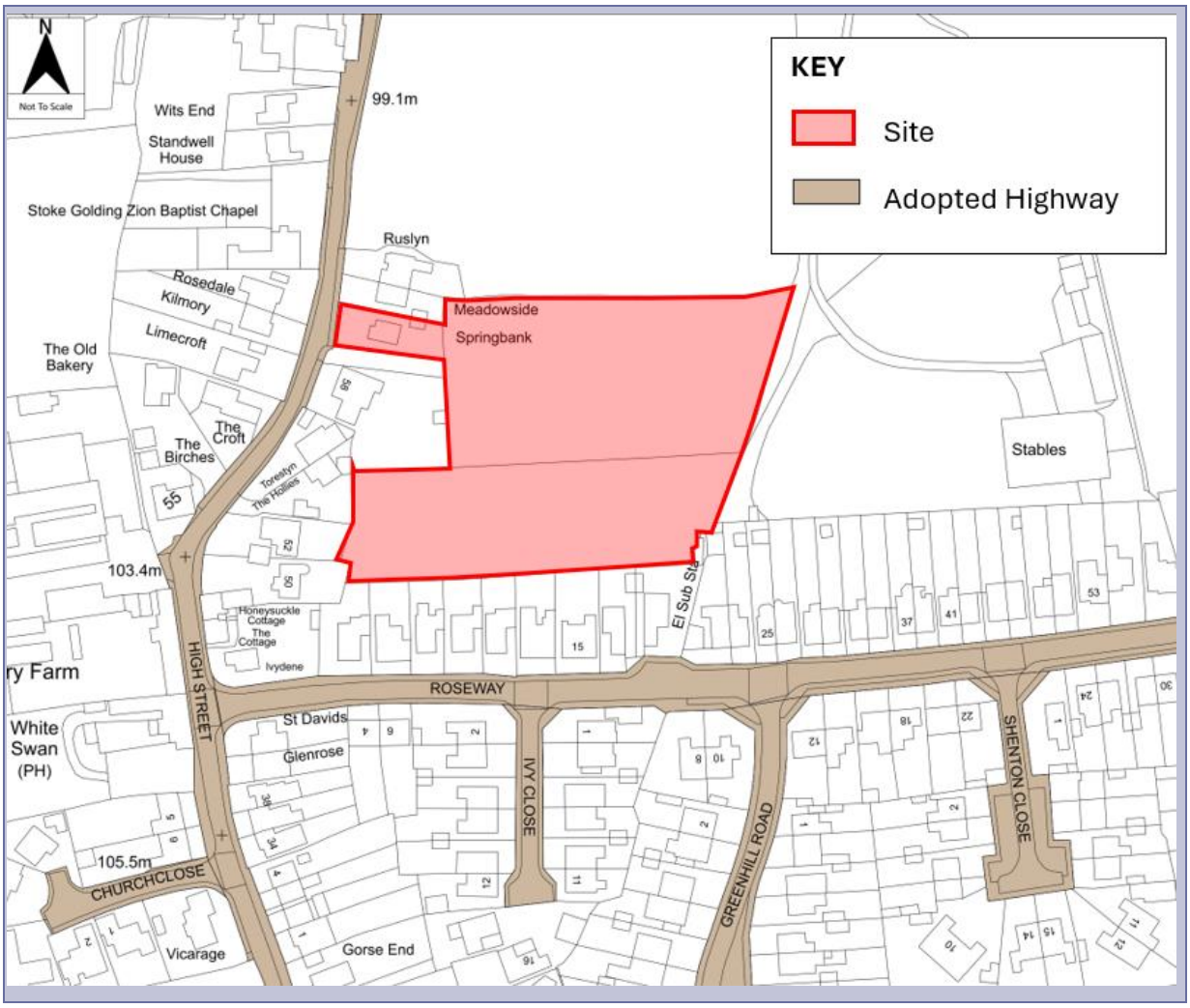
2.3.2 Roseway is on an east-west alignment, to the south of the site. Towards its eastern extent, it forms a cul-de-sac arrangement and to the west, it forms a priority junction with High Street. Roseway is a residential street and has footways on both sides of the carriageway and is subject to a 30mph speed limit and is lit.

2.4 Extent of Adopted Highway

2.4.1 PF has obtained highways searches from Leicestershire County Council (LCC) to confirm the extent of the adopted highway along High Street and Roseway in the vicinity of the site.

2.4.2 A copy of the adopted highways plan is provided in **Appendix B**, and an extract of this plan with the site location shown is presented in Figure 2.2.

Figure 2.2: Extent of Adopted Highway



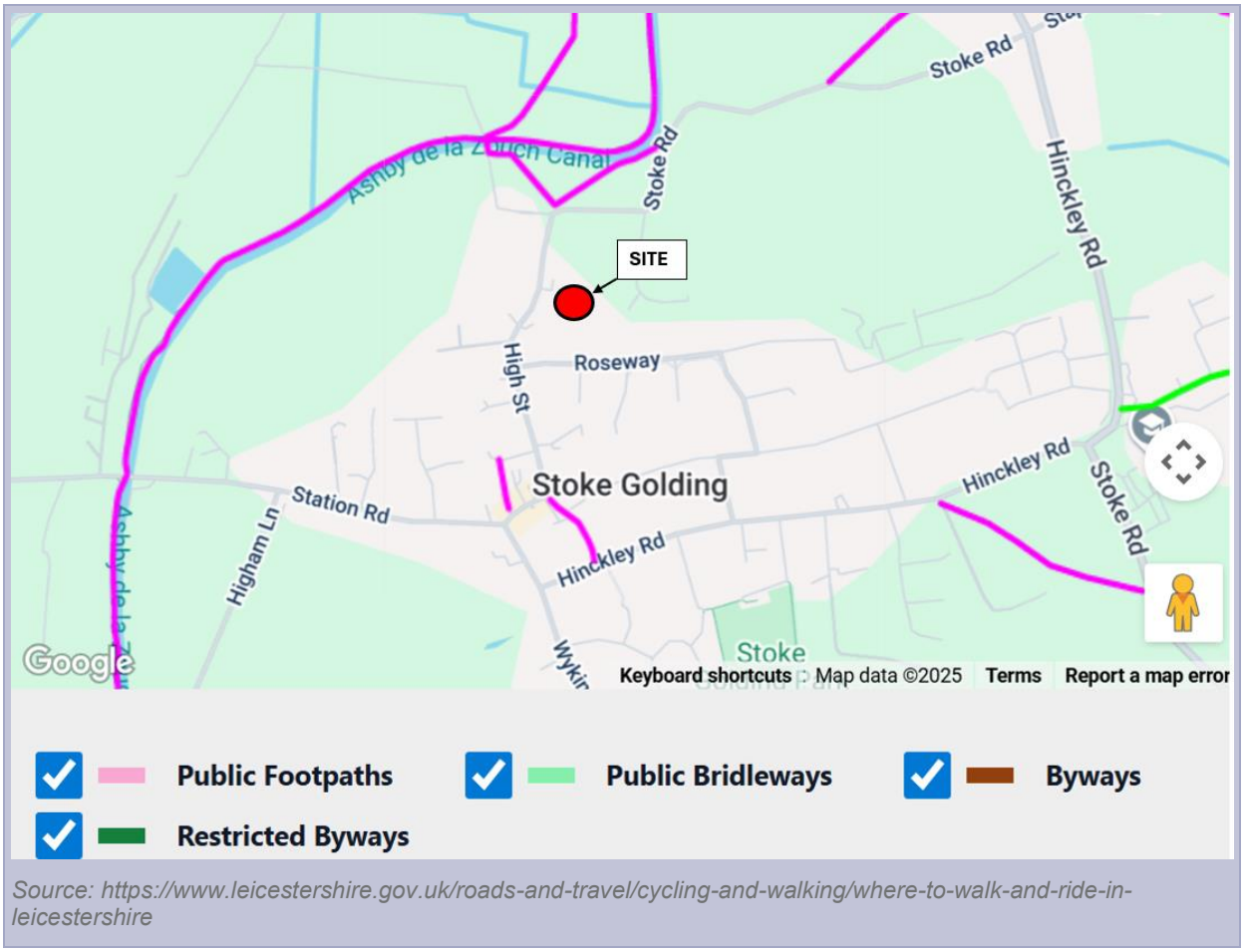
2.4.3 The plan demonstrates that the site shares a common boundary with adopted highway along High Street and shows its extent.

2.5 Sustainable Travel Accessibility

Walking Infrastructure and Accessibility

2.5.1 Pell Frischmann has reviewed LCC's Interactive Map, which shows the different types of public rights of way (PRoW). Figure 2.3 is an extract of the map for the area surrounding the site. It shows that there are no PRoW running through the site with the nearest access to the PRoW network to the north, which is 'Footpath T55' leading to 'Footpath U75' running alongside Ashby de la Zouch Canal.

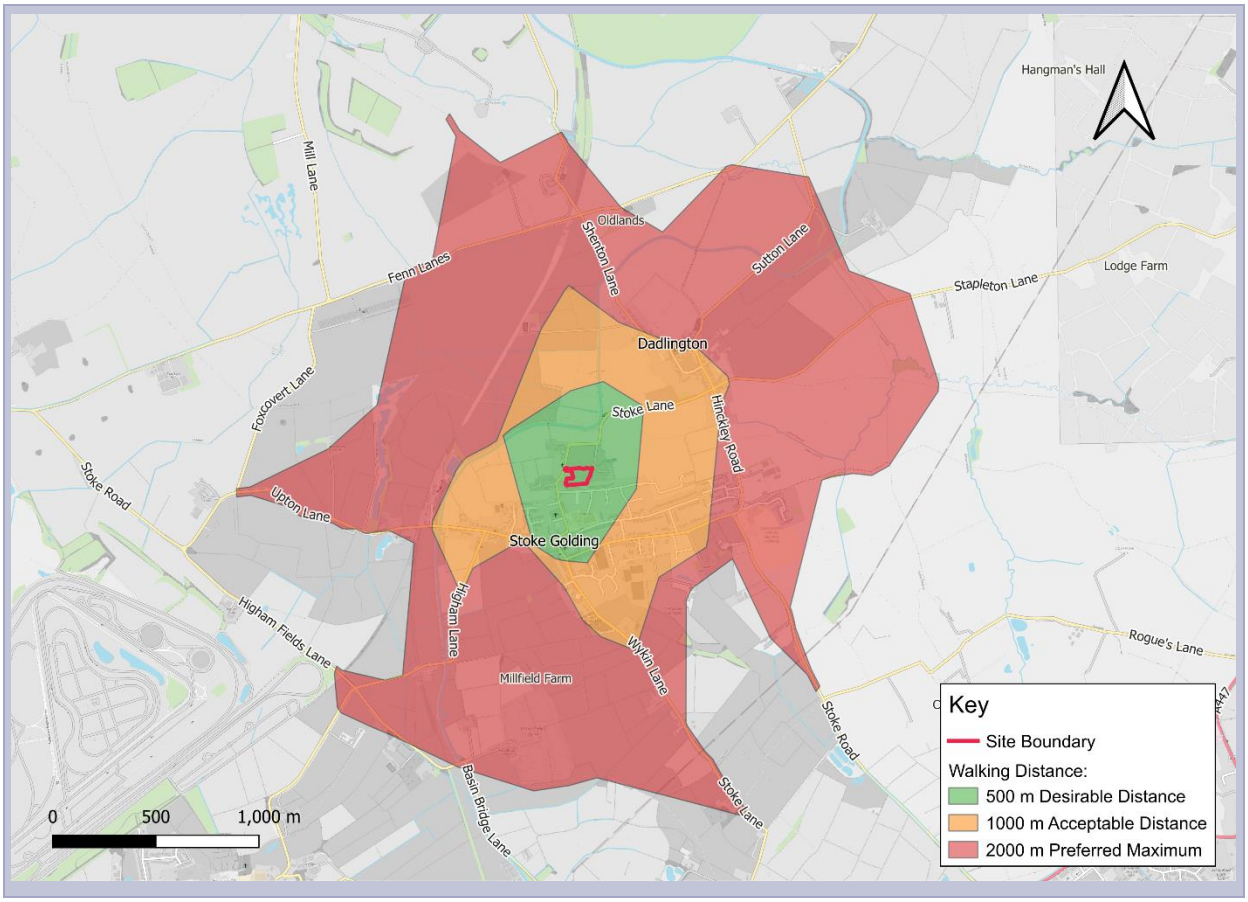
Figure 2.3: Local PRoW Map



Source: https://www.leicestershire.gov.uk/roads-and-travel/cycling-and-walking/where-to-walk-and-ride-in-leicestershire

2.5.2 The Guidelines for Providing for Journeys on Foot (GPJF) document describes acceptable walking distances to new developments for pedestrians without mobility impairment. The GPJF suggests that the 'preferred maximum' is 2km with 'acceptable' and 'desirable' walking distances of 1km and 500m, respectively. These walking catchments from the site are shown in Figure 2.4.

Figure 2.4: 2km Walking Catchment



2.5.3 Amenities located within a 500m walking distance of the site include:

- Stoke Golding Zion Baptist Chapel;
- Saint Margaret of Antioch Church;
- St Margaret's Church of England Primary School;
- The Baxter Hall Community Centre;
- Tammy's Hair Design;
- Hair & Beauty Lounge;
- Convenience Store;
- Mango Tree Indian Restaurant;
- Roast & Radish Café;
- 3 Horseshoes Public House; and
- The George and Dragon Public House.

2.5.4 Amenities located within a 1km walking distance of the site include:

- Stoke Golding Club Community Centre;
- Stoke Golding Village Hall;
- Children's Playground (adjacent to Village Hall);
- Ryelands Crescent Play Area; and
- Pine Close Surgery.

2.5.5 Amenities located within a 2km walking distance of the site include:

- St Martin's Catholic Voluntary Academy; and
- Tomlinson's Farm Shop.

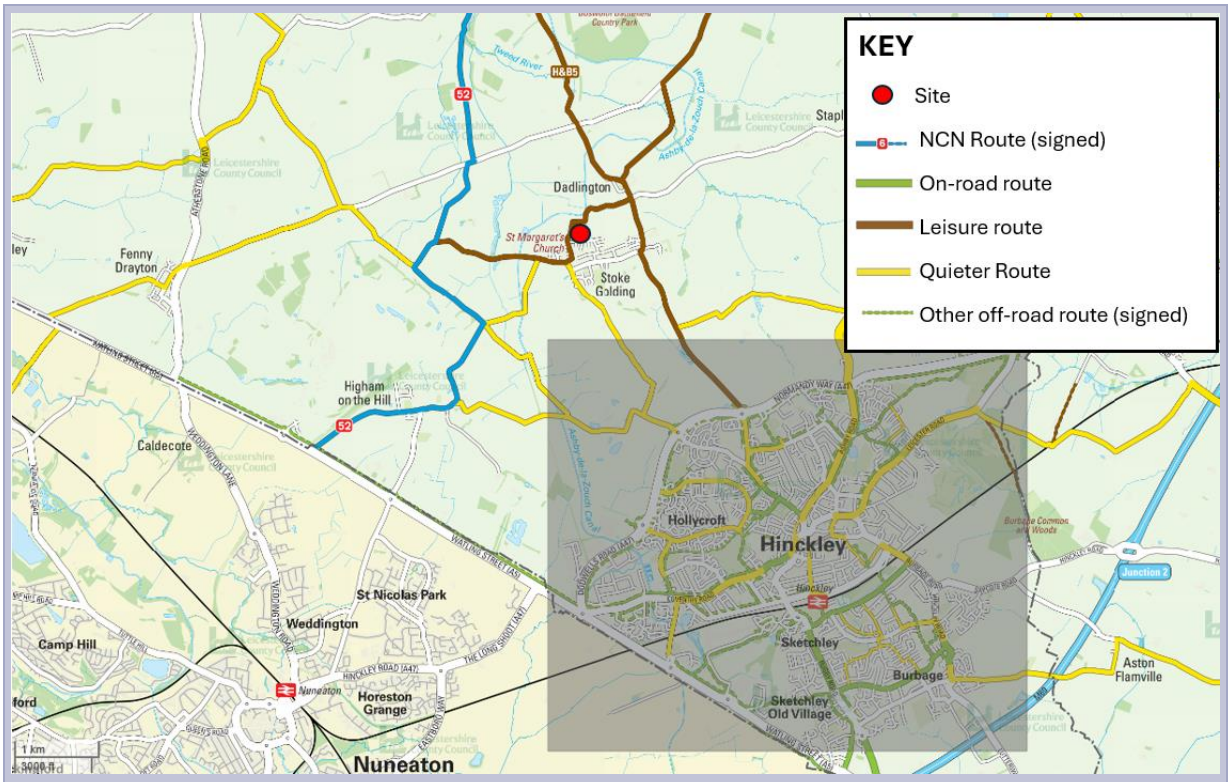
2.5.6 As shown, there are a significant number and range of amenities located within walking distance of the site providing significant potential for shorter trips to be made on foot.

Cycling Infrastructure and Accessibility

2.5.7 Figure 2.5 is an extract of the Leicestershire Interactive Cycle Map and shows that there are a number of established cycle routes in the vicinity of the site. This includes National Cycle Route (NCN) 52, which runs from Warwick to the south and links in with NCN 6, just west of Loughborough, to the north. In the vicinity of Stoke Golding, the route runs in a north-south alignment along Higham Fields Lane, Upton Lane and Foxcovert Lane and can be accessed via Station Road/Upton Lane, which is designated a leisure route.

2.5.8 High Street, which runs immediately adjacent to the site and from which access is sought, is also designated a leisure route for cycling. Most roads leading into the village are either designated as a leisure route or 'quieter routes', which are defined as 'often quieter and in some cases may provide an opportunity to experience cycling along roads with less motor traffic'. On this basis, it is considered that the site is well connected to the local and national cycle networks.

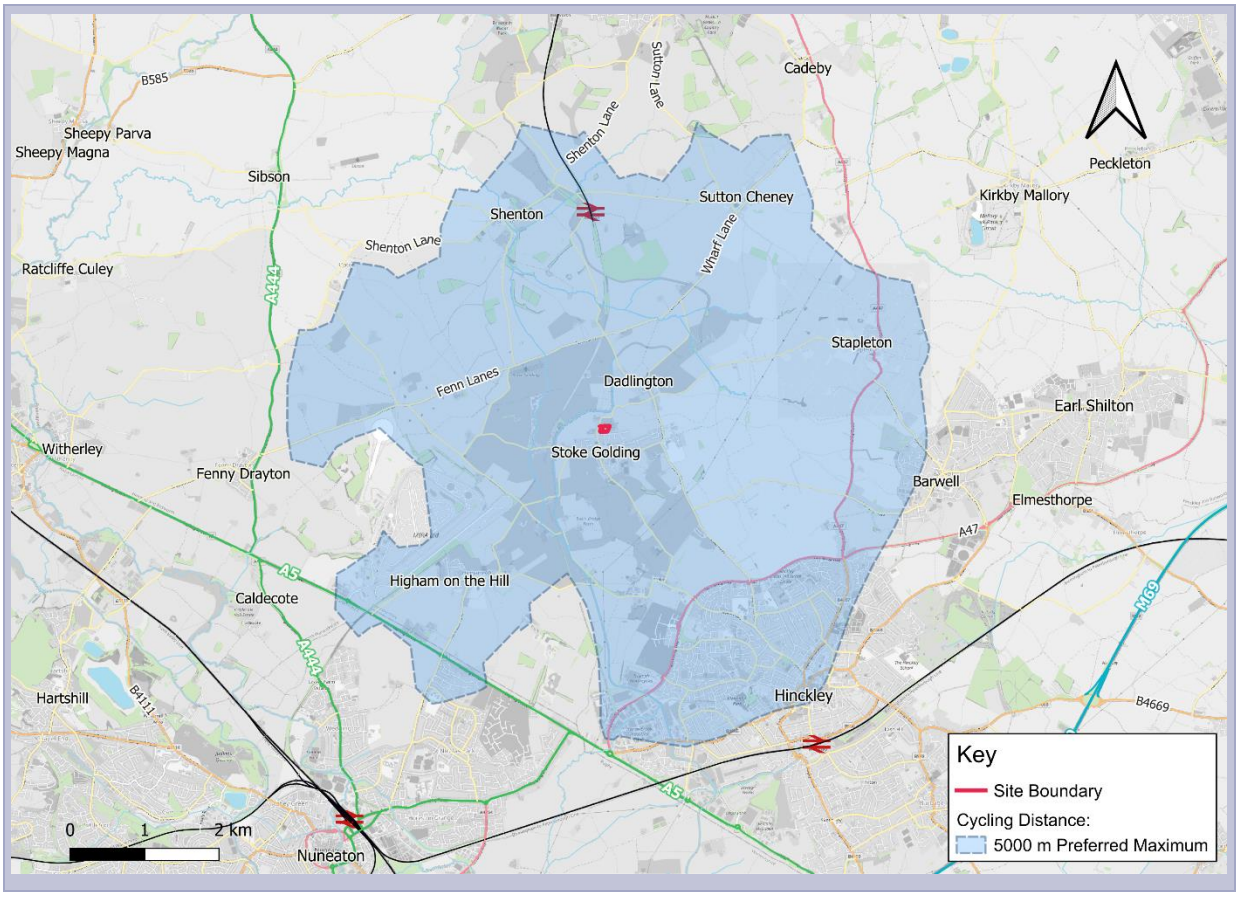
Figure 2.5: Local Cycle Network



Source: https://leicestershire.activemap.co.uk/online_cycle_mapping_facility_county_map/stoke+golding

2.5.9 With regards to cycle trips, it is widely considered that those under five kilometres have the potential to substitute short, single-occupancy car trips, either through cycling alone or to form part of a longer journey using public transport. Figure 2.6 shows a 5km cycling catchment from the site.

Figure 2.6: 5km Cycling Catchment



2.5.10 Destinations accessible within 5km cycling distance of the site include Shenton, Dadlington, Sutton Cheney, Stapleton and Higham-on-the-Hill, which are satellite villages with further amenities available. The 5km cycling catchment also includes the northern suburbs of Hinckley, which includes further amenities and employment opportunities.

2.6 Public Transport

Bus

2.6.1 The closest bus stops are located on Station Road and Main Street approximately 400 metres to the south of the site.

2.6.2 The bus stops on Main Street are located adjacent to Stoke Golding Methodist Church and comprise flag and pole arrangements with timetable information provided. The bus stop on Station Road is located opposite the George & Dragon public house and includes a sheltered waiting area and timetable information.

2.6.3 A summary of the bus service serving the local bus stops is provided in Table 2.1.

Table 2.1: Local Bus Services

Route		Frequency		
		Mon-Fri	Saturday	Sunday
7/7A (Arriva)	Burbage – Hinckley – Stoke Golding – Higham-on-the-Hill – Nuneaton	Starting service: 07:56. Hourly service until 18:51.	Starting service: 09:21. Hourly service until 17:21.	No service
7/7A (Arriva)	Nuneaton – Higham-on-the-Hill – Stoke Golding – Hinckley - Burbage	Starting service: 08:14. Hourly service until 18:25.	Starting service: 09:22. Hourly service until 17:22.	No service

Source: Hinckley Bus Map & Guide June 2024 (www.choosehowyoumove.co.uk/wpcontent/uploads/2024/06/Hinckley-Bus-Map-and-Guide.pdf

2.6.4 As shown, Stoke Golding is served by an hourly bus service Monday to Saturday and can be used to access regional centres including Nuneaton and Hinckley.

Rail

2.6.5 The nearest railway stations are Hinckley and Nuneaton, both of which are accessible by bus during the day Monday to Saturday using the above bus service.

2.6.6 Hinckley Railway Station is on the CrossCountry Birmingham to Peterborough Line between Leicester and Birmingham New Street and is approximately 6km east of Nuneaton.

2.6.7 Nuneaton Railway Station is served by three railway lines: the Trent Valley section of the West Coast Main Line, the Birmingham to Peterborough Line and the Coventry to Nuneaton Branch Line.

2.7 Personal Injury Collision Data Analysis

2.7.1 Personal Injury Collision (PIC) records for the local highway network have been obtained from Crashmap.co.uk. The data covers the most recently available three-year period, inclusive of 2021-2023. The PIC study area includes High Street and Rose Way within the vicinity of the proposed site access. An extract of the Crashmap collision plot is presented in Figure 2.7 below.

Figure 2.7: PIC Records, Crashmap

2.7.2 As shown, no PICs have been reported in the vicinity of the site during the three-year study period.

3 Proposed Development & Access

3.1 Overview

3.1.1 The proposed development will provide 19 residential units, comprising of:

- 2 No. one-bed units.
- 7 No. two-bedroom units.
- 6 No. three-bedroom units.
- 4 No. four-bedroom units.

3.1.2 A copy of the Proposed Site Plan is provided in **Appendix A** with an extract provided in Figure 3.1 below.

Figure 3.1: Proposed Site Plan

3.1.3 Table 3.1 sets out the accommodation schedule for each of the 19 plots.

Table 3.1: Proposed Schedule of Accommodation

Plot Number	No Beds	Car Parking Provision					Cycle Parking
		Private Drive	Garage *	Total	With Electric Vehicle Charge Point available (EVCP)	Visitor Parking	
1	4	2	2	4	1		4
2	3	2	1	3	1		3
3	3	2	1	3	1		3
4	4	2	1	3	1		4
5	3	2	1	3	1		3
6	4	2	2	4	1		4
7	4	2	2	4	1		4
8	2	2	0	2	1		2
9	2	2	0	2	1		2
10	2	2	0	2	1	5	2
11	2	2	0	2	1		2
12	3	2	0	2	1		3
13	1	2	0	2	1		1
14	1	2	0	2	1		1
15	3	2	0	2	1		3
16	3	2	0	2	1		3
17	2	2	0	2	1		2
18	2	2	0	2	1		2
19	2	2	0	2	1		2
TOTAL		**38**	**10**	**48**	**19**	**5**	**50**

*Single garage with internal minimum dimension of 3mx6m or double garage with internal minimum dimension of 6mx6m

3.1.4 The proposals will provide a total of 53 car parking spaces across the whole site. Of which 48 (38+10) will consist of private drives and garages and 5 will be on-street parking available for visitors. Each dwelling will have an Electric Vehicle Charge Point available.

3.2 Proposed Site Access and Vehicular Access Arrangements

3.2.1 The proposed site access has been designed in accordance with the guidelines set out in the Leicestershire Highway Design Guide (LHDG) (Updated December 2024) based on the 'Private Drive (unadopted residential drive serving between six and 25 dwellings)' street type.

3.2.2 Table 3.2 sets out the LHDG geometric requirements for a 'Private Drive (unadopted residential drive serving between six and 25 dwellings)' and the proposed geometry.

Table 3.2: High Street: Private Drive Access Geometry LHDG Requirements and Proposed Provision

Geometry	LHDG Requirement	Proposed Geometry
Carriageway Width	4.25m for a minimum distance of 5m behind the highway boundary with an additional 0.5m if bounded by a wall, fence, hedge, line of trees or	5.5m which includes a 0.5m strip as it is bounded by wall on one side.

Geometry	LHDG Requirement	Proposed Geometry
	other similar. Overall minimum width requirement would be 4.75m	
Footway	Footway and verge not required	-
Junction	8 dropped kerbs (7.3m) along Roseway	7.3m wide dropped kerb
Junction Visibility	Junction visibility requirements of 2.4m x 43m in accordance with MfS for a 30mph road	2.4m x 43m

3.2.3 The proposed access junction geometry and internal road geometry is in accordance with the LHDG. The main access road accords with street type ''Private Drive (unadopted residential drive serving between six and 25 dwellings)', which can accommodate up to 25 dwellings from a single point of access. The three shared-surface streets that will be served from the main access road will be 5m wide.

Junction Geometry & Visibility Splays

3.2.4 High Street is subject to a 30mph speed limit and therefore based on Manual for Streets (MfS) guidance requires a minimum of 2.4m x 43m visibility splays from the site access out onto High Street in both directions.

3.2.5 Drawing **110145 - PEF - ZZ - XX - D - H – 00008 P01** in **Appendix C** shows that visibility splays of 2.4m x 43m are achievable in both directions from the access within the extent of the adopted highway and client land ownership.

3.2.6 To provide LCC Highways with further comfort, reference is made to planning application (Ref. 22/00661/FUL) for 25 residential dwellings on the Mulberry Farm site, which is located less than 100 metres south-west of this application site. The Mulberry Farm application was supported by a Transport Statement (Bancroft, Rev B, June 2022), which included a speed survey along High Street in the vicinity of both site accesses. The speed survey was conducted in May 2021 between 09:19 and 10:49 during fine and dry weather conditions. It recorded 85th percentile speeds of 20.93mph (33.7kph) in the northbound direction and 22.94mph (36.9kph) in the southbound direction.

3.2.7 Given the recorded 85th percentile vehicles speeds along High Street are less than 30mph in both directions, the provision of 2.4m x 43m visibility splays are adequate.

3.3 Internal Layout Review

Forward Visibility

3.3.1 Table 6 of the LHDG sets out design speeds for residential roads. For private residential roads the likely vehicle speeds would be 15mph which requires a 17m forward visibility splay measured from the centreline of the inner lane.

3.3.2 Drawing **110145 - PEF - ZZ - XX - D - H – 00009 P01** in **Appendix D** shows that the forward visibility splay using a 17m forward visibility distance which accommodates vehicle speeds of up to 15mph can be achieved for vehicles entering and exiting the site.

3.3.3 This shows that the 17m forward visibility envelope of drivers entering and exiting the site can be accommodated along the spine road.

Swept Path Analysis

3.3.4 Vehicle swept paths assess vehicle movements within carriageways and is commonly used to establish appropriate junction radii, kerbline radii and carriageway widths.

3.3.5 LHDG (Section 'Highway Layout and Design', Sub-section 'Swept Path') states that:

"Following swept path analysis, the widths and bend radii must be checked to ensure that the vehicles expected to use the road layout can manoeuvre safely and effectively, without overrunning of kerbs. The vehicle types might typically include a refuse lorry, fire tender and pantechnicon (such as a removal lorry) and a bus if the development will be served by public transport."

3.3.6 Therefore, for compliance vehicle swept paths have been undertaken for the following vehicles:

- Two-way movements using a private car.
- Refuse vehicle (11.220m Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)).
- Fire tender (DB 32 Fire Appliance).

3.3.7 Leicestershire Highway Design Guide specifies:

"A minimum modelling speed of 15 kph going forwards and 2.5 kph going backwards is to be used when analysing swept paths. At turning heads and for reversing movements in service yards, the slower, default swept path vehicle speed is acceptable."

3.3.8 Therefore, for compliance, all forward swept paths are modelled at design speed 15kph, except for turning heads and reversing manoeuvres which use the default swept path vehicle speeds.

3.3.9 Below summarises the findings of the internal vehicle swept path assessment.

Private Car

3.3.10 Drawing **110145 - PEF - ZZ - XX - D - H – 00010 P01** in **Appendix E** shows that two cars can pass each other along the length of the internal roads.

Refuse Vehicle

3.3.11 The refuse strategy has been designed in accordance with Manual for Streets (MfS) which states: -

- A 12m maximum reverse distance
- Refuse collection point within 25m from the refuse vehicle
- The bin collections points within a 30m carry distance from the properties.

3.3.12 Drawing **110145 - PEF - ZZ - XX - D - H – 00010 P01** in **Appendix E** shows that the proposed access design can accommodate a LCC specified refuse vehicle, which is 11.2m long (Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)) entering and exiting the site via the proposed access. It also demonstrates that the vehicle can turn around within the site via the internal spine road with all movements and manoeuvres within the width of the road.

3.3.13 The bin collection points can be accessed within 30m walking distance of each property and the refuse vehicle can access the bin collection point within 25m without reversing more than 12m.

Fire Tender

3.3.14 Drawing **110145 - PEF - ZZ - XX - D - H – 00010 P01** in **Appendix E** shows that the proposed access design can accommodate a DB 32 Fire Appliance entering and exiting the site via the proposed access and that the vehicle can turn around within the site via the internal spine road.

3.3.15 It also shows that the fire tender can access each dwelling within a distance 45m and does not need to reverse more than 20m.

3.4 Parking Provision

Local Standards

3.4.1 The parking provision has been compared against the minimum parking standards set out in Leicestershire Highways Design Guide Parking. The LHDG parking standards are set out in Table 3.3 below.

Table 3.3: The LHDG parking standards

Land Use	Car Parking Requirement				Cycle Parking
	Up to 3 bedrooms	4 or more bedrooms	EVCP	Visitor	
C3 (a), (b), (c) dwelling	2 per dwelling	3 per dwelling	Every new home hone with associated parking must have an EV ChargePoint	Visitor parking is required for residential developments of more than 10 dwellings on a basis of 0.25 spaces per dwelling. In housing developments, this should be provided via suitable on-street parking provision. In apartment developments, visitor parking should be provided by additional spaces within the allocated parking area.	One space for every bedroom, parking to be under cover and secure.

3.4.2 Furthermore, the LHDG states that garages are not counted as car park spaces unless the following internal dimensions are:

- "Standard single = 6 x 3m, with minimum door width of 2.3m
- Double = 6m x 6m, with minimum door width of 4.2m"

3.4.3 All car parking spaces are to be provided at dimensions 5.5m x 2.4m.

Proposed Parking Review

3.4.4 The proposed car parking provision has been planned in accordance with LHDG as set out in Table 3.3 and Table 3.4 below compares the parking provision set out in Table 3.1 against the LCC parking requirements set out in Table 3.3.

Table 3.4: Required Parking compared to Proposed Parking Provision

Plot Number	No Beds	Provision			LCC Requirement		
		Total Car Parking Provision inc garages	EVCP	Cycle Parking	Minimum Car Parking	Minimum EVCP	Minimum Cycle Parking
1	4	4	1	4	3	1	4
2	3	3	1	3	2	1	3
3	3	3	1	3	2	1	3
4	4	3	1	4	3	1	4
5	3	3	1	3	2	1	3
6	4	4	1	4	3	1	4
7	4	4	1	4	3	1	4
8	2	2	1	2	2	1	2
9	2	2	1	2	2	1	2
10	2	2	1	2	2	1	2

Plot Number	No Beds	Provision			LCC Requirement		
		Total Car Parking Provision inc garages	EVCP	Cycle Parking	Minimum Car Parking	Minimum EVCP	Minimum Cycle Parking
11	2	2	1	2	2	1	2
12	3	2	1	3	2	1	3
13	1	2	1	1	2	1	1
14	1	2	1	1	2	1	1
15	3	2	1	3	2	1	3
16	3	2	1	3	2	1	3
17	2	2	1	2	2	1	2
18	2	2	1	2	2	1	2
19	2	2	1	2	2	1	2
TOTAL		**48**	**19**	**50**	**42**	**19**	**50**

3.4.5 Table 3.4 above shows that the proposed parking provision accords with the minimum guidelines set out in the LHDG parking standards.

3.4.6 A total of 5 visitor car parking spaces are proposed on-street within the site, which accords with the standards set out in LHDG.

3.4.7 Each dwelling will be equipped with access to an electric vehicle charge point in accordance with Approved Document S of the Building Regulations

4 Trip Generation Assessment

4.1 Introduction

4.1.1 This section of the TS sets out the trip generation of the existing site and the proposed development to inform the change in peak hour traffic flows associated with the proposal.

4.2 Existing Site Trip Generation

4.2.1 The existing site is occupied by a single detached dwelling fronting High Street, which is locally known as 'Springbank'. This will be demolished to facilitate access to the proposed development and therefore the vehicle trip generation associated with this has been discounted as part of the proposed development trip generation calculations set out below.

4.3 Proposed Development Trip Generation

4.3.1 The proposed development comprises 19 dwellings, however for the purposes of this trip generation assessment, 18 dwellings has been assessed to account for the displacement of an existing detached dwelling to facilitate access to the site.

TRICS Trip Rates

4.3.2 TRICS has been interrogated to identify sites of a similar nature to the proposed development and the following criteria was applied to the TRICS category "Houses Privately Owned".

- Sites in London and Ireland were excluded;
- Neighbourhood Centre/Village included;
- Only weekday surveys were included; and
- Parameter Range = 5 to 50 dwellings.

4.3.3 Following the application of the above filtering criteria there were found to be 17 survey sites. However, nine of these sites were surveyed during COVID and have therefore been excluded, resulting in 8 suitable survey sites. Details of these surveys sites are presented in the full TRICS printout provided in **Appendix F**.

4.3.4 A summary of the average TRICS vehicle trip rates (per 1 dwelling) during the typical peak hours is shown in Table 4.1.

Table 4.1: TRICS Average Vehicle Trip Rates (per 1 dwelling) – Weekday AM and PM Peak Periods

Time Period	Arrivals	Departures	2-way
07:00-08:00	0.077	0.328	0.405
08:00-09:00	**0.154**	**0.386**	**0.540**
09:00-10:00	0.174	0.243	0.417
16:00-17:00	0.247	0.154	0.401
17:00-18:00	**0.340**	**0.143**	**0.483**
18:00-19:00	0.270	0.116	0.386
Note: All Trip Rates (per 1 dwelling)			

4.3.5 The proposed development weekday AM Peak hour occurs between 08:00-09:00 and the PM Peak hour occurs between 17:00-18:00.

4.3.6 Table 4.2 presents the vehicle trip generation during the weekday peak hours associated in the net increase of 18 dwellings as a result of the proposed development.

Table 4.2: Proposed Development Trip Generation – 18 Dwellings (Net)

Time Period	Arrivals	Departures	2-way
08:00-09:00	3	7	10
17:00-18:00	6	3	9

4.3.7 Using the TRICS approach, it is estimated that the proposed development will generate a net increase of 10 two-way vehicle movements during the weekday AM Peak hour and 9 two-way vehicle movements during the weekday PM Peak hour.

4.3.8 This equates to approximately one additional vehicle movement every 6 minutes during both the weekday AM and PM Peak hours. It is considered that this number of additional vehicle movements would have negligible impact on the operation of the local highway network and with reference to Paragraph 116 of the NPPF, would not result in a severe “residual cumulative impact on the road network”.

5 Summary and Conclusion

5.1.1 This Transport Statement has been prepared by Pell Frischmann on behalf of Cartwright Homes Limited to support a proposal for a residential development, comprising 19 dwellings, on land to the easy of High Street in Stoke Golding.

5.1.2 Vehicular and pedestrian access is proposed to be taken from High Street to the west of the site via a new priority junction at the location of an existing detached residential dwelling known locally as 'Springbank'.

5.1.3 The site access has been designed in accordance with Leicestershire Highway Design Guide based on street type 'Residential access Road (Secondary and Local Streets)', which can accommodate up to 150 dwellings from a single point of access. Footways are provided along both sides of the access and will link in with the existing footway network along High Street. The required visibility splays from the proposed access junction are shown to be achievable within the extent of the adopted highway.

5.1.4 Personal injury collision records for the local highway network have been reviewed and there is no evidence of any collisions reported within the most-recently-available 3-year period.

5.1.5 The accessibility of the site by walking and cycling has been assessed, including isochrone mapping for walking and cycling catchments. There are a number and range of amenities accessible within 500m walking distance, including a primary school, public houses, churches, restaurants and a convenience store. Therefore, the site is considered to be in a sustainable location with good opportunities for shorter journeys to be made on foot.

5.1.6 Furthermore, the site is well connected to local cycle networks, including quieter and leisure routes linking in with the National Cycle Network and established local on and off-road cycle routes in the northern suburbs of Hinckley. There are a number of villages and associated amenities located within a 5km cycling distance of the site, as well as employment opportunities and amenities in Hinckley.

5.1.7 Bus stops are located in the village centre, approximately 400m walking distance and are served by an hourly daytime service to Nuneaton and Hinckley, in-turn providing access to regional railway stations.

5.1.8 The internal site layout has been subject to a highways review, which demonstrates there is adequate forward visibility around bends in the spine road and service and emergency vehicles will be able to access and egress the site in forward gear.

5.1.9 The level of car, visitor and bicycle parking has been planned in accordance with the minimum standards set out in the Leicestershire Highway Design Guide. Each dwelling will be provided with access to an electric vehicle charging point.

5.1.10 The change in weekday peak hour traffic flows as a result of the proposed development has been considered. The proposal comprises 19 dwellings, however one dwelling will be demolished to facilitate the access road, resulting in a net increase of 18 dwellings on the site. Based on TRICS data, it is estimated that the additional 18 dwellings would generate 10 additional two-way vehicle movements during the weekday morning peak hour and 9 additional two-way vehicle movements during the weekday evening peak hour. This equates to approximately one additional vehicle movement every 6 minutes during both weekday peak hours.

5.1.11 In conclusion, it is considered that the proposals for 19 dwellings at the site are planned in accordance with local and national transport policies, including Leicestershire Highway Design Guide. Furthermore, the number of additional vehicle movements generated by this proposal would have negligible impact on the operation of the local highway network and with reference to Paragraph 116 of the NPPF, would not result in a severe "residual cumulative impact on the road network".

Appendix A Proposed Site Plan


BCP
BCP
4 Bed
CG1
WAR
CG1
WAR
FIL
WAR
DG
4 Bed
S G
DG
1
2
3
4
5
6
HLL
HLL
HLL
3B Aff
3B Aff
2X Mais
3B Aff
HLL
HLL
HLL
HLL
FIL
DG
19
18
17
16
15
13-14
12
11
10
9
8
7

Key

Highway Status

Extents

Adopted: Unclassified Route

NOTES

The highway records are not definitive, but are based on currently available supporting information and are given without warranty.
If roadside ditches are present, the legal presumption without evidence to the contrary is that these do not generally form part of the publicly maintainable highway.
This plan has been produced in response to the enquiry shown in the title address and should not be used for any other purpose, since its accuracy cannot be guaranteed.
If a scale has been provided, measurements scaled from this plan may not match measurements between the same points on the ground.

Leicestershire County Council

ENVIRONMENT AND TRANSPORT DEPARTMENT

On Behalf Of
Ann Carruthers, Director

Highway Record Enquiry

Location

High Street/ Roseway, Stoke Golding

Reference	NDI/HRE/2502130
Drawing No.	100/A
Date Produced	26/03/2025

Highway Record Enquiries
County Hall, Glenfield, LE3 8RJ
0116 305 7189 | hre@leics.gov.uk

Appendix C Proposed Site Access Layout

Right Visibility Splay of
2.4m x 43m
(1m into carriageway)

Right Visibility Splay of
Tangent 2.4m x 43m
(1m into carriageway)

Private Drive
Carriageway Width = 5.5
Footway and Verge Not Required
8 Dropped Kerbs (7.3m)
Junction Visibility = 2.4m x 43m

Left Visibility Splay of
Tangent 2.4m x 43m
(1m into carriageway)

Left Visibility Splay of
2.4m x 43m
(1m into carriageway)

Ruslyn

Underground Pumping Sta
loca
(see specialist's d

Meadowside

Springbank

High Street

The Croft

The Birches

Torestyn

The Hollies

58

55

5.5m

5m

Section of hedge
to be removed

4 Bed

CG1

WA

DG

HILL

HILL

19

18

12

11

NOTES:

1. Do not scale from this drawing, work to figured dimensions only.
2. Dimensions are in metres unless stated otherwise.

KEY:

Extent of Adopted Highway

REV	DESCRIPTION	DRN	CHK	APP	DATE
P01	-	XX	XX	XX	00.00.00

Pell Frischmann

THE LEEMING BUILDING, LUDGATE HILL, LEEDS, LS2 7HZ

www.pellfrischmann.com

Client

A.R. Cartwright Limited

Project

Roseway in Stoke Golding,
Nuneaton

Drawing Title

High Street Access
Proposed Private Drive/Site Access

	Name	Date
Drawn	AB	21.03.25
Designed	AB	21.03.25
Checked	MA	21.03.25
Approved	MA	21.03.25

Scale 1:200@A1

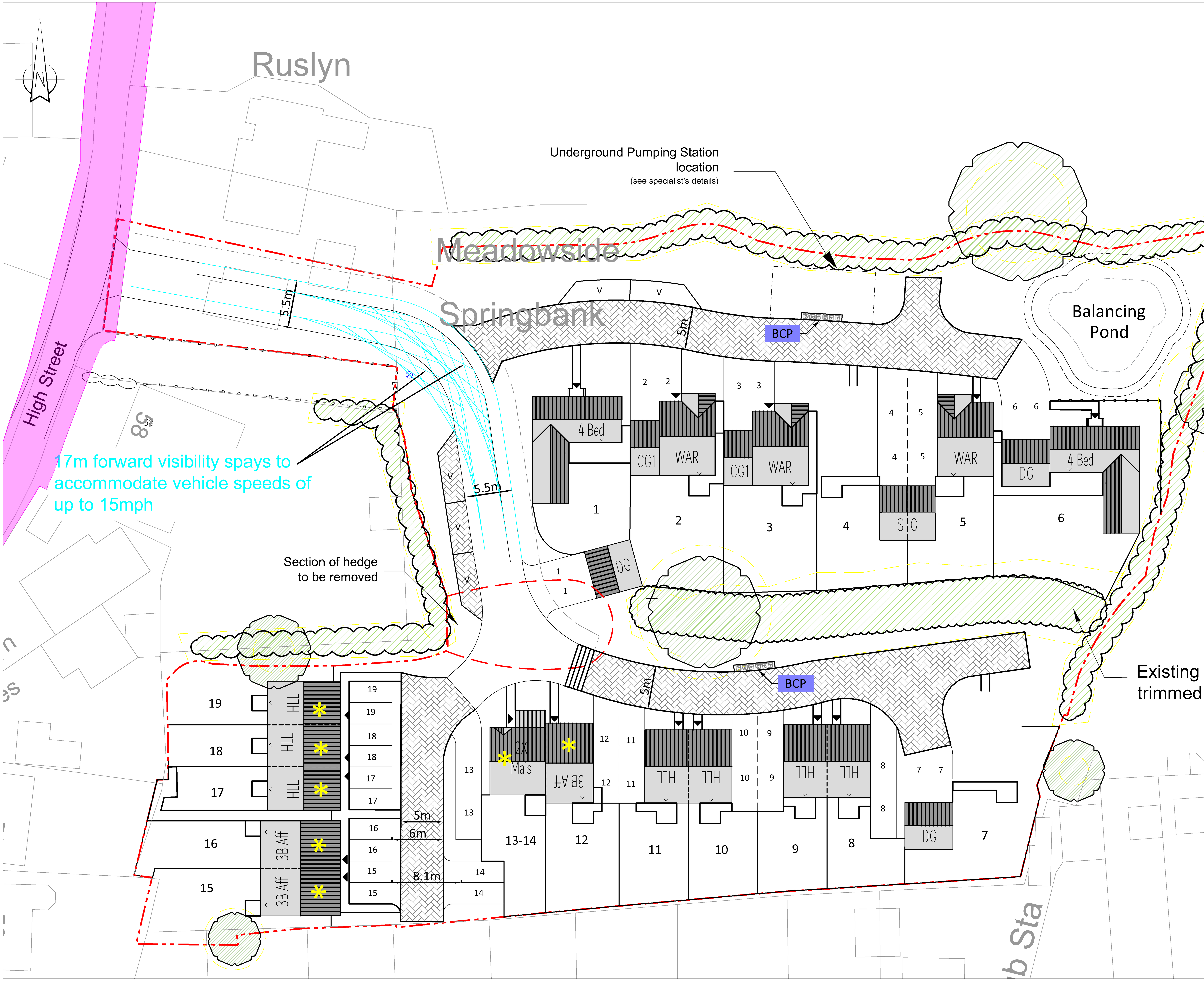
Status Code -

Drawing Status Preliminary

Project No. 10145 - PEF - ZZ - XX - D - H - 00008

Revision P1

Appendix D Forward Visibility Assessment



NOTES:

1. Do not scale from this drawing, work to figured dimensions only.
2. Dimensions are in metres unless stated otherwise.

KEY:

Extent of Adopted Highway

REV	DESCRIPTION	DRN	CHK	APP	DATE
P01	-	XX	XX	XX	00.00.00

Pell Frischmann

THE LEEMING BUILDING, LUDGATE HILL, LEEDS, LS2 7HZ

www.pellfrischmann.com

Client: A.R. Cartwright Limited

Project: Roseway in Stoke Golding, Nuneaton

Drawing Title: Forward Visibility Asessment

	Name	Date
Drawn	AB	21.03.25
Designed	AB	21.03.25
Checked	MA	21.03.25
Approved	MA	21.03.25

Scale: 1:200@A1

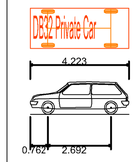
Status Code: -

Drawing Status: Preliminary

Project No.: 10145 - PEF - ZZ - XX - D - H - 00009

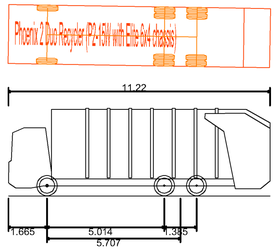
Revision: P1

Appendix E Swept Path Assessment



DB32 Private Car

Overall Length	4.223m
Overall Width	1.715m
Overall Body Height	1.392m
Min Body Ground Clearance	0.233m
Max Track Width	1.629m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.780m



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)

Overall Length	11.220m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m

Dennis Sabre Fire Tender (LWB)

Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.512m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.400m

NOTES:

1. Do not scale from this drawing, work to figured dimensions only.
2. Dimensions are in metres unless stated otherwise.

KEY:

REV	DESCRIPTION	DRN	CHK	APP	DATE
P01	-	XX	XX	XX	00.00.00

Pell Frischmann

THE LEEMING BUILDING, LUDGATE HILL, LEEDS, LS2 7HZ

www.pellfrischmann.com

Client

A.R. Cartwright Limited

Project

Roseway in Stoke Golding, Nuneaton

Drawing Title

Swept Path Assessment

	Name	Date
Drawn	AB	21.03.25
Designed	AB	21.03.25
Checked	MA	21.03.25
Approved	MA	21.03.25

Scale: NTS

Status Code: -

Drawing Status: Preliminary

Project No.: 10145 - PEF - ZZ - XX - D - H - 00010

Revision: P1

Calculation Reference: AUDIT-610801-250714-0736

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	MW	MEDWAY	1 days
	SC	SURREY	1 days
03	SOUTH WEST		
	SM	SOMERSET	2 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 days
09	NORTH		
	IM	ISLE OF MAN	2 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 8 to 42 (units:)
Range Selected by User: 5 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 18/09/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	4 days
Wednesday	1 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	8

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Village	8

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	12 days - Selected

Secondary Filtering selection:

Use Class:

C3	8 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	5 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	4 days
1.6 to 2.0	3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	2 days
No	6 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	8 days

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

LIST OF SITES relevant to selection parameters

1 AC-03-A-03 SEMI-DETACHED & TERRACED CHESHIRE WEST & CHESTER
MEADOW DRIVE
NORTHWICH
BARNTON
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 40
Survey date: TUESDAY 04/06/19 Survey Type: MANUAL

2 IM-03-A-01 MIXED HOUSES ISLE OF MAN
BALLAKILLOWEY ROAD
COLBY
BALLAKILLOWEY
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 31
Survey date: TUESDAY 21/05/24 Survey Type: MANUAL

3 IM-03-A-02 MIXED HOUSES ISLE OF MAN
SHORE ROAD
KIRK MICHAEL

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 27
Survey date: THURSDAY 23/05/24 Survey Type: MANUAL

4 MW-03-A-01 DETACHED & SEMI-DETACHED MEDWAY
ROCHESTER ROAD
NEAR CHATHAM
BURHAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 8
Survey date: FRIDAY 22/09/17 Survey Type: MANUAL

5 SC-03-A-10 MIXED HOUSES SURREY
GUILDFORD ROAD
ASH

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 32
Survey date: WEDNESDAY 14/09/22 Survey Type: MANUAL

6 SF-03-A-06 DETACHED & SEMI-DETACHED SUFFOLK
BURY ROAD
KENTFORD

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 38
Survey date: FRIDAY 22/09/17 Survey Type: MANUAL

7 SM-03-A-02 MIXED HOUSES SOMERSET
HYDE LANE
NEAR TAUNTON
CREECH SAINT MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 42
Survey date: TUESDAY 25/09/18 Survey Type: MANUAL

8 SM-03-A-03 MIXED HOUSES SOMERSET
HYDE LANE
NEAR TAUNTON
CREECH ST MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 41
Survey date: TUESDAY 25/09/18 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AC-03-A-05	COVID
BY-03-A-01	COVID
CA-03-A-07	COVID
GS-03-A-02	COVID
NM-03-A-02	COVID
NN-03-A-01	COVID
SE-03-A-01	COVID
SF-03-A-08	COVID

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	32	0.077	8	32	0.328	8	32	0.405
08:00 - 09:00	8	32	0.154	8	32	0.386	8	32	0.540
09:00 - 10:00	8	32	0.174	8	32	0.243	8	32	0.417
10:00 - 11:00	8	32	0.135	8	32	0.158	8	32	0.293
11:00 - 12:00	8	32	0.131	8	32	0.158	8	32	0.289
12:00 - 13:00	8	32	0.131	8	32	0.158	8	32	0.289
13:00 - 14:00	8	32	0.189	8	32	0.158	8	32	0.347
14:00 - 15:00	8	32	0.158	8	32	0.170	8	32	0.328
15:00 - 16:00	8	32	0.243	8	32	0.178	8	32	0.421
16:00 - 17:00	8	32	0.247	8	32	0.154	8	32	0.401
17:00 - 18:00	8	32	0.340	8	32	0.143	8	32	0.483
18:00 - 19:00	8	32	0.270	8	32	0.116	8	32	0.386
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.249			2.350			4.599

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	8 - 42 (units:)
Survey date date range:	01/01/16 - 18/09/24
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	8

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.